

2000 and 1600 SPORTS CARS



DATSUN

the winner·on street or track

DATSUN 2000 & 1600-'70's SPORTS CAR SENSATIONS!

The DATSUN 2000

A Modern Classic! True sports car lines and performance with the latest race-proven engineering advances. Extravagant cockpit appointments. Distinctive in every way. A car you can live with...*really* live. Two liters of pure driving pleasure the kind you couldn't buy for twice the money!

You're Tuned In to hi-performance thrills the second you slip into the deep-padded bucket seats. The steering wheel perfectly positioned. Flip the column-locking key. Twin carbs take charge. 135 horses chuckle in their overhead cam corral. Slip the stick through all five synchromesh gears. Delightful! Now

ving mill tough where it counts. Modern thinwall block castings are light but strong. And the aluminum SOHC cylinder head has wedge-shaped combustion chambers and smooth-contoured intake ports to keep the weight

5-Speed, All-Synchromesh Transmission puts all the power on the road at optimum engine RPM's. Deftly you put the car through its paces, choosing each ratio for maximum performance. Fifth is a cruising overdrive. At 70 MPH it lets the engine loaf at 3200 RPM... still with plenty of poke left for passing without downshifting. The shift linkage is light

down and the power up. The power-to-weight ratio makes the car zip along at any legal limit and save gas, too!

Road & Track says: "The 40% increase in power, achieved with a weight gain of only about a dozen pounds (over the 1600) is an impressive achievement."

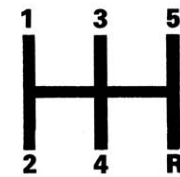
you're ready for anything. You've got the torque, the horses, the tuned chassis stability to handle the high-priced competition on street or track.

Car & Driver says: "The quickest, least expensive car in its group."

Advanced Single Overhead Cam Engine comes on strong with 135 HP at 6000 RPM. Five main bearings make the free-rev-



and race-car precise. The synchros faultless. The gearbox is pure joy to use. Like all Datsun 2000 components, it's race-proven, designed for hard use. "97 in third and still two gears to go" says *Car & Driver*.



Disc Brakes. Up front are efficient calipers with long-wearing pads. With deep-finned rear drums these racing type binders supply extremely effective braking. Rated "very good" by professional drivers, the brakes are fade-resistant and controllable, good for repeated straightline stops. Datsun 2000—a fast, safe car with Stop to match its Go!

Sleek, True Sports Car Styling with a low, clean silhouette. The all-vinyl top is weather-tight and simple to raise and lower. Down, it tucks smoothly under a trim boot. Trunk space is supplemented by a handy deck behind the seats with lots of room and tie-down straps. And if you have compact-sized children, they'll fit, too. There's also a tonneau cover to protect the entire cockpit.

Datsun's Low Price Includes Everything... a cockpit-full of accommodations usually offered only as options or not at all: Safety Front Disc Brakes ■ 5-Speed All Synchromesh Transmission ■ All Transistor Radio ■ Bucket Seats ■ Heater & Defroster ■ Deluxe Vinyl Upholstery ■ Roll-Up Windows ■ Complete Safety Package ■ Sport Wheel Discs ■ Electric Clock ■ Large Dial Tachometer ■ Lockable Floor Console

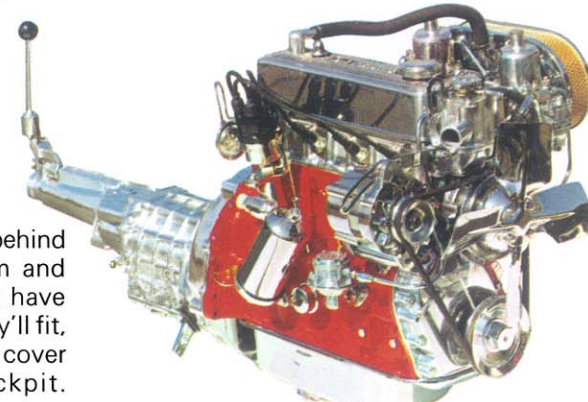
- Trip Odometer
- Padded Racing Type Steering Wheel
- Lockable Antenna
- Electric Windshield Wipers
- Windshield Washers
- Battery Saving Alternator
- Double Air Vents
- 3-Anchor Point Safety Harness
- Top Boot
- Tonneau Cover
- Whitewall Tires
- And more!

