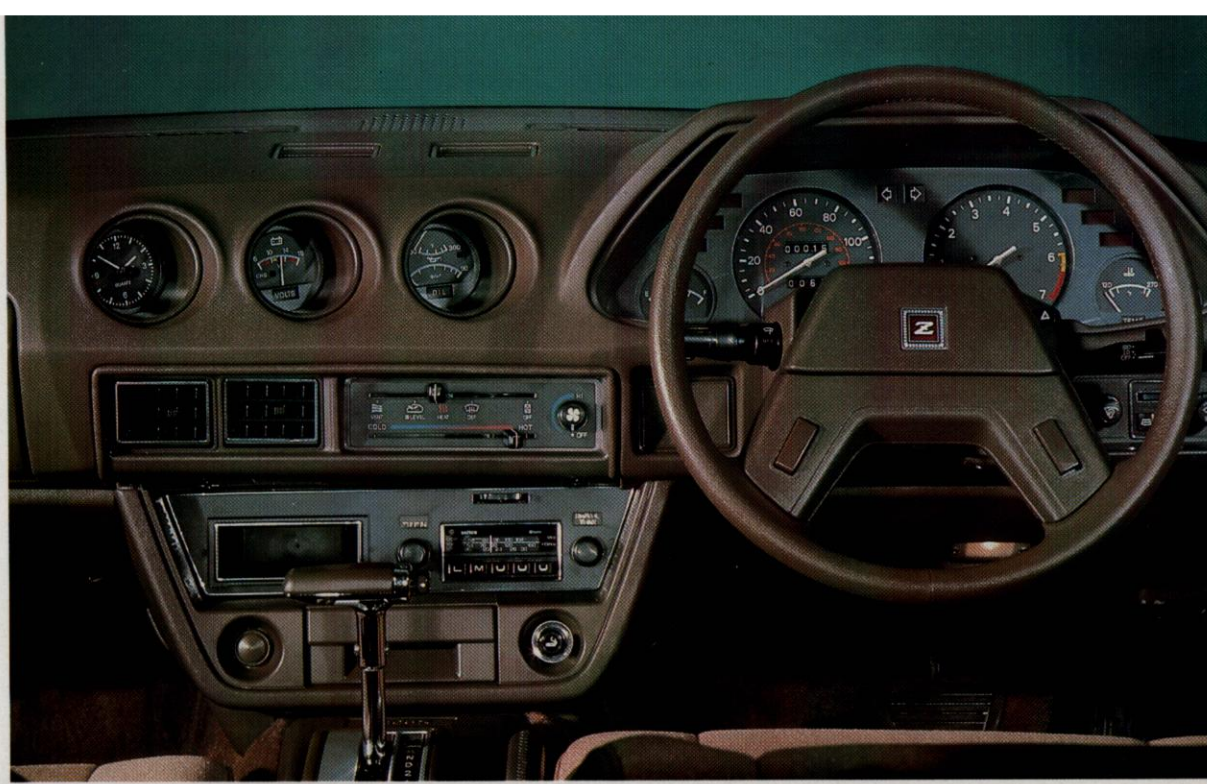




280ZX



DATSUN 280ZX





DATSUN 280ZX

The new 280ZX represents the ultimate in Datsun quality, refinement and technical achievement.

Its aerodynamic performance is one of the best in the motoring world today. Superbly balanced handling is the result of a near perfect 50:50 weight distribution. Performance, comfort, safety, equipment – in just about every department the 280ZX reaches new levels of motoring sophistication.

Five years of intensive research and development testing 200 prototypes over 186,000 miles has produced a masterpiece of design and engineering – a worthy successor to the world's best selling sports car.

Since the original model was introduced in 1969, the 'Z' has gone from strength to strength, proving itself a winner not only on racing and rally circuits around the world but with over half a million motoring enthusiasts.

The latest in this distinguished line, the new 280ZX, clearly shows that Datsun continues to be among world leaders in automotive design.



