



NISSAN 350Z
35th anniversary edition



SHIFT the legend



We have developed the new NISSAN 350Z 35th anniversary edition to satisfy the most demanding devotees of the model and to commemorate the 35th anniversary of the famous Z legend.

Appropriately, the 350Z 35th anniversary edition features as one of the hero models in the forthcoming Gran Turismo 4 game for the Sony PlayStation.

With an exclusive 300 hp engine, this special edition redefines the concept of driving pleasure.

As well as honouring a landmark, this limited edition model represents the start of a new tradition.





1969



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2005



GRAN TURISMO 4
THE REAL DRIVING SIMULATOR



1969

1970

1978



The 240Z in competition

The 240Z was an instant success in racing. Soon after its arrival in the US, it won the prestigious 1970 SCCA Production Championship. Its first notable European event was the 1970 RAC Rally; it finished 7th, an early indication that the 240Z would be successful in both rallying and racing. Further proof came with overall victory, first in class and team victory the 1971 East African Safari Rally, rightly regarded as one of the toughest rallies in the world. It was overall winner again in 1973. The 240Z also competed regularly in the Monte Carlo Rally, achieving third place overall in 1972 – another convincing demonstration of its power, strength and reliability.



BIRTH OF A LEGEND: THE GROUNDBREAKING 240Z

Launched in 1969, the 240Z brought a new sophistication to the world's sports cars. With an entirely new monocoque structure, the 240Z was light, strong and comfortable. Its long nose and short rear deck fastback shape was developed by the renowned designer Yutaka Katayama (known as 'Mr. K'), establishing the Z car DNA which is recognisable in all the Z models and admired by sports car fans everywhere.

Mr. K's philosophy for the design was that "the heart has to be strong and it must be fast. These things are necessary before the car is made to be beautiful."

Giving the 240Z its strong, fast-beating heart was an advanced single overhead camshaft, 2 litre engine. It had twin carburetors and six cylinders, producing 150bhp that took the 240Z up to 210km/h.

1970 saw the 240Z launched to an eager European market, together with its even sportier 240ZG variant. A year later, even more sports car enthusiasts were able to enjoy the Z DNA, with the arrival of the 260Z, now with a larger 2.6 litre, 162 bhp engine, offering two seats or as a 2+2 with a slightly longer wheelbase.



THE 2ND Z GENERATION: DEBUT OF THE 280ZX, 1978

The next generation Z, the 280ZX came to Europe in 1978, responding to economic trends and the desire of sports car owners for more comfort and performance. Keeping the Z DNA long nose and short rear deck, this model was equipped with a 2.8 litre fuel injected engine. Two seater and 2+2 models were joined by a Targa model, with a T-bar roof and removable panels, allowing Z owners to enjoy 'fresh air' motoring.



The 280ZX in competition

While the Z was still campaigned on Europe's race tracks by enthusiastic private entrants, the focus of official Z competition was in the all-important American market. In the US International Motor Sports Association's (IMSA) GT Series, the 280ZX won nine races in its first year.



3RD GENERATION: NEW SOPHISTICATION WITH THE 300ZX, 1983

The new 300ZX, launched in 1983, pitched the Z against high-performance rival European sports cars by using a completely new, double overhead camshaft V6 engine, with suitably enhanced suspension and transmission. It maintained the characteristic long nose, short rear deck Z shape, but made a dramatic leap in performance, especially in aerodynamics. Available in non-turbo (170 bhp) and turbo versions, the 300ZX offered the choice of two seat, 2+2 and Targa bodies. The flagship 300ZX had a 3 litre turbo engine, producing 228 bhp with a top speed of nearly 250 km/h.

1983



The 300ZX in competition

America continued to be the focal point of Z competition activity. The 300ZX dominated the IMSA Endurance (Grand Sports) category, (closer in specification to true production cars) and driven by actor and racing driver Paul Newman, won the GT-1 class in the SCCA Series two years running.



THE 4TH Z GENERATION: THE NEW 300ZX, 1989

The concept of pure speed, the essence of the sports car, gave the new fourth-generation 300ZX an innovative cabin-forward shape whilst maintaining the instantly recognisable Z DNA. Launched in Europe in 1990, the 300zx was only officially available in this market as a Turbo 2+2.

With its six-cylinder, double overhead camshaft twin-turbo V6 3 litre engine, the new 300ZX produced 300bhp, matched to advanced four-wheel multi-link suspension for impressive handling. More powerful and sophisticated than ever, the 300ZX compared favourably to many more expensive rivals. For Japan, an elegant two seat convertible was produced, but it was not marketed in Europe; an omission that would be rectified with the next Z model.

