

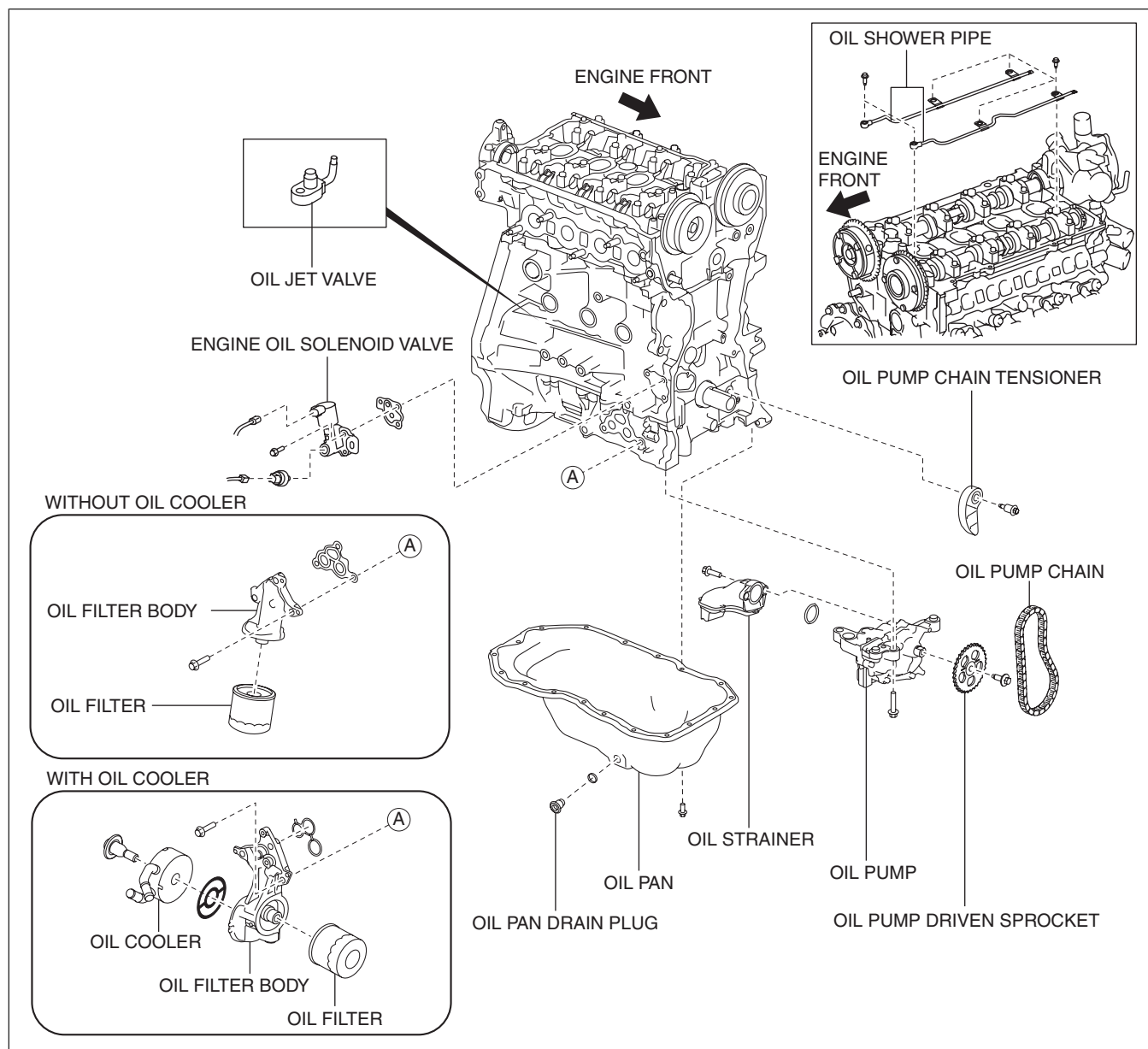
LUBRICATION SYSTEM [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