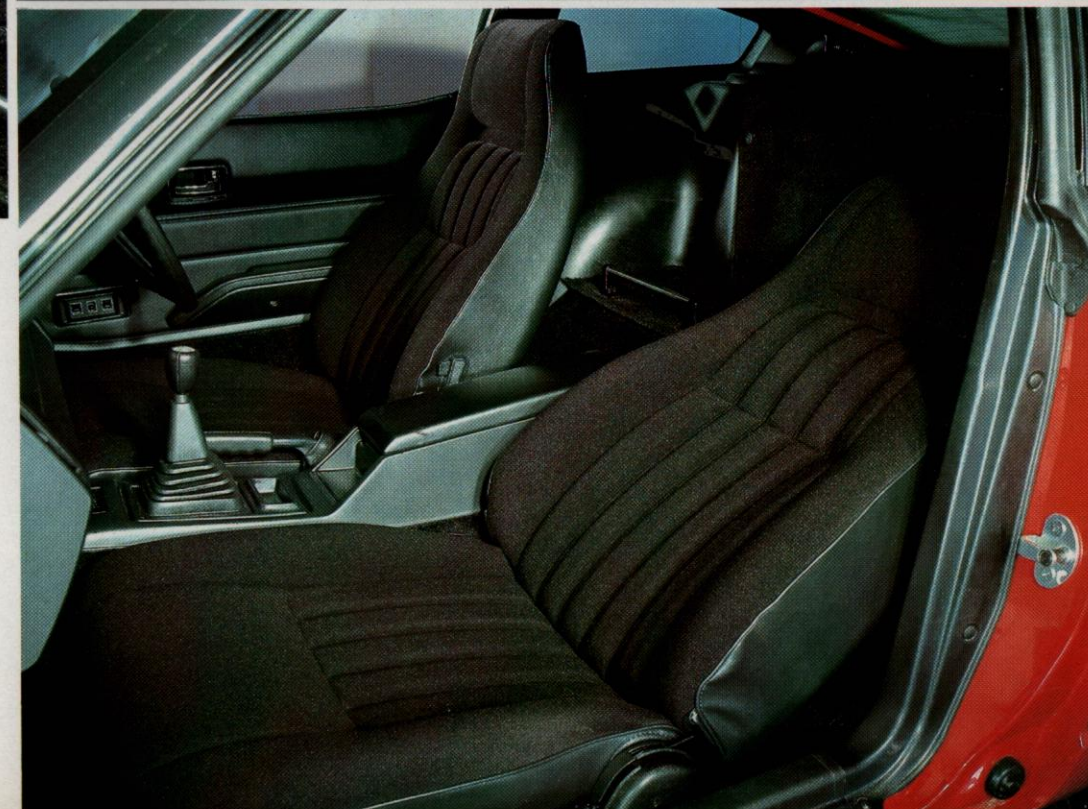
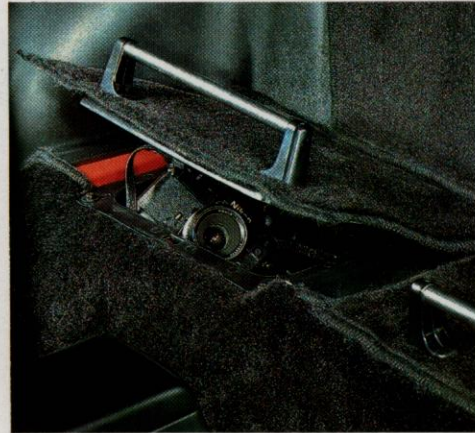


There are two versions of the new 280ZX—a 2 seater and a 2+2, both offering a rare blend of high performance, comfort and refinement to satisfy the most demanding motorist.

A 2.8 litre, six cylinder engine developing 140 bhp gives the 280ZX exhilarating performance with the 2 seater reaching 60 mph in around 9 seconds and going on to a maximum of up to 125 mph. An advanced electronic fuel injection system ensures optimum performance and economy by calculating for itself exactly how much fuel is required at any given moment. Coupled closely to this is a maintenance free fully transistorised ignition system giving peak performance at all times from cold weather starting through to maximum speed.

A precision engineered five speed, close ratio gearbox makes the most of the 280ZX's performance with fifth allowing effortless high speed cruising. Both 2 seater and 2+2 are also available with three speed, fully automatic transmission.

The 280ZX has a new variable ratio power steering system which gives extra assistance for low speed driving whilst retaining the necessary degree of feel at higher speeds. This, combined with fully independent coil spring suspension, a remarkably even weight distribution and wide low profile tyres on alloy sports wheels gives the 280ZX outstanding roadholding and safe predictable handling.