1989



The new 300ZX in competition

1992 saw the V6 twin-turbo 300ZX win its third consecutive IMSA Series. For 1994, the 300ZX was entered in the toughest of all endurance races, the legendary Le Mans 24-hours. In this unforgiving race of attrition, it outlasted and outperformed the majority of its competitors, coming fifth overall and first in the IMSA GTS class.



5TH GENERATION. THE LEGEND CONTINUES: THE 350Z, 2002

The fifth-generation Z car, the 350Z, was launched in the US and Japan in 2002 and arrived in Europe in 2003. Its design was inspired by the concept 'lust then love' - first attracting owners, then winning their enduring admiration. The long nose, short rear deck and arcing roofline all continue the Z DNA, while its short overhang, narrow waistline and tyres flared into the four corners create the look of an athlete at the startline, about to release their energy in an explosion of power and performance.

The new package, with a 'front midship' mounting for the new V6 3.5 litre 280hp engine and close-ratio transmission, ensures exhilarating driving. Thrilling all the senses and providing a fulfilling, emotional experience, is the 350Z Roadster, launched in Europe in 2005.

Now the Z legend has evolved again, with the spectacular 350Z 35th anniversary edition. Conspicuous in its unique pearl metallic paint, it features an exclusive high-output engine and unique aluminium alloy wheels; a fitting celebration of the Z tradition.

