

NISSAN 300ZX

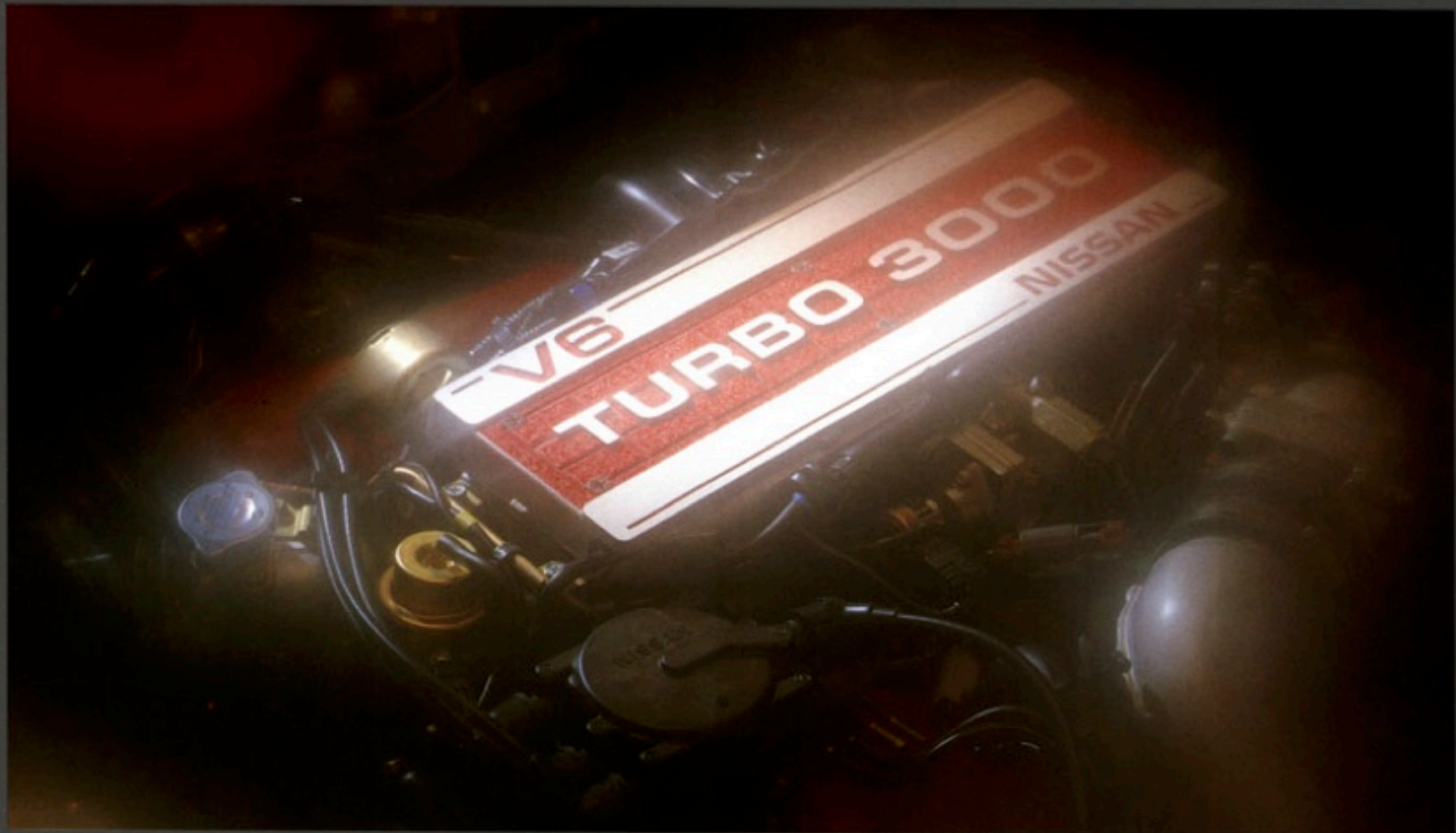




The Nissan 300ZX is the stuff that dreams are made of. This compellingly beautiful production sports car brings you a performance marked by magnificent power, breathtaking acceleration, crisp response, silky handling, superb stability, and that unmistakable aura of quality that's the hallmark of every Z car. Some cars are destined to be leaders in their class. The Nissan 300ZX is one of them.







