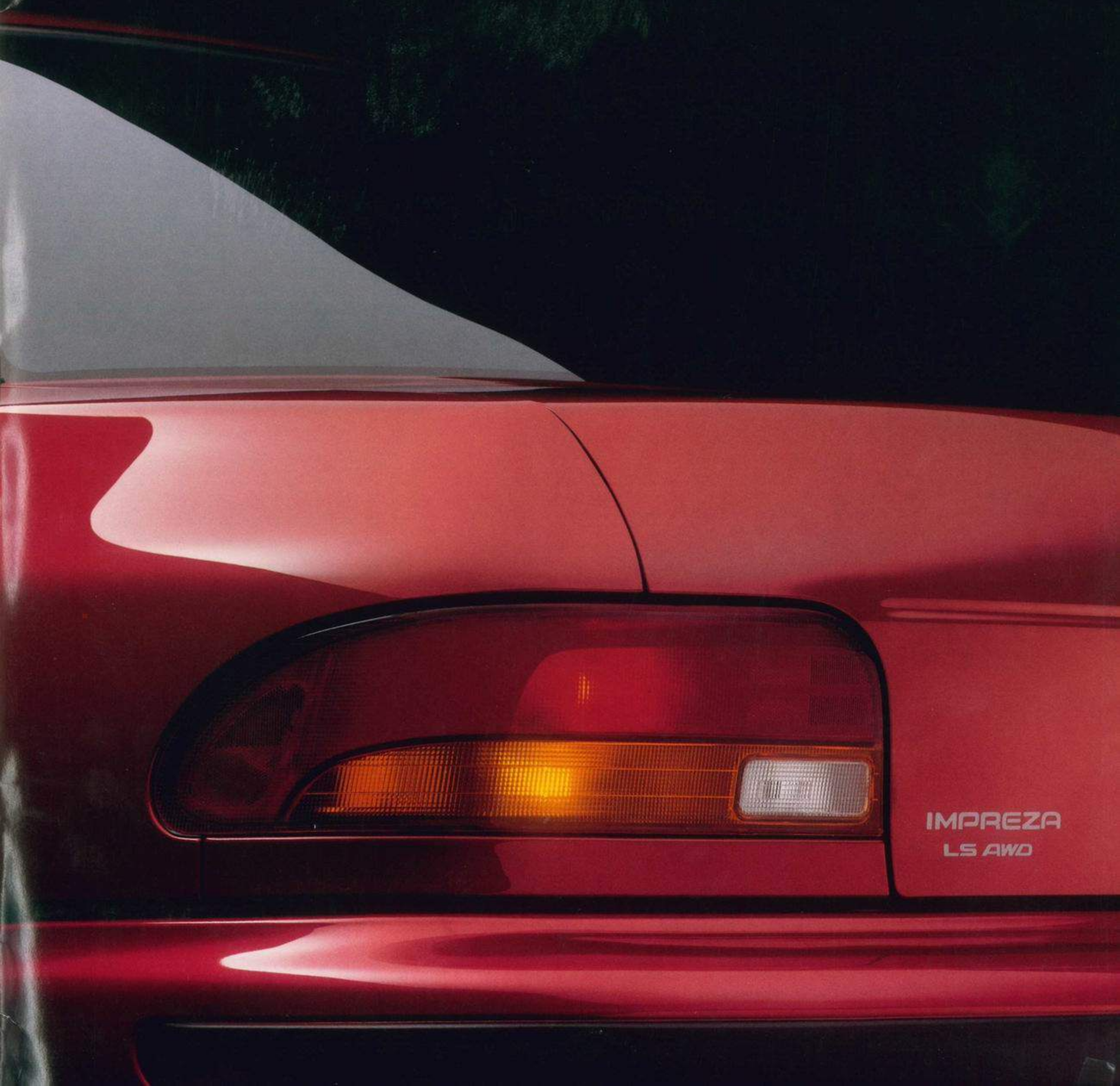


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S U B A R U
I M P R E Z A





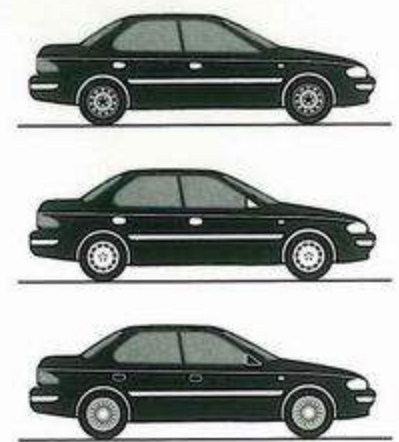
CHANCES ARE, YOU SPEND MOST OF THE TIME WITH YOUR CAR, *INSIDE* your car. Makes sense, right? It did to the

engineers of the Subaru® Impreza.TM That's why they spent so much time figuring out how to put an extraordinary level of driver and passenger comfort into a car the size of Impreza.

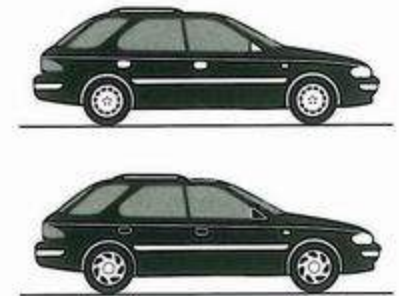
No simple task, mind you. After all, Impreza — on the outside, anyway — is a subcompact. A category of car that's generally loved because they're inexpensive to own and easy to park. Yet generally loathed for lacking room, comfort and refinement.

Impreza, on the other hand, is the kind of car people love, period. Just listen to what *Automobile Magazine* had to say: "Inside, the cabin is comfortable and has an open feeling with really superb headroom and nice appointments, fit and finish."¹ *Car and Driver* called the interior "rich looking" and noted its "high quality switchgear."² And *Motor Trend* found, "There's an amazing absence of noise in the passenger cabin."³ No wonder Impreza was voted "Outstanding Car of the Year" and one of the "Ten Best Cars" by journalists in Japan.⁴

Of course, Impreza is built with all the durability people have come to expect from a Subaru. The kind that's kept 92% of all Subaru vehicles built in the last ten years, still on the road.⁵ Which means you'll spend a lot more time inside your Impreza. And a lot less time inside the Customer Service Lounge.



IMPREZA SEDANS: BASE, L AND LS MODELS OFFER DURABILITY, SAFETY AND RESPONSIVE HANDLING.



IMPREZA WAGONS: L AND LS SPORT WAGONS COMBINE RIDE, HANDLING, CARGO SPACE AND COMFORT WITH SUPERIOR DURABILITY.

¹*Automobile Magazine*, April 1993 ²*Car and Driver*, March 1993 ³*Motor Trend*, June 1993

⁴Auto Journalists' Conference of Japan and "Japan Car of the Year" Screening Committee

⁵Based on R.L. Polk & Co. registration statistics, July 1, 1992





SNOW AND PELTING RAIN ARE CONDITIONS MOST DRIVERS FEAR.

