

Suzuki Alto 800 Parts Manual

Suzuki Alto

The Suzuki Alto (Japanese: スズキアルト, Hepburn: Suzuki Aruto) is a kei car produced by Suzuki since 1979. The model, currently in its ninth generation, was

The Suzuki Alto (Japanese: スズキアルト, Hepburn: Suzuki Aruto) is a kei car produced by Suzuki since 1979. The model, currently in its ninth generation, was first introduced in 1979 and has been built in many countries worldwide. The Alto originated as a commercial vehicle derivative of the Fronte, but over time the Alto nameplate gained in popularity and by 1988 it replaced the Fronte name completely. The Alto badge has often been used on different cars in Japan and in export markets, where it is considered a city car.

Maruti 800

Suzuki 800 is a city car that was manufactured by Maruti Suzuki in India from 1983 to 2014. The first generation (SS80) was based on the 1979 Suzuki Alto

The Maruti Suzuki 800 is a city car that was manufactured by Maruti Suzuki in India from 1983 to 2014. The first generation (SS80) was based on the 1979 Suzuki Alto and had an 800 cc F8B engine, hence the moniker. Widely regarded as the most influential automobile in India, about 2.87 million 800s were produced during its course of which 2.66 million were sold in India itself.

Produced for 31 years, the Maruti Suzuki 800 remains the second longest production car in India, next only to Hindustan Ambassador.

Suzuki Mehran

The Suzuki Mehran is a rebadged version of the second-generation Suzuki Alto CA/CC71, manufactured by Pak Suzuki Motors. It was introduced as the successor

The Suzuki Mehran is a rebadged version of the second-generation Suzuki Alto CA/CC71, manufactured by Pak Suzuki Motors. It was introduced as the successor to the classic Suzuki FX, a rebadged First Generation Suzuki Alto (SS80S). Upon its introduction to the Pakistani market in 1989, the Suzuki Mehran had a retail price of PKR.90,000. In November 2016, the Suzuki Mehran sold for around 650,000 Pakistani rupee (\$3892).

Suzuki Fronte

nameplate remained in use for Suzuki's Kei car sedans as well as some commercial-use derivatives until it was replaced by the Alto (originally only used for

The Suzuki Fronte (Japanese: スズキフロンテ) is an automobile introduced in March 1962 as a sedan version of the Suzulight Van. The nameplate remained in use for Suzuki's Kei car sedans as well as some commercial-use derivatives until it was replaced by the Alto (originally only used for commercial vehicles) in September 1988.

The "fronte" nameplate initially alluded to the fact that the initial Fronte was front-wheel-drive, but during the years when the Fronte was rear-engined, rear-wheel-drive, Suzuki stated that it referred to their aim of being at the front of the Kei class.

Suzuki Wagon R

engines as did the Alto and other Suzuki kei cars. The car was developed with low cost manufacturing in mind, with 70 percent parts commonality (by value)

The Suzuki Wagon R (Japanese: スズキワゴンR, Suzuki Wagon'āru) is a kei car manufactured and marketed by Suzuki since 1993. The R in the name stands for Revolution and Relaxation. The Wagon R uses a "tall wagon" configuration to maximize cabin space within kei car dimensional restrictions. The Wagon R is also sold by Mazda as the AZ-Wagon from 1994 to 2012 and as the Flair from 2012.

The Wagon R has been the best-selling kei car in Japan since 2003. In 2008, Suzuki produced its three-millionth Wagon R. Sales reached 5 million at the end of February 2010.

Suzuki

achieved in 25 months. The Alto became the third car by Maruti Suzuki stable to cross the million units mark, following the Maruti 800 and the Omni. In January

Suzuki Motor Corporation (Japanese: スズキ株式会社, Hepburn: Suzuki Kabushiki gaisha) is a Japanese multinational mobility manufacturer headquartered in Hamamatsu, Shizuoka. It manufactures automobiles, motorcycles, all-terrain vehicles (ATVs), outboard marine engines, wheelchairs and a variety of other small internal combustion engines. In 2016, Suzuki was the eleventh biggest automaker by production worldwide.

Suzuki has over 45,000 employees and has 35 production facilities in 23 countries, and 133 distributors in 192 countries. The worldwide sales volume of automobiles is the world's tenth largest, while domestic sales volume is the third largest in the country.

Suzuki's domestic motorcycle sales volume is the third largest in Japan.

Suzuki Brezza

platform. In 2016, the vehicle contains 98 percent Indian parts. The Vitara Brezza is Suzuki's first model in the sub-4 metre subcompact crossover SUV segment

The Suzuki Brezza (known as Vitara Brezza for the first generation) is a subcompact crossover SUV from Suzuki and manufactured by Maruti Suzuki in India. The Brezza is the first Suzuki-branded car which was fully developed in India. The model was designed as a smaller alternative to the global market Vitara and targeted to young audiences. It is only available for right-hand drive emerging markets in Asia and Africa. The first-generation model was also marketed by Toyota as the Toyota Urban Cruiser between 2020 and 2022.

As in the original Vitara model, the name "Vitara" is derived from English word "vital," as in "vitality," while the name "Brezza" means "breeze" in Italian.

Suzuki Jimny

The Suzuki Jimny (Japanese: ジムニー, Suzuki Jimunī) is a series of four-wheel drive off-road mini SUVs, manufactured and marketed by Japanese automaker

The Suzuki Jimny (Japanese: ジムニー, Suzuki Jimunī) is a series of four-wheel drive off-road mini SUVs, manufactured and marketed by Japanese automaker Suzuki since 1970.

Originally belonging to the kei class, Japan's light automobile tax/legal class, the company continues to market a kei-compliant version for the Japanese and global markets as the Jimny, as well as versions that exceed kei-class limitations. Suzuki has marketed 2.85 million Jimnys in 194 countries through September 2018.

Suzuki Carry

The Suzuki Carry (Japanese: キャリー, Hepburn: Suzuki Kyarī) is a kei truck produced by the Japanese automaker Suzuki. The microvan version was originally

The Suzuki Carry (Japanese: キャリー, Hepburn: Suzuki Kyarī) is a kei truck produced by the Japanese automaker Suzuki. The microvan version was originally called the Carry van until 1982 when the passenger van versions were renamed as the Suzuki Every (Japanese: エブリイ, Hepburn: Suzuki Eburī). In Japan, the Carry and Every are kei cars but the Suzuki Every Plus, the bigger version of Every, had a longer bonnet for safety purposes and a larger engine; export market versions and derivatives have been fitted with engines of up to 1.6 liters displacement. They have been sold under myriad different names in several countries, and is the only car to have been offered with Chevrolet as well as Ford badges.

Autozam AZ-1

gullwing doors. Power came from the same Suzuki-sourced 657 cc turbocharged engine used by the Suzuki Alto that produced 64 PS (47 kW) at 6,500 rpm and

The Autozam AZ-1, known by the framecode PG6SA, is a mid-engined kei-class sports car, designed and manufactured by Mazda under its Autozam brand. Suzuki provided the engine as well as the inspiration for the design.

Manufactured from October 1992 to October 1994, the AZ-1 was noted for its gullwing doors. Power came from the same Suzuki-sourced 657 cc turbocharged engine used by the Suzuki Alto that produced 64 PS (47 kW) at 6,500 rpm and 85 N·m (63 lb·ft) at 4,000 rpm. The top speed was electronically governed to be 87 mph (140 km/h), with theoretical top speeds without the

governor being approximately 110 mph (177 km/h)

Suzuki later produced its own badge engineered version named the Suzuki Cara (PG6SS).

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