

SUBARU
SVX





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

**SUBARU
SVX**

*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

*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.*



European model

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 seat 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 transillumination lighting 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.



Airbags for driver and front passenger are optional.

Beneath the distinctive round canopy is a roomy and relaxing cabin with 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. The 5:5 split rear seat backrest folds down for increased trunk space.

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



Leather package (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.

A ♦ Aerodynamic design with a 0.29 CD
 Aerodynamics 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.

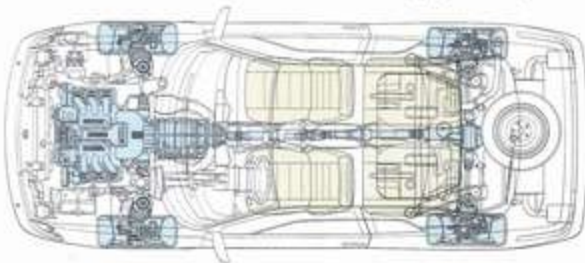
♦ Glass-to-glass round canopy
 The jet aircraft-type glass-to-glass canopy (the glass is nearly continuous all the way round) is unique in appearance and eminently practical in function. To optimise the peripheral "greenhouse" aerodynamics, three-dimensional curved glass has been installed on all three 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 Ecsaine®, a material that's cheerful, durable and extremely comfortable. The trunk 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.



Meanwhile, beneath that beautiful exterior, there's a tough, dynamic, horizontally-opposed 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

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



A ♦ 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 trunk 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.

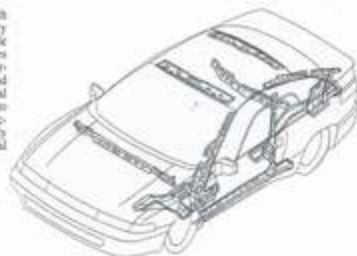
♦ Resin-molded fuel tank
 The use of a resin-molded fuel tank allows greater interior space, improved rust protection and less weight.

♦ Safety mechanism
 The SVX builds on Subaru's tradition of active safety, exemplified by 4WD. The newly developed VTD-4WD is augmented by computer-controlled ABS for outstanding active safety. Passive safety is also excellent, thanks to the highly rigid shock-absorbent body, 5 mph bumper, SRS airbags (both driver's and front passenger's seats), and massive door reinforcement beams. Subaru's painstaking attention to safety prevents accidents and protects you in the event one occurs.



Strong body construction

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.



SRS airbags system



Resin-molded fuel tank





T ♦ **Natural aspiration selection**
 The EG33 aspirates naturally, without the use of superchargers such as are featured on turbo engines. This choice was made in consideration of the linear acceleration response required in a grand tourer, and the need for linear, high-torque power even at low revs (a feeling which cannot be appreciated in a supercharger-equipped engine.) The EG33 has a maximum output* of 162 kW/5600 rpm (220 ps/5600 rpm) and a maximum torque* of 304 Nm/4600 rpm (31.0 kg-m/4600 rpm). Offering refined acceleration via abundant torque produced from a low rev range, the EG33's flexibility, fine-tuned mechanisms and overall high performance make it the ideal power unit for the heart of a grand tourer.

♦ **Highly rigid, all-aluminium alloy engine**
 The engine is constructed of an aluminium alloy for lower weight. To further improve the inherent

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.

* Data marked by an asterisk refers to unloaded gasoline models.



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**

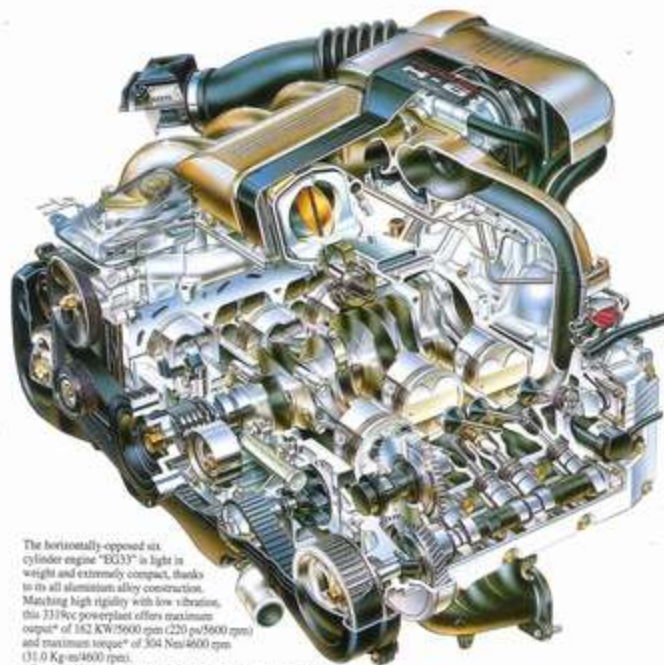
The forged crankshaft's main shaft is supported by seven bearings to enhance its strength and rigidity. The crank pins are distributed at even intervals of 60 degrees, with a 1-6-3-2-5-4 horizontally reciprocal, 120-degree evenly spaced firing order. Because of this, engine vibration is extremely low,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

