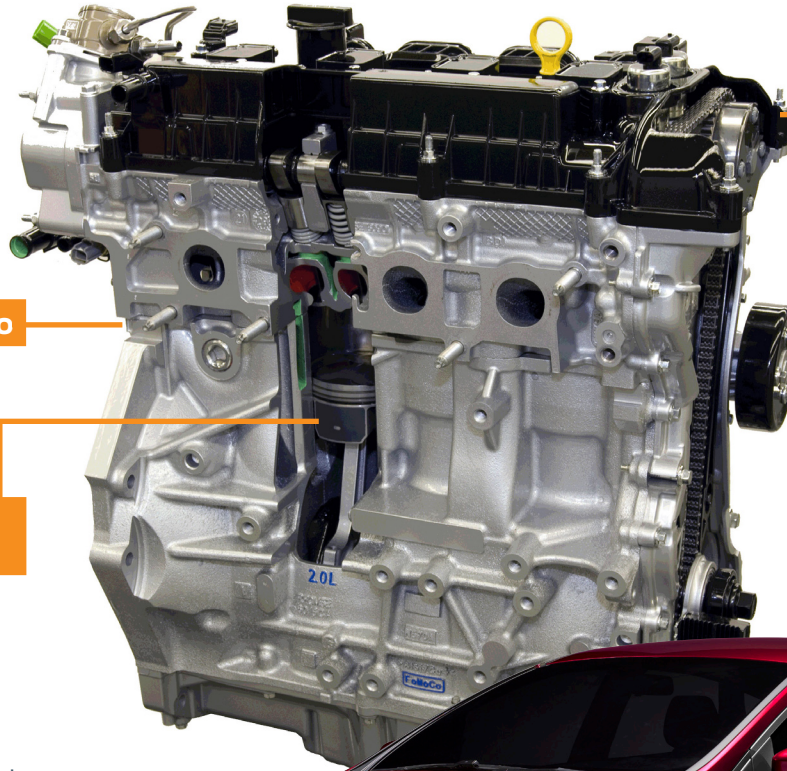




All-New Ford Focus 2.0L Direct-Injection I-4

The 2.0-liter engine in the 2012 Ford Focus is one of the first on the market to combine gasoline direct fuel injection and twin independent variable camshaft timing (Ti-VCT). Not only does that combination of technologies help make the dual-overhead-camshaft (DOHC) Focus I-4 one of the most powerful, fuel-efficient and refined engines in its class, but it also becomes one of the most advanced non-turbocharged four-cylinder powerplants Ford has ever offered.



High Compression Ratio

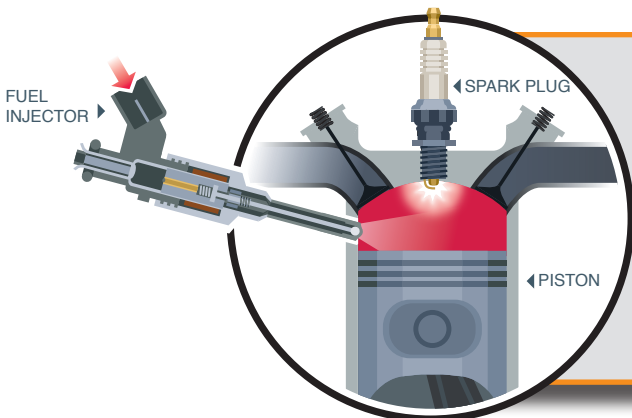
12.0:1 compression ratio for improved engine efficiency

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

Ti-VCT Strategy

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



Gasoline Direct Injection

Highly pressurized fuel is injected directly into the combustion chamber of each cylinder rather than traditional mixing with the incoming air in the inlet port. Advantages include more precise delivery of fuel for lower emissions, improved volumetric efficiency and avoidance of knock for better performance and fuel efficiency.