



**ISUZU** IMPULSE  
STYLUS



**PASSPORT**  
INTERNATIONAL AUTOMOBILES



**WE KNOW WHAT YOU REALLY WANT.**

**YOU WANT** cars and trucks that give you more machine for your money.

**YOU WANT** a choice that's as wide as the world.

**YOU WANT** automobiles that appeal not just to your common sense but to all your senses.

**YOU WANT** customer care that's less talk and more delivery.

**YOU WANT** a comprehensive parts and service warranty.

**YOU WANT** easy and accessible financing.

**YOU WANT** a worldwide company standing behind your car, with the resources to be there for you down the road.

**YOU WANT** a better buying and owning experience.

**YOU WANT** Passport.



**When you want  
to be moved by an  
irresistible power.**

**Surrender to the Impulse.**

**A sleek and sinewy machine that wraps around you like a second skin.**

**That reads your every impulse instantly. And handles each without a hint of hesitation.**

**This is the irresistible nature of a new kind of sports coupe. It is called the Isuzu Impulse.**

**Here is a driving machine designed like no other. For it is flawlessly engineered from the inside out, around the heart and soul of the car. You, the driver.**

**We know you want it. And we made it the way you want it.**

**Affordable.**

**Why resist the Impulse. Read on.**

**Isuzu  
Impulse X5**



Responsiveness. That's the word that describes the Isuzu Impulse. Responsiveness unsurpassed in a coupe of its class.

And that's not surprising when you consider this car's breeding. For Impulse handling is the brainchild of Britain's legendary Lotus engineers. The same automotive expertise that engineered 72 Grand Prix victories and 6 world championships.

When you test drive the Impulse, you'll know why. It corners with effortless agility, remaining ever stable on its Lotus-tuned suspension.

But the "Handling by Lotus" badge the Impulse wears was not easily won. "This badge," says Roger Becker, Lotus' Chief Engineer, "is never given lightly. It denotes a particular level of performance achievable only by Lotus engineers." To earn it, the Isuzu Impulse introduced

a whole new level of handling to the sports coupe world that puts the driver in touch with his car as never before.

The nerve center of the Impulse is an L-Arm independent front suspension system that seems to sense the driver's every move.

Power rack and pinion steering, rendered even more accurate by a cross member module front suspension rarely found on front wheel drive, gives you sure command behind the wheel. And low pressure, gas-filled shocks up front, virtually paste tires to the road.

Rear suspension mates multi links with gas-filled Macpherson struts for a 4-wheel steer feel. Add a strut-mounted rear stabilizer bar and even the most unforgiving corners are easy to tame.

The Isuzu Impulse XS has a grip like glue. For Impulse

rides on low profile Bridgestone tires. As the rubber hits the road, an on-board computer reads engine conditions continuously directing the muscle of Impulse's 130 horsepower plant.

A high revving, 16-valve, belt drawn Dual Overhead

## THE ISUZU IMPULSE XS

Cam engine is the force that moves the Isuzu Impulse XS. Its power is considerable. With its multi-port fuel injection directed by a smooth 5-speed synchronized transmission that takes the Impulse XS from 0 to 60 in a scant 8.2 seconds.

And the power never fails. Triple layer connecting-rod bearings, usually exclusive to race cars, keep the power flowing at top engine speeds.

Engine power is well

matched by stopping power on the Impulse with 4-wheel power disc brakes that respond so quickly they seem to read your mind.

But every detail of the Isuzu Impulse is designed for effortless, efficient performance. A wide track stance, lowered head-lamps, subtle side skirts and an integrated rear spoiler - all have sculpted Impulse into an aerodynamic bullet. Even door handles are hidden away lest they inhibit the flow.

The cockpit of the Impulse is spacious. The seats are contoured, comfortable and ergonomically correct with high-performance recliners up front; and fold-down convenience in back.

Windows offer wrap around visibility that is commanding.

Everything feels right in the Isuzu Impulse. Instru-

ments, controls, and simple analog gauges are situated where you want them. They're easy to look at, easy to read, easy to find.