SHOWCASE OF NISSAN'S ADVANCED TECHNOLOGY

Awesome Power

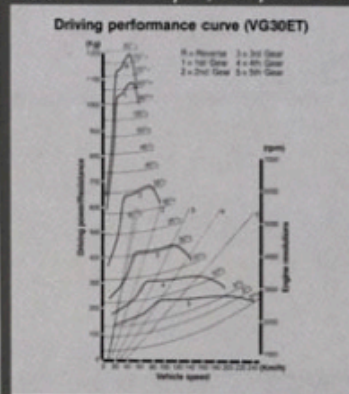
The Nissan 300ZX features two computerized OHC V6 engines—the turbocharged VG30ET and normally aspirated VG30E.

Using a design and layout that's been rated as one of the most advanced of its kind, the VG30ET and VG30E provide the 300ZX with awesome power and the ability to accelerate at an exhilarating pace, plus a surprising quietness and fuel economy.

The VG30ET delivers a maximum power output of 168kw/5,400rpm (DIN) and a maximum torque of 326Nm/4,400rpm (DIN). The VG30E yields 124kw/5,200 rpm (DIN) and 241Nm/3,600rpm (DIN). Fully loaded, a turbo/

manual model accelerates from 0 to 100km/h in just 7.1 seconds, and a non-turbo model in 9.1 seconds.

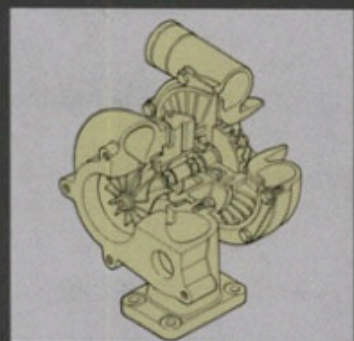
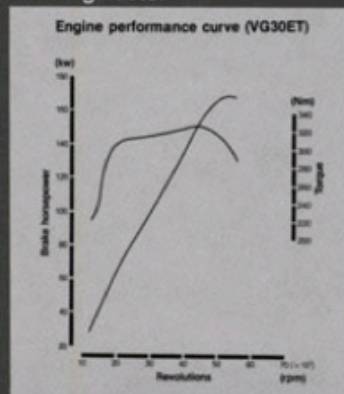
For Middle East
VG30ET: 241hp/5,400rpm and



34.9kg-m/4,400rpm (SAE)
VG30E: 182hp/5,600rpm and
26.2kg-m/ 4,400rpm (SAE)

Startling Sophistication

The structure of the VG30ET and VG30E was designed employing the latest CAD (Computer-Aided Design) systems. The development work involved over 400 engines in over 10,000 hours of bench tests and more than 1,000,000 kilometers of running tests.



Turbocharger

To achieve optimum performance, the V configuration was adopted and the cylinder block designed for superior strength and capacity to maximize bore. An oversquare design (bore x stroke: 87 x 83mm) allows high engine rpms and output.

For improved cooling efficiency, water flowing from the pump at the front of the engine to the main passages in the center of the bank is divided between the right and the left

cylinders so that each cylinder is cooled independently. This allows higher compression ratios and helps assure optimum combustion.

A 60° bank angle further helps ensure precise and even firing intervals.

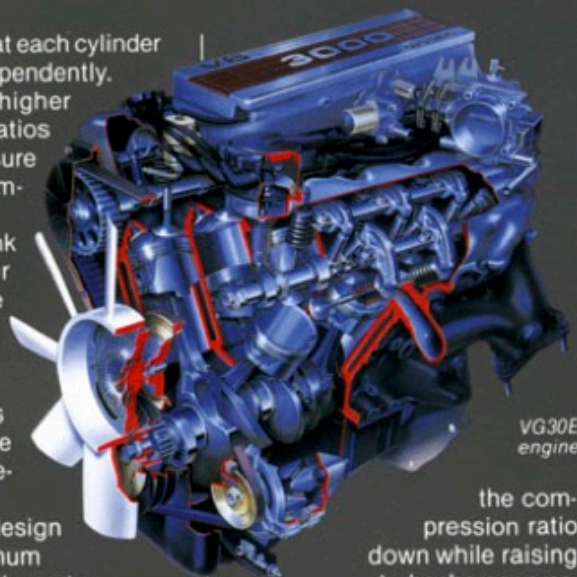
A cylinder fires each time the crankshaft revolves 120 degrees. This design provides optimum performance characteristics, with smooth acceleration all the way from low to high rpms.

Torque has also been increased at low and medium speeds to achieve better acceleration. For this purpose, the manifold pipe has been set to simultaneously provide optimal air intake inertia and maintain the engine's compact dimensions. Both sides of the three intake manifolds have been formed into one piece as a siamese collector. This provides each group of cylinders with uniform air intake, assuring more torque at low and medium speeds.

