

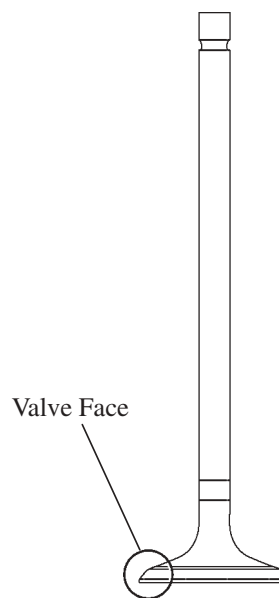
## 2. Major Difference

Item	Outline	
Destination	Australia and General Countries Models	Europe Model
Valve Mechanism (See Page 183)	<ul style="list-style-type: none"> <li>● Change in surface treatment of intake valve</li> <li>● Change in material of intake valve seat</li> </ul>	
Intake and Exhaust System (See Page 184)	<ul style="list-style-type: none"> <li>● Adoption of the step motor type intake restrictor valve</li> <li>● Discontinuance of intake shutter</li> <li>● Provision of pipe on throttle body to retrieve engine oil that has accumulated in intercooler pipe</li> <li>● Adoption of Oxidation Catalytic Converter*</li> </ul>	<ul style="list-style-type: none"> <li>● Provision of pipe on throttle body to retrieve engine oil that has accumulated in intercooler pipe</li> <li>● Adoption of metal gasket between turbocharger and exhaust manifold, and metal gasket for turbine outlet elbow</li> </ul>
Fuel System	A tether has been provided on the fuel filler cap.	Configuration and structure are the same as previous Europe model
Engine Control System (See Page 186)	Adoption of the intake restrictor control system	
Other	Configuration and structure are the same as previous Europe model	

\*: Australia Model

## 3. Valve Mechanism

- To help protect the environment, a lead-free material has been adopted for the intake valve seat.
- The thickness of the tufftride process layer has been increased to improve the rigidity of the intake valve face.



229LC125