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Subaru's EJ251 and

EJ252 were 2.5-litre horizontally-opposed (or 'boxer') four-cylinder petrol engines. For Australia, the EJ251 engine was first introduced in the Subaru BE/BH



Liberty in 1998 and subsequently offered in the BH Outback, GD/GG Impreza RS and Subaru SG Forester. For the Subaru BL/BP Liberty and BP Outback, the

EJ251 was replaced by the EJ252 engine.

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The robust engine design allows worldwide operation even with high sulphur fuels. A rear-engined bus with air-cooled,

130hp V8 diesel was released in 1951 and the 1956 Saturn II bus had full-air suspension. Deutz 913 Weight and displacement Approx Deutz diesel engine

DEUTZ F2L912

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Page 8/46. 6-cylinder

4-cylinder 3-cylinder.



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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 ...

Subaru's EJ257 was a turbocharged, 2.5-litre horizontally-opposed (or 'boxer') four-cylinder engine. For Australia, the EJ257 engine was introduced in the Subaru GD

Impreza WRX STi in  
2005 and subsequently  
powered the GE/GH  
Impreza WRX STi  
and V1  
WRX. Effectively  
replacing the 2.0-litre  
EJ207 engine, the

EJ257 engine was a member of Subaru's Phase II EJ engine family; key features included its:

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fuels. A rear-engined bus with air-cooled, 130hp V8 diesel was released in 1951 and the 1956 Saturn II bus had full-air suspension. Deutz 913  
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