

1996 Subaru

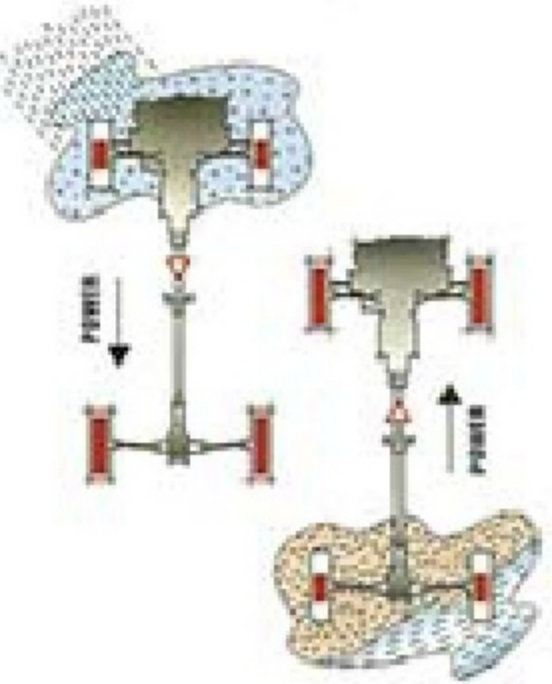
The Beauty of All-Wheel Drive.™



It's a uniquely intelligent approach to providing better performance. **TAKE CONTROL WITH THE SUBARU ALL-WHEEL DRIVING SYSTEM.** else. At the heart of the System is the boxer engine, with a horizontally opposed design similar to the Porsche 911's. Compact and low to the ground, the Subaru boxer's longitudinal mounting creates a symmetrical drivetrain layout for ideal weight

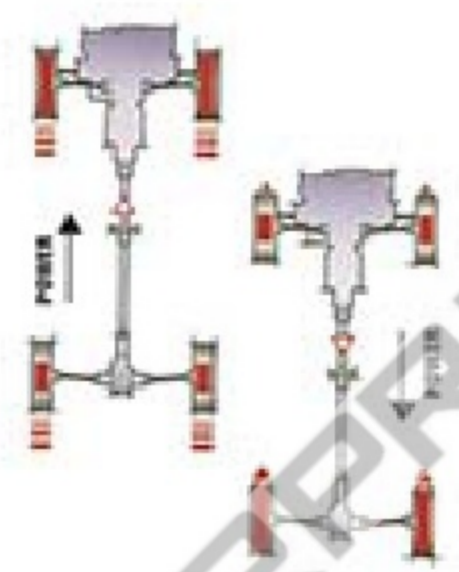
balance. And unlike front- or rear-wheel-drive cars, when you apply the throttle, All-Wheel Drive (AWD) sends power to all four wheels. In fact, Subaru AWD can sense any loss of traction and automatically direct power from the wheels that slip to the wheels that grip. So the power is always there when you want it. An advanced low-friction, long-travel independent suspension completes the System, helping each tire remain planted to the road surface where it can generate grip. So you can count on your AWD Subaru for an unmatched level of driver control. And a feeling of total driving performance.

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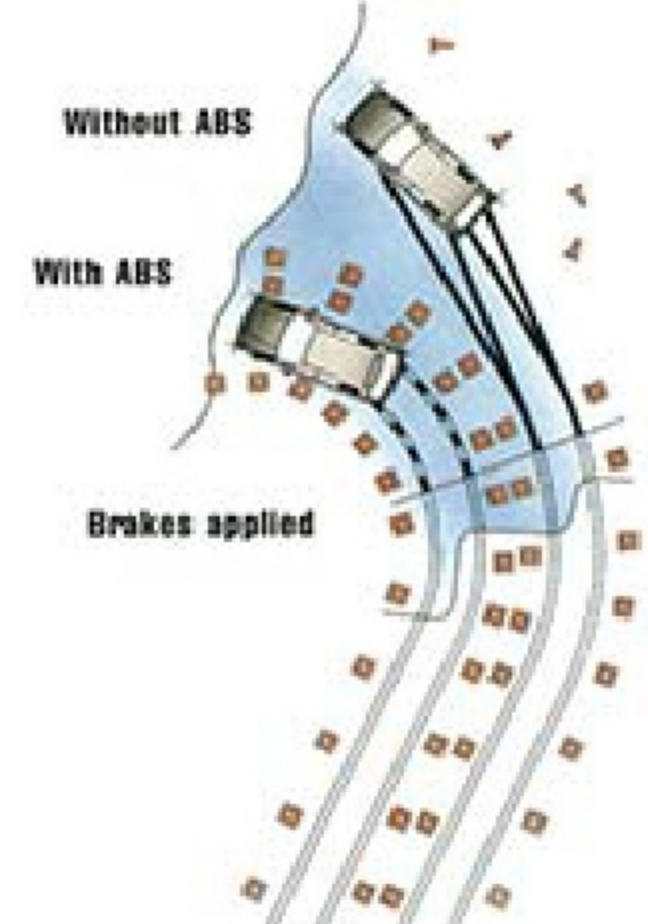


If the front wheels begin to slip on a slick surface, Subaru AWD instantly sends power to the rear wheels. Should the rear wheels slip, the power is automatically redirected to the front wheels.