Other notable features include compact pentroof combustion chambers, spark plugs optimally positioned close to the bore center, crossflow intake and exhaust ports, and various measures to significantly reduce friction.

For extra accuracy, Nissan's microprocessor-controlled ECCS (Electronic Concentrated Engine Control System) is used to regulate fuel injection, air-fuel ratio, ignition, idling speed and other vital engine functions.

Both the VG30ET and VG30E boast excellent compression ratios: 7.8:1 for the VG30ET and 9.0:1 for the VG30E. The ordinary approach to increasing power in a turbocharged engine is to keep



VG30E engine

the compression ratio down while raising turbocharger pressure. Taking a significantly different approach, Nissan has given the VG30ET a high compression ratio. Together with various steps to improve combustion, this succeeds in enhancing both power and fuel economy.

Greater Rigidity, Lower Noise And Vibration

The VG30 engines feature a



Front air spoiler



Rear air spoiler (opt. turbo models)

390mm-long cylinder block and a total length of 670mm, making them as compact as ordinary in-line four-cylinder engines.

In addition, they boast an exceptionally light weight, thanks to the reduced weight of major moving and electrical components, and the generous use of aluminum alloys, resins and other lightweight materials.

And though the VG30 engines feature a dramatic decrease in weight, they succeed in providing greater rigidity and lower vibration. The cylinder block and crankshaft as well as the integrated main bearing cap are designed for higher resistance to vibration. These are complemented by a new hydraulic lash adjuster and timing



Semi-retractable headlamps

belt, both of which cut down noise from camshaft drive and valve mechanism operation. Additionally, steps have been taken to reduce intake and exhaust noise.

Sleek Styling

The 300ZX is a supreme example of streamlined styling. With its bold, flowing body lines and sharply etched silhouette, it instantly stands out in a crowd. Starting with a finely tapered nose, the body moves in one graceful sweep to a neatly sculpted tail. Accentuated by semi-retractable headlamps, body-integrated bumpers and curved fenders, the 300ZX's exterior attains new aesthetic heights with its futuristic styling. At the same time, this aerodynamically slick body serves to enhance running performance and fuel economy, with an outstanding drag coefficient of 0.31 Cd.



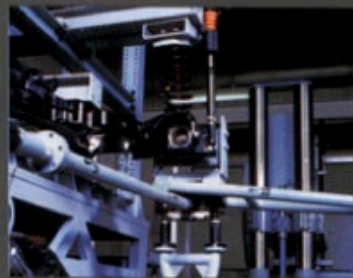
Aerodynamic styling



MASTERLY PIECE OF PRECISION ENGINEERING

Superb Stability

One of the most sophisticated ever devised, the 300ZX's suspension achieves a fine balance between high-speed cruising stability and all-road riding comfort.



Bench suspension test

The front suspension comprises MacPherson struts with coil springs and a stabilizer bar.

An unprecedented 7° caster angle keeps the outer tires precisely perpendicular to the road surface when cornering, resulting in more responsive steering and greater turning maneuverability. A low trail helps reduce yaw from side winds. A wide tread (front: 1,455mm; rear: 1,475mm) contributes to higher roll resistance.



MacPherson strut-type front suspension

At the rear, independent semi-trailing arms (also combined with coil springs and a stabilizer bar) provide the superior traction and handling required of a sports car.

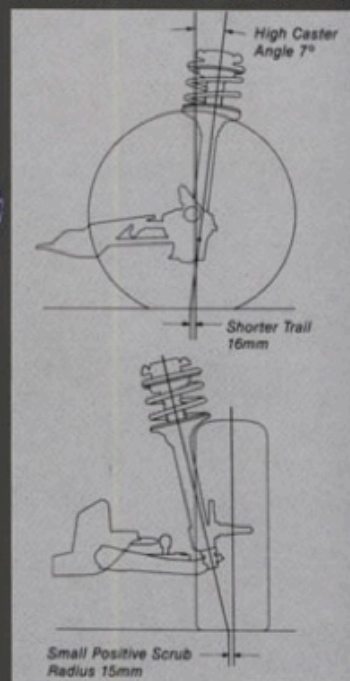


Independent semi-trailing arm rear suspension



Slalom test

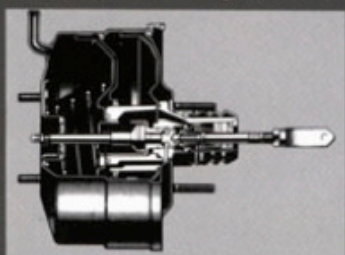
The system is designed to eliminate rear wheel lifting when cornering, reduce squat, and



