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**Suzuki Kizashi Press  
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## **KIZASHI 4WD – THE NEW DYNAMIC MID-SIZED SALOON FROM SUZUKI**

- Kizashi – Suzuki’s ‘D’ Segment car – introduced in January 2012.
- Fitted as standard with switchable i-AWD with CVT / 6 speed manual mode operated via steering wheel paddle switches or gear shift lever.
- Available with Sport aerodynamic package as standard equipment.
- Overall length of 4,650mm - one of the most compact ‘D’ segment cars.
- 2.4-litre four cylinder petrol engine with output of 178PS at 6,500rpm.
- ESP and Seven airbags fitted as standard including Drivers Knee airbag.
- High standard specification including seven airbags, leather upholstery, electric front seats with driver’s seat three position memory function, heated front seats, electric glass sunroof, cruise control, eight speaker Radio / CD system with Bluetooth and USB port.
- Touch screen satellite navigation available as a dealer fitted option.
- Combined fuel consumption of 34.0 mpg; CO<sub>2</sub> emissions of 191g/km.
- Total Global sales to date of 25,000 units.
- Priced at £21,995 on the road.

Suzuki GB is pleased to announce the UK introduction of the Kizashi Sport ‘D’ segment car with intelligent All Wheel Drive as standard equipment. Kizashi is built in the Sagara plant in Japan and is enjoying success in the domestic market there; it is also on sale in North America, Australia, India, and more recently in numerous European markets including Switzerland, Norway, Spain and Germany.

Three years since the first Kizashi concept car was unveiled at the Frankfurt Motor Show, the production version represents an unparalleled combination of design, performance and driving dynamics.

Kizashi – which in Japanese means ‘A sign of great things to come’ - represents an exciting new direction for the company and has been developed as the flagship model in the Global Suzuki passenger car line-up.

With a long established reputation as being specialists in small, sporty cars and 4WD SUVs; Kizashi took the company into the mid-sized segment for the first time in late 2009.

The Kizashi redefines the traditional performance saloon and moves the Suzuki brand upscale without abandoning Suzuki’s traditional emphasis on content and value. Furthermore, its active and energetic identity, a core component of the Suzuki brand DNA, is augmented by the vehicle’s overall mission to provide strong yet refined performance.

The 2012 Sport model features a host of external and internal modifications that include a muscular front fascia (with chrome accents) and lower grille; body side sill extensions; lower body side mouldings with chrome accents; custom lightweight 18-inch alloy wheels and a unique sport steering wheel with contrasting stitching for its leather seats, gear shift surround and parking brake boot.

Kizashi is Suzuki's first mid size saloon car and comfortably accommodates up to five people and their luggage needs, while retaining a sleek and stylish look. Exterior dimensions are length-width-height of 4,650mm x 1,820mm x 1,470mm making it one of the most compact 'D' segment saloon cars.

The spacious interior offers plenty of leg and shoulder room, even for rear seat passengers. Space is not the only factor in ensuring plenty of on-board comfort: the shape and position of the seats are designed to support a natural posture, a key factor in comfortable long-distance travel. Additionally, ideal seat heights and large door apertures make access easy for all on board.

For added practicality, the Kizashi features a through loading system to allow for longer items to be loaded from the boot. The rear seats divide 60:40 to accommodate seating for one or two rear passengers or none, making full use of the extra boot space available. A 'ski bag' style load through facility is also installed for carrying longer items.

Kizashi Sport is highly equipped as standard including seven airbags; four electric windows, MP3/WMA compatible CD tuner with eight speakers, Dual Zone automatic air conditioning, 18-inch alloy wheels, keyless entry and start and folding heated door mirrors. The sole option for Kizashi will be a touch screen satellite navigation system, available as a dealer fit.

In combined cycle driving, it has a combined fuel consumption of 34.0 mpg with CO<sub>2</sub> emissions of 191g/km.

For the UK market, the responsive 178hp four cylinder engine is connected to a performance-tuned Continuously Variable Transmission (CVT) that delivers the driving experience consumers demand. The transmission is fitted with an additional shift lever gate as well as switches behind the steering wheel. This helps fully optimise driver control as the system can be operated manually through the available programme of six speeds. For added convenience, the CVT system also incorporates a Hill Hold Facility.

An exceptionally rigid steel body with a reinforced front suspension and a multi-link rear suspension constructed from aluminium allows for crisp, nimble handling with excellent stability, a sophisticated ride and reduced chassis vibration. Kizashi's sophisticated braking system offers standard four-wheel disc brakes and

includes suppliers such as Akebono, a world-leader in noise, vibration and harshness (NVH) and a leading brake supplier for Japan's famed bullet trains.

