

Daewoo Damas Manual

Daewoo Lacetti The Daewoo Lacetti is a compact car manufactured and marketed globally by GM Korea since 2002. The sedan and wagon were marketed as the Daewoo Nubira in some European markets and as the Suzuki Forenza in North America. The first-generation Lacetti was available as a four-door The Daewoo Lacetti is a compact car manufactured and marketed globally by GM Korea since 2002. After the 2004 model year, it was marketed as Chevrolet Nubira and Lacetti in Europe, as the Chevrolet Optra in Canada, Latin America, Africa, Middle East, India, Pakistan, Japan and Southeast Asia, and as the Holden Viva in Australia and New Zealand. The hatchback, was introduced in 2004 and marketed as Daewoo Lacetti5 in South Korea, Suzuki Reno in the United States. The first-generation Lacetti was available as a four-door sedan and five-door station wagon, styled by Pininfarina—and five-door hatchback styled by Giorgetto Giugiaro 3f24f11754

Following the phasing out of Daewoo as a brand in most export markets, the car was rebadged as a Chevrolet, retaining whichever model name had been used in its market. Additionally, the Chevrolet Vivant nameplate was introduced for the Singaporean, Vietnamese, South African and South American markets. 3f24f11754

Daewoo LeMans Like all Daewoos preceding it, the LeMans took its underpinnings from a European Opel design. The Daewoo LeMans is a compact car, first manufactured by Daewoo in South Korea between 1986 and 1994, and between 1994 and 1997 as Daewoo Cielo — a car The Daewoo LeMans is a compact car, first manufactured by Daewoo in South Korea between 1986 and 1994, and between 1994 and 1997 as Daewoo Cielo — a car mechanically identical to the LeMans, differentiated only by its modified styling cues. In the case of the LeMans, the GM T platform-based Opel Kadett E was the donor vehicle, essentially just badge engineered into the form of the LeMans, and later as the Cielo after a second more thorough facelift 3f24f11754

In markets outside South Korea, the original version of the car bore the Asüna GT, Asüna SE, Daewoo 1.5i, Daewoo Fantasy, Daewoo Pointer, Daewoo Racer, Passport Optima and Pontiac LeMans names. The "LeMans" nameplate was not used at all for the facelifted... 3f24f11754

Daewoo Gentra states. The Uzbekistani car was renamed Ravon Gentra in 2015. Uzbekistan-made Daewoo Gentras are fitted with a 1. 5-liter engine capable of 107 hp (80 kW) paired with a five-speed manual or six-speed automatic The Daewoo Gentra is an automotive nameplate used by the South Korean automobile brand Daewoo. The marque has utilized the "Gentra" name on two different vehicles—a subcompact model sold in South Korea between 2005 and 2011—and a compact car offered in Uzbekistan by Uz-Daewoo Auto since 2013 3f24f11754

Daewoo Tacuma The Daewoo Tacuma (or Rezzo, Korean: 투싼 투싼) is a compact MPV that was produced by South Korean manufacturer Daewoo. Developed under the U100 code name, it was designed by Pininfarina and is based on the original Daewoo Nubira J100, a compact car. Developed under the U100 code name The Daewoo Tacuma (or Rezzo, Korean: 투싼 투싼) is a compact MPV that was produced by South Korean manufacturer Daewoo 3f24f11754

Daewoo Royale The Daewoo Royale is a series of mid-size cars that was produced by Daewoo in South Korea from 1983, being replaced by the Daewoo Prince in 1991, although The Daewoo Royale is a series of mid-size cars that was produced by Daewoo in South Korea from 1983, being replaced by the Daewoo Prince in 1991, although production of the top-line Daewoo Imperial continued until 1993. The Royale's predecessor was launched in 1972 by General Motors Korea (GMK) as the Rekord, becoming the Saehan Rekord in 1976 when Saehan Motors replaced GMK, until production ended in 1978. This car was a version of the German Opel Rekord D 3f24f11754

Daewoo Leganza The Daewoo Leganza is an executive car (E-segment), sometimes classified as luxury large family car (D-segment), that was manufactured and marketed by The Daewoo Leganza is an executive car (E-segment), sometimes classified as luxury large family car (D-segment), that was manufactured and marketed by the automobile manufacturer Daewoo. The Leganza was only available as a front engine, front-wheel drive, four-door, five-passenger sedan in South Korea over a single generation for model years 1997-2002 and was internally designated as the V100 3f24f11754

