

EVOLUTION HISTORY

Transition from the A-Type to the G-Type and onto the GD

Lacunched November 1992, the Subaru Impreza has been steadily increasing its potential year on year, becoming the perfect driving machine. Here we follow the trajectory of the Impreza's evolution

Vehicle Model Code

E	Emissions Control Class	E	Compliant with 1978 Regulations
G	Vehicle Platform	G	Impreza
C	Body Classification	C	Sedan
		F	Wagon
A		1	1.5L 2WD
		3	1.6L 2WD
		4	1.6L 4WD
		6	1.8L 4WD
		8	2.0L 4WD
		A	1.8L 4WD Air Suspension
A	Yearly Rev. Classification		
4		4	4 Door
		5	5 Door
8	Grade Classification	2	CF
		3	CS HS
		5	CX
		6	HX
		7	WRX-RA
		8	WRX
		A	HX Edition - S
D		D	5MT (Center Diff), DOHC, EGI, Turbo
		G	5MT, SOHC, EGI
		J	5MT (Center Diff), SOHC, EGI
		R	4AT (Active 4WD), SOHC, EGI

Engine Model Code

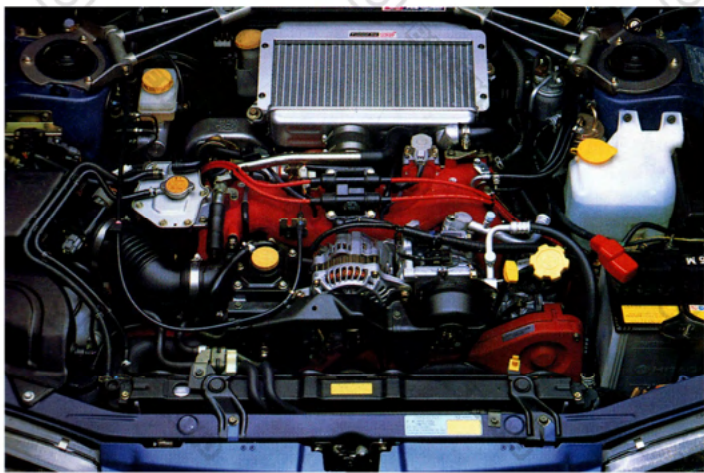
E	Engine Symbol	E	Engine
J	Engine Family	J	Water-cooled 4 Cylinder 16 Valve
20	Engine Displacement	15	1.5 L
		16	1.6 L
		18	1.8 L
		20	2.0 L
G	Revision	E	SOHC MPI
		J	SOHC D-MPI
		G	DOHC MPI Turbo
		K	DOHC MPI Turbo (280ps)
		7	DOHC MPI High Power Turbo
D	Emission Regulation Class	D	Domestic Sedan Wagon
W	Transmission Class	A	2WD AT
		M	2WD MT
		W	4WD MT
		X	4WD AT
1	Annual Redesign Changes		
H	Specification Difference	A	Hydraulic Lifter Valve System
		F	Solid Lifter Valve System
		H	Direct Type Valve System
		L	Solid Lifter Valve System (Cold Region)
		M	Hydraulic Lifter Valves (Cold Region)
E	Specification Difference	D	Power Steering Equipped
		E	Power Steering, A/C Equipped
		J	Power Steering Equipped, WRX-RA
		R	Power Steering, A/C Equipped WRX-RA

Transmission Model Code

T	Transmission		
Y	Transmission Rate/ Drive Division	E	2WD AT
		M	2WD MT
		Y	Full-time 4WD MT
		Z	Full-time 4WD AT
75	Gear Core Classification	70 • 75	MT (70mm • 75mm)
		10	AT (108mm)
2	Series Classification		
V	Basic Specification	A	2WD 4AT (TA102)
		K	1.8L 4WD
		V	Full-time 4WD 5MT (TY752)
		X	Full-time 4WD 5MT (TY752) Dual Range
		Z	Full-time 4WD 4AT (TZ102)
B	Engine Classification	B	2.0L DOHC MPI Turbo
		W	1.8L SOHC MPI
		T	1.6L SOHC MPI
		U	1.5L SOHC MPI
3	Year • Subdivision		
A	Specification Difference		For the transmission body Specification Differences
A	Specification Difference	A	Engine/ Body Specification No difference



THE EVOLVING ENGINE SYSTEM IS THE GC'S BIGGEST HIGHLIGHT



ENGINE SPEC

The Type A through Type C models used the "Boxer" EJ20G. The Type D and E used the "BOXER MASTER 4" EJ20K and the F and G used the "BOXER PHASE II" EJ207. The block changed from closed deck to open deck, and the intake ports changed, as the power and torque numbers gradually increased. In addition to block changes are enhancements to the intercooler and turbocharger which added power as well as reliability.

