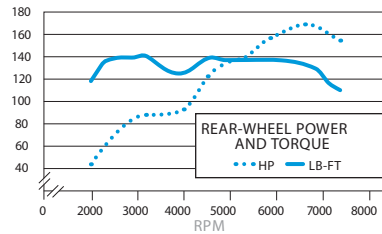


2013 SUBARU BRZ

▼ SPECIFICATIONS

VEHICLE TYPE: front-engine, rear-wheel-drive, 4-passenger, 2-door coupe
PRICE AS TESTED \$26,265
BASE PRICE \$26,265
 ENGINE TYPE: DOHC 16-valve flat-4, aluminum block and heads, port and direct fuel injection
 DISPLACEMENT 122 cu in, 1998 cc
POWER 200 hp @ 7000 rpm
TORQUE 151 lb-ft @ 6400 rpm
 TRANSMISSION 6-speed manual



WHEELBASE 101.2 in
 LENGTH 166.7 in
 WIDTH 69.9 in
 HEIGHT 50.6 in
 CURB WEIGHT 2757 lb

WARRANTY

3 years/36,000 miles bumper to bumper
 5 years/60,000 miles powertrain
 5 years/unlimited miles corrosion protection
 3 years/36,000 miles roadside assistance

MODEL-YEAR CHANGES

2014: Navigation system is upgraded with Aha smartphone integration standard.

▼ C/D TEST RESULTS

PERFORMANCE

	NEW	40,000
ZERO TO 60 MPH	6.4 sec	6.7 sec
ZERO TO 100 MPH	16.9 sec	16.7 sec
ZERO TO 110 MPH	21.6 sec	21.4 sec
ROLLING START, 5-60 MPH	8.0 sec	7.5 sec
1/4-MILE	15.0 sec @ 94 mph	15.1 sec @ 95 mph
BRAKING, 70-0 MPH	172 ft	171 ft
ROADHOLDING, 300-FT-DIA SKIDPAD	0.89 g	0.83 g
TOP SPEED (DRAG LIMITED)	139 mph	140 mph
DRAG AREA, Cd (0.30) x	FRONTAL AREA (21.2 SQ FT)	6.4 sq ft
AERODYNAMIC DRAG @ 70 MPH		80 lb
AERODYNAMIC LIFT @ 70 MPH, F/R		25/35 lb
EPA FUEL ECONOMY, CITY/HWY		22/30 mpg
C/D -OBSERVED FUEL ECONOMY		28 mpg
UNSCHEDULED OIL ADDITIONS		1 qt

OPERATING COSTS (FOR 40,000 MILES)

SERVICE (5 SCHEDULED, 4 UNSCHEDULED)	\$725
NORMAL WEAR	\$0
GASOLINE (@ \$3.83 PER GALLON)	\$5471

NONWARRANTY REPAIRS

REPLACE DAMAGED ROOF TRIM	\$47
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DAMAGE AND DESTRUCTION

REPAIR CHIPPED WINDSHIELD	\$60
REPLACE FRONT-BUMPER COVER, RADIATOR, A/C CONDENSER, AND ASSOCIATED TRIM	\$2987

LIFE EXPECTANCIES (ESTIMATED FROM 40,000-MILE TEST)

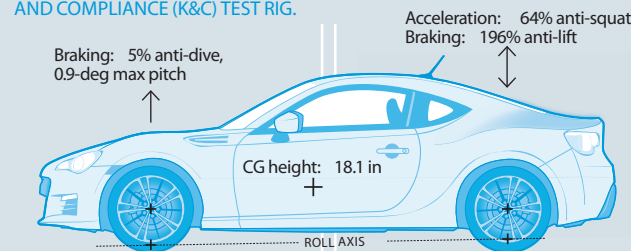
TIRES	55,000 miles
FRONT BRAKE PADS	60,000 miles
REAR BRAKE PADS	more than 100,000 miles

WHAT BITS AND PIECES COST

HEADLAMP	\$794
ENGINE AIR FILTER	\$24
OIL FILTER	\$9
WHEEL	\$360
TIRE	\$205
WIPER BLADES (LEFT/RIGHT)	\$25/\$23
FRONT BRAKE PADS	\$85

▼ BRZ SECRETS

MORSE MEASUREMENTS OF SALISBURY, NORTH CAROLINA, REVERSE-ENGINEERED OUR SUBARU'S CHASSIS WITH A FANCY KINEMATICS AND COMPLIANCE (K&C) TEST RIG.

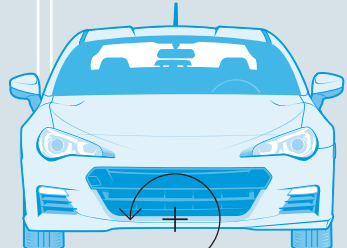


Roll-center height: 2.1 in
 Suspension stiffness: 182 lb/in
 Weight: 1524 lb (55.3%)

Roll-center height: 3.8 in
 Suspension stiffness: 170 lb/in
 Weight: 1233 lb (44.7%)



Steering ratio:
 14.3:1 on-center
 14.4:1 +/- 90 deg, average
 Steering effort:
 6.2 lb/g on-center



Roll stiffness distribution:
 front 61%, rear 39%
 Roll: 2.6 deg/g
 Max roll angle: 2.3 deg

▼ K&C GLOSSARY

Anti-dive, -lift, -squat: Terms that describe how suspension geometry can be configured to counter body movement during acceleration and braking.

Suspension stiffness: The force from acceleration, braking, cornering, or bumps required to deflect each wheel one inch.

Roll center: A hypothetical point around which the body rolls in corners.

Roll axis: A line connecting front- and rear-suspension roll centers.

Steering ratio: Degrees of steering-wheel movement required to change the front wheels' angle one degree.

Steering effort: The force at the steering-wheel rim required to corner at 1.0 g.

Roll stiffness: A car body's resistance to roll in corners; suspension springs, anti-roll bars, and tire sidewalls all contribute to this metric. How this resistance is distributed between the front and rear axles is a major understeer determinant.