

DATSUN B-210





B-210 Hatchback. One way to squeeze extra miles out of a gallon of gas.

On the open road or in city stop-and-go, the elegantly economical Hatchback gets the kind of gas mileage you dream about.

And this top B-210 model has haulability, super-looks and a full-width rear hatch. With the rear seat folded down, you get a mini-wagon's space.

The driving's beautiful. A deep strut front suspension keeps the car's weight under easy control. A front stabilizer bar reduces sway on the turns. Big power assisted front disc brakes match the alert performance of the 1400cc high cam engine. It's engineered to respond, weight-watched to nearly one-ton trimness for great maneuverability.

Comforts are delightful. The bucket seats recline fully. Carpet's underfoot. There's surprising interior room, too.

On the dash a trip odometer helps compute the astounding gas mileage. Efficient flow-through fresh air vents control air flow. All gauge and instrument lights dim at the turn of a knob. A glove box and package tray plus a handy console box stow necessities. The hood unlatches from the inside.

You'll find a simulated leather wrapped, three-spoke steering wheel and shift knob, too. Tinted glass, electric rear window defogger. Except for such options as automatic transmission, radio and air conditioning, you get it all at no extra cost.

Drive this sporty economy car for the fun of it. As gas goes up, it makes more and more sense.

For complete gas mileage information see specifications page.

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B-210 2-Door and 4-Door. The pleasure of practicality.

These deluxe B-210 models are big on luxury. You get fully reclining front bucket seats, tinted glass, package tray and flow-through fresh air. Full carpets, all-vinyl upholstery, electric rear window defogger and a glove box are also among the pleasures you don't pay extra for. This year you dim the dash lights with the twist of a knob, unlatch the hood from inside.

The peppy 1400cc engine hums tirelessly on five main bearings. It eases you over hill and dale with amazing fuel economy. Power assisted front disc brakes are larger for '76. Nissan's brake proportioning (NP) valve helps limit skidding.

Datsun design and engineering show in the rugged, quiet all-steel unibody. In the resilient rubber isolated rear suspension. In the fit and finish of all panels, the well-ordered engine bay with its easy access that cuts maintenance costs.

Two doors or four, entry and exit are non-acrobatic. And the room inside is amazing. These family cars also offer a lot of usable trunk space with the spare tire out of the way under the floor.

With so much included as standard equipment you can easily add options such as automatic transmission, air conditioning, radio, stereo, tachometer and electric clock.

In these dynamic Datsuns practicality is matched by the kind of happy motoring you thought was gone forever.

For complete gas mileage information see specifications page.



What's included in the price makes the extras affordable.

A. Fully reclining front bucket seats provide plenty of adjustment for extra ease on long trips. Body-fitting contours are covered with soft vinyl upholstery that resists scuffs, cleans with a wipe of a damp cloth.

B. Flow-through ventilation. Flip-out or roll-down rear windows augment the flow-through fresh air system. Exhaust vents are decorative on the Hatchback, hidden on the Sedans. A two-speed heater/defroster and a rear window defogger handle cold and dampness.

C. Steering wheel. Simulated leather wrapped, with three spokes on Hardtop. Smooth, easy-grip two-spoke on Sedans.

D. Full wheel covers. Their striking design sets off the standard white sidewall tires. One of the little extra touches that add up to Datsun value.

E. Haul room. The Hatchback's rear door opens on a spacious deck. Fold the rear seat down and it copes with surfboards and bikes. Trunks in the Sedans are uncluttered. The spare tire is tucked out of the way under the floor.

F. High cam 1400cc engine power is matched with a standard 4-speed transmission. Delivers maximum economy with sporting performance and durability.

To all the no-cost extras, including full carpeting, tinted glass, glove box, package tray, plus a console box, you can add some neat options.

G. Optional fully automatic 3-speed transmission. Factory approved air conditioning installed by your dealer. Electric clock, tachometer, luggage rack, radio and stereo, too.

For complete gas mileage information see specifications page.



