

# NISSAN 300ZX









THE DREAM OF BUILDING THE WORLD'S BEST SPORTS

CAR BEGAN WITH THE MOST CHERISHED

ENGINEERING TOOL OF ALL: A CLEAN SHEET OF

PAPER. THE DREAM BECAME A SINGULAR VISION,

THEN A QUEST. AND ULTIMATELY, A RELENTLESS

OBSESSION. IN THE END, THE WORLD APPLAUDED.

THE 300ZX WAS VOTED ONE OF THE TEN BEST CARS

IN THE WORLD. WITH A FLUID, WIND-SHAPED BODY,

AWESOME POWER AND UNRIVALLED AGILITY, THIS

EXOTIC SPORTS CAR IS MORE THAN AN ELOQUENT

EXPRESSION OF AUTOMOTIVE EXCELLENCE. IT IS A

CORPORATE STATEMENT WHICH

EMBODIES THE HEART AND SOUL

OF A COMPANY CALLED NISSAN.



300 ZX

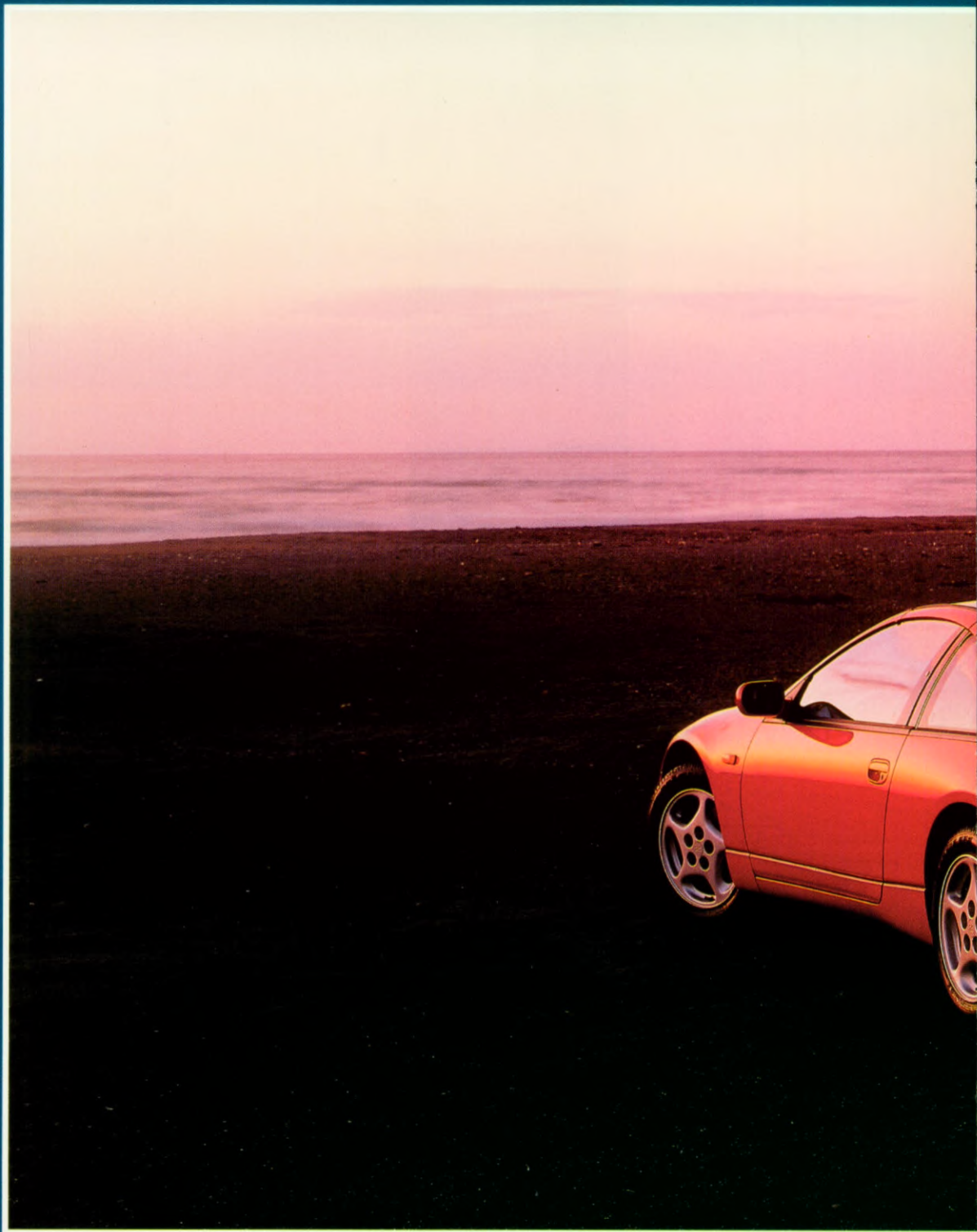
300 ZX

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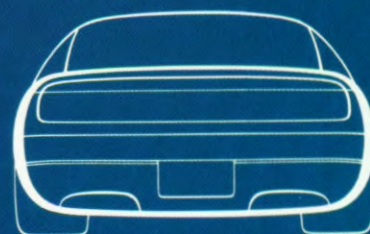
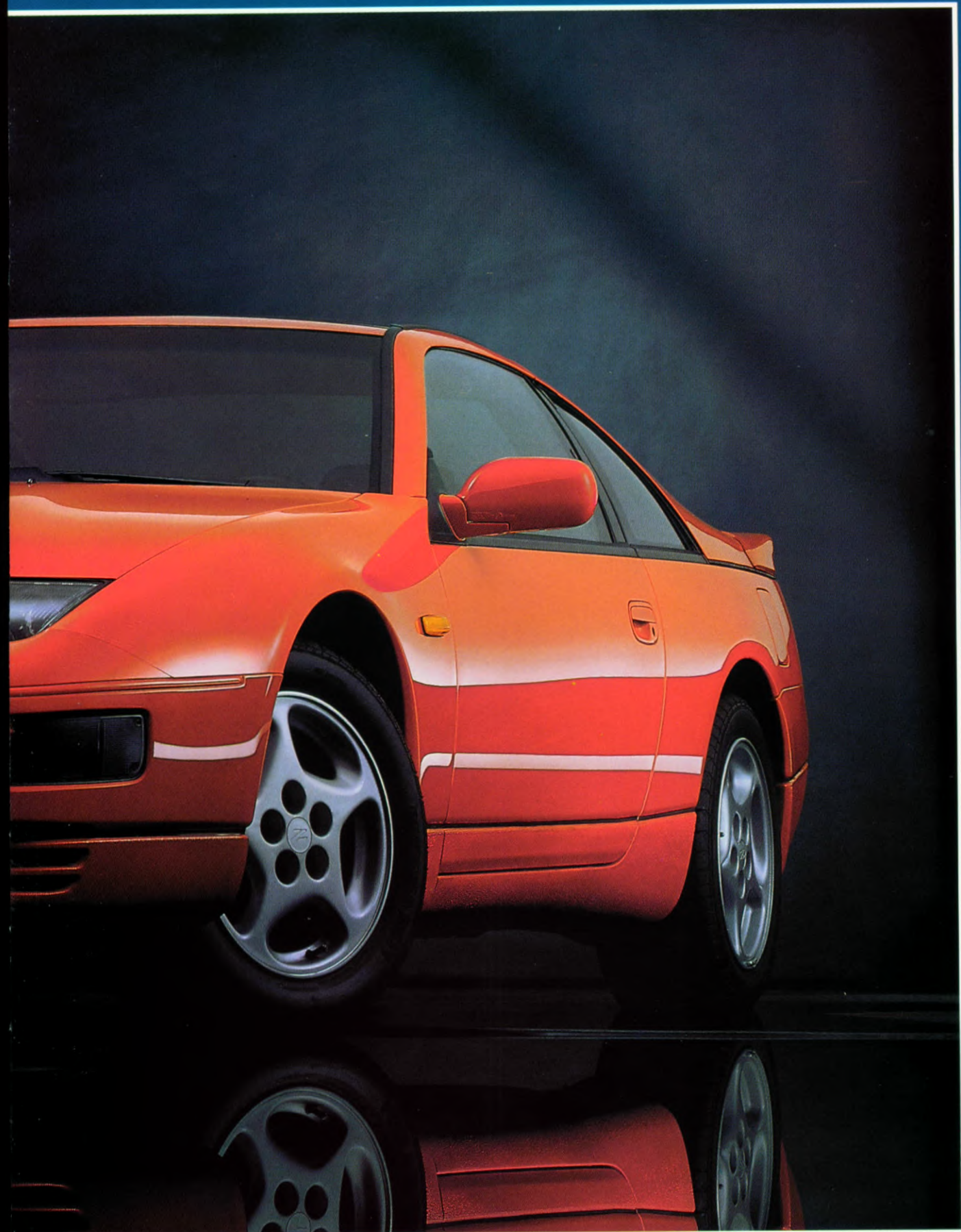
The serenity of the dawn. The infinity of the sea.  
The eternity of the sky.  
Perfect harmony between man and machine.





What happens when technology  
chases the elusive shape of a dream?