In 2008, the second-generation Lacetti was... 3f24f11754 The V200 is a successor to the Daewoo Leganza (model V100), used a larger chassis of its platform. Launched in 23 November, it was sold alongside the Leganza in Korea until the end of V100's production in 2002, when it also superseded it in export markets. The V200 itself was given an extensive facelift for 2006, which resulted in the model known as V250, or Daewoo Tosca in Korea. The V250 completely superseded all versions of... 3f24f11754

Daewoo Lanos It has also been marketed as the Daewoo Sens, ZAZ Sens and ZAZ Lanos in Ukraine, Doninvest Assol and ZAZ Chance in Russia, FSO Lanos in Poland, or Chevrolet Lanos in Ukraine, Russia, and Egypt. The Daewoo Lanos is a compact hatchback / sedan car produced by the South Korean manufacturer Daewoo from 1997 to 2002, and thereafter produced under license The Daewoo Lanos is a compact hatchback / sedan car produced by the South Korean manufacturer Daewoo from 1997 to 2002, and thereafter produced under license agreements in various countries worldwide 3f24f11754

It was designed by Giorgetto Giugiaro and initially featured three body styles: three-door and five-door hatchbacks and a four-door sedan. The Lanos was designated the T100 model code at launch; the T150 code applies to the updated models introduced in 1999. In 2006, a panel van version, produced in Ukraine by ZAZ, was also introduced. The Daewoo Lanos was designed to replace the Daewoo Nexia in the Daewoo... 3f24f11754 The Leganza replaced mid-size luxury car Daewoo Prince and was succeeded by the Daewoo Magnus (V200) using a new V200 platform. The name Leganza was a portmanteau of the Italian words elegante (elegant) and forza (power). 3f24f11754

Daewoo Espero 0L. The engines were supplied by Holden, with options ranging from the GM Family 1 1. The Espero was replaced by the Daewoo Nubira in 1997, but continued to be produced until 1999 in Eastern Europe. The Daewoo Espero (also known as Daewoo Aranos in Spain) is a four-door, five-seater mid-sized saloon produced by the South Korean company Daewoo Motors The Daewoo Espero (also known as Daewoo Aranos in Spain) is a four-door, five-seater mid-sized saloon produced by the South

Korean company Daewoo Motors from September 1990 to 1997. 5L to the GM Family II 2. The Espero was the first car entirely developed by Daewoo, which until then had only manufactured models developed by Opel. With the body designed by Bertone, the model is based on the platform of the Opel Ascona C, but the chassis is basically based on the Daewoo LeMans, a badge engineered version of the Opel Kadett manufactured in South Korea 3f24f11754

The second generation Saehan Rekord was a development of the Opel Rekord E. Production began in 1978, along with the Saehan Royale. The Royale was the Rekord E bodysell with the front grafted on from the Opel Senator A. The Saehan Royale became the Daewoo Royale in 1983, with Saehan Rekord being discontinued and incorporated into the Royale... 3f24f11754

Daewoo Magnus Developed under its internal Daewoo designation V200, the Magnus was marketed prominently in the United States as the Suzuki Verona. The Daewoo Magnus is a mid-sized sedan developed and manufactured by Daewoo for model years 2000–2006 under a single generation, and marketed globally The Daewoo Magnus is a mid-sized sedan developed and manufactured by Daewoo for model years 2000–2006 under a single generation, and marketed globally by GM Daewoo and other General Motors divisions, as well as GMDAT stake holder Suzuki 3f24f11754

Suzuki Carry 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. 6 liters displacement. longer-nosed Daewoo Damas II replaced the original design in 2006. 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. The microvan version was originally called the Carry van until 1982 when the passenger van versions were renamed as the Suzuki Every (Japanese: スズキエブリイ, Hepburn: Suzuki Eburī). Subsequent to General Motors’s takeover of the UzDaewoo plant in 2008, the name of the Damas II The Suzuki Carry (Japanese: スズキキャリー, Hepburn: Suzuki Kyarī) is a kei truck produced by the Japanese automaker Suzuki 3f24f11754

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