

280-Z - The Personalized Datsun





280-Z. Z for 2.

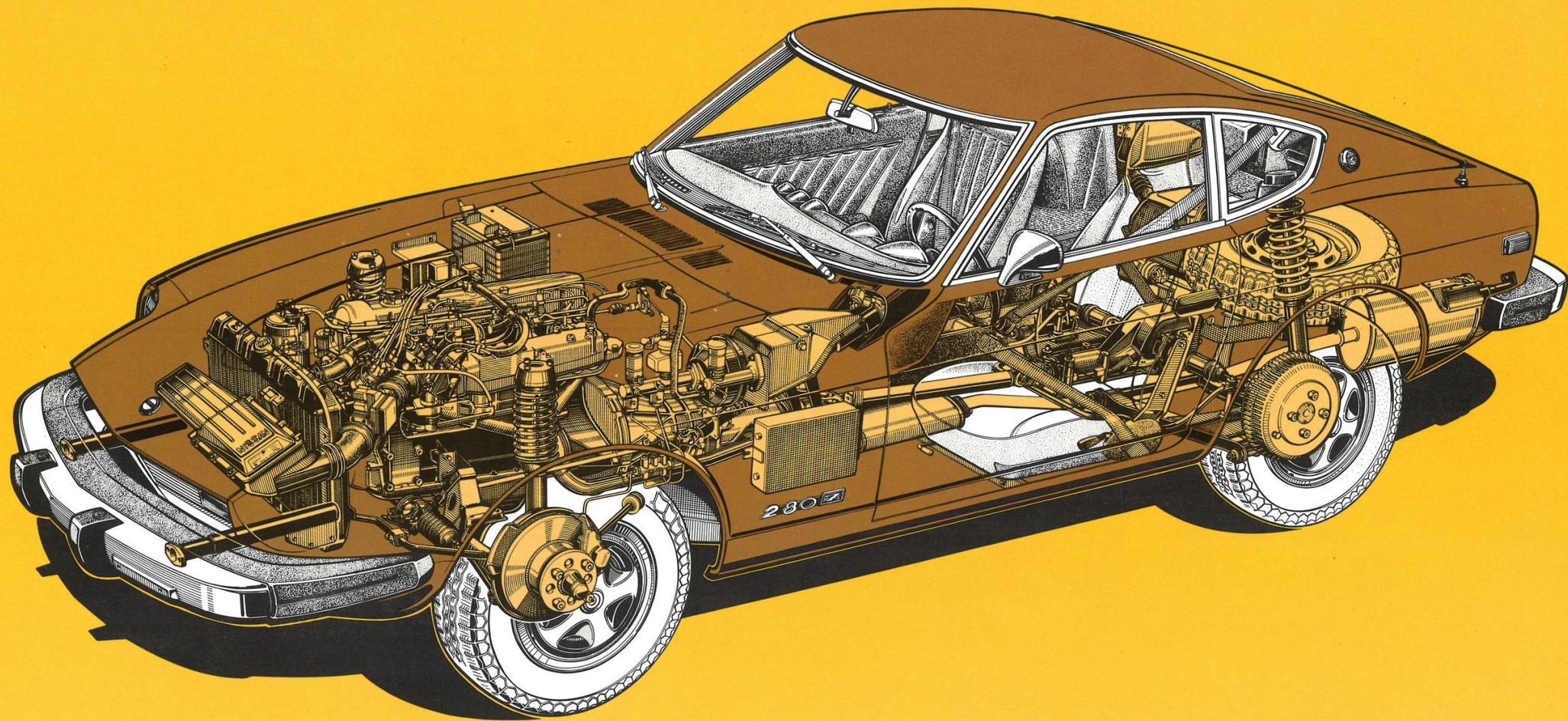
The bridge from the mundane to the exotic is a 280-Z. It's more GT for GT lovers. More comfort, more luxury, more overall performance with all the traditions of the 240-Z and 260-Z updated, embellished, refined.

At the heart of it, a new exotic fuel injected 2800cc overhead cam engine. The injection is electronically controlled by computer. Exact amounts of fuel are metered to each of the six cylinders for most efficient combustion under all driving and cli-

matic conditions, and lots of torque where it does the most good. Smooth power rolls on 7 main bearings. Cam drive is by twin chains. (No exposed cam belt on this mighty mill.) Transistorized ignition and a high pressure electric fuel pump join in for the ultimate in economy, low emissions, high performance.