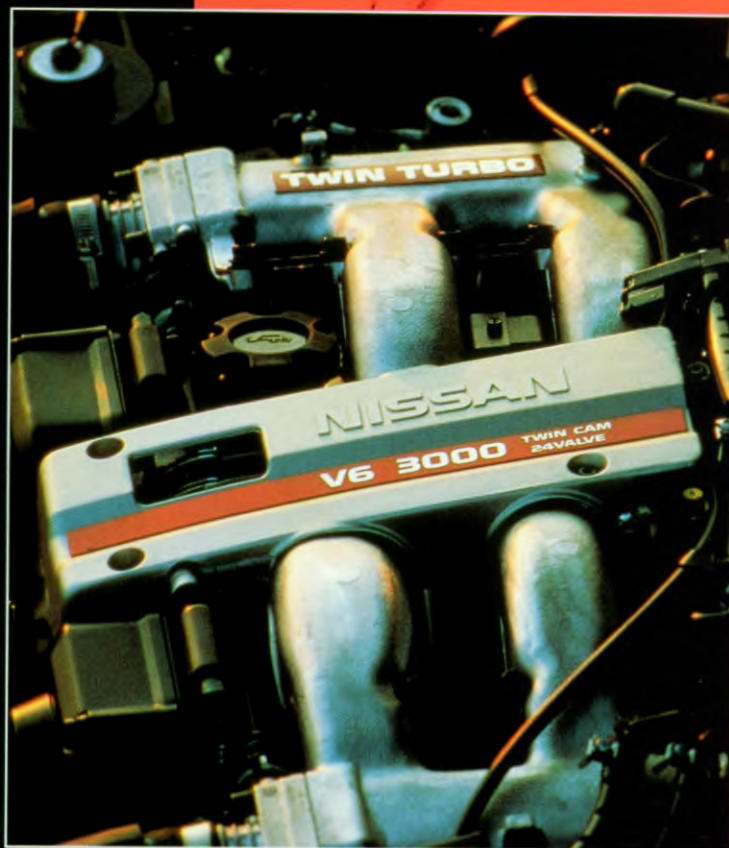
Appropriately, this elite sports car features an elite powerplant.

It's rather difficult not to use superlatives when you experience high-performance manoeuvring in a 300ZX. Little wonder, really. Few vehicles in the world can rival this ballistic driving machine in terms of total overall performance, or sophisticated technological advancements.

Beneath the bonnet resides a race-inspired engine that is state-of-the-art in virtually every category: A twin-turbo, twin-cam, twin-intercooled, 24-valve, 3.0-litre V6.

Response is instant in any gear. Low-end torque and high-end horsepower are abundant. Power is pure, refined and seemingly endless.

We promise that you will not have any problems keeping up with traffic on the autobahn.



## We have lift-off

The entire powertrain is managed by the Electronic Concentrated Engine Control System (ECCS). It controls the Nissan Direct Ignition System (NDIS).

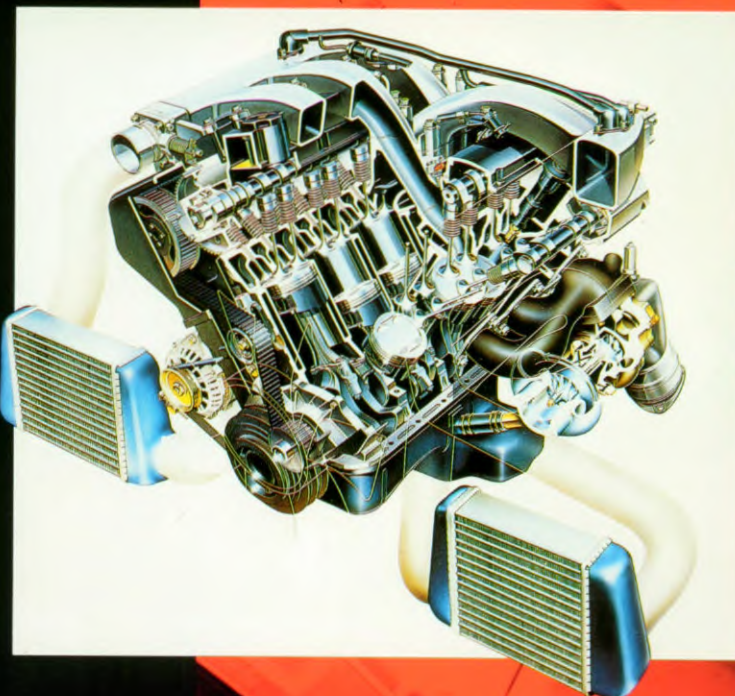
This intelligent system assures ideal ignition. A single compact coil mounted on top of each spark plug delivers an ample and stable voltage supply, ensuring maximum power at ultra-high engine speeds.

## One plus one equals 283 hp

Darting in and out of city traffic requires the quickness of an olympic sprinter. Which is exactly why we gave the 300ZX two small turbos instead of a single large one. They supply free-breathing, high-revving power across the entire torque band.

The second turbo is a thrill to experience when the tachometer needle soars skyward.

Twin intercoolers dramatically compress the air entering the four-valve pentroof combustion chambers, thereby boosting horsepower significantly. Centrally located spark plugs burn cleanly and efficiently.





#### NISSAN DIRECT IGNITION SYSTEM



## Power to the people

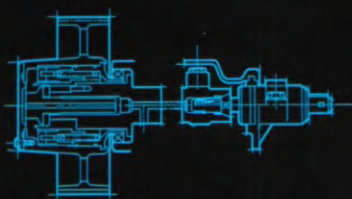
Though the 300ZX can travel at warp speed, most driving is done at low and medium speeds. Nissan's Valve Timing Control System (NVTCS) optimises engine performance at such times by altering intake valve timing. Valve opening and closing is controlled electronically and varied in accordance with vital engine factors such as throttle position, engine speed and intake air mass.

## Inhale. Exhale

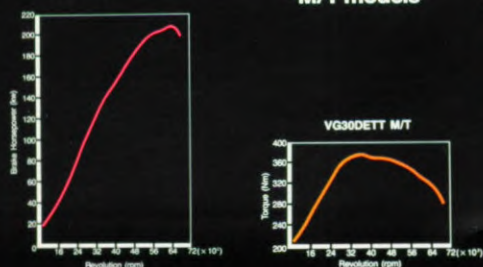
In order to maintain excellent airflow in and out the combustion chambers, twin independent intake and exhaust systems are employed.



#### NISSAN VALVE TIMING CONTROL SYSTEM



#### ENGINE PERFORMANCE CURVE (EEC) \*M/T models



- 283 hp @ 6,400 rpm
- 375 ft-lbs @ 3,600 rpm
- 0-100 km/h in 5.9 seconds
- Top speed: 250 km/h
- Electronic Concentrated Engine Control System

*Figures may vary slightly from country to country.*



A technological tour de force through and through.



**Imagine,** if you will, the perfect road. What is it like?

Full of twists and turns? Long straightaways? S-bends? Mountain passes? Green valleys?

Now imagine yourself behind the wheel of the 300ZX on that very road. With an open roof and the whisper of the morning breeze.

You stick to the road as the smoothly sculpted beauty slices through the wind. Rarely have you driven so confidently. Or with such control.

Handling is crisp and precise. The 300ZX seems to swallow curve after curve. Straightaways shrink before you.

Upshifting, you become a blur on the horizon.

The world behind you disappears and a new day softly arrives.

#### Drivetrains

"World's best." "Ground-breaking technology." "A world first." Such phrases pepper the vocabulary of the 300ZX. A sports car which speaks the language of automotive engineering excellence through and through.

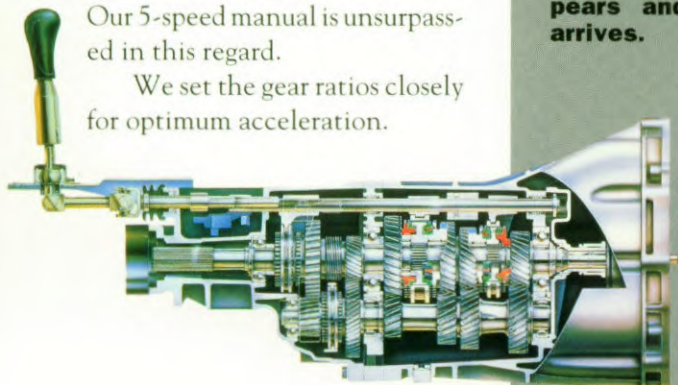
Our drivetrains articulate the same revolutionary vernacular.

#### 5-speed Manual

The way a drivetrain "feels" is as important as its ability to translate engine power to the pavement.

Our 5-speed manual is unsurpassed in this regard.

We set the gear ratios closely for optimum acceleration.



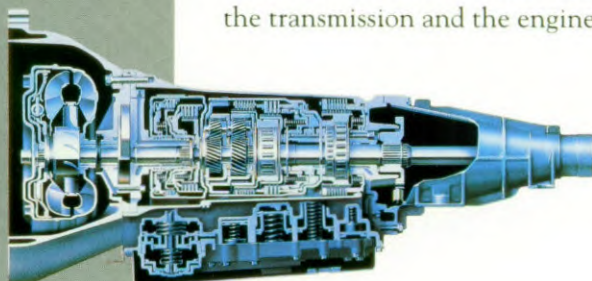
Gear throws are swift and short. Engagement is positive and certain.

