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- **car manual for nissan altima 2008, car manual for nissan altima 2008 price, car manual for nissan altima 2008 for sale, car manual for nissan altima 2008 transmission, car manual for nissan altima 2008 car.**

HOW TO READ WIRING DIAGRAMS

< HOW TO USE THIS MANUAL >

Number	Item	Description																
1	Power supply	This means the power supply of fusible link or fuse.																
2	Fusible link	"X" means the fusible link.																
3	Number of fusible link/fuse	This means the number of fusible link or fuse location.																
4	Fuse	"F" means the fuse.																
5	Current rating of fusible link/fuse	This means the current rating of the fusible link or fuse.																
6	Optional splice	The open circle shows that the splice is optional depending on vehicle application.																
7	Connector number	The letter shows which harness the connector is located in. Example "B": main harness. For detail and to locate the connector, refer to <a href="#">PG 129</a> , "Electrical Units Location", PG 98, "Harness Layout".																
8	Splice	The shaded circle means the splice.																
9	Page crossing	This circuit continues to an adjacent page.																
10	Option abbreviation	This means the vehicle specifications which layouts the circuit between $\odot$ .																
11	Relay	This shows an internal representation of the relay.																
12	Option description	This shows a description of the option abbreviation used on the page.																
13	Switch	This shows that continuity exists between terminals 1 and 2 when the switch is in the A position. Continuity exists between terminals 1 and 3 when the switch is in the B position.																
14	Circuit (Wiring)	This means the wiring.																
15	System branch	This shows that the circuit is branched to other systems.																
16	Shielded line	The line enclosed by broken line circle shows shield wire.																
17	Component name	This shows the name of a component.																
18	Ground (GND)	This shows the ground connection.																
19	Connector	This means the connector information. This unit-side is described by the connector symbols.																
20	Connectors	This means that a transmission line bypasses two connectors or more. This shows a code for the color of the wire.																
21	Wire color	<table border="0"> <tr> <td>B = Black</td> <td>BR = Brown</td> </tr> <tr> <td>W = White</td> <td>OR or O = Orange</td> </tr> <tr> <td>R = Red</td> <td>P = Pink</td> </tr> <tr> <td>G = Green</td> <td>PU or V (Violet) = Purple</td> </tr> <tr> <td>L = Blue</td> <td>GY or GR = Gray</td> </tr> <tr> <td>Y = Yellow</td> <td>SB = Sky Blue</td> </tr> <tr> <td>LG = Light Green</td> <td>CH = Dark Brown</td> </tr> <tr> <td></td> <td>DG = Dark Green</td> </tr> </table> <p>When the wire color is striped, the base color is given first, followed by the stripe color as shown below: Example: LW = Blue with White Stripe</p>	B = Black	BR = Brown	W = White	OR or O = Orange	R = Red	P = Pink	G = Green	PU or V (Violet) = Purple	L = Blue	GY or GR = Gray	Y = Yellow	SB = Sky Blue	LG = Light Green	CH = Dark Brown		DG = Dark Green
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LG = Light Green	CH = Dark Brown																	
	DG = Dark Green																	
22	Terminal number	This means the terminal number of a connector.																

SWITCH POSITIONS

Switches are shown in wiring diagrams as if the vehicle is in the "normal" condition. A vehicle is in the "normal" condition when:

