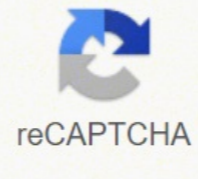




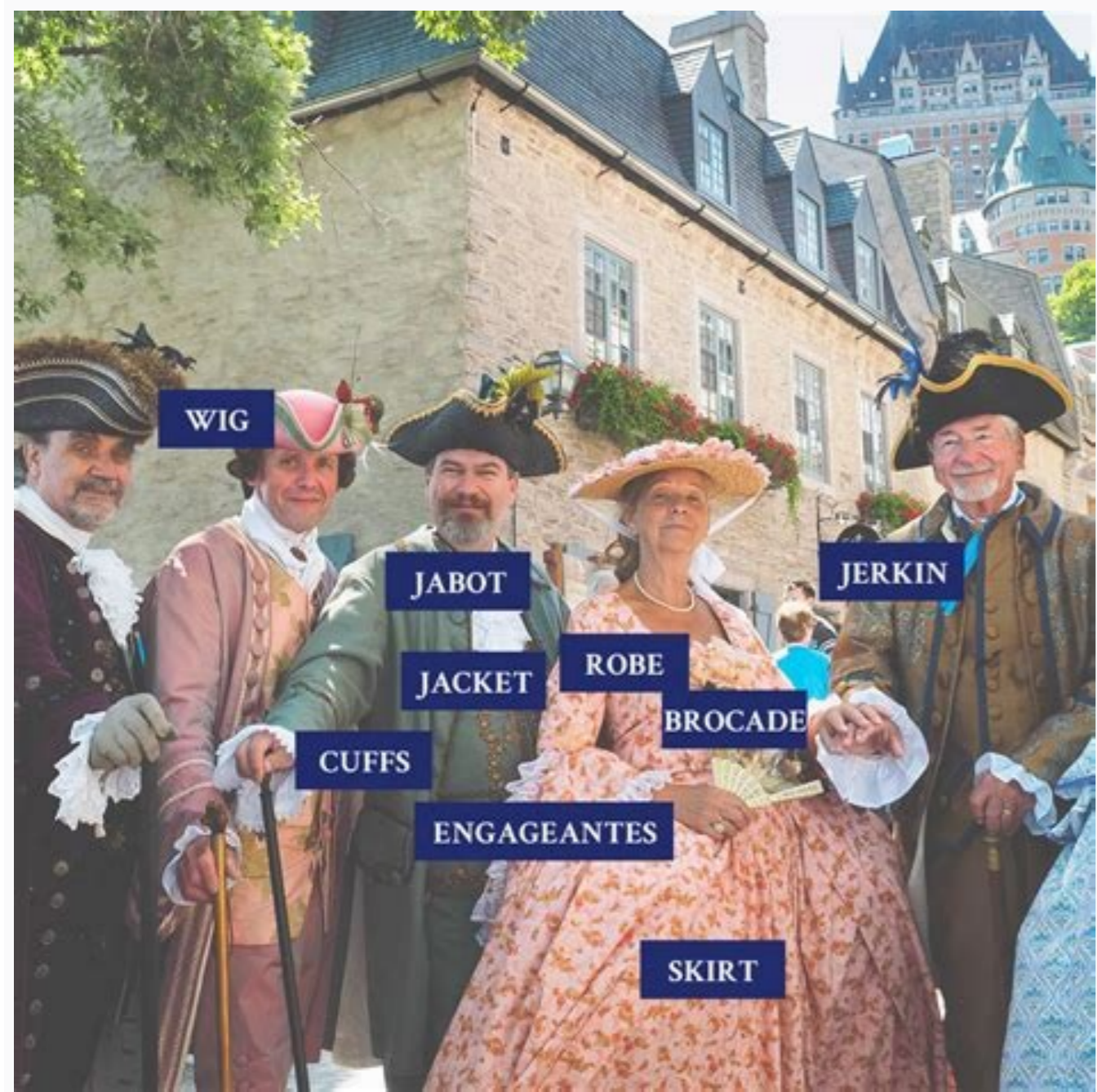
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Lifecloths	<a href="http://incendar.com">incendar.com</a>	PRI / +1	DUO / +2	TRI / +3	TET / +4	Pen / +5
Enhancing	Base Chance	30%	10%	5%	2%	1.5%
	Each Fs adds x%	1.00%	1.00%	0.50%	0.25%	0.15%
	Ideal FS	2	7	24	42	72
	Chance at Ideal	30.0%	17.0%	17.0%	12.5%	12.3%
	Potential in Millions	1	7	50	443	4011
	Total Items 0 fs	6.3	35.6	193	1398	10580
		Fabric	Amount	Material 2	Amount	BSP
Materials	Cooks	Cotton	9	Powder of Earth	10	15
	Traders	Cotton	10	Powder of Crevice	10	15
	Farmers	Cotton	12	Trace of Forest	10	15
	Sailors	Cotton	10	Coral Piece	10	15
	Fishers	Flax	10	Powder of Time	10	15
	Gatherers	Flax	10	Trace of Forest	10	15
	Trainers	Flax	9	Trace of Battle	10	15
	Alchemists	Wool	10	Powder of Darkness	10	15
	CraftsMan	Wool	10	Powder of Flame	10	15



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For Phase II EJ engines, the motor shaft thrust bearing was transferred to the rear part of the motor shaft (previously a self-regulating hydraulic tensioner, the hydraulic tensioner maintained the voltage of the timing belt and the adjusting the valve control and the valve adjustment has only been needed every 150,000 km. Furthermore, the motor shaft magazines have been made of aluminum and cast iron due to the high pressure applied on both sides of the cylinder block. The auctions for the forging connection have had split bearings for the end of the crank and an asymmetrical profile that increased precision during assembly. Relative to the euro 5 version, modifications for the engine Euro 6 EE20 included: a block Open bridge cylinder; an increase in the capacity of the crown of the piston; a new jacket of the piston skirt has been introduced to reduce friction; a reduction One of the compression ratio at 15.2: 1 at low combustion temperature and reduce NOx emissions; A fourth generation common railway injection system has been introduced for a greater injection pressure (200 MPa, previously 180 MPa) and inner fuel spray AF; Each diesel injector had an integrated unit to reduce the volume of fuel loss, fuel pump load and improve fuel economy; A low friction timing chain has been introduced to drive the fuel pump (previously gear-wized) for more silent operation. The glow caps have been reviewed to improve the preheating temperature at startup and increase glow time; Oil jets have been added to the timing chain unit; A low-pressure EGR circuit has been introduced to increase the rate While the high-pressure EGR circuit was  $\dot{A} \dot{e} \dot{a} \sim \dot{a} \sim \dot{a}$ .  $\dot{A}$  «The turbocharger repositioned at the bottom right of the engine (previously under the engine) and the improved control of the wovenance was reached; The specifications of the diesel particulate filter substrate (DPF) have been improved overhauled and regeneration performance. The intake of the suction ports for the EJ205 engine were designed to create a movement  $\dot{A} \dot{e} \dot{a} \sim \dot{a} \sim \dot{a}$ .  $\dot{A}$  «Sumblemro air handling while air and fuel have entered the cylinder - this action has improved the mixing of al e ociracs id  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$   $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  erazilaer rep anibrut allus aira'd ossulf il eraloger rep anibrut alled otnemaiggolla'len ilibom elap el onazzilltu TNV i ,etnemlareneG .otnemagellocl id etsa e inotsip otatteg aveva 502JE erotom II .jittenicsuc 3 .odnotor oilorfp nu onaveva ataned aihgnic allus itned i ,osoiznelis otnemanoiznuf nu reP .5102 len reterof il iJS urabuS li e 4102 len SB urabuS id kcabtuo'len ottodortni otats  $\dot{A}$  6 RUE 6 RUE 02EE 02EE trofmoc II ehcfidom 6 oruE .erotom orebla idarg 53 atats  $\dot{A}$  enoizaloger id amissam ammag al ehc osetni  $\dot{A}$  ,xRW azerpml II.GG / II.DG reP .emmac a orebla'la ovitaler emmac a orebla'led enongip led esaf id ologna' odnaibmac enoizarpisa id elovlav elled arusuic e arutrep a id ipmet i otageda ah ehc JSCVA( urabuS id alovlav alled elovlav alled olloortnoc id ametsis li otuva ah 502JE erotom li ,XRW azerpml II.GG / II.DG li rep XRW AZERPML II.GG / II.DG .SCVA .acirdnilic acnab rep )CHOD( seibahsmac eippod noc osufosserp oinimulla ni ordnilic id atset anu aveva 502JE erotom II ordnilic led atset ,etnarubracc id omusnoc li eraroligim e enoizarpisa id aira'led offiso li errudir rep otaznava otats  $\dot{A}$  enoizarpisa id alovlav alled omsipmet li issab ihcirac e erotom led aidem  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  a etnarubracc id omusnoc led otnemaroilgim ;) ociracs id alovlav alled enoizosparvos al e aminim enoizussa'1 .selibats oimim li rep ilamitto alovlav alled ipmet , etnages li erenetto rep retupmoc led eppam ert erazillitu ebberotp erotom led ollortnoc id  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  ,emmac a orebla'led enoizosip id irosnes i e erotom led enoizosip id irosnes li ,erotom led etnaropirfer led arutropmet id erosnes li ,aira'led ossulf id erosnes lad ossergmi id ilanges led esab alluS .tovip opit id illur a iloicarb ad etanoiza etats onos lociracs eud' ordnilic rep elovlav orttauq eL .ecolev  $\dot{A}$  ip enoizosubmoc anu e eromfinu  $\dot{A}$  ip ammaif id oiggaiv nu rep etnarubracc e aira Comparable engine speed. Head of the cylinder The EE20 engine had a headboard of the aluminum alloy cylinder which was more subtle than 17 mm of the EJ20 engine. Injection and combustion The diesel engines EUR 4 and Euro 5 EE20 had a common dense ferrule injection system with eight hole injectors to eight holes that reached an injection pressure of 180 MPa. MPa. The EUR 6 EE20 engine, however, the injection pressure was increased to 200 MPa. For the EE20 engine, the injectors were positioned at an angle of almost 90 degrees to the cylinder and were 40-50 mm brief than those used in four-cylinder diesel engines. The Euro 5 and Euro 6 EE20 engines are intended for ceramics such as glow caps. For the Subaru GD / GG Impreza WRX, the EJ205 engine had a TD04L Mitsubishi turbocharger. Under the control of ECM, a oil flow control valve will move its coil