



2010 Outback® Specifications

ENGINE AND DRIVETRAIN	2.5i, 2.5i PREMIUM AND 2.5i LIMITED	3.6R, 3.6R PREMIUM AND 3.6R LIMITED
Engine	SOHC 4-cylinder, horizontally opposed (Boxer); aluminum cylinder block and heads, i-Active Valve Lift System (AVLS)	DOHC 6-cylinder, horizontally opposed (Boxer); aluminum cylinder block and heads; Dual Active Valve Control System (DAVCS) variable valve timing
Power	170 hp @ 5,600 rpm	256 hp @ 6,000 rpm
Torque	170 lb.-ft. @ 4,000 rpm	247 lb.-ft. @ 4,400 rpm
Manual transmission	Standard fully synchronized 6-speed manual	Not available
Automatic transmission	Lineartronic™ CVT (Continuously Variable Transmission) includes manual mode and steering wheel-mounted paddle shifters; 2.5i and 2.5i Premium: Optional. 2.5i Limited: Standard.	5-speed electronic control automatic with SPORTSHIFT®* manual mode

SYMMETRICAL ALL-WHEEL DRIVE

Continuous All-Wheel Drive	Models equipped with 6-speed manual transmissions utilize a viscous-type locking center differential with torque distribution normally configured at a 50/50-split front-to-rear. If wheel speed differs between front and rear axles, the system helps distribute power to the wheels with the most traction. 3.6R models equipped with a viscous-type limited-slip rear differential.
Active All-Wheel Drive	Models equipped with Lineartronic™ CVT utilize an electronically controlled variable transfer clutch to distribute power to where traction is needed. Sensors monitor parameters such as wheel slippage, throttle position and braking, to help determine torque distribution and direct it to the wheels with optimum traction.
Variable Torque Distribution (VTD) All-Wheel Drive	Models equipped with 5-speed automatic transmission utilize an electronically controlled variable transfer clutch in conjunction with a planetary-type center differential and a viscous-type limited-slip rear differential. Torque distribution is normally configured at a performance-oriented rear-wheel-biased 45/55-split front-to-rear. Sensors monitor parameters such as wheel slippage, throttle position and braking to help determine torque distribution and direct it to the wheels with optimum traction.

STABILITY AND TRACTION

Vehicle Dynamics Control (VDC)	VDC electronic stability control utilizes sensors which constantly monitor wheel speeds, steering angle, brake pressure, vehicle yaw rate and lateral g-forces. If VDC detects a difference between the driver's intended path and the one the vehicle is actually taking, VDC applies braking power and/or reduces engine torque to help correct vehicle path. Standard on all models
Traction Control System (TCS)	VDC also incorporates an all-wheel, all-speed traction control system which senses a loss of traction and applies braking force to the slipping wheel or wheels as necessary to maintain vehicle motion.

CHASSIS

Steering	Rack-and-pinion with engine-speed controlled variable power assist
Suspension	Front: MacPherson-type struts with internal rebound springs, lower L-arms, coil springs and stabilizer bar Rear: Double wishbone with subframe
Brakes	Power-assisted 4-wheel disc with Electronic Brake-force Distribution (EBD), 4-channel / 4-sensor ABS and Brake Assist

WHEELS AND TIRES

Wheels	2.5i base: 16-in. Steel with full wheel covers All others: 17-in. Aluminum-Alloy	17-in. Aluminum-Alloy
Tires	215/70R16 / 225/60R17	225/60R17

EXTERIOR DIMENSIONS

Length/Width/Height	188.2 in./71.7 in./65.7 in. (with roof rails)
Wheelbase	107.9 in.

Specifications are subject to change

*SPORTSHIFT is a registered trademark of Prodrive, LTD.