For example, the remote rear hatch and fuel lid release are on the driver's left - where they belong.

The Isuzu Impulse XS gives you so much of what you want in a sports coupe, including 14" aluminum wheels, there are few options left to consider. You can choose an electronic four-speed automatic transmission with lock-up clutch. And there's an option package that includes fog lamps, power

windows and door locks and air conditioning.

That's about it. Except for the price.

It takes very little to put you in the driver's seat. Behind the wheel of one of the most responsive sports coupes on the road. When you see how little, you'll respond. Very positively.

**The Impulse XS. Design by Isuzu. Handling by Lotus. With all the resources of GM behind it.**

**That's the best the world has to offer. And that's Passport.**

We know what you want. And we want you to have it.



### 1991 ISUZU IMPULSE XS 2-DOOR COUPE SPECIFICATIONS

#### DIMENSIONS - MILLIMETERS (INCHES)

INTERIOR FRONT	REAR cont.	EXTERIOR cont.	CAPACITY cont.
Headroom 952 (37.5)	Legroom 771 (30.4)	Width 1694 (66.7)	Rear seat folded 619 (21.9)
Legroom 1113 (43.8)	Shoulder room 1301 (51.2)	Overall height 1298 (51.1)	Fuel tank L (Imp. gal.) 47 (10.4)
Shoulder room 1354 (53.3)	Hip room 1084 (42.7)	Tread width front 1430 (56.3)	<b>FUEL ECONOMY 1991 preliminary estimates L/100 km mpg</b>
Hip room 1292 (50.9)	Wheelbase 2450 (96.5)	Tread width rear 1405 (55.3)	5-speed man. City 9.2 (31)
REAR Headroom 810 (31.9)	Overall length 4216 (166.0)	<b>CAPACITY</b> L (cu. ft.) 311 (11.0)	Hwy. 6.6 (43)
			4-speed auto. City 10.2 (28)
			Hwy. 6.8 (41)

#### MECHANICAL

- engine: 4-cylinder, 16 valve, 1.6L, double-overhead camshaft with multi-port fuel injection
- 130 horsepower @ 6800 RPM
- transmission: 5-speed manual; optional 4-speed automatic with shift interlock

- front-wheel drive
- steering: power rack-and-pinion
- four-wheel steering feel
- brakes: power discs (ventilated front, solid rear)
- suspension: four-wheel independent, with Lotus tuning
- front - L-arm independent; low pressure gas shocks
- rear: gas-filled Macpherson struts with multi-link

#### OTHER

- tachometer, fuel, oil pressure, temperature gauges
- speedometer with trip odometer
- seats: Scotch guard coating
- AM/FM/cassette stereo with 4 speakers
- halogen headlights with semi-concealed pop-up covers
- daytime running lights
- dual electric remote-controlled mirrors
- aluminum wheels with steel-belted radial tires P185/60 R14



**When you want**

**to feel in control**

**under any conditions...**

**Feel the power of an Impulse.**

**The new Impulse RS.**

**A potent, predictable machine that puts you in command as never before.**

**An all-wheel drive Impulse that gives you an all-new level of control.**

**Anytime. Anywhere.**

**Under any conditions.**

**A car that has the capability to take tight corners with the feel of a Formula race car.**

**A car that covers wet pavement with the swiftness and agility of a sure-footed cat.**

**A car that does it all with effortless ease. For, like its prestigious forerunner, the new Impulse RS is designed to be what every well-engineered car should be. A natural extension of you, the driver. Ever ready to respond to your slightest touch.**

**The new Impulse RS. Everything you really want in a car. Including a very desirable price.**

**Follow your impulse to its natural conclusion. Read on.**

**Isuzu  
Impulse RS**

The handling of the original Impulse XS has been judged by the automotive world. And been found impressive. Kudos from the press include everything from "totally responsive" to "delightfully controllable." And its effortless cornering has been described as "hard, fast and flat, just like a race car."

Now, with the all-new, all-wheel drive Impulse RS, Isuzu pushes that control to the limit. This hard-charging partner to the responsive Impulse XS was built to take tighter corners with maximum control under a variety of road conditions. And to do it safely, surely and with effortless efficiency.