280-Z performance begins with its 10.7 inch front disc and 9 inch rear drum brakes. With power-assist they respond fast, resist fading under hard use. An NP proportioning valve fights rear wheel lockup and improves braking stability. A dual master cylinder adds more assurance.

Handling is beautiful. New wide 195/70 HR14 radial tires complement the strut type fully independent suspension. Each



wheel responds individually to road and cornering stress. (Many so-called GTs have a common leaf-spring rear suspension.) Stabilizer bars fore and aft and rack and pinion steering complete the sensitive, sophisticated package.

The cockpit is lavish and functional. Flow-through fresh air and a variable control heater bring you a long way from the freeze or fry tradition of sports cars. Form-fitting reclining bucket seats are covered in vinyl upholstery. You're surrounded by tinted glass and there's rich, cushioned nylon carpeting underfoot. A full width rear hatch is complete with electric window defogger and a light that operates when hatch is lifted.

The fully instrumented dash says it all with tach, speedo,

trip odometer, ammeter, temperature, oil pressure and fuel gauges. There is a new low fuel warning light. Electric clock, AM/FM radio, map light are all standard equipment rather than add-on extras. Optional factory air conditioning offers complete climate control. An optional fully automatic 3-speed transmission replaces the standard 4-speed stick for shift-free performance. Add to all this, extended service intervals.

Making our new Z-Car better than its GT competitors wasn't so hard. Making it better than its race-winning predecessors was very hard indeed. We think we succeeded. Check it out with a test drive at your nearby Datsun dealer. Ask about the exciting dealer-installed options you can add.



280-Z 2+2. Z for 4.

Two is still good company in any 280-Z. But three or four is not a crowd in the new 2+2.

Two additional bucket seats are clad in glove-like vinyl. The deep padded contours are human-engineered for comfort and fit. Nylon carpeting also covers the rear deck. There's multi-vent flow-through fresh air and a 3-speed heater/defroster.

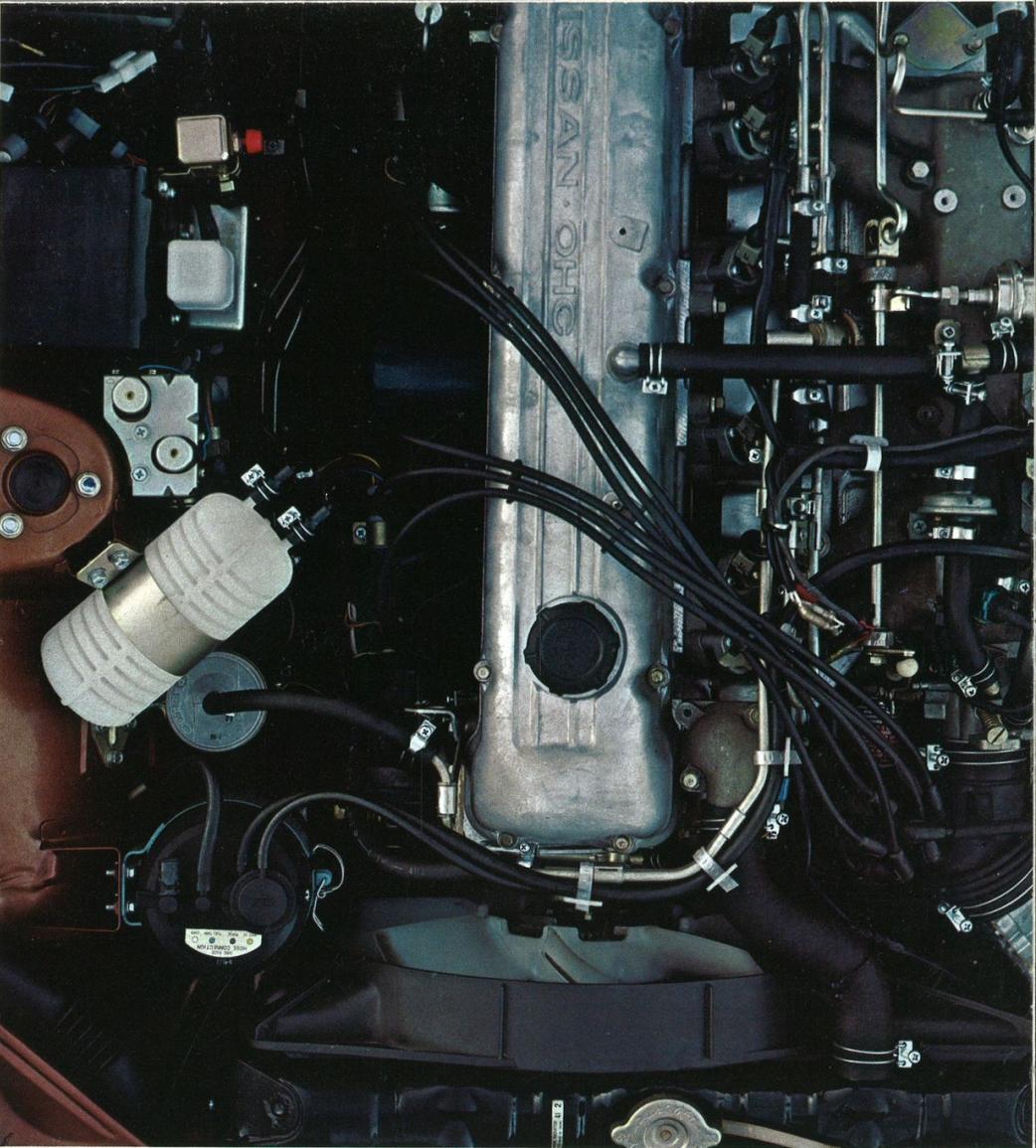
Standard AM/FM radio. Rear side windows that open for added ventilation. Plus a 3-speed wiper system with a 6 second

