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The ignition knock control system had 'fuzzy logic' that enabled the maximum ignition advanced angle to be used without detonation since the programme continually adapted to changes in environmental conditions and fuel quality. The EJ251 and EJ252 engines had a compression ratio of 10.1:1; the injection and firing order was 1-3-2-4.

EJ251 and EJ252 Subaru Engines - australiancar.reviews

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The FA20E and FA20F engines have a cast aluminium alloy cylinder head with chain-driven double overhead camshafts per cylinder bank. The four valves per cylinder - two intake and two exhaust - were actuated by roller rocker arms which had built-in needle bearings that reduced the friction that occurred between the camshafts and the roller rocker arms.

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