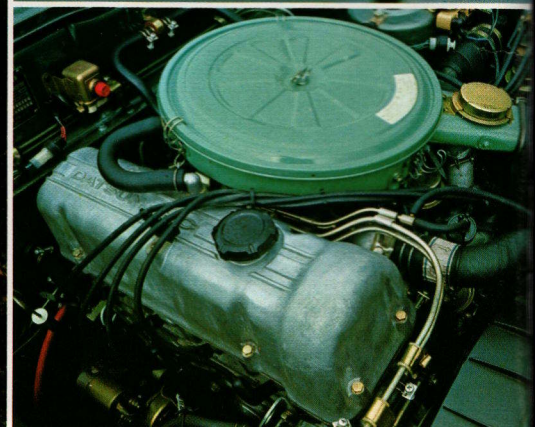


# Datsun for 1975 - Bridging the Economy Gap





## 610 Hardtop. Beautiful Engineering.

Datsun engineering and craftsmanship are pleasingly apparent. Wide doors open on a luxurious interior. The upholstery is handsome vinyl, the seats, with fabric inserts, recline fully. There's a console, package tray, lockable glove box, full nylon carpet.

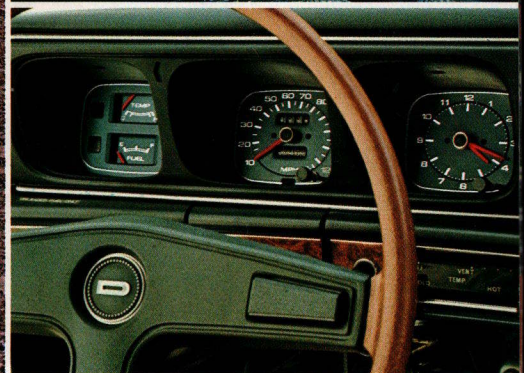
Safety, luxury and driving pleasure are products of some basic virtues. A rigid, welded unibody, for instance, rather than traditional frame and bolt construction. A fully independent suspension that makes the ride smooth and helps the standard

radial tires deliver their fuel-saving traction. Plus power-assist front disc brakes, the finest deceleration devices available.

The 2000cc engine is thrifty and potent. With 43% fewer moving parts than ordinary pushrod engines, its single overhead cam design milks every erg of energy from every gallon of gas.

Unexpected niceties include 3-speed wipers with a 6-second intermittent sweep for mist, electric clock, electric rear window defroster, tinted glass, trunk light and trip odometer. Optional air conditioning and automatic transmission complement the array of no-cost extras. Your dealer can show you other additions.

To the elegant 610's savings in gas and repairs **add** the new extended intervals of 6,250 miles between servicing.



Photographed at London Bridge, Lake Havasu City, Arizona.

## 610 Wagon. Super Trunk.

A big 57.8 cu. ft. cargo deck is even better with Datsun's five doors for access. Fold down rear seats and a light, rigid unitized body make the room possible. A rugged rear leaf spring suspension supports it comfortably.

A hearty but miserly 2000cc overhead cam engine propels it. Power-assist front disc brakes and standard radial tires provide positive stopping and responsive handling. (Radials are also great for extra gas mileage.)

In the humanized interior the curve of the reclining, contoured bucket seats matches your back. Controls are within easy reach. Tinted glass, an extra on many other wagons, keeps you cool. A multi-level flow-through fresh air system, 3-speed heater/defroster and electric rear window defogger tame the elements. The carpeted cargo area has a light for nighttime convenience.

A fully automatic 3-speed transmission and air conditioning make nice options. (With so many extras at no extra cost, they're affordable.) A quiet, efficient 8-blade engine fan that slows down when not needed is standard with optional factory air conditioning.

Take a test drive. See how Datsun engineering bridges the gap between the merely satisfactory and the truly rewarding.



## 610 4-Door Sedan. Utility with Flair.

Four doors, four seats and an efficient shape are based in the Sedan's light, strong unitized body. Rigid as a bridge, it includes a large trunk with a flat floor. (We tucked the spare tire neatly underneath.)

