

1995 *Nissan 300 ZX: the ultimate sports car.*



FOR CREATING THE Z, NISSAN

GAVE ITS ENGINEERS THE BEST

TOOL IN THE CAR BUSINESS - A

CLEAN SHEET OF PAPER. AND THE

CHANCE TO START FROM SCRATCH.



Repeated testing in Nissan's 170-mph wind tunnel helped minimize drag, reduce lift, manage airflow and virtually eliminate wind roar. A high-pressure water barrage was used to test isolation of the interior and critical engine areas from moisture intrusion.

THE INCEPTION

Before a wrench was lifted or a sheet of steel was formed, Nissan engineers spent thousands of man-hours at computer terminals designing,

tion, and recommended a redesign. In fact, virtually every part, from the most humble bracket to the fully

Z DEVELOPMENT ORIGINATED WITH AN OBSESSION TO CREATE THE VERY BEST.

testing, simulating and then redesigning major components. The Z* suspension, for instance, was designed and optimized on a Cray* Supercomputer, one of the most powerful computers on the planet. Crays are used to design spacecraft, conduct genetic research and explore subatomic particles. In addition, Finite Element Analysis targeted areas that needed further structural reinforcement. Motion Analysis indicated components that might produce harshness or vibra-

dressed engine, was prodded, preened and massaged to perfection by the computers. And that was just the beginning.

THE HUMAN INPUT

Once those computers were done crunching numbers and spewing printouts, hands and hearts took over. As unerring as computers may be, they can't tell you how good, or bad, a steering wheel feels in your hand. Or how broad a smile will crease your face as you brake, downshift and lean hard into a decreasing-

radius turn. Or how, for instance, second gear at 5,800 rpm sounds like music. They also can't tell you that the shift knob would feel more friendly with a different texture and a softer contour, or that the steering-wheel spokes could be a few degrees lower to give a better view of the

tach. Sorting out these variables required making literally thousands of decisions during the development process. And since these decisions directly affect the relationship between the car and driver, Nissan gave the engineers and development drivers the ultimate power to veto or approve all the Z's components and systems.

ULTIMATE STANDARDS

At this stage of development, the job of every engineer was reduced to answering two simple questions:

"What will make this a better driving machine? And what will make it the best?" The wind tunnel uncovers a barely audible noise around the B-pillar at 65 mph. It might distract the driver. Isolate the problem and cure it. The chassis dynamometer indicates an almost imperceptible hesitation in the smooth delivery of power. In almost any other car, this would be acceptable. But if the quest is perfection, you isolate the problem, no matter how minor, and cure it. On a racetrack, a suspension engineer discovers that an adjustment in spring rates will mean the difference between going through a corner competently and cutting through it with insolent ease. A new anti-roll bar will make it better yet. And a redesigned bush-

ing will make it absolutely superb. In the case of the ultimate Z, the 300ZX Turbo, the suspension envelope was well and truly shattered by the development of the Super HICAS® 4-wheel steering system - a breakthrough system that enhances response and improves dynamic stability.

SUCCESS ACHIEVED

In short, Nissan engineers agreed that perfection of the whole could only be accomplished through perfection of the smallest details. This is the concept that kept them up late at night for over five years. The result of their conviction is an auto-

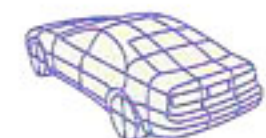


mobile crafted to the highest standards in the world, including some of the most demanding motorsports racing on the circuit. In 1994, the Z won both the 24 Hours of Daytona, finishing 24 laps ahead of the competition, as well as the 12 Hours of Sebring. It went on to finish first in the GTS class at the 24 Hours of Le Mans, making it the only car ever to accomplish such a record within the same year. The Z seems

An extensive portion of the Z's development program was devoted to intensive track testing at elevated speeds. The result is a vehicle that moves quite quickly, yet without any extraordinary skills required of the driver. You just need a passion for world-class driving to appreciate the Z's superior performance qualities.

to have also won over the critics. *Road & Track* called it "One of the Ten Best Cars in the World." And the Z has been named one of *Automobile Magazine's* "All-Stars" and *Car and Driver's* "Ten Best" not once, but five years in a row.*

* *Road & Track*, December 1992; *Automobile Magazine*, January 1993 and February 1994; and *Car and Driver*, January 1993 and February 1994 (300ZX Turbo).
® Cray is a registered trademark of Cray Research, Inc.