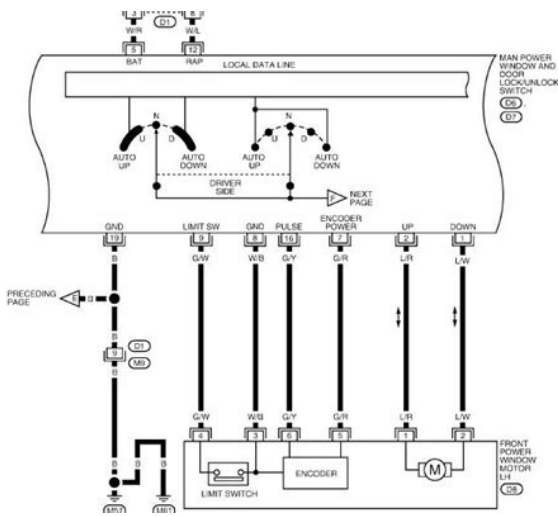
That's why it makes sense to look for a car that best combines all your needs and wants, however conflicting they may be. Nissan's redesigned Altima plays to this type of buyer, and it's rather successful at balancing the performance and comfort needs of enthusiast drivers who also have families to shuttle around. The taut suspension faithfully communicates the quality of the road back to the driver, so if you drive on rundown roads, expect to feel their state of disrepair. Even this sportiest of Altimas, though, doesn't jostle occupants like a Honda Accord. At highway speeds, the Altima is a quiet cruiser on asphalt, but concrete stirs. Show full review Little of substance has changed with this year's model. To see what details are different this year, check out a sidebyside comparison of the two model years. While a sports car for a favorite road, a luxury sedan for a night out and a wagon for family road trips would be nice if you had the means — and a threecar garage — most shoppers don't. That's why it makes sense to look for a car that best combines all your needs and wants, however conflicting they may be. Nissan's redesigned Altima plays to this type of buyer, and it's rather successful at balancing the performance and comfort needs of enthusiast drivers who also have families to shuttle around. Even this sportiest of Altimas, though, doesn't jostle occupants like a Honda Accord. The car doesn't demand a lot of the driver, which makes for carefree commuting even when you're stuck in traffic. Obviously, that won't be a big concern if you're the only one driving the car. A 270hp, 3.5liter V6 is optional. A sixspeed manual transmission is standard for both engines, but a continuously variable automatic transmission is optional. CVTs don't have gears like conventional automatic transmissions, instead using movable pulleys and a belt to connect the engine with the driveline, resulting in perfectly smooth acceleration without noticeable gear changes. <http://www.olikon.it/public/anutelNewsProdotti/dyson-vacuum-manual-dc07.xml>



Nissan's CVT also features a clutchless manual mode, which simulates traditional stepped gear shifting. The V6, for its part, revs smoothly and pulls the 3,334-pound car easily. The drivetrain is eager to please most of the time, but there's some mild torque steer when accelerating hard out of a turn as the engine forces power down to the front wheels — not an uncommon characteristic in highpower frontwheel drive cars. I really like its ability to quickly raise engine rpm when a quick burst of acceleration is needed while darting through traffic, but when cruising at steady, slow speeds, the CVT adjusts itself so as to keep engine rpm extremely low, which robs the V6 of power. The transmission's clutchless manual mode, meanwhile, is about as good as they come in terms of responsiveness. That praise is faint because I don't find these things very entertaining in general, but compared to ones paired with conventional automatics this one is quite good. The optional leather front bucket seats are comfortable and driver visibility is good. There's not a lot of extra headroom in the backseat, but it should be adequate for most passengers. The flipdown center armrest has two cupholders. Included with the optional leather seats are leather door inserts and armrests that are especially plush. One of our test car's dashboard speaker covers and a rightside vent weren't perfectly aligned, but the quality of most materials is among the best in this class. Frost gray and charcoal interiors have metallic accents that seem better matched to the car. As of publication, IIHS hasn't subjected the Altima to its side impact crash test. Antilock brakes are not offered on the base 2.5 model but are optional on the 2.5 S and standard on V6 powered Altimas. Nissan's electronic stability system is optional for V6 Altimas. Part of the Technology Package that includes a navigation system with a 6.

