

Tuneups and oil filter changes will be easy with all that space around the engine. Cutaway shows the innards of the new 2.4-liter six, which is based on the reciprocating parts of the sturdy 1.6-liter 4-cyl engine used in the 510 series.

Instrumentation is complete, well arranged and readable except for distance to the small instruments from driver's eye. Rear suspension intrudes into rear cargo area but capacity is still generous; spare tire lives in well beneath floor.

# DATSUN 240Z

in., still a good size for a car in this weight range) but have larger pads so that the swept area is the same. The 240Z's rear drum brakes of 9.0 in. inner diameter and with linings 1.58 in. wide, are taken directly from the 2000. Front and rear brakes are self adjusting and are assisted by a vacuum booster.

The standard wheels aren't high-styled, being simply 14-in. steel disc with 4½-in.-wide rims. But 5½-in. rims are optional for a small extra charge, and all the styled wheels currently available for the 2000—American Racing, Empi, Minilite, Appliance Plating—in 5- to 6-in. rim widths will fit, which leaves the buyer with an easy route to some

individuality with his 240Z.

## Engine

NISSAN, DATSUN's parent company, has an almost staggering variety of unrelated engines in production, partly because of a merger some time ago with the Prince company and partly because some of its own more out-of-date engines are still in production alongside the new ones. The 240Z's 150-bhp, 6-cyl engine bears no relation to an existing 2-liter six in their Gloria Six sedan, nor to the 2.3-liter six in the Datsun 2300 sedan, nor to the 2-liter four in the 2000 sports car—and these are all unrelated inline single-overhead-cam designs! What it does amount to is a 6-cyl version of the 1.6-liter 4-cyl unit in the familiar Datsun 510, a relatively new and modern design that's bound to replace some of the older ones at Nissan.

The new engine shares the 510's bore, stroke, pistons, rods,

rod bearings, valves, valve gear and general design characteristics and is a conventional inline, sohc design with cast iron block, aluminum head, seven main bearings and a single-stage duplex chain cam drive.

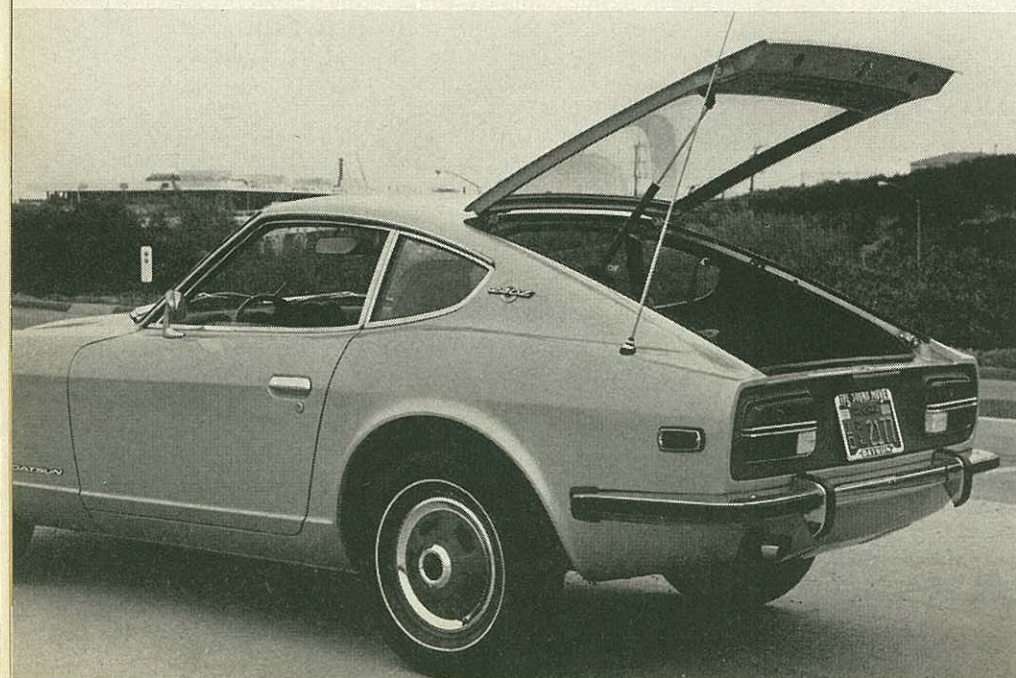
The 510 as sold in the U.S. has only a single Hitachi carburetor, relatively mild valve timing and 1.50-in. intake valves; it produces an advertised 96 bhp at 5600 rpm. For the home market there is a twin-carburetor (SU carbs built by Hitachi under license) SSS version with more radical valve timing and larger (1.65 in.) intake valves, producing 109 bhp @ 6000 rpm. The 240Z engine is closer to the SSS version, sharing its valves (the exhausts are the same for both 4-cyl and the 240Z at 1.30 in.), valve timing (16-52-54-14, 248°) and 9.0:1 compression ratio. Carburetors for the 240Z, however, are Hitachi-SU model HJG 46W (46-mm throat diameter) whereas the 510 SSS has 38-mm versions of the same carburetor. Exhaust emission control is accomplished by

exhaust manifold air injection, which makes us wonder if the 510 SSS might now meet the emission regulations and be eligible for Federal certification and sale in the U.S.

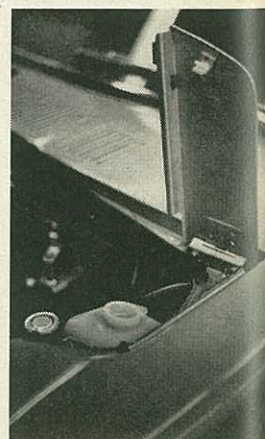
Canted about 5 degrees to the right, the 240Z's engine looks much like a Mercedes 6-cyl unit except for its SU carburetors. It is well silenced—a rapping exhaust note was not considered desirable by Nissan—by a single exhaust system with muffler and resonator. The rev limit is 7000 rpm with a yellow band beginning at 6500 rpm on the tachometer, and viscous-drive fan clutch is standard to keep fan noise down at high revs.

A final note on the engine: it's surrounded by lots of wide-open spaces, which may not be so great for space utilization but which make things easy for the mechanic. Do-it-themselves owners will find it exceedingly easy to change the oil filter, spark plugs and points and the like. Who says a car can't be sophisticated and still be entertaining to work on? ➤➤

Geometry of rear (left) and front suspension (right) is similar, being determined by lower transverse link and spring-shock strut. Wide-based lower A-arm serves as lower link at rear; at front simple lateral arms combine with compliance struts.



Hatches at rear corners of hood, similar to those on Toyota 2000 GT, uncover windshield washer reservoir (here, the left one) and the battery on the right side.



A nice touch borrowed from Porsche (below) is this rubber flap that flops out when the gasoline filler door is opened.

