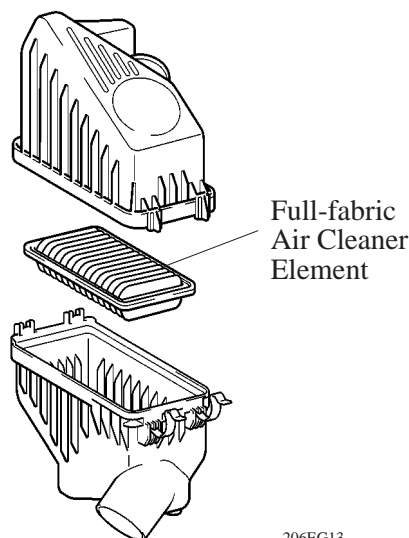


■ INTAKE AND EXHAUST SYSTEM

1. Air Cleaner

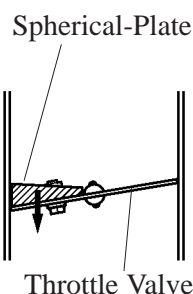
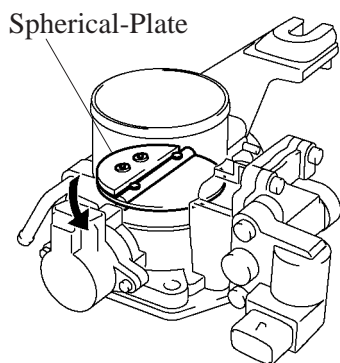
A frameless, full-fabric air cleaner element has been adopted to reduce weight and to simplify its disposal.



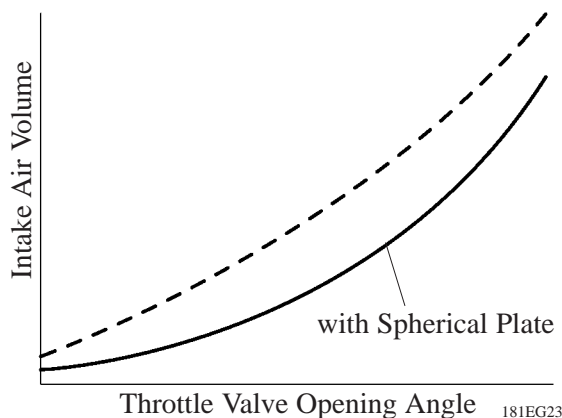
206EG13

2. Throttle Body

- A spherical-plated throttle valve has been adopted on the manual transmission models.
- By adding a spherical curve to the intake air volume, the drivability of the vehicle during the initial phase of the throttle valve opening process has been improved.
- This allows for easy acceleration pedal control and improved acceleration feel.



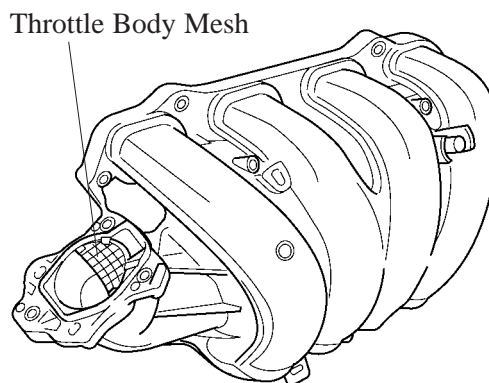
206EG14



181EG23

3. Intake Manifold

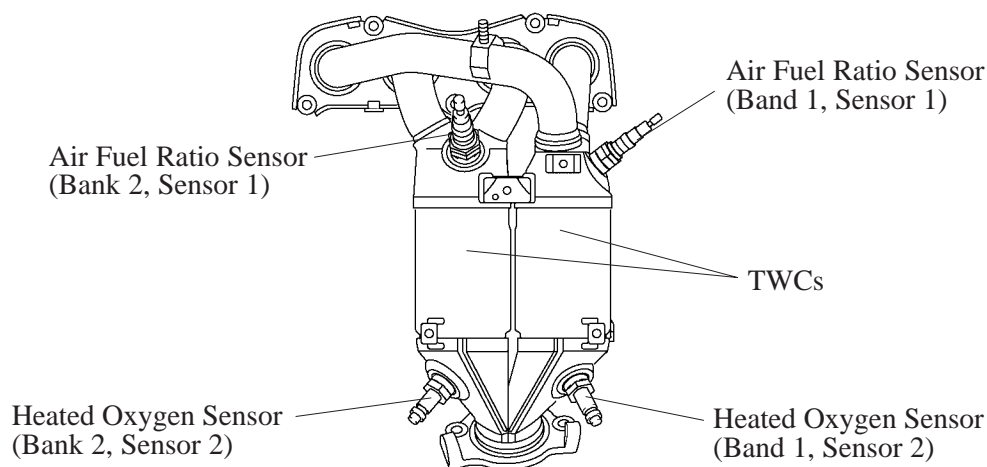
- The intake manifold has been made of plastic to reduce the weight and the amount of heat transferred from the cylinder head. As a result, it has become possible to reduce the intake air temperature and improve the intake volumetric efficiency.
- A resonator is installed inside the air intake chamber which makes use of the intake pulse to improve torque in the mid-speed range.
- Throttle body mesh is used in between the throttle body and the intake manifold to improve the flow of air within the intake manifold.



181EG15

4. Exhaust Manifold

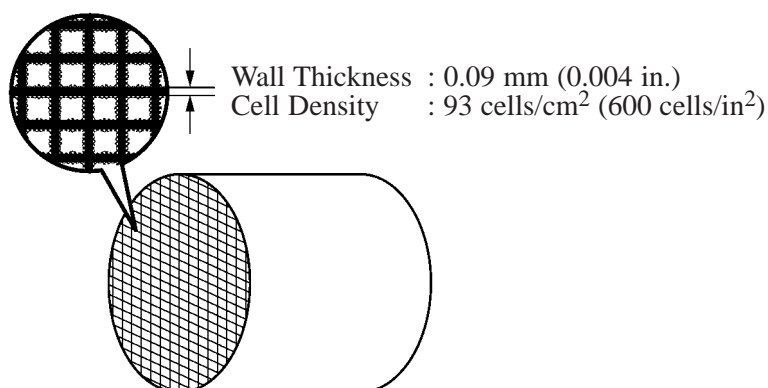
- A dual type exhaust manifold has been installed on the front of the vehicle.
- A stainless steel exhaust manifold is used for weight reduction.
- A thin-wall ceramic TWC (Three-Way Catalytic Converter) has been adopted.
- Two air-fuel ratio sensors and two heated oxygen sensors have been provided on the exhaust manifold.



206EG15

5. Three-Way Catalytic Converter

An ultra thin-wall, high-cell density ceramic type TWC has been adopted. This TWC enables to improve exhaust emissions by optimizing the cells density and the wall thickness.



198EG06