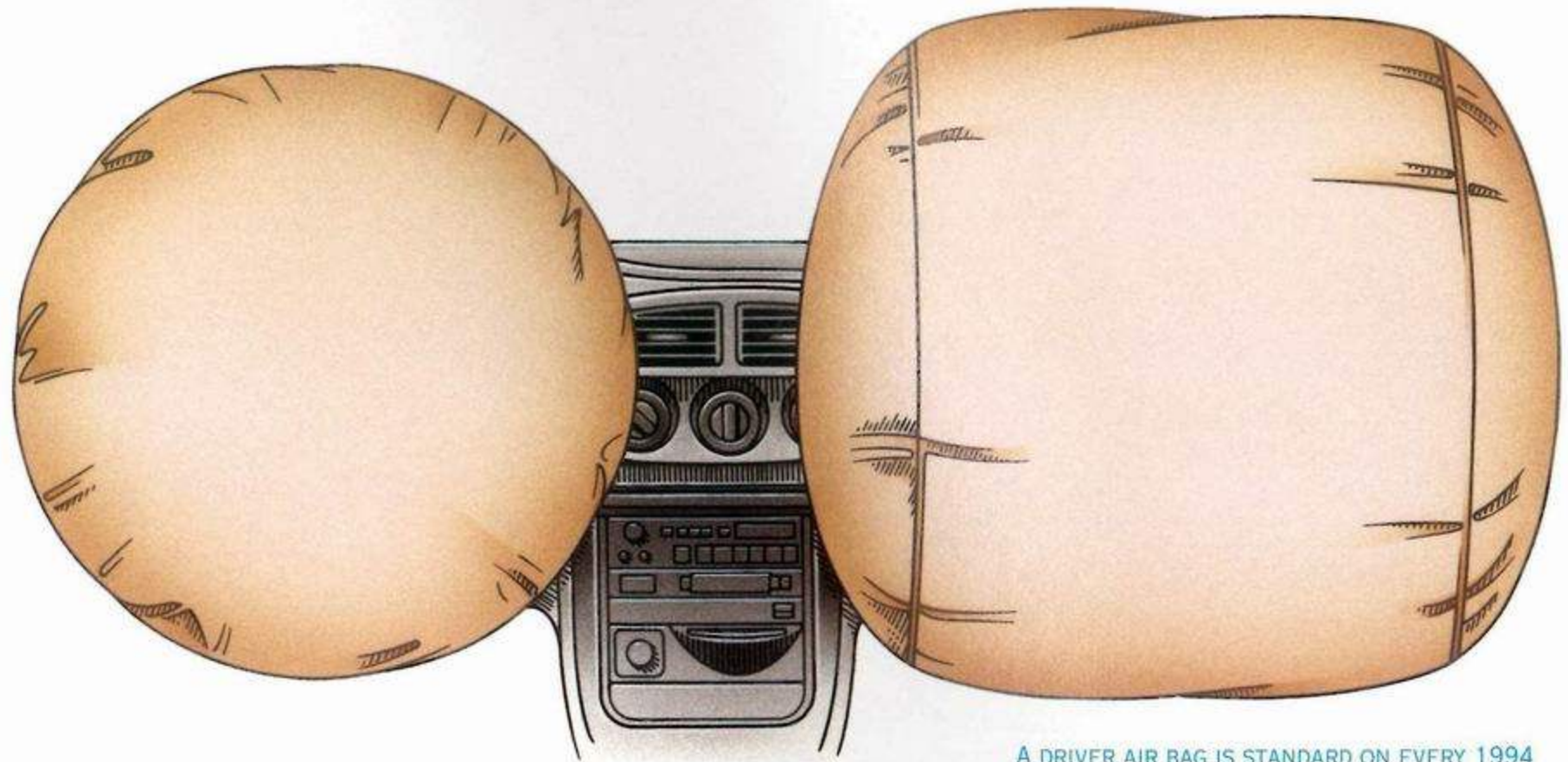
But not if you're driving a new Subaru Impreza.

Active Safety. First of all, the Impreza is available with Full-Time All-Wheel-Drive traction. So when the front wheels begin to slip, the power is instantly redistributed to the rear wheels to help you maintain control. But All-Wheel Drive is just part of the solution. You also need a braking system that can help stop you before an accident occurs. That's why both the Impreza L with

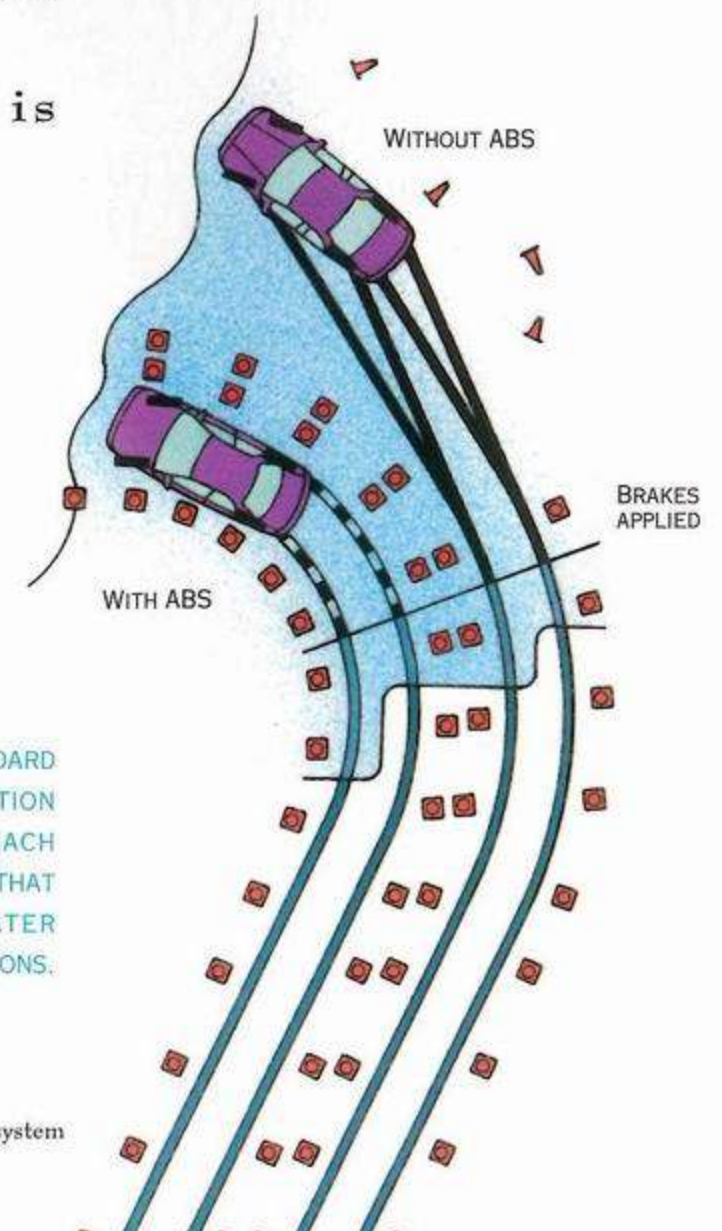
Value Option Group 3 and the Impreza LS have 4-wheel disc brakes, and why we back them up with a standard 4-channel Anti-lock Braking System (ABS). All this is designed to help you stay out of trouble.



THE FRONT CRUMPLE ZONE AND THE STEERING COLUMN ARE DESIGNED TO ABSORB IMPACT ENERGY IN A FRONTAL COLLISION.



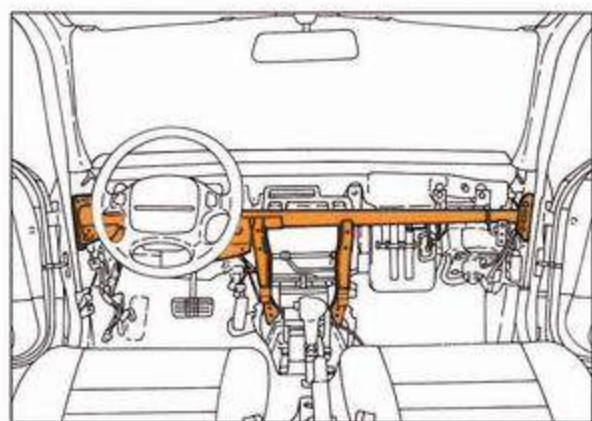
A DRIVER AIR BAG IS STANDARD ON EVERY 1994 IMPREZA, AND A FRONT-PASSENGER AIR BAG IS AVAILABLE ON SELECT MODELS. THIS SUPPLEMENTAL RESTRAINT SYSTEM PROVIDES AN ADDED MEASURE OF SAFETY TO THE THREE-POINT FRONT SEAT BELTS WITH HEIGHT-ADJUSTABLE ANCHORS.¹



4-CHANNEL ANTI-LOCK BRAKES ARE STANDARD ON IMPREZA LS (AND L WITH VALUE OPTION GROUP 3). HYDRAULIC CIRCUITS FOR EACH WHEEL ARE CONTROLLED BY A COMPUTER THAT PREVENTS LOCKUP AND ALLOWS GREATER CONTROL UNDER EXTREME BRAKING CONDITIONS.

