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Sports cars This article does not cite any source. Please help improve this article by adding citations to reputable sources. "Suzuki Cappuccino" â news · newspapers · books · scholar · JSTOR (June 2020) (Learn how and when to remove this template message) Car Suzuki CapuccinoOverviewManufacturerSuzukiProduction1991-1998AssemblyKosai, Shizuoka, JapanBody and chassis ClassSports carStyles2 roadster styleLayoutFront mid-engine, rear-wheel drivePowertrainEngine657 cc F6A DOHC turbo I3Transmission5-speed manual3-speedautomaticDimensionissWheelbase2.060 mm (81.1) in) Length3.295 mm (129.7 in) Width1.395 mm (59 825 The back of the car. The Suzuki Cappuccino is a small sports car with 2 doors, detachable with 2 seats, produced by Suzuki. Description of Goods The vehicle is designed to meet Kei car specifications for the lowest tax and insurance in Japan. Weighing 725 kg (1,598 lb), the Cappuccino is powered by a turbocharged, three-cylinder engine at 657 cc DOHC (only below the maximum displacement of 660 cc allowed for a Kei car). Its dimensions also comply with Kei standards for length and width, being 3.295 mm (129.7 inches) and 1.395 mm (54.92 inches) wide. The front-rear weight distribution is declared to be 50/50% when both seats are occupied. Layout is mid-engined front and rear-wheel drive. The bonnet, roof, roll bar and lower front protection panels are made of aluminium. Three removable roofs mean that the car can be used as a closed coupe; T-top; plate; or, on retraction of the rear window and roll bar, a full convertible. Roof panels recessed into the boot (taking up almost all the boot space), and the rear window/rollcage mount retracts into the body behind the seats. Unlike many convertibles of the time, the rear window is glass and enveloping, with demisting elements. Originally it was equipped with the F6A engine: later models were equipped with a lighter, chain-type K6A engine, rather than with belt-type camshafts and more torque. Both are DOHC 12-valve, inline three-cylinder engines that were turbocharged and intercooled. The power output was 64 hp (47 kW; 63 hp) at 6500 rpm, so as not to exceed the maximum power allowed for Kei cars. The early Cappuccino had wheeled disc brakes and rear-wheel drive. Subsequent versions in Japan had a first production iteration of electric steering quick grip and suspension with double aluminum plug. Production started in 1991 and stopped in 1998. The Capuchin's closest competitor of the time was the Autozam AZ-1, Honda Beat and Suzuki Cappuccino were together Sporty Kei-Car's ABC.) History emergency The dream of recreating a sports image for Suzuki began in 1987 and within two years the "car project" was shown for the first time at the Tokyo Show. Tokyo. specially designed for the Japanese market, meeting the tax requirements of the Kei class: body length less than 3,3Â m (10,8Â ft), body width not exceeding 1.4Â m (4.6Â ft) and displacement less than 0.6 L. Originally there was no intention of exporting the Capuchin took place in November 1991 in Japan, with the advertising theme: "to make the dream of owning a 2-seat sports car and very economical." The first two years (1991-1992) saw 15.113 cars produced and 13.318 (equal to 88% of production) sold in Japan. UK/EU version In 1991, Suzuki GB started a discussion with Suzuki Motor Corporation for the launch of the car in the UK and to meet the requirements of the UK national homologation. After 18 months of negotiations and technical cooperation between SMC and SGB, the Suzuki Cappuccino model was approved and approved, with 23 adaptations necessary to comply with the UK NTA regulations. The works were carried out at the Kosai plant and the Import Suzuki Center. In October 1992 the Capuchin was first presented to the public at the British International Motor Show, where he won two IBCAM Design Awards: Best Sportscar Under 20,000 and Best Car of the Show. In October 1993, the Capuchin was officially launched in the United Kingdom, at the price of £11.995. Due to the initial success of the car in Japan, and the small share of imports of Japanese products in the UK, the initial allocation of 1,500 cars was reduced to 1,182. Such limited quantities have made a simplified chromatic choice: red and silver in the rest was sold to other Suzuki distributors in Europe: Germany, France, the Netherlands and Sweden. Revised Capuchin (EA21R) In 1995, the European Commission introduced stricter controls on emissions, which led to the registration of unsold cars by 30 September 1995; vehicles not registered after that date should have been approved again. Discussions were held between SMC and Suzuki distributors in Europe to assess and evaluate the changes necessary to the Capuchin to reach new levels of emissions. The company has decided not to proceed with a revised European version due to the substantial costs and the lack of economies of scale due to the limited production run. The next specification (EA21R), introduced in 1995, had a new lighter motor with chain camshafts, slightly increased torque, lighter wheels and an optional "high specification" BA variants, equipped with driver's airbags, ABS on all four wheels, limited-slip differential and (in some cases) engine-driven door mirrors. There have been three limited editions of EA11R, which offers colour and trim variations; the last two had power steering. External links Wikimedia Commons has media related to Suzuki Cappuccino Owners Club Suzuki Cappuccino