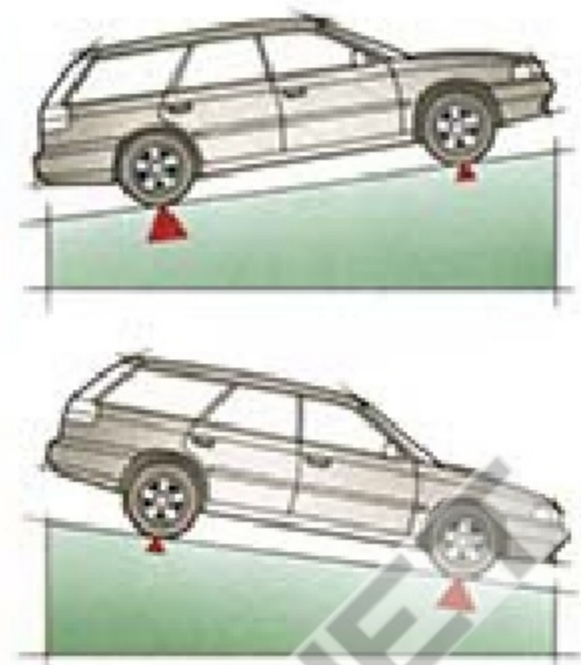
A car's weight shifts to the front wheels when braking, reducing rear-wheel grip. Under acceleration, the weight and traction shift to the rear. Subaru AWD compensates by sending power to the weighted wheels with the greatest ability to use it.



Many AWD Subaru vehicles feature an advanced 4-channel Anti-lock Braking System. When sensors located at each wheel detect lock-up, the system automatically modulates brake pressure to help you maintain steering control, even when braking on slippery roads.

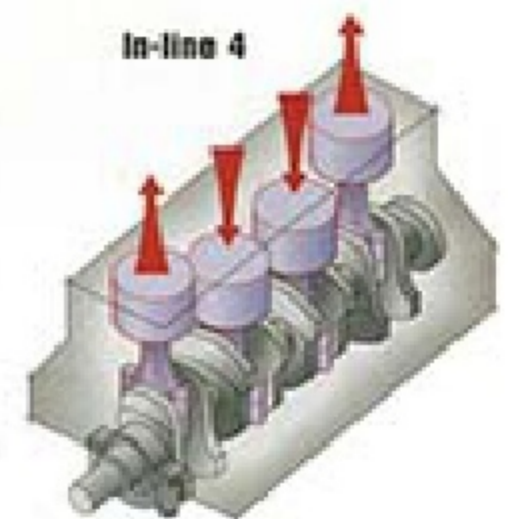


Legacy Outback Wagon shown in Spruce Pearl/Slate Metallic.

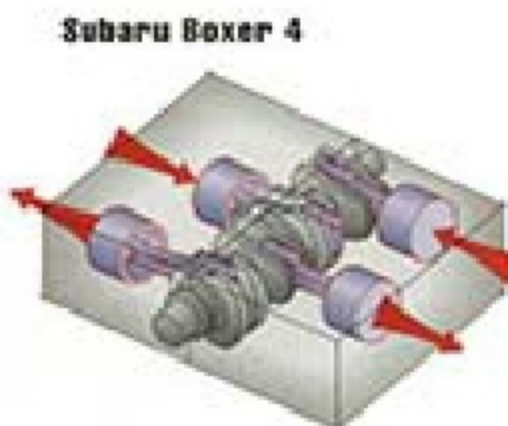


When going uphill, a car's weight and traction shift to the rear wheels. When going downhill, they shift to the front. Subaru AWD responds to these inherent forces of driving by continually sending power to the weighted wheels with the most grip.

In-line engines, common in other cars, place all the pistons in a row. This layout requires a long, heavy crankshaft located at the bottom of the engine block, which can produce noticeable vibration.



Unlike in-line engines, the balanced punch-counterpunch action of the horizontally opposed boxer engine in every Subaru helps cancel out vibration for smooth, quiet performance with less engine wear.



Unlike an in-line engine, where all the pistons stand nearly vertical, the Subaru boxer's horizontally opposed pistons are laid flat. This layout gives every Subaru a lower center of gravity for improved handling stability. Since

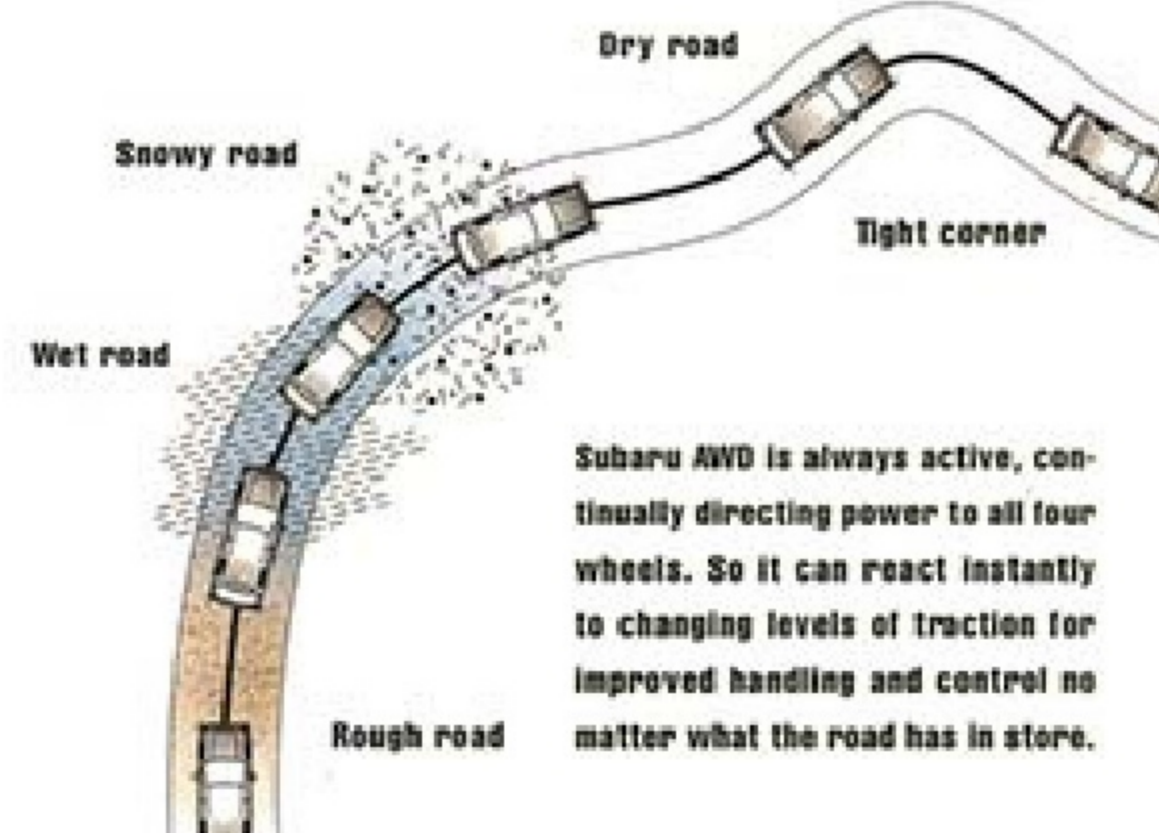
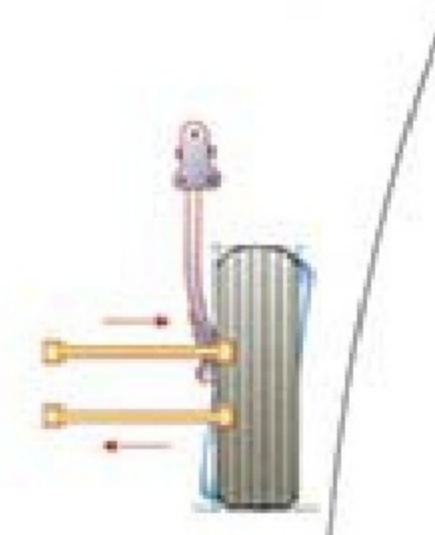


