


Cinderella and four knights eng sub ep 7

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New! Sync your files with the cloud! Sync your desktop using the UDrive client It looks like you are trying to visit this site from somewhere in the European Union. At this point in time we regret to say that we cannot make this site available to you. Please visit our EU.USATODAY.com home page for other content that may be of interest to you. EJ20G Cylinder Block The EJ20G engine had a die-cast aluminum alloy cylinder block with 92.0 mm holes and a 75.0 mm stroke for a 1994 cc capacity. The cylinder block had an open deck design to improve cooling and cooling efficiency and cast iron cylinder linings. Crankshaft and pistons for the EJ20G engine, the crankshaft was supported by five bearings made of aluminum alloy, while the no. 3 thrust bearings had a metal flange to receive thrust force. In addition, the corners of the magazines of the crankshaft and the tapes and the pins and tapes of the crank, had a thread roll finish to increase stiffness. For the GC/GM Impreza WRX, the EJ20G engine had put pistons and connecting rods. 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. Of these, the top piston ring had an internal bevel design; The second piston ring had an interrupt design to reduce oil consumption; And, the oil control ring had a slot design. To reduce mass and sliding, the piston skirt had a "lipper" design. Also, the piston pin was in an offset position. Cylinder head and camshafts The cross flow cylinder head for the EJ20G was made of die-cast aluminum and had double head cams (DOHC) for cylinder bank. A single strap Distribution was used to guide the four cams, while the back of the belt also drove the water pump. The distribution belt consisted of a strong and inflexible base wire, wear resistant canvas and heat resistant rubber material. For quiet operation, the teeth on the tooth belt had a round profile. For GC / GM Enterprises a hydraulic belt tensioner maintained the tension of the timing belt. The cover of the timing belt consisted of synthetic resin and rubber used on the coupling surface of the cylinder block to absorb noise and vibration.Each camshaft was supported by three logs with three hoods, while each flange of the camshaft was supported by a groove in the cylinder head to receive the thrust force. During their manufacture, the "nose" camshaft was subjected to a cold treatment to increase wear resistance and scratch-resistant properties. The EJ20G engine had four valves per cylinder, powered by hydraulic lifts. TD05 Turbocharger For the GC/GM Impreza WRX, the EJ20G engine was equipped with a water-cooled Mitsubishi TD05 turbocharger; the turbine rotational speed ranged from about 20,000 rpm to 150,000 rpm and the peak boost was between 11 and 12 psi . and heavier thermal loads on the pistons, the EJ20G engine had an exhaust valve. Once maximum pressure was reached, the exhaust valve opened so that some of the exhaust gas bypassed the turbine and flowed into the exhaust pipe.The turbocharger was lubricated with engine oil and used floating-type bearings to form lubrication films. In addition, the engine coolant from the coolant exhaust pipe (under the head of the engine cylinder) was flowing into a coolant passage in the turbocharger bearing housing. After cooling the bearing housing, the coolant flowed into the coolant tank through a hose.The EJ20G engine had an air bypass valve to prevent the intake noise that might otherwise occur when the throttle valve suddenly closes and causes a sudden increase in pressure between the turbocharger and the body of the accelerator. The air bypass valve was activated by the vacuum created from the closing of the butterfly valve and allowed the turbocharger and the upstream flow to be bypassing air, thus lowering the pressure in the passage of the air. of air. The turbocharger process increased the temperature of the intake air, then it was passed through a cooled air intercollector that received the air through the hood pipe. The intercapentin has been mounted over the engine and cooled the intake air to increase its density. Injection and ignition The EJ20G engine had roof combustion chambers with a wide 128; The area. The EJ20G engine was injected at several fuel points by injectors of tunnel type (or lateral power type). For the GC/GM WRX Company, the EJ20G engine used a hot-film type air flow sensor to calculate the intake air volume. The injection and ignition 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. In addition, a piezo-electric shock sensor installed on the cylinder block that converted the vibrations of the blast into electrical signals. 0%(1)0% found this visual document (1 vote)106K;195 Section 195; Figure 8216

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