

2005 SUBARU IMPREZA





Impreza WRX Sedan with Premium Package shown in Obsidian Black Pearl

IMPREZA WRX. NOW APPEARING IN A PASSING LANE NEAR YOU, THE
AWARD-WINNING IMPREZA WRX SEDAN AND SPORT WAGON. RALLY-BRED AND



PASSIONATELY PERFORMANCE-MINDED, THE
RULE THE HIGHWAY WITH ROAD-HUGGING
SYMMETRICAL ALL-WHEEL DRIVE AND A
AGGRESSIVE, FULLY INDEPENDENT SPORT-TUNE
SUSPENSION. WHILE UNDERNEATH THE HOOD

LURKS A 227-HP INTERCOOLED AND TURBOCHARGED SUBARU BOXER ENGINE
CAPABLE OF TAKING YOU FROM 0 TO 60 IN A HEART-THUMPING 5.4 SECONDS



IMPREZA WRX STi. IT'S BEEN CALLED UNCOMPROMISING,
UNRELENTING AND DEFIANTLY UNAPOLOGETIC. BUT IN TRUTH,
THERE ARE NO WORDS TO DESCRIBE THE AWESOME POWER



OF THE ULTRA HIGH-PERFORMANCE, ALL-WHEEL DRIVE, 300-HP
IMPREZA WRX STi. RALLY-BRED AND TECHNOLOGICALLY
ADVANCED, IT MUST BE EXPERIENCED TO BE UNDERSTOOD.



AT SUBARU, WE RACE not for the thrill of victory or the accolades of fans. We race because it is only in the heart of the world rally competition that our vehicles are put to the ultimate test. It is here that the envelope is pushed, new technologies are developed, and engineering and innovation become one. The Subaru Boxer engine and advanced Symmetrical All-Wheel Drive systems found within all Impreza models are two of the many dividends that our racing experience has contributed to the real-world, on-road performance of our vehicles. Others include engine speed-sensing rack-and-pinion steering. An incredibly rigid yet lightweight body structure, which helps to eliminate body flex for superior handling characteristics. Not to mention an advanced 4-wheel independent suspension, which works to ensure that all four wheels are firmly planted at all times. Integrated with our sophisticated drivetrain, these components work in unison to provide a rally-bred driving experience that is second to none.



IMPREZA WRX STI. Uncompromising performance demands best-of-breed engineering. So the WRX STI features a wide

range of race-proven technologies, including a reinforced inverted-strut suspension for increased lateral rigidity during

hard cornering. A helical limited-slip front differential that senses a left-to-right torque difference and then works quickly

to help correct inside wheel spin without impeding steering response. A Brembo performance

brake system featuring huge ventilated discs at all four wheels. Super Sport ABS that utilizes

a lateral g-sensor to control braking pressure

at each rear wheel independently for

maximum braking performance.

Plus aggressive 17-inch

BBS lightweight

aluminum-alloy wheels with ultra high

performance tires¹ for a powerful grip

¹Ultra high-performance summer-rated tires are best suited for driving under dry conditions and not recommended for driving on slippery, snow-covered or icy roads.



The rally-inspired inverted struts of the WRX STI increase lateral rigidity, improving performance under hard cornering.



Symmetrical AWD

SUBARU 2002

Since tested, the Impreza maintains the highest rating in frontal offset crash test results from the Insurance Institute for Highway Safety (IIHS).

Dual front air bags (SRS)¹

Side-impact front head/chest air bags (SRS)^{1,2}

Seatbelt pre-tensioners

Seatbelt force limiters

THE SUBARU DRIVING EXPERIENCE evokes many emotions. Confidence should always be one of them. So every Subaru is engineered according to the principles of "Active Driving/Active Safety." Proactive safety components such as full-time Symmetrical AWD and 4-wheel anti-lock disc brakes (ABS) with Electronic Brake-force Distribution (EBD) help provide the



- 1 A Ring-Shaped Reinforcement Frame body structure helps dissipate crash-impact energy away from occupants.
- 2 Standard front air bags help to provide optimal protection for the driver and front passenger.
- 3 Standard on WRX and WRX STi models, front seat-mounted head/chest air bags help protect driver and front passenger in side-impact collisions.

driver with outstanding vehicle control during evasive maneuvering. And when the unexpected becomes the unavoidable, a cocoon of passive safety features, including a Ring-Shaped Reinforcement Frame body structure for enhanced protection, front and rear crumple zones, side-impact air bags,² and more, work in unison to help keep all occupants safe and sound.

Collapsible steering column

Safety brake pedal

Side-impact door beams

Daytime Running Lights (DRL)

LATCH system⁴

¹For more information, contact the Insurance Institute for Highway Safety or visit their Web site at www.iihs.org. ²WRX and WRX STi only. ³Always wear seatbelts. Children should be properly restrained in the rear seat. ⁴LATCH system: Lower Anchors and Tethers for Children.

