





*Driving more pleasant,
safer and farther than ever before*

SVX
SUBARU

*Attractive cars are commonplace enough.
Gutsy, robust vehicles can also be found.
But when was there ever a car like the SVX,
the luxury high-performance coupe
built for effortless performance and endurance,
even under the worst road and weather conditions?
Beauty, strength, and flawless functionality
have never been so perfectly fused as in this car.*

For those who love to drive



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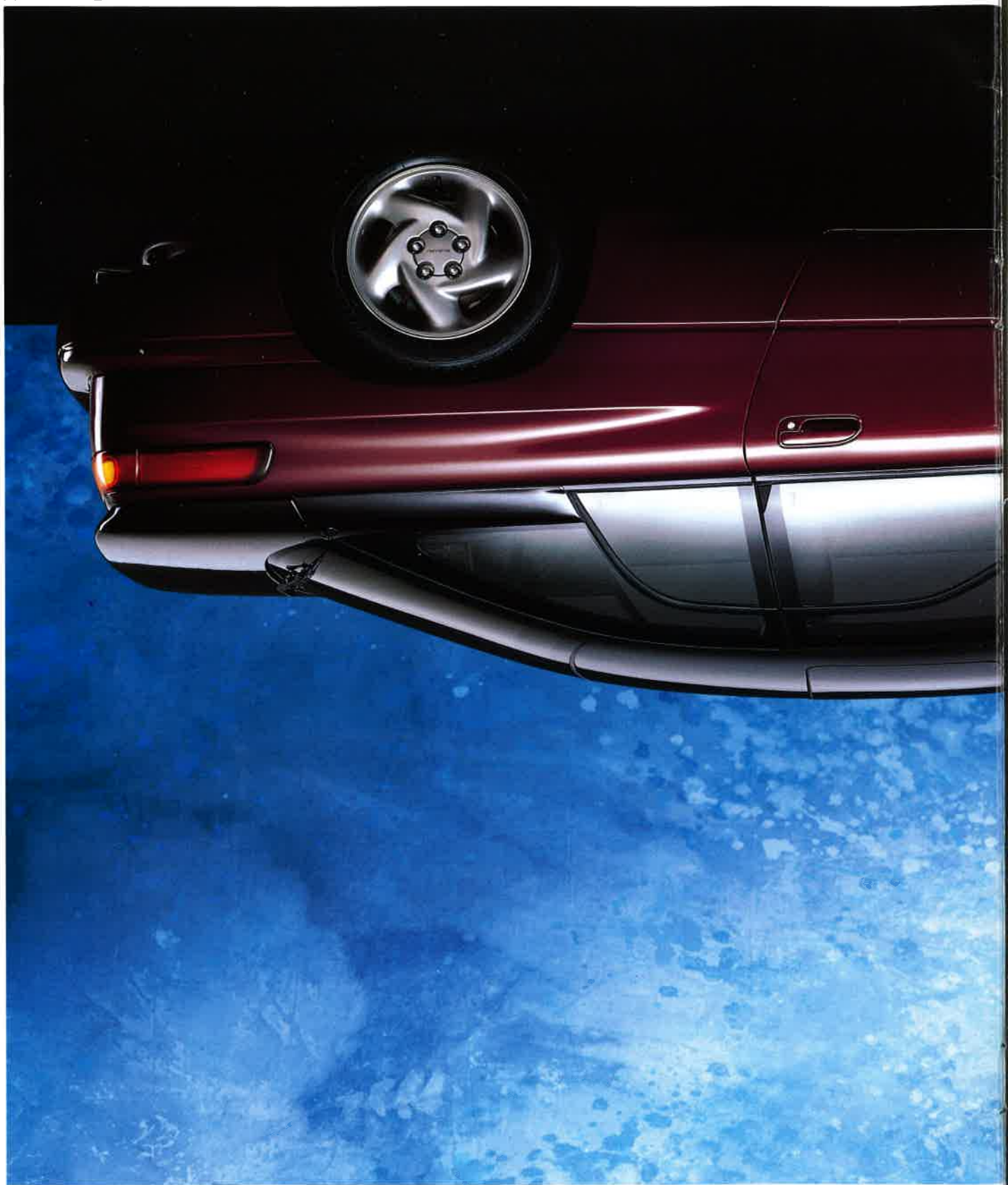


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What do you love most about the SVX?
Stunning design and luxurious comfort?
Sheer power and responsive handling?
Advanced safety features and reliable construction?
The pure pleasure of driving that grows with every road you travel?





*SUBARU SVX — the car history has waited for.
The climax of a century of car design,
the SVX realizes every car driver's dreams.
With a bold, idealistic vision for the future,
it's the perfect vehicle for a new era of driving.*





Leather package option is available only with sunroof option.



The dynamic SVX concept is strikingly expressed in a full-function cockpit that's ergonomically designed for comfort on even the longest journeys. Eight-way power seats and the tilt/telescopic steering column allow precise adjustments for any driver and any driving position. The large speedometer and tachometer feature display light patterns offering a mix of direct and translucent illumination to facilitate reading and diminish eye strain. Control knobs, orthodox multi-use levers and air conditioning controls are all located for direct access and easy operation while driving.





Beneath the distinctive round canopy is ample space for two adults in both the front and the rear seats. The overall interior design complements the low-gravity round shape and ensures excellent comfort even during extended high-speed cruising. The interior trim and seats are finished in soft, luxurious Ecsaine®* material, giving a bright, cheerful ambience. High-grade, smooth leather seating, with an electric sunroof is available as an option. There is also a convenient folding rear seat to increase boot space.

* Ecsaine® is a registered trademark of Toray Industries, Inc. It is called "ALCANTALA" in Europe.

Leather package option is available only with sunroof option.



