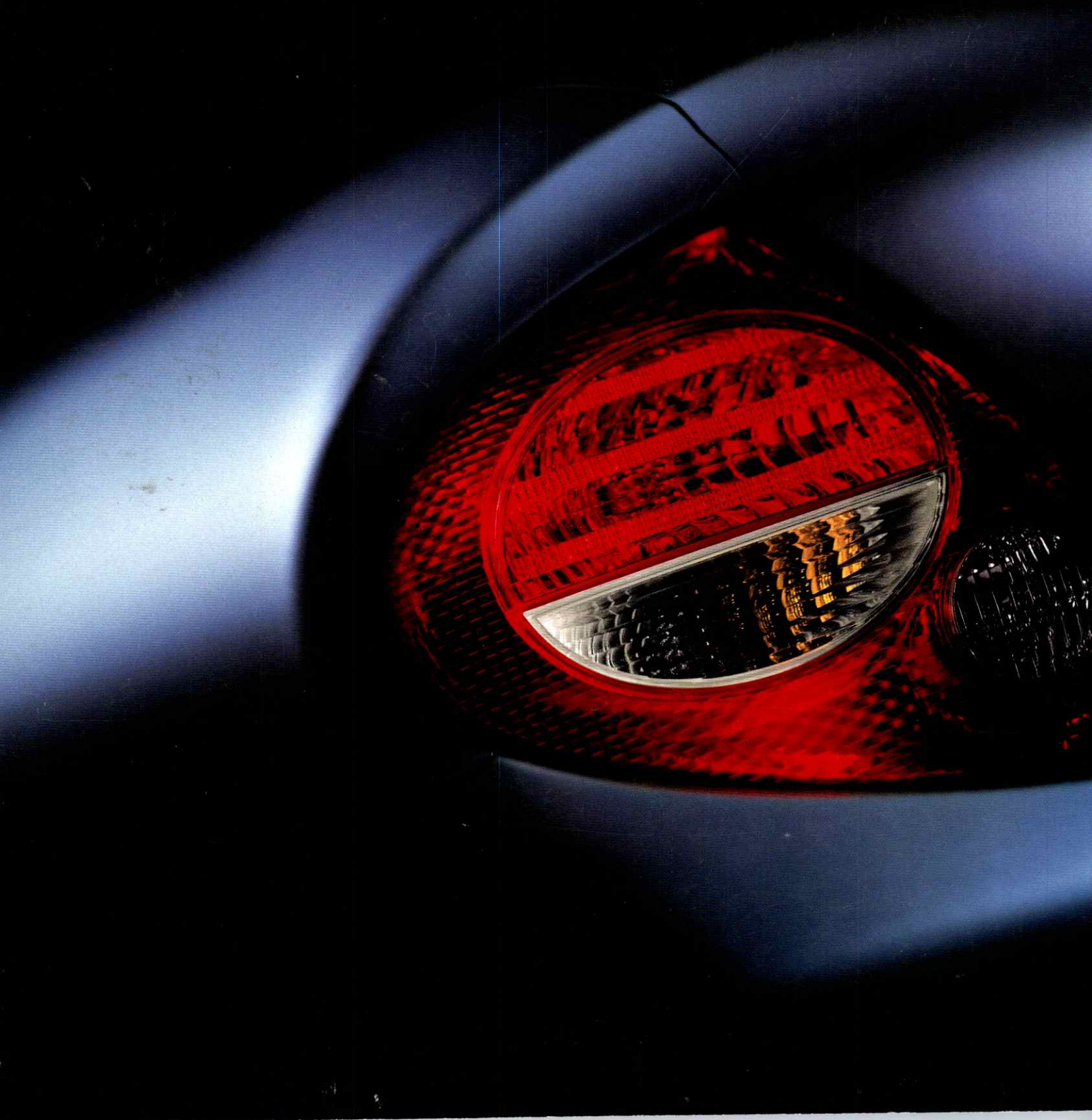


CREATING A
CAR LIKE NO OTHER

2000 MAXIMA



Performance: 100%

Luxury: 100%

Cars like it: 0



Introducing the totally new Maxima.

000 Maxima GLE shown in Sterling Mist.



Every step of conceiving, designing and building Maxima has been a single-minded pursuit to make this sedan a cut above everything else.

Each detail and feature, no matter how small or incidental, has a story of its own. The result is more than an automobile that we are proud to call our flagship; it is a story of dedication to uncompromising perfection. It is the story of Maxima.



Maxima has always walked the line between luxury and performance, but for 2000
its styling quietly step



Before designing the new Maxima, Nissan Design International President Jerry Hirshberg and his team in California talked to experts: Maxima owners themselves. "They had a clear sense of what they called 'Maxima-ness': a quiet confidence that doesn't push too hard, yet leaves no doubt that Maxima is a car for driving. Character, they told us, isn't blatant or flamboyant. They're right. It's what happens between the lines and forms of the car." For the 2000 Maxima, that character comes from the tension between sweeping, architectonic forms and sharp, sculpted edges. The car looks **fluid and chiseled** at the same time. Hefty fender flares give Maxima its muscular shoulders. But Maxima's calling card is its distinctive taillights and bumper. "That was the designers' idea," Hirshberg said. "They figured that since other cars will usually be seeing Maxima from behind, the rear had to make a memorable statement."

By reducing the area of the fixed quarter windows, we made the rest of Maxima's rear door windows larger. This not only gives the car an elongated, streamlined profile, it gives the rear seat a more airy, spacious feel. In fact, the glass area overall has increased.

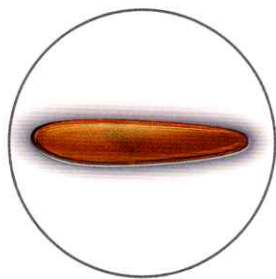


New jewel-like multi-parabolic headlights integrate seamlessly into Maxima's front fascia.

st another day at the ballpark

THE CHIEF DESIGNER OF THE NEW MAXIMA EXPLAINS HIS INSPIRATION: "I GOT TO THE STADIUM EARLY TO CATCH BATTING PRACTICE. AND FOR SOME REASON, I NOTICED MY SODA CUP PUNCHING THROUGH THE BOTTOM OF THE FOOD TRAY. AS CRAZY AS IT SOUNDS, THAT GOT ME PICTURING A MAXIMA. I GRABBED A NAPKIN AND STARTED SKETCHING – BOLD WHEEL FORMS JUTTING OUT OF A LONG PROFILE. FROM THAT POINT ON, THE SHARP JABS AND FLUID LINES ON THAT NAPKIN WERE THE GUIDING FORCE BEHIND MAXIMA."

ver the edge.



