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Book Descriptions:

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Book Descriptions:

Delorean Technical Information Manual

I have placed them here so when on the road they can be accessed from anywhere. We also have a DeLorean DMC 12 here. The DeLorean is in original condition and has less than 4000 miles. You need JavaScript enabled to view it. Models Ford gearboxes. Faults bridges Ford Foton GAC Geely The history of Geely. DMC is known for its only model released a DeLorean DMC12 sports car with a stainless steel body. By 1982 the company had fallen into decay, transferred to external management and was declared bankrupt. The fabricated case of drug trafficking has become a kind of scandal. All investors, without waiting for a court decision, withdrew their capital from the DeLorean Motor Company. When subsequently DeLorean was found not to be the current company is located near Houston, Texas, and is not and has never been associated with the original DeLorean company, but is DMC additionally has 5 authorized franchised dealers in Bonita Springs, Florida; Crystal Lake, Illinois; Garden Grove, California; Bellevue, Washington and Hemet, Oregon. All content on the site is taken from free sources and is also freely available. The site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. All materials posted on this site for which you are the copyright owner of the materials posted on this site contact us. This documentation is available in Hard Copy on the above referenced link, or from your local DeLorean Motor Company dealer. This is a discussion of the contents of the various manuals. ALL are freshly printed reproductions of the complete original manuals. They are provided with loose leaf binders. This provides complete rebuild instructions on major systems including engine and transmissions. Quite a bit handier than dragging your computer out to the garage, and great for making notes as you go along. Pagesize exploded views of all parts of the car. Some of this information would have been included in a second version of the workshop manual but it was never published. <http://www.nutstudio.it/userfiles/bosch-maxx-5-service-manual.xml>

- **delorean technical information manual, 1.0, delorean technical information manual.**

Much of the information is a duplicate of information in the Workshop Manual, but there is some unique Theory of Operation information, and it is more in the form of a training manual than a service manual. There is no informational difference from the 1981 manual, just a slightly different format. The Valet Case is a reproduction of the vinyl case that came with the 1981 cars. This version adds connector details for all the bulkhead and instrument cluster connectors, fuse box diagram, and very useful parts locator key. Suitable for framing, recommended on any workshop wall. The stylized DMC and DeLorean logos are registered trademarks of the DeLorean Motor Company. US customers only. See terms CHECKOUT WITH PAYPAL Choose PayPal Credit as your payment option. APPLY FOR PAYPAL CREDIT Upon approval, your order will be on its way. Did you know the owner's manual is unique to the model year. There are actually three different versions of the owner's manual or Handbook. For 1981 models, DMC called it the "Owners Manual." For the 1982 and 1983 model years, they called it the "Owners Handbook", even though they all contained the same information. It featured black and white photographs documenting various parts of the car. The manual came in a pouch style valet case along with other documentation. When the 1982 cars rolled out, DMC had "cheapened" the manual by going to the booklet format, with simple line drawings, and calling it the "owner's handbook". It had a black cover with a graphic of the car and had beige accented pages. It came in a padded gatefold style valet case. These are reportedly harder to find as they did not produce as many. Now, there was no black outer cover and all pages were black and white. All three types usually come up for sale. The spiral bound versions usually command a high price these days. The full title is Bulletins Service and Technical Parts, Warranty,

Organization. http://newwayskazakhstan.kz/upload_picture/bosch-maxx-6-dryer-manual-pdf.xml