The driver's hand stays where it should: On the wheel. Everything feels good.

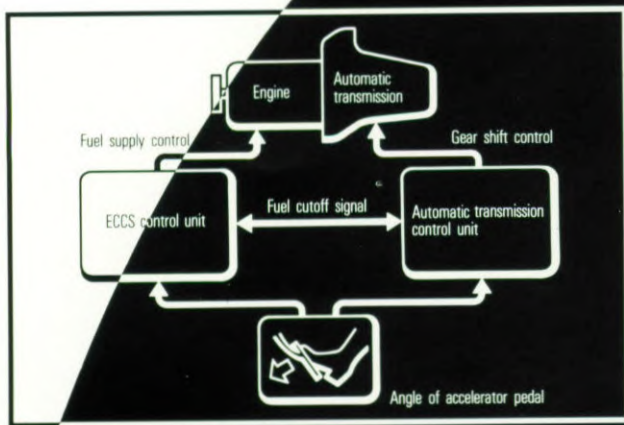
To accomplish this, the floor-mounted gearshift lever is connected via a support rod to the transmission. Double-cone synchronizers, which shorten gear throws by 15mm, are used.

#### 4-speed Automatic

The optional 4-speed electronically controlled automatic employs sophisticated electronics to maintain real-time communication between the transmission and the engine.

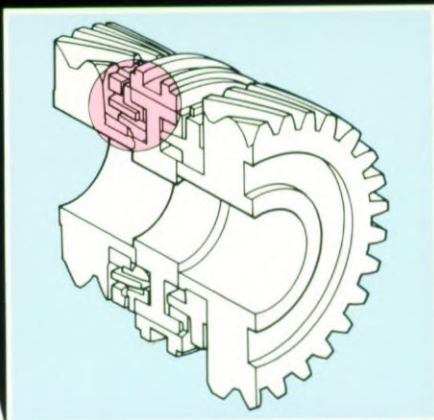
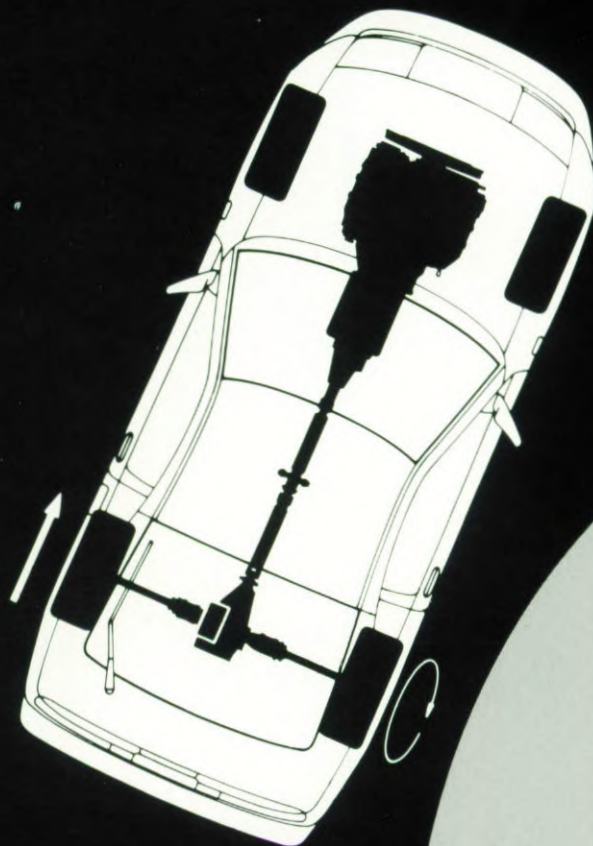






Based on signals from the transmission and the ECCS engine management unit, ignition timing and engine torque are precisely coordinated.

All this allows low shift-shock, smoother top-gear lockup and excellent fuel efficiency. The performance achieved cannot be found on any other sports car, past or present.

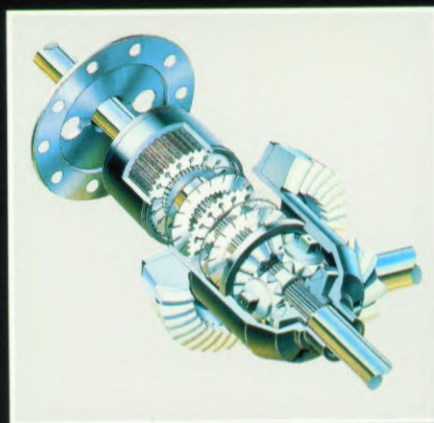


### Double Cone Synchronizers

5-speed manuals usually require more effort when shifting from 1st to 2nd and from 2nd to 3rd than other gear positions.

Double-cone synchronizers eliminate this problem. This unique capacity allows very short gear throws. In fact, gear throws are nearly half as long as most sports cars.

And nearly match those of Formula One racing cars.



### Viscous LSD

The 300ZX's viscous Limited-Slip Differential (LSD) is unlike any other in the world, too. Using a unique high-viscosity silicone oil, the differential transfers the torque to whichever rear wheel has the greatest traction.

This is especially helpful while negotiating sharp corners. Here, the power from the spinning inside tyre is delivered to the outside tyre so that

strong momentum is maintained.

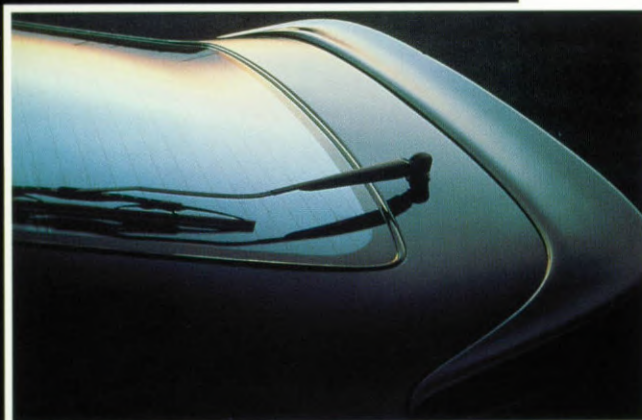
The same holds true for slippery conditions. Or bumpy, irregular roads where the tyres must remain firmly on the road for absolute control and stability.



A fluid, wind-shaped body perfected by the laws of nature.







**The Cray 2 Supercomputer is responsible for the most sophisticated aerospace projects on the planet. It was used extensively in the 300ZX's development. Nissan's advanced wind tunnel facilities were used to also analyse drag, lift, squat, roll, yaw and wind roar. One result: A 0.32 drag coefficient.**



## We've changed the way the world changes lanes.

The 300ZX is as agile and graceful as a ballerina. It was voted one of the best handling cars in the world, in fact. With a slalom time that's a hundredth of a second off the world record.

Nissan's Super High-Capacity Actively Controlled Suspension (HICAS) is part of the reason. This 4-wheel steering system is the first technology of its kind to be offered anywhere.

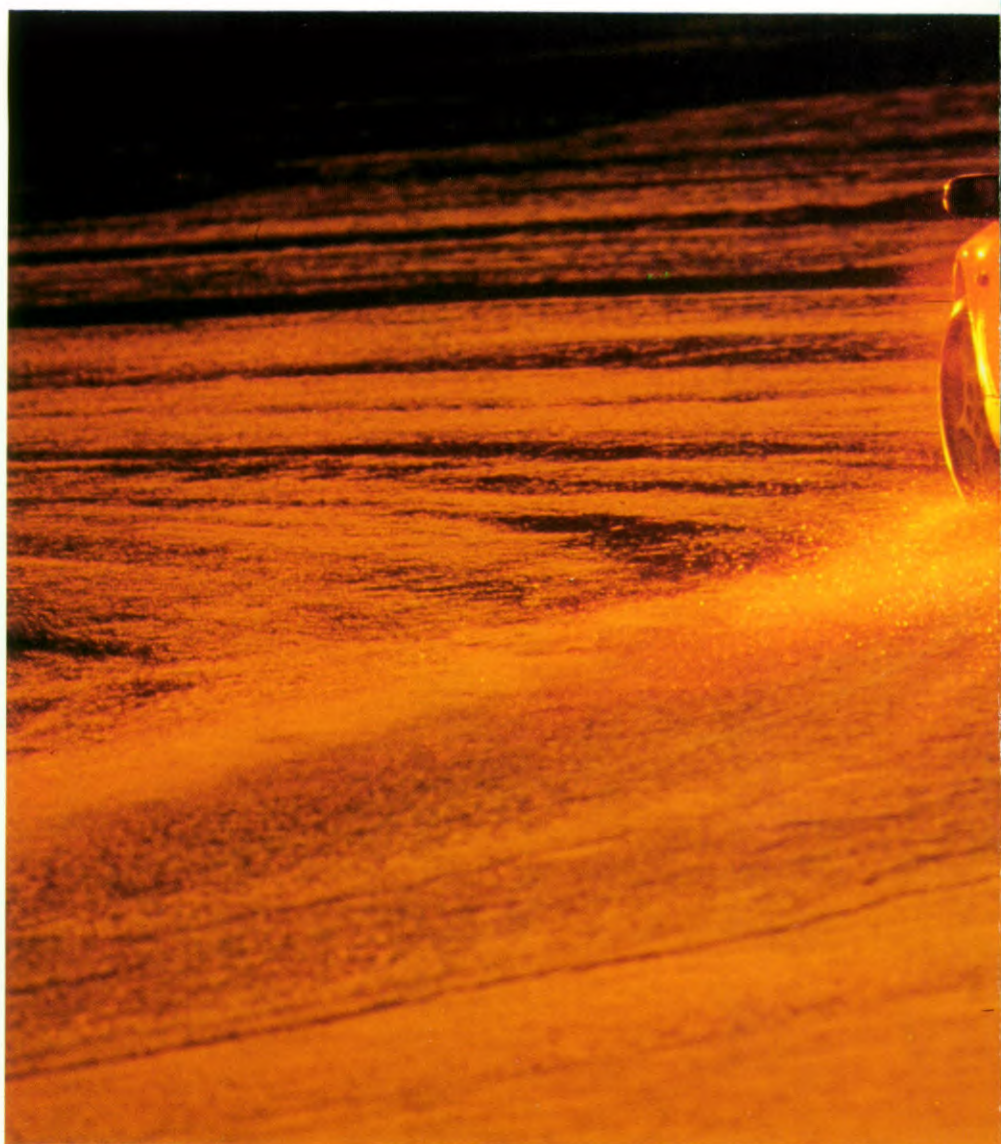
As you enter a corner in a conventional 2-wheel steering system, the front tyres grip the road and produce cornering force. The rear end of the vehicle swings outward. The greater the speed, the greater the outward swing. The rear tyres do not grip or produce force until deep into the corner.

