

1962



Subaru Maia





*The Mini-car
with Elegance*

Subaru

SEATS F

The Subaru MAIA marks the advent of the true mini-car, a car designed specifically from the engine to the tire to give maximum satisfaction within minimum dimensions. The MAIA offers all the desirable characteristics of a mini-car plus many features of the big cars.

The first time you see the MAIA, you will be **enthralled** by its beautiful lines, by the detailed care in its construction, and by its interior roominess despite its small size.

The first time you ride in the MAIA, you will be **thrilled** by its superb acceleration power, by the lightness of its controls, by its road-hugging stability at high speeds, and by its unbelievable riding comfort.

The first time you own a MAIA, you will be **delighted** by its overall economy, by its rugged durability, and by its wide utility.



* MAXIMUM SPEED 62 MPH (100 KPH)



Fiat 500

OUR ADULTS COMFORTABLY

Two wide doors give easy access to both front and rear seats. Extra large front and rear windows provide maximum visibility. Rear seats fold down for extra cargo space.



The instrument panel is designed for functional simplicity and beauty. The gear lever is conveniently located between the front seats. The second and high gears are synchromesh.

* MINIMUM TURNING DIAMETER

26.2 FT (8 M)



* CLIMBING POWER

34% (19.5°)



* FUEL ECONOMY

59 MPG (25 KPL)



mplicity
ted be-
ars are

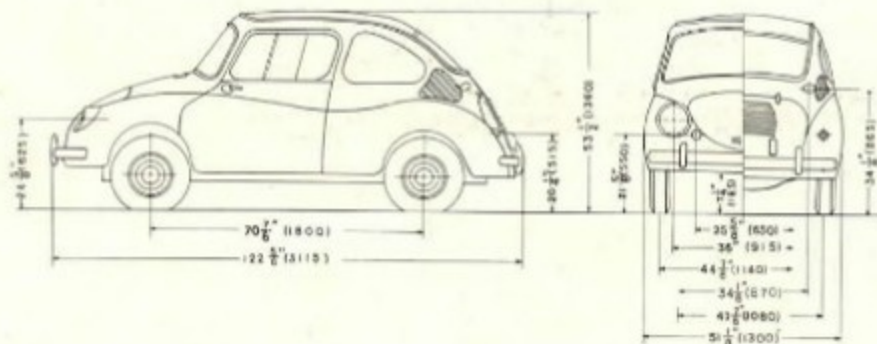


The highly-efficient MAIA engine is mounted at the rear for ideal weight distribution and cabin roominess. Two-way engine accessibility, through the large rear cover and through the rear seats, provides comfortable engine adjustments in fair weather and foul.

Stressed-skin monocoque construction gives high impact-absorbing quality with minimum inward transmission of shock for maximum passenger safety. The spare tire is located under the front hood.



GENERAL VIEW AND DIMENSIONS



SPECIFICATIONS

ENGINE: Rear-mounted, two-cylinder engine: bore 2.64" (67 mm), stroke 2.36" (60 mm), displacement 25.8 cu in (423 cc), compression ratio 7.0:1, rating 22-hp at 4500 rpm, maximum torque 24.6 lb-ft (3.4 mkg) at 3,500 rpm. Features horizontal draft carburetor and forced air cooling system. Fuel tank capacity 4.7 U.S. gallon (18 liters).

TRANSMISSION: 3-speed transmission; second, high gear with synchromesh, floor-mounted gear shift lever. Gear ratios: low 3.11:1, second 1.59:1, high 1.00:1. Differential drive ratio 4.92:1.

FRONT SUSPENSION: Independent suspension of wheels through trailing arms, one torsion bar on each side linked to central coil spring, hydraulic shock absorbers on each wheel.

REAR SUSPENSION: Independent suspension of wheels through radius arms, one torsion bar on each side linked to central coil spring, hydraulic shock absorbers on each wheel.

BRAKES: Hydraulic brakes on all four wheels, mechanical hand brake on rear wheels.

STEERING: Rack and pinion steering, 3 1/4 turns lock to lock, turning diameter 26.2 ft (8 m).

WEIGHT: Weight 900 lb (410 kg).

PERFORMANCE: Zero to 50 mph (80 kph) in 23.8 seconds, 20 to 40 mph (32 to 64 kph) in 14.2 seconds, top speed 62 mph, (100 kph) overall fuel mileage 59 mpg (25 kpl).



FUJI HEAVY INDUSTRIES LIMITED

HEAD OFFICE: NAIGAI BLDG. MARUNOUCHI, CHIYODA-KU, TOKYO TEL. (261) 3551