Each bulletin starts with a prefix, usually two letters long, identifying the type of bulletin. This is then followed by the bulletin number and the bulletins month and year of issue. This is also the largest section. The DMCNews website has also made all of the bulletins available as a series of web pages and downloadable PDFs. The car was designed by Giorgetto Giugiaro and stood out for its gullwing doors and brushed stainless steel outer body panels. It became widely known for its disappointing lack of power and performance, which did not match the expectations created by its looks and price tag. It is memorable for its appearances as the time machine in the Back to the Future media franchise after 1985. The first production car was completed on January 21, 1981. About 9,000 DeLoreans were made before production halted in late December 1982 shortly after DMC filed for bankruptcy. An estimated 6,500 DeLoreans are still on the road. Eventually the fuel injected V6 PRV engine Peugeot Renault Volvo was selected. Prototype 1 had a prominent fullwidth knee bar as it was intended to be a safety car. A medium brown leather covered the seats but were much flatter and didn't have the comfort and support of the production seats. A black center steering wheel with a fat center was intended to hold an air bag and the driver had a full set of Stewart Warner gauges. The entire car was deemed to require almost complete reengineering, which was turned over to engineer Colin Chapman, founder of Lotus Cars. October 1981 was the highest month of sales for DMC with 720 vehicles sold but by December, the US was falling into recession and interest rates were rising which further negatively impacted sales. Despite this, instead of reducing production, John DeLorean doubled production output, further adding to the backlog of unsold cars. By the end of 1981, DMC had produced 7,500 cars but had only sold 3,000.

In March, telegrams were sent to all 343 dealerships requesting each buy six cars to help save the company; none of the dealers responded with a sales order. By this point, dealers were sitting on unsold inventory as were the quality assurance centers and hundreds more sitting on the docks in Long Beach, California. By the end of May 1982, production at the factory was shut down. Despite some unexplained VIN gaps, based upon VIN information, owners have been able to piece together the approximate quantity of DeLoreans produced. When Consolidated International acquired the unsold and partially assembled cars in November 1982, it brought back workers to complete the cars remaining on the assembly line. It was decided to make the remaining completed 1982 model year cars into 1983 models. For the 1981 model year, there were 6,700 DeLoreans produced VIN 5007199. For the 1982 model year, there were 1,999 DeLoreans produced VIN 1000111999. DeLoreans are equipped with cast alloy wheels, measuring 14 inches 360 mm in diameter by 6 inches 150 mm wide on the front and 15 inches 380 mm in diameter by 8 inches 200 mm wide on the rear. All of them noted disappointing performance especially those that performed comparative tests against other vehicles. However the reviewers were otherwise impressed with the car noting commendable gas mileage and most of them noting that the DeLorean is more of a GT car rather than a sports car or race car. DMC eventually sent 30 factory workers to the quality centers in the US to learn about the problems and how to fix them. Many early DeLoreans were delivered poorly aligned with the toe in incorrectly set leading to premature tire wear. In addition, many dealers were reluctant to perform warranty work on DeLoreans since DMC owed them money for past warranty claims. Some dealerships were not able to perform repair work properly as DMC never issued a proper service manual. It included a fuel filler flap to simplify fuel filling.

<https://www.becompta.be/emploi/3m-cp40-manual>

These cars typically had a locking fuel cap to prevent fuel tampering or theft by siphoning. In August 1981, the fuel flap was removed from the hood although the hood creases remained. After the supply of locking caps was exhausted, the company switched to a nonlocking fuel cap resulting in at least 500 cars with no hood flap, but with locking fuel caps. For people with shorter arms, DMC installed leather pull straps attached to the grab handle. These wheels sported matching grey centre caps with

an embossed DMC logo. Early into the 1981 production run, these were changed to a polished silver look, with a contrasting black center cap. Since the Craig radio did not have a builtin clock, one was installed in front of the gear shift on the console. The Craig radio was replaced with an ASI radio in the middle of the 1982 production run. This type of antenna proved to be unsuitable with poor radio reception. A standard whip antenna, which was later changed to a manually retractable antenna, was added to the outside of the front right fender. While improving radio reception, this resulted in a hole in the stainless steel, and an unsightly antenna. As a result, the antenna was again moved. Originally these were installed such that the headliner side would be on the bottom when not in use. The original fullsize epowood DeLorean styling model was modified in the first quarter of 1979 to reflect the refreshed design used in production. The pilot cars are best identified by the subtly different interiors and sliding side windows. These cars, used for evaluation and regulatory testing of the DeLorean, were previously thought to have been destroyed. Earlier, in the summer of 1979, the revised Giugiaro styling mockup was shipped to Visioneering, a Detroit based company, to create data needed to make the stamping dies for the stainless panels. This project would expand to create dies used to create a "production" car for the NADA show.

