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DATSUN

240KGT

# SKYLINE

## The best of several worlds

**Fast and sporting, yet a docile saloon. Comfortable and well equipped, but no overweight battleship. Safe, but still exciting**

The Skyline GT is Datsun's answer to a particular problem: that of providing a car fast yet economical, full of character yet reliable and sensibly designed. It is a good answer, because Datsun are the world's fourth biggest car manufacturers and thus able to deploy a very strong research and engineering team to develop any model. And that team can draw on plenty of hard experience, including all the knowledge gained from wins in rallies like the East African Safari, as well as reports on millions of its cars operating in most parts of the world.

The Skyline was aimed at a particular sort of driver: old and intelligent enough to have succeeded, young enough still to enjoy driving. He wants either a sports car (like Datsun's 260Z) or he may need a four-seat saloon which none the less goes, stops and handles like a sports car. That would be all very well, except that such a man also wants comfort, safety and reliability: no good having a splendid car that won't start, or spends all its time in the garage. These are the things that make a car like the Skyline difficult to produce.

The Skyline, thanks to Datsun engineering, is more than the sum of its parts. A six-cylinder engine, all-independent suspension, wide radial-ply tyres, a wide range of standard equipment: all these things are important, but the care that went into the design is the most important of all.



# Designed as a driver's car in every way

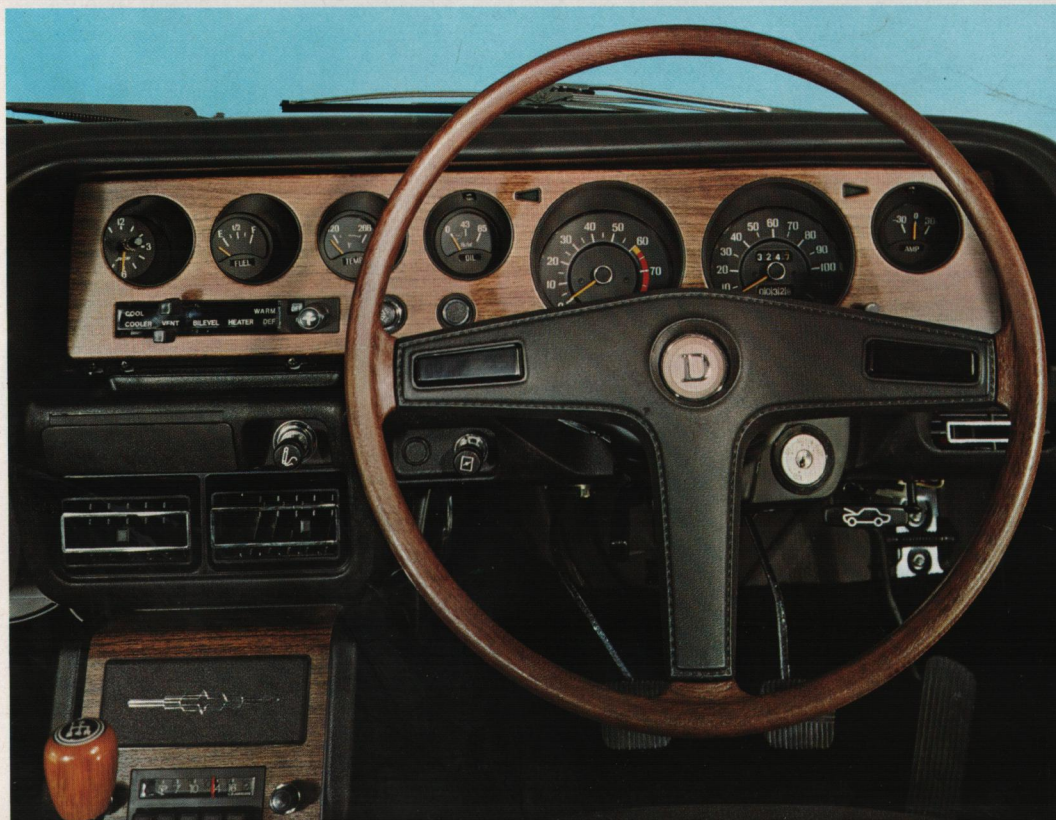
**Controls, instruments, equipment – everything to make a difficult job easier and more enjoyable**

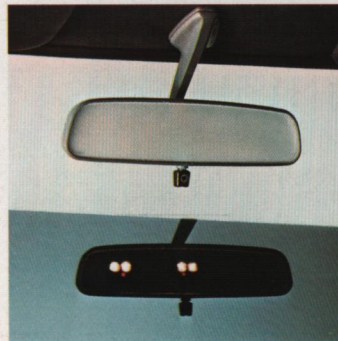
The driver is the most important person in the Skyline, and Datsun's designers took care to make his job as easy as possible.