Each side marker light resembles a spear that penetrates through the bold wheel forms. This shape is a recurring theme – repeated in the door handles and even inside the car, in the area surrounding the dashboard clock.





*Maxima's exterior and interior were developed simultaneously.
Which is precisely why the whole design feels like*

ONE SEAMLESS THOUGHT.



Seamless precision down to the smallest detail is what defines Maxima's cabin. Consider, for example, the heating vents, which fold completely flat to form a clean, uninterrupted line. And with a finely tailored driver's cockpit as our goal, we made scores of subtle modifications. We angled the steering wheel down 1° to help ensure an optimum driving posture, moved the parking brake for better knee clearance, and repositioned the stereo above the heating/air conditioning so that the more frequently used controls are easier to reach. And if there's this much thought in the details, imagine what else Maxima has in store.

Stay focused on the luxury of the whole and the details

fall perfectly into place.



Located on the driver's sun visor, a HomeLink® universal garage-door opener (standard on GLE and SE; optional on GXE) lets you operate up to three remote-control devices (garage-door openers, security gates, etc.) without having to juggle separate remotes. It is even compatible with entry systems that use a rolling code, so would-be intruders can't use scanners to steal your frequency.



It's the opposite of an afterthought. From our first interior sketches, Bose engineers worked with us to make this **200-watt CD audio system** (GLE, SE) a perfect custom fit. They made thousands of calculations to study how sound waves resonate in the cabin. They repositioned the seven speakers so each seat would be like front row at a concert hall. They employed Bose's unique Active Equalization, the equivalent of having an audio engineer on board at all times to balance the frequencies. And they added an innovative woofer for richer sound in the low- and mid-ranges. The result? Our best-integrated, best-sounding stereo ever.



On every Maxima, you'll find a centre console with plenty of room for coins, tissues, maps, up to 16 CDs – even a separate compartment for a cell phone. And there's something else surprising between the front bucket seats. On SE and GLE (and optional on GXE), the centre console can be raised and lowered, so you'll stay comfortable regardless of your height.



Air conditioning is standard on every Maxima. But the GLE and SE go a step further with automatic climate control (also optional on GXE). This system automatically varies fan speed, the level of the heat or air conditioning, and which vents the air is directed through, to keep the interior just as warm or cool as you prefer. And in case you're curious about what the weather's like outside your Maxima, an ambient temperature display is part of the digital readout. (U.S. instrumentation shown.)

Low-fatigue seats

TO HELP KEEP YOU MORE REFRESHED AND ALERT ON LONG TRIPS, MAXIMA'S FRONT SEATS PROVIDE ADDED SUPPORT TO THE PELVIC, LOWER BACK AND MIDDLE-BACK AREAS. HOW DID WE DETERMINE THESE AREAS ARE THE MOST CRITICAL? USING LOW-VOLTAGE ELECTRIC MONITORING, WE ACTUALLY MEASURED MUSCLE FATIGUE IN THE HUMAN BODY. ARMED WITH THIS DATA, WE MADE CERTAIN AREAS OF THE SEATS FIRMER, USED A SOFTER FOAM IN OTHERS, AND DEVELOPED A MORE RIGID SEAT FRAME TO BETTER ABSORB VIBRATION.



Inside a Maxima, all the elements of luxury
come into alignment. Space is plentiful.
Noise? Virtually nonexistent.



Never before has Maxima been this versatile. Its rear seat splits and folds flat, so you can transport long items and still have room for a rear passenger. Or in case you're carrying two rear-seat passengers, they'll both be a little extra comfortable back there, thanks to a centre armrest.

Cargo shown for display purposes only. Nissan recommends that all loose items be secured when transported.

If you ever wished the world had an escape hatch, Maxima is for you. Its interior is larger than before in almost every way, with an amazing 82 litres more cabin space overall and 48 mm more leg room in the rear seat. The cabin remains quiet, thanks to advanced sound-absorbing materials in the pillars, floor, and under the hood. And, in a gesture that's at once elegant and sporty, the dashboard, instrument panel and centre console slope dramatically, reminiscent of the 300ZX.

WHAT FEATURES ARE ON EACH MODEL?

	GXE	SE	GLE
Power windows, mirrors and door locks	•	•	•
Cruise control	•	•	•
Auto on/off headlights	•	•	•
Immobilizer Key System	•	•	•
Remote keyless entry/anti-theft system	•	•	•
Air conditioning	•	•	•
Automatic climate control air conditioning with outside temperature display	○	•	•
8-way power driver's seat	○	•	•
Power sliding glass sunroof	○	•	•
Leather seating surfaces		•	•
HomeLink® universal garage-door opener	○	•	•
AM/FM with cassette audio system (60-watt)	•		
Premium CD audio system (120-watt)	○		
Bose CD audio system (200-watt)		•	•
Cup holders (front and rear)	•	•	•

• Standard ○ Optional; see Specifications Chart for details.

Horsepower: 222

Fuel Efficiency: 7.9/36
(L/100 km/MPG)

Seconds from 0-60 mph: 6.7





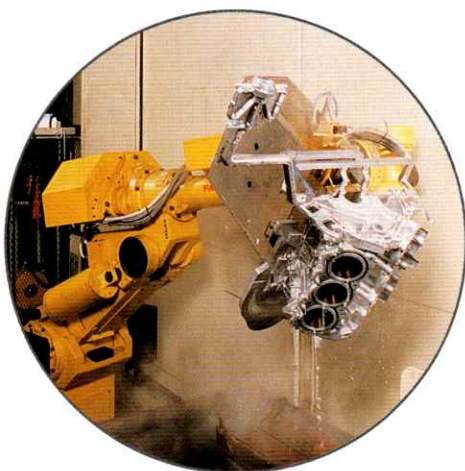
2000 Maxima SE shown in Icelandic Pearl. * *Motor Trend*, July 1999 (0-97 km/h).



