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The EJ257 blocks the EJ257 engine had a 99.5 mm fused aluminum block and a spill of 79.0 mm to a capacity of 2457 cc. The cast iron cylinder linings for the EJ257 engine were "Derry Type", which means that their external surfaces were in complete contact with the cylinder walls. The EJ257 engine had a semi-closed design in which the cylinder walls were black in black in the twelve, three, six and nine first positions. Corruprequim, rods and pistons for the EJ257 engine, the crankshaft was supported by five main bearings and, like other EJ stage II engines, the gambling push bearing was positioned on the back of the crankshaft. The rods were made from high carbon steel forged, while large tip cap pins and adjustment screws were used for precise mating. The EJ257 engine had fused aluminum pistons with an aluminum coating for the piston head and ring grooves, and a molybdenum coating for piston skirts. To reduce piston-to-hole slacks (and thus reduce the amount of values not burned that could accumulate between the cylinder wall and the piston head), the displacement From the piston pin for the EJ257 engine was reduced. Cylinder head and camshafers The EJ257 engine had a cast aluminum cylinder head that was mounted on a head gasket consisting of three layers of stainless steel sheet. The EJ257 engine had double cams over (DOHC) per cylinder bank that were driven by a timing belt that had a substitution interval of 125,000 kilometers. The only time belt had round profile teeth for silent operation and was made from a strong chore of flexivel, wear resistant canvas and heat-resistant rubber. They are in a peripadic three, held in a position. For three cams covers and had a flange that fit the corresponding groove in the cylinder head to receive pulse forces. To increase resistance to wear and anti-suck properties, the noses of the cam wolves were submitted to an â € "chill Å". In relation to the EJ207 engine, it is understood that the mass From the cams tree to the EJ257 engine was reduced in 1700 grams through the use of hollow shafts and sintered cameros levels. The EJ257 engine had parallel flow refrigeration system by which the refrigerant flowed to the Block under pressure, crossed the joint to the cylinder head and then passed through holes adjacent to each cylinder. Slways the EJ257 engine had four ships per cylinder - two ingestion and two escape in a configuration Of cross-flow velvula - which were acted by less shoe velvula lifters. The admission velves had hollow rods to reduce mass and start, while the stems of the escape velvule were filled with herself. At high temperatures, the liquefied sober and his motion inside the rod transfer Effectively was the heat of the velvule head for the velvule stem, contributing to the fastest cooling of the velvule head. Active Valve Control System (AVCs): GD Impreza WRX STI for the GD Impreza WRX STI, the EJ257 engine had the 'active' Subaru (AVCs) valve control system that set the opening and closing time of the admissions of the admission, altering the stage angle of the camshard from the cams tree in relation to the camshaft within a maximum range of 35 degrees of crankshaft. Under ECM control, an oil flow control velvule would move its spool to change the hydraulic passage to / from the advance and delay câms in the camshore wheel to vary the Phase angle between the sprocket and cams of the CÃ c MBI mail. The airflow sensor, engine refrigerant temperature sensor, accelerator position sensor and camcousing display sensors, the engine control can use three computer maps to achieve the following - ideal velvule time for slow-slow: aversion minimum of ingestion and exhaust velvula); Improvement of fuel consumption at low motor speeds and low lowers: The admission velvule time has been advanced to reduce air intake air and improve fuel consumption. In addition, increasing the ESCAPE intake and the exhaust valve if they overlap the exhaust gas recirculation (EGR) for a reduction in NOX NOX When the engine load increased, advancing the closing time of the intake used the beginning of the ingestion air to create a supercharging effect; And, the maximum potency at high speed and motor load: the admission velvule time was advanced to maximize the overlap and use the cleaning effect produced by pulses Escape to draw the air of ingestion in the cylinder. As the admission velvule was closed at the end of the entrance stroke of admission, the efficiency of air intake was improved and power increased. Dual AVCs: GE / GH and V1 Impreza WRX STI for GE / GH Impreza WRX STI and V1 WRX STI, EJ257 engine had double strokes that provided variable intake time â €

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