All the controls are laid out for easy operation. The three-spoke steering wheel with its simulated wood rim can be adjusted for height. The pedals are well spaced and comfortably angled. The short gear lever (or automatic transmission selector) is mounted alongside the hand-brake lever on the centre console. Lights, wipers and washers are controlled by steering column stalks – no awkward stretching to the dashboard.

Large twin dials in front of the driver house the 120 mph speedometer and 8000 rpm rev counter. Five smaller dials, angled towards him, consist of clock, fuel gauge, water temperature gauge, oil pressure gauge and ammeter.

Good visibility for the driver is assured by slender windscreen pillars, two-speed wipers, powerful electric screenwash, electrically heated rear window, and naturally, four powerful headlamps.





## Design in detail

**The comfort of passengers mattered too – and so did safety**

The driver may be the most important person in the Skyline, but the others are very well taken care of. The seats, cloth-upholstered and carefully shaped, ensure their long-term comfort. A powerful heater, through-flow ventilation system and three-speed fan keep the interior warm and fresh; tinted glass all round stops the interior getting too hot in the height of summer.

The interior is full of thoughtful touches and careful detail design. The centre console houses the AM radio – another standard fitting – as well as a locker/elbow rest and space for a standard-size stereo unit. The ashtrays are large, and a cigar lighter is standard. Flush-fitting door handles and locks provide an extra measure of security, yet are easy to use.

For the driver, there are still more useful standard features, such as the dipping interior mirror and the light which shines on the ignition switch and steering lock when the sidelights are switched on, to save fumbling with the key in the dark. In front of the front passenger, the glove locker is illuminated, and the lid opens perfectly level to provide a place for picnic cups.

The comfort of the interior is further helped by a low noise level. Careful sealing, including the use of a special adhesive to secure the windscreen, cuts down wind noise. Newly-developed engine and gearbox mountings, and a two-piece propeller shaft with a centre bearing, keep engine and transmission noise low. And rubber-mounted suspension arms keep out the worst of the road rumble. Comfort was high on Datsun's list of Skyline priorities.

The Skyline interior is roomy, but not vast. The back is no place to hold a party, because that would have meant a bigger, heavier, clumsier car. But it is a place where two normal adults can sit in comfort, and the seat

is a bench design so that a third passenger can squeeze in the back if need be. Don't take that as meaning the Skyline is a full five-seater, because it isn't. It is a sporting four-seater, designed as such, well able to do its job.



## Under the skin, sound engineering

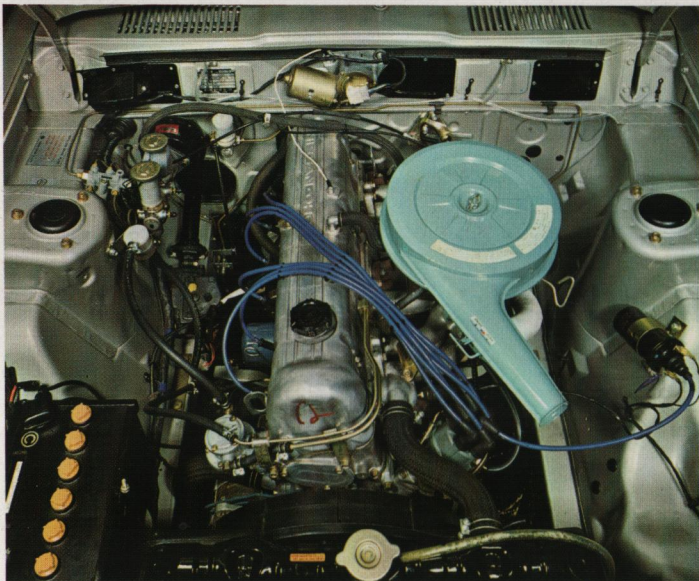
**Strong and well-tried mechanical design for reliability**



There is a technical side to the Skyline story, and an important one. The engine, for instance, is essentially the same as that in the famous 240Z sports car, but detuned to make for smoother, easier driving with more low-speed punch. A six-cylinder, overhead-camshaft power unit, it still produces enough power to give the Skyline a top speed of over 110 mph.

