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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.

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Subaru's EE20 engine was a 2.0-litre horizontally-opposed (or 'boxer') four-cylinder turbo-diesel engine. For Australia, the EE20 diesel engine was first offered in the Subaru BR Outback in 2009 and subsequently powered the Subaru SH Forester, SJ Forester and BS Outback.The EE20 diesel engine underwent substantial changes in 2014 to comply with Euro 6 emissions standards – these changes are ...

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