



Genesis Coupe



Hyundai Motor Company
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GEN. LHD 1008 ENG
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THIS IS THE MOMENT



SLEEK, STRONG AND READY FOR ACTION





THE STUFF OF DREAMS 6.5 SEC 0 >>> 100km/h



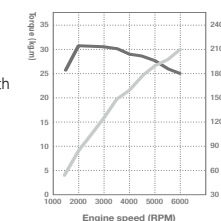
IN CELEBRATION OF SPEED

- A. Dual CVT
- B. Turbo charger
- C. Theta 2.0 TCI
- D. Lambda RS 3800 V6



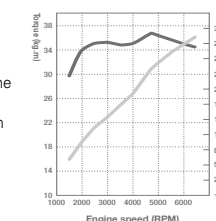
2-litre turbo

Hyundai's 2-litre four-cylinder Theta engine has been further enhanced with the aid of an advanced turbocharger to produce 210PS at 6,000rpm and torque of 30.5kg.m at 2,000rpm.



3.8-litre V6

And if that's not enough performance for you, the latest 3.8-litre version of the Lambda V6 turns out a mighty 303PS at 6,300rpm and 36.8kg.m of torque at 4,700rpm.



Do not be deceived by the stunning, aerodynamic lines of the Genesis Coupe. This model has substance to match its style, thanks in part to a pair of advanced engines that generate the sort of power performance car drivers seek. The output of the 3.8-litre Lambda V6 has been increased with a version known as the RS – for Rear-drive Sport – that produces a tantalising 303PS. The equally impressive alternative is the 2-litre turbo Theta four-cylinder with 210PS available on demand. Both engines put the Genesis Coupe in the big league.

The numbers, though, tell only part of the story. The light aluminium alloy construction of both engines helps to improve the Genesis Coupe's power-to-weight ratios – and therefore its performance on the road. Dual continuously variable valve timing and four valves per cylinder aid gas flow, combustion and efficiency. Long hours of painstaking development in the laboratory and on the test track ensure top levels of performance, refinement and durability. Driving is believing, though. Come and push the starter button for yourself.



THE BALANCE OF POWER

There can be no compromises when the aim is to achieve high performance driving satisfaction. In this pursuit of perfection, Hyundai engineers created a superlative specification for the Genesis Coupe. Take a closer look. Its potent engines require traction, braking, road holding and handling of the type necessary on a racing car. To accomplish this, Genesis Coupe has an all-new chassis layout with a front-mounted engine that drives the rear wheels via a limited slip differential

(optional) and a choice of manual or automatic transmissions. The Multi-link McPherson strut front suspension and the multi-link rear suspension both utilise gas-filled shock absorbers and a stabiliser bar. Large diameter, all-disc brakes equipped with electronic anti-locking produce an exemplary stopping performance. And the overall result? The driving dynamics of Genesis Coupe are a thrilling blend of balance, grip, tautness and response.

- A. Multi-link McPherson strut front suspension
- B. Multi-link rear suspension
- C. 6-Speed automatic transmission
- D. 6-Speed manual transmission



Six-speed automatic
The H-matic in sports mode guarantees driving fun for buyers of the Lambda V6 version who prefer automatic transmission. The gear shift is located close to the driver's hand for slick changes and easy handling.

Six-speed manual
The standard manual transmission for both the V6 and the 2-litre turbo is a six-speeder equipped with softer and smoother shift feeling for high performance.



Limited-slip differential
Under wheel-spinning acceleration or on slippery surfaces, an optional Torsen limited-slip differential divides the engine output evenly between the driven wheels for maximum grip and directional stability. The unit gets its name from its TORque-SENsing ability.

Rear-wheel drive
The all-new chassis of the Genesis Coupe locates the engine between the front wheels, but it drives the rear wheels via the transmission, prop shaft and limited slip diff. The layout produces an ideal front/rear weight distribution for this type of vehicle of 55/45 percent.





GO, WHERE THE MOOD OF THE MOMENT TAKES YOU



A detailed view of the interior of a Genesis Coupe at night. The image shows the driver's side, including the leather-trimmed seat, the steering wheel with the Genesis logo, the instrument cluster with blue-lit gauges, the center console with a gear shifter and handbrake, and the passenger side with a digital display screen. The car is parked on a street with city lights and palm trees visible in the background.