intermittent mist setting. An electric power aerial, map light, under-hood service light, electric rear window defogger, too.

The power to move this bigger Z-Car whispers from its new 2800cc overhead cam engine. Computer controlled electronic fuel injection and fully transistorized ignition tickle the torque. Response and starting are quick in any weather at any altitude (precise fuel metering compensates for both). Great economy plus longer driving range with a 17.2 gallon gas tank.

Engine revs to oil pressure, all the information is beamed from deep set dash pods. Climatic controls are illuminated at night, a great improvement over many guess and grope dashboards.

The fully independent suspension's superb handling and



road feel are abetted by responsive rack and pinion steering. Stabilizer bars front and rear ease evasive maneuvering. Low profile 195/70 HR14 radials have lots of bite and traction.

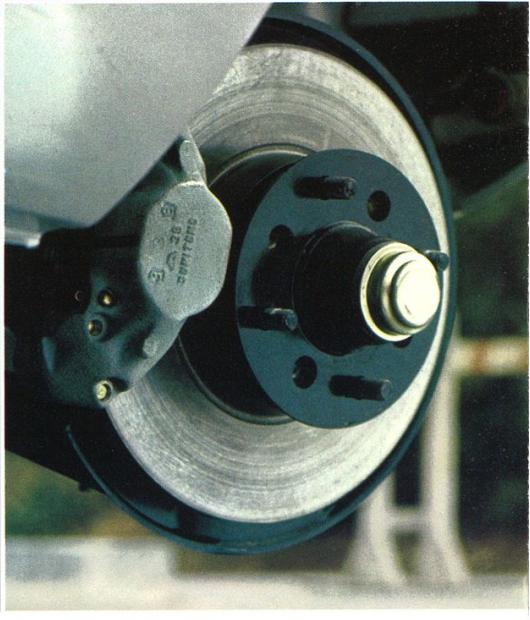
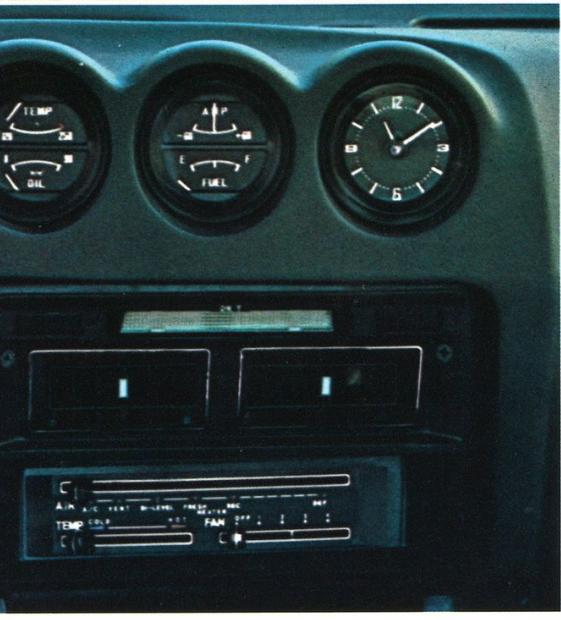
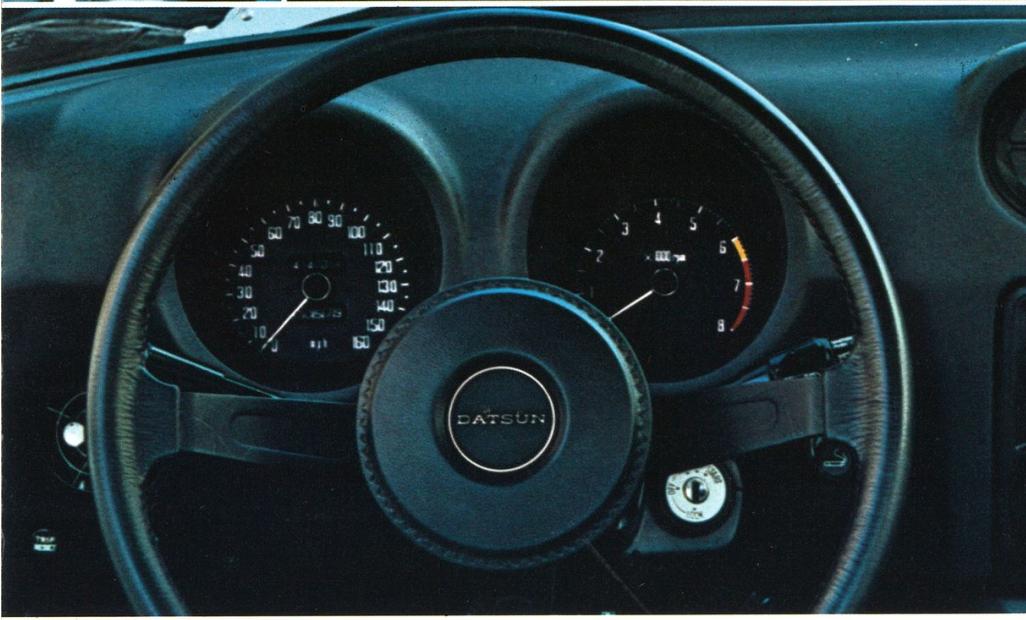