<http://idc504.com/images/Crosscut-Saw-Manual-Pdf.pdf>

The car was presented at the 1980 NADA show and was later used for engineering development and technical training as well as press photos. DMC wanted to increase power without sacrificing fuel efficiency. DMC wanted a wide power band and did not want a surge of power similar to the Porsche 930 Turbo. Legend used twin IHI RHB52 turbos along with twin intercoolers. All necessary goldplated parts were on hand, with the exception of one door that was sourced later. The car was first acquired by the winner of a Big Lots store raffle. All production models were therefore lefthanddrive. DMC was aware as early as April 1981 of the need to produce a righthanddrive RHD version to supply to world markets, specifically the United Kingdom UK. DMC faced the choice of building righthanddrive models from scratch or performing a postproduction conversion. Given the cost of new body molds, tooling, and a host of specific parts that a factorybuilt righthanddrive configuration would require, the company opted to investigate the idea of a postproduction conversion using a UK company based in Andover, Hampshire, called WoolerHodec Ltd. Only three of the cars still exist, with one that was destroyed at the end of Back to the Future Part III, two additional cars were abandoned, and the fiberglass replica was scrapped. Red Lion Press. p. 112. ISBN 0974414107. Brookland Books. p. 94. ISBN 1855203316. DeLorean Garage. p. 15. ISBN 9780985657819. DeLorean Garage. p. 15. ISBN 9780985657819. DeLorean Garage. p. 16. ISBN 9780985657819. DeLorean Garage. p. 16. ISBN 9780985657819. DeLorean Garage. p. 16. ISBN 9780985657819. October 26, 1982. Retrieved May 14, 2019. DeLorean Garage. p. 107. ISBN 9780985657819. DeLorean Garage. p. 91. ISBN 9780985657819. DeLorean Garage. p. 15. ISBN 9780985657819. DeLorean Garage. p. 83. ISBN 9780985657819. Retrieved September 17, 2011. Archived from the original on September 27, 2011. Retrieved September 17, 2011. Retrieved June 16, 2018. Retrieved June 16, 2018.

<https://cottonsauction.com/images/Crossfire-150-Manual.pdf>

DeLorean Garage. p. 22. ISBN 9780985657819. DeLorean Garage. p. 36. ISBN 9780985657819. DeLorean Garage. p. 40. ISBN 9780985657819. DeLorean Garage. p. 107. ISBN 9780985657819. Retrieved June 2, 2019. Archived from the original on October 6, 2015. Retrieved October 7, 2015. DeLorean Garage. p. 108. ISBN 9780985657819. DeLorean Garage. p. 118. ISBN 9780985657819. Retrieved September 4, 2016. DeLorean Garage. p. 109. ISBN 9780985657819. Archived from the original on December 7, 2010. Retrieved December 4, 2010. DeLorean Garage. p. 110. ISBN 9780985657819. Retrieved January 21, 2020. The Illustrated Buyers Guide to DeLorean Automobiles 2nd ed.. the DeLorean Garage. Hard Driving My Years with John DeLorean. Random House, Inc. ISBN 9780394534107. DeLorean Celebrating the Impossible. DeLorean Motor Cars 1978 Ltd. Veloce

Publishing. ISBN 9781787112322. By using this site, you agree to the Terms of Use and Privacy Policy. This is not a forum for general discussion of the articles subject. Click here to start a new topic. According to the relevant style guide, this should not be changed without broad consensus. Please see the links under Article milestones below for its original nomination page for older articles, check the nomination archive and why it was removed. DMC DeLorean has been listed as one of the good articles under the good article criteria. If you can improve it further, please do so. If it no longer meets these criteria, you can reassess it. This article appeared on Wikipedias Main Page as Todays featured article on January 7, 2006. Current status Former featured article, current good article If you would like to participate, please visit the project page, where you can join the discussion and see a list of open tasks. If you would like to participate, please visit the project page, where you can join the discussion and see a list of open tasks.

