

# ***DATSUN*** 200L LAUREL





# 200L LAUREL saloon

**Spacious, smooth and well-equipped**

*Datsun's 200L Laurel was introduced in 1972 to replace the old but popular 1800. Compared with its predecessor it is bigger, both inside and out; and it is more powerful and so faster. It is also designed to the latest safety standards, and like all Datsuns it is extremely well equipped. For 1974, it has been even further improved.*

*The main aim of the Laurel is to provide comfortable travel for the larger family, or for the businessman who needs a lot of room. The businessman more than the family may appreciate the executive-style equipment, though everything is aimed at making driving safer, easier or more enjoyable.*

*The Laurel's other aim is to do its job without crippling its owner's pocket. Because so much of its equipment is standard, it rates highly as value for money. Its efficient four-cylinder, two-litre engine will prove more economical than you might expect in a car this size. And Datsun's legendary reliability will keep repairs and time lost to a minimum.*

*The Laurel, in fact, sets out to make sense of modern motoring for the man who needs a big car. Behind it is all the experience of Datsun's engineers and testers — the fourth biggest car-manufacturing team in the world. Their standards are high — the benefit is yours.*





# styled to impress

## But styled for safety, too

The Laurel is an impressive car with sleek, modern styling. There is, however, more to its shape than mere eye-appeal. Beneath its skin lies a computer-designed structure combining strength with lightness. The lightness confers lively performance and good economy; the strength is for safety's sake. Both nose and tail will crush under impact,



helping to absorb the shock, while the strong passenger compartment maintains its shape to protect the occupants.

The smooth body panels use a minimum of bright trim, so there are few rust traps. All the windows are tinted — not just for the sake of luxury, but to reduce glare and keep the interior cooler in summer. A four-headlamp system is standard, as is the locking flap over the fuel filler, and the reversing lights. The indicators, with side repeaters, are linked to a four-way hazard warning system.

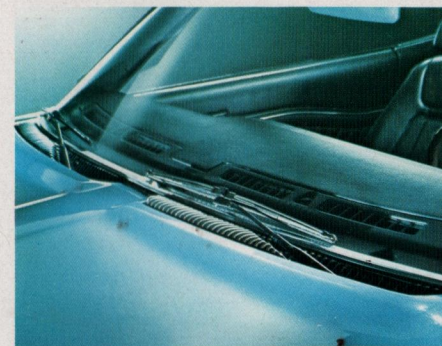
The Laurel is a big car, because it has space for a family of five and a lot of luggage, wrapped in a safe and stylish shell of advanced engineering. From the driving seat, though, it may not seem as big as you think. Don't be daunted by the Laurel — drive it and discover that Datsun's engineers were out to impress you as well as your neighbours.

# designed to take care of the family

## Good, sensible features for convenience

Wherever you look, the Laurel has a high standard of ideas, finish and equipment. The carefully-designed, cloth-upholstered front seats recline, and are fitted with adjustable head

All these things are important to everyone in the car. There are other features, though, that only the driver will appreciate fully. The



Two-speed wipers clear large screen area



Safety flush-fit door handles



Large boot takes family-size luggage load

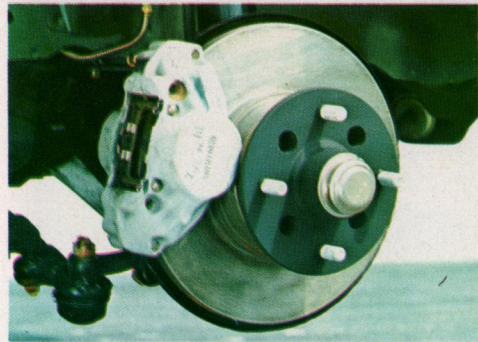
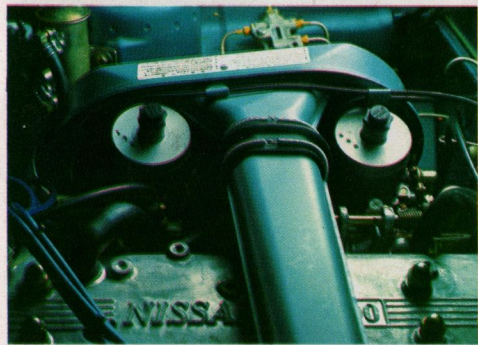
restraints. The back seat is wide enough to take three passengers in reasonable comfort.

