

COMMONWEALTH of AUSTRALIA
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APPLICATION FOR A STANDARD PATENT

I/We

611213

Suzuki Jidosha Kogyo Kabushiki Kaisha

of

300, Takatsuka, Kamimura, Hamana-Gun, Shizuoka-Ken, Japan

hereby apply for the grant of a Standard Patent for an invention entitled:

Air intake system adapted for motor bicycle engine

which is described in the accompanying complete specification.

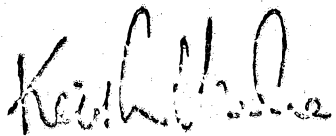
Details of basic application(s):-

<u>Number</u>	<u>Convention Country</u>	<u>Date</u>
270579/1987	Japan	27 October 1987
272809/1987	Japan	28 October 1987
304567/1987	Japan	3 December 1987
28973/1988	Japan	12 February 1988

The address for service is care of DAVIES & COLLISON, Patent Attorneys,
of 1 Little Collins Street, Melbourne, in the State of Victoria, Commonwealth of
Australia.

DATED this TWENTY SEVENTH day of OCTOBER 1988

To: THE COMMISSIONER OF PATENTS


.....
a member of the firm of
DAVIES & COLLISON for
and on behalf of the
applicant(s)

Davies & Collison, Melbourne

007935 27/10/88

COMMONWEALTH OF AUSTRALIA

PATENTS ACT 1952

DECLARATION IN SUPPORT OF CONVENTION OR NON-CONVENTION APPLICATION FOR A PATENT

Insert title of invention.

In support of the Application made for a patent for an invention
entitled: "AIR INTAKE SYSTEM ADAPTED FOR MOTOR BICYCLE
ENGINE"

Insert full name(s) and address(es)
of declarant(s) being the appli-
cant(s) or person(s) authorized to
sign on behalf of an applicant
company.

I
~~we~~ Hisao UCHIYAMA
Senior Managing Director of SUZUKI JIDOSHA
KOGYO KABUSHIKI KAISHA, of 300, Takatsuka,
Kamimura, Hamana-Gun, Shizuoka-Ken, Japan

Cross out whichever of paragraphs
1(a) or 1(b) does not apply
1(a) relates to application made
by individual(s)
1(b) relates to application made
by company. Insert name of
applicant company.

do solemnly and sincerely declare as follows:-

1 (a) ~~XXXXX~~ ~~the applicant~~ ~~for the patent~~
~~XXXXX~~
or (b) I am authorized by

SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA

the applicant for the patent to make this declaration on ~~its~~ ^{its} behalf.

2 (a) ~~XXXXX~~ ~~the applicant~~ ~~for the patent~~
~~XXXXX~~

or (b) Ryuichi INABA, of 1335-12, Hongou-Cho,
Hamamatsu-Shi, Shizuoka-Ken, Japan,
Atsuo URABE, of 231-1, Shirowa-Cho,
Hamamatsu-Shi, Shizuoka-Ken, Japan,
Michio NAGAYOSHI, of 304-239, Fukahagi-Cho,
Hamamatsu-Shi, Shizuoka-Ken, Japan and
Yutaka NITTA, of 987-1, Washizu, Kosai-Shi,
Shizuoka-Ken, Japan

~~is~~ the actual inventor ~~is~~ of the invention and the facts upon which the applicant.....
~~is~~ ^{are} entitled to make the application are as follows:

The actual inventors are the employees of the
applicant company and the invention was made in the
course of their official duties with the applicant
company, whereby the applicant company would, if a
patent were granted upon an application made by the
said inventors, be entitled to have the patent
assigned to it.

3 The basic applications ~~is~~ as defined by Section 141 of the Act ~~was~~ ^{were} made

in Japan on the 27th October, 1987
by the said SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA
in Japan on the 28th October, 1987
by the said SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA
in Japan on the 3rd December, 1987
by the said SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA
in Japan on the 12th February, 1988
by the said SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA

4 The basic application ~~is~~ referred to in paragraph 3 of this Declaration ~~was~~ ^{were}
the first application ~~is~~ made in a Convention country in respect of the invention the subject
of the application

Insert place and date of signature

Declared at Shizuoka-Ken, this
Japan

14th day of October, 1988
SUZUKI JIDOSHA KOGYO
KABUSHIKI KAISHA

Signature of declarant(s) (no
attestation required)

Note Initial all alterations

DAVIES & COLLISON MELBOURNE and CANBERRA
Hisao UCHIYAMA, Senior

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AIR INTAKE SYSTEM ADAPTED FOR MOTOR BICYCLE ENGINE

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(71) Applicant(s)

SUZUKI JIDOSHA KOGYO KABUSHIKI KAISHA

(72) Inventor(s)

RYUICHI INABA; ATSUGO URABE; MICHIO NAGAYOSHI; YUTAKA NITTA

(74) Attorney or Agent

DAVIES & COLLISON, 1 Little Collins Street, MELBOURNE VIC 3000

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AU 485628 62440/73 F02M 35/02

(57) Claim

1. An air intake system adapted for a motor bicycle engine characterised by an air cleaner for removing foreign material such as dust contained in air taken in, a plurality of intake tubes connected to said air cleaner for feeding clean air from said air cleaner, and respective carburettors connected to said intake tubes, in which carburettors the clean air is mixed with a fuel to form an air-fuel mixture for an engine, wherein said carburettors are of similar configuration and oriented at different angles with respect to said air cleaner, and wherein said intake tubes are of substantially equal length.

611213

COMMONWEALTH OF AUSTRALIA

PATENTS ACT 1952

COMPLETE SPECIFICATION

NAME & ADDRESS
OF APPLICANT:

Suzuki Jidosha Kogyo Kabushiki Kaisha
300, Takatsuka, Kamimura, Hamana-Gun
Shizuoka-Ken
Japan

NAME(S) OF INVENTOR(S):

Ryulchi INABA
Atsuo URABE
Michio NAGAYOSHI
Yutaka NITTA

ADDRESS FOR SERVICE:

DAVIES & COLLISON
Patent Attorneys
1 Little Collins Street, Melbourne, 3000.

COMPLETE SPECIFICATION FOR THE INVENTION ENTITLED:

Air intake system adapted for motor bicycle engine

The following statement is a full description of this invention, including the best method of performing it known to me/us:-

~~BACKGROUND OF THE INVENTION~~

5 This invention relates to a motor-bicycle and more particularly to an air intake system and members associated therewith for an engine of the motor-bicycle adapted to supply air to the engine.

10 A motor-bicycle is equipped with an engine within a frame member which generally has an inversed trapezoidal shape and to which is operatively connected an air cleaner for removing foreign materials such as dirt or dust in the air. The thus cleaned air is guided in a carburetor through an intake tube, and the air introduced into the carburetor is then mixed therein with a fuel, the mixture being supplied to the engine for combustion.

