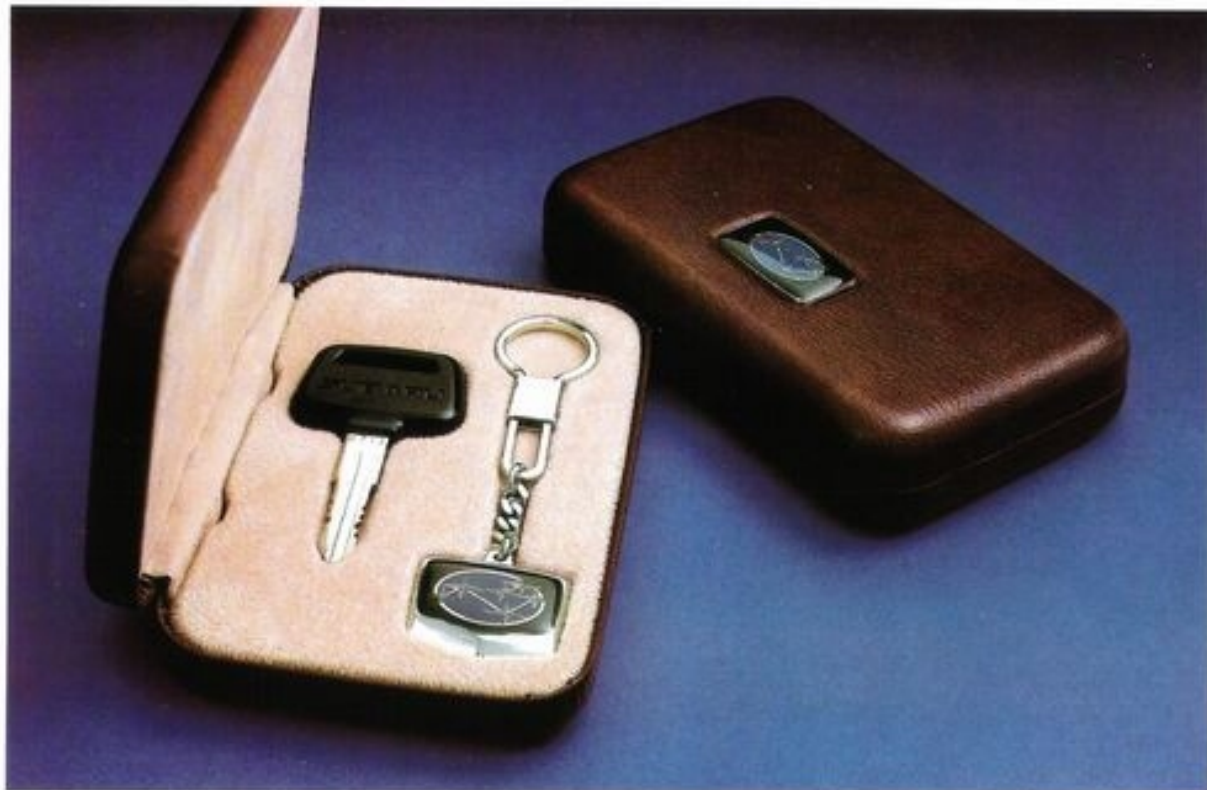


1982 SUBARU®



The Subaru Difference.



We've often noticed something special about Subaru owners. It's a certain kind of smugness, perhaps—a feeling that they're onto something their neighbors can't quite understand. Because they drive a Subaru . . . and it's different. Even when the roads are rough, and gasoline is scarce, their Subaru gets through . . . and so do they. Comfortably and safely. It's a difference not taken lightly . . . and not readily given up. So more often than not, they'll buy another Subaru. In fact, no leading import is higher than Subaru in owner loyalty.*

The Subaru difference is engineering.

In Japan, we're known as "the engineers' car."

And it's a reputation we've earned. Because unlike other automakers, we've never designed to conform—only to accomplish a goal. That's why our cars have always been unique.

The Subaru difference is the superior traction and stability of front wheel drive. Just as it has been since 1969—when the front wheel drive Subaru was introduced in America . . . and front wheel drive was still a novelty. It means a Subaru

offers exceptional traction and cornering ability, even on slippery roads.

