



DATSUN 240Z

Transmission

THE STANDARD 4-speed, all-synchromesh gearbox is combined with a conventional single-dry-plate diaphragm clutch and uses the Warner synchronizer design. The box is similar in design to that of the 510 but has a different set of ratios and stronger internals to handle the 6-cyl torque. The Dana Spicer differential, built by Nissan but of a design widely used in cars all over the world, comes in a 3.36:1 ratio with the 4-speed box, giving about 2800 engine revolutions per mile or 21.4 mph/1000 rpm.

Optional is the 5-speed manual gearbox as used in the 2000 sports car; its overdrive 5th gear (0.852:1) with the 3.70:1 final drive gives a slightly longer-legged 22.9 mph/1000 rpm. A 3-speed automatic transmission will be available later but at this point Nissan has not decided whether it will be the Borg-Warner 35, as used in the 510, or a unit produced by Nissan, Toyo Kogyo and Ford in Japan.


Performance

THERE WAS a definite reason for picking the MGB GT and the Porsche 911T for dimensional comparisons

earlier. Both are familiar quantities; but more importantly the 240Z will sell for about the same price as the MG while offering performance—that is, acceleration and top speed—in the Porsche bracket. At the promised price the Datsun is neck-and-neck with a similarly equipped MGB GT and its combination of 150 bhp with 2238 lb sounds mighty like the 911T's 142 bhp and 2395 lb—allowing for the fact that Japanese horses seem to be somewhat smaller than German ones. Datsun's performance claims are for a top speed of 124 mph and a standing ¼-mile time of 16.3 sec; these line up almost exactly with what we recorded for last year's 125-bhp 911T, so projecting from that we might predict a 0-60 mph time of 8.9 sec. We'll have a road test before long.

As for handling, the standard tires and wheels should give moderately high ultimate cornering power; both front and rear suspension appear to have

good camber characteristics and should therefore make for pleasant handling as well as respond well to larger wheels and tires for those who want still better results. Certainly the car is light enough to have no need for power steering even with relatively large amounts of rubber on the road. And what of braking? Our 2000 test car of a couple years ago did 0.9g in the panic stop and showed no fade in our brake fade test; the 240Z with the same brake area and about 130 lb more weight should be nearly as good. I haven't seen any evidence yet that a car this light really needs discs at all four wheels to give good braking performance, so the disc/drum setup seems appropriate.

WHAT, THEN is the 240Z and where does it fit in the scheme of things? From what we can tell—we haven't driven it yet—it's a bargain GT with most of the things Americans expect but don't always find in a GT. The relatively hefty engine is what really sets it apart from its competition, and it's certainly modern in concept and execution throughout. It doesn't have the handling potential of the mid-engine Porsche 914, another 2-seater, but at the same price it offers abundantly more straight-line performance and (probably) refinement of running. Our experience with other Datsuns to date tells us that it won't be assembled with the precision of a German car nor will it have the fine edge of "feel" found in the Italians—but the same package produced in either of those countries would undoubtedly cost \$1000 to \$2000 more. We think Datsun has a real winner. 

DATSUN 240Z SPECIFICATIONS

Engine:	2nd.....2.20.....7.39:1	Steering type.....rack & pinion
Type.....6 cyl inline, sohc	1st.....3.55.....11.92:1	Gear ratio.....17.8:1
Bore x stroke, mm.....83.0 x 73.3	5-speed	Turning circle, ft.....31.5
Equivalent in.....3.27 x 2.90	5th.....0.85.....3.14:1	Front suspension: MacPherson struts, lower
Displacement, cc/cu in.....2393/146	4th.....1.00.....3.70:1	lateral arms, leading compliance struts,
Compression ratio.....9.0:1	3rd.....1.31.....4.85:1	coil springs, tube shocks, anti-roll bar
Bhp @ rpm.....150 @ 6000	2nd.....1.86.....6.88:1	Rear suspension: Chapman struts, lower
Torque @ rpm, lb-ft.....148 @ 4400	1st.....2.96.....10.95:1	A-arms, coil springs, tube shocks
Carburetion.....two Hitachi-SU (IV)	Final drive ratios.....3.36:1 (4-speed),	General:
Emission control.....air injection	3.70:1 (5-speed), 3.54:1 (automatic)	Curb weight, lb.....2238
Drive Train:	Chassis & Body:	Wheelbase, in.....90.7
Transmission.....4-speed manual (std) or	Body/frame.....unit steel	Track, front/rear.....53.3/53.0
5-speed manual (opt); 3-speed automatic	Brake type: 10.7-in. disc front, 9.0 x 1.58-	Overall length.....162.8
to be available later	in. drum rear; power assisted	Width.....64.1
Gear ratios: 4-speed	Swept area, sq in.....310	Height.....50.6
4th.....1.00.....3.36:1	Wheels.....steel disc, 14 x 4½J	Ground clearance.....5.7
3rd.....1.42.....4.77:1	Tires.....radial, 175-14	Fuel tank capacity, U.S. gal.....15.9