the weight is centered lower to the ground, there's less unwanted body roll to upset your car's balance when driving on a curvy road. Or when making an emergency maneuver.

The independent suspension you'll find in a Subaru uses a low-friction design with S-shaped coil springs for easier wheel movement. So an unseen bump won't upset its precise handling. While its long travel improves stability by helping keep each tire on the road over rough surfaces.



As cornering forces increase, the rear suspension even provides passive rear-wheel steering. The rear wheels turn with the car and actually help steer, for more stable tracking when cornering hard.



Subaru AWD is always active, continually directing power to all four wheels. So it can react instantly to changing levels of traction for improved handling and control no matter what the road has in store.

Tired of the way most sport utility vehicles forget the sport of driving? Then take a look at the new **INTRODUCING THE WORLD'S FIRST SPORT UTILITY WAGON.** genuine safety and performance. And like the Impreza Outback Wagon, it takes full advantage of the Subaru All-Wheel Driving System. So both models have the power of a balanced boxer engine routed to all four wheels for maximum traction. And with each tire

held to the ground by a long-travel independent suspension, rough roads are easy to handle. In fact, Legacy Outback has over 7.5 inches of wheel travel and comparable ground clearance to the Ford Explorer. As *AutoWeek* noted, "it has more off-road capability than most sport/ute buyers will ever need."¹ When you

have gear to bring along, Legacy Outback has more cargo room than Jeep Cherokee. And Impreza Outback holds more than the 4-door Geo Tracker. So if you're looking for a vehicle that can keep up with your adventures without all the gas guzzling and top-heavy handling, look to the Subaru Outback Wagons.

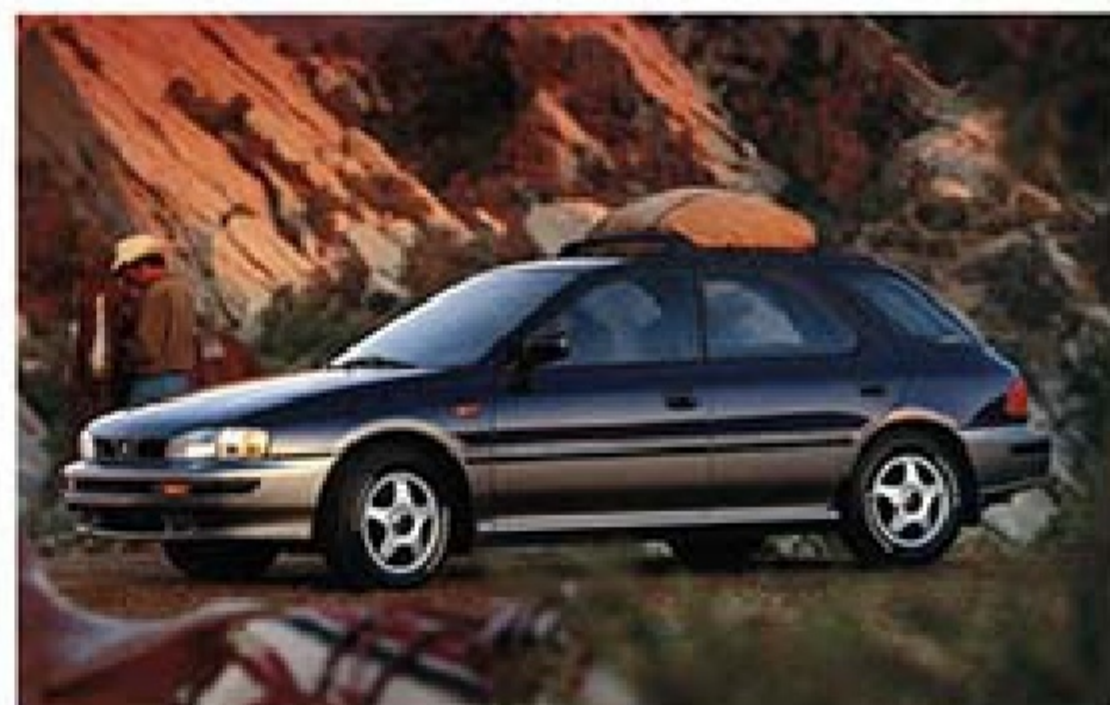


Legacy Outback Wagon shown in Mica Ruby Pearl/Slate Metallic with optional equipment.

