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Download the 2020 Subaru LegacyManual manual DescriptionIf the engine is flipped but does not start (or starts and stops) the remote start engine system will shut down and then try to start the engine 3 extra times. The system will not attempt to restart the engine unless it detects a malfunction of the vehicle preventing the launch. If the engine does not start after 3 additional attempts, the request to start the remote engine will be interrupted. Engine Stop: Tap and hold the fob button for at least 2 seconds to stop the engine. The keychain will blink and beep three times, indicating the engine has stopped. If you don't receive a stop request (for example, if the user is too far away from the vehicle), the phobic will continue to blink once every 3 seconds. The system will automatically stop the engine after 15 minutes. Subaru Legacy2016 Subaru Liberty 2.5i sedan (Australia)ReviewManufacturerSubarAlso calledSubaru Liberty (Australia, until 2020) Subaru B4 (Israel)Isuzu Aska (first generation only)Production1989-presentAssemblyJapan: Ata, Gumma (Yajima factory; 1989-2020)United States: Lafayette, Indiana (Lafayette Factory)Body and chassisCompact car (1989-1994)Mid-size car (1995-present)Body style4-door sedan5-door wagonLayoutFF layout (1989-1999)F4 layout (1989-present)Subaru Legacy (Japanese Legacy : レガシー, レガシー) Subaru Regashi is a mid-size car built by Japanese automaker Subaru since 1989. It is unique in its class, offering all-wheel drive as standard function, and the traditional BOXER Subaru engine. Legacy is sold as Freedom in Australia out of respect for Legacy Australia, an organisation dedicated to caring for the families of military veterans. In 1996, a variant of legacy with an increased suspension called Legacy Outback was introduced to compete in a growing class of sports-useful cars and proved to be a sales success for Subaru. The Outback line was divided into its own model in 2000, known as the Subaru Outback. By 2008, 3.6 million Legacy models had been built since its introduction in 1989. Legacy production ended in Japan in June 2020. First Generation (1989-1993) - B.C., BF, BJ Home article: Subaru Legacy (first generation) Pre-facelift Subaru Legacy sedan (USA) Facelift Subaru Liberty LX station wagon (Australia) Pre-facelift Subaru Liberty LX sedan (Australia) Facelift Subaru Liberty LX station wagon (Australia) Legacy was introduced in 1989 to ensure the Toyota (quote needed) It was an all-new model, and positioned above Leone, XT, Justy, and Kei cars Rex and Sambar in the Subaru lineup at the time. Legacy also a brand new series of flat-4 engines called the EJ engine, the EJ. was quieter and more powerful than the previous EA engine. The legacy began with a 5-door wagon or four-door sedan body styles with FWD and an additional full-time AWD package, and was introduced in North America, the UK, Germany, the Benelux region of Northern Europe, Japan and Australia (where it was called Liberty, because the name legacy conflict with Legacy Australia). Options included a 4-channel ABS licensed from Bosch and a suspension height control that lowered the car at speeds above 50 mph (80.5 km/h) and also allowed the driver to increase the vehicle's road clearance for off-road conditions. It was officially released on January 23, 1989 in Japan, with an introductory price of 2,550,000 pounds for a turbocharged RS (approximately \$18,800 at the 1989 yen rate). The first Legacy was available in Japanese dealerships on February 1, 1989, and global distribution began in 1990. The U.S.-Special included passive restraints (motorized seat belts) through the 1994 model year, except for the right-handed drive postal model, which was only available with conventional seat belts. Driver airbags were an option in the mid-1992 model year and became standard in 1993. Passenger airbags were only available in the second generation in 1995. American models included the Legacy Sport Sedan, 1991-1994 and Legacy Touring Wagon in 1992-1994. Both were turbocharged with the EJ22T closed engine block deck. Unique to the American market, it was SOHC, with various pistons, oil sprays, an oil cooler on the '91 model year, and other enhancements. Although it had the same offset as the non-turbo/naturally aspirated (NA) EJ22E engine used in all other Legacy models, it wasn't just a turbocharged version of the EJ22E. (As a note, the 1994 Legacy GT trim is used by the non-turbo EJ22E.) The sedan was available with a reinforced 4EAT automatic transmission or a stronger 5-speed manual transmission. The station wagon was equipped with only 4EAT on the international market, while Japan received a 5-speed manual transmission, as well as a high/low 5 speed