The Impreza has changed almost every year, with its appearance and potential constantly under review. Starting on the next page you can see the annual changes made within each model, and can be used as a reference to determine was model it is. In other words, first generation model which appeared 8 years ago in 1992 is known as the Type A. The second generation hat appeared in September 1993 is the Type B, followed by the Type C in 1994. The most notable part of these model changes are the step by step level up of the horizontally opposed engine.

The Type A sedan WRX had 240ps/31.0kgm, the Type B STi had 250ps/31.5kgm, and by September '94, the Type B RA increased to 260ps/31,5kgm. The Type D, introduced September 1996, reached 280ps, the self regulated horsepower limit in Japan. With this level up the name is also changed. Up to the C Model, the engine was called the boxer, becoming the "Boxer Master 4" up to the E Type, and the final model is known as the "BOXER PHASE II." Each model has differences in the fine parts of the head and block as Subaru pursued high performance.



FOOT WORK SPEC

While we look at the engine tuning, it is important to note the tuning around the footwork. The suspension type has consistently adopted the Macpherson strut, but the dampening force and spring rates have changed to correlate with the ever-increasing engine power. From the D-type STi Version III, 4-pot front brakes are adopted in parallel with a more durable transmission. These evolutions have continued in the GD Impreza.

The Impreza has been launched on the market and has been developed for the purpose of winning WRC on behalf of its rally predecessor, the Legacy. In order to compete on an equal basis with other WRC works teams, it was absolutely necessary that the base commercial vehicle was an evolution model. It is meaningful to tell the history of this car by paying attention to the transition of the parts directly connected to its performance, as well as the interior/exterior enhancements. From the next page, let's zoom in on that point.



IMPREZA WRX HISTORY

Its participation in WRC made the first STI version a shocking debut!

The first sales of the Impreza started on November 1, 1992, beginning 10 years of evolution that leads up to the current model. The Impreza, which is equipped with the same horizontally opposed 2.0L DOHC engine as Subaru's flagship Legacy model, has a compact and lightweight body and defeats the concept that only 2 door coupes can be sporty. "It's a 4-door sedan, and looks like a family car, but its terribly fast!"

This surprise increased every year as the engineers at Subaru regularly introduced minor changes, increasing power from 240ps to 250ps to 260ps to 270ps. Four years after its 1st appearance, it was upgraded to the 280ps gentleman's agreement limit. Along with this, torque has regularly increased from 31kgm, ultimately reaching 36kgm, while the overall drivetrain was strengthened. The specs are now first-class, and along with the Lancer Evolution, which is considered a rival, the Impreza has grown to be a domestic representative of the sports sedan.

The Impreza's breakthrough has been greatly influenced by the decision to have it participate in the WRC in place of the Legacy since 1993, with the first STI version of the Impreza announced in January 1994. Based on the WRX, the Subaru Works STI applied a dedicated tune, and started accepting orders for the "WRX STI" which attracted attention as the road model closest to the WR car at that time. In November of the same year, a Type RA STI version was also introduced, equipped with a driver controlled center differential that can arbitrarily change the front and rear drive distribution, appealing to those users seeking a sporty drive.

The STI version was released in the second half of the Type C model. Around this time, the impreza was competing in not only WRC, but also various competitions such as domestic rally, dirtra, and gymkhana, causing the Impreza's popularity as a road model to soar.

However, although the Impreza entered into prominence as a result of participating in the WRC, fans would later learn that the first half of the period up to the C-type was only the prologue of the Impreza's story.

S201

The S201 can be said to be the culmination of STI's way of thinking of the GC platform. The appearance is powerful with a large scoop and a Fuji Heavy Industries designed wing, coupled with larger exhaust piping and an ECU tune that results in a max output of 300ps.



First Generation STI

At the time, the 1st generation STI attracted attention as the model closest to the WR car, and started as a direct order from STI. In addition to an STI-tuned engine was a large rear spoiler and STI branded seats and steering wheel.