15 With a motor-bicycle equipped with a two-cycle multiple cylinder engine, a plurality of carburetors are respectively provided for the cylinders. However, in a case where the respective carburetors are mounted at angles different from each other, the carburetors are connected to a single air cleaner through intake tubes having different lengths respectively or to a plurality of air cleaners through intake tubes having the same lengths. These designs of the conventional technique provide various problems as follows.

20
25 In the former design, the difference of the angles



of mounting of the respective carburetors are solved by interposing, for connection, the intake tubes having different lengths, but the difference of the length of the intake tubes causes the difference of the pulsation of the air in the respective intake tubes with respect to the corresponding cylinders, resulting in the unbalance of the intake air in the respective cylinders and hence in the degradation of the engine performance. In the latter design, although the intake tubes having the same length can be used, it is obliged to use a plurality of air cleaners, so that it is difficult to ensure sufficient capacity of the air cleaner for the respective one cylinder, thus degrading the engine performance.

In addition, for example, with a V-type two-cycle two-cylinder engine, the first and second cylinder are arranged with an angle of 90° , for example. Accordingly, the air intake for the cylinders are carried out at interval of crank angle of 90° to 270° , and in such case, a short air intake interval of 90° causes for the air intake timings between the first and second cylinders to be partially overlapped and hence the air intake interference between the respective cylinders occurs, resulting in the lowering of the air intake efficiency and the reduction of the output of the engine.

Moreover, the air cleaner of the motor bicycle is usually arranged above and behind the engine and below the fuel tank or seat and the inlet portion of the air cleaner is positioned so as to be sealed as possible for the purpose of preventing invasion of rain or maddy water. This arrangement however inhibits the introduction of fresh air therein, causing for the air retained there to be heated by hot air generated by the engine. The thus heated air is introduced into the air cleaner, causing for the setting of a carburetor to be

disordered.

Particularly, recent motor bicycles are provided with cowlings and motor bicycles of this type tend to suffer from the above described phenomenon. In order to
5 obviate such adverse phenomenon, in the conventional technique, an air intake port is provided for the front surface of the cowling and the port is connected through a rubber made tube with a pipe located below the fuel tank. The pipe is connected to the inlet of the air
10 cleaner to introduce cold fresh air into the air cleaner. According to this arrangement, however, since the pipe must be welded to the fuel tank, the productivity thereof is lowered and moreover, the inner space is also reduced, resulting in instability of the duct or pipe arrangement
15 in the rear portion of the motor bicycle.

An object of this invention is to substantially eliminate the defects or drawbacks encountered with the conventional technique described above. Preferably, the invention provides an air intake system for a motor
20 bicycle engine capable of stabilising air pulsations in the respective intake tubes connecting the suction air balance between the respective cylinders for the engine and ensuring a sufficient inner volume of the air cleaner for the respective cylinders.

Another preferred object of this invention is to provide an air cleaner of an air intake system adapted for a motor bicycle engine capable of preventing the interference of suction air between the respective
25 cylinders, thereby improving air intake efficiency and engine output performance.
30

A further object of this invention in one or more preferred embodiments is to provide an air guide unit of an air intake system of an engine for a motor bicycle of the type provided with a cowling capable of easily and
35 smoothly taking a fresh cold air for carburettors of the engine, thereby improving air suction efficiency and

engine output performance.

According to the present invention there is provided an air intake system adapted for a motor bicycle engine characterised by an air cleaner for removing foreign
5 material such as dust contained in air taken in, a plurality of intake tubes connected to said air cleaner for feeding clean air from said air cleaner, and respective carburettors connected to said intake tubes, in which carburettors the clean air is mixed with a fuel
10 to form an air-fuel mixture for an engine, wherein said carburettors are of similar configuration and oriented at different angles with respect to said air cleaner, and wherein said intake tubes are of substantially equal length.

15 In a preferred embodiment, the air cleaner is provided with an air cleaner body which is divided into a dust side chamber and a clean side chamber by means of a filter, the clean side chamber being divided into a plurality of clean side sections by partition wall so as
20 to have inner volumes substantially equal to each other and the clean side sections are connected respectively to corresponding cylinders for the engine through the intake tubes and the carburettors.

According to the preferred embodiments of the
25 invention described above, since the air cleaner is formed so as to absorb the difference in the angle at which the carburettors are mounted, the length of each of the intake tubes can be arranged to be the same length. Therefore, air pulsation in the intake tube can
30 be made the same between cylinders so that suction air balance can be secured between cylinders. Furthermore sufficient capacity of the air cleaner for each cylinder can be ensured, thus improving the engine performance. In another aspect of the preferred embodiment, since the
35 clean side chamber of the air cleaner is divided into a plurality of sections having the substantially same

capacity, and each of the clean side sections is connected to each of the cylinders, occurrence of interference of suction air between each of the cylinders can be prevented even if in a multi-cylinder engine where suction processes are in part overlapped to each other. Furthermore, since the capacity of each of the clean side sections are substantially the same, air intake performance of each of the cylinders can be made substantially the same. Therefore, the engine output can be improved.

Embodiments of the invention will now be described by way of example only with reference to the accompanying drawings in which:-

Fig. 1 is a side-elevational view illustrating a motor bicycle equipped with an air intake device for motor bicycle according to an embodiment of this invention;

Fig. 2 is a side-elevational view of the above embodiment;

Fig. 3 illustrates the structure of an air cleaner to be mounted to the above embodiment;

Fig. 4 illustrates the internal structure of the air cleaner incorporated in the air intake system of an embodiment of this invention;

Fig. 5 is a vertical sectional cross-sectional view of the embodiment shown in Fig. 4;

Fig. 6 is a side-elevational view of a motor bicycle illustrating an embodiment of the present invention;

Fig. 7 is a lateral cross-sectional view taken along line VII-VII of Fig. 1;

Fig. 8 is a vertical cross-sectional view taken along line VIII-VIII of Fig. 1;

Fig. 9 is an exploded perspective view illustrating disposition of the main portions of an air intake device for motor bicycle;

Fig. 10 illustrates the structure of an example of a

conventional air intake device;

Fig. 11 illustrates the structure of an example of the conventional air intake device;

Fig. 12 is a side-elevational view of a motor bicycle incorporating an embodiment of this invention;

Fig. 13 is a bottom view of an air exhaust system shown in Fig. 12; and

Fig. 14 is a schematic view illustrating an air exhaust system of a conventional example.

Before describing preferred embodiments according to this invention, conventional techniques by way of background will be described hereunder with reference to illustrated examples.

Figs. 8 and 9 represent two layout methods in which carburetors are mounted at angles different from each other.

