

NISSAN Z®

A shift can change a person,
a life,
the world.
Or, it can simply change
the way you move through it.

NISSAN SHIFT_

SECOND EDITION
CATALOG

VEHICLE
NISSAN Z®

MODEL YEAR
2003

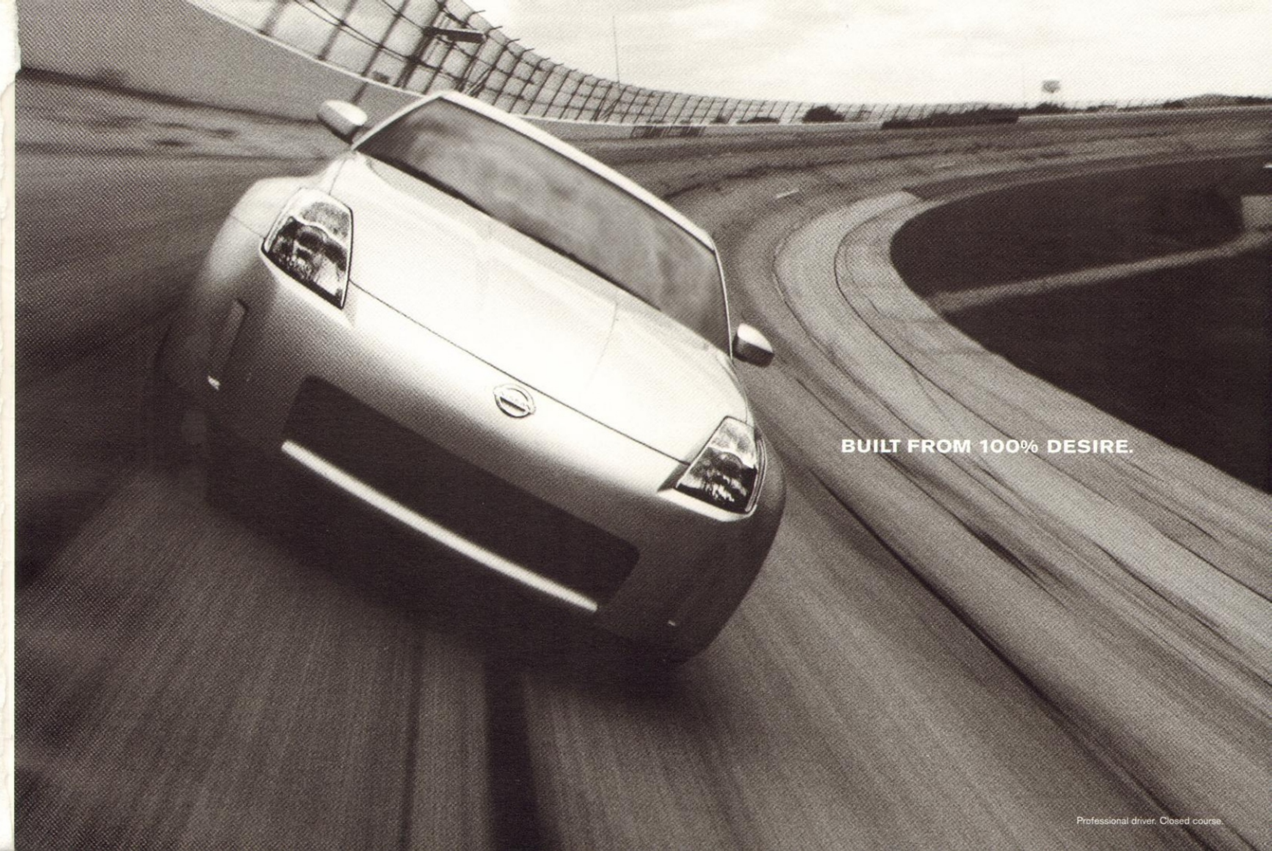
ENGINE TYPE
VQ35DE

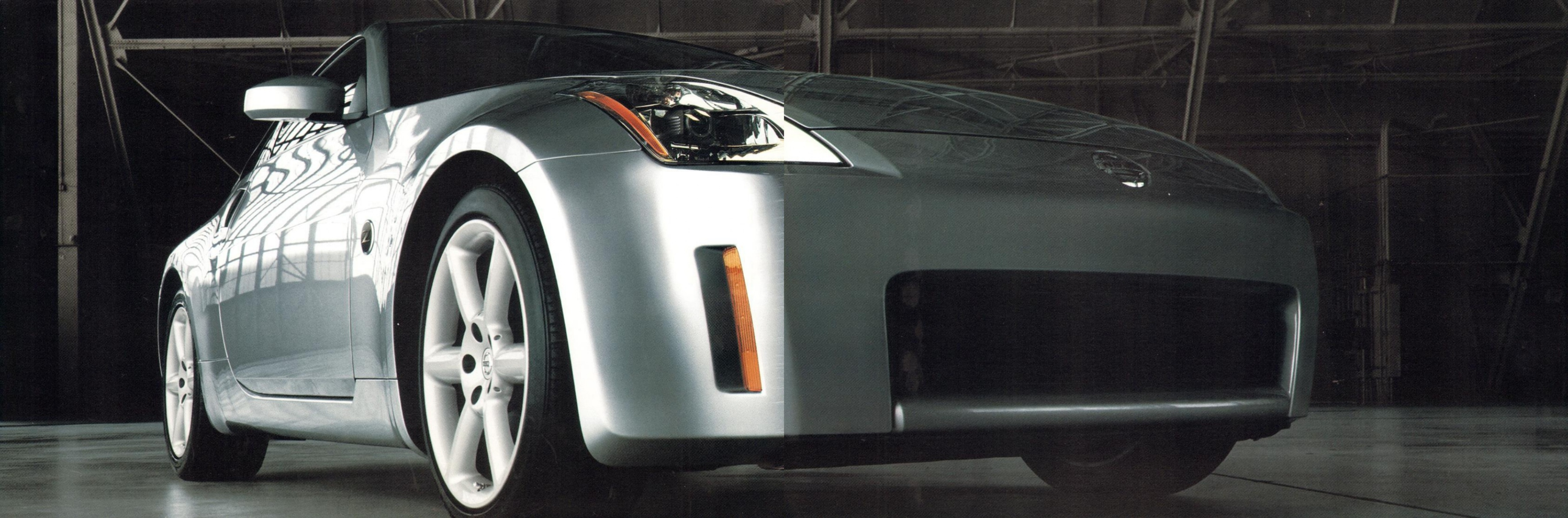
ORIGIN
OPPAMA, JAPAN

BREAK SEAL TO OPEN

YOU GO WHERE YOU LOOK. Racecar drivers know this lesson well. As does the Nissan® Z® design team. While other carmakers try to better their past, to see what they can improve upon, the Nissan design team focused only on the future. And the result? An engine filled with racing technology. A drive-shaft made with carbon-fiber composite. Aluminum-suspension design that does the amazing. Drag coefficients so low, the aerodynamics were calibrated in a state-of-the-art wind tunnel. > Introducing the new Nissan Z.® Never look back.

®Z is a registered trademark of Nissan Motor Co., Ltd.





IT'S GOOD TO BE KING. This is where it all starts: You. Climb into your new Nissan Z,® and you'll climb into a driver's seat tailored for performance. Below you is a cushion that's firm and long for additional support, while anti-submarine cutouts under the thighs help aid in optimum pedal operation. Behind you, a seatback sculpted with large wings, helping to assure a secure driving position during quick lateral acceleration. Wings that taper below the shoulders to avoid any interference during cornering or aggressive gear changing. While around you, there's a selfish layout of instruments. Every dial, every button, every bit of important information is pointed directly at you, for instant comprehension. And if you are the passenger? While your seat may not be quite as radical, consider yourself lucky, and hold on tight.

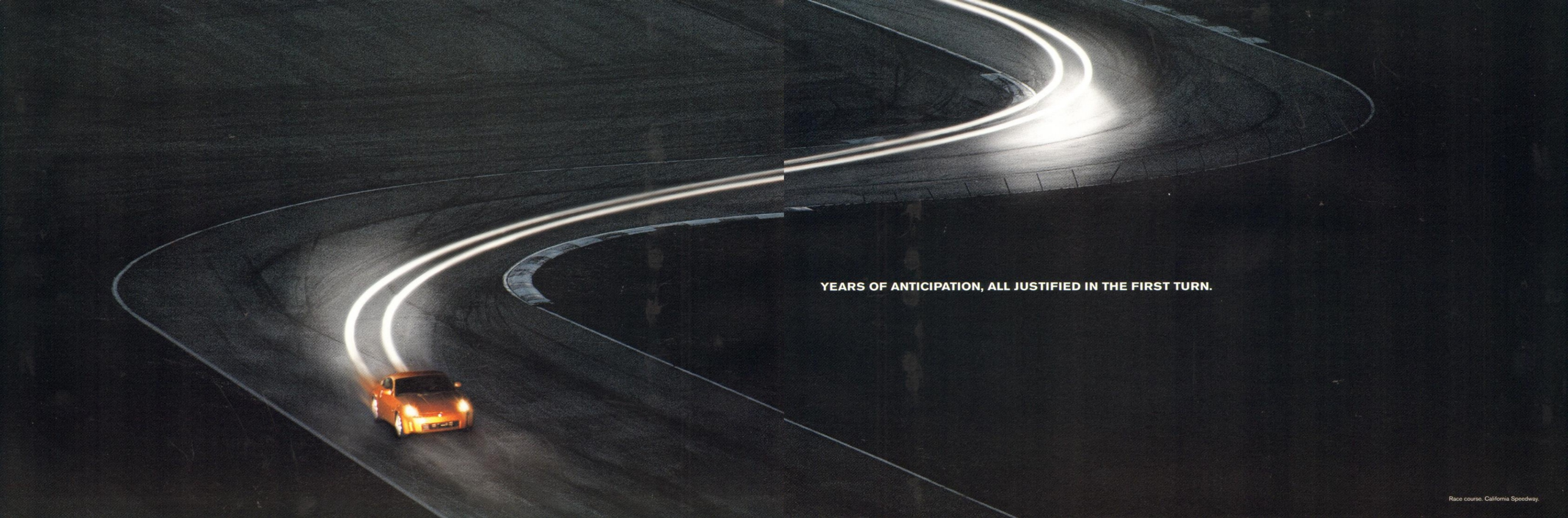


DRIVING POSITION
Correct wheel-to-seat distance is achieved when you can rest your wrists on the top of the wheel.