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Outline

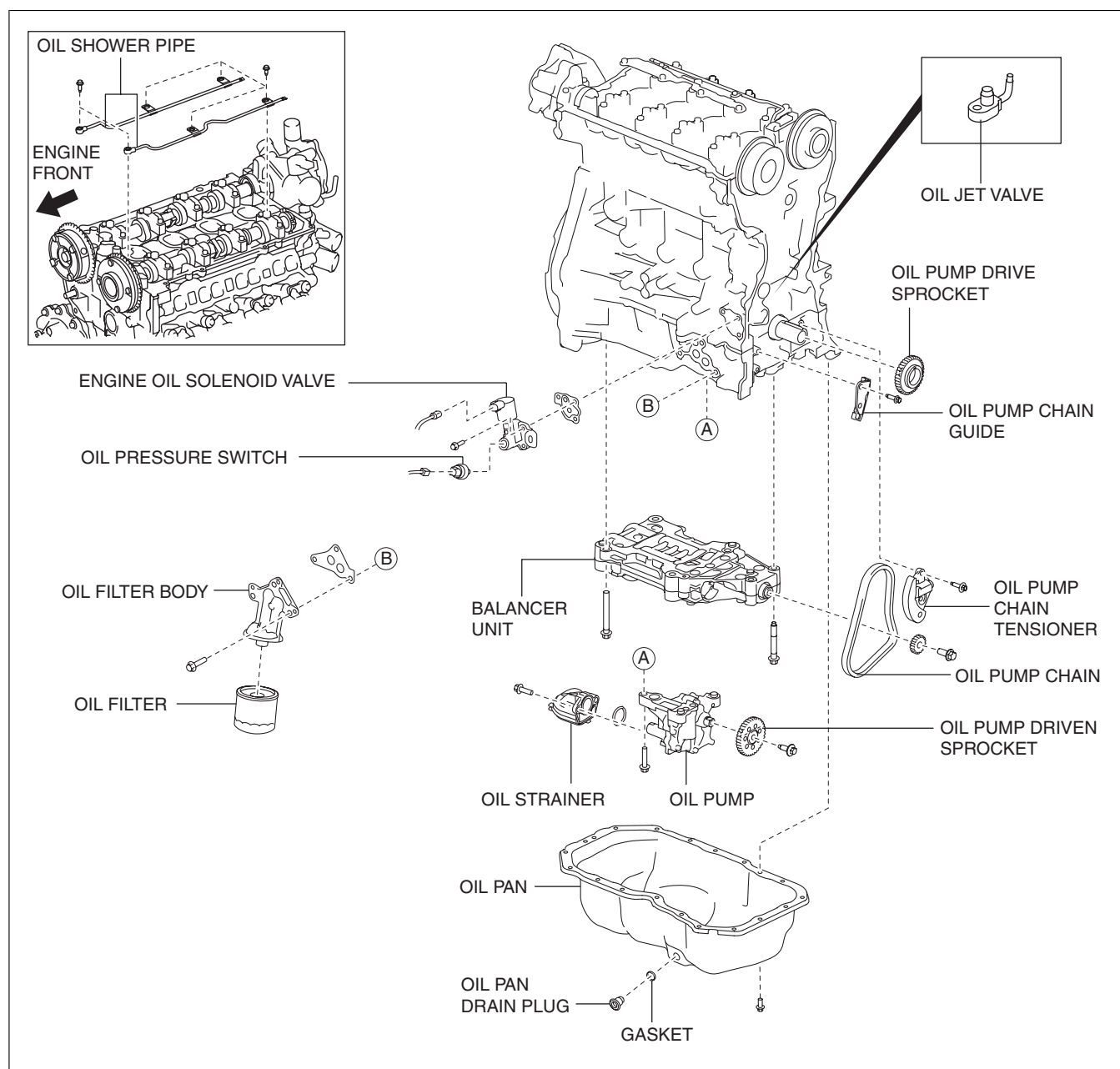
- Pressure loss is reduced by optimizing the oil passage.
- With the adoption of the chain drive type oil pump, oil pump drive force has been reduced.
- With the adoption of the oil shower pipe, sliding resistance has been reduced.
- With the adoption of the engine oil solenoid valve, oil pump discharge pressure can be controlled (hydraulic two-step control).