The Subaru difference is an engine unlike any other automobile engine made. Designed expressly for front wheel drive . . . long before front wheel drive was popular. With four horizontally opposed, liquid-cooled cylinders lying flat on their sides in pairs, and facing opposite each other. So unlike the four-cylinder vertical configuration engines used by almost everyone else, a Subaru powerplant sits low over the front wheels. Reducing frontal area. And lowering the center of gravity for better handling. It's made of aluminum alloy so it heats and cools faster. And it weighs less. But most of all, the difference is in the way a Subaru engine runs. Almost free of vibration, because the opposing forces of the pistons tend to cancel each other. Producing lots of torque at low RPMs. So stresses are reduced . . . and engine life is improved.

The Subaru difference is a suspension designed for superior handling. Independent at all four wheels. With McPherson struts in front and torsion bars in back — for light weight, less bulk and exceptional compliance over virtually any road conditions. And Subaru has zero-scrub radius front suspension geometry to make the rack and pinion steering even easier. It's another Subaru difference you can feel.

The Subaru difference is a front wheel drive train with 4-wheel drive available at the driver's option—on demand—for whenever it's needed. Basically, it's a front wheel drive car. But it's the most versatile one in the world. With all the added handling features, comfort and economy you expect in a Subaru. And with an exclusive Subaru option—On Demand 4-wheel

*R. L. Polk & Co. 1990 Survey of Late Model Owners.

drive. To give you even more traction . . . whenever you need it. On Demand 4-wheel drive puts extra safety, or extra fun, right at your fingertips. For rain, sleet or snow. For wet leaves, high winds, loose gravel or sand. For a cross-country trek to your favorite picnic area. Or a dirt road ride to a remote mountain cabin. Just put in the clutch, pull the lever marked "4WD"—even while the car is in motion—and your Subaru can go where most cars can't. Unlike other 4-wheel drive vehicles, you don't have to stop a Subaru to shift into 4-wheel drive . . . in fact, you don't even have to slow down. Plus we've made certain models even more versatile with Dual Range™ four-wheel drive that delivers an additional 46% pulling power to the wheels when you want it. And with adjustable front and rear suspension height to make the rough stuff seem a whole lot smoother. It's all there . . . in a fuel efficient, front wheel drive passenger car. It makes quite a difference. It makes quite a Subaru.

The Subaru difference is starting on a hill . . . and not having to worry. Because the exclusive Subaru Hill-Holder™ engages automatically after you've braked to stop on a hill. So you can't roll backwards as long as the clutch is depressed. Check the standard equipment lists. This year it's available in more Subaru models than ever before. Your biggest worry is no longer behind you.

The Subaru difference is brakes you can rely on. The Subaru dual diagonal braking system provides its own backup in the event of a failure. Because it's actually two separate braking systems in one. Each with a front disc brake and diagonally opposed rear drum brake. Trust it to bring you to safe, sure stops.

The Subaru difference is little things. Like a thermostatically controlled, electrically driven fan that won't sap engine power unnecessarily, because it only runs when it's needed. A computer controlled electronic monitoring system that gives optimum fuel economy under any conditions . . . without sacrificing power. And a transistorized ignition system for faster, surer starts and no points or condenser to replace—further reducing maintenance costs.

The Subaru difference is simplicity. We've spent years designing and refining the best car we know how to build. And it's the only one we sell. Available in four different body styles that share the same basic components. So unlike other manufacturers, we don't have to stock parts and train service personnel to repair 5 or 6 completely different lines of cars. And that means we're likely to have what you need . . . when you need it. What's more, our cars are easy to operate and easy to maintain . . . even for the layman.

Repairs are generally simple. It's a Subaru difference that saves our customers even more.

The Subaru difference is comfort and convenience. First and foremost, Subaru was designed for people. With plenty of room for driver and passengers alike. And we've equipped our cars with many of the creature comforts and driver's aids that usually cost extra in other cars. So you get a fully equipped car . . . without the extra cost. Depending on the model you choose, you'll get features like a tilt steering wheel, plush cloth upholstery, fully reclining bucket seats and a driver's seat with adjustable lumbar support. A state-of-the-art dashboard with full instrumentation and electronic Telltale™ Graphic Monitor keeps you in closer touch with

your car. And a passenger side walk-in device makes it easier to get into the back of our two-door cars—because the back seats of a Subaru are made for people, every bit as much as the front seats. There are halogen headlamps to really light the road ahead.

And lots more. Either standard equipment, or available as an option. So you can make your Subaru a very different, and very nice place to be, indeed.

The Subaru difference is style that's not for the sake of style. Our sleek, European style body does a lot more than just look good. It houses a spacious, luxurious interior that competes with the best in style, comfort and control. It cuts wind and road noise. And actually improves gas mileage. Because the streamlined body reduces aerodynamic drag. It makes quite a difference . . . in everyone's eyes.