Ecsaine® seats





*Great cars come from creative minds.
The SVX is a dream come true,
with beauty, innovation, and
quality construction throughout.
It gets better the more you drive it.*

◆ Aerodynamic design with a 0.29



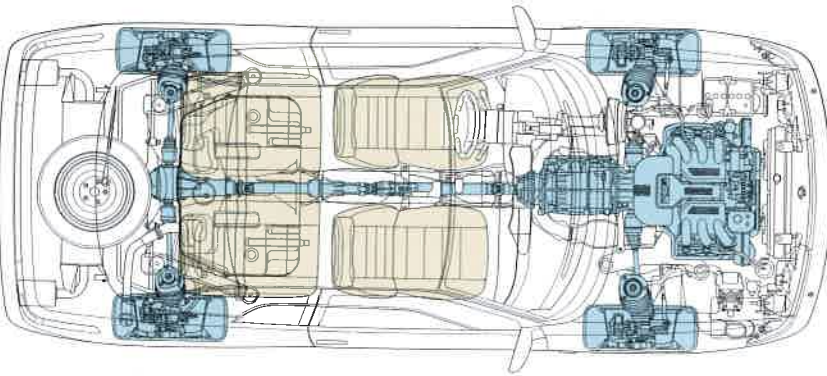
erodynamics for a grand tourer are not merely a step in increasing maximum vehicle speed, but an indispensable element in improving fuel consumption and quietness. The flush surfaces of the SVX's round canopy and front and rear ends, its front mask and headlights integrated with the body surface, integrated front fender mirrors, aerodynamic wheels and other exterior features are all based on the excellent aerodynamics of a low, wedge-shaped form. The result is the Subaru SVX's CD value of 0.29 — a high point in advanced aerodynamic management.

◆ Glass-to-glass round canopy

The jet aircraft-type glass canopy (the glass is nearly continuous all the way round) is unique in appearance and eminently practical in function. To optimise the peripheral "greenhouse" aerodynamics, three-dimensional curved glass has been installed on all three sides — in the front, side and rear windows. Except for the roof, the entire canopy is a glass-to-glass structure, making a complete greenhouse supported by hidden pillars (pillars unexposed to the cabin's exterior).

◆ Spacious cabin

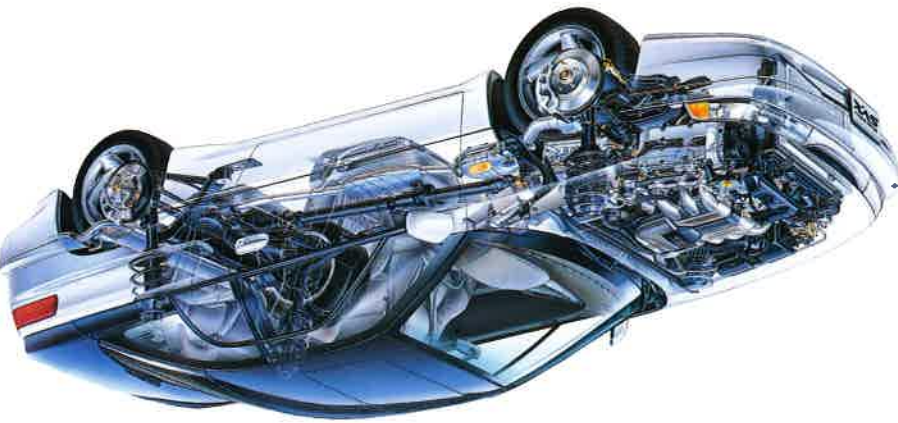
Long journeys are where comfort really counts — and the SVX cabin provides the driver and passengers with an interior space that's intimate and luxurious over the longest distances. Special features to maximise space in the rear, allowing two adults to travel in comfort, include such innovative design ideas as the installation of a resin-molded fuel tank. The interior is finished in soft Escaine®, a material that's cheerful, durable and extremely comfortable. The boot is unusually capacious for this class of car, and the folding rear seat creates extra through space to allow loading of long items like skis or fishing rods. In every way, it's easy to see that the SVX is a car that's made to go the distance.



The SVX cabin is designed with sufficient space for four adults to enjoy long-distance touring in comfort.

Meanwhile, beneath that beautiful exterior, there's a tough, dynamic, horizontally-oriented six cylinder engine and VTD-4WD* mechanism to provide a natural drive feeling and a high level of safety — a classic expression of Subaru technology at its best.

* Variable Torque Distribution (=VTD)-4WD





◆ Highly rigid body

key element in achieving this exceptional form without sacrificing running quality and comfort was the incorporation of a highly rigid body. A large cross-section member was included to help reduce vibration during high speed cruising while retaining excellent rigidity and ample rear seat space. The result? Quiet, steady performance that's both smooth and relaxing.

◆ Long life

Double-sided galvanized metal sheets have been used for most of the body construction, while resin-molded parts are extensively used on the car's exterior, a combination designed for long-term durability. The integrated, resin-molded boot lid also helped to achieve a complex form, impossible in metal molding, which significantly improves the aerodynamics of the car's rear area.

◆ Strut-type suspension with sub-frame

The tough SVX sub-frame contributes to overall rigidity, reduces vibration and noise, and ensures more natural handling.

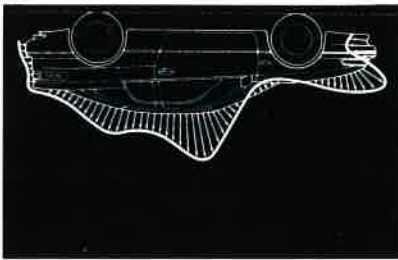
◆ Resin-molded fuel tank

The use of a resin-molded fuel tank allows greater interior space, improved rust protection and less weight.

◆ Safety mechanism

The SVX's newly-developed VTD-4WD exemplifies Subaru's long-term commitment to active safety, further enhanced by a computer-controlled linkage between the VTD-4WD and the electronically-controlled ABS. Passive safety has been additionally improved by the use of shock-absorbent body characteristics, the 5 mph bumper, steel beams installed inside the doors, and many other significant safety features to protect the passengers in the event of a collision.

