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The EZ36D engine had a die-cast aluminium cylinder block with 92.0 mm bores and a 91.0 mm stroke for a capacity of 3630 cc. For the EZ36D, sintered iron pieces within cylinder block controlled thermal expansion of journal clearances during warm-up; according to Subaru, the iron pieces also relieved shocks to the crankshaft journals and reduced overall vibrations.

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Subaru's EJ255 engine was a turbocharged 2.5-litre horizontally-opposed (or 'boxer') four-cylinder engine. For Australia, the EJ255 engine was introduced in the Subaru SG Forester XT in 2003, but subsequently offered in the GD/GG Impreza WRX and BL Liberty GT (see table below). Developed in conjunction with the more powerful EJ257 engine, key features for the EJ255 engine included its:

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