The Subaru difference is the Subaru price. Low. Almost unbelievably so when you consider the value.

The Subaru difference is value. Value that only starts with the purchase price. Because the minute you drive the car off the dealer's lot, a Subaru *really* starts to deliver. And over the years, as everything around you seems to get more expensive, your Subaru won't. It'll just keep on delivering . . . for a long, long time. That's why value is such an important part of our reputation. Especially in Alaska, Maine, Idaho and West Virginia, where roads are tough and gas prices high. And where Subaru is the best selling imported car.**

Look us over carefully. Test drive a new Subaru. And you, too, will begin to understand the Subaru difference.

Hardtops. More class . . . less gas.





Right for a run to the country club or a run cross country. The GLF Hardtop's deep pile carpeting and fully reclining velour bucket seats with adjustable lumbar supports on driver's side tell only part of the story. So tilt the steering wheel to a comfortable position, check the fully instrumented dash . . . and get set for pleasure. Let the front wheel drive do the work, while you take full advantage of the smooth 5-speed transmission. The rack and pinion steering and four-wheel independent suspension are remarkably precise. And the power-assist front disc brakes will bring you down from

speed as easily as the peppy 1800cc engine gets you up. You'll straighten the curves, smooth out the bumps and arrive in high style . . . on surprisingly little gas.

It's a Subaru that really communicates. But you can add to what it says with power steering, power windows, cruise control, automatic transmission, air conditioning and a pop-up removable sunroof . . . and still have a very affordable car.

Or you can have the same styling, comfort, and real economy in the 1600cc DL Hardtop. In a Subaru, beauty is more than skin deep.

Four Door Sedans. Practically luxurious.



Everything about the GL Sedan says expensive . . . except the price. Relax in the velour upholstered seats and enjoy the well controlled Subaru ride. Dips and bumps won't set you swaying. And bad roads just don't seem so bad . . . as the front wheel drive pulls you securely along.

The tilt wheel adjusts to suit you, and so does the lumbar support in the reclining driver's seat.

The fully instrumented dash panel literally glows with information. It puts everything in front of you at a glance or a touch. And you can add

extras like power steering, power windows, cruise control, air conditioning, four-speaker stereo and a pop-up removable sunroof.

But the best part comes when you start the engine, slip the car into gear, and step on the gas. You won't use very much . . . because this is a Subaru, after all. And it offers a difference—a luxury-sedan ride on an economy car's budget.

The DL sedan is just as comfortable. And with its 1600cc engine it's even more economical.

A Subaru Four Door Sedan doesn't look like a bargain . . . it only costs like one.





Hatchbacks. The all-around performer that won't pump you dry.





It's all here. Comfort, convenience, performance, handling and room to spare. Plus economy unmatched by any car in the Subaru line.

The STD Hatchback is the lowest priced Subaru you can buy. It's hard to believe you can get a new car for its price . . . let alone one with all the performance of a Subaru.

In the DL, you get a 5-speed transmission plus a full complement of comfort and convenience features.

And the GL Hatchback offers some very special Subaru features. Like a rear compartment security shelf to keep your valuables safely out of view. A luxurious interior. A tilt steering wheel. And more.

Fold the split rear seats down in our GL hatchback, and you've got room for just about anything. Flip them up and you can seat four . . . and still have plenty of space for parcels. But best, perhaps, is how it goes a long way between gas pumps. A Subaru Hatchback *really* makes a difference.



Station Wagons. Surefooted comfort in our most versatile family car.



When you've got more to move, there's no better way to move it than in a Subaru Wagon. And you don't have to sacrifice comfort or economy for the sake of space. Because the GL Wagon has it all.

Luxurious upholstery. A tilt steering wheel. And fully reclining bucket seats with adjustable lumbar support on the driver's side. In back there's an adult sized bench that folds down to expand the fully carpeted cargo area when you've got more packages than passengers.

And this year we've added a retractable security cover to protect it all.

In front of the driver is a fully instrumented dash panel. And with our optional power package you'll get power steering, power windows and cruise control.

Outside there are new halogen headlamps to throw more light on the road ahead. Plus a rear window wiper and washer so you can see what's behind you.

And our exclusive Hill-Holder™ is standard equipment on all manual transmission wagons.

We don't think you'll find more wagon for the money, anywhere . . . and our lower priced DL model is even more economical.





On Demand 4-Wheel Drive Hatchback. Our most economical all-around passenger car.



