

Retiring on top of its game

BY JOE SAGE

In a world currently dominated by SUVs—whether for fashion or function or both—Subaru Legacy offers everything that long made sedans rule. Created for the US market, Legacy was the first Subaru manufactured in the US, at their then-new Indiana plant. Though the popular tough-duty Outback variant sprang from the (long discontinued) Legacy Wagon, in turn a variant of the sedan, by now, Legacy might seem like a “sedan variant of the Outback.” This brings us to the bigger news—Subaru is discontinuing the Legacy this spring.

Despite its pending death sentence, the Legacy sedan remains a great vehicle. In its absence, can Outback satisfy the same customers? Most specifications for it and Outback have been very close, suggesting it’s mostly a matter of taste, although there are notable differences in ground clearance and towing. And although Outback’s cargo capacity is more overall, Legacy has a surprisingly large version of any sedan’s distinguishing feature—a

separately lockable, contents-out-of-sight trunk. The 2025 Subaru Legacy we are driving here is a Touring XT, the top of five trims from about \$25-38,000. The top two have a 260-hp 4-cylinder turbo boxer rated at 31 mpg highway, all the more impressive with almost 43 inches of front legroom, almost 40 in the rear. We drove ours many miles, in a variety of conditions, and the fuel needle hardly moved. And beyond that, the lower three trims have a 182-hp non-turbo rated 35 mpg highway. Legacy is a purchase and operating cost win-win. It may not be so much that the sedan’s time has passed, as that other things are commanding attention, and it was a tail that can no longer wag a whole dog. A few weeks after we had this Legacy, Subaru introduced an all-new 2026 Outback at the New York Auto Show in April, shifting noticeably toward SUV stature—also surely contributing to cutting the lower-volume Legacy sedan loose. Maybe more revealingly, having said they will

produce eight EV models by calendar year 2028, they updated the Solterra EV for 2026, which also slides somewhat into the Legacy sedan’s space. What’s more, they introduced a new Trailseeker EV, which at first blush may seem to have required a new Outback, thus requiring abandonment of the Legacy, but upon further digging is more of an up-sized Solterra adaptation. But the pressure built. While some of this all adds up to Legacy’s current fate, much also reminds us this is a very busy time, blending evolution, determination and hesitation, which raises other interesting possibilities. For one, the EV trend has become less predictable of late. But even setting that aside, might Subaru come back around before long with a beefier sedan built on the new Outback’s bones? From SUV coupes to slightly taller sedans on SUV platforms, such things have been done by others, with considerable success. We’ll stay tuned. Things can always change and change again. ■

2025 SUBARU LEGACY SEDAN LINEUP	
(base)	\$24,895
Premium	27,195
Limited	34,005
Sport	34,495
Touring XT	▼ 38,195

SPECIFICATIONS

ASSEMBLY	Lafayette, Indiana
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	US/Can 50% / Japan 30%
ENGINE	2.4L DOHC 16v 4-cyl BOXER, twin-scroll turbo, intercooler, alum/alum, chain-driven cams, dual active intake/exhaust valves, sequential multi-port injection w cylinder head dir inj & ETC
HP/TORQUE	260 hp / 277 lb-ft
COMPRESSION RATIO	10.6:1
TRANSMISSION	high-torque Lineartronic CVT incl 8-spd manual mode and paddles
DRIVETRAIN	active torque split AWD w electronically managed variable hydraulic transfer clutch
SUSPENSION	F: MacPherson-type struts, internal rebound springs, alum lower L-arms, stblzr bar; R: dbl wishbone w subframe, coils, stblzr bar
STEERING	quick-ratio elec pwr asst rack & pinion
BRAKES	F: 12.4 vented disc, dual-piston; R: 11.8 vented, single-piston
WHEELS	18x7.5 alloy, gray w machine fin
TIRES	225/50R18 95V all-season
LENGTH / WHEELBASE	191.1 / 108.3 in
TURNING CIRCLE	36.8 ft
HEADROOM (F/R)	(w moonrf) 38.3 / 37.2 in
LEGROOM (F/R)	42.8 / 39.5 in
CARGO CAPACITY	15.1 cu.ft
WEIGHT	3787 lb
FUEL / CAPACITY	.87 oct reg unl / 18.5 gal
MPG	23/31/26 (city/hwy/comb)
BASE PRICE	\$38,195
ALL-WEATHER FLOOR LINERS	141
DESTINATION CHARGE	1145
TOTAL	\$39,481