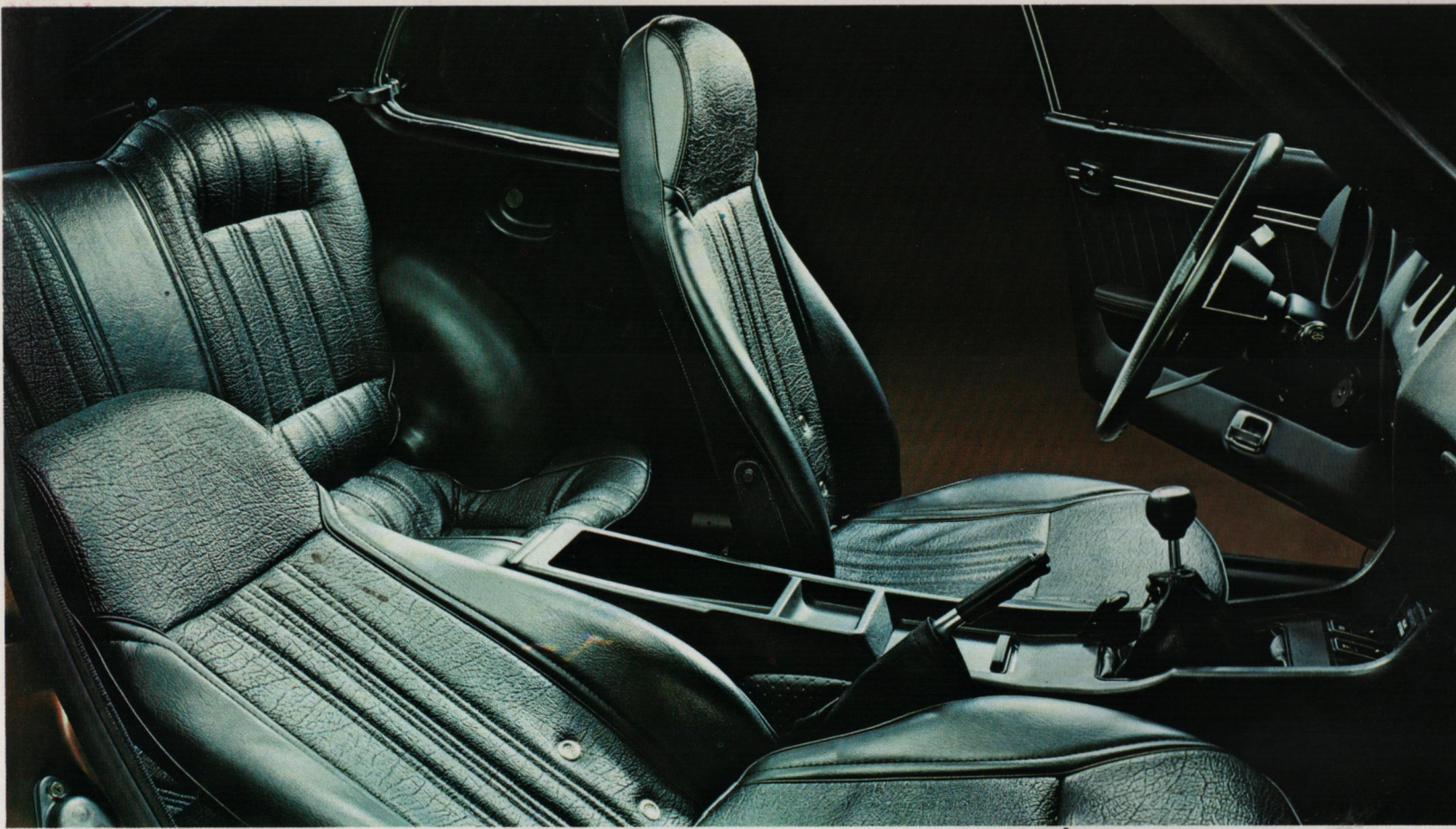


**DATSUN**

**SPORTS 260Z** and **2+2**







But despite these refinements, the Datsun 260Z 2+2 is still very much a driver's car. It is just that the 2+2 enables more people to share this rare motoring pleasure. All the controls are laid out for easy operation, and the instrumentation is comprehensive to say the least. The two main instruments—160 mph speedometer and 8,000 rpm tachometer—are directly in front of the driver in glare free housings.