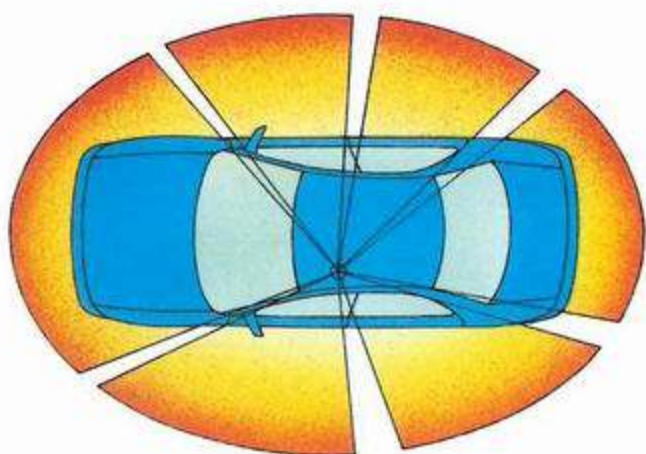
¹ The Supplemental Restraint System (air bag) affords additional protection to driver and front-seat passenger (where equipped) in a frontal collision. This system provides supplemental protection only, and seat belts must still be worn in order to provide the best combined protection in a serious accident.

Passive Safety. Along with three-point height-adjustable front seat belts, Impreza comes standard with a driver-side air bag Supplemental Restraint System (SRS).¹ And for added safety, select 1994 Impreza models are available with a passenger-side air bag SRS.¹ Impreza also has steel side-door beams, a pillar-to-pillar steering-column support beam, front and rear crumple zones, and an energy-absorbing steering column that's designed to collapse when appropriate in a frontal collision. If you travel with children, there are standard child safety rear door locks, and available child safety seat anchors. Even the

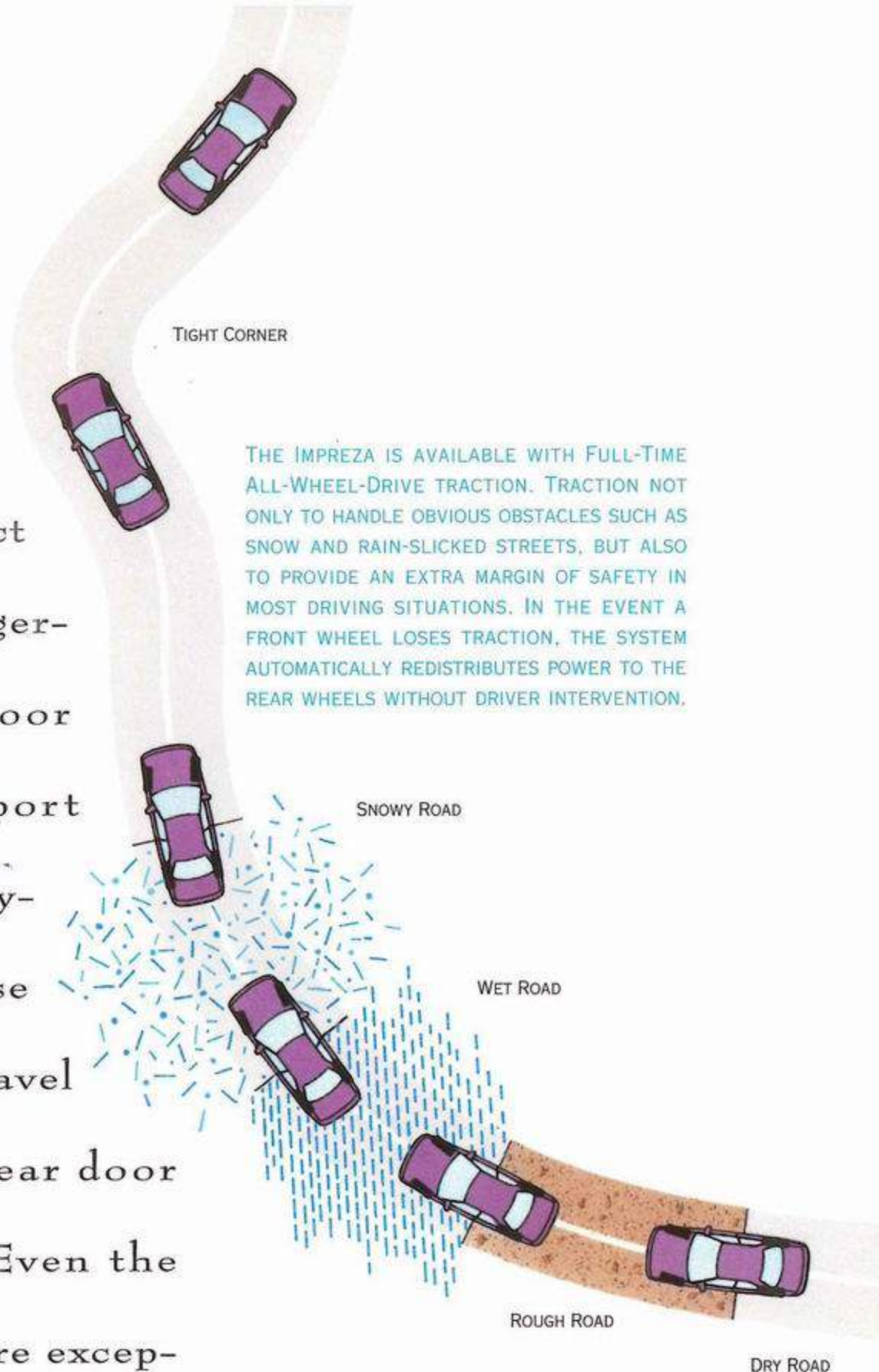


A PILLAR-TO-PILLAR SUPPORT BEAM HELPS KEEP THE STEERING COLUMN FROM INTRUDING INTO THE PASSENGER CABIN DURING A FRONTAL COLLISION. IT ALSO SERVES TO INCREASE THE ABILITY OF THE PASSENGER CABIN TO WITHSTAND SIDE-IMPACT FORCES.

bumpers on an Impreza are exceptional: they're impact absorbing up to 5 mph. That's double the federal standard. Together, these systems can make a difference in the event the unfortunate does happen.



WITH 4,570 SQUARE INCHES OF GLASS AREA, THE IMPREZA SEDAN HAS MORE WINDOW SURFACE THAN THE HONDA CIVIC, GIVING IMPREZA AN EXCELLENT LEVEL OF PERIPHERAL VISION.