Through the use of sophisticated, state-of-the-art technologies such as computer-aided design, finite element modeling and structural analysis, the Z's many systems and components were thoroughly tested and refined before they were manufactured.



Just outside of Phoenix is one of the world's most sophisticated proving grounds, the Arizona Test Center, which features a 5.7-mile course designed for high-speed tests of up to 155 mph. Here, Nissan development drivers put the Z through some of its most demanding, yet thoroughly enjoyable, evaluations.



The 1994 IMSA GT-R Z wins the 12 Hours at Sebring. The first time a production-based car has won overall since 1983.

NOTHING SHOULD COME IN JUST ONE FLAVOR. LEAST OF ALL OUR ULTIMATE SPORTS CAR. ONE OF THE FIVE DISTINCTIVE MODELS IS JUST RIGHT FOR YOUR PALATE.



Aerodynamics and structural integrity were variables considered in every design element of the Z. From the alloy wheels which, because of their airflow pattern, help cool the vented disc brakes, to the sleekly sloping C-pillar.

THE 300 ZX TURBO

Of the five different 300 ZX models, the Turbo Z is the ultimate. On the exterior, you'll notice the body col-

a turn and adjusts the angle of the rear wheels to match the driving conditions. Much more advanced

the market. Its body contour lines flow unbroken from front to rear, essentially following the path of moving air. And as a result of extensive structural analysis, it fea-

A MODEL ENGINEERED TO SUIT EVERY TYPE OF ENTHUSIAST DRIVER.

ored front air dam and integrated rear spoiler that boldly state this car means business. And serious business it is, thanks to the twin-turbo-inspired 300 horsepower* waiting under the hood. In addition to its more powerful engine, the Turbo Z includes the revolutionary Super HICAS 4-wheel steering system as standard equipment. Using input from a vehicle speed sensor and steering wheel angle sensor, the system's HICAS computer determines how quickly you're entering

than typical 4-wheel steering systems, the Super HICAS system is perhaps one reason the Turbo Z has become a milestone sports car that continues to set the standards for the others in its class.

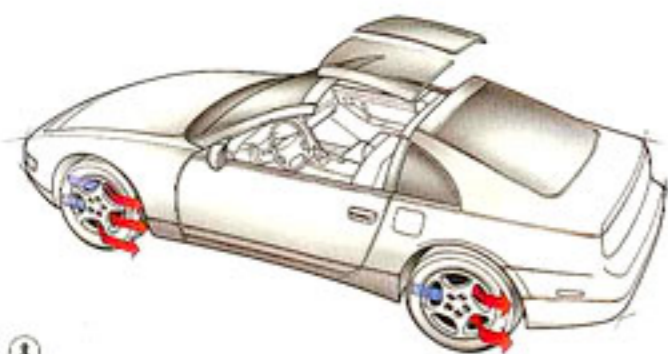
THE T-ROOF 2-SEATER

The T-Roof 2-Seater is, like the Turbo, an aerodynamic work of art. And it's got the numbers to prove it; hundreds of hours in the wind tunnel have produced a sleek shape with a Cd of just 0.32 – one of the lowest drag numbers of any car on

tures a reinforced T-bar roof (also standard on the Turbo and 2+2 models) that allows for open-air driving, yet is as rigid and free of flex as a solid, all-metal roof. In terms of power, it contains Nissan's VG30DE engine, putting 222 horsepower at your command. An ABS braking system is standard equipment. And its superb handling characteristics are the result of a highly sophisticated multi-link independent suspension system.

*Merck: 1990, 2000 hp; 2001 to with auto. trans.

Extensive structural analysis produced a reinforced T-bar roof as rigid and free of flex as a solid, all-metal roof. The Z's wheel design draws cool air from under the car, over the brakes, and then vents it out through the spokes.



300 ZX Turbo shown in Platinum Metallic.



300ZX T-Road 2-Door shown in Super Black.

THE NORMALLY ASPIRATED VG30DE

AND TURBOCHARGED VG30DET

3.0-LITER V6 ENGINES ARE TWO

OF THE MOST TECHNOLOGICALLY

ADVANCED ON THE PLANET.