The minor instrumentation consists of temperature, oil pressure, and fuel gauge together with ammeter and electric clock. All instruments are angled towards the driver and mounted above the centre console. The console accommodates the heater controls, fresh air vents and powerful interior light. When you sit in a Datsun 260Z you know it has been tailored by enthusiasts for the man who enjoys his motoring.

## Comfort for all

When Datsun acknowledged that a 260Z owner would sometimes need more than two seats, it was decided that the 2+2 version would offer something which few cars of this type can boast at the price; comfort and room for all occupants. Now you are able to judge for yourself the results.

The spacious interior is not an illusion, the extra interior dimensions being achieved by an 11.8 in. increase in wheelbase. The roof line at the rear has also been raised to give a full 33 in. headroom, and with the reclining front bucket seats in the midway

position there is 9 in. of knee-room at the back. That's ample space for children on long hauls or adults on short trips.

The rear seats are individually contoured and deeply sculptured to offer maximum comfort and support. For Datsun it wasn't just sufficient to build in a rear seat. It had to be extra accommodation with comfort.

The Datsun 260Z 2+2 doesn't stop there. The rear seat back folds forward when not in use, allowing considerably more luggage space on the flat rear deck. The luggage platform is fully carpeted and there are straps for securing cases. Loading, via the lift-up tailgate with its heated window, is easy. The spare wheel and tool kit are housed beneath the platform—and so is the 13¼ gallon fuel tank with lockable filler.

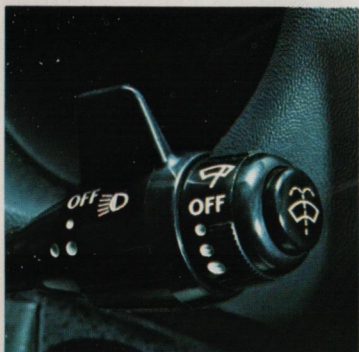
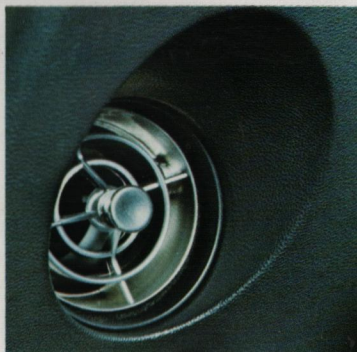
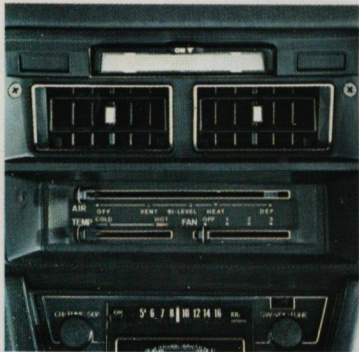




## Luxuriously equipped as standard

Datsun cars are renowned for their luxury standard equipment. The 2+2 is no exception, and in many respects hits new heights in terms of non-optional extras. Take, for instance, the standard self-seeking radio with electric aerial and the in-built eight-track car stereo system which provides the maximum in in-car entertainment.

But, more often than not, it is the detail work which can make or break a GT car of this calibre. The 260Z 2+2 does not fall short in this respect. The



spacious glove box has a built-in courtesy light. A convenient steering column stalk controls lights, three-speed windscreen wipers and electric screen washers. The wide opening doors have new arm rests with built-in door pulls and also opening levers for front and rear passengers as well as anti-burst locks. The flow-through heating and ventilation system has been improved to provide even greater passenger comfort. There is a three-speed booster fan, and the temperature and heat direction controls have been revised to offer greater fine adjustment. Backing up the ventilation system are recessed fascia vents as well as hinged rear quarter windows. Need we say more?

## A true GT engine:

powerful, strong,  
highly developed

Both the 260Z and 2+2 share the same 6-cylinder, 7-bearing 2.6 litre engine. In this its latest form, it has been further adapted to the needs of motoring in the 1970's. The compression ratio is a modest 8.3 to one, enabling the 260Z to run on low-lead three star fuel. But the overhead camshaft, twin-carburettor layout means that power and torque are sufficient to ensure first class performance. Maximum speed for both 260Z and 2+2 is 127 mph, and 60 mph is reached from rest in about 8 seconds.