Position your back flat and vertical with your butt pressed firmly into the bite of the seat.

With the clutch fully depressed, your leg should still hold a bend.





Race course. California Speedway.

12 o'clock

While many drivers like to place their leading hand at the 6 o'clock position and turn the wheel a full 360 degrees before incorporating the other hand, any seasoned racer will tell you that it's always better to keep both hands on the wheel, and incorporate smaller, repetitive moves.

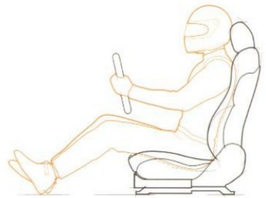
9 o'clock



3 o'clock

If a corner requires a bit more steering input than 180 degrees, slide the inside cornering hand along the wheel to the 11 o'clock or 1 o'clock position. Keep both hands close together through the turn. This position allows nearly 260 degrees of steering wheel movement finishing with the inside hand about 6 o'clock. When unwinding from this position, leave both hands tight on the wheel until the inside hand reaches its standard position. Relax that hand and finish leading the unwind with the other hand.

NOT EVERY CONTACT PATCH IS COVERED IN RUBBER. The smoother the arc, the better the driver. Simple enough in theory. But in practice, it takes lots of practice. When you reach for the wheel of the Z,® you'll notice that it's not simply round and cushy. Covering an inner core of expensive, lightweight magnesium is a precise tuning of cushioning and leather, complete with strategically placed grips, all designed to offer secure and intuitive hand placement as well as precise control. Keeping your arcs smooth, your revs up, and your hands happy.



STEERING WHEEL GRIP.
Forget "10 o'clock and 2 o'clock." Put your hands where they need to be, at 9 o'clock and 3 o'clock, and keep them there with your palms applying just slight pressure to stabilize your arm movements. When cornering, lead into the turn by pushing the wheel with the hand opposite the turn. The rationale is simple. Smooth arcs. Whatever the wheel does is what the car does, and when you push (rather than pulling with the inside hand) you create smooth, consistent arcs.



Z® Touring Model shown in Chrome Silver.



CLUTCH
When you stick an engine that pumps out 274 lb-ft of torque into a car as capable as the Z,® you'd better make sure the clutch can handle it. Which is why the clutch pedal in the Z® not only looks good, but is connected to a dual-mass flywheel designed just for Z® for precise, positive engagement and minimal vibration as you throttle up the close-ratio six-speed.



BRAKE
Between your foot on the shiny and sexy brake pedal of the Z,® and the massive vented rotors at all four corners of the Z,® there is a Brake Assist system that adds, when necessary, extra braking force into the equation.



THROTTLE
Smooth turns aren't just about your hands and the wheel. The throttle on the Z® connects not to a traditional cable or linkage system, but rather to an electronic drive-by-wire system, so you can finesse the throttle and your speed with better precision.

TWO HANDS ON THE WHEEL. THREE FEET ON THE PEDALS. The better the sports car, the quicker the desires of the driver become the actions of the car. Throttle. Clutch. Throttle. Clutch. Brake. Clutch. It's dance steps measured in millimeters, and after years of refinement, perfected in the Nissan Z.® Clutch. Brake. Throttle. Drilled for grip and weight reduction. Sculpted for performance. And placed with racecar precision.

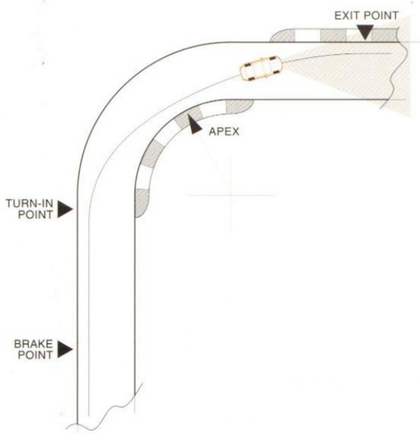
SEXY PEDALS LIKE SMART FEET.
Two lessons here. First off, pedals are operated with the ball of the foot, not the toes. Make sure you can depress the pedals all the way with the ball of your foot while still retaining some bend in your knee. Secondly, every pedal must be used smoothly. Except in emergency situations, stabbing on the accelerator or brake pedal is not good technique, as it will create sudden shifts in weight distribution on any car's suspension and can unsettle the car. Always maintain rapid, but smooth and controlled, pressure. Smooth, baby, smooth.



Z® Touring Model shown in Burnt Orange Leather.



IF YOU WANT ENTERTAINMENT, PRESS ON THE THROTTLE. Most car companies fill their cockpits with all sorts of gadgets because they think you're looking for an entertainment center on four wheels. When you climb into a new Z,® one of the first things you'll notice is the single-mindedness of the cockpit. Built for performance. Not distractions. Gauges whose height adjusts with the steering wheel, to help assure excellent visibility at all times. A large tach mounted front and center because of its importance, coupled with an available programmable shift indicator light. Intuitive dials. A uniquely textured dash that is as undistracting as it is beautiful. Even an optional navigation system that knows enough to become invisible when not in use.



THE FOLLOWING DRIVING TECHNIQUE IS FOR PROFESSIONAL DRIVERS ONLY ON A CLOSED CIRCUIT COURSE.

VISUAL FIELD

1 – Every racecar driver knows: You go where you look. Which is why, as they approach a braking section, they are already focusing ahead, to the turn-in point.

2 – Once they begin approaching the turn-in point, they look further ahead, to the corner apex, using their peripheral vision to keep track of the turn-in point and other cars.

3 – Before they reach the apex, they are already looking at the corner exit point. Again, using their peripheral vision to drive through the apex.

4 – Finally, as they near the corner exit point, they look down the track to the next sequence of turns.

Not all computers are boring. In the tach of the new Nissan Z® is a programmable shift indicator light. Choose your shift points and it will flash as you close on the specified rpm, and turn solid once you reach it, helping you get to highway speed quicker.





Tire pressure? Check. Oil pressure? Check. Power? Check. On the dash, three gauges tell you almost everything you need to know, including a drive computer that tells you: current mph, average mph, mpg, distance to empty, driving time, outside temperature, and even tire pressure.[2] Of course, it also has a stopwatch mode.

