

# Nissan 370Z 2014 Workshop Service Repair Manual free

**Nissan 370Z 2014** It's a claim few sports cars can make. And one absolutely worth experiencing. Your first stop – a curvy road not far from town. A perfect place to hear a dual exhaust bounce 332 hp of pure adrenaline off a canyon wall. To feel the massive braking power of available 14" front discs as you set up for a tight hairpin turn. The feedback through the wheel and the seats as a dynamically balanced chassis just grips and grips and grips. More? How about a perfect downshift, thanks to the world's first available rev-matching manual transmission. And somewhere along the way, find a scenic turnout, and just take in the aggressive design that's inspired awe and envy for over 40 years. Then fire up that 3.7-liter V6, stand on it, and you're gone. The 2014 370Z. Sweet.



some may say you're obsessed, but we understand – in a sports car, everything has to be right. That's why you'll find the main gauges adjust with the steering column, so you always have a clear view. The center console controls are located within easy reach, and are easily identifiable by touch. There's even a uniquely bolstered driver's seat for enhanced support, knee pads on both sides of the console and anti-slip material on the seat cushion.



the feeliNG of uNlimateD possiBilities. Taste freedom as the breeze brushes your face. Hear the sound of 332 pure horsepower through a tuned exhaust. Embrace the sky as the Roadster folds its power top in about 20 seconds. Drop it from the cozy cockpit<sup>1</sup> or even from the outside by pushing a button on the driver's door. It's time to rev your senses. at its core, the heart of a leGeND. As long as there has been a Z®, there has a been a soulful 6-cylinder leading the way. In this case, the 4th-generation of the legendary VQ V6 engine. With a 3.7-liter displacement for massive muscle, this 332-hp dynamo features advanced Variable Valve Event and Lift (VVEL) technology that continuously tunes valve lift and timing for quicker response and a broader torque curve, while optimizing fuel efficiency and reducing emissions. And while this extensive engineering may sound intriguing on paper, the exhilaration from idle to the 7,500-rpm redline – on the straights or through the corners – is pure, pulse-pounding magic.