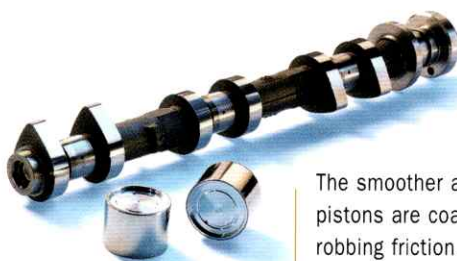
What do you call an engine that's been named
"one of the ten best" five years in a row?

merely a starting point.

It may seem strange to go back to the drawing board for a V6 that's won awards year after year. But for the 2000 Maxima, that's exactly what our engineers did. They rerouted exhaust pipes, redesigned the muffler and retuned the cooling fans to cancel out each other's noise. What did all this add up to? To start, 32 extra horses, **bringing the total up to a whopping 222 HP**, not to mention 217 ft-lb of torque. Remarkably, the engine is also quieter, lighter, cleaner-burning and, thanks to 160,000-kilometre spark plugs,** more worry-free. But the most important payoff is a V6 that rockets you from 0-60 in a mere 6.7 seconds*** No wonder *Car and Driver* called the new Maxima "...exhilarating to drive," with an "...unaccustomed rush to redline."†

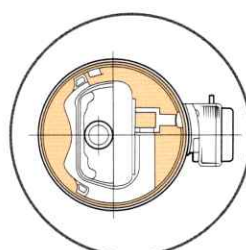


Maxima's engine is built in one of the most advanced, fully automated plants in the world. Every engine is assembled by extraordinarily accurate robots, because even the slightest variance could make a huge difference. But despite all this high-tech precision, we do something completely back-to-basics to check every engine's quality before it leaves the factory: we start it and test it.



The smoother a surface, the easier it slides. So Maxima's pistons are coated with molybdenum, to reduce performance-robbing friction. On Maxima's crankshaft, camshafts, and even on small components like the cam followers, we used a technique called microfinishing, borrowed from Formula One race cars. Microfinishing evens out tiny surface irregularities on the metal, reducing friction and thus heat and vibration. The benefits are twofold: smoother power and a longer engine life.

Maxima is engineered to help keep your maintenance costs low. Its spark plugs are designed to last 160,000 kilometres between tune-ups.** And when no supplier could provide a rubber timing belt guaranteed to go 160,000 kilometres (much less the 320,000 we wanted), we instead used a metal chain that requires no scheduled maintenance at all.



Liquid-filled engine mounts soak up engine vibration before it reaches the cabin. On automatic transmission models, an electronic module actually changes the level of damping based on the engine's rpm, virtually eliminating vibration at idle.

* Ward's Auto World, 1995-1999.

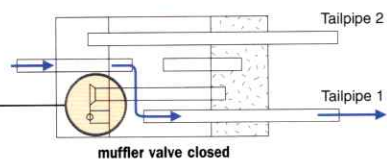
** Under normal driving conditions with routine fluid and filter changes. See your owner's manual for details.

*** Motor Trend, July 1999 (0-97 km/h).

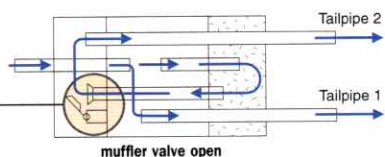
† Car and Driver, June 1999.