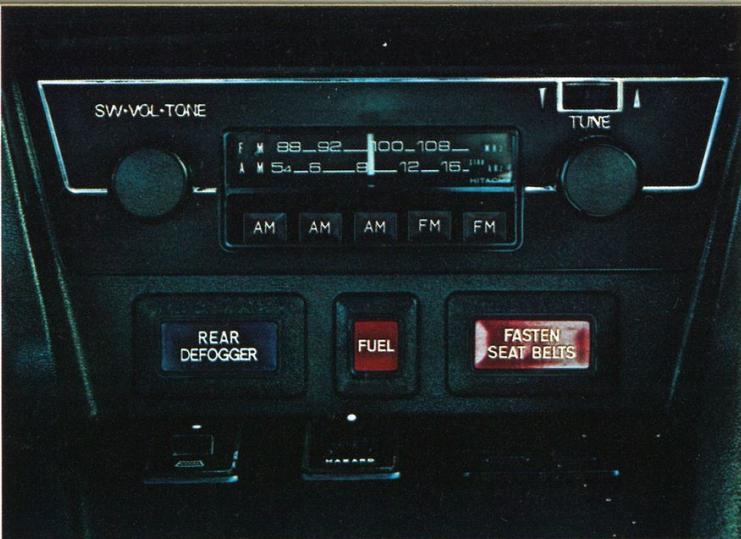
Power-assist front disc and rear drum brakes match other components in fine design and engineering. You stop straight and fast under most normal road conditions. Fading and weather effects are minimized. An NP valve helps fight rear wheel lockup.

There's not much you can add besides an optional fully automatic transmission and air conditioning. Grab three friends or family members and test-drive this fabulous GT for four. For your comfort, safety and pleasure, we tried to think of everything, including newly extended service intervals.

Perfected, injected.

The 6-cylinder SOHC Electronic Fuel Injection (EFI) engine, now at a full 2.8 liter displacement.

A computer under the instrument panel meters exact amounts of gas to the manifold adjacent to each of six cylinders. The engine responds instantly to acceleration demands. EFI delivers great performance and exceptional fuel economy. Transistorized ignition and an electric high pressure fuel pump, too.