*An Electronic Concentrated Control System monitors a range of input, including air and fuel mixtures, and then adjusts fuel delivery and spark timing to ensure maximum performance under varying conditions. This system is present in the normally aspirated engine and the 300-hp** twin turbo.*

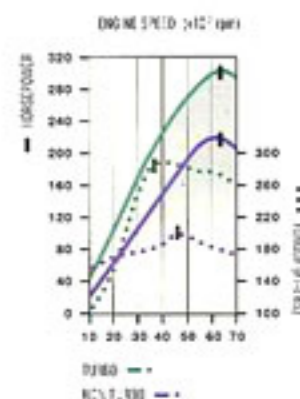
VALVE TIMING - NVCS

A 4-valve-per-cylinder layout generally sacrifices low-end response in favor of high-end power. Nissan

requires powerful secondary voltage to fire the plugs. Conventional ignition systems, which commonly

flow. A narrowed passage in each runner acts as a venturi to maintain high gas velocities at low and medium engine speeds. Each cylinder bank also has its own exhaust system, helping eliminate back-

INTENSIVE POWER EMANATES FROM THE HEART OF THIS DYNAMIC MACHINE.



*Twin air-to-air intercoolers were developed to reduce intake air temperatures. These intercoolers increase the density of the air entering the combustion chambers, helping to increase the Turbo's horsepower to 300.***



solved this problem with the development of NVCS - the Nissan Valve Timing Control System. In this system, a helical gear in the valvetrain responds to hydraulic pressure and actually retards the intake camshafts. Ideal valve timing and valve overlap are maintained throughout the powerband. The result is maximum power, quick response and optimized fuel efficiency* at all engine speeds.

DIRECT IGNITION

High power at high engine revs

use a distributor and a single coil, can't meet the demand. However, with NDIS - the Nissan Direct Ignition System - powerful voltage is delivered at high engine speeds by installing a coil on top of each spark plug.

SUPERB GAS FLOW

In order to maintain excellent gas flow in and out of the combustion chambers, each bank of cylinders is treated as a separate engine. Each cylinder has a separate intake runner, designed for maximum gas

pressure and exhaust turbulence.

TWIN TURBOS

Generally, turbocharged engines are slow to respond at low engine speeds due to the time it takes for the turbos to spool up and produce boost pressures. The VG30DET engine solves this problem by using two small turbos rather than a single large one. Due to the quick spool-up time of these small units, they virtually eliminate boost lag.

* See EPA estimates, page 33.

** Manual transmission peak horsepower: 250 horsepower with automatic transmission.



The 222-hp, VG30DE 3.0-liter V6, with its dual-overhead-cam, 4-valve-per-cylinder design.

ACCOMPLISHING THE Z'S GOAL OF

BALANCED PERFORMANCE REQUIRED

AN OBSESSIVE ATTENTION TO DETAIL.

THEREFORE, THE ENGINEERS LEFT

ABSOLUTELY NOTHING TO CHANCE.



On the road or on the track, the Z's suspension is designed to be neutral, right up to the limit of adhesion. For consistent and reliable braking performance, the Z's front brakes are equipped with four opposed pistons per caliper. That's a system generally found only on race cars.

ABS BRAKING SYSTEM

All 300 ZX models feature an electronically controlled Anti-lock Braking System (ABS) that helps the driver retain steering control,

precision, and provides for very short gear throws. Similar efforts with the optional automatic transmission*

spinning, and delivers most of the power to the vehicle's more heavily loaded outside tire. This helps increase stability and control, even over irregular or slippery road surfaces.

WHEEL CONTROL

The key to any good suspension

COMPONENTS METICULOUSLY INTEGRATED IN ORDER TO PERFECT THE WHOLE.

even under adverse conditions. By modulating brake-line pressure many times per second, the system helps prevent wheel lockup under hard braking situations.

TRANSMISSIONS

Nissan's targets for the Z's transmissions were extremely high. In the 5-speed manual, shift effort is minimized by using a double-cone synchronizer system which, on 2nd and 3rd gear, doubles the synchronizing capacity. This allows the gears to engage with jewel-like pre-

have resulted in an electronically controlled 4-speed automatic that monitors various engine functions for improved performance.

