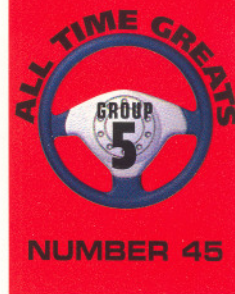




JAPAN 1969-1974

Datsun 240Z

In one fell swoop Datsun slayed the American sports car market with the 240Z. It had everything: beautiful looks, a punchy six-cylinder engine, great handling, superb build quality and a bargain price.



Produced by
Nissan Motor Co.,
Tokyo, Japan



VITAL STATISTICS

Top speed:	125 mph
0-60 mph:	8.7 sec.
Engine type:	In-line six
Displacement:	2,393 cc
Max power:	150 bhp at 6,000 rpm
Max torque:	148 lb-ft at 4,400 rpm
Weight:	2,355 lbs.
Gas mileage:	25 mpg
Price (1970):	\$3,526



"...the essence of sportiness."

"Compared to rival machinery from the early 1970s, the 240Z is quick. The six-cylinder engine pulls strongly through the well-chosen gear ratios and with the long-legged, five-speed transmission cruising is pleasant. Gas mileage is also surprisingly good. Fully-independent suspension results in excellent road manners and minimal understeer, with power oversteer readily available. The brakes are sharp and fade-free and the steering responsive."

Deeply-set gauges and a wood-rimmed wheel were fashionable for 1970s sports cars.



Datsun 240Z



Unashamedly created for and targeted at the U.S. market, the 240Z marked the beginning of the modern era of Japanese sports cars. It did almost everything right, and sales went straight through the roof.

Six-cylinder engine

Datsun's punchy in-line six gave impressive performance for a sports car, especially one which sold at such a low price. Unlike some of its rivals, the 240Z's engine was also incredibly strong and reliable.



Hatchback rear

In most sports cars practicality is overlooked, but the 240Z features an opening decklid, complete with spoiler, plus a useful storage area behind the seats. However, space is impeded by the intrusion of the suspension struts and the spare tire.

All-independent suspension

While rivals still used live rear axles and leaf springs, the 240Z was updated with an all-independent suspension front and rear giving the Z outstanding cornering ability.



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Handsome styling

The smooth styling of the Z was probably its biggest selling point. Count Albrecht Goertz, who conceived the Z, had a solid track record in recognizing what the American public wanted. Goertz's other achievements include the BMW 507 and the Toyota 2000GT.



Specifications

1971 Datsun 240Z

ENGINE

Type: In-line six-cylinder

Construction: Cast-iron block and alloy head

Valve gear: Two valves per cylinder operated by a chain-driven single overhead camshaft

Bore and stroke: 3.27 in. x 2.9 in.

Displacement: 2,393 cc

Compression ratio: 9.0:1

Induction system: Two Hitachi HJG 46W carburetors

Maximum power: 150 bhp at 6,000 rpm

Maximum torque: 148 lb-ft at 4,400 rpm

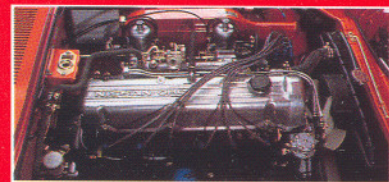
TRANSMISSION

Four- or five-speed manual or three-speed automatic

BODY/CHASSIS

Steel monocoque with two-door coupe body

SPECIAL FEATURES



The straight-six engine is reliable, and easily capable of lasting 150,000 miles.



Very few Datsun Zs retain their original wheels and trims. Most are now fitted with aftermarket alloy wheels.

RUNNING GEAR

Steering: Rack-and-pinion

Front suspension: MacPherson struts with coil springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Chapman struts with coil springs, telescopic shock absorbers and anti-roll bar

Brakes: Discs (front), drums (rear)

Wheels: Steel, 14-in. dia.

Tires: 175 x 14 in.

DIMENSIONS

Length: 162.8 in. **Width:** 64.1 in.

Height: 50.6 in. **Wheelbase:** 90.7 in.

Track: 53.3 in. (front), 53.0 in. (rear)

Weight: 2,355 lbs.

Milestones

1969 The 240Z makes its public debut at the Tokyo Motor Show.

1970 Automatic transmission is offered for the first time.



For 1975, the 240 was replaced by the larger-engined 260Z.