Tuned exhaust

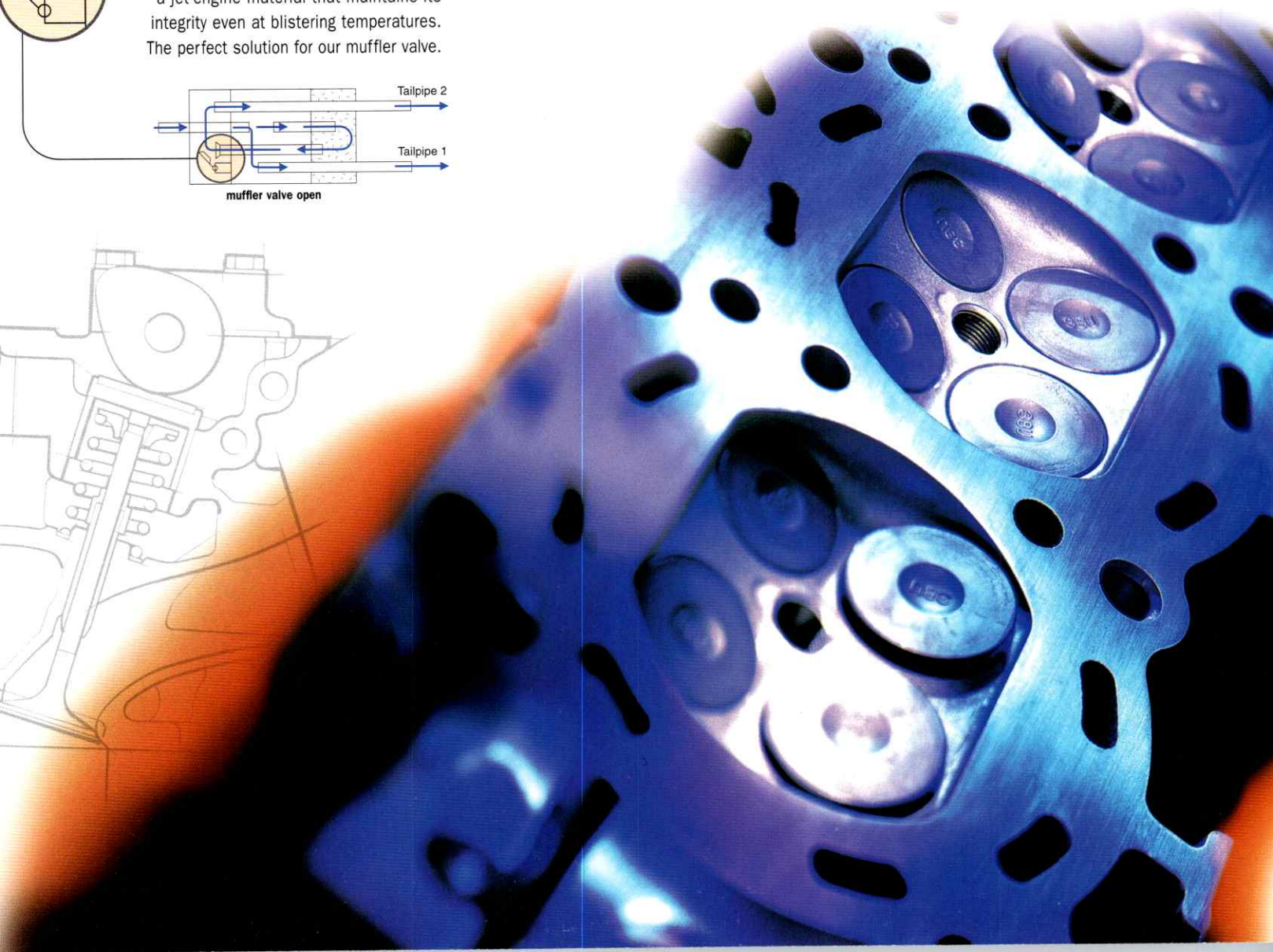
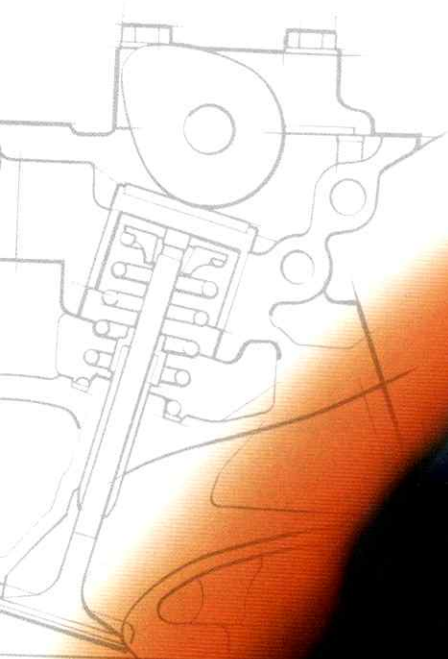
RACE CARS AND MAXIMAS HAVE THEM. MOST OTHER CARS DON'T. THEY'RE EQUAL-LENGTH EXHAUST PIPES, AND THEY MAXIMIZE ENGINE POWER BY OPTIMIZING EXHAUST FLOW. BUT EQUAL-LENGTH PIPES ALSO TAKE UP A LOT OF ROOM. RACE-CAR BUILDERS, NOT LIMITED BY SPACE, ACCEPT THIS TRADEOFF. MOST CAR MAKERS CHOOSE COMPACTNESS OVER POWER. BUT NISSAN ENGINEERS FOUND A WAY TO HAVE BOTH: A POWER-BOOSTING TUNED EXHAUST SYSTEM THAT FITS COMPACTLY UNDER THE HOOD.



Thanks to an innovative valve in its muffler, Maxima ends the compromise between low-end torque and high-end horsepower. When revs are low, the valve stays closed, improving torque and acceleration. As engine speeds rise, the valve opens up to allow for better exhaust flow and more horsepower. Why doesn't every car have this valve? Because regular metal can't withstand the constant heating and cooling of a muffler's interior. So we looked to the aerospace industry and found Inconel, a jet-engine material that maintains its integrity even at blistering temperatures. The perfect solution for our muffler valve.



Both the manual and automatic transmissions have been refined and reengineered for 2000. The manual gearbox has been strengthened to accommodate the engine's increased horsepower, yet it remains just as compact and lightweight. As for the automatic, more durable materials and an upgraded Electronic Control Unit help the transmission shift more smoothly, with less shift-shock to rattle you.



ENGINEERING
SETS IT
IN MOTION

Braking
Suspension
Steering



On the track, the new Maxima pulls Gs like a 300ZX Turbo.

On the road, its ride



Traction Control System

IS YOUR ALLY ON AN ICY MORNING. MAXIMA'S TRACTION CONTROL SYSTEM (TCS)* HELPS KEEP YOUR DRIVE WHEELS FROM SPINNING BY CUTTING OFF FUEL TO ONE OR MORE CYLINDERS, OR EVEN SHIFTING THE AUTOMATIC TRANSMISSION. OTHER CARS' TRACTION SYSTEMS INTERFERE WITH THE THROTTLE OR BRAKES. BECAUSE MAXIMA'S SYSTEM DOESN'T AFFECT EITHER ONE, IT IS SIMPLER, QUIETER, SMOOTHER, AND MOST IMPORTANT, CAN OPERATE AT ANY SPEED.

pure comfort.

It may seem like a contradiction: a responsive performance car that eats up corners and tears through straightaways, but always feels luxuriously smooth and composed. Credit goes to Maxima's rear Multi-Link Beam™ suspension, a system so groundbreaking, it's patented. The suspension's unique lateral link and control rod help keep the wheels perpendicular to the road – giving you more tire-to-road contact for that glued-to-the-pavement feeling. (Ultra-performance fans can opt for the SE's even tighter sport-tuned suspension.) And although you'll be hugging the road, you won't feel every bump in it. For the year 2000, improvements to the rear suspension have allowed for more compliant bushings, which results in less shock transmitted to the cabin. What's more, Maxima's body now has 20% better resistance to bending and 30% to twisting. This not only means the suspension can be tuned for better handling, it means a firmer, quieter ride and the most refined-driving Maxima ever.



It's impossible for a car to read your mind, but Maxima's engine-speed-sensitive power steering can actually read your driving and change accordingly. At low speeds, steering is nearly effortless and luxury-car smooth. At higher speeds, the system tightens, taking on the connected road feel of a pure performance car.

Few things are as vital as good brakes, so our engineers equipped Maxima with brakes that give the driver superior feedback and response. For 2000, the front brakes have thicker rotors and require less pedal effort to operate. And for your peace of mind, every Maxima comes standard with a 4-wheel Anti-lock Braking System (ABS), which you can read more about on the Safety and Security page of this brochure.