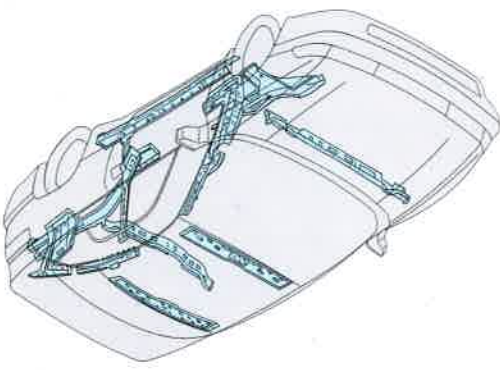
Aerodynamics analysis chart



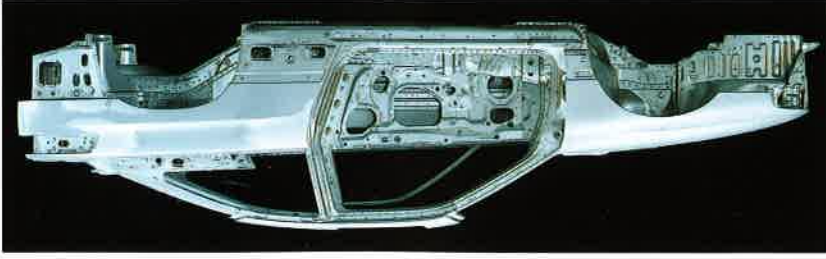
Resin-molded fuel tank

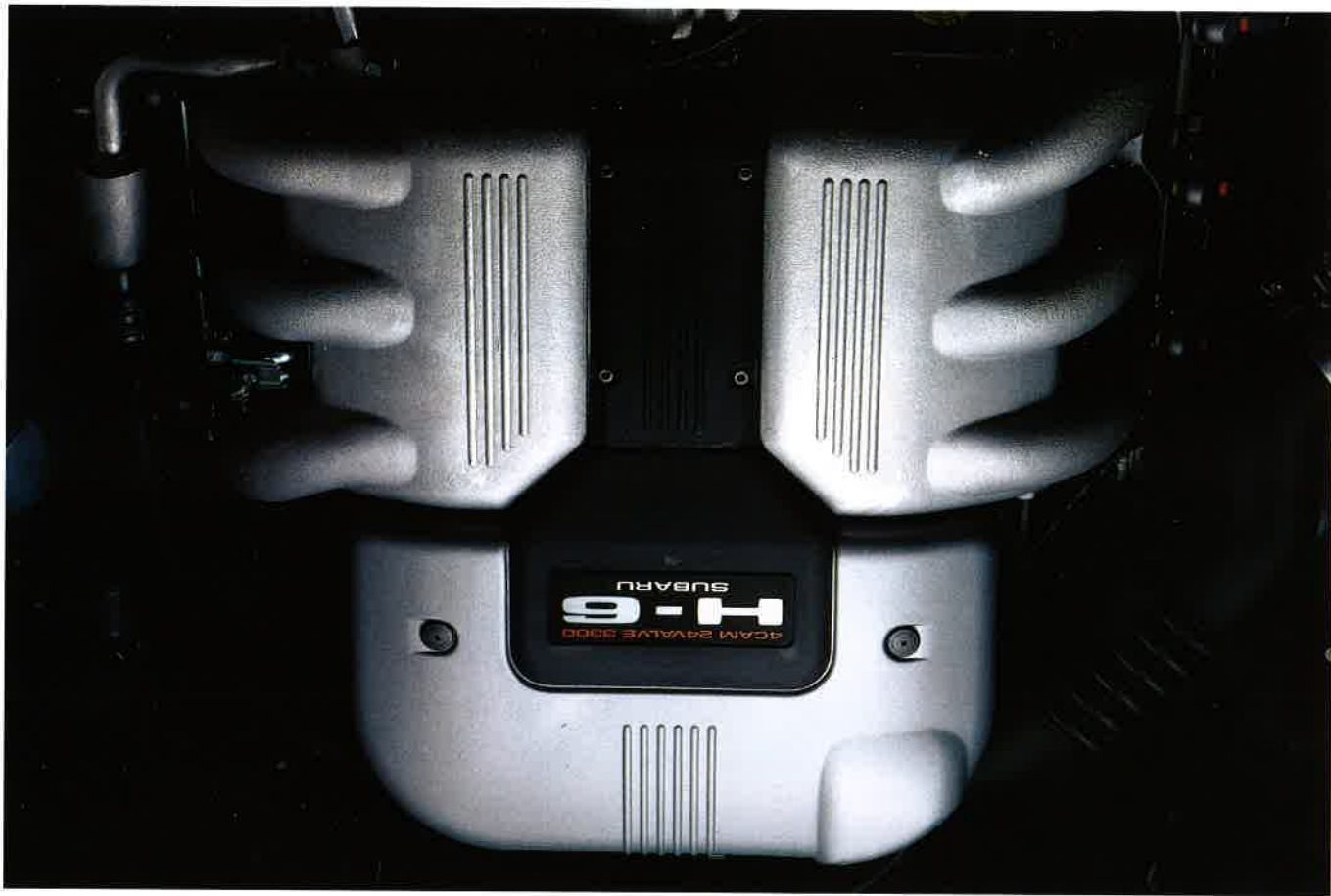


The SVX body is a monocoque structure in which the main body and the cross member's primary cross section are joined together to form a single large cross section. This configuration preserves a wide viewing area while maintaining the upper-body rigidity needed by the glass-to-glass round canopy. The upper body structure, a potential source of interior noise, has been strengthened to suppress vibration by making a closed cross section of the front and roof rails. The body is mainly constructed of double-sided galvanized metal sheets for optimum rust protection.



Strong body construction





The engine is constructed of an aluminium alloy for lower weight. To further improve the inherent

◆ Highly rigid, all-aluminium alloy engine

The ideal power unit for the heart of a grand tourer, the mechanisms and overall high performance make it low rev range, the EG33's flexibility, fine-tuned acceleration via abundant torque produced from a 4800 rpm (31.5 kg-m/4800 rpm). Offering refined 5600 rpm) and a maximum torque of 309 Nm/maximum output of 169 KW/5600 rpm (230 ps/a supercharger-equipped engine.) The EG33 has a low revs (a feeling which cannot be appreciated in and the need for linear, high-torque power even at acceleration response required in a grand tourer, was made in consideration of the linear



◆ Natural aspiration selection

he EG33 aspires naturally, without the use of superchargers such as are featured on turbo engines. This choice

rigidity of the horizontally-opposed engine layout, the basic wall thickness was increased and a seven-bearing crankshaft was used. A cylinder block with integrated fly-wheel housing and a curved crankcase and AT housing creating high rigidity in the whole powertrain were among our designers' priorities.

