



600

FORNASARI 600

600 represents the starting point of Fornasari cars' production.

Derived from the car which raced worldwide in the Rally Raid competitions, 600 is still a unique car in terms of performances both on- road and off-road: an AWD sports car to drive on sand as much as on snow and ice or in a race track.

Fast and aggressive as an high-speed GT, safe and comfortable as 4X4 SUV vehicle.

The heart consists of the latest generation of engines by General Motors as reviewed by Fornasari in the U.S.

The car is available in different motorizations, from 500 to 750hp, 6.2 or 7.0 liters 8V cylinders.

Recently Fornasari introduced also a new 3.0 liters Turbo Diesel V6 – 250hp. The gearbox is a 6-speed manual or automatic.

The traction is integral all wheels drive (AWD): 2WD traction can be requested too.

Power gets transmitted to the wheels in three different ways: by a central viscous joint 38/62, standard 40/60, or with reduced gears.

Standard rims and tires are 20", but customers can choose from 16" (races) up to 23".

The steel piping chassis components assures an extraordinary lightness and versatility, as well as the composite body.

The car weight is only 1650kg. These features make 600 a car with no equals in the marketplace,

able to reach a top speed of almost 300Km/h and to accelerate from 0 to 100Km/h in less than 4 seconds.





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DESIGN

The 2-doors body gives the car a sporty and aggressive design: the soft and plain lines avoid any stylistic frill, aiming at the highest level of functionality.

The compact size (440 cm length by 206 cm width and 167 cm height) makes the overall aspect finer.

The front makes no resistance to the wind, despite a bonnet of over 4 square meters derived from the racing cars.

Wide as a sail, it shows the mechanics: a mass of noble technological materials like aluminium and carbon, all framed in light though very strong chrome pipes. A quite high belt line does not avoid the full visibility from inside, while the pavilion closes up behind passengers in a way that remarks the power of the wheel-track.

The door width gets to 140cm in order to let people in and sit in the back seats easily.

This means that 5 people can feel comfortable in the large space they find inside.





THE TOP OF CUSTOMIZATION

Customization is a must. No colour range is taken for reference.

Both interior and exterior views are determined according to the clients' taste.

The most exclusive and even the most eccentric materials find their right place.

Everything may be required and satisfied: Formula breaks, suspensions ready to win the Dakar or the Grand Prix, hand-hammered body in carbon or aluminum, and even 18" rims or the 23" dizzy 'rings', which can be combined with tires for either desert sands or high-speed circuits.

INTERIORS

Interiors are in leather and aluminium, with details sometimes recalling the past (as for the ashtray inspired to the old fashioned deluxe cars) combined with advanced multimedia accessories. There are 5 large seats inside, with the back seat that can be split.

The loading capability is noteworthy for a car showing so much of a sporting attitude without forgetting the undeniable needs of modern life. All that recalls of the genuine hand made cars. That's why we can find hand hammered and satin aluminium, hand-sewn seams in the leather, pure woollen fitted carpet with leather borders, pedal controls and other parts of the console crafted with care as unique pieces.

Instruments are rounded in shape and the metallic pointers are hand balanced, enriched by all those led lights so familiar to the collectors.







MECHANICAL

The car size is imposing: a real maxi SUV. Desert wheel-tracks, an American wheel-base, a remarkable height from the ground, a top-class maximum travel of suspensions, ideal in/out angles, a feather-weight, power distribution on both axes as for GT and load distribution near to 50/50. Its small rolling and pitching allow for smooth driving, while both the power and engine elasticity let you forget to be inside a 4 seats' car. Power gets transmitted to the wheels by means of a central viscous joint releasing a 60% to the back limited-slip differential, while leaving the 40% power left to balance the front differential.

THE CHASSIS

The car's skeleton consists of a special steel piping chassis in molybdenum-chrome that means a real space-frame in a 4-5 users' model adaptation. More than 450 pipelines go across in order to obtain stiffness and torsion capability with a weight of less than 150 kg. The suspension triangles are equal on the four sides and allow the perfect control of the geometrical work. The suspensions travel of 240 mm has been studied so as not to affect or change in any extent the geometrical configuration, as it had been set.

