

# ***DATSUN* 260Z SPORTS**



**In 1969, Datsun introduced the 240Z. It became the world's most successful sports car. In 1974, Datsun announced 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.

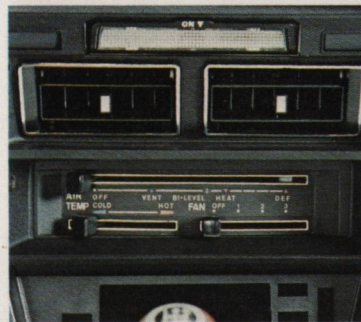
Unlike some of its competitors, the 260Z is able to combine advanced engineering, thorough development and a high level of production. The result is true GT behaviour and performance coupled with reliability and long life, and (for what the car offers) a reasonable price.

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, and as much care went into its design. Some "GT" cars have had 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.



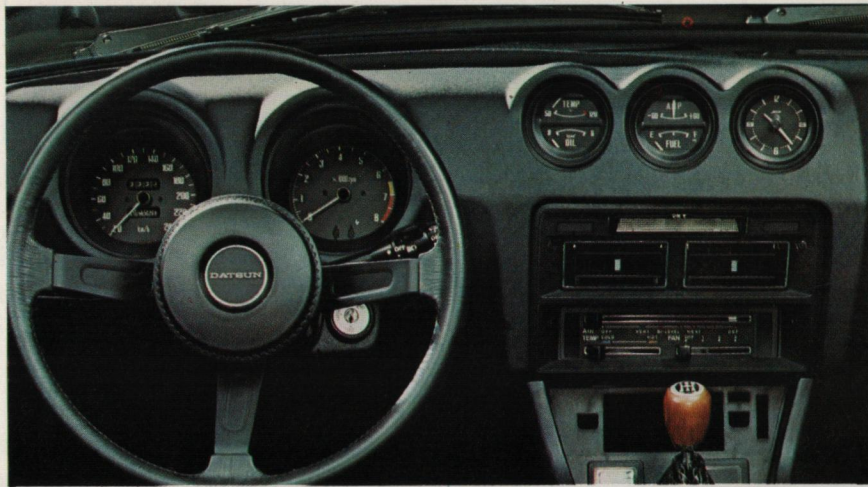
Development doesn't stop at the factory. Since its introduction, the Z has proved its toughness and reliability in many sporting events, not least the East African Safari Rally which it has won three times. Wherever the need for improvement was found, a better car resulted — not just for the works team, but for every customer.

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 any 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 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. Datsun preferred to provide plenty of room for two, and a large luggage platform, rather than squeeze in two small back seats and risk spoiling the whole thing.







Radio optional extra

## A GT interior you can live with

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.

The two main instruments — 160 mph speedometer and 8,000 rpm rev counter — are directly in front of the driver in glare-free housings. Minor instruments and clock are fitted above the centre console. Instrument lighting intensity can be varied by the driver.

Behind the seats, the carpeted luggage platform is provided with straps for securing cases against movement. Loading, via the lift-up tailgate with its heated windows, is easy. Spare wheel and tool kit are housed beneath the platform — and so is the 13¼ gallon fuel tank.



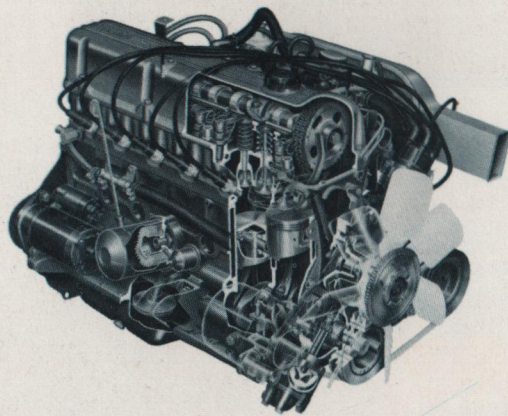
# A true GT engine:

## powerful, strong, highly developed

The 260Z power unit is a 6-cylinder, 7-bearing engine of 2.6 litres capacity.

In this its latest form, it has been further adapted to the needs of motoring in the 1970s. 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: the maximum speed is 127 mph, and 60 mph is reached from rest in about 8 seconds.

Teamed with the engine is a close-ratio 5-speed gearbox, enabling the driver to make the most of



the car in any situation. First, second and third gears 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

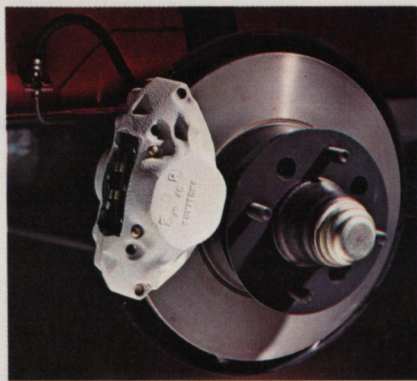
full fuel tank. And every engine, backed by the experience of many

thousands of its predecessors, is built to Datsun's exceptional standards of care and strength.