Front suspension



300ZX to a smooth stop with just a light push of the brake pedal, providing better handling and stability not only when stopping in a straight line but also when braking while cornering. Contributing further to



Tandem 8-inch brake booster

braking stability, the front suspension features a small positive scrub radius. Dual hydraulic circuits prevent braking



Front ventilated disc brakes



Rear ventilated disc brakes

power loss in the rare event of a circuit malfunction. The disc pads are made of exceptionally fade-resistant material.

Thorough Testing

You'll find the 300ZX an extremely dependable car. It has been completely tested for



All-weather test (sub-zero)

stability, riding comfort, cornering ability, braking power, heat and cold resistance, waterproofing, rustproofing, durability and safety.

The monocoque body features a generous amount of



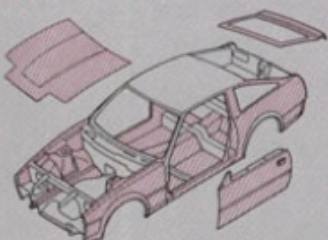
All-weather test (tropical)

Dura Steel which increases strength and rigidity while reducing weight and preventing corrosion. Other rust-proofing measures include the use of an extra-efficient silicon-based sealant wax applied to various parts, an enlarged area of stoneguard coating, and a special anti-chip coating given to components prone to chipping.

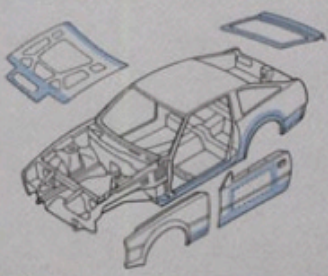


Shower test

Sections using
Dura Steel



Antirust wax



Antirust measures

Body paint was applied using the cation electrodeposition method which has been proven to contribute to rust prevention. These and other measures make the 300ZX one of the most durable production sports cars you could ever own.

Features and specifications are subject to change depending on market requirements. Please consult your local dealer.

Driveability test on cobblestone street improve road grip. For additional riding comfort, the shock absorber upper mounting consists of a shock-division mechanism that dissipates road shocks and vibrations with uncommon efficiency.



215/60VR15 radial tires on 6-1/2JJ x 15 alloy wheels

Superior Safety

Four-wheel ventilated disc brakes combined with an 8-inch tandem brake booster bring the



Front bumper



Braking test





Crafted in the tradition of the world's great sports cars, the Nissan 300ZX offers you lasting value and satisfaction. You'll find an uncompromising dedication to quality even in the minutest details. This incomparable driving machine is guaranteed to bring you unlimited pleasure and excitement.



ELEGANT IN FORM, EMINENT IN FUNCTION

Designed To Be Driven

Driving the Nissan 300ZX is one of the greatest rewards of owning this extraordinary car. Rack-and-pinion power steering allows you to weave in and out of traffic, negotiate tight corners, and cruise at high speed with remarkable ease and precision. The rack-and-pinion layout has been enhanced by connecting



Power steering



Tilt steering

the side rod directly to the rack gear. This further helps reduce steering effort and improve response. Thanks to the engine rpm-sensing power assist, steering is smooth and unusually light even when the car is running at low speed.

The 3-spoke tilt steering wheel is a typical example of Nissan's meticulous attention to



Clear-light-illumination meters and gauges

detail. It can be easily adjusted to suit your build and features highly practical finger rests. It has also been designed and positioned to give you an unobstructed view of the instrument panel and an easy reach of the switches and controls. The glarefree clear-light-illumination



Light and turn signal switch

meters and gauges can be read at a glance regardless of ambient light.



Wiper and washer switch

Smooth Power Flow

The 300ZX offers you three types of transmissions to choose from—5-speed manual with the VG30ET and 5-speed manual or 4-speed automatic with the VG30E.

Selected especially to match the requirements of a turbocharged engine, the 5-speed manual transmission for the VG30ET boasts closed ratios and is geared high to support the gutsy torque of this turbocharged powerplant. It also fea-



5-speed manual transmission



4-speed automatic transmission

tures a simplified gearshifting pattern, with wide operating spans for each gear. The system delivers power more effectively with less frequent gear changes. The second and third gears are set high, delivering impressive acceleration in each gear at high speeds.