The fully independent suspension lets all four wheels react individually to the road. You ride comfortably, while the standard radial tires deliver traction and great gas mileage.

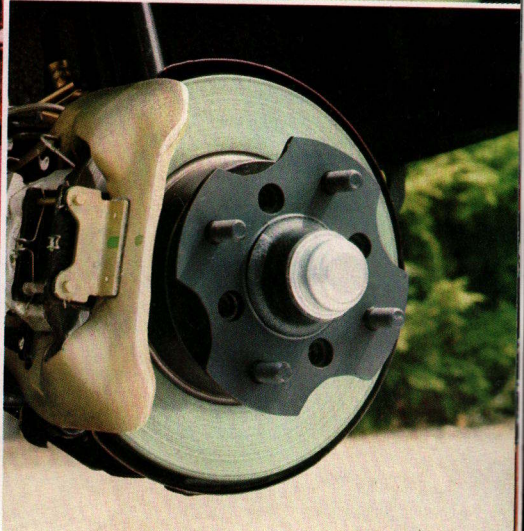
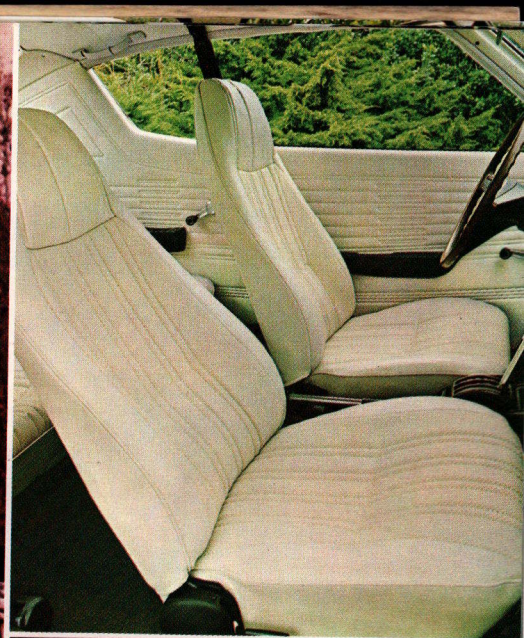
Performance with economy whispers from the 2000cc engine.

A twin oil-bathed chain, rather than a single belt, drives the overhead cam. A front-mounted intake cools the carburetor air for maximum mileage and power.

In addition to reclining front bucket seats, enjoy such touches as an electric rear window defogger, 3-speed wipers (with a 6-second intermittent setting for drizzles) and multi-level flow-through fresh air.

Power-assist front disc brakes make sure you stop. You might want to add air conditioning, fully automatic transmission, AM or AM /FM radio. Plus other affordable accessories from your dealer.

Try the capable 4-Door. With down-the-road durability and extended maintenance intervals (6,250 miles), it saves by the mile.



## **710 Hardtop. Mid-Size, Top Value.**

A fine machine at a modest price, thanks to great engineering and intensive care construction.

For example, the new, larger 2000cc engine uses 5 main bearings on the crankshaft. And four instead of three on the overhead camshaft. A forward-located air intake helps keep the combustion components cool and the air dense for the best power and mileage. It all adds up to economy, durability and extended intervals (6,250 miles) between maintenance.

Big things like power-assist front disc brakes and a front stabilizer bar for handling. Little things like white sidewall tires, fender linings to fight off rock damage, a spare tire that's hidden under the trunk mat. They all add up to value, too.

Inside the aerodynamic body are fully reclining bucket seats, nylon carpet, all vinyl upholstery. Unusual extras like tinted glass, electric rear window defogger, multi-speed wipers. Electric clock, trip odometer and flow-through fresh air. It all goes with exceptional gas mileage, alert handling and sparkling performance.

Take a test drive in this marvelous middy. Try it with optional factory air conditioning and automatic 3-speed transmission, plus dealer accessories. You'll discover driving fun.



