Infiniti-i

The Nissan Cefiro is a mid-size car that was produced by the Japanese automobile manufacturer Nissan Motors. After production of the A31 stopped, the Cefiro dropped its sporting pretensions and essentially saw the standalone Cefiro model deleted from the lineup. This came with the introduction of the A32 and A33 Maxima, which took on the Cefiro nameplace in the Japanese domestic market although it bore no mechanical relation to the A The second generation A32 and third A33 generation Cefiro saw the switching to the front-wheel drive layout with a V6 engine. It is also badge engineered as the Renault Samsung SM5. While the styling of the Infiniti versions was essentially identical to the Cefiro sold in other markets, the same car with revised front- and rear-styling was also sold in North America as the Nissan Maxima as cheaper, lower-specification model. The word "cefiro" is Spanish for "breeze".

Nissan released the A31 series Cefiro sedan to Japan in September It shared its transmission, engine and rear suspension setup with the R32 Skyline , F31 Leopard , and C33 Laurel with the exception of the diesel engine which was available only in the Laurel. The chassis platform and front suspension strut type was shared with the Laurel with the one exception of the 4WD Cefiro, which used the Skyline GTS4 front suspension multiple link type and front drive train. The chassis was shared with the Laurel only, as it had a slightly longer wheelbase than the Skyline chassis. It was also one of the first Japanese production vehicles to be equipped with a 5 speed automatic transmission, which was available in the 2. The model code "A31" was chosen as the number combination "A30" was previously used by the â€" Nissan Gloria soon after Nissan had merged with the Prince Motor Company. The Cefiro took the top-level position at Nissan Satio as its exterior dimensions were exactly the same as the luxury sedans Nissan Cedric exclusive to Nissan Bluebird and the Nissan Gloria exclusive to Nissan Prince locations. Brand new, the Cefiro was slightly more expensive than the equivalent Nissan Skyline and had many modern features available for the first time. Due to its luxurious content of equipment and features installed, it helped to justify the moderately high annual road tax bill to Japanese buyers, although the exterior dimensions and engine displacement on models equipped with 2. Nissan took the unusual step of making a left-hand drive version of the Cefiro A31, sold in Latin America, Turkey and other Eurasian countries as a Nissan Laurel Altima â€" in most export markets this slot was filled by the Nissan Maxima. Left hand drive Laurel Altimas were the flagship vehicle of Nissan's Turkish lineup for the early s. From , the A31 was facelifted and given a softer look with revised tail lights, center console, grill and cabin fabrics. Also available from was the line up of "SE" models, these featured yet another revised tail light, silver grill, revised bumpers, center console and updated interior. Nissan debuted the A32 series Cefiro in August for the Japanese market. With the debut of the A32, Nissan changed the market orientation of the Cefiro from a premium sports sedan A31 to a slightly larger executive sedan. Generally, the A32 was only badged as the Cefiro in Japan for the domestic market; A32s that were exported new from Japan often wore the Maxima badge. Other countries that adopted the Cefiro name included Malaysia, Singapore and Thailand. Certain Cefiro sold in Taiwan and South East Asian countries has rear license plate on the trunk instead of on the bumper like on the Japanese model and Infiniti I This particular series was softened considerably, lacking the sporting edge of the A31, losing the inline-six engine and rear-wheel drive for front-wheel drive and a V6, the latter being Nissan's award-winning VQ series engines. It replaced the Infiniti J The rear badge of the I30 used a cursive letter "I" instead of a matching font used for the "30" designation, as the "I" would have appeared as a number "1", labeling the car confusingly as the , in conflict with Infiniti's alphanumeric naming convention. As Infiniti's top seller at the time, the I30 remained the brand's mid-level model, joining the entry-level Primera-based Infiniti G20 until the introduction of the Skyline-based Infiniti G35 to North America for the model year. The I30 shared the 3. Infiniti made several revisions to the I30 over the years, including revised tail-lights and trunk garnish. It also came with more aggressive suspension tuning as well as a spoiler and BBS wheels, and a small percentage of first-generation I30s had five-speed manual transmissions , many with VLSD. An in-dash hands-free car phone was also available as an option. Nissan released the A33 series in December for the Japanese market. In Japan, trim levels were 2. Five-speed manual transmission was only offered for the 2. The limited edition "L Selection" and modified Autech version were also offered in Japan. In January the Cefiro received a facelift, incorporating the larger bumpers used on export models and the Infiniti I In Australia, the A33 was called Nissan Maxima and sold from through to Trim levels were S, ST, and Tiâ€"all powered by the 3. It was offered with the 2. The A33 was produced until for the Malaysian market and is available as the 3. It was the last Nissan Cefiro manufactured by Yulon. The Maxima was in production from to for the Iranian market by Pars Khodro. Infiniti utilised the A33 series as an update for the I30 in for the model year. One key complaint many people voiced about the previous generation I30 was that it was too similar to its Nissan Maxima counterpart. To address these complaints, differences of the Infiniti I30 compared to the Nissan

Maxima for both models' redesign for the model year included a more powerful engine thanks to the addition of a variable capacity muffler and an additional fenderwell air intake, different front and rear body styling, gauge cluster design, a foot-pedal parking brake as compared to the Maxima's center console mounted lever , center dashboard design, the availability of a rear sunshade, and standard drivers seat memory. If one chose the I30t t standing for "touring" , then the vehicle would come equipped with High-Intensity Discharge HID xenon headlamps with darker colored headlamp surrounds, a viscous limited-slip differential , larger 17" wheels, and the availability of a Sport Package which consisted of a rear decklid-mounted spoiler and side-sill body extensions. The rear spoiler was offered as a dealer accessory on the non-Touring I30, but the full Sport Package was unavailable. In testing, many editorials claimed that when compared to the Infiniti I30's competition, the Acura 3. In late for the model year the model got its most significant host of upgrades, including minor styling changes, minor revisions to the interior, new optional equipment, larger brakes, a re-tuned suspension system, a standard traction control system, and optional electronic stability control. The updated model was renamed " Infiniti I35" to reflect an engine displacement increase from 3. In September , Nissan announced that I35 production would cease and that model year would be the last for this vehicle. It was also the last remaining front-wheel drive Infiniti since the G20 ended production after the model year. The I was replaced by the new Infiniti M which had been introduced earlier for the model year. Sales also could have declined due to the redesign of the Infiniti G, another mid-size sedan, with a coupe option, with better driving dynamics, more enthusiast-centric styling, more power, and different drivetrain options, being Rear-Wheel Drive or All-Wheel Drive as opposed to the I35's Front-Wheel Drive. Indonesian versions were sold from to as the Infiniti I30 Standard and Touring. The later models from to was sold as Nissan Cefiro 3. The Cefiro disappeared in , but the name continues to be used in some export markets, using the Nissan Teana J31 as a new replacement model. Ghandhara Nissan in Karachi , Pakistan, was the last plant using the Cefiro name when it was replaced by the Nissan Teana J32 in late From Wikipedia, the free encyclopedia. Redirected from Infiniti I. This article relies largely or entirely on a single source. Relevant discussion may be found on the talk page. Please help improve this article by introducing citations to additional sources. Motor vehicle. 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