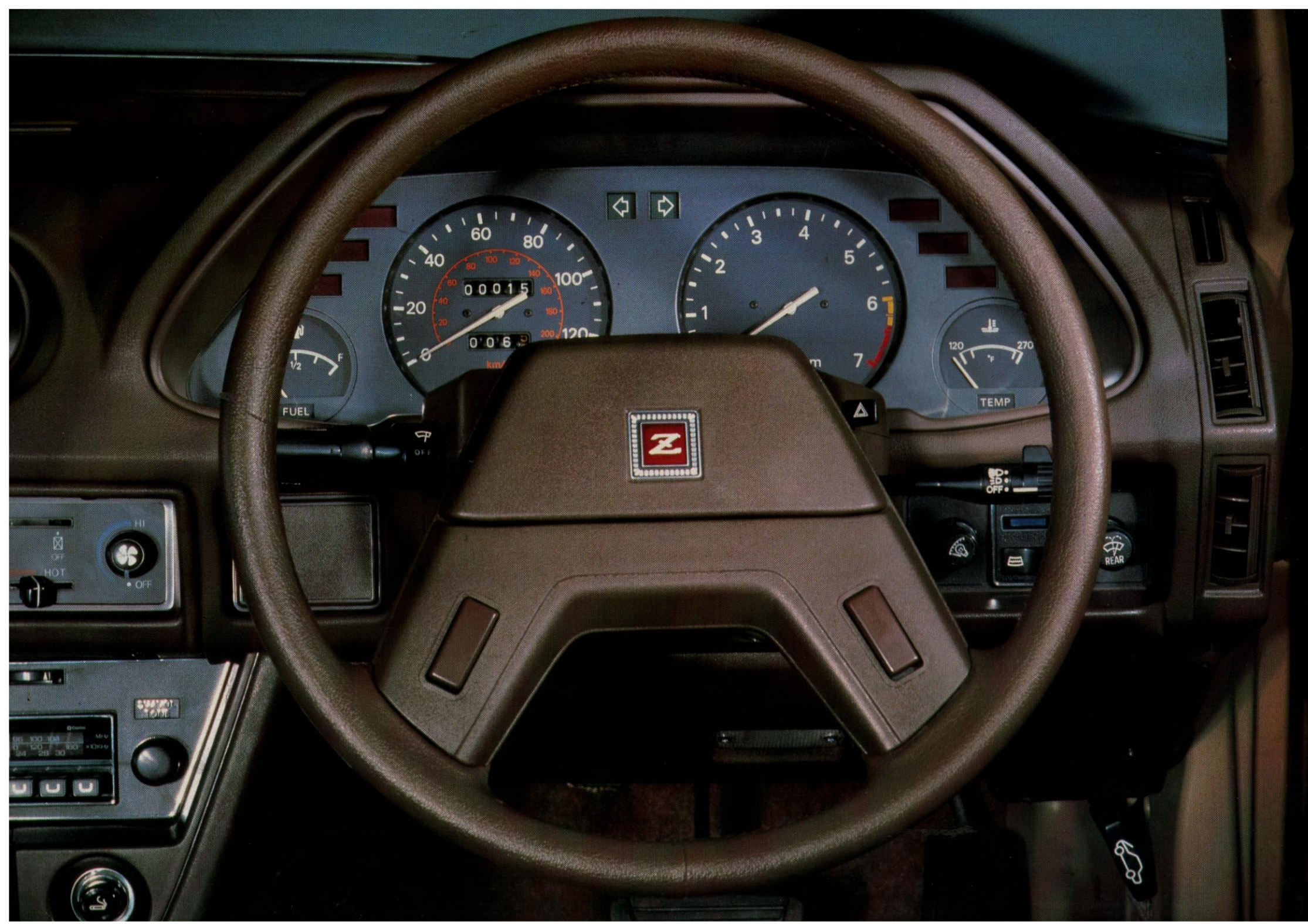


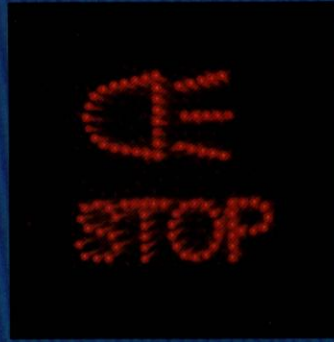
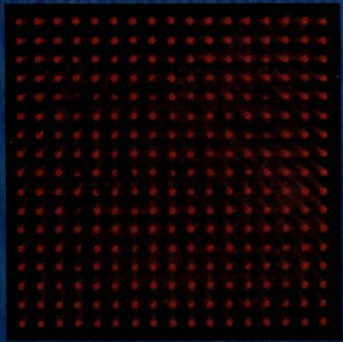


280ZX



DOOR MIRRORS AS ILLUSTRATED NOT AVAILABLE IN U.K.





