SUZUKI SAMURAI

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When was the last time you drove the long way to work, on purpose? Or the last time you drove across town for a loaf of bread, and passed six bakeries on the way? Remember the feeling of driving for the first time? You would go for a spin around the neighborhood and about 100 miles later you'd figure there was still time to go another 100. (Mowing the lawn could always wait 'til next week. And usually did.)

Have you ever driven on a trail through a forest?

Ever wonder what's on the other side of that hill, the one with a rut for a road?

Are you looking for a fresh workhorse that'll double as a Saturday night sidekick?

Would you like to go to the beach driving an irresistible bikini machine? (What if you're the one in a bikini? It'll work on hunks, too.)

Want an A+ in economics? And engineering?

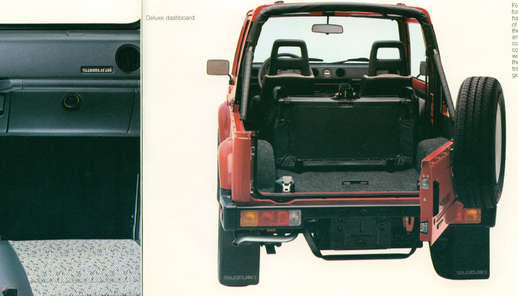
How bout life after housework?

Meet the Suzuki Samurai™ 4x4. A new multi-purpose passenger vehicle, in a compact size all its own.

Standard dashboard

Truck version

Deluxe dashboard



Fold the rear seat forward and you have 16.1 cubic feet of space. Remove the seat altogether, and you have 18.0 cubic feet to haul a couple of weeks worth of groceries, the tools of your trade, or your golden retriever.

It's for anyone who really gets a kick out of driving, on or off the road.

And it's our answer to all those single-minded econo-cars that are guaranteed to bore you silly within 12,000 miles or 12 months, whichever comes first.

Our promise? Never a dull moment.

**The end of dull. The start of Suzuki.**

'Agile.' 'Spunky.' 'Versatile.' Good words for our Samurai. 'Comfortable.' 'Fun-to-drive.' 'Reliable.' They belong, too.

And it's not pretentious to add 'engineering virtuosity' as evidenced by the techno-facts detailed on the specifications page.

But let's take our time here for the highlights, starting under the hood.

The Samurai's 1.3 liter, 4 cylinder, SOHC engine, with a fully transistorized ignition, gives you all the spunk you need. And, thanks to a compact, sleeved aluminum block that's filled with weight-reducing innovations, the Samurai's engine weighs in at only 171 pounds. (In fact, total curb weight is barely over a ton, considerably lighter than any other 4x4.) And that's where the Samurai's agility comes from: The carefully balanced relationship between power and weight. It's a relationship that helps account for the Samurai's economical performance, as well.

The Samurai's 5-speed transmission gives you further economies with overdrive in 5th gear, for when you're out cruising the open road.

Out there or around town, noise and vibration are controlled by body and engine mounts, and by a rotating connector that joins the exhaust manifold and muffler.

And when it's time for 4WD in rock and rut terrain, you'll have over 8 inches of ground clearance. The Samurai can even keep going when the going gets wet, because all the vents, the air intake and electrical wiring are mounted high. Nice touch.

And for all its weight-reduction engineering, rest assured that the Samurai is no wimp when it comes to ruggedness.

Note that the Samurai has a high ground clearance and narrow track for off-road driving capability. It will not corner at the same speed as a conventional car. So avoid sharp turns and abrupt maneuvers, and always wear your seatbelt. Your owner's manual will give you specific details on the Samurai's driving characteristics.

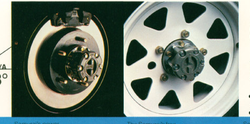
Inside, the Samurai is designed for plenty of creature comforts. The front bucket seats are specially padded, at the lumbar support section. They recline to your most comfortable driving position. Or all the way back for a nap.

And they slide and fold forward so rear seat passengers can get in and out easily. The rear seats are slightly elevated for better leg room. And they fold forward or can be removed for a lot of hauling space, accessible through the wide-opening rear door. Other amenities include a sporty, three-spoke steering wheel, easy-to-reach light and wiper controls, a full complement of easy-to-read gauges, and a bi-level heat and ventilation system.