STI Version II

The Version II was equipped with a carbon fiber strut bar, quick shift linkage, WRC type fog covers, etc. The DCCD first adopted in the STI RA continues in the version II STI RA. Being a competition base, there is no wagon RA.

STI Version II 555

A replica model designed to reproduce the image of the Impreza 555 WRC Works car for a vehicle intended for public road use. The sponsor stickers were set as a special option, limited to 500 sedans and 100 wagons.



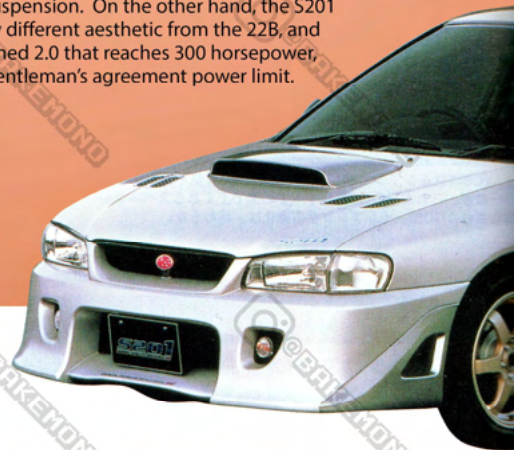


22B

The base starts off as a Version IV STi. The engine is not an open deck, but opts for a closed deck which has a good reputation for rigidity. This was built with oversized pistons and converted to a 2.2L block.

A limited model of STi that has a great impact on aesthetics and performance!

The Impreza has had many announced limited editions so far. Of particular note were the announcement of the 1st STi Version, the 22B STi Version and the S201 STi Version. The 22B features a WRC works car exterior, and an STi-tuned overbored 2.2L engine. While the maximum output was suppressed to 280 horsepower, the engine has high torque (37kgm), harnessed by a twin plate clutch and a rigid Bilstein suspension. On the other hand, the S201 has a completely different aesthetic from the 22B, and houses an STi tuned 2.0 that reaches 300 horsepower, exceeding the gentleman's agreement power limit.



● Early Model (Zenki) History

Model	Defining Points
A	<p>Impreza Series Release The WRX series came in two types of pure sports sedan: standard and Type RA, both of which were manual and 4WD. New car price was 2.298 Million Yen for standard WRX and 2.108 Million Yen for WRX RA.</p> <p>Sedan Special 4WD 1.6L Specification CF Limited Release Wagon Special 1.6L Specification CS Limited Release</p>
	<p>4 Speed Automatic Transmission Option Added to WRX Sedan WRX Sports Wagon, WRX-SA, and 1.6L 4WD CS Added to Lineup The 4AT Equipped WRX Sedan new car price was 2.598 Million Yen. WRX and WRX-SA wagon were offered with either a SMT or 4AT. The WRX-SA omitted the WRX waist spoiler, side steps, bucket seats, etc, and there was a made-to-order spec for the SMT without an air conditioner or roof rails.</p>
B	<p>WRX-STi is Sold by Ordering from STi The first STi version appeared as base WRX sedans and wagons, modified by STi. New sedans were priced at 2.778 Million Yen and wagons at 2.858 Million Yen. It was planned to be produced at 100/month and sold until september 1994.</p>
	<p>Partial Improvement of Impreza series Sports Wagon CS Limited II limited release</p> <p>NEW Impreza Series Release The WRX gets larger tires, a changed front grille, and engine performance improvements. New model pricing: WRX Sedan was 2.498 Million Yen, Sedan WRX-RA is 2.198 Million Yen, and WRX Wagon was 2.399 Million Yen.</p> <p>WRX-RA STi The sedan uses a WRX-RA base. The model pushes the potential of the base vehicle and adopts a high-power engine (with forged pistons, reinforced cylinder heads) coupled with DCCD and suspension enhancements. This model was priced at 2.728 Million Yen.</p> <p>2 Door Coupe RETNA Release Introducing the first coupe in the series, featuring smart styling and a suspension tune that showcases the WRX's driving performance. Two types were available: 1.5L engine with 2WD and 1.6L engine with 4WD. Both SMT and 4AT were available.</p>
C	<p>WRX STi Version II Available in Sedan and Wagon The 2nd generation of the STi is based on the WRX&WRX-RA Sedan and WRX Wagon, will be introduced as a catalog model from this point.</p> <p>Sports Wagon Gravel EX Release Sports Wagon C'Z Release</p> <p>Sports Wagon 2.0L HX20S Added WRX Sedan V-Series Release</p> <p>To commemorate the manufacturer's and driver's title in the 1995 WRC, a special edition Impreza and Legacy was made. For the Impreza, a WRX V-Limited and WRX-RA STi Version II V-Limited model were introduced. It includes an FIA certified emblem, aluminum serial number plate, and a Works car exclusive "sports blue" color. The STi version has a World Rally Champion logo with Colin McRae and Derek Ringer's signature stitched on the seats, and manual A/C. The WRX is limited to 1000 units, and the STi is limited to 555 units.</p> <p>Sports Wagon Special Edition C'z-II released in a limited area Sports Wagon Special Edition 1.8C'z-L Release</p>