DATSUN B-210 SPECIFICATIONS

Dimensions & Weight	2-Door Sedan	4-Door Sedan	Hatchback
Length	163.0 in.	163.0 in.	162.2 in.
Width.....	60.8 in.	60.8 in.	60.8 in.
Height.....	53.5 in.	53.5 in.	53.0 in.
Wheelbase	92.1 in.	92.1 in.	92.1 in.
Tread, front.....	50.2 in.	50.2 in.	50.2 in.
rear.....	49.0 in.	49.0 in.	49.0 in.
Min. Road Clearance	6.7 in.	6.7 in.	6.7 in.
Curb Weight:			
4-speed	2,050 lb.	2,095 lb.	2,095 lb.
Automatic.....	2,090 lb.	2,135 lb.	2,135 lb.
<small>California Weights*</small>			
Curb Weight:			
4-speed	2,075 lb.	2,120 lb.	2,120 lb.
Automatic.....	2,115 lb.	2,160 lb.	2,160 lb.
Seating.....	4	4	4
Min. Turning Diameter.....	34.0 ft.	34.0 ft.	34.0 ft.

*Catalytic converter and related emission control components account for slightly heavier curb weight of models sold in California.

Engine: 4-cylinder, in-line OHV high cam, water-cooled.
 Bore and Stroke 2.99 in. x 3.03 in.
 Displacement (1397cc) 85.2 cu. in.
 Compression Ratio 8.5:1
 Carburetion..... Two-barrel, downdraft carburetor.
 Exhaust Gas Recirculation system (EGR). Air Injection System (AIS). (Catalytic converter—California).

Cooling System: Pressurized radiator with centrifugal water pump. Pellet type thermostat. Belt-driven 4-blade fan. Water capacity 6.2 quarts.

Fuel System: Two-barrel, downdraft carburetor. Mechanical diaphragm fuel pump. Paper element type air cleaner. Fuel tank capacity 11.6 gal. (11.4 gal. Hatchback).

Electrical System: 12V, 60 Amp/Hr. battery, 50A alternator, magnetic shift starter motor. (Transistorized ignition system—California.)

Lubrication System: Full pressure feed, full flow cartridge type oil filter and trochoid gear type oil pump. Oil capacity 3.9 quarts.

Clutch: Dry single plate, diaphragm-spring. Hydraulic control.

Transmission: Manual: All-synchromesh on forward gears. 4 speeds with floor gearshift. Automatic: Fully automatic 3-speed transmission with torque converter. 6-position floor selector.

Gear Ratios:	Manual 4-speed	Automatic 3-speed
1st.....	3.51	2.46
2nd.....	2.17	1.46
3rd.....	1.38	1.00
4th.....	1.00	—
Rev.	3.76	2.18

Final gear: Hypoid type. Ratio 3.89 to 1.

Suspension and Axle: Front: Independent strut type with coil springs, tension rods, telescopic shock absorbers, and stabilizer bar. Rear: Semi-floating rear axle. Semi-elliptic leaf springs with shock absorbers.

Wheels & Tires: 4½ J-13 steel disc wheels. 6.15-13 tubeless white sidewall tires. 155-SR13 radial tires optional.

Steering: Safety padded steering wheel with horn buttons. Recirculating ball type steering gear. Gear ratio 15:1. Impact absorbing steering column.

Brakes: All four wheels hydraulically operated. NP valve to help limit skidding. Front: Disc brake, 9.7 in., power assisted. Rear: Drum brake (leading and trailing shoes), 8.0 in.
 Master-Vac 4.5 in.
 Master cylinder Tandem cylinder.
 Parking brake. Mechanically operates on rear wheels.

Body: All steel unibody construction with crush zones, front and rear. Full vinyl upholstery. Laminated anti-glare windshield glass. Tempered anti-glare side window glass. Lift-up rear gate (Hatchback only).

Instruments: Speedometer with odometer and resettable trip odometer. Temperature gauge. Fuel gauge. Generator warning light. Engine oil pressure warning light. High beam warning light. EGR servicing warning light. (Floor temperature warning light—California.)

Standard Equipment: Four-cylinder OHV, 5 main bearing 1397cc engine. Four-speed transmission. Power-assist front disc brakes. Unibody all-steel construction. White sidewall tires. Fully reclining front bucket seats. Electric rear window defogger. Tinted glass. Flow-through ventilation system. Two-speed electric windshield wiper. Full carpeting. Trunk mat. Console box. Package tray. Glove box. Fold down rear seat (Hatchback only). Inside hood release. All vinyl upholstery. Dual supported full-width hatch (Hatchback only). Courtesy light. Two-speed heater/defroster. Resettable trip odometer.

Safety Features: Fresh air heating and defrosting system. Electric rear window defogger. Padded sun visors. Padded instrument panel. Steering wheel lock. Inside hood lock. Head rests. Four-way hazard warning lights. Parking and brake system warning light. Safety glass. Safety door latches. Rear view mirror. Side mirror. EGR service warning light. (Floor temperature warning light—California.)