You have a choice of two Samurai. The convertible or hard top. And two models of each. Standard and Deluxe. The Deluxe models are tricked-out with special exterior trim. Inside, they have a tach, digital clock, AM/FM stereo cassette player, lighter, and seats with side supports and see-through head rests. Air conditioning is optional.

You can individualize your Samurai to your heart's content, with a very wide choice of accessory equipment. Everything from a front-end brush guard to chromed wheels to a roof rack. (See our Accessories Catalog for a complete list.)

You should also know that, while Suzuki automotive engineering is new to the States, it's not new to the world. Predecessors of our new Samurai have proven themselves to all kinds of drivers for over 15 years and in over 100 countries.



Samurai gives you 8.1 inches of ground clearance, helped by the offset placement of the differential and differential unit.

The Samurai's 1.3 liter, 4 cylinder SOHC powerplant. A compact marvel of lightweight aluminum construction, its ignition is fully transistorized for efficient performance. Its two-barrel carburetor gives you spirited response at all speeds.

Samurai's power assist front disc brakes are standard. So is this automatic adjusting system on the rear. Lower pedal effort. Greater safety.

The Samurai's free-wheeling hub. Just flip the switch and you're ready for 4WD.

Samurai's minimum turning radius is a scant 16.7 feet. You can count on Samurai's 4-wheel disc stability when the weather and terrain get tough.

When it's cold or rainy outside, the Deluxe hard top's rear window defroster helps keep your window clear.

The Samurai's Standard and Deluxe bucket seats. The Deluxe seats include side supports and adjustable headrests. (Both Standard and Deluxe seats are specially padded for maximum lumbar support.

Reclining and sliding front bucket seats adjust to your most comfortable driving position. Or recline all the way back when it's time for a rest.

A full range of accessories are available to give your Samurai all the versatility and comfort you want. Consult our Accessories Catalog or ask your Suzuki Samurai dealer for a complete list. Shown here are a few of your choices.

Chrome wheels
Front light set
Front end brush guard
Roof rack
Western mirrors
Front windshield visor
Door visor
© 1986 S.A.A.

## 1986 SUZUKI SAMURAI

| EQUIPMENT | STANDARD (JA) | | TRUCK | | DELUXE (JX) | |
|---|---|---|---|---|---|---|
| | Convertible | Hardtop | Convertible | Hardtop | Convertible | Hardtop |
| **ELECTRICAL** | | | | | | |
| Alternator | • | • | • | • | • | • |
| Electric lighter | • | • | • | • | • | • |
| Wiper (3 speed & intermittent) | • | • | • | • | • | • |
| Illumination interior light | • | • | • | • | • | • |
| Remaining light illumination for meter panel | • | • | • | • | • | • |
| Remaining light illumination for meter panel (Deluxe) | | | | | • | • |
| ABS (indicator lamp) | • | • | • | • | • | • |
| Tachometer | | | | | • | • |
| Digital clock | | | | | • | • |
| **INTERIOR** | | | | | | |
| Interior trim | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather |
| Seat belt interlock mirror | | | | | | |
| Material of seats | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather | Vinyl Leather |
| Sea through type front seat-back (radiator) | | | | | | |
| Large assist grip on front passenger side | | | | | | |
| Sliding and reclining mechanism for front seats | | | | | | |
| Full flat folding seats | | | | | | |
| Large bucket front seats | | | | | | |
| Rear seat (folding heavy duty) (rear seat back) | | | | | | |
| Pegs' mat | Carpet | Carpet | Carpet | Carpet | Full Carpet | Full Carpet |
| Door trim | Mono-tone | Mono-tone | Mono-tone | Mono-tone | Two-tone with side moldings | Two-tone with side moldings |
| Rear side trim | | | | | | |
| Steering lock | | | | | | |
| Door pockets | | | | | | |
| Rear bumper cover | | | | | | |
| Rear floor carpet | | | | | | |
| Door sill grips | | | | | | |
| Rear seat | | | | | | |
| Rear seat belts | | | | | | |
| Rear gate trim | | | | | | |
| **EXTERIOR** | | | | | | |
| Rear mud flaps | | | | | | |
| Side stripe tape | | | | | | |
| Wheel center caps | | | | | | |
| Deluxe cameo | | | | | | |