## THE ISUZU IMPULSE RS

In all respects, the new Impulse RS succeeds admirably.

**The new all-wheel drive system, created by Isuzu for this formidable little car, is a true miracle of 4-wheel drive engineering. Two viscous clutches, stationed at both rear and center differentials, spread**



torque out through the car to provide maximum traction on low-traction surfaces. Even when roads have become slippery, at least one wheel of the tenacious Impulse RS is more likely to maintain a sure grip compared to a front wheel drive vehicle.

This exceptional drive system is mated to a suspension system, developed by Isuzu and tuned to hair-trigger responsiveness by Lotus. A more rigid front suspension combines with a specially-synchronized rear suspension to give the Impulse RS cornering capabilities that are similar to Formula racers in sureness and flat-out agility.

**The "handling by Lotus" badge worn by the Impulse RS is hard-earned proof from a world-famous authority that this car not only offers outstanding cornering ability, but superior overall handling as well.**

Like the Impulse XS, the new Impulse RS rides on low-profile Bridgestone tires that add to its glue-like grip on the road. An on-board computer monitors the engine constantly, directing the flow of the car's considerable power.

**A turbo-charged version of the acclaimed Isuzu 16-valve, belt-drawn, Dual Overhead Cam engine is the heart of the new Impulse RS. It pumps out an impressive 160 hp at 6,600 rpm. And with its multi-port fuel injection, guided by a synchronized 5-speed transmission, it**

can take the RS from 0 to 60 in 7 seconds flat.

**And the stopping power of the Impulse RS is equally impressive. Thanks to its four-wheel, power disc, anti-lock braking system, sudden surprises are easy to manage. The new Impulse can stop surely and safely under the toughest braking conditions - even on slick roads - responding instantly to the lightest touch.**



The Impulse RS shares the wide-track stance, the wrap-around visibility, the distinctively lowered headlights, subtle side skirts and integrated rear spoiler that have made the Impulse XS a model of aerodynamic styling. And of 2+2 style.

Inside, the Impulse RS offers the same comfortable,

spacious, driver-centered cockpit as the XS - with the added attraction of Sports Bucket seats up front.

**Controls and instruments are easy to reach in the Impulse. Gauges are**

**easy to see and easy to read, and include a tachometer, trip odometer, temperature, oil pressure, voltmeter and turbo boost gauges.**

**In fact, the Impulse RS**



**comes loaded with the features you want most in a sports coupe, including 15-inch aluminum wheels. It also offers halogen headlights and daytime running lights. And it has some built-in extras that just might surprise. Air conditioning, fog lamps, power-window and door locks, and AM/FM stereo cassette are all standard on the Impulse RS.**

An options package is available which allows you to add an electric sunroof, cruise control and a driver's air bag if you choose. And just wait till you see the sticker price.

It will tell you that the car you really want is the car you can afford.

The new Impulse RS. Engineered by Isuzu. Suspension tuned by Lotus. Backed by GM. And brought to you by Passport.

We know what you really want. And we want you to have it.



### 1991 ISUZU IMPULSE RS 2-DOOR COUPE SPECIFICATIONS

#### DIMENSIONS - MILLIMETERS (INCHES)

INTERIOR FRONT	REAR cont.	EXTERIOR cont.	CAPACITY
Headroom 952 (37.5)	Legroom 771 (30.4)	Width 1694 (66.7)	L (cu. ft.) Rear seat up 311 (11.0)
Legroom 1113 (43.8)	Shoulder room 1301 (51.2)	Overall height 1298 (51.1)	Rear seat folded 619 (21.9)
Shoulder room 1354 (53.3)	Hip room 1084 (42.7)	Tread width front 1430 (56.3)	Fuel tank L (Imp. gal.) 47 (10.4)
Hip room 1292 (50.9)	EXTERIOR Wheelbase 2450 (96.5)	Tread width rear 1405 (55.3)	<b>FUEL ECONOMY</b> 1991 preliminary estimates L/100 km (mpg)
REAR Headroom 810 (31.9)	Overall length 4216 (166.0)		5-speed man. City 10.9 (26) Hwy. 7.6 (37)

