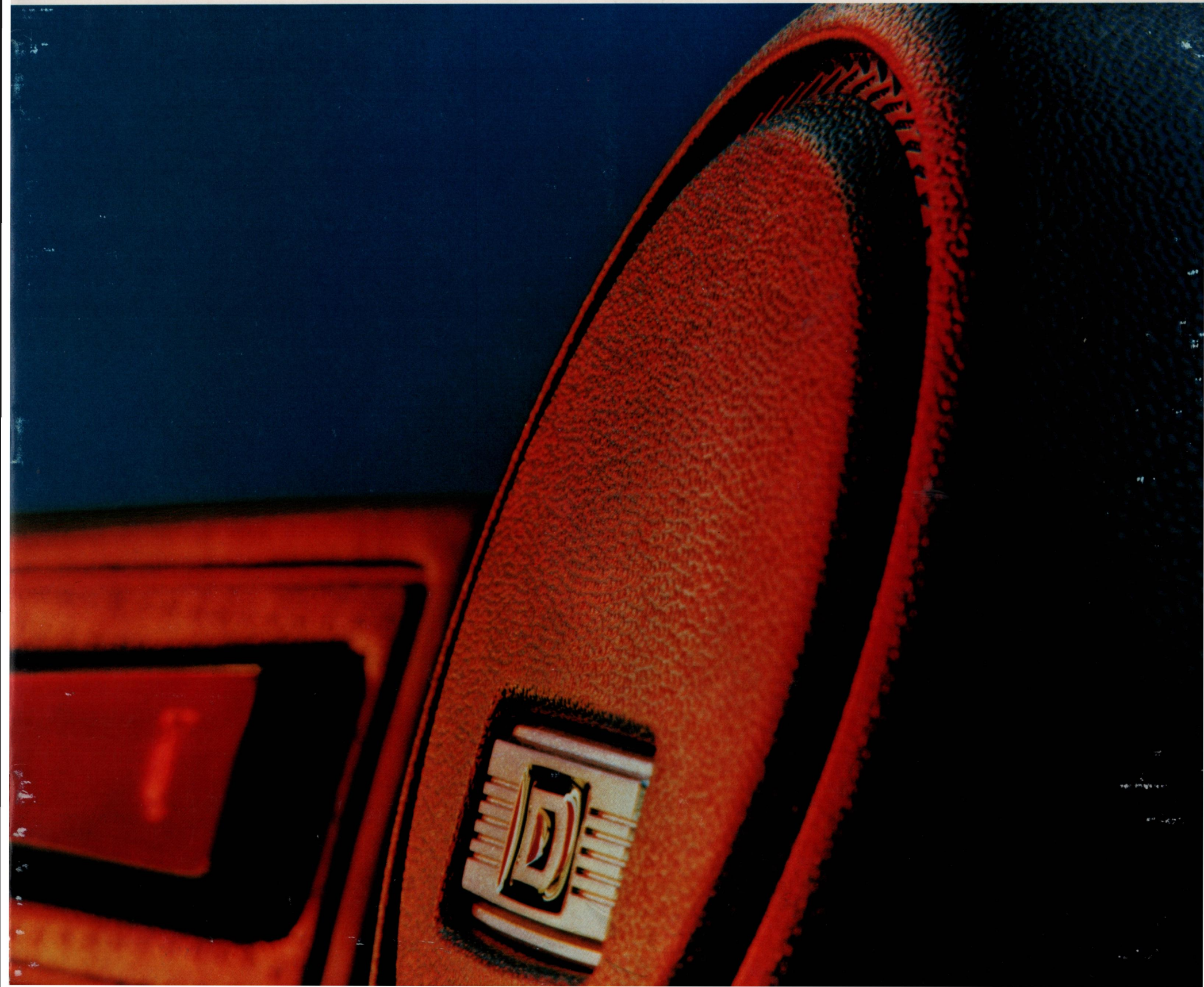


DATSUN 210

PRODUCT OF NISSAN



1982 Datsun 210. Lasting quality.

There's a lot riding on every Datsun 210 Nissan makes: your satisfaction. And our reputation. That's why the 210 you get was made to travel a long way down a lot of road.

A glance tells you that this is a car with crisp, clean lines. But a closer look tells you something more.

The seams line up properly. The body panels all fit the way they're supposed to and the trim is put on

to stay on. The doors close solidly and there's obvious care taken with the way all the pieces fit together, inside and out.

And because these cars are made to last, they're made to look great. So even years from now, your Datsun 210 will still look stylish sitting in your driveway.