Here's a sporty yet very thrifty front wheel drive car . . . with a remarkable difference. It's our lowest priced car with the driver's option of On Demand 4-wheel drive. A Subaru 4WD Hatchback can get you where you want to go for a lot less. And it gives up nothing in comfort, convenience, performance or good looks — on or off the road.

The GL 4WD Hatchback has all the good things you expect in a Subaru GL. Like a fully instrumented dash panel, cloth covered reclining bucket seats, halogen headlamps, and our exclusive Hill-Holder™. Plus you get 1800cc's of

high torque power, and an extra measure of safety with our On Demand 4WD Dual Range™ transmission. Step on the clutch, pull the lever on the console into 4-wheel drive Hi range—even while you're moving—and you can handle almost any condition, road or no road. Pull again, and you can *really* feel the Subaru difference. Because now you're in 4WD Lo range—with 46% more pulling power at the wheels. There isn't much that can stop you now.

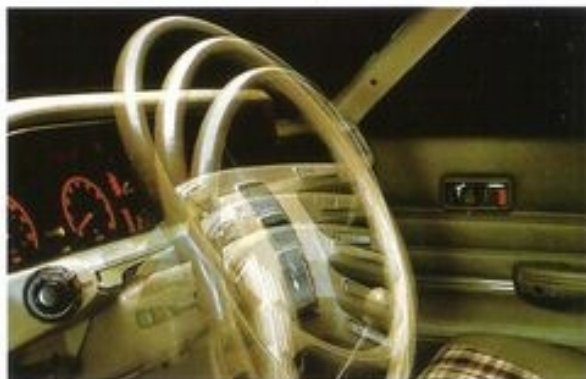
It'll be hard to find more utility, or more comfort, anywhere . . . especially at a Subaru price.





On Demand 4-Wheel Drive Station Wagons. Safety and comfort that goes anywhere.





A sensibly sized car you can depend on to move your family smoothly and safely down the road . . . even when other cars can't. Because it's full time front wheel drive, first. And On Demand 4-wheel drive when you need it. So this tough Subaru wagon keeps on going. Through heavy snow storms. Through drifting sand. Even after the road ends.

The GL offers adjustable front and rear suspension for extra ground clearance . . . plus our exclusive On Demand 4-wheel drive Dual Range™ transmission. Step on the clutch, pull the lever on the console into 4WD Hi range, and

you've got 4-wheel drive traction. Pull again, and you're in 4WD Lo range—with 46% more pulling power. The wide mud-and-snow radials bite hard.

At night, halogen headlamps will light your way. And for off-road driving, there's an extra halogen driving lamp hiding under our emblem. It's a Subaru difference that really shines.

Or consider the DL 4WD Wagon. It offers many of the GL's features, but at a lower price.

And a Subaru gives you the highest gas mileage rating of any four-wheel drive vehicle you can buy. So you can go wherever you want to go . . . in comfort and style . . . for less.

The Panels. They glow with information.





GL/GLF Dashboard

A Subaru communicates. Instantly. Everything you need is directly in front of you. A full set of gauges, warning lights, and all the controls are available at a glance or a touch. Day or night. So your eyes needn't move far from the road, nor your hands far from the wheel. But that's not all.

Our exclusive Telltale™ Graphic Monitor is standard equipment on 1982 Subaru models.* It tells you everything you'd want to know. If your brake fluid is low, for instance. If a door is ajar. And more.

