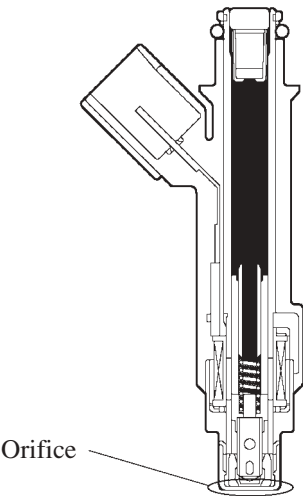


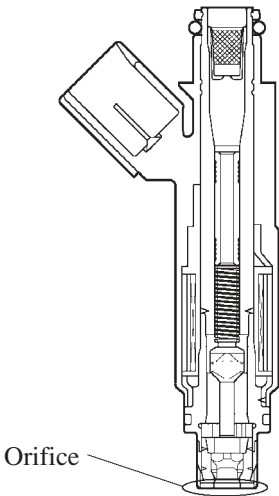
3. Fuel System

Fuel Injector

- An injector, based on the compact 12-hole type injector of the previous model, with moving parts that have been made lightweight and the magnetic circuit optimized performance has been adopted.
- The injector nozzle has been placed closer to the orifice, thus reducing the distance between the injector and the intake valve. This reduces the amount of fuel that adheres to the intake port, which improves fuel economy and reduces exhaust emissions.
- The diameter of the new injector orifice has been increased from 0.18 mm (0.0071 in.) to 0.20 mm (0.0079 in.) because a slight increase in the orifice diameter increases the injection angle and facilitates the instantaneous mixture of fuel with air. This promotes the atomization of fuel into a fine mist.
- The orifice of the new injector has been changed from the straight type to the taper type. As a result, the fuel supply efficiency has been increased in order to ensure the reliable supply of fuel into the combustion chamber.



New



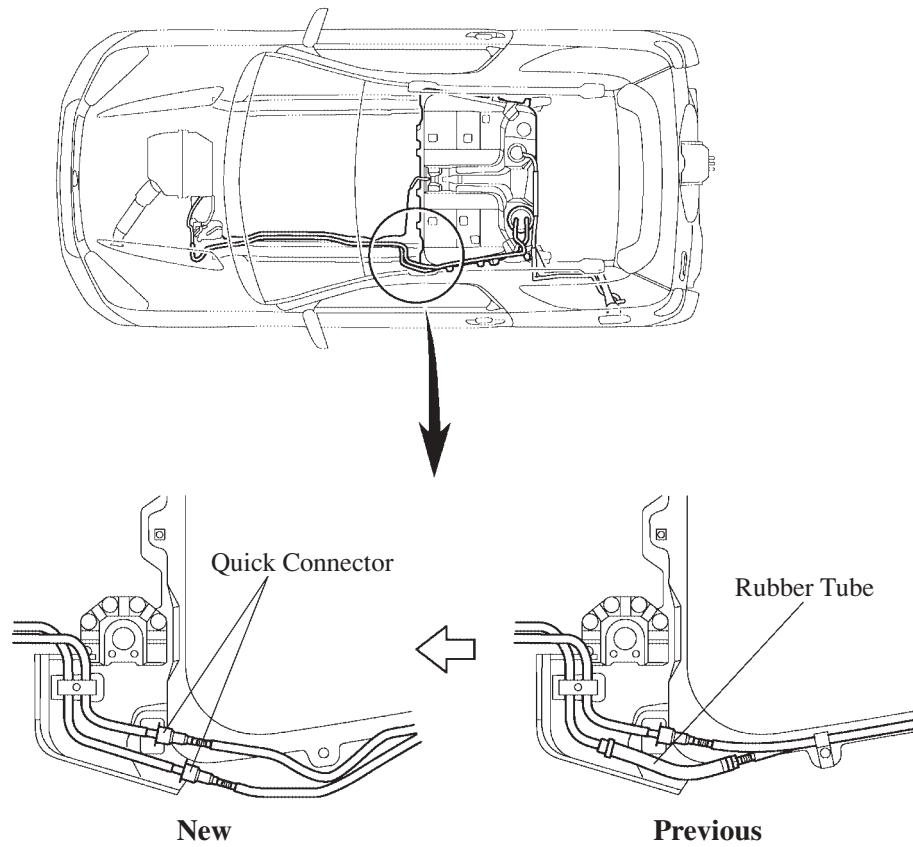
Previous

251EG10

New	Previous
<div><p>0.2 mm (0.0079 in.)</p><p>15°</p><p>251EG04</p></div>	<div><p>0.18 mm (0.0071 in.)</p><p>251EG05</p></div>

## Fuel Pipe

- The rubber tube joints for the fuel tubes on the models for Europe and the G.C.C. countries have been changed to quick-connector joints.



## Fuel Tank

The shape of the fuel tank has been changed on the models other than the general countries models.