That is, in a case of the type shown in Fig. 8, intake tubes 2a and 2b each having different lengths are connected to the same air cleaner 1 so that the

5 difference in the angle at which each of the carburetors 3a and 3b is absorbed by the difference in length between the intake tubes 2a and 2b. On the other hand, in the case of the type shown in Fig. 11, two air cleaners 1a and 1b are provided, and intake tubes 2c and 2d in the form of the same shape are connected to the corresponding air cleaners 1a and 1b. The difference in the angle at which each of the carburetors 3a and 3b are mounted is absorbed by layout of each of the air cleaners 1a and 1b.

10 However, in the case shown in Fig. 10, since the length of the intake tube 2a and that of 2b are different, air pulsations generated in the intake tubes 2a and 2b are different between cylinders. Therefore, unbalance of the suction air occurs between cylinders, causing for the engine performance to be deteriorated. In the case shown in Fig. 11, although intake tubes 2c and 2d of the same shape can be used, a sufficient capacity for each cylinder cannot be secured since two air cleaners 1a and 1b are used. As a result of this, engine performance is deteriorated.

15 One preferred embodiment of this invention was conceived by taking the above conventional technique and defects or drawbacks encountered thereto, which will be described hereunder.

20 Fig. 1 is a side-elevational view of a motor bicycle equipped with an air intake device according to an embodiment of this invention. In Fig. 1, a head pipe is provided at the front end portion of a frame 10, and a front fork 11 to be connected to the head pipe supports a front wheel 12 whereby it can be freely rotated. At the rear end portion of a swing arm 13 extending over a pivot portion 10a of the frame 10, a rear wheel 14 is supported so as to be rotated freely.

25 30 35 The rear wheel 14 is, by means of an engine 15 to be mounted at the central portion of the bicycle body,



rotated via a chain which is omitted from illustration. The engine 15 is, via a bracket which is omitted from illustration, secured to the frame 10. The engine 15 comprises, for example, a V-type two-cylinder two-cycle engine and is provided with an air intake device 16 which acts to supply suction air to each cylinder.

An air intake device 16 comprises, as shown in Fig. 2, an air cleaner 17 for removing foreign matters such as dust in air, two intake tubes 18a and 18b for guiding fresh air from the air cleaner 17, and two carburetors 19a and 19b for mixing the thus-guided air by these intake tubes 18a and 18b with fuel and for supplying it to the engine 15.

Each of the intake tubes 18a and 18b is connected to one air cleaner 17 and are formed in the same length. The engine 15 comprises two cylinders and the angle at which each of the carburetors 19a and 19b is mounted is different from each other.

The air cleaner 17 accommodates, as shown in Fig. 3, a filter element which is omitted from illustration and which acts to remove foreign matters in a main chamber body 31 thereof. Two inlet tubes 21a and 21b are provided in the rear portion of the main chamber body 31, and two outlet tubes 22a and 22b are provided adjacent to the engine 15.

The air cleaner 17 is in the form such that difference in the angle at which the carburetors 19a and 19b are mounted can be absorbed.

That is, in this embodiment, the shape of the air cleaner 17 is formed such that the surfaces A and B of the air cleaner 17 to which the carburetors are mounted and the center axes C and D of each of the carburetors 19a and 19b are intersected perpendicularly.

According to this embodiment, since the air cleaner 17 is in the form of a shape whereby the difference in the angle at which the carburetors 19a and 19b are

mounted can be absorbed, the length of the intake tube 18a and that of 18b can be made the same length for each of the cylinders. Therefore, the air pulsation in each of the intake tubes 18a and 18b can be made the same so that the suction air balance between the cylinders can be maintained. Furthermore, since only one air cleaner 17 needs to be provided, a large capacity air cleaner 17 can be mounted so that sufficient air cleaner capacity for each cylinder can be secured. Therefore, engine performance can be improved.

Furthermore, since only one air cleaner 17 needs to be provided, and only one type of the intake tubes 18a and 18b and only one type of the carburetors 19a and 19b need to be provided, the structure can be simplified and manufacturing cost can be kept low.

In another aspect of this invention, a preferred embodiment will be described hereunder with respect to the prevention of the interference of suction air between the respective cylinders of a V-type two-cylinder two-cycle engine, for example.

The engine 15 is, as shown in Fig. 2, comprises a V-type two-cylinder two-cycle engine. A first cylinder 15a and a second cylinder 15b are disposed at an angle of 90°. An air intake device 17 for supplying suction air to each of the cylinders 15a and 15b is connected to the engine 15.

The air cleaner 17 is, as shown in Figs. 4 and 5, arranged in such a manner that the inside portion of a cleaner body 31 thereof is divided into a dust side 33 and a clean side 34 by a filter 32, and two inlet tubes 21a and 21b are connected to the dust side 33, while a pair of outlet tubes 22a and 22b is connected to the clean side 34.

The cleaner body 31 is, as shown in Fig. 2, formed so as to absorb the difference in the angle at which

the carburetors 19a and 19b are mounted. That is, the shape of the cleaner body 21 is formed in such a manner that the surfaces A and B of the cleaner body 21 on which the carburetors are respectively mounted and the center axes C and D of each of the carburetors 19a and 19b are penetrated to each other. Therefore, outlet holes 27a and 27b bored in the cleaner body 31 are, as shown in Fig. 4, disposed in an offset manner in the longitudinal direction of the bicycle body.

The clean side 34 in the cleaner body 31 is divided, by a partition wall 28, into a clean chamber 29a in the portion where the outlet hole 27a is disposed and a clean chamber 29b in the portion where the outlet hole 27b is disposed. Each of the clean chambers 29a and 29b is disposed to each of the cylinders 15a and 15b of the engine 15, and is formed to have the same capacity for the purpose of making the air intake efficiency of the two cylinders 15a and 15b the same.

In this case, the shape of the cleaner body 31 in some cases is formed symmetric and in some cases the same is formed asymmetric for the purpose of preventing interference of the auxiliary machines such as the carburetors 19a and 19b and meeting a necessity arisen in a layout process in which, for example, an offset from the bicycle body is intended. In any case, the partition wall 28 is formed so as to make the capacity of the two clean chambers 29a and 29b the same.

As described above, in the above-described embodiment, since the clean side 34 is divided into the clean chambers 29a and 29b having the same capacity by the partition wall 28 and each of the clean chamber 29a and 29b is respectively connected to each of the cylinders 15a and 15b, the interference between gases from each of the cylinders 15a and 15b can be prevented and the air intake performance of each of the cylinders

15a and 15b can be improved even if the air intake process of each of the cylinders 15a and 15b of the engine 15 overlaps in part. Therefore, air intake efficiency can be improved and the engine output can be improved.

In the above-described embodiment, although only the clean side 34 is divided by the partition wall 28, the dust side 33 may as well be divided by the partition wall 28. Furthermore, the partition wall 28 may be integrally formed with the cleaner body 31 or may be individually formed.

