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Introducing N Line, inspired by our motorsports N division, offering enhanced performance capabilities and a range of sporty design features. Elantra GT N Line takes the sports hatchback to the next level of attractive style. Enjoy a powerful 1.6L turbocharged engine combined with a specially tuned suspension paired with large front and rear disc brakes and 18-horsepower wheels. Anti-block braking system (ABS) with electronic brake Force Distribution (EBD) 6-speed manual gearbox Cam design - D-CVVT Valve train - 16-Valve Configuration - Transverse Unit / Head Composition - Aluminum HorsePower - RPM - 201 - 6000 Fuel Delivery - Petrol Injection Direct (Direct Injection) GDI) Fixings - Hydraulic and Conventional Rubber Recommended Fuel - Unleaded Emissions System - ULEV Drive Configuration - Rating of front-wheel drive battery - 60AH Alternator Rating - 13.5 v 130 Front suspension - MacPherson Strut W/ Coil Spring 7-speed dual clutch gearbox (optional) Control - Rack and Pinion Motor Managed Steering (MDPS) Engine Family - GAMMA 1-Step Variable Induction Torque Induction System (Pound-Foot) - RPM - 195 y 1500 and 4500 Compression Ratio (:1) - 9.5 Exhaust - Twin Tip Rear Suspension - Multi-1-Link Independent 1.6 L (1,591cc) Turbo GDI in line 4 cylinder Bore and Stroke (mm) - 77.0 X 85.4 Parking Brake - Electronic power-absorbing steering column Rearview Power Window Window Window-out Button baby safety locks (rear) Body side reinforcement Vehicle Stability Management (VSM) , Electronic Stability Control System (ESC) w/Traction Control System (TCS) Immobilizer Shift-lock system (A/T only) LATCH Lower Anchors and Upper Tether Anchors for Child Airbags, Occupant Classification System (OCS) Front seats, 3-point seatbelts front seats, front seat belts claim rear seat 3-point seating All airbag positions Front adjustable shoulder strap height Anti-theft system integrated w/Remote Keyless Entrance and Panic Alarm Airbag, dual front seat mounted side blow airbags, side curtain (front and rear passengers) Anti-lock braking system (ABS) w / Electronic Power Distribution Brake (EBD) Energy-absorbing front and rear crumpled zone Cruise control heated steering wheel , Needle Punch Carpeting cabin air filter Adjustable Level Lighting Cruise Control (steering wheel installed) Leather wrapped switch handle air conditioning , Dual automatic temperature control Tilt-and-telescopic steering wheel Proximity guileless entrance with ignition button Carpet Mats Audio and phone control 12-volt socket iPod/USB/assisted-connection (below HVAC control) Rear hanger coat (1) Removable cargo area covering 3.5 monochrome cluster display display Door-sill door-sill plate (plastic) front and rear card pockets with iP light switch holders (danger) Front center console with storage compartment (sliding armrest) Power windows, front power windows, rear double shell horn Remote releases, Hood Sunvisors, illuminated windows Avg. Fuel consumption, Avg. Vehicle Speed, Past Time) Power Window, Driver Auto-Down Power Door Locks, 2-Turn Unlock, Inside the Handles Override Inside the RearView Mirror, Manual Day/Night Indicators, Cruise Control Indicators, Ecoshift Indicator (M/T) / Active Eco Indicators (A/T) Indicators, Signal Turn/ Hazard Indicators, High Beam Keys, 2 (Key) Power Windows, Driver Electronic Counters/Sensors, Speedometer Meters/Sensors Odometer, Digital Meters/Sensors, Ride Odometer, Digital Meters/Sensors, External Display Temperature Indicators, PRND, Digital (A/T only) Warning Lights, Oil Pressure Warning Lights, Battery Battery Warning Lights, Security Warning Lights, Low Fuel Warning Lights, Parking Brakes/Brake Warning Lights, Check Engine Warning Lights, , key-in-ignition warning w/door ajar Warning chimes, Driver Seatbelt reminder cup holders, double, front center console installed door handles, Black rear seat vents (central console installed) N-Line exclusive steering wheel Panoramic Sunroof LED rear headlights Rear spoiler tinted glass Rear Wiper and washer door handles, Body Color LED side mirror relays signal center High-Mount Stop (CHMSL) LED daytime running lights (CHMSL) Adjustable Heated Side Mirror Headlights Escort features 2-speed/intermittent windshield wipers bumpers (front and rear) , Body Colour Spare tires installed under the cargo floor 18 x 7.5J Aluminum alloy wheels P225/40R 18 all-season tires LED headlights (high/low beam) bumpers (front and rear) N-Line Exclusive Design Bluetooth Hands-free Phone System AM/FM/XM/MP3 audio system with 6 iPod/USB/auxiliary connectivity 8.0 Touchscreen display with Android Auto™ Apple CarPlay Leather seat