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Kia soul 2014 6 speed manual

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The soul has shifted the needle significantly in terms of sales and marketing, has become one of our best selling cars and inspired the now legendary hamster ads. It was important that the whole new soul remained true to the original iconic design, while fulfilling it with improved driving dynamics and desirable features that add attraction, sophistication and value. Keeping what the current Seoul does specifically in addressing areas for improvement has not been an easy task. As the design team at Kia studio in California began putting a virtual pen on virtual paper, engineers in the U.S. and Korea focused on making Seoul happy to drive. Starting with a solid foundation was a key factor, and the new body has a 28.7 percent increase in torsional rigidity over contemporary Seoul. With fixed points set, the brand new Soul was shrivelled up on focus areas: Preserving iconic design while adding modern cues; Providing premium features and content; and improving the driving dynamics that would make 2014 Seoul more desirable than ever. An iconic design known for the close connection between its concept vehicles and production models, Kia Motors took no chances with the 2014 Seoul. When The Wild Concept Track'ster debuted in 2012, Soul enthusiasts and scholars alike called on Kia to turn fantasy into reality. With 18 months of design freezing on production, the stage has been set for the all-new Seoul and many of the concept's dramatic design cues can be found in the production vehicle. Tom Kearns, lead designer at a California studio, likened track'ster to bulldog, and this theme is expressed from almost any angle of a whole new soul. The all-new Seoul was one of the hardest tasks we took on, Kearns said. Striking the right balance between the beautiful design of a contemporary car with bold proportions and track'ster attitude was daunting. This has proved to be a really joint effort with Peter Schreyer's leadership in Frankfurt and with the help of our study in Korea. In the end, we retained the essence of Seoul and at the same time filled it with a greater presence inside and out. Upright posture, angular shoulders and distinctive fender flares are instantly recognizable as Seoul. The combination of a longer 101.2-inch wheelbase (up to 0.8 inches), an overall width that has expanded to 70.9 inches (increased by 0.6 inches) and the same total height of 63.4 inches, adds a more aggressive edge to the all-new soul look. Likewise, wraparound greenhouse, high-mounted rear lights and high driving height are hallmarks of structural elements. Premium touches such as available LED headlights and rear LED halo lights help connect Seoul with siblings in the Kia lineup who share similar design cues, such as the 2014 Sorento CUV sedan and Forte 2014.1. External Track'ster similarities are easy to spot. The large trapezoidal lower air intake is almost a direct transmission of the concept and the location of the available fog lights – low and pushed to the front edges – reflects those found on the Track'ster. The Kia signature grid is present, but it has been redesigned to be more resembling a concept. Adding a touch of flare, the unique floating body color panel insert into the elevator gate has its roots based on track'ster as well. Subtle improvements include a wider (about 2.4 inches above the previous Seoul) opening for elevator gates, which will make Seoul swallow more stuff. While the final colorful names have yet to be determined, the 2014 Soul will be available in seven new outdoor shades, including two seen on stage in New York: Solar Yellow and Inferno Red. Overall, the design team paid particular attention to instilling a more premium look and feel into the interior of Seoul 2014. Liberal soft material applications can be found on the instrument panel, the centre console and the Panels. Details such as available leather seating with enhanced lateral and thigh support, and the use of high-gloss piano-black upholstery pieces on the center console and dash to elevate the soul interior to a new level of sophistication. Referring to Seoul's contemporary interior as a starting point, Kia designers played up a circular theme found inside the Track'ster. With previous Seoul, we kind of dipped our toe in the water when it comes to incorporating circular patterns, noted Kearns. But for the all-new Soul, we really wanted to pick up as many track'ster's circular interior reference points as possible. At the front and centre is a three-way instrument panel with deeply subtuded gauges. Along the fattening doors, shaped circles contain electric windows and door locks. The center console is equipped with a round-gear knob and a