

2002 Nissan Sentra SE-R



The 2002 Nissan Sentra SE-R Sports Sedan - The Legend Returns

Nissan has a rich history in the value-driven sports sedan segment, first created by the Datsun 510 in the late 1960s and rekindled with the legendary 1991 Sentra SE-R. The 2002 Sentra SE-R fulfills that role and ensures that Nissan's leadership in this segment will continue. Initially shown at the 2001 North American International Auto Show in Detroit in January, this new model will be available for sale in fall 2001 in SE-R and ultimate-performance SE-R Spec V models.

The original SE-R, produced from 1991 to 1994, was based on the third generation Sentra 2-door sedan. Even though it looked similar to a standard Sentra, a 140-horsepower 2.0-liter 4-cylinder engine gave it lots of punch. The SE-R was a Car and Driver "10 Best" winner four times and an Automobile "All-Star" twice, not to mention a favorite of autocrossers and grassroots racers. Even though the Sentra SE-R left after the 1994 model year, it has kept a large enthusiast base with numerous nationwide clubs, magazine project vehicles and motorsports activities. Amongst all of these groups there was one unified cry – bring back the Sentra SE-R.

"We are happy to present the 2002 Sentra SE-R to driving enthusiasts everywhere," said Bill Kirrane, vice president and general manager, Nissan Division. "This car surpasses the original in every aspect and is worthy of the SE-R moniker."

SE-R Style

"The first Sentra SE-R was quite understated," said Kirrane. "This one announces its performance intentions at first glance."

The SE-R was designed to give a feeling of a mini-Nissan Skyline sports sedan. Building upon the style set forward on the fifth generation Sentra 4-door sedan, an aggressive front fascia with a mesh-pattern grille and large fog lights have been added. The side view is filled with body-color side sill extensions and large wheels and tires – 16-inch on SE-R and 17-inch on SE-R Spec V models. The final touch is provided by a rear spoiler and large chrome exhaust tips.

Contributing to the design of the SE-R was Nissan Design America (NDA) in La Jolla, California and Nissan Technical Center-North America in Farmington Hills,

Michigan (NTCNA-FH).

SE-R Power

An all-new 2.5-liter 4-cylinder, named QR25, powers the SE-R. This engine produces 175 horsepower @ 6,000 rpm and 180 lb-ft of torque @ 4,000 rpm in the SE-R Spec V model and 165 horsepower @ 6,000 rpm and 175 lb-ft of torque @ 4,000 rpm in the SE-R, up 35/25 horsepower and 48/43 lb-ft of torque from the previous generation SE-R. SE-R Spec V gains 10 horsepower and 5 lb-ft over the standard SE-R with the use of a specially tuned exhaust system.

Technology for this all-new engine comes from the award-winning VQ 6-cylinder engines found in the Maxima sedan and Pathfinder sport utility vehicle. This includes a modular engine design, micro-finished crank journals and cam lobes, molybdenum coated lightweight pistons, electronically controlled throttle and continuously variable valve timing.

To combat vibrations inherent in large 4-cylinder engines, the QR25 features a silent chain drive and compact balancer system that effectively negates vibrations without taking up too much space – a problem with previous balancer designs.

Backing the QR25 is a 6-speed manual transmission (SE-R Spec V), 5-speed manual transmission (SE-R), or a 4-speed electronically controlled automatic transmission (SE-R).

A helical limited-slip differential is standard on the 6-speed equipped SE-R Spec V. This mechanical differential is torque sensitive and provides instantaneous locking for increased traction and performance.

SE-R Handling and Braking

Sentra SE-R's suspension has been tuned to provide a maximum amount of performance and ride comfort. There are two suspensions available corresponding with model choices – the standard SE-R and the ultimate, track-tuned SE-R Spec V. All SE-Rs feature front independent MacPherson struts and Nissan's patented rear Multi-Link Beam™, with 2mm larger front and rear stabilizer bars.

SE-R features performance-tuned front and rear shock absorbers and a front strut tower brace for additional stiffness and suspension feel. Completing the suspension upgrades are 16-inch alloy wheels with 195/55R16 tires.

SE-R Spec V builds upon the SE-R's handling capabilities. Front spring rates have been increased 15 percent and rear spring rate has been increased 16 percent and there is improved shock absorber tuning. High-performance 215/45ZR17 tires on special 17-inch wheels complete the suspension package and give Sentra a tough, sport-compact look.

Braking is provided by large 4-wheel disc brakes – the fronts measure a full 11 inches, larger than many so-called sporting machines. A 4-wheel, 4-channel, 4-sensor Anti-lock Braking System (ABS) is also available.

