

THE NISSAN 200SX

# 200SX

DRIVING  
TECHNOLOGY  
FORWARD



## THE NEW GENERATION POWER HOUSE FROM NISSAN

Nissan cars have long been eminently desirable and affordable. And they've always boasted the highest levels of equipment. Plus unmatched quality of build and a magnificent reputation for reliability.

With the introduction of the sensational new 200SX, Nissan adds yet another dimension to the ever-increasing demands of today's motorists – the technology of tomorrow . . . available NOW. Across four key areas.

Firstly, POWER. A unique 1.8 litre, multi-valve engine which is also turbo-charged; giving a lusty 171bhp output to surprise even the most discerning driver. Top speed is 140mph and the 200SX will reach 60mph in a shade over seven seconds.

And LOOKS. A new shape from top to toe that is sculptured for your pleasure and guaranteed to turn heads in approval wherever it is driven. Plus a drag coefficient that is one of the lowest on any performance car available in the world today.

And HANDLING. Limpet-like grip and stability is achieved from a multi-link rear independent suspension, road-hugging 195/60 R15 tyres and, to the delight of motoring purists, the proven performance ingredient of rear wheel drive power.

Finally INDIVIDUALITY. The highest sports specification level Nissan has ever fitted for this model marque. A host of innovative engineering "firsts" like micro-chip electronic engine management (ECCS). And major safety features at no extra cost such as anti-lock braking (ABS).

But don't just take our word for it. *Autocar & Motor*, Britain's quality motoring magazine said of the 200SX: "The blend of performance, handling, ride, refinement, overall quality and styling is just about unbeatable . . . It is probably the best 2+2 coupe you can buy in the UK this side of a Porsche 944, and it's certainly better value."



## LOOKING GOOD, FEELING GOOD

The sleek, powerful exterior of the Nissan 200SX reflects the car's handling and performance characteristics.

The flowing contours of the aerodynamic body are not there for show. They enhance performance with a drag-cheating Cd of 0.30.

From whatever angle you look at it, the efficient, powerful outline immediately catches your eye. The wide, low body promises road-holding and stability. Discreet, integral front and rear spoilers emphasise the car's aerodynamic qualities. The 'all-round-glass' look of the windows in no way reduces the impact of strength, and promises excellent visibility.

Head and tail light assemblies, door handles, mirrors, wipers, bumpers, rear overhang and wheels have all been designed into the 200SX's eye-catching shape.

The 200SX looks what it is – fast, agile, and at the forefront of technology and design.



*The flowing contours of the aerodynamic body are not there for show. They enhance performance with a drag-cheating Cd of 0.30.*