Teamed with the engine is the latest close-ratio 5-speed gearbox, enabling the driver to make the most of the car in any situation. First, second and third take the 260Z to 46, 71 and 102 mph; while the overdrive fifth holds the revs down to 5,700 even at maximum speed, and means that 70 mph is a quiet and economical 3,150 rpm.

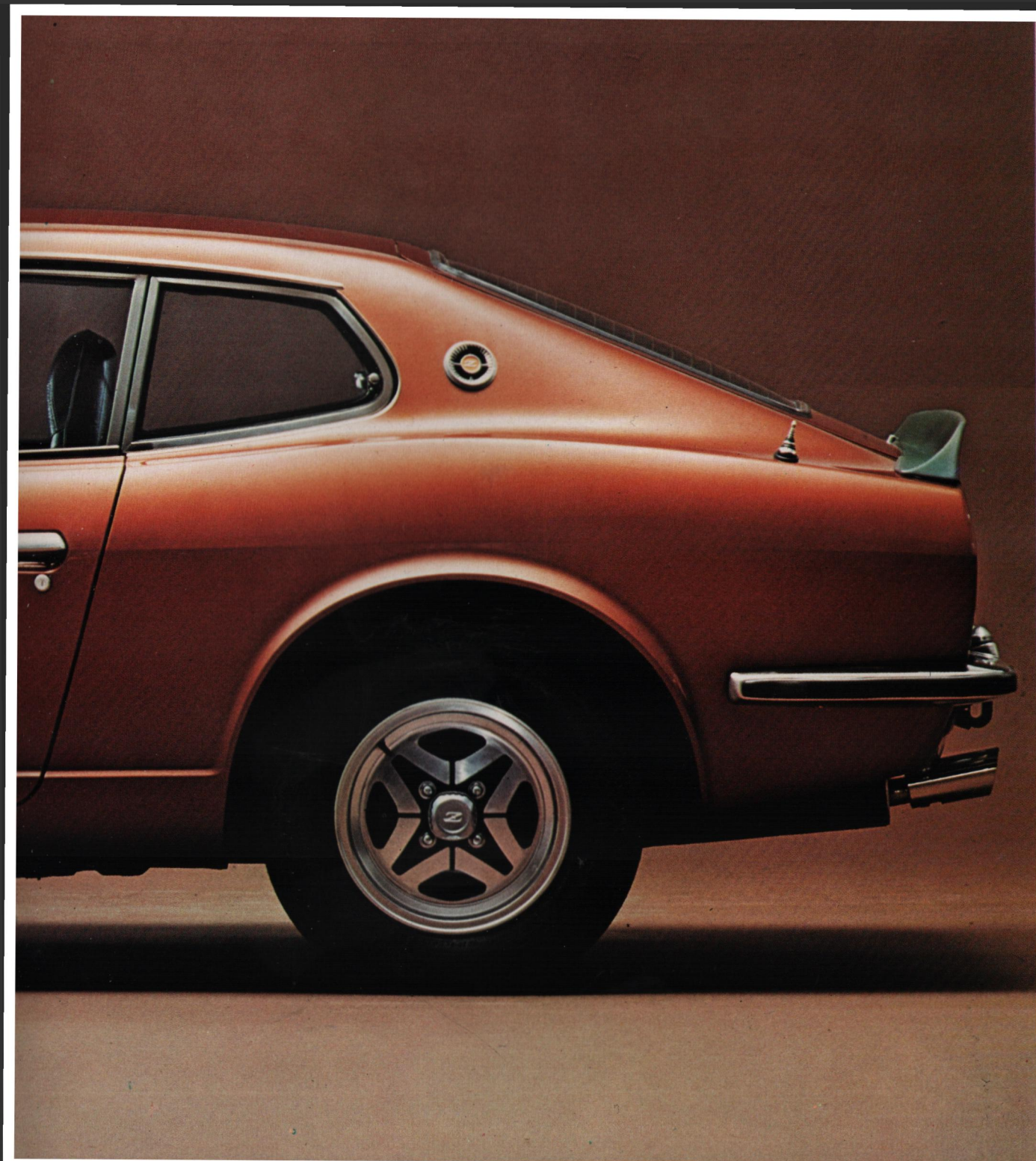
Sheer performance is an essential part of the GT character, but Datsun believe in economy and reliability too. Gently driven, the 260Z should better 25 mpg, and come close to 400 miles range on a full fuel tank. And every engine, backed by the experience of many thousands of its predecessors, is built to Datsun's exceptional standards of care and strength.