◆ 4-cam, 24-valve system

For high-efficiency heat transference, the cylinder heads are made of an aluminium alloy. A centre plug-type pentroof combustion chamber has been used and each cylinder has two intake and two exhaust valves, making a 24-valve system. The left-right bank exhaust cam shafts are driven via a single, cogged timing belt and the intake cam shafts via a zero-backlash gear. Since the timing belt also drives the water pump mid-way through, it was possible to make the engine shorter and the head more compact.

R

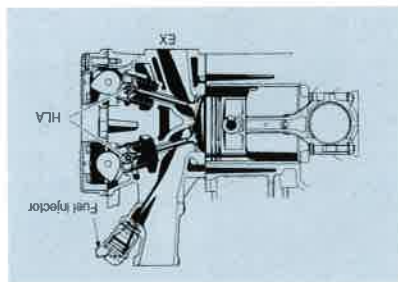
◆ 32 degree valve angle for efficient combustion
Recognising the importance of efficient combustion in maintaining low fuel consumption, Subaru's engineers narrowed the valve angle to 32 degrees, making the pentroof combustion chamber even more compact for high compression. Horizontally-opposed engines can have a large cylinder bore size and a larger valve surface area, so setting a large valve in a small combustion chamber presents no difficulty. This narrow, 32-degree valve angle enables the SVX engine to deliver not only low fuel consumption but also high power and more sporty performance.

◆ Inertia resonance induction system
To optimise output and response from this naturally-aspirated engine, there are twin throttle links, dedicated to each bank (right and left) of cylinders. An inertia resonance induction system has been installed to adapt air flow motion to the engine revs, producing a significant improvement in torque throughout the rev range. This in turn enhances the engine's charging efficiency. The exhaust system features dual exhaust pipes of equal length, improving exhaust efficiency for higher output and producing a sporty, high-tuned exhaust note.

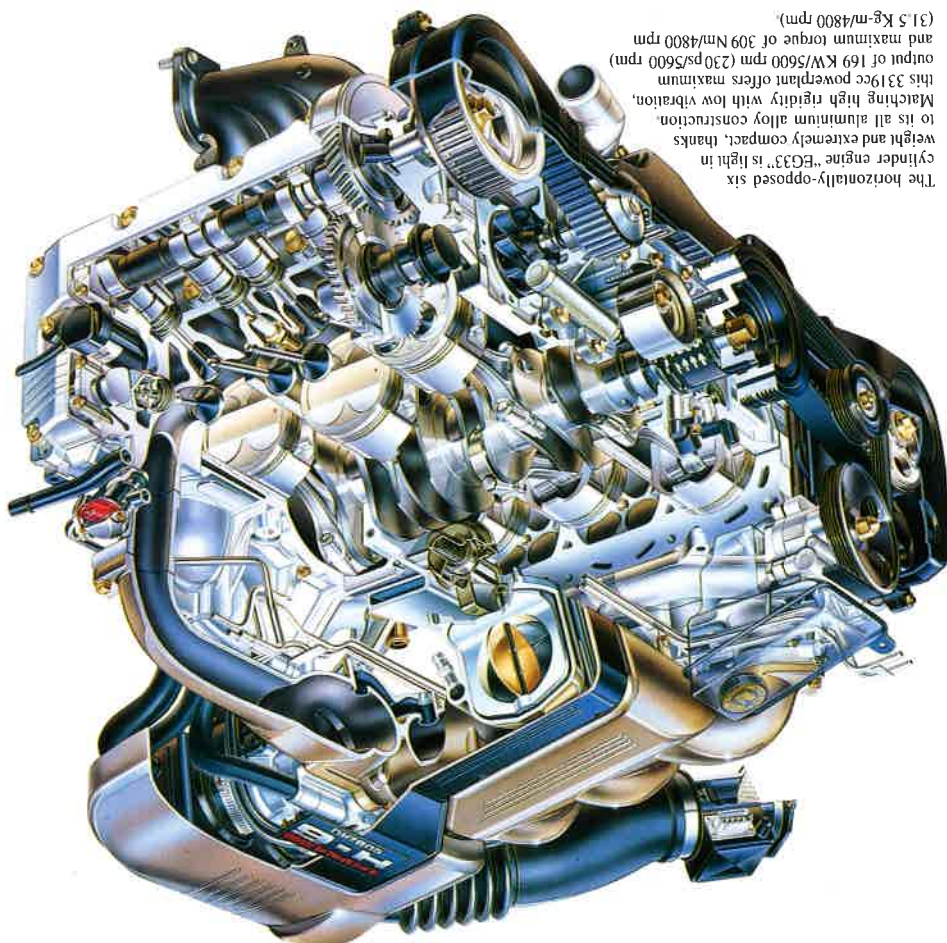
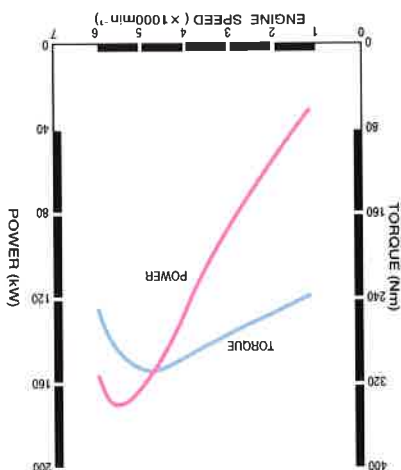
◆ Crankshaft with seven main bearings
The forged crankshaft's main shaft is supported by seven bearings to enhance its strength and rigidity. The crank pins are distributed at even intervals of 60 degrees, with a 1-6-3-2-5-4 horizontally reciprocal, 120-degree evenly spaced firing order. Because of this, engine vibration is extremely low, which results in smoother revs.