Classic Sports shape from any angle



Prototype illustration from which the 200SX was born



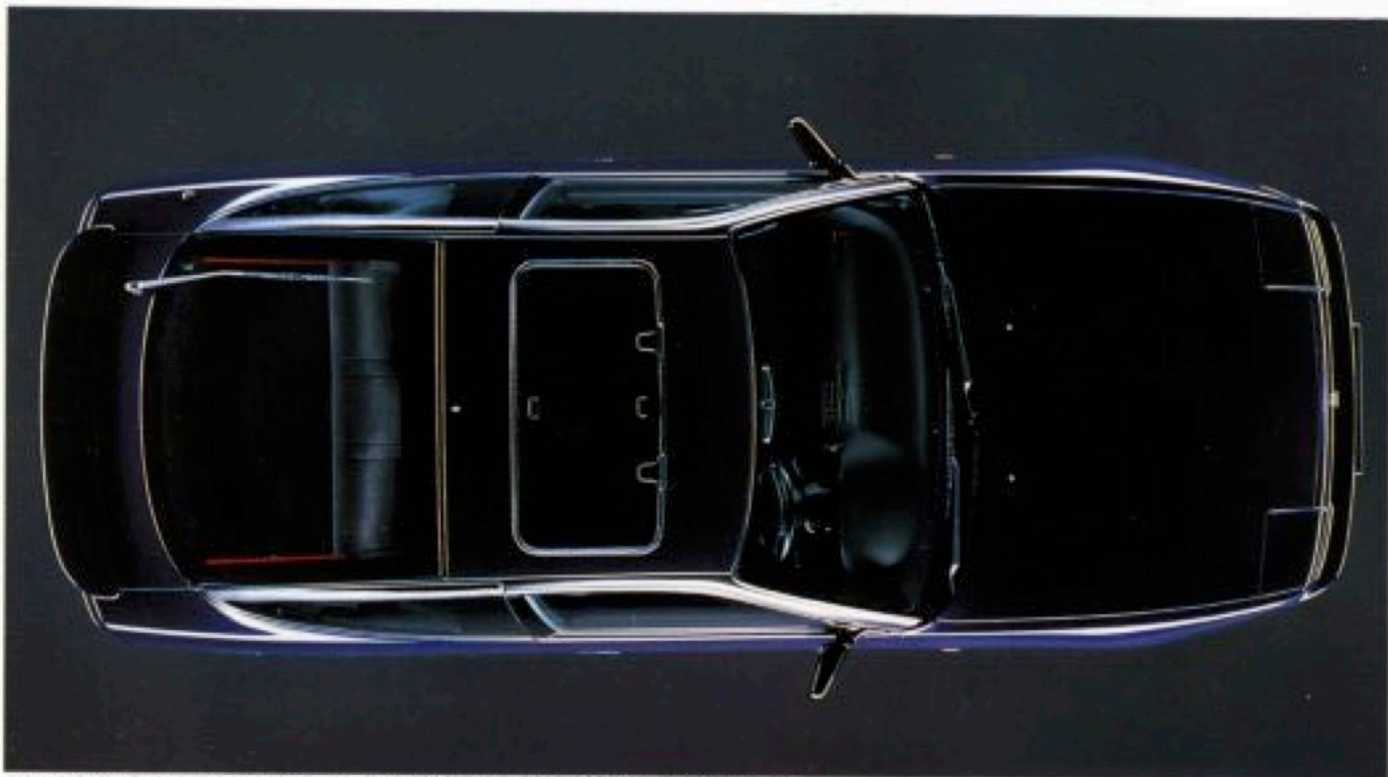
Tilt/detachable glass sun roof



Electric remote control door mirrors



Colour keyed front and rear spoilers enhance performance



New, superior, high lustre finish gives enhanced weather protection and durability



Electronically controlled 4-speed automatic with lockup torque converter and overdrive



Tilt adjustable steering column

## QUALITY, DURABILITY, AND DETAIL

The 200SX is a quality car. It is built to last, and its design reflects a high level of attention to detail.

The new Durasteel outer panels are plated in zinc/nickel alloy on both surfaces. Other panels use high tension sheet steel. Weight and fuel consumption both benefit, giving a power to weight ratio far in advance of the 200SX's competitors.

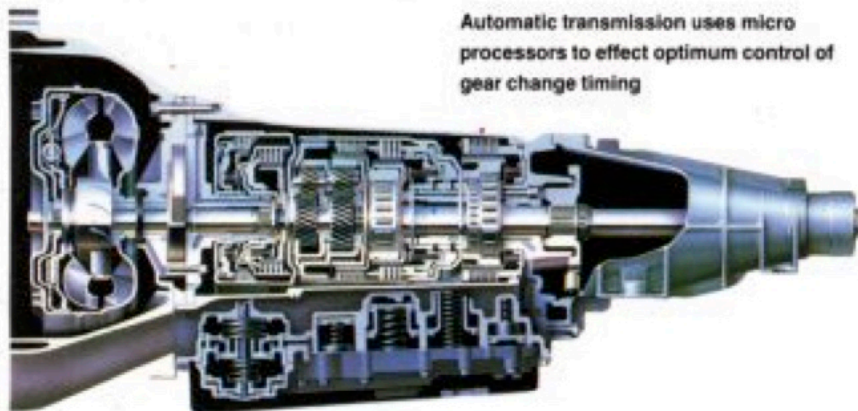
And improvements in both the bodypaint itself, and the application method, have given the 200SX a handsome, weather and chip proof finish.

Many other details testify to the care and forethought of the 200SX's design.