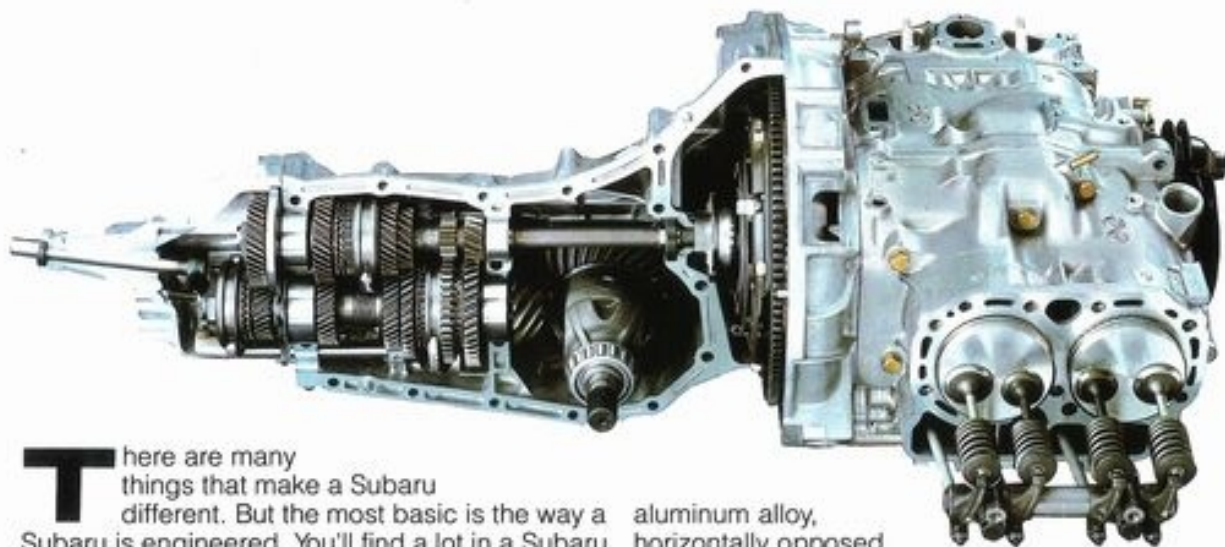
Instantly. Because that's when you should know.



DL Dashboard

*Not available on Standard Hatchback model.

Underneath. In Japan, we're known as "the engineers' car."



There are many things that make a Subaru different. But the most basic is the way a Subaru is engineered. You'll find a lot in a Subaru that you may not find in other cars.

Consider the way a Subaru is built. Special Monocoque all welded body construction helps eliminate squeaks and rattles that are all too familiar in conventionally built cars. And each body unit is completely dip-treated to guard against rust and help keep your Subaru looking better, longer.

The purposefully unusual engine. Unlike most other automobile engines made today, it's an

aluminum alloy, horizontally opposed four-cylinder. The cylinders are in pairs, facing opposite each other and lying flat. So the engine sits very low and forward—improving stability and handling, and allowing a lower hoodline for better aerodynamics.

The opposed cylinder design has the inherent advantage of reducing vibration. So you can get a comfortable ride . . . and longer engine life. And a Subaru engine produces lots of torque at low speeds. So unlike most of the new four-cylinder engines being made for today's

cars, ours will pull you smoothly around the corners and over the hills. Because you don't have to get it screaming to get power.

But that doesn't mean a Subaru is slow. In fact, it can really hustle when it has to. And it can cruise comfortably and quietly all day long . . . on remarkably little gas.

It does mean, however, that a Subaru engine is subject to less wear and tear. So it runs cooler . . . and lasts longer.

The Subaru dual diagonal braking system. It's designed to provide its own emergency back-up, because it's actually two separate braking systems. Each with a power assist front disc brake, a rear drum brake . . . for safe, sure stops.





The precise, rack and pinion steering.

Combined with McPherson Strut front suspension and zero-scrub radius geometry. It's considered the optimum configuration for precise handling and easier, more responsive steering in a front wheel drive car. And it makes a Subaru difference you can feel.

The electronic computer control system. It's an extraordinary device that continuously monitors all of the engine's major operating conditions, and adjusts the carburetor's air/fuel ratio 40 times a second. Improving at once, driveability, fuel economy and horsepower. And it works so well that the basic system meets even California's tough emission standards.

The exclusive Subaru Hill-Holder™. A forward-thinking Subaru difference . . . that doesn't ignore the problems behind you. Because it prevents a *manual transmission* Subaru from rolling backwards after you've braked to a stop on a hill. Here's how it works. When you want to come to a stop on an incline, depress the clutch and apply the brakes in the usual fashion.

After stopping, you can take your foot off the brake and not roll backwards as long as the clutch remains fully depressed.

To proceed, just start up in the usual way . . . the Hill-Holder™ prevents your rolling backwards.

It eliminates the need to simultaneously work the clutch, brake and accelerator pedals when starting up.

The Hill-Holder™ releases the brakes the instant the clutch is engaged. It's a neat solution to an old problem.

No drifting back. No white knuckles. No sweat. And for 1982, it's standard equipment on many of our models.

Behind it all: the exceptional Subaru Warranty.

12 months, no mileage limit. It's another example of the Subaru difference. Your new 1982 Subaru is under warranty for an entire year—no matter how many miles you drive it. So, for the first 12 months, if defects in material or workmanship should cause a problem with the car or any genuine Subaru option or accessory, your dealer will repair the defect at no charge. That means fewer worries and fewer expenses. Excluded, of course, are things like normal wear and tear, maintenance items, defects or damage caused by road hazards or commercial use, and other exclusions. Ask your Subaru salesperson for further details.

