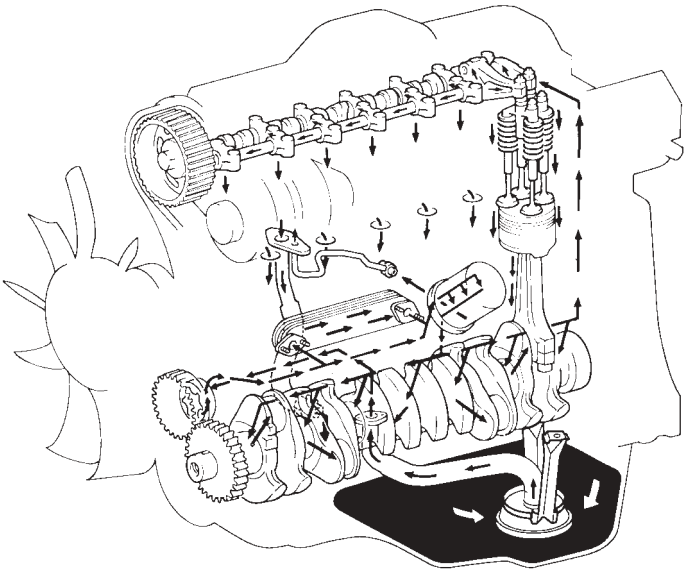
■LUBRICATION SYSTEM

1. General

- The lubrication circuit is fully pressurized and all oil passes through an oil filter.
- A trochid gear type oil pump is directly driven by crankshaft.
- The water-cooled type engine oil cooler is used to lower the oil temperature.