However, if any further proof of the ruggedness of the 6-cylinder engine was needed, then you only have to look at the racing and rally results throughout the world. From America to Africa, the "Z" has appeared in the winners circle time and time again.









## DATSUN sports 260Z 2+2

### The Grand Touring car with a difference

*A luxury Grand Touring car such as the Datsun 260Z does have its limitations. There are those who would like to share the experience of driving the world's best selling sports car series with more than just one person. Until now it has been virtually impossible for the family man to enjoy the delights of Datsun sportscar motoring. With the coming of the 260Z 2+2 all this has changed. The Datsun 260Z 2+2 offers all the world acclaimed attributes of the two-seater, but with the added attraction of two extra seats.*

*However, the Datsun 260Z 2+2 is something more than a simple variation on the 260Z theme. It would have been comparatively easy to modify the two-seater to include two "kiddy seats" at the rear, but instead we decided to fully modify the body so that the extra seats would accommodate additional passengers in comfort. The key to the 260Z 2+2 is an increase of almost a foot in wheelbase.*

*At the same time, we have been careful not to spoil the striking lines of the 240Z. The European styling is still very much in evidence, and the 260Z 2+2 looks every part the true GT-car. However, Datsun beauty is not only skin deep. Mechanically the 240Z was world-famed for its reliability record, a fact not only proved by the customers but also in events like the East African Safari Rally where Datsun 240Zs have taken the victor's laurels on three separate occasions.*

*Now the reliability of the 240Z is carried a step further with the 260Z and the 2+2. Mechanically the 260Z 2+2 is virtually identical to the two-seater GT with the power coming from the rugged six-cylinder 2565cc sohc engine producing 162 bhp (SAE) at 5600 rpm. The five-speed gearbox is retained, but with closer ratios, and the transmission has been strengthened to cope with the extra power.*

*All in all the Datsun 260Z 2+2 is a Grand Touring car with a difference. A difference which enables you to put the enjoyment back into motoring.*