An AWD Subaru is beautiful on the surface. Any surface.

Most 4-wheel-drive systems can only be used on slick or unpaved roads, so they're useless on dry pavement. But the Subaru All-Wheel Driving System is always active, offering surefooted traction and stability on any type of road. Rough roads. Wet roads. Curvy roads. Subaru AWD can actually detect changing levels of traction and compensate for any slippage by automatically sending power to the wheels with the most traction. You'll never have to stop to engage Subaru AWD, either.

For braking power and control, the Outback Wagons are equipped with the AWD Active Safety Group, which includes 4-wheel disc brakes and a 4-channel Anti-lock Braking System that operates on each wheel, not just the rear wheels like on many SUVs. Every Subaru Outback also features dual air bags and side-impact protection meeting 1997 Federal standards.



Like the Legacy Outback, the Impreza Outback is equipped for adventure with a roof rack, front and rear splash guards and all-season tires.

IMPREZA OUTBACK WAGON

- A 135-hp 2.2-liter boxer engine and 5-speed manual transmission are standard on the Impreza Outback. A 4-speed Electronically Controlled Automatic Transmission (4EAT) is optional.
- Power windows add convenience. The power door locks even unlock the tailgate.
- A removable, rubberized cargo area liner makes it easier to carry wet or dirty gear.
- Air conditioning with CFC-free refrigerant is standard equipment.

LEGACY OUTBACK WAGON

- Legacy Outback is available with either a 135-hp 2.2-liter boxer engine and 5-speed manual transmission, or a 155-hp 2.5-liter boxer and 4EAT automatic.
- Tie-down hooks, an additional 12-volt power outlet and a hidden multi-box storage tray add versatility and convenience to the roomy cargo area.
- The optional Cold Weather Package adds heated outside mirrors, heated front seats and an engine block heater.

- Large-diameter ventilated front disc brakes with twin-piston callipers offer nearly fade-free stopping power.
- The driver seat in Legacy Outback has adjustable height and lumbar support for optimal visibility and comfort.
- Bold 6-inch halogen fog lamps with stone shields, raised "step" roof design and optional trailer hitch/wiring harness kit add function and style.



Follow "Tales From The Outback" as the world's first Sport Utility Wagon proves its mettle against big, bruising 4x4s in exciting off-highway adventures down under.

¹ *AutoWeek*, August 7, 1995.

With its reputation for safety, **SUBARU LEGACY. RARELY HAS SENSIBILITY BEEN SO EXHILARATING.** extremely drivable and tossable comfort and dependability, the Subaru Legacy is obviously a smart package that turns in crisply, hangs on tenaciously, and inspires high confidence in the driver.¹ And television's *MotorWeek* honored Legacy Wagon with their Drivers' Choice Award, outscoring every other wagon sold in the U.S.

Its appeal isn't based only on performance, however. The spacious interior delicately balances luxury and utility. Its elegant shape makes the Legacy as pleasing to look at as it is to drive. And beneath that stylish exterior, you'll find all the safety, reliability and innovative engineering you'd expect in a Subaru.

Perhaps that's why *Home Mechanix* named the Legacy Wagon the best value in the station wagon class.² And why a leading consumer magazine rated the Legacy LS Sedan higher than Honda Accord EX, Ford Contour GL, Chrysler Cirrus LXi and even the Nissan Maxima GXE in the Family Sedan category.



Legacy 2.5 GT Sedan shown in Quick Silver Metallic.

Power to quench your thirst for performance – the 2.5 GT.

Looking for more excitement from the best-selling AWD car in America? The Legacy 2.5 GT Sedan and Wagon have an all-new 2.5-liter 16-valve boxer (also standard on LSi models). Its dual-overhead-cam, 16-valve design produces 155 lb-ft of torque at only 2800 rpm. And puts 155 hp at the command of your right foot. The Subaru All-Wheel Driving System translates the power directly into traction. And



a smooth-shifting 4-speed Electronically Controlled Automatic Transmission raises shift points automatically based on how aggressively you step on the throttle.

- Every Legacy features dual air bags, front and rear crumple zones, and side-impact protection meeting 1997 Federal standards.
- Legacy 2.5 GT models have a 2.5-liter DOHC engine, AWD, sport-tuned suspension, sporty ground-effects bodywork, large-diameter tailpipe and rear spoiler. The 2.5 GT Wagon also features a roof rack.
- Fade-resistant ventilated front disc brakes are standard. Legacy LSi and 2.5 GT also have twin-piston front calipers for better braking.
- All-Wheel Drive and 4-wheel anti-lock disc brakes are part of the AWD Active Safety Group available on Legacy L and standard on Legacy LS, 2.5 GT and LSi.
- A height-adjustable driver seat with adjustable lumbar support, standard on Legacy LS, 2.5 GT and LSi, optimizes comfort and vision.
- Both the standard 2.2-liter 135-hp engine and the available 2.5-liter 155-hp version feature automatically adjusting valves to help minimize maintenance costs.

¹ *Car and Driver* on the Legacy LSi, August 1994.

² *Home Mechanix*, February 1995.



The Legacy Wagon adds versatility with a standard 60/40 split folding rear seat and more cargo volume than in a Honda Accord Wagon.



The refined Legacy Sedan comforts you with ample head and legroom while it protects you with a rigid, impact-absorbing unit body design.

Your emotional side screams for **SUBARU IMPREZA.** The all-weather, all-road performance and heart-racing excitement, Your rational side demands safety and reliability. What should you do? Try driving an Impreza. Its combination of confidence and performance should settle the difference.