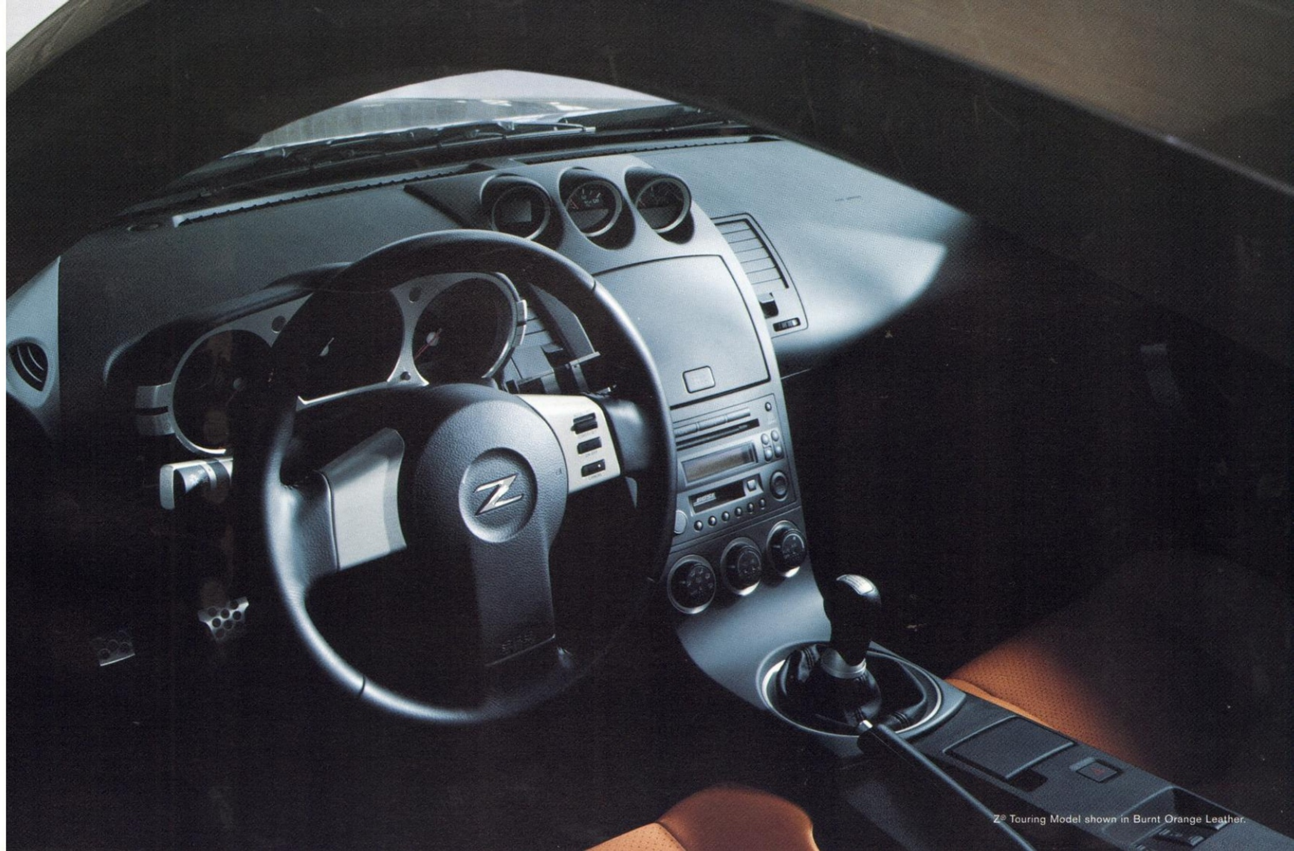
The shortest distance between two points is rarely the most fun. In the Nissan Z,® there is an optional onboard Nissan Navigational System.[1] Which, when you're in a pinch, can be quite helpful. But please use it sparingly, because getting lost in the middle of nowhere is exactly where you find the best roads.





Inspired by the intuitive and dynamic designs of professional camera controls, the controls of the Z,® most of which are finished with a generous amount of brushed aluminum, are designed to be as simple for your fingers to operate as they are to find.

[1] Factory-installed option. Never program while driving. Requires accurate GPS service to be available and operating for features to function properly. Mapping may not be detailed in all areas. Some Nissan dealers may not appear on the current mapping areas. Periodic updates to the DVD-ROM will be available for an additional cost. See your Nissan dealer for details. [2] Optional.

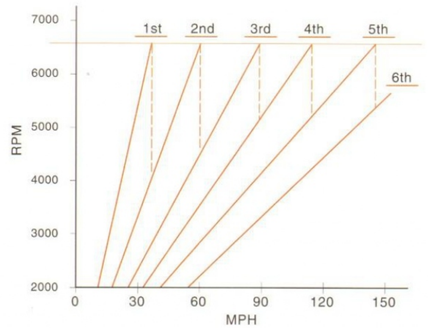


Z® Touring Model shown in Burnt Orange Leather.


BAY
3
350Z
NISSAN
UZX 548

PURIST, OR REALIST? This is never easy, the manual or automatic decision. Thankfully, in the new Z,® either choice is a good one. A six-speed means a one-of-a-kind shift lever (padded on the front and back, for a more intuitive throw) with an incredibly short and quick throw between well-defined gates. All connected to a transmission set up for close-ratio gearing from first to fifth for high-performance driving, and a tall overdrive sixth gear for highway economy. But, should you listen to your rational side, you will not be disappointed. Instead, you'll get one of the industry's lightest, smallest, most advanced five-speed automatic transmissions available, complete with a five-speed manual mode, so you can stay true to your purist dreams.

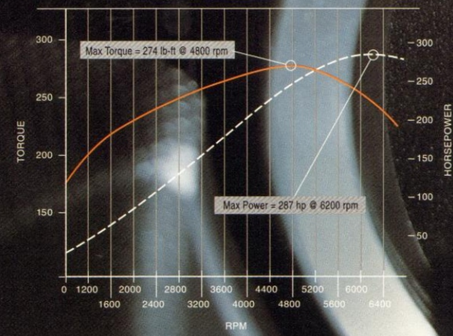
CLOSE-RATIO SIX-SPEED MANUAL TRANSMISSION



SHIFTING GEARS.
The shift lever is no place to rest your hand. Forget what Hollywood taught you and instead learn from the pros, who get their hand from the wheel to the gear lever and back as fast as possible.



A COMPLETE EXPLANATION TAKES 5.4 SECONDS.* 287 horsepower. 274 lb-ft of torque. And as much aluminum as possible. The engine of the new Nissan Z® is a destination in itself, a testament to what can happen when you couple revolutionary materials with microscopic attention to detail. Acceleration begins with calculated gulps of air. Off the line, a massive high-flow manifold and a highly intelligent ECU manage the air consumption for enormous amounts of low-end torque. As velocity is quickly found, the ECU continuously varies the valve timing for optimum consumption throughout the rev range, all to make the most of the zero to sixty blur.

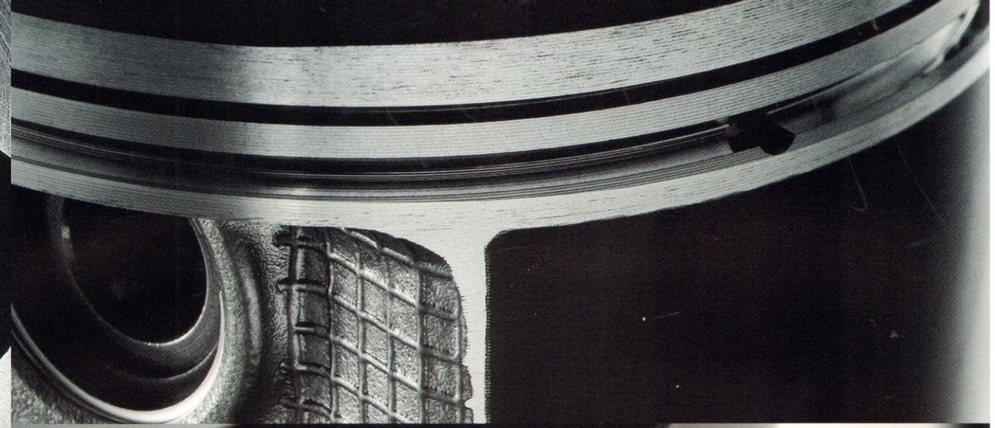




*0-60 as clocked by *Car and Driver* road test for manual transmission, Track Model, August 2002.

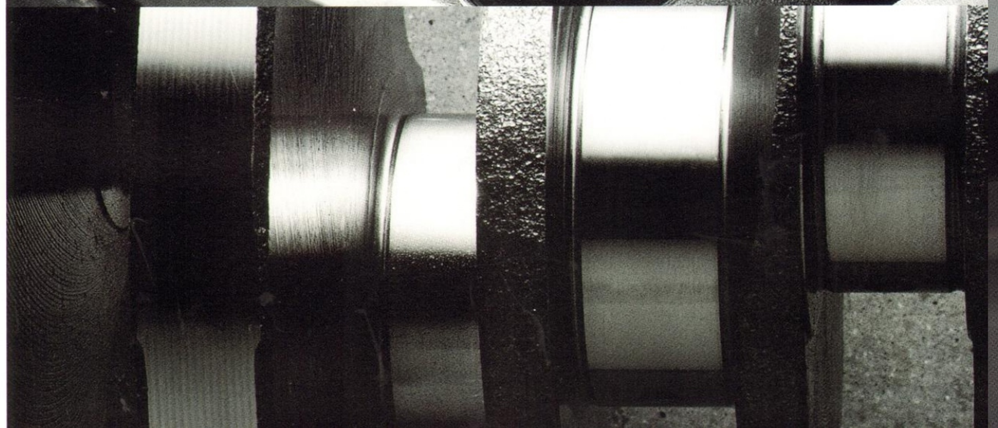
CALCULATED GULPS OF AIR.
Air/fuel management is fifty percent science, fifty percent art, and one hundred percent power. In the new Z® engine, that marriage of science and engine sculpture is a Continuously Variable Valve Timing Control System. At the end of each intake camshaft is a gear that changes the camshaft's positioning, an adjustment that is based on sensors measuring throttle position, vehicle speed and engine rpm. Simply put, more air, more fuel, more power.