SE-R Comfort and Rockford Fosgate® Sound

Sentra SE-R's interior is differentiated from the standard well-equipped Sentra with numerous performance and convenience enhancements designed by Nissan Design Europe (NDE), NDA and NTCNA-FH. An overhead storage console with map lights, special seat cloth, unique gauges and a leather-wrapped steering wheel and gearshift knob give SE-R's interior a sporty, functional look.

Once again, the SE-R Spec V model takes the Sentra to new extremes. A special instrument meter finish with red illumination and a special leather-wrapped steering wheel add to the performance look of the special Lava interior with black and red accents. Skyline-style sport bucket seats ensure that the SE-R Spec V driver's backside stays planted on twisty mountain roads.

Available on SE-R Spec V and SE-R is a 300-watt 9-speaker Rockford Fosgate-powered audio system with an optional in-dash 6-disc CD changer. This system, custom designed for the SE-R by the acclaimed aftermarket audio company, includes an 8-inch subwoofer that fires to the rear of the vehicle, rear coaxial speakers and two ohm front door speakers. This is the first system of its kind designed by Rockford Fosgate for an OEM application. Rockford Fosgate will also provide an audio system to Nissan for the 2002 Frontier Crew Cab. "We're sure that SE-R fans will appreciate the sounds from this extraordinary audio system," said Kirrane. "It's so good that upgrading will not be a thought to the SE-R buyer."

SE-R Safety and Security

The 2002 Sentra SE-R's standard safety equipment includes second generation air bags, an energy-absorbing steering column, child safety rear door locks, 3-point seat belts in all seating positions, front seat belts with adjustable upper anchors, pretensioners and load limiters, front and rear crumple zones and pipe-style steel side-door guard beams.

SE-R also features an emergency inside trunk-release and the LATCH (Lower Anchors and Tethers for CHildren) system. Optional are front seat side-impact supplemental air bags and Vehicle Security System with Immobilizer.

SE-R Options

Sentra SE-R arrives remarkably well equipped. Available on SE-R is an automatic

transmission, front seat side-impact supplemental air bags and ABS package, The Sunroof Package which comes with dual illuminated visor vanity mirrors (A/T only), Audio Fanatic Package with Rockford Fosgate-powered audio system, partial fold-down rear seat and Vehicle Security System with Immobilizer (A/T only) and in-dash 6-disc CD changer (A/T only).

“The standard SE-R is an import tuner’s dream,” said Kirrane. “We’ve given them the best possible combination of parts and performance, ready for their enhancements.”

Sentra SE-R Spec V models are equipped to an even higher level, with the 6-speed manual transmission and helical limited-slip differential standard. Optional are front seat side-impact supplemental air bags, ABS, Audio Fanatic Package, Sunroof Package and in-dash 6-disc CD changer. No automatic transmission is available on Spec V.

“The Sentra SE-R Spec V is the extreme model – almost track-ready right from the dealership floor,” says Kirrane. “Both SE-Rs indicate the future direction of Nissan’s sedans. It’s a spirited one, to say the least.”

At a Glance: 2002 Nissan Sentra SE-R

The 2002 Sentra SE-R marks the return of Nissan’s legendary value-driven sports sedan. The original SE-R was produced from 1991 to 1994. The new model, based on the fifth-generation Sentra sedan, raises SE-R performance levels to new heights. The SE-R goes on sale in fall 2001 and will be available in two models, SE-R and SE-R Spec V, which is geared towards the true performance-minded driver. Highlights of the 2002 Sentra SE-R performance sedan include:

Body

- Nissan Skyline-style front fascia with mesh grille and large fog lights
- Body-color side sill extensions and rear spoiler
- Engine and Driveline
- 16-valve 2.5-liter DOHC 4-cylinder producing 175 horsepower and 180 lb-ft of torque (SE-R Spec V) 165 horsepower and 175 lb-ft of torque (SE-R)
- 6-speed manual transmission (SE-R Spec V), 5-speed manual transmission or 4-speed electronically controlled automatic transmission (SE-R)
- Helical limited-slip front differential (SE-R Spec V)

Suspension, Steering and Braking

- Sport-tuned MacPherson strut front suspension; large front and rear stabilizer bars; front strut tower brace
- Sport-tuned rear Multi-Link Beam™ suspension
- 4-wheel disc brakes with available ABS
- SE-R Spec V features increased spring rates and 17-inch wheels and tires

Interior Features

- 9-speaker 300-watt Rockford Fosgate®-powered audio system with 8-inch subwoofer (optional on SE-R Spec V and SE-R)
- Leather-wrapped steering wheel and gearshift knob (SE-R), special designs for SE-R Spec V
- Lava-colored Skyline-style sports seats (SE-R Spec V)
- Red meter illumination and special meter finish

Safety and Security

- Second generation supplemental air bags, available front seat side-impact supplemental air bags
- Available Vehicle Security System with Immobilizer