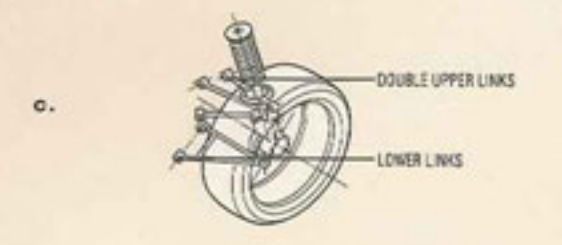
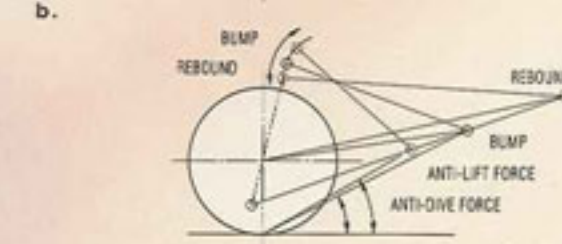
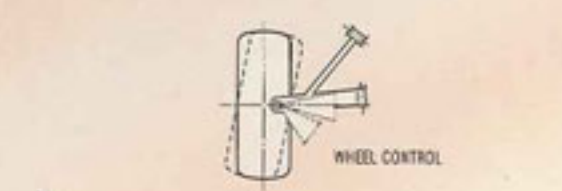
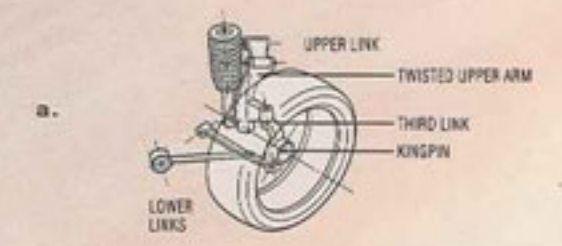
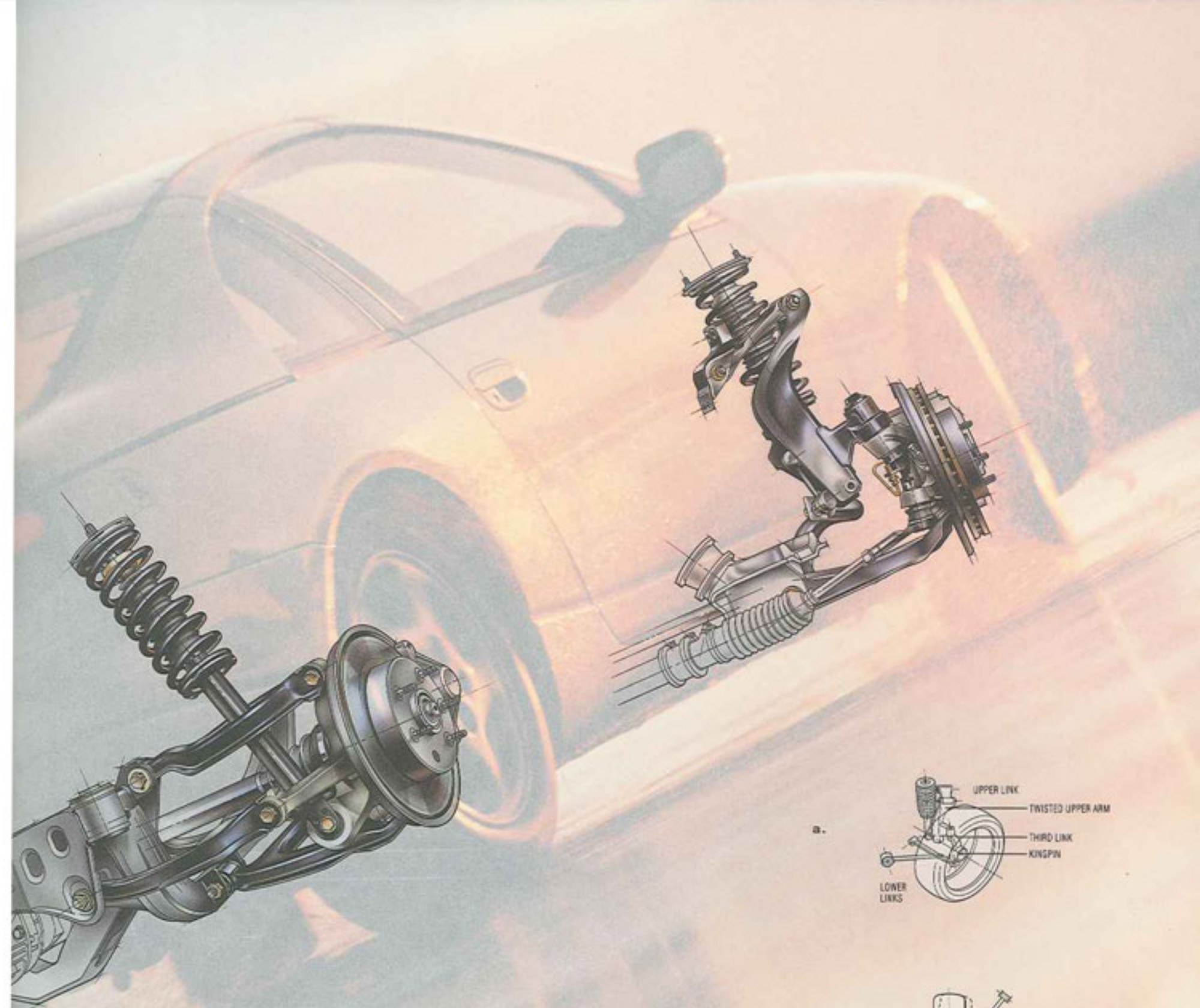
POWER TRANSFER

