

2018 Nissan 370Z Coupe features enhanced driving experience, revised exterior and new Heritage Edition

- 2018 370Z Coupe adds revised exterior details with dark headlight treatment, dark tinted rear combination lights, new blackout rear fascia, vibrant Passion Red exterior color and new available 19-inch aluminum-alloy wheel design
- Driving experience enhanced through optimized acceleration and torque profile tuning, manual transmission-equipped models feature new motorsports-inspired high-performance clutch
- New 370Z Heritage Edition offered in choice of Chicane Yellow or Magnetic Black exterior colors, with yellow interior trim and custom graphics
- Available in 370Z, 370Z Touring, 370Z Sport and 370Z Sport Tech models – along with 370Z NISMO Tech and three 370Z Roadster models

For the designers and engineers of the iconic Nissan 370Z, it has always come down to the details: the artful redirection of airflow, the fine-tuning of the exhaust note, feel of the switches and textures of the seats. For the 2018 model year, the enhancements to the 370Z are once again found in the details – some subtle, some less so, some visual, some demanding a slip into the driver's seat. Taken together the changes result in the 2018 edition being the most refined 370Z yet.

An Enhanced Driving Experience

As in previous years, the 2018 370Z is built on the foundation of its balanced FM (Front Midship) platform, advanced 332-horsepower 3.7-liter VQ37VHR DOHC V6 engine with VVEL (Variable Valve Event and Lift) and choice of 6-speed manual transmission with SynchroRev Match[®] or a 7-speed automatic transmission with Adaptive Shift Control.

For the new model year, however, two significant changes have been applied. First, for all trim levels, driving performance is enhanced through what the engineers call the "concept of acceleration development." Without changing the engine's internal structure or components, engine performance is improved through careful refinement of Accelerator Pedal Opening (APO) and Throttle Valve Opening (TVO) angles.

On the APO side of the calculation, torque is now more accessible at partial accelerator pedal opening, reducing the drop off of torque over 3000 rpm. In addition, adjusting the TVO in mid-to-high acceleration situations reduces the need for constant accelerator modulation. The results are noticeable in a variety of driving conditions – a smoother and stronger acceleration feel when entering a highway, a more relaxed feel on winding roads due to less throttle input, and improved re-acceleration after cornering braking due to less kick-down (automatic transmission) or down-shifting (manual transmission).

These changes also improve the linearity of engine response at low-to-mid-range and higher rpm levels, providing an acceleration feel that better responds to the

driver's intention. During internal company evaluations, test drivers report enhanced response and more enjoyable driving due to a reduction of busy gear changes, improved shift down control and a better matching of acceleration feel with the engine's Active Sound Control (ASC) system.

For 6-speed manual transmission-equipped 2018 370Z models, driving response is further enhanced with the addition of a new EXEDY® high-performance clutch. The new EXEDY L-PEC (Light Pedal Effort Clutch) clutch was developed in part through EXEDY's longstanding relationship with Nissan Motorsports.

The new clutch is designed to feature better launching (from start), acceleration and deceleration. By offering a large reduction in pedal force, and more control at half-clutch, drivers can concentrate more on steering and throttle operation, resulting in enhanced driving pleasure.

Also offered for 2018 is a new available 19-inch aluminum-alloy wheel that is designed to reduce vibration by improving wheel balance. A new cutting process improves the accuracy, allowing for a five-gram reduction in the wheel balance weight. The new split 5-spoke wheel design combines forged aluminum-alloy with black painted surfaces and bright finish accents.

In addition, Bridgestone Potenza S007 high-performance tires replace the previous Bridgestone Potenza RE050A tires on 370Z Sport and 370Z Sport Tech trim levels.

Along with these changes for 2018, the 370Z Coupe continues to feature an array of advanced powertrain components. The 3.7-liter V6 engine's VVEL (Variable Valve Event and Lift) produces 332 horsepower @ 7,000 rpm and 270 lb-ft of torque @ 5,200 rpm.