This is a car that's also designed to save you money as well as look good. Our exceptional gas mileage

puts it among the leaders in fuel economy today*.

Add to that the abundant comfort and convenience features that come with every 1982 Datsun 210 and you've got something very much out of the ordinary. You've got a car you may never want to part with.

*See EPA estimates, page 15.





210 SL Coupe with optional sun roof, wheel lip moldings, rocker moldings and sport accent stripes.

Datsun 210 Wagons.

They deliver the goods.

Our new 210 Wagons have plenty of goods to deliver. They're nimble on the road, thrifty on the gas and big on the inside.*

Just pull down those folding rear seat backs and you've got over 49 cubic feet of cargo space to carry your loads.

Up front, there are big, soft, fully reclining bucket seats for maximum

comfort. Look down and you'll see deep, rich cut-pile carpeting. In SL Wagons, it's even in the cargo area.

All around you are thoughtful touches, like tinted glass in all the windows to cut the sun's glare. A coolant temperature gauge. Even a resettable trip odometer in the speedometer.

The SL Wagon also has split, fold-down rear seat backs for maximum convenience, plus an electronic

tachometer and a quartz clock.

In fact, both our Deluxe and SL Wagons come loaded with standard features you won't have to pay an extra dime for.

When it comes to wagons, nobody delivers the goods like Nissan.

*See EPA estimates, page 15.

4



A. The 210 SL Wagon has split fold-down rear seats.
B. Sun roof is optional on Datsun 210 SL models.





5



210 SL Wagon with optional roof rack, woodgrain trim, wheel lip moldings and sun roof.

The Datsun 210 SL. Slip into something comfortable.

Slip behind the wheel of an SL Coupe or Wagon and you'll immediately feel right at home.

You'll discover cut-pile carpeting so thick you'll want to kick off your shoes. And rich, long-lasting, knit-fabric upholstery on bucket seats that feel like easy chairs.

Both front buckets recline to almost any position for your comfort, while the split rear seat backs fold down separately or together so you

can carry people or cargo or both. And, as in all 4-Door Datsuns, there are child-safety locks on the Wagon's rear doors.

Virtually nothing's been overlooked in our Sport Luxury package. There are matching sporty jet-black dual mirrors mounted on the front doors. There's an AM/FM radio that'll flood your 210 with sensational sounds while the optional sun roof fills it with sunlight.

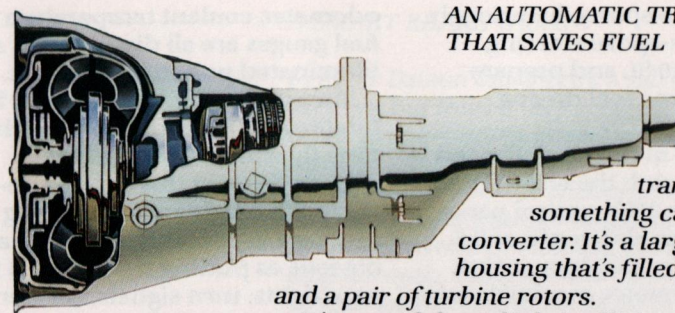
When the weather heats up, you can cool off with our optional air conditioning that's integrated with a three-speed bi-level heating system. It not only cools you, but it provides dehumidified air to clear misty windows in a hurry on muggy days.

All in all, our new SL Coupe and Wagon give you everything you need to feel at home on the road.

6



210 SL interior features reclining bucket seats. Shown with optional automatic transmission.



AN AUTOMATIC TRANSMISSION THAT SAVES FUEL

The critical link in any automatic transmission is something called a torque converter. It's a large metal housing that's filled with fluid and a pair of turbine rotors. It's smooth but a little inefficient because it's a

fluid coupling. Since the liquid is what's driving your car, you never get out as much power as you put in.

The Datsun 210 has an optional automatic transmission which solves that problem neatly and efficiently. When the car reaches road speed (around 40 mph), a mechanical clutch locks up the connection between the engine and the drive gears.

Fuel efficiency is maximized so that gas mileage in Datsuns with lock-up torque converter automatics is not far below that of manual transmission models.*

*See EPA estimates, page 15.

7



- A. The optional three-speed automatic transmission has a lock-up torque converter. (See above).
- B. Rear wiper/washer is standard on 210 SL models.
- C. AM/FM monaural radio is standard on SL models. The fully integrated air conditioning is optional.

Datsun 210. Put some joy in your driving.

