

# PRODUCT INFORMATION



**SUBARU**

*Confidence in Motion*

# SUBARU **BRZ**

**CONFIDENTIAL**

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# 17

MODEL YEAR

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## **[Applicable markets]**

“§3 Product Explanation 2 - Technical Information” shows applicable markets at the top of each contents: whether or not each equipment or function is available for each market.

## **[Link tool]**

Link and Bookmark tools enable you to search desired information quickly. Clicking a title on the table of contents, or clicking a purple page number or a section title jumps to the destination page. Also, clicking a title of bookmark listed on the left jumps to a chapter or section you clicked.

# §I Product Development

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Note that the regional market code C4 (Mexico) is included in North America.

# I.I

## Introduction

No explanation is required. Simply get in to find out. Progress is an understatement - the BRZ has taken an unprecedented leap forward.

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The BRZ has continued to evolve ever since it was first released. This big minor change brings enormous improvements to the sheer driving excitement befitting of a sports car of this caliber.

Further boosting the sports car personality are changes made to the exterior design, giving it a wider, lower stance. Development was spurred by the desire to make a fun-to-drive car. The BRZ satisfies the senses, much more than figures listed in a catalog ever could. Bringing to life a sense of enjoyment behind the wheel that words simply cannot convey in full - this is the true value that the new BRZ delivers with this monumental leap.

**Lower, wider. The true design a sports car deserves.**

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What exactly defines a sports car? The underlying sports coupe shape remains the same. The answer to this question is visible from the wider, lower stance of the front design. Further accentuating the BRZ's wider posture with a sharp finish are SUBARU's first ever full-LED head lamps and rear combination lamps. At the front, the C-shaped position lamps in particular represent the fresh new demeanor and identity that the BRZ exudes on the road.

**Greater linearity. Achieved by fine-tuning so many details.**

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One of the major aims of development was to create a driving style with a greater "sense of linearity", where the car responds exactly as the driver intended, and expected. The suspension was fine-tuned to achieve this goal; but improvements were also made to so many other areas, like the engine and drivetrain. The pure fun of driving a sports car like the BRZ has been taken to a higher level, as has the reliable, linear response. Yet at the same time, ride quality has also been enhanced for a silky-smooth, exquisite driving feel.

An exceptional sense of coherence. Every style, every surface has been thoroughly designed to convey its purpose.

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There is a definite sense of excitement generated when interacting with a car. Cars that are fun to drive give drivers this sense of excitement through each and every turn they feel as they grip the steering wheel. But the feeling goes far beyond tactile feedback - watching the meter needles to always brings a smile. The way the seats and stitching stirs emotions when getting into the cabin. The delight that drivers feel looking at the fine attention to detail time and time again. The BRZ is elegant; it also has a side that will open up and reveal its true self. Get in and interact with the new BRZ to discover a new world of excitement.

Subaru Product & Portfolio Planning Division  
Project General Manager  
Tamotsu Inui

## I.2

# Aim of development

Continuing to make driving more enjoyable, while adding a higher level of elegance to the BRZ's allure.

### A new sense of value for the sports car market.

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Since it was first released in 2012, the BRZ broadened SUBARU's customer base as a sports model, and has also evolved continuously.

The goal of the 2016 big minor change was to create a fresh new buzz in the sports car segment, by fine-tuning the concepts at the heart of the BRZ, that of "driving pleasure" and "a sense of coherence with the car". The exterior design was given a look more serious sports car taste with its low, wide stance. Interior quality, control and stability, and ride comfort have all been given a sophisticated makeover to retain the fresh sense of value that the BRZ delivers as a sports car.

### Further refining the BRZ's concept

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The engine and the entire suspension layout has been tweaked to build on the BRZ's concept: a new-generation of "BOXER sports", engineered to provide anyone with driving pleasure from its RWD ultra-low center of gravity package based on the core horizontally opposed engine.

With SUBARU's first full-LED lamps complementing other enhancements like its front facelift and refined quality throughout, the BRZ remains well ahead of its time as an elegant and sophisticated sports car.

Retaining the BRZ's development concept since release

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## **Pure Handling Delight**

*A new definition of driving enjoyment*

The BRZ maximizes the “low center of gravity”, “light weight” and “compact” characteristics of its core horizontally opposed engine, which is positioned as close to the center of the car as possible in the “world’s leading class of ultra-low center of gravity package”.

A sports car built to give any drivers peace of mind, as well as an easy approach to driving enjoyment.

## I.3

# New BRZ key improvements

## EXTERIOR

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Facelift for a more serious sports car appearance



- Point 1** A front design that emphasizes the BRZ's "Wide & Low" stance and "sporty & high-performance" potential.
- Point 2** C-shaped lamps for a more intense look. SUBARU's first full-LED lamps.
- Point 3** Newly designed fender highlights and full-LED rear combination lamps.
- Point 4** A rear spoiler wing distinctive of a sporty and high-performance nature.
- Point 5** A more sophisticated and sporty, 10-spoke aluminum wheel design.

## INTERIOR

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An exceptional finish for every design and every surface



- Point 1** Multi information display meter for interacting with the car.
- Point 2** Instrument panel and door panels designed for more sophisticated coherence with the driver.
- Point 3** Steering wheel with a luxurious feel and enhanced control for greater focus on driving.



## POWERTRAIN

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Engineered for a linear response to driver input



- Point 1** Satisfying power delivery across the entire engine range. Tweaks and improvements made everywhere, including the engine, intake and exhaust system, and drivetrain.
- Point 2** The BRZ has evolved again, with revised valves, camshafts and cylinder blocks.
- Point 3** The engine mated to the manual transmission has been fine-tuned for higher power output and a more linear feel.
- Point 4** Power delivered more directly. A special low-gear ratio transmission and diff have been used for the manual model.

## CHASSIS & BODY

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Refined and silky-smooth, “dynamic quality” with a more distinct BRZ taste



- Point 1** Response that is instantly recognizable when taking off. A more sophisticated suspension layout for the BRZ.
- Point 2** Newly designed SACHS dampers and Brembo brakes to boost the BRZ’s other area of excellence.

## SAFETY

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“TRACK” mode for sportier driving, and more advanced airbags



- Point 1** New VDC “TRACK” mode giving drivers greater control.
- Point 2** Hill Start Assist (HSA) for urban driving with greater peace of mind.
- Point 3** Advanced airbag system featuring next-generation sensors and other features for a greater level of safety.

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## Background information: market conditions

# The 2016 sports car market

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### The revival of the sports car signals a possible new trend emerging.

The BRZ first emerged in 2012 with the goal of creating a car that could provide anyone with the thrill of driving, and pleasure of having full reins. Over the several years since it was released, numerous sports cars and 2-door models were released in succession following a resurgence in demand for lightweight and fun-to-drive models, both in the Japanese and overseas markets. With such a range of inspirational competitors available, it seems likely that the sports car market will shift more toward a sports car lifestyle, where owners simply enjoy driving their cars.

The BRZ ushers in 2016 with an exciting new benchmark for sports cars. This model is guaranteed to create a buzz throughout the market, and will take center stage with its role at the forefront of the sports car segment.

### Numerous Kei-class roadsters available in Japan.

The 2<sup>nd</sup> generation “COPEN” was newly released in June 2014 as DAIHATSU’s roadster model. This was followed by HONDA’s new sports roadster “S660” released in April 2015. Both models reside in the Kei-class segment, but have been the focus of much attention as roadster models with stylish looks that are fun to drive.

### The new 4th generation “ROADSTER” was released to eagerly waiting fans worldwide.

In May 2015, MAZDA released the “ROADSTER” open-top sports car (“MX-5” in North America and Europe), 25 years after the first generation was released and some 10 years since the previous 3<sup>rd</sup> generation. With a design concept based on its true automotive roots, the lightest model weighs in at under 1000 kg. Available with a 2.0L engine in North America and Europe, it is powered with a smaller capacity 1.5L engine in the Japanese market, igniting intense competition within the lightweight sports car segment.

### The lightweight sports, carbon-fiber monocoque ALFA ROMEO 4C.

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The “ALFA ROMEO 4C” was first unveiled at the Geneva Motor Show in 2013. Based on a carbon-fiber monocoque body, it is an ultra-light, mid-engined sports car with a 1.75L turbo power unit and weighing just 895 kg. It launched with sensational fanfare, and is now also available as a convertible “SPIDER” model.

### More refinements for the AUDI TT while retaining the same design and identity.

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In August 2015, AUDI released its sports model, the “TT”, as the first full model change in nine years. Designed to retain its position as the premium brand’s entry level model, drastic improvements have been made throughout the vehicle.

### The PORSCHE BOXSTER released as the “718 BOXSTER” powered by a flat-four engine.

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In 2016, PORSCHE announced that the “718 BOXSTER” would be powered by a new 2.0L 4-cylinder, horizontally-opposed engine from the flat-six power unit used in past BOXSTER models. Likewise, the coupe model “CAYMAN” was also launched as the “718 CAYMAN”. Powered with the same 4-cylinder horizontally-opposed engine layout as SUBARU, the BOXSTER is sure to draw more attention alongside the BRZ.

# §2 Product Explanation ①

## User Benefits

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Note that the regional market code C4 (Mexico) is included in North America.

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## 2.1 EXTERIOR

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(all images are of parts under development, and may appear different to the production model)

Superior quality, and refined.  
A sports car-esque front fascia, combined with SUBARU's first full-LED head lamps for a more commanding presence on the road.



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### Point 1

A front design that emphasizes the BRZ's "Wide & Low" stance and "sporty & high-performance" potential.

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The front bumper has been made wider and positioned lower for greater sports car styling, and a spoiler shape that resembles an airplane wing extends from the horizontal intake to the sides. This design not only hints at SUBARU's heritage, but also provides optimum aerodynamics for enhanced control and stability.



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### Point 2

C-shaped lamps for a more intense look.  
SUBARU's first full-LED lamps.

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LED head lamps that are powered solely by LEDs have been used for the first time by SUBARU. The sharper C-shaped lamps also incorporate DRL functions (excluding models without DRL). Using LEDs for the low beams in particular brings a high level of response and better light distribution, which improves visibility. Power consumption has also been reduced with the use of full-LED lamps.



LED segments have also been used for the indicator lamps, which have been arranged horizontally together with the C-shaped lamps to create a wider, sharper style that emphasizes the BRZ's design. LEDs used for the fog lamps helps to give them a sleek, compact design.

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### Point 3

The newly designed fender highlights and full-LED rear combination lamps give the side and rear a sleeker, more elegant profile.

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The fender garnishing has been enhanced with a sportier, more flowing design. The rear combination lamps also feature the same full-LED specifications as the head lamps. The combination of clear and red horizontal lamp sections give the rear view a wider feel. Each and every exterior feature from the front to the rear are designed to enhance the look and feel of the BRZ.



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### Point 4

A rear spoiler wing distinctive of a sporty and high-performance nature.

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The previous rear spoiler mounted to the trunk has been replaced with a new, black rear spoiler wing. The use of a thin aluminum wing raised off the trunk lid provides better control of air flowing beneath wing, which helps to increase the downforce. The wider shape also helps to assist airflow across the top of the trunk lid and around the sides for better aerodynamic performance and increased control and stability, as well as give the rear a high-performance style.



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**Point 5****A more sophisticated and sporty, 10-spoke aluminum wheel design**

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17 inch aluminum wheels with a new, simple 10-spoke design have been used. More than just looking better, the design also increases wheel rigidity to enhance the car's handling characteristics.

**16MY****17MY**17x7J17X7.5J

(Models with Brembo brakes)



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## 2.2 INTERIOR

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(all images are of parts under development, and may appear different to the production model)

An exceptional finish for every design and every surface elegantly conveys the true fun of driving a sports car.



(Image is for the Japanese market. Specifications may differ depending on market.)

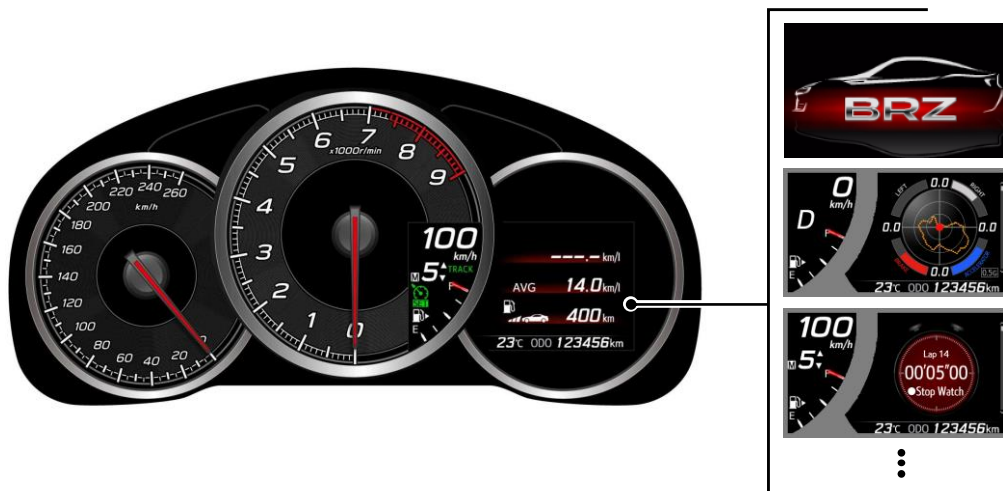
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### Point 1

Multi information display meter provides in-depth interaction with the car.

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The meter layout retains the same level of visibility, while a meter panel has been used with a more elegant font and more sculpted feel. The tachometer is positioned in the middle, with a 4.2” color LCD screen on the right. The multi information display has been exclusively designed with rich BRZ content as a man-machine interface to bring out the sportier side of any driver.




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### Point 2

Interior designed for more sophisticated coherence with the driver.

Exquisitely designed instrument panel and door panels with a slick look and polished feel.

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The interior of the BRZ gives drivers elegance everywhere they look, as it is designed to provide the uplifting feel of a sports cars, and finished with a sleek style to arouse the inner sporty sense of any driver. “red stitching” has been used along all seams of the instrument panel, consoles and door trims with the design focused on providing a better texture and feel.



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### Point 3

Designed for looks, feel and control.

The steering wheel comes with a luxurious feel and enhanced control for greater focus on driving.

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One look at the steering wheel is enough to bring out the classy driver inside. In addition to physical design changes and newly added audio control switches and change meter switches, the sense of grip when holding the steering wheel has also been fine-tuned. With a smaller outer diameter, different grip cross-sectional shape, new paddle switches and premium-feel leather used with leather-bound specifications, the overall result is a steering wheel that ideally suits a sports car of this nature.



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## 2.3 POWERTRAIN

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(all images are of parts under development, and may appear different to the production model)

Engineered for a linear response to driver input.  
Meticulously and exclusively tuned as a BRZ-style of sports car.

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### Point 1

Satisfying feel of power delivery across the entire engine range.  
Tweaks and improvements have been made to each and every BRZ component, including the engine, intake and exhaust system, and drivetrain.

---

The satisfying feel that comes when flooring the pedal. The engine roars to life together with a sudden rush of acceleration, and it all feels so good. The BRZ was built to deliver a linear driving feel that responds faithfully to driver input more than catalog figures would. So comfortable, that each and every move of the BRZ is in perfect sync with the driver's emotions, even if that is simply driving around town. The manual model in particular was developed for linearity across the entire range, with the whole powertrain fine-tuned for higher power output, as well as stronger torque delivery and sharper acceleration when pressing the accelerator pedal.

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### Point 2

The BRZ's boxer engine has evolved again...with revised valves, camshafts and cylinder blocks.

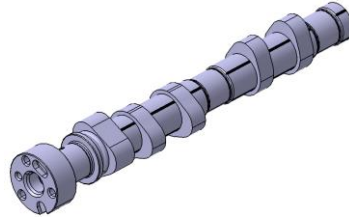
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To deliver greater linearity, the BRZ's new boxer engine features a stronger cylinder block, which is at the heart of the engine. The valve stem includes buffed and polished intake and exhaust valves, a lower friction camshaft and lower weight rocker arm pivots, as some examples of the extent of weight reduction made throughout. These improvements result in the response that the driver was expecting, and a smooth revving engine. They also result in better fuel efficiency.

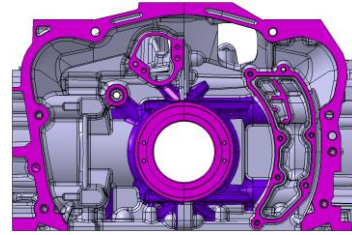
Changed engine parts (examples)



Buffed and polished stems



Low-friction finish for the camshaft



Increased cylinder block rigidity

(Purple): stiffened areas

Point 3

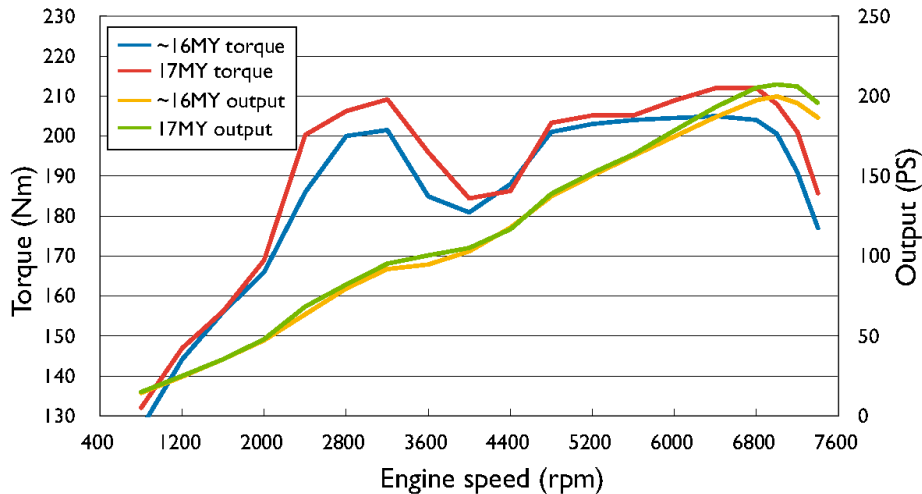
So advanced, that the intake and exhaust systems have been redesigned.

The engine mated to the manual transmission has been fine-tuned for higher power output and a more linear feel.

(for North America, Japan and Australia)

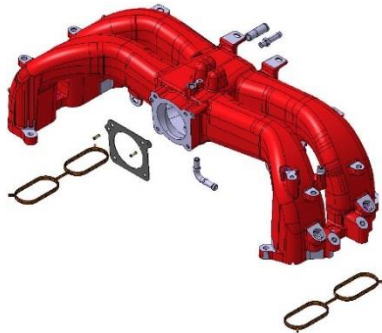
The BRZ aims to deliver greater linearity. This was a particularly important goal to achieve well with the manual model, as it is specifically designed to respond directly to driver input. To bring such improvement to fruition, the engine in the manual model features an expertly tuned intake and exhaust systems to deliver better linearity and higher power output.

Engine performance curve (planned nominal values)

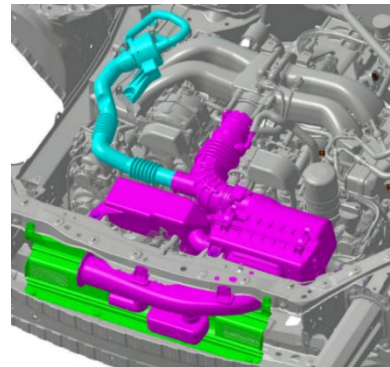


■ **Aluminum intake manifold has been used to maximize intake pulse resonance.**

A new aluminum intake manifold has been specially designed for the manual model to optimize the intake manifold length and increase the area of the ports. To symbolize the resulting increase in performance, the actual intake manifold finished in red paint. The air cleaner element, air cleaner box and intake system have also been exclusively designed for the manual model for more streamlined intake air channels throughout the entire intake system.



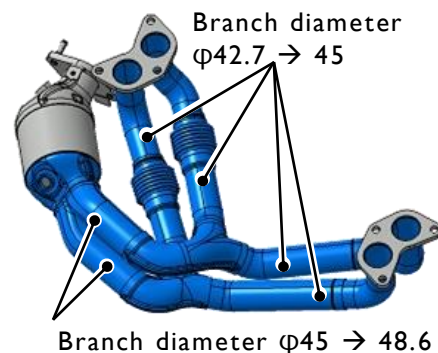
Intake manifold



Air intake system

■ **A large diameter front exhaust pipe has been used to maximize exhaust pulse resonance.**

The exhaust system has been optimized to match the higher efficiency of the intake system. The diameter of the 4-2-1 front exhaust pipe has been increased to maximize exhaust pulse resonance. A front exhaust pipe designed specially for the manual model has been used, with the diameter of each branch increased from 42.7mm → 45mm and 45mm → 48.6mm, combined with the use of equal length pipes and an optimized collector shape.




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#### Point 4

Power delivered more directly and linearly to suit any situation. A special low-gear ratio transmission and diff have been used for the manual model.

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A lower final gear ratio has been used to give the manual model a more direct driving feel, as well as allowing drivers to enjoy the increased power output across the entire engine range. The final gear ratio has been changed from the previous 4.100 to the new 4.300 for easy, satisfying acceleration right from taking off until changing up to the next gear. Durability of the 6-speed transmission unit has also been increased to suit the higher power output of the engine.

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## 2.4 CHASSIS & BODY

(all images are of parts under development, and may appear different to the production model)

SUBARU’s target “dynamic quality” with a more distinct BRZ taste.

Every way the car responds - driving, turning, stopping - has been treated with a luxurious feel for smooth linearity.

### Point 1

Sleek movement, instantly noticeable as soon as the car starts moving.

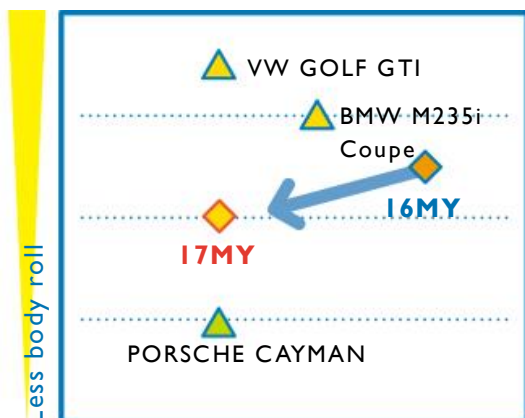
Swift response to any steering input.

And more sophisticated suspension tuning for the BRZ.

The BRZ responds exactly as the driver intended when they turn the steering wheel. In addition to the highest level of response as a sports car, the BRZ has evolved to a new stage of drivability, where it has also been tuned to deliver luxurious ride comfort. Thorough tuning of every small detail in the suspension system allows the BRZ to deliver an excellent level of its key qualities: high response, control and stability, and refined ride comfort of a quality sports car.

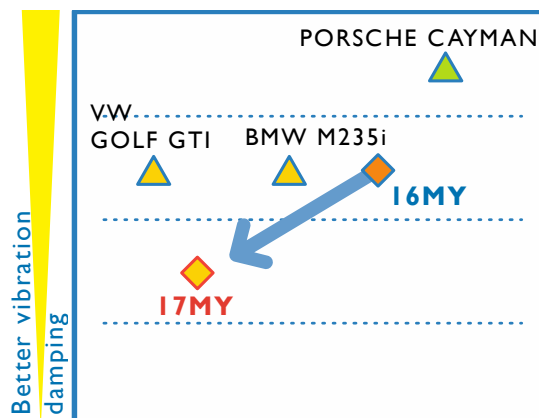
### Vehicle responsiveness vs Amount of body roll      Vibration damping speed vs Size of vibration

Nimble handling without any major changes in driving position



Better vehicle response when steering

Dampens bumps and absorbs large vibrations quickly on highways



Less vibrations



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## Point 2

Satisfying the sporty driver inside.

Newly designed SACHS dampers and Brembo brakes boost the other area the BRZ's excels at.

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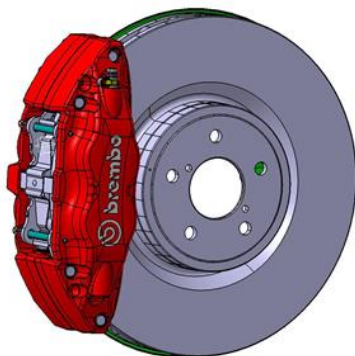
Pushing hard through winding roads. Laid-back cruising on highways and through the city. And having fun with sporty driving on race tracks. The combination of SACHS dampers and Brembo brakes have been used as a sports kit to further enhance the key areas that the BRZ excels at: driving, turning and stopping.

### SACHS dampers

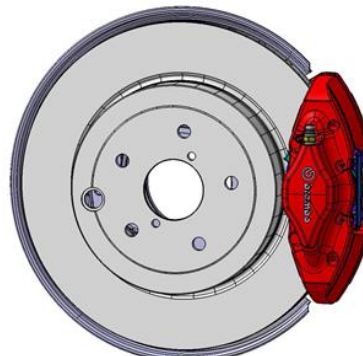
SACHS is a German manufacturer of high-performance dampers that are used extensively in FI, WRC and the racing industry as well as on premium sports cars. New SACHS dampers, which provide driving stability than the standard dampers, have been installed. The dampers provide comfort and performance in a wide range of driving situations, from winding roads, high-speed cruising, urban trips or sporty driving at race tracks. These give the BRZ an added boost of performance expected of a sports car.

