

2007 nissan versa manual mpg

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Speedometer close-up image by Proydakov from Fotolia.com The Versa is a compact vehicle manufactured and sold by Nissan Motors. The Versa's major benefit is its economical gas mileage. Like all vehicles, the Nissan Versa may have problems starting at some point. If you are having trouble starting your Versa, there are a few things that you can check prior to calling in a professional to diagnose the problem. Checking for these simple problems can save time and money in the long run. Insert your key into the ignition and try to turn it. If the key does not turn, adjust the steering wheel until it locks then try turning the key again. If the steering wheel is not locked, the key will not turn and your Versa will not start. Check that the car has enough gas for the engine to start. If you are unsure about the fuel level, add a gallon of gas and retry starting the engine. Open the hood and check the fluid levels in the car, including the oil, transmission fluid and coolant. A lack of or low fluid levels can cause engine starting problems in the Versa. Turn the key in the ignition to the "Accessories" position then turn on the interior lights or headlights. If the lights do not turn on, the battery is likely drained and needs to be jump-started, charged or replaced. Attempt to start the engine and listen for any unusual noises. Clicking noises could indicate a faulty starter. If the engine starts briefly then shuts off, there could be a fuel line or pump problem. If you hear nothing at all, your Versa may have a faulty ignition switch. Transmission Transmission Continuously Variable Automatic (CVT) Drivetrain Drivetrain Fuel Economy Fuel Economy Fuel Tank Capacity Fuel Tank Capacity Seating Capacity Seating Capacity Cargo Volume with Rear Seat Down Cargo Volume with Rear Seat Down Engine Horsepower Torque Transmission Continuously Variable Automatic (CVT) Drivetrain Curb Weight CO2 Emissions @ 15K mi/year Fuel Tank Capacity Cruising Range City Cruising Range Highway Max Width Front Width Rear Width Wheelbase Ground Clearance Seating Capacity Front Seat Leg Room Front Seat Headroom Front Seat Shoulder Room Front Seat Hip Room Rear Seat Leg Room Rear Seat Headroom Rear Seat Shoulder Room Rear Seat Hip Room Cargo Volume with Rear Seat Up Cargo Volume with Rear Seat Down Steering Type Turning Diameter Wheels Type Front Wheel Size Rear Wheel Size Front Suspension Rear Suspension Front Tire Rear Tire Rear Tire Spare Tire Brilliant Silver Metallic Beige, Suede-tricot seat trim Charcoal, Suede-tricot seat trim Graphite, Upgraded Cloth Seat Trim Bluetooth Connection Satellite Radio Smart Device Integration Auxiliary Audio Input MP3 Player Bucket Seats Cloth Seats Steering Wheel Audio Controls Power Mirror(s) Cruise Control Keyless Entry Remote Trunk Release Keyless Start Back-Up Camera Blind Spot Monitor Lane Departure Warning Tire Pressure Monitor Brake Assist Stability Control Traction Control Frontal Barrier Crash Rating Driver Air Bag Front Head Air Bag Front Side Air Bag Knee Air Bag Passenger Air Bag Rear Head Air Bag Rear Side Air Bag Basic Corrosion 5 Years / Unlimited Miles 5 Years / Unlimited Miles Drivetrain Roadside Assistance From the July 2012 issue of Car and Driver.Forty is the new 30. What used to be an outlandishly thrifty consumption figure signifying the market's tiniest, most punishingly austere cars is now on window stickers everywhere. And what used to be the kiss of death—back when gas was two bucks a gallon and 40 highway mpg basically meant that you'd be having a bad time behind the wheel—is now marketing gold. Rising CAFE standards and volatile fuel prices have sparked many changes from the good old days, most of them for the better. Our biggest fear was that cars would get worse in direct proportion to their escalating mileage claims. The opposite is happening. With the help of the technology highlighted on these pages, the shackles binding performance to fuel economy are breaking. The five cars we've gathered here—nary a hybrid among them—demonstrate how effectively space, comfort, features, and, yes, even fun can square with fuel economy. Because if there's one thing the carmakers doing business in this country have learned, it's this: Americans don't want small, weird, fuel-efficient cars; they want roomy, desirable, fuel-efficient cars.View PhotosChevrolet Cruze EcoThe 1.4-liter turbo four in the Chevrolet Cruze Eco represents downsizing without the downside. The diminutive turbo engine replaces the standard 1.8-liter, taking the Cruze Eco 42 highway miles on a gallon of regular unleaded, a number beaten only by pricier hybrids this year. The 1.4-liter's 138 horsepower matches the 1.8's output but delivers the punch of 148 pound-feet of torque (23 more) at a much lower 2500 rpm; a run from 0 to 60 mph takes a respectable 8.4 seconds. Enthusiasts should note that hitting the magic 42 requires a six-speed manual with tall gearing (six-speed automatic versions can muster "only" 39 mpg on the highway test), and the stick is a delight, giving the Cruze a lively, eager character. On the highway, the added low-end torque of the turbo engine turns the fuel-conscious sixth gear without much of a struggle. Other enablers in the \$20,120 Eco model include