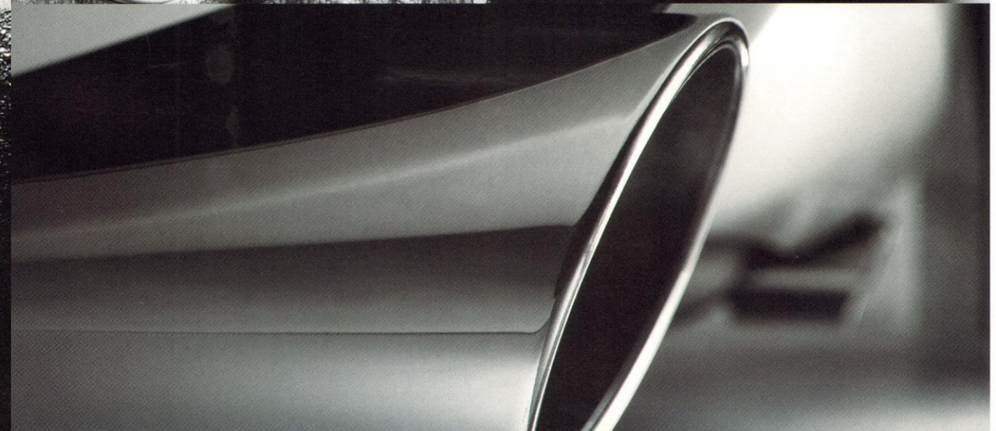




LET'S SAY IT TOGETHER.
MOLYBDENUM.
It sounds space age because it is space age. A black super-slick compound that is applied to specific areas of the pistons, molybdenum substantially reduces internal engine friction, allowing the engine to build up rpm quicker for a faster zero to sixty time. So say it loud, say it proud – molybdenum!

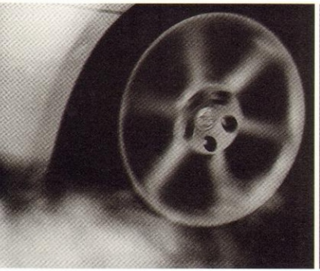
ATTENTION TO MICROSCOPIC DETAILS. LIKE WINNING.
Microfinishing. It's one of many Nissan obsessive-compulsive behaviors that make the engine in the new Z® a power plant of epic proportions. Less friction means engine components spin up to speed faster. Which is why the crankshaft, the camshafts, every surface that counts has been microscopically finished and finely polished. Then, we polish our trophies.



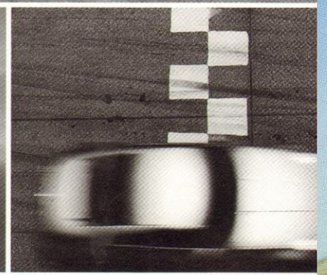


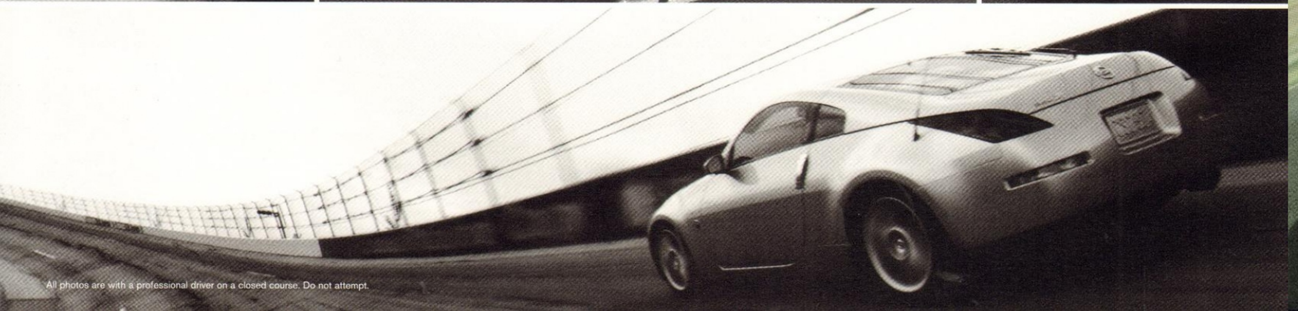
NOT ALL THE MUSIC COMES FROM THE STEREO.
Just as fast as the new Z® gulps air, it gets rid of it with equal efficiency through a large-diameter, high-flow exhaust system finished with a high-capacity dual-outlet muffler. It's a unique exhaust system that offers the obvious advantages of dual exhaust, while greatly reducing weight and improving undercarriage aerodynamics. All tuned for a wonderful exhaust note that seems to say goodbye to the ears of the competition.











*All photos are with a professional driver on a closed course. Do not attempt.

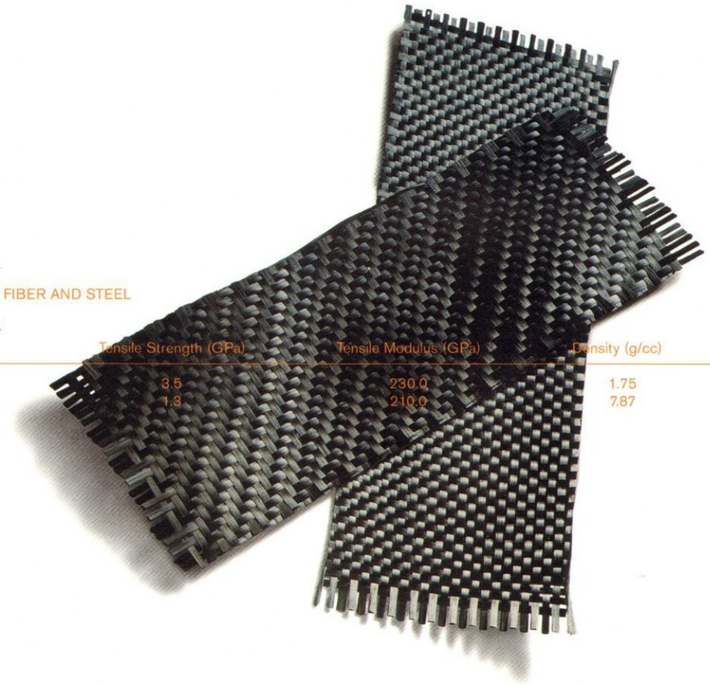


LIGHTER. STRONGER. DEFINITELY NOT CHEAPER. The driveshaft is made with carbon-fiber composite. The hood, suspension and engine, as much aluminum as possible. The steering wheel, magnesium. Even the aluminum pedals are drilled. While all this innovation is far from easy, it isn't nearly as difficult as trying to sell a sports car with anything less than mind-blowing acceleration. The carbon-fiber composite driveshaft means a significant reduction of the always-ugly rotating mass, while the liberal use of aluminum throughout the suspension means a twenty-five percent weight reduction versus standard materials. All for a sports car that is as quick through the turns and off the line as it is out of the showroom.

13
ALUMINUM
AL
2698154

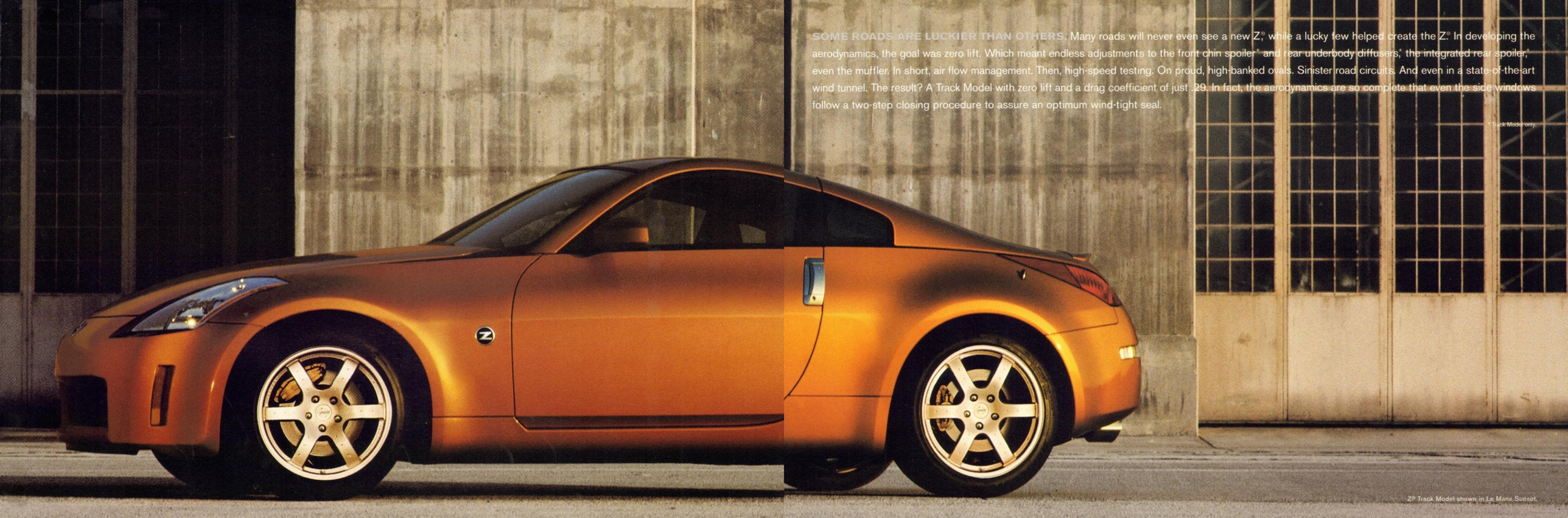
BASIC INFORMATION

Name: Aluminum
Periodic Chart Symbol: Al
Atomic Number: 13
Atomic Mass: 26.981539 amu
Melting Point: 660.37 °C (933.52 °K, 1220.666 °F)
Boiling Point: 2467.0 °C (2740.15 °K, 4472.6 °F)
Number of Protons/Electrons: 13
Number of Neutrons: 14
Classification: Other Metals
Crystal Structure: Cubic
Density @ 293 K: 2.702 g/cc
Color: Silver