- The flush door handles are colour-coded.
- Integral front and rear arm rests improve passenger comfort.
- Electric windows – the driver's side responding to a 'one touch' button.
- Heater controls are electronically activated and vacuum-controlled. The recirculatory facility eliminates traffic exhaust fumes.
- The variable wipers are 'speed regulated'. The faster you go, the harder they cling to the windscreen.
- Electric door mirrors are controlled centrally from the driver's position.
- A warning buzzer reminds you if you have left your lights on.
- The radio/cassette unit incorporates a diversity aerial system.



Sculptured instrument panel for improved visibility



Automatic transmission uses micro processors to effect optimum control of gear change timing



## SCULPTURED CONTROL AT A TOUCH



*Inside, the 200SX offers you all the controls and information that you need, clearly and readily to hand.*

The instrument panel and control console form a single sculptured unit. It is the result of exhaustive ergonomic tests in which the emphasis was placed on the driver's road-concentration. So the 200SX's functional controls are positioned just where your hands would want to find them, and all the instruments are instantly readable.

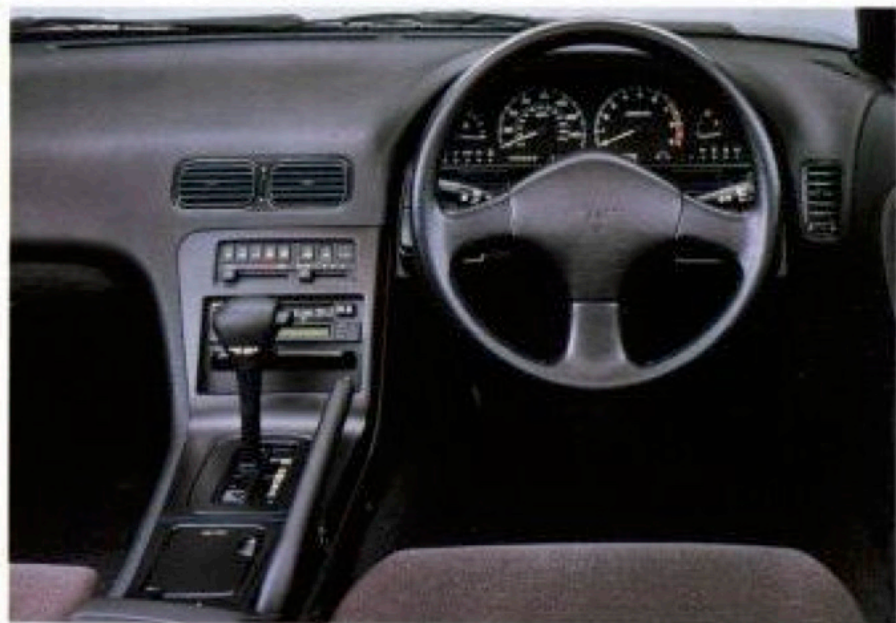
Sharp edges and hard surfaces have been eliminated, and fabrics are used to soften the dash and door panels.

The seamless, monoform bucket seats feature a body-hugging concave shape that holds you in position even through the tightest corners. The seats give you good postural support, eliminating back ache and fatigue. The low chair height gives you that close-to-the-road sports car feeling.

The 200SX means that you can experience the old sports car excitement in modern comfort, safety and style. On top of that it offers you technological sophistication far above the levels of traditional sports car motoring.

All this at an affordable price and, for the performance, low running costs.

Excitement, effectiveness and economy.