surfaces 6-way manually adjustable front passenger seat 60/40 split-folding rear seat Rear Seat Center Seat and passenger seat pocket heated front seats 6-way manually Hyundai's N-Line seat sports seat has gone from strength to strength worldwide and in the U.S. year, and is at a point in its product development cycle where it is starting to take a serious hit on the hot hatchback market with its range of N-Line cars. Elantra GT is a four-door four-door With a bit of a relationship, and starting at only \$20,650, ready to take a fight with Japanese competitors such as Mazda 3 and Volkswagen Mighty Golf. In basic form, the Elantra GT is more of a saving hatch than a performance beast, but nicely put together the interior and good safety records make it an attractive option for those in search of a lot. The N-Line car offers some decent real performance, thanks to a 201 horsepower turbocharged 1.6-liter engine and an upgraded suspension and braking system. It's not the fastest out there, nor the most interesting, but it's a great package for the price and we love its sleeper status. So while this may not be the best at anything, the Elantra GT does it all very well, and if it shows that in the future, the big guys are better off watching. Hyundai's sixth-generation Elantra has been around since 2016, and after receiving a complete redesign in 2018, it has remained more or less unchanged. The 2019 update saw Hyundai dropping the manual transmission and GT Sport moniker in favor of the new N-Line branding, which is still available with a six-speed manual transmission. The 2020 Hyundai Elantra GT hatchback serves as a carrier model. Modern Interior There's a lot of cargo space on offer It's a beep to drive It swallows fuel on the highway speed Base model won't win a single race It's not a real hot hatch It lacks the personality of its competitors Hyundai claims that the shape of the Elantra GT has been revived around the Nurburgring that famous racetrack deep in the forests of Germany, where the world's leading car companies test their fastest cars. We'll take this statement with a pinch of salt. The 2020 Elantra GT is by no means an unattractive car, but it is far from what we would call aggressive style: Its European style does a fantastic job to make it look like another European hatchback, while competitors like the Honda Civic proudly flaunt the quirky Japanese style. Standard features on the base model include LED daytime running lights, heated power side mirrors and 16-inch alloy wheels. N-Line cars get full LED lighting, 18-inch N-design alloy wheels, glossy black mirrors and black window shapes. The N-Line body styling package adds some much-needed attitude to what might otherwise be described as a car version of the hand wipe disinfectant. Hyundai Hyundai See All 2020 Hyundai Elantra GT Exterior Photos Compact hatchback class is as competitive as ever, and manufacturers are trying to get most of the passenger and cargo space out of the limited sizes on offer, while subcompact SUVs wait patiently, knife and fork in The 2020 Hyundai Elantra GT seems a bit chunky compared to some of its main competitors: With a total length of just 170.9 inches, the Elantra GT is more than an inch shorter than the Toyota Corolla, and a significant seven inches shorter than the Honda Civic. It sits taller than both with a total height of 57.7 inches and proportionally wide at 70.7 inches. The 2020 Elantra GT hatchback rides on a 104.3-inch wheelbase, slotted between a 103.9-inch Corolla and a 106.3-inch Civic. Hyundai has managed to keep the weight to a minimum: the Elantra GT weighs 2,943 pounds in a base finish that is 117 pounds lighter than the Toyota Corolla, but 42 pounds heavier than the Honda Civic, and tops at 3,155 pounds in the N-Line with an additional dual-clutch transmission. Hyundai is beginning to understand the ways of a hot hatchback - or a warm hatchback in the case of the Elantra GT. Despite only offering six external colors of paint, Hyundai has clearly put some thought into their palette of choices that offers crowd favorites such as ceramic white and black pearl noir, along with the obligatory stellar silver and liquid metal, a dark shade of silver. But two bold, and by default, our favorites should be scarlet red pearl and intense blue, which are fast becoming a hot Hyundai staple. We might not be too excited about the Elantra GT soft euro style, but at least it can take off any color with ease - just don't get it in white. Black noir Pearl Ceramic White Liquid Metal Stellar Silver Scarlet Red Pearl Intense Blue We live in a world where SUVs can accelerate from 0-60 mph faster than most