1971 Datsun scores a 1-2 in the East African Safari Rally, and the long-nose 240ZG is homologated. Standard cars receive altered differentials, and for the 1972 model year the engine is fitted with revised carburetors.



Despite a bigger engine, the 280ZX produces only 135 bhp.

1973 A 240Z again wins the East African Safari Rally. Road cars receive smog equipment and Federal bumpers.

1974 The 240Z is replaced by the new 260Z.

VALUE GUIDE

ORIGINAL PRICE

1970 \$3,526

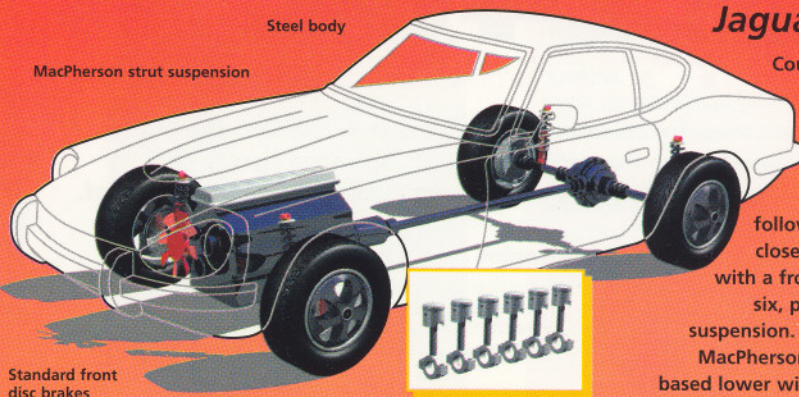
CURRENT VALUE

\$3,000-\$12,000

PRODUCTION TOTAL

150,076

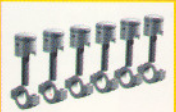
UNDER THE SKIN



THE POWER PACK

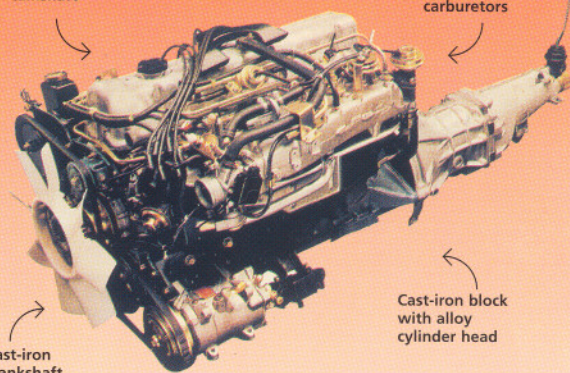
Straight-six power

The L24 in-line six-cylinder engine was derived from the 1.6-liter Bluebird 510 single overhead-cam four-cylinder unit. It is fairly conventional, with a cast-iron block and alloy head. It features a single chain-driven overhead camshaft, plus twin Hitachi SU-type carburetors. It is quite free-revving, producing its peak output of 150 bhp at a high 6,000 rpm. In Japan it was only available in 2.0-liter form, but export market models had a slightly larger capacity of 2.4 liters. In 1974 it was stroked to 2,565 cc.



Cast-iron in-line six

Chain-driven camshaft



Jaguar-inspired

Count Albrecht Goertz wanted to produce a car like the Jaguar E-type but in a smaller package. The 240Z follows the Jaguar quite closely, being rear-drive, with a front-mounted in-line six, plus all-independent suspension. The set up includes MacPherson struts, with wide-based lower wishbones at the rear and a front anti-roll bar. Girling front disc brakes are standard.

Pure original

The original 240Z is undoubtedly the most sought after today. Later 260s and 280s are more luxurious, but are also heavier and less exciting to drive. Extremely desirable, but rare, are the lightweight 2432 (Japan only) and 240ZG specials.



Early Zs are characterized by their pure styling and better performance.

NOSE TO NOSE

Triumph TR6 • MGB Roadster • Datsun 240Z

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
119 mph	8.4 sec.	150 bhp	2,476 lbs.	TRIUMPH TR6
105 mph	12.5 sec.	95 bhp	2,075 lbs.	MGB ROADSTER
125 mph	8.7 sec.	150 bhp	2,355 lbs.	DATSUN 240Z