

2004

SUBARU IMPREZA



IMPREZA



WE WIN, YOU WIN

When the Subaru WRX was named "2002 Automobile of the Year" by Automobile Magazine and was also called one of Car and Driver's "10Best Cars," you might think we'd sit back and just bask in the glow of those awards. In its second year, the WRX tied with the BMW M5 for the Sport Sedan title in Automobile Magazine's "2003 All-Stars," and was again named one of Car and Driver's "10Best Cars". Add in winning Pikes Peak last year—its first time out—and you might think we've gone as far as we can go. We haven't. Instead, we decided to make the WRX even better. Sure, it will still go 0-60 mph in 5.4 seconds¹, thanks to a 227-horsepower, 2.0-liter boxer engine. And you'll still find the outstanding control of advanced Full-Time All-Wheel Drive with a limited-slip rear differential. A fully independent sport-tuned suspension, engine-speed-sensing variable power assist steering, and 16-inch aluminum-alloy wheels with low-profile tires for immediate response. For 2004, improvements from racing make their way to the streets with a sleeker design for less wind resistance, larger headlights, a redesigned front bumper and grille for improved engine cooling and a new interior featuring supportive front performance design seats with integrated head restraints and large side bolsters. Come to think of it, we might need a larger trophy case.

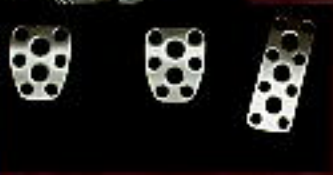
¹ Car and Driver, October 2002 (manual transmission model)

Pavement-rippling power courtesy of an intercooled and turbocharged 4-cylinder, horizontally-opposed engine.



"You have to be driven by what's inside"

Lance Armstrong





YOU HAVE WANTS, YOU HAVE NEEDS

The solution? The WRX Sport Wagon. When world-class performance joins real-world versatility, you have a combination that's hard to beat. You'll find the power of a 227-horsepower, 2.0-liter boxer engine, the outstanding control of Subaru All-Wheel Drive and the flexibility and practicality that only a wagon can provide. And while it shares the incredible performance of the WRX Sedan, it has a look

Subaru is proud to be the official
vehicle of the American Association
of Snowboard Instructors.



The accessory performance gauge
pack displays engine manifold vacuum,
voltage and oil temperature.
The turbo boost gauge replaces the
vacuum gauge on WRX models.



The Sport Wagon models feature a
spacious 61.6 cubic feet of maximum
cargo capacity with the seatback folded
down. And to help protect your valu-
ables, there's a standard cargo cover
that gives prying eyes little to see.



An accessory roof cargo basket adds
increased cargo-carrying capacity.*

* Roof attaching to requires the use
of optional cross bars.



WHAT SUBARU ENGINEERS DREAM OF AT NIGHT

*The WRX STi—due out later this year—features a virtual wish list of high-performance equipment. A 300-horsepower, 2.5-liter intercooled and turbocharged high output boxer engine. Active Valve Control System (AVCS) variable valve timing for loads of low-end power and a thrilling rush to the redline. An oversized intercooler with a manually operated water spray for a cooler intake charge and maximum power. A 6-speed manual transmission to let you revel in the power over and over again. Quick-ratio rack-and-pinion steering with engine-speed-sensing variable power assist for instantaneous response. Subaru Full-Time All-Wheel Drive, a sport-tuned suspension, Suretrac limited-slip front differential, mechanical limited-slip rear differential and BBS 17-inch aluminum-alloy wheels with 225/45 ZR17 summer radials for inspired control. Brembo brakes for arresting stops, and the security of a Super Sport Anti-lock Braking System (ABS). And for a look as unique as the vehicle itself, you'll find High-Intensity Discharge (HID) headlamps, front bumper corner spoilers, rear trunk spoiler, and STi side ground effects. **See, dreams can come true.***



*The 6-speed manual shifter
lets you revel in the power
over and over again.*



*Heavily bolstered front
performance design
seats with integrated
head restraints.*



*The leather-wrapped 3-spoke STI MOMO
brand steering wheel gives direct access
to the quick-ratio rack-and-pinion steering.*



2004 IMPREZA SPECIFICATIONS

ENGINE	2.5 RS Sedan 2.5 TS Sport Wagon Outback Sport Wagon	WRX Sedan WRX Sport Wagon	WRX STi Sedan
Type	Horizontally opposed 4-cylinder with die-cast aluminum-alloy block and aluminum-alloy cylinder heads	Horizontally opposed 4-cylinder intercooled turbo with die-cast aluminum-alloy block and aluminum-alloy cylinder heads	Horizontally opposed 4-cylinder intercooled high-boost turbo with die-cast aluminum-alloy block and aluminum-alloy cylinder heads Intercooler has driver-controlled manual water spray cooler with low-fluid indicator
Displacement	2.5 liters (150 cubic in.)	2.0 liters (122 cubic in.)	2.5 liters (150 cubic in.)
Horsepower	165 @ 5600 rpm	227 @ 6000 rpm	300 @ 6000 rpm
Torque (lb.-ft.)	166 @ 4000 rpm	217 @ 4000 rpm	300 @ 4000 rpm
Valvetrain	16-valve with Single Overhead Camshaft design (SOHC)	16-valve with Dual Overhead Camshaft design (DOHC)	16-valve with Dual Overhead Camshaft design (DOHC) with Active Valve Control System (AVCS) variable valve timing
Fuel System	Sequential multi-port fuel injection		
Ignition System	Low-maintenance distributorless electronic	Direct ignition system; platinum-tipped spark plugs	Direct ignition system; iridium spark plugs
Exhaust System	Standard Type	Turbo Type	STi Performance Turbo Type
Engine Management	Engine Control Module (ECM) manages fuel injection and ignition systems and features learning, self-diagnosis, limp-home and anti-knock capabilities		
Fuel Tank Capacity	15.9 gallons	15.9 gallons	15.9 gallons
2004 EPA Mileage Estimates (mpg, city/highway)	21/28 (manual trans.) 22/28 (automatic trans.)	20/27 (manual trans.) 19/26 (automatic trans.)	Not available at time of publication