starter button – its location exclusively for Seoul in the Kia assembly – which are also live streams from track'ster. Front door-mounted mirror circular speakers, high-mounted floating tweeters and utilize available LED-string lighting technology to create ripple-effect red-hue mood lighting. The controls mounted on the steering wheel are mounted in Seoul circular clusters along the lower beams with buttons for the audio system and a computer on the road that easily falls on its thumbs, allowing the driver's hands to stay on the steering wheel at all times. If you think about droplets falling into a permanent pond, you start visualizing the inspiration for a whole new soul interior design, Kearns said. The design is organic as well as the human body, and we feel that it makes the interior that much more attractive to drivers and passengers. Taking that appeal a step further, Seoul is a desirable list of standard and optional devices. Street Soul called Desire Attractive package is a let-down if the content does not deliver. Fortunately, a whole new soul is set to delight right out of the gate. The most prominent in the new dashboard is the available eight-inch touchscreen - the largest ever offered on Seoul - which houses Kia's second generation telematics and infotainment system, UVO eServices2, combined with Kia's first use of the Android-based operating platform. Launching with Soul, UVO eServices is now compatible with iPhone and Android Smartphones. UVO eServices is optional and takes in-car connectivity and media interplay to the next level, integrating a number of other Kia firsts. The icing of this list is a capacitive high-resolution touchscreen. Its wide viewing angle provides better visibility and allows the user to move with a swipe. For the first time, the Kia displays audio/video and optional navigation controls. Combining the most accessible additional controls on a single screen helps reduce driver distraction and improves overall functionality and ease of use. In addition, more surveillance of cluster/TFT LCD paint is available located in the binnacle device now displays turn-by-turn directions from the navigation system, helping to keep the driver's eyes forward. Another first is the integration of Pandora3 Internet Radio, a revolutionary online radio network that allows the user to customize their listening experience. Users will no longer manage Pandora via their smartphone. Instead, Pandora is preinstalled into headunit and accessible via touchscreen and voice command, artist display, title and album art, as well as allowing the user to conveniently skip songs like a song with Pandora's thumbs-up rating system, or manage the preferred station. Upon arrival with a three-month free subscription to SiriusXM™4 Data Services and Travel Link, the all-new Seoul has access to travel information such as road conditions, weather and safety alerts, as well as sports scores, movie times, stock prices and fuel prices through a graphical screen interface and an electronic program guide. Even better, customers will still have all access to Sirius and XM channels for the price of one should they choose to resume a paid subscription after the three-month trial period closes. With all this available technology easy to use is an industry-first integration on-screen quick video guide. Easily accessible via touchscreen, users have the ability to view instructional videos that highlight all features and features of UVO eServices along with Smartphone app5 and MyUVO.com, including MyPOI, powered by Google Maps. Combined UVO services are one of the most powerful and comprehensive infotainment systems on the market today. Making UVO eServices even more impressive is that there is no cost to the owner. Technology aside, the driver and passengers will have a larger and significantly quieter cabin with an incremental increase in the front foot room (42.9 inches, 0.8 inches more than the current Seoul), back foot room (up 0.2 inches to 39.1), front room (increased 0.2 inches to 39.6) and front seat arm room (up 0.3 inches to 55.5). The all-new Soul also offers a 0.5-inch lower hip point and step-in height that is reduced by 0.2 inches, allowing for even easier foray and output. The total cargo capacity increases by half a cubic meter to 24.2. The liberal use of expansion foam (replacement of previously used block foam) thoroughly fills the cavities of the body, thereby reducing external wind and noise on the