WHAT FEATURES ARE ON EACH MODEL?

	GXE	SE	GLE
3.0-litre DOHC 24-valve engine	•	•	•
Liquid-filled engine mounts	•	•	•
Electronically controlled liquid-filled engine mounts	○	○	•
Traction Control System (TCS)	○	○	•
Limited-slip differential		•	
5-speed manual overdrive transmission	•	•	
4-speed automatic overdrive transmission	○	○	•
Sport-tuned suspension		•	
Engine-speed-sensitive steering	•	•	•
4-wheel disc brakes (power-assisted)	•	•	•
4-wheel Anti-lock Braking System (ABS)	•	•	•

* Standard on all Maximas equipped with automatic transmission.

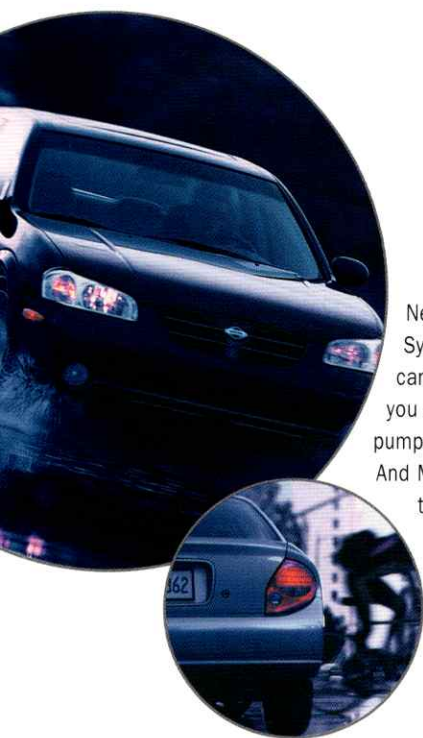
• Standard ○ Optional; see Specifications Chart for details.



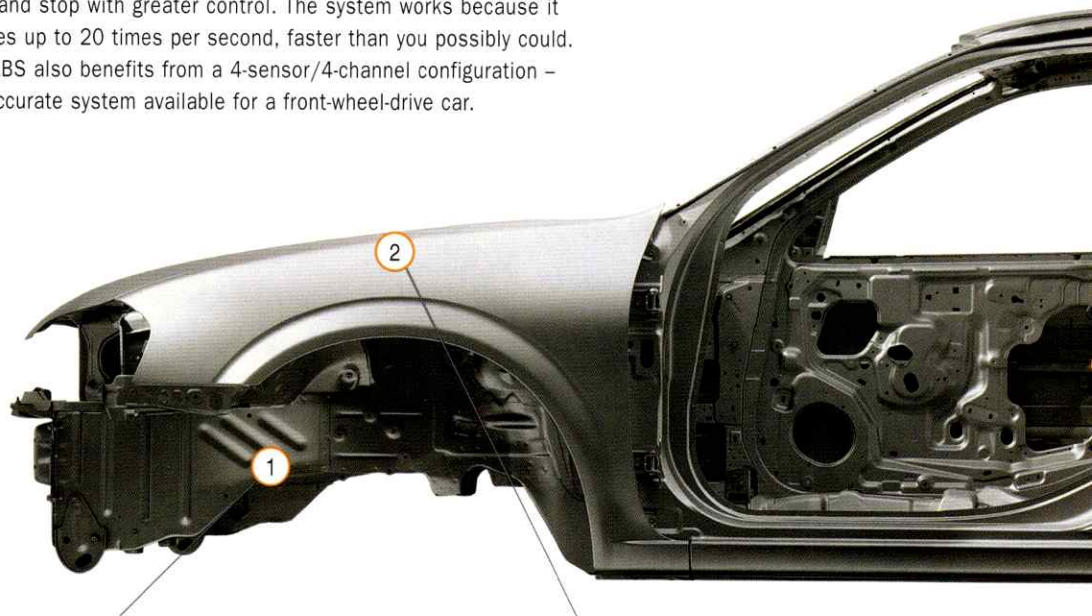
Peace of mind. It's meticulously

built into every Maxima.

Perhaps more than anything, **safety hinges upon the close relationship between driver and vehicle.** That connection – the union of your skill and good judgment with Maxima's powerful engine, nimble suspension and 4-wheel anti-lock disc brakes – can keep you out of most dangerous situations. But when even that isn't enough, Maxima's cabin is engineered to surround you with safety features, including structural reinforcements, energy-absorption measures and other elements designed with your protection in mind.



New for 2000, every Maxima is equipped with a 4-wheel Anti-lock Braking System (ABS). If you've ever had your brakes lock up, you know that steering can become impossible. As its name implies, ABS helps prevent lockups, so you can steer and stop with greater control. The system works because it pumps the brakes up to 20 times per second, faster than you possibly could. And Maxima's ABS also benefits from a 4-sensor/4-channel configuration – the most accurate system available for a front-wheel-drive car.



MAXIMA'S COMPREHENSIVE APPROACH TO SAFETY INCLUDES OVER 50 STANDARDS

- 1** FRONT CRUMPLE ZONE deforms during a frontal impact to help dissipate the force of a crash. That way, less energy is transferred to the cabin – where you are.
- 2** HOOD BUCKLING CREASES cause the hood to compress in a controlled way in certain frontal impacts, which reduces the chance that it will intrude into the passenger compartment.

Immobilizer Key System

EVERY MAXIMA KEY IS EMBEDDED WITH A TINY MICROCHIP. WHEN YOU PUT THE KEY IN THE IGNITION, THE CHIP SENDS A CODED SIGNAL TO THE ENGINE CONTROL MODULE. IF THE MODULE DOESN'T RECOGNIZE THE SIGNAL, THE VEHICLE WON'T START. AND EVERY TIME YOU TURN THE CAR OFF, THE IMMOBILIZER SYSTEM GENERATES AN ENTIRELY NEW CODE (ONE OF 65,000) FOR THE NEXT START. WHICH MEANS ONLY YOUR ACTUAL KEY TO START YOUR MAXIMA – NOT EVEN A CLOSELY CUT FACSIMILE WILL DO.