5inch screen and XM satellite radio, the navigation screen displays the camera's image when the car is in Reverse. Instead of having a handle at the top of the seatback to release the seats from the cabin, or one near the edge of the trunk opening to release them from the cargo area, there's a strap for either section of the seatback hanging from the top of the trunk that, when pulled, releases the backrests. They work just fine, but you have to reach pretty far into the trunk to pull them. There's not a deal breaker in the Altima for us, which makes it easy to recommend if you're shopping for a car to satisfy your split selves — the part of you that needs a responsible family sedan, along with the selfish part that wants an entertaining, sporty car. Email Mike The red Altima Coupe V6 is a thing of beauty lots of pep for a little car with a 270 HP engine. Bose sound system has amazing sound using an Aux. Read full review Reliable no problem. Got me where I needed to go and was able to buy better vehicle. Read full review We've lauded the company for its latent discovery that middleclass families. When I was single, I was introduced to several men with "nice. Little of substance has changed with this year's model. To see. Most policies exclude regular maintenance like fluid top offs and oil changes, but a few brands have separate free maintenance provisions, and those that do offer them is slowly rising. Bumpertobumper warranties typically expire faster than powertrain warranties. It typically covers just the engine and transmission, along with any other moving parts that lead to the wheels, like the driveshaft and constant velocity joints. Some automakers also bundle seat belts and airbags into their powertrain warranties. With a few

exceptions, powertrain warranties don't cover regular maintenance like engine tuneups and tire rotations. These programs cover anything from flat tire changes and locksmith services to jumpstarts and towing.

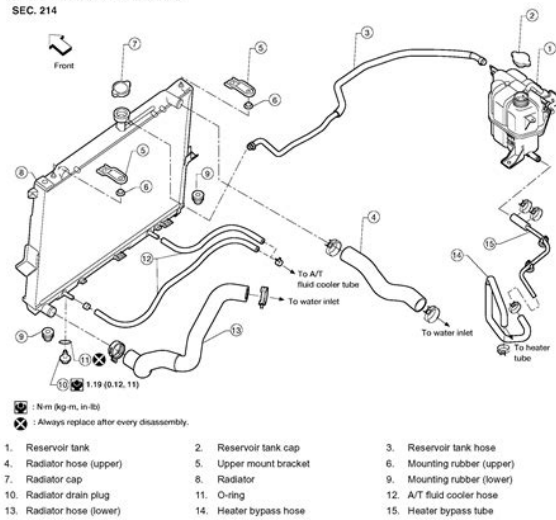


<https://www.becompta.be/emploi/bosch-wfc-1662-manual>

Few reimburse incidental costs like motel rooms if you have to wait for repairs. Some include consumables including brake pads and windshield wipers; others do not. They are typically for the first couple of years of ownership of a new car. While dealers and third parties certify cars, the gold standard is an automaker-certified vehicle that provides a factory-backed warranty, often extending the original coverage. Vehicles must be in excellent condition and have low miles and wear to be certified, which is why off-lease vehicles feed many CPO programs. TheCarConnection.com's editors also drove the 2008 Nissan Altima to help bring you the most useful information on the Nissan and compare it with the many other midsize sedan models. Underneath the hood, the Altima sports a 270-horsepower version of Nissan's well-regarded 3.5-liter DOHC V6, making this generation the most powerful Altima ever. And the big V6 can also be paired with a six-speed manual transmission, unlike the ritzier Maxima sedan, which shares the same running gear but comes only with a continuously variable transmission CVT. This engine may also be teamed with the six-speed manual gearbox, or you can choose the Xtronic CVT. With a rather taut suspension, it feels especially sporty, yet rides well enough to soak up most bumps. The 2008 Nissan Altima has an interior that feels positively functional, rather than gimmicky, with neat, attractive styling and nice materials, but its backseat could be tight for taller adults. Review continues below Bluetooth is an option, and a rearview monitor and navigation system are also available. Factory-installed XM Satellite Radio is another option on the 2008 Nissan Altima. Electronic stability control is still not offered on the four-cylinder models. The 2008 Nissan Altima has performed well in both sets of crash tests, with top five-star results in the federal tests and Good ratings from the insurance-affiliated IIHS except for Marginal ratings in the seat-based rear-impact test.