Key to the outstanding performance is the VVEL system, which is able to optimize intake valve open/close movements, allowing the needed air to be sent promptly to the combustion chamber at the precisely optimized time. Since the VVEL system can adjust to open the valves slightly, it improves fuel efficiency by reducing camshaft friction and fuel waste. It also provides cleaner emissions by allowing for quicker warm-up of the catalyist and by stabilizing combustion when the engine is cool.

The engine is backed by a choice of two advanced transmissions. The close-ratio 6-speed manual includes an available synchronized downshift rev matching system (Sport and Sport Tech models), which allows drivers of any skill level to experience professional-like gearshift performance. The SynchroRev Match® function automatically controls and adjusts engine speed when shifting to the exact speed of the next gear position, essentially "blipping" the throttle to smooth out any up/down shifts. The system can be deactivated with a button next to the shifter for drivers who prefer to shift on their own.

The available 7-speed automatic with Downshift Rev Matching (DRM) and Adaptive Shift Control (ASC) is designed to offer quick, manual-like shifting when operated in manual mode with a target time of 0.5 seconds between shifts. With optimized torque converter lock-up logic, the 7-speed automatic feels very direct, like a manual transmission. The 7-speed's wide gear ratios offer improved fuel efficiency (versus a 5-speed automatic), while the Adaptive Shift Control is designed to adjust to the driver's driving style. Paddle shifters are standard on Touring, Sport and Sport Tech grades.

Fuel economy¹ is estimated at 18 mpg city/24 mpg highway for the 7-speed automatic and 17 mpg city/ 24 mpg highway for the 6-speed manual transmission.

The double-wishbone front suspension uses lightweight forged aluminum arms, a lightweight rigid aluminum-alloy cradle, and hollow construction stabilizer bar. The independent multi-link rear suspension is also stiffer and lighter than the previous generation design, with the rear cradle entirely integrated into a single part (no welding). "High response" shock absorbers are utilized on each corner, with ride comfort enhanced through reduced shock friction.

Steering is provided by a vehicle-speed-sensitive power-assisted rack-and-pinion design. Unwanted steering kickback and vibrations are reduced through use of a solenoid valve that acts like a damper when there is a harsh impact load. Vehicle Dynamic Control (VDC) is standard.

The 370Z and 370Z Touring include standard 4-wheel vented disc brake system that includes Anti-Lock Braking System (ABS) with Electronic Brake force Distribution (EBD) and Brake Assist. The Sport and Sport Tech models add Nissan Sport Brakes with large diameter 14.0-inch front and 13.8-inch rear rotors (versus 12.6-inch front/ rear standard rotors) with 4-piston front and 2-piston rear aluminum red-finish calipers.

The 370Z and 370Z Touring models feature black-finished 18x8-inch front/18x9-inch 10-spoke lightweight aluminum-alloy wheels with 225/50R18 front/245/45R18 rear Yokohama ADVAN Sport high performance summer tires. The 370Z Sport and Sport Tech grades offer the newly designed split 5-spoke 19x9-inch front/19x10-inch rear RAYS forged lightweight aluminum-alloy wheels with Bridgestone Potenza S007 245/40R19 front and 275/35R19 rear tires.

A Refreshed Exterior for 2018

Along with the bold new available 19-inch wheel design, the 2018 370Z Coupe features a number of other visual enhancements for the new model year, including dark-tinted headlights with tinted inner panels. Black matte-chrome plated outside door handles replace the previous bright chrome design and in the rear, the combination lights also receive the dark tinted treatment, along with a new blackout rear lower fascia – giving the 2018 370Z a sportier, more aggressive appearance.

As in previous years, the "dynamic motion" feel continues, with a dramatic roofline and a "low visual gravity." The sleek profile is defined by its upswept quarter window design that is echoed by the dynamic upward curvature in the lower rocker panel and the sense of the taut sheet metal molding itself around the wheels and frame.