Datsun's advanced technology is also employed in the new power assisted braking system which uses large discs on all four wheels and has dual circuits and tandem master cylinders for extra safety.

The 280ZX is highly rewarding to drive – powerful, responsive and a joy to handle. Yet Datsun designers have taken care to ensure that, at the same time, it makes no unnecessary demands on you, the driver. The result is that a 500 mile journey can be as satisfying and enjoyable as a 50 mile trip.

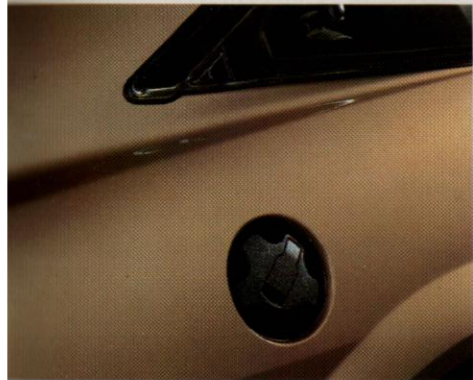
The remarkably roomy interior reflects the same degree of concern. Luxurious cloth upholstered seats are scientifically designed to give more support to the lower back – often the main area of driver fatigue. The driver's seat has a useful height adjustment and a special lumbar control which varies the amount of support to suit your particular needs. The passenger seat on the 2+2 features a walk-in device with memory which slides the whole seat forward for easy access to the rear seats and then returns to its pre-selected position. Rear seats on the 2+2 fold individually to give 'multispace' luggage capacity. Deep pile fitted carpets add to the luxury feel of the interior and total colour co-ordination makes it equally satisfying to the eye.

The impressive facia is designed for enthusiasts. Large speedometer and tachometer are housed directly in front of the driver in a glare-free facia panel, together with fuel and water temperature gauges. Alongside is a combined oil pressure and temperature gauge, a voltmeter with battery charge warning light and a highly accurate quartz clock – all three dials being sensibly angled towards the driver. Convenient steering column stalks control lights, indicators and three speed wipers with intermittent and wash/wipe facility.

A highly advanced electronic warning display keeps you fully informed. When you switch on the ignition a red light glows for four seconds while a monitoring system automatically checks battery and windscreen washer levels and correct operation of head, tail and stop lamps. After the four seconds, a green illuminated 'OK' sign indicates all is well. If, however, the red light remains on, you press a button beside the display to reveal the system at fault. Other warning lights give an indication of low fuel and brake fluid, handbrake on or a door not properly closed and there's an audible reminder that you've left your lights on activated by opening the driver's door.

The sophisticated level of equipment features electrically operated door windows with driver's side control panel, a 'flick' switch to open and close the driver's window automatically and an individual passenger control. The push-button radio has an electric aerial which automatically retracts when the ignition key is removed.





