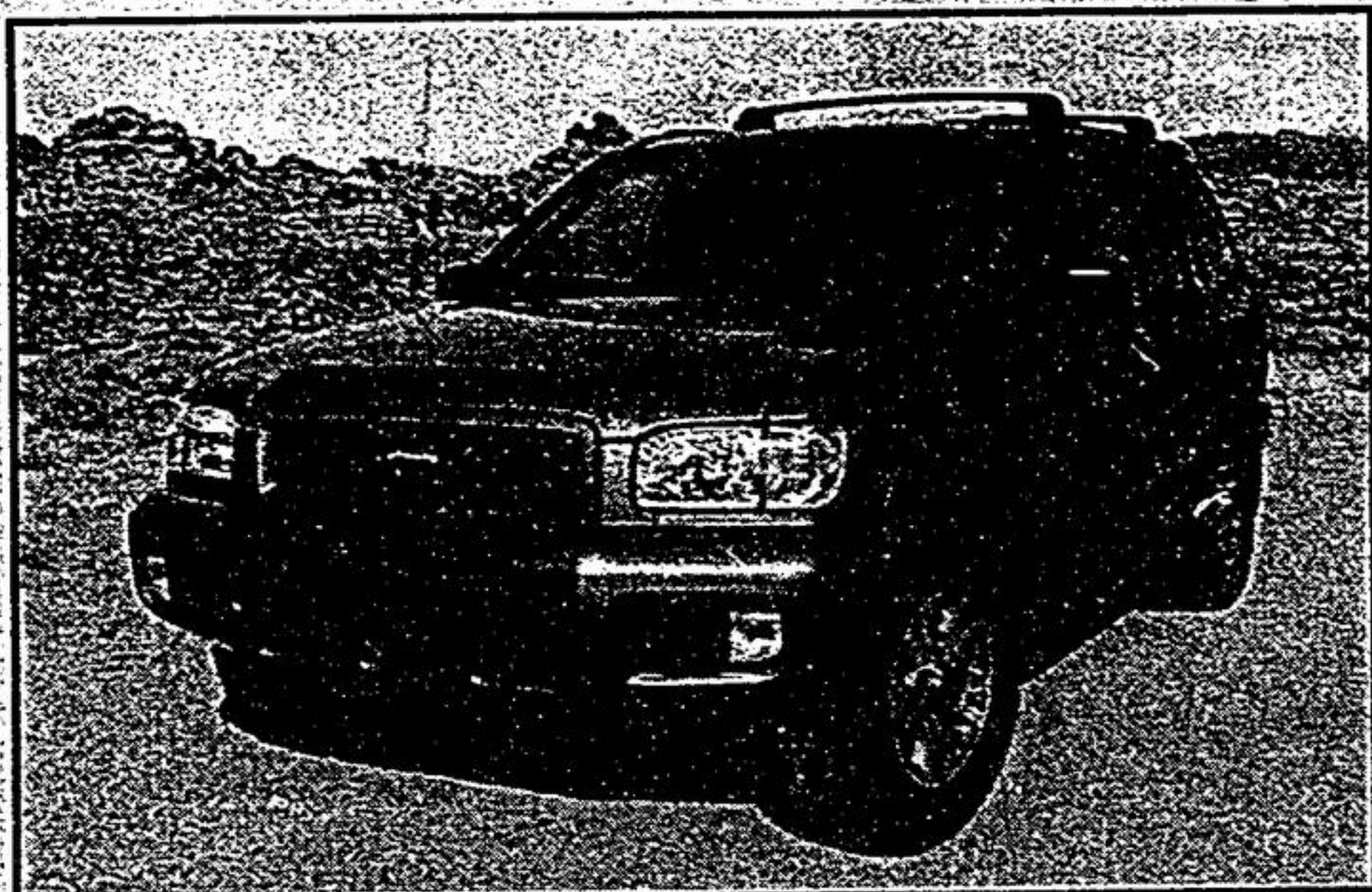


2001 Nissan Pathfinder has a new 3.5L engine

The 2001 Nissan Pathfinder comes in three different models each with a different grille treatment and wheels. Power is also up dramatically with a new 3.5-litre engine.