LIKE A REFEREE FOR YOUR SUBCONSCIOUS. Driving System is available with either a 110-hp 1.8-liter boxer engine or an available 135-hp 2.2-liter boxer, so the Impreza has plenty of power to satisfy your spirit. And its responsive

4-wheel independent suspension is tuned for crisp cornering without a harsh ride.

Now that you've indulged your emotional side, your rational side can rest easy knowing the Subaru Impreza comes standard with dual air bags. Its durable unit body construction features impact-absorbing

crumple zones front and rear. And as *The Car Book* reported, the Subaru Impreza has the lowest complaint rate of any vehicle sold in America.¹ If your conscience still isn't convinced, just remember that 93% of the AWD Subaru vehicles sold in the last 10 years are still on the road today.²



Impreza Coupe LX shown in Aegean Blue Metallic.



Every Subaru Impreza Sport Wagon combines versatility with the fun-to-drive excitement of the Subaru All-Wheel Driving System.



If you want comfort, there's a surprising 84.4 cubic feet of passenger space to help you relax in the Subaru Impreza Sedan.

- Every 1996 Impreza has dual air bags, front and rear crumple zones, and side-impact protection meeting 1997 Federal standards.
- The AWD Active Safety Group, standard on the Impreza LX, includes 4-wheel disc brakes with 4-channel ABS.
- The low-profile boxer engine and frameless side windows help provide practically unobstructed outward vision.
- Air conditioning with CFC-free refrigerant is standard on all 1996 Subaru Impreza models.

- Engine-speed-sensing variable-assist power steering offers the ideal balance of high-speed feel and low-speed steering ease.
- Impreza L and LX models are equipped with an electronically tuned 80-watt AM/FM/cassette stereo with four speakers.
- Every Impreza Sport Wagon has a versatile 60/40 split rear seat and a retractable cargo cover to keep luggage hidden.

¹ *The Car Book*, 1995.
² Based on R.L. Polk & Co. Registration Statistics as of July 1994. Includes AWD and 4-wheel-drive vehicles.

Two engines you can count on to really go the distance.

Both the 110-hp 1.8-liter boxer engine and the 135-hp 2.2-liter boxer have automatically adjusting valves and distributorless electronic ignition to help them stay continually in tune, so you can spend less time in the shop. And with 16 valves and lightweight aluminum-alloy construction, their performance won't cost you at the pump. You can match either engine to a smooth 4-speed Electronically Controlled Automatic Transmission that engages power or economy modes automatically depending on how quickly you step on the gas. Or you can choose a crisp 5-speed manual transmission for the hands-on control of shifting for yourself.



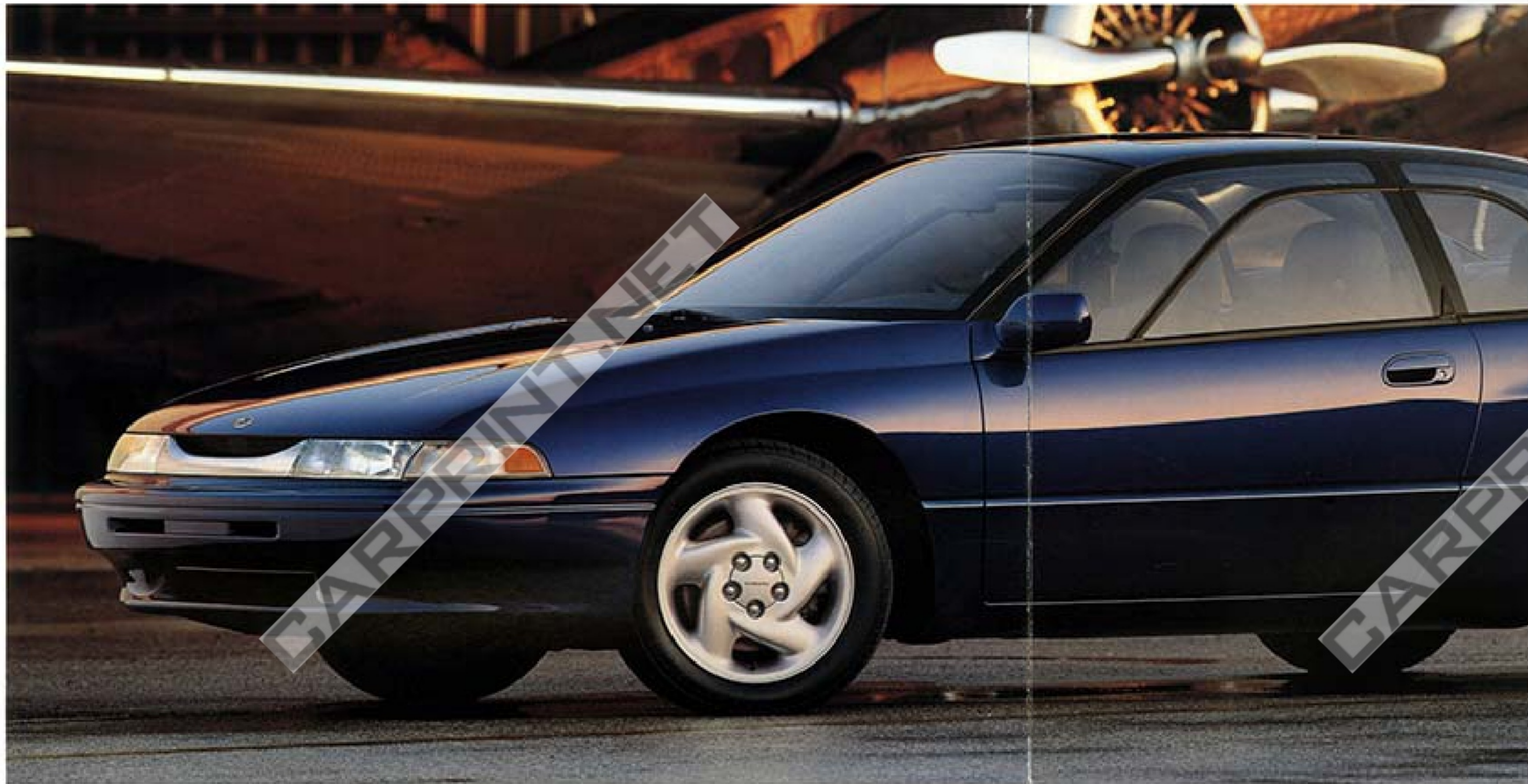
There's no shortage of fast cars that can quickly devour dry pavement. But what happens when the skies open up and the road becomes wet? These cars can quickly become little more than expensive toys cluttering up the garage. Not the Subaru SVX. Thanks to the Subaru All-Wheel Driving System, Subaru SVX is not limited by road or weather conditions.

