



FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

Homologation N°

N 5382 N

FN-022

FICHE COMPLEMENTAIRE D'HOMOLOGATION EN GROUPE «N» COMPLEMENTARY HOMOLOGATION FORM FOR GROUP «N»

Homologation valable à partir du
Homologation valid as from 01 AVR. 1989

prononcée par
decided by FISA

En complément de la fiche de Gr. A n°
In addition to the Gr. A from n° 5382

IMPORTANT:

La présente fiche comporte toutes informations complémentaires à la fiche d'homologation de base de Gr. A pour la participation du véhicule en groupe «N». En cas d'information contradictoire, seule l'information figurant sur la présente fiche complémentaire est à prendre en considération pour le Groupe «N».

IMPORTANT:

This form includes all the additional information to the basic Group A homologation form for the participation of the vehicle in Group «N». In the case of contradictory information, only the information appearing on the present additional form is to be taken into consideration for Group «N».

1. DEFINITIONS

101. Constructeur
Manufacturer SUZUKI MOTOR CO., LTD.

102. Dénomination(s) commerciale(s) — Modèle et type
Commercial name(s) — Type and model SUZUKI SWIFT 1300 (AA34S)

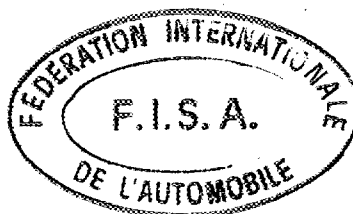
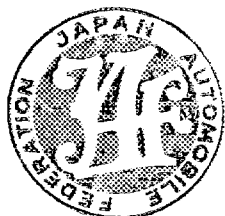
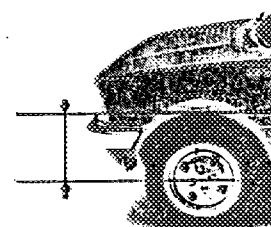
103. Cylindrée totale
Cylinder capacity 1298,8 cm³

2. DIMENSIONS, POIDS / DIMENSIONS, WEIGHTS

201. Poids minimum
Minimum weight 722 kg

205. Hauteur minimum centre moyeu de roue /
ouverture du passage de roue
Minimum height center hub /
wheel arch opening

AV
Front 335 mm
AR
Rear 340 mm



Marque SUZUKI Modèle AA34S N° Homol. N-5382 N
 Make SUZUKI Model AA34S

207. Voie maximum AV AR
 Maximum track Front 1365 mm Rear 1340 mm

208. Garde au sol minimum Endroit de la mesure
 Minimum ground clearance XXXX mm Where measured XXXX

3. MOTEUR / ENGINE

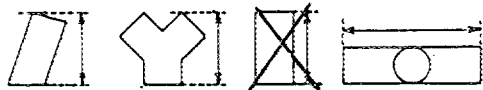
302. Nombre de supports
 Number of supports 4

308. Volume minimal total d'une chambre de combustion
 Total minimum volume of a combustion chamber 35,9 cm³

309. Volume minimum d'une chambre de combustion dans la culasse
 Minimum volume of a combustion chamber in the cylinderhead 29,2 cm³

310. Rapport volumétrique maximum (par rapport à l'unité)
 Maximum compression ratio (in relation with the unit) 10,0:1

311. Hauteur minimum du bloc-cylindres
 Minimum height of the cylinder block 236,8 mm



313. Chemises b) Matériau
 Sleeves Material Cast iron

317. Piston a) Matériau
 Piston Material Aluminum alloy

b) Nombre de segments
 Number of rings 3

c) Poids minimum
 Minimum weight 243 g

d) Distance de la médiane de l'axe au sommet du piston
 Distance from gudgeon pin center line to highest point of piston crown 29,1 + 0,1 mm

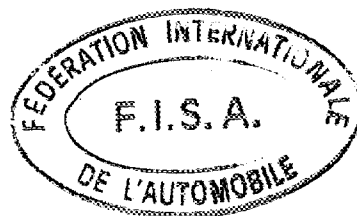
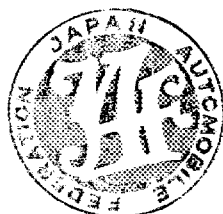
e) Distance (+/-) entre le sommet du piston au PMH et le plan de joint du bloc-cylindre
 Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinderblock 0 + 0,15 mm

f) Volume de l'évidement du piston
 Piston groove volume 1,0 + 0,5 cm³

319. Vilebrequin i) Diamètre maximum des manetons
 Crankshaft Maximum diameter of big end journals 42,0 mm

320. Voiant moteur
 Flywheel
 c) Poids minimum avec couronne de démarreur et embrayage complet
 Minimum weight of the flywheel with starter ring and complete clutch XXXX g

321. Culasse: c) Hauteur minimum
 Cylinderhead: Minimum height 131,5 mm
 d) Endroit de la mesure
 Where measured From top of cylinderhead to bottom of cylinderhead



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322. Epaisseur du joint de culasse serré

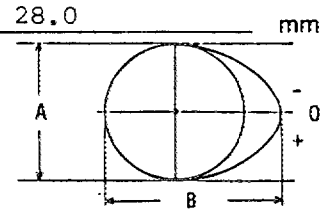
Thickness of the tightened cylinderhead gasket 1.2 + 0.2 mm

325. Arbre à cames e) Diamètre des paliers
Camshaft Diameter of bearings

g) Dimensions de la came
Cam dimensions

Admission: $A = \frac{33.0+0.1}{mm}$
Inlet: $B = \frac{40.5+0.1}{mm}$

Echappement: $A = \frac{33.0+0.1}{mm}$
Exhaust: $B = \frac{40.5+0.1}{mm}$



326. Distribution a) Jeu théorique pour la distribution
Timing Theoretical timing clearance

Admission Inlet 0 mm Echappement Exhaust 0 mm

b) Avance à l'ouverture (avec jeu théorique (326 a))
Valves open at (with theoretical timing clearance (326 a))

Admission Inlet 8 avant/avant PMH Exhaust 42 avant/avant PMB
before/after TDC before/after BDC

c) Retard à la fermeture (avec jeu théorique (326 a))
Valves closes at (with theoretical timing clearance (326 a))

Admission Inlet 36 avant/avant PMB Exhaust 10 avant/avant PMB
before/after BDC before/after TDC

d) Levée de came en mm (arbre démonté) (dessin/drawing art. 325)
Cam lifts in mm (dismounted camshaft)

Admission / Inlet

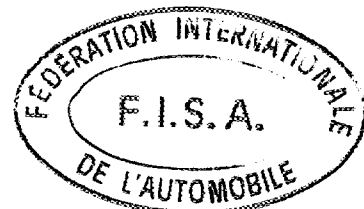
$0 = \frac{7.5+0.2}{mm}$

- 5° = $\frac{7.1+0.2}{mm}$	+ 5° = $\frac{7.1+0.2}{mm}$
- 10° = $\frac{5.9+0.2}{mm}$	+ 10° = $\frac{5.9+0.2}{mm}$
- 15° = $\frac{4.6+0.2}{mm}$	+ 15° = $\frac{4.6+0.2}{mm}$
- 30° = $\frac{1.9+0.2}{mm}$	+ 30° = $\frac{1.9+0.2}{mm}$
- 45° = $\frac{0.5+0.2}{mm}$	+ 45° = $\frac{0.5+0.2}{mm}$
- 60° = $\frac{0+0.2}{mm}$	+ 60° = $\frac{0+0.2}{mm}$
- 75° = $\frac{0+0.2}{mm}$	+ 75° = $\frac{0+0.2}{mm}$
- 90° = $\frac{0+0.2}{mm}$	+ 90° = $\frac{0+0.2}{mm}$
- 105° = $\frac{0+0.2}{mm}$	+ 105° = $\frac{0+0.2}{mm}$
- 120° = $\frac{0+0.2}{mm}$	+ 120° = $\frac{0+0.2}{mm}$
- 135° = $\frac{0+0.2}{mm}$	+ 135° = $\frac{0+0.2}{mm}$
- 150° = $\frac{0+0.2}{mm}$	+ 150° = $\frac{0+0.2}{mm}$

