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En este manual de instrucciones se explica como instalar el software, conectar la videocamara a un ordenador, y descargar imagenes fijas de un disco o una tarjeta de memoria a un ordenador. Sign up now. The first generation 300ZX known as the Z31 model was produced from 1983 through 1989 and was a sales success becoming the highest volume Zcar for Nissan. It was redesigned to be faster and feature more advanced technology, but came with a higher price than its predecessor, with consecutive price increases each model year of availability. As such, sales dwindled each year, a trend in the higher end sports car market at the time, and Nissan placed a hiatus on selling new Nissan ZCars to the US after the 1996 model year, though the car would continue to be sold in the Japan domestic market until 2001 in low production numbers. All publications for the Z31 chassis 300ZX and its predecessors were copyright Nissan North America. Designed by Kazumasu Takagi and his team of developers, the 300ZX improved aerodynamics and increased power when compared to its predecessor, the 280ZX. The newer Zcar had a drag coefficient of 0.30 and was powered by Japans first massproduced V6 engine instead of the inline 6 of the previous Zcars. The Z31 had electronic fuel injection EFI, and was rear wheel drive. The Z31 was available in either left or right hand drive. The 200ZR was the last Zcar to feature a factoryinstalled inline six. The new V6 2960 cc Single overhead cam engine was available as a naturally aspirated VG30E or a turbocharged VG30ET producing 160 hp 119 kW and 200 hp 149 kW respectively. The engine was either a type A or type B subdesignation from 1984 to March 1987, while models from April 1987 to 1989 had a W subdesignation. The Wseries engines featured redesigned water jackets for additional cooling, and fully floating piston wrist pins. The 1984 to 1987 turbo models featured a Garrett T3 turbocharger with a 7.

81 compression ratio, whereas 1988 to 1989 models featured a low inertia T25 turbocharger with an increased 8.31 compression ratio and slightly more power—165 hp naturally aspirated and 205 hp 153 kW turbocharged. Finally, these engines were equipped with selfadjusting hydraulic valve lifters. The transmissions were a 5speed manual or an optional 4speed automatic all Z31 automatics were the E4N71B equipped with torqueconverter lockup including turbo models. All Z31s were equipped with a Nissan R200 rear differential, April 1987 and later turbo models received an R200 clutch limitedslip differential except 1988 Shiro Specials which had a Viscoustype limited slip. There were three trim models available SF, GL and GLL. The SF model was only available in Canada. The Voice Warning System used the vehicles radio and drivers door speaker to mute the radio and provide a vocal warning whenever the left or right door was ajar, the exterior lights were left on after the vehicle was turned off, parking brake was left on while trying to operate the car, or the fuel level was low. The 300ZX came with the VG30ET, with the same spec as the USDM model. Starting with this generation, the Fairlady ZX, as it was known in Japan, no longer complied with Japanese Government dimension regulations, which Japanese buyers were now liable for additional yearly taxes that affected sales. Japanese consumers who wanted a sports car that was in compliance had the Gazelle that shared much of the technology with the larger ZX, but at lower cost. The Australian factory service manual provides camshaft measurements which do not match any of the known USDM or EDM camshaft profiles, the FSM states the exhaust valve has an open duration of 252 degrees, but the specified opening and closing angles add up to 258 degrees. The exterior badge was fixed to the cars by dealerships, so the position of the badge is not the same on all models.

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There was no Shiro Special in Australia, and no models featured the adjustable shock absorbers. Turbocharged models, except for the Shiro Special edition, had 3way electronically adjustable shock absorbers. All 50th Anniversary Edition came equipped with a digital dash and ancillary gauges including average mileage, Gforce, and compass readouts, incar electronic adjustable shocks, Bodysonic speakers in the seats, cruise and radio controls in the steering wheel, mirrored ttops, embroidered leather seats, embroidered floor mats, sixteeninch 406 mm aluminum