With Super HICAS 4-wheel steering, the scenario is dramatically different. Reacting to a variety of sensors located throughout the suspension and chassis, the HICAS computer steers the rear wheels during cornering and lane changes.

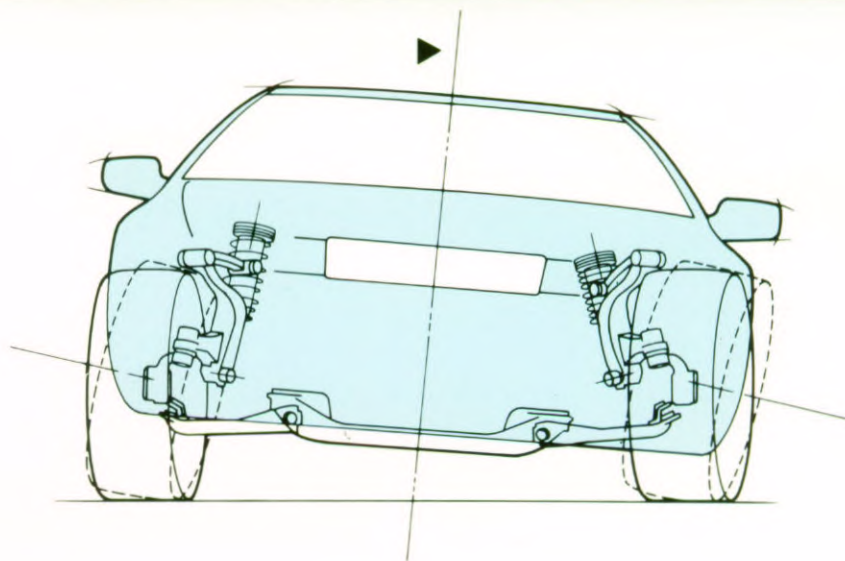
When turning quickly at low and medium speeds, the rear wheels are steered in the opposite direction of the front wheels for a split-second. Then they return to their original position.

By doing so, the rear of the 300ZX points into the curve. This makes for crisper, sharper and stabler cornering. The 300ZX doesn't merely respond to your commands. It seemingly anticipates them. Man and machine move as one. You point to where you want to go and you're there.

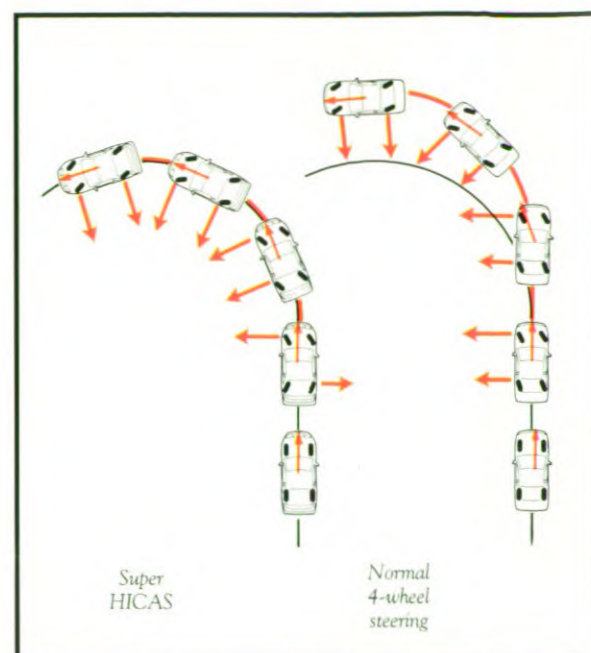
At high speeds, the difference in the angle between front and rear wheels becomes smaller. Stability is awesome. Even during severe weather conditions.



To deal with the unexpected, there are many unexpected features.







steering axis, freeing the upper arm to maintain the right geometry for optimum camber change. A bearing in the lower end of the link steers the wheel.



Rear multi-link suspension.



Front multi-link suspension.

The HICAS computer monitors steering wheel angle, steering wheel speed, steering wheel acceleration and vehicle speed. Hydraulic actuators are attached to the multi-link suspension system.

The 300ZX literally brims with passive and active safety features to help keep you out of harm's way. Everything from a new side-door beam to a precise braking system.

Designed with the aid of the Cray 2 Supercomputer, Nissan's revolutionary multi-link suspension is considered to be one of the very best. Anywhere.

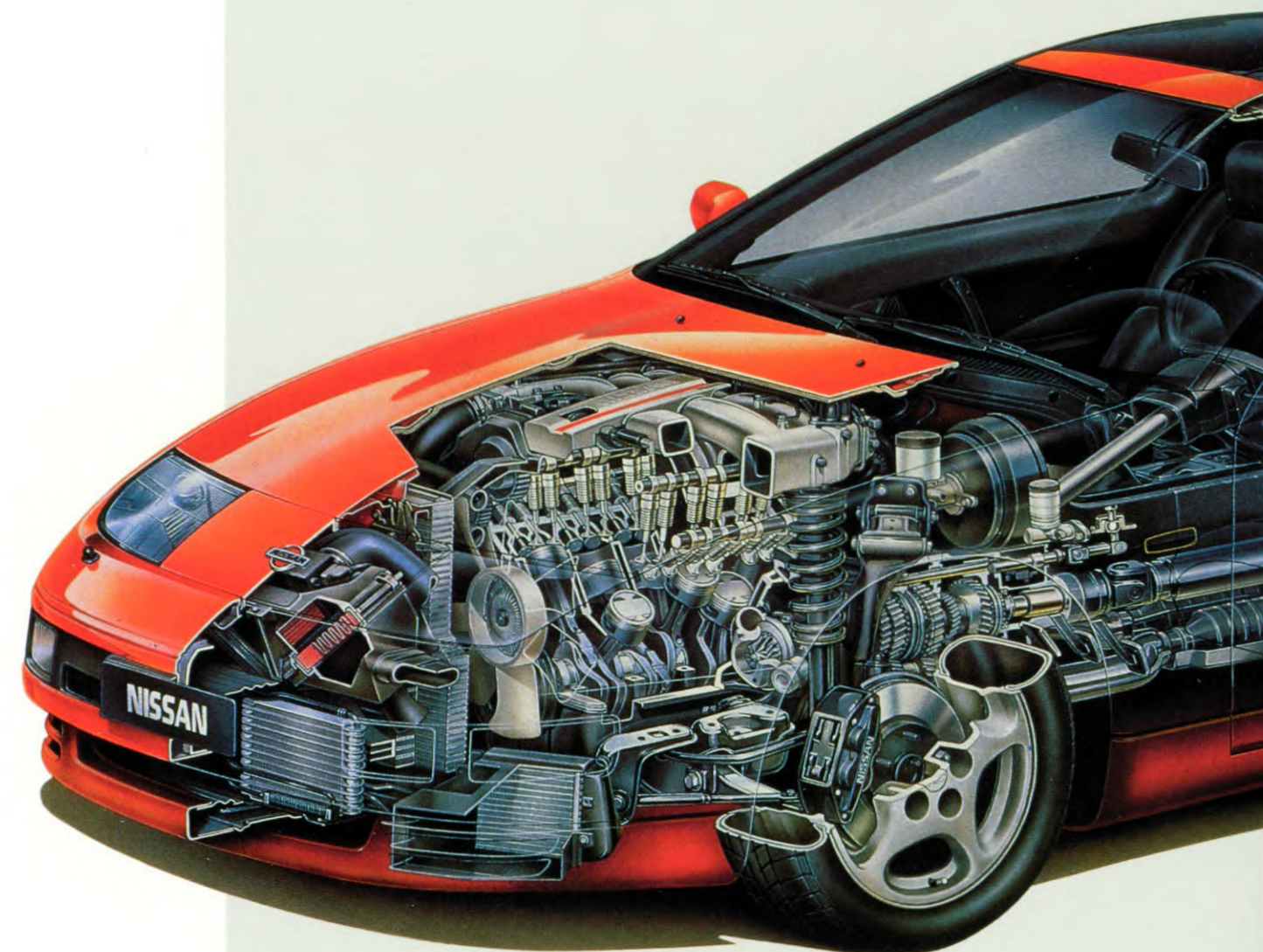
We added a third link to the basic double A-arm configuration of the front suspension. It determines

Another Nissan innovation, a twisted upper arm, improves directional stability, cornering and suppresses dive and lift.