### Brembo brakes

Brake calipers made by Brembo and also used in the WRX STI have been specially designed for the BRZ for both the front and rear brakes. These provide a major improvement in braking performance, and the calipers have also been colored a special red for the BRZ to add an even sportier style.



Front



Rear



## 2.5 SAFETY

(all images are of parts under development, and may appear different to the production model)

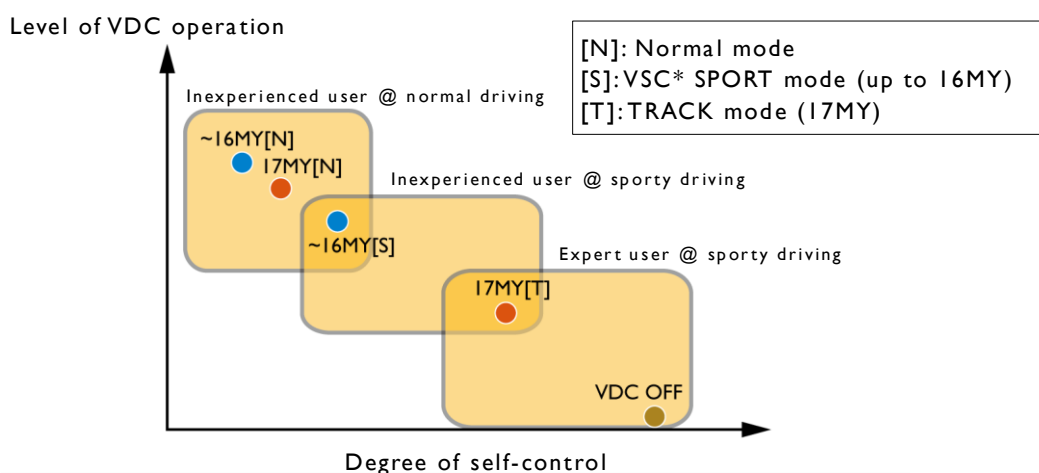
Enjoyment and Peace of Mind with a more distinct BRZ feel.  
VDC system “TRACK” mode for sportier driving.  
More advanced airbags and an even higher level of safety.

### Point I

New VDC “TRACK” mode giving drivers greater control during sporty driving.

“TRACK” mode is now available, which adds to the excitement of driving a rear wheel drive sports car - subtle use of the accelerator pedal to control the car. This mode provides a greater level of stability and driving enjoyment when the driver needs to use the accelerator skillfully during sporty driving, like on race tracks. The use of “TRACK” mode has consolidated the previous 5 modes into 4 modes.

### Image of performance in each mode



\* VSC is a registered trademark of Toyota Motor Corporation.

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## Point 2

### A new type of Hill Start Assist (HSA) for safer urban driving.

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The Hill Start Assist function has been used to prevent the car from rolling back when taking off uphill or on slopes. Hill Start Assist temporarily holds the car steady when the driver releases the brake pedal to press the accelerator pedal when starting forward uphill or reversing downhill. When the driver has stopped and is firmly pressing the brake pedal, the system keeps the brakes applied for 1 to 2 seconds after releasing the brake pedal. It is released when pressing the accelerator pedal of automatic models, or engaging the clutch of manual models. The system can also be set to ON/OFF.

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## Point 3

### Advanced airbag system featuring next-generation sensors and other features for a greater level of safety.

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Next-generation airbag sensors have been used for the front, door and pillar airbags. A rollover detection sensor\* has also been added to reduce risk of occupants being ejected from the cabin during an accident. The deployment area of the curtain airbags has been extended\* while protection for passengers has been increased in the event of a rollover.

\* North America only

## 2.6 Model variations

The grade names listed here are based on SUBARU's internal naming policy.  
Check with each market for the actual name and availability of each grade.

### North America (U4, C0, C4)

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6AT	BASE	-
		6MT		
FA20	FR	6AT	HIGH	-
		6MT		

\* High power output engines for 6MT models.

### Japan

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6MT	RACING	-
FA20	FR	6AT	BASE-L	-
		6MT		
FA20	FR	6AT	BASE	-
		6MT		
FA20	FR	6AT	HIGH	-
		6MT		
FA20	FR	6AT	HIGH-LTD	H-LTD
		6MT		

\* High power output engines for 6MT models.

### China (EH, ET)

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6AT	HIGH	-
		6MT		

**Australia (KA)**

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6AT	HIGH	-
		6MT		

\* High power output engines for 6MT models.

**Europe (RHD: EK, ER, LHD: EC, EP)**

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6AT	HIGH	-
		6MT		

**Others, General (RHD: EN, KC, K8, K2, KY, LHD: KS, KR, E9, K4, KF, E2, E3, EA, EI)**

Engine	Drive System	Transmission	Grade	Abbreviation
FA20	FR	6AT	HIGH	-
		6MT		

# §3 Product Explanation ②

## Technical Information

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\* VSC is a registered trademark of Toyota Motor Corporation.

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<b>SAFETY &amp; SECURITY</b>	<b>100</b>
▶ VDC system	100
▶ Rear view camera	104
▶ Airbag system	105
▶ Keyless Access and Push Button Start System	109
<b>BODY CONTROL UNIT</b>	<b>110</b>
▶ Emergency stop signal [excluding North America]	110
▶ DRL off control [North America]	110
<b>Legal compliance</b>	<b>111</b>
▶ Middle East fuel economy label	111
▶ GSO42 compliance	112
<b>Special model "LIMITED EDITION"</b>	<b>113</b>

Note that the regional market code C4 (Mexico) is included in North America.

## 3.1

# EXTERIOR

(all images are of parts under development, and may appear different to the production model)

## Design concept

---

SUBARU's design concept of "Dynamic x Solid" has been applied to the BRZ sports car to deliver a model that is both "wide & low" and "sporty and high-performance." The model has been refined to fill the premium, sophisticated bracket of the sports car segment.

<Example>

- Wide & low: an emphasis on the horizontal styling of the headlamps, front bumper and rear combination lamps
- Sporty & high-performance: the shape of the spoiler hints at the BRZ's underlying aircraft DNA, and the newly designed fender garnishing with its powerful, yet calm design



## I6MY → I7MY changed items

---



Changed item	Specification						Detailed Description
	North America	Japan	China	Australia	Europe	Generic	
Front bumper	✓	✓	✓	✓	✓	✓	P.31
Headlamps	✓	✓	✓	✓	✓	✓	P.33
Fog lamps	✓	✓	✓	✓	✓	✓	P.33
Headlamp washers	-	-	✓	✓	✓	✓	P.37
Fender garnishing	✓	✓	✓	✓	✓	✓	P.38
Rear combination lamps	✓	✓	✓	✓	✓	✓	P.39
Trunk garnishing	✓	✓	✓	✓	✓	✓	P.41
Rear spoiler	✓	✓	✓	✓	✓	✓	P.42
Trunk lid	✓	✓	✓	✓	✓	✓	P.45
Aluminum wheels (17 inch)	✓	✓	-	✓	✓	✓	P.46



## Front bumper

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

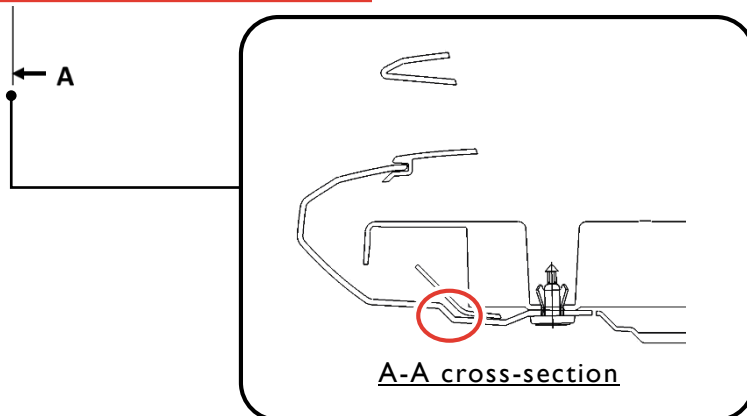
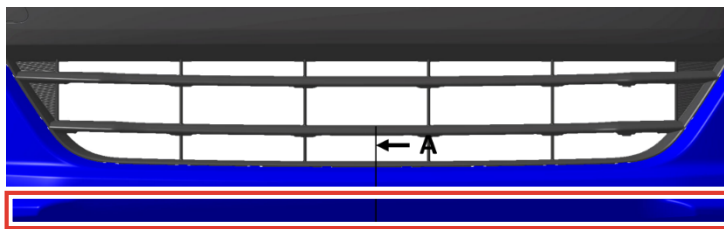
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to: All models

- The two ribs running from the side air intakes across the fog lamps and other features serve to emphasize the horizontal styling that contributes to the "wide & low" stance.



- A stepped accent angled at 45° has been added below the bumper to limit airflow and improve handling and ride.



## License plate mount

The following three types are available.



JP type



EU type



CN type

## Fog lamp covers (fog lamp cover + cover bumper SD)

The following two designs are available.



Models with fog lamps



Models without fog lamps

## Headlamps & fog lamps

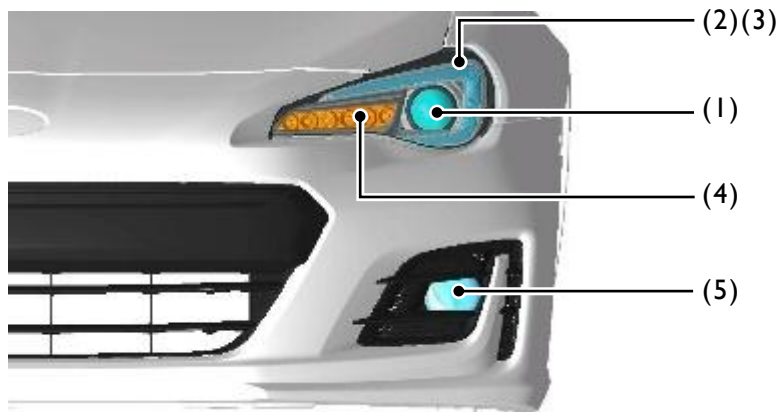
Applicable markets ⇒ 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

Full-LED headlamps that are powered solely by LEDs have been used, and the headlamp design has been revamped (first full-LED system for SUBARU).

LEDs have also been used to power the fog lamps. The use of LEDs has increased the degree of design flexibility and contributed to the updated front view.



### ■ Applicable to:

No.	Function		No. of LED Segments (one side)	Specification					
				North America	Japan	China	Australia	Europe	Generic
(1)	LED headlamps	High/low beams	1	✓	✓	✓	✓	✓	✓
(2)		Position lamps	17	✓	✓	✓	✓	✓	✓
(3)		DRL (also used as position lamps)	-	✓	-	✓	✓	✓	✓* <sup>1</sup>
(4)		Front turn signals	6	✓	✓	✓	✓	✓	✓
-	Control	LED disconnection detection control	-	-	✓	✓	✓	✓	✓
-		DRL off control (▶ P.110)	-	✓	-	-	-	-	-
(5)	LED fog lamps		2	✓* <sup>2</sup>	✓	✓	✓	✓	✓

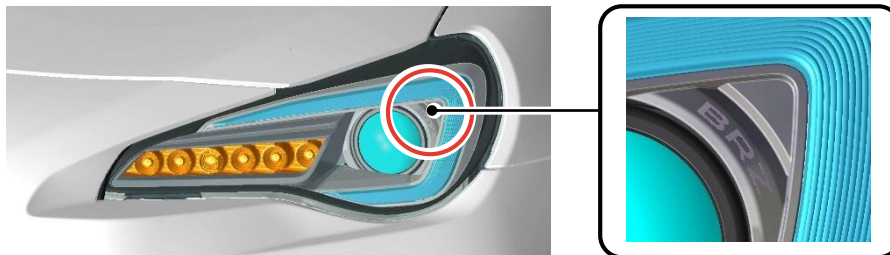
\*1: Applicability differs depending on specifications.

\*2: Available with/without fog lamps.

## Headlamps

This model is SUBARU's first to use full-LED headlamps powered solely by LEDs, and gives the exterior a high-tech look.

- Adding the functionality of the C-shaped DRL that are a common design element of SUBARU models makes the car instantly recognizable as a SUBARU, regardless of the time of day (excludes specifications without DRL such as Japan domestic models).
- Using LEDs to power the low beams brings a high level of response and helps to improve visibility. LEDs turn on instantly, which results in excellent visibility when the area suddenly becomes dark, such as driving into tunnels.
- Power consumption has been reduced with the move to the full-LED system (-20% compared to the low beam HIDs of the current model).
- A thick lens + inner lens combination has been used as the optical lens to deliver a more uniform spread when the headlamps are on.
- The model logo (BRZ) stamped within the lamp frame gives owners an added touch of enjoyment. The stamped letters have a textured finish.
- The following controls have been added with the use of the LED headlamps and associated design changes.
  - **Excluding North America** LED disconnection detection (for legal compliance)  
Turns on a warning lamp within the meters when there is a low beam malfunction.
  - **North America only** DRL off control (▶ P.110)



### POINT

The shift to LED turn signals - an added benefit to design

- The use of LED turn signals allows the upper section of the C-shape design to be extended to emphasize the horizontal styling.
- The turn signals themselves could be arranged horizontally to give the front a wider look, and a greater sense of integration with the C-shape design.

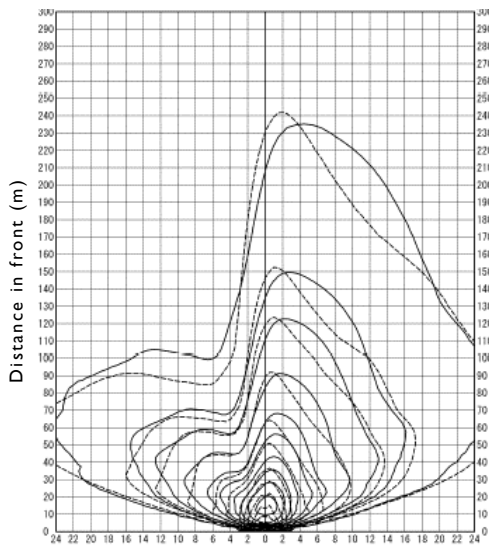
## Light distribution characteristics

Light distribution has been optimized for better visibility and reduced glare for oncoming vehicles.

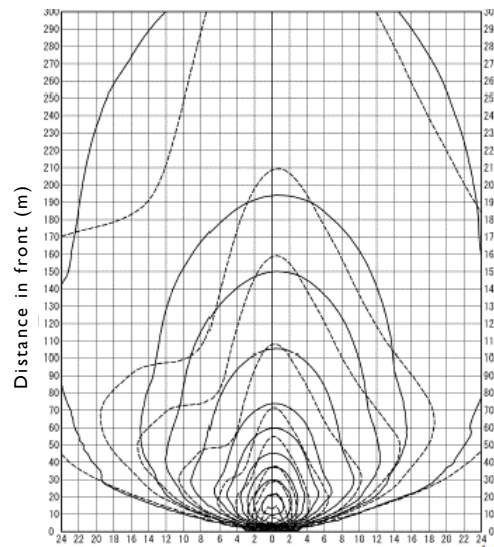
Control of light distribution has increased the illuminated area and provides more even light distribution over the road. Power consumption has been reduced while delivering the same level of light distribution as previous systems.

-----: up to 16MY

————: 17MY



Road illumination with low beams  
(North America specifications)

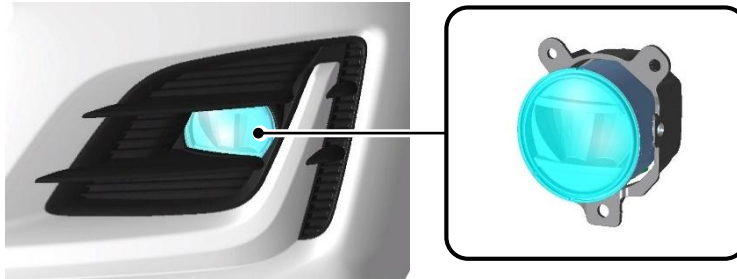


Road illumination with high beams  
(North America specifications)

## Fog lamps

The fog lamps are also powered by LEDs like the headlamps to give the exterior a more high-tech look.

- Power consumption has been reduced with the move to the LED system (-75% compared to current model).
- The light emitting area has been minimized, with the remainder of the fog lamp hidden behind the fog lamp cover. The shape also differs to the previous round ( $\phi 90$ ) cover, giving the design an updated, sophisticated appearance.



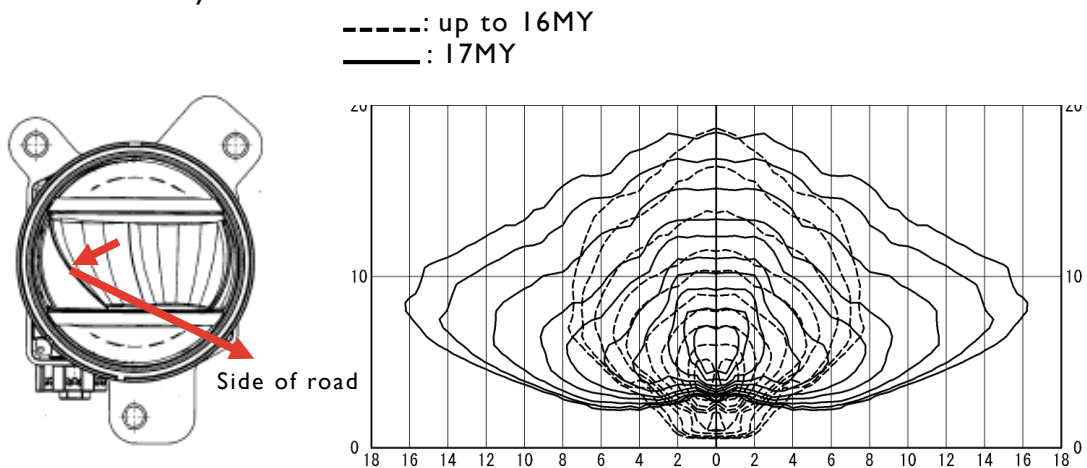
### POINT

The shift to LED turn signals - an added benefit to design

Light distribution has not been affected by running the horizontal ribs over the actual lamp, and the ribs give the entire front end a seamless, flowing layout.

## Light distribution characteristics

To improve safety during nighttime driving, the inner reflective surface of the lamps can be controlled to increase the amount of light covering the side of the road for enhanced visibility.



Road illumination with fog lamps

# Headlamp washers

Applicable markets →

China

Australia

Europe

Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

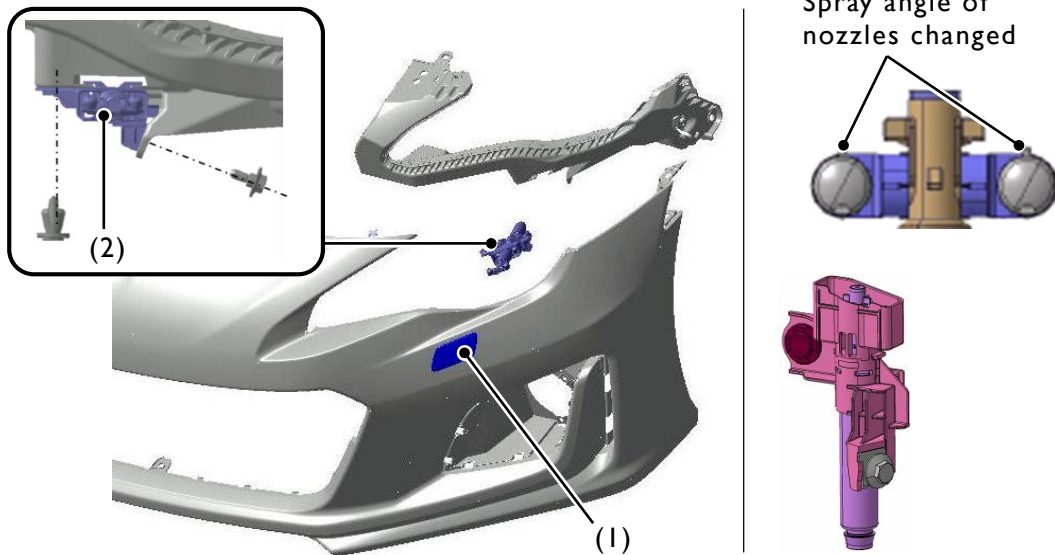
■ Applicable to: All models

● **Headlamp washer covers...(1)**

The shape of the headlamp washer covers has been changed following changes to the design of the front bumper.

● **Headlamp washer nozzles...(2)**

The spray angle of the nozzles has been changed following changes to the design of the low beams.



## Fender garnishing

Applicable markets → [North America](#) [Japan](#) [China](#) [Australia](#) [Europe](#) [Generic](#)

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

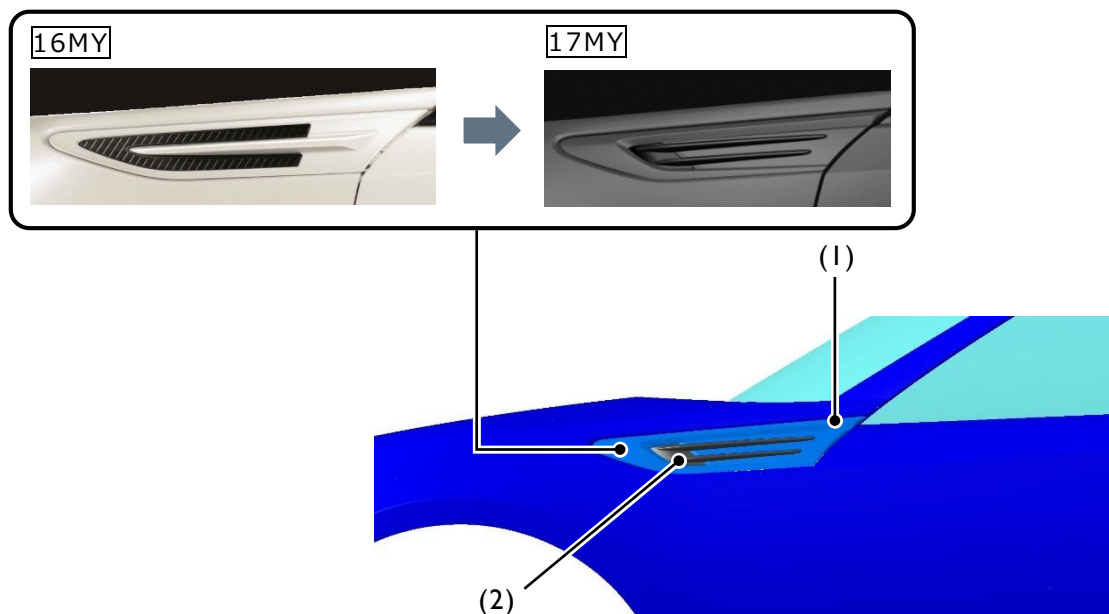
- Applicable to: All models

The fender garnishing has been changed to a sportier, yet calmer design by linking it up with the window molding.

The same air outlet design as the current model has been used, however the area painted in the body color has been enlarged with the 17MY to improve visual appeal along the side of the body.

### Parts and specifications

No.	Name	Specifications
(1)	Fender garnishing OUTER A	Painted in body color
(2)	Fender garnishing OUTER B	Unpainted, dyed black



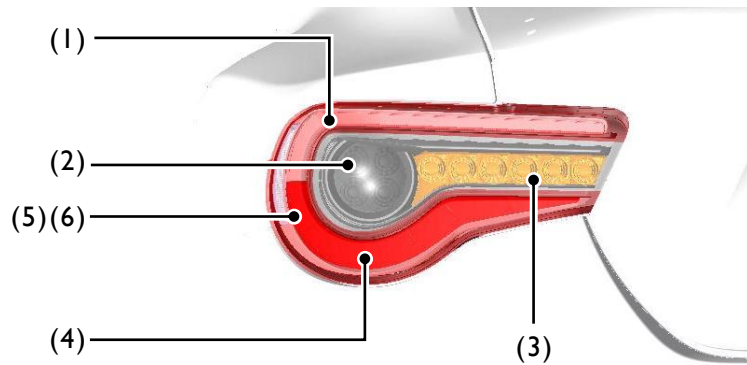


## Rear combination lamps

Applicable markets ⇒ North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

As with the headlamps, full-LED rear combination lamps that are powered solely by LEDs have also been used, while the design has been updated to give the exterior a high-tech look (first full-LED system for SUBARU). Improvements have also been made to the waterproofing of the current model as requested via market feedback.