wheels, rear fender flares, flared front fenders, a 50th AE logo badge on the drivers side front fender, and grey cloth indoor car cover with 50AE printing. The only option available to the 50th Anniversary Edition was the choice between an automatic or a 5speed manual transmission. 5,148 AE models were produced for the U.S. market and 300 for the Canadian market.No options were available for the Shiro.Many black plastic trim pieces were also painted to match the body color, and the hood scoop was removed. The car was given a final makeover in 1987 that included more aerodynamic bumpers, fog lamps within the front air dam, and 9004 bulbbased headlamps that replaced the outdated sealed beam headlights. The 300ZXtitled reflector in the rear was updated to a narrow set of tail lights running the entire width of the car and an LED third brake light on top of the rear hatch. This was the first car in history to have the central brake light with LED, in 1985, made by Stanley Electric. The Z31 continued selling until 1989, more than any other ZCar at the time. Over 70,000 units were sold in 1985. The 1986 models are a special due to sharing some major features from both. Most Z32s now featured Ttops as standard. A hardtop Slicktop model was available in North America, only in Naturally Aspirated guise, and in Japan was available as Naturally Aspirated as well as an extremely rare Twin Turbo model Japanonly.

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The cars were upgraded with larger Garrett turbochargers, HKS electronics and a Kaminari body kit designed for the SR71 by Pete Brock. The SR71 was California CARB certified and was to be sold through a select dealer network and Japanese performance tuning shops located within the United States. But there were others custommade. The exact number is not known.The performance upgrades were covered by the factory warranty. Each vehicle was numbered in the engine bay and interior. The mid1990s marketplace trends toward SUVs and the rising Yen Dollar ratio contributed to the end of North American 300ZX sales in 1996 with over 80,000 in sales. A Commemorative Edition for the final 300 units shipped to America included decals and certificates of authenticity. They were sold through dealerships in the UK, France, Germany, Belgium and Italy.Options were available separately by order only, and includeThis presented buyers with an easier choice selection and a “base model” car by which to settle for.Future Pearls are more of a semimetallic white The 60second commercial was directed by Ridley Scott and only aired once.Following development through 1987, the car would become dominant in IMSA GT in 1988. Additional factory endorsement, combined with a new chassis, transmission and more reliable Goodyear tires contributed to the teams success.The car dominated the IMSA in its GTO, then later GTS categories due to its newly designed chassis and engine. The biggest triumph for the Z32 racecar was the victory in the 1994 24 Hours of Daytona. In the 1994 24 Hours of Le Mans, the 300ZX ranked first in the GTS1 class and 5th overall.December 1990. Retrieved 20070220. Retrieved 20110319. Retrieved 20120122. Retrieved 20070620. Retrieved 20141216. Retrieved 20070305. Retrieved 20070221. Japanese Super Cars.By using this site, you agree to the Terms of Use and Privacy Policy. It is produced by the Japanese car maker, Toyota. The Prado is one of the smaller vehicles in the range.

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From 2009, the Prado is based on Toyotas J150 platform.In some markets, it is known simply as the Toyota Prado.The GX uses practically identical body panels and V8 engine.The J70 platform has a front beam axle, while the J90, J120 and J150 platforms have front independent suspension.Available only in short body with options for soft top or hard top metal top. The Bundera was a short wheelbase—being 2,310 millimetres 90.9 in—with two doors, a plastic top, and barn doors at the rear. There were three options for the engine, the 2.4 L 2366 cc 22R petrol engine and 2.4 L 2446 cc 2L and 2LT diesel and turbocharged diesel engines. Transmission for the petrol engine is the G52 type while the diesels used the R150 and R151 types. These were the same engines and transmission used in 4Runner, in cooperation with Hino.At the same time, names like Land Cruiser and Land Cruiser II were still used in other parts of the world besides Japan. Despite a bodyonframe design

making it highly capable offroad, the vehicle was marketed toward onroad use. The lineup included 2door and 4door versions available in SX, LX or EX 4door only grades of trim. With the touch of a button you could switch between stages of absorber. The 22R petrol engine was upgraded to the 22RE electronic fuel injection engine, the diesel engines were replaced by the 2.8 L 2776 cc 3L engine, and the 2.4 L 2446 cc 2LT turbocharged diesel engine was replaced by the electronically injected 2LTE turbocharged diesel engine. In 1993, the 22RE petrol engine was replaced by the 2.7 L 2693 cc 3RZFE petrol engine and the 2LTE turbocharged diesel engine was replaced by the 3.0 L 2982 cc 1KZT turbocharged diesel engine with aluminium cylinder head. The 1KZTE was able to reduce NO x and soot. The dashboard was replaced with a new design with minor changes to suspension, brakes and trim details. The body was lengthened. The design remained medium duty, like the J70.