In the above-described embodiment, although the description is made on a case of two-cycle engine, the present invention can be similarly applied to multi-cylinder engines exceeding three or more cylinders. In the above-described embodiments, although the description is made on a case where each of the cylinders 15a and 15b is disposed at an angle of 90° to each other, the angle may be 60° or the other angles.

In further aspect according to this invention, there is provided a motor bicycle having an improved air intake device.

A motor bicycle of the recent type is often provided with a cowl such as shown in Fig. 6 for covering the front portion of the motor bicycle body.

Referring to Fig. 6, a main frame 103 extends rearwards from a head pipe 102 which supports a front wheel 101 in such a manner that the front wheel 101 can be steered, a fuel tank 104 being mounted on the main frame 103. An engine 106 is mounted on within a space surrounded by a down tube 105 hung downwards from the head pipe 102 and the above-described main frame 103. An air cleaner 109 accommodated in a concave chamber 108 formed in the rear bottom portion of the above-described fuel tank 104 is connected to the upper

stream of a carburetor 107 for supplying fuel to the engine 106. An inlet 110 of the air cleaner 109 opens rearwards.

5 From the rear upper portion of the main frame 103, a seat rail 111 extends rearwards and a seat 112 is mounted thereon. A cowling 113 covers the front portion of the bicycle body from the lower end portion of the main frame 103 to the portion in front of the engine 106 and the two side surfaces of the engine 106. A body cover 114 covers the two side surfaces below the seat 112.

10 On one side surface of the cowling 113, an air inlet port 117 is formed which opens in such a manner that a front half portion 115 is, as shown in Fig. 7, in the form of an inside concave, while the rear half portion 116 expands outwards for the purpose of easily taking wind generated due to running of the motor bicycle.

15 Behind the air inlet port 117, a cowling-side duct 118 made of rubber is connected, this cowling-side duct 118 being secured to the inside surface of the cowling 113. A method for mounting the same is described as shown in Fig. 8 in which a projection 119a is disposed around the air inlet portion 117 disposed in the inside surface of the cowling 113, and a fitting hole 119b bored in the duct 118 to be inserted by the former is used to connected them by virtue of the elasticity of the rubber.

20 On the other hand, to the side surface on the inside of the main frame 103, a frame-side duct 120 made of a synthetic resin is screwed by means of a fitting member 122 for the purpose of securing them. The duct 120 is formed in such a manner that its upper stream end 120a extends adjacent to the above-described air inlet port 117, while the lower stream end 120b thereof extends to the portion below the inlet 110 of the above-described air cleaner 109. An upper stream

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end 120a of it is connected by being inserted into the duct 118, and its lower stream end 120b has an air discharge port 121 opening upwardly.

As a result of the above-described structure, air introduced into the air inlet port 117 by virtue of running of the motor bicycle passes through the ducts 118 and 120, and is discharged from the air discharge port 121. The thus-discharged air is taken into the air cleaner 109 through the inlet 110. During running of the motor bicycle, fresh and cold air is always supplied to the carburetor 107 so that fuel control is stabilized and the engine output performance is improved.

The ducts 118 and 120 divided into two pieces are respectively mounted to the cowl side and the frame side so that they can be readily connected to each other at the time of mounting the cowl 113. The duct 118 is made of rubber and can be mounted by virtue of its elasticity in a single action. The other duct 120 is made of a synthetic resin so that it exhibits an excellent productionality and rigidity. Therefore, the position of the air discharge port can be stably maintained by mounting the duct 120 on the main body. Furthermore, it is very easy to be assembled, and it exhibits liberty of design so that space can be efficiently utilized.

Regarding an exhaust system for the motor bicycle of the type shown in Fig. 1 or particularly, V-type two-cylinder two-cycle engine, since the engine performance is to a great extent changed by the length of the exhaust pipes and the shape of the expansion chambers, it is preferable that the exhaust systems from the two cylinders are in the form of the same shape.

Conventionally, as the exhaust system for V-type two-cycle engines, a system is, as disclosed in, for example, Japanese Utility Model Laid-Open No. 58-48920, known in which one cylinder is arranged to be a front

exhaust type in which exhaust gas is introduced from front portion to the rear portion, while another cylinder is arranged to be a rear exhaust type in which exhaust gas is rearwards introduced from the rear portion of the cylinder so that the two cylinders have the same performance as possible.

Or, as illustrated in Fig. 14, both exhaust pipes 302 and 303 extended from the two cylinders 300 and 301 are passed downward from the front portion of the cylinder so as to be arranged below the crank case for the purpose of conducting exhaust rearwards, and expansion chambers of the approximately the same shape are in parallel disposed in the rear portion. In this case, since the length of the exhaust pipe for the front cylinder is made shorter than that of the exhaust pipe for the rear cylinder by the length corresponding to the bank angle, a by-pass exhaust pipe shape needs to be provided at its intermediate portion.

However, in the above-described conventional example, since one of the cylinders is made a rear exhaust type, a means for protecting the auxiliary equipments disposed at the rear portion of the cylinder from heat damage needs to be provided. Furthermore, the exhaust system cannot be disposed symmetrically with respect to the center line of the bicycle body, causing design unbalance. In the latter case of the conventional examples, since the exhaust pipe for the front cylinder needs to be in the form of a by-pass shape, the exhaust gas flow causes a resistance, and the manufacturing it becomes difficult. Furthermore, the expansion chambers disposed next to the two exhaust pipes are positioned at the same positions in the longitudinal direction. Therefore, a state where the expansion chambers project laterally from the central line of the motor bicycle body is created, causing for the widthwise dimension becomes too large. As a

result, it is difficult to obtain the sufficient maximum inclination angle of the motor bicycle body.

These defects or drawbacks of the air exhaust system of the motor bicycle can be substantially eliminated according to this invention. A preferred embodiment of the air exhaust system will be described hereunder with reference to Figs. 12 and 13.

Referring to Figs. 12 and 13, a motor bicycle body 201 on which an engine 204 is mounted at the substantially intermediate position between a front wheel 202 and a rear wheel 203.

The engine 204 whose crank shaft is laid horizontally comprises a front cylinder 206 and a rear cylinder 207 which are disposed in the V-shape viewed from side of the motor bicycle body. An exhaust pipe 208 from the front cylinder 206 is arranged downwards to be laid below the crank 105 and is extended rearwards. An expansion chamber 209 which is disposed next is disposed in front of the rear wheel 203 which is disposed below and behind the crank case 205.

On the other hand, an exhaust pipe 210 from the rear cylinder 207 is downwards arranged from the front portion and is passed below the crank case 205. It is then extended in parallel to the exhaust pipe 208 from the above-described front cylinder 206. An expansion chamber 211 disposed next is disposed in front of the expansion chamber 209 for the above-described front cylinder 206. These two expansion chambers 209 and 211 are longitudinally and symmetrically disposed with respect to a center FC of the motor bicycle body with a rear expansion shape 211a of the front expansion chamber 211 aligned to a front expansion shape 209a of the rear expansion chamber 209. Reference numerals 212 and 213 represent mufflers respectively connected to the rear ends of the two expansion chambers 209 and 211. Reference numeral 214 represents a suspension

unit for suspending the rear wheel.