The rear suspension is composed of two upper links and a lower A-arm, at the back of which is a lateral link. When cornering or braking systems are applied, the A-arm moves backward and inward slightly, while the lateral link rotates to the rear. This maximises stability by delivering the correct amount of rear-wheel toe-in.

The suspension's center of momentary rotation is set to eliminate body squat, lift, yaw and roll.

## NISSAN 300ZX



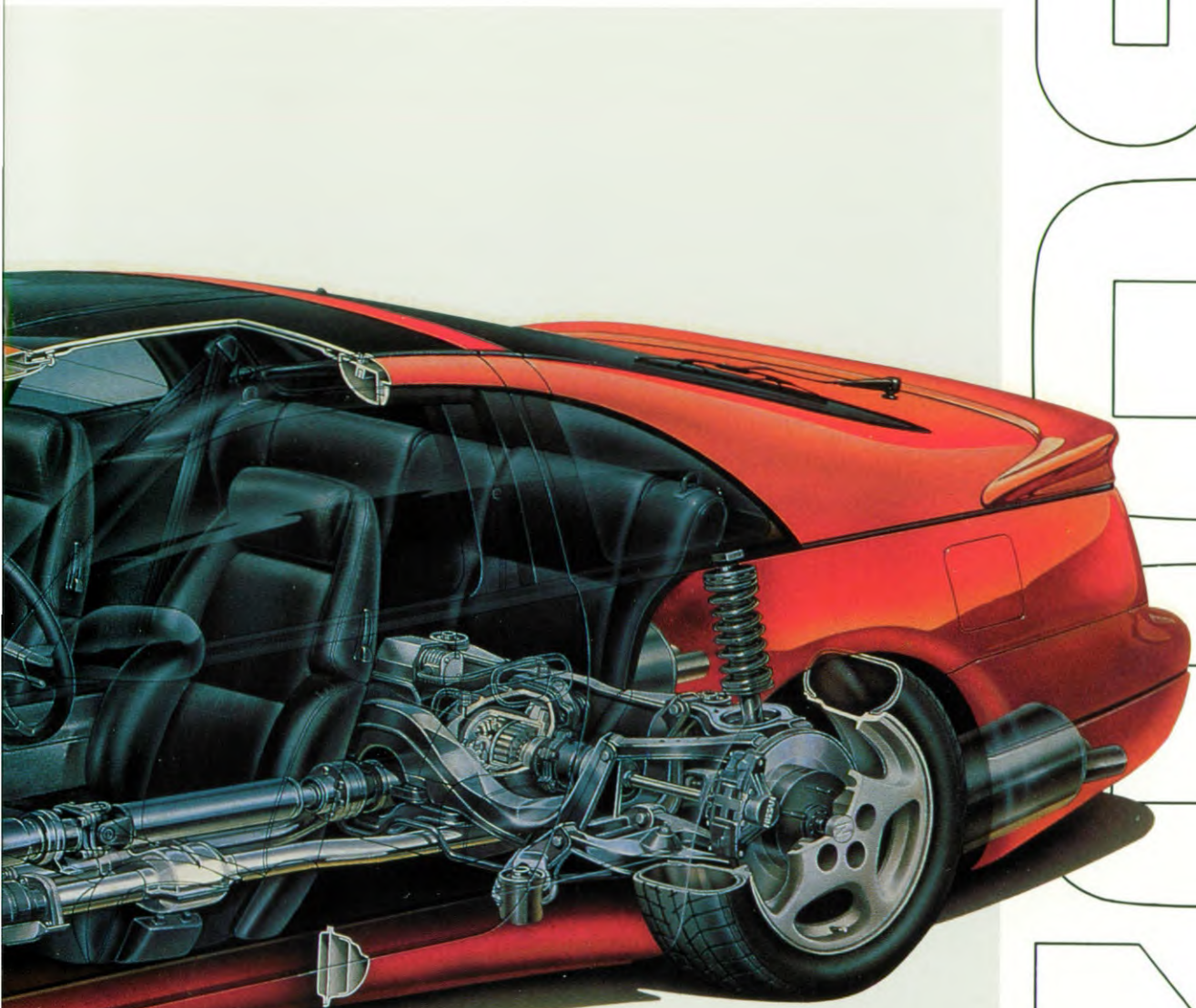
A dream-come-true for exotic sports car enthusiasts.





**NISSAN 300ZX**





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When designing a 250 km/h driving machine, the most important considera

Question: What's more impressive than the 300ZX's 0-to-100 time of 5.7 seconds? Answer: Its 100-to-0 time of 6.0 seconds.

Since the 300ZX can approach the takeoff speeds of small commercial airplanes, we made certain it could stop decisively and quickly.

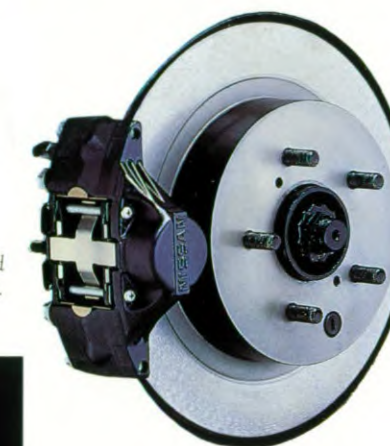
Similar to the system found on Formula One racing cars, the 300ZX's brakes consist of massive 11-inch front ventilated discs and 11.7-inch rear ventilated discs.

For absolutely reliable braking power, the front brakes are equipped with four-piston calipers. The rear brakes have two-piston calipers.

The discs were constructed with the Finite Element Method to assure maximum heat resistance. To reduce weight and promote rapid heat dissipation, the calipers are made of lightweight alloy. This increases rigidity and resistance to vibration.



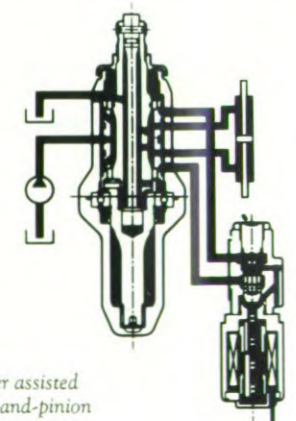
Front ventilated disc brake.



Rear ventilated disc brake.

#### Communication Excellence

A speed-sensitive power steering system also contributes to the 300ZX's quick response and superb accuracy. At city speeds, steering is light and free. As speed increases, the power assist lessens and the steering articulates the feel of the road to your hands.



Power assisted rack-and-pinion steering system.

Two variable orifice valves and a variable drain valve open or close in accordance with vehicle speed. They generate the amount of power assist. For high speeds, 12-groove orifice valves and an electronically controlled solenoid drain valve are used. The entire world-class system is managed by world-class electronics.

As far as safety is concerned, there's no stopping Nissan.





Will miracles never cease?



tion is stopping power.



### Stop in the name of love

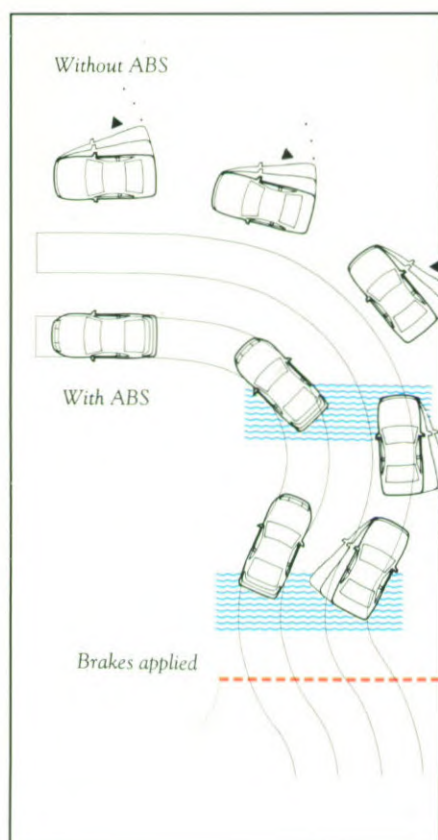
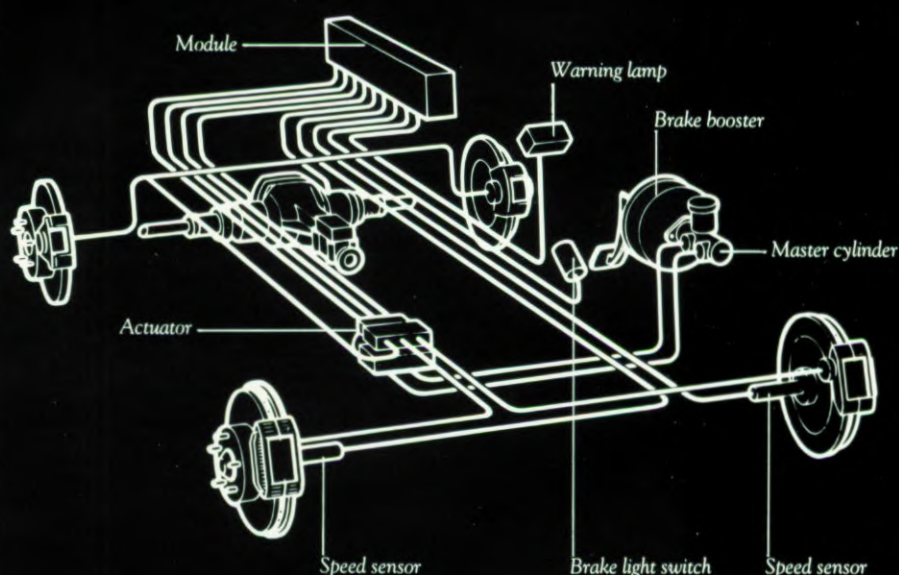
As befits a car of its high technology and awe-inspiring high-performance, the 300ZX is equipped with an advanced anti-lock brake system (ABS).