Take hold of the sporty, luxuriously wrapped three-spoke steering wheel of the 210 SL and prepare yourself for some real driving pleasure.

Turn the key in its transistorized ignition and watch the electronic wizardry of the 210's control panel spring to life. An electronic, solid-state tachometer displays engine RPM. A speedometer, resettable trip

odometer, coolant temperature and fuel gauges are all displayed in a big, illuminated pod in front of you.

Turn up the sounds with our high-fidelity AM/FM radio and watch time fly with the quartz clock.

Everything in this car was designed to heighten your driving pleasure. It comes from things as obvious as putting the controls for your lights, turn signals, washers, and wipers on stalks next to the

steering wheel. And from things as thoughtful as equipping the Coupe and Wagon with a loading light in the cargo area.

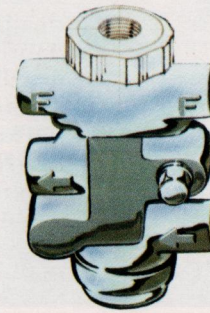
That's the Sport Luxury Datsun 210. A car that'll make you feel good about driving again.



A SMART BRAKE VALVE

In every Datsun 210, there's a valve that isn't very big, but is very, very smart. It's called a brake proportioning valve. Here's how it works:

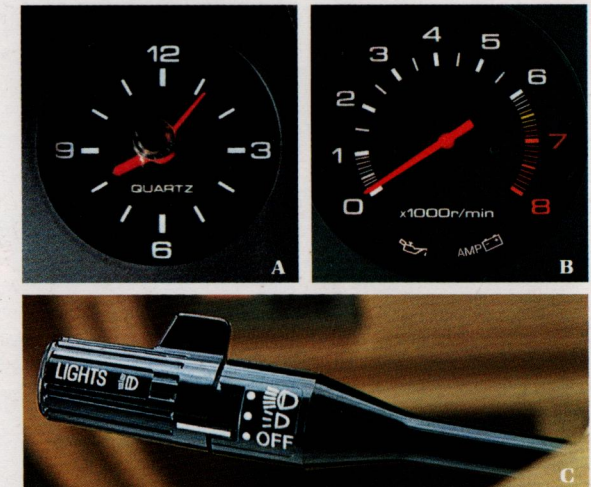
When you apply the brakes on any car, inertia tends to transfer weight forward. (You can prove it by running, then trying to stop abruptly. You'll feel the upper portion of your body trying to continue in motion,



effectively shifting your balance forward.)

That weight transfer puts an extra load on the front brakes of your car, and that's where the brake proportioning valve comes in. It sends more of the braking power to the front brakes than to the rear brakes, in just the right proportion. The result is balanced braking, tending to take the unnecessary adventure out of getting stopped.

9



A. This quartz clock is standard on 210 SL models.
B. Electronic tach is also standard on SL models.
C. Lights and turn signals have stalk controls.

OUR TRANSISTORIZED IGNITION SYSTEM



The ignition system of the 210 has only one primary moving part. It's a spinning shaft that turns a retractor through a series of magnetic fields inside the distributor. As it breaks each magnetic field, transistors send an extra-hot charge from the coil to a spark plug. There are two advantages to this system:

First, the maintenance is simpler and cheaper, since there are normally no parts to replace. Plugs last longer, too—usually 30,000 miles or more—because of the hot spark and the use of unleaded fuel.

Second, this system permits much finer control of the ignition timing. That means better performance and efficiency from your engine.*

*See EPA estimates, page 15.

Handsome control panel of the 210 SL, shown with optional air conditioning.

Anatomy of a masterpiece: Our Deluxe 4-Door Sedan.

The true beauty of this Datsun 210 Deluxe 4-Door Sedan rests deep beneath the clean, crisp lines of its handsome exterior. It's in the design excellence that makes this car such an outstanding value.

There's the 1.5-liter, 4-cylinder, overhead-valve engine that's miserly enough to save gas in a big way, but lively enough to have made an enviable record at race tracks all over the world.*

This is an engine that was bred to perform and built to endure. The transistorized ignition has no points or condenser to replace and its hot spark helps extend plug life to 30,000 miles, on the average.

Impressed by ingenuity? Then think about our optional automatic transmission with a lock-up torque converter. It combines the best features of automatic shifting with one of the manual transmission's bag of

tricks to greatly enhance its fuel efficiency. (See the explanation, pg 7.)

The list goes on to include lightweight aluminum cylinder head, electric 2-stage automatic choke for faster cold-weather warmup and lower emissions, and more.