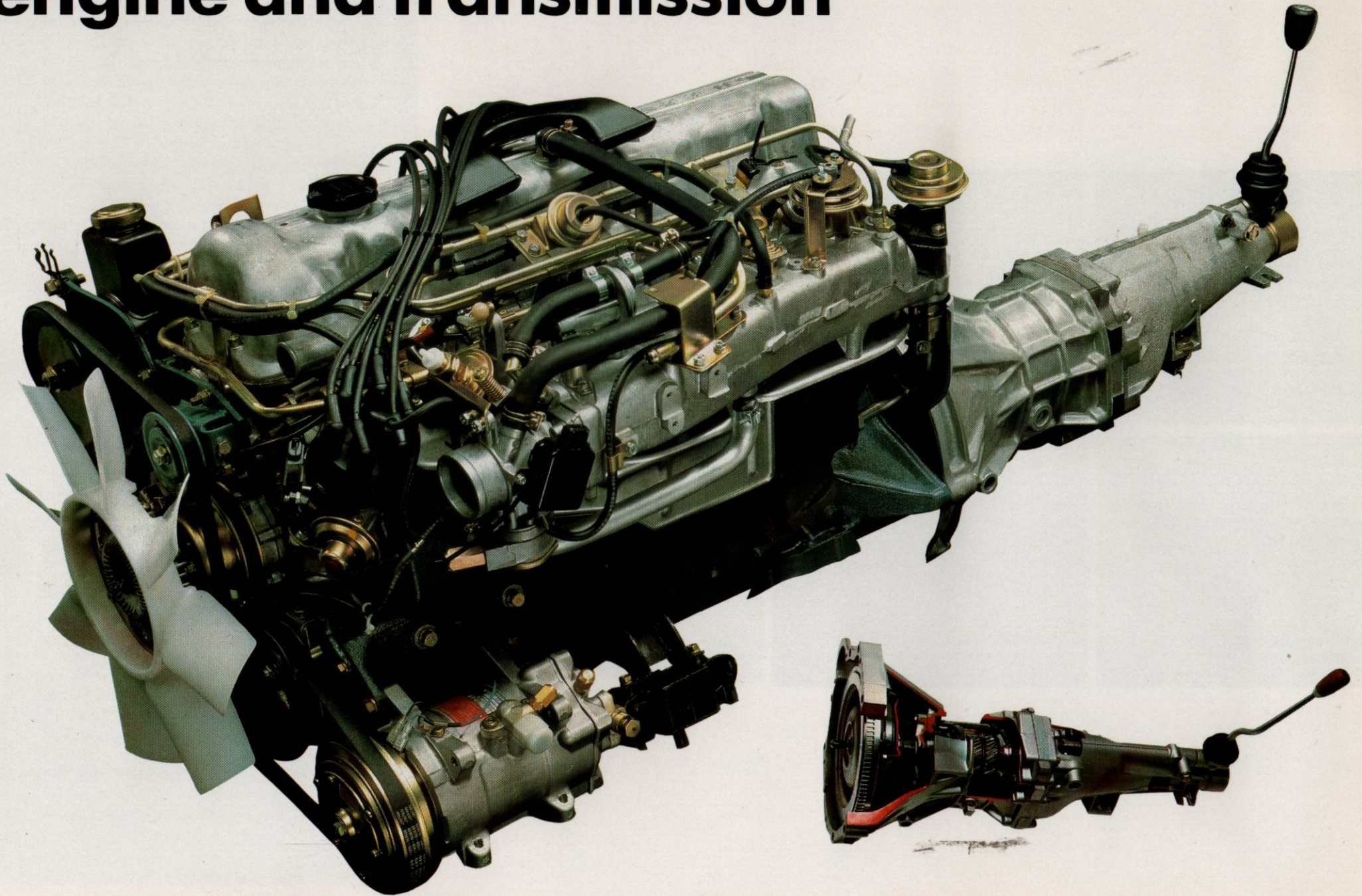
A superior heating and ventilation system keeps you comfortable in all weathers. The powerful heater has a variable boost fan that gives you fine control of air distribution rate. There are adjustable central, face level and side vents and useful side window demisters. Tinted glass, rear screen wiper and washer, heated rear window, quartz halogen headlamps with power jet washers, interior tailgate release, map reading light are just part of the 280ZX's luxury standard specification.

Datsun's latest technology in overall vehicle design and interior sound proofing has made the 280ZX one of the quietest cars in its class and even at maximum speed it is possible to hold a normal conversation.

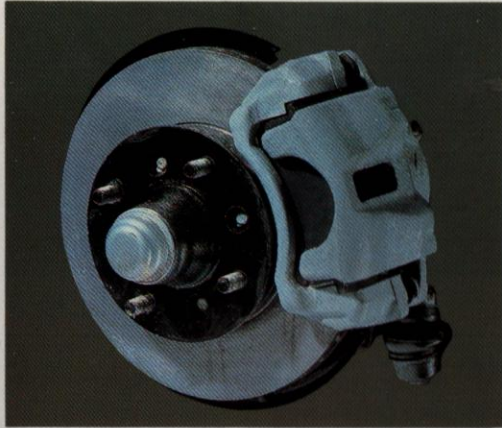
An equally high priority has been given to corrosion resistance. To begin with, the 280ZX's major body parts are made from rust-resistant galvanised steel. An elaborate anti-corrosion process, including zinc phosphate coating, precedes painting with a high-grade paint that resists stone chipping and rust forming. After painting, many hidden areas of the body are treated with special rust-inhibiting compounds. Headlamp 'cutaways' in the front wings are now formed of moulded plastic to avoid corrosion. Welded joints in the bodywork have been carefully designed to make it virtually impossible for water to seep in.

The 280ZX is designed to be a LASTING pleasure.