ABS prevents wheel lock in sudden braking on slippery surfaces

and allows you to avoid road obstacles more efficiently.

Brake fluid pressure is maintained at a set level for smoother braking, while pressure fluctuations are kept at a minimum to reduce brake pedal kickback.

300 ZX Anti-lock Brake System (ABS)



### Think of tyres as ballerina shoes

Unquestionably, bonafide high-performance driving requires bonafide high-performance tyres. The bigger the bite, the better the grip. Exhaustive testing and development resulted in wide 50-series, 16-inch front tyres. And even larger 245/45 ZR16 rear tyres.

As the manufacturer worked directly with 300ZX engineers, the tyres are specifically engineered to work in concert with the suspension system and to tweak overall handling capabilities. Traction action, indeed.



Communicate with the open road.







The wind,



the stars,



the sun,



the moon.





You do not merely sit in a 300ZX. You wear it like a finely tailored suit.

A warm ambience of luxury and comfort permeates the snug yet spacious cabin of the 300ZX. It's bright and airy (especially with the roof open), yet intimate. Everything is softly contoured, designed to please the eye as well as the mind.

There's plush carpeting, upholstery and roof trim. Power windows. Power locks. Power window locks. Power, heated mirrors. New leather touches include a leather-wrapped steering wheel and gear shift. This is only the beginning of a long list of posh standard features.

#### Have you been hugged today?

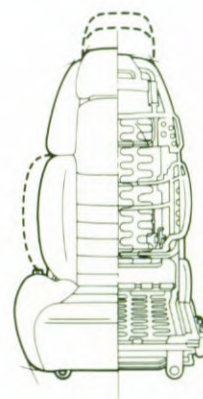
Over 1,000 different designs were tested before the 300ZX's new driver and passenger power adjustable seats were perfected. They can be adjusted in 16 different ways. Thus providing the ultimate tailored fit for the largest or smallest of people. The driver's seat is heated.

As you hug the road during tight turns, oversize side supports hug you, keeping you firmly in place. Your entire body is fully supported when you're pushed back into the seat as you push the outer envelope of high-performance driving.



#### A 250 km/h family car

Extra-roomy, extra-comfortable rear seating can fit two more members of the family. Or two adults. Headroom and legroom are surprisingly good. Even better, the rear seatback folds down for extra carrying capacity.





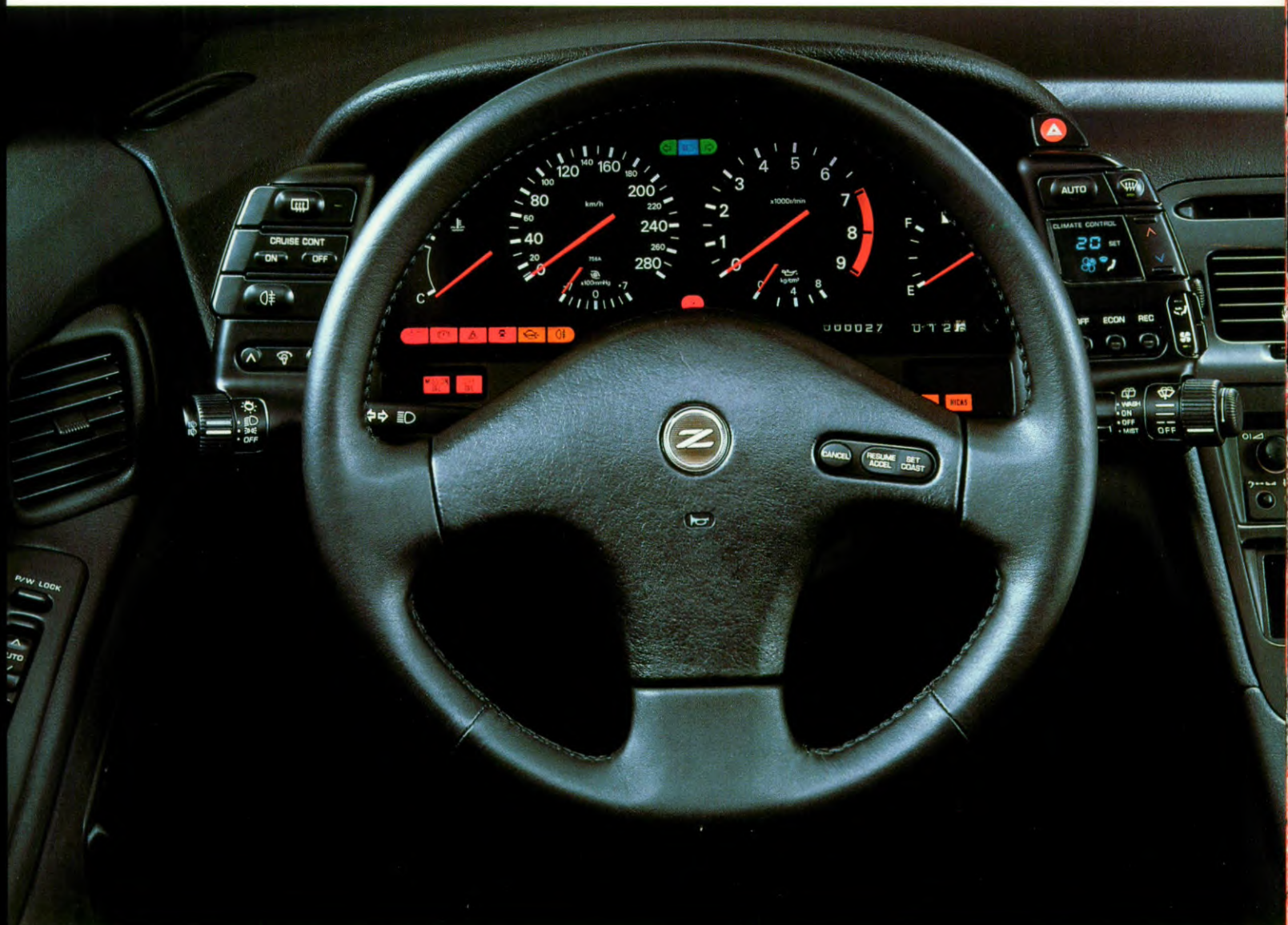


The average European is anything but average.  
Hence, adjustable power seats.





A jet fighter cockpit further enhances the reassuring sensation of absolute control.



Painstaking research on human anatomy and ergonomics has resulted in a unique cockpit that encircles and involves its pilot.

The command centre exudes a sense of cool confidence and authority. You can operate the major controls quickly and easily. They have exactly the right feel, giving the driver positive feedback that bespeaks both quality and style.

All instruments are clearly visible. Analogue meters are big, round and easy to read. The gearshift lever is close to the driver to further shorten shift throws.

The steering wheel is thick for a comfortable and satisfying grip. Careful design of the steering rack resulted in better on-centre feel and smoother turning action.

Precision of the steering system is such that the car responds to steering inputs within 0.07 seconds, becoming in effect an extension of your thoughts.