Those are only some of the reasons a Subaru seems to work as well as it does.



*Available on certain manual transmission models only.

Standard Features. You get more in a Subaru.



AM or AM/FM Radio



Telltale Graphic Monitor



Tachometer



Quartz digital clock

Most of the things people want in a car today are already included in a Subaru. Even items that are optional in many makes, are standard in ours. It depends on the model you choose.

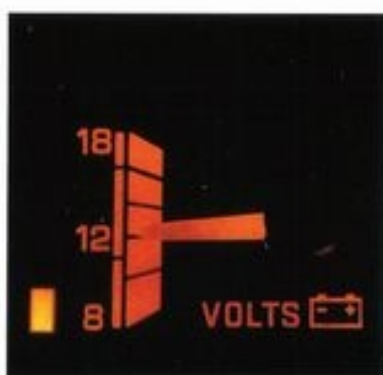
Order a GL and get a sporty, economical 5-speed with front wheel drive or our extraordinary On Demand 4-wheel drive Dual Range™, and an 1800cc high torque engine. Plus full instrumentation and our Telltale™ Graphic Warning Monitor. It has fully reclining bucket seats with adjustable lumbar support for the driver, sumptuously upholstered in rich cloth to cool you in summer and warm you in winter. And you'll get even more. Like child safety locks on 4-doors and wagons. A tilt steering wheel. Halogen headlights. Plus our exclusive Subaru Hill-Holder™ . . . to keep you from going downhill on your way uphill.

Even our lower-priced DL models are well appointed. They include a 5-speed transmission or our exclusive On Demand 4-wheel drive. Plus four-wheel independent suspension. With contoured, vinyl bucket seats. AM Radio. Carpeting. Tinted windows. And more. All standard.

The Subaru difference means more.



Low-fuel warning light



Charge warning light



3-way dome light



Passenger walk-in device



Fully reclining bucket seats



Remote trunk or rear gate release



GL Hatchback security shelf



Driver's door side pocket



Side window defogger



Adjustable lumbar support



Station wagon cargo security cover



Child safety locks



4WD mud flaps



Tilt steering wheel



Rubber side moulding

Options. Make your Subaru special.



In-door speakers



Stereo cassette deck

There are many ways to make your Subaru as unique as you are. So you can create a Subaru mood that fits your lifestyle just like a driving glove. From quiet elegance to bon vivant . . . start with exterior trim options like a choice of special wheels, an assortment of stripes and even a woodgrain paneling decal, and work your way inside.

For those really hot days, there's air conditioning . . . and for music buffs, there's an AM/FM stereo radio, cassette deck . . . in-door speakers . . . and rear speakers, too. All designed for a perfect fit. You can have sport mirrors, too. And a selection of custom wheels which are as sporty as can be. There's Chrome Slotted . . . Shadow Mags . . . 4-Spoke Mags . . . and even a Wire Basket wheel. There are roof racks to suit most purposes . . . and a choice of two rear deck racks that are as attractive as they are functional.

These Subaru authorized accessories are available through your Subaru dealer and are covered by the Genuine Subaru Parts and Accessory Warranty.

There's plenty to choose from. See how much fun it can be to design a Subaru that reflects the Subaru difference *your way*.



Rear stereo speakers



Chrome slotted wheels



Shadow mag wheels



Sport mirror



4-spoke mag wheels



Wire basket wheels



Deluxe deck rack



Standard roof rack



4-Seasons luggage rack



Standard deck rack



Vinyl shift knob



Rubber or carpet floor mats

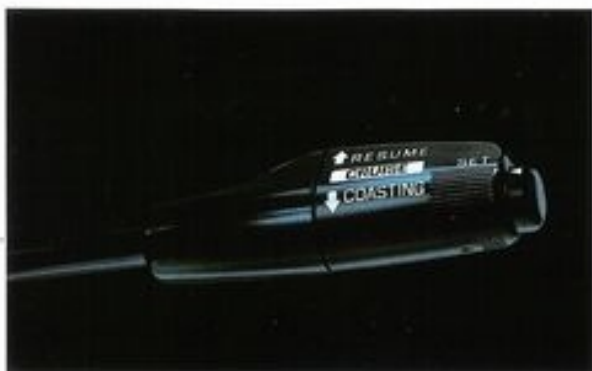


Walnut shift knob



Air conditioning

Options. Make your Subaru special.