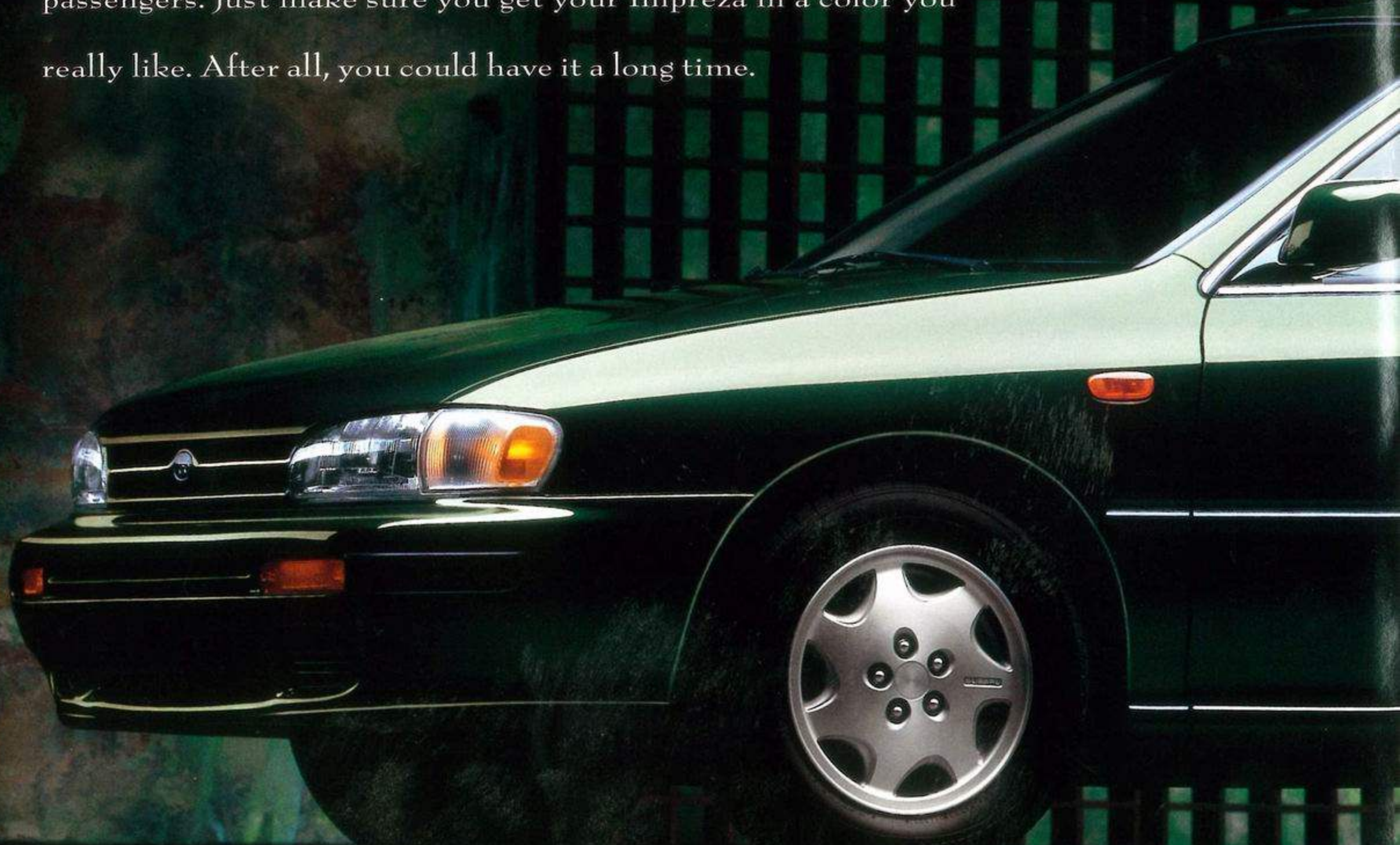
THE IMPREZA IS AVAILABLE WITH FULL-TIME ALL-WHEEL-DRIVE TRACTION. TRACTION NOT ONLY TO HANDLE OBVIOUS OBSTACLES SUCH AS SNOW AND RAIN-SLICKED STREETS, BUT ALSO TO PROVIDE AN EXTRA MARGIN OF SAFETY IN MOST DRIVING SITUATIONS. IN THE EVENT A FRONT WHEEL LOSES TRACTION, THE SYSTEM AUTOMATICALLY REDISTRIBUTES POWER TO THE REAR WHEELS WITHOUT DRIVER INTERVENTION.



WITHIN EACH OF THE FOUR DOORS YOU'LL FIND A SIDE-DOOR IMPACT BEAM MADE OF SUPER-STRENGTH TUBULAR STEEL. DUAL AIR BAG EQUIPPED IMPREZA MODELS MEET THE 1997 FEDERAL GOVERNMENT SIDE-IMPACT STANDARDS.

Impreza Sedans

Subaru engineers have learned a lot over the years about how to make a durable, well-built car. And they've put that knowledge into every one of an Impreza Sedan's 3,866 parts. The result is a new standard of engineering refinement in a subcompact car. For example, you'll find the legendary Subaru traction technology in both the Front-Wheel-Drive and All-Wheel-Drive Impreza options. Under the hood, there's a 1.8-liter engine that produces incredible power at lower rpm. And inside, you'll find spacious accommodations for five passengers. Just make sure you get your Impreza in a color you really like. After all, you could have it a long time.





THE IMPREZA SEDAN HAS A LONG LIST OF STANDARD FEATURES, INCLUDING DRIVER-SIDE AIR BAG, TILT STEERING WHEEL, TINTED GLASS, REAR WINDOW DEFOGGER AND CLOTH SEATING.



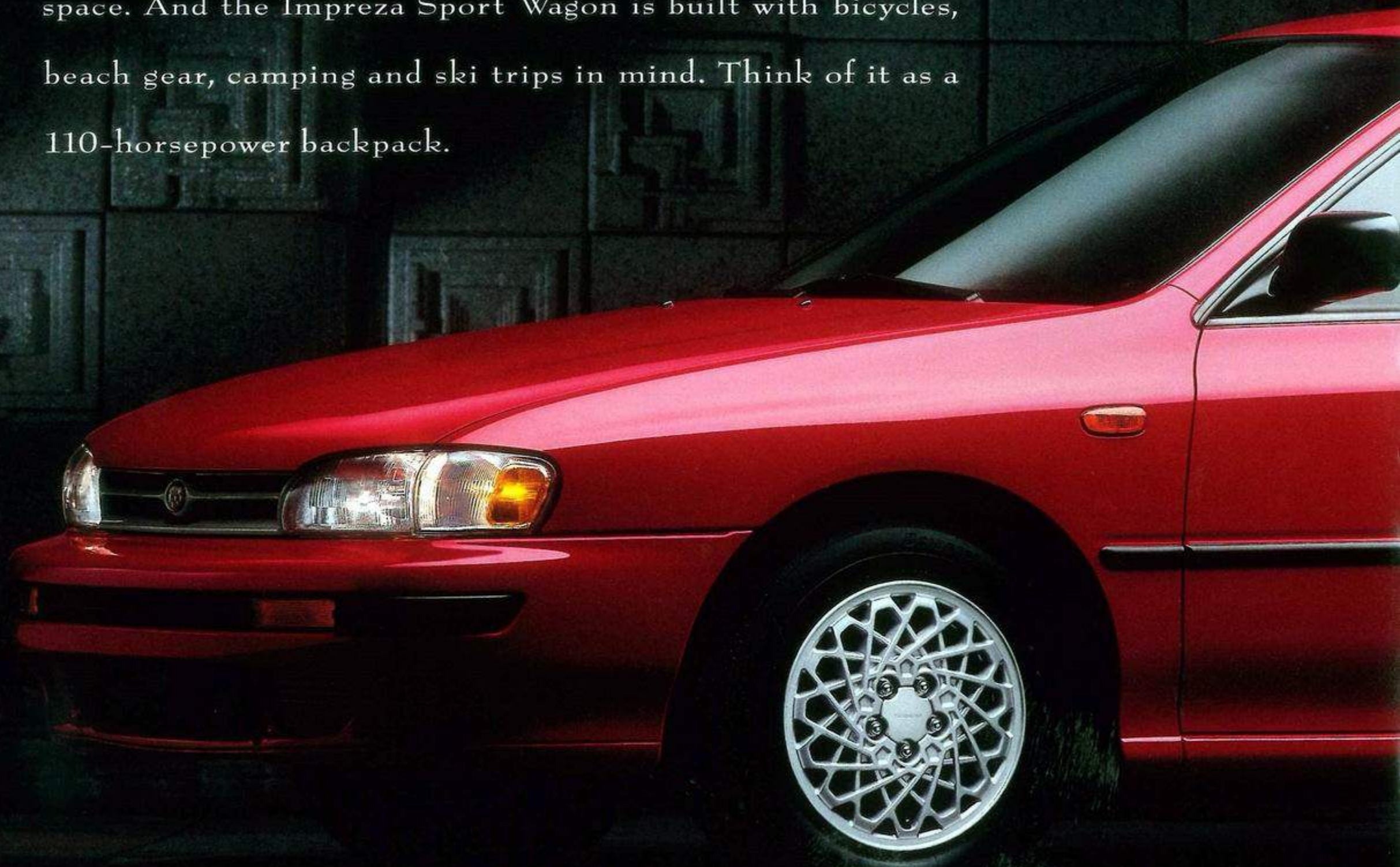
THE IMPREZA L SEDAN ADDS UPGRADED CLOTH UPHOLSTERY, FULL WHEEL COVERS AND A CHOICE OF THREE OPTION PACKAGES (SEE PAGE 15).