Similarly, the manual power-train for the VG30E features closed ratios and is designed for easy gearshifting.

The automatic transmission offers you the convenience and reliability of an electronically controlled system. Operating in either of two automatically selected modes—Normal and Power—the

system incorporates sensors that constantly monitor throttle, speed and acceleration to determine the optimum lockup point for each gear.



Various function switches

Both manual and automatic transmissions feature overdrive for easy, quiet and economical high-speed cruising.



Footrest

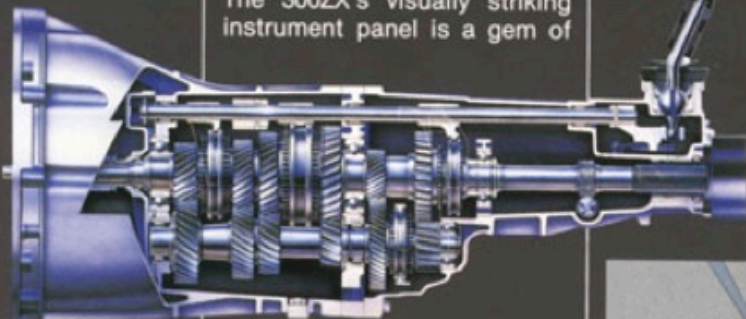
Inspired Instrumentation

The 300ZX's visually striking instrument panel is a gem of

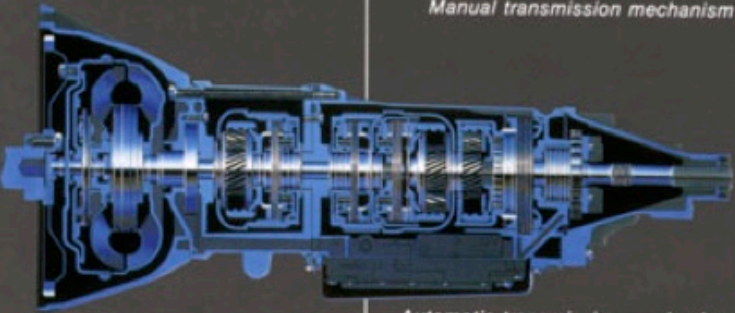


Rear window wiper and defogger

(there's even one to alert you to an improperly closed door), everything has been designed and laid out with flawless logic. To complete the picture, a large, gracefully slanted windshield gives you a commanding view of the road. Concealed 2-speed windshield wipers with intermittent phase, a rear window wiper, and a defroster for all



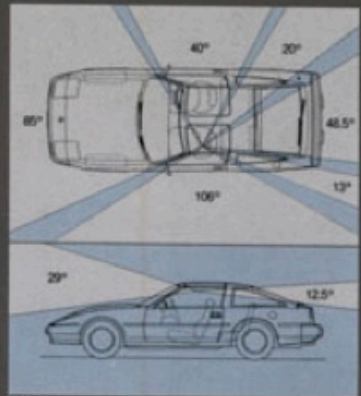
Manual transmission mechanism



Automatic transmission mechanism

functional simplicity. From the switches grouped on either side of the steering wheel to the centrally located speedometer and tachometer, from the column-mounted switches to the bank of monitor lamps

windows help maintain optimum visibility in cold or rainy weather.



Wide visibility

Features and specifications are subject to change depending on market requirements. Please consult your local dealer.



300ZX



300ZX





Utterly comfortable seats. An array of the finest interior appointments. A rare sense of spaciousness. A total commitment to quality. Discover it all in the Nissan 300ZX. Never before has a production sports car wed such advanced performance with such supreme luxury.



LUXURY FOR A PRIVILEGED FEW



T-bar roof

Uncommon Comfort

Unlike other production sports cars, the Nissan 300ZX does not sacrifice comfort for performance. The 5-way adjustable driver's seat illustrates the difference. This sliding/reclining seat is equipped with a lifter, lumbar support and an adjustable headrest, and may be set to your most comfortable position at the touch of a switch.



5-way adjustable driver's seat

The driver's and front passenger's seats are both bucket-type and upholstered in luxurious napped moquette fabric. For easy access to the rear, the front passenger's seat features a



3-point hybrid ELR front seat belt

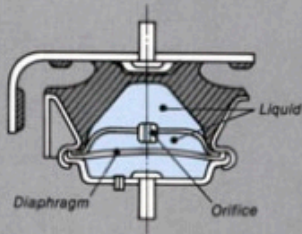
walk-in device with memory. The split-type rear seat may be folded down in accordance with passenger or luggage space requirements.