Manufacturing

- Exterior designed at Nissan Design America (NDA), La Jolla, California and Nissan Technical Center North America,
- Farmington Hills, Michigan (NTCNA-FH); Interior designed at Nissan Design Europe (NDE), NDA and NTCNA-FH
- Assembled by Nissan Mexicana SA de CV (NMEX-DF), Aguascalientes, Mexico

2002 Nissan Sentra SE-R Specifications:

Engines	SE-R 2.5-liter DOHC I4 -- 165 hp at 6,000 RPM 175 lb-ft torque at 4,000 RPM SE-R Spec V 2.5-liter DOHC I4 -- 175 hp at 6,000 RPM 180 lb-ft torque at 4,000 RPM
Transmissions	SE-R Spec V: 6-speed manual SE-R: 5-speed manual or 4-speed electronically controlled automatic
Fuel Economy (Manual / Automatic)	24/23 MPG City, 29/28 MPG Highway

Transmission)	22 MPG City, 28 MPG Highway
- 2.5-liter (SE-R)	
- 2.5-liter (SE-R Spec V -- M/T only)	
Wheelbase	99.8 in.
Length	177.5 in.
Height	55.5 in.
Width	67.3 in.
Track f/r	58.1/57.3 in. (16-inch tires)
	TBD/TBD in. (17-inch tires)
Interior Volume	88.5 cu. ft.
Trunk Volume	11.6 cu. ft.
Total Volume	100.1 cu. ft.
Curb Weights (in pounds)	SE-R Man. 2,730; SE-R Auto. 2,776; SE-R Spec V Man. 2,743

2002 Nissan Sentra SE-R Model Availability and Equipment (Preliminary)

SE-R	Major Standard Features
Exterior Styling & Amenities	Comfort & Convenience
• 16-inch aluminum-alloy wheels	• Tilt steering column
• P195/55R16 all-season radial performance tires	• Variable intermittent wipers
• Flush mounted, one piece "multi-parabola" halogen headlights	• Front ashtray
• SE-R unique front fascia with large round fog lights	• Overhead console with map lights
• Body-color bumpers, front grille and side moldings	• Coin box
• Blue-green-laminated tinted glass	• Front cup holders
• Dual power remote-controlled door mirrors	• Center console with lid
• Electric rear window defroster	• Day and night rearview mirror
• Center high-mount stop light (in trunk lid)	• 12-volt DC in-dash power source
• Fixed mast antenna	• Remote trunk and fuel-filler door releases
• Body-color door handles and mirrors	• Air conditioning

• Body-color side sill extensions	• Cruise control
• Rear spoiler	• Rear auxiliary power outlet
• Chrome exhaust tips	• Rear assist grips
	• Dual visor vanity mirrors with covers
Seating & Trim	• Power windows (with one-touch auto down) and door locks
• 5-passenger seating capacity	• Trunk light
• Sporty seat cloth	• Battery saver
• Leather-wrapped steering wheel and gearshift knob	• 180-watt AM/FM/CD 7-speaker audio system
• 60/40 split fold-down rear seat	• Full side and rear trunk trim
• Molded-type door panel with cloth inserts	• Low-fuel warning light
• Driver and passenger side door pockets	• Rear cup holder
• 8-way adjustable driver's seat	• Top of dash storage location, with lid
• Adjustable front head restraints	• Rear coat hook
Mechanical & Performance	Comfort & Convenience, continued
• 165-hp 2.5-liter DOHC 16-valve 4-cylinder engine with 175 lb-ft of torque	• Remote keyless entry with remote trunk opener
• 5-speed manual transmission	
• OD cancel switch (A/T only)	Safety Features
• Rack-and-pinion steering	• Second generation supplemental air bags
• Independent strut front suspension	• LATCH child seat anchorage system
• Front and rear stabilizer bars	• Seat belt warning chime
• Rear Multi-Link Beam™ suspension system	• Pipe-style steel side-door guard beams
• 13.2 gallon fuel tank	• Front seat belts with pretensioners, load limiters and adjustable upper anchors
• Front strut tower brace	
• Sport type suspension	• 3-point seat belts in all seating positions
• 4-wheel disc brakes	• ALR/ELR seat belt system for all passenger seating positions
	• Child safety rear door locks
Instrumentation	• Energy-absorbing steering column
• Speedometer	• "Fasten front seat belt" warning light

• Coolant temperature gauge	• Emergency inside trunk-release
• Dual trip odometer	• Front and rear crumple zones
• Fuel level gauge	• Manual transmission clutch interlock
• Tachometer	
• Special gauges with red meter illumination	