◆ Zero-backlash gear
The cam gears use sub-gears on the intake side. The zero-backlash cam gear makes the gear's backlash zero and greatly reduces noise. Little friction in the valve drive system is obtained and a direct push system has been used to improve low and intermediate speed torque.

◆ Features to improve quietness, durability and reliability
The idling rev control with ISC (Idle Speed Control) valve, the low-noise timing belt and super strong gear profile are just three examples of the quality inherent in every detail of the SVX.



The horizontally-opposed six cylinder engine "EG33" is high in weight and extremely compact, thanks to its all aluminium alloy construction. Matching high rigidity with low vibration, this 3319cc powerplant offers maximum output of 169 kW/5600 rpm (230 ps/5600 rpm) and maximum torque of 309 Nm/4800 rpm (31.5 Kg-m/4800 rpm).



When cruising at speed over long distances, it's preferable to let the car do as much of the work as possible. To this end, and to make the driving experience truly relaxing, Subaru makes extensive use of electronic controls — while also taking into account the importance of a natural "drive feel."

◆ **Electronically-controlled seven-position, four-speed fully automatic E-4AT**

An important factor in stress-free long-distance touring is smooth automatic shifting that matches the high quality linear response of a naturally aspirated engine. With quick kick down and quick acceleration for sporty driving, this electronically-controlled system offers accurate control, refined operation and obedient response to the driver's will. The on-board computer provides optimum control of shifting, timing, engine brake and lock-up, and at the same time provides engine-related control to reduce shock when shifting — all according to specific driving conditions such as throttle opening and vehicle speed. Power mode" is activated (according to the rate at which the accelerator is depressed), while "manual" mode makes it much easier to start the car under low "mu" conditions.

◆ **VTD-4WD system**

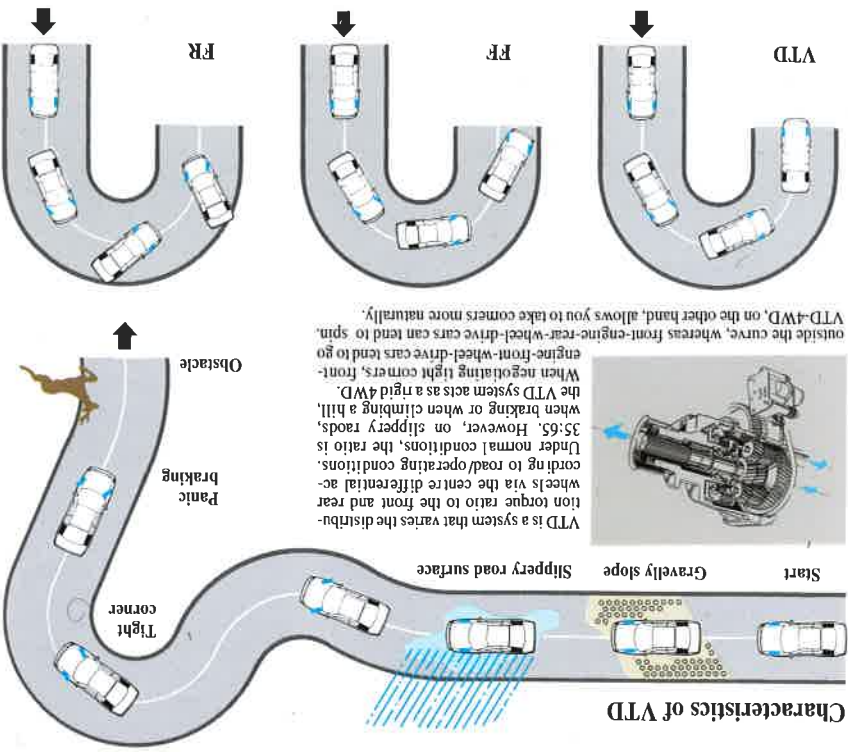
The myth that 4WD confers high stability at the expense of sporty handling has now been comprehensively refuted. Having demonstrated handling excellence with the Legacy, Subaru has now refined the system even further to achieve the sporty handling that distinguishes the SVX. The system is known as "VTD-4WD" (electronically-controlled 4WD with variable torque distribution, or VTD). As its name implies, VTD refers to the varying distribution ratio which makes the torque distributed by the centre differential 35% to the front wheels and 65% to the rear wheels. The result when cornering is a level of handling comparable to that of a rear wheel driven car. However, when tyre grip balance is lost, there is an immediate response from the computer to the LSD, which changes it in the manner of a rigid 4WD. In other words, the driver experiences sporty handling as long as the tyre is holding; but as soon as grip is

lost, the VTD-4WD system reacts like a conventional 4WD for maximum stability. ◆ **Composite planetary gear system centre differential and viscous LSD**

A newly-developed composite planetary gear system without a starter ring is used for the centre differential for the VTD. Compared to a conventional diff with a starter ring, it is light and compact and does not place any limits on the torque distribution ratio. The rear diff is equipped with a viscous LSD: when one rear tyre slips, the viscous LSD distributes the optimum driving force to the other tyre, enhancing initial acceleration performance and driving stability on slippery road surfaces.

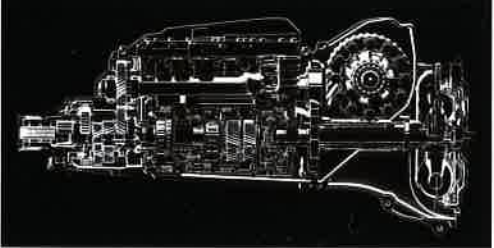


Characteristics of VTD



VTD is a system that varies the distribution torque ratio to the front and rear wheels via the centre differential according to road/operating conditions. Under normal conditions, the ratio is 35:65. However, on slippery roads, when braking or when climbing a hill, the VTD system acts as a rigid 4WD. When negotiating tight corners, front-engine-front-wheel-drive cars tend to go outside the curve, whereas front-engine-rear-wheel-drive cars can tend to spin. VTD-4WD, on the other hand, allows you to take corners more naturally.