supercars of the 90s, so judging the performance of the car has become a very fine task, especially when it comes to the Elantra GT, which boasts a sporty name and soft hot-hatch manners along with two engine options. This includes a naturally aspirated 2.0-liter, and turbocharged 1.6-liter, paired with one of three transmission options, powered by the front wheels without the AWD option available. In its basic form, the Elantra GT offers the illusion of sportsmanship when parking in the garage, but once you get behind the wheel the ghost disappears and you're left with a ho-hum hatchback that drives well for the usual commuter, but doesn't inspire much confidence when you click on. This is most likely due to the fact that it is propelled by a boring engine and gearbox combo, and a soft suspension setup. The N-Line car buys the name Elantra GT, adding turbocharged power, improved suspension installation and a choice of mechanical or dual-clutch transmission, giving it a much-needed zest. Both cars work well in day-to-day driving situations, but N-Line low torque makes it much easier to live and will get it up to sixty in the mid-six seconds range. Hyundai Hyundai Hyundai offers Elantra GT in the taste of lemon and herb or soft chili: The base model packs a 161 hp and 150 lb-ft kick through a naturally aspirated 2.0-liter four-cylinder engine with direct injection. This engine is not bad in itself, lag behind the six-speed automatic transmission that puts puts On any idea of fun - although it does deliver a very relaxed driving experience if you're in good looking but will be slow. The hottest engine on offer can be found under the hood of the N-Line car. The 1.6-liter turbocharged four-ier engine produced 201 hp and a handy 195 lb-ft gives Elantra enough to go to match his show, and transforms him from a contender to an actual contender. The turbocharged engine offers a wide torque curve that makes it feel seriously insipid, and going through a standard six-speed manual is a pleasure even if you're stuck in slow motion. The optional seven-track dual-clutch gearbox offers a good trade-off between slushbox and manual, but we believe the six-shooter offers a more engaging experience. While the basic model may not have a serious direct performance of its brother with turbocharged and rivals, it makes up for it by offering an impressively capable and compatible driving experience - and that's where Hyundai's thinking starts to make sense. The Elantra GT absorbs bumps and road imperfections with glee, and we haven't noticed a single squeak or rattle. The steering is light but precise, and Elantra will let you know in advance that you are reaching the limit. The N-Line car, which benefits from a multi-sprish independent rear suspension instead of a gt's torsion axis and a coil spring rig, feels more hunkered down on the road and its 18-inch wheels wrapped in Michelin Pilot Sport 4 tires and upgraded brakes inspire confidence. There's no comparison of the N-Line with the Civic Type R through the turns, but Hyundai has managed to get the basics right: The Elantra GT is fun to throw in the corners. Since the Elantra GT is available with two engines and three transmission options, we'll start with the heaviest drinking and finish with the most modest gas mileage. The least economical Elantra GT you can buy is the most interesting. Obviously, The 1.6-liter turbocharged N-Line equipped with a six-speed manual transmission will get 23/30/26 mpg city/highway/combined, which is not bad given the fact that it's a 200 hp hatchback performance. Coming with the second best figure is the base model, which is naturally an aspirated 2.0-liter engine and a six-speed trans car will see it get 25/32/27 mpg. The best rewards for fuel economy will obviously go to the 1.6-liter turbo N-Line equipped with an optional seven-speed DCT transmission that will drive a respectable 25/32/28 mpg. With a fuel capacity of 14 gallons, the Elantra GT gets an estimated maximum range of 364 to 392 miles. Elantra GT sports the type of interior design and build quality that we expected from Korean automakers Hyundai, and demonstrates A growing flair for creating sporty interior spaces that combine tough tolerances and quality materials with a fun design language that doesn't take itself too seriously. Seriously. The rounded trapezoidal style of the cluster tool, infotainment display, and vents all contribute to creating a futuristic look and feel that it's hard not to like. Standard features include six-way power adjustable seats, a rear-view camera with dynamic parking guidelines, and air conditioning. N-Line cars get a good number of additional standard properties, including two-zone automatic climate control, a

