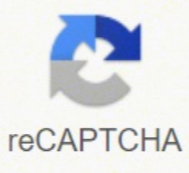




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Open

- Starting System
- Accelerator Control System
- Transaxle & Transmission
- Driveline
- Front Axle
- Rear Axle
- Front Suspension
- Rear Suspension
- Suspension Control System
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REPAIRSADVISER

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- FUSE BLOCK - JUNCTION BOX (J/B)
- FUSE, FUSIBLE LINK AND RELAY BOX

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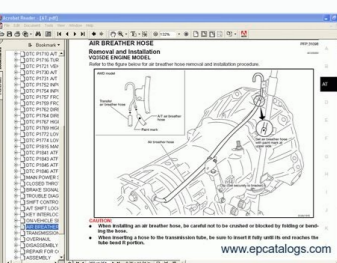
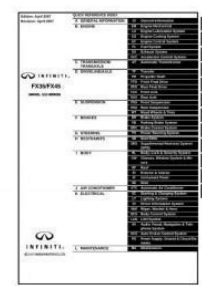
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In addition, a piezoelectric type shock sensor installed in the cylinder block that converted the vibrations called into the electric signals. In addition, the track of the track was located in a position of displacement. The intercooler is mounted on the top of the engine and enlarges the intake air to increase its density. In addition, engine coolant from the coolant drain hose (under the engine cylinder head) flows to a coolant passage in the turbocharger bearing housing. Of these, the top ring has an internal bezel design; the second ring has an interruption design to reduce the consumption of petroleum oil; and, the oil control ring has a slit design. For a silent operation, the teeth on the timing belt have a round profile. For the GC / GM Impreza WRX, a hydraulic tensioner kept the timing belt tensioner. In addition, the corners of magazines and networks of the timing belt and the pins of the timing belt and the fabrics, have a finish in file roll to increase the stiffness. The cylinder block has an open cover design to improve cooling efficiency and cast iron cylinder linings. Top05 TurboCharger for GC / GM Impreza WRX, EJ20G engine has a water cooled Mitsubishi TD05 turbocharger; The turbine rotational speed oscillates between approximately 20,000 rpm to 150,000 rpm and is understood to be around 11 to 12 psi. To avoid excessive reinforcement pressure which can cause heavier shock and thermal loads on the pistons, the EJ20G engine has a waste valve. The injection and firing order of the EJ20G engine was 1-3-2-4. The EJ20G engine has centrally mounted fuel injectors and a compression ratio of 8.0 : 1. For the GC / GM Impreza WRX, the EJ20G engine uses an aluminum alloy roller bearing to support the turbocharger and upstream flow, thus reducing the pressure in the air passage. intercooler, as the turbocharger process increases the intake air temperature, then it passes through an air cooled intercooler that received air through the Cap passage. After cooling the bearing housing, the coolant will flow into the coolant filling tank through a tube. The EJ20G engine has an air bypass valve to prevent suction noise when the throttle valve closes suddenly and causes a sudden increase in air pressure between the turbocharger and the throttle body. The thrust bearing has a metal flange to receive thrust force. The timing belt is not consist of a strong and inflexible core wire, wear-resistant canvas and heat-resistant rubber material. A single timing belt was used to drive the four camshafts, while the back of the belt also drove the water pump. The EJ20G engine is a multi-point fuel injection through the fuel injectors of the galley type (or side-feed). The timing belt cover is made from a molding by synthetic resin and rubber used on the coupling surface of the cylinder block to absorb noise and vibrations. Each camshaft was supported by three magazines with three camshaft caps, while each camshaft rhythm was supported by a groove in the cylinder head to receive thrust force. Cylinder block EJ20G The EJ20G engine has a block of aluminum alloy cylinders die-cast with 92.0 mm holes and a 75.0 mm stroke for a capacity of 1994 CC. Once you reach a booster pressure reaches its maximum, the waste valve will open so that part of the exhaust gas ignores the turbine and flow into the exhaust pipe. The turbocharger is lubricated by the engine oil and uses roller bearings to form lubrication. The EJ20G engine had combustion chambers with a pentroof that had a wide area. The head of the track was recessed for both the intake and the exhaust valves, while the pistons had three rings: two pressure rings and an oil control ring. Cylinder head and crosses Cross-flow cylinder for EJ20G was made of aluminum cast to pressure and had double-headed camshells (DOHC) for each cylinder bank. The EJ20G engine had four valves per cylinder that were operated by the hydraulic elevators. During its manufacture, the Hand of the Nose of the EJ20G engine, the timing belt and pistons for the EJ20G engine, the timing belt was supported by five bearings that were made of aluminum alloy, while the NO.

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