## **710 2-Door & 4-Door Sedans. Mini-Mass Transit.**

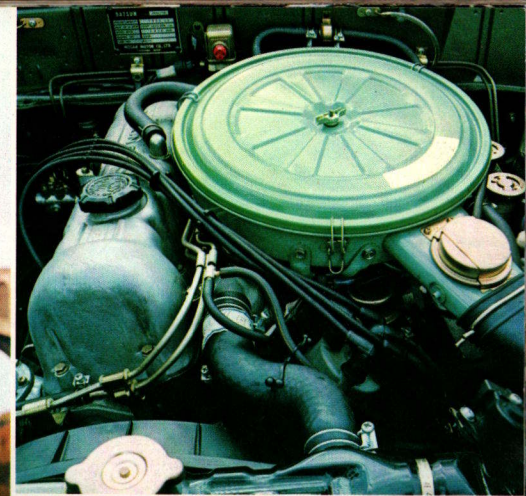
Just the right size, power and price to move four adults economically in comfort. Easy ins and outs. Ample trunk space with a flat floor that covers an inflated spare tire. Tough, handsome vinyl upholstery and fully carpeted interior. Reclining bucket seats. Tinted glass, flow-through fresh air and lots more.

There's a new 2000cc engine that goes further between gas and maintenance stops. The single overhead cam design eliminated 43% of the working parts of ordinary pushrod engines. For

better combustion, a front-mounted air filter keeps gas and air mixtures as cool and dense as possible. New lower gearing takes advantage of the extra torque, cuts engine revs, increases mileage.

Welded construction is tough and rattle free. The fenders are lined against gravel and rocks. A front stabilizer bar enhances handling. Power-assist front disc brakes and rear drums deliver straight, fade-resistant stops.

The no-cost extras include white sidewall tires and full wheel covers, an electric rear window defogger, electric clock and trip odometer. Options include factory air conditioning and fully automatic 3-speed transmission, plus other delights from your dealer. You can't go wrong in cars this right.



## 710 Wagon. 5 Ways Wonderful.

Many small wagons have three doors. For overall accessibility you need five. They make the most of the rear deck that, with the back seat folded, offers a cavernous 46.2 cu. ft. of stowage space.

Interior room is a product of unitized body construction. Instead of a bolted frame and chassis, you're encased in a light, strong, welded shell. Like a bridge, it's built to bear the load.

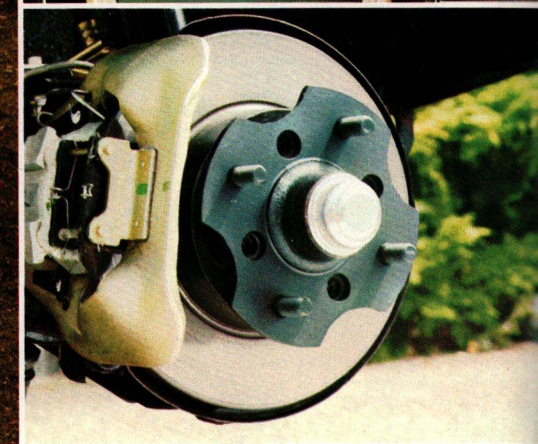
Fully reclining bucket seats, vinyl upholstery that wears tough and cleans easily, and full nylon carpeting (including cargo deck)

are just some of the interior refinements. You get tinted glass, an electric rear window defogger, and an electric clock.

The responsive 2000cc overhead cam engine (200cc larger than last year) is a gas miser. Finely engineered design delivers great durability with extended maintenance intervals (6,250 miles).

Power-assist 9-inch front disc brakes provide straight, fade and skid-resistant stops. A sturdy leaf spring rear and strut type front suspension steady the load, smooth the road.

You can add factory air conditioning, 3-speed automatic transmission, a radio and other accessories from your dealer. The 710 Wagon has everything to make commuting and vacationing easy, economical and fun.



## **B-210 Hatchback. Economy with Something Extra.**

Tops in the initial 1975 Model EPA gas mileage tests, this handsome Hatchback also ranks high in utility and driving pleasure.