Echappement / Exhaust

$0 = \frac{7.5+0.2}{mm}$

- 5° = $\frac{7.2+0.2}{mm}$	+ 5° = $\frac{7.2+0.2}{mm}$
- 10° = $\frac{6.3+0.2}{mm}$	+ 10° = $\frac{6.3+0.2}{mm}$
- 15° = $\frac{5.0+0.2}{mm}$	+ 15° = $\frac{5.0+0.2}{mm}$
- 30° = $\frac{2.1+0.2}{mm}$	+ 30° = $\frac{2.1+0.2}{mm}$
- 45° = $\frac{0.5+0.2}{mm}$	+ 45° = $\frac{0.5+0.2}{mm}$
- 60° = $\frac{0+0.2}{mm}$	+ 60° = $\frac{0+0.2}{mm}$
- 75° = $\frac{0+0.2}{mm}$	+ 75° = $\frac{0+0.2}{mm}$
- 90° = $\frac{0+0.2}{mm}$	+ 90° = $\frac{0+0.2}{mm}$
- 105° = $\frac{0+0.2}{mm}$	+ 105° = $\frac{0+0.2}{mm}$
- 120° = $\frac{0+0.2}{mm}$	+ 120° = $\frac{0+0.2}{mm}$
- 135° = $\frac{0+0.2}{mm}$	+ 135° = $\frac{0+0.2}{mm}$
- 150° = $\frac{0+0.2}{mm}$	+ 150° = $\frac{0+0.2}{mm}$



Marque
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Modèle

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e) Levée de soupape en mm avec jeu théorique de distribution (art. 326 a)
Valve lift in mm with theoretical timing clearance (art. 326 a)

Admission / Inlet

Art. 326 b) =	38	avant/après PMH before/after TDC = 0,0 mm
+ 20°	=	$\frac{0+0,2}{mm}$
+ 40°	=	$\frac{0,7+0,2}{mm}$
+ 60°	=	$\frac{2,8+0,2}{mm}$
+ 80°	=	$\frac{4,7+0,2}{mm}$
+ 100°	=	$\frac{6,2+0,2}{mm}$
+ 120°	=	$\frac{7,1+0,2}{mm}$
+ 140°	=	$\frac{7,5+0,2}{mm}$
+ 160°	=	$\frac{7,3+0,2}{mm}$
+ 180°	=	$\frac{6,4+0,2}{mm}$
+ 200°	=	$\frac{5,1+0,2}{mm}$
+ 220°	=	$\frac{3,2+0,2}{mm}$
+ 240°	=	$\frac{1,1+0,2}{mm}$
+ 260°	=	$\frac{0,1+0,2}{mm}$
+ 280°	=	$\frac{0+0,2}{mm}$
+ 300°	=	$\frac{0+0,2}{mm}$
+ 320°	=	$\frac{0+0,2}{mm}$
+ 340°	=	$\frac{0+0,2}{mm}$
+ 360°	=	$\frac{0+0,2}{mm}$

Echappement / Exhaust

Art. 326 b) =	72	avant/après PMB before/after BDC = 0,0 mm
+ 20°	=	$\frac{0+0,2}{mm}$
+ 40°	=	$\frac{0,6+0,2}{mm}$
+ 60°	=	$\frac{2,6+0,2}{mm}$
+ 80°	=	$\frac{4,5+0,2}{mm}$
+ 100°	=	$\frac{6,0+0,2}{mm}$
+ 120°	=	$\frac{7,0+0,2}{mm}$
+ 140°	=	$\frac{7,5+0,2}{mm}$
+ 160°	=	$\frac{7,4+0,2}{mm}$
+ 180°	=	$\frac{6,7+0,2}{mm}$
+ 200°	=	$\frac{5,4+0,2}{mm}$
+ 220°	=	$\frac{3,8+0,2}{mm}$
+ 240°	=	$\frac{1,8+0,2}{mm}$
+ 260°	=	$\frac{0,2+0,2}{mm}$
+ 280°	=	$\frac{0+0,2}{mm}$
+ 300°	=	$\frac{0+0,2}{mm}$
+ 320°	=	$\frac{0+0,2}{mm}$
+ 340°	=	$\frac{0+0,2}{mm}$
+ 360°	=	$\frac{0+0,2}{mm}$

327. Admission h) Nombre de ressorts par soupape
Inlet Number of springs per valve

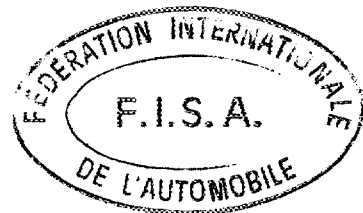
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i) Caractéristiques des ressorts: Sous une charge de	30,5	kg, la longueur max. du ressort est de	42,5	mm
Spring characteristics: Under a load of		kg, the max. length of the spring is		mm
Caractéristiques des ressorts: Sous une charge de	XXX	kg, la longueur max. du ressort est de	XXX	mm
Spring characteristics: Under a load of		kg, the max. length of the spring is		mm
k) Diamètre extérieur des ressorts	25,8+0,2	mm	i) Nombre de spires des ressorts	8,4
Exterior diameter of the springs			Number of spring coils	
m) Diamètre du fil des ressorts	3,9+0,1	mm	n) Longueur libre maximum des ressorts	51,4
Diameter of spring wire			Maximum free length of the springs	

328. Echappement

Exhaust

c) Diamètre de(s) sortie(s) du collecteur	35	mm	i) Nombre de ressorts par soupape	1
Diameter of the manifold exit(s)			Number of springs per valve	
k) Caractéristiques des ressorts: Sous une charge de	30,5	kg, la longueur max. du ressort est de	42,5	mm
Spring characteristics: Under a load of		kg, the max. length of the spring is		mm
l) Diamètre extérieur des ressorts	25,8+0,2	mm	m) Nombre de spires des ressorts	8,4
Exterior diameter of the springs			Number of spring coils	
n) Diamètre du fil des ressorts	3,9+0,2	mm	o) Longueur libre maximum des ressorts	51,4
Diameter of spring wire			Maximum free length of the springs	



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329. Système anti-pollution a) ~~oui~~/non
 Anti pollution system Yes/no
 b) Description XXXX

330. Système d'allumage d) Nombre de bobines 1
 Ignition system Number of coils

331. Capacité du circuit de refroidissement 4.0 L
 Cooling system capacity

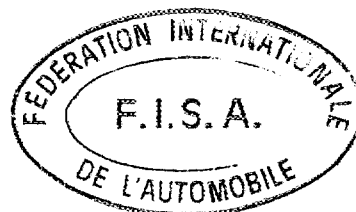
332. Ventilateur de refroidissement a) Nombre 1 b) Diamètre de l'hélice 300 mm
 Cooling fan Number Diameter of the screw
 c) Matériau de l'hélice Polypropylène d) Nombre de pales 4
 Material of the screw Number of blades
 e) Type de connexion Electric f) Ventilateur débrayable ~~oui~~/~~XXX~~
 Type of connection Automatic cut in yes/~~XXX~~

333. Système de lubrification c) Capacité totale 4.0 L
 Lubrification system Total capacity
 d) Radiateur(s) d'huile ~~oui~~/non Nombre XXXX
 Oil radiator(s) Yes/no Number
 e) Emplacement du/des radiateurs XXXX
 Position of the radiator(s)

4. CIRCUIT DE CARBURANT / FUEL CIRCUIT

401. Réservoir e) Emplacement des orifices On the left hand side at the rear
 Fuel tank Filler holes location

402. Pompe(s) à essence a) Electrique Mécanique
 Fuel pump(s) Electrical Mechanical Make: NIPPON DENSO
 b) Nombre 1 c) Marque et type Type:Electrical
 Number Make and type
 d) Emplacement In fuel tank e) Débit maximum 1.4 l/mn
 Location Maximum flow



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5. EQUIPEMENT ELECTRIQUE / ELECTRICAL EQUIPEMENT

501. Batterie(s) b) Tension 12 V c) Emplacement In engine compartment
 Battery(ies) Tension 12 V Location In engine compartment

502. Génératrice(s) a) Nombre 1
 Generator(s) Number 1
 b) Type Alternator c) Système d'entraînement Belt
 Type Alternator Drive system Belt

503. Phares escamotables: a) ~~oui~~/non b) Système de commande XXXX
 Retractable headlights: ~~yes~~/no Drive system XXXX

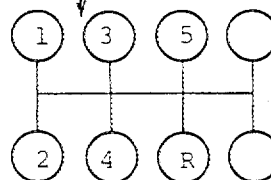
6. TRANSMISSION / DRIVE

602. Embrayage a) Type Dry d) Diamètre du(des) disque(s) 190 +2,0 mm
 Clutch Type Dry Diameter of the plate(s) 190 +2,0 mm

