

7.4.2 Version II – MY94-96 Oct 1993 Aug 1996

This was the first turbo Impreza to wear the WRX nameplate. Engine management, vehicle electrics were all heavily revised to fix shortcomings prevalent in the previous model, as were a major overhaul of shock and spring rates. Understeer still dominated handling characteristics, but the overall package was much more in keeping with the sporty image Subaru was promoting. Central to the big step forward in refinement lay with technical input by UK based motorsport firm Prodrive. Prevailing Group A rally regulations of the day dictated that the race-car must retain in essence certain components carried over from the road vehicle. Consequently, items such as intercooler size and position, turbocharger spec, exhaust, intake manifolds and goodies like a weight saving alloy bonnet made the Version II highly desirable at the time. Another classic example of the practice is Mitsubishi's series of Evolution Lancers, produced specifically with the intention of going rallying in both Group N and Group A categories.



In centre is ABS unit, this was optional and not supplied on rally versions. To the right is the (round) plastic carbon canister, emissions assy.



Front brakes were single piston sliding caliper.



Shark grille bonnet vents on either side actually worked



Original alloy wheels were 15 inch



Bonnet scoop directed air onto intercooler as well as turbo through a "chimney"