The third door, a full-width rear hatch, opens on a large deck. (Even larger with the rear seat folded down.) The spare tire is hidden under the floor. Unitized construction makes the space possible while maintaining bridge-like strength. A nice bonus: welded bodies don't rattle with age like bolted frame designs.

This year a larger 1400cc high cam engine adds extra torque,

and there's a tougher clutch and transmission. Closer gear ratios and long-legged rear axle ratio allow the engine to run less revolutions per mile, consume less gas. Dense air is fed into the carburetor through a front-mounted air intake. These engineering edges add to your enjoyment and cut driving costs.

Fully reclining bucket seats, vinyl upholstery, full carpeting, tinted glass, electric rear window defogger, console box and trip odometer are among the inside delights.

With standard 4-speed stick or optional automatic 3-speed transmission, it's a very sporty economy coupe. Add optional factory approved air conditioning if you like. Plus any of a selection of driving aids from your dealer.





## **B-210 2-Door & 4-Door Sedans. Economicological.**

Economical, ecological, and just plain logical. Cars with a lot of little engineering features in the price of admission. A polypropylene fan, for instance, saves horsepower and cuts noise. Such small advances add up to superior machines.

Other innovations include a front-mounted air intake that supplies a dense, cooled fuel mixture for the best combustion and gas mileage. High gearing lets the new 1400cc engine turn fewer revolutions per mile and still deliver plenty of punch.

Important things such as roomy, unitized bodies, fully reclining bucket seats, nylon carpet, vinyl upholstery, tinted glass and electric rear window defogger, trip odometer and white sidewall tires, too. Things you mightn't expect on cars so economical to buy and run. (There's even more available as options from your dealer.)

The brakes are all business. Power-assist discs up front with rear drums. Plus a front stabilizer bar for sporty handling.

Put yourself, your growing family in one of these machines. Enjoy the astounding gas mileage that tops the initial 1975 model EPA ratings and the newly extended 6,250 mile periods between servicing. These little cars are big on a lot more than economy.



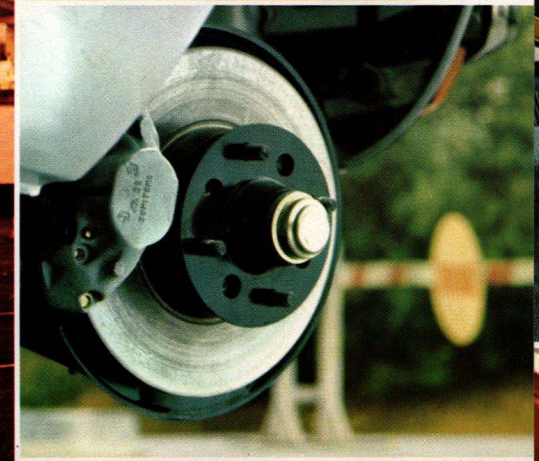
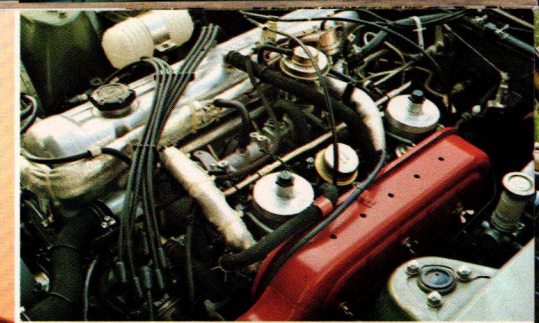
## **260-Z 2+2.** **4.0 People.**

The rear seats in the 4-place 260-Z are deep set and accommodating. They're for people, not just packages. And all this room and comfort goes with some new features in the latest 2+2 model.

There's a 17.2 gallon gas tank for added cruising range. A bigger radiator with more capacity for lower engine temperatures. The grille extends below the front bumper, a modified apron smoothes the nose contour. Bumper overriders are moved inboard for better protection.

Driving pleasure is delivered by the smooth and powerful 2600cc overhead cam engine that's uncommonly thrifty. Rack & pinion steering, fully independent strut type suspension and standard radial tires combine ride with handling. Power-assist front discs (up where 70-80% of the stopping is accomplished) complete the package.