Cruise control



Bumper guards/fog lights



Cruise control



Power windows



Pop-up sun roof



Mud flaps



Locking fuel door

4-Wheel Drive Options.



4-spoke mag wheel



Tubular front end protector



White spoke wheels



Chrome slotted wheels



Sport mirror

Your dealer offers some very special accessories to make your On Demand 4-wheel drive Subaru even more versatile, more durable and more distinctive . . . on or off the road. We offer a modular front end protector system . . . to make your Subaru 4-wheel drive vehicle more versatile. And for added flair, there is a choice of wheels: White Spoke, 4-Spoke Mags and Chrome Slotted. You can personalize your Subaru any way you want . . . and be sure it's ready for the rough ride of a back country road or an elegant ride to the country club.

Specifications. The facts and the figures.

Features	Hatchback			Four-Door Sedan		Hardtop		Station Wagon		4WD Hatchback	4WD Station Wagon	
	STD	DL	GL	DL	GL	DL	GLF	DL	GL	GL	DL	GL
Tell Tale [®] Graphic Monitor		*	*	*	*	*	*	*	*	*	*	*
Low Fuel Warning Light		*	*	*	*	*	*	*	*	*	*	*
Charge Indicator Light	*	*	*	*	*	*	*	*	*	*	*	*
Dual Diagonal Braking System	*	*	*	*	*	*	*	*	*	*	*	*
Rack & Pinion Steering	*	*	*	*	*	*	*	*	*	*	*	*
Child Safety Locks		*	*	*	*	*	*	*	*	*	*	*
Rear Window Defogger		*	*	*	*	*	*	*	*	*	*	*
Rear Window Wiper/Washer		*	*	*	*	*	*	*	*	*	*	*
Tinted Glass		*	*	*	*	*	*	*	*	*	*	*
Maintenance-Free Battery**	*	*	*	*	*	*	*	*	*	*	*	*
Electronic Ignition	*	*	*	*	*	*	*	*	*	*	*	*
Electric Thermostatic Fan	*	*	*	*	*	*	*	*	*	*	*	*
AM Radio		*	*	*	*	*	*	*	*	*	*	*
AM/FM Radio		*	*	*	*	*	*	*	*	*	*	*
Adjustable Lumbar Support		*	*	*	*	*	*	*	*	*	*	*
Tachometer		*	*	*	*	*	*	*	*	*	*	*
Trip Meter		*	*	*	*	*	*	*	*	*	*	*
Voltmeter		*	*	*	*	*	*	*	*	*	*	*
Oil Pressure Gauge		*	*	*	*	*	*	*	*	*	*	*
Quartz Digital Clock		*	*	*	*	*	*	*	*	*	*	*
Intermittent Windshield Wipers		*	*	*	*	*	*	*	*	*	*	*
Glove Box Vanity Mirror		*	*	*	*	*	*	*	*	*	*	*
Trunk Light		*	*	*	*	*	*	*	*	*	*	*
Adjustable Head Rests		*	*	*	*	*	*	*	*	*	*	*
Vinyl Upholstered Seats	*	*	*	*	*	*	*	*	*	*	*	*
Velour/Plaid Upholstered Seats		*	*	*	*	*	*	*	*	*	*	*
Carpet		*	*	*	*	*	*	*	*	*	*	*
Security Cover/Shell		*	*	*	*	*	*	*	*	*	*	*
Trunk Carpet		*	*	*	*	*	*	*	*	*	*	*
Inside Trunk/Rear Gate Release		*	*	*	*	*	*	*	*	*	*	*
Fold Down Rear Seat	*	*	*	*	*	*	*	*	*	*	*	*
Split Fold-Down Rear Seat		*	*	*	*	*	*	*	*	*	*	*
Hill-Holder [®] *		*	*	*	*	*	*	*	*	*	*	*
Dual Range [®] 4WD		*	*	*	*	*	*	*	*	*	*	*
Adjustable Suspension		*	*	*	*	*	*	*	*	*	*	*
Capacities												
Fuel Tank (U.S. gals.)	13.2	13.2	13.2	15.8	15.8	15.8	15.8	15.8	15.8	11.9	14.5	14.5
Oil (U.S. qts.)	3.7	3.7	4.2	3.7	4.2	3.7	4.2	4.2	4.2	4.2	4.2	4.2
Coolant (U.S. qts.)	5.6	5.6	5.8	5.6	5.8	5.6	5.8	5.8	5.8	5.8	5.8	5.8
Trunk Capacity				11.7	11.7	11.7	11.7					
Cargo Area (Rear Seat Up)	11.9	11.9	11.9					27.8	27.8	11.9	27.8	27.8
Cargo Area (Rear Seat Down)								62.9	62.9		62.9	62.9
Curb Weight (lbs.)**	2050	2060	2120	2125	2190	2100	2180	2245	2310	2240	2375	2410

*Hill-Holder[®] available in manual transmission cars only.