The pushbutton radio is standard. So is the heated rear window. The wipers are two-speed, the washer electric. To take care of all the electrical services, there is a heavy-duty battery and an alternator. The fusebox is inside the car, not hidden under the bonnet. A powerful heater works in conjunction with a through-flow ventilation system and a three-speed fan.

instruments, set in large dials, are easy to read and free from reflections. The controls are carefully laid out to save the driver fumbling for the right switch; one column-mounted stalk serves the lights and indicators, another the wipers and screenwash.

Check also the safety features of the interior design — the flush door handles, breakaway mirror and energy-absorbing steering column. The Laurel is designed to take care of you.





## Advanced engineering, but not for the sake of it

Datsun, with its wide range of cars, has different factories and different design teams for different jobs. The Laurel comes from the big Murayama plant, which has always specialised in the bigger, more luxurious cars.

Any car design is a compromise, but the Laurel is less of a compromise than some. Though a big car, it is built in large enough numbers to keep the price down. That is why it offers such value for money. And because it enjoyed the benefit of Datsun's three test tracks, dozens of laboratories and hundreds of engineers, it is also a very good car in absolute terms.

At its heart is a well-tryed, two-litre overhead-camshaft engine. It is not the biggest or most powerful engine in the Datsun range, but was chosen to give the best combination of performance and economy for a big family car. The result is a 100 mph maximum — or unstrained 70 mph cruising. Yet up to 34 mpg is possible with restrained open-road driving, and most owners should better 25 mpg in normal use.

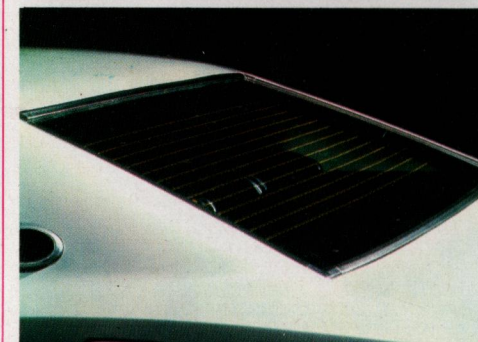
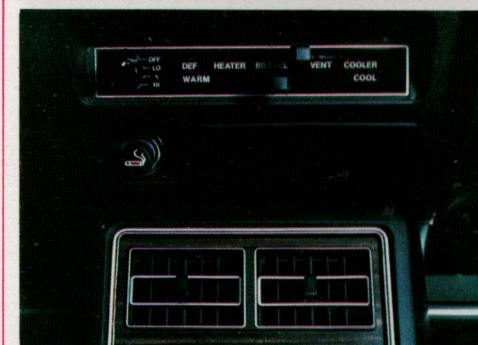
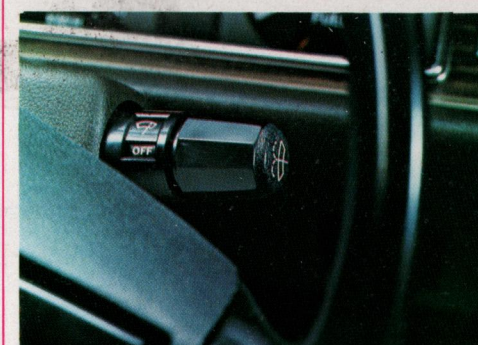
Smooth driving helps economy, and the Laurel helps anybody drive smoothly. Datsun gearboxes are a standard by which others are judged — try the smooth, precise four-speed change in the Laurel, and the light, progressive clutch. The brakes, too,

are light — servo-assisted, with big discs at the front, and hydraulic circuits split front and rear for safety.

The recirculating-ball steering system reduces the effort involved, as well as cushioning kick-back from the road, and good roadholding is ensured by the wide, low-profile radial-ply tyres. Suspension design is careful but conventional — Datsun only innovates for the sake of gaining something, not for the sake of innovation itself. Thus you will find strut-type suspension at the front, and a live axle at the back — simple, tough and easy to work on.

Tucked in behind the back seat, well out of harm's way in a collision, is a fuel tank that holds nearly 13½ gallons — enough to take you over 400 miles if you take it easy. And the fuel that goes into it need only be two-star. Some people may think us mean, but we fit an anti-siphoning circuit as well as a lockable filler cap cover.

If you doubt the detailed care of Datsun engineering, look under the bonnet of the Laurel. It is designed, like any Datsun, to be as easy as possible to work on. Not only does that please mechanics, it saves time and money in servicing. No matter how little you know about engines, that's still important.