■ Applicable to:

No.	Function		No. of LED Segments (one side)	Specification					
				North America	Japan	China	Australia	Europe	Generic
(1)	LED rear combination lamps	Tail/stop lamps	9	✓	✓	✓	✓	✓	✓
(2)		Stop lamps	4	✓	✓	✓	✓	✓	✓
(3)		Rear turn signals	6	✓	✓	✓	✓	✓	✓
(4)		Rear reflex reflectors	-	✓	✓	✓	✓	✓	✓
(5)		Side reflex reflectors	-	✓	-	-	-	-	-
(6)		Side marker lamps	2	✓	-	-	-	-	-
-	Control	Emergency stop signal (▶ P.110)	-	-	✓	✓	✓	✓	✓

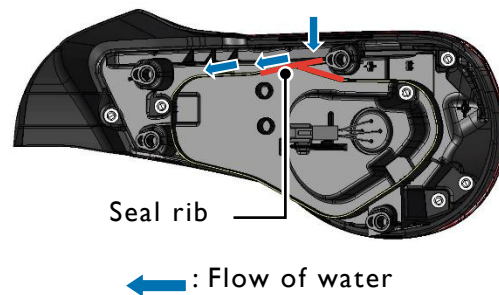
- Arranging the light sources and reflectors in a horizontal layout gives the rear end a wider look.
- The domed section (consisting of 4 LEDs) of the stop lamps has been designed with a similar look to the projector units of the headlamps, and the familiar SUBARU C-shaped design provides consistent styling to the front and rear.
- The color of the outer lens has been changed (clear → clear + red). The use of a red lens also helps to improve looks.
- Using LEDs to power the rear turn signals and side marker lamps (North America only) brings a high level of response and helps to improve visibility.
- An inner lens has been used in the same way as the headlamps, giving a uniform look to the lights when they are turned on.
- The size and position of the fins running across the lighting element has been optimized, which also contributes to aerodynamic performance.
- Excluding North America An Emergency Stop Signal function has been added to ensure better levels of safety. (▶ P.110)



## Better waterproofing

The waterproofing layout has been reviewed as follows to improve waterproofing.

- More thorough waterproof packing.
- The upper seal rib has been angled to control the direction that the water flows and limit water pooling.
- Ventilation has been improved to prevent lenses from fogging by controlling the amount of water entering the lighting element (rate of water absorption of plastic within the lamps).



## Trunk garnishing

Applicable markets → 

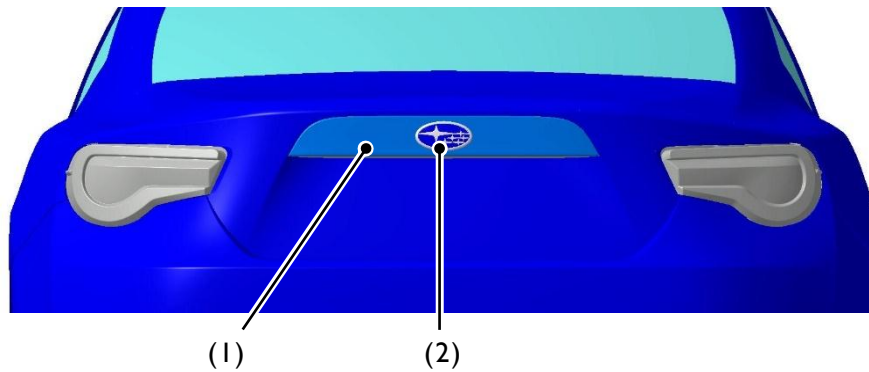
North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

### ■ Applicable to: All models

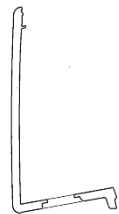
A new type of trunk garnishing is available with a smooth flowing surface design. The shape of the chrome-plated base of the ornament has also been changed to suit changes to the trunk garnishing.

The license lamp, trunk opener switch, rear view camera and key cylinder have been relocated to within the garnishing (the availability of the opener switch and rear view camera depends on specifications). Models without a key cylinder employ a cap in the same way as the current model (up to 16MY).



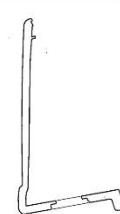
- (1) Trunk garnishing
- (2) Ornament

16MY



Y/O cross-section

17MY



Y/O cross-section



## Rear spoiler

Applicable markets →  North America  Japan  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to:

North America	All models
Japan	OP
China	-
Australia	-
Europe	All models
Generic	All E1, E2, EA models

\*I: The available optional extras depend on specifications.

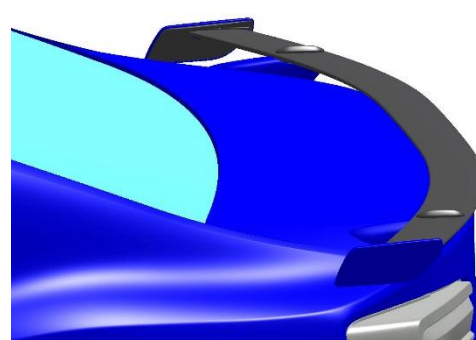
The rear spoiler has been changed from a "lip spoiler" to a "pedestal spoiler" to give the rear a "sporty & high-performance" appearance. The spoiler itself has been painted black to further boost its sporty image.

The rear spoiler material has been changed from plastic to aluminum. Aluminum allows for a thinner spoiler wing and provides a metallic feel. The change to a "pedestal spoiler" design improves aerodynamic performance, stability and control over models without a spoiler, as a high-performance rear spoiler that provides more than just looks.

I6MY

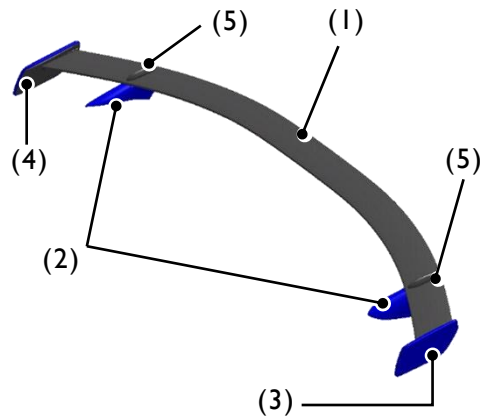


I7MY



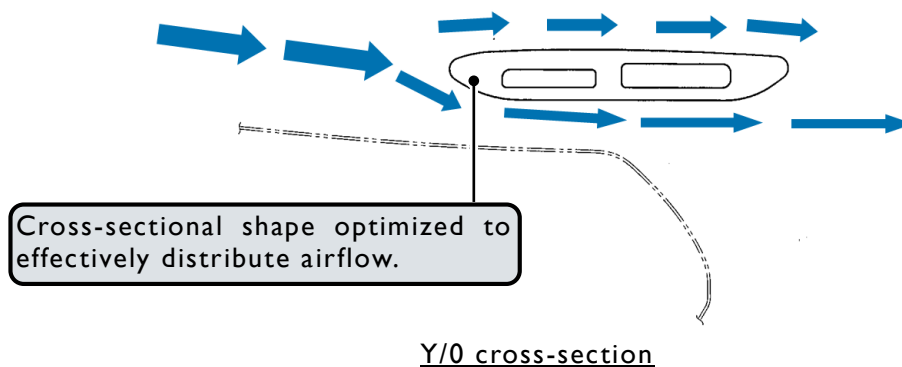
### Parts specifications

No.	Name	Specifications
(1)	Spoiler wing	Painted black
(2)	COVER	Painted in body color
(3)	COVER (OUTER)	Painted in body color
(4)	COVER (INNER)	Dyed black grain texture
(5)	COVER (CAP)	Dyed black grain texture



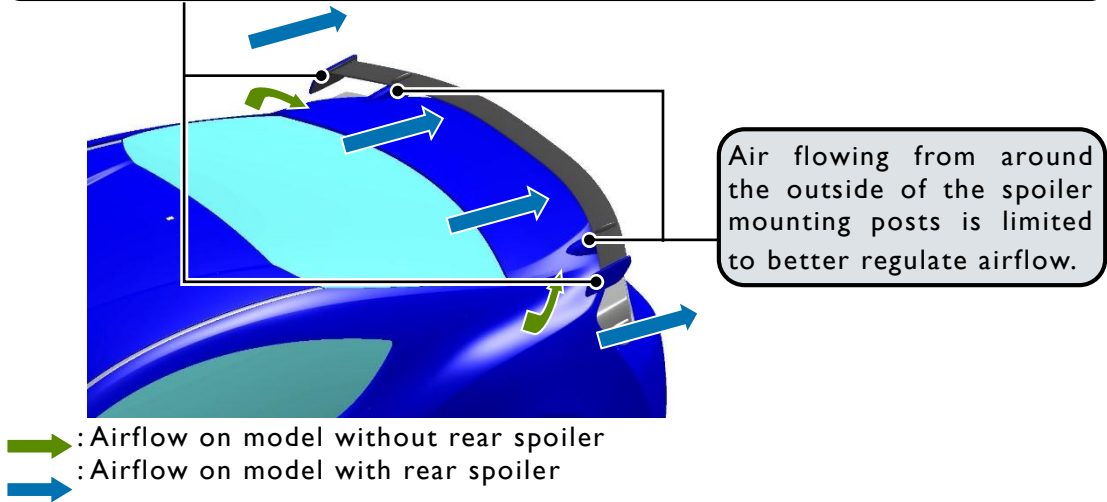
### Aerodynamic performance, stability and control

- The rear "pedestal rear spoiler" allows air to flow through the gap between the trunk and rear spoiler wing to increase airflow beneath the wing. Faster airflow beneath the wing helps to generate downforce which in turn improves stability and control compared to models without a rear spoiler.



- Compared to models without a rear spoiler, the inclusion of the rear spoiler helps to control airflow around and behind the body, which in turn improves aerodynamic performance.

Extending the wing above the rear combination lamps helps to regulate airflow around the upper edge of the rear combination lamp.



## Trunk lid

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

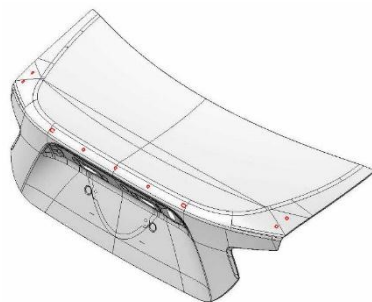
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

### ■ Applicable to: Models with rear spoiler

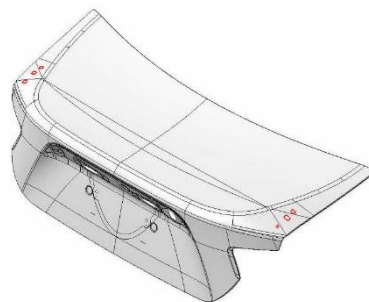
- The position and number of mounting holes has been changed following changes to the rear spoiler design.

No. of mounting holes: 9 → 6

16MY

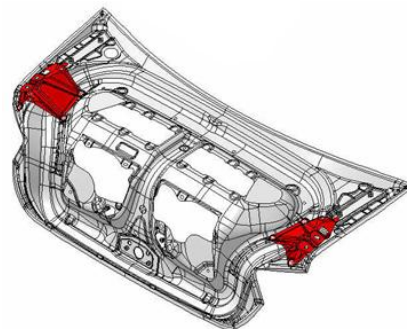


17MY



○: mounting hole

- Reinforcement has been added (red areas) to provide extra strength to the mounting areas, as the number of rear spoiler mounting holes has been reduced.



- A special gas damper has been newly designed for models with a rear spoiler.



## Aluminum wheels (17 inch)

---

Applicable markets →  North America  Japan  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: Models with 17 inch tires
- 

The design has been changed for a more sophisticated, sportier look.

16MY



17MY



17x7J



17x7.5J

(Models with Brembo brakes)



## 3.2

# INTERIOR

(all images are of parts under development, and may appear different to the production model)

## Design concept

---

Similarly to the exterior, the interior has also been refined to fill the premium, sophisticated bracket of the sports car segment. Changes have been made to the design of functional components like the steering wheel, combination meters and full-auto air conditioning, with a focus on the use of quality materials that feel great to touch or smooth leather texture, rather than visibility or ergonomics. The use of techniques such as stitching and film insert molding help to create the target premium sports car aura.



(image is for the Japanese market. Specifications may differ depending on market)

## I6MY→I7MY changed items



(image is for the North American market) Specifications may differ depending on market)

Changed item	Specification						Detailed Description
	North America	Japan	China	Australia	Europe	Generic	
Combination meter	✓	✓	✓	✓	✓	✓	<a href="#">P.49</a>
Instrument panel	✓	✓	✓	✓	✓	✓	<a href="#">P.57</a>
Knee pads	✓	✓	✓	✓	✓	✓	<a href="#">P.58</a>
Meter visor	✓	✓	✓	✓	✓	✓	<a href="#">P.58</a>
Full-auto air conditioner	✓	✓	✓	✓	✓	✓	<a href="#">P.59</a>
Door trim	✓	✓	✓	✓	✓	✓	<a href="#">P.60</a>
Front seats	✓	✓	✓	✓	✓	✓	<a href="#">P.61</a>
Steering wheel	✓	✓	✓	✓	✓	✓	<a href="#">P.62</a>
Wiper switches	-	✓	-	✓	-	-	<a href="#">P.65</a>
VDC switch	✓	✓	✓	✓	✓	✓	<a href="#">P.65</a>
Infotainment system	✓	-	-	✓	✓	-	<a href="#">P.66</a>

## Combination meter

Applicable markets ⇒ 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

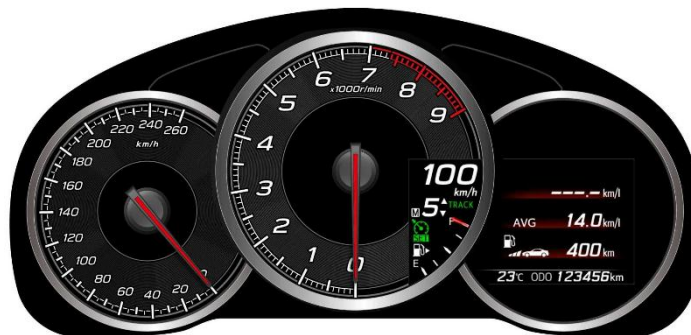
The following two types of combination meters are available with 17MY.

### Standard meter



(image is for the Japanese market)

### Multi information display meter

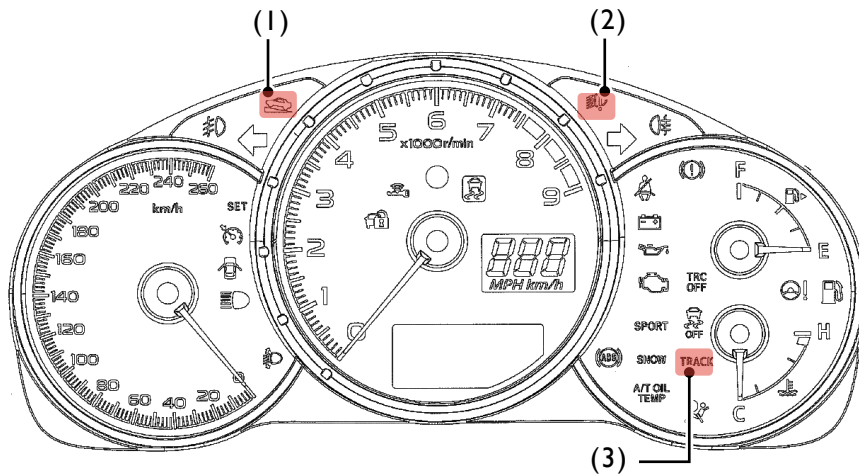





(image is for the Japanese market)

## Standard meter

The meter layout retains the same level of visibility and instant readability, but features changes and additional indicator and warning lights to suit the new functions added to the model.

### Telltale layout and details of changes from I6MY

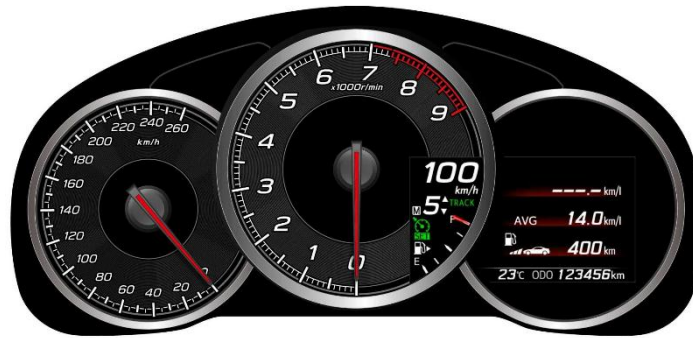


No.	Item	Design	Details	Applicable to
(1)	Hill Start Assist operating indicator		<ul style="list-style-type: none"> <li>An operating indicator (green) has been added following the addition of the Hill Start Assist (HSA) function. (► P.102)</li> </ul>	All models
(2)	LED headlamp warning light		<ul style="list-style-type: none"> <li>A warning light (yellow) has been added with the use of LED headlamps.</li> </ul>	Excluding North America
(3)	TRACK mode indicator		<ul style="list-style-type: none"> <li>The name and design of the indicator (green) has been changed following the change to the VDC mode name. (► P.100)</li> </ul>	All models

## Multi information display meter

The meter layout retains the same level of visibility and instant readability, but features the following changes.

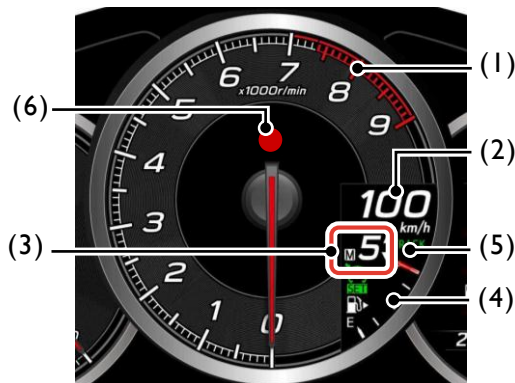
- The design has been enhanced with a more elegant, sculpted dial face.
- A seamlessly integrated 4.2 inch color LCD display has been installed for a more futuristic look, and to add content (functionality) more suited to a sports car.
- Indicator and warning lights have been added or changed to suit the new functions added to the model.



(image is for the Japanese market)

## Layout design ideal for sporty driving

The tachometer has been positioned in the middle, and shows all relevant information required for driving in a layout design ideal for sporty driving.



- (1) Tachometer
- (2) Digital speedometer
- (3) Shift position
- (4) Fuel gauge
- (5) Mode indicator during sporty driving (TRACK)
- (6) REV indicator

## 4.2 inch color LCD and sports car display content

The addition of sports car display content increases its level of sophistication as a sports car.


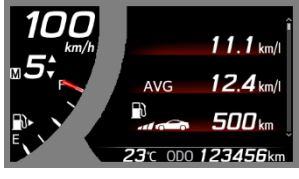
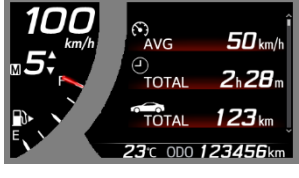


The easy-to-understand GUI, which is also easy to operate while driving, has been provided.

### CAUTION

Concentrating on content such as the exclusive BRZ screen while driving could result in dangerous driving conditions. Take not to concentrate on the screen while driving.

## Display content and functions

Items marked with ★ can be reset by the user (to reset, press and hold the [Set] button).

Contents		Display (example)
Welcome/Goodbye		
Driver's information	Screen 1 <ul style="list-style-type: none"> <li>● Current fuel consumption</li> <li>● Average fuel consumption ★</li> <li>● Driving range</li> </ul>	
	Screen 2 <ul style="list-style-type: none"> <li>● Average speed ★</li> <li>● Trip time ★</li> <li>● Trip distance ★</li> </ul>	
	Screen 3 <ul style="list-style-type: none"> <li>● Engine coolant temperature gauge</li> <li>● Oil temperature gauge</li> <li>● Voltage gauge</li> </ul>	
Exclusive BRZ screen	G monitor <ul style="list-style-type: none"> <li>● G ball (with peak hold)</li> <li>● Steering angle gauge</li> <li>● Braking force (left side of screen: red)</li> <li>● Throttle angle (right side of screen: blue)</li> </ul> <div style="border: 1px solid blue; padding: 5px;"> <p><b>POINT</b></p> <ul style="list-style-type: none"> <li>● The G monitor can only be displayed when the car is stopped.</li> <li>● The steering angle gauge turns red when the steering wheel is at full lock.</li> </ul> </div>	

Contents		Display (example)
Exclusive BRZ screen	<p>Engine performance curves</p> <ul style="list-style-type: none"> <li>● Torque curve</li> <li>● Power curve</li> </ul> <p><b>POINT</b> The torque curve shown here is for reference purposes only. The torque curve is created from the engine speed based on catalog values.</p>	
	<p>Stop watch</p>	
Customization	<p>Customizable items (availability depends on specifications)</p> <ul style="list-style-type: none"> <li>● Initial screen</li> <li>● REV settings</li> <li>● GSI settings (excluding Europe)</li> <li>● Language settings</li> <li>● Unit settings</li> <li>● Default settings</li> </ul>	
Warnings/advice	<div style="display: flex; justify-content: space-around;"> </div> <p><b>POINT</b> If  is displayed in the meter, selecting the  tab displays the warning/advice again.</p>	

(Displayed content differs depending on market)

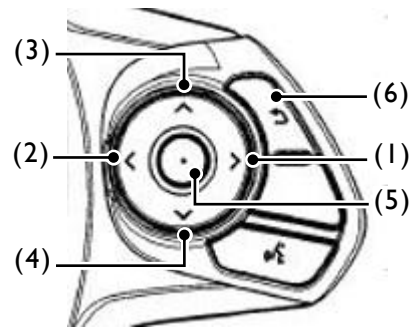


## Changing displays

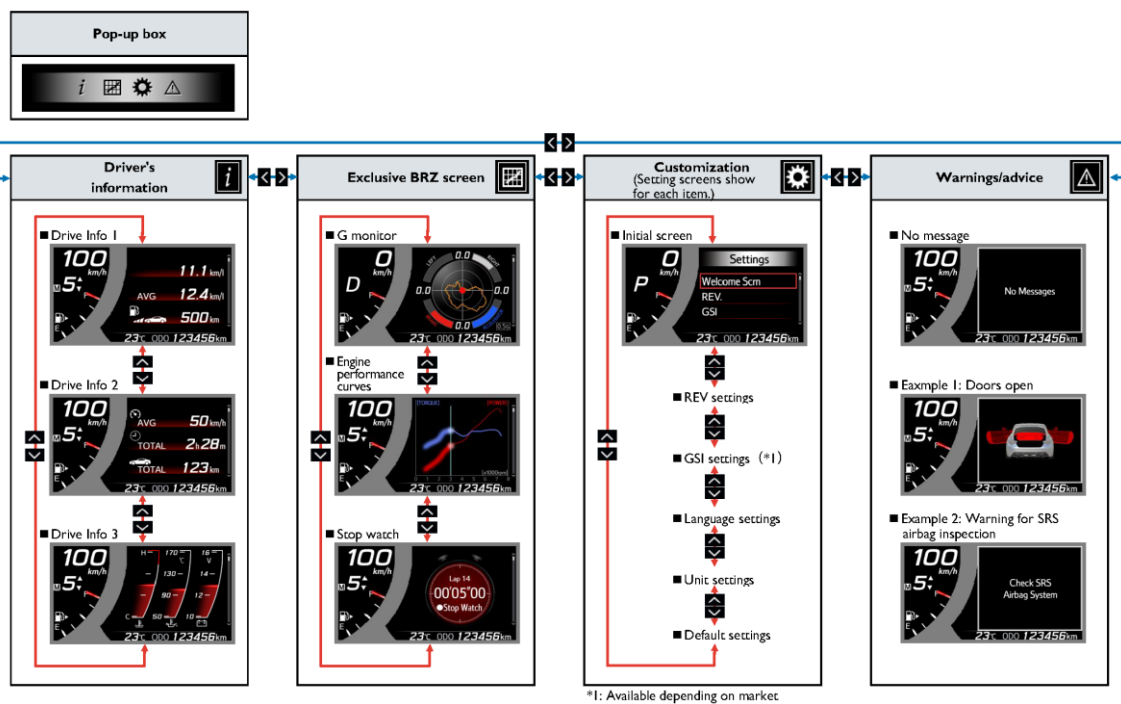
An intuitive user interface has been provided.

- Use the change meter switches on the right side of the steering wheel to change displays or select various settings.

- [ > ] button...(1)
- [ < ] button...(2)
- [ ^ ] button...(3)
- [ v ] button...(4)
- [ Set ] button...(5)
- [ Back ] button...(6)



- Using any of the meter buttons displays a pop-up box at the top of the screen (the pop-up box disappears if no buttons are used for 2 second after it is displayed).
- Displays can be changed while driving. Note that changing to the G monitor is only possible when the car is stopped.



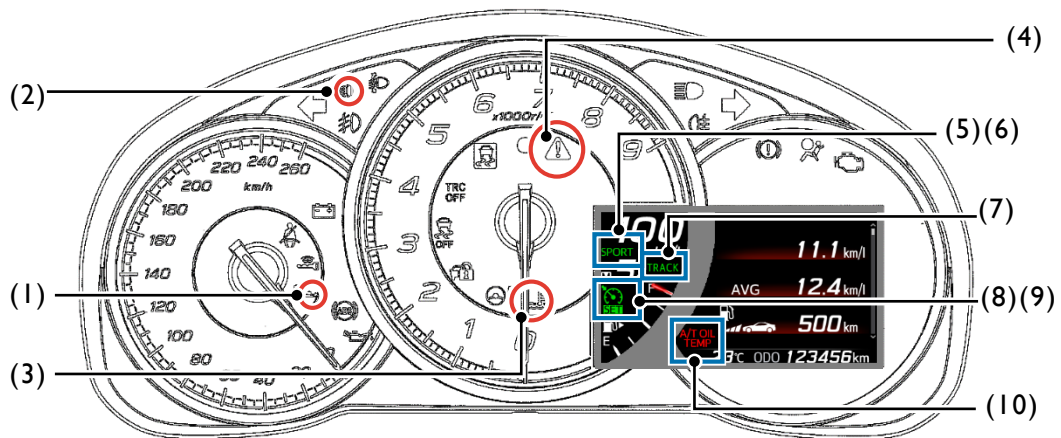
(Displayed content differs depending on market)

### POINT

Customization is only possible when the car is stopped. Changing screens while driving will display the customization screen, however settings cannot be changed.