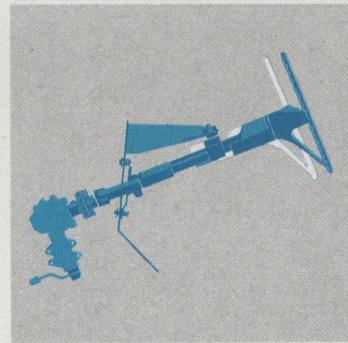
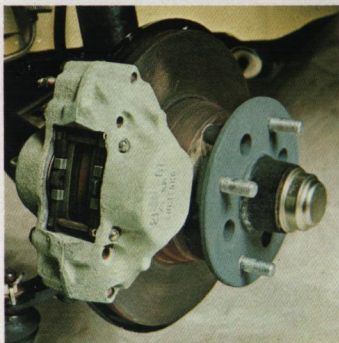
The standard gearbox is a four-speed all-synchromesh unit, with the alternative of a three-speed automatic. The quality of Datsun's gearchanges is a standard by which others are judged: try the manual Skyline and try for yourself. The overall gearing is set to give a restful 20 mph per 1,000 rpm in top gear.

The suspension arrangement uses MacPherson struts at the front, and semi-trailing arms at the rear – something the Skyline shares with the majority of saloons. Steering is by variable-ratio recirculating-ball, designed to give good response while isolating the driver from most road shocks. Brake circuits are split front and rear for safety, and the brakes are servo-assisted with front discs. Tubeless radial-ply tyres, size 175-14, are standard.



## STANDARD EQUIPMENT

- Alternator
- Heavy-duty battery
- Four sealed-beam headlamps
- Indicator side repeaters
- Hazard warning (four-way flasher)
- AM radio
- Heated rear window
- Illuminated steering/ignition lock
- Glove box light
- Reversing lights
- Cigar lighter
- Rev counter
- Clock with sweep second hand
- Ammeter
- Dipping interior mirror
- Driver's door mirror
- Radial-ply tyres
- Adjustable through-flow vents
- Heater with three-speed fan
- Metallic colours
- Tool kit
- Oil pressure gauge
- Trip mileage recorder
- Brake fluid low warning
- Rear window heater warning
- Two-speed wipers
- Electric screenwash
- Fingertip lighting control stalk
- Headlamp flasher
- Centre console
- Console storage box
- Steering wheel height adjuster
- Reclining front seats
- Adjustable head restraints
- Carpeted throughout
- Vinyl/nylon upholstery
- Lockable glove box
- Passenger side storage tray
- High-backed rear seats
- Passenger assist straps
- Laminated screen
- Tinted glass



## SPECIFICATION

### ENGINE:

Cylinders	6, in line
Main bearings	7
Bore	83.0mm (3.27 in.)
Stroke	73.7mm (2.90 in.)
Capacity	2,393 c.c. (146.0 cu. in.)
Max power	130 bhp (SAE) at 5-600 rpm
Valve gear	Single overhead camshaft with duplex chain drive. Finger-type rockers.
Lubrication	Gear-type pump. Replaceable cartridge filter.
Carburettor	Hitachi DAF 342 14A, twin-choke downdraught.
Fuel pump	Nissan mechanical.

### TRANSMISSION:

Clutch	Single dry plate, diaphragm-spring. 8-86 in. dia., hydraulic operation.
Gearbox	4-speed, all synchromesh, floor change (optional 3-speed automatic).
Ratios	Top 1.00 (Auto) High 1.00 3rd 1.415 Inter 1.458 2nd 2.246 Low 2.458 1st 3.592 Rev 2.182 Rev 3.657
Final Drive	Hypoid bevel ratio 3.545-to-1 Two-piece propeller shaft with centre bearing.