The result of all this inner beauty is something you can bank on in every Datsun. It's value. More car per dollar. More quality per car.

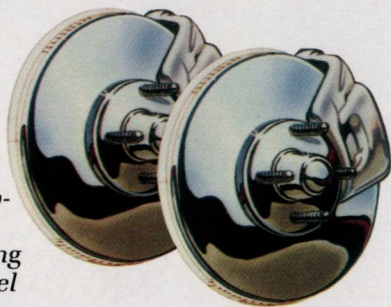
10

POWER-ASSISTED FRONT DISC BRAKES

Every Datsun 210 comes with power-assisted disc brakes on the front wheels, where most of the braking is done. That's good, because disc brakes are totally self-adjusting and self-drying in wet weather.

As a bonus, these disc brakes are lighter than ordinary drum brakes, which contributes both to better handling and higher fuel efficiency.*

And just to make the package complete, the power-assisted rear brakes are self-adjusting, too.



A 30,000-MILE SPARK PLUG

You're looking at a very economical spark plug. One that's designed to last for 30,000 miles or more before it needs to be replaced.

No, there's nothing all that radically different about the plug. But the spark that's sent to it by the Datsun 210's transistorized ignition is a lot hotter than sparks used to be. That means that a plug can take much more wear before its functioning is impaired.

Also, because the Datsun's engine is designed to operate at full efficiency on unleaded fuel, there's no chance of lead deposits on the plug tip to inhibit the spark.

Spark plugs that last longer. Much longer. That's another way Nissan builds extra value into every Datsun 210.



*See EPA estimates, page 15.





210 Deluxe 4-Door Sedan with optional body side moldings and wheel lip moldings.

Datsun 210. Built to endure. Engineered to excel.

Solid. Substantial. Sturdy. Those are words that describe the way every Datsun 210 is built. It's a painstaking process that starts with a tempered steel body that's welded into a single unit, not bolted together from separate panels.

On that unshakable foundation is built a car of outstanding quality and value, whether it's one of the luxuriously appointed SL models or

the economy champion of the line shown on this page: the 210 Standard.

The Standard is the most economically priced Datsun of all, built to save money without stinting on comfort. The MPG version is our mileage leader which squeezes every gallon but still performs beautifully in the city and on the highway* (Not available in California.)

Like the Deluxe 2-Door Sedan shown here, they are loaded with

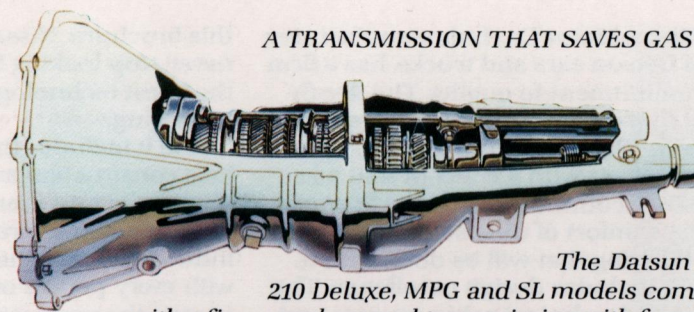
standard equipment: power-assisted front disc brakes, low-maintenance solid-state ignition, side-window defoggers, inside remote hood opener, steering column stalk controls and more. All at no extra cost.

The simple fact is, we give you a lot to like when you own a Datsun 210. That's because we know you'll be driving it for a long, long time.

*See EPA estimates, page 15.



210 Deluxe 2-Door Sedan with optional body side moldings and wheel lip moldings (foreground) and 210 Standard Sedan with optional wheel lip moldings.



The Datsun 210 Deluxe, MPG and SL models come with a five-speed manual transmission with four normal gears and an overdrive fifth gear.

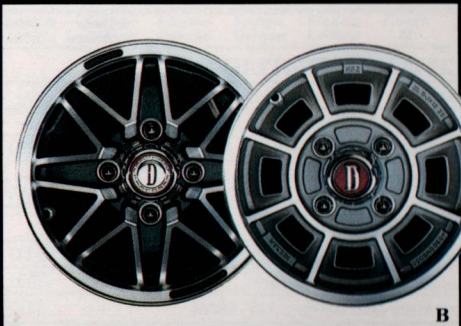
A TRANSMISSION THAT SAVES GAS

Normally, a car's top gear turns the tailshaft of the transmission at exactly the same speed as the engine crankshaft. That's what happens in fourth gear on this transmission.

Fifth gear has a ratio that actually turns the tailshaft faster than the engine crankshaft. It makes for superior fuel economy on the highway while leaving you the flexibility of four normal gears besides.