The sum of its parts.

Every component is designed, engineered and assembled to do its job in harmony with every other component.

Fully Independent Strut Suspension. Front and rear, long coil springs let each wheel react individually. Ride and handling are superb. Double acting shocks, stabilizer bars and rack and pinion steering add to the driving fun.

Console. A part of the communications center. Contains AM/FM radio, low fuel, seat belt and rear window defogger warning lights, flow-through fresh air vent. Handy coin tray and ashtray.

Full Width Hatch. Counterbalanced on twin supports, the rear hatch reveals spacious carpeted deck. (Rear seat in 2+2 folds for even more room.) Spare is hidden under the deck.

Fully Instrumented Dash. Tach, speedo, trip odometer, oil pressure, water temperature, ammeter, fuel gauge, plus electric clock. Everything you need to know, tastefully displayed.

Power-Assist Front Disc Brakes. Up front where 70-80% of the braking action occurs, 10.7 inch discs, floating calipers and tough pads. Rear drums have leading and trailing shoes with NP valve to fight rear wheel lockup and improve braking stability. Stopping is where 280-Z performance starts.

SPECIFICATIONS

Dimensions & Weight

	Datsun 280-Z	Datsun 280-Z 2+2
Length	173.2 in.	185.4 in.
Width	64.2 in.	65.0 in.
Height	51.0 in.	51.2 in.
Wheelbase	90.7 in.	102.6 in.
Tread, front rear	53.3 in. 53.0 in.	53.3 in. 53.0 in.
Min. Road Clearance	6.1 in. 5.7 in. (Calif.)	5.9 in. 5.5 in. (Calif.)
Curb Weight:		
4-speed	2,755 lb.	2,925 lb.
Automatic	2,765 lb.	2,935 lb.
Curb Weight: (California)		
4-speed	2,773 lb.	2,943 lb.
Automatic	2,783 lb.	2,953 lb.
Seating	2	4
Min. Turning Diameter	34.8 ft.	36.7 ft.

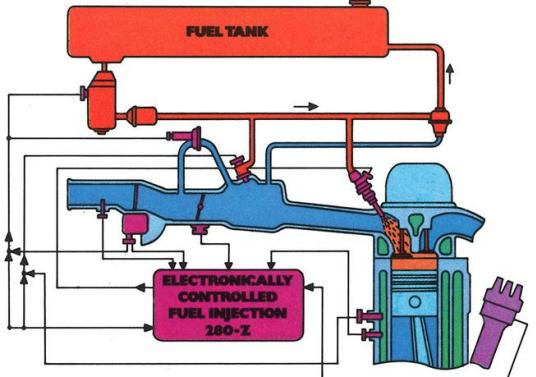
Engine: 6-cylinder, in-line SOHC, water-cooled.

Bore and Stroke 3.39 in. x 3.11 in.
Displacement (2,753cc) 168.0 cu. in.
Compression Ratio 8.3:1
Electronic Fuel Injection (EFI) (California – Catalytic converter)

Cooling System: Pressurized radiator with centrifugal water pump. Pellet type thermostat. Belt-driven declutching radiator fan. Capacity 10.7 qts.

Fuel System: Electronic fuel injection. Transistorized electric fuel pump. Activated carbon canister evaporator. 17.2 gallon fuel tank.

The L-Jetronics system injects fuel under 35.5 lbs. pressure into the manifold adjacent to each cylinder. Electronic controls



meter exact amounts for all driving conditions. More efficient than carburetors, fuel injection boosts fuel economy and cuts

emissions with a lean mixture. Improves performance with a low resistance intake system. Special temperature controls speed cold weather starts.

Electrical System: 12V, 60 Amp/Hr. battery, 60A alternator. Magnetic shift starter motor. Transistorized ignition system.

Lubrication System: Full pressure feed, full flow cartridge type oil filter and gear type oil pump. Oil capacity 4.5 quarts.

Clutch: Dry single plate, diaphragm-spring. Hydraulic Control.