*Cars not supplied with wheels illustrated.*

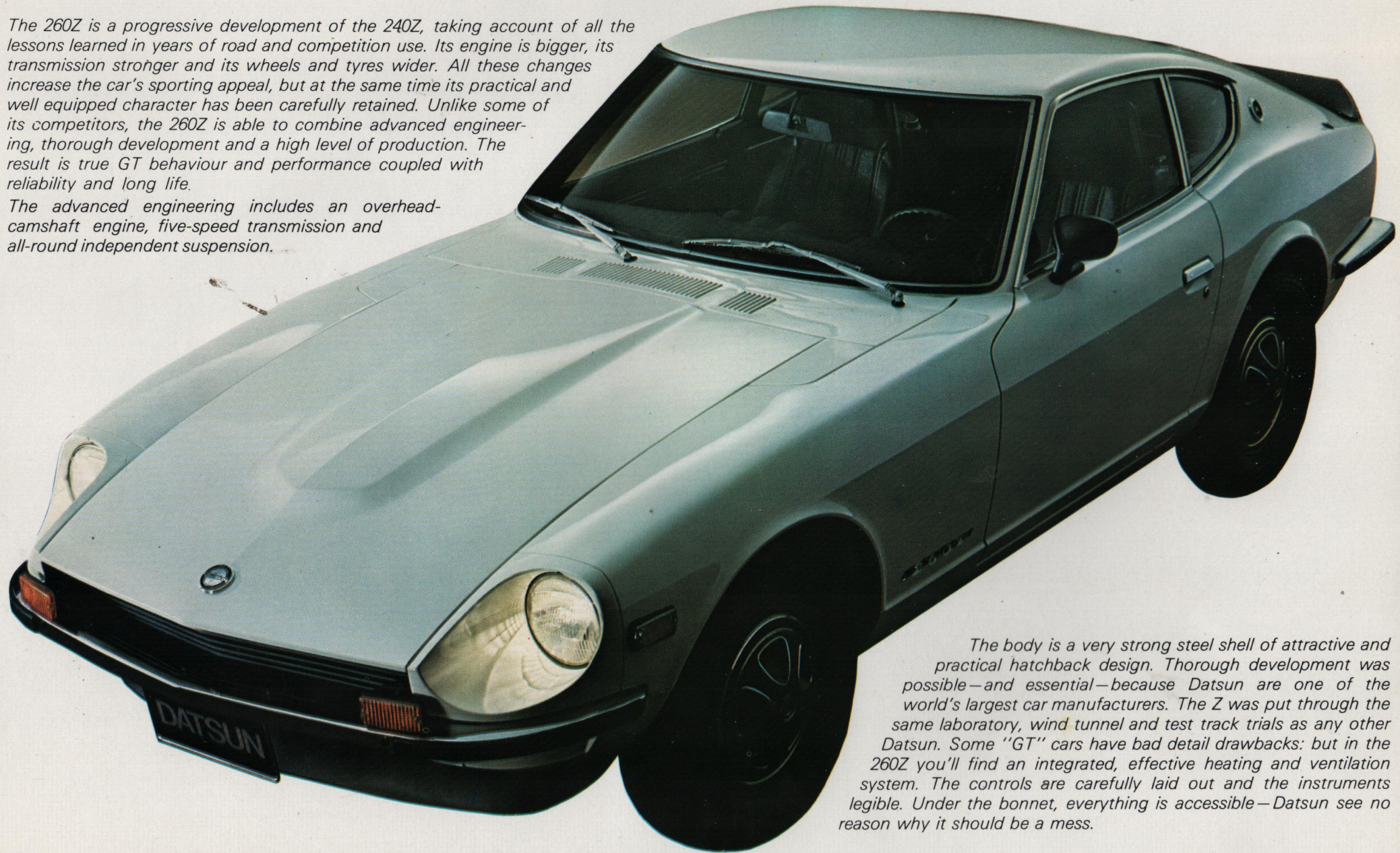


How to improve a world beater ●●●●●

## DATSUN announce the 260Z

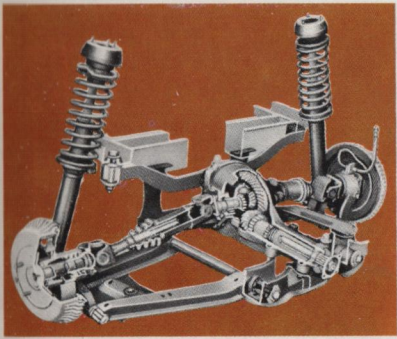
*The 260Z is a progressive development of the 240Z, taking account of all the lessons learned in years of road and competition use. Its engine is bigger, its transmission stronger and its wheels and tyres wider. All these changes increase the car's sporting appeal, but at the same time its practical and well equipped character has been carefully retained. Unlike some of its competitors, the 260Z is able to combine advanced engineering, thorough development and a high level of production. The result is true GT behaviour and performance coupled with reliability and long life.*

*The advanced engineering includes an overhead-camshaft engine, five-speed transmission and all-round independent suspension.*



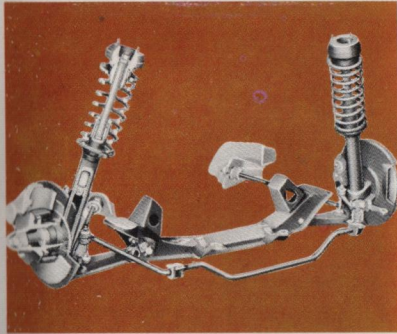
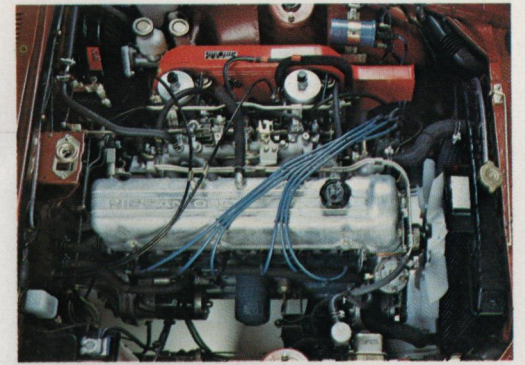
*The body is a very strong steel shell of attractive and practical hatchback design. Thorough development was possible—and essential—because Datsun are one of the world's largest car manufacturers. The Z was put through the same laboratory, wind tunnel and test track trials as any other Datsun. Some "GT" cars have bad detail drawbacks: but in the 260Z you'll find an integrated, effective heating and ventilation system. The controls are carefully laid out and the instruments legible. Under the bonnet, everything is accessible—Datsun see no reason why it should be a mess.*