## Telltale layout and telltale additions and changes



No.	Name	Type of Change
(1)	Hill Start Assist operating indicator (green)	Addition
(2)	LED headlamp warning light (yellow)	
(3)	Engine coolant indicator/warning light (blue/red)	
(4)	Master warning (yellow)	
(5)	AT SPORT (green)	Changed display position (individual LED → within LCD)
(6)	AT SNOW (yellow)	
(7)	TRACK (green) (previous: VSC* SPORT)	
(8)	CRUISE (green/yellow)	
(9)	SET (green)	
(10)	AT OIL TEMP (red)	

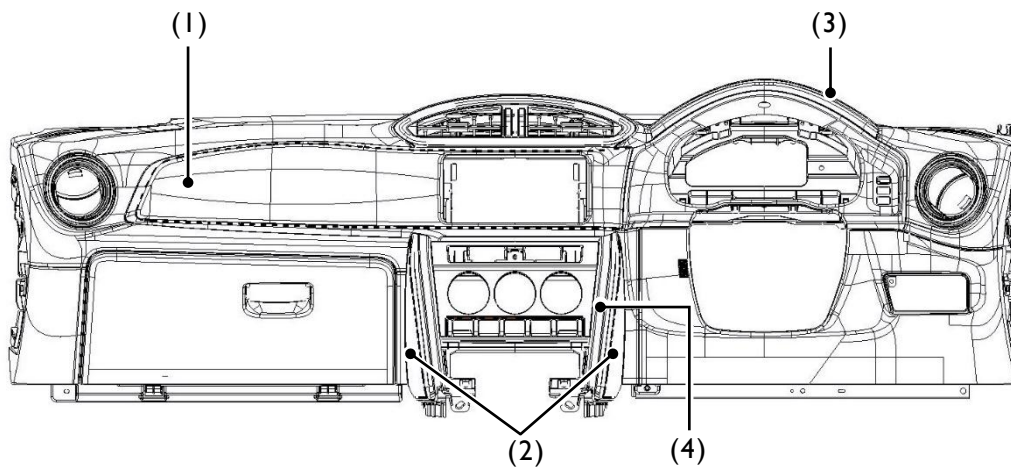
\* VSC is a registered trademark of Toyota Motor Corporation.

## Instrument panel & console

---

The following items have been changed in order to create a more premium feel, and includes visible areas and areas that users often come in contact with their hands and legs wrapped in smooth leather texture surface material, as well as the addition of stitching.

- Instrument panel decorative panel...(1)
- Knee pads...(2)
- Meter visor...(3)
- Full-auto air conditioner...(4)



## Instrument panel

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to (specifications with surface material):

North America	All models (excluding BASE specifications for Canada)
Japan	HIGH-LTD
Australia	All models
Europe Generic*	All models

\* China included in Europe Generic.

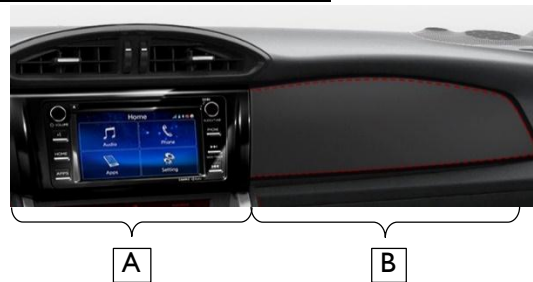
- Models without Gen.2 D/A** The audio face panel and the passenger dash trim that consists of two distinct panels have been molded together, and finished with an added surface material. Red stitching has been included around the outer edge of the panel to give it a more consistent look with the overall interior design, as well as highlight its sports car styling.
- Models with Gen.2 D/A** The panel around the audio system features the same high gloss black as the D/A panel to better highlight the available infotainment functions. The passenger dash trim features surface material with added red stitching.

Models without Gen.2 D/A



Surface material (black) + red stitching

Models with Gen.2 D/A



A: high gloss black

B: surface material (black) + red stitching

## Knee pads

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

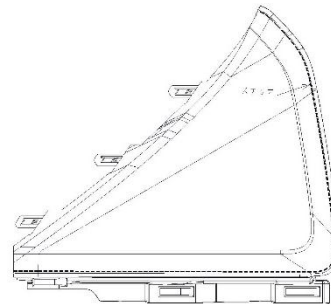
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to (specifications with surface material):

North America	HIGH
Japan	HIGH-LTD
Australia	All models
Europe Generic*	All models

\* China included in Europe Generic.

The knee pads have been changed to a finish with a wrapped surface material. The black surface material and red stitching style helps to raise the premium feel in the interior. Cushioning has been added behind the PVC backing to create a softer feel and provide both visual appeal and a supple texture.



## Meter visor

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

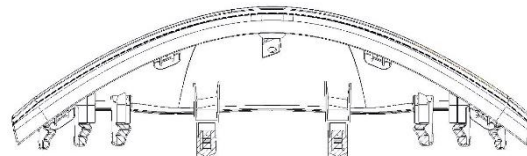
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to (specifications with surface material):

North America	HIGH
Japan	HIGH-LTD
Australia	All models
Europe Generic*	All models

\* China included in Europe Generic.

The knee pads have been changed to a finish with a wrapped surface material. The black surface material and double red stitching style helps to raise the premium feel in the interior.



## Full-auto air conditioner

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

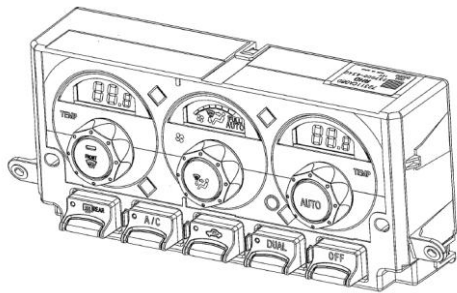
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: Models with full-auto air conditioning

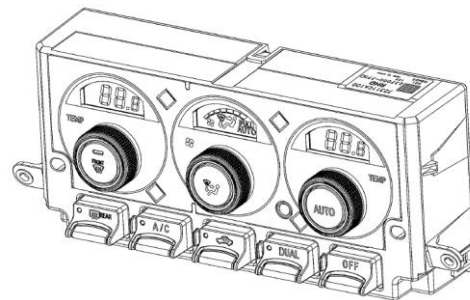
The following changes have been made to improve comfort.

- The panel surface has been changed to the same carbon fiber film inserts as the door switch panels.
- The shape and design of the control knobs has been changed to a shaved metallic style for enhanced visual appeal.
  - Shape: the previous outer polygon design has been changed to knurled knobs.
  - Style: the central button has been finished in high gloss black, and painted in satin silver on the outside for a more premium look.

16MY



17MY



# Door trim

Applicable markets → North America | Japan | China | Australia | Europe | Generic

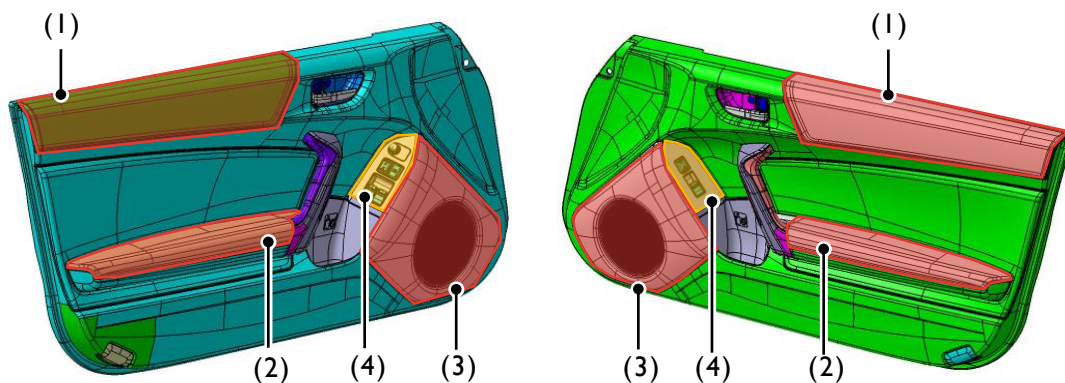
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

The following changes have been made to improve quality.

- Changed upper trim surface material...(1)
- Changed armrest surface material...(2)
- Changed knee pad surface material...(3)
- Used carbon-fiber-like switch panel...(4)

Driver seat

Passenger seat



## Changed surface material...(1) (2) (3)

The trim surface material has been changed to smooth leather texture to provide a more elegant feel than the current model.

Specification	Grade	(1)		(2)		(3)		
		Surface Material	Stitching	Surface Material	Stitching	Surface Material	Stitching	Ring
North America	BASE					None	None	None
	HIGH	Yes	Red	Yes	Red	Yes	Red	High gloss silver
Japan	RACING BASE-L	None	None		None	None	None	None
	BASE			Yes				
	HIGH H-LTD	Yes	Red		Red	Yes	Red	High gloss silver
Europe Generic (RHD)	HIGH	Yes	Red	Yes	Red	Yes	Red	High gloss silver
Europe Generic (LHD)	HIGH	Yes	Red	Yes	Red	Yes	Red	High gloss silver

\* China and Australia included in Europe Generic.

### Used carbon-fiber-like switch panel...(4)

Models with full-auto air conditioning VH coating or carbon-fiber-like film inserts have been added to the switch panel. This provides a more stylish look compared to the existing dyed black plastic. The carbon-fiber-like finish in particular gives the surface a luster similar to the high gloss black of other models, and provides an exceptional level of elegance.

Specification	Grade	(4)
North America	BASE	Dyed black
	HIGH	Carbon-fiber-like
Japan	RACING BASE-L	Dyed black
	BASE	
	HIGH H-LTD	Carbon-fiber-like
Europe Generic (RHD)	HIGH	Carbon-fiber-like
Europe Generic (LHD)	HIGH	Carbon-fiber-like

\* China and Australia included in Europe Generic.

## Front seats

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

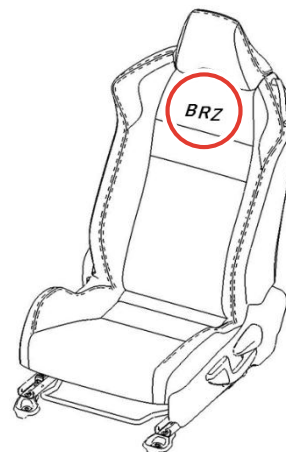
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

#### ■ Applicable to:

North America	HIGH
Japan	OP (HIGH, HIGH-LTD)
Europe Generic (RHD)*	OP
Europe Generic (LHD)*	OP

\* China and Australia included in Europe Generic.

An embroidered BRZ logo (red) has been added.



## Steering wheel

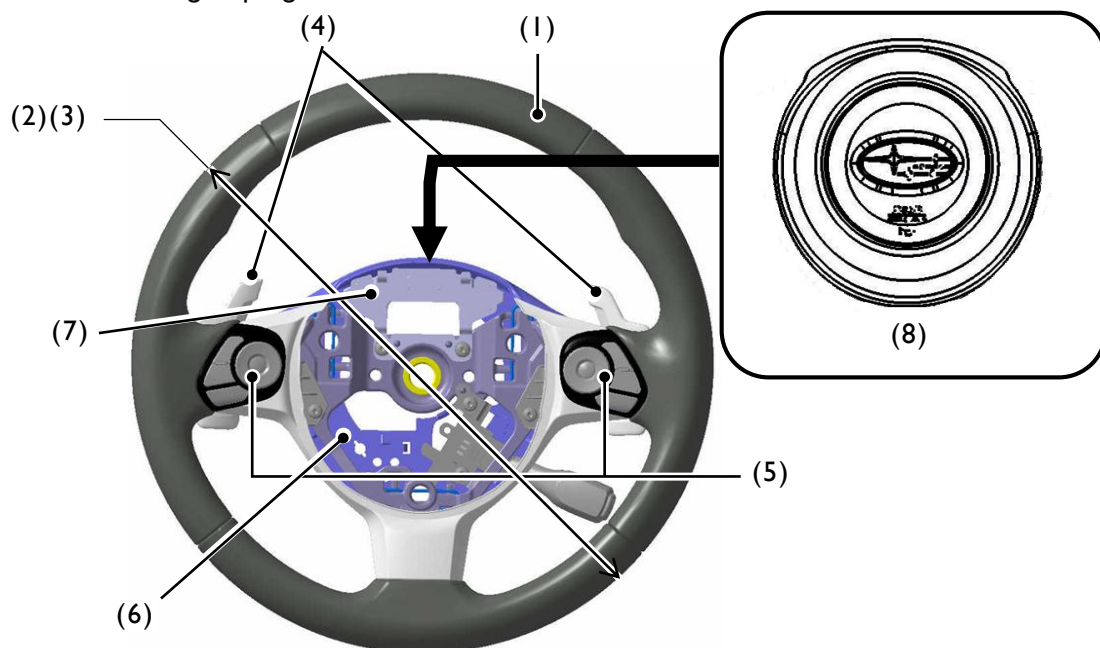
Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to: All models

The shape of the steering wheel and horn pad has been renewed with added audio control switches and change meter switches. Its cross-sectional profile has been optimized for a grip that feels more like a sports car.

Premium-feel leather has been used as the wrapped surface material for a better look and feel when grasping the wheel.



No.	Change details	Detailed Description
(1)	Used premium-feel leather	None
(2)	Changed grip shape (larger cross-section)	None
(3)	Smaller steering wheel diameter	None
(4)	Used newly shaped paddle switches	None
(5)	Added steering switches	<a href="#">P.63</a>
(6)	Added COVER A, B	None
(7)	Changed dynamic damper shape	None
(8)	Changed horn pad design	None
-	Changed steering roll connector	None



### Specifications (surface material, stitching)

Specifications	Surface Material	Color	Stitching
Type A	Urethane	Black	None
Type B	Leather-wrapped	Black	Red

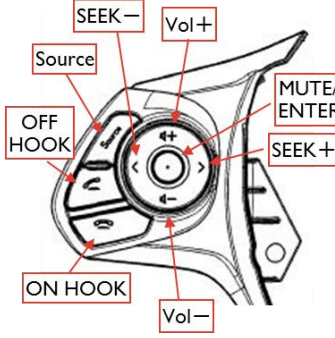
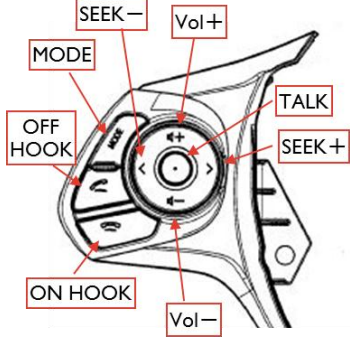
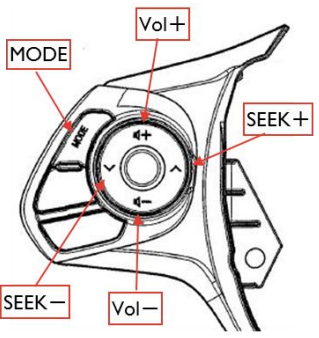
## Steering switches

Switches have been added to the left and right sides of the steering wheel. Positioning frequently used switches helps to improve convenience.

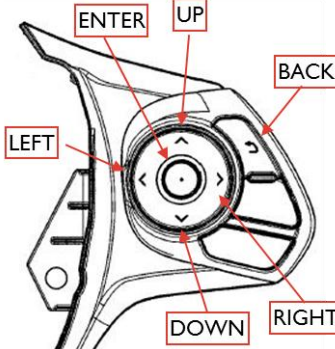
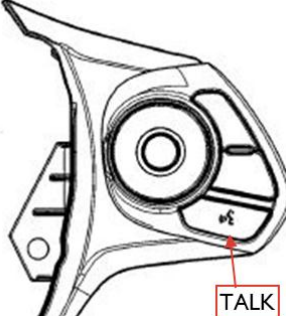
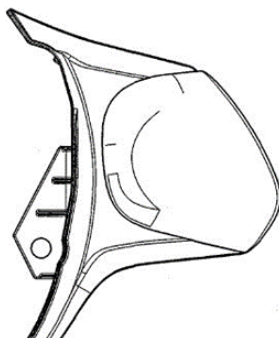
Left side	<ul style="list-style-type: none"> <li>● Audio control switches (for D/A, navigation, standard audio)</li> </ul>
Right side	<ul style="list-style-type: none"> <li>● Change meter switches</li> <li>● Voice recognition switches (for D/A)</li> </ul>

\* The availability of switches and their positions depends on market and specifications.

### Left side (audio control switch)

Type A	Type B	Type C
 <p>For D/A</p>	 <p>For Navigation (Canada)</p>	 <p>For standard audio</p>

## Right side (change meter switches, other)

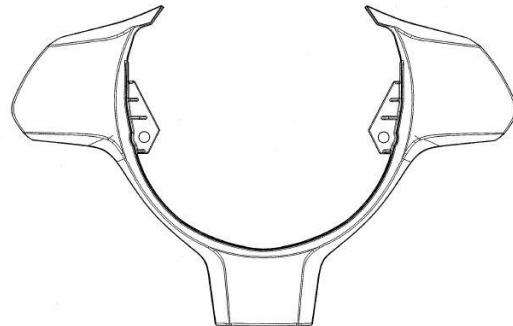
Type A	Type B	Type C
 <p><u>Change meter switches</u></p>	 <p><u>Voice recognition</u> (for D/A)</p>	 <p><u>Cover</u> (standard meter specifications)</p>

### POINT

Models with Gen.2 D/A feature the Type B [TALK] button added to Type A.

## Others

Models without switches have a silver or black cover installed in the switch area.



## Wiper switches

Applicable markets →

Japan

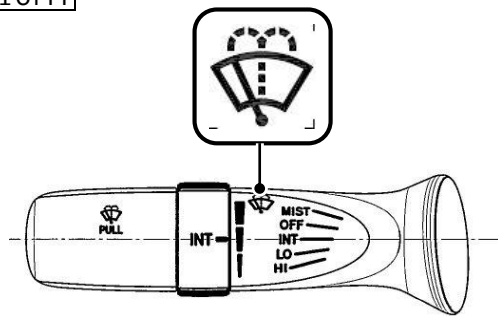
Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

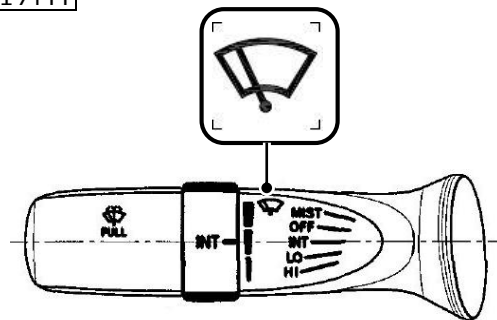
- Applicable to: All models

The pictogram on the wiper switch has been changed to the type used in the European market.

16MY



17MY



## TRACK (previous VSC\* SPORT) mode switch

Applicable markets →

North America

Japan

China

Australia

Europe

Generic

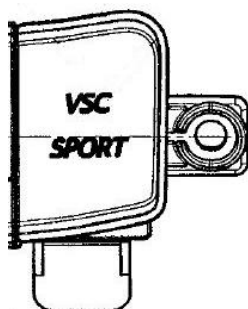
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

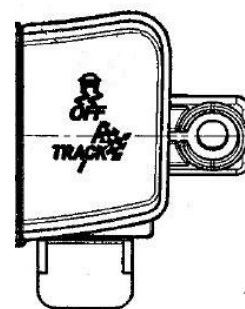
\* VSC is a registered trademark of Toyota Motor Corporation.

The design of the switch has been changed following the change to the mode name.

16MY



17MY



## Infotainment system

Applicable markets → North America

Australia

Europe

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

The Display Audio (D/A) that is already available in North America (excluding Canada) has now been made available in Europe and Australia.

### Features List

#### ▼ I6MY

Function		United States	Europe	Australia
		Display Audio	Standard Radio	
Hardware	Display	6.2 inch X VGA (800 x 480)	5 x 7 dot/12 chars./line	
	Touch panel	Pressure sensitive	-	
	Hardware buttons	6 buttons + 2 knobs	17 buttons + 2 knobs	18 buttons + 2 knobs
Audio	AM/FM	✓	✓	
	RBDS/RDS	✓	✓	-
	HD Radio	✓	-	
	XM	✓	-	
	CD/DVD	✓/-	✓/-	
	Bluetooth Audio	✓	-	
	USB/AUX	✓	✓	
Bluetooth	Hands-free calls	✓	-	
	Emails	-	-	
Speakers	6 speakers	-	✓	
	8 speakers & 2 ch amplifier	✓	-	
Connectivity	Aha Radio	✓	-	
	Pandora	✓	-	
	SUBARU STARLINK	✓	-	
Voice recognition	Command voice recognition	✓	-	
	One shot input (sentence input)	✓	-	
Touch panel operation	Tap/tap (hold)	✓	-	
	Pinch in/out/double tap	-	-	
	Flick/Slide	✓	-	
Linked accessories	Rear view camera	✓	-	
	Steering switches	-	-	

## ▼ I7MY

Function		United States	Europe	Australia
		Display Audio		
Hardware	Display	6.2 inch XVGA (800 x 480)		
	Touch panel	Pressure sensitive		
	Hardware buttons	6 buttons + 2 knobs		
Audio	AM/FM	✓		
	RBDS/RDS	✓		
	HD Radio	✓	-	-
	XM	✓	-	-
	CD/DVD	✓/-		
	Bluetooth Audio	✓		
	USB/AUX	✓		
Bluetooth	Hands-free calls	✓		
	Emails	-		
Speakers	6 speakers	-	✓	-
	8 speakers & 2 ch amplifier	✓	-	-
Connectivity	Aha Radio	✓	-	-
	Pandora	✓	-	-
	SUBARU STARLINK	✓		-
Voice recognition	Command voice recognition	✓		
	One shot input (sentence input)	✓		
Touch panel operation	Tap/tap (hold)	✓		
	Pinch in/out/double tap	-		
	Flick/Slide	✓		
Linked accessories	Rear view camera	✓	-	✓
	Steering switches	✓		

## Display Audio for North America

The face panel has been finished in high gloss black following changes to the instrument panel.

No.	Changed area	16MY	17MY
(1)	Face panel	Black aluminum	High gloss black
(2)	EJECT button		
(3)	Buttons on left/right of screen (x6)	Matte black	
(4)	Dial knob sides (x2)		

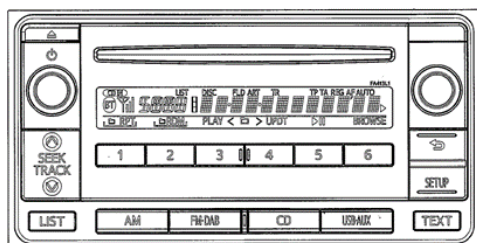


## Display Audio for Europe/Australia

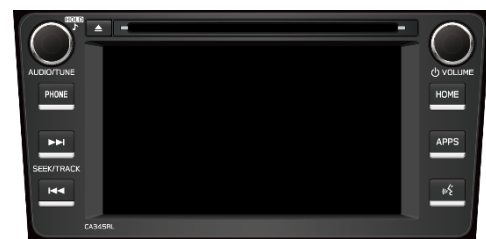
The 6.2 inch D/A available in North America has now been made available in Europe and Australia. Improvements made to "Connectivity" and "HMI (Human Machine Interface)" provide more intuitive operation, making the use of various types of media more enjoyable, as well as providing access to a broader range of information.