Every Maxima is equipped with dual Second Generation airbags to help reduce injuries.* For added peace of mind, the SE and GLE also come with front-seat side airbags** to help protect your head and chest areas. And because they're built right into the front seats – as opposed to the door panels – the side airbags move with you when you adjust the seat.



Maxima is designed to act quickly and decisively when something goes wrong. In a collision severe enough to deploy the airbags, front seat belt pre-tensioners use a small pyrotechnic burst to tighten the front belts. Maxima's front seat belts also have load limiters, a mechanism that provides a slight "give" in a collision if the occupant's forward momentum exerts too great a force on the belt. These two features, both new for 2000, work collectively with the airbags to help reduce your chance of injury.

Every Maxima comes standard with a remote keyless entry and anti-theft system operated by the hand-held keyfob shown at right. You'll come to appreciate all the things it can do.



UNLOCK/DEACTIVATION BUTTON (Push once)

Unlocks driver's door only.
Deactivates anti-theft system.
Turns dome lights on.

(Push twice or hold for two seconds)

Unlocks all doors.
Deactivates anti-theft system.
Turns dome lights on.

LOCK/ACTIVATION BUTTON (Push once)

Locks all doors.
Activates anti-theft system.
Turns dome lights off.
Flashes hazard lights.
Beeps horn (if desired).

TRUNK RELEASE BUTTON

(Hold for two seconds)
Unlocks trunk.

PANIC ALARM BUTTON

(Hold for two seconds)
Sounds alarm for 30 seconds.
Flashes headlights.



FEATURES WORKING TOGETHER TO HELP PROTECT YOU. HERE ARE JUST A FEW OF THEM:

3 PIPE-STYLE STEEL SIDE-DOOR GUARD BEAMS are welded inside each of Maxima's doors and help reduce injury in case of a side-impact collision.

4 CHILD SAFETY REAR DOOR LOCKS help keep children from opening the rear doors inadvertently.

5 REAR CRUMPLE ZONE deforms during rear impact to help absorb the force of a crash, so less energy is transferred to the cabin.

CHILDREN BELONG IN THE REAR SEAT

Children need special consideration when travelling in automobiles. To help avoid injury from an inflating airbag, rear-facing child restraints must never be placed in the front-passenger's seat. In addition, Nissan Canada recommends that all children about the age of 12 and under ride in the rear seat. Children should be properly secured in child restraints, booster seats and seat belts, according to their size.

* Keep in mind that, in moderate frontal collisions, this supplemental restraint system may not inflate, and in rear or side collisions, it's designed not to inflate. The primary protection is provided by the lap and shoulder belt system.

** In front or rear collisions, side airbags are designed not to inflate, and, in moderate side collisions, this supplemental restraint may not inflate. Note: Front-seat side airbags are designed to inflate only on the side of the vehicle impacted. Primary protection is still provided by the lap and shoulder belt system.

Engineers: 380

Hours spent fine-tuning: 275,365

Compromises: 0





2000 Maxima GXE shown in Sunlit Sand

One style doesn't fit all. For this reason, the three different Maxima models each radiate a distinctive personality. Your choices start with GXE – great-looking, well equipped, our best value. The SE is a thrilling mix of high performance and ultra-luxury. And for all-out top-of-the-line indulgence, there's nothing like the GLE.

GXE

STANDARD GXE EQUIPMENT INCLUDES:

- 3.0-litre DOHC 24-valve V6 engine
- 4-wheel Anti-lock Braking System (ABS)
- Chrome grille surround and chrome door handles
- Luxury velour seat cloth
- Multi-adjustable driver's seat with lumbar support
- Air conditioning
- Power windows, door locks and mirrors
- Variable intermittent wipers
- Remote keyless entry and anti-theft system
- Cruise control
- Auto on/off headlights
- Immobilizer Key System
- AM/FM with cassette audio system



SE

TO THE GXE EQUIPMENT, SE ADDS:

- Sport-tuned suspension
- Viscous limited-slip differential
- Aluminum-alloy wheels
- Fog lights and rear spoiler
- Black grille
- Colour-keyed door handles
- Smoke-colour taillight surround
- Power sliding glass sunroof
- Leather seating surfaces
- Leather-wrapped steering wheel
- Power heated front seats
- Front-seat side airbags
- Automatic climate control air conditioning
- HomeLink® universal garage-door opener
- Bose CD audio system (200-watt)
- Titanium-coloured gauges
- Dual chrome exhaust finisher

GLE

TO THE GXE EQUIPMENT, GLE ADDS:

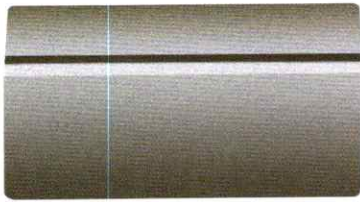
- 4-speed automatic transmission
- Brushed-chrome shifter plate
- Traction Control System (TCS)
- Aluminum-alloy wheels
- Fog lights
- Power sliding glass sunroof
- Leather seating surfaces
- Wood-tone interior trim
- Leather-wrapped steering wheel
- 8-way power driver's seat
- 4-way power passenger seat
- Heated front seats
- Front-seat side airbags
- Automatic climate control air conditioning
- HomeLink® universal garage-door opener
- Bose CD audio system (200-watt)
- Dual chrome exhaust finisher

The Diamond Test

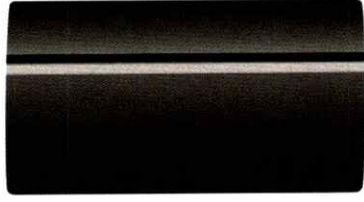
WHAT'S THE CONNECTION BETWEEN THE HARDEST SUBSTANCE ON EARTH AND YOUR NISSAN? IN A WORD: PAINT. OUR PATENTED DURASTEEL® HAS A NICKEL-RICH PRECOATING DESIGNED TO HELP KEEP THE PAINT FROM CHIPPING. TO TEST IT, WE PUMMEL THE METAL WITH DIAMONDS SHOT FROM A COMPRESSED-AIR GUN. IT'S A HIGH-IMPACT WAY TO JUDGE THE RESILIENCE OF THE PROTECTIVE COAT.