E-4AT 4WD



Rear viscous LSD



7 position AT selector





◆ Suspension

The SVX suspension system is tuned to provide handling that's sharp yet free from tension. In front, there's a strut-type system using lower A-arms which offer high lateral rigidity and maintain sufficient wheel stroke. The lower arms, steering gear box and engine mounts are supported by a highly rigid sub-frame for maintaining lateral rigidity while reducing vibration. The rear suspension is a dual-link strut-type system consisting of a trailing link and two horizontally parallel lateral links. The control links and the rear diff are also supported by the car's rigid sub-frame.

◆ Four wheel ventilated disc brakes*

Newly-developed 16-inch ventilated disc brakes with a pair of dual-piston floating calipers have been installed in the front of the SVX. Ventilated disc brakes are also featured in the rear system*, which is designed as a drum-in-disc configuration. The drum brakes are used for parking.

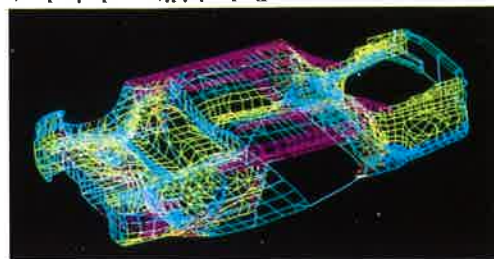
ing.

*In certain areas, non-ventilated disc brakes are fitted in the rear.

◆ 4-sensor, 4-channel ABS

To match the high performance of the SVX's 4WD drive system, Subaru has installed a four-sensor, four-channel ABS that acts to prevent wheel lock in the event of sudden braking at high speed or on slippery roads — helping to maintain excellent braking stability and steering control. Each wheel is equipped with its own speed sensor and control valve. The data obtained from each wheel is processed by the computer, which then issues independent control instructions for the front, and rear wheels simultaneously. At the same time, control is exercised over the E-4AT and VTD-4WD systems. When the ABS is activated, torque is distributed to maintain an optimum balance between the front and rear wheels, ensuring running stability even in low "mu" conditions such as an ice-covered road.

Body rigidity analysis chart



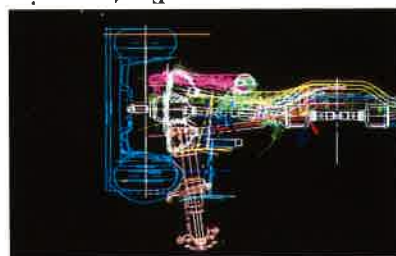
16in. aluminum alloy wheel



Front disc brake



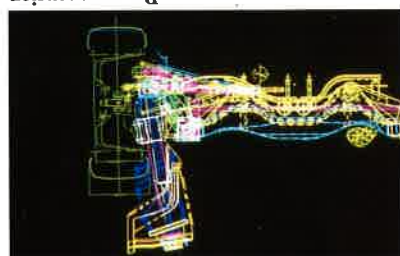
Front suspension



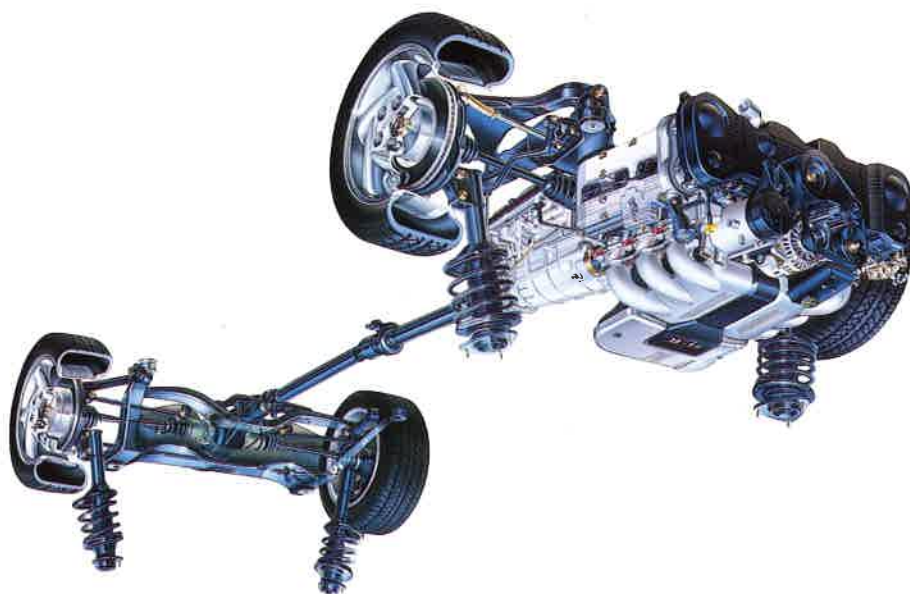
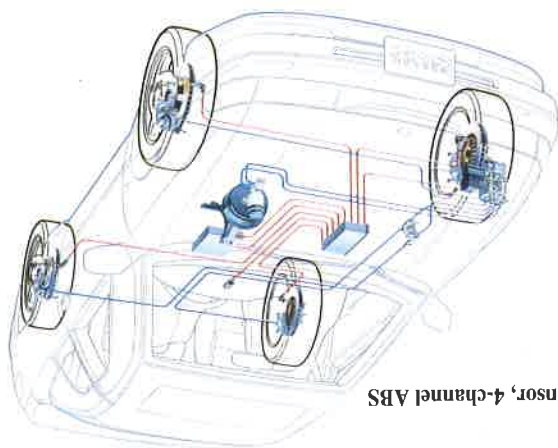
Rear disc brake *



Rear suspension



4-sensor, 4-channel ABS



Standard features

◆ Tilt and telescopic steering column

The steering column's tilt and telescopic functions make it possible to obtain the most comfortable position for any driver and also facilitate getting in and out of the car. A built-in memory feature allows one-touch adjustment for quick re-selection of your chosen position. The telescopic function has a non-incremental adjustment range of 30mm.

◆ Cruise control

A simple switch operation to maintain consistent cruising speed without pressing the accelerator.

◆ Fully automatic air conditioner

Temperature and blow speed are set by the computer for comfortable automatic climate control. The cabin interior temperature can be controlled in 0.5-degree increments, and there is also an outside temperature indicator.