16MY

17MY



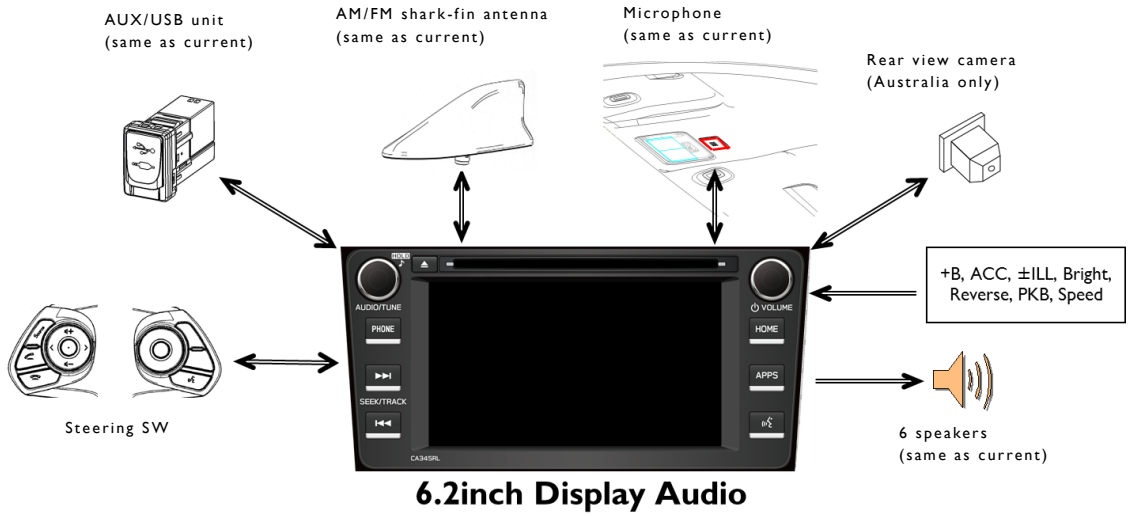
Standard Radio  
(Fujitsu TEN)



6.2 inch Display Audio  
(Clarion)

(Photo is of the European right hand drive model)

## System configuration

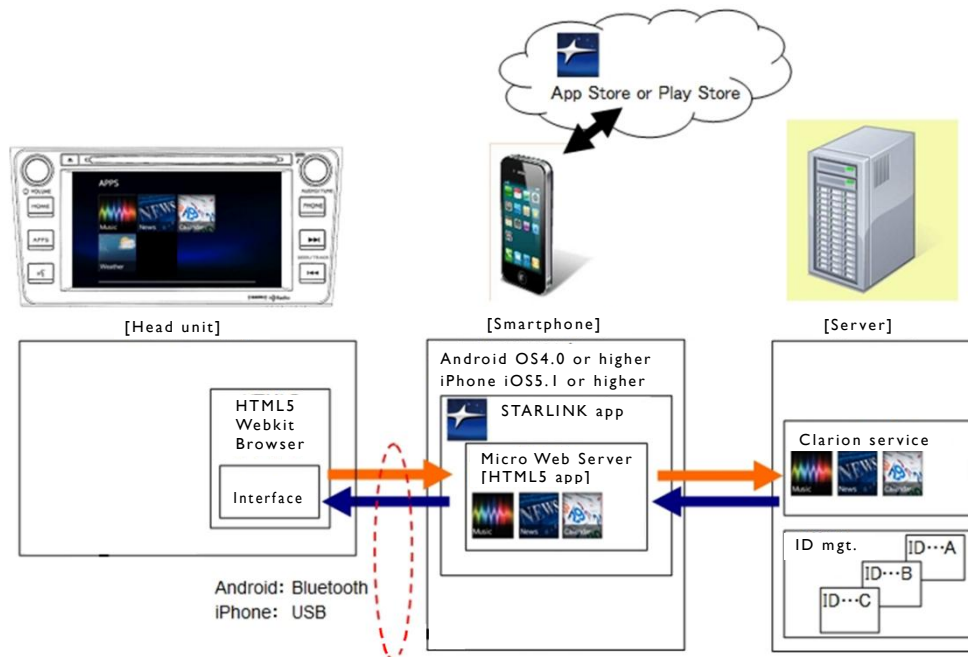


## Better connectivity [Europe only]

Multiple applications can be downloaded from the cloud via a smartphone and used by the in-vehicle equipment.

### App list

SUBARU STARLINK (Application Manager)	News	Calender
	Weather	Music Player



## Human Machine Interface (HMI)

### Sentence pattern voice recognition

- Phone (H/F): the receiver can be selected directly.  
Example) “Call Tom Jones!” → places a call to Tom Jones.

### The same easy-to-use GUI (Graphical User Interface) as other models

- New Home and Source selection screens have been added
- Large icons
- An easy-to-use screen design with buttons arranged in groups



Home screen



Source screen

(screens are for the North American market)

- Touch panel operation that resembles a smartphone



#### Flick/Slide

Scroll through lists or menus



## 3.3

# POWERTRAIN

(all images are of parts under development, and may appear different to the production model)

Increased engine power and a lower final gear ratio work in tandem to deliver sprightly performance that is noticeable the moment drivers take off



These changes give the BRZ a new boost in performance that solidifies its reputation as a sports car

\* The above is applicable to 6MT models for North America, Japan and Australia

## Aim of development

---

### Engine

- Higher power output (6MT models)
  - For North America: 200 HP → 205 HP
  - For Japan, Australia: 147 kW (200 PS) → 152 kW (207 PS)
- Improved fuel efficiency
- Increased engine strength to suit its higher power output
- Complies with OBD fault diagnostics regulations

#### POINT

The higher power output has been achieved mainly through a combination of reduced pressure loss and optimized intake efficiency (inertial effect on the intake).

- Reduced pressure loss:
  - changed the shape of the exhaust system, changed the shape of the air cleaner case and boot, improved the intake element
- Optimized intake efficiency: changed the shape of the intake manifold

### Transmission

- Lower gear ratio for the manual transmission final gear: 4.100 → 4.300 (6MT models for North America, Japan and Australia)
- Improvements have been made to the manual transmission following the higher power output of the engine

## Powertrain availability

High power output engines in 6MT models for North America, Japan and Australia

### North America (units: maximum power [HP/rpm], maximum torque [lb-ft/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	200/7000	151/6400 to 6600	TIER2/BIN5
FA20	6MT	205/7000	156/6400 to 6800	TIER2/BIN5

### Japan (units: maximum power [kW/rpm], maximum torque [Nm/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	147/7000	205/6400 to 6600	H23 SULEV
FA20	6MT	152/7000	212/6400 to 6800	H23 SULEV

### China (units: maximum power [kW/rpm], maximum torque [Nm/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	147/7000	205/6400 to 6600	China IV (all regions) or China V (China V regions)
FA20	6MT	147/7000	205/6400 to 6600	China IV (all regions) or China V (China V regions)

### Australia (units: maximum power [kW/rpm], maximum torque [Nm/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	147/7000	205/6400 to 6600	Euro 5b
FA20	6MT	152/7000	212/6400 to 6800	Euro 5b

### Europe (units: maximum power [kW/rpm], maximum torque [Nm/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	147/7000	205/6400 to 6600	Euro 6b
FA20	6MT	147/7000	205/6400 to 6600	Euro 6b

### Generic (units: maximum power [kW/rpm], maximum torque [Nm/rpm])

Engine	T/M	Maximum Power	Maximum Torque	Supported Emissions Standards
FA20	6AT	147/7000	205/6400 to 6600	Euro 5b or 6b* <sup>1</sup>
FA20	6MT	147/7000	205/6400 to 6600	Euro 5b or 6b* <sup>1</sup>

\*1: the supported emissions standards differ depending on specifications.

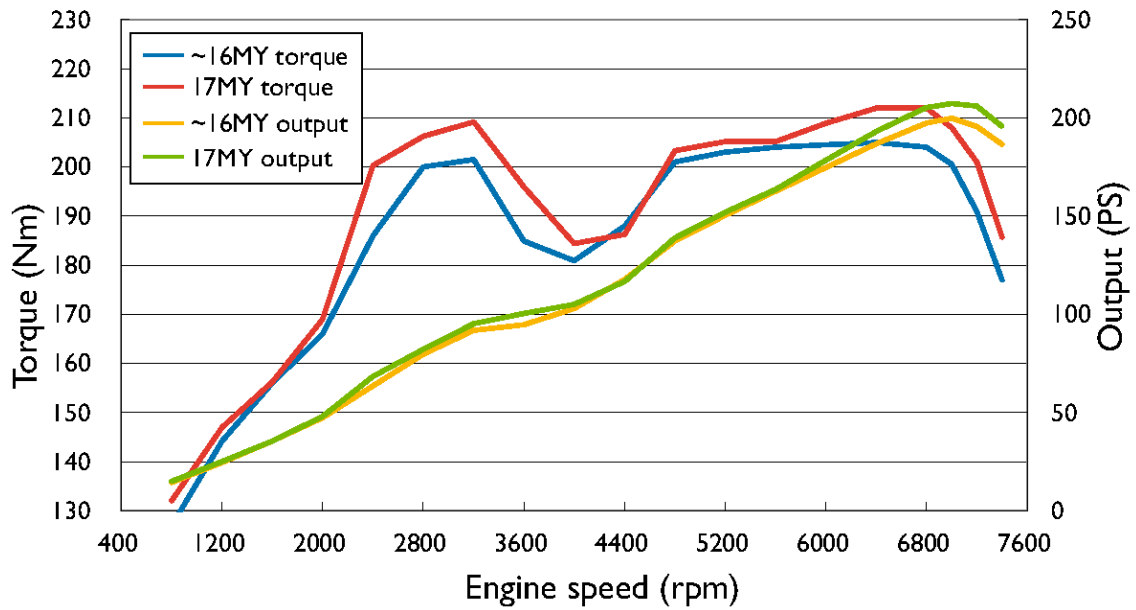
## Engine

### 16MY → 17MY changed items

Details	Higher Power Output	Fuel Efficiency	Weight Reduction	OBD Compliance	Others	Applicable to	Detailed Description
Increased cylinder block rigidity	✓					All models	<a href="#">P.75</a>
Greater piston durability	✓					6MT models (North America, Japan, Australia)	<a href="#">P.76</a>
Changed valve stem finish		✓				All models	<a href="#">P.77</a>
Improved roughness of camshaft journals		✓				All models	<a href="#">P.77</a>
Optimized fuel pump drive cam		✓				All models	<a href="#">P.77</a>
Optimized internal shape of rocker arm pivots			✓			All models	<a href="#">P.77</a>
Changed shape of fuel system components	✓					6MT models (North America, Japan, Australia)	<a href="#">P.78</a>
Changed fuel pressure sensor				✓		All models	<a href="#">P.79</a>
Upgraded to next-generation fuel pump					✓	All models	<a href="#">P.79</a>
Changed shape and material of intake manifold	✓					6MT models (North America, Japan, Australia)	<a href="#">P.80</a>
Optimized flow channels of air intake system	✓					6MT models (North America, Japan, Australia)	<a href="#">P.81</a>
Changed specifications of air cleaner element	✓					6MT models (North America, Japan, Australia)	<a href="#">P.82</a>
Changed shape of EPF	✓					6MT models (North America, Japan, Australia)	<a href="#">P.83</a>
Changed material of EPC-R	✓					6MT models (North America, Japan, Australia)	<a href="#">P.83</a>

Details	Higher Power Output	Fuel Efficiency	Weight Reduction	OBD Compliance	Others	Applicable to	Detailed Description
Changed material and shape of exhaust pipe system					✓	All models	<a href="#">P.84</a>
Changed specifications of cam angle sensor plate				✓		All models	<a href="#">P.85</a>
Changed ECU hardware		✓		✓	✓	All models	<a href="#">P.85</a>
Changed engine harness	✓			✓		All models	<a href="#">P.86</a>
Changed material of oil spacer			✓			All models	<a href="#">P.86</a>
Changed specifications of alternator		✓				North America only	<a href="#">P.87</a>
Installed new battery condition sensor		✓				North America only	<a href="#">P.87</a>
Changed specifications of crank angle sensor				✓		All models	<a href="#">P.88</a>
Changed shape of crank angle sensor plate				✓		All models	<a href="#">P.88</a>
Changed diagnostic specifications of O <sub>2</sub> sensor				✓		All models	<a href="#">P.88</a>

<<Fig. Engine performance curve (6MT for North America, Japan and Australia: planned nominal value)>>



## Block structure

### Cylinder block

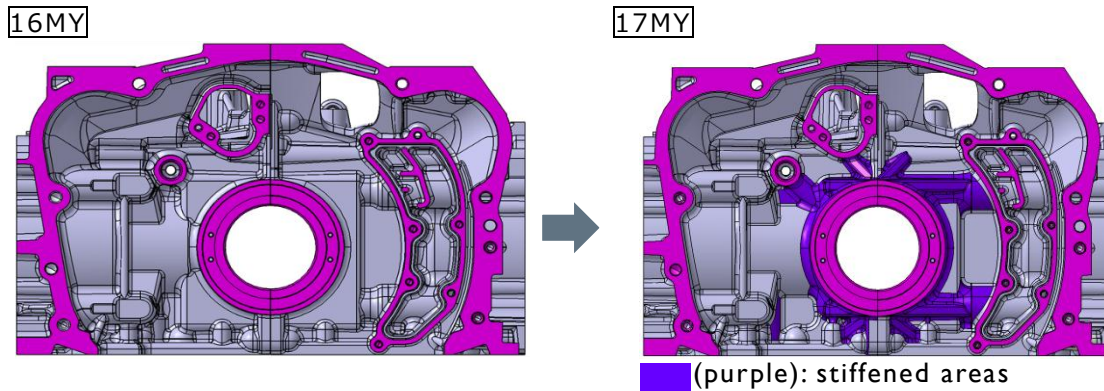
Applicable markets ⇒  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The rigidity of the cylinder block has been increased to ensure reliability following the higher power output.

- Added stiffening ribs to the rear wall of the cylinder block.



- The target axial force of the number-5 journal block mating bolt has been changed during both machining and assembly.

## Main moving components

### Pistons

Applicable markets → North America Japan Australia

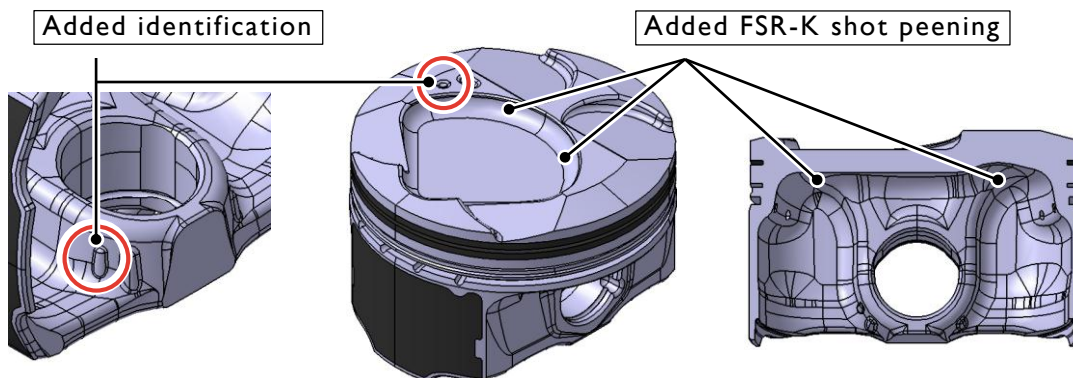
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6MT models

Piston durability has been improved to suit the higher pressure within cylinders following the higher power output.

- To suit the higher power output:  
The surface of the piston crown and pin boss section has been improved using FSR-K treatment\* for greater strength (a first for SUBARU).
- Identifying specifications:  
An identification shape has been installed in the crown and pin boss section to distinguish these pistons from normal power output specification pistons.

\* FSR-K shot peening:  
Shot peening small particles at high speeds produces a stronger layer on the material surface due to microscopic plastic deformation.



## Valvetrain

Applicable markets → 

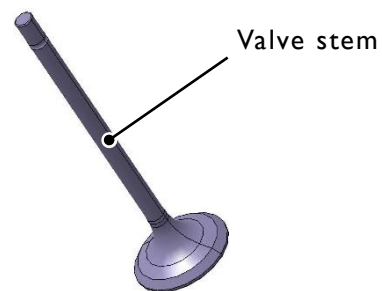
North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

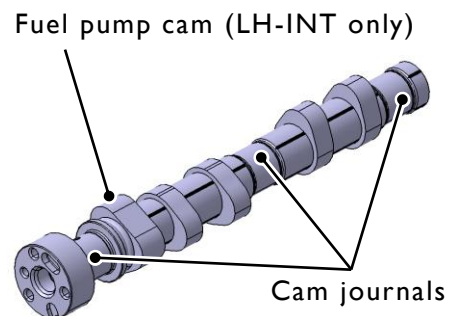
### ■ Applicable to: All models

Friction throughout the valvetrain has been reduced to improve fuel efficiency. Weight has also been reduced by using the same specification rocker arm pivots as other models.

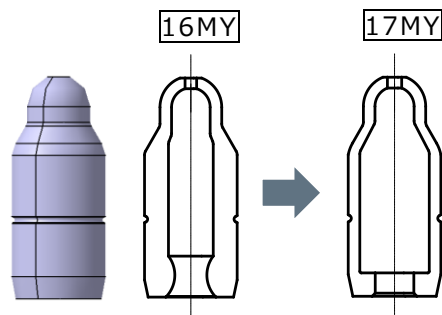
- The intake valves and exhaust valves have been newly designed. The stem has a buffed finish to reduce friction.



- Roughness on the camshaft journals has been improved to reduce friction.
- The amount of fuel pump cam lift has been reduced to help optimize the fuel pump flow rate (LH-INT only). The fuel pump operating range has also been decreased to reduce friction.



- The same newly designed rocker arm pivots as other models have been used (the newly designed components from the new IMPREZA have been used). Using pivots with an optimized internal shape has helped to reduce weight.



# Fuel system

## Changed shape of fuel system components

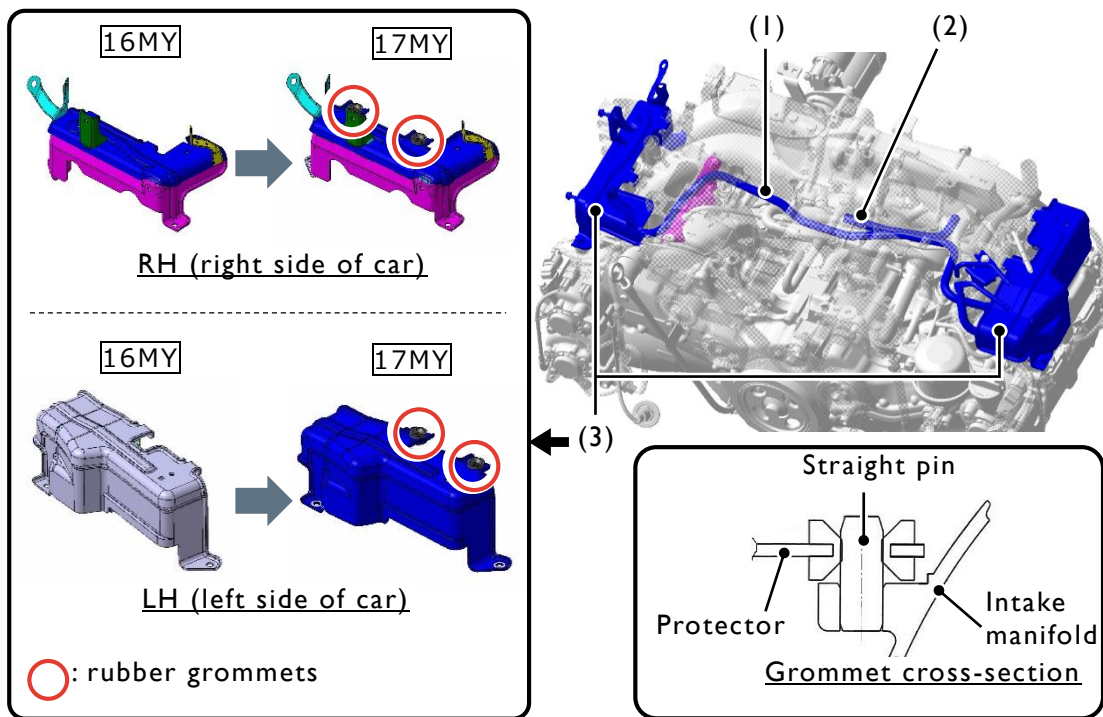
Applicable markets → North America | Japan | Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to: 6MT models

- The layout and mounting method of parts around the intake manifold have been changed due to changes to the manifold shape.

Parts with changed layout	<ul style="list-style-type: none"> <li>● Fuel tube...(1)</li> <li>● Purge hose...(2)</li> </ul>
Parts with changed mounting methods	<ul style="list-style-type: none"> <li>● Fuel protector...(3)                             <ul style="list-style-type: none"> <li>— Added rubber grommets</li> <li>— Changed shape</li> </ul> </li> </ul>





## Fuel pressure sensor

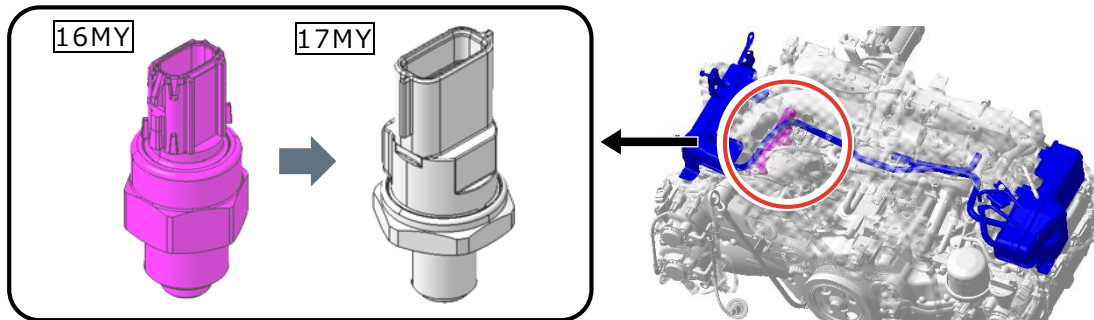
Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
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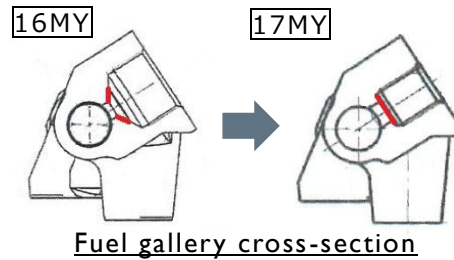
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

- The diagnostic circuit has been changed from 1 system to 2 systems for better OBD.



- The seal structure and fastening torque have been changed following changes to the fuel pressure sensor.



## Fuel pump

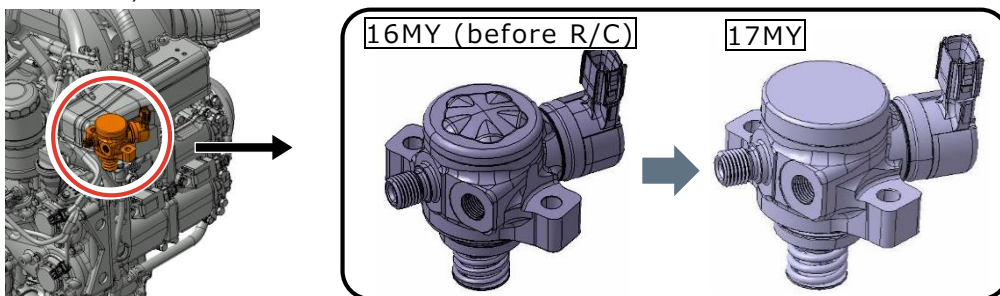
Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

- The fuel pump has been changed to a DENSO next-generation unit (R/C planned for 16MY).



## Intake system

The intake system components have been changed to improve power output.

### Intake manifold

Applicable markets → North America Japan Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6MT models

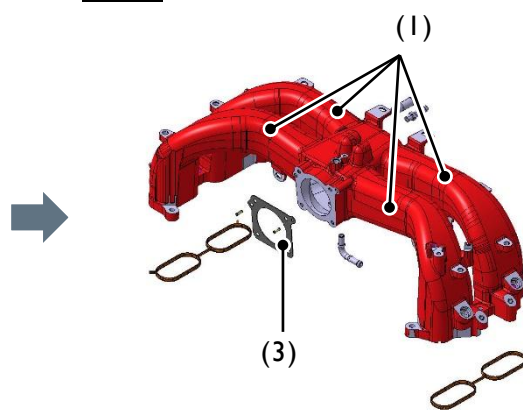
The material and shape of the intake manifold have been changed to maximize the intake pulse resonance.

- Optimized branch length and increased cross-sectional area...(1)
- Changed material: plastic → aluminum
- The same red wrinkle paint as the STI has been used to improve visual appeal, and the designed cover has been eliminated...(2)
- The throttle chamber gasket has been changed from rubber to paper following the change to the aluminum intake manifold (rubber gaskets have still been used in areas other than the throttle chamber)...(3)

16MY



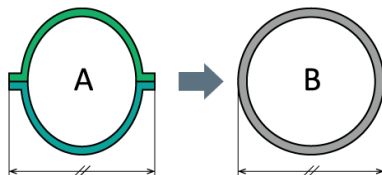
17MY



#### POINT

Why has an aluminum intake manifold been used?

The material has been changed so that a single molded unit can be used, to increase the cross-sectional area (cross-sectional area:  $A < B$ ).