TIME FOR THE ADVENTURE TO BEGIN

Slide into the contoured, leather-trimmed seat. Note the way the door clunks shut in a solid, easy action. Adjust the seat and steering wheel to suit your driving position. Fine-tune the mirrors. Observe the way in which the gearshift and other controls fall to hand. Pause for a moment to admire the

interior's sharp, modern styling. Feel the surfaces of the component materials. Notice how beautifully they are fitted together. Think of your destination and how you will get there. This is the magic moment. It is time to unleash all those captive, eager horses. This is the world of the Genesis Coupe.



STYLE THAT PROMISES DRIVING PLEASURE



A



B



C



D

- A. Dual cylinder-type instrument cluster
- B. AUX, USB and iPod terminal
- C. Infinity speakers
- D. Smart key holder

The view of the cockpit from the driver's seat is one of polished poise and elegance. Trimmed predominantly in matt black and contrasting satin and chrome silver, the design incorporates a driver-focused dual cylinder-type instrument cluster. It is a daily reminder that this car combines high performance energy with refined good taste. The Genesis Coupe is also particularly well equipped. Among its many comfort and convenience features are a built-in port for an MP3 player, an impressive sound system that comprises eight Infinity speakers and an amplifier, an electronic 'smart' key that governs the ignition system and door locking from the driver's pocket or purse.





Safety power sunroof

The welcoming ambiance inside the cabin was created by applying strict design disciplines to an inspired concept. The Genesis Coupe's primarily role as a very sporty two-seater with occasional accommodation for four people dictated the car's compact, low-slung shape. Its rear-wheel drive mechanical layout and short front and rear overhangs placed further restrictions on what the interior designers and engineers could achieve. The miracle they honed, though, is

evident in the beautifully crafted driving cocoon that you see here. Nothing has been overlooked. The comfort of the seating is a given; even the rear seats offer surprisingly generous head and knee room. The level of standard equipment is generous for a car of this type. And there is the flawless artistry of the detailing, manifest in the tactile surfaces, the flush-fitting switches, the neat cubby holes and the chrome-coated, floor-mounted accelerator pedal.



Bucket seats to suit you

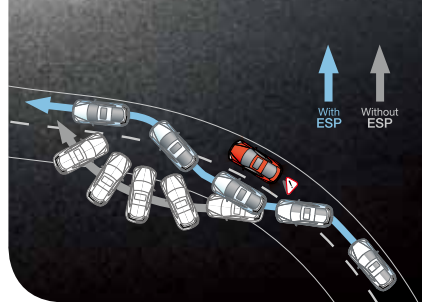
The fully adjustable front bucket seats are shaped to hold the occupants in place when cornering generates strong lateral forces. The seats and other parts of the interior are available in a number of colours and materials, which include leather and fabrics.



ALL THE COMFORTS OF HOME



DRIVING AMBITION



CONFRONTING THE LAWS OF PHYSICS

Corner in confidence

Slippery road surfaces and generous power outputs are not the two opposing forces they once were thanks to the sophisticated wizardry of ESP, or electronic stability programme. ESP keeps the car on line in a corner by simultaneously applying the brakes or reducing power to individual wheels.

The best of brakes

A high performance car like the Genesis Coupe needs high performance braking ability. This car has it. The all-disc brakes are ventilated at the front and equipped with ABS, or electronic anti-locking system.

Safety sense

The car's front engine/rear-drive layout and low centre of gravity aid balance and handling at high speed. The six air bags are ever-ready in case of an accident. So, too, are strengthened side beams in the doors.

Active headrest

Whiplash injury is a common outcome for anyone whose car is rear-ended. The risk is reduced in the Genesis Coupe, whose front head restraints automatically adjust to reduce the gap to the occupant's head.



The Genesis Coupe cannot overcome the laws of physics. However, it can, and does, challenge them thanks to its engineering integrity and the extensive use of electronic controls that constantly monitor and maintain the car's functions. An inert mass like a car needs force to move it; the Genesis Coupe's engines produce plenty of that. It generates tremendous lateral forces when zipping through corners at speed; the car's low centre of gravity, all-independent multi-link suspension and balanced front/rear weight distribution ensure directional stability at all times. And to bring the

speeding mass to a controlled stop requires force of a different kind; the Genesis Coupe's brakes perform that task in exemplary fashion. Unfortunately, another type of force can be involved in motoring today – that caused if a car is involved in an accident. The Genesis Coupe has an equally impressive performance from the safety perspective. The rigid safety cell around the passengers, the crumple zones, the stiffened side beams and the six air bags help protect the occupants in worst possible scenarios.

