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the WRX STI (generating 205 kW (275 hp) by manufacturer for a 2.0-liter equivalent engine with a manual transmission). The latest 3.0 L engines move close to the 2.0 litre turbo output and share the Bilstein suspension. The 2.0 L-engine turbocharged bilstein suspension models have been named either GT-B (for station wagons) or Spec B, or B4-RSK (for sedans). The new 2003 model has moved many models just B4 or even GT in some countries. In Australia, 2.5GT (SatNav) marks the top of the heap for the Legacy/Freedom range. In North America, the early sports models were known simply as the Sports Sedan and the Touring Wagon. Later models received the GT and GT Limited items. The 2006 Legacy model produced a limited edition 500 spec B models. Since 2007, Spec B has become a regular production model (albeit a somewhat limited edition). All Spec B models are equipped with an improved Bilstein suspension system, a navigation system (which Spec does. The only one until 2010 MT Legacy to get one), an exclusive (for Spec B) interior, 18-wheel, and additional aesthetic changes. The 2006 Spec B models have a 5-speed manual transmission while the 2007-on model has a 6-speed manual transmission. The Subaru Legacy GT Wagon Rally Race this section does not provide any sources. Please help improve this section by adding links to reliable sources. Non-sources of materials can be challenged and removed. (June 2009) (Learn how and when to delete this template message) Subaru Legacy RS Turbo The Legacy has been agitated by the Subaru World Rally Team at the World Rally Championship and the British Rally Championship with Prodrive since 1990. At first, it was not considered a truly competitive model, but showed a perspective under the leadership of Markku Allen, who in 1991 took third place at the Swedish Rally. The 1992 debuted a combination of experienced Group B, Pikes Peak International Hillclimb, and WRC driver Ari Vatanen, paired with up-and-coming Scottish driver Colin McRae for the Subaru WRC effort. Two finishes for second place, one for each driver, strengthened Subaru's commitment to the World Rally Championship, Legacy and their drivers. Legacy's main competitor, with engine and AWD, was the Mitsubishi Galant VR-4. 1993 was a breakthrough year for Subaru as Colin McRae and Ari Vatanen pushed pushed Legacy is in third place to finish at the Swedish Rally and a one-two placing after the first stage of the Acropolis Rally. Prodrive boss David Garraway was willing to prove the potential of the new Impreza WRC car but was accused of winning the Legacy before Impreza could debut. In the eighth round of the Rally of New York, Subaru finally hit gold when McRae managed to hold off Francois Delecour in his Ford Escort RS Cosworth for the win. It was the last year of the WRC for Legacy, as Impreza made her debut at the next event, where she finished second in the hands of Vatanen. Richard Burns was successful in numerous car events in 1992 before joining the World Rally team to drive Impreza in 1993. Alistair McRae, Per Eklund, Possum Bourne and Hannah Mikkola also competed in Legacy during the WRC. Legacy remains a constantly present competitor at rallies around the world. The SCCA ProRally and Rally America participation of many teams was impressive. Legacy and Impreza have many interchangeable parts, making for a very competent and reliable entrance. Legacy, and his Outback stablemate, has won the Alcan Winter Rally several times; the first victory was in 1990, followed by another victory in 1992, 2002 and 2006. Legacy 1990 was the first N-group car to ever complete the WRC Safari Rally. This rally is considered the most grueling rally in the world as part of the World Rally Championship. In 1990, the 38th Safari Rally had only 59 participants, of which only 10 were able to reach the finish line. Legacy was the only N-race car to reach the finish line and was 8th overall. Super GT RR Sport Legacy B4 in the 2009 Super GT season. Like the Impreza that team Cosco ran in previous years until 2008, the Legacy Grand Tourer car based on the fifth generation model was built by RRS Sport for the Japanese Super GT series (GT300 class). It is equipped with a turbocharged boxer-4. The car also featured all-wheel drive in the first season, but the layout was replaced by the FR layout in 2010, which this season they got their first win in the 39th Pokka Summer Special. Record speed on April 23, 1998, the Generation III Subaru Legacy set a new world speed record for mass production of turbocharged station wagons with small engines (1600 cc-2.000 cc class), clocked 270,532 km/h (168,101 mph) over one kilometer on Highway 10 in La Junta, Colorado. This record was previously set by the Generation II Subaru Legacy in 1993 at a speed of 249.981 km/h (155.331 mph). The original Legacy speed record was set between January 2 and January 21, 1989, with three turbocharged Japanese-turbocharged RS sedans at the Arizona Test Center outside Phoenix, Arizona. It beat the FIA World Land Endurance Record with an average speed of 138.780 mph 447 hours, 44 minutes and 9.887 seconds, seconds, 18.5 days. Pit stops were made every two hours with driver change and refueling, while tire changes were made at intervals of 96 hours, or every 13,400 miles (21,600 km) driven. The global market schedule models have generally been released to Japan and selected global markets, such as New York and Chile in the run-up to the continental European and North American markets, with the first two being right-wheel drive and traditional strong markets for Subaru. Generation I: 1989-1993 Generation II: 1993-1998 Generation III: 1998-2003 Generation IV: 2003-2009 Generation V: 2009-2014 Generation VI: 2015-present North American market release schedule North America usually releases its models one-to-one and half of the calendar years after Japan makes, due to the fact that all current Legacies for the North American market have been built on The Indiana Subaru, located in Lafayette, Indiana since 2004. Previously, all American Legacies were built either at the Indiana plant or at the Ata plant in Gumma, Japan, starting in 1989. It is noteworthy that the production of the fifth generation Of Legacy on SIA began around the same time as in Gumma. Generation I: 1990-1994 (production began in 1989) Generation II: 1995-1999 (production began in 1994) Generation III: 2000-2004 (production began in 1999) Generation IV: 20 05-2009 (production began 2004) Generation V: 2010-2014 (production began 2009) Generation VI: 2015-present (production began 2014) Sales March 14, 2005, subaru sold its three millionth Legacy worldwide. [29] Japan World Total First-generation Legacy 620,444 204,168 824,612 Second-generation Legacy 495,471 466,354 961,825 Third-generation Legacy 434,624 467,447 902,071 Fourth-generation Legacy 204,776 106,716 311,492 Total 1,755,315 1,244,685 3,000,000 Production numbers as of March 14, 2005 Year by year Calendar year Legacy (US) Outback (US) 2007 21,094 57,334 2008 [30] 22,605 44,271 2009 30,974 55,356 2010 [31] 38,725 93,148 2011 42,401 104,405 2012 [32] 47,127 117,553 2013 42,291 118,049 2014 [33] 52,270 138,790 2015 60,447 152,294 2016 [34] 65,306 182,898 2017 [35] 49,837 188,886 2018 [36] 40,109 178,854 2019[37] 35,063 181,178 References ^ Nunez, Alex (2009-01-11). Subaru Introduction 2009 Legacy Concept Car. Autoblog.com. Received 2010-11-11. Subaru Legacy - Subaru Japan (08/04/2020) - b Database for cars presented in Tokyo. Db.tokyo-motorshow.com archive from the original 2010-10-09. Received 2010-11-11. Bilstein. Bilstein. Archive from the original 2009-05-04. 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