# Air intake system

Applicable markets → North America | Japan | Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

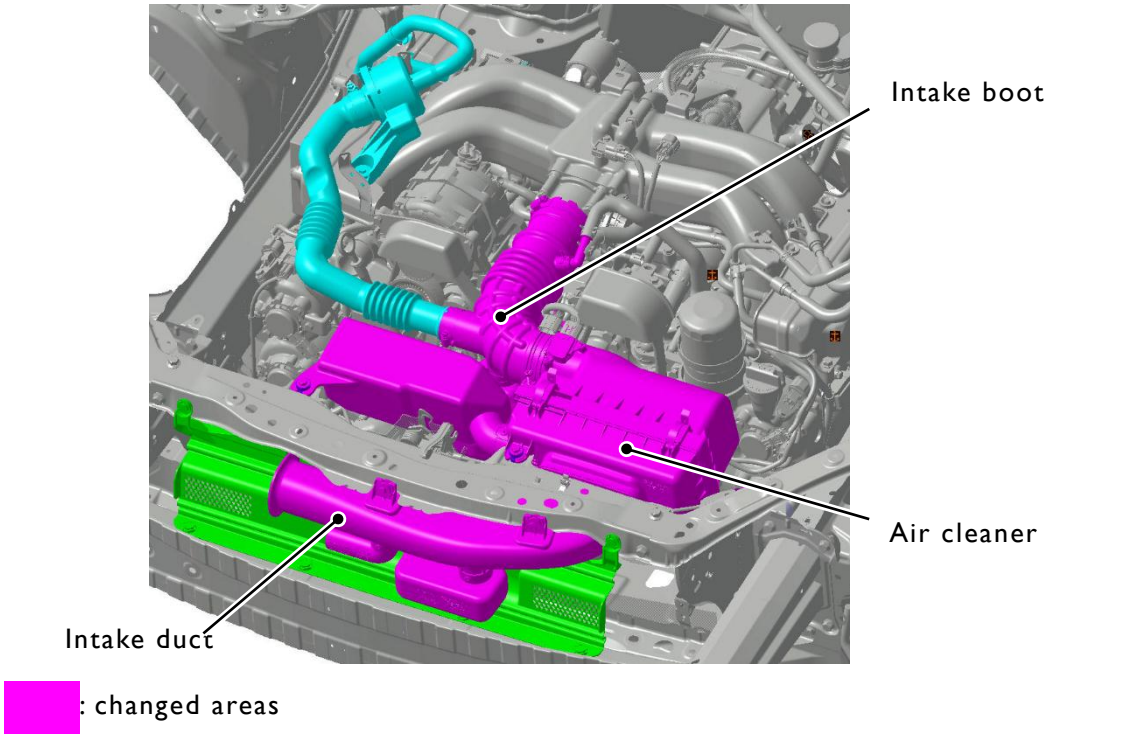
- Applicable to: 6MT models

## Suited to higher engine power output

- The air cleaner element has been changed and the intake air channel optimized to reduce airflow resistance compared to I6MY (approximately -30%). Combined with changes made to the exhaust system, engine power output is up to 205 HP.

## Noise reduction measures

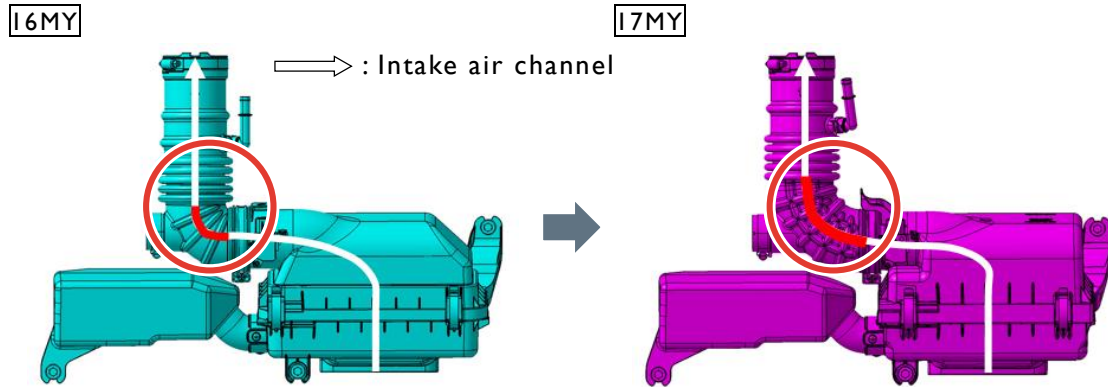
- The air cleaner capacity has been increased and various muffling parts (intake duct, intake boot) optimized to reduce noise levels.



## Airflow resistance reduction measures


### Larger intake boot bend radius (optimized intake air channel)

The bend radius has been increased to allow for smoother flow of intake air and reduce airflow resistance.



### Air cleaner element

The element specifications have been changed to reduce airflow resistance (pressure loss) in the intake system.

Specifications	16MY	17MY
Filter material	Non-woven fabric	Filter paper (PAF II)
Size [mm]	290 x 150 x 50	269 x 151 x 30
Filtration area [m <sup>2</sup> ]	0.193	0.77
Appearance		

## Exhaust system

The exhaust system components have been changed to improve power output.

### EPF (front exhaust pipe)

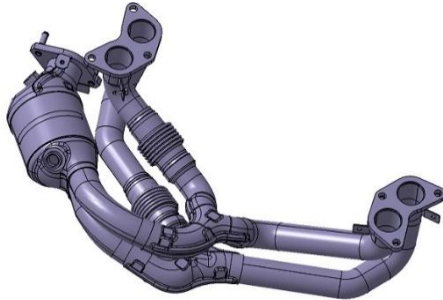
Applicable markets → North America Japan Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

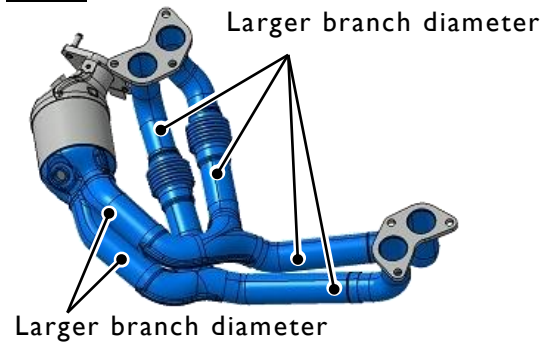
- Applicable to: 6MT models

- The exhaust pipe branches have been shortened to equal lengths and the shape of the collectors optimized to maximize the exhaust pulse resonance. The exhaust pipe layout has also been straightened out to reduce pressure loss.
- The pipe diameter has been increased to reduce pressure loss.

16MY



17MY



### EPC-R

Applicable markets → North America Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6MT models

- The material has been changed to a type that is tough against rusting, to improve visual appearance (excluding the catalytic converter material).



## Exhaust pipe system

Applicable markets → 

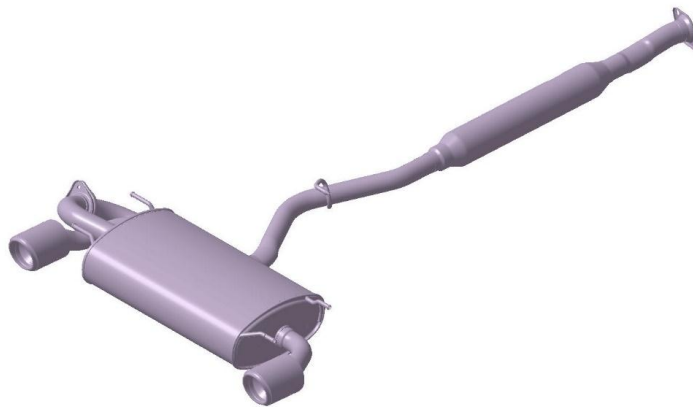
North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

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The exhaust pipe and muffler material has been changed to improve corrosion resistance.



## Electrical system

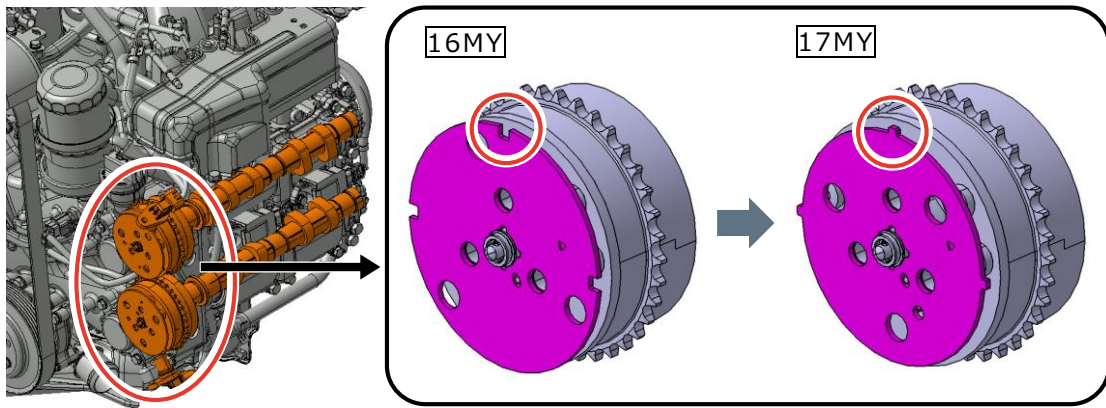
### Cam angle sensor plate

Applicable markets →  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The shape of the sensing part on the cam angle sensor plate has been changed to further increase reliability of sensing performance and also standardize specifications with other models (both left and right banks)



### ECU

Applicable markets →  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

Change Details	Applicable to
Added IC for alternator LIN communication control following the addition of a new charging control system	North America only
Included O <sub>2</sub> sensor voltage offset circuit	All models
Used MRE for crank angle sensor	All models
Used 2 diagnostics circuits for fuel pressure sensor	All models



## Engine harness

Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

Change Details	Applicable to
Changed connector following use of MRE for crank angle sensor	All models
Changed connector following change of fuel pressure sensor	All models
Changed wiring layout following changes to intake manifold	6MT models (North America, Japan, Australia)

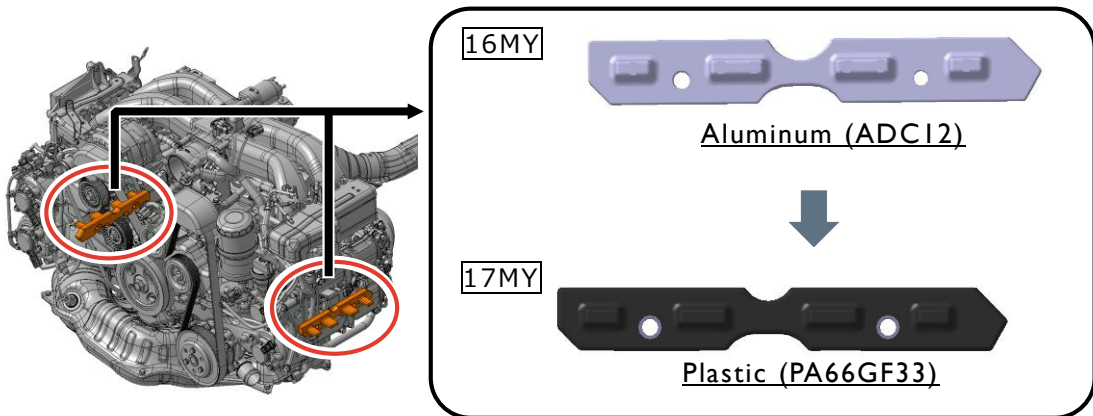
## Oil spacer

Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The material of the oil spacer\* mounted inside the rocker chamber has been changed from aluminum to foamed plastic for a lighter weight (uses the newly designed part for the new IMPREZA).



\* Oil spacer: part to reduce the oil capacity.



## Other auxiliary devices

Applicable markets → North America

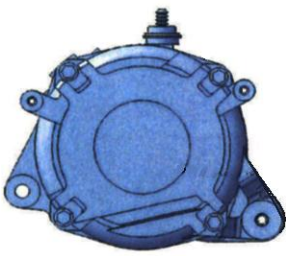
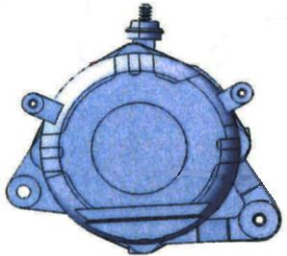
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

A new battery charging control system has been used.

### Alternator

- A high-efficiency type (GX9) unit has been used to improve fuel efficiency.
- The position of the B terminal and alternator control connector specifications have been changed following the use of the high-efficiency type unit.

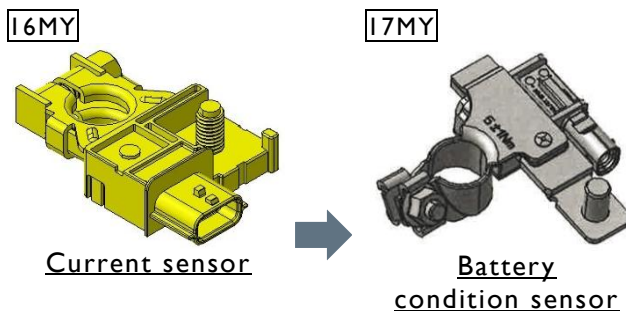
Specifications	16MY	17MY
Model	9G-ALT	GX9-ALT
Connector	3-pin control	JST single-pole LIN control
Appearance		

#### POINT

Changing from 3-phase wire to single-pole allows for more linear control.

### Battery condition sensor

The previous current sensor always maintained control to keep the battery fully charged. The battery condition sensor calculates the charge status, level of deterioration and internal resistance of the battery from data such as its voltage, current and temperature, and controls charging so that there is always spare capacity available. This allows the recharging rate to be increased when decelerating, which improves fuel efficiency.



## OBD compliance

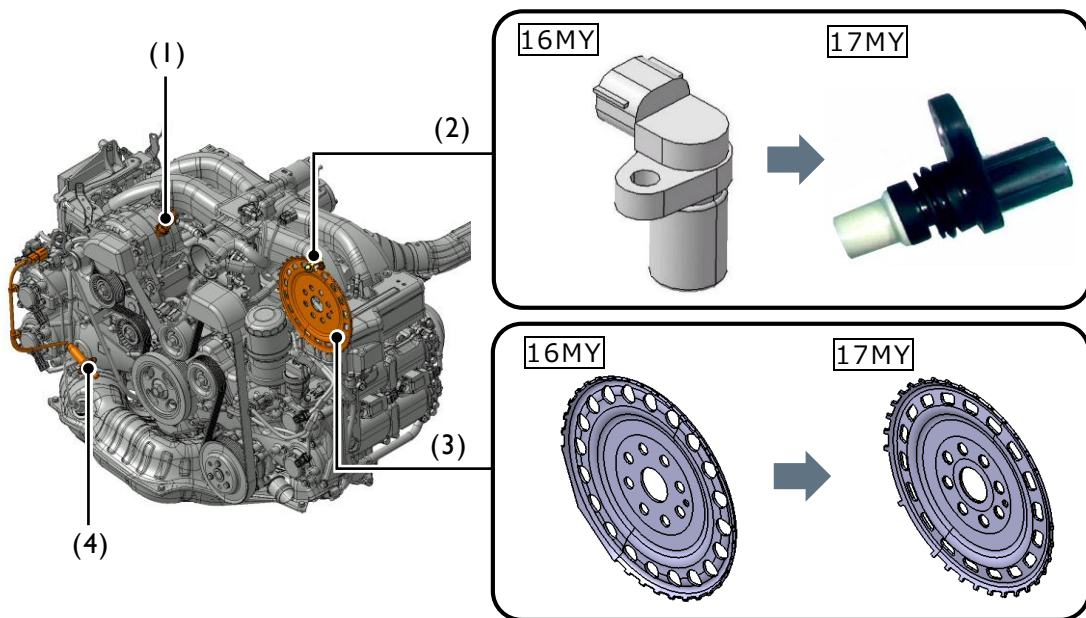
Applicable markets →  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to: All models

The following changes have been made to enhance compliance with North American OBD regulations (changes to hardware apply to all models to standardize specifications).

No.	Part	Change Details
(1)	Fuel pressure sensor	▶ P.79
(2)	Crank angle sensor	The sensor has been changed from MPU type specifications to an MRE type to increase engine position detection precision and improve the spark diagnostic accuracy.
(3)	Crank angle sensor plate	The shape of the plate has been changed following the use of the MRE type sensor.
(4)	O <sub>2</sub> sensor	An offset circuit has been used (changed ECU hardware) for the O <sub>2</sub> sensor voltage to expand the range of diagnosis



# Transmission

## Manual transmission

Applicable markets → 

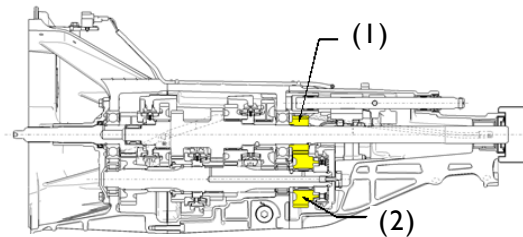
North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6MT models

Durability of the 6MT has been increased following the higher engine power output of models for North America, Japan and Australia.

- Changed shot peening of 6th gear.
- Added honing to the 6th gear teeth face.



- (1) 6<sup>th</sup> driven gear
- (2) 6<sup>th</sup> drive gear

## TCU [6AT models]

Applicable markets → 

North America
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6AT models

The fault diagnostics threshold of the TCU software ATF temperature sensor has been changed to enhance compliance with North American OBD regulations.

## Rear differential

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

A lower gear ratio (→ 4.300) has been used for the final gear and specifications added to improve driving performance.

■ Applicable to:

Part No./ID	Specifications		North America	Japan	Australia	Europe/ Generic *2
27021JB031/ Y31	Gear ratio	4.100	-	BASE (6AT)	-	-
	Differential mechanism	Open				
27021JB021/ Y38	Gear ratio	4.100	6AT	HIGH/ LTD (6AT)	6AT	All models
	Differential mechanism	Torsen B				
27021JB040/ New design	Gear ratio	4.300	6MT	6MT	6MT	-
	Differential mechanism	Torsen B				

\*1: Common specifications...TMC φ 205

\*2: China included in Europe/Generic.

## 3.4

# CHASSIS & BODY

(all images are of parts under development, and may appear different to the production model)

## Electric power steering

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Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models
- 

The ECU assist mapping coefficient has been optimized following changes to the chassis and body parts.

## Suspension

SACHS dampers from ZF are now available.

The differences in driving characteristics depending on the suspension type have been clarified, with "Standard dampers (SHOWA) = improved ride comfort while retaining superb driving" and "SACHS dampers = designed for better driving stability than standard dampers."

### Standard dampers

Applicable markets ⇒ 

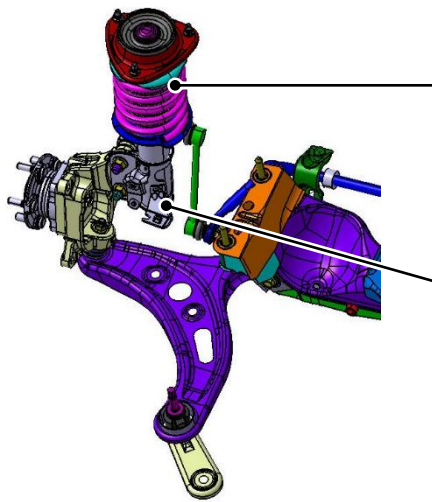
North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

The following changes have been made to improve driving stability and ride comfort.

Aim	Changed item	Area
Improved balance between ride comfort and driving stability	<ul style="list-style-type: none"> <li>Optimized friction of front struts and rear dampers</li> </ul>	(1)
Optimized ride comfort and driving stability	<ul style="list-style-type: none"> <li>Changed damping force of front struts and rear dampers</li> <li>Changed spring constant of front and rear coil springs</li> </ul>	(2)
Improved chassis response	<ul style="list-style-type: none"> <li>Changed structure of front struts and rear dampers</li> </ul>	(3)
Smooth, easy-to-control steering feel	<ul style="list-style-type: none"> <li>Added load axle control to front coil springs</li> </ul>	(4)
Improved turning ability	<ul style="list-style-type: none"> <li>Changed wire diameter of rear stabilizers</li> </ul>	(5)
Improved vibration and noise suppression	<ul style="list-style-type: none"> <li>Changed shape of front diff mount stoppers</li> </ul>	(6)

### ▼ Front suspension



#### **Front coil springs**

- Changed spring constant...(2)
- Added load axle control...(4)

#### **Front struts**

- Changed rod guide bush...(1)
- Changed damping force...(2)
- Changed piston...(3)

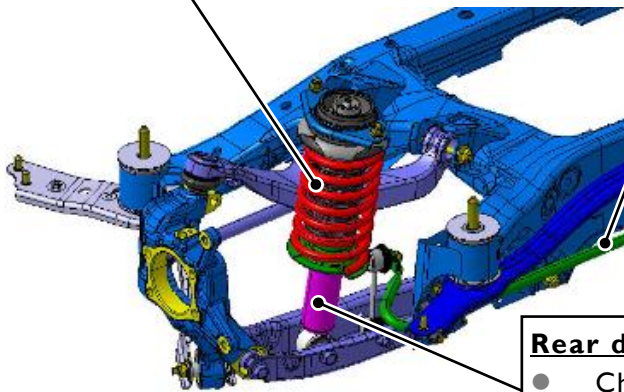
### ▼ Rear suspension

#### **Rear coil springs**

- Changed spring constant...(2)

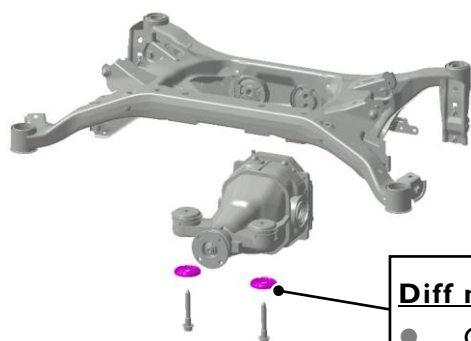
#### **Rear stabilizers**

- Changed wire diameter...(5)



#### **Rear dampers**

- Changed rod guide bush...(1)
- Changed damping force...(2)
- Changed piston...(3)



#### **Diff mounts**

- Changed front stopper...(6)

## SACHS dampers

Applicable markets →

Japan

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: HIGH-LTD

New SACHS dampers, which are designed to provide better comfort and driving stability than the standard dampers, have been installed. These are available in models with Brembo brakes.

### About SACHS

Headquartered in Germany, SACHS is a manufacturer supplies OEM dampers and suspension components chiefly throughout the Euro region.

- Dampers have been designed for the BRZ that benefit from the extensive knowhow of years of chassis development of European models and as an OEM supplier to a wide range of manufacturers.
- The dampers provide comfort and performance in a wide range of driving situations, from winding roads, high-speed cruising, relaxing trips around town or sporty driving at circuit race days.

#### POINT

Manufacturer of high-performance dampers widely used for car racing

The use of SACHS dampers that are popular in FI, WRC and the racing industry as well as on premium sports cars helps to increase performance as a sports car, and enhances product appeal.



## Brakes

### Brembo brakes

Applicable markets⇒

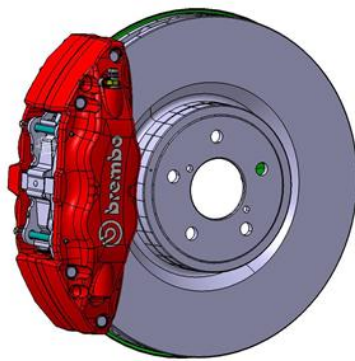
Japan

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

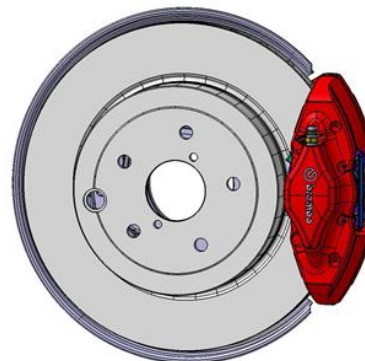
- Applicable to: HIGH-LTD

New brakes have been designed for the BRZ based on the brakes that have proved popular in the WRX STI. These help to increase performance as a sports car, and to boost the exterior styling. These make a significant improvement to braking performance compared to the standard brakes. The black WRX STI brakes have been changed to red to emphasize the sporty nature of the BRZ. Brembo brakes are only available with the SACHS dampers.

Front



Rear



#### **POINT**

##### World renowned performance brakes

The use of Brembo brakes that are popular throughout the racing industry as well as on premium sports cars help to increase performance as a sports car, and also add tremendous impact to the exterior visuals, which enhances product appeal.

# Body

## Body construction (chassis rigidity)

Applicable markets ⇒ 

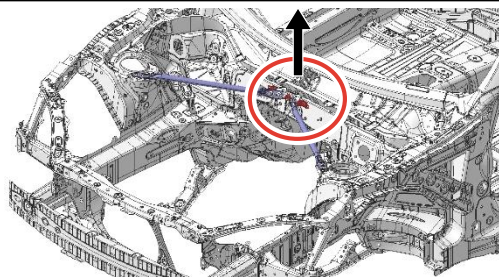
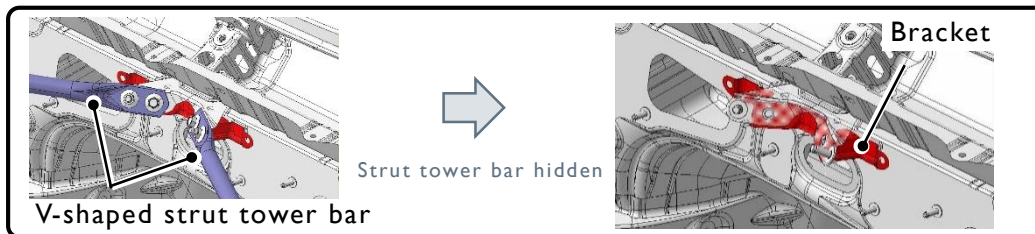
North America	Japan	China	Australia	Europe	Generic
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

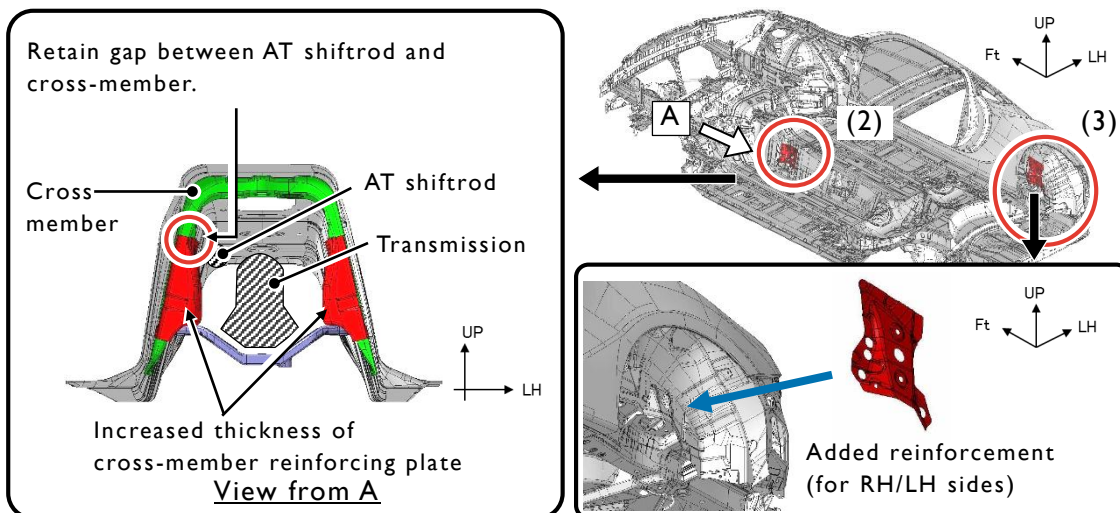
- Applicable to: All models

The following changes have been made to all models following use of the SACHS dampers.