It's one more way we are driven to offer you the most car for your dollar.

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Genuine Datsun Accessories: Your Assurance of Quality.

EXTERIOR ACCESSORIES

A. Rear Window-Shade Kit. Helps your 210 stay cool inside.

B. Mag-Style Aluminum Alloy Wheels. Put them on and it's show time.

C. 4-Seasons Roof Rack. Like having an extra trunk on top. (Bike and ski attachments available.)

D. Halogen Fog Lights. Slice through the fog like a knife. Helpful in any weather.

(SHOWN ELSEWHERE IN THIS BROCHURE.)
Body Side Molding. Helps reduce parking dings and scratches.

Wagon Roof Rack. Gives your wagon loads more carrying capacity.

Sports Accent Stripe. Jazz it up.

Wagon Woodgrain Trim. Hard to believe it isn't wood but tough, durable vinyl.

Wheel Lip Molding. Surgical-quality stainless steel, no-rivet construction.

Rocker Molding. Stainless steel. Unique no-exposed-rivet construction.

(NOT SHOWN.)

Car Cover. Protect your investment with a custom-fitted cover to keep away salt air, smog and weather.

Electric Engine Block Heater. An easy way to ensure fast starts in cold weather.

Resin Glaze and Touchup Paint. Helps keep your finish looking showroom-new.

INTERIOR ACCESSORIES

E. Floor Mats. Carpet or rubber. Easy-to-clean, long-lasting and beautiful.

(SHOWN ELSEWHERE IN THIS BROCHURE.)
Air Conditioning. Fully integrated with your 210's heating system.

AUDIO ACCESSORIES

F. AM Radio. Great reception with five station selection buttons.

G. AM/FM Stereo. It'll flood your 210 with waves of stereophonic sound.

H. AM/FM Stereo with Cassette (Manual Tune). Turn your car into a concert hall.

I. Cassette Deck. Adds a new dimension to your existing sound system.

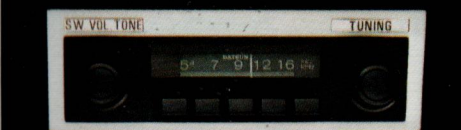
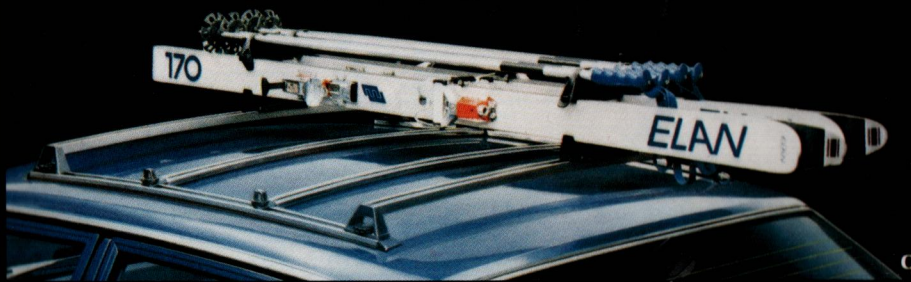
(SHOWN ELSEWHERE IN THIS BROCHURE.)
AM/FM Monaural Radio. You'll be moved by the clear, full-bodied sound.

(NOT SHOWN.)

Speaker Kits. Custom-designed to look and sound as if they belong in your living room.

Pillar Mount Antenna. Mounted flush on front window pillar to resist breakage.

Whip Antenna. Bends with the wind and picks up remote stations.



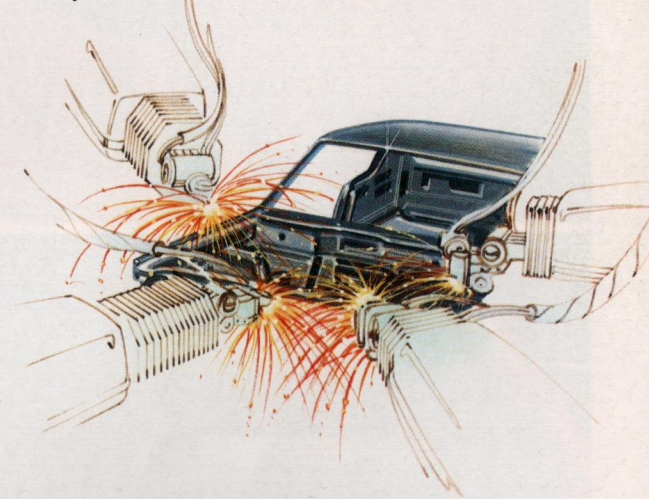
A BODY WELDED BEAUTIFULLY, BY ROBOTS

Visit the Nissan factory where Datsun 210s are made and you'll see something fascinating: robot welders. They're there for two reasons, one expected and one unexpected.

