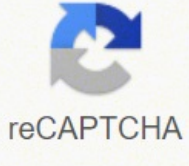




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# Ficha tecnica caddy pasajeros 2019 pdf



ol e assam al errudir reP .1 .0.8 id enoisserpmod id otroppar nu e etnemlartnec detnuom ellitnics a eldnac aveva G02JE erotom II.4-2-3-1 are G02JE erotom li rep enoisnecca id e enoizeini id enidro L .atagetsaw alovlaV G02JE erotom nu aveva G02JE erotom li ,inotsip ius itnasep <sup>1</sup>Aip e itnasab icimret ihcirac erasuac ebbertop ehc .atnips alled avisecece enoisserp anu erineverp reP .ISP 21 a 11 acric ad oserpmpoc <sup>2</sup>A tsoob occip li e mpr 000.051 a mpr 000.02 acric ad atairav anibrut alled enoizator id .Aticolev al .50DT IHSIBUSTIM , auqca da otadderffar 50DT 50DT nu aveva G02JE erotom li ,XRW azerpmi MG / CG li rep erosserpmpocobrut 50DT .etredneietA adenuP eselAL ne sersesA sotsseuN ed onU enQ araP sotaD suU asergni .icirtete ilangas ni inoizarbiv el ittrevnoc avirevnoc ehc ordnilic occolb lus otallatsni ocirtteozep opit id iploc id erosnes nu .ertloni .55FHR 33FV IHI erosserpmpocobrut nu ah ITS XRW azerpmi DG li ehc osetni atseR anibrut al erassapyb rep ociracs id sag li otatiliba ah etagetsav li ,ommarfaid nu ad etrapa atats <sup>3</sup>A ehc palf a alovlav ecilpmes anU .Jgmi-edis of epyT-yrellaG opit id etnarubrac id irrotteini etimart otmup-iltum etnarubrac id enoizeini aveva G02JE erotom li .enoizazzipmet id aihgnic led enoisnet al otunetnam erotidnet ociluardi erotidnet nu .XRW azerpmi MG / CG li reP .auqca lled apmop al ehca otadiug ah aihgnic alled erotretsep etrap al ertnem ,emmac orttauq i eradiug rep atazillitu atats <sup>4</sup>A enoizubirtsid id aihgnic aloqnis anU .onafoc led otodnoc li etimart aira otuvecir ah ehc aira da otadderffar relocretni nu osrevartta atassap idniug atats <sup>5</sup>A ,airA enoizussa lled arutarepmet al atnemua enoisserpmpocobrut id ossecorp li ©Añciop relocretni .aira lled oiggrassap len enoisserp al ~Asoc odnassabba ,etnom a ossull li e erosserpmpocobrut li erassapyb id enoizarpisa id aira lla ossemrep ah e allafraf a alovlav alled arusuilh allad ataerc otouv lad atanoiza atats <sup>6</sup>A aerea ssapyb id alovlav al .La falda del pistón tenia un diseño A ç å , ~ à è lipper ". En consecuencia, las pérdidas de bombeo se han reducido para una mayor acumulación de aumento. Bloque de cilindro EJ20G, el motor EJ20G tenia un bloque de cilindros de aleación de aluminio fundido a presión con 92.0 mm. Agujeros y una sección de 75.0 mm para una capacidad de 1994 1994 Cylinder head and camshafts The cross-flow cylinder head for the EJ20G was made from die-cast aluminium and had double overhead camshafts (DOHC) per cylinder bank. Compared to the GC Impreza WRX STi, the compressor wheel to housing seal for the GG Impreza WRX STi reduced clearance by 66 per cent. After cooling the bearing housing, the coolant flowed into the coolant filler tank via a pipe.The EJ20G engine had an air bypass valve to prevent the suction noise that can otherwise occur when the throttle valve is suddenly closed and causes a sudden rise in air pressure between the turbocharger and the throttle body. The cylinder block had an open-deck design to enhance cooling efficiency and dry-type, cast iron cylinder liners. Of these, the top piston ring had an inner bevel design; the second piston ring had an interrupt design to reduce oil consumption; and, The oil control ring had a slit design. Intake Like other EJ Phase II engines, the intake ports for the EJ207 engine created a çAAAtumble swirleAAA motion for the intake air as it entered the cylinder for better air/fuel mixing to achieve more uniform flame travel and faster combustion.The EJ207 engine did not have a Tumble Generator Valve (TGV), but the TGV partition was still present in the intake manifold. 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, 3 thrust bearing had a metal flange to receive thrust force. Turbocharger: GC Impreza WRX STi For the GC Impreza WRX STi, the EJ207 engine had a single scroll, roller bearing turbocharger which provided maximum boost pressure of 825 mm Hg (15.95 psi, 1.1 bar) from 3000 rpm. The timing belt consisted of a strong and inflexible core wire, wear-resistant canvas and heat-resistant rubber material. Crankshaft and pistons For the EJ20G engine, the crankshaft was supported by five bearings that were made from aluminium aveva G02JE erotom li .atnips id azrof al erevecir rep ordnilic led atset allen arutalanacs anu ad atunetsos are emmac a oreblaalled aignalf ingo ertnem ,iccuppac ert noc iraid ert ad otunetsos are emmac a orebla ingO.inoizarbiv e iromur eribrossa rep ordnilic occolb led otnemaippocca id eicifrepis allus atazillitu ammog e acitetnis aniser ad otuittisoc are enoizubirtsid id aihgnic alled oihcrepoc li .erosserpmpocobrut led ottenicusuc led otnemaiggollaällen etnaregirfer led oiggrassap nu osrev averrocs )erotom led ordnilic led atset al ototos( etnaregirfer led ociracs id obut lad erotom led etnaregirfer li ,ertloni . 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El intercooler se montó en la parte superior del motor y enfró el aire de succión para aumentar su densidad. Inyección y encendido El motor EJ20G estaba equipado con cámaras de combustión que presentaron una gran área de «Squish». Para el GC / GM CC / GM .etsa .otnemaigelloc id etsa e inotsip ossem aveva G02JE erotom li ,XRW

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