- Increased thickness of the V-shaped strut tower bar mounting bracket on the middle of the dash panel.



- Increased thickness of the transmission cross-member reinforcing plate and changed shape of cross-member...(2)
- Added reinforcement to outside of rear wheel housing...(3)



## Characteristics

(1)(2)(3)	The use of SACHS dampers has increased energy transmitted to the chassis, and reinforcement has been added or reinforcing plate thickness increased to maintain chassis durability.
(2)	Increasing the thickness of the reinforcing plate reduces the gap for the AT shiftrod between the reinforcement and cross-member mating surfaces, so the shape of the cross-member has been changed to retain a sufficient gap.

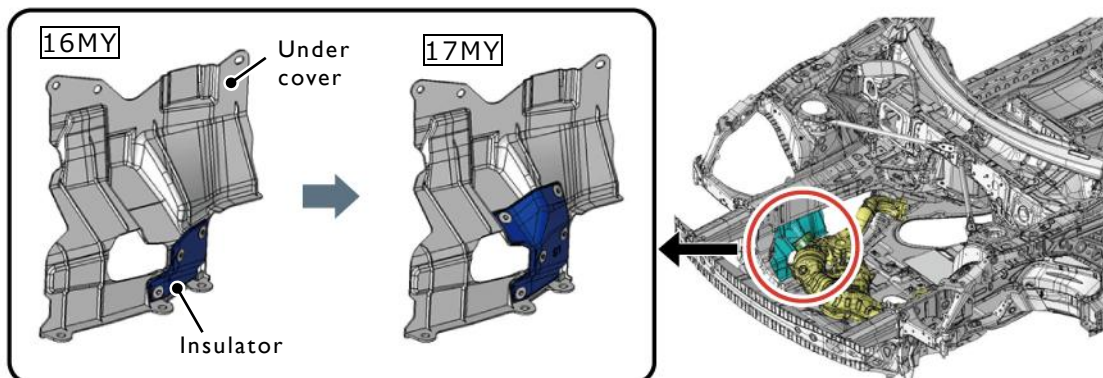
## Thermal protection

Applicable markets →  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The material and shape of the undercover front side insulator have been changed to ensure thermal protection following changes to the exhaust system and final gear ratio (RH side only where there is no gap between exhaust system).



## Mud guard

Applicable markets → 

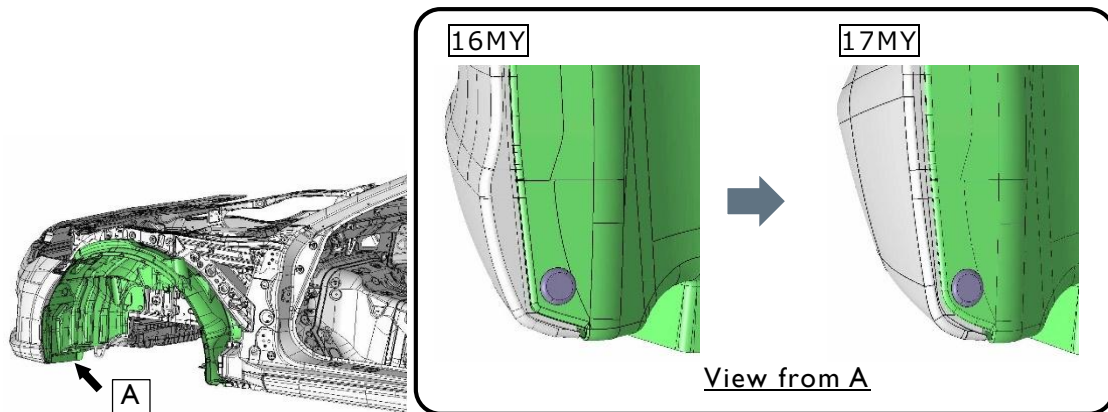
North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

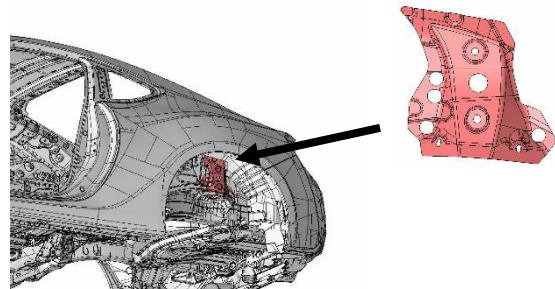
### Front

The shape of the lower edge of the bumper has been changed following changes to front bumper design.

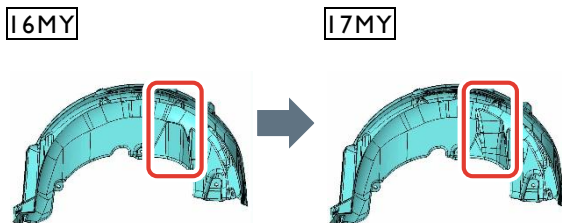


### Rear

- Reinforcement has been added to the outside of the rear wheel housing to improve durability following use the SACHS dampers.



- The shape of the mudguard has been changed following addition of reinforcement.



# Floor Silencer

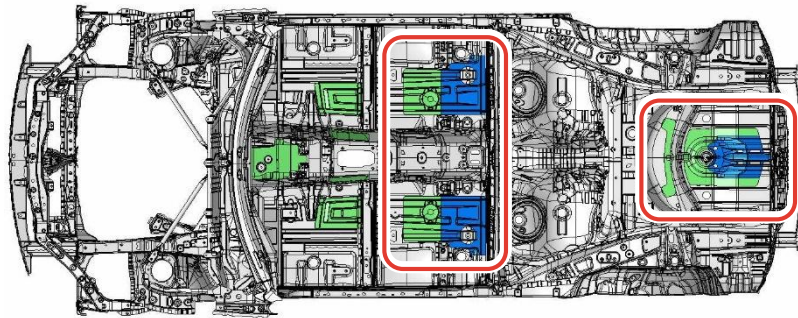
Applicable markets →	North America	Japan	China	Australia	Europe	Generic
----------------------	---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

■ Applicable to:

Change 1	All models for Japan excluding RACING specifications
Change 2	All models

The shape and material of the silencer has been changed to reduce vibration and noise following changes to the rear differential.



Change 1		Change 2	
<ul style="list-style-type: none"> <li>● Changed shape of silencer</li> <li>● Changed thickness</li> <li>● Changed material</li> </ul>		<ul style="list-style-type: none"> <li>● Changed shape of silencer (same thickness and material)</li> </ul>	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>16MY</p> </div> <div style="font-size: 2em;">→</div> <div style="text-align: center;"> <p>17MY</p> </div> </div>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>16MY</p> </div> <div style="font-size: 2em;">→</div> <div style="text-align: center;"> <p>17MY</p> </div> </div>		

## 3.5

## SAFETY &amp; SECURITY

(all images are of parts under development, and may appear different to the production model)

## VDC system

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

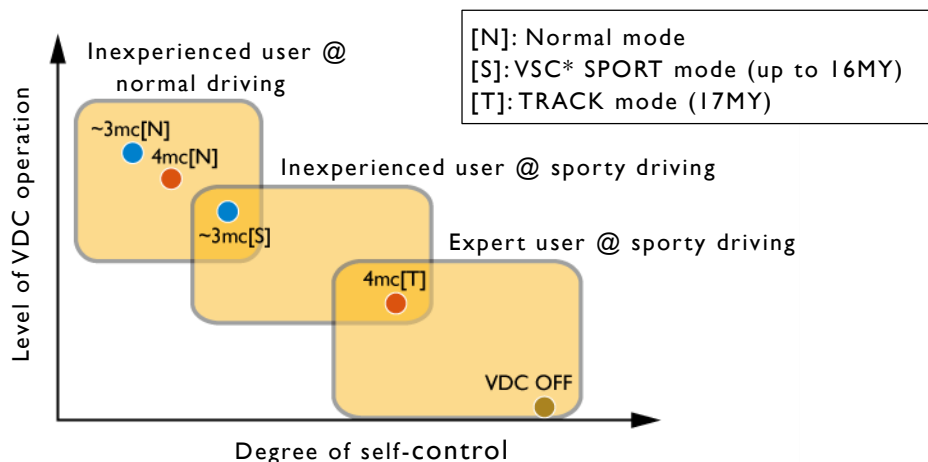
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

## TRACK mode (previous: VSC\* SPORT)

The previous VSC\* SPORT was a mode that focused on stability so that inexperienced users of front-wheel drive cars can still drive them like a sports car. The mode name has been changed to TRACK, and settings have been changed to give additional peace of mind to inexperienced and mid-level users when taking the car sporty driving. The degree of control that the driver has over the car has been increased, however the system helps maintain control of the car if it begins to behave unpredictably. The number of mode controls has also been changed from 5 to 4 (the previous mode 4 has been eliminated).




<<Fig. Image of performance in each mode>>





\* VSC is a registered trademark of Toyota Motor Corporation.



## 16MY

	Driving Scenario	VDC	TRC* <sup>1</sup>	Brake LSD	Meter display
Mode 1	Normal driving	Normal	ON	ON	-
Mode 2	Rough road driving	Normal	OFF	ON	TRC OFF
Mode 3	Sporty driving	VSC* <sup>2</sup> SPORT	ON	ON	 VSC SPORT
Mode 4		VSC* <sup>2</sup> SPORT	OFF	ON	TRC OFF  VSC SPORT
Mode 5		OFF	OFF	ON	TRC OFF 

## 17MY

	Driving Scenario	VDC	TRC* <sup>1</sup>	Brake LSD	Meter display
Mode 1	Normal driving	Normal	ON	ON	-
Mode 2	Rough road driving	Normal	OFF	ON	TRC OFF
Mode 3	Sporty driving	TRACK	TRACK	TRACK	 TRACK
Mode 4		OFF	OFF	6AT: ON 6MT: OFF	TRC OFF 

In previous models (up to 16MY), the brake LSD function was ON (enabled) even during VDC OFF mode, which often caused interference during sporty driving. To avoid this from 17MY, the brake LSD function has been turned OFF (disabled) during VDC OFF (Mode 4) for 6MT models.

For 6AT models, the brake LSD function is ON (enabled) even during VDC OFF, however the level of control is less than normal mode (Mode 1).

 **POINT**

Why has the previous (up to 16MY) Mode 4 been eliminated?

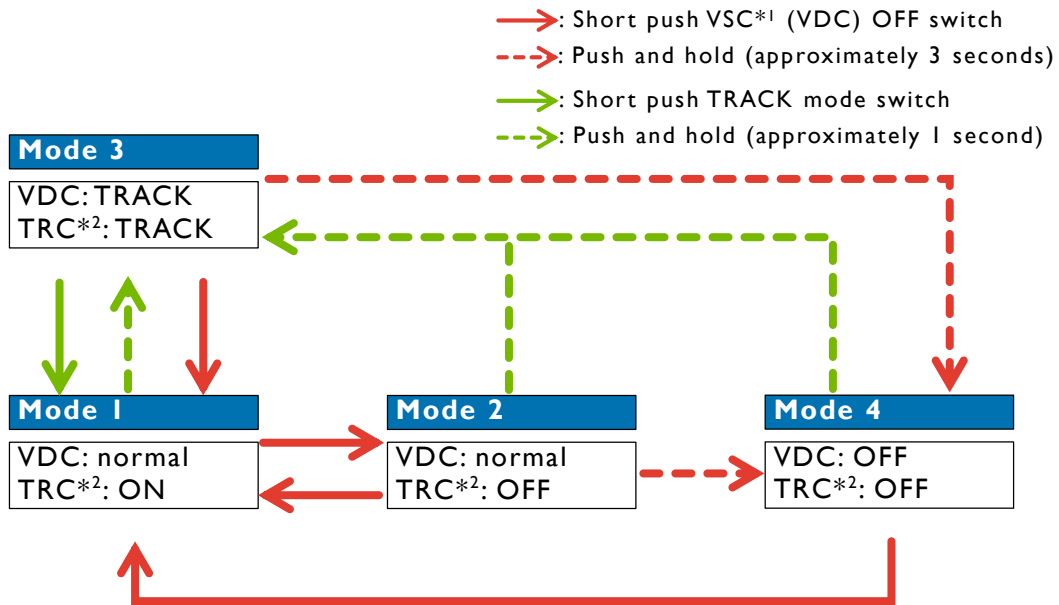
In TRACK mode, a special tuning pattern is available with TRC\*<sup>1</sup>. This resulted in no functional difference between the previous Mode 3 and Mode 4, and was thus eliminated.

\*1: TRC is a registered trademark of Toyota Motor Corporation.

\*2: VSC is a registered trademark of Toyota Motor Corporation.

## Changing modes

Changing to TRACK mode (previous VSC\*<sup>1</sup> SPORT mode) has been changed from a short push of the switch to push and hold (approximately 1 second), to prevent modes from changing accidentally, when unintended by the driver.



\*1: VSC is a registered trademark of Toyota Motor Corporation.  
 \*2: TRC is a registered trademark of Toyota Motor Corporation.



## Hill Start Assist (HSA)

The Hill Start Assist system has been added to prevent the vehicle rolling back when taking off uphill.

Hill Start Assist makes it easier to take off when starting forward facing uphill or starting backward when facing downhill by temporarily preventing the car from rolling backward or moving forward when the driver releases the brake pedal to press the accelerator pedal.

This function can be turned ON/OFF by the user if drivers experienced with hill starts find it intrusive (default setting: function OFF).

- Setting the function to ON or OFF will retain that setting until it is changed again later.
- The meter indicator will turn off when the function is turned OFF. When the function is ON, the indicator turns on if the function is activated.

Activation	Function OFF	Function ON	HSA Error	VDC Error
Indicator/warning light	OFF	 ON	OFF + buzzer	 ON



## Hill Start Assist operation

When the vehicle is stopped and the driver is firmly pressing the brake pedal, the system keeps the brakes applied for 1 to 2 seconds after the driver releases the brake pedal. In 6MT models, the brakes are released when the clutch is engaged.




When the system detects that the brakes have been released and the driver is pressing the accelerator pedal, it releases the brake fluid pressure so that the vehicle can take off.

### Operating conditions (lever position)

	6AT models	6MT models
Starting forward facing uphill	D or M	Position other than R
Starting backward facing downhill	R	R

### When Hill Start Assist does not operate

Hill Start Assist does not operate in the following cases.

- while the parking brake is applied
- while the engine switch is in the ACC or LOCK (OFF) position
- while the Hill Start Assist operating indicator  is OFF
- when starting backward facing uphill, or starting forward facing downhill

## Turning the function ON/OFF

### Turning the function ON

1. Park on a hard, level surface where the vehicle is stable.
2. Check that the parking brake has been firmly applied.
3. Turn the engine switch to LOCK (OFF).
4. Start the engine and check that the ABS/VSC\* warning light has turned off.
5. Push the VSC\* (VDC) OFF switch (VSC\* (VDC) OFF indicator turns on) but do not release it yet.  
Continue holding the switch until the VSC\* (VDC) OFF indicator turns off (approximately 30 seconds).
6. Release the switch within 5 seconds of the indicator turning off.
7. After releasing the switch, push the VSC\* (VDC) OFF switch again within 2 seconds.  
The Hill Start Assist operating indicator turns on, and then turns off again.
8. Turn the engine switch to LOCK (OFF). The Hill Start Assist operating indicator turns on when the engine is started again, and remains on to indicate that the Hill Start Assist function has been enabled.

\* VSC is a registered trademark of Toyota Motor Corporation.

### Turn the function OFF

Repeat steps 1 to 8 above.

## Changed control when engine switch is OFF

A function has been added that enables ABS/EBD control when the engine switch has accidentally been turned OFF (LOCK) while driving, until the car can be stopped safely.

## Rear view camera

Applicable markets → North America

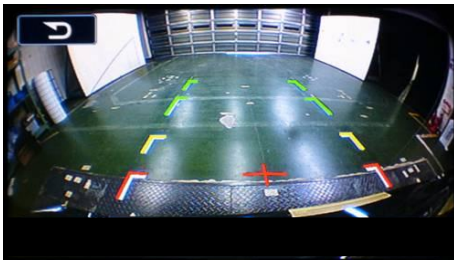
Australia

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

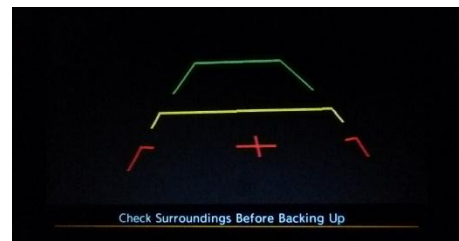
- Applicable to: All models

The reversing guide lines were generated on the camera display in previous models, however the guide lines have been changed to the camera side to show the lines faster. The guide lines have been changed following this change in specifications.

16MY



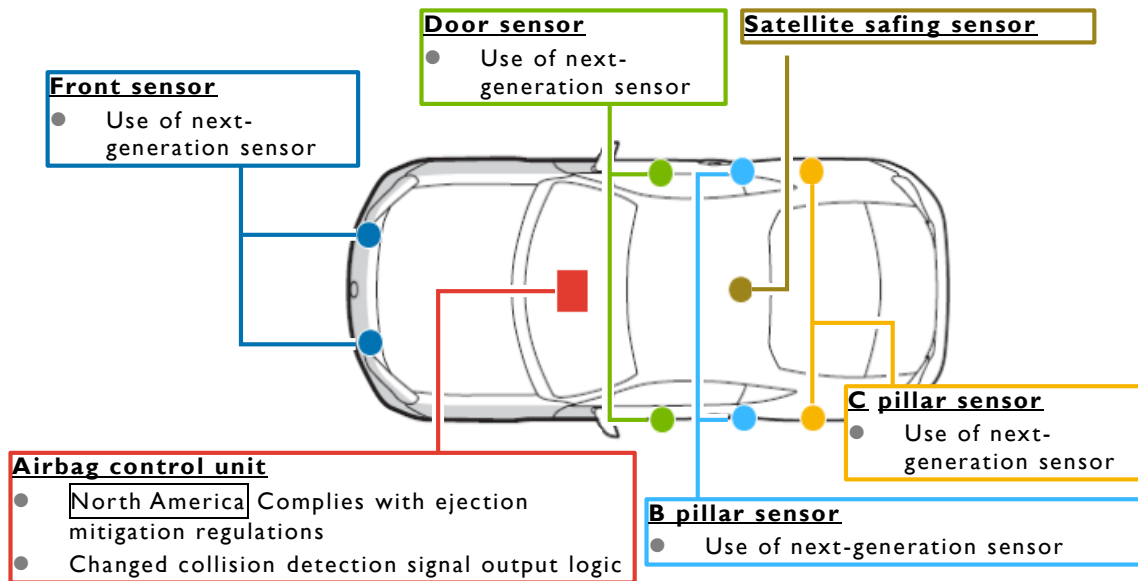
17MY



## Airbag system

### Sensing system

#### System configuration and changed items for 16MY → 17MY



#### Use of next-generation sensor

Applicable markets → 

North America	Japan	China	Australia	Europe	Generic
---------------	-------	-------	-----------	--------	---------

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The front, door, B pillar and C pillar sensors have been changed to units that have been used in other models. The sensor body is the same as the current units (up to 16MY), so the mounting position and method remain unchanged.

## FMVSS226 ejection mitigation regulation compliance

Applicable markets → North America

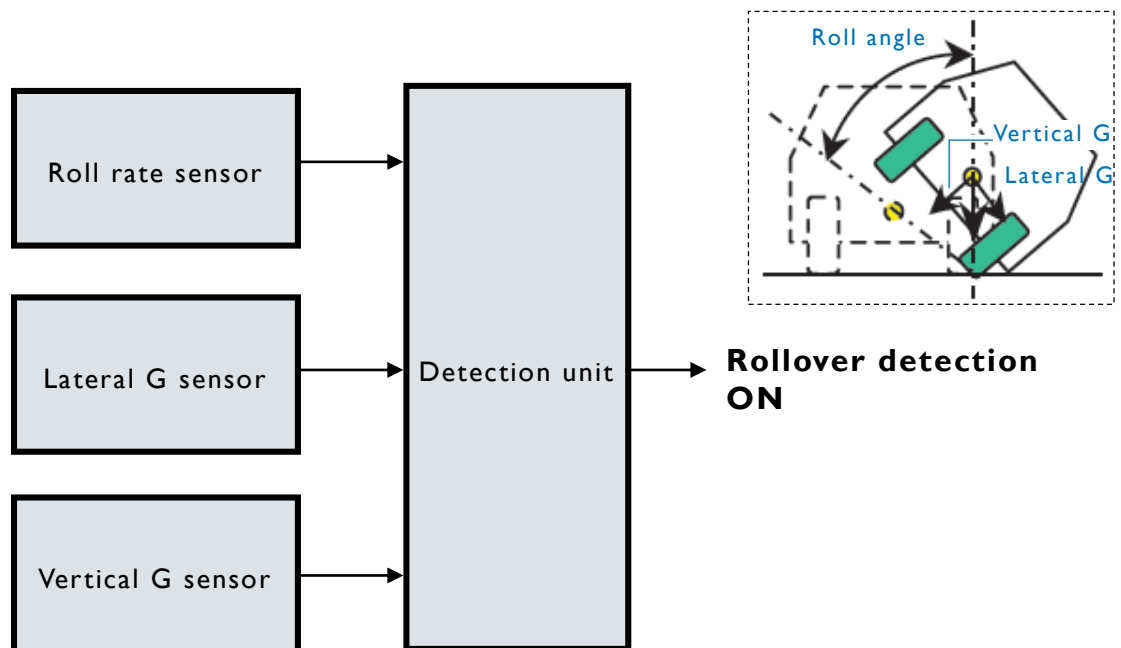
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

Rollover detection sensor (roll rate sensor, Y/Z axis sensors) have been added to the airbag ECU.

The addition of rollover detection sensors allows the curtain airbags to be inflated at the appropriate timing in the event of a rollover, which can reduce the chance of passengers being ejected from the car.

### Rollover detection logic



## Changed collision detection signal output logic

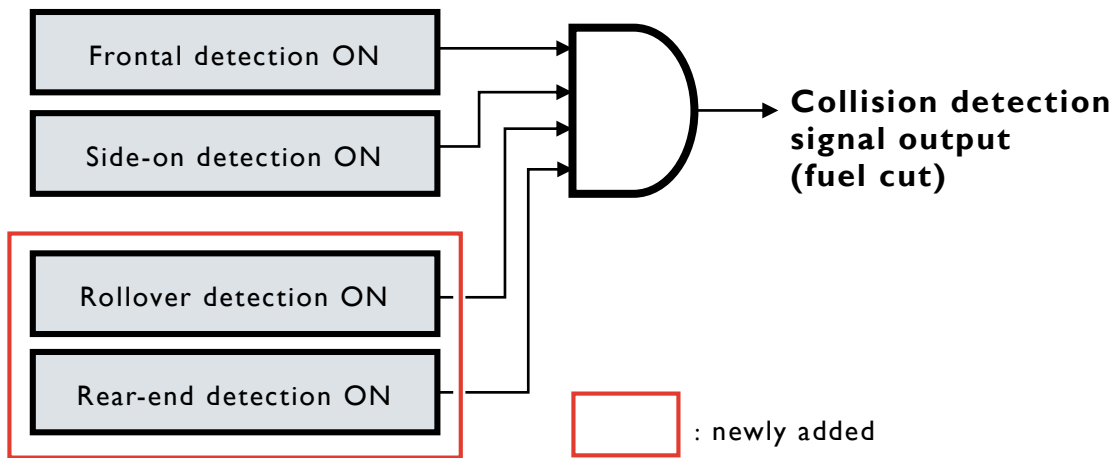
Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

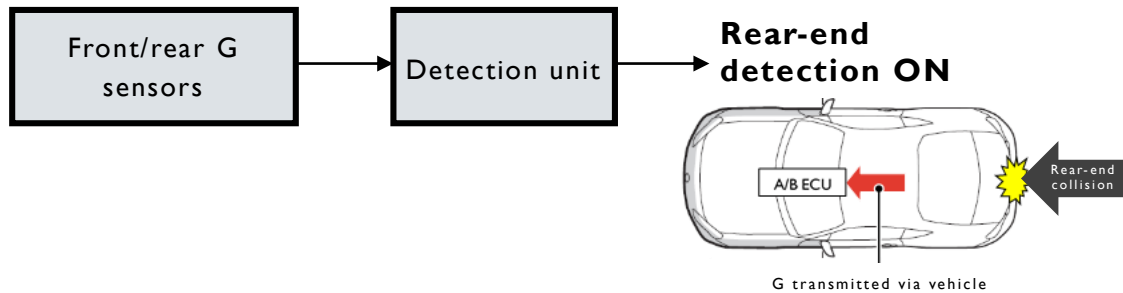
- Applicable to: All models

Rollover detection logic (North America only) and rear-end collision detection logic have been added to improve safety like other models.

