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NISSAN 370Z: LEANER AND MEANER

The spirit of Z has never been stronger. The new 370Z takes Nissan's iconic sportscar line to new heights, delivering more agility, more performance, more practicality and more fun. Shorter and lighter than its predecessor, it bristles with new technology, including automatic 'heel and toe' gear shifts for the first time on a manual. Hail the new Z…

"Over the years and through its various incarnations, the Nissan Z has become a global best seller that's helped it become the iconic Japanese sports car. The new 370Z continues the tradition. It's a two-seater performance machine that blends genuine excitement with typical Nissan qualities such as ease of use and convenience that makes it a practical everyday option. The 370Z is a true Z in every way." Andy Palmer, Senior Vice President, Global Product Planning, Nissan Motor Co., Ltd.

At a glance

- More agile: shorter and with a wider track
- More power: new 331 PS 3.7-litre V6
- More focused: lighter but with greater rigidity
- More practical: great storage space and more practical boot
- More fun: Synchro Rev Control for perfect manual shifts
- More desirable: interior quality improvements
- More choice: automatic option available for first time in Europe

From the moment it was launched six years, the 350Z took the sports car market by storm. Winning countless awards all over the globe, the 350Z regularly punched above its weight, humbling more powerful rivals in road test comparison after road test comparison.

But now the 350Z has finally met its match: the new 370Z continues the philosophy of its predecessor with accessible performance, sports car agility and an athletic design… but offers more of everything.

More involving

For the 370Z, Nissan's engineers have made the latest in a long line of Z cars sharper, more involving and even more desirable. Handling has been improved thanks to a front and rear track wider by 15mm and 55mm respectively, a wheelbase that's been shortened by 100mm and a body structure that offers greater rigidity.

To enable the driver to exploit the greater handling potential, the V6 engine has been increased in capacity to 3.7-litres and in power by 18PS to 331PS, while extensive use of lightweight materials – including aluminium for the doors, bonnet and tailgate – has trimmed 32kg from the car's kerb weight.

The new engine is the latest refinement of Nissan's highly acclaimed VQ power plant. The VQ37VHR features Variable Valve Event and Lift (VVEL) for improved low-end power and great high-end torque. Despite its undoubted performance potential, its linear power delivery is just one element that goes into making the 370Z such as easy car to live with on a day-to-day basis.

Synchro Rev Control

Less weight, more power and greater agility: what more could an enthusiast wish for? How about a unique new six-speed manual transmission which incorporates Synchro Rev Control (SRC), the world's first fully synchronised shift rev control system, allowing perfectly smooth up and down shifts every time… and significantly quicker than even the most skilled driver could manage using the traditional 'heel and toe' method.

Downshift Rev Matching (DRM) is a feature of the new seven-speed automatic transmission option – European 350Zs were not available with automatic transmission – which delivers rapid downshifts and a matching 'blip' of the throttle when used in manual mode. The new transmission also incorporates paddle shifters for ultimate control.

Even though totally new from the ground up, the new 370Z shares clear DNA with the outgoing 350Z… and indeed with the original 240Z from 1970. The overall silhouette retains the long bonnet/compact body of a traditional sportscar, and which is blended with short front and rear overhangs and muscular haunches to underline its undisputed ability.

Perhaps the most telling styling change found on 370Z is the dynamic upswept design of the rear quarter window, a line that starts its upward trajectory towards the trailing edge of the door. This upward curvature is echoed in the lower sill panel which has been given a far stronger dynamic than on 350Z.

Z styling cues
The new car adapts other Z styling cues such as the chunky aluminium door handles and the Z logo on the front wing, which now incorporates a side turn indicator. The cantilever roof line echoes a style found on Nissan's iconic supercar, the GT-R.

Other notable changes include the 'boomerang' shape of the tail lights, the arrowhead head lights, while the air intake integrated in the aggressive nose treatment has been likened to a shark's jaw.

At the rear, the fog-lamp is mounted in the middle of the lower part of the rear bumper, reminiscent of the positioning of the rear light on a Formula One car.