aerodynamic alterations and low-rolling-resistance tires on lightweight, forged 17-inch wheels. Stopping distance takes a hit with these tires, but stopping at gas stations ought to happen infrequently. SpecificationsBASE PRICE\$20,120PRICE AS TESTED\$20,615POWER138 hpTORQUE148 lb-ftWEIGHT3015 lbEPA CITY28 mpgEPA HWY42 mpgEPA COMBINED33 mpgC/D OBSERVED HWY36 mpgMAX FOR 40 MPG69 mphView PhotosFord Focus SFEIn the interest of saving fuel, Ford bundles low-rolling-resistance tires, wind-cheating wheel covers, and rear disc brakes in a \$495 SFE package (which, unfortunately, Ford could not make available for this test). The SFE tweaks push the Focus over 40 mpg on the EPA highway cycle. Without them, the Focus returns a still-respectable 37 highway mpg. Aside from fuel savings, the SFE package doesn't really change the dynamics or the sporty feel that helped secure the Focus a C/D 10Best award. It is still graced with excellent steering, willing handling, and a solid and refined feel that belies its price. You still get a 160-hp, 2.0-liter four-cylinder that can take the car to 60 mph in 8.1 seconds. Our biggest gripe? The SFE package isn't available with a manual. Ford's six-speed dual-clutch automatic is a fussbudget around town, constantly choosing too high a gear (for fuel economy's sake, but still). Note to Ford: Please build a manual Focus ready to go with the SFE package. SpecificationsBASE PRICE\$19,885PRICE AS TESTED\$21,055\*POWER160 hpTORQUE146 lb-ftWEIGHT2982 lb\*EPA CITY28 mpgEPA HWY40 mpgEPA COMBINED33 mpgC/D OBSERVED HWY36 mpg\*MAX FOR 40 MPG66 mph\*\*Focus SEView PhotosHyundai Elantra GLSThe Hyundai Elantra is proof that stunning design and elevated fuel economy aren't mutually exclusive. Chiseled and tense unlike any other small car you've ever seen, the Elantra's sheetmetal is fascinatingly sculptural. If you are seduced by its looks, be assured that more beauty lies beneath. Inside, there's a roomy cabin whose materials and design remind us of the Elantra's big brother, the Sonata. Other upmarket features include the only heated rear seats in the class. Every Elantra, manual or automatic, clears the 40-mpg marker in the EPA highway test; unlike the competition, there isn't an extra-cost fuel-sipping package to run up the price. Every Elantra also comes with a 148-hp, 1.8-liter four-cylinder that provides an 8.9-second 0-to-60 time. This Hyundai could use a bit more power, and we wouldn't complain if it were a bit more fluid in its movements and felt a bit more substantial and refined. But it is a stylish and spacious choice among the gas-powered megamilers.SpecificationsBASE PRICE\$16,120PRICE AS TESTED\$18,620POWER149 hpTORQUE131 lb-ftWEIGHT2749 lbEPA CITY29 mpgEPA HWY40 mpgEPA COMBINED33 mpgC/D OBSERVED HWY41 mpgMAX FOR 40 MPG74 mphView PhotosMazda 3 SKYACTIVThis year, Mazda slipped a new four-cylinder into the Mazda 3, already a staff favorite. Dubbed Skyactiv, the 2.0-liter bucks the current trend of chasing fuel economy by engine downsizing and turbocharging. To hit 40 mpg in the EPA highway test, Mazda relies on the more efficient Atkinson cycle, direct fuel injection, a 12.0:1 compression ratio, and a number of friction-reducing tricks including low-viscosity lubricating oil. It all adds up to 7 more highway mpg than you'll get with the 3's base 2.0-liter. Note that 40 mpg requires a Touring sedan with a six-speed auto, starting at \$20,345. The payoff isn't just fuel efficiency, though, as the engine can deliver some thrills. The Skyactiv Mazda 3 makes 155 horsepower and 148 pound-feet of torque—increases of 7 and 13, respectively over the base 2.0-liter. With a six-speed manual, 0 to 60 sneaks in below eight seconds and claimed highway fuel economy falls to 39 mpg in the sedan, 38 in the hatch. The new engine has not affected the 3's playful nature. SpecificationsBASE PRICE\$20,345PRICE AS TESTED\$25,220POWER155 hpTORQUE148 lb-ftWEIGHT3018 lbEPA CITY28 mpgEPA HWY40 mpgEPA COMBINED33 mpgC/D OBSERVED HWY45 mpgMAX FOR 40 MPG76 mphView PhotosVolkswagen Golf TDIIno nasty, flat, plastic wheel covers here. The turbo-diesel Golf TDI wears standard 17-inch aluminum wheels that are emblematic of how Volkswagen has approached the high-mileage game. This car doesn't rely on special wind-cheating doodads or low-rolling-resistance tires to achieve its EPA rating of 30 mpg city and 42 mpg highway. It relies on 1968 cc of diesel efficiency: Though the four-cylinder makes only 140 horses, it kicks out 236 pound-feet of torque at a low 1750 rpm—good enough for 0 to 60 in a decent 8.0 seconds when equipped with the optional six-speed dual-clutch automatic (a six-speed manual is standard). The Jetta is also available with diesel power, but we prefer the Golf's classier interior and more sprightly personality. We recently praised this 10Best winner for its "transient responses that are all but indistinguishable from those delivered by the GTI." Starting at \$25,005 (and nearing \$30K with options), it's not cheap but makes the fewest compromises to hit the magic 40 mpg.SpecificationsBASE PRICE\$25,005PRICE AS TESTED\$26,725POWER140 hpTORQUE236 lb-ftWEIGHT3096 lbEPA CITY30 mpgEPA HWY42 mpgEPA COMBINED34 mpgC/D OBSERVED HWY46 mpgMAX FOR 40 MPG77 mphThis content is imported from OpenWeb. 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