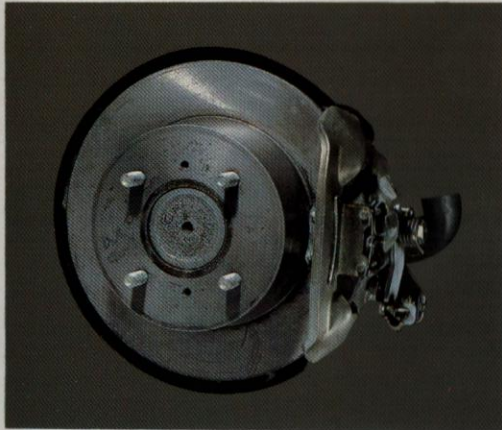
engine and transmission



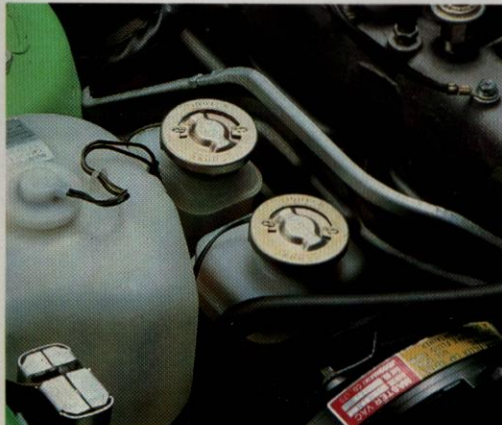
Specifications 280ZX



Ventilated front disc brake



Rear disc brake



Tandem master cylinders

Engine: 6-cylinder in-line OHC.
7-main bearing crankshaft,
capacity 2753cc.
BHP 140 at 5200 rpm (DIN).
Torque 149 ft/lbs at 4000 rpm (DIN).
Compression ratio 8.3:1.

Lubrication: Pressure feed flow, trochoid gear oil pump.

Cooling System: Water cooled, forced circulation with centrifugal water pump.

Fuel System: Electronic fuel injection.

Electrical System: 12 volt, 60Ah battery. 12 volt, 60 amp alternator. Electronic ignition.

Clutch: Single dry disc, with diaphragm spring.

Gearbox: MANUAL – 5 forward speeds, all synchromesh and reverse.
AUTOMATIC – 3 forward speeds, 6-position selector.

Gear ratios:	Manual	Automatic
1ST	3.321	2.458
2ND	2.077	1.458
3RD	1.308	1.000
4TH	1.000	–
5TH	0.864	–
Reverse	3.382	2.182
Hypoid final gear ratio	3.700	3.545

Suspension: FRONT – independent strut with coil spring. Hydraulic telescopic double-acting shock absorbers. Torsion bar type stabilizer.
REAR – independent semi-trailing arms with coil spring. Hydraulic telescopic double-acting shock absorbers. Torsion bar type stabilizer.

Steering: Variable ratio, power assisted, recirculating ball. Overall ratio 16.3:1. Collapsible steering column.

Brakes: Hydraulic. Servo-assisted, dual circuit. Tandem master cylinder. Proportioning valve on rear brakes. Auto-adjuster.
FRONT – ventilated discs, diameter 9.92 ins.
REAR – discs, diameter 10.59 ins.

Wheels & Tyres: 6J alloy wheels. 195/70 VR-14 steel radial tyres. Dunlop Denovo also available.

Capacities: Fuel 17.6 imp. galls.
Coolant 17 pints
Sump & filter 8 pints
Gearbox Man. 3.5 pints Auto. 9.8 pints
Final drive Man. 2.25 pints Auto. 1.75 pints

Dimensions, Weights:	2 Seater		2+2
	Overall length (ins.)	170.9	178.7
Overall width (ins.)	66.5	66.5	
Overall height (ins.)	50.8	51.2	
Front track (ins.)	54.9	54.9	
Rear track (ins.)	54.7	54.7	
Wheel base (ins.)	91.3	99.2	
Min. Ground Clearance (ins.)	5.7	5.7	
Kerb weight			
Manual (lbs.)	2657	2734	
Automatic (lbs.)	2635	2712	

Government Fuel Consumption Tests	MPG (litres per 100 kilometers)		
	Town driving cycle	Constant 56 mph (90 km/h)	Constant 75 mph (120 km/h)
2 Seater			
(M)	19.8 (14.3)	34.0 (8.3)	27.7 (10.2)
(A)	19.3 (14.6)	30.7 (9.2)	24.6 (11.5)
2+2			
(M)	19.8 (14.3)	33.6 (8.4)	27.7 (10.2)
(A)	19.3 (14.6)	29.7 (9.5)	24.1 (11.7)



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