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It has been improved in every way. After debuting at the Los Angeles Auto Show 2019, it quickly became apparent that the Nissan Sentra 2020 was a huge improvement over its predecessor. Now in its eighth generation, the B18 Sentra is completely redesigned and wants to bury its reputation as a rental fleet specialist. Nissan sent us a Sentra 2020 finished in a bold shade of Monarch Orange with a black roof and selected with the top SR Premium package to test for a week. After driving the car, we concluded that this is the best Sentra Nissan has ever built. That's why: CarBuzz CarBuzz CarBuzz CarBuzz To take a car seriously as something other than a boring rental car, you have to look at the part. Here Nissan has managed to transform the Sentra from gray to chic. Especially when it ended up in Monarch Orange with the 18-inch wheels of the SR trim, the latter Sentra is a really nice vehicle. Nissan has made the last Sentra ever lower than the car it replaces, dressing it with its signature v-motion grille and available LED headlights. In all respects, this redesign is a great victory. CarBuzz CarBuzz CarBuzz CarBuzz The bold new look is supported by an interior that is now one of the best cabins in the compact sedan segment. The layout is great, with plenty of space and storage space, while the technology is also good, with a simple-to-use touchscreen that passes browsing tasks to Apple CarPlay and Android Auto. We especially like the three circular air intakes, which won't look out of place in a Mercedes-Benz.Nissan's zero gravity seats are the most comfortable chairs in this whole segment and in the back, rear passengers have plenty of legroom and a USB port to charge their devices. Also good are the charcoal leather seats with orange seams on the SR Premium sporty look package and the diamond sewn pattern that is located on the lower SV Premium package. CarBuzz CarBuzz CarBuzz CarBuzz The last Sentra was slow. Like, very slow. It produced only 124 horsepower from a 1.8-liter four-cylinder, with 0-60 mph taking a cumbersome 9.5 seconds. Nissan threw the old 1.8-liter engine into the dumpster, opting instead for a larger 2.0-liter mill with a more useful 149 hp (a 20% increase). Not only has the time of 0-60 miles per hour dropped to just eight second courses, but fuel economy has also been improved with up to 29mpg in the city and 39mpg on the motorway (although we have improved these numbers in our tests). Power still evolves on the front wheels through an Xtronic transmission (CVT) that simulates gears in a surprisingly convincing way. We hope Nissan will win turbocharged model in the mix in the coming years that will address the enthusiastic crowd. CarBuzz CarBuzz CarBuzz Many of Sentra's competitors have returned to a rear suspension of the torsion beam, which is less expensive but also less sophisticated than independent configuration. Nissan took advantage of this situation by giving the new independent Front Front Suspension sentra, making it one of (if not the) most manageable vehicle in this class. A new dual fussy electric rack power steering system provides great responsiveness and feedback, and Nissan's Active Understeer Control system can brake an internal wheel to help pull the car around the corner. This new Sentra handles so well that we can't wait to see what the Nismo division can do in the future. CarBuzz CarBuzz CarBuzz CarBuzz Despite being improved in every measurable way, Nissan had managed to keep it cheaper than the vast majority of its competitors. In the basic S trim, the Sentra undercuts the \$20,000 fee to \$19,090. Also the highest trim SR tester we were sent with the SR Premium package and two-tone paint plans at \$25,120. With many of its rivals going well beyond the \$30,000 mark, sentra remains a bargain in the compact sedan class. CarBuzz CarBuzz CarBuzz CarBuzz Now just needs to make a Nismo version. The current Nissan Sentra generation is not exactly an exciting car. The 1.8-liter four-cylinder engine produces only 124 horsepower, making it a lame competitor to the new Honda Civic Turbo. For 2017, Nissan is finally giving the Sentra more power thanks to a new 1.6-liter direct injection turbo engine. This new engine produces 188 horsepower, an increase of 50% compared to 1.8 liters. As with the current car, Nissan will use a CVT transmission, but there will also be a six-speed manual for enthusiasts. Nissan could finally have a fun and affordable car. The new Sentra SR Turbo will join other Sentra trims including S, SV, SR and SL. The SR Turbo comes with standard features such as a sliding glass lunar roof of power and poor SR Turbo aging. There will only be one option package available for the SR Turbo that includes blind spot monitoring, cross traffic alert, leather seats, and Bose Premium audio with eight speakers. Outside, SR models will have LED low beam projector headlights with LED accents and a rear spoiler with built-in LED brake lights. The car will also be available with 17-inch aluminum alloy wheels with all-season 205/50R17 tires. Inside, there's a 5.0-inch display with free Siri Eyes speech recognition. The new Sentra turbo will sit at the top of the leaderboard, but prices have not yet been announced. We expect the Sentra to compete against the recently revealed Hyundai Elantra Sport, but that car will have 200 horsepower. Giving the Sentra a turbo is a step in the right direction, but Nissan should go for Nismo version from over 200 horses if it really wants to conquer the fan market. You can check the price of Nissan Sentra. Nissan Nissan The Nissan Sentra is a popular Japanese compact car. While the Sentra is widely appreciated for its frugal appetite for compact size and impressive reliability, is not necessarily known for its speed and performance. But, like any car, the Sentra can be built to work much better than it does in warehouse form with the addition of some well-chosen components that can improve everything from its acceleration to its handling and braking. Increase power. The Sentra is powered by a four-cylinder engine; the exact specifications vary depending on the