COMPARISON OF CARBON FIBER AND STEEL

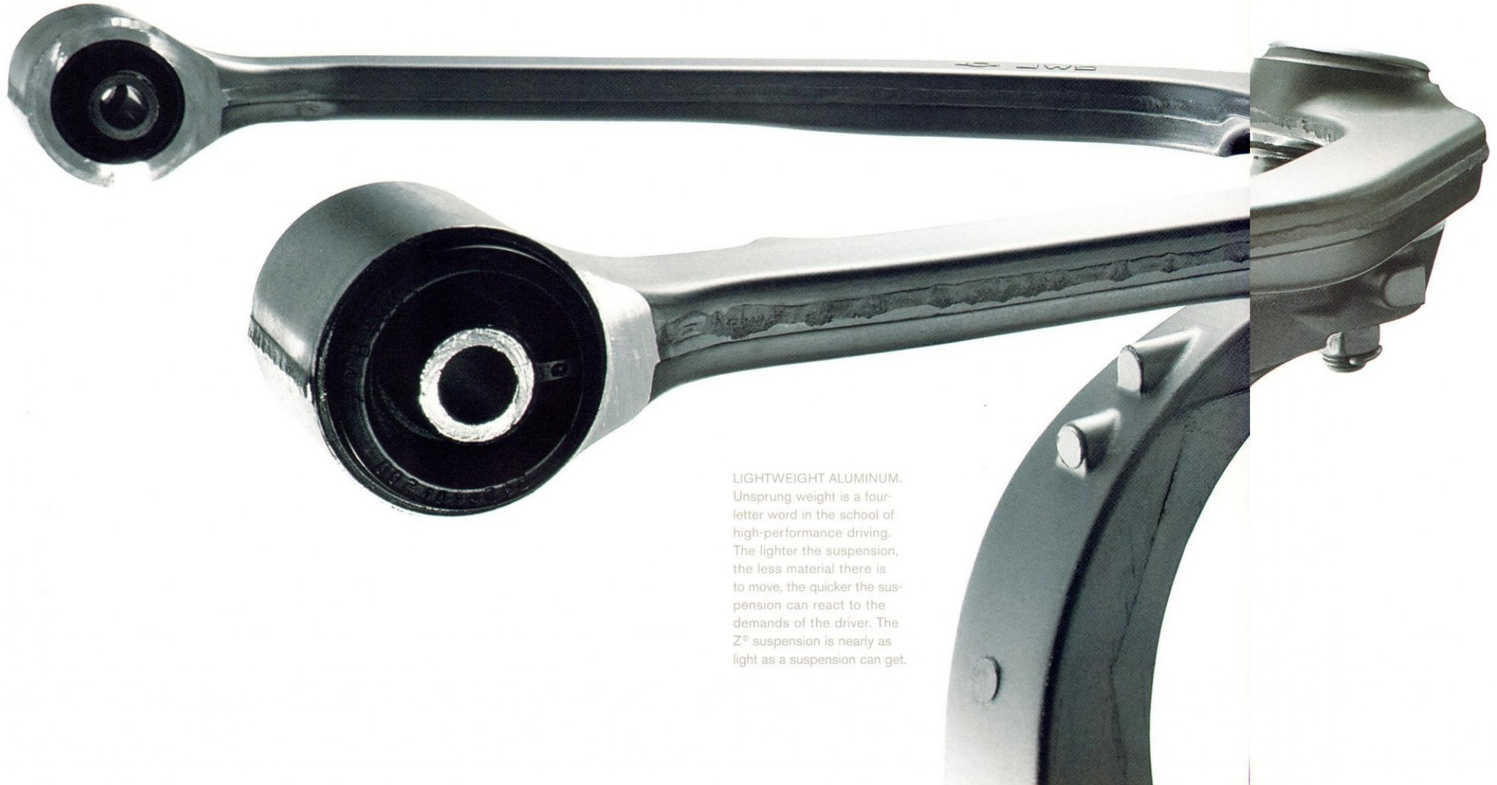
Material	Tensile Strength (GPa)	Tensile Modulus (GPa)	Density (g/cc)	Specific Strength (GPa)
Standard-grade Carbon Fiber	3.5	230.0	1.75	2.00
High-tensile Steel	1.3	210.0	7.87	0.17



SOME ROADS ARE LUCKIER THAN OTHERS. Many roads will never even see a new Z,® while a lucky few helped create the Z.® In developing the aerodynamics, the goal was zero lift. Which meant endless adjustments to the front chin spoiler* and rear underbody diffusers,* the integrated rear spoiler,* even the muffler. In short, air flow management. Then, high-speed testing. On proud, high-banked ovals. Sinister road circuits. And even in a state-of-the-art wind tunnel. The result? A Track Model with zero lift and a drag coefficient of just .29. In fact, the aerodynamics are so complete that even the side windows follow a two-step closing procedure to assure an optimum wind-tight seal.

*Track Model only.

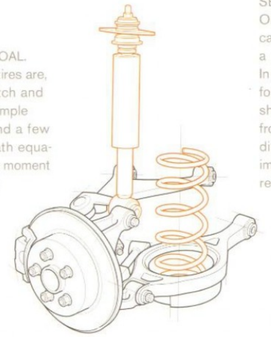
Z® Track Model shown in Le Mans Sunset.



LIGHTWEIGHT ALUMINUM.
Unsprung weight is a four-letter word in the school of high-performance driving. The lighter the suspension, the less material there is to move, the quicker the suspension can react to the demands of the driver. The Z® suspension is nearly as light as a suspension can get.

A UNIQUE MULTI-LINK SUSPENSION, FOR NOT-SO-UNIQUE MULTI-POTHOLED CORNERS. Three links up front. Four links in the rear. Separate placement of the rear springs and shocks. Ripple-control shock absorbers. Aluminum everywhere. All these innovations add up to one thing. Confidence. Whether cornering, braking, or battling a stretch of abused asphalt, the multi-link design promotes camber change, allowing the wheels of the Z® to remain flat on the pavement, while the lightweight suspension allows for quicker reactions. Add in Nissan's unique ripple-control shocks with a damping-control lip, and high-frequency vibration is minimized for a cleaner, smoother ride and precise steering feedback.

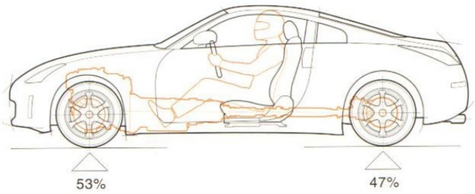
FOUR LINKS. ONE GOAL.
The more vertical the tires are, the more contact patch and the better the grip. Simple enough. Four links and a few years of very long math equations make this simple moment a Nissan Z® moment.



SEPARATED AT BIRTH.
On most high-performance cars, shocks and springs are a marriage of compromise. In the Z,® because of the four links in the rear, the shocks could be separated from the springs and placed directly above the wheels, improving performance and reducing friction.

Z® Track Model shown in Le Mans Sunset.

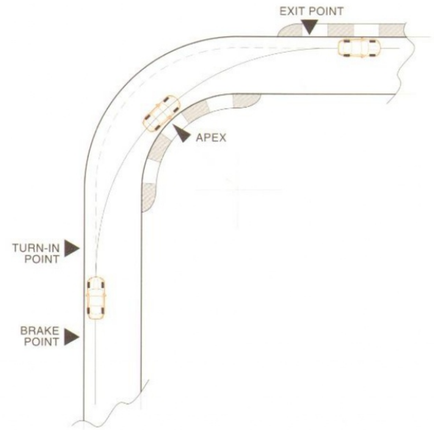
WANT TO DIAL UP PERFORMANCE? GO ON A DIET. The new Z® is approximately 3,200 pounds. And every pound, every ounce for that matter, has been analyzed for one magical result. A 53/47 weight distribution. It's a complex series of calculations that equate to a moment of perfection when it counts the most, in the apex of a turn. During heavy braking, as the driver approaches the apex, additional weight shifts to the front of the Z® for improved traction on the front wheels as the driver actually enters the turn. And at the precise moment the driver accelerates out of the apex, that weight distribution shifts rearward, and, magically, becomes an approximate 50/50 balance. Which translates to a high-performance driver's favorite word. Stability: Less cornering pitch. Better tire contact. Improved directional stability. Quicker turns. So precise is this balance that the driver's weight was calculated into the equation. Reason enough to skip dessert.



"FLAT" CORNERING.
The Nissan Z® is a wheel-centric car, which means its body was essentially poured around wheels that were placed at the far four corners, creating a long wheelbase. Then, we adjusted the weight distribution, pushing the engine back, the driver's seat toward the middle, and the fuel tank forward, toward the center of gravity, all of which help keep the wheels flat for improved cornering performance.

Driver shown for illustration purposes only. Always wear your seat belt.