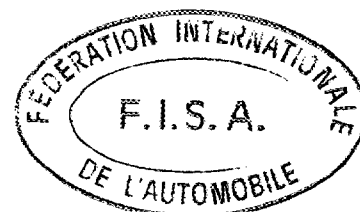
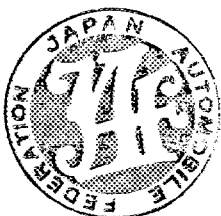
603. Boîte de vitesse
 Gearbox
 e) rapports ratios

	Manuelle / Manual			Automatique / Automatic		
	rappports ratio	nombre de dents/ number of teeth	synchro.	rappports ratio	nombre de dents/ number of teeth	synchro.
1	3.416	41/12	X			
2	1.894	36/19	X			
3	1.375	33/24	X			
4	1.030	34/33	X			
5	0.870	27/31	X			
AR/R	3.272	36/11				
Constante	XXXX	XXXX				
Constant.						

f) Grille de vitesse
 Gear change gate



605. Couple final b) Rapport 4.105 c) Nombre de dents 78/19
 Final drive Ratio 4.105 Number of teeth 78/19



7. SUSPENSION / SUSPENSION

702. Ressorts hélicoïdaux
Helical springs

AV / Front	AR / Rear
Steel	Steel
oui/ non yes/ no	oui/ non yes/ no
XXXX mm	XXXX mm
XXXX	XXXX mm
XXXX mm	XXXX mm
XXXX mm	XXXX mm

- a) Matériau
Material
- b) Type progressif
Progressive type
- c) Longueur libre minimale
Minimal free length
- d) Nombre de spires
Number of coils
- e) Diamètre du fil
Diameter of the wire
- f) Diamètre extérieur
Exterior diameter

g) Caractéristiques des ressorts: Sous une charge de XXX kg, la longueur min. du ressort AV est de XXX mm
 Spring characteristics: Under a load of XXX kg, the min. length of the front spring is XXX mm
 Sous une charge de XXX kg, la longueur min. du ressort AR est de XXX mm
 Under a load of XXX kg, the min. length of the rear spring is XXX mm

703. Ressorts à lames
Leaf springs

A = Lame maîtresse / X = lame auxiliaire
 2 = 2^e lame / 3 = 3^e lame / 4 = 4^e lame / 5 = 5^e lame

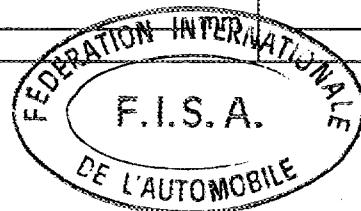
A = major leaf / X = auxiliary leaf
 2 = 2nd leaf / 3 = 3rd leaf / 4 = 4th leaf / 5 = 5th leaf

- a) Matériau
Material
- b) Nombre d'étriers
Number of spring hangers
- c) Longueur libre minimum
Minimum free length
- d) Largeur maximum
Maximum width
- e) Epaisseur
Thickness
- f) Courbure verticale maximale
Maximum vertical curve

A	2	3
_____	_____	_____
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm

- a) Matériau
Material
- b) Nombre d'étriers
Number of spring hangers
- c) Longueur libre minimum
Minimum free length
- d) Largeur maximum
Maximum width
- e) Epaisseur
Thickness
- f) Courbure verticale maximale
Maximum vertical curve

4	5	X
_____	_____	_____
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm
_____ mm	_____ mm	_____ mm



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704. Barre de torsion
Torsion bar

- a) Longueur efficace
 Effective length
 mesurée de:
 measured from:
 à:
 to:
- b) Diamètre efficace
 Effective diameter
 mesuré à:
 measured at:
- c) Matériau
 Material

AV / Front	AR / Rear
_____ mm	_____ mm
_____	_____
_____	_____
_____ mm	_____ mm
_____	_____
_____	_____

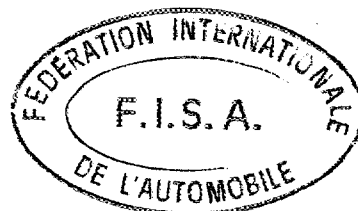
706. Stabilisateur
Stabilizer

- a) Longueur efficace
 Effective length
- b) Diamètre efficace
 Effective diameter
- c) Matériau
 Material

AV / Front	AR / Rear
_____ 780(±1%) _____ mm	_____ 420(±1%) _____ mm
_____ 22.0 _____ mm	_____ 15.0 _____ mm
_____ Steel _____	_____ Steel _____
_____ XXXX _____ mm	_____ XXXX _____ mm
XXX /non XXX /no	XXX /non XXX /no
_____ XXXX _____ mm	_____ XXXX _____ mm
_____ XXXX _____ mm	_____ XXXX _____ mm

707. Amortisseurs
Shock absorbers

- d) Diamètre extérieur
 Exterior diameter
- e) Assiette du ressort réglable
 Adjustable spring trim
- f) Distance assiette-fixation
 Distance trim-monitoring
- g) Diamètre de la tige de piston
 Diameter of the piston rod



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8. TRAIN ROULANT / RUNNING GEAR

801. Roues
 Wheels

- a) Diamètre
Diameter
- b) Largeur
Width
- c) Marque et type
Make and type
- d) Matériau
Material
- e) Poids unitaire
Unitary weight
- f) Dépot entre plan de montage
et extrémité intérieure
Offset between mounting
and extreme inner face

AV / Front	AR / Rear	Secours / Spare
14 "	14 "	14 "
354.8 mm	354.8 mm	354.8 mm
5 "	5 "	5 "
127 mm	127 mm	127 mm
Make:TOPY KOGYO Type:14x5J	Make:TOPY KOGYO Type:14x5J	Make:TOPY KOGYO Type:14x5J
Steel	Steel	Steel
8.5 kg	8.5 kg	8.5 kg
126+2.0 mm	126+2.0 mm	126+2.0 mm

802. Emplacement de la roue de secours
 Location of the spare wheel

In the rear luggage compartment

9. CARROSSERIE / BODYWORK

901. Intérieur c) Climatisation ~~non~~/non
 Interior Air conditioning ~~yes~~/no

- d) Sièges
Seats
- d1) Type
Type
- d2) Appui-tête
Headrest
- d3) Poids
Weight

AR / Rear	AV / Front
Bench	Separate
non /non	non /non
yes /no	yes /no
12.0+1.0 kg	Driver side:13.0+1.0 Passenger side:13.0+1.0 kg

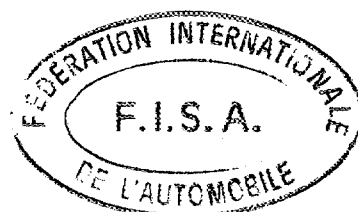
d4) Siège AR rabattable oui/~~non~~
 Car rear seat be folded yes/~~no~~

e) Plage arrière oui/~~non~~
 Rear ledge yes/~~no~~

e1) Matériau Board
 Material

902. Extérieur
 Exterior

n) Essuie-glace AR oui/~~non~~
 Rear wiper yes/~~no~~



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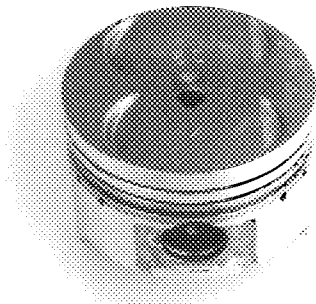
Modèle AA34S
Model AA34S

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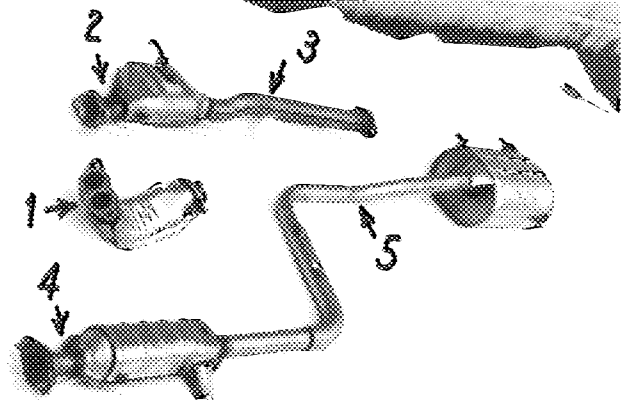
PHOTOS / PHOTOS