Getting power smoothly to the ground under all load conditions is the job assigned to the Z's viscous limited-slip differential. Using high-viscosity silicone oil, the differential transfers power to whichever rear wheel has the greatest traction.

During hard cornering, it prevents the lightly loaded inside tire from

system is, quite simply, wheel control. Any changes occurring at the wheel, such as toe change, camber change or vertical deflection, have to be controlled changes. This is not an easy task because the number of variables involved is astronomical. Yet thanks to its multi-link front suspension with twisted upper arm and multi-link rear suspension, the Z's ability to control wheel motions is among the best of any production car in the world today.

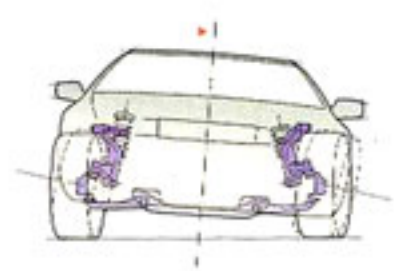
*Not available on 2-Door model.



a. The front suspension's key elements are a high-mounted upper link, a twisted upper arm, lower link, and the third link. For precise wheel control, the third link helps maintain the ideal kingpin axis independent of the upper link.

b. The twisted upper arm of the multi-link front suspension increases alignment stiffness, reduces toe change during bump and rebound, increases anti-dive forces during braking and helps to provide high-speed directional stability.

c. The rear suspension consists of a double upper link, a lower A-arm and a lateral link. This allows for improved anti-squat under acceleration, and optimum wheel camber control over bumps.



The Z's sophisticated 4-wheel independent multi-link suspension ensures predictable, stable behavior at the limit. In fact, on the skidpad, the Z is capable of generating 0.91g lateral acceleration, while exhibiting neutral handling characteristics.





300ZX Turbo instrumentation shown with optional compact disc player.

