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The intercooler was mounted on top of the engine and cooled the intake air to increase its density. Garrett MGT2259S turbocharger Both the FA20E and FA20F engines were fitted with a twin-scroll Garrett MGT2259S turbocharger which, according to Subaru, was positioned under the engine for faster warm-up of the catalytic converter, better throttle response and a more compact exhaust system.For the FA20E engine in the SJ Forester XT, maximum boost pressure was 17.1 psi (1.18 bar), while maximum boost pressure for the Subaru V1 WRX's FA20F engine was 15.9 psi (1.10 bar); both these maxima apply at seat level.Notwithstanding these maxima, peak boost pressure for the V1 WRX could spike as high as 22 psi (1.52 bar) for up to two seconds before tapering. The injection and firing order for the EJ20G engine was 1-3-2-4.The EJ20G engine had centrally mounted spark plugs and a compression ratio of 8.0:1. Furthermore, the corners of the crankshaft journals and webs, and the crank pins and webs, had a fillet-roll finish to increase stiffness. Cylinder heads The FA20E and FA20F engines have a cast aluminium alloy cylinder head with chain-driven double overhead camshafts per cylinder bank. The AVCS also had an integrated spooling valve that was independent of the oil-control solenoid. Exhaust The FA20E and FA20F engines had exhaust gas recirculation (EGR) systems in which the piping was integrated into the intake manifold. The piston head was recessed for both the intake and exhaust valves, while the pistons had three rings: two pressure rings and an oil control ring. Through the use of oil pressure and spring force, the lash adjuster maintained a constant zero valve clearance.The cooling circuits for the FA20E and FA20F engines had a greater on cylinder head cooling relative to the EJ engines. Furthermore, the piston pin was located in an offset position. To reduce mass and sliding, the piston skirt had a 'slipper' design. The cylinder block had an open-deck design to enhance cooling efficiency and dry-type, cast iron cylinder liners. The air bypass valve was actuated by the vacuum created by the closure of the throttle valve and allowed the suction air to bypass the turbocharger and flow upstream, thereby lowering the pressure in the air passage.Intercooler Since the turbocharging process increased the temperature of the intake air, it was then passed through an air-cooled intercooler that received air via the bonnet duct. Dual AVCS To optimise valve overlap and utilise exhaust pulsation to enhance cylinder filling at high engine speeds, the FA20D engine had variable intake and exhaust valve timing, known as Subaru's 'Dual Active Valve Control System' (D-AVCS). The EJ20G engine had multi-point fuel injection via gallery-type (or side-feed type) fuel injectors. For quiet operation, the teeth on the timing belt had a round profile. While the cylinder block had an open-deck design, Subaru claimed that lowering the water jacket achieved the same block stiffness as a semi-closed structure. For the GC/GM Impreza WRX, the EJ20G engine used a hot-film type mass air flow sensor to calculate intake air volume. According to Subaru, fuel efficiency was improved by reducing coolant flow volume and retaining higher oil temperatures at the cylinder block walls. Within the cylinder bores, the FA20E and FA20F engines had cast iron liners. During their manufacture, the camshaft 'nose' was subjected to a chill treatment to increase wear resistance and anti-scuffing properties. A single timing belt was used to drive the four camshafts, while the back of the belt also drove the water pump. In addition to providing more uniform gas flow to the cylinders, a cooling circuit enabled greater exhaust gas volumes to be recirculated than occurred in the EJ engines. Injection and ignition The FA20E and FA20F engines had direct injection whereby fuel was injected directly into the combustion chamber by multi-hole, high pressure injectors (as opposed to port injection where fuel was injected in the intake port and mixed with air prior to entering the chamber). Cylinder head and camshafts The cross-flow cylinder head for the EJ20G was made from die-cast aluminium and had double overhead camshafts (DOHC) per cylinder bank. For the FA20E and FA20F engines, the intake AVCS had a mechanical intermediate locking mechanism similar to that in the normally aspirated FB engine to reduce emissions on start-up. The iridium-tipped spark plug caps, which provided contact to the spark plugs, were integrated with the ignition coil assembly. According to Subaru, higher strength material for the connecting rod bolts enabled higher pressure to be withstood in the cylinders. A 'hybrid' coating is applied to the piston skirts to reduce friction, while the top of the pistons has a crown shape with a shallow dish-like cavity for stable combustion on start-up. Block The FA20E and FA20F engines had aluminium alloy, open-deck cylinder blocks with 86.0 mm bores and an 86.0 mm stroke for a capacity of 1998 cc. Subaru described the intake ports for the FA20E and FA20F engines as having a 'tumble-promoting shape' while the port and valve shapes were designed to limit pressure loss upon valve opening while increasing swirl on closure. The four valves per cylinder - two intake and two exhaust - were actuated by roller rocker arms which had built-in needle bearings that reduced the friction that occurred between the camshafts and the roller rocker arms. The exhaust manifold for the FA20E and FA20F engines was made from sheet metal and had hydroformed branch pipes. Of these, The top piston ring had an inner bevel design; The second piston ring had an interrupt design to reduce oil