The front suspension was replaced with an independent design, shared with Tacoma and Hilux Surf, made by Hino. The J90 was made by Tahara Plant, available as a threedoor short wheelbase and fivedoor long wheelbase version. All models came with front double wishbone and 4 linked suspension as well as fulltime 4WD. ABS and a Field Monitor showing altimeter, thermometer and pressure were standard in all the models. The field monitor was not available as standard equipment in South Africa. Television display and audio set was optional. Diesel engines were the 2.8 L 2776 cc 3L engine, the 3.0 L 2986 cc 5L engine and the 3.0 L 2982 cc 1KZTE. In order to follow new laws, foglamps were added to the bumper, except in South Africa. To reduce theft, an engine immobilizer was available. TX Limited with 8 seats used TX base with roof rail, rear under mirror, wood panel finish, armrest, optitron meter, base cooling as well as rear heater was introduced into this series. It dropped the Colorado name tag in 2003, when it was renamed simply Land Cruiser. In the Republic of Ireland most Land Cruisers were sold as commercials with the rear side windows and seats removed for tax reasons. Development began in 1997 and design work in 1998, with the winning proposal originating from Lance Scott of the Toyota ED 2 design studio in France in late 1999. In countries like China, a newly developed engine 1GRFE V6 is available. The engine immobilizer became standard equipment in some markets. In North America, this model is known as the Lexus GX 470 with the 4.7 L 4663 cc V8 2UZFE engine. In November 2006, Toyota introduced the 1KDFTV turbocharged diesel D4D engine to meet Euro IV emission standards. This engine delivers 127 kW 173 PS; 170 hp of power and 410 Nm 302 lbfft of torque. The upgrade to the D4D engine was also matched with transmission upgrades to the diesel range, with the 5speed automatic and 6speed manual transmissions added in line with the petrol powered range.

From August 2007 the Prado received several equipment and safety upgrades. The car has won 3 awards for the best performance on a SUV type vehicle in Australia and US. Engines are the same, most features are the same; just the 1KZTE was only available in fivedoor version. The threedoor wagon features only two seat rows. The fuel tank is limited to 87 L, no subfueltank system available. The highest specification model known as TZ G Selection consisted of features like front driver and passenger heated seats, heated exterior mirrors, adjustable air suspension, hill start assist control downhill assist control, central differential lock and sometimes engine auto heating. There are two base variants, fivedoor and threedoor. This generation of Prado features advanced 4WD and an array of electronic gadgets. This generation of the Prado is offered in the US badged as the 2010 model year Lexus GX 460 with luxury trim. For example, UK vehicles have the spare wheel mounted under the floor, while in Australia and Argentina the spare wheel is mounted on the rear door, leaving space for an auxiliary fuel tank, which is desirable in countries where long journeys in isolated areas may be required. The fuel capacity of the dual tank series four is 150 L compared to 179 L of the series three. The engine remained the same, although the automatic gear change points were altered for maximum fuel economy rather than maximum performance, even in Sports mode. Both engines were upgraded to the 6speed Aisin AC60F automatic transmission. Fivedoor models include the GX, GXL, VX and the highend Kakadu. The Altitude model,

introduced in 2012, is priced between the GXL and VX. All GXL models received a seven-inch satnav as standard. In some markets, commercial van variants, based on the short-wheelbase chassis, are available. Retrieved 20140317. By using this site, you agree to the Terms of Use and Privacy Policy. Disclaimer Sedo maintains no relationship with third party advertisers.

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