Optional Equipment: Three-speed automatic transmission. Dealer installed: Factory approved air conditioning. Sports gearshift knob. (standard on Hatchback). Rear window shade. Locking gas cap. Luggage rack. Roof rack. Radio (AM, AM/FM, stereo). Floor mats. Clock. Tachometer.

Ask your dealer for full list of all the options engineered and approved for your B-210.

Specifications and prices subject to change without notice.

Gas Mileage Information—Datsun B-210

Model	49 States Manual Transmission		49 States Automatic Transmission	
	City MPG	Hwy MPG	City MPG	Hwy MPG
Hatchback and Sedans	29	41	26	34

Model	California Manual Transmission		California Automatic Transmission	
	City MPG	Hwy MPG	City MPG	Hwy MPG
Hatchback and Sedans	29	41	27	35

The figures quoted give an estimated fuel consumption and are the result of E.P.A. dynamometer tests. Depending on driving habits and the condition of your vehicle, your mileage may be more or less. California vehicles differ due to the use of different exhaust emission equipment to meet the more stringent regulations of that State.

A tradition of doing things right.

A tradition of engineering.



From the beginning in 1932, **Nissan** engineering has been the essential ingredient. From it grew performance, durability, value. And the 4th largest automotive manufacturer in the world selling a great many models of cars, buses and trucks in over 120 countries. By 1959 **Nissan** engineering had produced for the American market a revolutionary sedan, the Datsun 310.

Proven on a world of roads, Datsun Li'l Hustlers followed, bringing a new brand of trucking to the U.S. in 1962. Beginning in 1965, Datsun 1600 and 2000 sport cars won hearts on the road,



victories on the race track.

The 310 and 410 sedans and wagons were supplanted in 1967 by the innovative 510s. This roomy series of passenger cars had such sophisticated features as an efficient single overhead cam engine with a double roller chain cam drive. Front disc brakes and fully independent suspension were standard items previously available only on cars costing much more.

Four years of research produced the award-winning 240-Z in 1970. Then the Datsun 1200, 610 and 710 sedan and wagon series were introduced. In

1974 came the 260-Z. And in 1975 the fuel injected 280-Z selected by *Road & Track Magazine* as the best GT car in its class and one of "The Ten Best Cars For a Changing World." Inherent in all: engineering excellence and a tradition of reliability, economy and comfort.

A tradition of value.

Datsun is designed to pay off immediately in fuel economy and maintenance savings. When trade-in time comes, it commands a respectable price.

Dollar stretching is a Datsun specialty. For instance, minimizing body weight increases tire life and cuts gas consumption. Datsun no-cost extras are legendary saving devices. What you don't pay extra for makes the travel dollar count for more. Then there's the careful craftsmanship that fights wear and tear way down the road. That's miles and miles of value.

What all this adds up to is one of the better warranties around, 12 months or 12,500 miles. A warranty that may seldom be taken advantage of because Datsuns are built to run trouble-free.

A tradition of winning.

Datsun virtues translate easily into racing victories. In production classes of the Sports Car Club of America, Datsun Z-Cars have won national championships five years running. Plus two East African Safaris, and four straight ('71 thru '74) SCCA Rally Manufacturers' Championships in the



Datsun B-210 1974 SCCA National C-Sedan Champion.

United States.

Datsun 1200s and 510s were national sedan champs in their day (with two Trans-Am championships for the 510s). Datsun 1600 and 2000 sport cars took top honors in their SCCA Production Classes. Now, 710s and B-210s have won national SCCA sedan championships in their classes and the spirited Pickup hustled to a hard-won victory in the 1974 Baja 500.

Datsun races out of pride. And to prove the product. Down the line racing knowledge translates directly into better overall economy and performance in the Datsuns you buy.

A tradition of service.

We never let production and sales outpace parts and service. Keeping your Datsun in top shape has top priority, with **Nissan Motor Corporation**.

Here's how we do it. There are nearly 1,000 Datsun dealers throughout the U.S. These dealers are served by 10 strategically located regional depots. Each depot is connected by computer to the huge Master Parts Depot where over 50,000 different parts and components are stocked. If your dealer doesn't have a part you need, he picks



up the phone, the computer taps out the order, and your part is shipped that same day.

Dealer mechanics are trained in regional schools. They install the right part in minimum time to keep your utility up, your costs down.

Datsun traditions produce tough cars that are fun to drive and economical to own. That's what doing things right is all about.

**DATDUN
JAVES**

Nissan Motor Corporation in U.S.A.

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