High Intensity Discharge (HID) bi-functional xenon "boomerang shape" headlights with auto on/off feature and LED daytime running lamps are standard. The intense broad-shouldered rear shape is highlighted by the integration of the boomerang taillights and wide, flared rear fenders.

Attention to detail and functionality is evident throughout the exterior design, including a flashing side marker lamp/emblem (turn signal lamp not available on base 370Z). The rear fascia is accented by a red rear center reflector. A front chin spoiler and rear spoiler are standard on Sport and Sport Tech grades.

The coefficient of drag is 0.30 for the 370Z and Touring models and 0.29 for the Sport and Sport Tech grades. The 370Z Sport and Sport Tech grades also feature zero front lift and zero rear lift, thanks to extensive aerodynamics efforts – including an “inverse area” front bumper design that allows a smooth flow of air to the sides of the vehicle, while the rear design maximizes the control of air flow from the roof to the rear hatch.

Underlying the aggressive appearance of the 370Z Coupe is a light, highly rigid structure designed for enhanced performance. The FM platform provides a refined base for the well-proportioned body – which includes a 100.4-inch wheelbase, 167.5-inch overall length, 72.6-inch width and 51.8-inch height – giving it a classic sports car look and feel.

The body features aluminum door panels, along with an all-aluminum hood and an aluminum hatch. A front suspension cradle, rear structural reinforcements and an underbody “V-bar” are designed to help reduce front and rear lateral bending (versus the previous generation design). The design also uses a carbon-fiber composite radiator housing and strengthened rear fender and hatch areas. The rear hatchback also features an electronic release, with the opening switch mounted on the center console between the cupholder and shifter lever.

For 2018, a bold new exterior color – Passion Red – is added to the 370Z Coupe color palette. The Passion Red paint process uses a high brightness aluminum pigment in the base coat and Nano-pigment tinted clear coat to give it a vivid, jewel-like red color that looks different depending on the viewing angle. Six other exterior colors are available: Pearl White, Brilliant Silver, Magnetic Black, Gun Metallic, Deep Blue Pearl and Chicane Yellow (Heritage Edition only).

A Driver-Oriented Cockpit

The 370Z Coupe interior remains essentially unchanged for 2018, other than the addition of the rear hatch opening switch and two additional speakers for the entry-level 370Z grade. It retains the traditional 2-seat sports car layout – built around a deeply scooped instrument panel with a full-length center console separating the driver and passenger’s seat. The design focus incorporates a “layer concept,” with an information layer, an operation layer and a holding layer.

The information layer provides good visibility with easy access to all key data. The gauges are attached to the steering column, so the driver doesn’t have to choose between a preferred steering wheel position and visibility of the gauges. The large upper steering wheel opening in front of the gauges is designed to provide a good view of the readouts.

The instrument panel retains the traditional 3-pod cluster with oil temperature, voltmeter and clock, while the speedometer and tachometer include an “initial sweep” function, coming alive when the Z[®] is first started.

The operation layer includes the steering wheel, shifter and switchgear. The steering wheel is an “oval” 3-spoke design, which offers baseball-style stitching and large thumb grips and palm rest areas for improved feel on long drives. The surface of the leather-wrapped wheel is “shaved” to provide a more kidney-like shape to better fit in the hand.

The holding layer includes the seats, kneepads and door trim support. The driver's seat is uniquely different from the passenger's seat, with lower seat cushion cutouts on the sides where the thighs rest – allowing the driver to push on the pedals without the seat fighting them. The seat frame is constructed to help hold the driver in place during cornering. Both the driver and passenger's seats are structured with an anti-slip material in the main seating surface.

The sporty woven cloth seats feature standard 8-way driver's/4-way passenger manual adjustments, with heated 4-way power-adjustable synthetic suede and leather-appointed sport seats standard with the Touring model. Adjustable front seat Active Head Restraints are also standard.

