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The EJ251 and EJ252 engines had two ignition coils (one for each pair of cylinders, i.e. 1-2 and 3-4) which fired the spark plugs directly twice per cycle. 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

EJ251 and EJ252 Subaru Engines Aug 08, 2021 · 41 - Camshaft sensor circuit fault, ignition control circuit fault. 42 - Electronic spark timing (EST) circuit grounded. 43 - Knock sensor or electronic spark control circuit fault. 44 - Oxygen sensor lean exhaust

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FYI the ignition coil is the part that is actually turned on and off when you turn to key on (in relation to the engine) and its main job is to multiply the energy from the 12 volt battery system so it can send a really hot spark to jump the gap on the spark plug thus igniting the air/fuel ratio. if you trying to find one on a junk car, find


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PerTronix Electronic Distributor Ignition Systems for The diesel engine, named after Rudolf Diesel, is an internal combustion engine in which ignition of the fuel is caused by the elevated temperature of the air in the cylinder due to mechanical compression; thus, the diesel engine is a so-called compression-ignition engine (CI engine). This contrasts with engines using spark plug-ignition of the air-fuel mixture, such as a petrol engine

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