road. Reinforced insulation mat in the cargo area and carpet with polyurethane layer helps to reduce the overall level of internal noise by approximately 3 decibels. Base Soul comes standard with a long list of features that distinguish it from the competition. Electric windows, door locks and (heated) exterior mirrors, a telescopic steering wheel and six AM/FM/MP3 speaker audio units are standard. Bluetooth® hands-free wireless technology, SiriusXM™ satellite radio with three-month free service and USB/AUX inputs from Base Soul is an impressive audio/infotainment device. Desirable options include remote keyless entry, 16-inch alloy wheels, cruise control and a six-speed automatic transmission. Soul Plus takes a step forward in standard and optional equipment available. Attractive 17 alloy wheels with 215/55R-17 tyres, external mirror reversing signal indicators, lights with auto-on/off head and a unique mudguard luminaire distinguish the Plus from the base exterior. Inside, the Plus benefits are equipped with a floor bracket storage box with integrated armrests, UVO eServices, a rear camera display and armrests in the center of the rear seats. Options include navigation, an upgraded infinity®8 audio system, string-LED front speaker surround mood lighting, fog lights, a panoramic skylight - Soul first - leather seating with segment-exclusive ventilated front driver and passenger seats, and seat heaters for all four outdoor positions, a 10-way power adjustable driver's seat, a leather wrapped and heated steering wheel and a leather-wrapped gear lever knob. Soul Exclaim adds to the Plus as standard features 18-inch discounted alloy wheels packed in 235/45R-18 tires, fog lights, body-colored bumper kl, projector headlights, front LED position lights and rear LED halo lights. Open doors and standard amenities include a high-gloss piano-black center console, a chilled glove box, a leather-wrapped steering wheel and gear shifting knob, a 10-way power driver's seat with a hip adjustment and an auto-dimming rear view mirror. Optional amenities include navigation, infinity audio, LED mood lighting of the front speaker, panoramic skylight, leather seating with front conductor and ventilation and heating for all four outdoor positions. Surveillance Cluster/TFT LCD display, HID headlights, start button and automatic air conditioning control make Exclaim the most premium Soul ever. Improved driving dynamics Built on a brand new chassis that's nearly 29 percent stiffer than before, seoul reinforcement provides the basis for a vehicle that puts a premium on driving dynamics. Engineers put their efforts in strengthening the body at key points of attachment along the cover, upper and lower B-pillars, cross members, and on the C-pillars. Fully, 66 percent of the chassis utilizes either Ultra High Strength Steel (35 percent) or High Strength Steel (31 percent). The A-pillar is 0.8-inches shorter, allowing for better visibility outwards, but using Ultra High Strength Steel, it's lighter and stronger. Application of structural adhesive around the door openings and along the roof also helps to improve torsional solidity. Considerable attention has been focused on improving the brand new Soul ride and handling through heavily revised front and rear suspension set ups. The front frame uses four holsters (none are used on contemporary Seoul) to reduce the hardness of the ride and the impact of the boom across the rough pavement. the rod was moved backwards on the front suspension of the McPherson strut, while the box has been moved forward, lending a better balance and consequently better handling. The relocation of the control box also brought the benefits of feeling in the middle. The new one-piece steering gear housing is stronger than the two-piece unit used on the current soul, improving steering response and reducing the impacts felt by the wheel. Optional is the new Flex Steer™ system that allows the driver to choose from three different steering settings: Comfort, Normal and Sport. The shock absorbers on the rear suspension of the torsion bar were turned vertically (they were placed at an angle on the current soul) and extended. This arrangement allows for more suspension travel, improving driving comfort. The motivation for Base Soul is supplied by gasoline direct injection (GDI) 130-horsepower (at 6,300 rpm) 1.6-liter all-aluminum DOHC four-cylinder engine. The GAMMA engine produces 118 lb.-ft. torque at 4,850 rpm. Plus and Exclaim models enjoy a more powerful 2.0-litre NU power plant. For the brand new 2014 Seoul, the engine is updated with GDI technology. Power is rated at 164 hp at 6200 rpm and 151 lb.-ft. torque at 4 000 rpm. Both engines were tuned to provide more low-cost torque (nine per cent more torque at 1,500 rpm at 2.0-litre; five per cent more at 1.6-litre) for a better driving experience around the city. The 1.6-litre engine is paired with a six-speed manual transmission or, if applicable, a six-speed automatic. The Plus can be equipped with either gearbox, while exclaim is only available with a six-speed automatic. Automatic.

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