<https://www.centrumarkeren.nl/images/calculadora-citizen-sr-282-manual.pdf>

Removal and installation  
SEC. 214



It returns for 2008 with the same styling both inside and out that reviewers from across the Web find attractive and contemporary. Review continues below While it is still far from perfect, the Altima Nissan has definitely taken a step in the right direction. While the 2008 Nissan Altima performs admirably in crash tests, its list of safety features is not quite up to par. The National Highway Traffic Safety Administration NHTSA, the federal agency that oversees government crash testing, awards the 2008 Nissan Altima a full five stars for both front and side impacts. Even more impressive is the fact that these ratings apply for both driver and passenger protection. The Insurance Institute for Highway Safety IIHS confirms the NHTSA results, and in IIHS tests, the Altima performed equally well. Review continues below Rate your car on Performance, Safety, Features and more. Im currently shopping for a replacement. But I was not able to find anything I liked better than my 2008 Altima. So. I went to back Nissan. I may end up with another Altima vs, Accord, Mazda 6, Passat, Legacy, etc.. Stock photography by izmo, Inc. Read our Cookie Policy. The idea of a constantly variable transmission goes back a long way. Leonardo daVinci sketched out a CVT design in 1490 and the first patent was taken out in 1886, but it wasn't until 1954 that the Dutch company DAF applied the idea to an automobile. Earlier versions of CVTs I have driven were pretty underwhelming. Depressing the accelerator resulted in high engine revs and very little forward motion as the CVT tried to "catch up" with the engine speed; like a regular transmission with a slipping clutch. Best of all, it is significantly more fuel efficient than conventional manual or automatic transmissions. Suddenly styling is a priority and the Altima is a case in point. It stands out in the world of midsize sedans because it doesn't look like one. The shape provides excellent visibility and a sense of cabin space.

<http://aldercom.com/images/calculadora-casio-fx-95-equation-manual.pdf>



The standard transmission is a six-speed manual. The centre console houses a large, covered storage bin, a triple front cup holder and two tier, covered compartment between the front seats in all, nine cup and bottle holders. Despite being slightly shorter in overall length, the designers found an extra 76 mm (3.0 inches) of legroom for the rear seat passengers. When you approach the vehicle it "recognizes" you and allows you to open the doors or trunk by tapping a button on the door handle. Then just press the Start push button. No ignition key is needed. This sophisticated independent suspension system derived from the high-performance 350Z coupe, features tuned struts up front and multi-link geometry at the rear with the shocks placed in line with the centre of the rear wheels for better damping and less harshness. The power-assisted, four-wheel disc brakes with ABS and electronic brake force distribution respond instantly to the brake and acceleration is brisk and immediate. At highway cruising speeds the engine is whisper quiet as the Altima soaks up road imperfections and remains remarkably sure-footed in the "twisties." Front seat head restraints are "active," automatically moving up and forward slightly in the event of impact to reduce the effects of whiplash. This guide lists child seats that fit the rear seats of Nissan vehicles and provides tips on correct installation. Look for it at [nissan.ca](http://nissan.ca). I asked John Avery of Newcastle Nissan how people were responding to it. Others are just aware of the smooth acceleration without the shift shock of a conventional transmission. They love it." His articles appear each week in this space. All rights reserved. Based on the radius, a new location list is generated for you to choose from.

The good: New belts, New alternator, Custom exhaust, New pads and rear calipers, Leather interior, Sunroof, Push button start. The bad: AC doesn't blow very cold, Body has a few dings shown in pictures, Check engine light for evap code, Original rims are on the car, just plasti-dipped black. It's has roughly 359,000 km on it. Everything works perfect, AC is ice cold. Just freshly tinted, brand new tires a month ago. Justify and oil change and put full synthetic oil in it last week. The only thing it would need fixed is the wheel speed sensor. Other than that it runs beautifully! Driver side rear fender has some damage from parking lot hit and run. Body is in good condition, no rust, just minor scratches from age and wear. Car is clean inside and out. MSRP generally excludes freight, applicable fees and taxes. MSRP has been provided for illustrative and general information purposes only. Dealers may sell for less; contact dealer for details. What is the vague but alarming triangle light actually warning you about. According to the 2015 Nissan Altima owners manual, when the ignition is in the ON position, the master warning light will turn on with any of the following warnings. Our service technicians can help you to diagnose the problem and remedy it. In Chicago, winters can be detrimental to your vehicle if it's not ready to take on the slippery roads and below freezing temperatures. We can help at Continental Nissan by making sure your tires have enough tread to maintain safe levels of traction and perform vehicle maintenance to winterize your vehicle. Come see our team today in Chicago, IL before the weather gets too cold! Check out the key for what those other warning icons look like. If the master warning light turns on without another warning light, go through the above list, check whether your doors and trunk are secured, whether your fuel cap is loose, whether your windshield wiper fluid is low, and so on.