IF YOU WOULD LIKE TO KNOW WHY WE USED SUCH POWERFUL BRAKES, JUST LOOK UNDER THE HOOD. The less time you spend on the brakes, the more time you spend on the throttle. Massive eleven and a half inch rotors that are cooled through a racecar-styled air cooling system which reduces fade, assuring smooth, predictable and efficient braking, the brakes on the new Z® are a testament to how passionate we are about time on the throttle.



THE FOLLOWING DRIVING TECHNIQUE IS FOR PROFESSIONAL DRIVERS ONLY ON A CLOSED CIRCUIT COURSE.

THREE PHASES IN BRAKING:

1. High-performance driving is about weight transfer. When a racecar driver brakes, weight transfers to the front wheels, and off the rear wheels.

2. Once the car settles onto the front wheels, the racecar driver is trying to minimize the length of the braking zone by braking early and hard, but also progressively, meaning they treat the brake pedal like a "dimmer" switch, rather than simply an "on/off" switch.

3. Towards the end of the braking zone, when the vehicle has been slowed sufficiently, they gradually release pressure off the pedal, making the transition from braking to acceleration as smooth as possible.

BREMBO® THE ULTIMATE GRABBERS. Standard on the Track Model. Rotors that measure over a foot in diameter coupled with liquid-smooth, four-piston calipers, all cooled by a unique Brembo® air management system, they are the same type racecar drivers count on lap after lap, corner after corner, checkered flag after checkered flag.

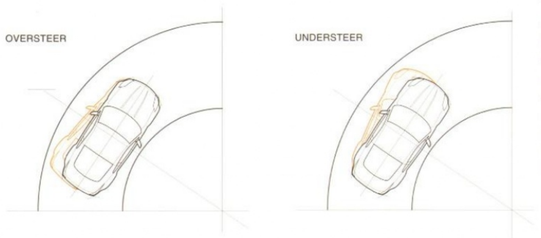
®Brembo is a registered trademark of Freni Brembo S.p.A.



Z® Track Model shown in Daytona Blue.

SOME TURNS ARE NICE AND SMOOTH. SOME TURNS AREN'T NICE AT ALL. EBD, VDC and ASAP. The quicker you go, the quicker you can get into trouble. Vehicle Dynamic Control (VDC) is there to help.* It's a system that instantly senses when the car is losing its intended line of trajectory and determines what needs to happen to help compensate, reducing engine torque to specific wheels and applying braking as necessary. Electronic Brake force Distribution (EBD) is another ally, adjusting the brake force distribution when there is additional weight in the rear of the Z,® such as cargo or a full tank of gas, helping to assure better composure of the vehicle while braking. And should you find yourself in a panic braking situation, Brake Assist will help make sure that maximum brake force is being applied.

THE SOLUTION TO WAYWARD GOLF COURSE SPRINKLERS.
When driving through a slick curve, the back end of a vehicle may decide it wants to go straight, a dynamic known as "oversteering." Or there's the opposite action known as understeering. In the new Nissan Z,® VDC technology is there to brake the wheels leading the slide and reduce engine power, helping to hold the vehicle on its intended line. VDC knows all this is happening through numerous sensors.



The sensors monitor the speed of each wheel individually, as well as brake pressure and steering angle to determine if the vehicle is going in the intended direction. There are even yaw and lateral G-sensors that monitor the vehicle's position in relation to the road. Traction Control is then added into this equation to help further reduce wheel spin.

* VDC is designed to help improve driving stability, but does not prevent accidents due to abrupt steering or by carelessness or dangerous driving techniques. Always drive safely.

Z® Touring Model shown in Chrome Silver.



RACE HELMET OPTIONAL. Many of the safety features built into the Nissan Z® are inspired by the safety features built into racecars. Zone body – a high-intensity cabin structure built with crossmembers and reinforcements – surrounds you, while on the sides of the Z® are energy-absorbing side structures. Front and rear crumple zones, front dual-stage air bags* and available side air curtains* are also there to help, if necessary.

When it comes to safety, seat belts and air bags are just the beginning. Should you be involved in certain severe frontal collisions, the brake pedal of the Z® will slide away to help reduce lower leg injury, while the engine and the driveshaft of the Z® have also been designed to break away. All to help lessen the impact and increase the chances that the incident will amount to nothing more than a story to tell.

Inside every Z® are numerous air bags. Dual-stage front air bags.* Side air bags.* Even available curtain air bags.* Dual-stage means the air bag is equipped with sensors that can determine impact levels as well as whether the occupants are wearing their seat belts (which they always should be), and deploy accordingly.

Also available are side air bags* that move with you as you adjust the seat. And curtain air bags that deploy to help protect occupants' heads.

* Please keep in mind that air bags are a supplemental system and must be used in conjunction with a seat belt. Never let children 12 and under ride in this vehicle unless a front passenger air bag on/off switch has been installed. Side air bags and side curtain air bags are designed to inflate in higher severity side collisions and inflate only on the side of the vehicle impacted. Please see your owner's manual for more details.

REAR ZONE

A rear crumple zone is built into the Z® to help absorb impact and help reduce the risk of injury to occupants.

OCCUPANT ZONE

Surrounding the passenger compartment are pipe-style steel side-door guard beams to help protect you in the event of certain side impacts, while inside the cabin, an energy-absorbing steering column compresses during certain frontal impacts to help reduce the chance of injury.

FRONT ZONE

A crumple zone up front helps absorb certain impacts, helping to reduce the risk of injury to occupants. The hood is built to buckle at predetermined points while the engine, in certain frontal impacts, is designed to drop down and away from the passenger compartment. Even the driveshaft, again in certain impacts, is designed to collapse, further helping to reduce the risk of injury.



MORE THAN 30 YEARS OF INNOVATIONS, EXPLAINED IN 18 SQUARE INCHES. All this technology adds up to one beautiful moment. The translation of what is in your head to what happens on the road. The better the car, the quicker the translation, the more impressive the lap times. Everything we put into the Z,® every bit of aluminum and carbon-fiber, every beat of the 287 hp, every drop of molybdenum, every late night argument, every early morning test lap, every tweak in the suspension, every flash of brilliance, it's all there – in 18 square inches of go.





Professional driver. Closed course.

BREAK SEAL TO OPEN

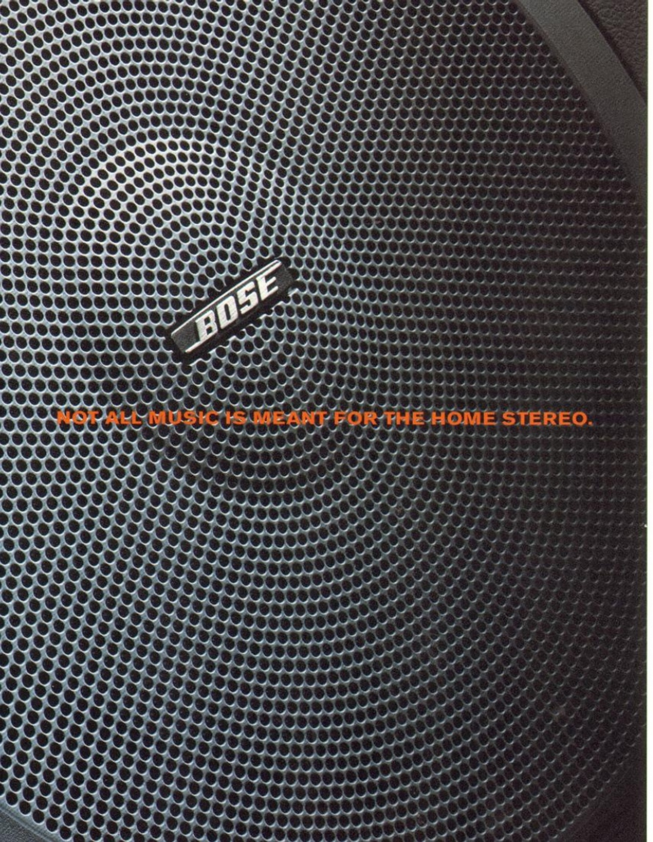
NISSAN

SHIFT_obesession

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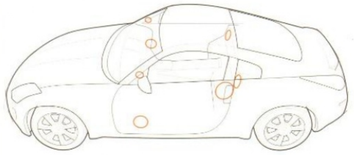
At **NissanUSA.com**, you'll find virtual product demonstrations, a way to "build your own Nissan," a dealer locator, and more information about key Nissan support services. Or if you'd prefer, call **1-800-239-8810** for more information. Finally, **1-800-NISSAN-1** is available to answer specific questions about Z® or any other Nissan vehicle. Nissan, the Nissan Brand Symbol, "SHIFT_" tagline, Z and Nissan model names are Nissan trademarks. © 2002 Nissan North America, Inc. '03 Z 3010-08/02-300M-CGI Printed in U.S.A.





NOT ALL MUSIC IS MEANT FOR THE HOME STEREO.