Owners Register for fans (SCORE) Recovery from Page 2Motor vehicle Suzuki GSX-R/40verviewManufacturerSuzukiModel years 2001Body and chassisClassConcept carS BodyRoadsterLayoutDesignModelModelRelatedSuzuki Hayabusa, Suzuki Formula Hayabusa, Suzuki Fo DimensionsLength3,550Â mm (140Â in) Width 1730Â mm (68Â inches) Height1,010Â mm (68Â inches) Curve weight640Â kg (1,410Â lb) [quotation required] The Suzuki GSX-R/4 is a concept car produced by Suzuki in 2001. It reaches a top speed of 181 mph (291 km/h) at 9800 rpm and weighs 640 kg (1,410 lb). It features a medium-mounted DOHC engine, 1.3 l (79 in3) taken from the company's flagship motorcycle, the GSX-R/4 was never designed for production. It had luxury features for its time, such as GPS navigation. Next to the GSX-R/4, Suzuki presented the Formula Hayabusa, an open-wheel racing car concept, which also uses the 173 hp (129 kW) engine. Wikimedia Commons has multimedia content related to Suzuki GSX-R/4. American Suzuki Motor Corporation (January 4, 2002), Suzuki Show Part Car, Part Motorcycle Concept And Race Vehicles At Los Angeles Auto Show (press release), archived from the original on January 7, 2011, retrieved 2009-11-10 American Suzuki Motor Corporation (2009), Suzuki Auto / Concept Cars, archived from the original on 2009-11-10 "Concept Cars: Upzuki GSX-R4", Design-art.com, recovered 2009-11-10 This automobile article is a stub. You can help Wikipedia by expanding it.vte Retrieved by Â" Overview The Super Carry vehicle was launched in 2016 as the first mini-truck of the series produced by India's leading automaker Maruti Suzuki. Since its launch to date, the mini-truck has gained a lot of popularity and is giving its rival companies fierce competition. Although the first vehicle launched had a diesel engine, the company expanded the Super Carry with two more variants that are equipped with a gasoline engine and CNG engine. The improved design, along with improved performance and load capacity is remarkable. Maruti Suzuki ensured a spacious cabin, safety and convenience for the owners of the Super Carry. The critical features, including chassis, suspension and gearbox, are of excellent quality that Satisfied customers and, consequently, vehicle sales resume increasing. PRO: Frame with cabin Driver Seat Disc Brakes Pneumatic Tubeless Cons: Absence of servo steering system (ABS) Exterior Maruti Suzuki has made a high quality structure that helps to expand the life of the Super Carry mini-camion. The exterior characteristics of the truck are the same in all the available variants on the market. According to the specification, the gross weight of the vehicle is 1600 kg. The length, width and height of the car is specified by 3800 mm, 1562 mm and 1883 mm respectively. The vehicle step is 2110 mm long. The 155R13 LT 8PR tires are supplied in case of front and rear wheels. The company offers a land balance of 160 mm. However, a 30L capacity fuel tank is available with petrol and diesel engines. In the case of the CNG engine, the capacity of the fuel tank is administered as 70 l (water equivalent). Interior A spacious day type cabin with the right amount of ancestry is offered with the machine. Although there is no option provided to tilt the cabin, the cabin has other standard features such as adjustable seats of two numbers, sliding back windows, solar visor, bottle holder and standard 12V socket accessory. The manual steering is of type of gear of the pinion and the pinion and the pinion that is tiltable. There is also a display of information on drivers. Performance of the vehicle depends on the variant as the engine is configured with the DDIS BS-IV technology along with the DOHC valve system and designed to produce the maximum power of 24 kW at 3500 rpm and 75 Nm at 2000 rpm. The 4-time direct injection fuel distribution system is provided for the engine. On the other hand, the 1196 cc petrol engine includes the G12B BS-VI configuration and provides a maximum production of 54 kW at 6000 rpm and 75 Nm at 2000 rpm. In this engine, the SOHC valve type and the multipoint fuel injection system are adopted. For the most recent variant of this mini-camion, the engine type is made for low air pollution and less fuel consumption. Like the gasoline engine, this also has the same configuration, but the maximum output and torque are at 48 kW at 6000 rpm and 85 Nm respectively at 3000 rpm / min. The drive of the vehicle is controlled manually with the help of a 5 speed gearbox which is the same for all variants. The security Maruti Suzuki designed its first super mini-camion to carry with all the required safety gears. The last proportional brake system of the load detection (LSPV) is present within the car. The brake is of ventilated disc type and the rear brake is of the type of drum brake that guarantees the safety of the driver. The updated wheel and tyre provide a greater grip and braking effect on all types of road conditions and allows the driver to deliver the load to its destination safely. There are other safety components like Belts, rear parking sensor system and auto built-in safety belt reminder. The verdict The Maruti Suzuki Super Carry is a well designed and furnished mini-truck for small industrial uses. It arrives with a durable chassis and a robust motor, which ensures a stable and safe transport. However, for greater safety, the driver must be cautious during the management of the vehicle with its fully impaired condition. condition.

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