● Early Model Specifications

A Type WRX

There are two types in the A Model WRX series: Sedan WRX and RA. The max output is 240ps, 31.0kg-m torque. The suspension adopts aluminum lower arms, with the WRX equipping a hard-type suspension and the RA equipping a rally type suspension. Both models have 2 pot front calipers with 15" ventilated rotors. The RA has a close ratio transmission.

B Type WRX

The B type adds the wagon and 4AT Sedan. The WRX Wagon, WRX SA, and WRX 4AT Sedan are de-tuned to 220ps/28.5kgm. The WRX Wagon was equipped with a dedicated front hood and bumper, roof spoiler, waist spoiler, viscous center diff (5MT), and front/rear ventilated disc brakes, like the sedan. The engine specs of the sedan WRX 5MT are unchanged.

1st Generation STi

The 1st STi appeared in January 1994. STi included forged pistons, dedicated ECU, intercooler water spray, large diameter muffler, reinforced intercooler duct, etc, and boasts a max output of 250ps and a max torque of 31.5kg-m. The WRX wagon, which had different specifications from the sedan, will have the same specifications in the STi version.

C Type WRX

The engine performance of the standard model WRX increases to 260ps/31.5kgm, and the rev-limit increases from 7000 to 7500. Tire size changes from 205/55-15 to 205/50-16. Only the C-type has a model period of 2 years. In the 1st half (Sept '94 - Aug '95) the first STi version of the Type RA appeared with 275ps/32.5kgm.

STi Version II

In the latter half of the C-type the STi evolved and became the Version II. The engine specs are unified to 275ps/32.5kgm, same as the STi-RA introduced in the first half of the C-type, and the wagon is 260ps/31.5kgm. All transmissions are 5MT, with the RA getting a close ratio transmission. The RA final ratio is 3.9, and 4.11 for the rest.

IMPREZA WRX HISTORY

As demand for the Impreza continues, the aging GC platform makes way for the GD



In September of 1996, the Impreza underwent even greater changes. The GC & GF Type move to an era called the "late type," but at its heart was still a BOXER engine. The new engine, called the "BOXER MASTER - 4" moved to an open deck cylinder block to improve the cooling performance as well as utilizing solid valves. The turbo was also changed from a Mitsubishi to an IHI manufactured turbo, with the exception of the wagon, and the size was increased. This generates a noticeable difference in max torque between the standard model and STi version, with both models peaking at 280ps. With this, the Impreza joins the highest ranks of domestic performance vehicles.

The E-type model, was the next natural progression, represented by the Version IV STi. Most notably, STi released the "22B STi Version," using an E-type STi Version IV as its base. With widebody fenders and an increased 2.2L displacement engine, this model resembled the WRC Works model in both performance and looks. Although it was an expensive model at 5 Million Yen, the 400 unit limited run sold out almost immediately.

Even after the introduction of the shocking premium 22B model, the Impreza did not stop its evolution. In the F-Type, Subaru introduced the new "BOXER PHASE II" engine. By improving the intake efficiency and rigidity, the Impreza advances to an even higher level. This is the highest spec engine in the GC & GF series.

However, the evolution of the Subaru Impreza as a performance vehicle is continuing. Since the beginning of the Impreza line 8 years prior, the appearance of the GD and GG types represent the first full model change, and mark the beginning of the new generation Impreza. In particular, the sedan has been reborn with outstanding fighting ability, adding AVCS (Active Valve Control System), a new turbocharger, larger intercooler, etc. From here, how far the Impreza platform will continue to evolve will be exciting to see.