In the new Z,® you can accelerate quickly, corner quickly, and get lost quickly. Especially considering the 240-watt Z®-specific available Bose® audio system, you're just one good CD away from a two-day detour to work. But there is a solution. The available Nissan Navigation System.* With it, you get a satellite-guided DVD-ROM system with a 7" color screen. It can show you your current location on a normal map or through the patented three-dimensional Birdview.™ Program your destination, and Voice Guidance will talk you through every turn. If you're looking for an ATM, restaurant, hospital or gas station, the Quick Stop feature will find it. The system can even guide you around construction, traffic, or boring roads.



The Z®-specific Bose® audio system. In-dash 6-CD changer. Feed-the-meter simplicity. Complete with noise-compensation technology.

Watts are horsepower for the soul. In the Z,® it's 240 watts of pure Bose® audio pumped through seven speakers, including a 10" subwoofer, that were precisely positioned by Bose to assure the truest, fullest sound.

* Factory-installed option. Never program while driving. Requires accurate GPS service to be available and operating for features to function properly. Mapping may not be detailed in all areas. Some Nissan dealers may not appear on the current mapping areas. Periodic updates to the DVD-ROM will be available for an additional cost. See your Nissan dealer for details.

™ Birdview is a trademark of Xanavi Corporation.



ZERO TO SIXTY IN 2.0 GOLF BAGS.





Z® Touring Model shown in Burnt Orange Leather with accessory equipment.

At highway speed, a loose PDA is one tight exit ramp away from becoming a broken PDA. Climb into the new Z,® and not only will you climb into a cabin that seems to be poured around you, giving the driver and passenger roomy but not unnecessary space, but you'll also notice a cabin full of details. From compartments and seat pockets that hold cell phones, CDs and PDAs, to numerous aluminum touches that hold your sense of style.

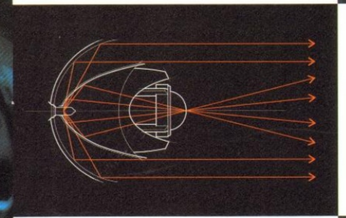
At some point you will have to use your new Z® for pursuits other than empty exit ramps and forgotten mountain roads. Which is why we made sure there is plenty of cargo space behind the seats and under the rear hatch. It's also where you'll find a unique rear strut brace, finished in brushed aluminum, that increases the structural rigidity of the Z.® This cargo space is complemented with tie-down hooks, to assure your bags sit as firmly as you through the chicane that leads to the clubhouse.







Inside the Z,® every detail has been sculpted and finished to please the eye both at rest and in motion. A strut bar covered with brushed aluminum. Air ducts finished with a Z® logo. Even the back of the gauges, inspired by the stoic design of an expensive watch.



Through a unique monocle design, the available High Intensity Discharge xenon headlights are 150% as bright as traditional headlights, illuminate apexes of tight hairpins, and match the spectral wavelength where human eyes are the most sensitive.

On models equipped with high-performance 18-inch tires, the drive computer adds a tire pressure monitor capable of giving "real-time" PSI readings.



Set it and forget it. Pick your desired climate, and the fan, temperature, and vent locations will automatically adjust to maintain it.





Not only can the power seat controls help you find the optimum seating position, but they are placed on the inside of the seats, so you can adjust the passenger seat from the driver's side. (Touring Model only.)

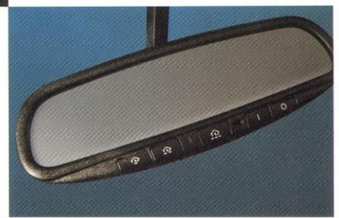


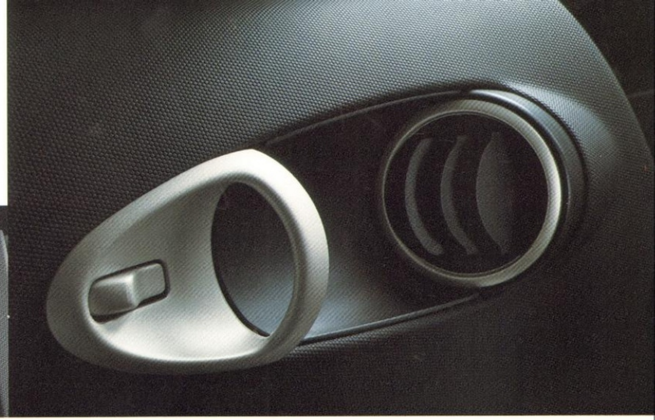
During the commute, it's the comfort of an automatic transmission. On an empty-road Sunday morning, just slide the stick into the manual mode, and you've got a single-footed five-speed. (Enthusiast and Touring Models only.)

Should you ever feel the need to sit back and just chill in your Z,® the steering wheel-mounted cruise control buttons are ready. Specially designed with unique toggles to offer more precise control. (Not available on 350Z™ Model.)



There is nothing cooler than a multi-tasking rearview mirror. It dims bright headlights behind you, opens your garage doors and even the security gate. (Not available on 350Z™ Model.)





It's a door handle. It's a sculpture. Designed with a sense of motion and finished with brushed aluminum, it's the way out of the Z,® should you ever decide to actually get out.

FIVE MODELS TO CHOOSE FROM.

350Z™
It all starts with a 287-hp 3.5-liter V6 engine, 6-speed manual transmission, 17" aluminum-alloy wheels, Automatic Temperature Control (ATC) and CD audio system.

ENTHUSIAST
Enhance Z®'s traction even more with Traction Control System (TCS), viscous limited-slip rear differential, High Intensity Discharge (HID) xenon headlights and aluminum pedals.

PERFORMANCE
Includes all Enthusiast equipment plus Vehicle Dynamic Control (VDC), tire pressure monitor system, 18" aluminum-alloy wheels and high-performance tires.

TOURING
Dials up the amenities with Bose® audio system with in-dash 6-CD changer, leather-appointed seats, power seats, and heated seats/mirrors.

TRACK
When too much performance isn't enough. Brembo® braking system, super-lightweight 18" forged-alloy wheels, high-performance tires, front chin spoiler, rear underbody diffusers and rear spoiler.

SPECIFICATIONS

ENGINE
VQ35DE – 3.5-liter DOHC 24-valve V6 aluminum-alloy engine with CVTCS[1]
Horsepower – 287 hp @ 6,200 rpm
Torque – 274 lb-ft @ 4,800 rpm
Displacement – 3498 cc/213 cu. in.
Bore & Stroke – 95.5 mm & 81.4 mm
Compression ratio – 10.3:1
Maximum engine speed – 6,600 rpm

Manual transmission (city/hwy)	20/26	Automatic transmission (city/hwy)	19/26

2003 EPA Fuel Economy Estimates. Actual mileage may vary with driving conditions – use for comparison only.

DRIVETRAIN
Longitudinally mid-mounted front engine/rear-wheel drive
Carbon-fiber composite driveshaft
Six-speed close-ratio manual transmission
Optional: Five-speed automatic transmission with manual shift mode (ENTH, TOUR)

Gear ratio (:1)	6-speed M/T	5-speed A/T
1st	3.79	3.54
2nd	2.32	2.26
3rd	1.62	1.47
4th	1.27	1.00
5th	1.00	0.83
6th	0.79	N/A
Reverse	3.45	2.37
Final drive ratio (:1)	3.54	3.36

N/A – Not Applicable.

Viscous limited-slip differential (ENTH, PERF, TOUR, TRACK)
Traction Control System – TCS (ENTH, PERF, TOUR, TRACK)
Vehicle Dynamic Control – VDC (PERF, TOUR[2], TRACK)

WHEELS AND TIRES
17" x 7.5" (front)/8.0" (rear) 7-spoke aluminum-alloy wheels (350Z™ ENTH, TOUR[3])
18" x 8.0" (front)/8.0" (rear) 6-spoke aluminum-alloy wheels (PERF, TOUR[3])
18" x 8.0" (front)/8.5" (rear) Rays® super-lightweight 6-spoke forged-alloy wheels (TRACK)
P225/50WR17 (front) and P235/50WR17 (rear) high-performance tires (350Z™ ENTH, TOUR[3])
P225/45WR18 (front) and P245/45WR18 (rear) high-performance tires (PERF, TOUR[2] TRACK)
Tire pressure monitor system (PERF, TOUR[2] TRACK)

BRAKES
Power-assisted brakes – 11.7" x 0.95" vented front discs and 11.5" x 0.63" vented rear discs (350Z™ ENTH, PERF, TOUR)
Brembo® braking system – 4-piston caliper with 12.8" x 1.18" vented front discs and 2-piston caliper with 12.7" x 0.87" vented rear brakes (TRACK)
4-wheel Anti-lock Braking System (ABS), Electronic Brake force Distribution (EBD), Brake Assist (BA)

SUSPENSION AND STEERING
Front: Independent 3-link aluminum-alloy suspension with stabilizer bar and strut bar
Rear: Independent 4-link aluminum-alloy suspension with stabilizer, strut bar and aluminum-alloy subframe
Ripple-control shock absorbers
Engine-speed-sensitive power-assisted rack-and-pinion steering
Power steering ratio – 15:9:1
Turning diameter – 35.4 ft. (curb-to-curb)
Turns – 2.6 (lock-to-lock)

AERODYNAMICS
Comprehensive underbody airflow management
Front: Zero-lift
Rear: Zero-lift includes front chin spoiler, rear underbody diffusers and rear spoiler (TRACK)
Drag coefficient (Cd): .30 (350Z™ ENTH, PERF, TOUR); .29 (TRACK)

DIMENSIONS (INCHES)

Exterior				Interior	
Wheelbase	104.3	Tread width (front/rear)	60.4/60.6 (350Z™ ENTH, TRACK)	Head room	38.2
Overall length	169.4		60.4/60.8 (PERF, TOUR[2])	Leg room	42.6
Overall width	71.5			Shoulder room	53.6
Overall height	51.9				

CURB WEIGHTS (LBS.)