consumption; and, The oil control ring had a slit design. The EJ20G engine had four valves per cylinder that were actuated by hydraulic lifters. For the GC/GM Impreza WRX, the EJ20G engine had cast pistons and connecting rods. Intake The FA20E and FA20F engines had a plastic intake manifold. The timing belt consisted of a strong and inflexible core wire, wear-resistant canvas and heat-resistant rubber material. Furthermore, the connecting rod bearings were made from a copper-based alloy.The FA20E and FA20F engines are understood to have cast aluminium pistons. The FA20E and FA20F engines had direct ignition where an ignition coil with an integrated igniter was used for each cylinder. Injection and ignition The EJ20G engine had pentroof combustion chambers which featured a wide 'squish' area. Furthermore, the coolant flow rate within the cylinder head was increased and improved cooling around the spark plugs and injectors raised the knock limit for more reliable performance. TD05 Turbocharger For the GC/GM Impreza WRX, the EJ20G engine had a water-cooled, Mitsubishi TD05 turbocharger; the rotational speed of the turbine ranged from approximately 20,000 rpm to 150,000 rpm and peak boost is understood to be around 11 to 12 psi.To prevent excessive boost pressure, which could cause knocking and heavier thermal loads on the pistons, the EJ20G engine had a wastegate valve. The timing belt cover was a made from a synthetic resin moulding and used rubber at the mating surface of the cylinder block to absorb noise and vibrations.Each camshaft was supported by three journals with three camshaft caps, while each camshaft flange was supported by a groove in the cylinder head to receive thrust force. Furthermore, the stem shape and tapering of the small end reduced connecting rod mass. This additional boost pressure was not an 'overboost' function controlled by the ECU, but a result of the calibration. The hydraulic lash adjuster - located at the fulcrum of the roller rocker arm - consisted primarily of a plunger, plunger spring, check ball and check ball spring. After cooling the bearing housing, the coolant flowed into the coolant filler tank via a pipe.The EJ20G engine had an air bypass valve to prevent the suction noise that can otherwise occur when the throttle valve is suddenly closed and causes a sudden rise in air pressure between the turbocharger and the throttle body. Driven by the left-hand intake camshaft, the high-pressure fuel pump pressurised the fuel to 15 MPa. Furthermore, roller lifters were used as contacts between the pump and camshafts to reduce friction; a pulsating damper was also integrated in the pump to reduce fuel pressure fluctuations. Connecting rods and pistons The FA20E and FA20F engines had diagonally split connecting rods with larger big end diameters relative to the EJ255 engine. It is understood that the boost limit fuel cut was set around 4 psi above the boost target, though this would have to be sustained for over two seconds to cause a wastegate error code (P0244) to be logged in the ECU. Crankshaft and pistons For the EJ20G engine, the crankshaft was supported by five bearings that were made from aluminium alloy, while the no. In addition to preventing changes in bore shape, this design cooling around the deck surface and raised the knock limit. We export PCBN insert to world wide countries, such as USA united states, Germany, UK united kingdom, Italy, France, Turkey, Russia, Saudi Arabia, United Arab Emirates, Ukraine, Israel, Canada, South Africa, South Korea, Japan, Australia, New Zealand, Finland, Sweden, Norway, Danmark, Switzerland, Poland, Czech,Ireland, Holand, Belgium, Greece, Croatia, Spain, Portugal, Egypt, India, Philippines, Cambodia, Thailand, Malaysia, Singapore, Indonesia, Mexico, Brazil, Colombia, Chile, Argentina etc. According to Subaru, the V1 WRX had a 'deeper, more powerful [exhaust] sound' because its exhaust system eliminated a chamber in the muffler and had shorter internal tubing. Furthermore, engine coolant from the coolant drain hose (under the engine cylinder head) flowed to a coolant passage in the turbocharger bearing housing. By using EGR, combustion temperatures were reduced such that the engine was less susceptible to knock and injection timing could be advanced. 3 thrust bearing had a metal flange to receive thrust force. Scavenger pump The FA20E and FA20F had a dedicated scavenger pump which operated independently of the oil pump and recovered oil collected in the catcher tank. Furthermore, a piezo-electric type knock sensor installed on the cylinder block which converted knocking vibrations into electric signals. For the GC/GM Impreza WRX, a hydraulic belt-tensioner maintained timing belt tension. Upstream of each intake port, a metal partition acted as a tumble generator valve (TGV) to increase air tumble and create vortices within the combustion chamber. For the FA20E and FA20F engines, the volume of the catalytic converter was increased, while new air-fuel and oxygen sensors were introduced for greater accuracy in detecting gas concentration. For the FA20F engine, it is understood that the ignition coil connector had a locking mechanism for greater reliability.The FA20E and FA20F engines had compression ratios of 10.6:1. EJ20G cylinder block The EJ20G engine had a die-cast aluminium alloy cylinder block with 92.0 mm bores and a 75.0 mm stroke for a capacity of 1994 cc. Once boost pressure reached its maximum, the wastegate valve would open so that part of the exhaust gas would bypass the turbine and flow into the exhaust pipe.The turbocharger was lubricated by the engine oil and used full-floating type bearings to form lubrication films.

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