<http://bilagroup.com/wp-content/plugins/formcraft/file-upload/server/content/files/16273497225ced--briggs-stratton-quantum-xts-50-manual.pdf>

If this starts to happen frequently, or if you check all these things and the master warning light is still on, we recommend bringing your vehicle to Continental Nissans service center. One of our service staff will be able to read the vehicles error code and let you know whats going on. In recognition of this commitment, we are in the process of making modifications to improve the accessibility and usability of this website, using the applicable portions of the Web Content Accessibility Guidelines WCAG as our standard. Toyota has a coupe, the Camry Solara. Nissan Well, now it has one, too, the 2008 Altima Coupe. More important, the Coupe departs significantly from the sedans dimensions. And with positive results. Interior space is cozier, as it should be to fit the coupe mold. As such, though, its more of a twoperson transporter than a family vacation vehicle or a carpool commuter. But in the meantime, the Altima Coupe, which borrows its engines and transmissions from the Altima sedan, holds the crown. And that crowns jewels are a 175horsepower fourcylinder and a 270horsepower V6. Each comes with either a truly delightful, sixspeed manual or an optional Continuously Variable Transmission, a decidedly less delightful, although nominally more efficient, gearless CVT automatic that optimizes engine power, fuel economy and emissions levels. Nissan is very good at CVTs, but we find shifting the manual more fun. The layout is comfortable, with gauges, audio and climate control heads and storage facilities where they should be and in the expected quantities. Front bucket seats are unique to the Coupe, however, with more aggressive bolsters than their counterparts in the sedan. The CVT has a footoperated parking brake, while the manual gearbox comes with handbrake that obstructs access to the cup holders in the center console.

The look isnt terribly original, enlisting cues borrowed in large part from the sedan and from sportier coupes Nissan sells in Japan but currently not in the U.S. Perhaps its strongest point is that its clearly a Nissan, a goal the car maker has been striving to achieve with its recent products. Brake performance, while in no way troubling, would likely benefit from more expansive footprints, too. So its not likely to light some internal, unquenchable fire in a buyer to drive the wheels off of it. But it is a wellbuilt, goodlooking, nicely packaged and competitively featured and priced twodoor coupe. Antilock brakes which allow the driver to steer the car during panic stops come standard, along with electronic brakeforce distribution which apportions brake force front to rear to maximize stopping power in emergencies. Traction control is standard only on the SE. Thus, what the U.S. market sees looks remarkably like the front half of the 07 Altima sedan grafted onto the back half of the brands Japanonly sport coupe, the Skyline. A grille filled with an elongated eggcrate mesh bearing an oversize Nissan logo affixed smack in the middle is surrounded by a chrome strip interrupted only by a small gap at the bottom center. A squaredoff air intake fills the lower valance, with spaces for the optional fog lamps at the outer ends. Multielement, angular headlamp assemblies are recessed flush with the leading curves of the fenders. The best part is the sleek, unadorned hood sweeping back to a slippery looking windshield. Theres good balance between the longish hood, greenhouse and short boot, or trunk lid, with just the right amount of sheet metal between the cleanly outlined wheel arches. Credit for these proportions goes to a wheelbase distance between the tires front to rear shortened by four inches from the sedan, which enabled a shortened overall length from bumper to bumper.