SE-R Spec V adds to SE-R	Major Standard Features
Exterior Styling & Amenities	Mechanical & Performance
• 17-inch alloy wheels	• 175-horsepower 2.5-liter DOHC 16-valve 4-cylinder engine with 180 lb-ft of torque
• P215/45ZR17 tires	• 6-speed manual transmission
Seating & Trim	• Helical limited-slip differential
• Fixed rear seat	• Increased flow muffler
• Black and red accented interior	• Special tuned sport suspension
• Special gearshift knob and leather-wrapped steering wheel	
• Lava-colored Skyline-style sport front bucket seats	

2002 Nissan Sentra SE-R Pricing:

Model	Engine	Transmission	MSRP
SE-R	2.5-liter DOHC I4	5-speed man.	\$16,199
SE-R	2.5-liter DOHC I4	4-speed auto.	\$16,999
SE-R Spec V	2.5-liter DOHC I4 with 175 horsepower	6-speed man.	\$17,199

Option Package	Contents	Models	MSRP
Audio Fanatic Package	9-speaker 300-watt Rockford Fosgate® - powered audio system with 8-inch subwoofer, partial fold-down rear seat and Vehicle Security System with Immobilizer	SE-R A/T, SE-R Spec V	\$549

Sunroof Package	(Requires Audio Fanatic Package for Spec V) Power glass sliding sunroof, dual illuminated visor vanity mirrors	SE-R A/T, SE-R Spec V	\$699
Side-impact Air Bags and Anti-lock Braking System		SE-R, SE-R Spec V	\$749
6-disc in-dash CD Changer	Requires Audio Fanatic Package and Sunroof Package	SE-R A/T, SE-R Spec V	\$399

Destination and Handling

\$540

Nissan Sentra SE-R: A History of Performance and Value

Nissan Sentra SE-R: A History of Performance and Value

For the 1991 model year, Nissan debuted the third generation of its entry-level model, the Sentra. The clean lines of the new Sentra made a clean break between it and the previous generation, and so did a new model designation – SE-R.

From initial appearances, the Sentra SE-R looked to be a two-door Sentra sedan with alloy wheels, front and rear spoilers and fog lights. It also had grippy, well-bolstered seats. But it was mechanically where the SE-R distinguished itself from lesser Sentras. A 140-horsepower SR20DE

2.0-liter DOHC 4-cylinder engine was installed in the engine bay. Backing this potent engine was a close-ratio 5-speed manual transmission and a viscous limited-slip differential. A sport-tuned suspension with front and rear anti-roll bars and 4-wheel disc brakes with optional ABS gave the SE-R handling and braking to match its powerplant.

The SE-R was immediately subject to critical and enthusiast acclaim and voted by *Car and Driver* magazine to its 1991 “10 Best” list. The SE-R was compared to the BMW 2002 and Datsun 510, legendary sports sedans from the late 1960s and early 1970s.

Over the four model-year run of the Sentra SE-R (1991-1994), changes were relatively minor – cruise control became available in 1992, a different front spoiler and interior revisions in 1993. The media, however, still honored the SE-R with awards – it was one of *Car and Driver*’s “10 Best” in 1992, 1993 and 1994 as well as one of their “10 Best Unheralded Performance Cars” (1993), *Automobile*’s “All-Stars” in 1993 and 1994 and one of their “Screaming Deals” (1993).

Sentra SE-R also became a favorite in grassroots motorsports events, racking up many victories in numerous autocrosses and track events, as well as off-road rallying.

The SE-R was taken out of the Sentra lineup with arrival of the fourth generation 1995 model, although many SE-R clubs and events, motorsports competition and magazine project vehicles kept the SE-R legend alive. When the fifth generation 2000 Sentra sedan was introduced last year in GXE and SE models with enhanced style and performance, a logical platform was provided for the return of the SE-R.

For the 2002 model year, there will be two Sentra SE-Rs – a 165-horsepower SE-R and the advanced-design 175-horsepower SE-R Spec V. The new SE-R features an all-new 2.5-liter DOHC 4-cylinder, named QR25.

Backing this new engine is a 6-speed manual transmission (SE-R Spec V) or a 5-speed manual or 4-speed automatic transmission (SE-R). The SE-R Spec V features 17-inch wheels and tires (16-inch on SE-R), as is a helical limited-slip differential (not available on SE-R). Sport suspension and large 4-wheel disc brakes with available ABS give braking and handling performance on par with the QR25's output.

While the original SE-R was a fairly basic 2-door, there has been a large effort to make the new 4-door SE-R look different from a Sentra GXE. An aggressive front fascia, similar to the Japanese-market Skyline GT-R, along with side-sill extensions, a rear spoiler and large alloy wheels, announce SE-R's intentions as a serious sporting machine.

“This new SE-R will continue the original's legacy as the ultimate value-driven sports sedan,” said Bill Kirrane, vice president and general manager, Nissan Division. “This one is fun!”