Inside, the 370Z continues the Z tradition of placing the driver at the centre of the action. The cockpit layout retains the three dials in the centre of the dashboard and angled directly at the driver, who is separated from the passenger by a sturdy full-length centre console. Particular attention has been paid to quality improvements with better fit and finish and superior materials including soft touch plastics on the instrument panel and, depending on the grade, leather and suede on the seats and doors.

Although still a pure two seater – no attempt has been made at providing occasional rear seats – the practicality of the 370Z has been enhanced by a larger luggage area and increased cockpit storage. Improvements to the rigidity of the body have meant that the distinctive but space stealing strut bracing bar that dominated the load area of the 350Z is no longer required. As a result, 370Z can carry two medium suitcases and there's now a full length tonneau cover available to hide valuables from prying eyes.

"*The 370Z is a fresh new design, but one which is instantly identifiable as a Z. It builds on the best features of every generation of Z that has gone before but then adds many new dimensions of its own. The 370Z will not only continue the great Z tradition but will become an icon in its own right*," said Pierre Loing, Nissan's European Vice President for Product Planning.

EXTERIOR: A HINT OF MENACE

Sharper handling and greater performance is matched by more aggressive look which blends traditional Z styling cues with a purposeful sports car stance. Broad shoulders contrast with compact overall dimensions to create a car worthy of the famous Z badge.

At a glance
- Shorter, wider and lower
- Aggressive stance
- Styling with 'Dynamic Motion'
- Signature Z touches include:
  - Vertical door handles
  - Twin tail pipes
  - Side repeater Z badge

Every panel is new, every dimension has been changed. But still there's no mistaking the 370 as anything but a Z. Dynamic new styling accentuates the new 370Z's compact dimensions, giving a more muscular, more aggressive stance.

Following a lead that can be traced all the way back to the 240Z of 40 years ago, 370Z's styling is that of a classic sports car layout featuring a long bonnet, compact cabin, short overhangs and a truncated rear. Its silhouette is broadly similar to the 350Z, but differs greatly in the detail.

Shorter than the 350Z by 65mm, 370Z measures 4250mm from bumper to bumper and sits on a 2550mm wheelbase, exactly 100mm shorter than its predecessor's. At 1315mm tall, it's the same height as the 350Z, while body width has grown by 30mm to 1845mm. To ensure the roofline doesn't impinge on interior headroom, the seating position has been lowered, resulting in a lower centre of gravity.

Shorter wheelbase
The shortened wheelbase has effectively moved the rear wheels even closer to the seats, getting the driver an even stronger 'seat-of-the-pants' sensation of the car's handling.

In creating its taut new look, Nissan designers have incorporated Z styling cues into a bold interpretation of 'dynamic motion'. Borrowing design elements from the Nissan GT-R, the new 370Z has a cantilevered roof, which is at its highest point at the A-pillar. From here it plunges rearwards directly to the tailgate spoiler, unlike 350Z's roofline which rises from the A-pillar to a peak above the cabin before falling away.

The side window graphic is also quite different in the new car, with the small quarter window behind the doors framed by an upswept flick that starts its trajectory towards the trailing edge of the door. It is this simple line, echoed in the lower sill panel that encapsulates the dynamism of the design as a whole.

Flowing lines
Accentuating its lower centre of gravity and helping to give it a look of being 'planted on the road' are the dramatic wheel arch extensions, which appear to pull the bodywork over the wheels. Although the overall silhouette appears angular, the flowing shape of the wings and doors, the upward sweep of the quarter window and the gentle curve of the bonnet prove 370Z is anything but a mass of straight lines.

The bonnet line is also more pedestrian friendly, the 370Z incorporating 'pop-up' technology design to lessen the impact on a pedestrian in a collision.

Perhaps the most overtly visual changes marking out the new car are the lights. LED tail lights form a boomerang shape framing the rear of the car, while the thin arrowhead headlights effectively give the 370Z a direction pointer at the front. Xenon projector-style lamps light the way ahead. At the front, a deeper air intake 'mouth' beneath the nose adds to the aggressive image.

