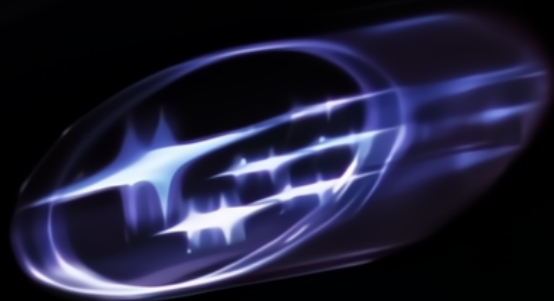


IMPREZA
WRX STI



Past success. Future glory.

*At Subaru, we've always built on the experience of
World Rally Championship competition.*

The latest Impreza WRX STi is no exception.

But this time, there's a difference.

*Taking on board the lessons learnt from the past seasons
has helped us to develop our roadgoing car.*

*The WR Cars have consistently provided a great testing ground for
our driving technology for the road versions.*

It's a deliberate policy that builds on Subaru's essential brand values.

*With the proven combination of SUBARU BOXER Horizontally-Opposed Engine,
full-time All-Wheel Drive and symmetrical drivetrain layout,*

*it's a winning formula that translates directly
from forest track to four lane highway.*



** Petter Solberg & Phil Mills -
2003 FIA World Rally Championship for Drivers & Co-Drivers*



1997



1998



1999



2000



2001



2002



2003



2004



Genetic stimulation.

*Set side by side, you see
they share the same roots.*

*WRX STi's aggressive styling is driven by the quest
for superior aerodynamic performance in the WR Car.*

*So, bonnet and front grille, fenders, bumper
and headlamp shapes have been designed
to better cut through the air.*

*Corner spoilers smooth the flow
from front to back, while the huge rear spoiler
applies extra down force.*

*Sill spoilers are also standard, as is the large bonnet scoop
to feed more air to the inter-cooler
and maximise performance.*

*An engine under cover and
under floor cover covers are newly
used to improve the aerodynamics.*



More dynamic, more controllable

To achieve perfect harmony between the inherent advantages of engine performance,

All-Wheel Drive and symmetrical drivetrain,

WRX STi again looks to FIA WRC experience.

The result is yet more improvement in the way the car responds to differing road conditions.

The cutting-edge technology of DCCD (Driver's Control Centre Differential) is enhanced to give crisper handling

characteristics through front/rear torque distribution,

in Manual or Automatic mode, keeping you in complete control at the touch of a button.





150 flat right...over crest...



Awesome performance.





the DRIVABILITY

Technologies to enhance handling.

As you would expect of a car with the legendary grip and traction of WRX STI, its suspension geometry is precisely matched to the new capabilities of the whole machine. Road holding, poise and cornering confidence are all improved, while an extended wheelbase, wider rear track and extra stiffening for a more rigid chassis add to the overall sense of total stability. Every detail has been carefully thought out, to translate into a more involving, enjoyable and rewarding driving experience. For example, incorporating a Helical LSD at the front improves steering feel and feedback, while the sophisticated DCCD system also includes a yaw rate sensor (optional). In addition the expanded rear tyre treads mean a wheel arch cover has been added to enhance the WRX STI's already striking appearance. Since so many of these modifications that come as standard on the WRX STI are benefits directly derived from the Impreza WR car, the full potential for exhilarating performance



Inverted type strut suspension

and superb handling is obvious. Now, it's also readily available to exploit on the road, exclusively for new STI owners.





the POWER

Advanced engine technologies.

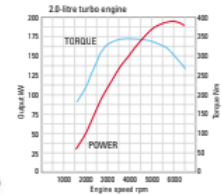
The SUBARU BOXER Horizontally-Opposed 2.0-litre turbocharged engine has been a Subaru hallmark that we have refined with each new model year. The unit that powers the WRX STi is the ultimate expression of this development – because our mission is to make it the finest of its type in the world. The process is typified by the use of sodium-filled exhaust valves, which reduce inertia and friction for high-revving reliability and smoothness. Allied to light-weight shimless valve lifters and Subaru's variable valve timing system, they help to make the engine more responsive and willing over the widest possible rev range.



6-speed Manual Transmission



Forged piston





the SAFETY

Safety first – always.

