



2003 Infiniti G35 Sport Coupe

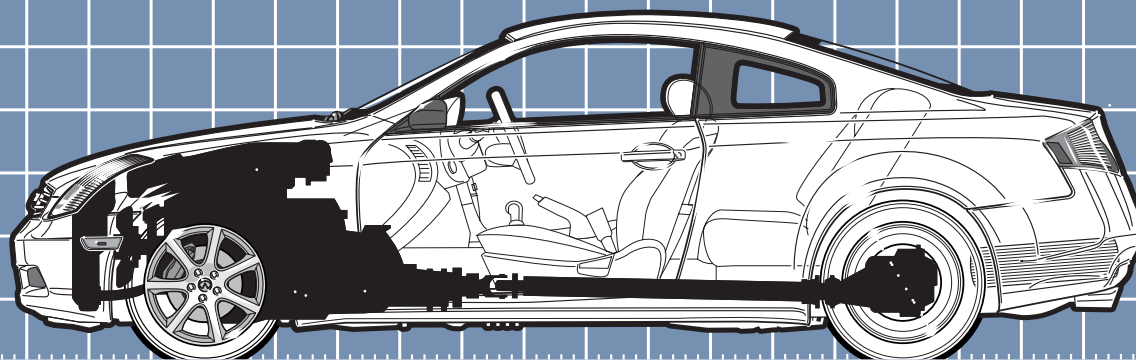
Nissan North America, Inc., Infiniti Division, P.O. Box 191, Gardena, Calif. 90248; www.infiniti.com

At a Glance

0-60 mph	6.1 sec
0-¼ mile	14.6 sec
Top speed	155 mph*
Skidpad	0.92g
Slalom	67.7 mph
Brake rating	excellent

List Price: est \$30,000
Price as Tested: est \$32,545

Price as tested incl std equip. (ABS, dual front & side airbags, traction and yaw control, cruise control, 6-speaker AM/FM/cassette/6-disc CD changer, auto. climate control, keyless entry; pwr mirrors, windows & door locks), 6M/T Package (performance tires, 18-in. alloy wheels, Brembo brakes, leather upholstery) est \$2000, dest charge (\$545).



SCALE: 10 IN.(254mm) DIVISIONS
DRAWING BY TIM BARKER

SPECIFICATIONS

Engine

Type.....aluminum block & heads, V-6
 Valvetrain.....dohc 4-valve/cyl
 Displacement.....213 cu in./3498 cc
 Bore x stroke.....3.76 x 3.20 in./95.5 x 81.4 mm
 Compression ratio.....10.3:1
 Horsepower (SAE).....280 bhp @ 6200 rpm
 Bhp/liter.....80.0
 Torque.....270 lb-ft @ 4800 rpm
 Redline.....6600 rpm
 Fuel injection.....elect. sequential port
 Fuel.....premium unleaded, 91 pump octane

Warranty

Basic warranty.....3 years/36,000 miles
 Powertrain.....5 years/60,000 miles
 Rust-through.....5 years/60,000 miles

Chassis & Body

Layout.....front engine/rear drive
 Body/frame.....unit steel, alum. hood
 Brakes: Front.....12.8-in. vented discs
 Rear.....12.7-in. vented discs
 Assist type.....vacuum, ABS
 Total swept area.....533 sq in.
 Swept area/ton.....310 sq in.
 Wheels.....cast alloy, 18 x 8JJ
 Tires.....Michelin Pilot Sport; 225/45R-18 91W f, 245/45R-18 96W r
 Steering.....rack & pinion, vari pwr asst
 Overall ratio.....15.9:1
 Turns, lock to lock.....2.6
 Turning circle.....35.3 ft
 Suspension
 Front: multilink, coil springs, tube shocks, anti-roll bar
 Rear: multilink, coil springs, tube shocks, anti-roll bar

General Data

Curb weight.....3435 lb
 Test weight.....3600 lb
 Weight dist (with driver), f/r, %.....54/46
 Wheelbase.....112.2 in.
 Track, f/r.....60.4 in./60.4 in.
 Length.....182.2 in.
 Width.....71.5 in.
 Height.....54.8 in.
 Ground clearance.....4.7 in.
 Trunk space.....7.8 cu ft

Accommodations

Seating capacity.....2+2
 Head room: front.....36.5 in.
 rear.....32.8 in.
 Seat width: front.....2 x 16.5 in.
 rear.....2 x 15.0 in.
 Front-seat leg room.....43.5 in.
 Seatback adjustment.....15 deg
 Seat travel.....9.5 in.
 Rear-seat knee room.....26.5 in.

Drivetrain

Transmission: 6-speed manual

Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.79:1	13.42:1	(6600) 38
2nd	2.32:1	8.22:1	(6600) 61
3rd	1.62:1	5.74:1	(6600) 88
4th	1.27:1	4.50:1	(6600) 112
5th	1.00:1	3.54:1	(6600) 142
6th	0.79:1	2.81:1	est (5700) 155*

 Final drive ratio.....3.54:1
 Engine rpm @ 60 mph in top gear.....2100
 *Electronically limited.

Instrumentation

160-mph speedometer,
 8000-rpm tachometer,
 coolant temp,
 fuel level, oil pressure, volts

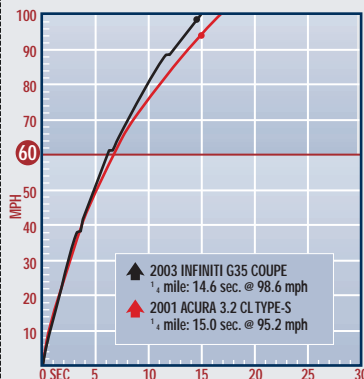
Safety

dual front & side airbags, anti-lock braking,
 yaw and traction control
 (all standard equip.)

PERFORMANCE

Acceleration

Time to speed	Seconds
0-30 mph	2.3
0-40 mph	3.6
0-50 mph	4.7
0-60 mph	6.1
0-70 mph	8.0
0-80 mph	9.8
0-90 mph	12.3
0-100 mph	14.9
Time to distance	
0-100 ft	3.2
0-500 ft	8.1
0-900 ft	11.5
0-1320 ft (¼ mile)	14.6 @ 98.6 mph



Braking

Minimum stopping distance
 From 60 mph.....117 ft
 From 80 mph.....205 ft
 Control.....excellent
 Brake feel.....very good
 Overall brake rating.....excellent

Subjective ratings consist of excellent, very good, good, average, poor; na means information is not available.

Fuel Economy

Our driving.....20.0 mpg
 EPA city/highway.....19/26 mpg
 Cruise range.....380 miles
 Fuel capacity.....20.0 gal.

Handling

Lateral acceleration
 (200-ft skidpad).....0.92g
 Balance.....moderate understeer
 Speed through
 700-ft slalom.....67.7 mph
 Balance.....mild understeer
 Lateral seat support.....very good

Interior Noise

Idle in neutral.....45 dBA
 Maximum in 1st gear.....77 dBA
 Constant 50 mph.....69 dBA
 70 mph.....73 dBA

Test Notes:

Best acceleration runs in the G35 are performed with drop-clutch starts with the engine revs kept around 4000. Afterward, feathering the throttle can limit excessive wheelspin. On deceleration, the brake pedal actuation is linear, albeit with a little too much

travel. • Around the slalom and the skidpad, the car responds to steering inputs quickly, exhibiting mostly moderate understeering behavior. Thanks to a precise gearbox and a short-throw shifter, changing gears can be accomplished quickly.

Test Conditions:

Temperature	Humidity	Elevation	Wind
67° F	68%	150 ft	calm