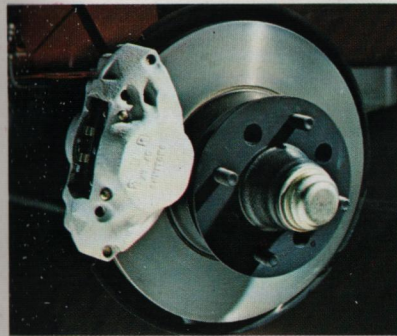
The 260Z —

a practical Grand Touring car



Our aim with the 260Z is to offer a *practical* GT car. We don't see why a fast, roadworthy sports coupe should be any less reliable or comfortable than a mass-production saloon. Nor need it be any less safe or more anti-social. The 260Z has a collapsible steering column, dual circuit brakes and anti-burst door locks. It has been fully crash tested at Datsun's own proving grounds. Where pollution is concerned, the highly-efficient straight-six power unit meets all current regulations.

Like its predecessor, the 260Z is strictly a two-seater, the new 2 + 2 version offering the extra accommodation.



Careful planning has given the 260Z an impressive interior without its occupants having to take second place. There is sufficient width for comfort, and fore-and-aft seat adjustment of over 7 inches enables drivers large and small to achieve a correct driving position. The steering wheel has a padded safety rim, the pedals are well spaced and there is a separate footrest for the driver's left foot, clear of the clutch.

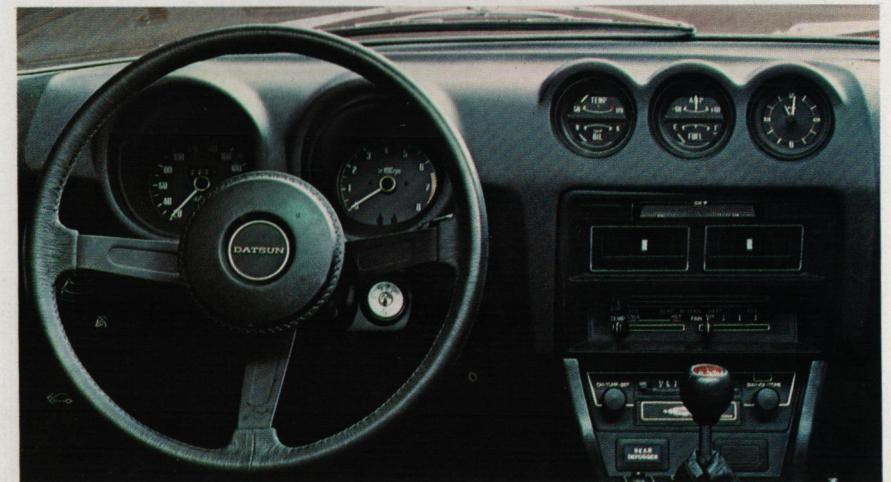
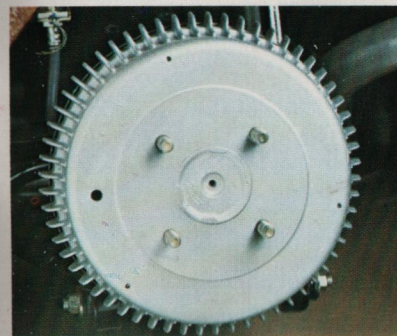
Instrumentation is comprehensive, and directly in front of the driver is a matching speedometer and tachometer. The speedometer comes complete with tripmeter. Minor instruments and clock are mounted above the centre console. Instrument lighting intensity can be varied by the driver.

In a modern world of mass-production economics it is not easy to produce a thoroughly up-to-date sports car. Usually the numbers don't justify the money needed for development. That is why many modern sports cars are old designs with bigger engines and wider wheels, or adaptations of more mundane vehicles.

But the 240Z was the world's best selling sports car, and has amply justified Datsun's decision to start with a clean sheet of

paper back in 1969. The 260Z is a worthy successor. Its all-independent suspension, using MacPherson struts all round, means the good handling won't vanish when the road gets rough. The steering is rack and pinion, because there is no substitute for precision of control in a car of this type. The dual-circuit, servo assisted braking system employs big discs at the front, drums at the rear. And the comprehensive electrical system, with heavy-duty alternator and battery, has been redesigned for 1974 to give the best possible protection against damp and corrosion.