As described above, the exhaust gas from the front cylinder is introduced from the front portion to the rear expansion chamber after it has passed the exhaust pipe disposed below the crank case, while the exhaust gas from the rear cylinder is made downwards in the front portion and is introduced into an exhaust pipe disposed below the crank case. It is then introduced into the rear expansion chamber. The exhaust gas after introduced into the two expansion chambers generates back pressures in accordance with each scavenging timing so that gas to be scavenged is prevented from blow-by phenomenon. Consequently, engine performance can be improved.

~~The reference numerals in the following claims do not in any way limit the scope of the respective claims.~~



THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. An air intake system adapted for a motor bicycle engine characterised by an air cleaner for removing
5 foreign material such as dust contained in air taken in, a plurality of intake tubes connected to said air cleaner for feeding clean air from said air cleaner, and respective carburettors connected to said intake tubes, in which carburettors the clean air is mixed with a fuel
10 to form an air-fuel mixture for an engine, wherein said carburettors are of similar configuration and oriented at different angles with respect to said air cleaner, and wherein said intake tubes are of substantially equal length.
15
2. An air intake system according to claim 1 wherein said carburettors have central axes respectively normal to surfaces of said air cleaner to which said carburettors are attached.
20
3. An air intake system according to claim 1 wherein said air cleaner is provided with an air cleaner body which is divided into a dust side chamber and a clean side chamber by means of a filter, said clean side
25 chamber being divided into a plurality of clean side sections by partition means so as to have inner volumes substantially equal to each other and said clean side sections are connected respectively to corresponding cylinders for the engine through the intake tubes and the
30 carburettors.
4. An air intake system according to claim 3 wherein said clean side chamber is divided into two clean side sections by means of a partition wall.
35
5. An air intake system, substantially as hereinbefore



- 18 -

described with reference to the accompanying Figures
excluding Figures 10, 11 and 14.

DATED this 18th day of March 1991

5 Suzuki Jidosha Kogyo Kabushiki Kaisha

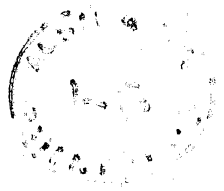
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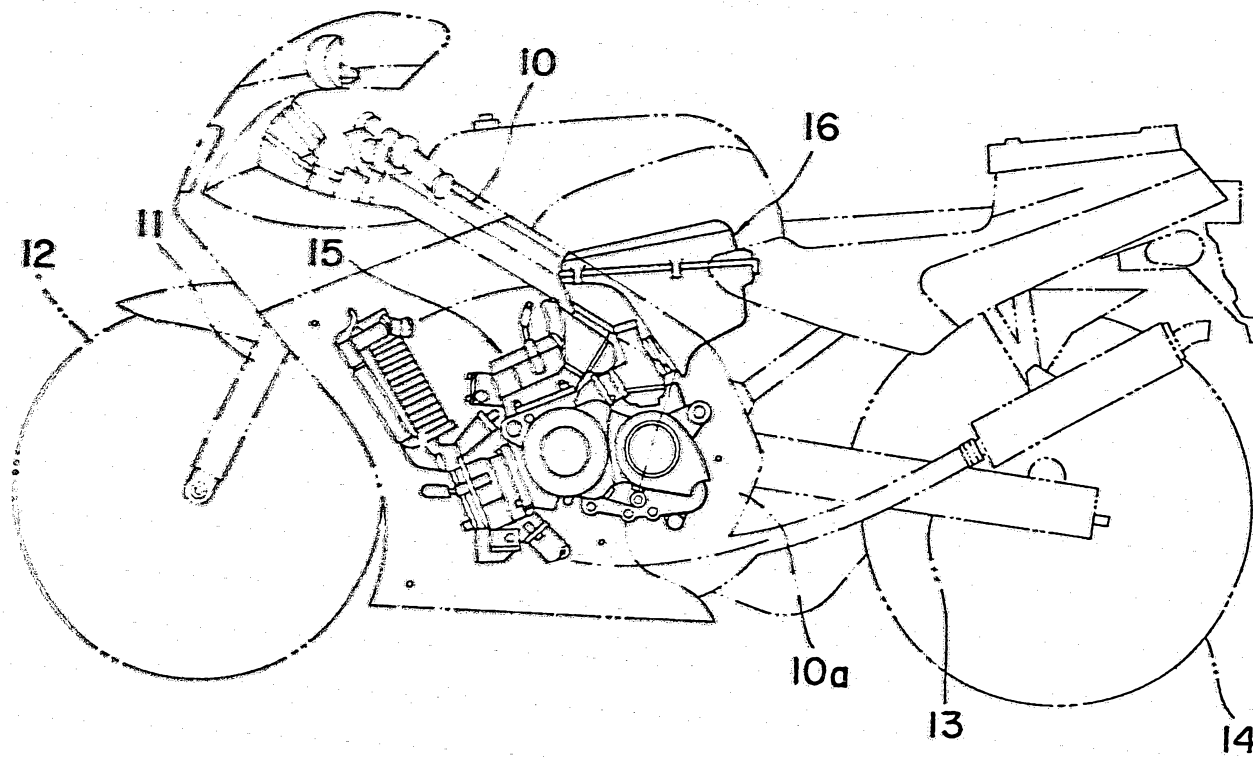