◆ Front and rear cabin lamps (with OFF delay)

The front and rear cabin lamps have an "off" delay function, as do the ignition lock lights and the foot lamps. In addition, there are spot lamps for map-reading in the front, and door entry lamps.

◆ Boot

The capacious boot gives ample cargo space for grand touring. The rear seat backrest folds down to add through space to the boot, allowing even long articles such as skis to be loaded.

◆ Ecsaine® seats

Standard seat material on the SVX is Ecsaine®, the same as for the interior trim. Ecsaine® combines a feeling of softness and comfort with a choice of bright and cheerful colours. The front seat has a high support system to combat fatigue when travelling for extended periods. The driver's seat has lumbar support adjustment, eight-way power seat slides, forward and backward tilting and also a reclining capability.

◆ Projector headlamps

Projector headlamps are installed to provide a longer, wider field of vision.

◆ Intermittent windshield wiper

Both the front and rear windshield wipers can operate intermittently. The front wiper has a "winter" position to prevent it from being buried by snow. There is also an OFF timer function for the rear window defogger.

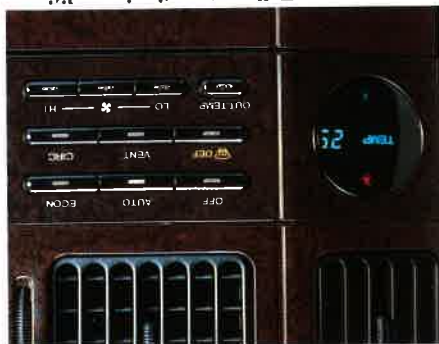
◆ Power windows

The side windows and rear quarter windows are power-operated.

Ecsaine® seats



Fully automatic air conditioner



Cruise control



Tilt and telescopic steering column



Front and rear cabin lamps (with OFF delay)



Rear windscreen wiper



Power windows



Front windshield wiper



Projector headlamps



Optional features



Electric sunroof and tilt up
The car's external opening design doesn't sacrifice interior headroom. Tilt up and sliding back is a smooth, one-touch operation. As an additional safety feature, the roof pauses during closing, 150mm before closing is completed.



Leather package

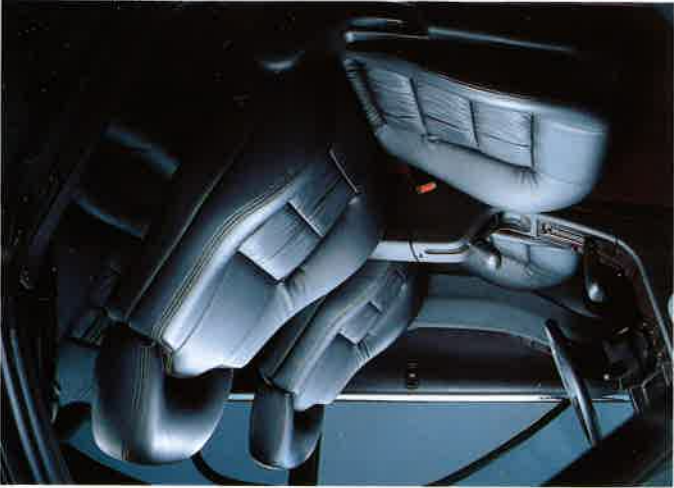
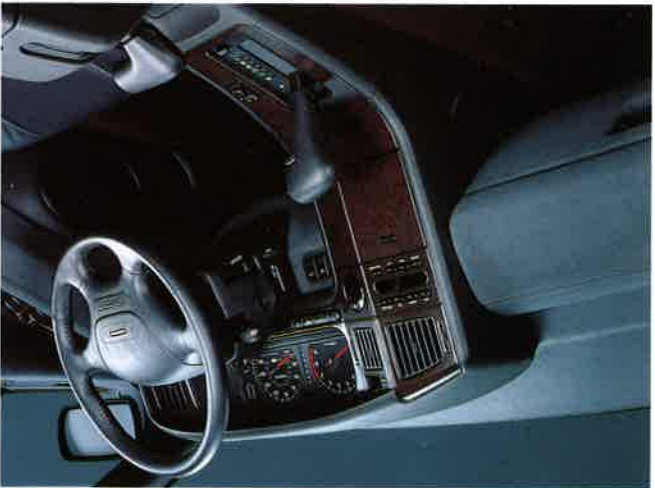
High-grade, smooth leather is available for the seats, the AT select lever and the steering wheel for that special touch of long-distance touring luxury.
(Available only with sunroof option)

Combination of options may vary depending on the area. Please ask your dealer for available combination.





R.H.D. model (European model)



Leather package (option)

STANDARD AND OPTIONAL FEATURES

Item		Model	
Comfort & Convenience	ABS	●	2-DOOR COUPE
	LSD	●	4WD
	Fully automatic air conditioner	●	4AT
	Audio system	1	
	Speakers (2 x Front, 2 x Rear)	●	
	Boot-through (with key)	●	
	Boot opener	●	
	Vanity mirror (with light on both sides)	●	
	Step lamp (both sides)	●	
	Power steering	●	
	Tilt and telescopic steering	●	
	Power window	●	
	Head lamp levelling	1	
	Leather package (seat, steering wheel, AT select lever)	2 OP	
Exterior	Sunroof	3 OP	
	Cruise control	●	
	Illumination control	●	
	Room lamp (with off delay system)	●	
	Spot lamp	●	
	Boot lamp	●	
	Central door locking system	●	
	Door key light	●	
	Power seat	●	
	Front seat heater	1	
	Front seat belts (3 point ELR x 2)	●	
	Rear seat belts (3 point ELR x 2)	●	
	Front wiper with snow position	●	
	Rear wiper with intermittent	●	
	Aluminium alloy wheel	●	
	Head lamp (projector type)	●	
	Head lamp washer	1	
	Rear fog lamp	1	

*1: The equipment is available only in certain markets. *2: Available only with sunroof option. *3: Sunroof option: only available with leather package in some areas.