ICELANDIC PEARL <i>QT1</i>	GXE	SE	GLE
Blond Leather			●
Frost Cloth	●*		
Frost Leather		●	●
Black Cloth	●		



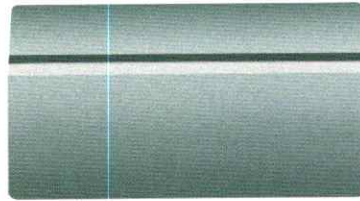
STERLING MIST <i>KT3</i>	GXE	SE	GLE
Frost Cloth	●*		
Frost Leather		●	●
Black Cloth	●*		
Black Leather		●	●



GREY LUSTRE <i>KV3</i>	GXE	SE	GLE
Frost Cloth	●*		
Frost Leather		●	●



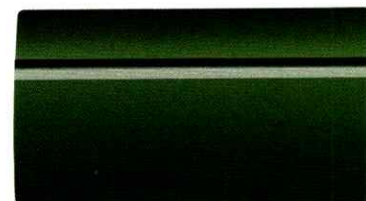
SUNLIT SAND <i>EVO</i>	GXE	SE	GLE
Blond Cloth	●		
Blond Leather		●	●



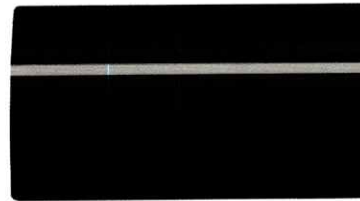
SATIN BLUE PEARL <i>BV3</i>	GXE	SE	GLE
Frost Cloth	●*		
Frost Leather		●	●



MAHOGANY PEARL <i>CP2</i>	GXE	SE	GLE
Blond Cloth	●*		
Blond Leather		●	●



SHERWOOD GREEN <i>DR2</i>	GXE	SE	GLE
Blond Cloth	●*		
Blond Leather		●	●



EBONY <i>KH3</i>	GXE	SE	GLE
Blond Leather			●
Frost Cloth	●*		
Frost Leather		●	●
Black Cloth	●		
Black Leather		●	●

SE/GLE LEATHER GXE CLOTH



GXE CLOTH

Blond
Frost
Black



SE/GLE LEATHER

Blond
Frost
Black



● Standard

* Automatic transmission models only.
Nissan has taken care to ensure that the colour swatches presented here are the closest possible representations of actual vehicle colours. Swatches may vary slightly due to the printing process and whether viewed in daylight, fluorescent or incandescent light. Please see your local Nissan Dealership for actual colours and pricing information.

FEATURES

● Standard ○ Optional

	GXE	SE	GLE
MECHANICAL FEATURES			
3.0-litre DOHC 24-valve V6 engine 222 HP @ 6,400 rpm/217 ft-lb @ 4,000 rpm	●	●	●
Sequential multi-point electronic fuel injection	●	●	●
Liquid-filled engine mounts	● ¹	● ¹	● ²
Front engine/front-wheel drive	●	●	●
5-speed manual overdrive transmission	●	●	
Electronically controlled 4-speed automatic overdrive transmission with lockup torque converter	○ ³	○ ³	●
Independent strut-type front suspension with stabilizer bar	●	●	●
Rear Multi-Link Beam suspension with stabilizer bar	●	●	●
Sport-tuned suspension – Firmer springs, front struts and shock absorbers; urethane front suspension bushings		●	
Variable power-assist (engine-speed-sensitive) steering	●	●	●
Power-assisted 4-wheel disc brakes (front vented)	●	●	●
4-wheel Anti-lock Braking System (ABS)	●	●	●
Traction Control System (TCS)	○ ³	○ ³	●
Viscous limited-slip front differential		●	
Full-size spare tire with matching rim	●	●	●
EXTERIOR FEATURES			
15" Steel wheels with full wheel covers	●		
16" Aluminum-alloy 9-spoke wheels	○ ⁴		●
16" Aluminum-alloy 5-spoke wheels		● ⁵	
17" Aluminum-alloy 6-spoke sport wheels		● ⁶	
P205/65 R15 All-season steel-belted radial tires	●		
P215/55 R16 All-season steel-belted radial tires	○ ⁴	● ⁵	●
P225/50 VR17 Performance tires		● ⁶	
Multi-parabolic clear-lens halogen headlights	●	●	●
Chrome front grille surround and chrome door handles	●		●
Black front grille surround and colour-keyed door handles		●	
Halogen fog lights		●	●
Rear spoiler		●	
Smoke-colour taillight surround		●	
Dual chrome exhaust finisher		●	●
Dual heated power outside mirrors	●	●	●
Power sliding glass sunroof with tilt, sliding sunshade, and one-touch open/close feature	○ ⁷	●	●
Front and rear splash guards	●	●	●
INTERIOR, SEATING AND TRIM FEATURES			
Multi-adjustable driver's seat – fore/aft adjustments, reclining seatback, front/rear lower cushion height and lumbar support	●	●	●
8-way power driver's seat	○ ⁴	●	●
4-way power front-passenger's seat		●	●
Heated front seats	○ ⁴	●	●
Luxury velour seat cloth	●		
Leather seating surfaces		●	●
Leather-wrapped steering wheel		●	●
Leather-wrapped transmission shifter		●	●
Wood-tone trim			●