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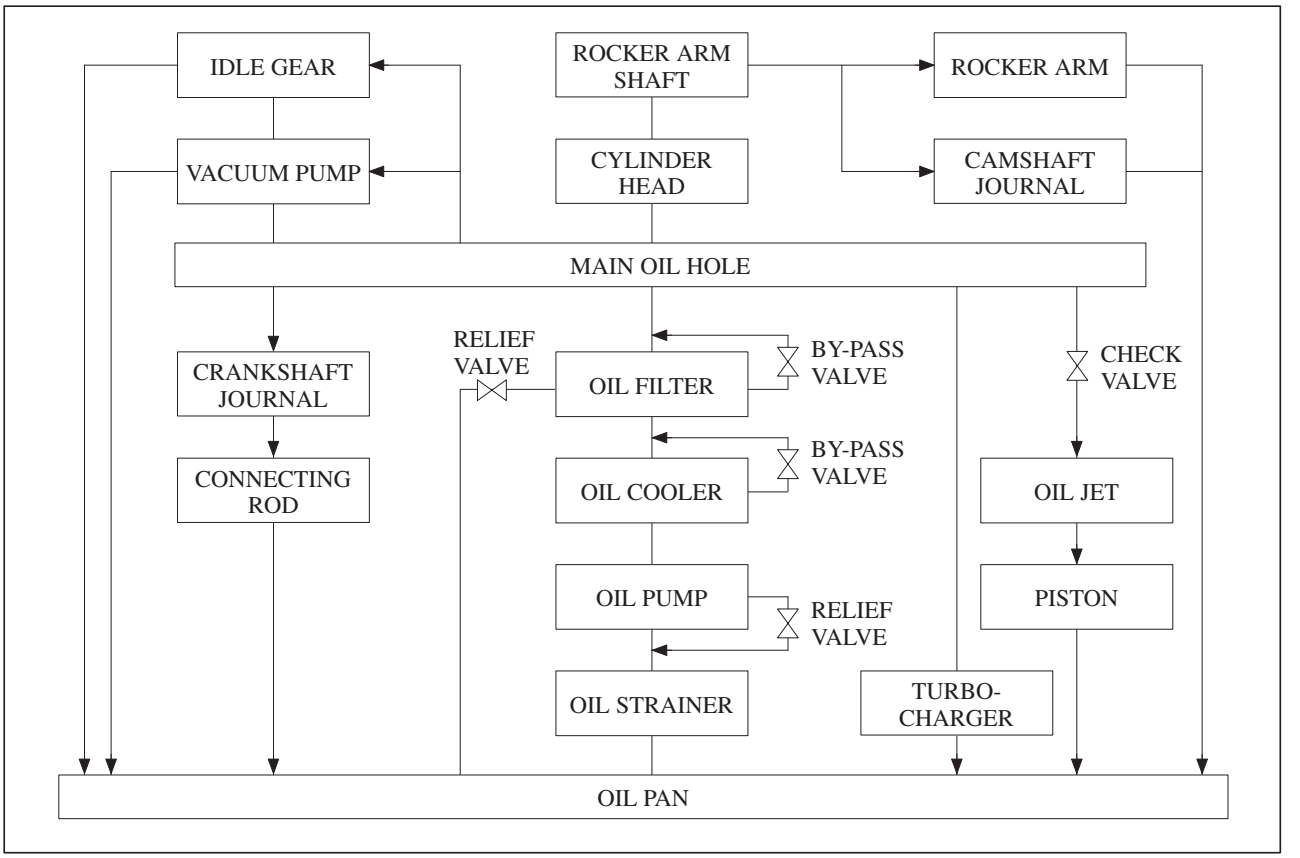
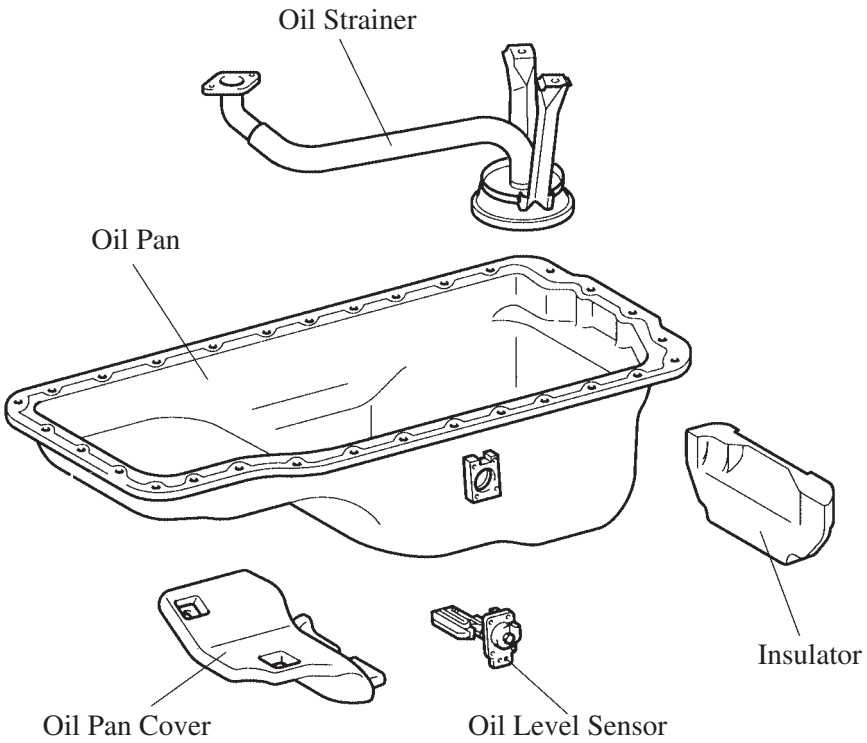


2. Oil Pan and Oil Strainer

- As in the previous engine, a vibration damping steel plate is used for the oil pan for quieter operation. In addition, an oil pan cover and an insulator have been installed for noise reduction.
- The curvature of the oil strainer pipe has been increased and the length of the pipe has been shortened to reduce the oil intake resistance, thus improving the oil pressure build-up when the engine is started.
- An oil level sensor is provided in the oil pan for efficient servicing.
  When the oil level falls below the specified level, the oil level sensor causes the low engine oil level warning light inside the combination meter to light up.
- The oil capacity of the oil pan has been increased by changing the shape of the oil pan.