manual lever ratio for more challenging conditions. These were the last turbocharged Subaru models sold in the United States before the debut of WRX in 2002. These model codes are marked in the VIN of each vehicle, such as the JF1BF3BL0E-: Legacy Codes BC 89-94 Sedan BF-89-94 Wagon (raised roof) BJ'89-94 Second Generation Wagon (1993-1999) - BD, BG, BK Main Article: Subaru Legacy (second generation) Subaru Legacy 2.5GT Limited (U.S.) Second generation sales in Japan began on October 7, 1993, with an introductory price of 2,753,000 euros for a twin turbo GT (about \$25,250 at the 1993 yen rate), and introduction for the introduction for a twin turbo GT (about \$25,250 at the 1993 yen rate), and the introduction for the introduction for a double turbo GT (about \$25,250 at the 1993 yen rate), and the introduction for a 1993 yen model year in North America with a full body and chassis revision. The look was designed by Olivier Boulay, who was hired by Subaru on a short-term basis. Teh Teh the exterior of the sedan and station wagon was influenced by the taillights on the SVX. In 1996, Subaru decided to make standard AWD equipment on all vehicles manufactured for the North American market, which will take place until 2012. Subaru still offers a choice between FWD and AWD for their domestic cars for this generation. Outback was introduced with this generation in 1994 as a trim, followed by an enlarged clearance of the ground and a raised roof line in 1996. Only AWD has been offered internationally, and a height control suspension is no longer offered. The US-spec GT model, first proposed in 1990 as a turbocharged sedan or station wagon in Japan, and as a kit for the American version in 1994, became a top-tier upgrade model in 1996 using the new EJ25D DOHC 2.5 L naturally aspirated engine. Limited-level editions have been introduced, offering heated leather, or fabric, seat and trim and tinted, glass hatch. The term Limited appeared on GT, known as GT Limited in 1998. The term Limited was used by itself on Outback in 1998. Driver and front passenger airbags were added with redesigned interiors as standard equipment in accordance with U.S. federal government regulations. 1999 marked the 30th anniversary of Subaru in America and the last second generation in North America. In the U.S. there was a special edition of the 30th anniversary with an upgraded interior and hatch, spoiler, alloy wheels on cars level L. U.S. special Brighton level finishes also carried from the facelifted first-generation version, which was rated below the L version finish. In Japan, the GT/B-Spec was introduced in 1994 with a lower and stiff suspension and a higher rear differential. The next-generation GT-B was unveiled in June 1996, with front and rear racks supplied by Bilstein, with an update also available on the RS. The B designation means Bilstein. Turbocharged versions are still available in markets that used right-hand configurations. Specialty touring and racing versions were available in Japan, as well as the DOHC 2-liter dual consecutive turbocharged EJ20H version of both the Legacy GT sedan and wagon with automatic transmission and RS sedan and GT-B wagon and manual transmission and slightly higher rated horsepower as identified as boxer 2-stage Twin Turbo on the engine cap. Subaru Legacy Touring Wagon GTB Limited (Japan). Subaru Liberty LX (Australia) wagon with clear rear-turn lenses and amber light bulbs. Subaru Legacy Brighton (USA) with rear-turning amber lenses. Subaru Liberty RX Bilstein Edition Sedan (Australia) with clear rear-turning lenses and amber light bulbs, Bilstein badge. For Subaru Liberty was offered in the LX, GX, RX and Heritage models. In B a special edition of the Bilstein Edition RX has been proposed. It can be identified by the Bilstein badge on the right back cover of the trunk and the lower position due to the front and rear racks of Bilstein. It also featured leather seats and door inserts along with the SPORTY leather steering wheel MOMO and 16 in BBS alloy wheels as standard equipment. With the advent of the second generation Legacy in Israel, the name Legacy was replaced by the B4 brand. These model codes are indicated in the application model code of each vehicle, such as BD'9A4D: Outdated BD-Sedan codes; North America 1995-1999, Japan 1993-1997 BG-Step-roof Wagon (Raised Roof); North America 1995-1999, Japan 1993-1997 BK-Standard-Roof Wagon (Australia) Subaru Liberty 2.5i sedan (Australia) 2003-2006 Subaru Legacy sedan (Chile) 2006-2009 Subaru Liberty 2.5i sedan (Australia) May 23, 2003, Fuji Heavy Industries debuted redesigned Legacy, known as BL for models and BP for wagons. It was released worldwide in 2004, with Subaru Indiana Automotive launching production in