If you would like to participate, please visit the project page, where you can join the discussion and see a list of open tasks. If you would like to participate, please visit the project page, where you can join the discussion and see a list of open tasks. Thanks for keeping an eye on things! Milkmandan 0733, 2005 Jan 27 UTC Ive decided to leave the DMC12 section intact because it deals with market information relevant to the company. The Today section probably should be moved, but Im out of energy. In any event, I dont have any more major changes for the article, so it should be safe to blast at for a while. Milkmandan 0902, 2005 Jan 27 UTC If Amex got the parts from Delorean, how did Consolidated end up with them. The paragraph seems to contradict itself on this. The preproduction, working name of the car was the DMC12. However, every production car made by DeLorean Motor Company was called, simply DeLorean. This fact has been confirmed by DeLorean Motor Company of Houston, TX by James Espey. So I will begin here. Many publications referred to the car as the DMC12. Most were printed before mass production of the car began. Look at the Modelbox on the window sticker. This is notable because 1 the window sticker is a legal document 2 that is produced by the manufacturer and is therefore in their control, and it was made 3 at the time that the car was actually in production, and 4 is a published part of the public record. Additionally, there is no document from the thousands of printed pages and memos from the time of the production of the vehicle that calls the car the DMC12. All three distinct modelyear editions of the Owners Manual makes no reference to DMC12, instead calling the car the DeLorean or De Lorean. And people, even car people, have known it as the DMC12 for more than three decades. Second, there is an enormous amount of published information calling it the DMC12. The names of cars dont tend to be wrong, so no one ever checks.

The article very clearly addresses the name issue. MartinezMD talk 1112, 14 December 2018 UTC There are scores of incorrect name references, including the title of the article. Im proposing that the name of the car not be listed anywhere as DMC12, except to speak of preproduction cars and erroneously believed names. Timnmnangers talk 0521, 18 December 2018 UTC. So for me that addresses the name. I do see your point however. I am opposed to the changing the name because of this information, but I am open to editors input. MartinezMD talk 0703, 18 December 2018 UTC As far as the name of the car is concerned, the only thing that can be considered official is legal documents and internal documents of DMC Inc and DMCL. Especially when we are writing definitive articles on Wikipedia, only the highest and most core sources should be considered cannon. Secondary and outside sources all copy and paste from each other. Indeed, the DeLorean Museum writer may have copied his information from a 1981 Car and Driver, or some such. In October, I sent an email pursuant to this matter to James Espey, VP of DMCH and an affiliate of the DeLorean Museum. The automotive press sometimes were not careful to rename the car to its production name, the DeLorean, when the car finally debuted. Its possible that no express statement was ever made to them alerting them to the change. Those publications subsequently lead to the copy and paste errors that persist to this day, including by NADA, the DeLorean Museum, and Wikipedia. The window sticker, which is an important federal document with high legal status that is also an

officially and contemporaneously produced official document of DMC, explicitly names the car the DeLorean. It is properly referred to as the DeLorean, and erroneously referred to as the DMC12. People like the intheknow nature of using the DMC12 code. I see it regularly used among DeLorean aficionados like a secret handshake; proof that one is an insider.

But such identitydefining things can bias one toward fallacious beliefs. Extraordinary claims, as they say. But The DeLorean Museum, while reputable, is a secondary source; and it was bad form for them to write an article and not cite any primary sources, or even sign the article, in the process. All properly conducted research should chain back to a primary source. We can easily check primary sources ourselves, in the forms of the window stickers and owners manuals for all three model years, and internal documents of DMC. In addition to looking through primary documentation, if you were to hear from James Espey yourself that the car is not called the DMC12, would you correct the article Something like that would warrant reversing the current naming summary and history MartinezMD talk 2243, 18 December 2018 UTC It is the absolute gold standard above any other source. By intent and by law, it is the utterly definitive and final word in the name of this car. The model name of the car becomes an immutable matter of federal law when the car is released for public sale. Ill transcribe that law hereAnd like a birth certificate, whatever the window sticker says is the name of the car that is the name of the car. However other Wikipedia pages exist using the internal designation as the article title. Please see the Porsche 996 and Porsche 997 as examples. Both cars are marketed and sold as a Porsche 911. Expandinglight5 talk 0119, 22 December 2018 UTCInstead, DMC12 was the last in a series of preproduction monikers, and its use by the Company ceased with the onset of production. And when you read this Wikipeida article, it makes no attempt to claim that DMC12 is an internal reference; it clearly and erroneously claims that it is the model name of the production car. DMC12 was simply and only a temporary preproduction name.

