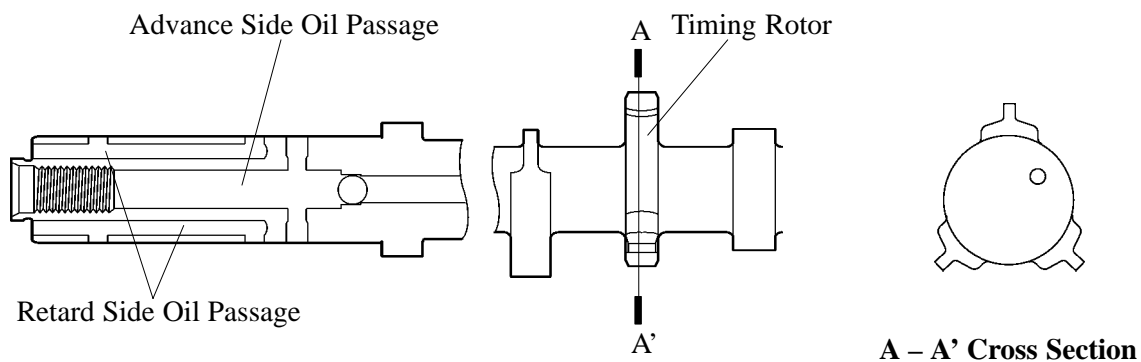


5. Valve Mechanism

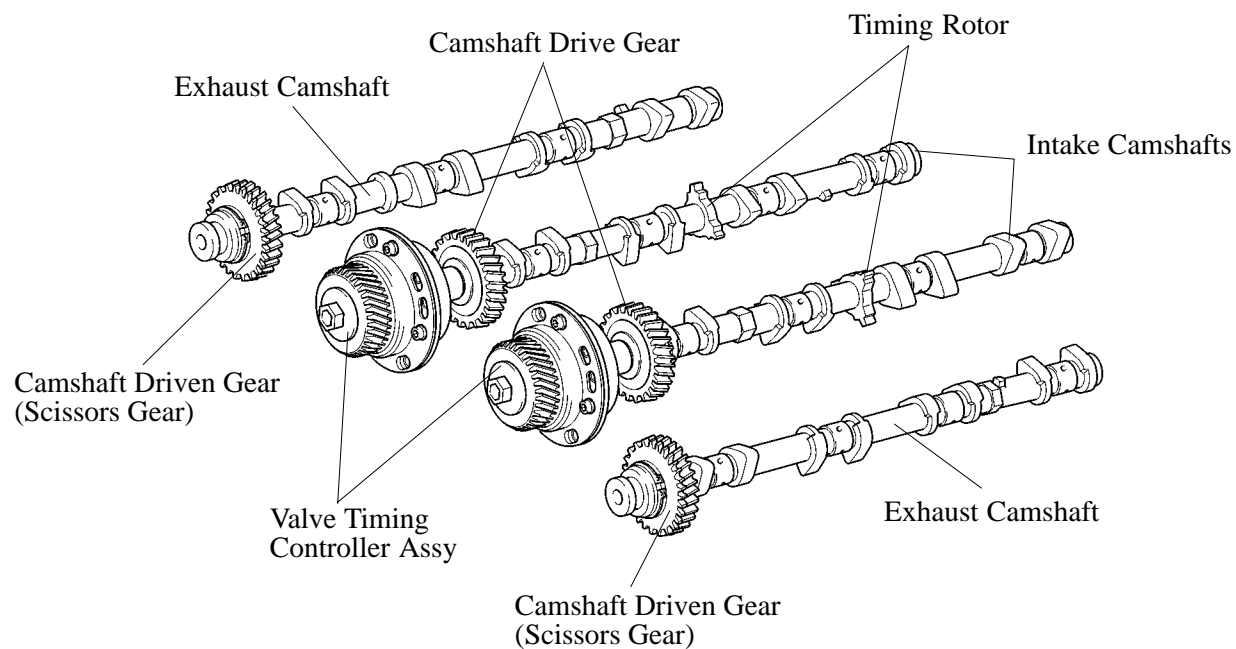
Camshaft

- In conjunction with the adoption of the VVT-i system, the scissors gear has been relocated from the center of the camshaft to the front of the camshaft.
- In conjunction with the adoption of the VVT-i system, an oil passage is provided in the intake camshaft in order to supply engine oil to the VVT-i system.
- The intake camshaft is provided with timing rotor to trigger the VVT sensor.



151EG24

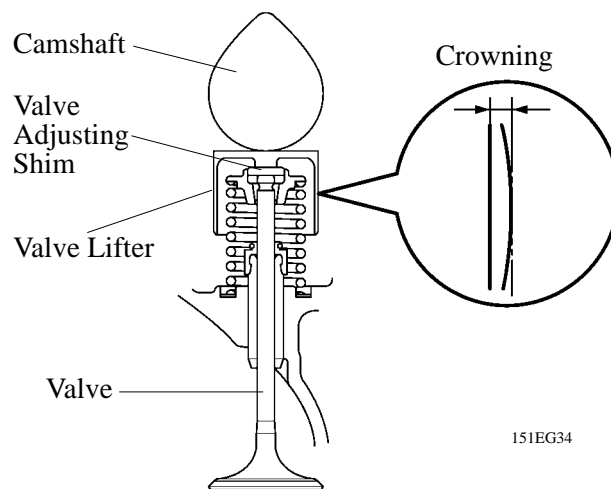
151EG25



151EG26

Intake and Exhaust Valve and Valve Lifter

- The valve face diameter of the intake and exhaust valves has been increased to improve the intake and exhaust efficiency. In addition, the stem diameter has been reduced to reduce the intake and exhaust resistance and for weight reduction.
- In conjunction with the increase in the amount of valve lift, the valve lifter has been changed to the inner shim type. Accordingly, the valve lifter has been changed from aluminum to steel.
- The valve lifter, which has been made lighter and thinner, provides crowning on its side sliding portion to reduce noise and friction.
- The cross sectional shape of the valve spring has been changed from egg-shape to a round shape with a smaller diameter for weight reduction.



► Specifications ◀

mm (in.)

Valve	Intake		Exhaust	
	New	Pre-vious	New	Pre-vious
Face Diameter	34.5 (1.36)	33.5 (1.32)	29.0 (1.14)	28.0 (1.10)
Stem Diameter	5.5 (0.22)	6.0 (0.24)	5.5 (0.22)	6.0 (0.24)

Timing Belt Cover

- The timing belt cover No. 3 is made of aluminum to reduce noise.
- The timing belt cover No. 1 and No. 2 are composite formed with a gasket to improve serviceability.