- Standard
- Optional
- ▲ Accessories

2-Seater
T-Roof 2-Seater
2+2
Convertible
Turbo

Mechanical Features	2-Seater	T-Roof 2-Seater	2+2	Convertible	Turbo
3.0-liter DOHC 24-valve V6 engine	•	•	•	•	•
Twin-turbocharged 3.0-liter DOHC 24-valve V6 engine with twin air-to-air intercoolers	•	•	•	•	•
Engine oil cooler	•	•	•	•	•
Nissan Valve Timing Control System (NVCS)	•	•	•	•	•
Sequential multi-point electronic fuel injection with dual-plenum intake system	•	•	•	•	•
Nissan Direct Ignition System (NDIS)	•	•	•	•	•
5-speed manual overdrive transmission	•	•	•	•	•
Electronically controlled 4-speed automatic overdrive transmission with lock-up torque converter	◦	◦	◦	◦	◦
Electronic speed-sensitive power rack-and-pinion steering	•	•	•	•	•
Super HICAS 4-wheel steering system	•	•	•	•	•
V-locks limited-slip differential	•	•	•	•	•
4-wheel independent multi-link suspension	•	•	•	•	•
Front and rear stabilizer bars	•	•	•	•	•
2-way driver-adjustable shock absorbers	•	•	•	•	•
Power 4-wheel vented disc brakes	•	•	•	•	•
Anti-lock Braking System (ABS)	•	•	•	•	•
Exterior Features					
Cast aluminum alloy wheels	•	•	•	•	•
High-performance steel-belted radial tires	•	•	•	•	•
Body-color front and rear bumpers	•	•	•	•	•
Body-color front air dam	•	•	•	•	•
Projection-type low-beam halogen headlamps	•	•	•	•	•
Integrated front halogen fog lamps	•	•	•	•	•
Dual heated power remote-controlled outside mirrors with passenger-side convex mirror	•	•	•	•	•
Fully tinted glass/upper shaded windshield band	•	•	•	•	•
T-bar roof with removable tinted glass panels	•	•	•	•	•
Electric rear window wiper/washer	•	•	•	•	•
Integrated body-color rear spoiler	•	•	•	•	•
Front air dam with twin intercooler inlets	•	•	•	•	•
Quad chrome-tipped exhaust finishers	•	•	•	•	•
Interior/Seating and Trim Features					
2+2 seating	•	•	•	•	•
Reclining front bucket seats	•	•	•	•	•
Driver's seat with 6-way adjustment – including 3-position lumbar, seatback recline, forward and rear cushion tilt, head restraint height and fore/aft adjustments	•	•	•	•	•
Power driver's seat	•	•	•	•	•
Power passenger's seat	•	•	•	•	•
Fold-down rear seatback	•	•	•	•	•
Passenger-side walk-in device	•	•	•	•	•
Cloth seat trim	•	•	•	•	•
Leather seating surfaces	◦	◦	◦	◦	◦
Center console	•	•	•	•	•
Full cut-pile carpeting with carpeted cargo area	•	•	•	•	•
Comfort and Convenience					
Non-CFC air conditioning	•	•	•	•	•
Automatic temperature control	•	•	•	•	•
Retractable cargo area cover	•	•	•	•	•
Power windows w/driver-side auto-down feature	•	•	•	•	•

1 Carpeted Floor Mats. These

Genuine Nissan Accessories feature

a non-skid underside that helps to

keep them in place. Available in

charcoal, tan or white,* they also

feature an embroidered Z logo.

2 Compact Disc Player. To further

enhance your Z's audio system, a

Compact Disc Player is available

from your dealer. Enjoy your per-

sonal musical preferences when-

ever you're out on the road. 3 Nose

Mask. Made of a tough weather-

resistant vinyl, the Nose Mask fits

perfectly and helps prevent flying

stones and road debris from dam-

aging the paint finish.



Comfort and Convenience (continued)

	2-Seater	T-Roof 2-Seater	2+2	Convertible	Turbo
Power door locks	•	•	•	•	•
Remote Keyless Entry System	•	•	•	•	•
Cruise control	•	•	•	•	•
Theft Deterrent System	•	•	•	•	•
Etched glass	•	•	•	•	•
Leather-wrapped steering wheel and gearshift knob	•	•	•	•	•
Remote fuel-filler door release	•	•	•	•	•
Remote hatch/trunk and hood releases	•	•	•	•	•
Passenger-side visor vanity mirror	•	•	•	•	•
2-speed variable intermittent windshield wipers/wind-stream washers	•	•	•	•	•
Electric rear window defroster with timer	•	•	•	•	•
Side window detoppers	•	•	•	•	•
Dual overhead map lamps	•	•	•	•	•
Interior courtesy lamps – includes cigarette lighter, ashtray and rear cargo area	•	•	•	•	•
Illuminated entry system with fade-out feature	•	•	•	•	•
Digital quartz clock	•	•	•	•	•
Instrumentation					
Analog-style instrumentation	•	•	•	•	•
Tachometer	•	•	•	•	•
Turbo boost gauge	•	•	•	•	•
Speedometer, coolant temperature, fuel level and oil pressure gauges	•	•	•	•	•
Low fuel and door-ajar warning lamps	•	•	•	•	•
Trip odometer	•	•	•	•	•
Audio Systems					
Electronically tuned AM/FM stereo	•	•	•	•	•
Bose® audio system with 4 speakers	•	•	•	•	•
Auto-reverse cassette player w/Dolby® noise reduction	•	•	•	•	•
Compact disc player	▲	▲	▲	▲	▲
Cassette deck cleaning system	▲	▲	▲	▲	▲
Automatic power diversity-type antenna system	•	•	•	•	•
Safety Features					
Driver-side and passenger-side airbags	•	•	•	•	•
Steel side-door guard beams	•	•	•	•	•
3-point active front seatbelts	•	•	•	•	•
3-point active rear seatbelts	•	•	•	•	•
Front seatbelt warning lamp	•	•	•	•	•
Dual braking system with ABS	•	•	•	•	•
Center high-mount rear stoplamp	•	•	•	•	•
5-mph energy-absorbing front/rear bumpers	•	•	•	•	•
Energy-absorbing steering column	•	•	•	•	•
Packages					
Leather Seat Trim Package – includes upgraded door trim	◦	◦	◦	◦	◦
Dealer-Installed Accessories					
Battery warmer	▲	▲	▲	▲	▲
Car cover with storage bag	▲	▲	▲	▲	▲
Car cover cable lock	▲	▲	▲	▲	▲
Engine block heater	▲	▲	▲	▲	▲
Floor mats – carpeted with "Z" logo	▲	▲	▲	▲	▲
Wheel locks	▲	▲	▲	▲	▲
Nose mask with storage bag	▲	▲	▲	▲	▲
Splash guards – front and rear	▲	▲	▲	▲	▲