Rear seat

Silent Runner

Despite its powerful performance, the 300ZX affords you the pleasure of traveling in a soothingly quiet interior. The VG30ET and VG30E engines deliver their awesome power with an unusually low noise level. Moreover, the engine mounts contain sealed-in liquid that flows in and out according to the degree of road shock,



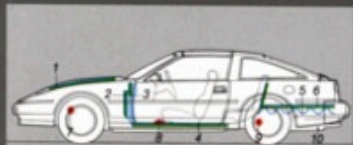
Liquid is sealed inside the rubber, and flows in and out according to changes in rubber configuration due to vibration input, providing highly effective damping.

Liquid-filled engine mounts (front)

providing extremely effective damping. Insulators and member bushings are used to deflect powertrain vibration and noise from the interior. The floor is covered with wall-to-wall, mass-backed cut-pile carpeting and a thick felt underlayer.



Anechoic room test



- 1: Glass-wool Insulated Hood
- 2: Heavier Dash Insulator
- 3: Dash Side Trim
- 4: Front Floor Carpet
- 5: Rear Floor Pad
- 6: Rear Floor Carpet
- 7: Liquid-filled Front Engine Mounting
- 8: Controlled-mode Rear Engine Mounting
- 9: Reinforced Rear Suspension Member
- 10: Resonated Muffler

Antinoise insulation

Total Satisfaction

The 300ZX, in fact, embodies a whole list of features that redefine the meaning of comfort and convenience in a sports car. The ventilation system provides 2.4m³/min. of effective ventila-



Ventilation

tion, keeping airflow at a constantly optimum level. Complementing this well-designed ventilation system, a heater is standard and an air conditioner



Spot lamp

The luggage area effectively utilizes every inch of available space, and has been designed to accommodate bulky items. The fully carpeted all-flat floor allows you to simply slide in your luggage. There are floor belts to keep it firmly in place. Other handy features include a detachable rear parcel shelf, a retractable tonneau cover (opt.),



optionally available. The heater and ventilation system may be operated in different ways, including bilevel mode, to suit different requirements. Heater controls are illuminated for instant identification in the dark.

a storage space for tools, and a full set of interior lamps, including one to light up the luggage area.



Luggage area (with rear seat fully folded down)



Luggage area (with rear seat partially folded down)



Luggage area lamp

Features and specifications are subject to change depending on market requirements. Please consult your local dealer.





A MOVABLE FEAST FOR THE SENSES

A rich array of carefully selected standard and optional equipment transforms the Nissan 300ZX from a mere machine into a feast for the senses. The 300ZX is designed for the most discriminating driver. Like every great sports car, it abounds with those extra touches that enable a driver to experience a special bond with this machine.



Illuminated ignition switch



Digital clock



Power antenna



Headlamp washers (opt.)



Power windows



AM/FM multi-electronic-tuning radio and cassette deck



Front speakers



Rear speakers



Electric remote-controlled door mirrors



Center console box



Front door pockets



Glovebox



Integrated auto door lock (opt.)



Tonneau cover (opt.)

Features and specifications are subject to change depending on market requirements. Please consult your local dealer.



A PROUD WINNING TRADITION AROUND THE WORLD

In addition to their unmatched reputation as regular road models, Nissan Z cars are also known for an impressive string of victories in motor sports around the world. From the car-breaking Safari Rally in Africa to road racing in the U.S., Z cars have proven that they are more than a match for the most challenging driving conditions.

In 1971, a 240Z broke records at the Safari by winning a triple crown of overall, class and team victories. The 240Z was the first-ever vehicle to win in all three categories, and the first to win overall on its debut in the Safari.

In the U.S., Z cars have dominated both the SCCA (Sports Car Club of America) championship and the IMSA (International Motor Sports Association) GTU series from the '70s to the present. Their unbeaten record of wins was started by 240Z, continued by the 260Z and 280ZX, and is now being brought

to new heights by the 300ZX. The Z cars hold a unique record of achievements in international motor sports. The 300ZX embodies the best of that winning tradition.