SUBARU SVX. FOUR DRIVEN WHEELS AND SINGULAR PERFORMANCE.

With a 230-hp 24-valve boxer engine, you won't have any problem hustling along a deserted stretch of interstate. And with the Subaru All-Wheel Driving

System, the road can be rough, wet, even covered with snow. The Subaru boxer's balanced, horizontally opposed design and low center of gravity enhance traction and stability. When you step on the gas, Subaru AWD ensures that power goes to the wheels with the most grip for surefooted acceleration. And

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The real measure of performance is in the passing lane.

At the heart of the Subaru SVX is the 230-hp boxer engine with a horizontally opposed design similar to that of the Porsche 911. Unlike many of today's multivalve engines which have plenty of high-end muscle but lack real-world passing power, the boxer's ingenious dual-mode induction system generates 228 lbs-ft of torque at only 4400 rpm, and instant throttle response at any speed.



But the added power doesn't mean additional noise inside the cabin. The Subaru boxer's balanced design reduces vibration. And the cams are driven by

belts, not noisy chains. So the engine won't interfere with the pure sound of the computer-controlled 6-speaker stereo with in-dash CD player in the Subaru SVX LSi.

A difference you can feel from the very first drive.

At its introduction, the Subaru SVX was widely acclaimed for its innovative design and technologies. *Popular Mechanics* honored it with its Design and Engineering Award.¹ And the Subaru SVX won the *Automotive Industries* Engineering Award, surpassing every other new model for the same year.² It's easy to see why when you examine its fighter-plane-inspired glass-to-glass canopy with nearly unobstructed outward visibility. Computer-controlled intermittent wipers that adjust their frequency to your speed to minimize distractions. And the independent suspension is mounted to a subframe, not the rigid unit body. So its crisp handling doesn't mean a harsh ride.

- Advanced 4-channel anti-lock brakes are standard on both 1996 Subaru SVX models.
- Like every 1996 Subaru, dual air bags, front and rear crumple zones, and side-impact protection meeting 1997 Federal Standards are included.
- An 8-way adjustable driver seat (power on the LSi) with height and lumbar support adjustments helps hold you in your ideal driving position.
- A limited-slip rear differential helps counteract rear wheelspin when cornering or on slick roads.
- The automatic climate control has six separate sensors to maintain the cabin temperature setting.
- Variable-assist power steering adjusts to either engine speed (L) or vehicle speed (LSi) for the ideal balance of low-speed steering ease and higher-speed feel.
- The 4-speed Electronically Controlled Automatic Transmission is standard on both models.

¹ *Automobile Magazine*, January 1992.
² *Popular Mechanics*, January 1992.
³ *Automotive Industries*, December 1991.

LIKE SUBARU AUTOMOBILES, THESE COLORS ARE MADE TO GO ANYWHERE.



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Skier photo by Scott Markham

The surefooted all-weather, all-roads traction of the Subaru All-Wheel Driving System lets you enjoy exhilarating performance where few cars dare to tread. Unpaved back roads. Treacherous rain-slicked curves. Even snow-covered mountain passes.

These places are nothing new to Subaru, of course. Subaru is an official sponsor and the recommended car of the National Ski Patrol and the Professional Ski Instructors of America – organizations that can appreciate dependable all-weather performance. Subaru also encourages motivating new skiers and snowboarders through the Subaru Master the Mountain tour with Olympic Gold Medalist Diann Roffe-Steinrotter.

Indeed, an All-Wheel-Drive Subaru SVX, Outback, Legacy or Impreza can take excitement to some pretty out-of-the-way places. And we'd like to ensure you can enjoy those scenic places again and again. That's why Subaru supports the U.S. Forest Service "Tread Lightly" program.  We urge you to drive safely and to go easy on the environment when you go off-highway.



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But the added power doesn't mean additional noise inside the cabin. The Subaru boxer's balanced design reduces vibration. And the cams are driven by

