



(11) **EP 1 854 990 A8**

(12) **CORRECTED EUROPEAN PATENT APPLICATION**

published in accordance with Art. 158(3) EPC

Note: Bibliography reflects the latest situation

(15) Correction information:

Corrected version no 1 (W1 A1)

Bibliography INID code(s) 72

(51) Int Cl.:

F02M 35/12 (2006.01) B63H 20/00 (2006.01)

F02B 67/00 (2006.01) F02M 35/16 (2006.01)

(48) Corrigendum issued on:

05.03.2008 Bulletin 2008/10

(86) International application number:

PCT/JP2006/302927

(43) Date of publication:

14.11.2007 Bulletin 2007/46

(87) International publication number:

WO 2006/092972 (08.09.2006 Gazette 2006/36)

(21) Application number: **06714068.1**

(22) Date of filing: **20.02.2006**

(84) Designated Contracting States:

CH DE FR IT LI

(30) Priority: **01.03.2005 JP 2005056626**

01.03.2005 JP 2005056627

(71) Applicant: **HONDA MOTOR CO., LTD.**

Tokyo 107-8556 (JP)

(72) Inventors:

• **IKUMA, TOMONORI**

c/o Honda R & D Co., Ltd.

Wako-shi, Saitama, 3510193 (JP)

• **SHIMAZAKI, WATARU**

c/o Honda R & D Co., Ltd.

Wako-shi, Saitama, 3510193 (JP)

• **TAKAHASHI, HIROSHI**

c/o Honda R & D Co., Ltd.

Wako-shi, Saitama, 3510193 (JP)

• **KASAI, KOUJI**

c/o Honda R & D Co., Ltd.

Wako-shi, Saitama, 3510193 (JP)

(74) Representative: **Herzog, Markus et al**

Weickmann & Weickmann

Patentanwälte

Postfach 86 08 20

81635 München (DE)

(54) **INTERNAL COMBUSTION ENGINE HAVING INTAKE GUIDE DEVICE**

(57) An air intake system 40 of an internal combustion engine is provided with an intake air guide unit 50 which has an upstream guide unit G1 having a first silencer S1 forming a first silencing chamber 54, and a downstream guide unit G2 having a second silencer S2 forming a second silencing chamber 55; a carburetor 80 with a throttle valve; and an operating mechanism 91 connected to a lever 83a of the throttle valve. The first silencer S1 is disposed in a working space P for connecting the connecting lever 83a and the operating mechanism 91. The upstream guide unit G1 is detachably joined to the downstream guide unit G2 with bolts B2 so that the first silencer S1 can be set at either of a first position where the first silencer S1 covers the connecting lever 83a with respect to a vertical direction, and a second position where the first silencer S1 is outside the working space P. The intake air guide unit can be formed in small, lightweight construction and intake noise can be suppressed by thus disposing the silencing chamber in the working space formed near the valve body of the throttle

valve for connecting the connecting lever of the throttle valve and the operating mechanism and for adjusting the throttle valve.

Fig.5