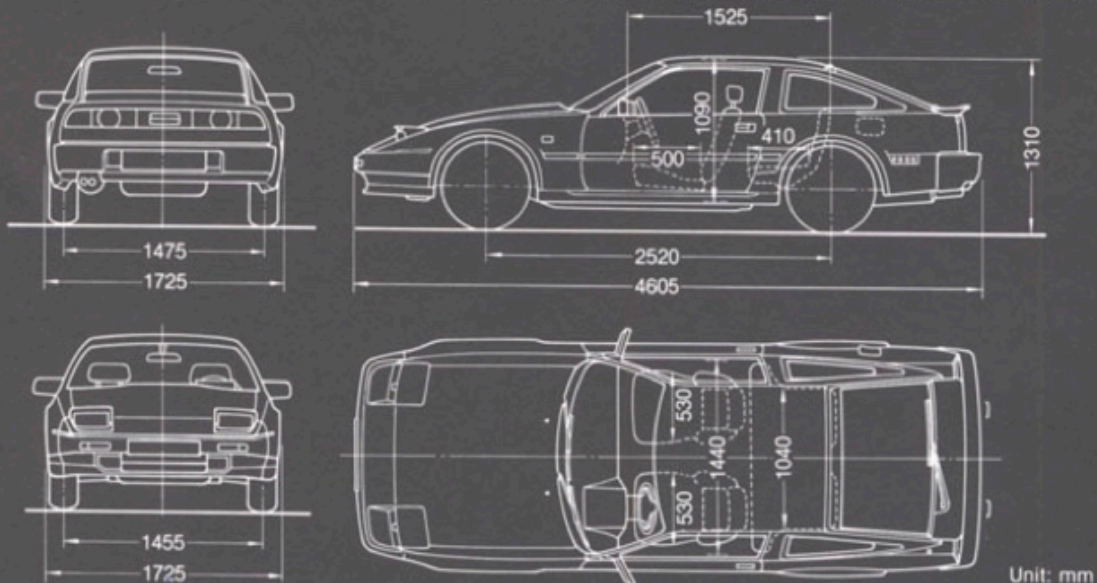
Specifications

Model		300ZX	300ZX TURBO
Dimensions, weight & performance			
Overall length	mm (in)	4,605 (181.2)	—
Overall width	mm (in)	1,725 (67.9)	—
Overall height	mm (in)	1,310 (51.6)	—
Wheelbase	mm (in)	2,520 (99.2)	—
Tread	front	mm (in)	—
	rear	mm (in)	—
Min. ground clearance	mm (in)	100 (3.9)	95 (3.7)
Curb weight	kg (lbs)	M/T 1,415 (641.3) A/T 1,425 (646.4)	M/T 1,455 (657.0)
		M/T 1,460 (662.3) A/T 1,445 (655.4)	M/T 1,475 (669.1)
Seating capacity	persons	4	—
Min. turning radius (curb to curb)	m (ft)	5.3 (17.4)	—
Fuel tank capacity	l (U.S. gal)	72 (19.0)	—

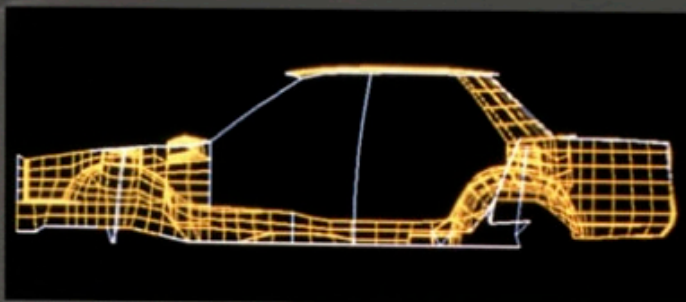
Mechanical features

Model		VG30E	VG30ET	
Engine	Type	60°-V6-OHC cog-belt driven: Cross flow, oil tappet valve mechanism.		
	Bore × stroke	mm (in) 87.0 × 83.0 (3.43 × 3.27)		
	Displacement	cc (cu in) 2,960 (180.6)		
	Max. power	kw (ps)/rpm (DIN)	124 (169)/5,200	168 (228)/5,400
		hp/rpm (SAE)*	*182/5,600	*241/5,400
	Max. torque	Nm (kg-m)/rpm (DIN)	241 (24.6)/3,600	326 (33.2)/4,400
		kg-m/rpm (SAE)*	*26.2/4,400	*34.9/4,400
	Compression ratio		9.0 to 1	7.8 to 1
	Turbocharged pressure	mm/Hg		350
	Fuel system		Semi-ECCS, electronic fuel injection control. Viscous element type air cleaner.	ECCS, electronic fuel injection control. Turbocharger with anti-knock device. Viscous element type air cleaner.
Transmission		Manual transmission: Synchromesh on 5 forward gears with floor-mounted shift lever. Automatic transmission: 4-speed gearbox with lockup torque converter.	Manual transmission: Synchromesh on 5 forward gears with floor-mounted shift lever.	
	Manual 5-speed	1st 3.321, 2nd 1.902, 3rd 1.308, 4th 1.000, 5th 0.759, rev. 3.382	1st 3.325, 2nd 2.077, 3rd 1.360, 4th 1.000, 5th 0.760, rev. 3.636	
	Automatic 4-speed	1st 2.458, 2nd 1.458, 3rd 1.000, 4th 0.686, rev. 2.182		
Final gear ratio (hypoid final gear)		3.700	3.545	
Steering		Rack & pinion. Power assisted.		
Suspension	front	MacPherson struts with coil springs & stabilizer.		
	rear	Independent semi-trailing arm with coil springs & stabilizer.		
Brakes	system	8-inch tandem MasterVac & anti-skid NP valve.		
	front	Ventilated discs.		
Tires		215/60VR15 steel-belted radial tires.		
Wheels		6½JJ15 alloy wheels 20mm offset, 5 bolts.		

