

## 2007 Infiniti G35S

by Gary Dickinson

### INTRODUCTION

The all-new 2007 Infiniti G35 Sedan, is the second generation of Infiniti's sport sedan. First introduced in 2002 as an alternative to the existing "machine-like" vehicles in class, everything about the new 2007G is designed to create a more powerful driving sensation – from its rewarding performance and the sophisticated exterior, to the finely crafted interior and intuitive technology.

The exterior design is efficient and sporty. The low, aggressive hood line with the lightweight aluminum hood combines with a sharply angled windshield continue to yield an overall sporty silhouette. Other vehicle design areas are also impressive, but the predominant design feature, in my view, continues to be the engine. The VQ engine design includes a long list of advanced systems.

### OVERVIEW

Since our last report, in October 2006, the G35 went through a complete make over so we decided to take another look. Nissan continues to do a great job on the performance and luxury design front. During the test drive I found the G35 continues to have the right mix between luxury quality and sports performance. Engine performance was at V8 level with V6 fuel economy.

The G35 is fun to drive and it will definitely sit you back in your seat during rapid acceleration. The 2007 G35S has a all-new interior design which is refined and inviting upgrades such as improved interior design and increase rear seat room. The G35 should appeal to those who do not want to give up sports performance but are ready for more luxury appointments. The only drawback I found the suspension continues to be a little too sports tuned for my taste, so ride refinement is not up to par.



### TESTED VEHICLE

**Vehicle:** 2007 Infiniti G35S.

**Class:** 4 Door Sedan.

**Engine:** The 3.5 liter six cylinder DOHC engine yields 306 HP at 6,800 RPM and 268 lbs-ft torque at 4,800 RPM.

**Transmission:** 5-speed automatic with Paddle Shifters & Downshift Rev-matching.

**Suspension:** Independent multi-link front & rear suspension.

**Brakes:** 4-wheel ABS with electronic brake-force distribution (EBD).

**Base MSRP:** \$33,450.

**Tested Vehicle MSRP with options:** \$38,600 (which includes a destination charge of \$700).

### TEST DRIVE

☺ **Acceleration:** Zero-60 MPH tested at 6.8 seconds, 55-65 MPH passing performance tested at 2.3 seconds.

☺ **Steering:** Well weighted with excellent on center response.

☺ **Handling:** Very well controlled even on high speed maneuvers.

☺ **Ride:** Fairly comfortable but less refined than expected.

☺ **Braking:** Sure and responsive.

☺ **Transmission:** Extremely smooth.

☺ **Interior Noise:** Wind and engine noise are well muffled.

☺ **Test drive mileage:** 25.0 MPG (highway driving); EPA estimates 26H/19C.



### INTERIOR

☺ **Room:** Roomy cabin with plenty of shoulder room, 1st row leg room and headroom.

☺ **1<sup>st</sup> Row Seats:** Supple leather seats provides comfortable back and thigh support with manual thigh extension.

☺ **2<sup>nd</sup> Row Seats:** Leg room is improved but there is only room for two not three as advertised.

☺ **Ventilation:** Dual zone climate control operated seamlessly with well designed and easily accessible controls.

☺ **Storage:** Ample interior and trunk storage space.

☺ **Fit and Finish:** No interior fit or finish problem found.



### EXTERIOR

☺ **Engine Service Points:** All fluid service points are located for easy access.

☺ **Body:** No exterior fit or finish problems found.



### VEHICLE CAPACITIES

**Seating:** 5

**Trunk Volume:** 13.5 cu. ft.

**Passenger Volume:** 96.5u. ft.

**Base Curb Weight:** 3538 lbs.

**Fuel Tank:** 20 gallons.

*Test Drive is conducted and written by the MotorWatch staff, who contribute their own unbiased and unfettered comments in order to meet our mission: "To help save consumers time and money, and to help save motorists lives."*