smart entry and button start, a sports N-Line steering wheel, as well as a sliding armrest, an electronic parking brake and an indoor coaster. The N-Line can be selected out with a range of more premium optional features such as ventilated front seats, wireless phone charging panel, automatic-dimming rearview mirror, and added lumbar support for the driver's seat. Hyundai Hyundai See All 2020 Hyundai Elantra GT Internal Photos Like a four-door hatchback, The 2020 Elantra GT offers enough interior space to replace five adults, but with its decidedly sporty demeanor, it's no surprise that the lion's share of legroom goes to the front seats of passengers, while those in take the back serious bang in the knees - it's not a sedan after all. The total legroom in the front is measured at a generous 42.2 inches, and there is 39.1 inches of stock on offer; It has more than enough space for six feet tall adults. In the back, things get a little tougher: legroom is measured by only 34.8 inches, but the stock remains decent at 38.5 inches. The front seats strike a great balance between comfort and support, and look aggressive enough to let the driver and front seat passenger know they need to strap in tight. The additional adjustment of lumbar power gives even more support when G-forces begin to rise. As you'd expect from the modern Hyundai, the interior materials are first class. Hyundai has done everything from its journey to making the Elantra GT entry-level warm hatch, and to make it feel just as premium as some of its more expensive competitors like the evergreen Golf GTI. Soft touch plastics dominate above waist level, and all touch points have a quality feel about them, especially the leather steering wheel and gear handle found in the N-Line car. The Base Elantra GT seats are inhabited in a choice of two materials and two colors: black or beige (seriously, Hyundai?) material is a standard issue, but going for an extra style package gives you the option to go with black or beige leather. N-Line cars get something more modern in the form of black leather with red stitching. Stay away from any beige surfaces, and the interior of the Elantra GT is a modern cool place to sit in. let's be honest; You don't Buy the Elantra GT because you want to be competitive on track days - you're going to buy it because it offers reliable, safe and practical entertainment. That being said, barrel space will play a big role in the decision to buy a purchase anyone is looking in this class and in this price range. The 2020 Hyundai Elantra GT Nails is one of the park: with the rear seats upright, you get an expansive 24.9 cubic foot of space that's a mile more than you get in a Volkswagen Golf, but will surpass the Honda Civic in 25.7 feet3. Fold the rear seats down and this space more than doubles to 55.1 cubic feet, offering the most cargo flow among its competitors, which is no mean feat when you consider the fact that this particular measurement is the reason sales are made or lost in the hatchback market. To make things even better, the Elantra GT offers tons of storage space for small items, including generously sized door pockets, a large central storage box console, and even a small indoor storage nook in front of the gear handle. Hyundai Hyundai Hyundai Elantra GT Info and Features Feature List for 2020 Elantra GT is a story about two cars; gt base model and turbocharged N-Line. The GT isn't trying to fool anyone into thinking they want to compete in the premium market, nor does the N-Line do that, but Hyundai always manages to build cars that make owners feel as if they've come off with a serious deal. In basic form, Hyundai offers standard external features such as automatic headlights, side power windows, and rear-view parking camera. Inside you'll find six-story adjustable front seats covered with premium fabric or extra leather, as well as double solar visors (why don't all cars come with this?). N-Line cars get full LED lighting, front and rear, while inside, the N-Line offers a more premium look thanks to a set of racy black leather heated seats with red accent sewing, leather change handle and steering wheel, as well as dual-zone automatic climate control, proximity to the non-self-insicleable entrance and press button start, as well as an electronic parking brake. Hyundai's Smart Sense safety package adds driver assistance features such as driver assistance, forward collision prevention and help protect lanes. In terms of reliability, the Elantra GT has been recalled twice in 2020, once for a free right rear wheel nut and