FIG. 1

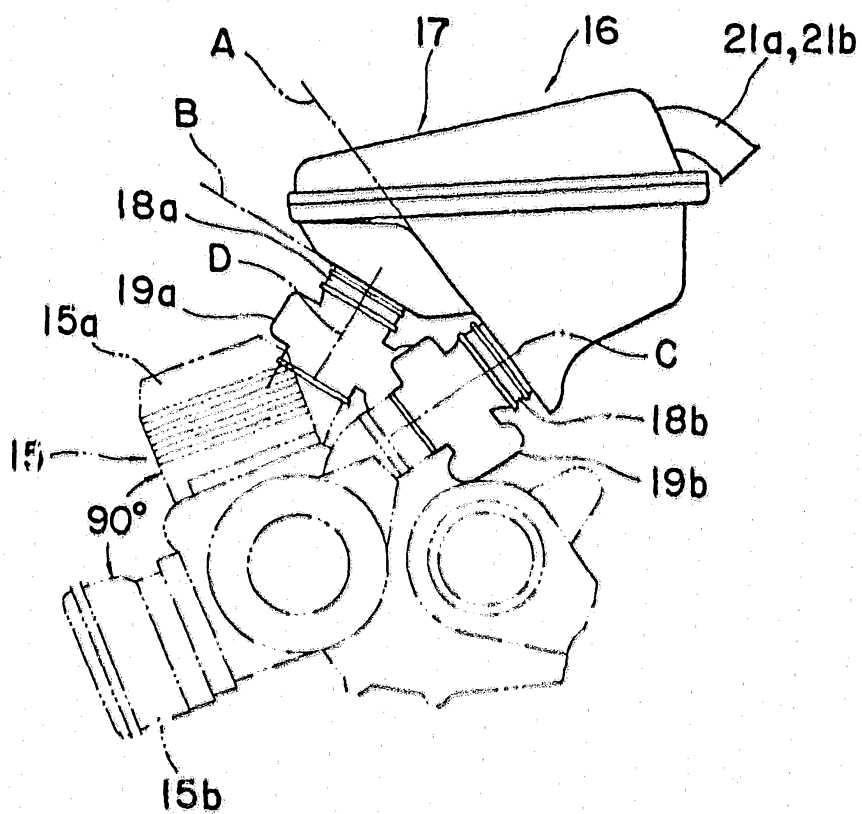


FIG. 2

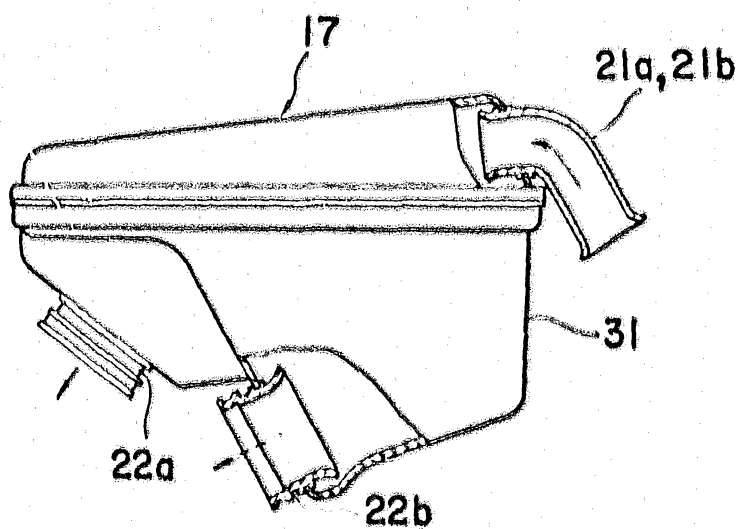


FIG. 3

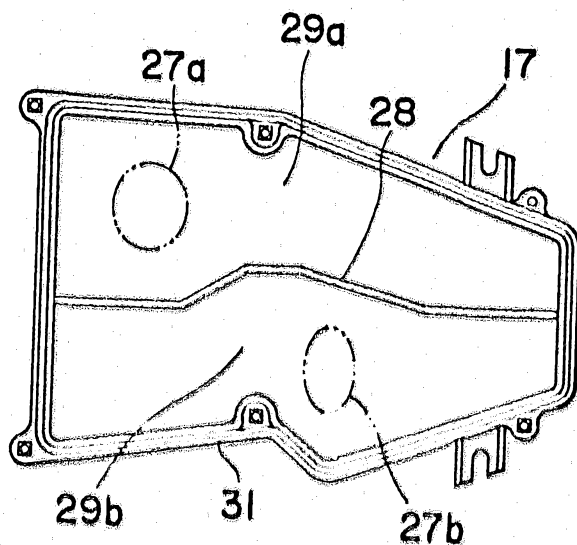


FIG. 4

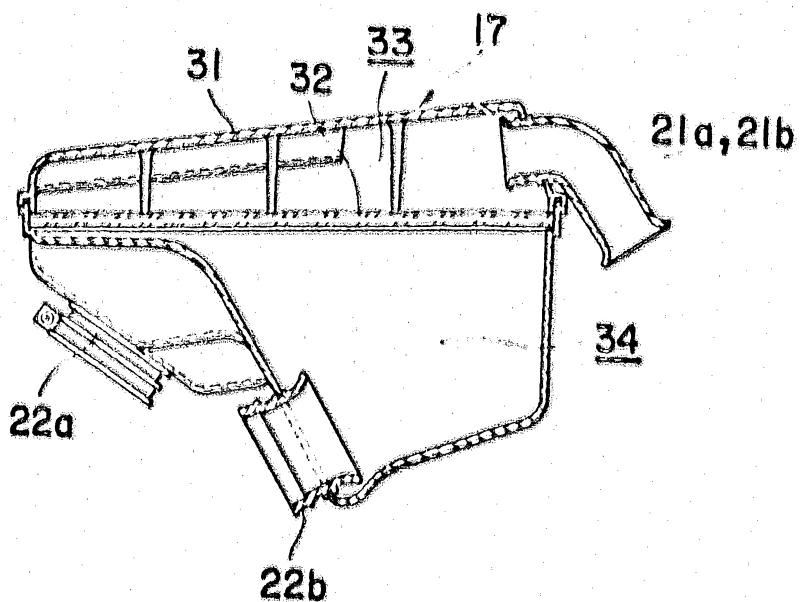


FIG. 5