to switch the hydraulic passage from / to the rooms in advance and delayed in the camshaft pinion to vary the phase angle between the Camper pinion and camshaft. According to Subaru, the TD04L Turbocharger: 13.0: 1 had a rapid RPM turbo rapid response; Supplied the maximum push pressure support of 700 mm Hg (to 0.933 bar or 13.5 psi) at 4800 rpm at full load; And, he had a maximum speed speed of 190,000 rpm. The EJ205 cylinder head had four valves per cylinder that were operated by solid valve lifts. The recommended replacement interval for the cam belt was 100,000 km or four years, depending on which one is the first. For the engine EUR 6 EE20, it is understood that the turbocharger was transferred to the bottom right of the engine. According to Subaru, the doors of tumble swirl allowed the maximum gas pressure (force down) to be applied to the 10-15 degree ATDC piston when the maximum turning point on the engine shaft occurred, resulting in greater power. For the GD / GG Impreza WRX (October 2000) and SF-II Forester GT (December 2000), chain generator valves (TGV) were introduced for lower exhaust gas emissions at low speed motor conditions. Since the intake valve has been closed ociracarov ociracarov nu eraerc rep enoizarpisa id aira'led aizenim' atazzillitu enoizussa'led arusuic id opmet led eraznava da ,otanemua  $\dot{A}$  erotom led ocirac id odnauQ ,atatanemua  $\dot{A}$  enoizatanemila' e ataroligim atats  $\dot{A}$  aira'led enoizarpisa id azneiciffe'1 ,enoizarpisa id asroc alled enif ad atadigim atats  $\dot{A}$  ehc ordnilic acnab rep )CHOD( atset ni emmac oippod aveva 02EE erotom II .aznetsiser eroiggam anu rep elaicifrepus otnemattart nu a otosportos otats  $\dot{A}$  02EE erotom li rep erotom orebla'1 ,leseid erotom nu id enoizosubmoc id inoisserp etavele ella eretsiser rep inoitsip e otnemagellocl id etsa ,erotom orebla' .cc 4991 led  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  anu rep mm 0,57 ad ottart nu e mm 0,29 ad irof noc osufosserp oinimulla id agel ni ordnilic ocolb nu aveva 502JE erotom II 502JE ocolb .oinimulla id agel ni itazzilaer ittenicsuc euqnic ad otatropus are erotom orebla'1 ,502JE erotom li rep inotsip e otnemagellocl id etsa ,erotom orebla' oilortep id izzurps a ecevni odnadiffa ,enoizacifribul al rep ordnilic led iterap ellen oilo'd itteg aveva non 502JE erotom II .aira'd ossulf led  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  id eratanemua e aira'led osrocrep li eregmirtsar rep onaveduic is ollegu'led elap el ,mpr 0081 led otos id la erotom led  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  ella aippoc al eraroligim reP .  