

NISSAN CHERRY



Cherry GS and SGL

One of the world's most successful small hatchbacks, the Nissan Cherry, changed recently.

First it acquired a new shape – ultra modern, spacious, wind cheating and petrol saving.

Then the range was expanded. To a base of three and five door hatchbacks with 1.3 and 1.5 litre ohc engines were added three new models – two of them made in Europe – to widen the appeal of the Cherry range.

Now the Cherry buyer can choose between several levels of trim and equipment, and characteristics ranging from the ultra-economical to the very high performance.

More than two million Nissan Cherrys have been sold throughout the world since 1970, and regular model changes have ensured that each incorporates the latest in technology.

The Nissan Cherry has a wedge shape so that it cuts through the air. The sharply sloping bonnet, raked windscreen and clean shape give a drag co-efficient of 0.38 – as low as on many sports cars. This saves fuel.

Nissan's E-series engine – used in

1.3 litre form in most Cherrys – is a super-efficient overhead camshaft crossflow design which has a high power output but is light and has a notably low fuel consumption.

The engine is mounted transversely with the gearbox and final drive in line. GS models have a four-speed gearbox in which the lower ratios are closely spaced for good acceleration and top is an "overdrive" gear to give the best possible fuel consumption at cruising speeds.

On SGL models a five-speed gearbox is an option, with identical lower ratios but a higher fifth gear to save on main road and motorway touring.

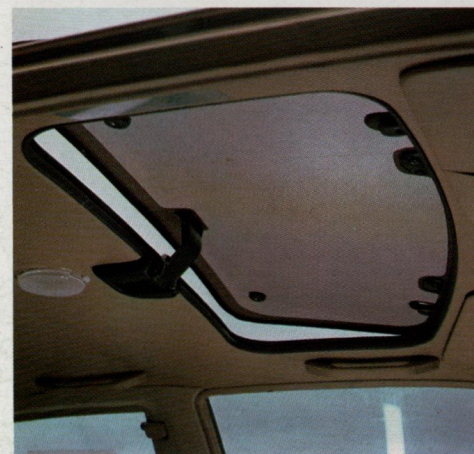
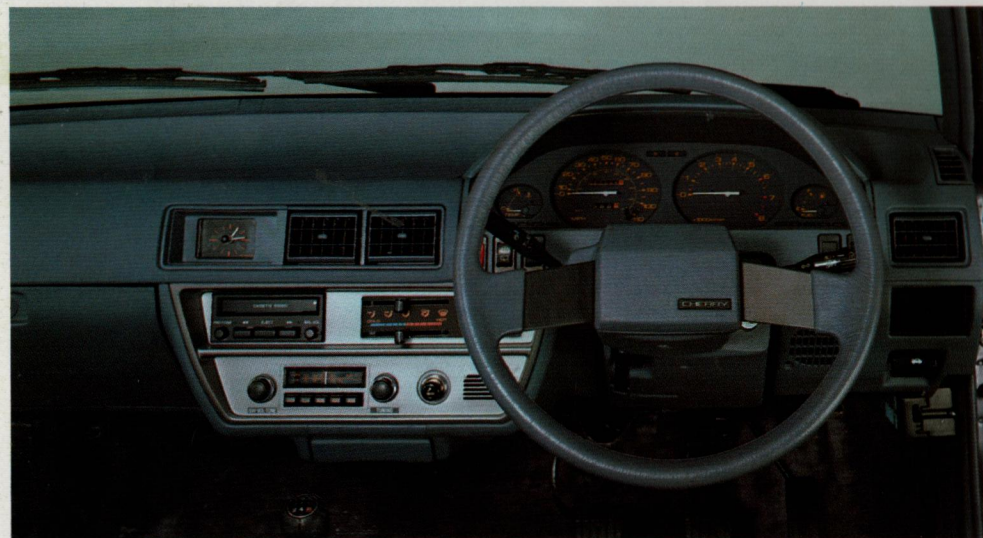
A three-speed automatic transmission with a "lock-up" facility on the highest ratio is available on 1.3 SGL models.

Nissan have made the Cherry a particularly roomy car. It is as wide, and therefore has as much elbow room, as many larger cars. It has excellent legroom, enough for the tallest driver, and ample accommodation for rear seat passengers. All models have cloth upholstery, and carpets throughout

the cabin and luggage area.

