

FRATERNAL TWIN BY JOE SAGE

Having Nissan Armada also in this issue begs for comparison and avoids a lot of repetition.

Infiniti is, of course, the luxury brand from corporate Nissan. It gets tricky in spots comparing the full Infiniti and Nissan lineups, as both evolve over time, some still parallel, some diverging, per varying customer tastes both subtle and large. But this one's easy. The flagship Infiniti QX80 is fundamentally a flagship Nissan Armada in fancier clothes, as has been the case for years (the QX80 used to be the QX56, before full-lineup QX naming).

Much that we've said about the Armada in this issue also applies to the Infiniti QX80—format, spaciousness, capability. Specifications for powertrain, interior dimensions, exterior clearances and such are the same (though sometimes worded and/or emphasized a little differently in specs).

We took the Armada on an off-highway run, but not the QX80. We have no doubt it can handle them pretty identically. Clearance and turning circle are identical; ground angles vary by tenths of a degree, due to the QX80 having a body 1.3 inches longer and different tires and wheels. But general style and demeanor suggested more urbane use,

as we suspect they do for real world owners.

We perceived the QX80 to have a quieter ride, but did not have both at the same time. The Infiniti likely has more sound-damping materials, though it weighs less than the Armada (possibly the Infiniti's wheels, though bigger, weigh less).

The Infiniti has more elegant interior finishes. On the road, the two can be readily distinguished by front and rear styling, though their bodies are virtually identical from mid-fender through D-pillar. Armada was heavily restyled this year (front and rear); the QX80 was not. Expect this in a couple of years, though, as other Infinitis have revealed a modest rework of the grille shape for next year.

Exclusivity is a draw for the Infiniti. Beyond styling and materials, that happens to a degree purely by sales volume. Infiniti overall (with three cars and four utilities total) has less than ten percent the sales volume of Nissan (with a stable of eight cars, six utilities, two pickups, two vans and lower prices). QX80 represents about 30 percent of Infiniti sales, Armada just three percent at Nissan. But with Nissan so big, this calculates to Infiniti sitting at about 60 the sales volume of Armada.*

Thus the QX80 is almost twice as rare on the road—adding to its exclusivity. ■

*(Third party Q1 2021 figures were used for comparisons.)

SPECIFICATIONS

BUILD	body-on-frame
ENGINE	alum/alum 5.6L V8 32v di, silent chain single stage valvetrain
HP/TORQUE	400 hp / 413 lb-ft
COMPRESSION RATIO	11.2:1
DRIVETRAIN	(opt) Infiniti All-Mode® 4WD
TRANSMISSION	7-spd auto w overdrive
SUSPENSION	F: dbl-wishbone; R: dbl-wishbone
STEERING	engine speed variable assist
BRAKES	F: 13.78x1.18; R: 13.78x0.79, all vented
WHEELS	22x8 forged aluminum alloy
TIRES	P275/50R22 A/S
LENGTH / WHEELBASE	210.2 / 121.1 in
GROUND CLEARANCE	9.2 in
APPRCH / DEPART / BRKOVRR	20.9 / 22.3 / 20.7°
TURNING CIRCLE	41.3 ft
HEADROOM (F/2/3)	39.9 / 40.0 / 36.8 in
LEGROOM (F/2/3)	39.6 / 41.0 / 28.8 in
CARGO CAPACITY	16.6 / 49.6 / 95.1 cu.ft
WEIGHT / DISTRIB	5706 lb / 51/49%
TOW CAPACITY	8500 lb
FUEL CAPACITY	26.0 gal
MPG	13/19/15 (city/hwy/comb)

BASE PRICE (Prem Select 4WD)	\$76,450
TRUFFLE BROWN LEATHER SEATS	incl
ROOF RAIL CROSS BARS	410
CARGO PKG: rear mat & net, console net, first aid kit ..	295
INFINITI EXTERIOR WELCOME LIGHTING	455
INFINITI ILLUMINATED KICK PLATES	485
DESTINATION CHARGE	1395

TOTAL

\$79,490

2021 INFINITI QX80 LINEUP

.....	RWD	4x4
Luxe	\$69,050	\$72,150
Premium Select	73,350	▼ 76,450
Sensory	80,200	83,300