Nissan Motor Co., Ltd. reserves the right to make any changes without notice concerning colors, equipment, or specifications detailed in this brochure; or to discontinue individual models. The colors of vehicles delivered may differ slightly from those in this brochure. Please consult your local dealer to ensure that the vehicle delivered accords with your expectations. *Middle East models



Quality In Motion



Creating cars with computers. An extensive use of Computer-Aided Design (CAD) is a key to the exceptional quality and reliability of Nissan vehicles.

Drive a Nissan today. No matter what car or truck it is, you can depend on it for the best performance, features and value in its class.

At Nissan, we take no shortcuts nor make any compromises with our products. If it's comfort you're looking for, you'll find plenty of space and an optimum selection of interior appointments in every vehicle in our wide model lineup. If it's power and performance you're after, our engines, transmission systems, suspensions, brakes, etc., are all marked by technological finesse and elegance.

If it's durability you require, our advanced production procedures, including the cation electrodeposition body painting method and maximum antirust measures, assure you longer-



Nissan's ultra-sophisticated electronically controlled suspension automatically alters its damping rate in accordance to road and running conditions.

lasting value. And if it's safety you're concerned with, rest assured—every Nissan provides you with the utmost protection.

At Nissan, we understand your every requirement, which makes all the difference.

Known around the world for extreme precision



This ceramic turbocharger rotor offering the advantages of lighter weight and superior heat resistance is an eminent example of Nissan's pioneering role in the development of new technology.



Measuring vibrations with holography. Nissan employs the latest technological advances to provide users with the most human-engineered cars possible.

and efficiency, our sophisticated manufacturing techniques are guided by an attention to detail, a faultless eye for quality, and an awareness that ultimately a car can be best measured by how well it answers your needs.

Next time you get into a Nissan, think about it. What you have in your hands isn't just a means of moving around, it's quality in motion.



Every Nissan model undergoes a comprehensive range of tests to ensure the highest quality.



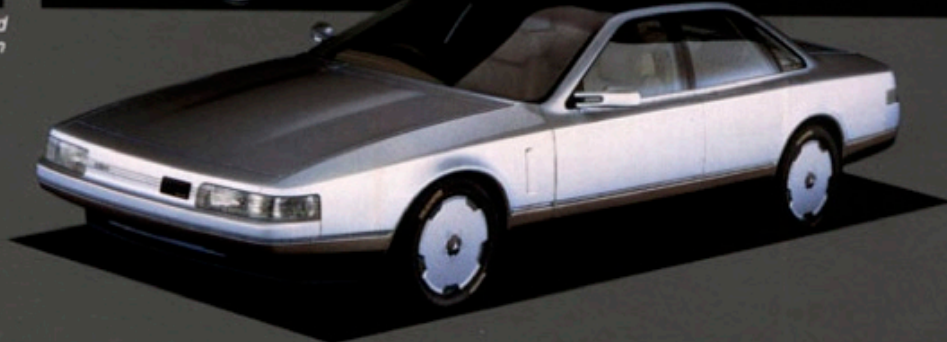
Active participation in rallies and races around the world enables Nissan to test its cars in extreme conditions. The experience gained is fed back into the production of regular Nissan models.

Mid 4

A super-performance Nissan car featuring a midship engine and full-time four-wheel drive.



Cue-X
Another revolutionary Nissan car, embodying the performance of future sedans. Full-time four-wheel drive and a DOHC V-6 twin-turbo engine are among its super specifications.





NISSAN MOTOR CO., LTD.

D12E 87-3-20000 Printed in Japan