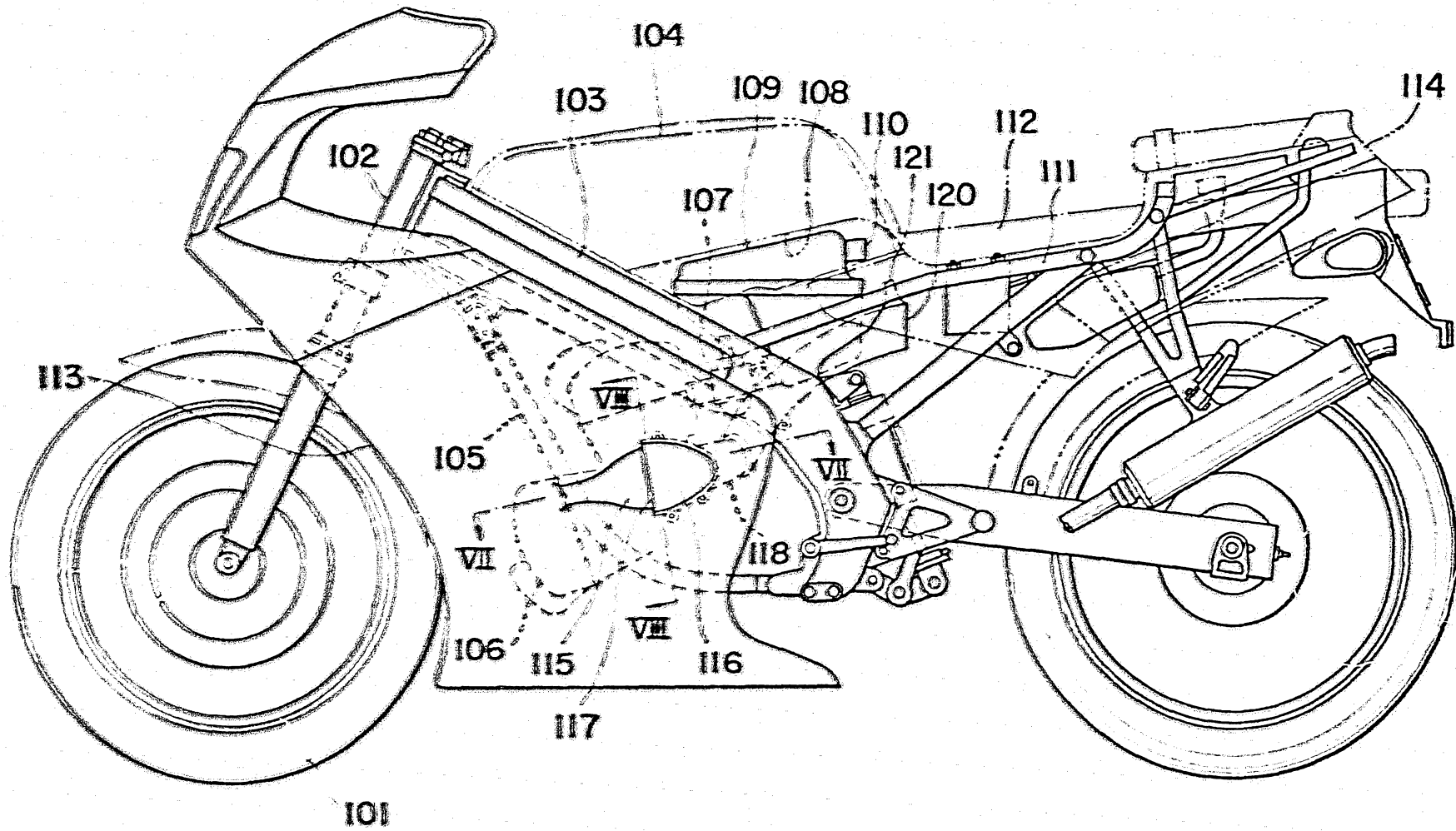


FIG. 6

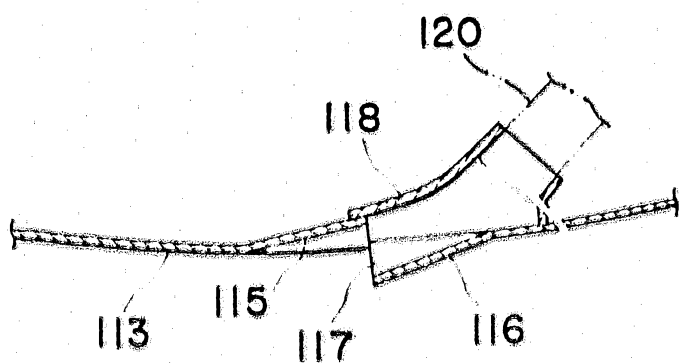


FIG. 7

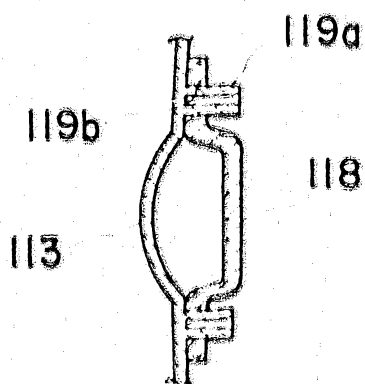


FIG. 8

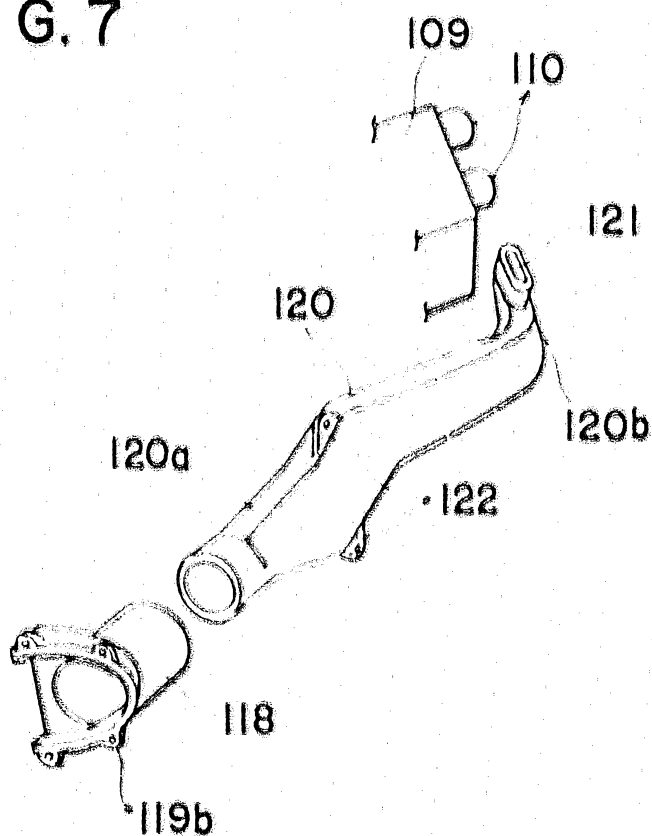


FIG. 9

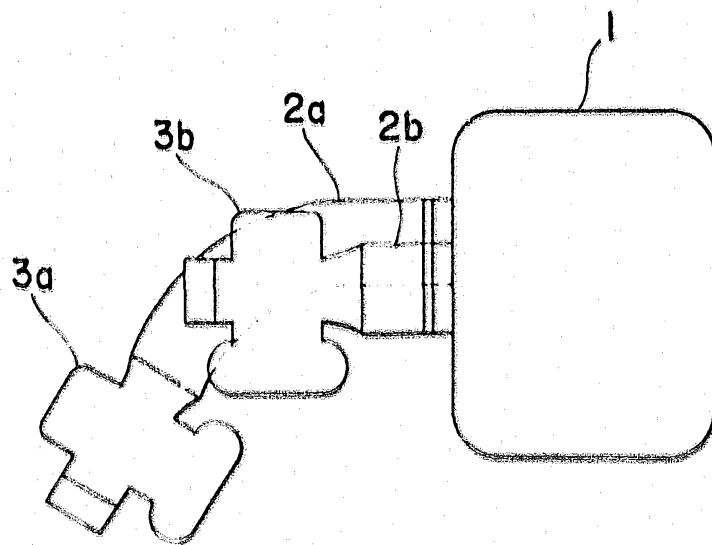