STi Version III

Equipped with a new engine that has not only a feeling of power but also low fuel consumption and quietness. The turbine is enlarged and the short-stroke transmission made a breakthrough in terms of rigidity



STi Version IV

Engine spec has been improved over Version III to improve overall feel. The 2 door coupe that appeared as a limited model in the D type is now available as an STi Type R only. The rear brakes of the Type R and RA are now 2 pots.



STi Version V

Equipped with the newly developed BOXER PHASE II engine, low and mid range torque have been improved. Handling is greatly improved with an inverted strut with 3 times the rigidity and sports ABS. Oh and it now has a new bumper and giant wing.



STi Version VI

The final model of the GC & GF series. Compared to the version V, there are no major drivetrain changes, but there were some weight reduction and aerodynamic changes to tighten up this model. There is an added front lip spoiler and revised rear wing for increased downforce.



●Late Model (Kouki) History

NEW Impreza Series Release Sedan and Wagon WRX STI Version III Release

Some significant changes were made. The highlight is the BOXER MASTER-4 Engine making the Version III Impreza the first to hit 280ps. SRS airbags are standard, body rigidity is increased, the transmission is strengthened, and 4 pot front brakes are adopted. Other updates include a newly designed grille, hood and headlights. The STI Version III included engine, chassis and driveline fine tuning. New car pricing for WRX Sedan was 2.555 Million Yen, with the STI version coming in at 2.885 Million Yen.

Sedan and Wagon Get V-Series Release 2 Door Coupe STI Type R Release

In '95 and '96, in commemoration of Subaru's 2nd consecutive Manufacturer's title, the Legacy, Impreza and Vivio Bistro got V-series models. The Impreza STI Version III Wagon and Sedan received an exclusive "Sports Blue" color, World Champion embroidered seats, an official rear emblem and a serial number plate. The WRX series' first coupe model is released at the same time as the "Type R" commemorating the appearance of the '97 WRC Works 2 door coupe. Using the WRX-RA Version III STI as a base, special front, side, and rear skirts are available, special colors "Sonic Blue Mica" and "Chase Yellow" are available, and comfort equipment such as electric retractable mirrors and auto A/C are available. Type-R pricing was 2.985 Million Yen and were "made to order." V-Limited Series was limited to 555 units each for the sedan and wagon.

Sports Wagon C'z White Edition, Special Edition Release

Impreza Series Update WRX STI Version IV Release

Changes include a redesigned interior, safety improvements, and engine/chassis performance improvements. In the WRX standard model, the wagon max power is increased to 250ps, and a rear suretrack LSD has been adopted. The STI Version IV series increases maximum torque and the Type R and RA receive 2-pot brakes in the rear with 15" rotors. The Type R 2 door coupe is offered as a catalogue model from January 1997. Pricing for a new WRX STI Version IV was 2.899 Million Yen.

Sedan & Coupe V-Series Release

The V-limited was announced after Subaru's 3rd consecutive Manufacturer's title, a 1st for a Japanese manufacturer. Based on the STI Version IV Type RA, STI Version IV Type R, and WRX Type R model. The V-Series was available in an exclusive Sonic Blue Mica color with an official FIA 97WRC Champion emblem. Available until March 1998, the STI Version IV RA V-Limited was limited to 555 units, and the STI Version IV Type R V-Limited was set at 1000 units.

22B-STI Premium Sports Coupe Release by STI

A special limited edition car released by STI as a road version of the WR car. The large bumper with an integrated grille and wide blister fenders are similar to the WR car. The powerful exterior, which included a manual 2-step adjustable rear spoiler, attracted much attention. The engine is a 2.0L bored out to 2.2L, improving torque characteristics. It adopts a Bilstein/Eibach suspension, a wider track, and 17" BBS wheels. The release was limited to 400 cars, sold at 5 Million yen. It was available in Sonic Blue Mica only.

Sports Wagon GB Sport Release

Impreza Series Update WRX STI Version V Release

New series released with the new BOXER PHASE II engine. Engine and transmission rigidity are improved and a newly designed grille and front bumper decrease drag. In addition, the STI version of the coupe and sedan are equipped with a WR inspired large rear wing. A sporty "SRX" model with an NA 2.0L engine was introduced. The sedan WRX STI Version V was priced at 2.919 Million Yen.