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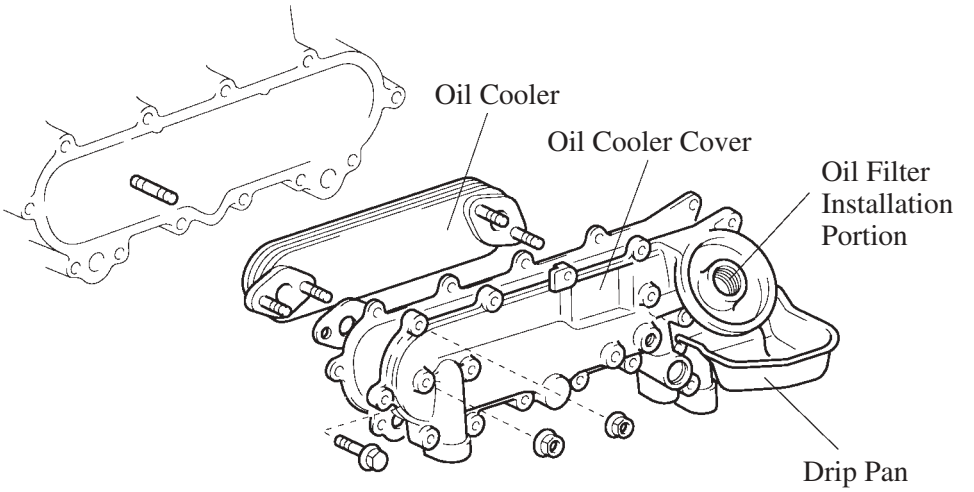
3. Oil Cooler

- The water-cooled oil cooler is enclosed in the cylinder block.
- A drip pan is provided in the oil cooler cover to catch the oil that could drip when the oil filter is replaced.



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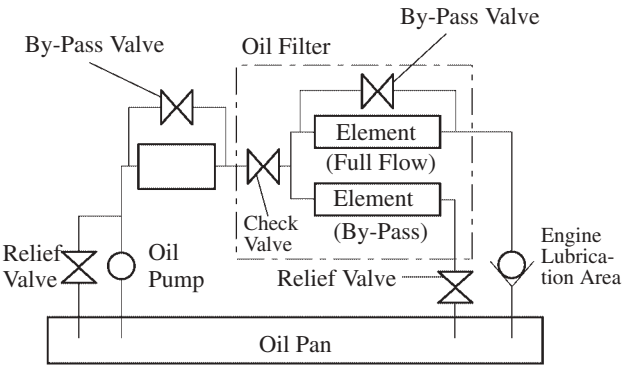
4. Oil Filter

- A twin-element type oil filter, in which a full-flow and bypass elements are combined, is used to increase the cleaning performance of the oil.
- The filter element uses newly developed filter paper to improve the filter's oil cleaning performance.



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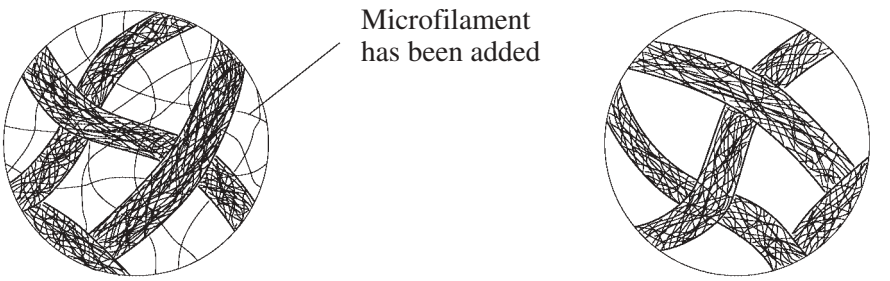
▶ Oil Filter Element ◀



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