Aerodynamic efficiency has also been improved over the outgoing car, with a discreet splitter at the front and a neat rear spoiler integrated into the tailgate reducing lift and creating extra downforce.

Weight saving
Weight saving measures include the use of aluminium for the bonnet, doors and tailgate – 350Z used aluminium for the bonnet only – as well as extensive use of lighter materials and components in the body structure and mechanical layout.

Weight reductions on the upper body-in-white along are almost 26kg, while 11kg is saved by the doors. Even the audio system 'adds lightness' to the tune of 1.6kgs. 370Z's actual kerb weight is 32kg lighter than the outgoing car.

Typical Z touches can be found throughout the design. The circular Z badge on the front wing now adds function to form: it incorporates a side repeater indicator lamp. The chunky vertical door handles, which appear to have been hewn out of solid metal, are retained while the rear view is dominated by the large bores of the twin exhaust pipes.

Best of all, the purity of the shape is unaffected by unwelcome addenda: the radio aerial is now incorporated into the rear screen.

"*Shaping the new 370Z has been a great challenge*," said Shiro Nakamura, Chief Creative Officer, Nissan Motor Co. "*A Z car has to have a particular DNA and we wanted to incorporate that into the new design… but we didn't want to create a retro sportscar. Instead we have a design that respects the past, but adds new emotions and new directions.*

"*It's clearly an exciting new sportscar. And it's clearly a Z at the same time*."

INTERIOR: THE DRIVER'S OFFICE

It's a sportscar on the outside and quite clearly a sportscar from the inside, too. That's obvious from the instrument binnacle which has the authentic mark of a true sportscar - a centrally-mounted tachometer, red-lined at 7,500rpm.

At a glance

- Driver-centric layout
- Engine Stop/Start button
- Intelligent key
- Aluminium pedals
- Floor-hinged throttle
- Improved quality, fit and finish
- More practical luggage area
- Retractable tonneau cover

That the new 370Z is a performance-oriented machine is obvious from its cockpit. The traditional two-seat layout is built around a deep centre console which effectively separates the driver from the passenger. Seats are mounted low and are located virtually in the middle of the car for optimum weight distribution. Despite the car's shorter wheelbase and more compact dimensions, the cabin space is no smaller than 350Z.

The cockpit layout is a tale of two halves, both optimised for specific roles. The interior has been built around the driver whose high backed seat has more pronounced wings for greater support during cornering as well as raised bolster in the middle of the seat cushion for extra under thigh support.

Central tachometer

Ahead, through the top half of the new steering wheel, can be seen three dials, the binnacle being dominated by the central tachometer. To its right is the speedometer while on the other side is the read-out for the comprehensive trip computer. The dials are once again attached to the steering column and move with the column when it's adjusted.

The centre stack has been ergonomically designed with items grouped in accordance with how the driver assimilated the information and operates the controls. At the bottom of the stack are controls for the audio and heating and ventilated systems with the engine stop/start button a finger's stretch away from the steering wheel. Controls for the optional satellite navigation system are mounted horizontally just below the screen for ease of use.

Supplementary dials

Paying homage to the layout of the original 240Z, three separate hooded dials – now including an oil temperature gauge – sit centrally on top of the stack. The final driver-centric touch is the adoption of a floor hinged throttle pedal. The pedals and standard clutch footrest are aluminium with rubber inserts for extra grip.

While the driver is cocooned in a wraparound control zone, the passenger space is more open. The seat, for example, is wider than the driver's to allow greater flexibility of movement on a journey.

Large luggage area

Perhaps the biggest area of change in the cabin comes behind the seats where luggage space has been enlarged. Thanks to extra structural reinforcements to the 370Z shell, the rear strut brace used in the 350Z to enhance torsional rigidity is no longer required, though an aluminium luggage partition beam behind the seats has been retained.