Moteur / Engine

AA) Piston de profil
Piston profile



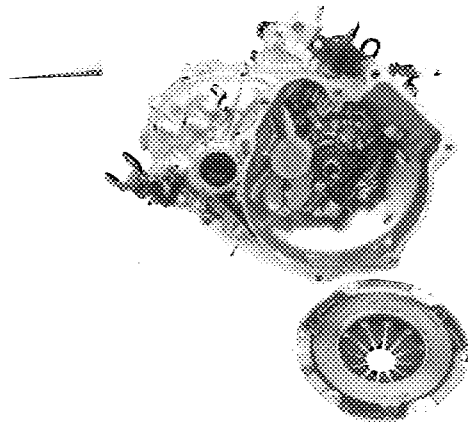
BB) Echappement complet
Complete exhaust system



NOTE: 1-- \varnothing 35.3 (+5%)
2-- \varnothing 38.1 (+5%)
3-- \varnothing 42.7 (+5%)
4-- \varnothing 38.1 (+5%)
5-- \varnothing 41.3 (+5%)

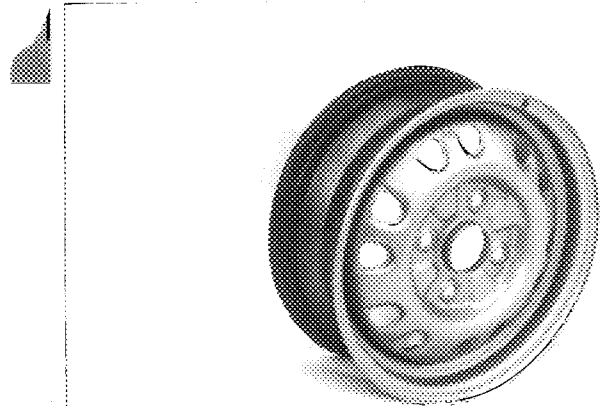
Transmission / Transmission

CC) Embrayage complet
Complete clutch

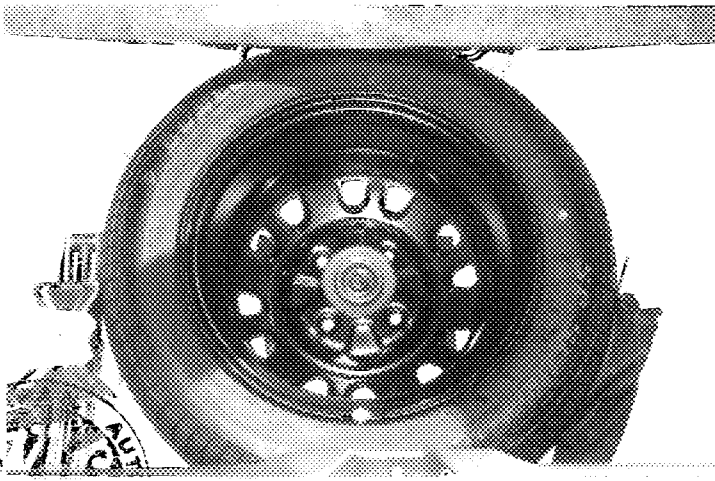


Train roulant / Running gear

DD) Roue nue (vue de 3/4)
Bare wheel (3/4 view)



EE) Roue de secours dans son emplacement
Spare wheel in its location



Carrosserie / Bodywork

FF) Siège démonté avec ses accessoires
Dismounted seat with its accessories



Make
会社名 SUZUKI

Model
型式 AA34S

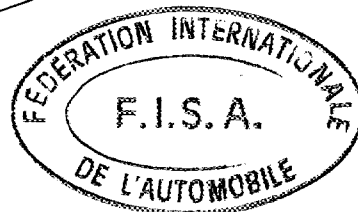
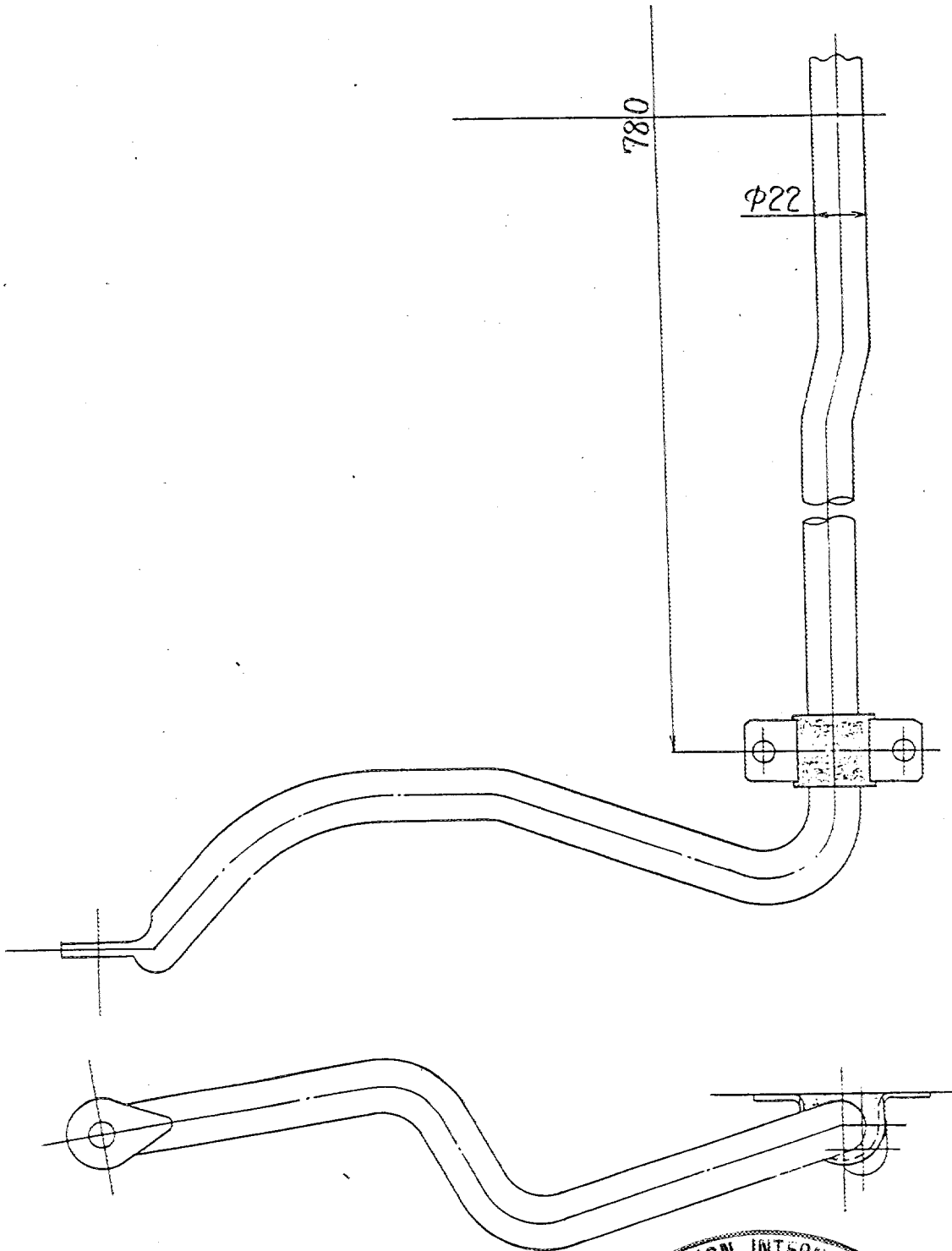
No Homol. W-5382

