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TEST DRIVE

Seasonal Reasons

2016 Subaru Legacy 2.5i Premium

DAN LYONS | text
Special to the Times Union

So identified is Subaru with crossovers, that I always do a double take when I see a midsize sedan with the company's badge on it. This week, we test one of them — the Legacy 2.5i Premium. Premium is the middle class (so to speak) of the Legacy's three four-cylinder trim levels. It's bordered by the base 2.5i and the more loaded 2.5i Limited. The Legacy line also includes the 3.6R Limited, which is powered by —

2016 Subaru Legacy 2.5i Premium

MSRP: \$21,745 (base) • As Tested: \$27,930

yes — a 3.6L six-cylinder engine. Prices range from an MSRP of \$21,745 to \$29,945. My 2.5i Premium test car carried an as-tested price of \$27,930.

At this writing, we're saying goodbye to what's been a largely snowless winter. Most winters are messier. And when road conditions deteriorate, all-wheel-drive is prized for the confidence it adds. With the exception of the sporty, rear-drive BRZ, all Subaru models are equipped with all-wheel-drive. The Legacy's combination of AWD, electronic traction aids and the car's low center of gravity are very reassuring on sloppy streets. Subaru's system uses a transfer clutch to actively monitor/control power distribution between wheels, in response to driving and road conditions. The power transfer is continuously variable, and electronically managed.



THE 2016 SUBARU LEGACY 2.5I PREMIUM falls between the base 2.5i and more loaded 2.5i Limited. Continuing with its own established niche, Subaru is alone among automakers in offering all-wheel-drive across all trim levels.

As in past Legacy test drives, I find the car's ride quality to be on the firm side of comfortable. Nothing harsh here, to be sure, but there are other cars in the segment with smoother rides. Subaru has made some changes to the Legacy's suspension for 2016, retuning the shock dampers with an eye towards ride refinement — but only on Limited models. I think Legacy is sufficiently smooth, but include a Limited in your test drive mix if you think that the Premium's ride doesn't have a premium feel. Handling is quite solid and predictable. Subaru has

revamped Legacy's steering system this year, but there's little in the car's cornering or wheel feel that suggests sportiness, if that's important to you.

Legacy offers a very functional (and not very flashy) family sedan, with an ace up its sleeve in Snowbelt states.

Legacy's base 2.5L four-cylinder engine is rated at 175 horsepower and 174 lb. ft. of torque. EPA estimates for fuel economy are 26 city/36 highway/30 combined, and I averaged 29 mpg overall. Linked to a Continuously Variable

Transmission, the boxer four is a workhorse in Subaru products, and while it's probably a nine-second, 0-60 car

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