DRIVETRAIN

Manual Transmission (Standard)	5-speed manual with overdrive	5-speed manual with overdrive	6-speed manual with overdrive
Automatic Transmission (Optional)	4-speed electronically controlled automatic with overdrive Automatic power mode engages with rapid use of the accelerator pedal		
All-Wheel Drive (AWD)	Full-Time AWD system distributes power between front and rear wheels based on traction needs Manual transmission models have a viscous-coupling locking center differential (except WRX STi) 2.5 TS, 2.5 RS, and Outback Sport automatic transmission models have an electronically managed continuously variable transfer clutch WRX automatic transmission models have Variable Torque Distribution (VTD). VTD utilizes a planetary center differential in conjunction with an electronically managed continuously variable transfer clutch WRX models have a viscous limited-slip rear differential STi models have a Driver Controlled Center Differential (DCCD) with Automatic Mode. DCCD utilizes a planetary center differential in conjunction with an electronically managed continuously variable transfer clutch		

S = Standard

O = Optional

— = Not Available

CHASSIS	2.5 RS Sedan 2.5 TS Sport Wagon Outback Sport Wagon	WRX Sedan WRX Sport Wagon	WRX STi Sedan
Body Construction	Crowned with hydroformed front sub-frame and front and rear crumple zones 70% of body sheet metal is two-sided galvanized WRX and STi models have an aluminum-alloy hood		
Suspension	Fully independent with coil springs and struts Front: lower L-arms with liquid-filled rear bushings and stabilizer bar Rear: parallel links and stabilizer bar Outback Sport models have heavy-duty raised suspension 2.5 RS and WRX models have sport-tuned suspension	Sport-tuned, reinforced, fully independent with coil springs and inverted struts Front: aluminum-alloy lower L-arms with liquid-filled rear bushings and stabilizer bar Rear: inverted struts with parallel links and stabilizer bar	
Brakes	Power-assisted with dual diagonal hydraulic circuits, 4-channel/4-sensor Anti-lock Braking System (ABS) and Electronic Brake-force Distribution (EBD) Front: 10.7-inch ventilated discs with twin-piston calipers (2.5 TS, 2.5 RS and Outback Sport) 11.4-inch ventilated discs with twin-piston calipers (WRX) Rear: 10.3-inch discs	Brembo performance, power-assisted with dual diagonal hydraulic circuits, Super-Sport 4-channel/4-sensor Anti-lock Braking System (ABS) and Electronic Brake-force Distribution (EBD) Front: 12.7-inch ventilated discs with 4-piston fixed position calipers Rear: 12.3-inch ventilated discs with twin-piston fixed position calipers	
Steering	Rack-and-pinion with engine-speed-sensing variable power assist	Quick-ratio rack-and-pinion with engine-speed-sensing variable power assist	
Turning Circle, Curb-to-Curb	35.4 ft. (2.5 RS, Outback Sport, WRX and STi) 33.5 ft. (2.5 TS)		
Wheels	15x6-inch steel with full-wheel covers (2.5 TS) 16x6.5-inch aluminum-alloy (2.5 RS, Outback Sport and WRX) 17x7.5-inch BBS aluminum-alloy (STi) Gold or Sun Metal Gray		
Tires	195/60R15 87H all-season radials (2.5 TS) 205/55R15 85V all-season radials (2.5 RS, Outback Sport and WRX) 225/45R17 90V summer radials (STi)		

DIMENSIONS

(Inches unless otherwise noted)	2.5 RS Sedan WRX Sedan	2.5 TS Sport Wagon WRX Sport Wagon Outback Sport Wagon	WRX STi Sedan
Wheelbase/Length	99.4/172.6	99.4/173.9	101.0/172.6
Width/Height	68.5/59.7	68.7/58.54 ⁵ - 57.3/58.9 ⁶	68.5/59.3
Track: Front/Rear	58.5/59.1 ¹ - 58.5/59.3 ²	57.7/57.24 ¹ - 57.5/57.3 ⁶	68.7/59.5
Headroom: Front/Rear	38.6/36.7 ^{1,2} 36.3/36.6 ³	39.7/37.3	38.6/36.7
Legroom: Front/Rear	42.9/33.0	42.5/33.7	42.9/33.0
Curb Weight (lbs.) Manual Transmission	2965 ¹ 3085 ² 3126 ³	3065 ⁴ 3165 ⁵ 3050 ⁶	3065
Curb Weight (lbs.) Automatic Transmission	3020 ¹ 3140 ² 3167 ³	3100 ⁴ 3200 ⁵ 3105 ⁶	—