February 2004 for the North American markets in the 2005 model year. Legacy was presented 2003-2004 Japan Car of the Year, Subaru's first win for the award after fighting stiff competition from the Toyota Prius and Mazda RX-8. When sales began in the U.S. market, lafayette Factory built Legacy won the 2005 International Car of the Year for the Most Reliable/Sedan from Road and Travel Magazine, 2005 Automotive All-Stars for All-Star Family Car from Automotive Magazine and the 2006 International Engine of the Year Award in the 2.0-liter to 2.5-liter category for the EJ255 engine. Lance Armstrong was used as a representative for both sedan and wagon, and Sheryl Crow sang her 1996 hit Everyday is a Winding Road in an advertisement in the U.S. market. 2003-2006 Subaru Liberty wagon (Australia); Before the facelift the chassis was redesigned and made tougher, and it marked the return of the turbocharged engine to the North American Legacy, featuring a 2.5-liter unit derived from the North American Impreza WRX STI. Due to advances in turbocharger technology and tougher emissions standards, the twin-turbo installation has been removed from the lineup. Turbocharged Models and H6 offered the first 5-speed automatic transmission Subaru with SportShift technology licensed by Prodrive, Ltd. In the 2005 model year Legacy for the U.S. market was offered at 2.5i, 2.5i Limited, 2.5GT, and 2.5GT Limited. All trim levels were available as a sedan and wagon. In 2006, the regular GT was removed and the 2.5i Special Edition was added to the lineup. 2006-2009 Subaru Liberty wagon (Australia); The Japanese Market Legacy GT facelift featured 2 liter turbocharged EJ20X and EJ20Y engines developing power and torque figures of 276 hp (280 hp/206 kW) at 6400 rpm and 343 nm (253 lb/foot/35 kg) at 2400 rpm respectively. The GT Spec B had an additional 6-speed transmission. Both models featured the Bilstein suspension as standard. Both the wagon and sedan received a facelift in 2006 getting new bumpers and trim, the IHI VF38 dual-scroll turbo was replaced by later models receiving the VF44 (auto) or VF45 (manual) turbo. On May 10, 2008, the Japanese-special Legacy can be equipped with a new collision prevention feature called EyeSight. It consists of two CCD cameras, one on each side of the rearview mirror, which use a person as stereoscopic vision to judge distances and tend to monitor the driver. The system can help maintain a safe distance on the highway, a traffic warning system, a warning to the driver about various safety situations and even to monitor pedestrians. Si-Cruise was integrated into the EyeSight as a driver's safety assistance. The Diesel Engine Subaru EE flat-4, the first in the world to be mounted on a passenger car, is offered in Legacy and Outback sedans and station wagons identified as Subaru Legacy 2.0D. The car has been released in the European Union since March 2008, and is offered with a 5-speed manual transmission only. The official introduction of the legacy and Outback diesel was at the Motor Show in March 2008. The fifth generation (2009-2014) - BM, BR Home article: Subaru Legacy (fifth generation) In 2009, the Subaru Legacy concept was developed to commemorate the 20th anniversary of the model, it is reported that it is the basis of the production version of the upcoming fifth generation Subaru Legacy. The concept car was unveiled at the Detroit Motor Show in 2009. 2014 Subaru Legacy 3.6R Limited with EyeSight cameras next to the rearview mirror (USA) Production of the fifth generation 2010 Subaru Legacy began in the last week of May 2009 in Indiana and was presented in 2009 at the New York Motor Show. According to Subaru's website in Japan, Legacy was introduced in Japan on May 20, 2009. The Legacy B4 2.5GT iS, set up by STI, was introduced to Japan on June 12, 2010. In May 2010, the collision prevention feature EyeSight presented on the legacy of the previous generation, was again presented on the Japanese tourist wagon and outback and was awarded the Best Technology award from the Japanese Automotive Hall of Fame at the Japanese Museum of Nature and Science. In the 2014 model year, EyeSight driver safety assistance was installed additionally on all international Legacy and Outback vehicles. 2010 Subaru Legacy Wagon (Japan) New to this generation Lineartronic continuously variable transmission is used internationally on the EJ25 2.5 litre flat-4 engine and EJ20 in some markets, with a 6-speed manual transmission also offered only in North America and Australia. 