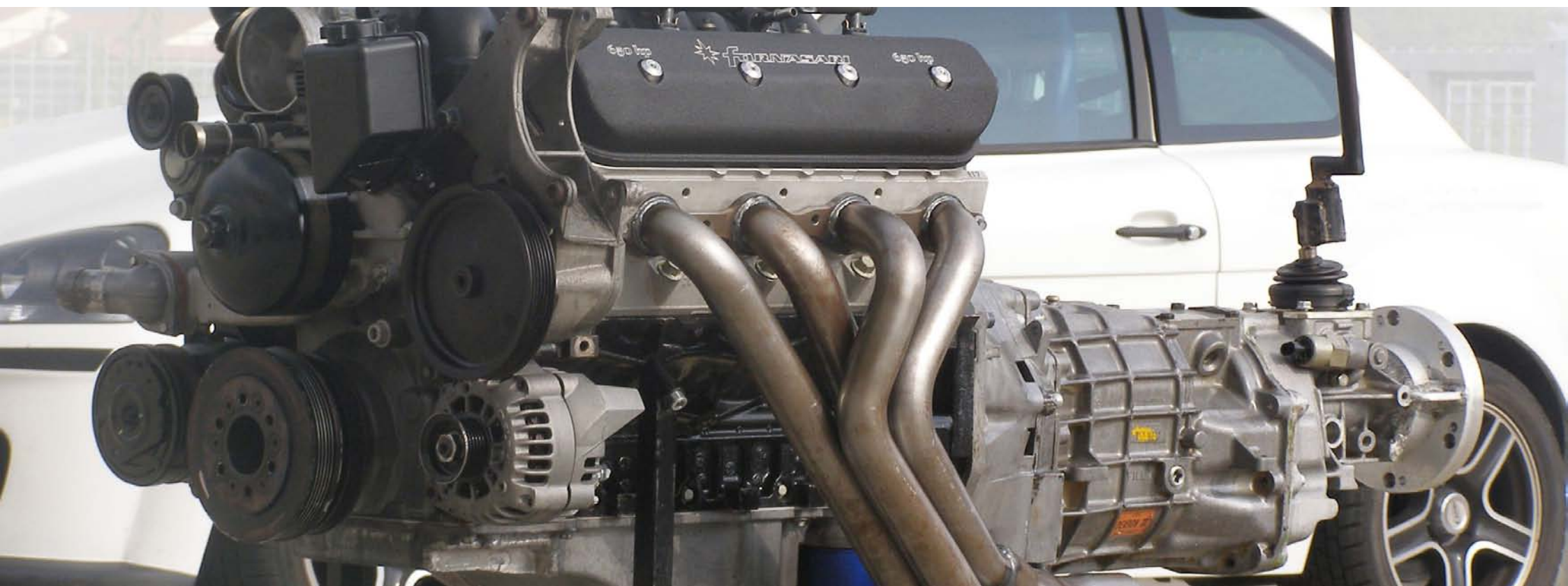




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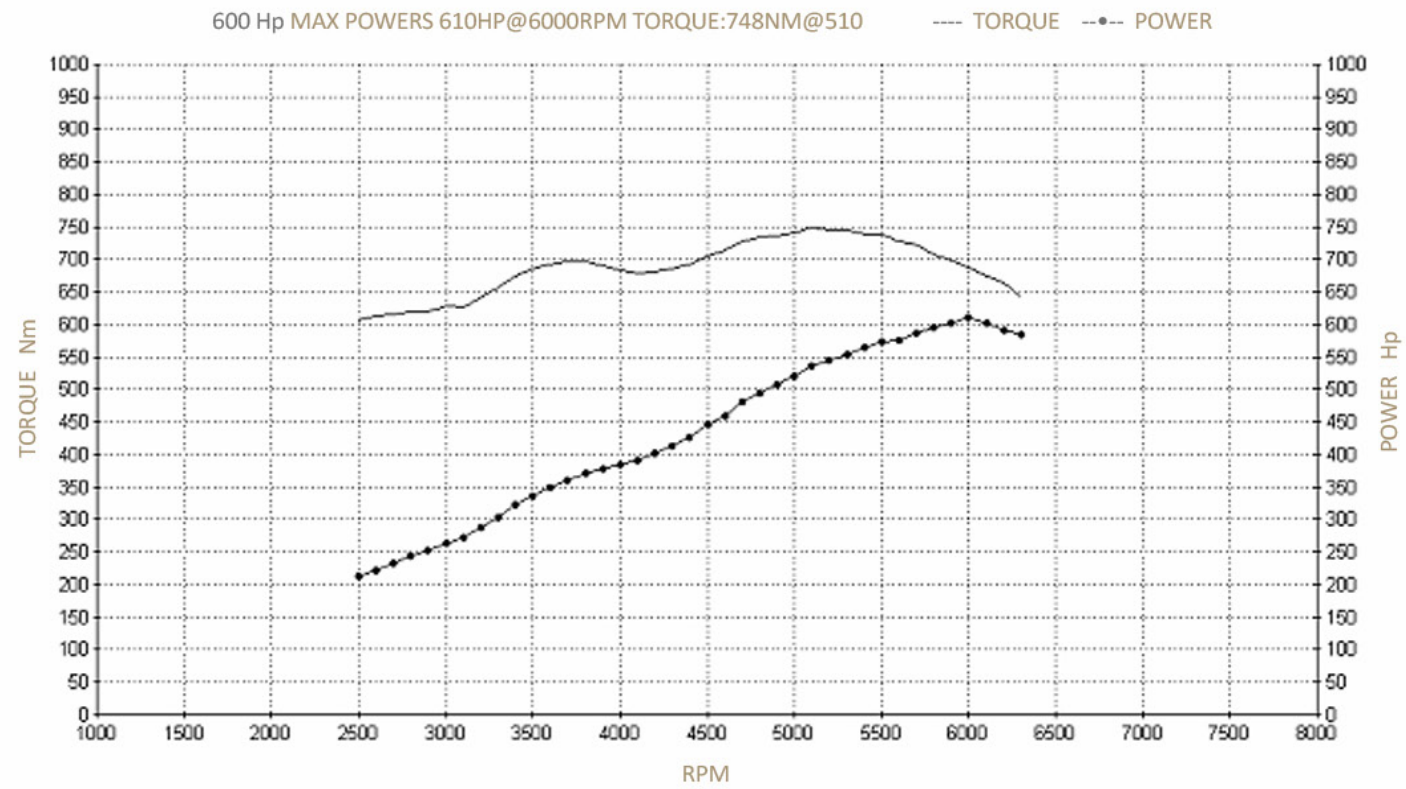


THE ENGINE

The heart consists of the latest generation of engines by General Motors' as reviewed by Fornasari in the U.S. The result is a light but reliable complex all built in aluminium. Sparing of consumption, in compliance with law about gas emissions puts no limits to power exploitation, which comes to be underlined by great values of torque.

	TD	LS3	LS7	LS9	LS9
Engine:	3.000cc V6	6.200cc V8	7.000cc V8	6.200cc V8	6.200cc V8
Power:	250Cv @ 4000g/min	500Cv @ 6200g/min	550 Cv @ 6500g/min	650Cv @ 6500g/min	750Cv @ 7000g/min
Torque:	550Nm @ 2000g/min	680Nm @ 4800g/min	748Nm @ 5000g/min	800Nm @ 4300g/min	807Nm @ 4500g/min







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DIMENSIONS AND PERFORMANCES

Max speed (self-limited): 280KM/H

Acceleration 0-100 km/h: 3.8 secondi

1 Km run in: 23 secondi

Length/ Width/ Height: 440CM / 206CM / 167CM

Wheelbase: 300Cm

Weight: 1650kg

Seats: 5

DRIVE TRAIN ALL WHEEL DRIVE OR TWO WHEEL DRIVE

Central differential: Viscous coupling 60% rear, 40% front

Rear differential: Dana 44 slip limited

Automatic transmission: Hydra-matic 6 speed

Manual transmission: Borg Warner 6 speed

Gear ratios: Automatic: 4,02/ 2,36 / 1,53 / 1,15 / 0,85 / 0,67 / 3,06.

Manual: 1^2.66, 2^1.78, 3^1.30, 4^1.00, 5^0.74, 6^0.50, reverse 2.90

Axle ratios: Automatic 4.10, Manual 4.56





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