To give the most versatile carrying capacity GS and SGL models have split squab rear seats, and on SGL models there is remote control opening for the tailgate, and for the fuel lid.

Interior styling is designed for maximum visibility and the Nissan Cherry has a light airy atmosphere with colour-coordinated materials, an excellent heating and ventilation system, and comprehensive interior fittings including a radio – and a stereo cassette unit on SGL models.



Cherry Europe and GTI

Two of the most respected names in the motor industry, Nissan and Alfa Romeo, have teamed up to produce the Nissan Cherry Europe – recognisably a Cherry, but with a distinctive character.

The Cherry Europe has bodywork shipped as panels from Japan and assembled in a new purpose-built factory in Southern Italy. Then it receives the famous Alfa Romeo flat four engine, and Alfa Romeo gearbox and final drive unit.

Many other items of equipment are sourced either in Italy or elsewhere in Europe, to give the Nissan Cherry Europe its own special appearance, performance and style.

It is a car that demands to be driven and rewards the driver with its lively response.

The Nissan Cherry Europe 1.2 produces 62 bhp (DIN) at 6000 rpm, and 65.8 lb/ft of torque at 3200 rpm. That gives the Europe sparkling performance, because the flat four engine, in true Italian style revs freely right up to maximum power.

All Cherry Europe models are available with a five-speed gearbox, in which fifth is an overdrive ratio for maximum economy, but the lower ratios are ideally spaced for acceleration and overtaking.

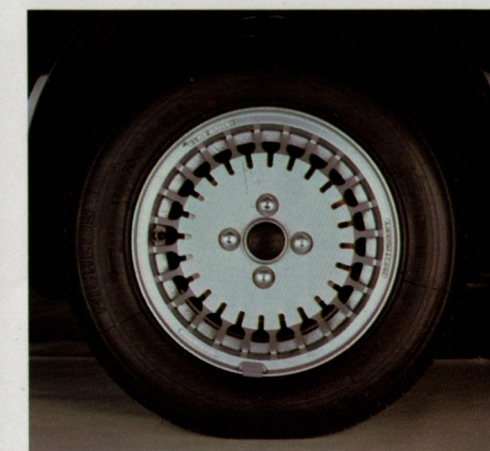
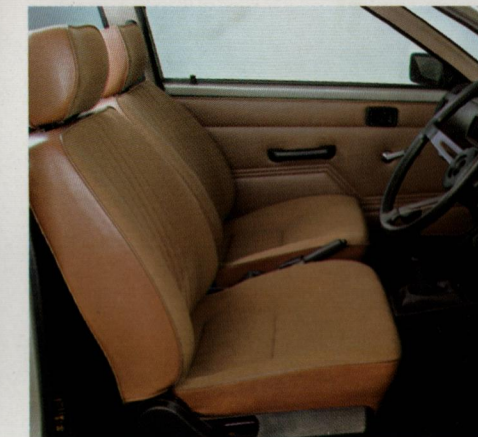
Positive rack and pinion steering, disc front brakes and all-independent suspension ensure that the Cherry Europe responds as you would expect of a car with this pedigree.

Interior appointments include reclining cloth upholstered front seats, split-squab rear seats, a centre console, and remote tailgate release.

For the Cherry Europe GTI, a 1490 cc version of Alfa's engine is used. With twin choke Weber or Dellorto carburettors it produces 93 bhp at 5800 rpm (DIN) and 96.1 lbs/ft of torque. That gives the GTI electrifying performance – 0 to 60 mph in 10.0 seconds and a 112 mph top speed.

It has distinctive alloy wheels, low profile tyres, and spoilers front and rear. Inside the driver and front passenger have special rally-style seats, and there's a thick rimmed sports steering wheel.

The Nissan Cherry Europe GTI is for going places – at a pace. It brings a true "Grand Touring" type of performance to the Nissan Cherry.



Cherry Turbo ZX

Nissan's top of the range Cherry is a real fireball. It's the Cherry Turbo ZX, the most dramatic Cherry ever, and a real challenger in the high performance hatchback sector.

It accelerates from 0 to 60 mph in 8.0 seconds, and reaches a top speed of 112 mph with ease. It combines eye-catching good looks with comfort and practicality, and uses the latest in advanced auto engineering.

Nissan have been making turbo-charged cars for several years and their experience shows in this ultra-smooth turbo application which starts to boost engine power output from as low as 800 rpm.