No Ext. _____

FRONT STABILIZER

JAF公認番号 _____

Material: Steel



Make
会社名 SUZUKI

Model
型式 AA34S

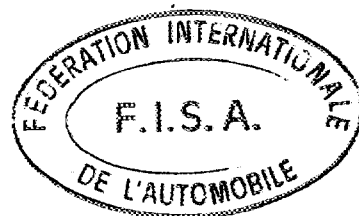
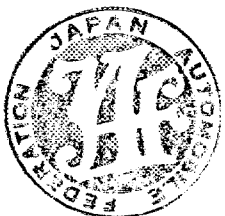
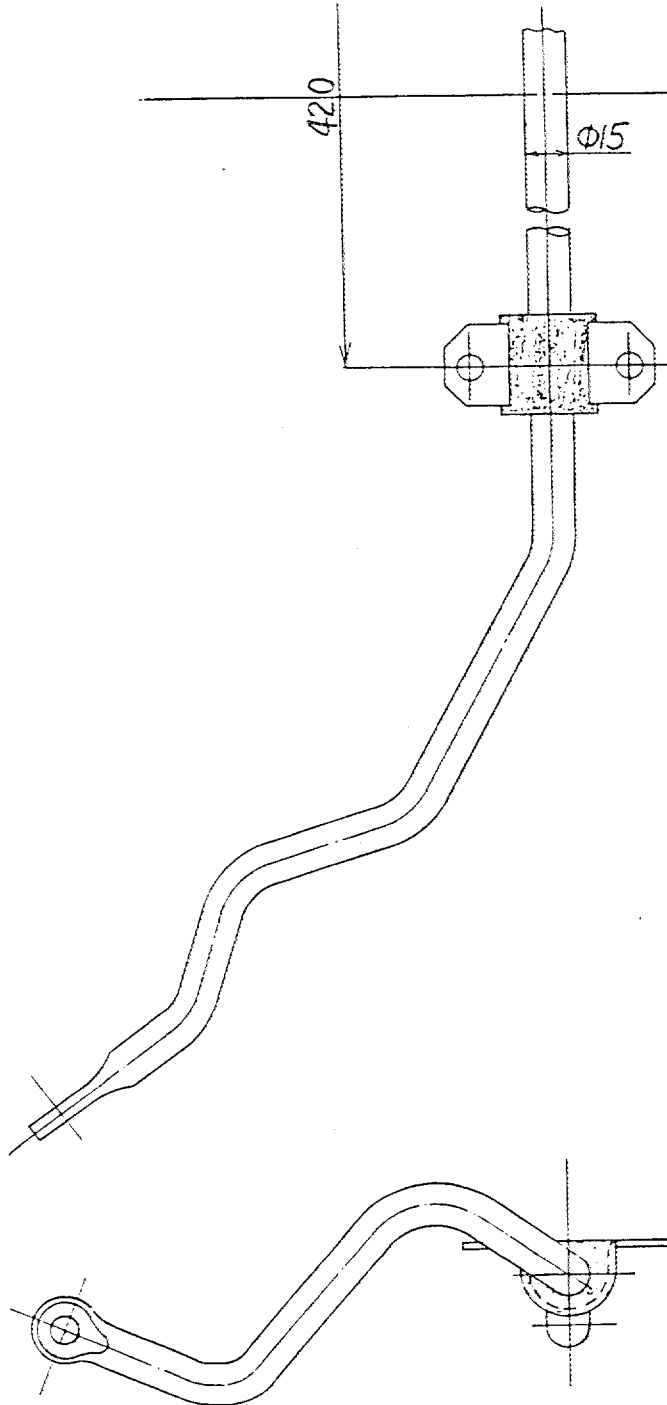
No Homol. N-5382

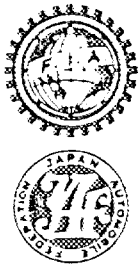
No Ext. _____

REAR STABILIZER

JAF公認番号 _____

Material: Steel





FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE
JAPAN AUTOMOBILE FEDERATION
社団法人 日本自動車連盟

FISA Homologation No

N-5382

Extension No

01/01VF

JAF公認番号 FN-022 VF- 1/1
発効年月日 1989年1月31日

FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION
FISA公認追加書式

- ES Sporting evolution of the type / スポーツ進化
- ET Normal evolution of the type / 形式の正常進化
- VF Supply variant / 供給変型
- VO Option variant / オプション変型
- ER Erratum / 誤記訂正

Homologation valid as from 01 AVR. 1989 in group N
公認発行日 FISAグループ

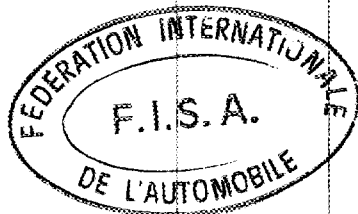
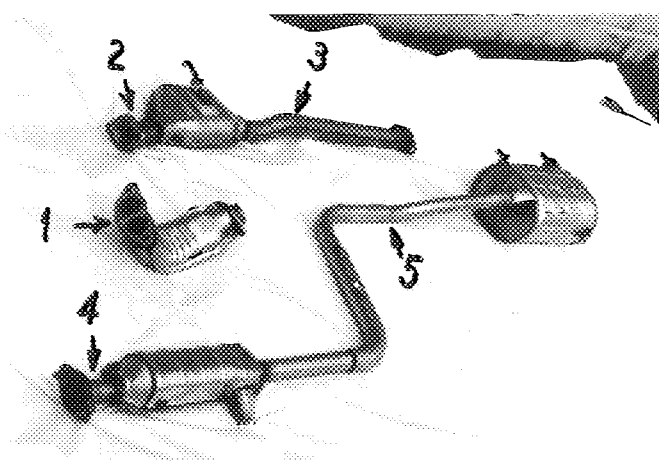
Manufacturer SUZUKI MOTOR CO., LTD. Model and type SUZUKI SWIFT 1300 (AA34S)
製造者 型式と形式

Page or ext. ページまたは補足	Art. 項目	Description 記述
--------------------------	------------	-------------------

page 5	329	<p>COMPLEMENTARY INFORMATION</p> <p>Antipollution system</p> <p>(a) Yes</p> <p>(b) Description: Catalytic Converter</p>
--------	-----	---

page 10		<p>PHOTOS</p> <p>BB) Complete exhaust system with catalytic converter</p>
---------	--	---

- Note: 1-- ϕ 35.3 (+5%)
2-- ϕ 38.1 (+5%)
3-- ϕ 42.7 (+5%)
4-- ϕ 38.1 (+5%)
5-- ϕ 41.3 (+5%)



[Handwritten signature]

Notes

- (1) Catalytic converter is in No.2.
- (2) No difference in appearance between the models of with and without catalytic converter.



FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE
JAPAN AUTOMOBILE FEDERATION
社団法人 日本自動車連盟

FISA Homologation No

N-5382

Extension No

02 / 01 ER

JAF公認番号 FN-022 ER- 3/1

発効年月日 1992年 3月31日

FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION
FISA公認追加書式

- ES Sporting evolution of the type / スポーツ進化
- ET Normal evolution of the type / 形式の正常進化
- VF Supply variant / 供給変型
- VO Option variant / オプション変型
- ER Erratum / 誤記訂正

Homologation valid as from
公認発行日

01 JUL. 1992

in group

FISAグループ

N

Manufacturer

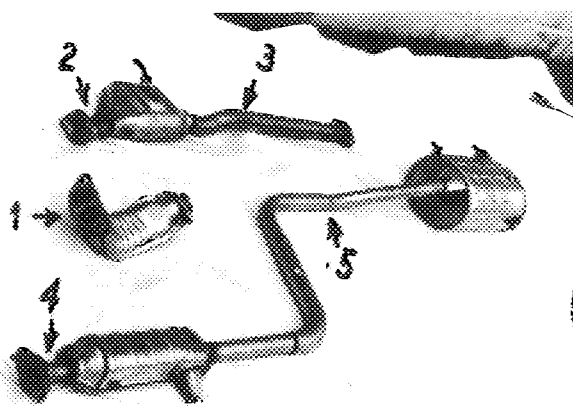
製造者

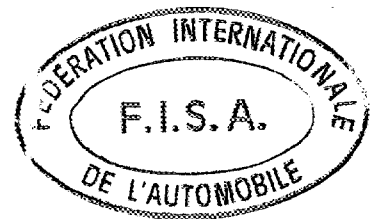
SUZUKI MOTOR CORPORATION

Model and type

型式と形式

SUZUKI SWIFT 1300 (AA34S)

Page or ext. ページまたは補足	Art. 項目	Description 記述
10	PHOTO BB	<p>COMPLETE EXHAUST SYSTEM</p> <p>Cancel and replace the diameter of exhaust system</p> <p>NOTE : 2 - $\phi 38.1 (\pm 5\%)$ \Rightarrow 2 - $\phi 48.6 (\pm 5\%)$ 3 - $\phi 42.7 (\pm 5\%)$ 3 - $\phi 54.0 (\pm 5\%)$</p> 



CAUSE : NOT ENOUGH STUDY FOR THE MEASURE OF EXHAUST SYSTEM.
SPECIFIED THE INNER-PIPE DIAMETER OF DOUBLE STRUCTURE PIPE
INSTEAD OF OUTER-PIPE DIAMETER.





FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE

JAPAN AUTOMOBILE FEDERATION

社団法人 日本自動車連盟

FISA Homologation No

N-5382

Extension No

03 / 01 ET

JAF公認番号 FN-022 ET- 2/1

発効年月日 1992年 3月31日

FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION
FISA公認追加書式

- ES Sporting evolution of the type / スポーツ進化
- ET Normal evolution of the type / 形式の正常進化
- VF Supply variant / 供給変型
- VO Option variant / オプション変型
- ER Erratum / 誤記訂正

Homologation valid as from
公認発行日

01 JUL. 1992

in group

FISAグループ

N

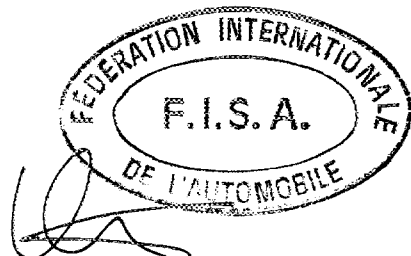
Manufacturer
製造者

SUZUKI MOTOR CORPORATION

Model and type
型式と形式

SUZUKI SWIFT 1300 (AA34S)

Page or ext. ページまたは補足	Art. 項目	Description 記述
		BODY WORK
1	PHOTO A	Adoption of new designed front bumper
	PHOTO B	Adoption of new designed rear bumper included rear combination lamp
2		DIMENSIONS
	202	Overall length 3710 → 3745 mm ± 1% (+35mm)
	209	a) Overhang: Front 765 → 785 mm ± 1% (+20mm)
		b) Rear 680 → 695mm ± 1% (+15mm)
13	PHOTO X	Adoption of new designed dashboad



Make S U Z U K I
会社名

Model A A 3 4 S
型式

No Homol. N - 5 3 8 2

No Ext. 03 / 01 ET

JAF公認番号 FN-022 ET- 2 / 1

ADOPTION OF NEW DESIGNED REAR BUMPER
INCLUDED REAR COMBINATION LAMP

PHOTOS / 写真

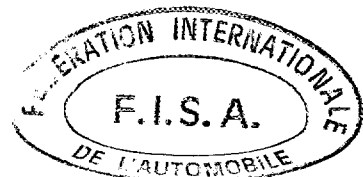
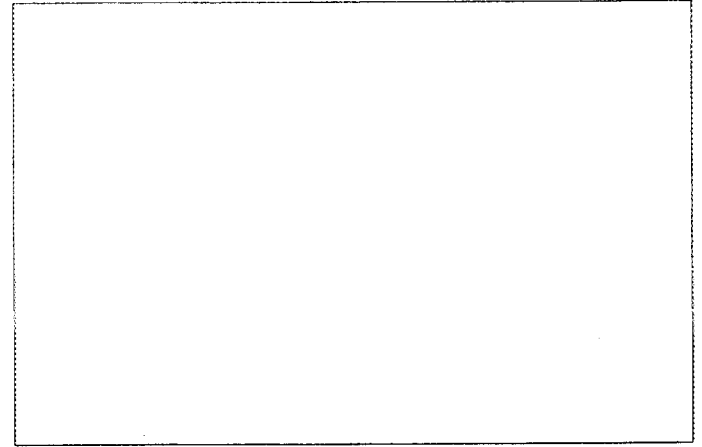
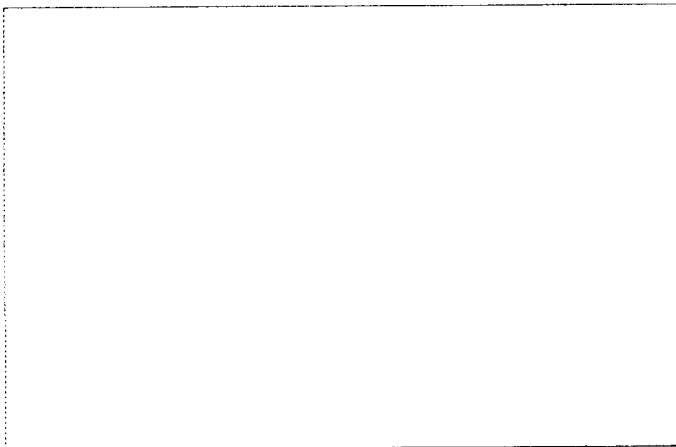
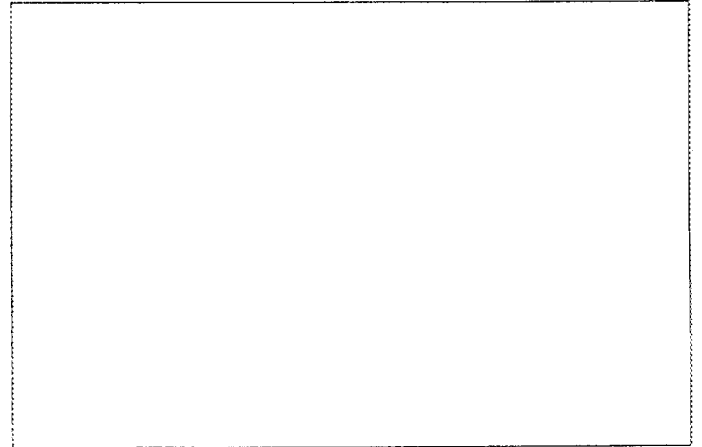
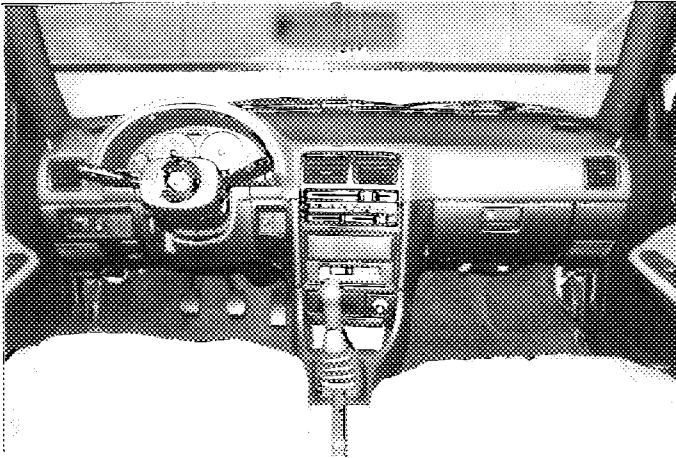
Photo A ADOPTION OF NEW DESIGNED FRONT BUMPER



Photo B ADOPTION OF NEW DESIGNED REAR BUMPER
INCLUDED REAR COMBINATION LAMP



Photo X ADOPTION OF NEW DESIGNED DASHBOARD





FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE
JAPAN AUTOMOBILE FEDERATION
社団法人 日本自動車連盟

FISA Homologation No

N - 5382

Extension No

04/01VO

JAF公認番号 FN-022VO-1/1

発効年月日 1992年 6月30日

FORM OF EXTENSION TO THE OFFICIAL FISA HOMOLOGATION
FISA公認追加審式

- ES Sporting evolution of the type / スポーツ進化
- ET Normal evolution of the type / 形式の正常進化
- VF Supply variant / 供給変型
- VO Option variant / オプション変型
- ER Erratum / 誤記訂正

Homologation valid as from
公認発行日

01 OCT, 1992

in group

FISAグループ

N

Manufacturer

製造者

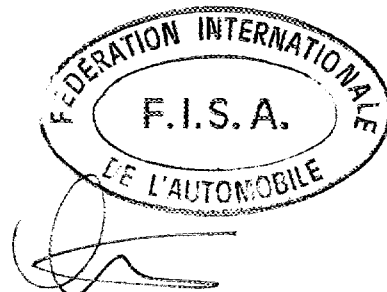
SUZUKI MOTOR CORPORATION

Model and type

型式と形式

SUZUKI SWIFT 1300 (AA34S)

Page or ext. ページまたは添足	Art. 項目	Description 記述												
8 Ext. 1 2	706	Stabilizer												
		<table border="1"> <thead> <tr> <th></th> <th>Front</th> <th>Rear</th> </tr> </thead> <tbody> <tr> <td>a) Effective length</td> <td>780 (±1%) mm</td> <td>420 (±1%) mm</td> </tr> <tr> <td>b) Effective diameter</td> <td>24.0 mm</td> <td>18.0 mm</td> </tr> <tr> <td>c) Material</td> <td>Steel</td> <td>Steel</td> </tr> </tbody> </table>		Front	Rear	a) Effective length	780 (±1%) mm	420 (±1%) mm	b) Effective diameter	24.0 mm	18.0 mm	c) Material	Steel	Steel
	Front	Rear												
a) Effective length	780 (±1%) mm	420 (±1%) mm												
b) Effective diameter	24.0 mm	18.0 mm												
c) Material	Steel	Steel												