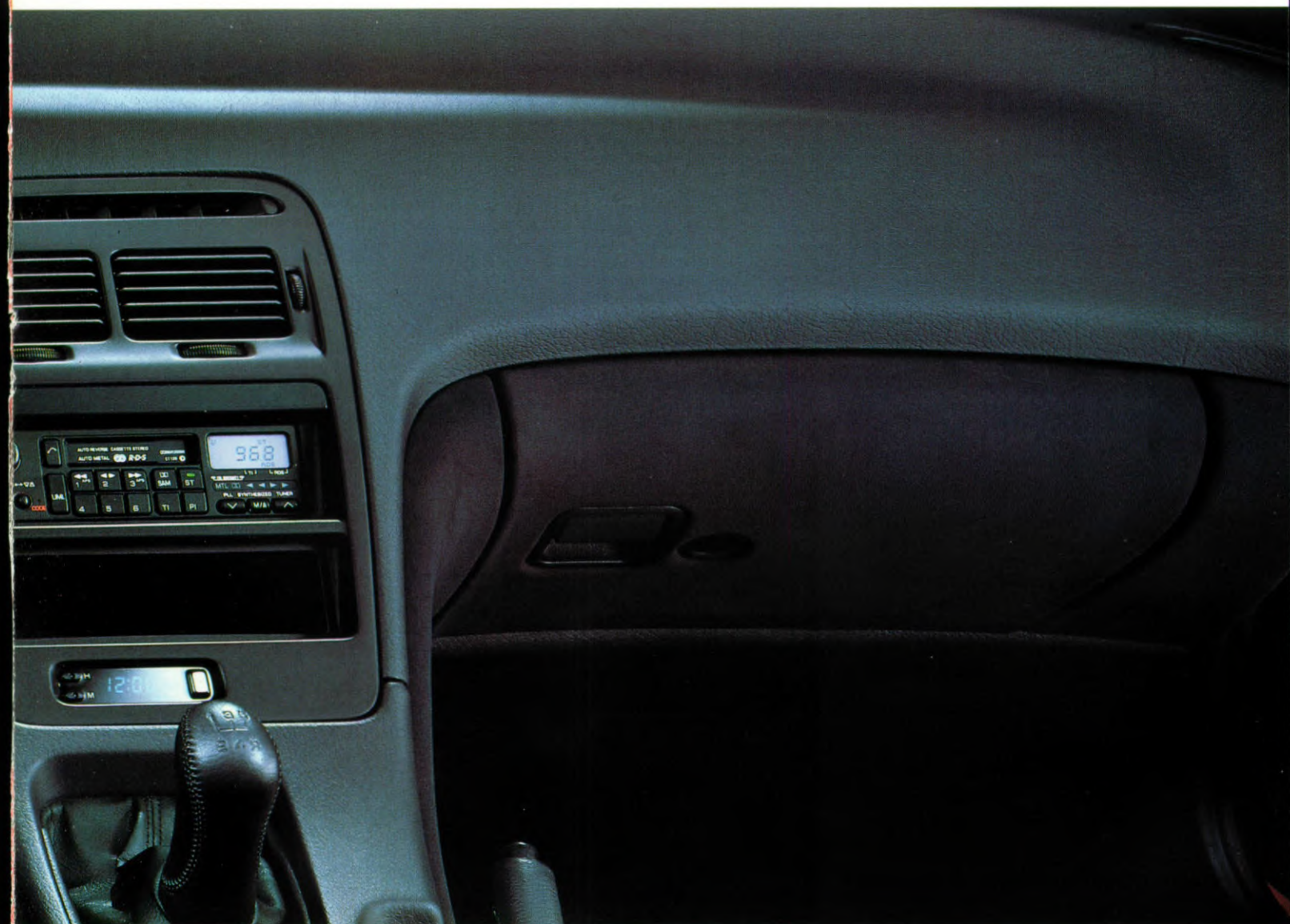
An automatic climate control system monitors and maintains the interior temperature at a preset level so that you need not fuss with switches.



We've invented a machine that reverses the aging process.

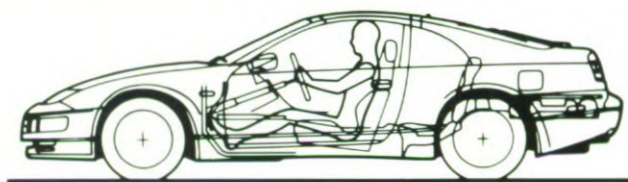


ontrol.



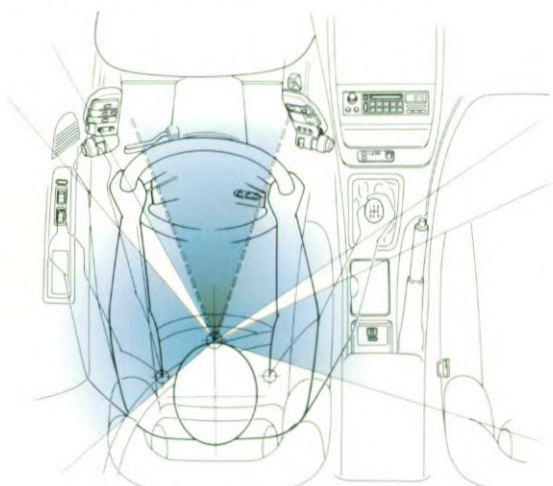
The entire interior works in perfect harmony with you, enveloping and pampering you with creature comforts.

Who would have ever thought that a machine could be so emotional?



#### DASHBOARD FEATURES:

- \* Tachometer
- \* Speedometer
- \* Rear defrost
- \* Cruise control
- \* Front/rear windshield wiper
- \* Voltmeter
- \* Engine temperature
- \* Fuel level
- \* Oil pressure
- \* Emergency lights
- \* Automatic climate control
- \* Turbo boost
- \* Sophisticated sound system
- \* Leather-wrapped steering wheel
- \* Side window defoggers
- \* Digital quartz clock
- \* Light controls



It just may be a perfect example of ergonomics at work.



# Our engineers had some very strong feelings about lightweight chassis design

The unsung heroes of the automotive world are body engineers. While body stylists get all the glory (or grief), the basic performance of the engine, suspension and drivetrain are all dictated by body design.

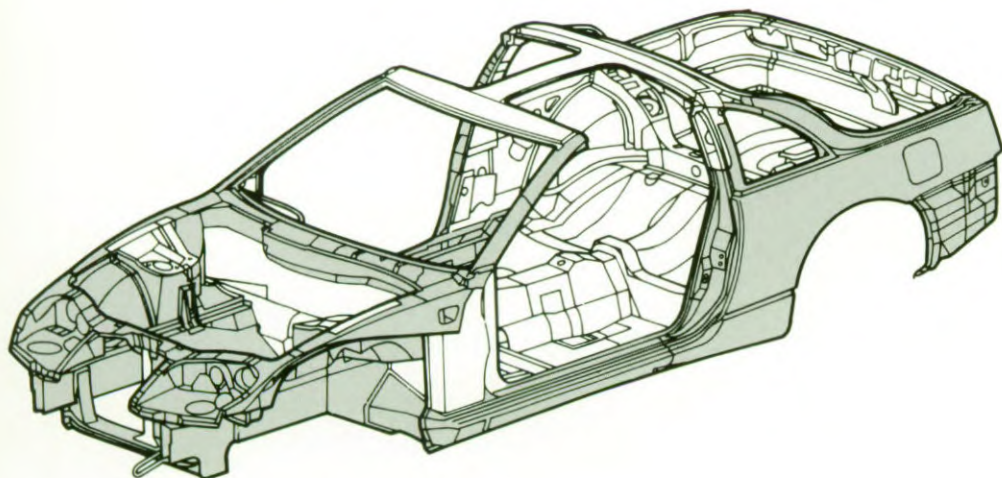
To simultaneously achieve the ultimate combination of high chassis rigidity and light weight, Cray 2 Supercomputer structural analysis was employed from the very beginning.

The body engineers were richly rewarded. They bolstered bending rigidity by 35% and torsional rigidity by 20%.

To achieve this high rigidity, a new and improved continuous arch welding process bonded the unit body together.

The entire underfloor structure was strengthened with particular emphasis placed on the front bumper, first cross member, the lower dash, front and rear side members, the rocker panels, center side members and the rear bumper. Reinforced A- and B-pillars strengthened the roof. Improved stability and crash worthiness were achieved.

The size and weight of each component was optimized via computer modeling. And in place of



conventional steel, lightweight materials such as aluminum, advanced polymers and high-tensile strength steel were employed.

In the final analysis, the 300ZX's chassis is a remarkable achievement. One that eliminates noise, vibration and harshness.

And contributes to a level of handling that true sports car enthusiasts rarely can experience anywhere else.

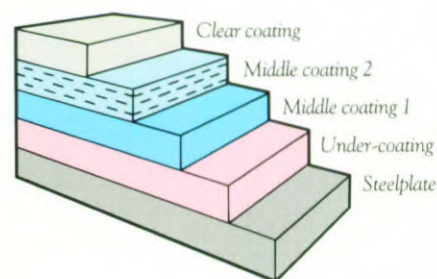




Unmatched levels of crash absorption and safety were a number one priority for Nissan engineers. Frame members exposed to possible crash forces are designed in a straightline configuration to minimize cross-structural deformation. Generous crumple zones at the front and rear provide an extra margin of safety.

Additionally, the cabin structure deflects impacts safely away from the fuel tank. And to maximise rust-proofing, Durasteel, a compound plated with zinc nickel on its inner and outer surfaces, is used in the construction of outer body panels.

Laid on in multiple layers, the 300ZX's high-gloss body paint retains its rich lustre and scintillating sparkle.

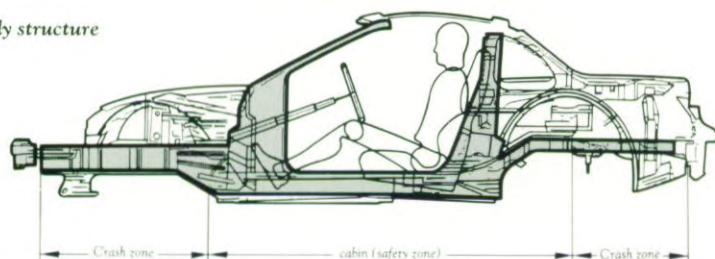


Relentless crash absorption testing has made a big impact on our thinking

Before painting, the naked steel bodies are immersed in a chemical bath to remove all foreign impurities. The next step is the application of an anti-corrosion undercoating done by an ion electro-deposition that's more sophisticated than electroplating.