As well as preventing luggage moving forwards under heavy braking, the beam adds extra side impact strength and aids overall rigidity at the same time. A retractable load area cover is also a new addition for 370Z, hiding luggage out of sight.

Space for oddment stowage has also been improved with a new area behind the seats providing enough space to hold a briefcase. There's also now an illuminated glovebox with damped locking lid, larger door bins and centre console storage opportunities. The centre console now has an integrated cup holder, in addition to cup holders moulded into the door pockets.

Quality materials

Interior quality has been improved with more soft touch materials, greater use of aluminium embellishments and, depending on the grade, leather and suede on the seats and door panels, as well as stiching on the steering wheel and centre console.

DRIVETRAIN: GEARED TO THE DRIVER

With a potent new engine and exciting new transmission options, the 370Z sees performance and control as its heart and soul. Even a new automatic option is aimed at the enthusiast driver. The moment the Start button is pressed, the 370Z comes alive…

At a glance

- Powerful 3.7-litre V6 with 331PS….
- …combined with reduced emissions and consumption
- More than 35 per cent new parts
- Greater low-end power and high-end torque
- Red-lined at 7,500 rpm, with a soundtrack to match
- Six-speed manual with unique Synchro Rev Control
- New seven-speed auto with Downshift Rev Matching

Throughout its 40-year life, the capacity of the Z's six cylinder engine has been reflected in its name. In the same way, therefore, that the 240Z had 2.4-litre power and the 300ZX was a 3.0-litre, the new 370Z packs a 3.7-litre engine under its bonnet.

It's a member of Nissan's acclaimed VQ engine family, a range of power units that has consistently won praise for its performance and refinement. A development of the engine that powered the 350Z, the all-alloy 24-valve twin cam VQ37VHR has been comprehensively reworked for its latest application: in total more than 35 per cent of the engine parts are new.

Now in its fourth generation, changes to latest version of the VQ unit have been made to improve not just performance, but also refinement, response and fuel efficiency. The result is an engine that spins freely to a redline of 7,500rpm, that offers better low-end power delivery and a wider spread of torque.

The use of a two-part bed-plate construction – more rigid than a single piece casting – reduces vibration levels which in turn permits sustained use at higher revs.

Durability changes include a new oil pump, improved water flow paths, stronger upper and lower oil pans and rocker covers, while the height of the cylinder blocks has been increased and are topped by revised cylinder heads. Asymmetric piston skirts are used as are high performing iridium-tipped spark plugs.

Variable Valve Event and Lift

But perhaps the biggest change is the adoption of VVEL (Variable Valve Event and Lift) technology to optimise efficiency and, in turn, the balance between power, response, fuel efficiency and emissions.

By continually altering valve lift and therefore the quantity of air in the combustion chamber VVEL provides a more powerful combustion phase to increase torque and power. VVEL is compact and mechanically comparative simple with just 13 moving parts, half that of some rival systems.

As the valves themselves control the intake phase, response to throttle inputs is immediate. In tests, Nissan engineers have recorded response times up to 32 per cent quicker than rival variable valve systems that retain conventional valve springs.

Progressive power delivery

Precise mapping of the ECU helps the engine provide a progressive swell of power and torque, providing a 'tidal wave' of acceleration rather than a peaky power delivery. Fuel efficiency at constant speeds with half throttle is improved thanks to reduced pumping losses, while at low speeds and small throttle openings, intake valve lift is kept as low as possible to reduce camshaft friction losses.

Cleaner emissions, even with a cold engine, are another benefit thanks to more complete and quicker combustion which results in shorter warm-up times for the catalysts.

Power is delivered to the rear wheels via a lightweight carbonfibre composite propshaft, a development pioneered in motorsport and first seen in a production car on the 350Z.

The figures speak for themselves: the VQ37VHR punches out 331PS and an awesome 366Nm of torque (up from 313PS and 358Nm in the final iteration of 350Z). And while power and torque have risen, fuel economy has decreased to 10.5 l/100kms on the combined cycle, and CO_2 emissions are now at 249g/km on the manual version, an improvement in both cases of 11%.