FIG. 10

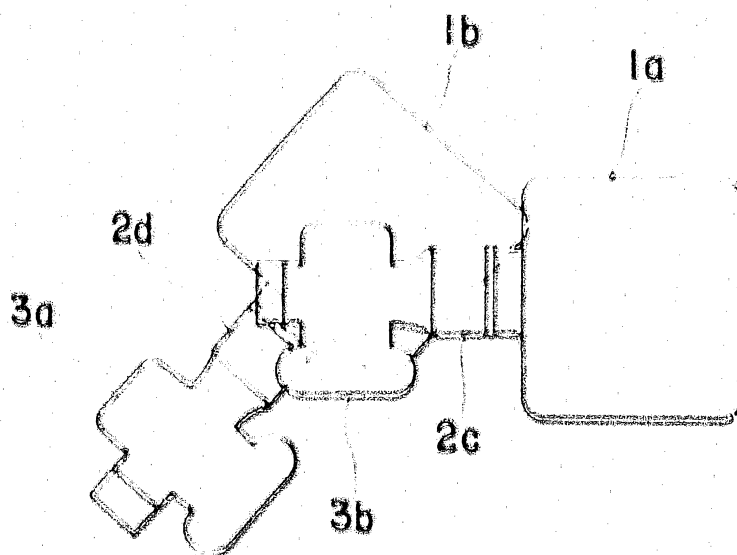


FIG. 11

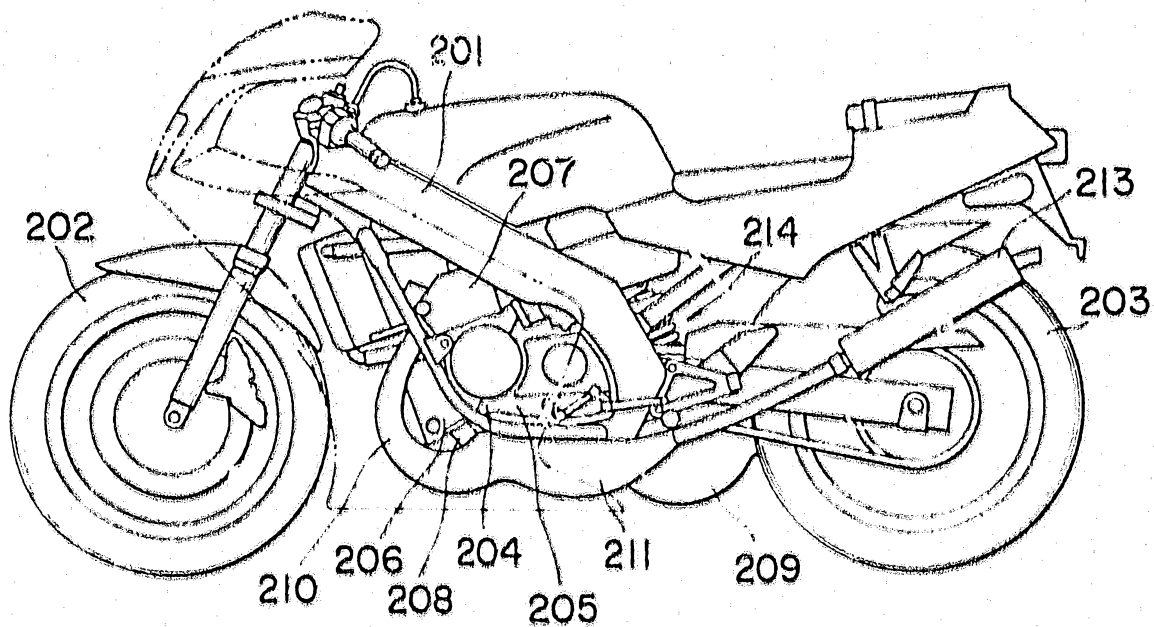


FIG. 12

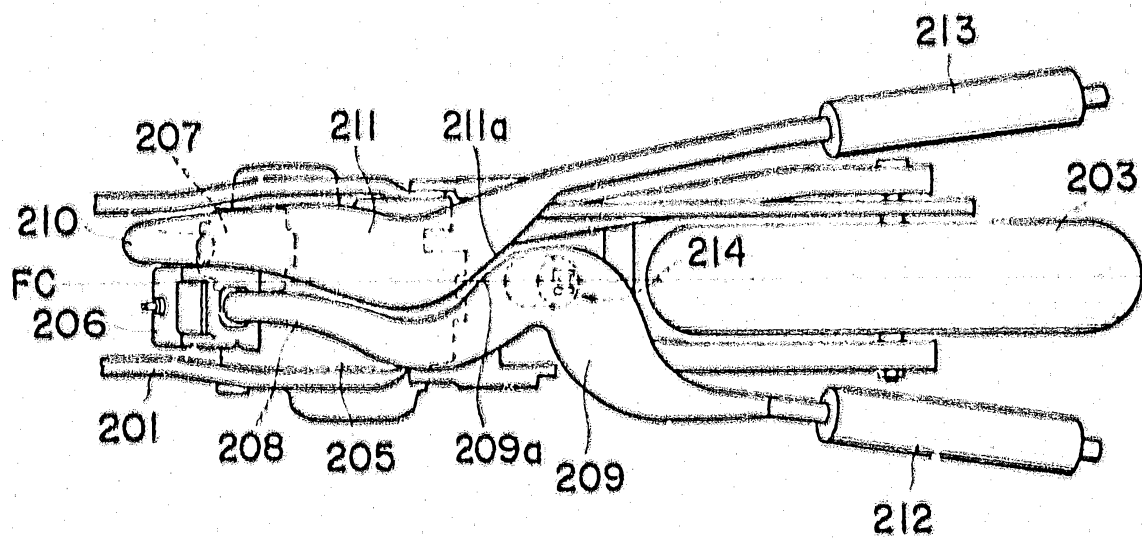


FIG. 13

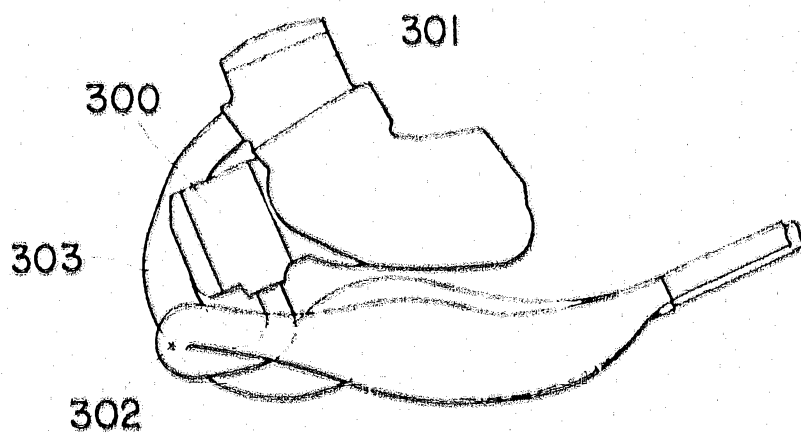


FIG. 14