Engine	Non-Turbo	Turbo	
Engine type	DOHC 24-valve V6 with Nissan Valve Timing Control System (NVCS)	Twin-turbocharged DOHC 24-valve V6 with twin air-to-air intercoolers and Nissan Valve Timing Control System (NVCS)	
Displacement	3.0 liters (2960cc)		
Horsepower (SAE net)	222 hp @ 6,400 rpm	303 hp @ 6,400 rpm ¹	
Torque (SAE net)	198 ft.-lbs @ 4,800 rpm	283 ft.-lbs @ 3,600 rpm	
Induction system	Sequential multi-point electronic fuel injection with dual-plenum intake		
Compression ratio	10.5:1	8.5:1	
Drivetrain			
Drive configuration	Front engine/rear-wheel drive		
Transmission type	5-speed manual overdrive		
Optional ²	Electronically controlled 4-speed automatic overdrive with lock-up torque converter		
Gear ratios (1)	5-speed man. 4-speed auto. ³	5-speed man. 4-speed auto.	
1st	3.214 2.785	3.214 2.784	
2nd	1.925 1.545	1.925 1.544	
3rd	1.302 1.000	1.302 1.000	
4th	1.000 0.694	1.000 0.694	
5th	0.752 –	0.752 –	
Reverse	3.369 2.272	3.369 2.275	
Final drive ratio (1:1)	4.083 4.083	3.692 3.692	
Body/Chassis/Suspension			
Body type	All-steel, monocoque body with DURASTEEL®		
Drag coefficient (Cd)	0.32		
Weight distribution	55% front/45% rear		
Steering type	Electronically controlled twin-rod/telescopic speed-sensing power rack-and-pinion. Super HICAS 4-wheel steering (Turbo)		
Turning circle diameter, curb to curb (ft.)	34.1 35.4	34.1	
Braking system	Front: Anti-lock Braking System (ABS). Power-assisted 4-piston, 11" vented discs. Rear: Power-assisted 2-piston, 11.7" vented discs.		
Suspension	4-wheel independent, multi-link with upper links, lower A-arms, coil springs, hydraulic shock absorbers, front and rear stabilizer bars (2-way driver-adjustable shock absorbers – Turbo)		
Electrical			
Ignition system	Nissan Direct Ignition System (NDIS), distributorless with 6 ignition coils		
Alternator	12-volt, 80-amp	12-v, 90-amp	
Battery	Low-maintenance 12-volt, 65 Ah		
Exterior Dimensions (in.)			
Wheelbase	95.5	101.2	96.5
Overall length	169.5	176.0	169.5
Overall width	70.5	70.9	70.5



4 Splash Guards. Protective Splash

Guards help keep your Z clean and reduce the chances of stone damage.

5 Wheel Locks. Smooth-surface lug

nuts feature a unique puzzle-type lock that can only be removed with

a special key. 6 Ski Rack. This

removable Ski Rack is designed to

carry two pairs of skis easily and

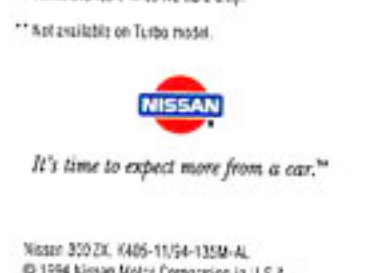
securely. Anti-rub strips help pro-

tect the paint surface of your Z.