The expected reason is cost. It takes just 40 seconds to do as many as 20 critical structural welds in a 210 body, and that efficiency is reflected in the economical cost of your 210.

The unexpected reason is quality. The robots align the body pieces to a closer tolerance than would be possible by hand. The welds are computer-programmed so that just the right amount of heat is applied. That means there's less chance of heat warping and unwanted stress in the body.

Quality and economy. Two important parts of every Datsun.



From Nissan with pride.

Nissan Motor Co., Ltd., manufacturer of Datsun cars and trucks, has a firm commitment to quality. The depth of that commitment is apparent in every Datsun sold.

It starts with a concept that takes into account the function of the car, the comfort of the user and the kind of driving that will be done with it.

It includes design excellence. The kind of technical achievements and innovations you've seen throughout

this brochure. Nissan's engineers never stop looking for ways to apply the latest technology to the car you'll be driving.

And it includes the kind of meticulous construction and relentless testing that go into every single Datsun. Production lines aren't just a chain of individual jobs. They're teamwork, with every person on the line entitled to stop the production if a problem comes up. Nissan workers have the

right—indeed, are expected—to check the quality of the pieces they're given to work on. And rigorous tests, including dumping tons of high-pressure water on the finished vehicle, are conducted on every single Datsun car and truck.

All of that is why we say we are driven to offer you vehicles built to last. To conserve energy. To meet your expectations. Cars and trucks built with pride.



A. 210 Deluxe interior has reclining bucket seats, plus deep, rich cut-pile carpeting throughout.
B. SL Coupe offers sleek sporting looks, plus plenty of room to haul large objects in the back.

	2-Door Standard	2-Door ¹ MPG	2-Door Deluxe	4-Door Deluxe	Coupe Deluxe	Wagon Deluxe	Coupe SL	Wagon SL
MECHANICAL FEATURES								
Engine								
1.2-liter (1,237cc) 4-cyl. OHV	STD	—	—	—	—	—	—	—
1.4-liter (1,397cc) 4-cyl. OHV	—	STD	—	—	—	—	—	—
1.5-liter (1,488cc) 4-cyl. OHV	—	—	STD	STD	STD	STD	STD	STD
Catalytic converter	STD	STD	STD	STD	STD	STD	STD	STD
Electrical								
Transistorized ignition system	STD	STD	STD	STD	STD	STD	STD	STD
Solid-state voltage regulator	STD	STD	STD	STD	STD	STD	STD	STD
Maintenance-free battery, 12V, 60AH	—	STD	STD	STD	STD	STD	STD	STD
Low-maintenance battery, 12V, 60AH	STD	—	—	—	—	—	—	—
Transmission								
4-speed manual all-synchromesh with 3.889 final drive ratio	STD	—	—	—	—	—	—	—
5-speed overdrive manual all-synchromesh with 3.700 final drive ratio	—	—	STD	STD	STD	STD	STD	STD
5-speed overdrive manual all-synchromesh with 3.545 final drive ratio	—	STD	—	—	—	—	—	—
3-speed automatic with lock-up torque converter and 3.700 final drive ratio ²	—	—	OPT	OPT	OPT	OPT	OPT	OPT
Brakes, Steering & Suspension								
Power-assist front disc/rear drum brakes	STD	STD	STD	STD	STD	STD	STD	STD
Recirculating ball steering	STD	STD	STD	STD	STD	STD	STD	STD
Independent MacPherson strut front/4-bar link rear suspension	STD	STD	STD	STD	STD	STD	STD	STD
Wheels & Tires								
Bright 4½J13 styled steel wheels	STD	STD	STD	STD	STD	STD	STD	STD
Bright trim rings	—	—	—	—	—	—	STD	STD
6.15x13 4-ply blackwall tires	STD	—	—	—	—	—	—	—
155 SR13 steel-belted radial whitewall tires	—	—	STD	STD	STD	STD	—	—
175 SR13 steel-belted radial blackwall tires	—	STD	—	—	—	—	—	—
175/70 SR13 steel-belted radial whitewall tires	—	—	—	—	—	—	—	STD
175/70 SR13 steel-belted radial tires with raised white letters	—	—	—	—	—	—	STD	—
EXTERIOR FEATURES								
Mirrors								
Argent-finish door mirror	STD	STD	—	—	—	—	—	—
Chrome-finish door mirror	—	—	STD	STD	STD	STD	—	—
Dual black-finish "Aero" mirrors	—	—	—	—	—	—	STD	STD
Wipers/Washers								
2-speed windshield wiper/washer	STD	STD	STD	STD	STD	STD	STD	STD
Rear-window wiper/washer	—	—	—	—	—	—	STD	STD
Intermittent wiper feature	—	—	—	—	—	—	STD	STD
Windows								
Clear glass all around	STD	STD	—	—	—	—	—	—
Tinted glass all around	—	—	STD	STD	STD	STD	STD	STD
Roll-down rear side windows	—	—	—	STD	—	STD	—	STD
Flip-out rear side windows	STD	STD	STD	—	STD	—	STD	—
Other								
Rectangular headlights	STD	STD	STD	STD	STD	STD	STD	STD