2002

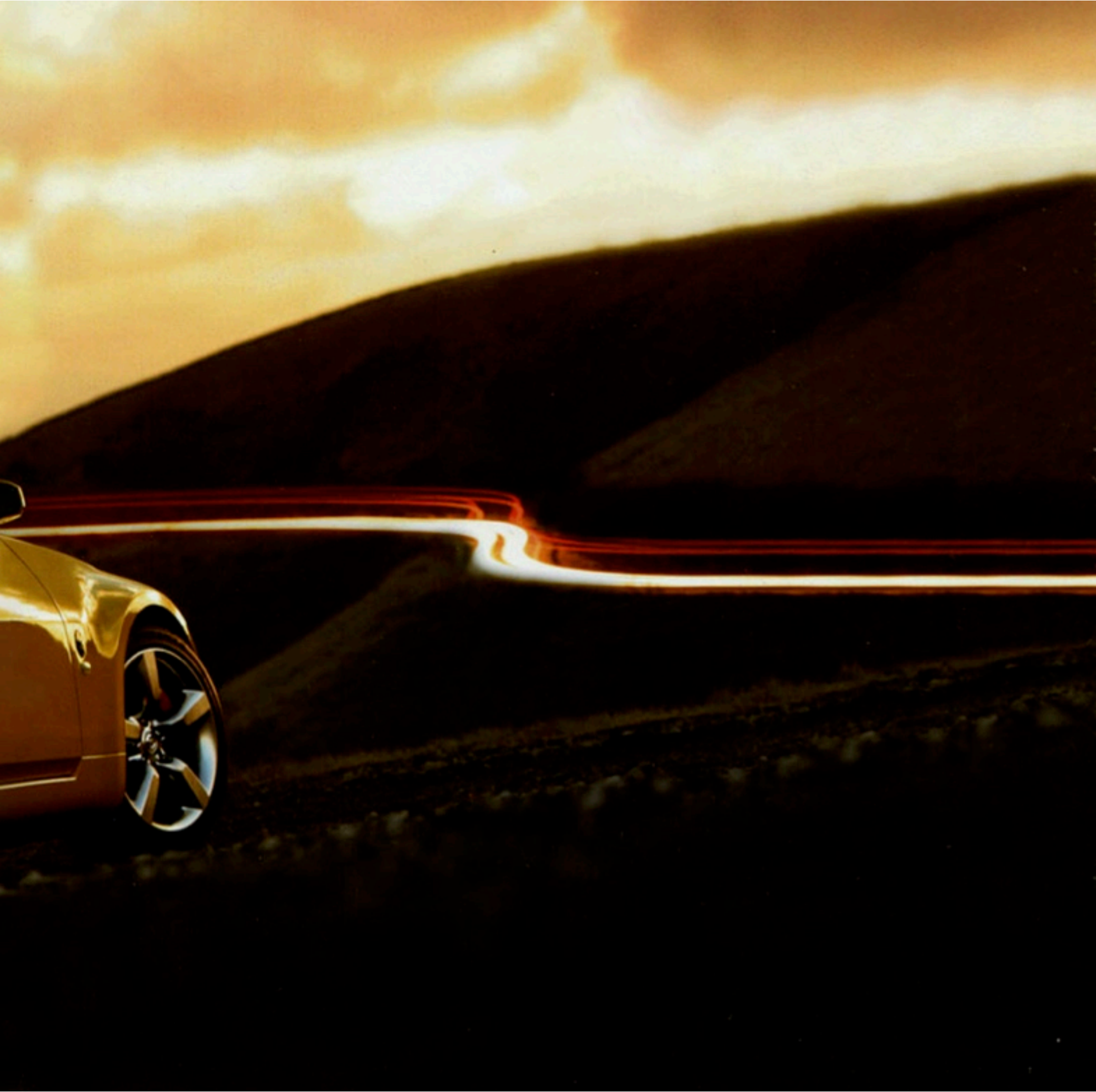


The 350Z in competition

First contesting the All-Japan Grand Touring Car Championship (JGTC) in 2003, the 350Z immediately won the GT300 class and the super endurance championship, an exceptional accomplishment for its first year. Taking over from the renowned Skyline GT-R in the GT500 class, in 2004 the 350Z won its first race and the Team and Drivers Championships too. The 350Z also won its class in the super endurance series, proving its outstanding competition pedigree.



350Z
35TH ANNIVERSARY EDITION



Special Design 5-Spoke 18" Aluminium Alloy Wheels

Made exclusively for the 350Z 35th anniversary edition, these aluminium wheels are approximately 6.4kg lighter than the standard version.

A wider 8.5JJ rear rim increases the tyre contact area.



Higher rev limit

The specially tuned engine can rev safely to 7,000 rpm, producing more power and low-speed torque, allowing the car to accelerate to 105 km/h in second gear. Acceleration is sustained even at the upper limits of the rev range, taking you to 100 km/h in only 5.8 seconds.



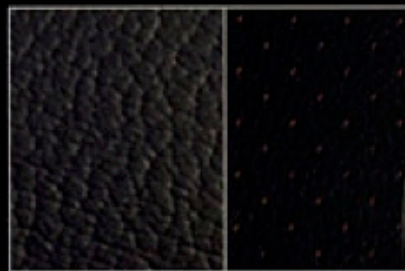
COLOURS AND TRIMS



Premium Sunshine Yellow (3P) (#E33 special paint colour)



Kuro Black (#KH3)



Black leather seats



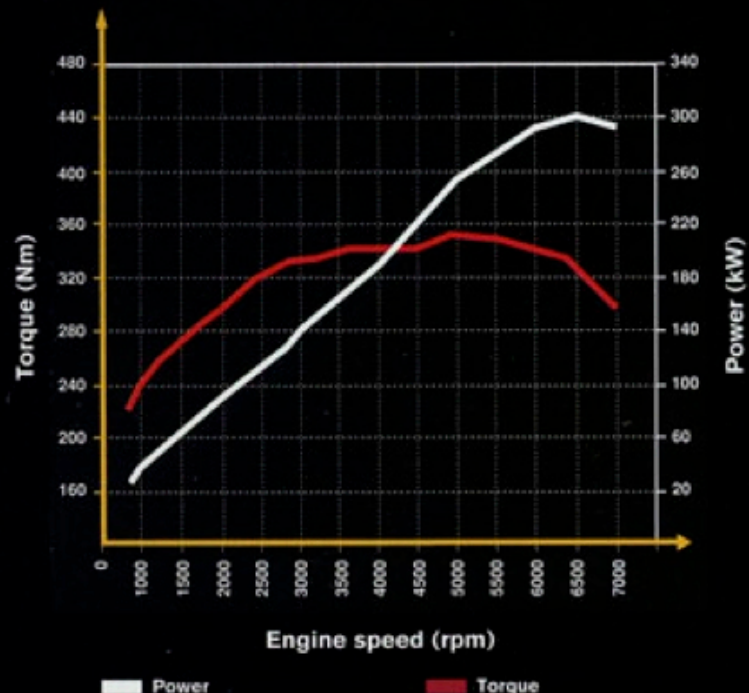
SPECIAL TUNING ENGINE

Special Tuning VQ35DE Engine: for an entirely new driving experience

This engine has been tuned to produce extra power for the 350Z 35th anniversary edition, providing the ultimate sporting drive. It features the world's first electronically controlled continuously variable exhaust valve timing control system (eVTC) to increase responsiveness. In addition, the cam angle has been widened, the intake manifold shortened and its radius expanded. The piston rings have increased tensile strength, while the crankshaft and connecting rods have been upgraded and their contact surfaces polished to a mirror finish.