| SPECIFICATIONS | |
|---|---|
| **DIMENSIONS** | |
| Overall length | 3440mm(135.5in) |
| Overall width | 1550mm(61.0in) |
| Overall height | 1650mm(65.0in) |
| Wheelbase | 2030mm(80.0in) |
| Tread: Front | 1320mm(51.9in) |
| Rear | 1310mm(51.6in) |
| Load Deck: Length (truck version) | 830mm(32.7in) |
| Folding Rear Seat: Width | 1320mm(51.9in) |
| Height | 550mm(21.6in) |
| Ground Clearance | 205mm(8.1in) |
| Approach Angle | 43° |
| Departure Angle | 38° |
| **WEIGHT** | |
| Curb Weight | 1010kg(2226lbs) 1070kg(2357lbs) |
| Payload Capacity Weight | 200kg(441lbs) 150kg(330lbs) |
| Gross Axle Weight Rating: Front | 570kg(1257lbs) 570kg(1257lbs) |
| Rear | 550kg(1213lbs) 550kg(1213lbs) |
| Gross Vehicle Weight Rating (GVWR) | 1210kg(2668lbs) 1210kg(2668lbs) |
| Towing Capacity | 2 2 |
| **ENGINE** | |
| Type | Four stroke cycle, Water cooled, OHC |
| Number of Cylinders | 4 4 |
| Piston Displacement | 1.3 liter(80.8in) 1.3 liter(80.8in) |
| Bore | 74.0mm(2.91in) 74.0mm(2.91in) |
| Stroke | 75.5mm(2.97in) 75.5mm(2.97in) |
| Compression Ratio | 8.5:1 8.5:1 |
| Maximum Output | 64 hp at 5500 rpm 64 hp at 5500 rpm |
| Maximum Torque | 7.6kg/m at 3500 rpm 7.6kg/m at 3500 rpm |
| **TRANSMISSION** | |
| Clutch Type | Dry Single disc |
| Transmission | 5-forward all synchromesh, 1-reverse |
| Gear Ratio: (1,2,3,4,5) | 3.832, 1.947, 1.423, 1.000, 0.795 |
| Rear Axle Ratio: Overall | 3.466 3.466 |
| Transfer Gear Ratio Type | 2-speed constant mesh |
| Transfer Gear Ratio: High | 2.288 2.288 |
| Low | 1.428 1.428 |
| **SUSPENSION** | |
| Front & Rear | Leaf spring with double action |
| Tire Size: Front & Rear | P205/70R15 P205/70R15 |
| **STEERING** | |
| Steering Gear Box | Ball nut type Ball nut type |
| Minimum Turning Radius | 5.1m(16.7ft) 5.1m(16.7ft) |
| **BRAKES** | |
| Front | Power assisted disc (floating caliper type) |
| Rear | Power assisted drum (leading and trailing) |
| Parking Brake | Mechanical actuated on rear two wheels |
| **CAPACITIES** | |
| Fuel Tank | 40ltr(10.6 U.S.gal) 40ltr(10.6 U.S.gal) |
| **FUEL ECONOMY** | |
| City* | 27mpg 27mpg |
| Highway* | 29mpg 29mpg |

Optional equipment, colors, models, specifications, and accessories subject to change without notice.

*1986 EPA Estimates. Use these estimates for comparison. Actual mileage may vary depending on conditions, driving habits and condition. Actual highway mileage will probably be less.

| | E17B | E12A | E16V | E16J | E16B | E17L |
|---|---|---|---|---|---|---|
| Engine Type | 4G13 | 4G13 | 4G13 | 4G13 | 4G13 | 4G13 |
| Carburetor | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi |
| Fuel Injection | | | | | | |
| Emission Control System | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi | Mitsubishi |
| Transmission | 5-speed | 5-speed | 5-speed | 5-speed | 5-speed | 5-speed |

**Buckle up for safety**