2.5GT uses a 6-speed manual turbocharger used exclusively in Japan and North America with Australia choosing between a 6-speed manual or 5-speed automatic transmission. The vehicles, identified as 3.6R, use the E36 flat-6 engine with a 5-speed conventional SportShift automatic transmission. The CVT linetrain is also in conjunction with the JDM-special Subaru Exiga on AWD models. The North American P'EV Legacy 2.5i is still available in all 50 states, unlike other manufacturers that sell only certified PEV cars in states that have adopted California emissions standards. 2010 Subaru Legacy 2.5i Sedan (USA) Internationally, the E36 flat-6 engine is only used in the outback, but is also available in the Legacy sedan in North America and Australia. Japan-special car has stopped using the EJ25 engine, which increases the liability of vehicle tax for Japanese buyers. The EJ20's turbo-and non-turbo versions. The SI-Drive is standard equipment on all Japanese special vehicles, and as Australian 2.5GT 2.5GT 3.6R sedan, but not in North America. SI-Drive is standard in the international outback with an equalizer, with the exception of North America. The Legacy wagon is only available as an Outback in North America, while the Legacy and Outback wagon are available in Japan, the UK, Australia and Europe. In the UK, only a station wagon is offered, the choice of engine is limited to the Turbodiesel Subaru EE20 or EJ25. The equalizer engine was only available in the UK in 2010. In Europe and some Asian countries, the EJ20 is still available in both sedan and station wagon, along with the EE20 and EJ25 turbodiesel. The EE20 turbodiesel is available in Australia in the outback. European and British diesel engines Legacy EE20, petrol engines EJ20 and EJ25 meet Euro5 emission standards. This is the ninth Subaru car that offers a CVT transmission; the first was Subaru Justy (1987-1994), followed by Subaru Rex (1987-1992), Subaru Vivio (1992-1998), Subaru Pleo (1998-1998-1998-11 The Subaru R1 coupe (2004-current), Subaru R2 5-door hatchback (2003-current), Subaru Sambar (1990-1995 only), and Subaru Exiga, starting in September 2009. Sixth Generation (2014-2019) - BN, BS Home article: Subaru Legacy (sixth generation) Sixth generation Subaru Legacy debuted at the 2014 Chicago Motor Show, and went into production in the 2015 model year. 2015 Subaru Liberty 3.6R sedan 2015 Subaru Liberty 3.6R sedan Engines and transmission A 2.5-liter flat four FB25 and 3.6-liter flat-six equalizer are moved from the fifth generation model. The output is slightly increased on the four-cylinder model to 175 hp (129 kW; 173 hp). The six-cylinder model remains unchanged with a 256 hp (189 kW; 252 hp) 3.6-liter engine. Legacy still unentiuvocally offers standard all-wheel drive and horizontally opposite engine layouts, but terminates the manual transmission for the U.S. market in favor of the Lineartronic CVT on both engine configurations. U.S. Market Variation 2016 Legacy reaches a notable 36-highway MPG when equipped with a 2.5-liter flat four. EyeSight - EyeSight driver assistance technology - is a Subaru active security system that uses dual CCD cameras that mimic stereoscopic vision. It was first introduced in Japan only as Active Driving Assist (ADA) in 1999. When activated, it actively monitors the road with cameras mounted on the windshield, and can respond to driving conditions and possibly prevent collisions. Models equipped with EyeSight received the highest rating in the front safety test of crash tests IIHS. Unlike other manufacturers offering stereoscopic cameras for drivers-asset targets, the Eyesight camera system is not connected to the windshield. So if the windshield is dirty on the inside, can affect the performance of the system. Adaptive cruise control cruise control and the pace of the vehicles ahead, and can automatically adjust the speed the car drives on accordingly to maintain one of the four users selected spaces. The pre-collision braking uses the same cameras to monitor the activity of the vehicles in front, and alerts the driver visually and audibly. If the driver does not act, there will be additional alerts, and the car will actively brake itself. According to IIHS, Legacy prevented a collision while traveling at 25 mph to a stopped obstacle. When the car was first released in the 2015 model year, Lane Departure with a Sway warning was included in the Eyesight package. This feature monitored the position of the driver in the lane lines, and alerted the driver if they drifted out of the lane (if the turn signal was used, this warning was not activated), with a warning Sway notified the driver if they were unable to stay in the center of the lane, suggesting that they may be too sleepy. For the 2016 model year, the Lane Keep Assist was added, which applied torque steering to prevent the driver from drifting off the lane. This feature is active above 40 miles per hour. Also standard for all cars with Eyesight system