Adding even more driver appeal are the two new transmission systems. The new six-speed manual gearbox is based on the acclaimed gearbox found in the 350Z, which has been further refined with a shorter shift throw and improved lubrication to reduce noise and enhance shift action without losing its mechanical edge.

This feeling of driver and car in harmony is further enhanced by the introduction of a unique feature that allows every driver, no matter how skilled, to change gear as quickly and as smoothly as any professional racing driver.

Synchro Rev Control
The manual gearbox has a dual mode operation. It can either be used conventionally or in S-Mode, when Nissan's Synchro Rev Control (SRC) is automatically engaged. This ensures that engine revs are always at the optimum level when the driver is changing gear, delivering perfect 'heel and toe' changes every time.

Sensors on the clutch and on the gear lever itself monitor driver actions to blip the throttle on down shifts and maintain constant engine revs when changing up. As the sensors detect clutch pedal movement, the SRC system is primed, coming into operation when the gear lever is moved. By matching this information to vehicle speed, SRC knows whether the driver is slowing for a corner or changing up through the 'box.

Smooth progress
Heel and toe changes are used by skilled drivers partly to ensure rapid gear shifts, but mainly to guarantee smooth progress that never threatens to destabilise the vehicle. But even the most experienced Nissan test drivers were unable to match the speed and consistency of SRC, which ensures gear changes in half a second, twice the speed of a 'normal' gear change. All cars equipped by SRC have a digital gear selection indicator on the dashboard.

"*SRC has two benefits. Firstly it delivers quick and smooth gear changes every time and allows the driver to concentrate on other aspects of car control such as steering and braking.*

"*But there is also an emotional appeal. SRC makes the 370Z even more fun to handle and gives everyone who gets behind the wheel the sensation of being a better driver,"* said 370Z Chief Vehicle Engineer Masaki Tamura.

Automatic option
While the 350Z was only available in Europe as a manual, the 370Z is optionally available with a newly design seven-speed automatic. In keeping with the 370Z's performance potential, however, this automatic has been tuned to think like a manual.

While it can be driven as a conventional automatic and left to its own devices, enthusiastic owners are more likely to regard it as a clutchless manual, using either the centre shift lever or magnesium paddles behind the steering wheel to change gear. This has influenced its development to the stage where it has the fastest manual mode shift time of any automatic.

A high level of lock up prevents automatic up shifts at high revs at the same time as reducing high fuel wastage caused by torque converter slip. Its settings also allow strong engine braking and instant engine response under acceleration.

Downshift Rev Matching (DRM) automatically blips the throttle on down shifts in manual mode to smooth gear changes still further.

Fuel economy, especially at steady motorway speeds, benefits from the seven ratios on offer as well as the extensive use of low friction components within the transmission. When equipped with the automatic transmission, the 370Z returns 10.4l/100km and 247g/km of CO_2 – marginally better than the manual option.

CHASSIS: AGILE AND AGGRESSIVE

A totally revised chassis has been designed to exploit fully the performance potential from the new engine. A shorter wheelbase and wider track, plus a new double wishbone front suspension and re-engineered multi-link rear suspension give 370Z an agility to match its aggressive looks: the new Z means business.

At a glance

- Wheelbase shortened by 100mm
- Track increased by:
- 15mm front
- 55mm rear
- Double wishbone front suspension
- Multi-link rear suspension
- New light weight components
- Bigger, more powerful brakes

It's a pretty simple equation. More power and less weight means better performance. And to exploit that extra performance to the full, Nissan has totally re-engineered the FM (front midships) rear-wheel drive platform that underpinned the 350Z.

The front midships nomenclature refers to the mounting position of the engine at the front of the car, but as far back in the chassis as possible for best possible weight distribution. Weight distribution remains at the optimum static level of 53/47 front to rear.