Luxury and comfort are built into the contoured, fully reclining front bucket seats, the all-vinyl upholstery and full nylon carpeting. Tach and clock are included. AM/FM radio, 3-speed wipers, electric rear window defogger, tinted glass, too. Rear seats fold down for capacious deck space. A counterbalanced hatch provides access. Share the pleasure of the 260-Z 2+2 with three friends.



## **260-Z. Refined Personal Transport.**

A modified grille and front bumper with a mini-spoiler apron mark the latest 260-Z. It has a larger radiator for improved engine cooling, a 17.2 gallon gas tank for extended cruising. It's a tad longer than its predecessor, has carpeting over the transmission hump, inboard bumper overrides and front combination blinker and parking lamps safely tucked above the bumper. Other than that it's the same great GT that American drivers (and SCCA race champions) have come to know and love.

The zesty 2600cc single overhead cam (SOHC) engine eases out ample torque and power for most anything you want to do. A crisp 4-speed stick shift or optional 3-speed automatic transmits the energy. A fully independent suspension and standard radial tires get it on the road.

Other standard equipment would fill a dream book. Power-assist front disc brakes, fully instrumented dash, including tach, trip odometer, and clock. AM/FM radio, power antenna. Tinted glass, electric rear window defogger, counterbalanced rear hatch. Plus optional air conditioning, rear window louvers and whatever wild things you want to add on your own.

Datsun 260-Z. Practicality that's exciting and beautiful.



## Li'l Hustler Stretch. King Bed.

Over seven feet long, nearly five feet wide with 13 tie-down hooks. The bed of the new Li'l Hustler Stretch can haul a couple of motorcycles or middlin' size logs and pipe sections.

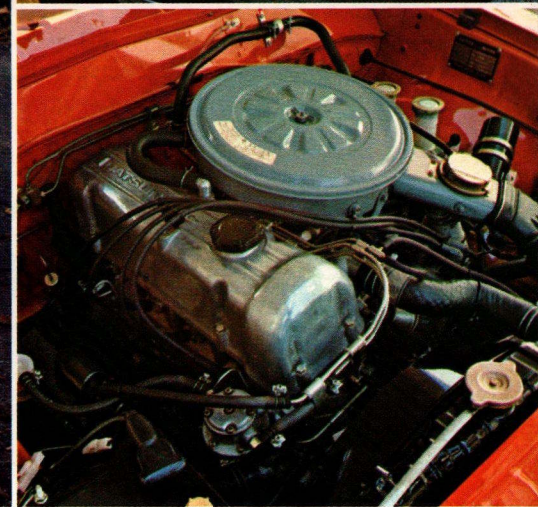
A big new 2000cc overhead cam engine contributes to low downtime and longer service intervals with neat engineering touches. Like a twin-chain cam drive. (Some overhead cam engines use a semi-exposed single belt.) It has 43% fewer moving parts than the pushrod/overhead valve engines in most trucks.

Less internal friction means more road power, better gas mileage.

We give the engine a free boost with a new low-back-pressure muffler. Match its power with a tougher clutch and larger radiator and fan. Give its manual transmission four instead of three speeds.

The torsion bar front suspension has a stabilizer bar for handling. Power-assist 10-inch drum brakes and heavy duty white sidewall truck tires handle the 1400 lb. gross payloads.

Inside you'll find passenger car convenience and comfort. A package tray, glove box (console, too, with optional automatic transmission), even a cigaret lighter. Contoured bench seat, long-wearing vinyl upholstery, flow-through fresh air. Dealer installed air conditioning, too. A little truck with a long hauling heritage.



## Li'l Hustler. Loveable and Loadable.

The new Li'l Hustler Pickup evokes emotion and practical appreciation, especially with its bigger engine.

Two liters means more torque, less stress under big loads. Proven design (it's the same basic engine as in the Datsun 610s and 710s) includes such engineering refinements as a twin chain drive for the overhead camshaft. Plus 5 main bearings down on the crankshaft. A new, tougher clutch facing. Larger radiator and fan for cool running. We tailored the total package to cut your

downtime and extend maintenance intervals; for reliability that keeps Li'l Hustlers performing for extra thousands of miles.