It's not just a turbocharged engine. The unit used is the larger, 1.5 litre version of the E-series, fitted with fuel injection, and ECCS - a Nissan patented electronic system which measures 13 different factors affecting engine performance, and automatically adjusts fuel flow, mixture strength and timing to ensure optimum performance.

The Cherry Turbo ZX has a five-speed gearbox with both fourth and

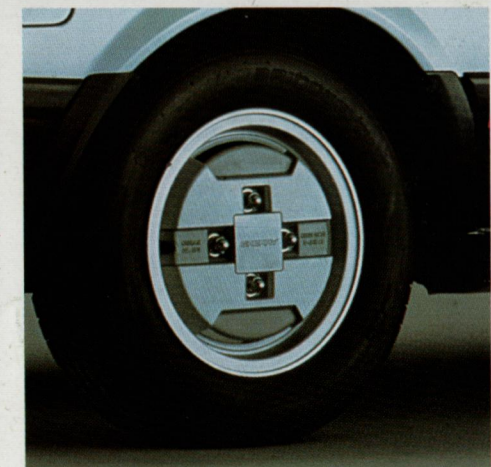
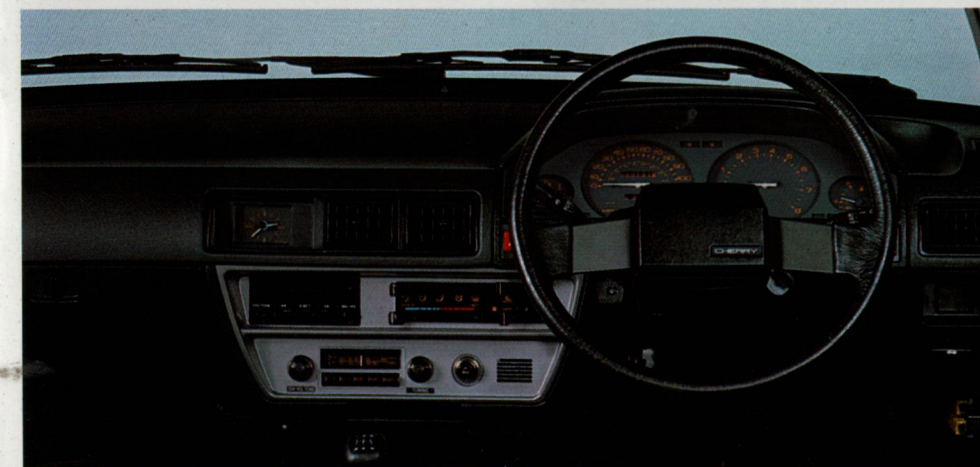
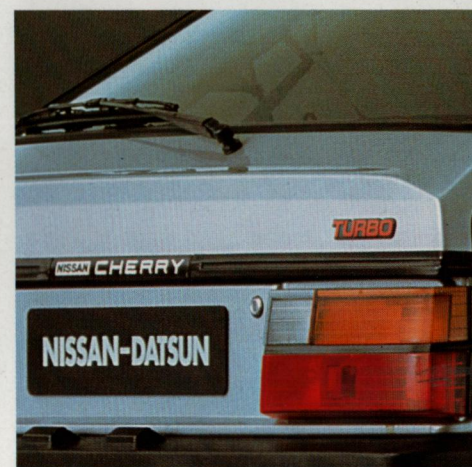
fifth as "overdrive" ratios, so that the superior efficiency of the engine can be utilised for economical motoring as well as high performance.

Smart alloy wheels with 175/70 low profile tyres, all-independent suspension with stronger springs and a front anti-roll bar, and rack and pinion steering give the driver easy control under all road conditions. Powerful brakes, discs at the front and drums at the rear, provide stopping ability to match the car's performance.

Striking exterior styling with black lower body panels, a deep bib-type front spoiler and distinctive "Turbo" insignia set this Cherry apart from the others, and the interior styling is equally smart and practical. Both front seats are sports style to give maximum support, and all the upholstery is in specially woven cloth with a check pattern and Turbo lettering.

Luxury items include headlamp wash/wipe facility and a stereo cassette unit.

The Nissan Cherry Turbo ZX is a real performer - and looks it.