Car & Driver—"Very little fade after three successive arrow-straight stops."

The DATSUN 1600

"More for the money than any other Sports Car in its class" reports *Road & Track*.

A Rapid Running Mate to the 2000, the '70 Datsun 1600 has the 2000's classic lines and



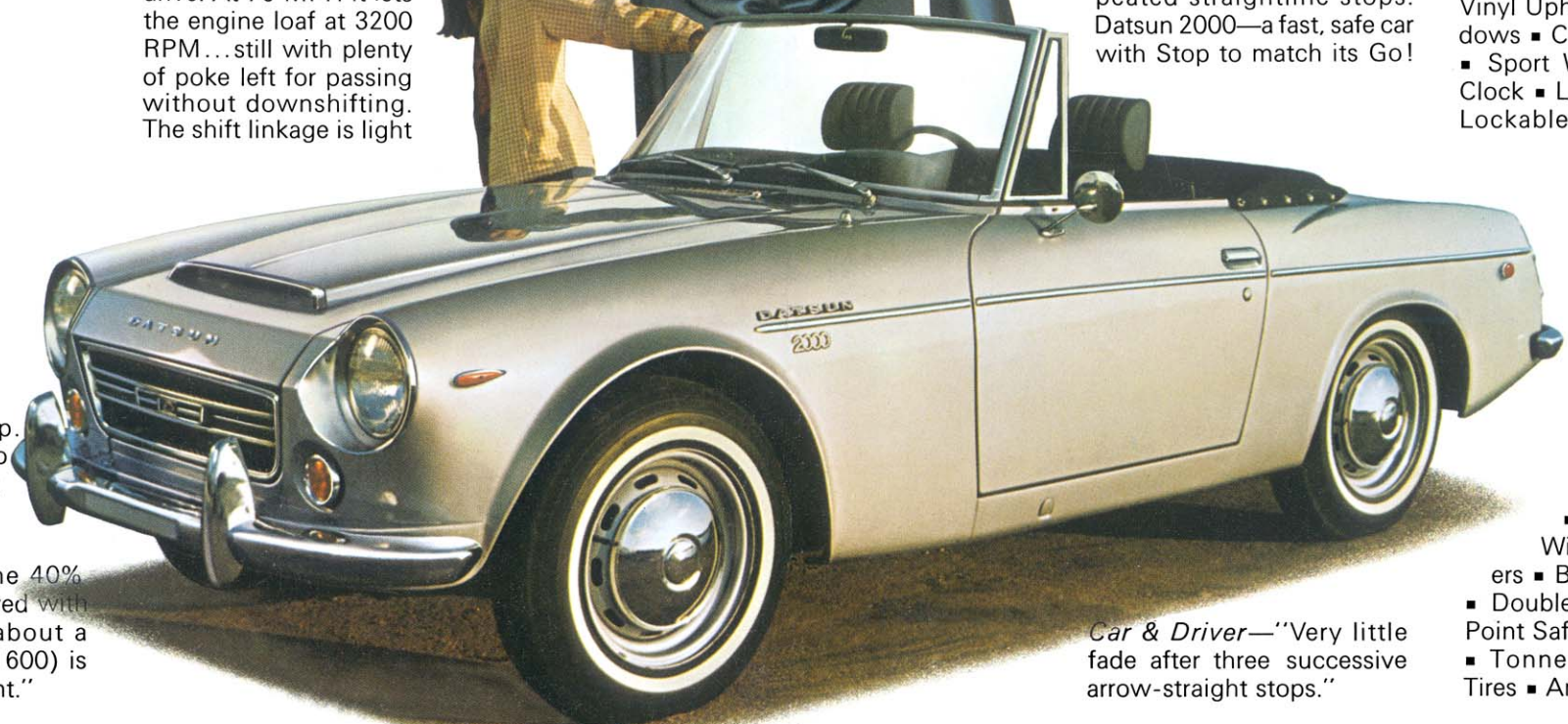
interior refinements. Only the power train is different.