	350Z™	ENTH	PERF	TOUR	TRACK
Manual transmission	3,188	3,197	3,217	3,247	3,225
Automatic transmission	N/A	3,210	N/A	3,239	N/A
Weight distribution – 53/47					

N/A – Not Applicable.

CAPACITIES

Interior passenger volume (cu. ft.)	50.5	Cargo capacity (cu. ft.)	6.8
Fuel tank (gals.)	20.0	Engine oil (qts.)	5.1 max (5.0 recommended)

Z® FEATURES

		350Z™	ENTH	PERF	TOUR	TRACK
EXTERIOR	High Intensity Discharge (HID) xenon headlights		■	■	■	■
	Front chin spoiler, rear underbody diffusers and rear spoiler					■
	Dual exhaust tip finishers	■	■	■	■	■
	Dual power outside mirrors	■	■	■	■	■
AUDIO	240-watt digital Bose® audio system with AM/FM/cassette/in-dash 6-CD changer				■[4]	
	Seven Bose® speakers, including 10" Nd® subwoofer				■[4]	
	Radio Data System (RDS)				■[4]	
INTERIOR	Nissan Navigation System with GPS, DVD atlas and 7" wide color LCD screen			□	□	□
	Automatic Temperature Control (ATC)	■	■	■	■	■
	3-bay gauge cluster (trip computer, oil pressure and voltmeter)	■	■	■	■	■
	Trip computer with multiple functions	■	■	■	■	■
	Shift up indicator light (manual transmission only)	■	■	■	■	■
	Power windows with one-touch auto-up/down feature	■	■	■	■	■
	Anti-pinch feature on windows	■	■	■	■	■
	Partial-down window mechanism	■	■	■	■	■
	Power door locks	■	■	■	■	■
	Remote keyless entry with rolling code protection	■	■	■	■	■
	Remote front windows down and hatch release	■	■	■	■	■
	Key-operated front windows up/down	■	■	■	■	■
SEATING/APPOINTMENTS	Carbon seat cloth	■	■	■		■
	Perforated leather-appointed seats				■	
	6-way manual adjustable driver's seat	■	■	■		■
	Power seats				■	
	Driver-shaped bucket seat	■	■	■	■	■
	Passenger-shaped bucket seat	■	■	■	■	■
	Passenger seatback fall-down lever for driver	■	■	■	■	■
SAFETY/SECURITY	Dual-stage supplemental air bags with seat belt sensors[5]	■	■	■	■	■
	Passenger air bag on/off switch[5] (Late availability)	AC	AC	AC	AC	AC
	Driver and passenger side-impact supplemental air bags[5,6]	□	□	□	□	□
	Roof-mounted curtain side-impact supplemental air bags for occupant head protection[5,6]	□	□	□	□	□
	3-point ALR/ELR passenger seat belt system	■	■	■	■	■
	Seat belts with pretensioners and load limiters	■	■	■	■	■

		350Z™	ENTH	PERF	TOUR	TRACK
EXTERIOR	Heated outside mirrors				■	
	Aluminum hood	■	■	■	■	■
	One-touch hatch release	■	■	■	■	■
	UV-reducing solar glass	■	■	■	■	■
AUDIO	AudioPilot™ noise-compensating technology				■[4]	
	160-watt audio system with AM/FM/CD	■	■	■		■
	Six speakers	■	■	■		■
INTERIOR	HomeLink® Universal Transceiver		■	■	■	■
	Cruise control		■	■	■	■
	Retained accessory power and battery saver	■	■	■	■	■
	Overhead sunglasses storage with map lights	■	■	■	■	■
	Tilt steering column with integrated gauges	■	■	■	■	■
	Variable intermittent windshield wipers and rear wiper	■	■	■	■	■
	Auto-dimming rearview mirror		■	■	■	■
	Dual illuminated visor vanity mirrors		■	■	■	■
	Digital clock (in radio)	■	■	■	■	■
	12-volt power outlet	■	■	■	■	■
	Cup holders (3)	■	■	■	■	■
	Center console storage and lockable rear luggage box	■	■	■	■	■
	Rear parcel box (2; 1 with Nissan Navigation System)	■	■	■	■	■
SEATING/APPOINTMENTS	Heated seats				■	
	Passenger seatback pocket	■	■	■	■	■
	Height-adjustable 3-point front seat belts	■	■	■	■	■
	Leather-wrapped steering wheel	■	■	■	■	■
	Leather-wrapped shift knob and parking brake lever	■	■	■	■	■
	Cross-drilled aluminum pedals					■
SAFETY/SECURITY	Child-seat anchor	■	■	■	■	■
	Energy-absorbing steering column	■	■	■	■	■
	Zone body construction	■	■	■	■	■
	Hood buckling creases	■	■	■	■	■
	Pipe-style steel side-door guard beams	■	■	■	■	■
	Nissan Vehicle Immobilizer System	■	■	■	■	■
	Vehicle security system	■	■	■	■	■

■ Standard □ Optional AC Accessory

[1] Premium fuel required. [2] Manual transmission models only. [3] Automatic transmission models only. [4] Part of Bose® audio system. [5] Please keep in mind that air bags are a supplemental system and must be used in conjunction with a seat belt. Never let children 12 and under ride in this vehicle unless a front passenger air bag on/off switch has been installed. Side air bags and side curtain air bags are designed to inflate in higher severity side collisions and inflate only on the side of the vehicle impacted. Please see your owner's manual for more details. [6] Driver and passenger side-impact supplemental air bags and roof-mounted curtain side-impact supplemental air bags for occupant head protection are a set option. [7] HomeLink is a registered trademark of Johnson Controls, Inc. [8] Brembo is a registered trademark of Freni Brembo S.p.A. [9] Rays is a registered trademark of Rays Engineering.

COLOR AND TRIM



PIKES PEAK WHITE QX1 — Charcoal Leather, Frost Leather, Carbon Cloth



LE MANS SUNSET A17 — Burnt Orange Leather, Charcoal Leather, Carbon Cloth



CHROME SILVER KY0 — Charcoal Leather, Frost Leather, Carbon Cloth



REDLINE AX6 — Charcoal Leather, Frost Leather, Carbon Cloth



SILVERSTONE WV2 — Burnt Orange Leather, Charcoal Leather, Carbon Cloth



BRICKYARD AX8 — Charcoal Leather, Frost Leather, Carbon Cloth



SUPER BLACK KH3 — Burnt Orange Leather, Charcoal Leather, Carbon Cloth



DAYTONA BLUE B17 — Charcoal Leather, Frost Leather, Carbon Cloth



BURNT ORANGE LEATHER
Touring Model



CHARCOAL LEATHER
Touring Model



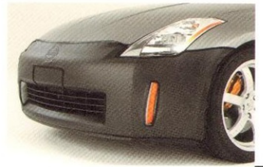
FROST LEATHER
Touring Model



CARBON CLOTH
350Z.™ Enthusiast, Performance and Track Models

Nissan has taken care to ensure that the color swatches presented here are the closest possible representations of actual vehicle colors. Swatches may vary slightly due to the printing process and whether viewed in daylight, fluorescent or incandescent light. See the actual vehicle for exact color.

HAT. SUNGLASSES. KICK PLATES.



Sure, **kick plates** help protect your car's sills from nicks and scratches, but the real reason you get them is they just look so darn cool. They are constructed from charcoal polymer with brushed-aluminum inserts and finished with a stamped Z® logo.

Not every road is race-course clean. Eight lanes of litter-filled freeway is reason enough to get a **nose mask** for your new Z.® Leather-grain premium vinyl exterior lined with soft felt polyester and engineered for minimum flutter at speed.





Drag is a drag. Get the **aero kit** and you'll transform the look and performance of your Z.® The front chin deflector and rear spoiler improve aerodynamics by decreasing turbulence both above and below the Z® while increasing the downforce.

Sliding through water is great in car TV commercials, but the reality is water spray creates nicks and scratches. Install a set of **splash guards** and you'll help protect your Z® as well as keep it clean.



Additional Accessories: Air Bag Anti-theft Bolt, Ashtray Kit, Auto-dimming Rearview Mirror with HomeLink® and Digital Compass, Cigarette Lighter Element, CD Changer (6-disc), Cargo Convenience Net, Cargo Mat (Carpeted), Emergency Road Kit, Floor Mats (Carpeted), First-aid Kit, Front Chin Spoiler, Leather Seats, License Plate Frames, Remote Control Keyfob, Seat Belt Extender, Seatback Organizer, Vehicle Cover (Cable Lock Option), Wheel Locks



SHIFT_desire

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