THE IMPREZA LS SEDAN ADDS ALL-WHEEL DRIVE, A PASSENGER-SIDE AIR BAG, 4-WHEEL DISC BRAKES, ABS, FULLY AUTOMATIC 4-SPEED TRANSMISSION WITH ELECTRONIC SHIFT CONTROL, AN 80-WATT AM/FM CASSETTE, AIR CONDITIONING, ELECTRIC SUNROOF AND POWER WINDOWS, MIRRORS AND DOOR LOCKS.



An Impreza Sport Wagon has got the kind of rugged versatility that's helped make Subaru wagons the number-one-selling imported wagons 12 years in a row.¹ In Front-Wheel Drive or available All-Wheel-Drive form, it offers plenty of room for five. Over 25 cubic feet of cargo space. And the Impreza Sport Wagon is built with bicycles, beach gear, camping and ski trips in mind. Think of it as a 110-horsepower backpack.





SPORT WAGON L COMES WITH A STANDARD DRIVER-SIDE AIR BAG, TILT STEERING WHEEL, AND A 60/40 SPLIT FOLD-DOWN REAR SEAT BACK. THREE OPTION PACKAGES ARE AVAILABLE (SEE PAGE 15).



SPORT WAGON LS ADDS LUXURY AND SAFETY EQUIPMENT LIKE ALL-WHEEL DRIVE, A PASSENGER-SIDE AIR BAG, 4-WHEEL DISC BRAKES, ABS, AN 80-WATT AM/FM CASSETTE, AIR CONDITIONING, CRUISE CONTROL AND MOQUETTE VELOUR UPHOLSTERY.





ERGONOMICS. A SCARY-SOUNDING WORD THAT SIMPLY MEANS WE

designed the car around the driver. For example, all the controls are right where you need them. No unnecessary searching and stretching. You can see everything on the instrument panel, too, without moving your head, and whatever you're looking for is easy to find, because we used a very simple layout. No confusing colors, no complicated designs, just large white-on-black analog gauges. And there's something else you'll notice about the Subaru Impreza.

Press on the gas and you'll be amazed at what you'll hear. Practically nothing. The engine's quiet, the windows have double gaskets to seal out noise, the rigid body design reduces creaking, and you shouldn't hear your passengers complaining either. With 84 cubic feet of passenger space, there's plenty of room for five. So sit back, turn on the Impreza LS 80-watt stereo, and listen to the music instead of the weather reports, because of the optional All-Wheel-Drive traction.



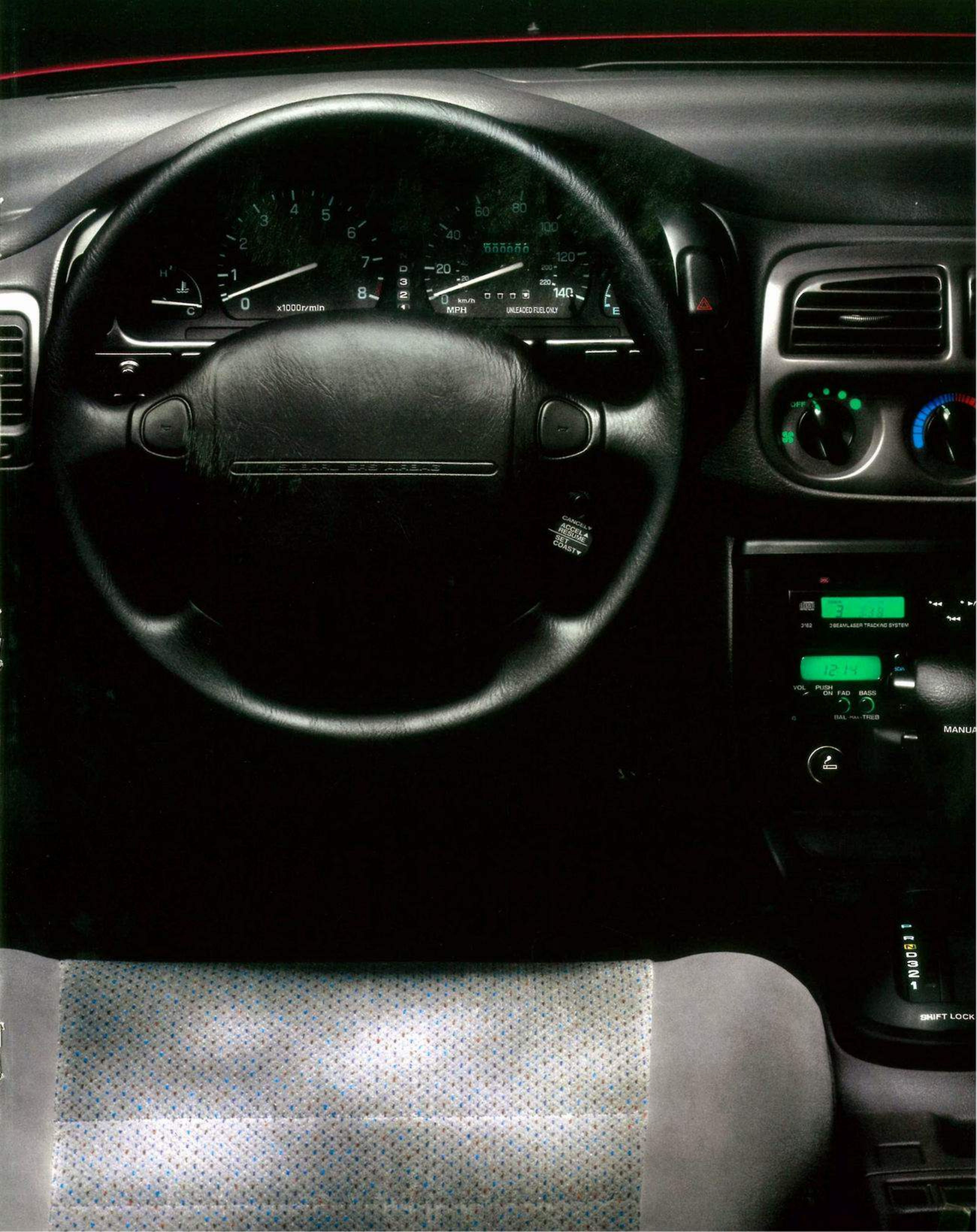
AN ELECTRIC SUNROOF IS STANDARD ON IMPREZA LS MODELS (AND L WITH VALUE OPTION GROUP 2). AT THE TOUCH OF A BUTTON, IT'LL LET YOU SOAK UP YOUR DAILY REQUIREMENT OF VITAMIN D.



ACCESSORY CD PLAYER WITH RANDOM AND REPEAT FEATURES, STANDARD IMPREZA LS 80-WATT AM/FM CASSETTE STEREO SOUND SYSTEM. (THEY'RE BOTH SO WELL-MADE EVEN PUNK ROCK DOESN'T SOUND SO BAD.)



THANKS TO THE WONDERS OF ERGONOMICS, YOU'LL FIND EVERY IMPORTANT SWITCH AND KNOB WITHIN EASY REACH. NESTLED IN THE HUB OF THE TILT STEERING WHEEL IS THE DRIVER-SIDE AIR BAG SRS.