year. However, they all benefit from the same changes. A tubular head shot instead of the warehouse manifold will care for exhaust gases exhausted by the engine more efficiently. Replace the material exhaust with a larger diameter performance discharge and a free-flow silencer for better flow and more power. On the suction side of the engine, a cold air intake is a good idea, which will provide additional cold and dense air to the engine. A high-performance computer chip is another update to add speed to a Sentra. Forced induction with a supercharger or turbocharger is the best way to make a Sentra very fast in a straight line. Improve handling. The Sentra has a conventional suspension and frame, so there aren't really any special tricks to make it handle better in corners. Lowering the springs will cause the center of gravity to fall and reduce the body roll. Combine them with adjustable performance shock absorbers. You can also install fully adjustable coils, although this is a more expensive option and will provide a much stiffer ride. Next, larger swaying bars will eliminate the body roll, and urethane bushings will make the frame more responsive. Update the brakes. A faster Sentra is not only faster in a straight line, but also needs to stop better. Here, install high-performance brake pads for starters. These will have a more aggressive compound that will provide better braking. Next, install perforated rotors and braided steel brake lines. The most dramatic update you can perform is the installation of a large brake kit, which includes larger pliers and rotors. Install a package of high-performance wheels and tires. High-performance tires built with a softer compound are among the most crucial components to enhance a Sentra handle. Install them on the standard wheels or go with a larger wheel, which will allow you to install wider tires for even greater grip. Remove the weight. A lighter Sentra is a faster Sentra. Depending on what you use your car for, you can become as extreme as you want. Start by removing the rear seats, carpet, and factory sound darkening. remove the front seats and install lighter single-piece running buckets. Outside, install a fiberglass or carbon fiber hood for greater weight savings. Jupiterimages/Comstock/Getty Images The alternator replacement process on the 1994 Nissan Sentra requires a little more work than a basic alternator replacement job. The alternator controls the vehicle's charging system: it maintains battery and all working electrical components. Without the alternator, the Sentra's engine wouldn't have cranked and the lights wouldn't have worked. Park the 1994 Nissan Sentra on a uniform surface and open the hood. Remove the negative battery cable from the battery negative pole with an adjustable key. The negative battery post will have a (-) symbol stamped on the battery above the negative battery pole. Locate the serpentine belt tensioner on the front of the engine. (The belt must be removed from the alternator pulley before the alternator can be removed from the engine compartment. The tensioner has a spring-loaded arm and a pulley.) Turn the tensioner counterclockwise with the 1/2-inch unit ratchet and a socket. Slide the strap from the alternator pulley. Let the belt hang but don't let the belt come off the other pulleys. Locate the three wire connectors on the back of the alternator. Two of the wire connectors are connected to the back of the alternator and the other wire connector is held by a nut. Disconnect the two wire connectors and unscrew the other wire connector with the 1/2 inch unit ratchet and a socket. Place any nuts and bolts in a small container for the case. Remove the two bolts from the front of the alternator bracket with the 1/2 inch drive ratchet and a socket. Put the two bolts of the front bracket in the small container. Climb the front of the 1994 Nissan Sentra and slide the jack under the car chassis behind each front tire. Slowly lower the car into the stands. Examine the stand jacks to make sure the Sentra is sitting firmly above the stands. Locate the two splash shields under the engine, behind the back of the front driver's side tire. One of the shields is attached to the metal cross-brace under the driver side of the engine; the other is well connected to the driver's side wheel. Remove bolts from shields with ratchet and a socket. Pull out the shields and put them to the side. Look upwards through the splash shield hole and locate the two bolts of the lower alternator mounting bracket. Remove these two bolts with the ratchet and the 1/2 inch unit socket. Return to the top of the engine and indiscreet back and forth on the alternator with the mounting bar to loosen the alternator from the alternator bracket. Pull the alternator out of the alternator bracket with your hands and set the old alternator to the side. Slide the new alternator into the alternator bracket. Crawl back under the Sentra and the two holes of the lower alternator with the two holes of the lower bracket. Screw the two lower bolts into the alternator and tighten them down with the ratchet and 1/2 inch transmission socket. Install one of the spray shields on the metal cross-brace under the driver side of the engine. Install the other splash shield well on the driver's side wheel. Squeeze down spray shield bolts with ratchet and 1/2 inch transmission socket. Bring back the Sentra and remove the jack mounts. Lower the Sentra to the ground. Return to the top of the engine and trim the two rear wire connectors into the rear of the alternator. (The plugs are different in size so that each connector only fits the plug for which it was designed.) Put the other thread back on the part of the part and screw the nut again. Tighten the nut down with the ratchet and socket. Turn the serpentine belt tensioner counterclockwise again and slide the strap back over the alternator pulley with the ratchet and 1/2 inch transmission socket. Return the negative battery cable to the negative battery pole and tighten with the ratchet and socket. Crank the motor to make sure the alternator is working properly. Correctly.

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