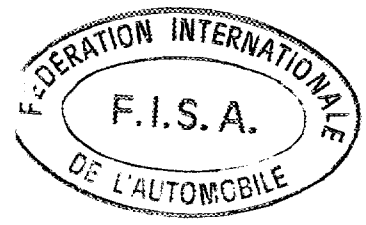
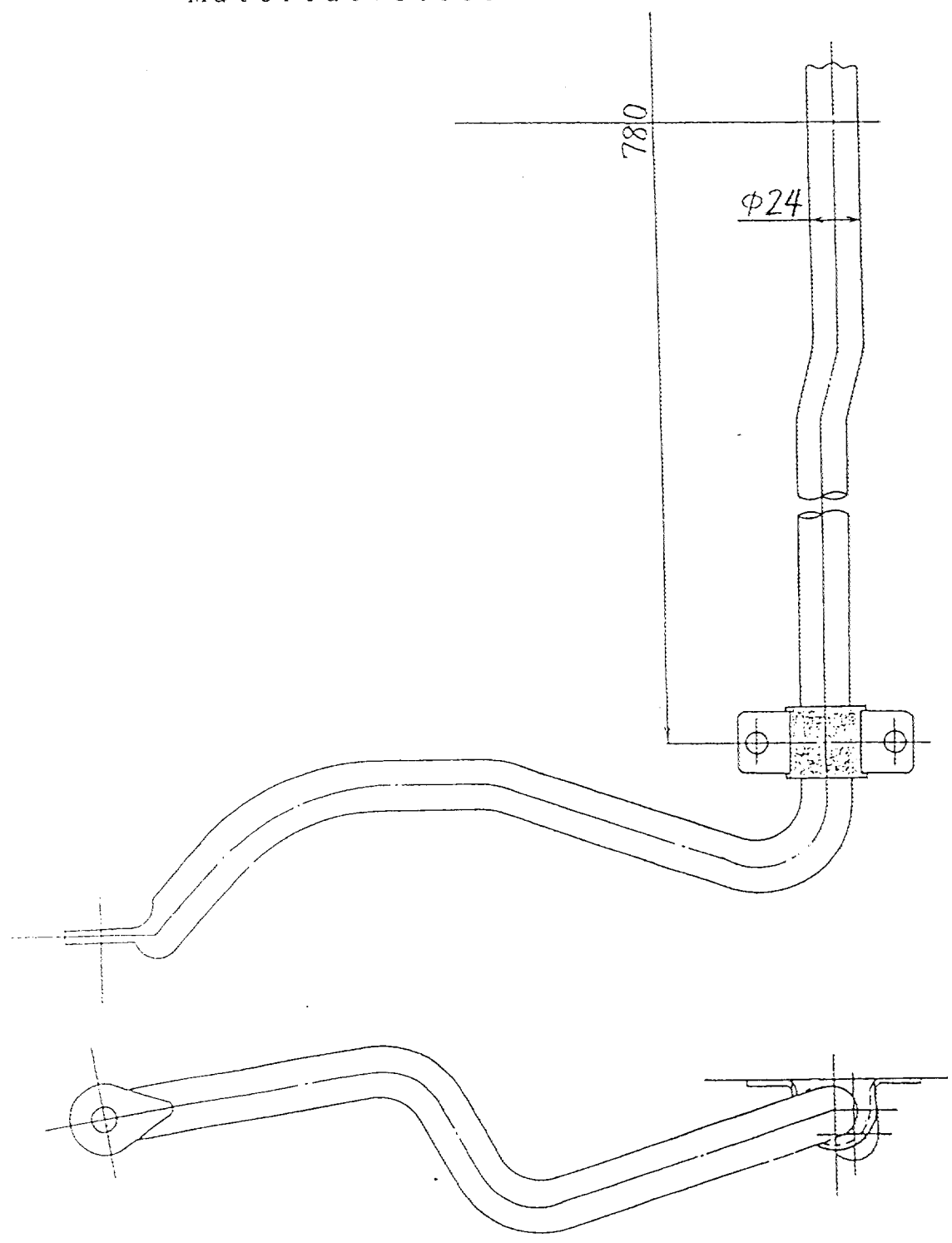
Make SUZUKI Model A A 3 4 S No Homol. N - 5 3 8 2
会社名 型式

No Ext. 04/01V0

FRONT STABILIZER

JAF公認番号 FN-022V0-1/1

Material: Steel



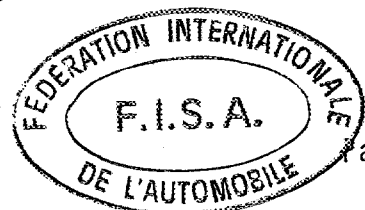
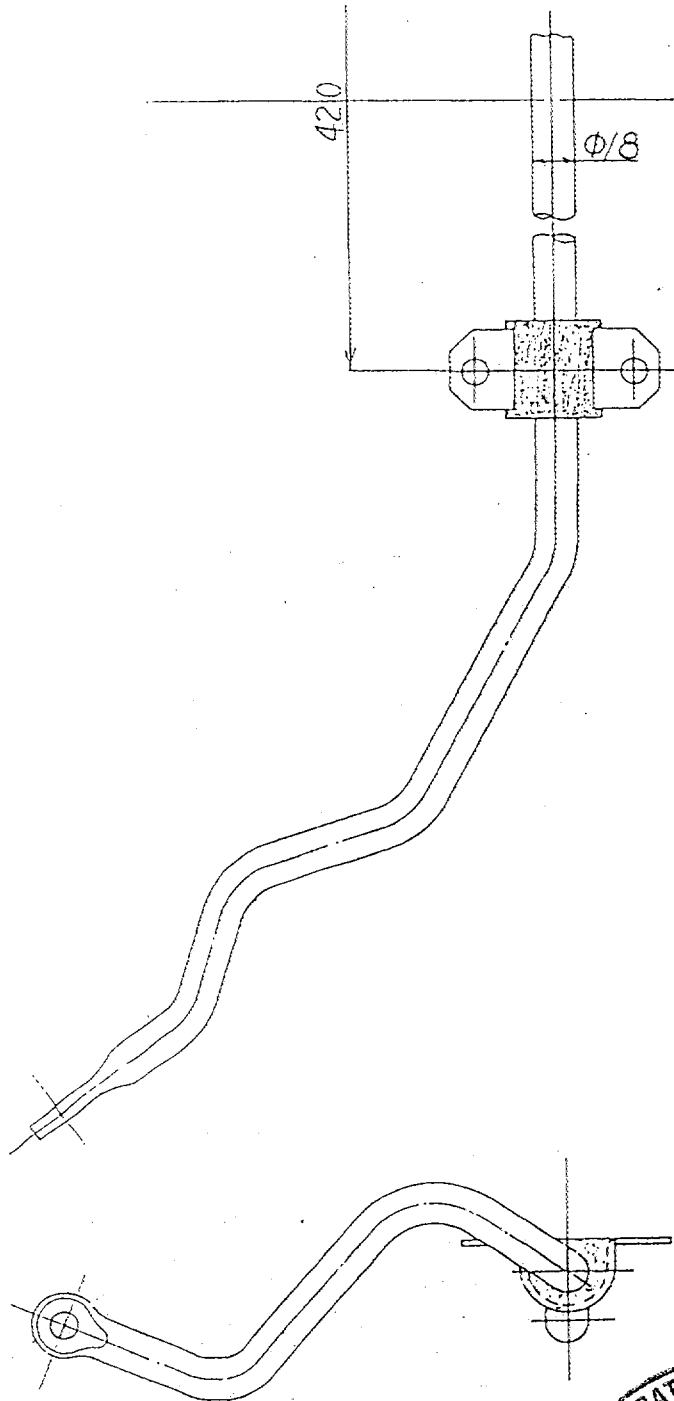
Make S U Z U K I Model A A 3 4 S No Homol. N - 5 3 8 2
会社名 _____ 型式 _____

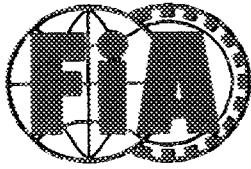
No Ext. 04/01V0

REAR STABILIZER

JAF公認番号 FN-022V0-1/1

Material: Steel





FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE

Homologation No

N-5382

Groupe ~~A/B/N/T1~~
Group

Extension No

05/02 ER

FICHE D'EXTENSION D'HOMOLOGATION
FORM OF HOMOLOGATION EXTENSION

FN-022 ER- 5/2
1993年5月31日

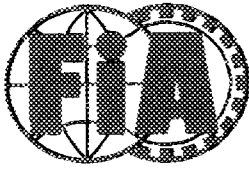
- ES Evolution sportive du type / Sporting evolution of the type
- ET Evolution normale du type / Normal evolution of the type
- VF Variante de fourniture / Supply variant
- VO Variante option / Option variant
- ER Erratum / Erratum