again for issue with a lower arm hand ball joint that may come undone. Aside from that, the Elantra GT seems to be a sturdy car and boasts a reliability rating of 77 out of 100 from the J.D. Power review. Hyundai maintains the Elantra GT with a class-leading five-year/60,000-mile base warranty that includes a seven-year/unlimited mile corrosion warranty, a ten-year/100,000 mile powertrain warranty, and a five-year/unlimited mile roadside assistance plan. Highlights: Transmission: Corrosion: 7 years - Unlimited Road assistance: 5 years - Unlimited Elantra GT miles are offered with basic safety features, while active driver assistance features such as and back cross-traffic assistance is reserved for a list of options. IIHS awarded the Elantra GT the Top Safety Pick award in 2019, but the NHTSA Elantra GT review is something rather mixed: while it has earned four out of five stars, authorities have noted a possible life-threatening defect in the Elantra GT side barrier protection design. USA NHTSA crash test result in basic form, 2020 Elantra GT does not inspire a long list of standard security features; Instead, you get basics, with advanced active assistance systems available only as additional extras. The 2020 Elantra GT gets a set of ABS brakes, stability control, some seat belts, and seven airbags as standard. Blind zone monitoring and cross-movement alerts from behind are additional options on the base model. The N-Line car incorporates the same standard safety features as the base model, but offers a broader list of additional safety features that include collision prevention, smart cruise control, lane protection assistance and driver attention assistance as part of the Hyundai Smart Sense package. The 2020 Hyundai Elantra GT was never destined to become a future classic or make waves in the world of hot hatchbacks; instead, it offers a good balance of everything that makes the modern car economy successful. The look is innocuous but good enough not to be boring, especially in the N-Line guise, where it displays glimpses of sportsmanship. Inside you get a typically refined and well-put together interior that has impressed us with its quality and value for money. The driving experience is great for a daily boat, and even in basic form feels like it rides like something with a much higher asking price. But, when it comes to hitting meandering things, the N-Line with its upgraded suspension and braking system is one to go for. The basic model is far from being a performance hatch, and rather should be seen as a reasonable hatch with illusions of sportsmanship. The N-Line car bites harder than the bark, which is quite refreshing; You get punchy turbo power, decent chassis and sporty looks all bundled into one. If you're after something affordable and fun but don't want to stretch for Volkswagen Golf prices, then the Elantra GT range is well worth a look. Hyundai has been cautious in calculating the asking price for the Hyundai Elantra GT, which competes with the likes of the Honda Civic, Toyota Corolla, and Volkswagen Golf. The basic Elantra GT, powered by a natural 2.0-liter four-cylinder engine, starts with an MSRP of \$20,650, excluding a \$930 appointment fee. That's about \$3,000 less than Mazda asks for its Mazda 3 hatchback, while The Volkswagen 1.4T TSI Guide goes for \$23,195. If you're looking for a more interesting experience, the high performance N-Line model will set you back \$23,500, which puts it in line with a much less powerful powerful and the Honda Civic Sport CVT at \$23,550. Fully loaded, the Price Hyundai Elantra GT for N-Line sits on the hair of more than \$30,000. The Elantra GT 2020 lineup is divided into two special levels for the United States; The basic GT model and performance-minded N-Line.In base trim, the Elantra GT is powered by a naturally aspirated 2.0-liter four-cylinder engine produced by 161 hp and 150 lb-ft of torque. Power is directed to the front wheels using a six-speed automatic transmission. Standard exterior features include 17-inch alloy wheels, body-colored door handles, LED daytime running lights, and automatic headlight control. Inside you'll find standard seat fabrics, including a six-way power adjustable driver's seat, air conditioning, an eight-inch infotainment display with Android Auto and Apple CarPlay integration, and Bluetooth streaming. The N-Line sports model is equipped with a turbocharged 1.6-liter four-cylinder engine with 201 hp and 195 lb-ft of torque, which it sends to the front wheels through a standard six-speed manual or additional seven-speed dual-clutch transmission. N-Line Cars benefit from improved suspension