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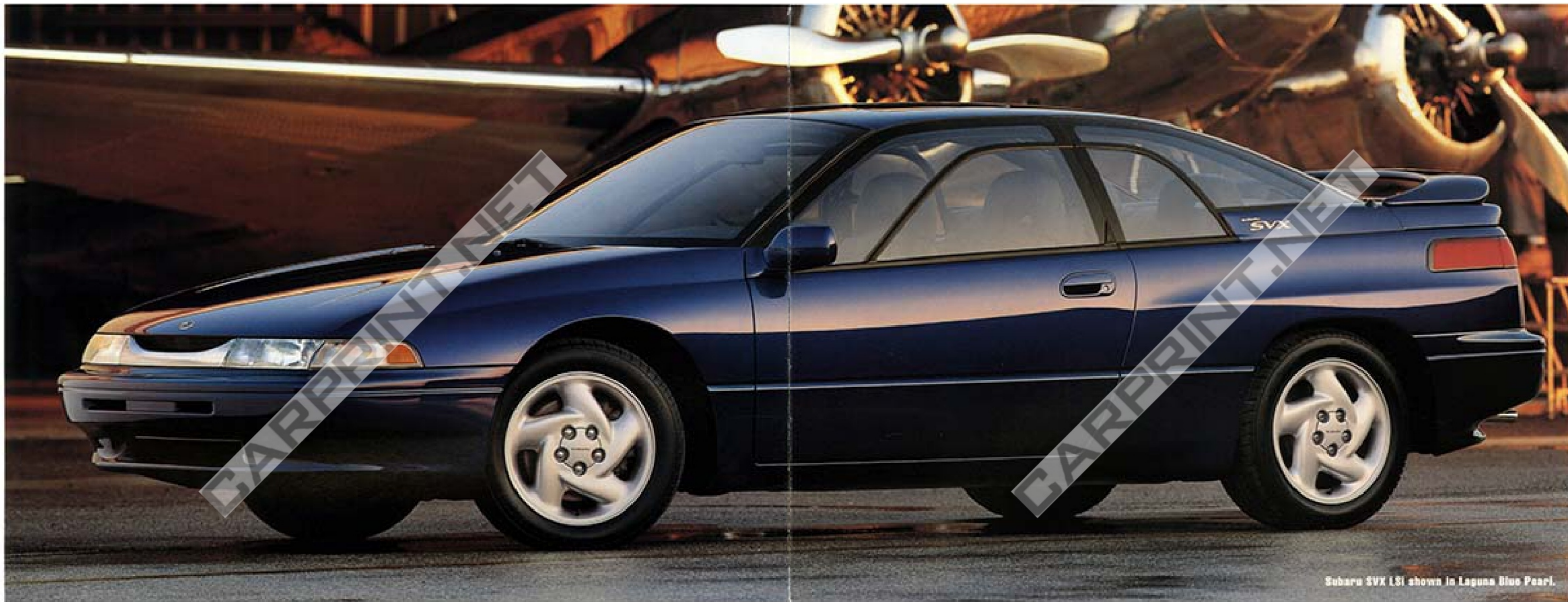
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the 4-wheel independent suspension, tuned for crisp response, ensures that each tire remains on the road for optimum traction through twists, turns and weather that keeps other sports cars in the garage. No wonder *Automobile Magazine* named the Subaru SVX an All-Star upon its introduction!



Subaru SVX LSi shown in Laguna Blue Pearl.

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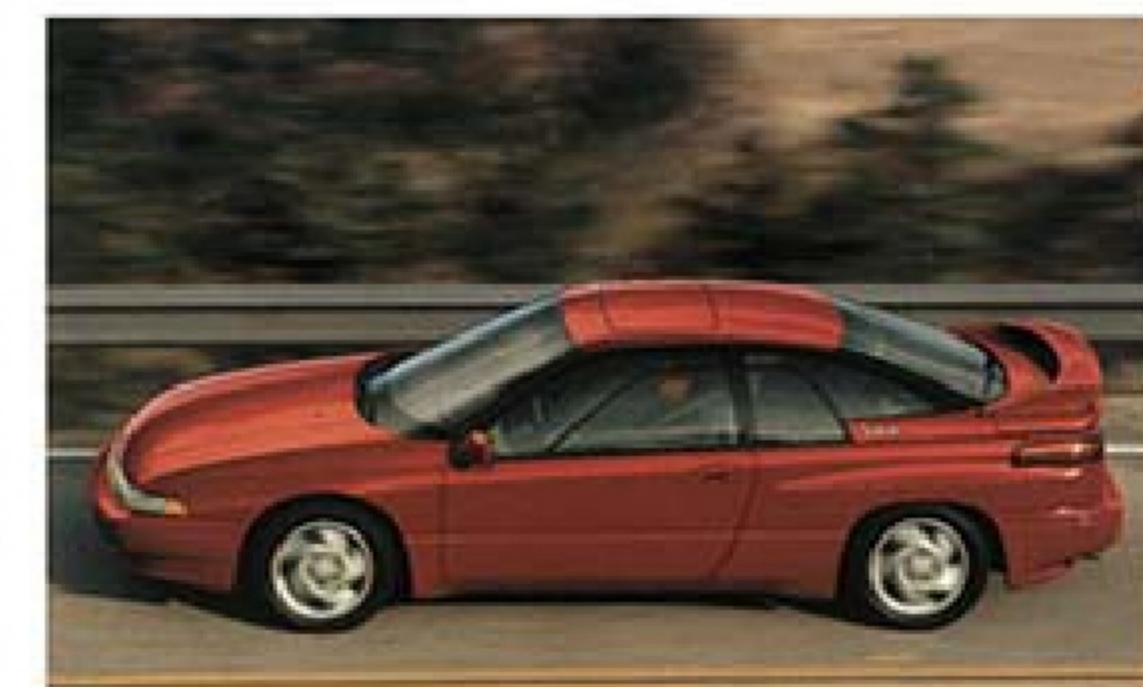
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- The 4-speed Electronically Controlled Automatic Transmission is standard on both models.



Thanks to its unique window-within-a-window design and its wraparound glass canopy, the Subaru SVX offers truly panoramic outward vision.