#### MECHANICAL

- engine: 4-cylinder, 16 valve, 1.6L, double-overhead camshaft with multi-port fuel injection, turbo charged inter-cooled
- 160 horsepower @ 6600 RPM
- transmission: 5-speed manual
- All wheel drive
- steering: power rack-and-pinion
- four-wheel steering feel
- brakes: power discs (ventilated front, solid rear), four-wheel anti-lock brakes
- suspension: four-wheel independent, with Lotus tuning
- front - L-arm independent; low pressure gas shocks
- rear: gas-filled Macpherson struts with multi-link

#### OTHER

- tachometer, fuel, oil pressure, turbo-boost, temperature gauges
- speedometer with trip odometer
- seats: Scotch guard coating
- AM/FM/cassette stereo with 4 speakers
- halogen headlights with semi-concealed pop-up covers
- daytime running lights
- dual electric remote-controlled mirrors
- aluminum wheels with steel-belted radial tires P205/50VR15
- Air conditioning
- Power windows and doors
- Optional package: electric sunroof, cruise control, driver's side air bag



**When you want**

**flat-out performance**

**in a 4-door sedan...**

**Meet the new Stylus.**

**It gives you the six-cylinder engine, the feather-light handling and the sleek, streamlined looks of a spirited sports car.**

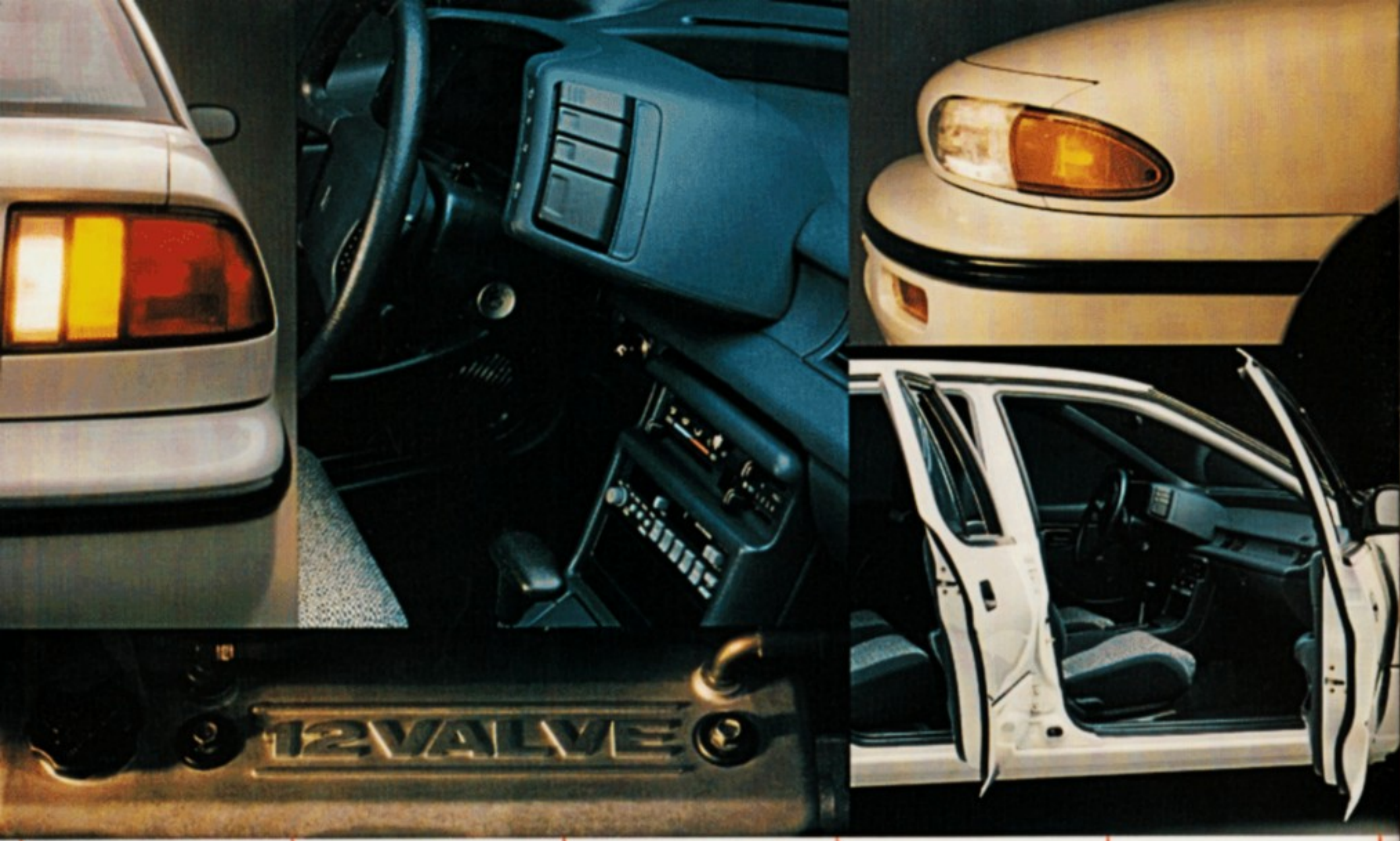
**And it gives you the 4-door convenience, the solid comfort and the adult-sized room of a family sedan.**