GENESIS COUPE : A NEW STAR IS BORN



MORE GENESIS COUPE



HID headlamps

High intensity discharge headlamps have greater forward projection and broader lateral illumination than traditional lamps. They also consume less power and live longer.



Mirror turn signals

A series of lamps built into the front of each exterior mirror cover acts as an additional safety aid when manoeuvring the car.



Parking sensors

Distance sensors are embedded into the rear bumper. They produce a warning sound for the driver if the car becomes close to a hidden obstruction.



Automatic air conditioning

With the fully automatic air conditioning, simply set the temperature and the system will perform its tasks whatever the weather conditions outside.



Manual air conditioning

The performance of the standard air conditioning system is similar to that of the fully automatic version but requires manual adjustments for temperature and fan settings and air flow directions.



Audio by Infinity

For the ultimate sound performance: the AM/FM radio, MP3 player and six-disc CD changer are equipped with a 360-watt Infinity system with eight-speakers in eight locations.



In-car entertainment

Even the base models feature advanced, top quality audio systems complete with AM/FM radio, MP3 player facility, compact disc player and six speakers.



Fingertip controls

As an added safety feature, there are fingertip controls on the steering wheel for the audio system and the cruise control.



Power window switch

One touch auto up & down power mirrors have been adopted for both windows enhancing convenience.



Cupholder and ashtray

Positioned in the center, the dual cupholder is adjustable for various cup sizes and is easy to reach.



Multi-function display

An electronic read-out provides information about the audio system, time, climate control settings and temperatures inside and outside the car.



Engine start button

Smart Key is applied as optional for customer's convenience and luxurious feeling.



Chrome-coated pedals

For better driver comfort and feel, organ type pedals have been implemented.



19-inch alloy wheel

A hyper-silver finish distinguishes the larger 19-inch light aluminium alloy wheel, which has rim sizes of 8.0J (front) and 8.5J (rear).



18-inch alloy wheel

The standard 18-inch light aluminium alloy wheel has rim sizes of 7.5J at the front and 8.0J at the rear.

INTERIOR TRIMS



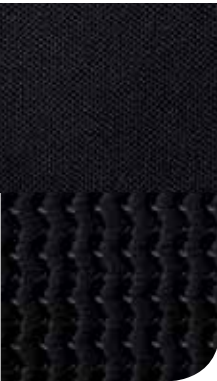
BROWN LEATHER



BLACK LEATHER



BLACK LEATHER & RED CLOTH



BLACK CLOTH

EXTERIOR COLORS



CERAMIC WHITE
NAA



SLEEK SILVER
NCA



BLUE DIAMOND
NEA



BLUE SAPPHIRE
NHA



SUPER RED
NGA



DYNAMIC YELLOW
NFA



LIME GREEN
NJA



GRAY TITANIUM
NDA



SPACE BLACK
NBA

SPECIFICATIONS

Type	3.8 V6 DOHC	2.0 TCI
Displacement (cc)	3,778	1,998
Bore x Stroke (mm)	96.0 x 87.0	86.0 x 86.0
Compression ratio	10.4	9.4
Max. power (ps/rpm)	303 / 6,300	210 / 6,000
Max. torque (kg.m/rpm)	36.8 / 4,700	30.5 / 2,000
Fuel tank capacity (liter)	65	65

- On leaded fuel engines, power & torque figures vary in accordance with local fuel and climate characteristics.
- Please ask your dealer for available engines.

Suspension	Front	Multi-link McPherson strut with Ø24 anti-roll stabilizer bar
	Rear	5-link independent rear suspension with Ø29 anti-roll stabilizer bar
	Shock absorber	Gas shock absorber with tube
Steering wheel	Type	Power steering wheel
	Power assisted	Hydraulic
	Overall steering gear ratio	14.9
	Steering wheel turn (Lock to lock)	2.67
Brakes	General	Dual-diagonal, split-circuit, power-assisted braking system with EBD
	Front	Ø320mm x 28t ventilated disc, 1 port-caliper brake with pad wear warning device
	Rear	Ø314mm x 13t ventilated disc, 1 port-caliper brake with pad wear warning device

- Some of the equipment illustrated or described in this catalogue may not be supplied as standard equipment and may be available at extra cost.
- Hyundai Motor Co. reserves the right to change specifications and equipment without prior notice.
- The color plates shown may vary slightly from the actual colors due to the limitations of the printing process.
- Please consult your dealer for full information and availability on colors and trims.

DIMENSIONS

unit : mm