### SUSPENSION:

Front: MacPherson struts, lower transverse and drag

links. Coil springs, telescopic dampers, anti-roll bar.  
Rear: Semi-trailing arms, coil springs, telescopic dampers. Drive shafts with two Hooke-type joints.

### STEERING:

Type: Recirculating-ball, variable-ratio.

### BRAKES:

Type: Discs front, drum rear, split-circuit (tandem-piston master cylinder), vacuum servo, pressure-limiting valve in rear brake line.  
Size: Front, 9.98 in. dia.  
Rear, 9.0 in. dia. x 1.57 in. wide shoes.  
Wheels: Pressed steel disc, 4-stud fixing, 5J rims.  
Tyres: Radial-ply, tubeless, 175HR14.

### EQUIPMENT:

Alternator Hitachi, 60-amp.  
Battery 12 volt, 60 amp.-hr.  
Headlamps Toshiba four-lamp sealed-beam system, total wattage 160/90.  
Reversing lamps Standard  
Fuses 8, plus 4 fusible links (headlight, ignition and charging circuits).  
Windscreens wipers 2-speed.  
Windscreens washer Electric.  
Heater Standard, water-valve type. 3KW output. 3-speed blower.

Heated backlight Standard.  
Safety belts Provision for static-type belts.  
Interior trim PVC seats with nylon cloth facings: PVC headlining.  
Floor covering Carpet

### Floor covering

Carpet

### SERVICE CAPACITIES:

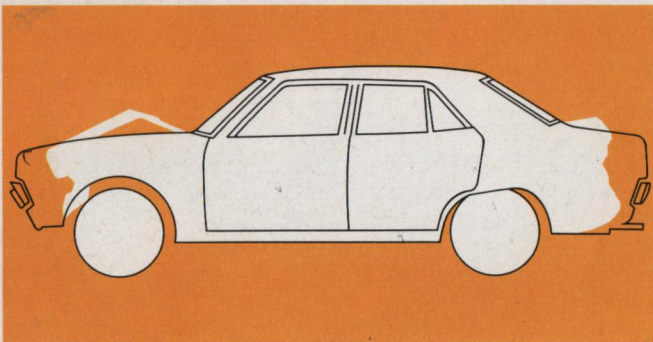
Fuel 12.1 gall. (55 litres) 91 octane (RM).  
Coolant 16.7 pints (9.5 litres)  
Sump + filter 10 pints (5.7 litres) 10W-40.  
Manual gearbox 2.9 pints (1.6 litres) SAE 80EP.  
Automatic 9.7 pints (5.5 litres) ATF.

### SERVICE INTERVAL:

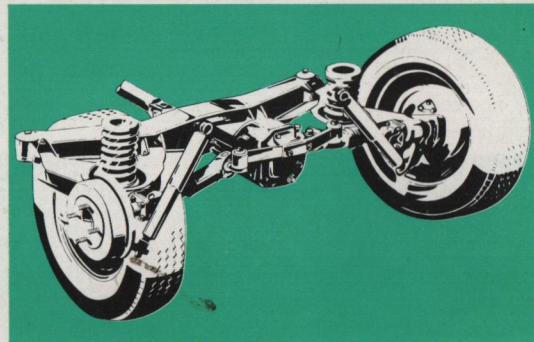
Major 12,000 miles (change fuel filter, brake fluid, spark plugs).  
Main 6,000 miles (change oil filter).  
Minor 3,000 miles (change engine oil).

### DIMENSIONS

Length overall 175.6 in. (446cm).  
Width overall 64 in. (163cm).  
Height overall 55 in. (140cm) unladen.  
Track, front 53.5 in. (136 cm).  
Track, rear 53.0 in. (134cm).  
Wheelbase 103 in. (261cm).  
Ground clearance 6.7 in. (17cm) unladen.  
Turning circle, kerbs 34 ft. (10.4m).  
walls 37.5 ft. (11.4m).  
JIS kerb weight 2-580 lb. (1,170 kg.)  
add 20kg - 44 lb. - for automatic.



# 240K GT



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