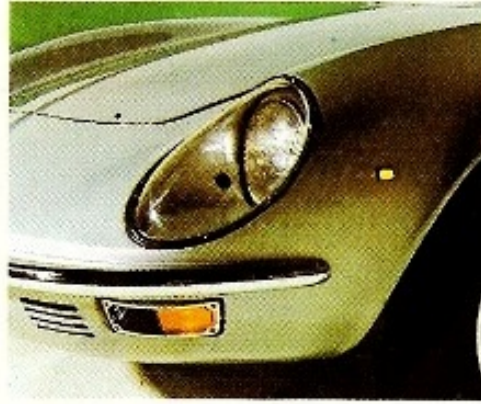


PUMA: LIFE IN PERPETUAL EMOTION





or how your life can turn into something fast, something moving, exciting and constantly touched by a thrill and feeling that does not pass with time. First of all, the Puma goes all out in favor of the wind and captures the road as the most advanced sportscar of our time. The Puma was born for people who think young. People who have gasoline in their veins, who love life and whose reasoning clears at high speeds.

If you identify yourself with the movement of the 70's, if speed is one of your emotions, and if you believe in the safety that the Puma can offer you, then you're in with it. The Puma is like an extension of your body. Behind the wheel you'll rediscover the fascination of long stretches, the fun of taking a curve. The Puma responds promptly to your reflexes. With its low hood design it offers very little resistance, giving you maximum acceleration at the blink of an eye.



And even if you can't give vent to your emotions in city traffic, you are assured of one thing: it's hard to resist the lines of a Puma. She is the great seducer. For she's custom made, one by one. Every inch of her has been studied with care, and there is nothing included that can be called superfluous. Every part, every detail has a story to tell. Because the Puma was designed by Rino Malzoni, the Brazilian designer with aesthetics in his head and magic in his hands.

In the driver's seat, your heart will beat with the rhythm of the Puma's engine. If you know about machines, you'll know what the Puma stands for: a masterpiece. Global involvement. You'll discover the meaning of automotive engineering in the arrangement of the clutch and brake pedals, of the gearshift, the cushioned steering wheel, and in the ease and comfort of adjustable seats.

Let's catch the Puma by its tail:

STANDARD EQUIPMENT

- 4-speed manual transmission
- Double carburation
- Tachometer, electronic, 6,000 rpm
- Simulated wood-grain panel
- Magnesium wheels
- Front disk-brakes
- Three-spoke steering-wheel with padded rim
- Map and courtesy light
- Cigarette lighter
- Vinyl and fabric multi-position bucket-seats
- Deep-pile nylon carpeting
- Heater/defroster
- Heavy-duty suspension, including torsion bars (front and rear)
- Metallic acrylic paint
- Oil radiator
- Complete set of tools.

Puma GTE includes these items as Standard safety equipment.

- Dual braking system
- Turn signals
- Padded instrument panel (upper and lower pads)
- Padded sun-visor
- Padded steering-wheel rim
- Windshield washers
- Safety shaped inside door handles
- Left outside rear-view mirror
- Soft knobs on window cranks
- Back-up lights
- Windshield wipers, 2-speed electric blades with dual finish
- Fire extinguisher
- Seat belts
- Radial tires (Pirelli Cinturato)
- Emergency warning flashers
- Safety triangle



PUMA GTE

Specifications

1. **Engine**
 - 4 cyl. flat, horizontally opposed, air cooled
 - Bore: 3.395 in. (85.5mm)
 - Stroke: 2.716 in. (69mm)
 - Displacement: 96.624 cu. in. (1.584 cc)
 - Compression ratio: 7.8:1
 - H.P. (SAE): 90 HP
 - Torque: 13.2 kgm(SAE) at 3,000 rpm
 - Carburation: 2, SOLEX-BROSOL
 - Engine location: rear
2. **Transmission**
 - 4-speed standard
 - Clutch: single disc, dry
 - Final drive: Spiral bevel gears and bevel gear differential
 - Axle ratio: 4.125:1
3. **Steering**
 - Type: Rack and pinion
 - Ratio: 14.34 to 1
 - Turns, lock to lock: 2.7
 - Turning diameter: Right 31.82 ft (9.7 m)
Left 35.43 ft (10.8m)
4. **Tires**
 - Pirelli Cinturato 165 SR 14
185 SR 14
 - Tire pressure 15 psi
16 psi
 - Maximum tire pressure: 31.5 psi
 - Maximum load per tire: 979 lbs.
5. **Suspension**
 - Independent, front and rear: 2 torsion bars front, 2 torsion bars rear. Front stabilizer bar.
6. **Brakes**
 - Disc front/Drum rear
7. **Body**
 - Reinforced fiberglass

8. **Dimensions, Weights and Capacities**
 - Overall length — 156.102 in. (3.965 m)
 - Overall width — 62.401 in. (1.585 m)
 - Overall height (unloaded) — 44.881 in. (1.140 m)
 - Wheelbase — 84.845 in. (2.160 m)
 - Front track — 51.489 in. (1.305 m)
 - Rear track — 50.708 in. (1.288 m)
 - Curb weight — 1,540 lb. (700 kg)
 - Fuel capacity — 10.56 U.S. gal. (40 lt) reg. fuel
 - Oil capacity — approx. 2.54 qts (2.5 lt) grade
 - 30 SAE HD motor oil
9. **Performance**
 - Acceleration: 0 — 60 mph: 9.9 secs.
 - Top speed: 110 mph (176 Km/h)
 - Mileage: Range — 19.6 mi./gal. to 35.4 mi./gal. (8.34 km/lt. to 15.04 km/lt.)
 - Average (at 62 mph): 26.56 mi./gal. (11.3 km/lt.) DIN 70030

Technical data

- Valve gap = .0039 in. (Cold)
- Battery = 12V, .36 amp-hr
- Firing order = 1-4-3-2
- Distributor = Bosch VJR 4BR 25, centrifugal
- Ignition timing = 7.2°
- Point set gap = .0156 in.
- Spark plugs = Bosch 0241 235 501 or 0241 268 500
- Spark plug gap = .025 in.
- Front wheel toe-in (unloaded) = .078 to .156 in.

Members of ANFAVEA (Brazil's National Union of Manufacturers of Motor Vehicles)

Registered at GEIMOT (Brazilian Government Executive Group for the Motor Vehicle Industry)

The factory reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors and materials, and to change or discontinue models. Some of the equipment shown on car illustrations is optional, at extra cost.



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