	2-Door Standard	2-Door ¹ MPG	2-Door Deluxe	4-Door Deluxe	Coupe Deluxe	Wagon Deluxe	Coupe SL	Wagon SL
EXTERIOR FEATURES (cont.)								
Bright, impact-absorbing bumpers	STD	STD	STD	STD	STD	STD	STD	STD
Three-position lift-out sun roof with inner sun screen, wind deflector and storage bag	—	—	—	—	—	—	OPT	OPT
Black rub strip in bumpers	STD	STD	STD	STD	STD	STD	STD	STD
Dual-tone horn	—	—	STD	STD	STD	STD	STD	STD
Keyless locking of doors	STD	STD	STD	STD	STD	STD	STD	STD
Corrosion protection	STD	STD	STD	STD	STD	STD	STD	STD
INTERIOR FEATURES								
Courtesy Lights								
Cargo/trunk light	—	—	—	—	—	—	STD	STD
Glove box light	—	—	—	—	—	—	STD	STD
Instruments								
Speedometer	STD	STD	STD	STD	STD	STD	STD	STD
Trip odometer	—	—	STD	STD	STD	STD	STD	STD
Tachometer	—	—	—	—	—	—	STD	STD
Fuel gauge	STD	STD	STD	STD	STD	STD	STD	STD
Coolant temperature	STD	STD	STD	STD	STD	STD	STD	STD
Quartz clock	—	—	—	—	—	—	STD	STD
Warning Lights								
Parking brake on/low fluid	STD	STD	STD	STD	STD	STD	STD	STD
Charging	STD	STD	STD	STD	STD	STD	STD	STD
Hazard flasher	STD	STD	STD	STD	STD	STD	STD	STD
High beam	STD	STD	STD	STD	STD	STD	STD	STD
Oil pressure	STD	STD	STD	STD	STD	STD	STD	STD
Rear-window defroster	STD	STD	STD	STD	STD	STD	STD	STD
Seat-belt warning	STD	STD	STD	STD	STD	STD	STD	STD
Heating/Ventilation								
Flow-through ventilation	STD	STD	STD	STD	STD	STD	STD	STD
Bi-level heater/defroster with 3-speed fan	STD	STD	STD	STD	STD	STD	STD	STD
Side-window defoggers	STD	STD	STD	STD	STD	STD	STD	STD
Electric rear-window defroster	STD	STD	STD	STD	STD	STD	STD	STD
Seating								
Lowback front bucket seats with adjustable head restraints	—	STD	STD	STD	STD	STD	STD	STD
Highback front bucket seats	STD	—	—	—	—	—	—	—
Fully reclining backrest	—	—	STD	STD	STD	STD	STD	STD
Walk-in device	—	—	—	—	—	—	STD	—
Split fold-down rear seat	—	—	—	—	—	—	STD	STD
Soft vinyl upholstery	STD	STD	—	—	—	—	—	—
Cloth-insert upholstery	—	—	STD ³	STD ³	STD ³	STD ³	STD	STD
Convenience								
Inside hood release	STD	STD	STD	STD	STD	STD	STD	STD
Warning chimes	—	—	STD	STD	STD	STD	STD	STD
Flash-to-pass switch on headlights	STD	STD	STD	STD	STD	STD	STD	STD
Ash trays	STD	STD	STD	STD	STD	STD	STD	STD
Cigarette lighter	—	—	STD	STD	STD	STD	STD	STD
Center console and front storage ⁴	OPT	OPT	OPT	OPT	OPT	OPT	STD	STD