3 WRX Limited Models Released

A special version based on the Sedan WRX STI Version V RA, WRX RA, and Coupe Type R. It was available in Sonic Blue Mica, the official 98 World Rally color. In addition, the STI version was equipped with a WR type roof vent, and the RA was equipped with a front helical LSD and 16" gold aluminum wheels. The two sedans were limited to 1000 units and the coupe sold until March '99.

Casablanca Special Edition Sports Wagon Release

C'z Sports Special Edition Sports Wagon Release

Impreza Series Update WRX STI Version VI Release

The sedan WRX received minor aerodynamic improvements and weight reduction, while the wagon received some safety and functional enhancements. New colors such as "Cashmere Yellow" and "Gran Blue Mica" were added and all MT vehicles were equipped with a clutch start system. New model pricing: WRX Sedan was 2.579 Million Yen, WRX STI Version VI was 2.919 Million Yen, and the WRX SMT wagon was 2.423 Million Yen.

C'z Sports Special Edition Sports Wagon Release S201 STI Version Premium Sports Sedan Release

The S201 STI Version was an STI modified model that had an exterior design, engine performance, a chassis performance of a racecar. Based on the WRX-STI Version VI RA, the engine uses a dedicated ECU to increase boost and finetune the intake and exhaust to produce a max output of 300ps. An adjustable height suspension with pillowball rear links gave the car a sporty and direct setting. Limited to 300 units, the price was set at 3.9 Million Yen.

Full Model Change to GD Impreza

The GD platform is a further evolution of the driving know-how that was cultivated in the GC era for more than 8 years. Although there are pros and cons of the significantly changed exterior design, the wider tread and a reborn BOXER engine with AVCS are significant improvements. Further enhancements were made available with the STI version announced 2 months after the standard model. The STI introduces Brembo brakes, a 6-speed transmission, and a newly developed semi-closed block engine with a running capacity of 280ps/38kgm. In December 2001, the RA SPec C was announced which further increases its fighting power by reducing weight by 90kg and raising torque by 1.2kgm, giving it the strongest specs of all time as a catalog model.

PROOF OF EVOLUTION



●Late Model Specifications

D Type WRX

The WRX also had a power increase to 280ps, with 33.5kgm torque. The wagon model has 240ps with 31kgm of torque. The sedan gets a newer EJ20K open deck engine (wagon gets EJ20G) which has higher cooling, coupled with a larger turbo and intercooler. The front brakes adopt 4 pot front calipers with 16 inch ventilated rotors.

STi Version III

The STI version maintains the same specs as the WRX, and retains the same power and torque. The turbine size is the same as the standard, but the compressor size is increased. The STI-RA adopts a new Auto Intercooler Water Spray, and drivetrain strength was increased with a larger rear differential and axles.

E Type WRX

The Maximum power of the WRX Wagon was increased to 250 ps. In addition, the WRX -type SMT cars (except the RA, STI, and STI-RA) equipped the rear Suretrac LSD for improved responsiveness under acceleration. The interior has also been refreshed with the WRX receiving white-face gauges.

STi Version IV

The max torque is increased to 36.0kgm by changing the cam profile. There is a resin coating between the compressor housing and impeller. The STI-RA and the new STI-R catalog model include 2 pot 15" rear brakes, giving a better brake balance. The 22B=STI used this model as a base.

F Type WRX

The BOXER PHASE II is introduced but power specs remain the same. The rigidity is increased by changing the position of the thrust bearing. In addition, the heads use a "tumble straight port" that generates a whirlpool in the cylinder to improve combustion efficiency and response. A 2.0L DOHC NA model is introduced as the SRX.

STi Version V

Along with the tumble straight port, the intake pipe is straightened, while engine power specs remain the same as the Version IV. Sports ABS is equipped for added safety. The design of the front bumper and grill is refreshed along with a new type rear spoiler modeled after the WR car to reduce coefficient of drag values.

G Type WRX

Although there is no major change to the engine or drivetrain, the G type has a higher sense of maturity due to improved aerodynamics, weight reduction, etc. Examples include the addition of a front under spoiler to all cars except the RA. In addition the WRX adds cashmere yellow, and a newly designed 16" wheel for all cars except the STI-RA and STI-R.

STi Version VI

The STI Version VI aerodynamics and lightness level up. The 2-door coupe has rear quarter glass has been adjusted and the cross-sectional shape of the STI sedan and coupe has been changed to reduce the buoyancy of the rear. Overall looks have been improved, including newly adopted 6 spoke aluminum wheels.