Not shown: Cassette Deck Cleaning System, Battery Warmer, Engine

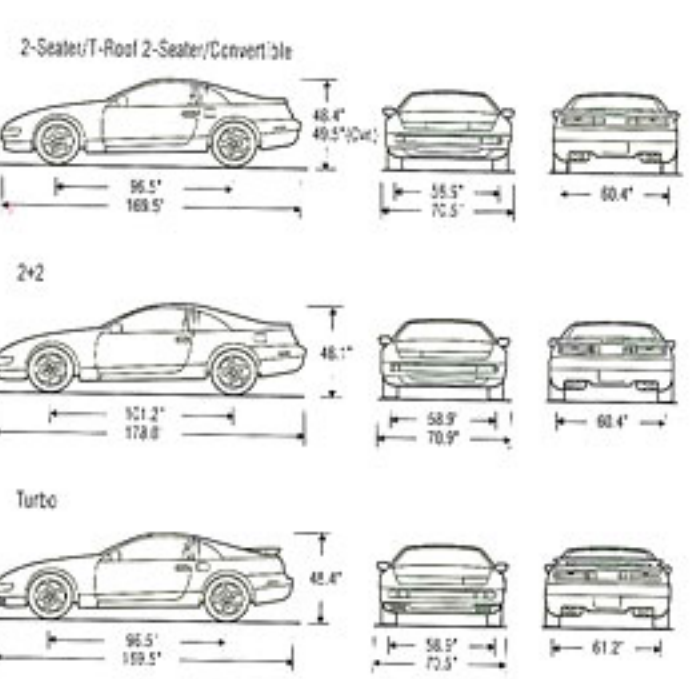
Heater,** Car Cover and Rear Spoiler Installation Kit.

* While available in some states only. ** Not available on Turbo model.



Nissan 300 ZX, 1-800-11-1154-1155M-AL © 1994 Nissan North America, Inc. U.S.A.

Exterior Dimensions (cont.)	2-Seaters	2+2	Turbo
Overall height	48.4 (49.5 Cvr.)	48.1	48.4
Tread width	Front: 58.9 Rear: 60.4	58.9	59.2
Interior Dimensions			
Head room	Front: 36.8 (37.1 Cvr.) Rear: –	37.1	36.8
Leg room	Front: 43.0 Rear: –	43.0	43.0
Hip room	Front: 53.5 Rear: –	53.5	53.5
Shoulder room	Front: 56.7 Rear: –	56.7	56.7
Capacities			
Luggage capacity (cu. ft.)	23.7 (5.8 Cvr.)	11.5	23.7
Cargo capacity (cu. ft.)	–	21.8	–
Interior volume (cu. ft.)	75.6 (63.9 Cvr.)	86.8	75.8
Fuel tank (gals.)	18.7 (18.2 Cvr.)	18.7	18.7
Weight (lbs.)			
Curb wt. 5-speed man. 4-speed auto.	3300/3352/3445 ⁴ –/3379/3475 ⁴	3414	3518
Wheels/Tires			
Wheels	Type: Cast aluminum alloy Size: 7.5"J x 16"		7.5"J x 16" 8.5"J x 16" 8.5"J x 16" 8.5"J x 16"
Tires	Type: High-performance low-profile steel-belted radial raised-black-letter blackwalls		
Size	Front: P225/S0VR16 Rear: P225/S0VR16		P225/S02R16 P245/45Zr16
EPA Mileage Estimates*			
5-speed manual overdrive	Hwy: 24 City: 18	24 18	24 18
ECT 4-speed auto. overdrive	Hwy: 23 City: 18	23 18	23 18



Exterior Colors



Arctic White Pearl¹ CH1
Tan Cloth^{2,3}
Tan Leather^{2,4}
Charcoal Cloth^{4,5}
Charcoal Leather^{4,5}
White Leather^{4,5}



Cobalt Green Pearl^{2,7} CH1
Tan Cloth^{2,7}
Tan Leather^{2,4}
Charcoal Cloth^{4,5}
White Leather^{4,5}



Super Black^{2,7} KH3
Tan Cloth^{2,7}
Tan Leather^{2,4}
Charcoal Cloth^{4,5}
Charcoal Leather^{4,5}
White Leather^{4,5}

1-Standard option.
2-Also with Convertible.
3-Not available on 2-Seater.
4-Only available on Convertible.
5-Only available on Convertible.
6-Only available on Convertible.
7-Available early 1995.

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