**Based on manual transmission according to models.

Specifications and models subject to change without notice.

	Hatchback			Four-Door Sedan		Hardtop		Station Wagon		4WD Hatchback	4WD Station Wagon	
	STD	DL	GL	DL	GL	DL	GLF	DL	GL	GL	DL	GL
Dimensions												
Wheelbase	93.7	93.7	93.7	96.9	96.9	96.9	96.9	96.7	96.7	93.3	96.3	96.3
Front Tread	52.4	52.4	52.4	52.4	52.4	52.4	52.4	52.5	52.5	52.6	52.6	52.6
Rear Tread	53.0	53.0	53.0	53.0	53.0	53.0	53.0	53.0	53.0	53.9	53.7	53.7
Overall Length	156.9	156.9	157.9	167.3	168.1	167.3	168.1	168.5	169.3	156.7	168.3	168.3
Overall Width	63.4	63.4	63.6	63.4	63.6	63.4	63.6	63.4	63.6	63.8	63.8	63.8
Overall Height	53.7	53.7	53.7	53.7	53.7	53.1	53.1	54.7	54.7	55.7	56.9	56.9
Ground Clearance	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.9	6.9	8.07*	8.07*	8.07*
Front Head Room	38.2	38.2	38.2	38.2	38.2	37.7	37.7	38.2	38.2	38.2	38.2	38.2
Rear Head Room	36.6	36.6	36.6	36.2	36.2	36.2	36.2	36.6	36.6	36.6	36.6	36.6
Front Leg Room	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3
Rear Leg Room	30.2	30.2	30.2	31.5	31.5	31.3	31.3	31.7	31.7	30.2	31.7	31.7
Front Shoulder Room	51.0	51.0	51.0	51.0	51.0	51.0	51.0	51.0	51.0	51.0	51.0	51.0
Rear Shoulder Room	52.4	52.4	52.4	50.8	50.8	50.8	50.8	50.8	50.8	52.4	50.8	50.8
Hip Room	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6	51.6

Unless otherwise indicated, all dimensions are in inches. *Adjustable to 9.1

EPA MILEAGE ESTIMATES

Model	Transmission/Engine	Est. MPG†	Highway Est.†	Combined Est.†
4 dr. Sedan	DL 5 spd.—1600cc	32	45	37
	GL 5 spd.—1800cc	31	43	35
	GL Automatic—1800cc	27	34	30
Hardtop	DL 5 spd.—1600cc	32	45	37
	GLF 5 spd.—1800cc	31	43	35
	GLF Automatic—1800cc	27	34	30
Hatchback	STD. 4 spd.—1600cc	32	41	36
	DL 5 spd.—1600cc	32	45	37
	GL 5 spd.—1800cc	31	43	35
	GL Automatic—1800cc	27	34	30
Station Wagon	DL 5 spd.—1800cc	31	44	35
	GL 5 spd.—1800cc	31	44	35
	GL Automatic—1800cc	27	33	30
4WD Hatchback	GL 4 spd.—1800cc	27	36	31
4WD Station Wagon	*DL 4 spd.—1800cc	29	34	29
	*GL 4 spd.—1800cc	29	34	29

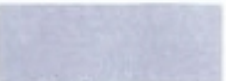
† Use estimated MPG for comparisons. Your mileage may differ depending on driving speed, weather conditions and trip length. Actual highway mileage will probably be less. The estimated MPG is more likely to reflect actual overall mileage than the combined estimate.

*EPA estimates for Carter carburetor models.

ENGINE SPECIFICATIONS

	1600cc	1800cc
Engine Type	Four-Cylinder Horizontally Opposed	
Displacement	1695cc	1781cc
Horsepower	67 @ 4800 rpm	71 @ 4400 rpm
Torque	86 ft./lbs. @ 2900 rpm	94 ft./lbs. @ 2400 rpm

COLORS

	
Extra Black	Fine Silver Metallic
	
Shiny Maroon Metallic	Aztec Gold Metallic
	
Cosmic Blue Metallic	Toreador Red
	
Harvest Beige	Reef Blue
	
	Cream Yellow

Inexpensive. And built to stay that way.



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MSA 8100