## **Safety Features**

The Kizashi incorporates a long list of standard safety equipment including seven airbags; Electronic Stability Programme; anti-lock braking system with electronic brake-force distribution; and to further enhance driver confidence, the Kizashi also offers a reinforced rigid chassis for added stability and control.

## **All Weather Capability**

Kizashi for the UK market is fitted as standard with Suzuki's latest intelligent all-wheel-drive system (i-AWD) which is quite a rare option in the 'D' segment as this performance feature is more often found among luxury cars. Engineered to provide outstanding traction in inclement weather, the sophisticated all wheel drive system delivers both enhanced traction in low friction situations as well as enhanced cornering capabilities.

When driving in dry and normal conditions, the i-AWD system can also be operated in two wheel drive mode where drive is predominantly to the front wheels with minimum torque transmitted to the rear wheels; this is simply operated via a switch on the dashboard and can be altered when the car is in motion.

In four wheel drive (i-AWD) mode the system sends power to the rear wheels immediately upon acceleration, with torque split – up to 50:50 front/rear – remaining dependent on several factors including wheel slippage and throttle and steering input.

When in i-AWD mode, the control system monitors the vehicle operating conditions via sensors and, based on these sensed conditions will control the system power coupling device so that optimum torque is delivered to the rear wheels. This function improves driving performance on rough roads and stabilises performance in slippery conditions including snow covered ascents.

During normal constant speed driving, torque distribution to the rear wheels is reduced to almost the same degree as when in two wheel drive mode to help improve fuel consumption.

Suzuki's latest generation i-AWD system works in combination with an advanced electronic stability control system to help add an additional layer of driver safety. In the event of over steer (when the rear wheels lose traction during cornering) the stability control electronics activates i-AWD to transfer driving force from the

rear wheels to the front to help inhibit a rear wheel skid. At the same time, the system provides additional steering assist to make it easier for the driver to counter steer the car back onto the correct line.

In the event of under steer (when the front wheels are losing traction in cornering), i-AWD increases traction force to the rear wheels, reducing it to the front wheels to rectify the situation and maintain correct stability of the car. In these driving situations, this new function enhances the ABS intervention used in the earlier generation i-AWD as used in the SX4 model.

## **Premium Feel**

Suzuki has taken advantage of its expertise in the compact car segment to efficiently execute spacious interior proportions that afford comfort and practicality while minimising wasted space. Along with cabin proportions that reward Kizashi drivers and passengers with comfort and roominess, Suzuki provides a contemporary, upscale interior feel (including standard sport seats) in line with the vehicle's on-road performance characteristics. Driving enthusiasts will appreciate Kizashi's sporty, elegant and informative instrument panel, while consumers seeking a luxury saloon will be pleased with the vehicle's leather seating and premium quality materials used. The Kizashi also offers extensive sound insulation to help suppress road, tyre and wind noise.

This exciting offering is the latest in a string of world strategic models, including Swift, Grand Vitara, SX4 and Alto, which have helped Suzuki develop a reputation for customer-focused innovation in line with its "Way of Life!" brand philosophy.

## **Design – Chief Engineer Quotes**

Following the success of the Swift, engineers began looking at Suzuki's first foray into premium medium size cars with the Kizashi development program.

"From the beginning it was vital we considered how best to embody the five key 'Way of Life!' elements – straightforward, value, sporty, spirit and excitement.

"As a result, we defined the Kizashi development as 'an emotionally appealing saloon for active people'. We aimed for Kizashi to deliver excitement throughout the driving experience and saw our benchmark as models from Audi and BMW.

“Any doubts people outside Suzuki had about our ability to deliver a mid-sized car only inspired us to work even harder. As a result, the Kizashi truly shines in terms of the excitement it delivers. It transcends absolute performance figures and takes the driver into a realm where design, performance and driving dynamics come together seamlessly”

The headlamps complement the look of width, while the front grille communicates sportiness and refinement via a three-dimensional mesh design with a smoked-look finish. The Kizashi's profile view combines a long wheelbase (2,700mm) with one of the most modest overall lengths in the 'D' segment (4,650mm). Taut shoulder lines run from nose to tail over contours whose volume gives a sense of dynamism and refinement without any need for superfluous character lines.