The bodies are then painted with a base coat. Every coat of paint is applied by using the latest robotic painting system. A new, final fluororesin coat repels water and enhances glossiness.

Safe body structure











The beauty of the beast.

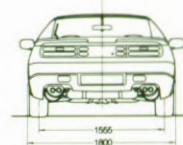
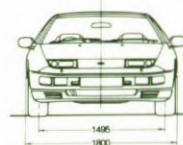
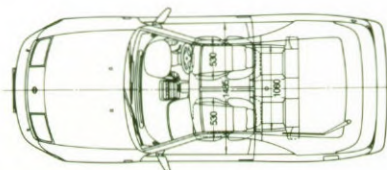
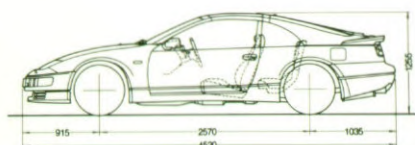


# A sports car that goes beyond the realm of numbers into the realm of emotions.

## Specifications

ENGINE	Model	VG30DETT	
	Type	V6 DOHC, 4 valves/cylinder	
	Displacement	cc (cu in)	2,960 (180.6)
	Bore x stroke	mm (in)	87.0 x 83.0 (3.43 x 3.27)
	Max. power (EEC)	kw/rpm	Manual: 208/6,400 Automatic: 197/6,400
	Max. torque (EEC)	Nm/rpm	Manual: 375/3,600 Automatic: 370/3,200
	Compression ratio		8.5:1
	Fuel supply	Sequential multi-point injection	
DRIVETRAIN	Drive configuration	Front engine/rear wheel drive	
	Transmission type	5-speed manual overdrive transmission and electronically controlled 4-speed automatic overdrive transmission	
	Gear ratios	Manual	Automatic
		1st	3.214 2.784
		2nd	1.925 1.544
		3rd	1.302 1.000
		4th	1.000 0.694
		5th	0.752 -
	Final drive ratio	rev.	3.369 2.275
			3.692 3.692
DIFFERENTIAL		Viscous coupling LSD	
SUSPENSION	Front	Independent multi-link	
	Rear	Independent multi-link	
4WS SYSTEM		Super HICAS (phase reversal control)	
STEERING		Rack and pinion with speed-sensitive power assist	
BRAKES	Type	4-wheel ventilated discs	
		4-piston calipers, front	
		2-piston calipers, rear	
		4-wheel ABS	
TYRES	Front	225/50 ZR16	
	Rear	245/45 ZR16	
DIMENSIONS	Overall length	mm (in)	4,520 (178.0)
	Overall width	mm (in)	1,800 (70.9)
	Overall height	mm (in)	1,255 (49.4)
	Wheelbase	mm (in)	2,570 (101.2)
	Tread front/rear	mm (in)	1,495/1,555 (58.9/61.2)
WEIGHTS & CAPACITIES	Curb weight	kg (lbs)	Manual: 1,605 (3,494) Automatic: 1,615 (3,516)
	Fuel	e (Imp gal.)	72 (15.8)
RUNNING PERFORMANCE (manual transmission model)	0—100 km/h		5.9 secs
	0—400 m		14.1 secs
	0—1,000 m		26.3 secs
	Max. speed	km/h (mph)	250 (155.4)
	Min. turning radius (curb to curb)	m (ft)	5.6 (18.4)
	Cd		0.32

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# NISSAN HAVE A TRADITION OF BREAKING AWAY FROM TRADITION.

IN A WORLD FILLED WITH COMPROMISES, WE OFFER BOLD, IMAGINATIVE, INNOVATIVE ENGINEERING ACROSS THE ENTIRE PRODUCT LINE. AS BEFITS THE WORLD'S FOURTH LARGEST AUTOMOTIVE MANUFACTURER, WE MEET LOCAL NEEDS AND REQUIREMENTS WITH A DYNAMIC MIX OF AESTHETICS AND COMMON SENSE. OUR UNDERLYING



**OR 100.000 KM**

*Our standard bumper-to-bumper warranty covers your car for three years, or 100,000 km, whichever comes first. Our paint warranty is three years, unlimited mileage. And our perforation corrosion warranty is six years, unlimited mileage.*

CORPORATE PHILOSOPHY OF "KAIZEN"

- THE ART OF CONTINUOUS IMPROVEMENT -

RESULTS IN VISIONARY CARS AND

TRUCKS. OUR NUMEROUS RESEARCH

& DEVELOPMENT FACILITIES ARE LOCATED ON THREE

CONTINENTS. OUR OVERSEAS ASSEMBLY AND MANUFACTURING NETWORK

COMPRISES 24 FACILITIES IN 21 COUNTRIES. ORIGINAL THINKING,

PASSIONATE ENGINEERING, EXCELLENT CRAFTSMANSHIP ARE THE

COMMON TRAITS FOUND IN EVERY NISSAN. IT'S WHAT MAKES OUR

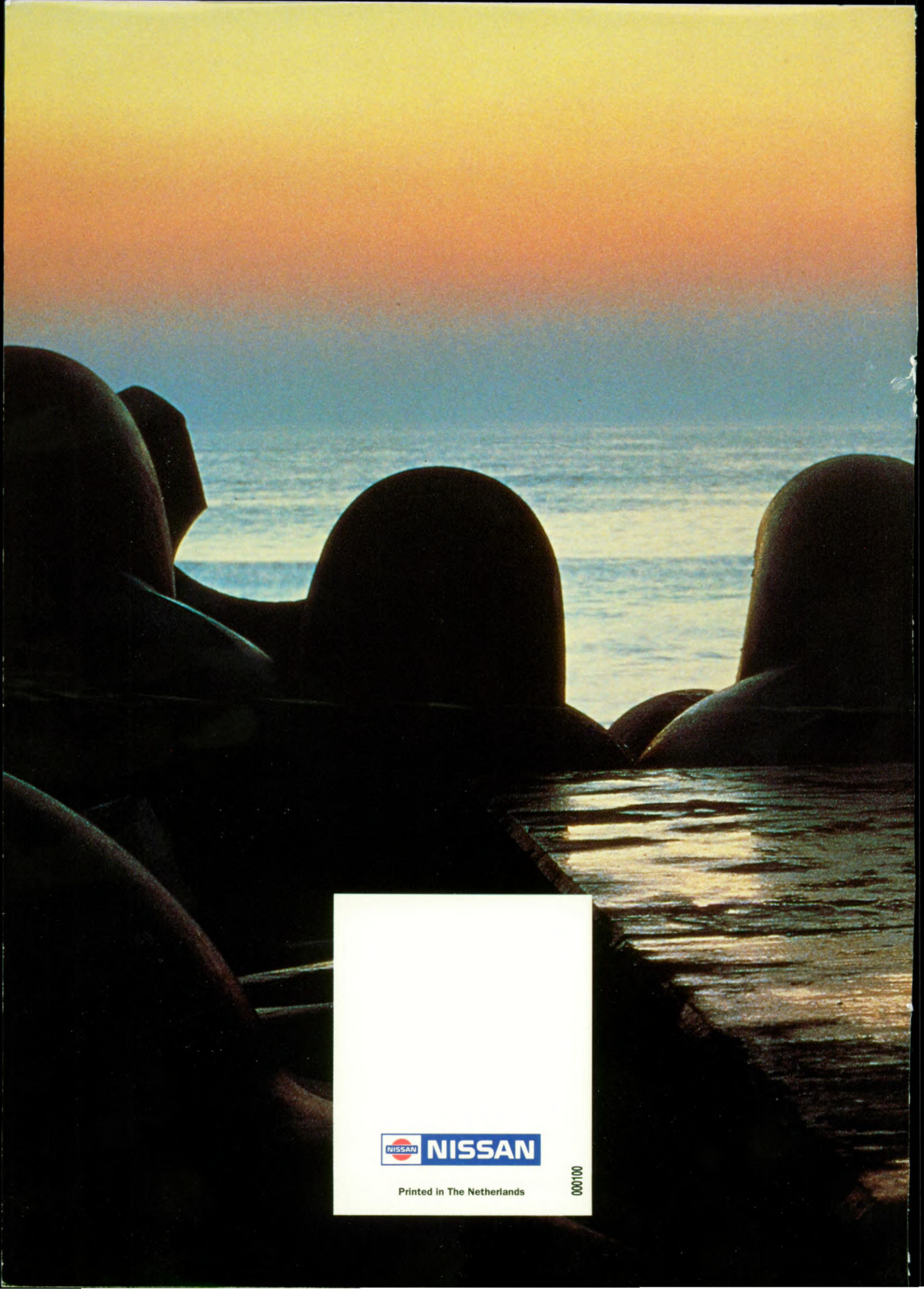
COMPANY AS UNIQUE AS THE PEOPLE WHO DRIVE OUR CARS.



*Our 24-hour pan-European emergency service means we can serve you anywhere, anytime.*

*We have 4,000 highly professional service outlets at your disposal in 20 countries.*





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