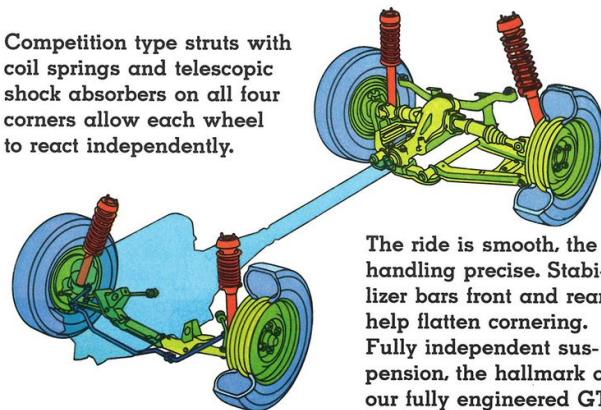
Transmission: Manual: All-synchromesh on forward gears. 4 speeds with floor gearshift. Automatic: Fully automatic 3-speed transmission with torque converter. 6-position floor selector.

	Manual	Automatic
4-speed	3.32	2.46
2nd	2.08	1.46
3rd	1.31	1.0
4th	1.0	–
Rev.	3.38	2.18

Final gear: Hypoid type. Manual transmission ratio 3.54:1. Automatic ratio 3.54:1.

Suspension and Axle: Front: Independent strut type with coil springs, telescopic shock absorbers, stabilizer bar and compression rod. Rear: Fully independent strut type. Coil springs, telescopic shock absorbers, stabilizer bar.

Competition type struts with coil springs and telescopic shock absorbers on all four corners allow each wheel to react independently.



The ride is smooth, the handling precise. Stabilizer bars front and rear help flatten cornering. Fully independent suspension, the hallmark of our fully engineered GT.

Wheels & Tires: 5J-14 steel disc wheels. 195/70 HR 14 blackwall radial tires.

Steering: Safety padded three-spoke steering wheel with horn button. Rack and pinion steering gear. Gear ratio 18.0:1. Collapsible steering column.

Brakes: All 4 wheels, power-assisted, hydraulically operated. Front: Disc brake 10.7 in. Rear: 9 in. drum brake. Tandem master cylinder. NP proportioning valve. Parking brake operates on rear wheels.

Body: All steel unibody construction with crush zones, front and rear. Full vinyl upholstery. Laminated anti-glare windshield glass. Tempered anti-glare rear window glass with electric defogger. Tempered anti-glare glass side windows. 5 MPH energy-absorbing bumpers front and rear, black rubber overriders.

Instruments and Controls: Full instrumentation includes: 160 MPH speedometer, 8,000 RPM tachometer, fuel gauge, water temperature gauge, oil pressure gauge, ammeter. High beam warning lamp. (California only – Catalyst and floor temperature warning lights). Light switch and wiper/washer controls on steering column stalk. Dual side vents, split center vent with air direction controls. Heater/vent control. Hazard warning switch.

Standard Equipment: 6-cylinder SOHC. 7-main bearing engine. 2753cc engine. Four-speed all-synchro-mesh transmission. Power-assist front disc brakes. Fully independent suspension. Unibody construction. 195/70 HR 14 radial tires. Reclining front bucket seats. AM/FM radio. Power antenna. Electric rear window defogger. Tinted glass all around. Full wheel covers. Flow-through ventilation. Electric clock. Trip odometer. Rack and pinion steering. Black vinyl padded steering wheel. 8,000 RPM tachometer. 3-speed electric wipers. Windshield washer. Floor carpet. Rear deck carpet, with straps, assistance handles. Console box. Lockable glove box. Inside hood release. Fold down rear seat (2+2). Vinyl upholstery and door trim panels. Dual supported full-width hatch. Sebring type racing side mirror. Twin headlights. Side marker lights. Map light. Underhood light. Variable control heater/defroster. Inertia reel seat belts. Day/night rear view mirror. Cigarette lighter. Dual horns. Ash tray. Arm rests.

Safety Features: Fresh air heating and defrosting system. Padded sun visors. Padded instrument panel. Collapsible steering column. High back front seats. Parking brake and brake system warning light. Engine emissions control. (Catalytic converter, California). Safety glass. Safety door latches. Side marker lights. 4-way hazard light switch. Backup lights. Parking lights. Outside rear view mirror. Inside hood lock. 5 MPH front/rear protection.

Optional Equipment: Fully automatic 3-speed transmission. Factory air conditioning or factory approved air conditioning installed by dealer. Chrome front bumper guard. Rear deck rack. Side stripes. Rear window louver.

Ask your dealer for full list of all options engineered and approved for your 280-Z. Prices and specifications subject to change without notice.

Recommended maintenance intervals have been extended to every 6 months or 6,250 miles.

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