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Suzuki MightyBoy history:

The MightyBoy in Japan:

Suzuki Have a long history of producing small motor vehicles. It all started in 1955 with the Suzulight series of Kei class cars. The Suzulight looked similar to a Morris / Leyland Mini-minor, only the performance was nowhere near as good, considering it was fitted with a 359cc 2-stroke, Air cooled engine.

Now, getting to the inception of the MightyBoy takes us to the late 70's, and the introduction of the Suzuki Fronte 2nd generation 2-door fastback coupe.

The engine fitted to these vehicles was an in-line, 3 cylinder 543cc, OHC, water cooled engine, transversely mounted, driving the front wheels through a 4 speed manual or 2 speed automatic gearbox. In 1983, a turbo was added to this engine.



The second revision MightyBoy, and Cervo CS/G 2 door coupe

1983 brings us to the year the first model Suzuki MightyBoy was released in Japan. Based on the principles and regulations of the Japanese keijidōsha class of vehicles, the MightyBoy is a coupe utility variation of the 2nd generation, 2-door fastback Suzuki Cervo. Released in 1983, it was equipped with an 534 cc SOHC 3 cylinder transverse-mounted engine (F5A), however unlike its cousin the Cervo, no turbo was available. Driving the front wheels through a 4-speed manual or optional 2-speed automatic gearbox, the F5A motor delivered 19 kW of power at the flywheel.

Series 1: 1983-85

The first incarnation of the ute was fitted with 10" wheels, and sported a horizontally finned grille, identical to the Cervo. A feature unique to the MightyBoy were the seats, which although still similar to those featured in the Cervo CS/G, featured a customised embossed MightyBoy logo.



The interior of the Cervo CS/M, on which the MightyBoy is based

Series 2: 1985-88

2nd generation Mightyboys received minor cosmetic upgrades, including a restyled front grille and mirrors. In addition the range was extended to three variants:

PS-A

This 'base' model carried over the 10" wheels from the 1st generation MightyBoy and was available with a 4 speed manual transmission only.

PS-L and PS-QL

This model was equipped with bucket seats, larger 12" wheels, chrome roof/tie-down rails, and a tachometer. In contrast to the base model, a choice of 2-speed automatic or 5-speed manual gearbox was offered.

For a full history of Suzuki Kei cars, TAMON recommend you visit the following site:

<http://www.xs4all.nl/~mjs/suzukik.html>

The MightyBoy in Australia:

In Australia, the Suzuki MightyBoy was released in 1985 through Suzuki/Ateco and was sold for 3 years before Suzuki ceased importing in 1988. There was only one model designation available, the SS40T, which was a hybrid of the PS-A and PSI/QL 2nd generation Japanese MightyBoy.

Australian specifications included chrome roof rails, bucket seats and 12" wheels, however did not include such items as a tachometer or 5 speed manual gearbox. It was available with a 4-speed gearbox, or optional 2 speed automatic.

As the Suzuki Cervo (on which the MightyBoy was based) was never imported into Australia, the closest models to the MightyBoy were the Suzuki Hatch and Alto, which share nearly all mechanical components.

Both of these models were available panel-van or passenger versions and were equipped with the same 543cc engine as the Cervo/MightyBoy, however the upsized 796cc engine and taller ratio 4-speed gearbox were also available. (This engine/gearbox combination will bolt straight into a MightyBoy)

Some interesting points to note about MightyBoys:

MightyBoys were not equipped with a tonneau cover from the factory. This was left to each individual dealer to source and fit, hence the reason that MightyBoys are equipped with many differing styles of cover, or none at all.

The MightyBoy was modified by a company in Queensland, to be used as a hire vehicle for tourists. This variant was named the MightyBoy "Squirt" and featured a removable "cabriolet" canvas roof over the tray area - which was converted to a passenger area by removing the rear cabin wall to allow for a back seat. These utes are extremely rare.

And there you have it, the basic story of the MightyBoy, correct to the extent of my research. This page will be updated as more detailed information is available.