**In one beautifully-balanced machine. At one very affordable price.**

**The new Stylus 4-door sedan. Now, the family sedan you need and the sports car you really want are the same car.**

**Find out how exciting a family car can be. Read on.**

**Isuzu  
Stylus**



Swift and agile enough to keep up with the sports cars, yet solid and roomy enough to carry a family in style.

That's the new Isuzu Stylus 4-Door Sedan.

Built by Isuzu, Japan's first car maker, the Stylus represents a new concept in automotive design. This is no half-hearted, compromise car. Performance has been engineered into the Stylus from its inception.

Its engine, alone, is evidence of that. This hot, new 1.6-Liter, belt-driven, Single Overhead Cam engine was developed for the Stylus S by Isuzu, and it puts muscle to spare under the car's hood. Three valves, instead of the conventional two, give Stylus a superior intake/exhaust efficiency, a characteristic that separates high-performance engines from the power-hungry pack. And with a smooth, 5-speed manual transmitting

its power, the Stylus goes from "standing still" to 60 mph in just 9.5 seconds.

A fuel-conscious, 3-speed automatic is also available on the Stylus S, with a new shift interlock system.

**But good performance in a car means more than just power. It means easy, responsive handling, too. And the new Stylus delivers on both counts. Both the S and XS models ride surely on four-wheel independent Macpherson strut suspension with front L-arm and rear multi-links. And just the lightest touch to the steering wheel can soften a sharp corner or smooth out a twisting road in the Stylus sedan.**



Braking is equally effortless. Power disc brakes up front and performance-proven drums in the rear give the Stylus S sure, safe, controllable stops in an instant.

Stylus has more than the feel of a sports car. It has the

## THE ISUZU STYLUS

look and aerodynamic lines of a sports car, too. A sleek, capsule-shaped body, reminiscent of the Impulse, is used on the Stylus. A grille-less front end, graphical windows and lamps flush to the surface accentuate its clean, fresh, distinctive styling. From every view, the

Stylus tells you that this is no ordinary 4-door sedan.

And inside, that feeling continues.

The cockpit-like interior of the Stylus is spacious, roomy and exquisitely comfortable. Door handles seem to disappear into door panels. Colours and fabrics are subtle, tasteful and beautifully-coordinated. Switches and controls fall readily to hand. And gauges are arranged in easy-to-read clusters.

Seats are comfortable, contoured, reclining buckets up front.

And the generous rear seats – with plenty of hip, shoulder and leg room – leave no doubt that the Stylus is a true sedan in terms of passenger comfort.