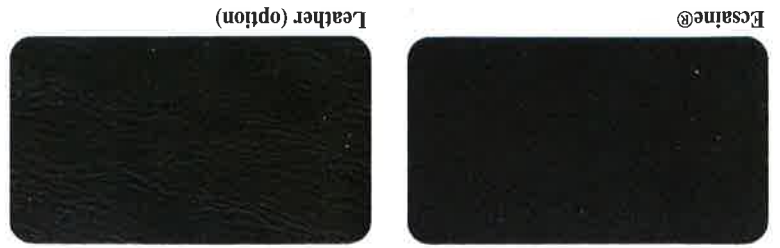
Fuji Heavy Industries Ltd. reserves the right to alter specifications and requirements. Please inquire at your local dealer for any such changes that might be required for your area.

SPECIFICATIONS

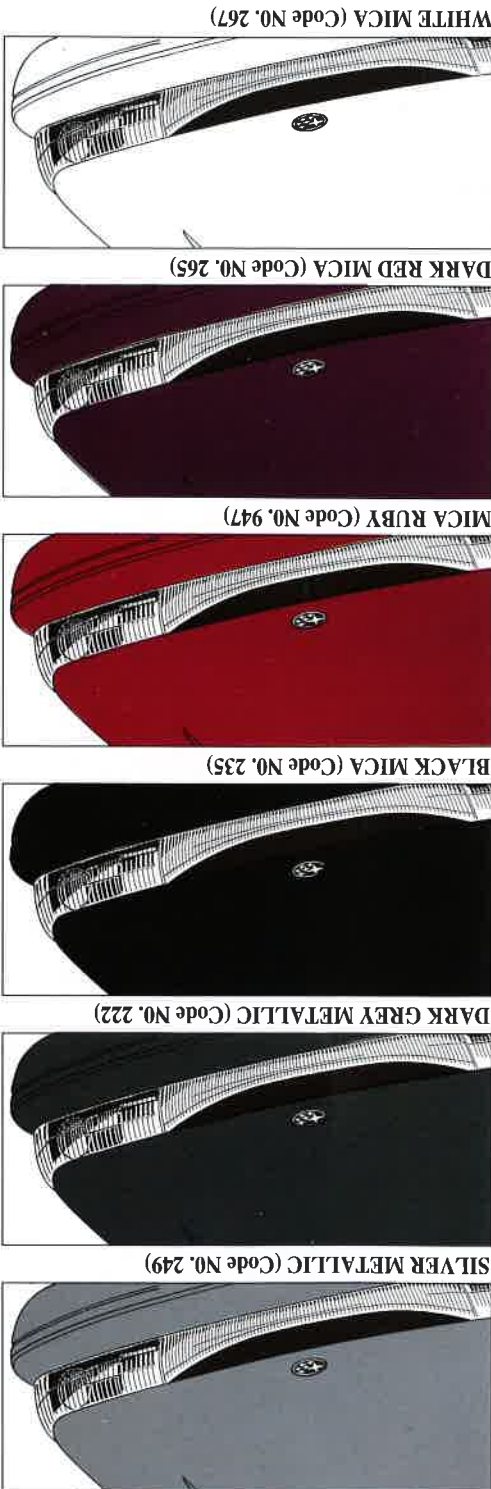
Item	Model									
DIMENSIONS & WEIGHT	Overall length	mm (in)	4,625 (182.1)	1,770 (69.7)	1,300 (51.2)	2,610 (102.8)	mm (in)	1,500 (59.1)	1,480 (58.3)	135 (5.3)
	Overall width	mm (in)	1,770 (69.7)	1,300 (51.2)	2,610 (102.8)	mm (in)	1,500 (59.1)	1,480 (58.3)	135 (5.3)	1,610 (63.5)
	Overall height	mm (in)	1,300 (51.2)	2,610 (102.8)	1,500 (59.1)	1,480 (58.3)	135 (5.3)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)
	Wheelbase	mm (in)	2,610 (102.8)	1,500 (59.1)	1,480 (58.3)	135 (5.3)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)
	Tread	mm (in)	1,480 (58.3)	135 (5.3)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)
PERFORMANCE	Minimum ground clearance	mm (in)	135 (5.3)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)	1,610 (63.5)
	Curb weight (For Europe)	kg (lb)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)	1,610 (3,550)
	Type		Horizontally opposed, liquid-cooled, 6-cylinder, 4-stroke, gasoline engine / DOHC	96.9 x 75 (3.815 x 2.95)	3,319 (202.53)	10.0	Multi-Point Fuel Injection	70 (18.5/15.4)	169 (230/5,600)	309 (31.5, 228/4,800)
	Max. speed	km/h	235	Urban	90 km/h	120 km/h	Type and capacity (V-AH)	80D26R-MF (12V-55AH)	12V-95A	Torque converter
	Battery		Electronically controlled fully-automatic, 4-forward and 1-reverse	Electronically controlled fully-automatic, 4-forward and 1-reverse	Electronically controlled fully-automatic, 4-forward and 1-reverse	Electronically controlled fully-automatic, 4-forward and 1-reverse	Transmission type	1st	2.785	1.545
TRANSAXLE	Gear ratio		1st	2.785	1.545	1.000	0.694	2.272	3.700	3.700
	Final reduction gear ratio		Rev.	2.272	3.700	3.700	3.700	3.700	3.700	3.700
	Steering		Rack and Pinion	3.700	3.700	3.700	3.700	3.700	3.700	3.700
	Suspension		Front	MacPherson strut type, independent, Coil spring	MacPherson strut type, independent, Coil spring	Dual link strut type, independent, Coil spring	10.8 (35.4)	Ventilated disc brake	3. Ventilated disc brake or Disc brake	225/50ZR16
	Brakes		Front	Ventilated disc brake	Ventilated disc brake	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16
CHASSIS	Tires (Steel belted radial, Tubeless)		225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16	225/50ZR16
INTERIOR COLOURS (by seat levels)										
Leather (option)										

*1: Due to different specifications, models sold in GCC areas weigh 1,615kg. (3,560lbs.). *2: Add 15kg. (33 lbs.) for the sunroof and leather package. *3: These specifications may vary in different markets.

INTERIOR COLOURS (by seat levels)



COLOURS



Colours in the photos and illustrations may look differ slightly from the actual products due to variations in printing reproduction.