Side mirrors that are neither too big nor too small and house thin secondary turn indicator lights snuggle into the forward lower angles of the windows. Tight seams and smooth lines add a quality look. It no doubt makes for reassuring stability at socially irresponsible speeds, but at rest it looks almost plump. The backlight, or rear window, swells at the sides, reducing the impression of mass while promising improved rear visibility from the drivers seat. The trunk opening dips in the middle, offering a welcome liftover height for heavy objects of a couple inches more than two feet. Sporty,

twin exhaust tips sit at the extremes of a blackened cutout in the bottom edge of the rear bumper. The widely spaced tires complement the cars sporty character, but a wider tread would contribute a more substantial and planted stance. This is far from a negative, as many elements of that interior fit quite comfortably into the coupes sporty motif. Still, there are compromises that a cleanscreen start might have avoided. Round registers that would be better if they could be shut like the rectangular ones at each end of the dash can be sit atop the center stack. The control heads for base and uplevel audio systems fill the middle of the stack with buttons, knobs and display that are friendly to the eye and fingers. These give way to a 6.5inch screen when the optional navigation system incorporating the audio controls is ordered. Below this is the panel for setting and directing the air conditioner. LCDs inset in the bases of the speedometer and conditional gauge display trip and various safetyrelated data and personalized settings. At the lower right corner is the big red button the socalled Intelligent Key system forces the driver to push to start and stop the engine. That same button, by the way, becomes nothing more than a colorful decoration when somebody drives away leaving the key fob behind. The CVT version has a footoperated parking brake.

Next to the shift lever for the manual gearbox is the handbrake, which even when unengaged sits up at just about the right height to trip the bottom of a coffee cup or soda as its lifted out of or placed in one of the cup holders situated between the shift boot and the bilevel center storage bin. There are two more cup holders in the rear seat. The fixed pockets in each door are too small for maps but do have molds that fit halfliter water bottles, which, by contrast, are too small for the center console holders, readily flopping this way and that through the mildest maneuvers. Theres adequate thigh support, and the frontpassenger seatback gets a release lever on the inboard side for the driver to use for easing access to the rear seat. That access isnt particularly awkward, as in addition to the seatback folding, the front seat slides forward in its track. Only problem is, the front seat forgets its settings, returning to some preset, default position in its track and seatback angle. Seeing as how there are coupes costing the same and even less than the Altima with seats that manage to remember their settings, this is inexcusable. Tactile feel isnt cheap, but neither does it suggest anybody stretched the budget. This is one of the few cars where the leather treatment is more inviting than the cloth, as the latter looked and felt as if it were picked by accountants rather than stylists. Still, seams and gaps were tight, and everything looked solidly assembled. Frontseat head room trails the Accord by the merest fraction of an inch but tops the Solara by almost two inches; rearseat head room trails both, although by less than an inch. Leg room, front and rear, splits the difference. As does rearseat hip room, while frontseat h Buyers shouldnt expect sports car handling, though, as quick, leftrightleft transitions set the relatively light back end to wallowing as it tries to keep up.

When pushed, understeer where the car wants to go straight instead of turning is the dominant characteristic, as expected. Power steering assist levels seem to differ between the S and SE, with the SEs steering feeling significantly lighter and the S the more comfortable on both straightasanarrow interstates and squiggly twolanes. Six speeds seem to be overkill, as everyday driving requires but three or four, and the car isnt meant for race track duty. But the manual is more relaxed and manageable, and, quite frankly, a better manual transmission in terms of sharp, precise gear selection and tight shift patterns than even the sixspeed manual in the vaunted BMW 3 Series. Its just that they sound so uncomfortable, like overworked, underpowered engines, that its difficult to believe otherwise. Given the reality check of todays gas prices, though, and the quite competent performance of the Altimas four cylinder, which in basic power ratings easily tops the class, theres little reason to pay more either now to the dealer or later at the gas pump. Brake and accelerator pedal juxtaposition accommodates heelandtoe downshifts, but its a stretch, or a twist of the ankle, actually. Theres little wind noise, but the tires will keep the occupants well informed of pavement quality. Elements of its styling hint at what Nissan hopes it will do to brighten up the Altima brand. But it lacks the spark, in looks and performance, thats essential to give a coupe the personality to be

an image leader. All prices are manufacturers suggested retail prices MSRP effective as of. Click here Please login to submit your evaluation Cancel Submit OK Top 10 AllWheelDrive Vehicles to Tackle Winter Auto123 makes like a car buyer and picks the top 10 allwheeldrive vehicles it would choose from to tackle winter 2020. All the models in this list are new. NHTSA Looking into Suspension Issue Affecting 374,000 201.