Standard interior comfort and convenience features include Nissan Intelligent Key® with Push Button Start, power windows with one-touch auto up/down feature, power door locks with auto-lock feature, a center console box with a non-intrusive cover design, automatic climate control, rear window defroster with timer, two 12-volt power outlets, three cupholders, dual overhead map lights, Bluetooth® Hands-free Phone System and an AM/FM/CD/AUX 6-speaker (versus the previous 4-speakers) audio system with illuminated steering wheel-mounted controls.

The Touring model adds standard 4-way power adjustable heated sport seats with adjustable lumbar support, glove box damper, heated outside sideview mirrors, side turn signal lamp, aluminum-trimmed pedals and retractable cargo cover.

Both the Touring and Sport Tech models also include the Nissan Hard Drive Navigation System with 7.0-inch VGA touch-sensitive display, NavTraffic® with Real-Time Traffic Information and NavWeather™ (SiriusXM® subscription required, sold separately) – along with SiriusXM® Satellite Radio (SiriusXM® subscription required, sold separately), Streaming audio via Bluetooth®, HomeLink® Universal Transceiver, auto-dimming mirror and RearView Monitor.

The Touring, Sport and Sport Tech models offer a Bose® audio system with eight speakers (includes dual subwoofers), Active Noise Cancellation (ANC) and Active Sound Enhancement (ASE) systems as standard. The ANC system generates canceling sound to help remove undesirable low frequency engine noise while preserving invigorating sounds of engine performance, providing a more "pure" sound. The system is also utilized on the Nissan GT-R. ASE enhances natural engine sounds to help bolster the driver's acceleration experience.

The 370Z interior features standard Black cloth, while the other three models offer Black leather-appointed and synthetic suede seating and synthetic suede door panel inserts.

The long list of standard safety and security features includes the Nissan Advanced Air Bag System (AABS) with dual-stage supplemental front air bags with seat belt sensors and occupant classification sensor; front seat-mounted side impact supplemental air bags; roof-mounted curtain side-impact supplemental air bags; seat belts with pretensioners and load limiters, Active Head Restraints, Zone Body Construction with front and rear crumple zones, Nissan Vehicle Immobilizer System, Vehicle Security System and Tire Pressure Monitoring System (TPMS).

A New Heritage Edition

For 370Z Coupe buyers wanting to stand out from the crowd even further, a new Heritage Edition package is offered on the base 370Z grade, the best-selling and most affordable trim level. The Heritage Edition is equipped with a standard 332-horsepower 3.7-liter DOHC V6 engine and a choice of 6-speed manual or 7-speed automatic transmission.

The Heritage Edition incorporates all of the enhancements to the 370Z Coupe for the 2018 model year and is offered in two exterior colors. The Chicane Yellow Heritage Edition features black outside mirrors, gloss-black graphics and yellow interior trim. The Magnetic Black Heritage Edition includes gloss-silver graphics and yellow interior trim.

A Wide Model Lineup

The 2018 370Z Coupe is offered in four well-equipped models, each in a choice of manual or automatic transmission: 370Z, 370Z Touring, 370Z Sport and 370Z Sport Tech.

Also available is the 370Z NISMO Tech model with unique motorsports-inspired exterior, interior and powertrain treatments – including Recaro leather-appointed seats, 19-inch NISMO super-light forged wheels and an additional 18 horsepower (350 hp total).

In addition, the 370Z Roadster provides all the performance and style of the 370Z Coupe, but in an advanced soft-top convertible design. There are three available models: 370Z Roadster, 370Z Touring Roadster and 370Z Touring Sport Roadster.

For details on the complete 2018 370Z lineup – Coupe, Coupe NISMO and Roadster – please visit www.NissanNews.com.

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1. 2018 EPA Fuel Economy estimate for 2018 370Z Coupe 18 mpg city/24 mpg highway for the 7-speed automatic and 17 mpg city/ 24 mpg highway for the 6-speed manual transmission. Actual mileage may vary with driving conditions — use for comparison only.