ENGINE AND TRANSMISSION	Cherry GS	Cherry Europe	Cherry SGL	GT I	Turbo ZX
1.2 flat four		■			
1.3 ohc	■		■		
1.5 flat four				■	
1.5 ohc turbo-charged	■				■
4 speed gearbox	■				
5 speed gearbox		□	□	■	■
Automatic transmission			□		
EXTERIOR FEATURES					
Body: 3 dr hatchback	■	■	■	■	■
5 dr hatchback	■		■		
Locking fuel lid	■	■	■	■	■
Front spoiler					■
Rear spoiler				■	
Bodyside moulding	■	■	■	■	■
Metallic paint	□	□	□	□	□
Alloy road wheels				■	■
EXTERIOR/ELECTRIC					
Tinted glass	■	■	■	■	■
Laminated windscreen		■	■	■	■
Remote control driver's dr mirror	■		■	■	■
Remote control passenger mirror	■	■	■	■	■
Dipping rear view mirror	■	■	■	■	■
Heated rear window	■	■	■	■	■
Two speed and intermittent wipers	■	■	■	■	■
Tailgate wash/wipe	□	■	■	■	■
Halogen headlamps	■	■	■	■	■
Headlamp wash/wipe			■		■
Reversing lamps (*1)	■	*■	■	*■	■
Rear fog lamps (*1)	■	*■	■	*■	■
Driving lamps				■	
INTERIOR SEATING/FEATURES					
Cloth seat trim	■	■	■	■	■
Reclining front seats	■	■	■	■	■
Head restraints	■	■	■	■	■
Sports seats				■	■
Split-squab rear seats	■	■	■	■	■
Passenger area carpet	■	■	■	■	■
Load area carpet		■	■	■	■
Remote tailgate opening	■	■	■	■	■
Remote fuel lid opening	■	■	■	■	■
Rear package tray	■	■	■	■	■
Tailgate twin gas struts	■	■	■	■	■
Twin sun visors	■	■	■	■	■
COMFORT AND CONVENIENCE					
LW/MW radio	■		■		■
Stereo cassette player			■		■
Quartz clock	■	■	■	■	■
Trip recorder	■	■	■	■	■
Courtesy light	■	■	■	■	■
Three-speed heater fan	■	■	■	■	■
Centre console		■	■		■
Cigar lighter	■	■	■	■	■

■ - Standard □ - Option

TECHNICAL	1.3 ohc	1.2 Flat four	1.5 Flat four	Turbo		
Capacity (cc)	1270	1186	1490	1488		
Compression ratio	9.0:1	9.0:1	9.5:1	7.4:1		
Fuel system	Carb.	Carb.	Twin Carb.	Fuel inj.		
Choke	Auto	Man	Man	Auto		
Max power (bhp/DIN)/rpm	60/5600	62/6000	93/5800	114/5600		
Max torque (lb/ft DIN)/rpm	74/3600	65/3200	96/4000	120/3200		
DIMENSIONS	1.3 GS 3 dr/5 dr	1.3 SGL 3 dr/5 dr	1.2 Europe	1.5 GT I	1.5 Turbo	
Length (ins)	155.9	155.9	157.5	157.5	155.9	
Width (ins)	63.8	63.8	63.8	63.8	63.8	
Height (ins)	54.5	54.5	57.8	57.8	54.5	
Kerb weight (lbs)	1731/1753	1753/1775	1874	1874	1951	
Max. towing weight (lbs)	1764	1764	1984	1984	2205	
Fuel tank cap. (galls)	11	11	11	11	11	
Tyre size	155SR13	165/70SR13	165/70SR13	165/70SR13	175/70SR13	
GOVERNMENT FUEL CONSUMPTION TEST MPG L/100 KM	1.3 4 Spd	1.3 5 Spd	1.3 Auto	1.2	1.5 GTI	Turbo
Constant 56 mph (90 km/h)	51.4 (5.5)	56.5 (5.0)	46.3 (6.1)	45.6 (6.2)	47.9 (5.9)	50.4 (5.6)
Urban cycle	37.2 (7.6)	37.2 (7.6)	36.7 (7.7)	28.5 (9.9)	26.4 (10.7)	34.9 (8.1)
Constant 75 mph (120 km/h)	38.7 (7.3)	39.8 (7.1)	36.7 (7.7)	32.5 (8.7)	36.2 (7.8)	39.8 (7.1)



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