The Datsun 260Z is no ordinary GT car.





## SPECIFICATIONS

### ENGINE:

Cylinders	6, in line
Main bearings	7
Bore	83.0mm (3.27in)
Stroke	79.0mm (3.11in)
Capacity	2565cc (157 cu.in.)
Max. power	162 bhp (SAE) at 5600 rpm
Max. torque	152 lb.ft. at 4,400 rpm
Valve gear	Single overhead camshaft with duplex chain drive. Finger-type rockers.
Lubrication	Gear-type pump. Replaceable cartridge filter
Carburettors	2 Hitachi HMB46W (SU-type)
Fuel pump	Nikki mechanical

### TRANSMISSION

Clutch	Single dry plate, diaphragm-spring, 8.86in.dia., hydraulic operation		
Gearbox	Five-speed, all-synchromesh, floor change		
Ratios	Top 0.86	2nd 1.90	
	4th 1.0	1st 2.91	
	3rd 1.31	Rev 3.38	
Final drive	Hypoid bevel, ratio 3.70 - to - 1		

Alternator Heavy-duty battery Sealed-beam headlamps  
Hazard warning (four-way flasher) Heated rear window  
Reversing lights Cigar lighter Rev counter Clock Ammeter  
Oil pressure gauge Trip mileage recorder Brake fluid low  
warning Rear window heater warning Three-speed wipers

### SUSPENSION

Front	MacPherson struts, lower transverse and drag links. Coilsprings, telescopic dampers, anti-rollbar
Rear	MacPherson struts, triangulated lower link, coil springs, telescopic dampers. Drive shafts with two Hooke-type joints

### STEERING

Type Rack and pinion. Wall-to-wall turning circle 31.4ft

### BRAKES

Type Discs front, drums rear, split-circuit (tandempiston master cylinder), vacuum servo, fail-safe pressure-regulating valve in rear brake line

Size Front, 10.67 in.dia.  
Rear, 9.0 in.dia. x 1.57 in. wide shoes

### WHEELS

Type Pressed steel disc, 4-stud fixing, 5J rims

Tyres Radial-ply, tubeless, 195/70 VR 14

## STANDARD EQUIPMENT

including intermittent-wipe Electric screenwash Fingertip lighting control switch Headlamp flasher Centre console with ashtray and storage tray Reclining seats Integral head restraints Carpet throughout Lockable glovebox Dipping mirror Combined armrest/door pulls Map light in console

### EQUIPMENT

Alternator	Hitachi, 60-amp
Battery	12-volt, 60Ah
Headlamps	Lucas sealed-beam, total wattage 150/100
Fuses	12, plus 2 fusible links protecting charging and ignition circuits

### SERVICE CAPACITIES

Fuel	13.2 gallons (60 litres) 95 octane (RM)
Coolant	16.5 pints (9.4 litres)
Sump & filter	7 pints (4 litres) 10W/40
Gearbox	3.5 pints (2 litres) SAE 80EP
Final drive	2.2 pints (1.3 litres) SAE 90EP

### DIMENSIONS

	260Z	260Z 2+2
Length overall	13ft 6in.(411.5cm)	14ft 7in.(444.5cm)
Width overall	5ft 4 1/4 in.(163cm)	5ft 5 1/2 in.(165cm)
Height overall	4ft 2 1/2 in.(128cm)	4ft 2 3/4 in.(129cm)
Track, front	4ft 5 1/4 in.(135.5cm)	4ft 5 1/4 in.(135.5cm)
Track, rear	4ft 5 1/2 in.(136cm)	4ft 5 1/2 in.(136cm)
Wheelbase	7ft 6 1/4 in.(230.5cm)	8ft 6 1/2 in.(260.5cm)
Ground clearance	5 3/4 in. minimum	6 1/4 in. minimum
Kerb weight	2425 lbs.(1110 kg)	2557 lbs.(1160 kg)

Variable instrument lighting 2 coathooks Radial-ply, low-profile tyres Heater with 3-speed fan Through-flow face-level ventilation Metallic colours Tool kit Interior bonnet release Radio.  
**260Z 2+2 only:** 8-track car stereo system Electric aerial.



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