3162 3 BEAM LASER TRACKING SYSTEM

12.14

VOL PUSH ON FAD BASS
BAL MAX TREB

MANUAL

12.14

SHIFT LOCK



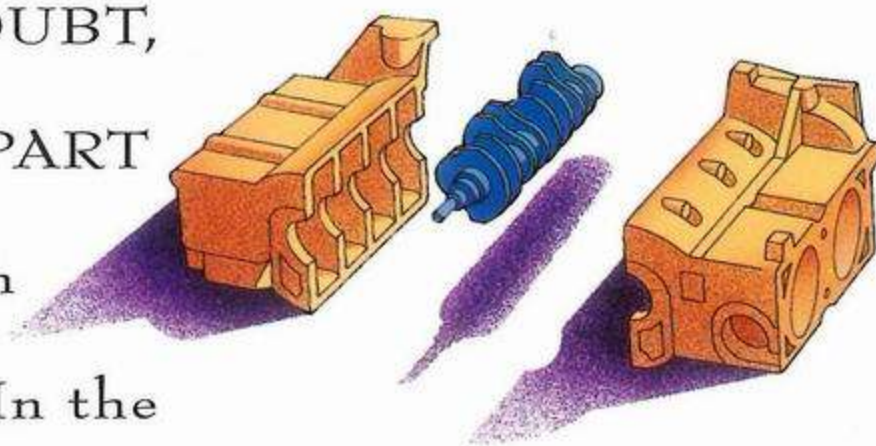


THE ENGINE. WITHOUT A DOUBT, IT'S THE MOST IMPORTANT PART

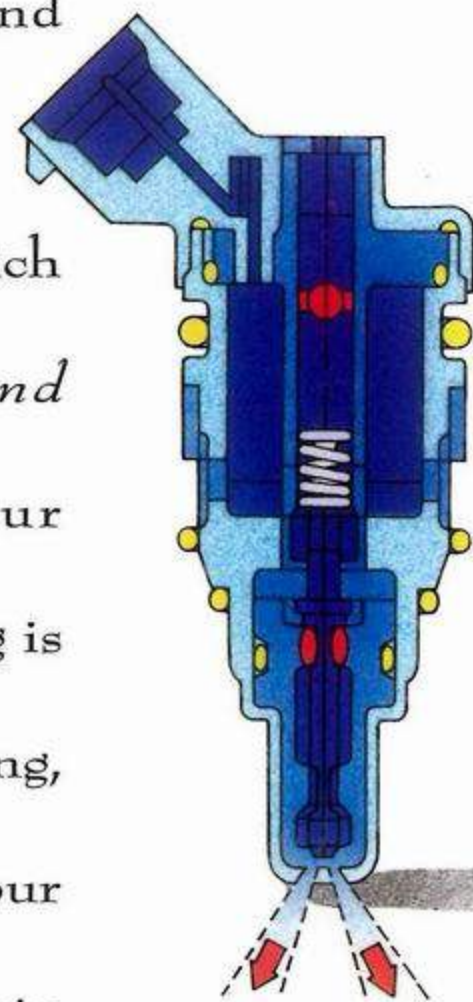
of a car. And that's why we spent so much

time and money designing the best engine possible. In the Impreza, you'll find the same basic engine configuration used in the Ferrari Testarossa and the Porsche 911. The Impreza, you see, has a horizontally-opposed engine, which is able to produce incredible power at lower rpm. Which simply means, when you hit the gas, the power is there, and you don't have to wind-out the engine to get to it. This enables you to accelerate quicker, and it can help reduce engine stress too.

Furthermore, this engine has a distributorless ignition which means no more distributor cap and rotor to replace — *and* improved poor-weather starts. One last thing about our horizontally-opposed design — it's easy to work on. Everything is right where you want it. No more searching, no more stretching, no more working in tight spaces with bruised knuckles. And our automatic transmission is controlled by a computer that takes into account the specific way you drive.

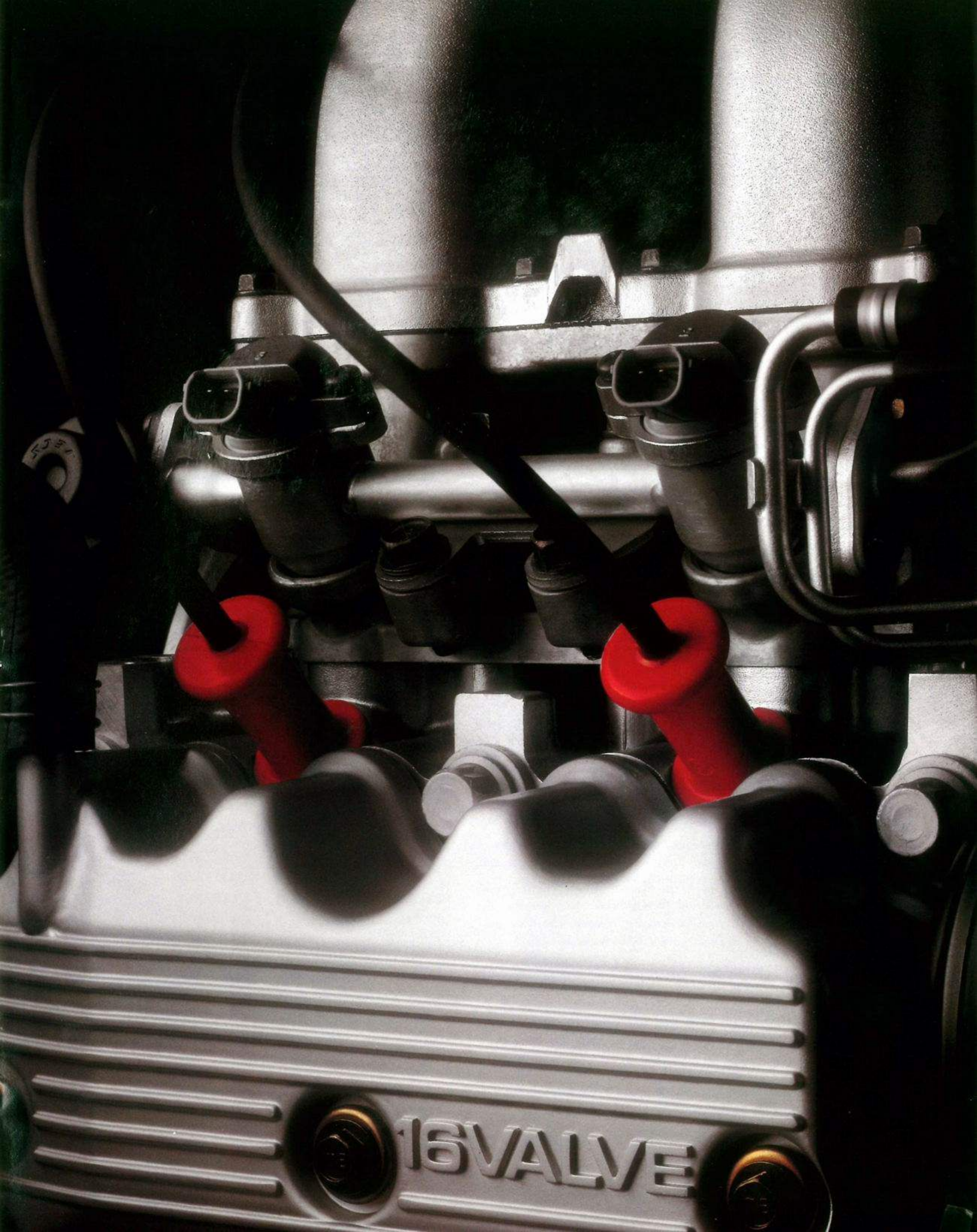


HORIZONTALLY-OPPOSED, 1.8-LITER, 16-VALVE, ALUMINUM-ALLOY ENGINE. BY DESIGN, HORIZONTALLY-OPPOSED ENGINES MINIMIZE ENGINE VIBRATIONS AND PROVIDE A LOWER CENTER OF GRAVITY WHICH GIVES A CAR BETTER HANDLING CHARACTERISTICS. THIS IS WHY THE PORSCHE 911 AND THE FERRARI TESTAROSSA USE THEM. SO WHY DOESN'T THE HONDA CIVIC USE ONE? THE ANSWER TO THAT IS TO SWITCH TO AN IMPREZA.



DUAL-SPRAY FUEL INJECTORS FOR IMPROVED COMBUSTION. THIS SYSTEM ENHANCES THE ENGINE'S PERFORMANCE, GIVES YOU BETTER FUEL ECONOMY AND QUICKER STARTS IN COLD WEATHER.