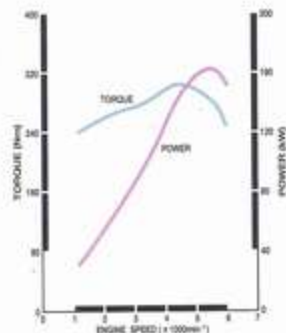
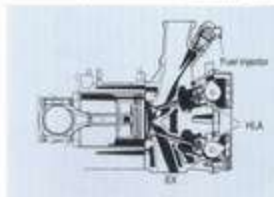
♦ **Features to improve quietness, durability and reliability**

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 light in weight and extremely compact, thanks to its all aluminium alloy construction. Matching high rigidity with low vibration, this 3119cc powerplant offers maximum output* of 162 kW/5600 rpm (220 ps/5600 rpm) and maximum torque* of 304 Nm/4600 rpm (31.0 kg-m/4600 rpm).

* Data marked by an asterisk refers to unloaded gasoline models.





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. Powerful driving can be enjoyed when the "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.



7 position AT selector

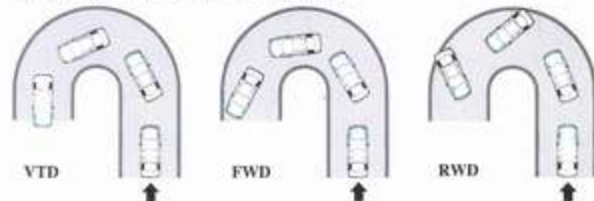


E-4AT 4WD



Rear viscous LSD

Characteristics of VTD



◆ **Suspension**

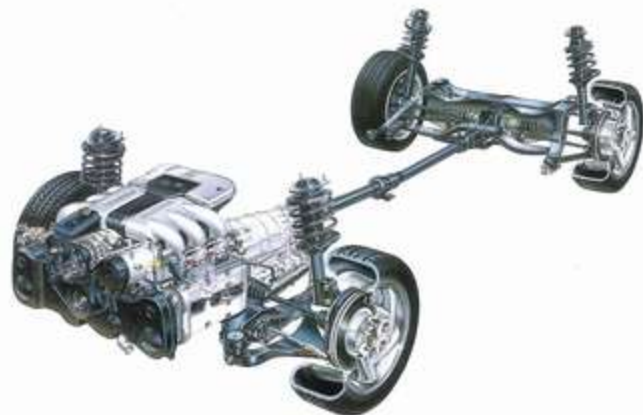
The SVX suspension system is tuned to provide handling that's sharp yet free from tension. In front, there's a strut-type system using lower A-arms which offer high lateral rigidity and maintain sufficient wheel stroke. The lower arms, steering gear box and engine mounts are supported by a highly rigid 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. *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.



Front suspension



Rear suspension

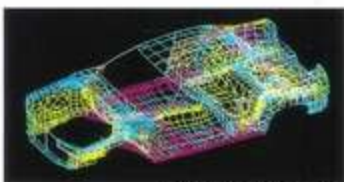


Front disc brake



Rear disc brake*

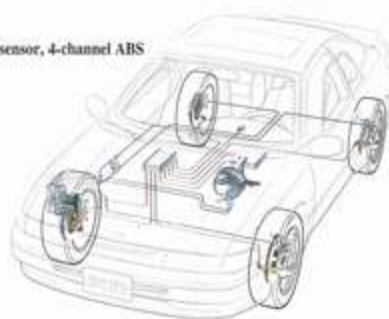
4-sensor, 4-channel ABS



Body rigidity analysis chart



16in. aluminium alloy wheel





Standard features

◆ Tilt and telescopic steering column

The steering column tilts and telescopes to obtain the most comfortable position for any driver. It also facilitates getting in and out of the car. A memory feature allows one-touch adjustment for quick reselection of your chosen position. The telescopic function is continuously adjustment range through a 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.

◆ Trunk-through feature

The 5:5 split rear seat backrest folds down to allow loading of long items, such as skis, through the trunk.

◆ 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.

◆ Keyless entry

You can lock/unlock the doors by using the infrared transmitter inside the key, and unlock by pulling the driver's door handle to input a user-preselectable four-digit code.

◆ Intermittent windshield wiper

Both the front and rear windshield wipers can operate intermittently. The front wiper has a "snow" 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.



Tilt and telescopic steering column



Front and rear cabin lamps (with OFF delay)



Keyless entry



Cruise control



Trunk through



Front windshield wiper



Fully automatic air conditioner*



Ecsaine® seats



Power windows



Rear windshield wiper

* Uses the newly developed refrigerant HFC-134a, which is environmentally safe.

Optional features



SRS airbags

In the event of a front-end collision, the sensor responds to the impact by instantaneously inflating airbags which, along with the seat belt, greatly soften the shock transmitted to the driver's and passenger's head and chest. (SRS: Supplemental Restraint System)



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.

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