Structural View SKYACTIV-G 2.0



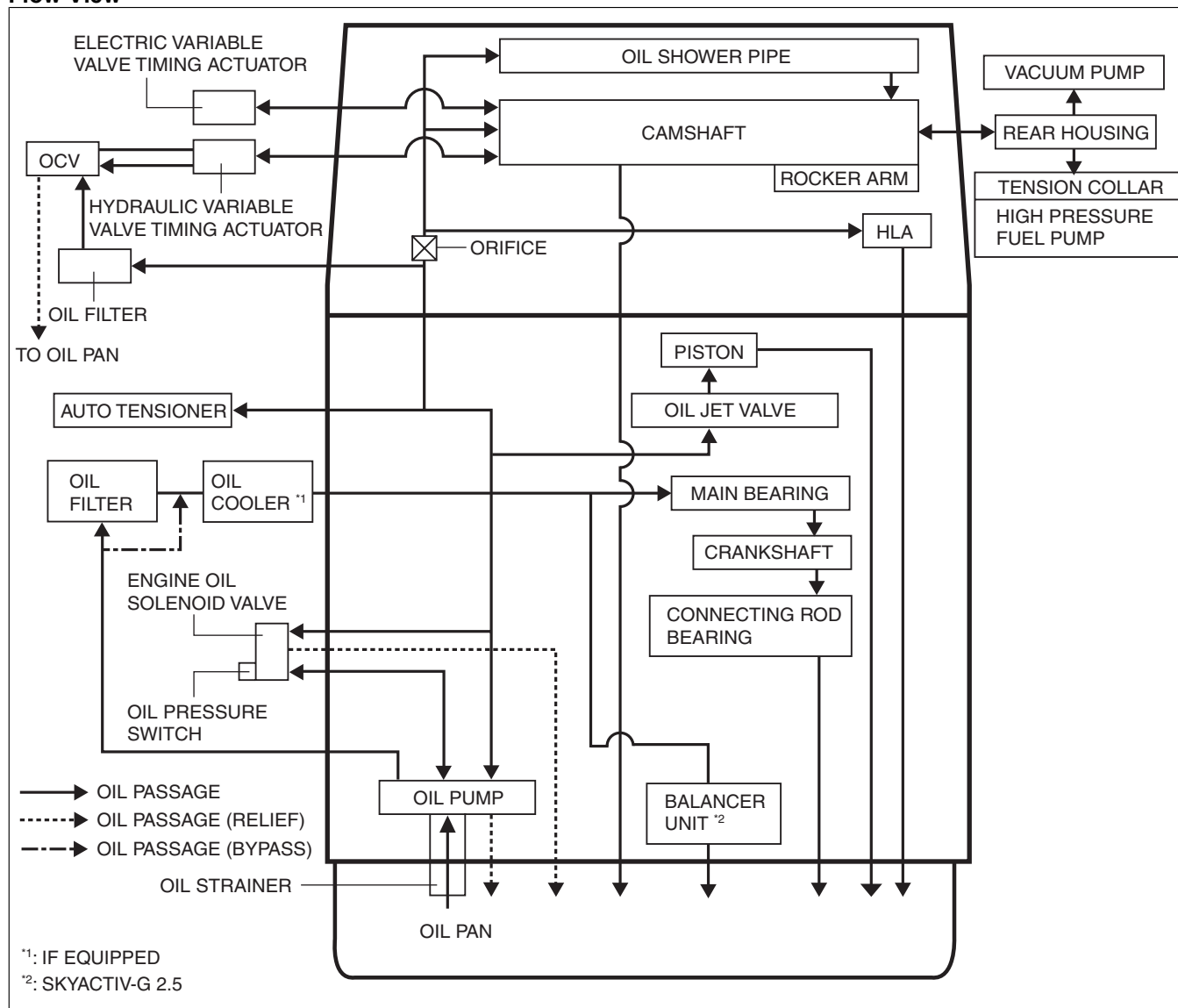
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SKYACTIV-G 2.5



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Flow View



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Structure

- Consists of the following parts:

Oil filter	(See OIL FILTER [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Oil cooler	(See OIL COOLER [SKYACTIV-G 2.0].)
Oil pan	(See OIL PAN [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Oil strainer	(See OIL STRAINER [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Oil pump	(See OIL PUMP [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Oil jet valve	(See OIL JET VALVE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Engine oil solenoid valve	(See ENGINE OIL SOLENOID VALVE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
Oil shower pipe	(See OIL SHOWER PIPE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)