SPECIFICATIONS

	Impreza 2.5 RS Sedan and Sport Wagon	Outback Sport Wagons	Impreza WRX Sedan and Sport Wagon	Impreza WRX STI Sedan
ENGINE AND DRIVETRAIN				
Engine	2.5-liter SOHC aluminum-alloy 16-valve horizontally opposed 4-cylinder Subaru Boxer engine. Platinum-tipped spark plugs.	2.0-liter DOHC intercooled, turbocharged aluminum-alloy 16-valve 4-cylinder horizontally opposed Subaru Boxer engine. Platinum-tipped spark plugs.	2.5-liter DOHC aluminum-alloy 16-valve 4-cylinder horizontally opposed Subaru Boxer engine with Active Valve Control System (AVCS). Sodium-filled exhaust valves. Iridium spark plugs.	2.5-liter DOHC aluminum-alloy 16-valve 4-cylinder horizontally opposed Subaru Boxer engine with Active Valve Control System (AVCS). Sodium-filled exhaust valves. Iridium spark plugs.
Power	165 hp @ 5,600 rpm	227 hp @ 6,000 rpm	300 hp @ 6,000 rpm	300 hp @ 6,000 rpm
Torque	166 lb.-ft. @ 4,000 rpm	217 lb.-ft. @ 4,000 rpm	300 lb.-ft. @ 4,200 rpm	300 lb.-ft. @ 4,200 rpm
Compression ratio	10.0:1	8.8:1	8.2:1	8.2:1
Bore x stroke	99.5 x 75 mm	92 x 75 mm	99.5 x 79 mm	99.5 x 79 mm
Intake system	Aluminum-alloy intake manifold.	Aluminum-alloy intake manifold. Turbocharger with intercooler. Maximum boost pressure: 13.5 psi.	Aluminum-alloy intake manifold. High boost turbocharger with large-capacity intercooler. Driver-controlled intercooler water-spray cooler. Maximum boost pressure: 14.5 psi.	Aluminum-alloy intake manifold. High boost turbocharger with large-capacity intercooler. Driver-controlled intercooler water-spray cooler. Maximum boost pressure: 14.5 psi.
Fuel and ignition system	Sequential multi-port fuel injection. Electronic Throttle Control (ETC). Engine management with integrated self-diagnostics and adaptive driving habits capability. Distributorless electronic ignition - 2.5 RS and Outback Sport models. Direct ignition - WRX and WRX STI models.	Sequential multi-port fuel injection. Electronic Throttle Control (ETC). Engine management with integrated self-diagnostics and adaptive driving habits capability. Distributorless electronic ignition - 2.5 RS and Outback Sport models. Direct ignition - WRX and WRX STI models.	Sequential multi-port fuel injection. Electronic Throttle Control (ETC). Engine management with integrated self-diagnostics and adaptive driving habits capability. Distributorless electronic ignition - 2.5 RS and Outback Sport models. Direct ignition - WRX and WRX STI models.	Sequential multi-port fuel injection. Electronic Throttle Control (ETC). Engine management with integrated self-diagnostics and adaptive driving habits capability. Distributorless electronic ignition - 2.5 RS and Outback Sport models. Direct ignition - WRX and WRX STI models.
Manual transmission	Standard fully synchronized 5-speed manual with clutch pedal-controlled starter interlock.	Standard fully synchronized 5-speed manual with clutch pedal-controlled starter interlock.	Standard fully synchronized 5-speed manual with clutch pedal-controlled starter interlock.	Standard fully synchronized 5-speed manual with clutch pedal-controlled starter interlock.
Automatic transmission	Optional 4-speed electronic direct-control automatic with Economy and Power modes.	Optional 4-speed electronically controlled automatic with Economy and Power modes.	Optional 4-speed electronically controlled automatic with Economy and Power modes.	Not available.
Fuel economy (city/highway)	Manual: 23/30 mpg, Automatic: 22/28 mpg	Manual: 20/27 mpg, Automatic: 19/26 mpg	Manual: 20/27 mpg, Automatic: 19/26 mpg	Manual: 18/24 mpg