Active safety and accident avoidance have long been a feature of Subaru symmetrical AWD systems. Now, the WRX STi takes this inherent protection policy much further. Huge Brembo discs with an advanced 4-sensor/4-channel Super Sports Anti-lock Braking System help you to steer away from potential sources of danger, while the Electronic Brake-force Distribution improves stability by sensing for any shifts in the vehicle's load when braking. Ring-Shaped Reinforcement Frames encircle driver and passengers in a steel cage to defend against impact from most direction. SRS* dual front airbags are standard, while seat belts have high output pretensioners and load limiters in front, with 3-point belts to the rear. ISO-FIX child seat mounts and tether anchors are included, as is an impact-reducing type brake pedal to lessen the possibility of lower limb injury in the event of a frontal collision. But that's not all. Impact-absorbing pedestrian protection is built into the collapsible wipers that reduce the common cause of head injuries if a pedestrian is thrown up over the front of the car.



17 inch Brembo Brakes

*SRS: Supplemental Restraint System.
Most effective when used in conjunction with seat belts.



SRS* dual front airbags



■ Ring-Shaped Reinforcement Frames
■ Chassis Reinforcement Frames
■ Sub frame



the COCKPIT

A high quality of driving.

The moment you open the driver's door to the cockpit, you know where the WRX STi is coming from. There is an innate feeling of performance from the instrument panel to the centre console and the area around the shift lever. The rally-honed driving experience is firm and you have an instant connection to the road surface as well as the car's sporting heritage. You can also get to grips with the small diameter type, 3-spoke steering wheel. There are silver bezels around the central instrument cluster, with its mid-mounted rev counter and highly visible red needle. You can savour the support of ergonomically designed special bucket seats, which feature non-slip material for the side supports, as you relish moving up and down the sweet, short-throw 6-speed gearbox. Surely, this is what real driving is meant to be about.



Rev indicator

DCCD (Driver's Control Centre Differential) switch





the CABIN

Command centre for driving action.



Make it your own.

This is as close as it comes to the WR Cars which will contest the Championship during 2004. The style is dynamic, aggressive and totally sports-orientated – as in the wider aluminium alloy wheels, which have been changed from 7.5JJ to 8 JJ to more closely reflect the WR Car's style. The WRX STi has a formidable stance and charisma even when it is just parked at the kerb. All you have to do to capture the full picture and feeling of excitement is to contact your Subaru dealer and arrange test drive – provided the WRX STi hasn't sold out already.



Fuji Heavy Industries Ltd. reserves the right to alter specifications and equipment without notice.
Details of specifications and equipment, colour availability are also subject to suit local conditions and requirements.
Please inquire at your local dealer for details of any such changes that might be required for your area.



Impreza WRX STi. Driven by rally experience. Now, driven by you.

subaru-global.com



Think. Feel. Drive.



Exterior Colour



WR Blue Mica



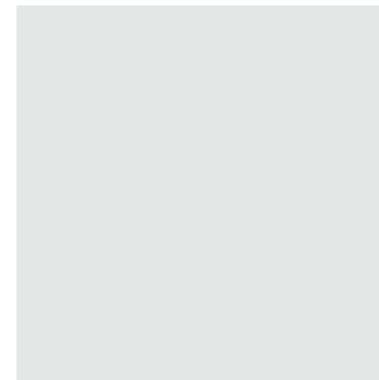
Obsidian Black Pearl



Crystal Grey Metallic

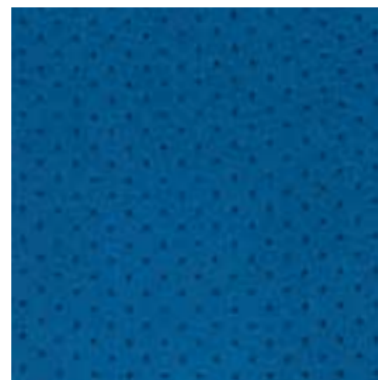


Premium Silver Metallic

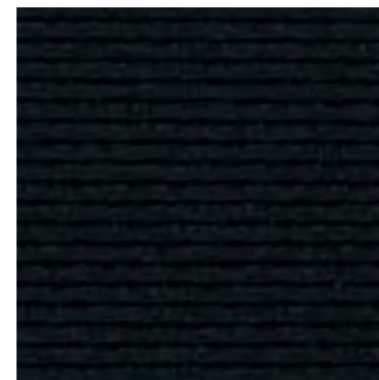


Pure White

Seat Material



Backing



Trim