3.5 litre V6 petrol engine



TECHNOLOGY

- Shift-up indicator light
- 3-bay gauge cluster (trip computer, oil pressure, volt meter)
- Trip computer
- Phone integration preparation with voice activation and steering wheel control switch. Cradle is available (depending on phone brands) through local Nissan dealer.

COMFORT AND CONVENIENCE

- Power assisted steering
- Full climate control
- One touch up-down power window driver/ One touch down passenger
- Luggage room lamp
- Ashtray
- Dual illuminated visor vanity mirrors
- 2 x 12V power socket
- Tilt steering column with integrated combimeter
- Tonneau cover
- Leather steering wheel
- Leather gearknob/shift lever
- Premium Audio system BOSE 240W with cassette & 6 CD in-dash changer with 7 speakers (including 10" subwoofer) and featuring Audiopilot™ noise compensation technology

SEATING, TRIM AND STORAGE

- Driver and passenger sports seats
- Sport Seats fabric
- Front cup holder
- Centre console storage and lockable rear luggage box
- 2 rear parcel boxes
- Overhead sunglasses storage
- Charcoal leather seats
- Heated seats
- Power adjustable seats

SAFETY AND SECURITY

- Anti-lock Braking system (ABS) with Nissan Brake Assist (NBA)
- Electronic Brake force Distribution (EBD)
- Electronic Stability Program (ESP) with Traction Control System (TCS)
- Front airbags
- Side airbags
- Curtain airbags
- Front seatbelts (ELR) with load limiter, pretensioner
- Xenon headlamps with headlamp washer and auto levelling
- Engine immobiliser
- Remote keyless entry
- Cruise Control

EXTERIOR APPEARANCE

- Special design 5-Spoke 18" aluminium alloy wheels
- Front chin spoiler and rear spoiler
- Dual exhaust pipe finishers
- Body colour power adjustable heated door mirrors

350Z 35TH ANNIVERSARY EDITION SPECIFICATIONS AND DATA

Model		NISSAN 350Z 35th anniversary edition	
Structure		Lightweight all steel body with rear double floor structure, front and rear strut bars. Aluminium bonnet.	
Coefficient of drag (Cd)		0.29	
Engine		Unit	
Model		VQ35DE	
Cam Design		DOHC continuously variable valve timing	
Orientation		Longitudinal	
Cylinder configuration		V6	
Block / Head Composition		Aluminium / aluminium	
Displacement		cm ³	3498
Bore		mm	95.5
Stroke		mm	81.4
Compression ratio		10.3 : 1	
Maximum output		221 (kw) (300 PS) /6400rpm	
Maximum torque		353 Nm 35.9 kgm /4800rpm	
Induction system		Sequential multi-point electronic fuel injection	
Valvetrain		4 valves per cylinder	
Recommended fuel (required)		Premium plus (RON/98), unleaded	
Emission system		Closed loop feedback system w/ 3-way catalyst	
Exhaust		Dual (Single each side)	
Transmission and Drive System			
Drive configuration		Mid-mounted front-engine / rear-wheel drive	
Type		6-speed manual	
Driveshaft material		Carbon Fibre Reinforced Plastic (CFRP)	
Differential		Viscous limited slip	
Chassis			
Suspension		front	Multi-link using forged aluminium components
		rear	Multi-link (including track control rods and split damper & spring) using forged aluminium components
Stability control ESP with Traction control (TCS)		Std	
Brakes			
Type		Brembo Brakes	
Front		Ventilated Disc	
Rotor size diameter and thickness		mm	324x30
Rear		Ventilated Disc	
Rotor size diameter and thickness		mm	322x22
Brake control		Power assisted (vacuum)	
ABS with Nissan Brake Assist (NBA)		Std	
Electronic Brake force Distribution (EBD)		Std	
Wheels & Tyres			
Type / Size		Cast aluminium	FR: 8JJ x18", RR: 8.5JJ x18"
Tyres		Bridgestone Tyres Potenza RE040	FR : 225/45R18 91W, RR : 245/45R18 96W
Weight			
Kerb weight		min, kg	1545
Gross Vehicle Weight		kg	1820
Dimensions			
Overall length		mm	4310
Overall width		mm	1815
Overall height		mm	1320
Wheelbase		mm	2650
Turning circle (wall to wall)		m	11.2
Luggage space (minimum height)		mm	265
Luggage capacity (VDA) up to tonneau cover		L	235
Fuel tank capacity		L	80
Performance			
Top speed (electronically limited)		Km/h	250
Acceleration 0-100 km/h		sec	5.8
Consumption		Combined	L/100 Km 11.4
		Urban	L/100 Km 16.1
		Extra-urban	L/100 Km 8.7
CO ₂ Emissions (EU standard)		g/Km	273



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