



Ford Focus ST 2.0L EcoBoost I-4: Efficient, High-Performance Powerhouse

2.0L EcoBoost I-4

- All-aluminum construction
- About 55 pounds lighter than a comparable naturally aspirated V6 engine
- Improved fuel economy, equivalent performance and lower CO₂ emissions compared to larger V6 engines

Direct-Injection Fuel System

- High-pressure fuel system for improved fuel economy, improved performance and lower emissions
- Seven jets on each injector spray fuel directly into the combustion chamber

Ti-VCT Strategy

Employs twin independent variable camshaft timing for optimized fuel economy, performance and emissions

Low-Inertia Turbocharger

- Low-inertia rotor spins at speeds up to 195,000 rpm, producing up to 16 psi of boost
- Optimized design ensures that maximum torque is achieved at very low engine revs
- Peak torque available from 2,000 to 4,500 rpm

High Compression Ratio

10.0:1 compression ratio for improved engine efficiency

Lower Friction for Greater Efficiency

- Engine design has been optimized for maximum operating efficiency, with a focus on minimizing friction and other parasitic losses
- Low-friction coatings on the piston rings and highly polished surfaces on the tappets