A Favorite at Hi-Performance Driving Schools, the 1600 combines a 5 main bearing, 96 HP OHV engine with an all-synchromesh 4-speed transmission. An independent front and improved rear suspension provide true sports car ride and road-handling. With 27 no cost extras, the lean,

tough 1600 is a winner anywhere.

Foreign Car Guide says: "A peppy, good looking, well finished roadster with all the extras at a low price."

In Appearance, Performance and Proven Durability, the Datsun 2000 and 1600 are the prize buys of the sports car world!





SPECIFICATIONS

DATSUN 1600—Model SPL-311

Engine

| | |
|------------------------------|--------------------------------|
| OHV in-line 4 1600 cc | Horsepower: 96 @ 6000 RPM |
| Bore: 3.433" | Torque: 103 ft. lb. @ 4000 RPM |
| Stroke: 2.630" | SU type twin carbs. |
| Displacement: 97.32 cu. ins. | Ignition: 12-volt |
| Compression: Ratio: 9.0 | Alternator: 300 watt |

Transmission

4 forward gears, 1 reverse
All synchromesh floor mounted

Differential

Hypoid—semi-floating axle
Ratio: 3.889:1

Steering

Cam and lever. Ratio 14.8:1
Turn circle—32 ft.

Wheels and Tires

4 lug steel wheels
560 x 14 4-ply whitewall tires

Suspension

Front—Independent coil spring, telescopic double action shock and stabilizer bar
Rear: Live axle, parallel, Semi-elliptical springs and double action shocks. Single—top mounted traction stabilizer bar

Brakes

Front: disc—11.8" diameter
Rear: Al-fin drum—9"—leading & trailing shoes

Dimensions

| | |
|------------------------------|------------------------|
| Steel body on X-Member frame | Overall length: 155.7" |
| Wheelbase: 89.8" | Overall width: 58.9" |
| Track: front—50.0" | Overall height: 51.6" |
| rear—47.1" | Weight: 1984 lbs. |

DATSUN 2000—Model SRL-311

Engine

| | |
|-----------------------|-----------------------------|
| OHC-4 cyl—1982 cc | Horsepower: 135 @ 6,000 RPM |
| 5 main bearings | Ignition: 12 volt |
| Bore: 3.433" | Alternator: 300 watt |
| Stroke: 3.267" | SU type twin carbs. |
| Compression: 9.5 to 1 | |

Transmission

5 forward gears, 1 reverse
All synchromesh floor mounted

Differential

Hypoid—semi-floating axle
Ratio: 3.700 standard

Steering

Cam and lever. Ratio 14.8:1
Turn circle—32 ft.

Wheels and Tires

4 lug steel wheels
560S-14—4 ply whitewall tires

Suspension

Front—Independent coil spring telescopic double action shock and stabilizer bar
Rear: Live axle, parallel, Semi-elliptical springs and double action shocks. Single—top mounted traction stabilizer bar

Brakes

Front: disc—11.18" diameter
Rear: Al-fin drum—9"—leading & trailing shoes

Dimensions

| | |
|------------------------------|------------------------|
| Steel body on X-Member frame | Overall length: 155.7" |
| Wheelbase: 89.8" | Overall width: 58.9" |
| Track: front—50.2" | Overall height: 51.6" |
| rear—47.24" | Weight: 2006 lbs. |

There's a New Datsun for Everyone

2-Door Sedan □ 4-Door Sedan □ Station Wagon
2000 Sports Car □ 1600 Sports Car



Drive a Datsun...then decide at your Dealer