SYMMETRICAL ALL-WHEEL DRIVE

Continuous All-Wheel Drive	Models equipped with 5-speed manual transmission utilize a viscous-type locking center differential with torque distribution configured at a 50/50 split front-to-rear. WRX models also feature a viscous-type limited-slip rear differential.
Active All-Wheel Drive	Models equipped with 4-speed automatic transmission utilize an electronically controlled variable transfer clutch to distribute power to where traction is needed. Sensors monitor parameters such as wheel slippage, throttle position and braking to help determine torque distribution to the wheels with optimum traction.
Variable Torque Distribution (VTD) All-Wheel Drive	WRX models equipped with 4-speed automatic transmission utilize an electronically controlled variable transfer clutch in conjunction with a planetary-type center differential. Rear wheel-biased torque distribution normally configured at 45/55-split front-to-rear. VTD also features a viscous-type limited-slip rear differential.
Driver Controlled Center Differential (DCCD) All-Wheel Drive	Exclusive to the WRX STI, Driver Controlled Center Differential (DCCD) All-Wheel Drive, featuring both manual and automatic modes, uses an electronically managed multi-plate transfer clutch in conjunction with a planetary gear-type center differential to control power distribution between the front and rear wheels. Normally, DCCD splits power 35% front and 65% rear. DCCD also features a helical-type limited-slip front differential and mechanical limited-slip rear differential.

CHASSIS

Steering	Engine-speed-sensing variable power-assisted rack-and-pinion. Turns lock-to-lock: 3.0 (2.5 RS Sport Wagon: 3.2). Turning circle: 35.4 ft. (2.5 RS Sport Wagon 33.5 ft.).	Engine-speed-sensing quick-ratio variable power-assisted rack-and-pinion. Power-steering oil cooler. Turns lock-to-lock: 2.6. Turning circle: 37.4 ft.	
Suspension	2.5 RS and WRX: Sport-tuned 4-wheel independent suspension. Front: Strut-type with multiple-phase valve damping and lower L-arm. Rear: Strut-type with multiple-phase valve damping and parallel link. Front and rear stabilizer bars. Outback Sport: 4-wheel independent heavy-duty raised suspension. Front: Strut-type with multiple-phase valve damping and lower L-arm. Rear: Strut-type with multiple-phase valve damping and parallel link. Front and rear stabilizer bars. WRX STI: High-performance sport-tuned 4-wheel independent suspension. Front: Inverted strut-type with aluminum alloy lower L-arm. Rear: Inverted strut-type with parallel link. Front and rear stabilizer bars.		
Brakes	4-wheel disc, ventilated front. 4-channel, 4-sensor ABS with Electronic Brake-force Distribution (EBD).	Brembo performance brake system. 4-wheel disc, ventilated front and rear. 4-channel, 4-sensor Super Sport ABS with Electronic Brake-force Distribution (EBD).	
Brake discs (in.)	10.8 front/10.3 rear	11.4 front/10.3 rear	12.7 front/12.3 rear

WHEELS AND TIRES

Wheels	16 x 6.5-inch 5-spoke aluminum-alloy. Silver finish. (7-spoke on Outback Sport)	16 x 6.5-inch 5-twin-spoke aluminum-alloy. Smoke-silver finish.	17 x 8.0-inch 10-spoke BBS lightweight aluminum-alloy. Silver or Gold finish.
Tires	205/55 R16 89V performance all-season	205/55 R16 89V performance all-season	225/45 R17 90W ultra-high-performance*

DIMENSIONS

	Sedans			Sport Wagons			
Length	173.8 in.			173.8 in.			
Height	56.7 in. (WRX STI: 56.3 in.)			58.5 in. including roof rails (Outback Sport: 60.6 in. including roof rails and cross bars)			
Width	68.5 in.			66.7 in. (Outback Sport: 67.3 in.)			
Wheelbase	99.4 in. (WRX STI: 100.0 in.)			99.4 in.			
Track (front/rear)	58.5 in./58.3 in. (WRX STI: 58.7 in./58.9 in.)			57.7 in./57.3 in. (Outback Sport: 57.5 in./57.3 in.)			
Curb weight (manual/automatic)	2.5 RS Sedan	WRX Sedan	WRX STI Sedan	2.5 RS Sport Wagon	WRX Sport Wagon	Outback Sport Wagon	Outback Sport Wagon Special Edition
Coefficient of drag (cd)	2.972 lbs./3,024 lbs.*	3,085 lbs./3,140 lbs.*	3,296 lbs./N/A	3,062 lbs./3,110 lbs.	3,165 lbs./3,220 lbs.	3,050 lbs./3,110 lbs.	3,050 lbs./3,110 lbs.
Headroom (front/rear)	0.33			0.34 (WRX and Outback Sport: 0.37)			
Legroom (front/rear)	38.6 in./36.7 in. (WRX with Premium Package: 36.3 in./36.6 in.)			39.7 in./37.3 in.			
Shoulder room (front/rear)	42.9 in./33.0 in.			42.9 in./33.7 in.			
Cabin capacity	52.7 in./52.9 in.			52.7 in./52.9 in.			
Cargo capacity	87.6 cu. ft.			80.4 cu. ft.			
	11.0 cu. ft.			27.9 cu. ft./61.6 cu. ft. with rear seat lowered			