## Under the skin: a chassis to take care of you

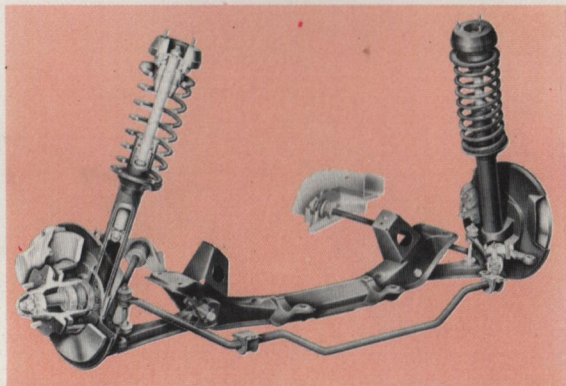
In a modern world of mass-production economics it is not easy to produce a thoroughly up-to-date sports car. Usually, the numbers don't justify the money needed for development. That's why many "modern" sports cars are old designs with bigger engines and wider wheels, or adaptations of more mundane vehicles.

But the 260Z is the world's biggest-selling sports car, and has amply justified Datsun's decision to start with a clean sheet of paper back in 1969. Its all-independent sus-

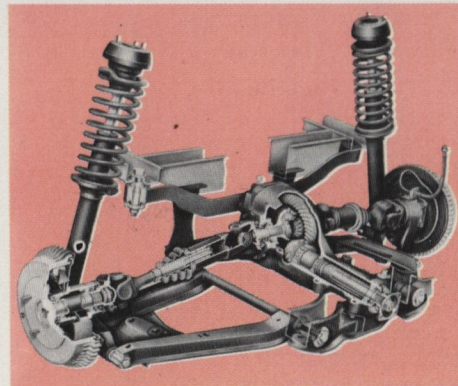


Front disc brakes. Power-assisted dual brake system includes anti-skid N-P valve.

pension, 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 and drums at the rear. 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.



Strut-type front suspension with deep coil springs and anti-sway bar.



Strut-type fully independent rear suspension for improved roadholding.

## Specifications

### Engine

Cylinders	6 in line
Main bearing	7
Bore	83.0 mm (3.27 in)
Stroke	79.0 mm (3.11 in)
Capacity	2565 cc (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, 8.86 in dia. hydraulic operation
Gearbox	Five-speed all synchromesh, floor change
Ratios	Top 0.86 4th 1.0 3rd 1.31 2nd 1.90 1st 2.91
Final drive	Rev 3.38 Hypoid bevel, ratio 3.70-to-1

### Suspension

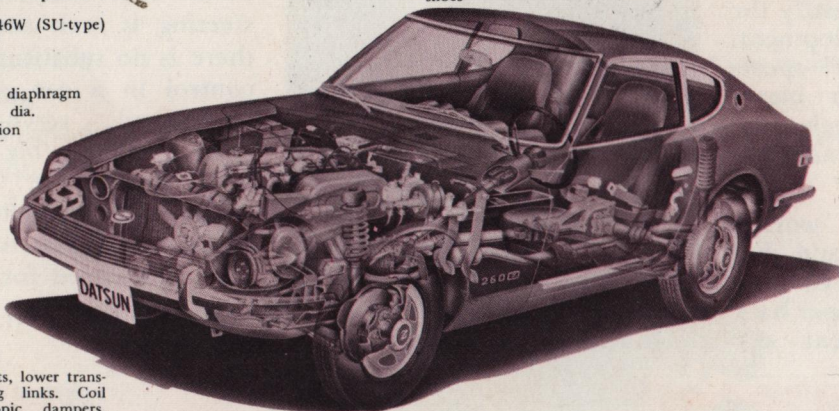
Front	MacPherson struts, lower transverse and drag links. Coil springs, telescopic dampers, anti-roll bar.
Rear	MacPherson struts, triangulated lower link, coil springs, telescopic dampers. Drive shafts with two Hooke-type joints.

### Steering

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

Type	Discs front, drums rear, split-circuit (tandem-piston 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

### Equipment

Alternator	Hitachi, 60-amp
Battery	12-volt, 60 Ah
Headlamps	Lucas sealed beams, 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

### Service Intervals

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	13ft. 6in. (411.5 cm)
Width overall	5ft. 4 1/4 in. (163 cm)
Height	4ft. 2 1/2 in. (128 cm)
Track, front	4ft. 5 1/4 in. (135.5 cm)
Track, rear	4ft. 5 1/2 in. (136 cm)
Wheelbase	7ft. 6 1/4 in. (230.5 cm)
Ground clearance	5 1/4 in. minimum
J15 kerb weight	2491 lb. (1130 kg)

## Standard Equipment

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 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, 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.

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