	GXE	SE	GLE
Adjustable front shoulder belt anchors	●	●	●
60/40 split fold-down rear seatback	●	●	●
Cargo net	○ ⁴	●	●
INSTRUMENTATION			
Tachometer, dual-digital trip odometer and digital clock	●	●	●
Titanium-coloured gauges		●	
COMFORT AND CONVENIENCE			
Air conditioning	●	●	●
Automatic climate control air conditioning with outside temperature display	○ ⁴	●	●
Power windows with driver-side one-touch up/down feature	●	●	●
Power door locks with selective unlocking logic	●	●	●
Remote keyless entry and anti-theft system	●	●	●
Auto on/off headlights	●	●	●
HomeLink® universal garage-door opener	○ ⁴	●	●
Power trunk and fuel-filler door releases	●	●	●
Tilt steering column	●	●	●
Cruise control	●	●	●
Variable intermittent wipers	●	●	●
Electric rear-window defroster	●	●	●
Centre console with integrated armrest, dual-level storage area, and front and rear cup holders	●	●	●
Height-adjustable front centre console	○ ⁴	●	●
Illuminated visor vanity mirrors with sun visor extensions	●	●	●
Retained accessory power feature	●	●	●
AUDIO SYSTEMS			
AM/FM with cassette audio system – 60-watt with 12 FM presets; auto-reverse cassette with automatic program search and Dolby Noise Reduction; four speakers	●		
Premium AM/FM/CD with cassette audio system – 120-watt with 12 FM presets; auto-reverse cassette with automatic program search and Dolby Noise Reduction; CD player with random search and repeat features; CD changer compatibility; auto loudness function and six speakers including two A-pillar-mounted tweeters	○ ⁴		
Bose acoustically tuned AM/FM/CD with cassette audio system – 200-watt with Active Equalization; 12 FM presets; auto-reverse cassette with automatic program search and Dolby Noise Reduction; CD player with random search and repeat features; CD changer compatibility; seven active Bose speakers including two A-pillar-mounted tweeters and woofer		●	●
SAFETY FEATURES			
Dual front airbags (Second Generation)	●	●	●
Front-seat side airbags		●	●
Immobilizer Key System	●	●	●
Height-adjustable 3-point front seat belts	●	●	●
3-point ALR/ELR seat belt system for front-passenger and all rear positions	●	●	●
Energy-absorbing steering column and knee bolsters	●	●	●
Hood buckling creases and safety stops	●	●	●
Pipe-style steel side-door guard beams	●	●	●
Three permanent child-seat tether anchors (in parcel shelf)	●	●	●

SPECIFICATIONS

Exterior/interior dimensions – mm (in)

(Exterior)		(Interior)	
Wheelbase	2750 (108.3)	Head room (front/rear)	1029/950 (40.5/37.4)
Overall length	4839 (190.5)	Leg room (front/rear)	1138/919 (44.8/36.2)
Overall width	1786 (70.3)	Hip room	
Overall height	1435 (56.5)	(front)	1405 (55.3)
Track width ⁸		(rear)	1364 (53.7)
(front)	1529 (60.2)	Shoulder room	
(rear)	1509 (59.4)	(front)	1445 (56.9)
		(rear)	1427 (56.2)

Capacities

EPA interior vol./luggage cap.	3330/428 L (117.6/15.1 cu ft)
Fuel tank – L (Imp gal)	70 (15.4)

Curb weights – kg (lb)

	GXE	SE	GLE
Manual	1451 (3198)	1448 (3192)	N/A
Automatic	1473 (3247)	1474 (3250)	1496 (3298)

Transport Canada Fuel Consumption estimates – L/100 km (MPG)

Manual			
(City)	10.9 (26)	10.9 (26)	N/A
(Hwy)	7.9 (36)	7.9 (36)	N/A
Automatic			
(City)	11.9 (24)	11.9 (24)	11.9 (24)
(Hwy)	7.8 (36)	7.8 (36)	7.8 (36)

Packages

AUTOMATIC TRANSMISSION PACKAGE

4-speed automatic transmission with overdrive and lockup torque converter
• Traction Control System (TCS) • electronically controlled engine mounts

GXE CONVENIENCE PACKAGE

16" Aluminum-alloy 9-spoke wheels • P215/55 R16 tires • 8-way power driver's seat
• heated front seats • automatic climate control air conditioning with outside temperature display • premium AM/FM/CD with cassette audio system • height-adjustable front centre console • HomeLink® universal garage-door opener • cargo net (This package requires Automatic Transmission Package.)

¹ Electronically controlled engine mounts are part of Automatic Transmission Package

² Electronically controlled engine mounts

³ Part of Automatic Transmission Package

⁴ Part of GXE Convenience Package

⁵ Available April through June 1999 production only

⁶ Late availability from July 1999 production

⁷ Requires GXE Convenience Package and Automatic Transmission Package

⁸ 17" SE wheels: front track – 1519 mm (59.8 in); rear track – 1500 mm (59.1 in)

N/A – Not available

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Dedicated to serving Canadian senior citizens, The Nissan Canada Foundation helps raise funds and provides grants and vehicles to non-profit organizations such as Meals on Wheels and elder

abuse agencies. Nissan vehicles are on long-term loan to Meals On Wheels agencies across Canada, delivering hot food to elderly shut-ins. And during the ice storm of 1998, Nissan Quests, along with Nissan volunteers, helped ferry seniors to and from emergency shelters. The Nissan Canada Foundation also sponsors a major annual marathon and walk-a-thon, last year raising more than \$250,000 for Canadian seniors.

NO-NONSENSE WARRANTY

Every 2000 Nissan comes with a 3-year/60,000-km* Comprehensive New Vehicle Warranty, a 5-year/100,000-km* Powertrain Warranty and an 8-year/130,000-km* Emission Control Warranty on selected components, plus a 5-year/unlimited-km Corrosion Perforation Warranty. What's more, our 3-year Premium Roadside Assistance makes help available to you 24 hours a day. (Just call 1-800-387-0122.)

ADDED SECURITY PLAN (ASP)

The Nissan Added Security Plan (ASP) is not just an extended service plan. It's a commitment to be there for you, to enhance the quality experience of driving your Nissan, and to help you leave your worries behind. Different plans let you tailor the coverage to your driving habits. For ultimate peace of mind, consider the ASP Premium Roadside Assistance and Tire Road Hazard Coverage. Please see your Nissan Dealership for more information.

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Through Nissan Canada Finance Inc. we offer many attractive programs, and you can be assured of competitive finance rates and terms. Or you might consider one of our lease plans, which make driving home a new Maxima, or any one of our models, easier than ever. We call them Nissan "No-Nonsense" leases. The way leasing an automobile is meant to be. Consult your Nissan Dealership for complete information.

* Whichever comes first.



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Civilized adventure.



XTERRA
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you can depend on.



FRONTIER 4-DOOR CREW CAB
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Endless possibilities.

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