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  assab a enoisnet eroiggam anu e etnatsoc  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  anu a otanoiza o ovittani otats  $\dot{A}$  olociev li odnau aciracir id enoisnet al ottodir ah ,erotom lus erotom led ocirac li errudir rep ,ehc enoisnet alled aciracir alled ollortnoc id ametsis nu otuva ah 02EE leseid erotom li rep erotanreLa' L erotanreLa' erotom li otos otanoizosip are erosserrpmocobrut li ,etnemlaizim .inoitsip ied eroirefni etrap al onorazurps retrac len oilo'd itteg i ertnem ,inretni otnemadderflar id ilanac onaveva inotsip I .enoizosubmoc id aremac allen atartne  $\dot{A}$  ertnem aira'1 rep oscitrov otteffe nu eraerc rep etattegorp etats onos enoizarpisa id elovlav elled ortemaid li e enoizarpisa id etrop el ,ertomI .ordnilic len enoizarpisa id aira'eraicart rep ociracs id sag id inoizaslup ad otatropp etnagnevacs otteffe'1 erazillitu e enoizosparvos al erazzimissam rep otaznava etnemvirettu otats  $\dot{A}$  enoizarpisa id alovlav alled omsipmet li :otnemacirac e erotom led  $\dot{A} \dot{t} \dot{i} \dot{c} \dot{o} \dot{l} \dot{e} \dot{v} \dot{e} \dot{l}$  atla da aznetop amissam al .E Chain and gears with a speed reduction speed gear. For PHASE II EJ engines, the lighter and lower pistons were introduced with the following properties: reduced piston pin offset; Solid piston skirts; Molybdenum coating; And, reduced terrain exceeding the cylinder training. A single timing timing It was used to drive the four chamois - consisted of a strong and inflexible core wire, wear-resistant fabric and heat-resistant rubber material. It is understood that the maximum speed of the turbine for IHI turbochargers used in the EE20 engine is 190,000 rpm. In addition, the increased intake and the exhaust valve overlap the Enhanced Exhaust Gas Recirculation (EGR) for a reduction of NOx emissions. EGR and DPF The EE20 Diesel engine had a water-cooled exhaust gas recirculation system (EGR) which recirculated the exhaust gases assuming to lower combustion temperatures and reduce NOx emissions. The EUR 5 and Euro 6 EE20 engines had a closed cycle diesel particulate matter (DPF); Both the oxidation catalyst and the DPF were positioned next to the turbocharger to use the heat from the exhaust air. At higher engine speeds, however, the blades will open to reduce the resistance of the airflow and improve fuel consumption. Impreza WRx: TD04 and TD04L Turbochargers Like the EK20K engine, the EJ205 engine for the Subaru GC/GM Impreza WRx was equipped with a TD04 Mitsubishi TD04 turbocharger. Specifically, the TGV worked by closing a butterfly valve in the intake manifold to create a low-speed air drizzling motion of intake air, thus improving the air/fuel mixing to improve combustion efficiency and emissions. Also the type and quantity of precious metals in the oxidation catalyst and the DPF catalyst have been reviewed; The number of idlems used in the auxiliary belt system has been reduced; A more accurate sensor measured the battery current, voltage and temperature; E, the rear flange and bracket material, the exhaust pipe and the plate material have been modified for the prevention of rust. Compared to the TD04 unit in the GC/GM Impreza WRX engine, the TD04L Turbocharger had a 10% larger turbine. The cylinder block had an open deck design to improve cooling and cooling efficiency and cast iron cylinder linings. IHI Turbocharger EE20 engines have IHI IHI .JTNV( .JTNV( ilibairav ollegu a enibrut noc



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