THE RIBS ON THE IMPREZA'S VALVE COVERS ADD STRENGTH AND REDUCE VIBRATION. UNDERNEATH, ROLLER ROCKER ARMS MINIMIZE WEAR, WHILE HYDRAULIC LASH ADJUSTERS ELIMINATE THE NEED FOR PERIODIC VALVE ADJUSTMENTS.



16 VALVE

Engine

TYPE	4-cylinder horizontally-opposed (boxer) design for low center of gravity and reduced vibration
BLOCK CONSTRUCTION	Die-cast aluminum alloy for rigidity and light weight
HEAD CONSTRUCTION	Cast aluminum alloy heads with 4 valves per cylinder for optimal charge flow and centrally located spark plug for maximum combustion efficiency
VALVE TRAIN	16-valve, with single overhead camshafts (SOHC) and roller rocker arms. Hydraulic lash adjusters give quieter cold start-up and eliminate the need for valve adjustments
DISPLACEMENT	1820 cubic centimeters (111 cubic inches)
BORE AND STROKE	87.9 x 75 millimeters (3.46 x 2.95 inches)
COMPRESSION RATIO	9.5:1
HORSEPOWER, SAE NET	110 @ 5600 rpm
TORQUE, SAE NET LB.-FT.	110 @ 4400 rpm
FUEL SYSTEM	Multi-port electronic fuel injection with dual-spray fuel injectors and intake manifold design tuned for low-end torque
EXHAUST SYSTEM	Twin equal-length downtube headers and dual catalytic converters for reduced back pressure
IGNITION SYSTEM	Distributorless electronic
ENGINE MANAGEMENT	Engine Control Unit (ECU) computer controls fuel and ignition systems with learning control, self-diagnosis and limp-home features.

Transmission

MANUAL	5-speed manual with overdrive
AUTOMATIC	Fully automatic 4-speed (4EAT) with electronic shift control, automatically-engaging overdrive and lockup torque converter
AUTOMATIC TRANSMISSION MANAGEMENT	Transmission Control Unit (TCU) computer controls transmission operation and communicates with engine management computer. Monitored functions include: engine speed, vehicle speed, brake system engagement and ABS engagement. - Automatically selects between Power and Economy modes based on throttle input. Power mode upshifts at higher engine speeds for increased acceleration. - Manual mode allows gear selection similar to manual transmission operation. Driver can reduce wheel spin on slippery surfaces by starting in second gear.

Full-Time All-Wheel Drive (optional)

With manual transmission: Viscous center differential continuously directs power to all wheels on dry pavement, and to wheels with better traction in slippery conditions.

With automatic transmission: TCU management computer actively controls a continuously variable torque split between front and rear. Most of the engine's power is normally directed to the front wheels for better fuel economy. When wheel spin occurs, additional power is automatically directed to the wheels with better traction. Front/rear power split varies between 90/10% and 50/50%.

Chassis

BODY CONSTRUCTION	Unit body type, with front and rear energy-absorbing impact-crumple zones. 78% of bodywork galvanized on both sides to discourage corrosion to retain body rigidity
FRONT SUSPENSION	Independent, with long-travel, low-friction struts, offset S-shaped coil springs, lower L-arms with liquid-filled bushings and stabilizer bar
REAR SUSPENSION	Independent, with long-travel, low-friction struts, offset S-shaped coil springs, Dual Parallel Links for passive 4-wheel steering, and trailing links
STEERING	Rack-and-pinion type with engine-rpm-sensing variable power assist, and impact-collapsible steering column. Turning circle diameter, curb-to-curb: 33.5 feet
BRAKES	Power-assisted, with dual diagonal hydraulic circuits. 9.4-inch ventilated front discs (10.4-inch on LS*). 9.0-inch rear drums (10.3-inch rear discs and drum in rear disc-type parking brake on LS*)
WHEELS	4-channel Anti-lock Braking System (ABS) with one hydraulic ABS circuit per wheel (LS*)
TIRES	5-lug steel wheels. Full wheel covers on L and LS
FUEL CAPACITY	13.2 gallons
CURB WEIGHT	2315-2895 pounds (varies by model)

*Also standard on Impreza L models equipped with Value Option Group 3

Dimensions

	Sedan	Sport Wagon
Wheelbase, inches	99.2	99.2
Length, inches	172.2	172.2
Width, inches	67.1	67.1
Height, inches	55.5	55.5
Track, front/rear, inches	57.7 / 57.1	57.7 / 57.1
Headroom, front/rear, inches	39.2 / 36.7	39.2 / 37.4
Legroom, front/rear, inches	43.1 / 32.5	43.1 / 32.4
Shoulder room, front/rear, inches	52.5 / 53.3	52.5 / 53.3
EPA interior volume, cu. ft.	84.4	85.1
EPA trunk/cargo area, cu. ft.	11.1	25.5 (62.1 w/seat down)

EPA Mileage Estimates (mpg)[†]

	5-speed Manual	4EAT Automatic
Front-Wheel Drive, city/highway	25/31	24/30
All-Wheel Drive, city/highway	23/28	22/28

[†]1994 EPA estimates, use for comparisons only. Your actual mileage may vary.

Subaru Warranties

- 3-year/36,000-mile** Basic Warranty
- 5-year/60,000-mile** Powertrain Warranty
- 5-year/unlimited mileage Rust Perforation Warranty

**Whichever comes first. For complete warranty information including coverage and exclusions, see your Subaru dealer.

<i>Mechanical Features</i>	<i>Impreza</i>	<i>Impreza L</i>	<i>Impreza LS</i>
1.8-liter SOHC 16-valve horizontally-opposed 4-cylinder engine	S	S	S
Integrated engine management system for multi-port electronic fuel injection and distributorless electronic ignition	S	S	S
5-speed manual transmission	S	S	—
4-speed electronically controlled automatic transmission	—	O	S
Full-Time All-Wheel Drive (AWD)	—	O	S
Fully independent suspension	S	S	S
Rack-and-pinion steering with engine-rpm-sensing variable power assist	S	S	S
Power assisted brakes with ventilated front discs	S	S	S
4-wheel disc brakes	—	P	S
4-channel Anti-lock Braking System (ABS)	—	P	S

Exterior Features

13-inch styled steel wheels with center caps	S	—	—
13-inch wheels with full wheel covers	—	S ¹	—
14-inch wheels with full wheel covers	—	P/S ²	S
P165/80HR13 all-season steel-belted radial tires	S	S ¹	—
P175/70HR14 all-season steel-belted radial tires	—	P/S ²	S
Driver-side manual mirror	S	—	—
Dual manual mirrors	—	S	—
Dual power mirrors	—	P	S
5-mph bumpers	S	S	S
Side-impact door beams	S	S	S
Intermittent windshield wipers	S	S	S
Rear window wiper/washer (Sport Wagon only)	—	S	S
Tinted glass	S	S	S
Fuel filler cap holder	S	S	S
Automatic headlights-off feature	S	S	S
2-way externally retracting power sunroof	—	P	S

Genuine Subaru Accessories

14-inch aluminum alloy wheels	—	A ³	A
Front and rear splash guards	A	A	A
Carpeted floor mats	A	A	A
AM/FM stereo radio	A	P/A	—
Full-feature cassette player	A	A	—
Compact disc player	A	A	A
Roof rack, bike and ski attachments or sport rails (Sport Wagon only)	—	A	A