**The Stylus S offers a beautiful balance of performance features and sedan convenience in one car.**



**For drivers who want to shift the emphasis a little more to the performance side of this quotient, Isuzu offers the spirited Stylus XS. The XS is powered by the 16-valve, belt-driven, Double-Overhead Cam, multi-port, fuel-injected engine that powers the Impulse. It sports triple layer connecting rod bearings to handle high engine**

**speeds with the efficiency of a race car. And its suspension system has been tweaked to perfection by Britain's legendary Lotus engineers, earning it the much-envied "handling by Lotus" badge it wears. And sure stopping power is provided by 4-wheel disc brakes.**

Both the Stylus S and the Stylus XS offer the reassurance of an energy-absorbing front end, that crumples on impact, to enhance the safety of driver and passengers. And safety features such as daytime running lights, rear-seat shoulder and lap belts and child-proof rear-door locks.

Both S and XS models

have been armored against Canadian winters with extensive corrosion protection.

Some areas have received as many as nine separate protective treatments.

And both come with the additional protection of a comprehensive 3-year/80,000 km Passport Protection Plan that covers the entire vehicle, except for tires and maintenance parts, from front to back.

The Isuzu Stylus S. Or the Stylus XS. The solid, sensible 4-door sedan you need with the soul of the sports car you really want. And a sticker price that will make you smile.

Built by Isuzu. Backed by GM. Brought to you by Passport. We know what you really want. And we want you to have it.



### 1991 ISUZU STYLUS S, XS, 4-DOOR COUPE SPECIFICATIONS

#### DIMENSIONS – MILLIMETERS (INCHES)

INTERIOR FRONT	REAR conf. room	EXTERIOR conf. Tread width front	FUEL ECONOMY 1991 preliminary estimates L/100 km (mpg)
Headroom 990 (39.0)	Shoulder room 1340 (52.8)	1430 (56.3)	1.6L SOHC 5-speed man. City 7.7 (37) Hwy 5.8 (49)
Legroom 1110 (43.3)	Hip room 1324 (52.1)	Tread width rear S 1401 (55.2) XS 1405 (55.3)	3-speed auto. City 8.4 (34) Hwy 6.6 (33)
Shoulder room 1360 (53.5)	Wheelbase 2450 (96.5)	<b>CAPACITY</b> L (cu. ft.)	1.6L DOHC 5-speed man. City 9.2 (31) Hwy 6.6 (43)
Hip room 1304 (51.3)	Overall length 4190 (165.0)	Rear seat up 320 (11.3)	
REAR Headroom 961 (37.8)	Width 1677 (66.0)	Fuel tank L (Imp. gal.) 47 (10.4)	
Legroom 810 (31.9)	Overall height 1372 (54.0)		

#### MECHANICAL

- engine: S: 4-cylinder, 12 valve, 1.6L, multi port fuel injection ● 95 HP @ 5800 RPM; XS: 4-cylinder, 16 valve, 1.6L, double-overhead camshaft with multi-port fuel injection ● 130 HP @ 6800 RPM ● transmission: 5-speed manual; optional 3 speed auto. with shift interlock (S only) ● front-wheel drive ● steering: power rack-and-pinion ● four-wheel steering feel (XS) ● brakes: S: front disc/rear drum; XS: four-wheel discs ● suspension: four-wheel independent ● Lotus tuned suspension (XS) ● front - L-arm independent; low pressure gas shocks (XS) ● rear: gas-filled Macpherson struts with multi-link (XS)

#### OTHER

- tachometer, battery voltage gauge, oil pressure, temperature gauges (XS)
- speedometer with trip odometer ● Scotch guard coating ● AM/FM cassette stereo with 4 speakers ● halogen headlights
- daytime running lights ● mirrors: dual (S); dual electric (XS)
- aluminum wheels with steel-belted radial tires P185/60 R14 (XS) ● child-proof rear door locks ● remote opening hatch and fuel filler door (XS)
- styled wheel covers with steel belted radials P175/70R13(S)



**We know what you really want.**



**Backed by the worldwide resources of General Motors.**

**Passport Answer Line 1-800-263-1999**

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