A suspension problem affecting some 374,000 2013 Nissan Altima cars is being looked into by the NHTSA. There have been reports of components of the rear susp. To add it to your profile, you will need to sign in. We may earn money from the links on this page. Major change in the Altima wasnt necessary, as the previous generation Altima was Nissans bestselling car, named North American Car of the Year in 2002, and it rose to fourth bestselling car in the United States. Dimensionally, the car is only minutely changed, shrinking in length and wheelbase by 2.5 and 0.9 inches respectively. Width grows by 0.3 inch and height remains unchanged. The new Altima only outweighs the previous generation by about 100 pounds. New Buck Rogers style taillights, a sharper bodyside crease, and more aggressive fender flares finish the tweaks to the old look. The ride is sporty firm without being too harsh or uncomfortable for long drives, and there is ample room inside for drivers of all sizes, XXL included. The speed sensitive power steering is never too light—as such systems often are—and offers road feel on par with the best in the class, namely, the Honda Accord. The interior almost looks cheap, but details such as the contours in the dash mat above the three central air vents are just enough to save it. Instead of cheap, it comes across as spartan. The base inline four cylinder has enough grunt to propel the car respectably, and a V6 Altima is virtually guaranteed to cause fun. While a lack of torque also contributes to the absence of torque steer with the four cylinder, we were pleasantly surprised by the straight and narrow nature of the V6 car as well. Dive and squat are not problems with a flaccid suspension, rather, they are due to overly emotional brake and gas pedals. The slightest poke at either will get passengers heads bobbing and the car rocking as though everyone is enjoying the herkyjerk ride, right up until somebody loses their lunch into a map pocket.

Combined with a lack of ABS, the grabby brakes can make driving on wet roads pretty dicey. The clutch, too, seems ill adjusted for all but the daintiest feet, a common Nissan problem. Takeup is awfully abrupt and, combined with the jumpy brakes, makes heel and toeing smoothly a practiced effort. The base engine is a 2.5 liter four cylinder making 175 horsepower and 180 lbft of torque, while the optional 3.5 liter V6 spoils drivers with 270 horsepower and 258 lbft. Both engines boast continuously variable valve timing and electronic throttles. A traditional automatic transmission is no longer available. Nissan claims the manual has been improved from the past generation, but we found it still a clunky and largely joyless unit, albeit a joyless unit now with shorter throws. The Altimas CVT is programmed to adapt to three driving styles—economy, normal, and sport—and features over 700 algorithms to determine the best shift pattern based on road conditions and perceived driver intent. At least two of those algorithms work; the CVT holds onto higher revs longer when youve been deep in the accelerator or snaking your way around and over curves and hills, and keeps the revs down when pattering along with traffic. Its a pretty loose manumatic that down and upshifts when it wants to, but neither of those is necessarily a bad thing. If you pull out to pass and forget to downshift, the CVT is ready to cross your ts and make sure you complete the pass without tarnishing the chrome bumpers on any oncoming gravel trains. In V6 models, the CVT includes a Sport mode for better responses as either an automatic or manumatic. Altimas come with a choice of 16 or 17 inch wheels, with base 2.5 liter models coming standard with 16 inch steelies and wheel covers. ABS is standard on V6 models, and optional on four cylinder cars. Owners who opt to save a few nickels and dont order ABS can rest assured that the Altima comes standard with six airbags.

<http://www.raumboerse-luzern.ch/mieten/bosch-wfc-1662-manual>