There's a rugged semi-elliptic rear leaf spring suspension and a front torsion bar suspension. Four-speed transmission (some trucks have just three), heavy duty white sidewall truck tires, 10-inch power-assist brakes. For comfort the bench seat is contoured. Flow-through fresh air and a 2-speed heater/defroster provide passenger car comforts. A package tray and glove box are among the thoughtful little extras.

Dealer installed air conditioning and 3-speed automatic transmission, side steps and rear step bumper are popular add-ons. It's all you'll ever want in a tough little truck.

# SPECIFICATIONS

## B-210 HATCHBACK

**Dimensions:** Overall length 162.2 inches. Width 60.8 inches. Height 53.0 inches. Wheelbase 92.1 inches. Weight 4-speed transmission 2055 lbs. (2,070 lbs. in California). Automatic transmission 2085 lbs. (2,110 lbs. in California).

**Engine:** 4-cylinder, OHV High-Cam. Displacement 85.3 inches. Bore & Stroke 2.99 x 3.03 inches. Compression ratio 8.5 to 1.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.51, 2nd 2.17, 3rd 1.38, 4th 1.00, Reverse 3.76.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## B-210 2-DOOR SEDAN

**Dimensions:** Overall length 163.0 inches. Width 60.8 inches. Height 53.5 inches. Wheelbase 92.1 inches. Weight 4-speed transmission 2000 lbs. (2025 lbs. in California). Automatic transmission 2030 lbs. (2055 lbs. in California).

**Engine:** 4-cylinder, OHV High-Cam. Displacement 85.3 inches. Bore & Stroke 2.99 x 3.03 inches. Compression ratio 8.5 to 1.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.51, 2nd 2.17, 3rd 1.38, 4th 1.00, Reverse 3.76.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## B-210 4-DOOR SEDAN

**Dimensions:** Overall length 163.0 inches. Width 60.8 inches. Height 53.5 inches. Wheelbase 92.1 inches. Weight 4-speed transmission 2055 lbs. (2070 lbs. in

California). Automatic transmission 2085 lbs. (2105 lbs. in California).

**Engine:** 4-cylinder, OHV High-Cam. Displacement 85.3 inches. Bore & Stroke 2.99 x 3.03 inches. Compression ratio 8.5 to 1.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.51, 2nd 2.17, 3rd 1.38, 4th 1.00, Reverse 3.76.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 710 HARDTOP

**Dimensions:** Overall length 171.7 inches. Width 62.2 inches. Height 55.5 inches. Wheelbase 96.5 inches. Weight 4-speed transmission 2476 lbs. (2520 lbs. in California). Automatic transmission 2503 lbs. (2548 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 710 2-DOOR SEDAN

**Dimensions:** Overall length 171.7 inches. Width 62.2 inches. Height 55.5 inches. Wheelbase 96.5 inches. Weight 4-speed transmission 2456 lbs. (2500 lbs. in California). Automatic transmission 2483 lbs. (2528 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 710 4-DOOR SEDAN

**Dimensions:** Overall length 171.7 inches. Width 62.2 inches. Height 55.5 inches. Wheelbase 96.5 inches. Weight 4-speed transmission 2478 lbs. (2522 lbs. in California). Automatic transmission 2506 lbs. (2550 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 710 WAGON

**Dimensions:** Overall length 173.0 inches. Width 62.2 inches. Height 55.9 inches. Wheelbase 96.5 inches. Weight 4-speed transmission 2583 lbs. (2676 lbs. in California). Automatic transmission 2616 lbs. (2702 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 610 HARDTOP

**Dimensions:** Overall length 174.8 inches. Width 63.0 inches. Height 54.5 inches. Wheelbase 98.4 inches. Weight 4-speed transmission 2552 lbs. (2605 lbs. in California). Automatic transmission 2574 lbs. (2633 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Fully independent, front and rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 610 4-DOOR SEDAN

**Dimensions:** Overall length 175.0 inches. Width 63.0 inches. Height 55.3 inches. Wheelbase 98.4 inches. Weight 4-speed transmission 2559 lbs. (2612 lbs. in California). Automatic transmission 2581 lbs. (2634 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Fully independent, front and rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 610 WAGON

**Dimensions:** Overall length 177.0 inches. Width 63.0 inches. Height 56.1 inches. Wheelbase 98.4 inches. Weight 4-speed transmission 2707 lbs. (2777 lbs. in California). Automatic transmission 2733 lbs. (2804 lbs. in California).