From the rear, further expressions of sportiness and elegance can be seen in the rear combination lamps, with a cylindrical theme that matches the look of the headlamps and gives an impression of depth.

Stainless-steel exhaust covers reflect inspiration from Suzuki's motorcycle designs. The boot lid is both slim and rigid thanks to an advanced joining technique known as laser brazing (a first among Suzuki cars) and the brush-stroke-style 'Kizashi' emblem combines spirit and Japanese tradition.

The interior design gives a contemporary, upscale feel. The 'sporty and elegant' theme is reflected in features that include a bold but elegant centre console, premium grade controls and seats, and extensive touches of tactile and visual refinement.

The main instrumentation takes the form of two cylindrically shaped meters with an information display between them, which logs instantaneous as well as average fuel consumption, range and average speed. It also incorporates a battery replacement warning for the remote key fob.

Audio equipment with CD and MP3 playback functions is designed exclusively for the Kizashi, housed in a soft-touch panel that has a premium look and feel.

Although the Kizashi is a saloon car, it offers a level of utility that will more than satisfy people downsizing from larger saloons. Luggage-carrying convenience in the Kizashi begins with a boot that has a generous capacity of 461 litres and a 60:40-split-folding rear seatback with ski-bag facility.

Handily positioned spaces for smaller items include an illuminated glove box, a double-layer compartment under the centre-console armrest and an instrument-panel centre box ideal for an iPod®, housing the USB port and power socket.

The auto headlamps incorporate a newly developed optical sensor that switches on the headlights when the car is about to enter a tunnel but leaves them off when it passes under a relatively short overhang such as a bridge.

## **Engine**

Power for the Kizashi comes from a 2.4-litre DOHC in-line four cylinder engine, designated J24B. Based on the engine that made its debut in 2008 in the award winning Grand Vitara, the engine has been updated with increased power for Kizashi with modifications to inlet valve lift and also improvements to the shaping of the exhaust port.

Those improvements have helped attain excellent performance of 178PS at 6500 rpm with 230 Nm of torque at 4,000 rpm and fuel consumption of 34.0mpg on the combined cycle.

The combination of power and fuel efficiency are promoted by measures including maximised inlet valve lift, a variable intake system and a plastic intake manifold that suppress any temperature increases in the intake air for maximum cylinder-charging efficiency. An intake manifold tuning valve system varies the effective length of the intake pipe by opening and closing at appropriate times in order to improve air volumetric efficiency.

When the intake manifold tuning valve is totally closed, the effective intake pipe length is longer. Engine torque in the high rpm range drops, while it is improved in the middle range which is the typical condition for normal driving. At high engine speeds, the intake manifold tuning valve is fully open, effectively shortening the length of the intake pipe length. This condition improves engine torque at the higher rpm ranges for acceleration and overtaking.

The engine also reflects a focus on suppressing noise, vibration, and harshness (NVH). These technologies include extensive use of insulating materials and seals in the underfloor, dash, pillars and wheel wells. Engine balance shafts, acoustically tuned manifold passages and dual high-capacity silencers in the exhaust system are also used.

## **Driving dynamics**

An exceptionally rigid steel bodyshell forms the basis for the great handling and a smooth ride in the Kizashi. Keys to the body's high rigidity include straight under floor members, comprehensively reinforced joints and reinforced pillars, engine and suspension mounts.

The front suspension is of MacPherson strut type, featuring a cradle type suspension frame which contributes to a lower centre of vehicle gravity and improved vehicle dynamics. Suspension mounting to the body is of a floating type using a bush to improve comfort and quietness and a stabiliser joint is installed on the strut assembly to further improve vehicle stability.

The front steering knuckle is made of die-cast aluminum to reduce weight around the bottom of the spring and the rear suspension consists of a multi-link arrangement including an upper arm, lower arm, control rod and trailing arm.

The multi-link type contributes to a lower centre of vehicle gravity and lower floor panel position, improving vehicle dynamics and comfort. Superb braking performance is supplied by Akebono brakes, the company that provides the braking system for Japan's famous Bullet train.

The Chief Engineer explained Kizashi's high levels of performance and handling reflect the benefits of testing and tuning conducted in diverse conditions around the world.

"We tested Kizashi over thousands of kilometers including cold weather trials in Minnesota and hot-weather trials in Death Valley. We honed the car's handling on challenging country roads in the United Kingdom and on autobahns and the famous Nordschleife at the Nürburgring in Germany. We wanted to make this a true driver's car and I'm proud of the efforts put in by the ride and handling team that delivered the finest product we've produced to date."