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All Daihatsu Charade G100 Hatchback GT versions offered for the year 1989 with complete specs, performance and technical data in the catalogue of cars

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### Daihatsu Charade (G100) GTti Technical Specs, Dimensions

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### 1989 Daihatsu Charade G100 Hatchback GT full range specs

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Ride Like A Wind — Engine is best when it has turbo specially only on 1000cc turbo engine,gives a boost and GO baby thrill n feel, designed dynamics and good for racing and rally. its hell of a ride, GTTi and Detomaso perfect interior. Primary Use: Sport/fun (spirited driving, track racing, off-roading, etc.)

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For stopping power, the Charade (G100) GTti braking system includes Vented Discs at the front and Discs at the rear. The Charade (G100) model is a car manufactured by Daihatsu, sold new from year 1987 to 1993, and available after that as a used car.

### Daihatsu Charade (G100) GTti Technical Specs, Dimensions

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The third generation of the Daihatsu Charade (G100) debuted in 1987. With styling by Daihatsu chief stylist Hiroshi Aoki and colleague Hideyuki Ueda, it originally shipped with a carburetted 1.0-litre three-cylinder engine (CB23), also available as a diesel and turbodiesel, or with a 1.3-litre four-cylinder with single carburetor (HC-C).

### Daihatsu Charade - Wikipedia

Daihatsu Charade GTti. 1.0 Turbo Benzin E.Z.:1993. FILTHY STAIN EXTRACTION (SUPER DIRTY) □MECHANIC DAILY - FULL LENGTH INTERIOR DETAIL - Duration: 20:26. Limitless Detailing Recommended for you

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The Daihatsu Charade GTti & GTxx was produced in Osaka, Japan from 1987 to 1993. It was the 3rd generation of Charade and the model series is known as the G100. The GTti for export markets have engine code CB80. Japanese Domestic Market (JDM) versions have the same engine, But the engine code is called CB70.

### GTti Developments - Info

Daihatsu Charade 1989 - Find out the correct alloy wheel fitment, PCD, offset and such specs as bolt pattern, thread size(THD), center bore(CB) for Daihatsu Charade 1989

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### 1988 Daihatsu Charade Used Cars Denver CO

The Daihatsu Charade Turbo and DeTomaso models received a CB60 engine fitted with small IHI turbocharger, so intercooler was no longer needed. High-roofed Charades were also offered in the market in three- or five-door body styles. The “Van” for the Japanese Market also came with a higher roof. 1987-1993: Third-generation Charade (G100, G102)

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