It will come as a surprise to no one that sport utility vehicles (SUVs) have become THE hot property in North America and increasingly in Europe. One glance at 1999 sales figures tells the tale. Last year the Canadian segment grew 13 per cent to 110,000 units. That is a 7.5 per cent share of the total new vehicle market. More to the point, SUVs increased their market share by 1.3 per cent. Over at Nissan, 1999 was a very good year for its Pathfinder, the top selling import SUV since it was introduced. Sales were up 15 per cent with 10,200 units sold. Pathfinder also represented 9.3 per cent of the SUV segment. But by sitting pat in the SUV niche that is continually spiraling upwards towards premium

luxury land, you can get left behind. Nissan is making certain it maintains its position as a segment leader by bringing out the 2001 Pathfinder firmly in the premium end of the SUV spectrum. With big things happening with the Xterra at the lower end of the feeding chain, Nissan decided the way to go for Pathfinder in 2001 was to fit a new engine, a new interior and new features. Gone is the previous 3.3-litre V6 which was actually not bad at all. It did run out of steam quickly and wailed out a whale of a lot of engine noise under load, especially in 4Lo. For 2001, Nissan went to its other V6, the VQ family that powers the Maxima and Infiniti I30. Known for its luxury car smoothness, mating it to a SUV in the premium category makes a lot

of sense. Nissan re-engineered the all-alloy block and head V6 for low-end grunt. It was also increased to 3.5-litres producing 250 hp and 240 lb/ft of torque with the five-speed manual transmission or 240 hp and 265 lb/ft of torque with the four-speed automatic. That's a noticeable increase from the 170 hp and 200 lb/ft of torque for the 3.3-litre V6 in the previous version. Another way to look at it is in the time it takes to get from 0-100 km/h. With the 3.3-litre, the 2000 Pathfinder did 10.9 seconds while the 2001 model hits the mark in 8.0 seconds with the five-speed; 8.8 seconds in the automatic. The five-speed is standard in the XE and SE trim level models. The four-speed automatic is standard on the LE. Manual shift XE and SE models have a shift-on-the-fly transfer case that can be used up to 80 km/h.

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Sentra SE model shown

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THE 250-HP 2001 PATHFINDER



Pathfinder LE model shown

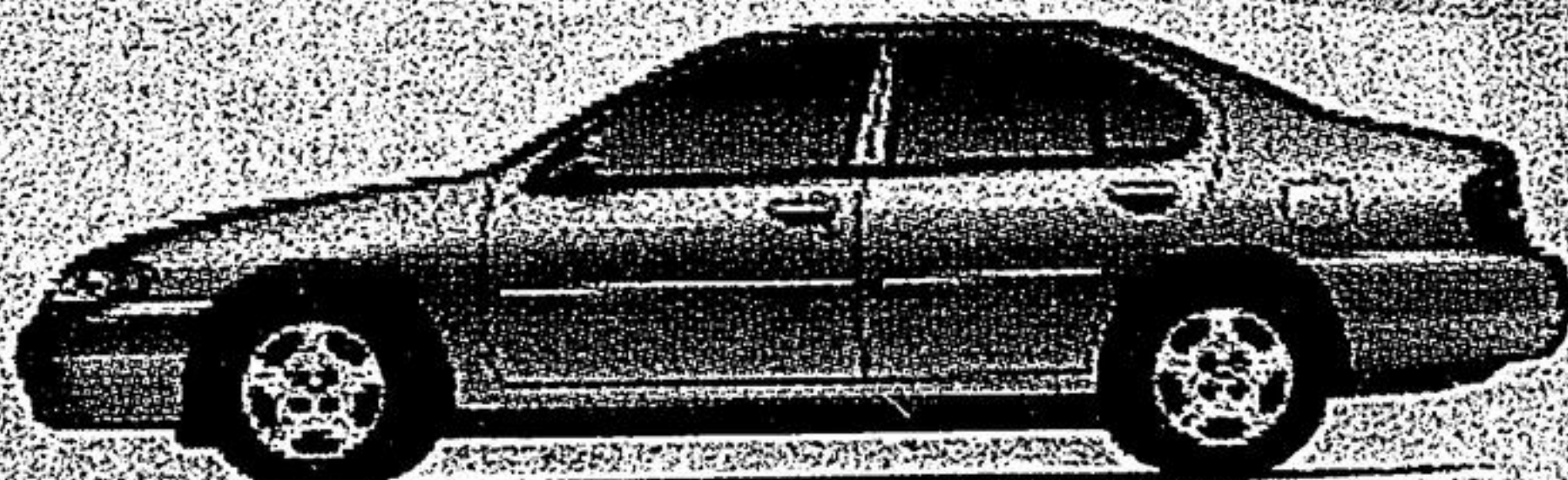
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