1996 Subaru Features.

MODEL OVERVIEW	<i>Subaru SVX</i>	<i>Legacy</i>	<i>Impreza</i>	<i>Outback</i>
<i>Model Availability</i>	L Sport Coupe LSi Sport Coupe	Brighton Wagon L Sedan & Wagon LS Sedan & Wagon 2.5 GT Sedan & Wagon LSi Sedan & Wagon	Brighton Coupe L Sedan & Sport Wagon Coupe L LX Sedan & Sport Wagon Coupe LX	Impreza Outback Wagon Legacy Outback Wagon
ENGINE & DRIVETRAIN				
<i>Engine Design and Fundamental Characteristics</i>	Horizontally opposed, with die-cast aluminum-alloy block. Aluminum-alloy heads with centrally located spark plugs. Low center of gravity, longitudinal mount and inherently balanced design provide improved handling stability with reduced noise and vibration. Hydraulic valve lash adjusters reduce maintenance			
<i>Standard Engine Configuration, Displacement and Peak Output</i>	6-cylinder DOHC 24-valve, 1.1 liters, 210 hp/228 lb-ft torque	4-cylinder SOHC 16-valve, 2.2 liters, 135 hp/140 lb-ft torque (Brighton, L, LS)	4-cylinder SOHC 16-valve, 1.8 liters, 110 hp/110 lb-ft torque (Brighton, FWD L)	4-cylinder SOHC 16-valve, 2.2 liters, 135 hp/140 lb-ft torque (Impreza, Legacy 5-sp.)
<i>Available Engine Configuration, Displacement and Peak Output</i>		4-cylinder DOHC 16-valve, 2.5 liters, 155 hp/155 lb-ft torque (2.5 GT, LSi)	4-cylinder SOHC 16-valve, 2.2 liters, 135 hp/140 lb-ft torque (AWD L, LX)	4-cylinder DOHC 16-valve, 2.5 liters, 155 hp/155 lb-ft torque (Legacy 4EAT)
<i>Fuel Injection</i>	Sequential multi-port with dual-spray injectors, monitored by computerized engine management system			
<i>Electronic Ignition</i>	Direct-firing distributorless	Distributorless	Distributorless	Distributorless
<i>4-speed Electronically Controlled Automatic Transaxle (4EAT)</i>	Standard	Standard: LS, 2.5 GT, LSi Optional: Brighton, L	Standard: FWD L, LX Sedan & Sport Wagon. Optional: AWD L Sedan, AWD Coupe L, Coupe LX	Standard: Legacy 2.5-liter. Optional: Impreza
<i>5-speed Manual Transaxle</i>	Not available	Standard: Brighton, L	Standard: Brighton, AWD L, Coupe LX	Standard: Legacy 2.2-liter, Impreza
ACTIVE SAFETY FEATURES				
<i>All-Wheel Drive (AWD)</i>	Standard	Standard: Brighton, LS, 2.5 GT, LSi. Optional: L	Standard: Brighton, L Sport Wagon, LX. Optional: Coupe L, L Sedan	Standard
<i>Front-Wheel Drive (FWD)</i>	Not available	Standard: L	Standard: Coupe L, L Sedan	Not available
<i>4-wheel Disc Brakes with 4-channel Anti-lock Braking System (ABS)</i>	Standard	Standard: LS, 2.5 GT, LSi. Optional: L (as part of Active Safety Group)	Standard: LX	Standard
<i>Front Disc/Rear Drum Brakes</i>	Not available	Standard: Brighton, L	Standard: Brighton, L	Not available
<i>Variable-Assist Power Rack-and-Pinion Steering</i>	Engine-rpm sensing (L) Vehicle-speed sensing (LSi)	Engine-rpm sensing	Engine-rpm sensing	Engine-rpm sensing
<i>4-wheel Independent Suspension</i>	Standard	Standard	Standard	Standard
PASSIVE SAFETY FEATURES				
<i>Dual SRS Air Bags¹</i>	Standard	Standard	Standard	Standard
<i>3-point Manual Seat Belts</i>	Standard front and rear	Standard front and rear ²	Standard front and rear ²	Standard front and rear ²
<i>Adjustable Front Shoulder Belt Anchors</i>	Not available	Standard	Standard: Sedans and Sport Wagons	Standard
<i>Selectable ALR/ELR Seat Belts (for securing a child safety seat)</i>	Standard at all passenger positions	Standard at all outboard passenger positions	Standard at all outboard passenger positions	Standard at all outboard passenger positions
<i>Child Protection Rear Door Locks</i>	Not applicable	Standard	Standard (except Coupes)	Standard
<i>Front and Rear Crumple Zones</i>	Standard	Standard	Standard	Standard
<i>Side-Impact Door Beams</i>	Standard. Every 1996 Subaru SVX, Legacy, Impreza and Outback Wagon meets 1997 Federal Government side-impact standards			
<i>Collapsible Steering Column with Pillar-to-Pillar Support Beam</i>	Standard	Standard	Standard	Standard
<i>Halogen Headlamps with Built-in Aimers</i>	Projector low beams, halogen high beams and fog lamps	Standard (plus projector fog lamps on 2.5 GT)	Standard (plus halogen fog lamps on Coupe L, Coupe LX)	Standard (plus halogen fog lamps on Legacy)
SUBARU WARRANTIES <i>For complete warranty information including coverage and exclusions, see your Subaru dealer.</i>				
<i>Basic Warranty</i>	1 years or 36,000 miles ³	1 years or 36,000 miles ³	1 years or 36,000 miles ³	1 years or 36,000 miles ³
<i>Powertrain Warranty</i>	5 years or 60,000 miles ³	5 years or 60,000 miles ³	5 years or 60,000 miles ³	5 years or 60,000 miles ³
<i>Rust Perforation Warranty</i>	5 years, unlimited mileage	5 years, unlimited mileage	5 years, unlimited mileage	5 years, unlimited mileage

NOTES

¹ Supplemental Restraint System (air bags) affords the driver and front passenger additional protection in a frontal collision. The system provides supplemental protection only, and seat belts must be worn in order to provide the best combined protection in a serious accident.

² This seat center lap belt.

³ Whichever comes first.

Specifications in this brochure are based on the latest product information available at the time of publication. Certain accessories and equipment may not be available at the time of publication. Subaru of America, Inc., reserves the right to change or discontinue at any time, without notice, prices, colors, materials, equipment, accessories, specifications, models and packages. Colors shown may vary due to reproduction and printing process. Some vehicles shown with optional equipment. For more information or the name of your nearest Subaru dealer, call 1-800-WANT-AWD.

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