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.38, 2nd 2.01, 3rd 1.31, 4th 1.00, Reverse 3.36.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent strut type, front; semi-elliptic leaf spring, rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## L1' L HUSTLER STANDARD BED PICKUP

**Dimensions:** Overall length 169.3 inches. Width 62.6 inches. Height 60.8 inches. Wheelbase 100.2 inches. Weight 4-speed transmission 2380 lbs. Automatic transmission 2390 lbs.

**Bed Length:** 73.2 inches.

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** Floor-mounted, all-synchromesh 4-speed. Gear ratios: 1st 3.59, 2nd 2.25, 3rd 1.41, 4th 1.00, Reverse 3.66.

**Rear Axle:** Hypoid bevel. Semi-floating. Ratio: 4.37:1.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent torsion bar type, front; semi-elliptic leaf spring, rear.

**Brakes:** Hydraulic power-assist drum-type, front. Duo-hydraulic, rear.

## L1' L HUSTLER STRETCH PICKUP

**Dimensions:** Overall length 184.7 inches. Width 62.6 inches. Height 60.8 inches. Wheelbase 110.0 inches. Weight 4-speed transmission 2445 lbs. Automatic transmission 2455 lbs.

**Bed Length:** 88.6 inches.

**Engine:** 4-cylinder, Overhead Cam. Displacement 119.1 cubic inches. Bore & Stroke 3.35 x 3.39 inches. Compression ratio 8.5 to 1. Aluminum cylinder head.

**Transmission:** Floor-mounted, all-synchromesh 4-speed. Gear ratios: 1st 3.59, 2nd 2.25, 3rd 1.41, 4th 1.00, Reverse 3.66.

**Rear Axle:** Hypoid bevel. Semi-floating. Ratio 4.37:1.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Independent torsion bar type, front; semi-elliptic leaf spring, rear.

**Brakes:** Hydraulic power-assist drum-type, front. Duo-hydraulic, rear.

## 260-Z

**Dimensions:** Overall length 173.2 inches. Width 64.2 inches. Height 51.0 inches. Wheelbase 90.7 inches. Weight 4-speed transmission 2715 lbs. Automatic transmission 2725 lbs.

**Engine:** 6-cylinder, Overhead Cam. Displacement 156.5 cubic inches. Bore & Stroke 3.27 x 3.11 inches. Compression ratio 8.8 to 1. Aluminum cylinder head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.59, 2nd 2.25, 3rd 1.42, 4th 1.00, Reverse 3.66.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Fully independent strut type, front and rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

## 260-Z 2+2

**Dimensions:** Overall length 185.4 inches. Width 65.0 inches. Height 51.2 inches. Wheelbase 102.6 inches. Weight 4-speed transmission 2905 lbs. Automatic transmission 2915 lbs.

**Engine:** 6-cylinder, Overhead Cam. Displacement 156.5 cubic inches. Bore & Stroke 3.27 x 3.11 inches. Compression ratio 8.8 to 1. Aluminum head.

**Transmission:** All-synchromesh 4-speed. Gear ratios: 1st 3.59, 2nd 2.25, 3rd 1.42, 4th 1.00, Reverse 3.66.

**Full-Range 3-Speed Automatic Transmission:** (optional). Gear ratios: 1st 2.46, 2nd 1.46, Top 1.00, Reverse 2.18.

**Suspension:** Fully independent strut type, front and rear.

**Brakes:** Power-assist front disc, rear drum (leading and trailing shoes).

Specifications and prices subject to change without notice.

# DATSUN