So while it is absolutely true that Wikipedia articles use internal codes in their titles, no Wikipedia article claims that an internal code is the model name, and certainly no Wikipedia article refers to a production car by its preproduction name as though it were its production model name. I believe the author of the article should maintain the honor of primary editing to correct this issue, and Im willing to help if he does not wish to dedicate the time. Youve gotten no supportive comments from another editor, and in only less than 2 weeks have unilaterally declared the issue of a standing 12yearold title closed. I would say you are premature if nothing else on this issue. Let other editors comment. Then if there is still lack of consensus, there should be a request for comment made. MartinezMD talk 0558, 25 December 2018 UTC The thing about facts is that theyre not subject to popular vote. Id be happy to round up a bunch of people to agree that Ive made a case and no one else has, but that doesnt change the fact that Ive made the only case, and its ironclad. I have provided legal documentation which has long been posted in the article itself and federal statutes, chapter and verse, that give force to the legal documentation. From a Wikipedia standpoint, it gets no better than that. It is irrefutable, no matter how long we wait. And in addition to providing no facts to the contrary, Ive seen almost no effort to respond to the individual points Ive made. What we have here is a case of squatters rights, at best. And whether this article has been wrong for 20 minutes or 100 years, it should be corrected. I have a few DeLorean books I would like to go through to see if I can find further information regarding naming. Barring a substantial influx of further information, I would prefer to leave this open for another month or two.

Expandinglight5 talk 1718, 26 December 2018 UTCThe author, Don Sherman writes, “Any preview of today’s DeLorean must begin with a clean sweep of all memory banks. Forget the gossip you’ve read, here and elsewhere. Cancel the DMC12 name. Cancel the adventuresome elastic reservoir molding ERM manufacturing process. Cancel the unit construction plastic chassis. Cancel all previous Ford V6 and Citroen turbofour engine possibilities. Cancel any wish for a midengine layout. Cancel the airbags, 10mph bumpers, Pirelli P7 tires. While you’re at it, eradicate any notion that

today's DeLorean an American car." This would support the notion that the DMC12 name which was first referenced long before a prototype was constructed, was not in place upon going into production and the correct name of the vehicle is simply the "DeLorean." Throughout the article, the car is always referred to as a DeLorean. The summary of the road test is titled "DeLorean." This would be a suitable place to spinoff the DMC12 name, other early engine options i.e Rotary 10A, Ford powerplants, etc., alternate production facilities planned for Detroit, Puerto Rico prior to selecting Northern Ireland and other early plans drafted in the early to mid 70's later abandoned prior to going into production into a separate section rather than being lumped in with general history of the vehicle. Expandinglight5 talk 2143, 26 December 2018 UTC I am not opposed to a name change, I am simply looking for consensus before making a major change to an article. Expandinglight5 has added an excellent addition to this discussion. And as for squatters rights, this is not WPBLP where there is need for expediency in making a change. We have the luxury of discussing the issue, proposing a change and addressing the associated issues such as the history of this DMC12 name, even if brief since it appears in several sources, and getting it right.

MartinezMD talk 0258, 27 December 2018 UTC We don't seek consensus on whether two and two make four. As for his comment, I already responded to why the parallel in logic is not there. Please see my response below his. Timmnangers talk 1828, 27 December 2018 UTC This would likely prevent other editors from accidentally changing names in the article back to DMC12 and help avoid corrective editing along with further educating readers about the naming history of the vehicle. Expandinglight5 talk 1903, 27 December 2018 UTC I would think it should only take 2 or 3 sentences at most to explain the common DMC12 name. I'll see what you guys think. Also generally change DMC12 in the article to the DeLorean, with exceptions if needed we'd have to see if any were referring to the preproduction prototype MartinezMD talk 1930, 27 December 2018 UTC. Timmnangers talk 2226, 27 December 2018 UTC Expandinglight5 talk 2305, 27 December 2018 UTC Too many secondary sources use the incorrect name. Do you happen to have any others like it. MartinezMD talk 2336, 27 December 2018 UTC I have a few other places to look but I don't know if it will yield any additional information. I agree with Timmnangers that the best proof is the Monroney sticker which already has a pic in the article. That combined with the links to the owner's manual, brochure, etc. You can cite Lamm but that's more supportive in terms of the DMC12 name being replaced prior to entering production but the previously mentioned information shows the actual name. Lastly, where is the proof that DMC12 is correct. Logically it doesn't even make sense for a production name to reference a number 12 as a reference to a target price which never even came to be. I've found none. Otherwise, to your point, it will keep coming up. MartinezMD talk 0245, 28 December 2018 UTC If I can find further sources, I will add at a subsequent date.