	2-Door Standard	2-Door ¹ MPG	2-Door Deluxe	4-Door Deluxe	Coupe Deluxe	Wagon Deluxe	Coupe SL	Wagon SL
INTERIOR FEATURES (cont.)								
Color-coordinated removable rear cargo cover	—	—	—	—	—	—	STD	—
Passenger-side vanity mirror	—	—	—	—	—	—	STD	STD
Other								
AM/FM monaural radio	OPT	OPT	OPT	OPT	OPT	OPT	STD	STD
Full carpeting	—	—	STD	STD	STD	STD	STD	STD
Color-coordinated 2-spoke steering wheel	STD	STD	STD	STD	STD	STD	—	—
Color-coordinated 3-spoke sport steering wheel	—	—	—	—	—	—	STD	STD
Day/night rear view mirror	—	—	STD	STD	STD	STD	STD	STD
Rear view mirror	STD	STD	—	—	—	—	—	—
Child-safety rear door locks	—	—	—	STD	—	STD	—	STD
SAFETY FEATURES								
Energy-absorbing steering column	STD	STD	STD	STD	STD	STD	STD	STD
Seat belts	STD	STD	STD	STD	STD	STD	STD	STD
Front seat-belt warning light	STD	STD	STD	STD	STD	STD	STD	STD
Dual brake system	STD	STD	STD	STD	STD	STD	STD	STD
Impact-absorbing bumpers	STD	STD	STD	STD	STD	STD	STD	STD
4-way hazard warning lights	STD	STD	STD	STD	STD	STD	STD	STD
Steering-column lock	STD	STD	STD	STD	STD	STD	STD	STD
Padded instrument panel	STD	STD	STD	STD	STD	STD	STD	STD
Backup lights	STD	STD	STD	STD	STD	STD	STD	STD
Padded sun visors	STD	STD	STD	STD	STD	STD	STD	STD
Front and rear side-marker lights	STD	STD	STD	STD	STD	STD	STD	STD
Safety door locks	STD	STD	STD	STD	STD	STD	STD	STD
DIMENSIONS AND WEIGHT								
	2-Door Deluxe		4-Door Deluxe		Coupe		Wagon	
Wheelbase (in.)	92.1		92.1		92.1		92.1	
Length (in.)	165.0		165.0		165.0		167.7	
Width (in.)	62.2		62.2		62.2		62.2	
Height (in.)	53.7		53.7		52.5		52.5	
Turning diameter, wall-to-wall (ft.)	32.8		32.8		32.8		32.8	
Curb weight ⁵ (lbs.)	1943 ⁶		1987		2011		2081	
Fuel capacity (gal.)	13.2		13.2		13.2		13.2	

¹MPG model not available in California. ²California models have 3.889 final drive ratio. ³Chamois-color interiors have vinyl upholstery. ⁴Required for cassette deck option. ⁵Vehicles with optional equipment or California emissions equipment will be slightly heavier. ⁶2-Door Standard 1901, 2-Door MPG 1932.

1982 E.P.A. ESTIMATED 210 MPG

	Standard	MPG	Deluxe Sedans and SL Coupe		Wagon	
	4-speed	5-speed	5-speed	Auto	5-speed	Auto
49-States HWY MPG/EST MPG	38/(30)	51/(36)	44/(32)	39/(31)	43/(31)	38/(30)
California HWY MPG/EST MPG	35/(27)	N.A.	44/(30)	35/(28)	42/(29)	35/(27)

1982 E.P.A. estimates. **Remember:** Compare these estimates to the "estimated MPG" of other cars. You may get different mileage, depending on how fast you drive, weather conditions and trip length. Also remember that your actual highway mileage will probably be less than the EPA estimated highway fuel economy.

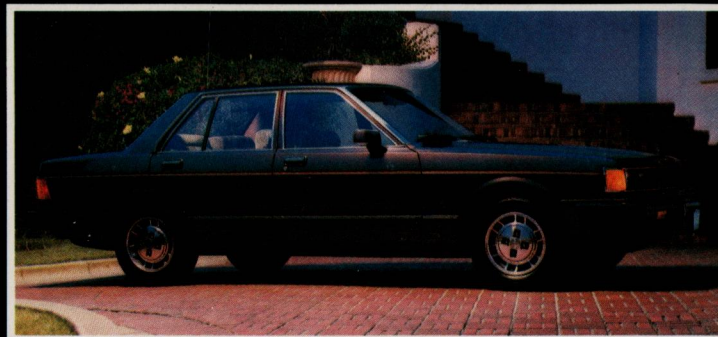
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