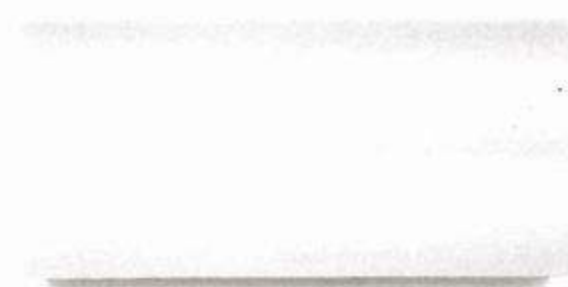
Interior Features

	<i>Impreza</i>	<i>Impreza L</i>	<i>Impreza LS</i>
Reclining front bucket seats with height-adjustable head restraints	S	S	S
60/40 split fold-down rear seat back (Sport Wagon only)	—	S	S
60/40 split fold-down rear seat back with lockable trunk-through feature (Sedan only)	—	—	S
Tricot upholstery	S	—	—
Upgraded woven cloth upholstery and door trim inserts	—	S	—
Luxury moquette velour upholstery and door trim inserts	—	—	S
Manual 3-point safety belts for 4 outboard passengers and rear center lap belt	S	S	S
Height-adjustable front safety belt shoulder anchors	S	S	S
Child-safety rear door locks	S	S	S
Retractable dual cup holder	S	S	S
Power door locks	—	P	S
Power windows with driver's auto-down	—	P	S
Remote fuel-filler release	S	S	S
Remote trunk release (Sedan only)	S	S	S
Cargo area light	—	—	S
Cargo cover (Sport Wagon only)	—	S	S
Cargo area parcel hooks (Sport Wagon only)	—	S	S
Tilt steering column and soft grip steering wheel	S	S	S
Driver-side air bag Supplement Restraint System (SRS) ⁴	S	S	S
Passenger-side air bag Supplement Restraint System (SRS) ⁴	—	P	S
Cruise control with steering-wheel-mounted controls	A	A	S
Heater/defroster with 4-speed fan, rotary controls, front side window defrosters and rear seat heater ducts	S	S	S
Rear window defroster	S	S	S
Air conditioning with CFC-free refrigerant	A	P/A	S
80-watt AM/FM cassette stereo sound system with four speakers and clock	—	—	S
40-watt AM/FM stereo sound system with four speakers and clock	—	P	—
Radio Prep Package	S	—	—

Value Option Groups

VALUE OPTION GROUP 1	Impreza L, plus: power windows with driver's auto-down, power door locks, dual power mirrors, passenger-side air bag SRS ⁴ , 40-watt AM/FM stereo with 4 speakers, and air conditioning
VALUE OPTION GROUP 2	Impreza L (Front-Wheel Drive only), plus: power windows, door locks and mirrors, passenger-side air bag SRS ⁴ , 40-watt AM/FM stereo with 4 speakers, 2-way power sunroof and air conditioning
VALUE OPTION GROUP 3	Impreza L, plus: power windows, door locks and mirrors, passenger-side air bag SRS ⁴ , 40-watt AM/FM stereo with 4 speakers, 4-wheel disc brakes, ABS and air conditioning. Front-Wheel-Drive models also add 14-inch wheels and tires.

Paint



GLACIER WHITE



CRIMSON PEARL



AEGEAN BLUE METALLIC



CARDINAL RED



AQUA FROST METALLIC

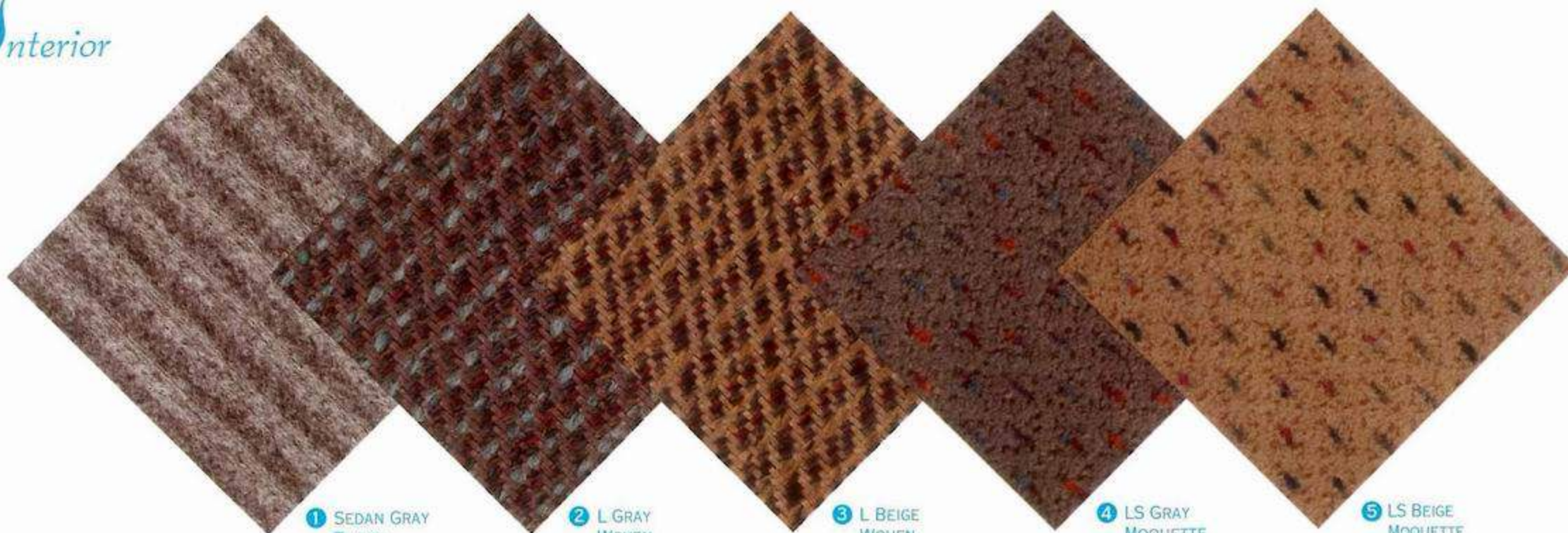


AMETHYST METALLIC



HUNTER GREEN METALLIC

Interior



1 SEDAN GRAY TRICOT

2 L GRAY WOVEN

3 L BEIGE WOVEN

4 LS GRAY MOQUETTE

5 LS BEIGE MOQUETTE

	GLACIER WHITE	AEGEAN BLUE METALLIC	CARDINAL RED	AMETHYST METALLIC	HUNTER GREEN METALLIC	CRIMSON PEARL	AQUA FROST METALLIC
IMPREZA SEDAN	1	1	1				
IMPREZA L SEDAN	3	2	2		3	2	2
IMPREZA L SEDAN*	3	2	2	2	3	2	
IMPREZA L SPORT WAGON	3	2	2		3		2
IMPREZA L SPORT WAGON*	3	2	2	2	3	2	

*With Value Option Group 1, 2 or 3

	GLACIER WHITE	AEGEAN BLUE METALLIC	AMETHYST METALLIC	HUNTER GREEN METALLIC	CRIMSON PEARL
IMPREZA LS SEDAN	5	4	4	5	4
IMPREZA LS SPORT WAGON	5	4	4	5	4

Subaru and the Environment



IT REALLY COMES DOWN TO USING COMMON SENSE. AFTER ALL, THIS is the only planet we've got, so we'd better take very good care of it. As for the car itself, we've given it an aluminum engine block that's lightweight for better fuel economy. Eliminated asbestos from the brake pads, brake linings, head gaskets and insulation of every Impreza. And eliminated ozone-depleting CFC refrigerant from the air conditioning. To help make recycling easier, we code most plastic and rubber parts. We even recycle scrap bumpers into trim pieces for the trunk and doors. And we're working on other ways to reduce the environmental impact of our cars. It's a lot of little things, but we hope they'll make a big difference.

LET'S FACE IT. IF THE EXPERIENCE OF OWNING A SUBARU IMPREZA ISN'T SATISFYING, THEN everything we've done to make it one of the best engineered cars in the world doesn't really get us very far. To get things off to a good start, there's the Subaru Special Delivery System. A trained technician inspects your new Impreza inside and out and gives it a thorough road test before you drive it home. You'll also get a "walk around" explanation of the car and its basic, powertrain and rust perforation limited warranties. After that, we keep in touch by way of the Subaru Owner Loyalty program and back everything up with the expert service of over 700 dealerships nationwide. At Subaru, we believe you're buying more than just a new car. You're buying the company that stands behind the car.