Expandinglight5 talk 1653, 28 December 2018 UTC It's a worthwhile point that it is very strange that such a misconception exists at all. Timmnangers talk 1905, 28 December 2018 UTC Timmnangers talk 1914, 28 December 2018 UTC So I would suggest DMC DeLorean. The entries with parenthesis are used to disambiguate when there is another article with the same name. If you care to do the honors, go right ahead. MartinezMD talk 1933, 28 December 2018 UTC The DeLorean or DeLorean Sports Car was the first under the DeLorean brand with a 4 door to follow which presumably would have been DeLorean Sedan, then it would be more correct to have DeLorean not DMC DeLorean. Expandinglight5 talk 2126, 28 December 2018 UTC. The last thing we need here is to introduce another source of ambiguity. Timmnangers talk 0520, 30 December 2018 UTC Feel free to go ahead with the name change of the article. Expandinglight5 talk 1907, 31 December 2018 UTC I made the simple name change edits in the article, and a couple of incidental usually one word edits for clarity. I did not add any language at the top about DMC12, but there is a section later in the article that mentions it, so I added two words to that section. Timmnangers talk 0646, 2 January 2019 UTC I've put in an official request to move the name on our behalf. MartinezMD talk 1902, 2 January 2019 UTC I salute you, gentlemen, in your commitment to research and logic in the face of overwhelming,

widely held belief. Timmnangers talk 0433, 3 January 2019 UTCMartinezMD talk 0513, 5 January 2019 UTC I havent looked at it yet. Timmnangers talk 1924, 6 January 2019 UTC I also clarified in the info box that DMC was headquartered in NYC to establish DMC explicitly as an American car company, and implicitly one that was not located in Detroit. Any objections or comments.

Timmnangers talk 1922, 6 January 2019 UTCI would suggest, however, putting it in the history section to avoid duplication as well as keeping the citations. MartinezMD talk 2211, 6 January 2019 UTC The fact that no official records exist from the factory, any information in this section cited or not is at best an educated guess.The middle paragraph needs sourcing or it should go. First paragraph needs the second sentence deleted imho. MartinezMD talk 0610, 15 December 2019 UTC Expandinglight5 talk 0608, 16 December 2019 UTCI can if not. I also reported the anon IP editor who keeps adding the unsourced data. MartinezMD talk 0631, 16 December 2019 UTC Obviously its more cut off on the edges than the current one but its arguably a better angle and the quality is higher. Do yall think it would be an overall better image or not really. TKOIII talk 2114, 25 June 2020 UTC MartinezMD talk 2319, 25 June 2020 UTC As long as its in fair use, Im fine with it. Expandinglight5 talk 0037, 26 June 2020 UTCBy using this site, you agree to the Terms of Use and Privacy Policy. Of course, it was not a homemade time machine, but a sports car manufactured by the DeLorean Motor Company between 1981 and 1983 in Ireland. Despite its look that gave the impression of a powerful car, it actually lacked power and overall performance. And it was not a cheap car. The DMC12 had the famous gullwing doors, borrowed from the Mercedes 300 SL. It was equipped with a rearmounted engine rated at 130 hp a 2.85liter V6 and a torque of 153 lb.ft. The engine was developed by the PeugeotRenaultVolvo company, as well as the 5speed manual transmission. The DeLorean could sprint from 0 to 97 kph in 8.8 seconds with the manual transmission and in 10.5 seconds with the automatic gearbox. The first produced models suffered from mechanical issues as well as poor build quality. The units needed hundreds of hours of work before being shipped to the dealers for deliveries.

<http://fscl.ru/content/3m-cp40-manual>