Once moving, however, weight distribution changes. As a driver brakes for a corner, the extra weight over the front wheels helps provide better traction for sharper turn-in. But when the car accelerates away from the apex, the weight distribution transfers towards the driven wheels helping to create a 50/50 balance when it is needed most.

The new Z sits on a shorter wheelbase than its predecessor – down by 100mm to 2550mm – and has a wider front and rear track which has increased by 15mm and 55mm respectively. The shorter wheelbase improves the Z's agility, while the wider track improves grip, which is now comparable with similarly sized mid-engined sports cars. Nevertheless, the 370Z retains its trademark accessible, engaging and authentically rear-wheel drive handling characteristics.

Greater rigidity

At the same time, the torsional rigidity of the new body has increased by up to 30 per cent, notably at the front where a bracing bar has been mounted on top of the suspension turrets. Extensive use of aluminium – it's now used for the doors and rear hatch as well as the bonnet – plus other weight saving measures have seen more than 32kg trimmed from the car's mass, despite the addition of extra safety, environmental and luxury equipment.

These changes are matched by a new double wishbone front suspension layout and a revised multi-link rear suspension both of which are lighter yet stronger than before with greater lateral stability. This gives improved camber stiffness, which better allows the suspension to exploit the grip generated by the tyres.

New forged aluminium alloy links at the front, for example, are 25 per cent lighter than used previously, while the revised subframe – a high vacuum diecast alloy cradle – delivers a similar weight saving. Other changes at the front include reinforced steering arms and bigger front hub bearings while the hollow anti-roll bar is not only lighter but also 35 per cent more effective.

Weight savings at the rear come through lighter aluminium alloy castings, but the major changes are to the increased stiffness of links and the cradle itself. As at the front, larger hub bearings and a stiffer yet lighter anti-roll bar complete the picture. High response shock absorbers help provide a compliant ride.

Grip is provided by purpose designed Yokohama Advan sport tyres, in different sizes front and rear. The front tyres are 225/50 R18, with wider 245/45 R18s at the rear. Available as optional equipped are larger RAYs lightweight forged alloy wheels shod with 245/40 R19 and 275/35 R19 Bridgestone Potenza tyres.

A viscous limited slip differential is standard along with Vehicle Dynamic Control (VDC) with combines electronically operated traction and stability systems to reduce engine torque and/or apply individual wheel braking if needed. For track day use, VDC can be deactivated via a dashboard switch.

Speed sensitive power steering

The rack and pinion steering system has also been revised to provide more communicative feedback and better response around the dead ahead position. Now with electric speed sensitive assistance, the steering delivers greater agility around town and enhanced stability at motorway speeds.

The use of a symmetrical mounting bush increases stiffness and feel, while a low hysteresis column insulator gives sharper responses for any given steering input. The gear housing is aluminium, resulting in yet more weight savings.

A new three spoke steering wheel – leather covered and featuring 'baseball stitching' – has been designed to provide natural resting places for fingers and palms at the same time as improving the view through to the instrument panel.

Explosive performance needs excellent brakes and again the 370Z doesn't disappoint. It has large ventilated sport discs front and rear – 355mm (14.0 inch) at the front and 350mm (13.8 inch) behind – framed by four piston aluminium callipers at the front and twin piston callipers behind. The dark silver coloured callipers are inscribed with the Nissan name.

Bigger brakes
Improved brake feel is helped by the adoption of variable ratio brake actuation which provides improved precision at low speeds and better control at higher G.

The new system has greater resistance to brake fade under sustained usage while new pad material helps reduce stopping distances at the same time as lowering brake dust and reducing brake squeal.

A full complement of electronic safety aids includes the latest generation ABS with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA).

With its shorter wheelbase, lighter weight and torsionally stiffer body, 370Z delivers sharper handling: quicker direction changes are matched with greater stability at high speed, under braking and through turns. At the same time noise, vibration and harshness (NVH) levels are all reduced leading to improved refinement.

EQUIPMENT: DRIVER FOCUSED

As befits a performance machine, most of the major items of equipment found on 370Z are there purely to enhance the driving experience. And heading the list is the innovative Synchro Rev Control, which automatically matches engine revs, giving smoother, faster gearchanges, every time.