settings, upgraded brakes, more aggressively styled exteriors, as well as the addition of some features such as heated leather seats, dual automatic climate control zones, proximity to a hitch with the click of a start button, and more. See all the 2020 Hyundai Elantra GT Trims and Hyundai specs kept the list of options short for the 2020 Elantra GT range. The basic model cars can be selected with a \$2,900 style package that adds a wide range of internal and external upgrades, including a panoramic hatch, blind spot monitoring and rear cross-traffic assistance, a 4.2-inch driver display, two-zone climate control, and heated front seats, leather-wrapped steering wheel and switch handle, and more. The move to the N-Line model gives you the option to go with a seven-speed dual-clutch transmission for an additional \$1,100, which also opens a \$3,850 technology package that adds navigation, Blue Link connected car services, ventilated seats, lumbar driver seat support, premium Infinity sound system, as well as wireless charging pad, forward collision avoidance, and lane support. There are clear differences between the standard GT and N-Line versions, the main one being the turbocharged 1.6-liter engine found under the hood of the N-Line car. Thus, your first solution will be to choose between a pedestrian base model or a warm hatchback that is N-Line. We believe that there are better hatchbacks out there if Just looking for a boat; So we will focus on N-Line, which offers a more attractive offer. In its simplest form, the N-Line with its six-speed manual transmission and upgraded suspension and brakes offers a good mix of fun and practicality and never pretends to be on the same level level such as The Civic Type R or Golf GTI. The interior is distinguished by leather upholstery. Now you get dual automatic climate control zones, and the whole package feels more premium than the base model. It all costs just \$23,500, which is a bargain when you compare it to what Honda and Volkswagen have to offer. 2020 Hyundai Elantra GT Comparison Mazda Volkswagen Mazda 3 has been installing a bar for refinement and build quality in the hatchback market for over a decade, and recently released a fourth-generation car better than ever. Powered by the Mazda 3 hatchback is a naturally aspirated 2.5-liter four-cylinder engine produced by 186 hp and 186 lb-ft of torque, which puts it between the Elantra GT and N-Line in terms of performance. The Mazda 3 will return 24/32/27 mpg city/highway/combined. The strikingly good look of the Mazda 3 is complemented by an equally impressive interior that offers a class of leading design and build quality. On the road, the Mazda 3 drives with confidence, and while it lacks the punch of the more powerful Elantra GT N-Line. It handles as well, if not better, and is even more comfortable to ride on a daily basis. Impressive levels of standard features and a balanced overall driving experience make the Mazda 3 starting at \$23,700, one of our favorites in this class - but if its performance is you're after, the Elantra GT N-Line is better. See the Mazda 3 Hatchback Review This comparison is aimed at the N-Line version in the Hyundai Elantra GT hatchback line, which offers a more driver-oriented experience thanks to its turbocharged engine and upgraded suspension and braking systems. There is no need to introduce the famous VW Golf GTI. It's loved around the world for its incomparable balance of performance and everyday practicality, and it's only getting better. The GTI is powered by a 2.0-liter turbocharged four-pot that kicks out 228 hp and 258 lb-ft of torque, which is enough to thrill the driver without getting too much trouble. On the road, the GTI will consume 24/32/27 mpg city/highway/combined. While the Hyundai Elantra GT N-Line offers a warm performance, the GTI gives you the full experience of a hot hatch using a honed chassis, a beautifully balanced suspension setup, and a steering feel that connects the driver to the road in a way that makes the N-Line feel disconnected and dull. The N-Line may not be that much slower, but the GTI, starting at \$27,595, feels faster in almost every situation, and does so by offering a more refined experience overall. N-Line is a bargain for those looking for turbo thrills, but the GTI feels more polished in every sense. See Volkswagen Golf GTI Review Hyundai Elantra GT Popular Comparison Comparisons 2020 elantra gt n line manual. 2020 hyundai elantra gt n line manual. 2020 hyundai elantra gt n line owners manual. 2020 elantra gt manual transmission. 2020 elantra gt n line manual for sale

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