are adaptive fog lights that turn turns and turns and are based on the degree of the steering wheel. However, for the 2019 model year, Steering Responsive Foglights have been replaced with steering responsive headlights with no option for SRFs. These systems include blind spot alerts, Lane Change Assist, and cross-traffic alert system. The amber light is located in the appropriate side view mirror remains stable if the vehicle is detected in a blind spot or approaching fast enough to prevent a lane change, or flashes with an additional audible alert if the driver indicates a change in lane or retreats from the parking lot with the approaching object. All of these features are available on the 2.5i Premium, 2.5i Sport, 2.5i Limited and 3.6R Limited models, with some standard on the 2.5i Limited and 3.6R Limited models. Seventh Generation (2020-present) - BW, BT Home article: Subaru Legacy (seventh generation) 2020 Subaru Legacy Premium 2020 Subaru Legacy Premium Nappa Leather Interior - Canadian Premier GT Seventh Generation Legacy debuted at the 2019 Chicago Motor Show on February 7, 2019, which will be sold to U.S. and Canadian dealers starting in the third quarter of 2019. This is the first Legacy model that is not officially sold in Japan since the tablet ended there in June 2020. The 2020 model year Legacy has been moved to Subaru Global Platform (SGP), which is torsionally tougher compared to Generation Legacy. Its exterior style is similar to the previous generation model, but the headlights and taillights are slightly restyled. Newly Minted The interior now has an 11.6-inch touchscreen on all finishes except the base model, which has two 7-inch displays. Notable mechanical changes include an updated base engine, the FB25 now with direct injection, and a turbocharged 2.4-liter FA24 flat four-cylinder engine from Ascent for higher trim levels, which replaces the outgoing 3.6-liter flat six-cylinder engine. 90% of the components in the new FB25 are new compared to its predecessor. From a safety standpoint, there is a new additional facial recognition system that uses cameras to alert the driver if the system detects that they are distracted or tired. In 1990, Legacy was declared the number one-selling all-wheel-drive car in the United States by R.L. Polk, based on the registration statistics FOR CYE 1989. According to AutoFacts Inc. AutoGuide, as of June 28, 1990, Legacy was the least expensive sedan or station wagon offering both 4-wheel drive and ABS. The Automobile Journalists Association of Canada (AJAC) voted for the best new sedan of the 1990s. The performance-enhancing series of flat six-cylinder engines used in modern Legacy products replaced the EG series found in the Subaru SVX. Subaru has produced a high-performance version of Legacy with a Bilstein suspension and customized turbocharged engines equivalent to the homologated rally version of 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 section, 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 was agitated by Subaru Subaru Rally team in the World Rally Championship and the British Rally Championship, with the help of 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 a turbocharged engine and AWD, was the Mitsubishi Galant VR-4. 1993 was a breakthrough year for Subaru as Colin McRae and Ari Vatanen pushed Legacy to a third-place 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 François 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 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. He beat the 100,000 km FIA World Land Endurance Record, maintaining an average speed of 138,780 mph (223.345 km/h) for 447 hours, 44 minutes and 9.887 seconds, or 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 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 60,447 2016 65,306,182,898 2017 49 837 188 886 201 8 (36) 40 109 178 854 2019 35 063 181 178 Inquiries : 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. Received 2009-05-26. 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The information from the Japanese heritage brochures was translated into English from the original Japanese press. SUBARU: Legacy B4 SUBARU: Legacy Touring Wagon SUBARU: Outback Legacy SUBARU: Legacy of THE GLENSEN S402 (SUBARU Channel) Wikimedia Commons External Links has media related to Subaru Legacy. Subaru Legacy International is home to Die Hard Legacy fans! Subaru Legacy Official Page (USA) Subaru Legacy Official Page (Japan) Subaru Liberty Official Page (Subaru Australia) Global site for current model Subaru Legacy Subaru Legacy at Curlie Subaru Owners and Enthusiasts Club of New York Heritage Owners Forum Subaru Legacy Digital brochure sourced from

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