Véhicule: Constructeur SUZUKI MOTOR CORPORATION Modèle et type SUZUKI SWIFT 1300 (AA34S)
Vehicls: Manufactureur SUZUKI MOTOR CORPORATION Model and type SUZUKI SWIFT 1300 (AA34S)

Homologation valable à partir du 01 JUIL. 1993
Homologation valid as from 01 JUL. 1993

Page ou ext. Page or ext.	Articles Articles	Description Description
2	207	<p>Front track</p> <p>Cancel and replace the correct maximum track</p> <p>1365 mm → 1380 mm</p> <p>(tolerances for production was not included)</p> <p>Rear track</p> <p>Cancel and replace the correct maximum track</p> <p>1340 mm → 1355 mm</p> <p>(tolerances for production was not included)</p>





FEDERATION INTERNATIONALE
DU SPORT AUTOMOBILE

Homologation No

N-5382

Groupe ~~A/B/N/T~~
Group

Extension No

06/03 ER

FICHE D'EXTENSION D'HOMOLOGATION
FORM OF HOMOLOGATION EXTENSION

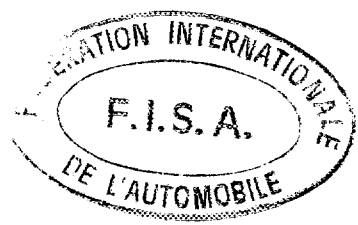
FN-022 ER- 6/3
1993年7月31日

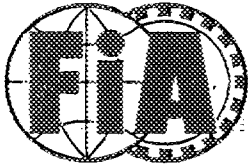
- ES Evolution sportive du type / Sporting evolution of the type
- ET Evolution normale du type / Normal evolution of the type
- VF Variante de fourniture / Supply variant
- VO Variante option / Option variant
- ER Erratum / Erratum

Véhicule: Constructeur SUZUKI MOTOR CORPORATION Modèle et type SUZUKI SWIFT 1300 (AA34S)
Vehicls: Manufactureur Modal and type

Homologation valable à partir du 01 OCT. 1993
Homologation valid as from

Page ou ext. Page or ext.	Article Article	Description Description
2	321	Cylinderhead: Cancel and replace the minimum height 131.5 mm → 131.4 mm (design tolerance was not included)





FEDERATION INTERNATIONALE
DE L'AUTOMOBILE

Homologation No.
N-5382

Groupes / Groupes **A/B/N/T#** / Supertourisme / Supertouring

Extension No.
07/04 ER

FN-022 ER- 7/4
1995年7月31日

FICHE D'EXTENSION D'HOMOLOGATION
FORM OF HOMOROGATION EXTENSION

- E S Evolution sportive du type / Sporting evolution of the V O Variante option / Option variant
- E T Evolution normale du type / Normale evolution of the E R Erratum / Erratum
- V F Variante de fourniture / Supply variant

Véhicule: Constructeur SUZUKI MOTOR CORPORATION Modèle et type SUZUKI SWIFT 1300 (AA34S)
Vehicle: Manufactureur SUZUKI MOTOR CORPORATION Model and type SUZUKI SWIFT 1300 (AA34S)

Homologation valable à partir du 01 AOUT 1995
Homologation valid as from 01 AOUT 1995

Page ou ext. Page or ext.	Article Article	Description Description
5	402	Correct error written on page-5 of the basic homologation form Fuel pump e)Maximum flow 3.0 l/min instead of 1.4 l/min



FEDERATION INTERNATIONALE
DE L'AUTOMOBILE
8, place de la Concorde, 75008 Paris
Services Administratifs :
8 bis, rue Boissy d'Anglas, 75008 Paris



FEDERATION INTERNATIONALE
DE L'AUTOMOBILE
JAPAN AUTO MOBILE FEDERATION
社団法人 日本自動車連盟

Homologation N°

N-5382

Extension N°

08 / 05 ER

Groupe **N**
Group

FICHE D'EXTENSION D'HOMOLOGATION
FORM OF HOMOLOGATION EXTENSION

追加公認書式

JAF公認番号 FN-022ER-8/5

JAF発効日 1999年 9月 30日

- ES** Evolution sportive du type / Sporting evolution of the type
スポーツ進化
- ET** Evolution normale du type / Normal evolution of the type
型式の正常進化
- VF** Variante de fourniture / Supply variant
供給変型

- VO** Variante option / Option variant
オプション変型
- ER** Erratum / Erratum
誤記訂正

Fédération Internationale de l'Automobile
2 chemin de Blandonnet
CH-1218 GENEVE 15
Tél.: 41 22 544 44 00
Fax Sport: 41 22 544 44 50

Véhicule : Constructeur
Vehicle : Manufacturer **SUZUKI MOTOR CORP.**

Modèle et type
Model and type **SUZUKI SWIFT 1300 (AA34S)**

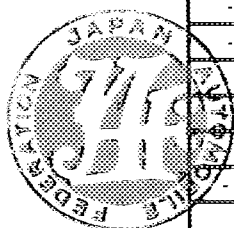
Homologation valable à partir du
Homologation valid as from **01 OCT. 1999**

Page or ext. 頁または追加番号	Article 項目	Description 記述
3	326	Distribution : Timing : タイミング d) Levée de came en mm (arbre démonté) Cam lift in mm (dismounted camshaft) カムリフト量mm(カムシャフト取外し状態)

NEW

ADMISSION / INTAKE / 吸気				ECHAPPEMENT / EXHAUST / 排気			
Angle de rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de Rotation en degrés / Rotation Angle in Degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de Rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)
0	7.5			0	7.5		
-5	7.5	+5	7.5	-5	7.4	+5	7.4
-10	7.2	+10	7.2	-10	7.2	+10	7.2
-15	6.9	+15	6.9	-15	6.9	+15	6.9
-30	4.9	+30	4.9	-30	5.1	+30	5.1
-45	2.0	+45	2.0	-45	2.3	+45	2.3
-60	0.1	+60	0.1	-60	0.1	+60	0.1
-75	0	+75	0	-75	0	+75	0
-90	0	+90	0	-90	0	+90	0
-105	0	+105	0	-105	0	+105	0
-120	0	+120	0	-120	0	+120	0
-135	0	+135	0	-135	0	+135	0
-150	0	+150	0	-150	0	+150	0

Un décalage de l'ensemble des mesures de +/- 2 degrés est accepté.
A shift of +/- 2 degrees of the whole measurement is accepted.



Marque
Make
会社名 **SUZUKI MOTOR CORP.**

Modèle
Model
型名 **SWIFT 1300 (AA34S)**

Homologation N°

N-5382

Extension N°

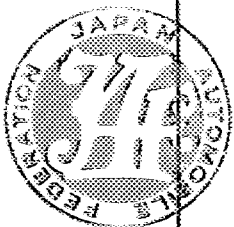
08 / 05 ER

JAF公認番号 **FN-022ER-8/5**

Page or ext. 頁または追加番号	Article 項目	Description 記述
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OLD

ADMISSION / INTAKE / 吸気				ECHAPPEMENT / EXHAUST / 排気			
Angle de rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de Rotation en degrés / Rotation Angle in Degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)	Angle de Rotation en degrés / Rotation angle in degrees	Levée en mm (+/- 0.2 mm) / Lift in mm (+/- 0.2 mm)
0	7.5			0	7.5		
- 5	7.1	+ 5	7.1	- 5	7.2	+ 5	7.2
- 10	5.9	+ 10	5.9	- 10	6.3	+ 10	6.3
- 15	4.6	+ 15	4.6	- 15	5.0	+ 15	5.0
- 30	1.9	+ 30	1.9	- 30	2.1	+ 30	2.1
- 45	0.5	+ 45	0.5	- 45	0.5	+ 45	0.5
- 60	0	+ 60	0	- 60	0	+ 60	0
- 75	0	+ 75	0	- 75	0	+ 75	0
- 90	0	+ 90	0	- 90	0	+ 90	0
- 105	0	+ 105	0	- 105	0	+ 105	0
- 120	0	+ 120	0	- 120	0	+ 120	0
- 135	0	+ 135	0	- 135	0	+ 135	0
- 150	0	+ 150	0	- 150	0	+ 150	0



Fédération Internationale de l'Automobile
2 chemin de Blandonnet
CH-1215 GENEVE 15
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Fax Sport: 41 22 544 44 50