## STANDARD EQUIPMENT

1. Radial ply tyres.
2. Wheel trims.
3. Counter-balanced bonnet.
4. Alternator.
5. Electric windscreen washer.
6. Tinted glass all round.
7. Zone toughened windscreen.
8. Semi-concealed wipers.
9. Tachometer.
10. Clock.
11. Radio.
12. Hazard flasher.
13. 3-speed heater and de-mister.
14. Flow-through ventilation with inclined adjustable vents.
15. Cigar lighter with illuminated socket.
16. Steering lock.
17. Ignition key light.
18. Oil pressure warning light.
19. Hand brake warning light.
20. Charge warning light.
21. Radio night light.
22. Milometer trip meter.
23. Headlamp flasher.
24. Lockable glove box.
25. Front and rear grab handles rear with coat hooks.
26. Package tray.
27. Ashtrays front and rear.
28. Centre console, arm rest and glove box.
29. Breakaway safety mirror.
30. Interior light.
31. Two padded sun visors.
32. Four armrests.
33. De-luxe non-slip seat fabrics.
34. Individual reclining front seat with head rests.
35. High back bench rear seat.
36. Heated rear window.
37. Lockable petrol filler cap.
38. Reversing lights.
39. Counter-balanced boot lid.
40. Interior boot light.

## TECHNICAL

### SUSPENSION

Front MacPherson struts, lower links, coil springs, telescopic dampers, anti-roll bar  
 Rear Live axle, semi-elliptic leaf springs, telescopic dampers

### STEERING

Type Recirculating-ball, variable-ratio

### BRAKES

Type Discs front, drums 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.

### WHEEL AND TYRE

Wheels Pressed steel disc, four-stud fixing 5J - 14 in.  
 Tyres Radial-ply tubeless, 185/70 - 14 in.

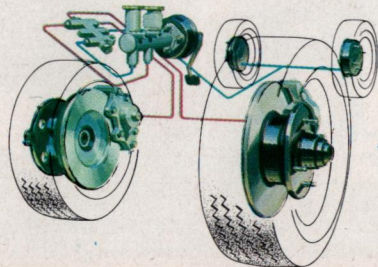
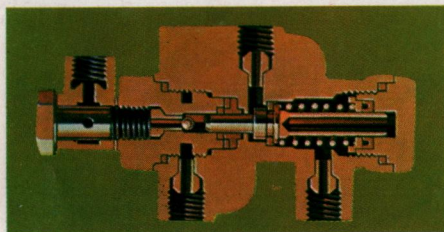
### EQUIPMENT

Alternator	Hitachi LT150, 48 amp
Battery	12 volt, 50 amp-hour
Headlamps	Toshiba four-lamp sealed-beam system, total wattage 160/90
Reversing lamps	Standard
Fuses	9, plus 4 fusible links
Windscreen wipers	Two-speed
Windscreen washer	Electric
Heater	Standard, water-valve type, 3kw output, 3-speed blower
Heated rear window	Standard
Safety belts	Provision for static-type belts
Interior trim	PVC seats with cloth facing; PVC headlining
Floor covering	Carpet throughout





Datsun - 0003



## SPECIFICATIONS

### ENGINE

Cylinders	4 in line
Main bearings	5
Bore	89.0mm
Stroke	80.0mm
Capacity	1990c.c.
Max power (DIN)	100 bhp at 5600rpm
Valve gear	Single overhead camshaft
Carburettor	Hitachi DAF 342-9A twin-choke
Fuel pump	Jidosh-Kiki electric

### SERVICE CAPACITIES

Fuel	13.2 gallons (60 litres) 92 octane (RM)
Coolant	14 pints
Sump & filter	8 pints SAE 10W/40
Manual gearbox	2.9 pints SAE 80EP
Automatic	4.9 pints DEXRON

### SERVICE INTERVAL

Major	12000 miles (change fuel filter, brake fluid, spark plugs)
Main	6000 miles (change oil filter)
Minor	3000 miles (change engine oil)

### TRANSMISSION

Clutch	Diaphragm-spring, 8.9in. diameter, hydraulic operation
Gearbox	4-speed, all-synchromesh floor change (optional three-speed automatic)
Ratios	Top 1.00 (Auto) High 1.00 3rd 1.42 Inter 1.46 2nd 2.25 Low 2.46 1st 3.59 Rev 2.18 Rev 3.66
Final drive	Hypoid bevel, ratio 3.89 to one.

### DIMENSIONS

Length	177 in.
Width	65 1/2 in.
Height	55 1/2 in.
Wheelbase	105 in.
Front track	53 in.
JIS kerb weight	2469 lb.
Max payload	1090 lb.
Max towing weight	23.5 cwt. (with trailer braking)

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# DATSUN UK LIMITED

DATSUN HOUSE BRIGHTON ROAD  
WORTHING BN11 2BS SUSSEX

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