At a glance
- Standard performance oriented features include:
  - Stop/start button
  - Viscous limited-slip differential
  - Cast alloy wheels
  - Sports brakes
- Higher grades available with
  - Heated leather and suede seats
  - Bose® Audio sound system
  - Synchro Rev Control
  - Gear position indicator
- Cruise control

The last things needed in a performance car are distracting features that seldom, if ever, get used. So while 370Z is comprehensively equipped, most items of standard equipment are there to enhance the driving experience…

Stop/Start button
Two of the most driver-oriented pieces of equipment in 370Z are the new Stop/Start push button, mounted on the central stack and within easy reach of the steering wheel, and Synchro Rev Control, which is standard on higher grades.

The Stop/Start button is matched by Nissan's Intelligent Key, another standard feature on 370Z. With the Intelligent Key tucked safely away in a pocket, briefcase or handbag, the door can be unlocked simply by touching a button on the door handle and the engine started by pressing the Stop-Start button. And when the engine starts, the dials on the tachometer and speedometer immediately sweep to maximum to heighten the senses.

Synchro Rev Control, meanwhile, automatically blips the throttle on downshifts and maintains throttle openings on up shifts to ensure perfect gear changes every time.

Standard safety equipment
Other performance-oriented items of equipment include cast alloy wheels plus advanced electronic driver aids such as ESP (Electronic Stability Program) and a viscous limited slip differential. There's a full complement of safety equipment including sports brakes, ABS, Electronic Brakeforce Distribution (EBD) and Brake Assist. Driver and passenger airbags are matched by side bags and curtain airbags, while active head restraints are also fitted as standard.

Also standard on the 370Z is a 'pop-up' bonnet which raises itself automatically in a crash. This creates a cushion of air between the bonnet and the engine hard points, to lessen the impact of a collision with a pedestrian.

A high performance car needs high performance lights: 370Z has standard projector style Xenon headlamps with full LED tail lights. Highly efficient flat blade wipers clean the 'screen while rain and dusk sensors ensure the lights and wipers operate automatically when needed.

Four-way power adjustable seats, with extra thigh support on the driver's side, are covered in a woven black cloth. The height adjustable leather covered steering wheel incorporates illuminated audio and telephone remote controls: Bluetooth® mobile phone connectivity is standard.

Audio systems
Climate control is also standard, along with a double DIN single CD player with auxilliary input and four speaker sound system. Based on the system found in the 350Z, the speakers have been upgraded from 1 inch tweeters in the dashboard to 2.5 inch squawkers to enhance mid to high range frequencies while the 6.5 inch door speakers feature a neodymium core to save weight.

As well as Synchro Rev Control complete with gear indicator display, the move to the higher grades of 370Z adds heated leather seats with driver lumbar support, seat back pockets for added storage and suede door trim. Cruise control with speed limiter setting also becomes standard.

The final standard feature is a six-disc CD changer with a Bose® sound system, designed specifically for the car. The system features eight speakers including Two 115mm-Nd® Richbass® woofers in a custom-engineered 7.7-liter enclosure mounted in the spare-tyre well. Listeners can thus enjoy their music without sacrificing cabin space.

A seven channel digital power amplifier completes the package providing customised equalisation and signal processing to deliver clear and natural sounding music.

Most of the speakers in the Bose® sound system in 370Z use neodymium iron boron magnets. These magnets have ten times the magnetic energy density of conventional ferrite speaker magnets, allowing them to be much smaller but just as powerful. As a result, the speakers are lighter, reducing overall weight.

Optional equipment
Optional equipment is necessarily limited. Both versions can be specified with the seven-speed automatic transmission incorporating magnesium paddle shifters, daytime running lights and pearl or 'self-healing' Scratch Shield paint finishes. Further optional equipment on the 370Z Plus includes 19inch Rays forged alloy wheels and satellite navigation.

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