### Collision detection signal output logic



### Rear-end detection logic



### Collision detection signal output conditions

up to 16MY:	When conditions have been detected for the deployment of passenger protection devices during a frontal or side-on collision
17MY:	When conditions have been detected for the deployment of passenger protection devices during a frontal or side-on collision or rollover (North American only), or a rear-end collision ON has been detected

## Driver's airbag

Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

A smaller inflator (gas generation device) has been used while retaining the same level of passenger protection.

Mounting (airbags and other components) remains unchanged from 16MY.

## Curtain airbag

Applicable markets → North America

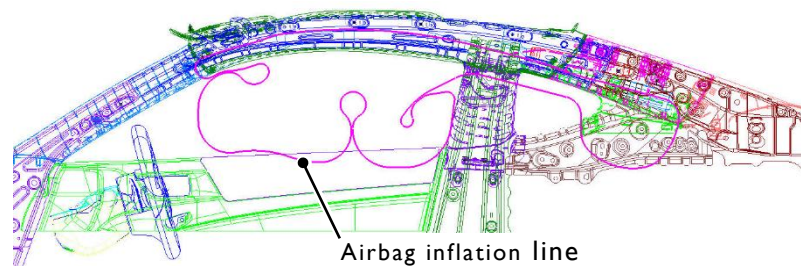
(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

The curtain airbag deployment area has been expanded to comply with FMVSS226 ejection mitigation regulations. Covering the entire side window glass area with curtain airbags reduces risk of passengers being ejected from the car in the event of a rollover.

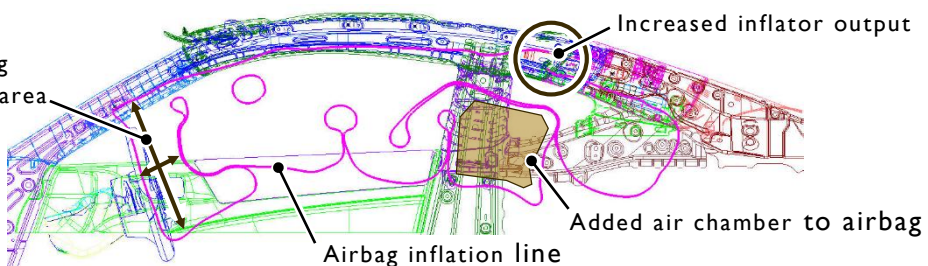
- The curtain airbag deployment area has been extended forward to cover the entire side window glass area.
- The output of the inflator (gas generation device) has been increased following the larger airbag deployment area.
- Extra air chambers have been added to the airbags to comply with ejection mitigation and improve passenger protection.

16MY



17MY

Larger airbag deployment area



# Keyless Access and Push Button Start System

Applicable markets → North America | Japan | China | Australia | Europe | Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: 6AT models with Keyless Access and Push Button Start System

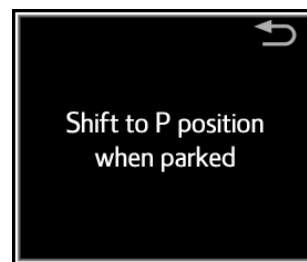
## Changed P Range Forgotten Alarm Buzzer specifications

The specifications of the P Range Forgotten Alarm Buzzer have been changed so that a warning indicator is displayed in the meters and a buzzer sounds within the cabin until the selection lever is moved to P. This helps to prevent the driver from exiting the car when the selection lever is in a position other than P and also provides the driver with an early warning that they may have forgotten to turn the engine switch OFF.

User Operation	Vehicle Behavior			
	Up to 16MY		17MY	
Stop the vehicle	-		-	
Press the push-button engine switch with the selection lever in a position other than P	Switch condition	ACC	Switch condition	ACC
	Buzzer	None	Buzzer	Sounds continuously
	Meter display	None	Meter display	Screen A
Open a door	Switch condition	ACC	Switch condition	ACC
	Buzzer	Sounds continuously	Buzzer	Sounds continuously
	Meter display	None	Meter display	Screen A

Note: the meter display function is only for TFT meters.

The P Range Forgotten Alarm Buzzer sounds until the "selection lever is moved to P" or "engine is started."



Screen A

**POINT**

Exiting the car and forgetting to shift the selection lever to P or turn OFF the engine switch...

- There is no way to turn the car's battery OFF, so it may run flat.
- The door locks cannot be used, introducing the risk of a break-in or theft.
- The transmission cannot be locked, and the car may start moving by itself.

## 3.6

# BODY CONTROL UNIT

## Emergency stop signal [excluding North America]

Applicable markets ⇒  North America  Japan  China  Australia  Europe  Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

If sudden braking is detected during high-speed driving (approximately 60 km/h or faster), the hazard lamps automatically flash rapidly to warn the vehicle behind that they are approaching rapidly and there is a risk of a collision.

This function can be turned ON/OFF by the dealer (default = ON).

## DRL off control [North America]

Applicable markets ⇒  North America

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: All models

Control has been added to turn off the DRL on the side that turn signals are flashing, to comply with FMVSS108 regulations following changes to the headlamp design. The DRL on both sides are turned off when the hazard lamps are flashing.

### POINT

Under these regulations, this is a requirement if the distance between the turn signals and DRL is less than a specific value. This came about due to cases where turn signals can be difficult to see when the DRL are turned on.





# GSO42 compliance


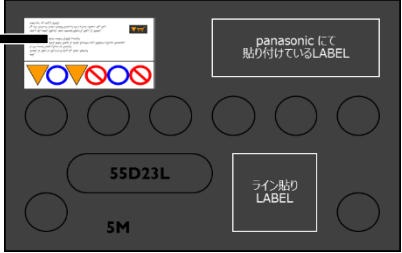


Applicable markets →

Generic

(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

- Applicable to: KS, KR models

Safety warnings and statements have been translated into Arabic to comply with the requirements of regulation GSO42 44.7.

<p>Battery label</p>	 
<p>Jack label</p>	
<p>Trunk gas stay label</p>	

## 3.8

# Special model "LIMITED EDITION"

Applicable markets → 

North America	Japan	China	Australia
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(refer to Chapter 2 "Model Variations" for details on the specifications available within each market)

A special model is available in a yellow.

The special model features an exclusive sports car color scheme, with the new body color "Charlesite Yellow" matched with black aluminum wheels and door mirrors, and the same black and yellow theme continuing through to the interior.

Enhancements include SACHS dampers and Brembo brakes for a completely different level of onroad performance to normal models.

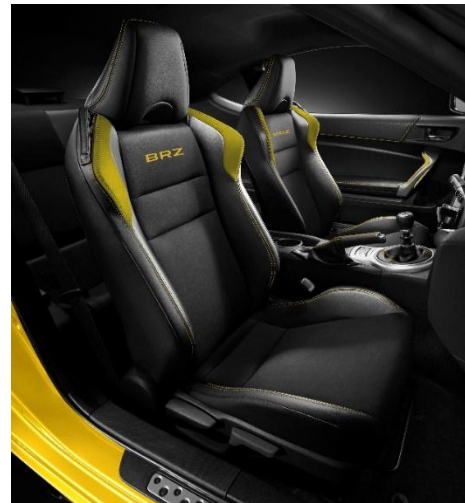




## Overview of features

### ▼ EXTERIOR

- Exclusive body color (new)  
Charlesite Yellow
- Door mirrors (painted black)
- 17 inch aluminum wheels (painted black)
- SUBARU and BRZ rear ornament  
(painted black)



### ▼ INTERIOR

- Front seats (black x yellow)
- Yellow stitching (steering wheel, instrument panel, door trims, etc.)
- Door grips (yellow)

### ▼ CHASSIS

- North America, Japan, Australia SACHS dampers (▶ P.94)
- North America, Japan, Australia Brembo brakes (▶ P.95)

# 2017MY SUBARU BRZ Specification Sheet

Destination		Japan								Europe & General (RHD)				Europe & General (LHD)		China				US, Canada				
Katashiki		ZC6-E2J8	ZC6-E2J7	ZC6-E2B8	ZC6-E2B7	ZC6-E2E8	ZC6-E2E7	ZC6-E2L8	ZC6-E2L7	ZC6-EKE8		ZC6-EKE7		ZC6-ELE8	ZC6-ELE7	ZC6-ECE8	ZC6-ECE7	ZC6-ECF8	ZC6-ECF7	ZC6-EYB8	ZC6-EYB7	ZC6-EYE8	ZC6-EYE7	
Transmission		MT	AT	MT	AT	MT	AT	MT	AT	Except Australia	Australia	Except Australia	Australia	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	
<b>Exterior Size</b>																								
Overall	Length	mm	4240								4240				4240		4240				4235			
		inch	-								-				-		-				166.7			
	Width	mm	1775								1775				1775		1775				1775			
		inch	-								-				-		-				69.9			
Height	mm	1320								1320				1320		1320				1320				
	inch	-								-				-		-				52.0				
Wheel base		mm	2570								2570				2570		2570				2570			
		inch	-								-				-		-				101.2			
Tread	Front	mm	1520								1520				1520		1520				1520			
		inch	-								-				-		-				59.8			
Rear	mm	1540								1540				1540		1540				1540				
	inch	-								-				-		-				60.6				
Ground clearance		mm	130								120	130	130	120	130	130				125				
		inch	-								-				-		-				4.9			
Overhang	Front	mm	845								845				845		845				840			
		inch	-								-				-		-				33.1			
Rear	mm	825								825				825		825				825				
	inch	-								-				-		-				32.5				
Approach angle		deg	13.2								13.2				13.2		14.6				13.2			
Departure angle		deg	18.3								18.3				18.3		19.8				18.3			
Break over angle		deg	14.8		14.8(16inch) 14.3(17inch)				14.3		14.8(16inch) 14.3(17inch) 13.1 (South Africa)	13.1	14.8(16inch) 14.3(17inch) 13.1 (South Africa)	13.1	14.3		14.8				13.1			
Center of gravity		mm	460								460				460		460				460			
		inch	-								-				-		-				18.1			
Coefficient of Drag		CD	0.29								0.28				0.28		0.28				0.27			
		CL	-								-				-		-				-			
<b>Interior Size</b>																								
Interior	Length	mm	1615								1615				1615		1615				1615			
		inch	-								-				-		-				63.6			
	Width	mm	1490								1490				1490		1490				1490			
		inch	-								-				-		-				58.7			
Height	mm	1060								1060				1060		1060				1060				
	inch	-								-				-		-				41.7				
Head room	Front	mm	944								944				944		944				944			
		inch	-								-				-		-				37.1			
Rear	mm	888								888				888		888				888				
	inch	-								-				-		-				35.0				
Leg room	Front	mm	1065								1065				1065		1065				1065			
		inch	-								-				-		-				41.9			
Rear	mm	759								759				759		759				759				
	inch	-								-				-		-				29.9				
Shoulder room	Front	mm	1384								1384				1384		1384				1384			
		inch	-								-				-		-				54.5			
Rear	mm	1314								1314				1314		1314				1314				
	inch	-								-				-		-				51.7				
Hip room	Front	mm	1349								1349				1349		1349				1349			
		inch	-								-				-		-				53.1			
Rear	mm	1149								1149				1149		1149				1149				
	inch	-								-				-		-				45.3				
Seat depth	Front	mm	490								490				490		490				490			
		inch	-								-				-		-				19.3			
Rear	mm	420								420				420		420				420				
	inch	-								-				-		-				16.5				
Couple distance		mm	653								653				653		653				653			
		inch	-								-				-		-				25.7			
Hip point		mm	400								400				400		400				400			
		inch	-								-				-		-				15.7			
Seating Capacity			4								4				4		4				4			
Passenger volume		L	-								-				-		-				2165			
		cu.ft.	-								-				-		-				76.5			
<b>Interior Volume</b>																								
Volume (Behind Rear seat)	L	243 (without spare tire)								243 (without spare tire)				243 (without spare tire)		-				-				
	L	237 (with spare tire)								-				-		-				237 (VDA)				
	L	-								-				-		223				-				
	L	-								218 (with spare tire)				218 (with spare tire)		-				-				
	cu.ft.	-								-				-		-				196 (SAE) 6.9 (SAE)				
Cargo	Length	mm	1456								1456				1456		1456				1456			
	(Fr seat back)	inch	-								-				-		-				57.3			
	Length	mm	811								811				811		811				811			
	(Rr seat back)	inch	-								-				-		-				31.9			
	Width	mm	1396								1396				1396		1396				1396			
	inch	-								-				-		-				55.0				
Height	mm	391								391				391		391				391				
	inch	-								-				-		-				15.4				
Floor to Ground		mm	578								578				578		578				578			
		inch	-								-				-		-				22.8			

# 2017MY SUBARU BRZ Specification Sheet

Destination	Japan								Europe & General (RHD)				Europe & General (LHD)		China				US, Canada					
	ZC6-E2J8	ZC6-E2J7	ZC6-E2B8	ZC6-E2B7	ZC6-E2E8	ZC6-E2E7	ZC6-E2L8	ZC6-E2L7	ZC6-EKE8		ZC6-EKE7		ZC6-ELE8	ZC6-ELE7	ZC6-ECE8	ZC6-ECE7	ZC6-ECF8	ZC6-ECF7	ZC6-EYB8	ZC6-EYB7	ZC6-EYE8	ZC6-EYE7		
Katashiki									Except Australia	Australia	Except Australia	Australia												
Transmission	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT		
<b>Vehicle Weight</b>																								
Curb weight	Min. kg	1220	1240	1210	1230	1240	1260	1250	1270	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Max. kg	1220	1240	1220	1240	1240	1260	1250	1270	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Min. lbs	-	-	-	-	-	-	-	-	1242	1240	1265	1262	1241	1270	1249	1270	1249	1270	1263	1282	1267	1286	
	Max. lbs	-	-	-	-	-	-	-	-	1260	-	1286	1280	1264	1284	1253	1276	1253	1276	1265	1284	1278	1288	
Gross vehicle weight	Min. kg	1440	1460	1430	1450	1460	1480	1470	1490	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Max. kg	1440	1460	1440	1460	1460	1480	1470	1490	-	-	-	-	-	-	-	-	-	-	-	-	-		
	kg	-	-	-	-	-	-	-	-	1670	-	1700	-	-	-	-	-	-	-	-	-	-		
	lbs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3682	3748	3682	3748		
Weight distribution	Front	55 <sup>±1</sup>	56 <sup>±1</sup>	56 <sup>±1</sup>	56 <sup>±1</sup>	56 <sup>±1</sup>	57 <sup>±1</sup>	56 <sup>±1</sup>	57 <sup>±1</sup>	55 <sup>±1</sup>	56 <sup>±1</sup>	55 <sup>±1</sup>	56 <sup>±1</sup>	55				54	53	54				
	Rear	45 <sup>±1</sup>	44 <sup>±1</sup>	44 <sup>±1</sup>	44 <sup>±1</sup>	44 <sup>±1</sup>	43 <sup>±1</sup>	44 <sup>±1</sup>	43 <sup>±1</sup>	45 <sup>±1</sup>	44 <sup>±1</sup>	45 <sup>±1</sup>	44 <sup>±1</sup>	45				46	47	46				
<b>Engine</b>																								
Engine type	FA20								FA20				FA20		FA20				FA20					
Engine layout	4cy Boxer								4cy Boxer				4cy Boxer		4cy Boxer				4cy Boxer					
Valve mechanism	DOHC 16 valve								DOHC 16 valve				DOHC 16 valve		DOHC 16 valve				DOHC 16 valve					
Bore x Stroke	86 x 86								86 x 86				86 x 86		86 x 86				86 x 86					
Displacement	1998								1998				1998		1998				1998					
Intake system	NA								NA				NA		NA				NA					
Ignition system	Iridium								Iridium				Iridium		Iridium				Iridium					
Compression ratio	12.5								12.5				12.5		12.5				12.5					
Max Output	kW/rpm	152/7000	147/7000	152/7000	147/7000	152/7000	147/7000	152/7000	147/7000	147/7000	152/7000	147/7000	147/7000	147/7000	147/7000				152/7000	149/7000	152/7000	149/7000		
	PS/rpm	207/7000	200/7000	207/7000	200/7000	207/7000	200/7000	207/7000	200/7000	200/7000	207/7000	200/7000	200/7000	200/7000	200/7000				-	-	-	-		
Max Torque	Nm/rpm	212/6400-6800	205/6400-6600	212/6400-6800	205/6400-6600	212/6400-6800	205/6400-6600	212/6400-6800	205/6400-6600	205/6400-6600	212/6400-6800	205/6400-6600	205/6400-6600	205/6400-6600	205/6400-6600				212/6400-6800	205/6400-6600	212/6400-6800	205/6400-6600		
	kg·m/rpm	21.6/6400-6800	20.9/6400-6600	21.6/6400-6800	20.9/6400-6600	21.6/6400-6800	20.9/6400-6600	21.6/6400-6800	20.9/6400-6600	20.9/6400-6600	21.6/6400-6800	20.9/6400-6600	20.9/6400-6600	20.9/6400-6600	20.9/6400-6600				-	-	-	-		
Power to weight ratio	Min. kg/PS or HP	5.89	6.2	5.85	6.15	5.99	6.3	6.04	6.35	6.21	5.99	6.33	6.21	6.35	6.25	6.35	6.25	6.35	13.45	14.16	13.49	14.18		
	Max. kg/PS or HP	5.89	6.20	5.89	6.20	5.99	6.30	6.04	6.35	6.3	0.00	6.43	6.32	6.42	6.27	6.38	6.27	6.38	13.47	14.13	13.59	14.20		
Rev. limit (Red line)	7400								7400				7400		7400				7400					
Fuel system	D-4S								D-4S				D-4S		D-4S				D-4S					
Fuel type	Premium unleaded								Premium unleaded				Premium unleaded		Premium unleaded				Premium unleaded					
Min. fuel RON	98								98				98		98 (Beijing: 95)		98 (except Beijing: 97)		98					
Fuel tank capacity	Total	50								50				50		50				50				
	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Engine oil capacity	L	6.3								6.3				6.3		6.3				6.3				
	qt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	L	5.4								5.4				5.4		5.4				5.4				
	qt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Radiator coolant capacity	L	7.2	7.5	7.5	7.2	7.5	7.2	7.5	7.2	7.2	7.5	7.2	7.5	7.2	7.5	7.2	7.5	7.2	7.2	7.5	7.2	7.5		
	gal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	2.0	1.9	2.0		
Fuel consumption	JCO8(JPN)		-								-				-		-				-			
			12.8 (with 15 inch front brake)								12.8 (with 15 inch front brake)				-		-				-			
			12.4 (with 16 inch front brake)								12.4 (with 16 inch front brake)				-		-				-			
			11.8								11.8				-		-				-			
	City(US)		-								-				-		-				21			
	Hwy(US)		-								-				-		-				29			
CO <sub>2</sub> Emission	Combined	-								-				-		-				24				
	Extra urban	-								-				-		-				29				
Emission certification	JCO8 (平成17年基準75%低減)								Euro 5b or 6b <sup>±2</sup>				Euro 5b		Euro 5b or 6b <sup>±2</sup>				China V (Beijing)					
																			China IV					
<b>Drive-line</b>																								
Transmission gear ratio	1st	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538	3.626	3.538			
	2nd	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060	2.188	2.060			
	3rd	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404	1.541	1.404			
	4th	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000	1.213	1.000			
	5th	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713	1.000	0.713			
	6th	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582	0.767	0.582			
Differential gear ratio	Rev.	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168	3.437	3.168			

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Destination	Japan								Europe & General (RHD)				Europe & General (LHD)		China				US, Canada						
	ZC6-E2J8	ZC6-E2J7	ZC6-E2B8	ZC6-E2B7	ZC6-E2E8	ZC6-E2E7	ZC6-E2L8	ZC6-E2L7	ZC6-EKE8		ZC6-EKE7		ZC6-ELE8	ZC6-ELE7	ZC6-ECE8	ZC6-ECE7	ZC6-ECF8	ZC6-ECF7	ZC6-EYB8	ZC6-EYB7	ZC6-EYE8	ZC6-EYE7			
Transmission	MT	AT	MT	AT	MT	AT	MT	AT	Except Australia	Australia	Except Australia	Australia	MT	AT	MT	AT	MT	AT	MT	AT	MT	AT			
<b>Chassis</b>																									
Steering type		EPS								EPS				EPS		EPS				EPS					
Steering gear ratio		13.1								13.1				13.1		13.1				13.1					
Suspension type	Front	MacPherson strut								MacPherson strut				MacPherson strut		MacPherson strut				MacPherson strut					
	Rear	Double wishbone								Double wishbone				Double wishbone		Double wishbone				Double wishbone					
Stabilizer bar		Fr & Rr								Fr & Rr				Fr & Rr		Fr & Rr				Fr & Rr					
Brake	Front	V-disc								V-disc				V-disc		V-disc				V-disc					
	Rear	Disc (without 17 inch summer tire)								V-disc				V-disc		Disc				Disc (without 17 inch summer tire)		V-disc (without 17 inch summer tire)			
Front brake	Disc diameter	mm	294	-	V-disc (with 17 inch summer tire)	277	-	294	-	-	326	-	-	294	-	-	294	-	-	277	-	-	294		
		inch	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Pot size	mm	-	-	294	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		inch	-	-	40.4 x 2	-	-	42.8 x 2	-	-	40.4 x 2	-	-	40.4 x 2	-	-	40.4 x 2	-	-	42.8 x 2	-	-	40.4 x 2	-	
Rear brake	Disc outer diameter	mm	290	-	286	-	290	-	316	-	-	-	290	-	-	290	-	-	286	-	-	290	-		
		inch	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Pot size	mm	-	-	290	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		inch	-	-	40.4	-	-	-	40.0	-	-	-	40.4	-	-	40.4	-	-	40.4	-	-	40.4	-	-	
Brake booster		10.5" single								10.5" single				10.5" single		10.5" single				10.5" single					
Tire manufacture		Yokohama				Michelin				Michelin				Michelin		Yokohama				Michelin					
Tire model		E70				Primacy HP				Primacy HP				Primacy HP		E70				Primacy HP					
Tire size		205/55R16				215/45R17				215/45R17				215/45R17		205/55R16				215/45R17					
Tire speed rating		V				W				W				W		V				W					
Rim size		16x6 1/2J		16x6 1/2J		17x7J		17x7 1/2J		17x7J		17x7J		16x6 1/2J		17x7J									
Tire manufacture		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire model		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire size		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire speed rating		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Rim size		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire manufacture		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire model		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire size		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Tire speed rating		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Rim size		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Rim off set		mm	48								48				48		48				48				
		inch	-								-				-		-				1.9				
<b>Performance</b>																									
Max speed		km/h	180								226	216	210	226	210	226	210	226	210	216	211	216	211		
		mph	-								-				-		-				134	131	134	131	
Speed limit		km/h	180								without				without		without				without				
		mph	-								-				-		-				-				
Acceleration	0-100km/h	sec	-	-	-	-	-	-	-	-	-	-	7.6	7.4	8.2	7.6	8.2	7.6	8.2	7.6	8.2	7.4	8.4	7.4	8.4
	0-60mph	sec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.0	8.0	7.0	8.0
	80-120km/h	sec	-	-	-	-	-	-	-	-	-	-	-	12.7	11.9	5.3	12.7	5.3	12.7	5.3	12.7	5.3	-	-	-
	50-70mph	sec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.3	4.3	9.3	4.3
	0-400m	sec	-	-	-	-	-	-	-	-	-	-	-	15.5	15.2	16.1	15.5	16.1	15.5	16.1	15.5	16.1	15.2	16.1	15.2
0-1/4mile		sec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.4	16.1	15.4	16.1
Min. Turning Radius	Tire	m	5.4								5.4				5.4		5.4				5.4				
	Body	ft	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17.7
		m	5.7								5.7				5.7		5.7				5.7				
		ft	-								-				-		-				18.7				

\*1: Values differ depending on specification. / 仕向地により数値は異なる。

\*2: The supported emissions standards differ depending on specifications. / 仕向地によりEmissions standardsは異なる。

## **2017MY SUBARU BRZ**

### **Product Information**

Subaru Global Marketing Division  
FUJI HEAVY INDUSTRIES LTD.

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