



“Jimny”

a new dimension

4 WHEEL DRIVE



SPECIFICATIONS LJ150

DIMENSIONS

Overall Length	3,180 mm (125.2 in)
Overall Width	1,295 mm (51.0 in)
Overall Height	1,730 mm (67.3 in)
Wheelbase	1,900 mm (76.0 in)
Road Clearance	240 mm (9.4 in)
Curb Weight	700 kg (1,543 lb)
Seating Capacity	2 persons

PERFORMANCE

Climbing Ability	35.5°
Braking Distance	14.0 m at 50 kph (45.9 ft at 31 mph)
Turning Radius	4.6 m (15.1 ft)
Maximum Load Capacity	250 kg (550 lb)

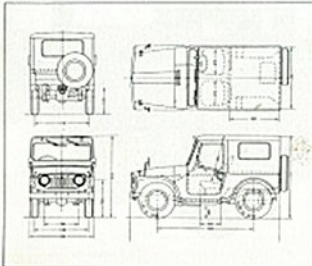
ENGINE

Type	2-stroke, water-cooled, 3-cylinder
Bore x Stroke	61.0 x 61.5 mm (2.40 x 2.42 in)
Displacement	539 cc (32.9 cu-in)
Maximum Horsepower	33.0 hp/5,500 rpm
Maximum Torque	5.85 kg-m (41.6 lb-ft)/3,500 rpm
Lubrication	Suzuki CCI
Fuel Tank Capacity	30.0 ltr (7.93/6.60 gal, US/Imp)
Oil Tank Capacity	3.4 ltr (7.18/6.04 pt, US/Imp)

OTHERS

Transmission	4-speed forward, all synchromesh, 1 reverse
Transfer	2-speed
Tire Size (Front & Rear)	6.00-16, 4PR

*Specifications subject to change without notice.



SPECIFICATIONS LJ50V

DIMENSIONS

Overall Length	3,025 mm (119.1 in)
Overall Width	1,295 mm (51.0 in)
Overall Height	1,660 mm (65.4 in)
Wheelbase	1,900 mm (76.0 in)
Road Clearance	210 mm (8.3 in)
Curb Weight	730 kg (1,600 lb)
Seating Capacity	2 persons

PERFORMANCE

Climbing Ability	34.3°
Braking Distance	14.0 m at 50 kph (45.9 ft at 31 mph)
Turning Radius	4.6 m (15.1 ft)
Maximum Load Capacity	200 kg (440 lb)

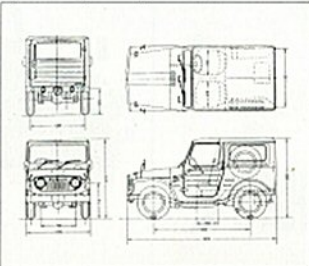
ENGINE

Type	2-stroke, water-cooled, 3-cylinder
Bore x Stroke	61.0 x 61.5 mm (2.40 x 2.42 in)
Displacement	539 cc (32.9 cu-in)
Maximum Horsepower	33.0 hp/5,500 rpm
Maximum Torque	5.85 kg-m (41.6 lb-ft)/3,500 rpm
Lubrication	Suzuki CCI
Fuel Tank Capacity	30.0 ltr (7.93/6.60 gal, US/Imp)
Oil Tank Capacity	3.4 ltr (7.18/6.04 pt, US/Imp)

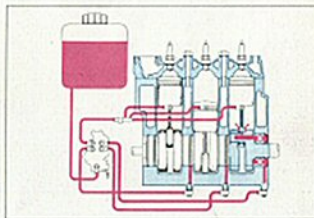
OTHERS

Transmission	4-speed forward, all synchromesh, 1 reverse
Transfer	2-speed

*Specifications subject to change without notice.



EPOCH-MAKING DIRECT LUBRICATION SYSTEM SUZUKI CCI



Suzuki CCI is a mechanism that warrants high engine performance which is inherent to 2-stroke engines. Pure undiluted lubricating oil is directly supplied to the crankshaft and big ends of connecting rods at the rates matching the power output of the engine. As the oil is also supplied to cylinders at the same time, ideal lubrication is provided in the interior of the engine, resulting in improved performance and extended durability.

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