The instrument panel and control console form a single sculptured unit



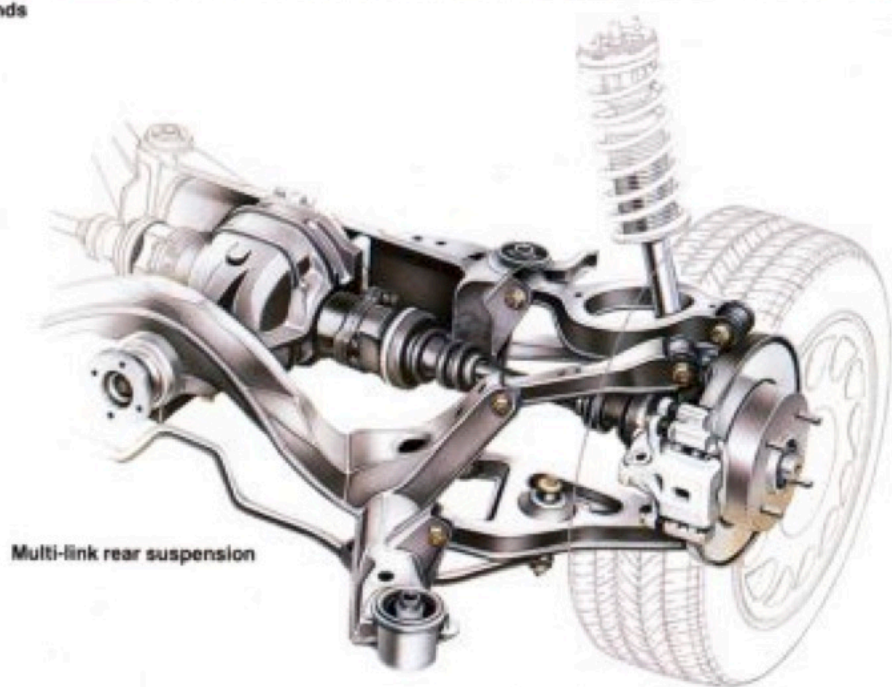
Seamless monoform front seats



Carpetted luggage area with folding rear seat



The 200SX powers to 60mph in just over 7 seconds



Multi-link rear suspension

## A DRIVING REVELATION

To hold all this power safely down to the road, Nissan has pioneered some revolutionary technology.

But that doesn't mean the value of tradition is denied. The 200SX is, in many respects, a traditional sports car. Rear-wheel drive from a front-mounted engine provides the power and balance associated with sports car motoring. But into this is incorporated an entirely new chassis and suspension system.

The sophisticated rear suspension is based on the 'multi-link' principle – otherwise found only in models like the top-of-the-range Mercedes.

It achieves the optimum relationship between the road surfaces, the tyres, and the body. It minimises 'squat' and 'dive' when braking, and the pitching and rolling of the body on corners.

In addition, it enables the rear wheels to adapt their 'toe angle', giving smoother cornering, steadier braking, and better straight-line stability at high speeds.

Add variable ratio power assisted rack-and-pinion steering and you have the handling characteristics to match the 200SX's high performance.

For all its pulse-quickenng acceleration, the 200SX is safe. It clings to the road, and it brakes hard and smoothly.

As *Autocar & Motor* said when they tested the 200SX:

"Even in slippery conditions the 200SX will put up with severe provocation without biting back."

Discs all round, ventilated at the front and solid at the rear, are linked to an anti-lock braking system (ABS) which controls braking force electronically to prevent the wheels locking.

This gives you greater stability by suppressing tail slip. It allows you to brake hard during cornering. It means you can manoeuvre around and away from danger while braking.

To complement its advanced braking and suspension, the 200SX has wider-than-usual tyres. Road grip, braking and stability are all improved and the 60% low profile tyres also improve cornering by providing a greater stability under heavy lateral G forces.



All round discs link to anti-lock braking system



6J-15 alloy wheels fitted with 60 Series tyres

## TOP OF THE CLASS PERFORMANCE

Under the bonnet of the 200SX is a powerful turbocharged, intercooled, 16-valve, twin-cam, fuel-injected, 1.8 litre engine.

Sounds impressive. And it is. With fuel injection and ignition both electronically managed, the engine delivers a smooth surge of power to deliver 171bhp at 6,400 revs.

Put your foot down and you can hit 60 from a standing start in 7.2 seconds – a whole second ahead of the Porsche 944. Or take it up to its maximum speed of 140mph, and you'll be a full 3mph quicker than the Porsche.

But a standing start isn't really where acceleration counts. What about that vital mid-range power – the power you need for safe overtaking? In the mid-range, too, the 200SX shows its paces: from 37mph to 50 in 4.5 seconds for the manual version, and a dazzling 2.9 for the automatic.

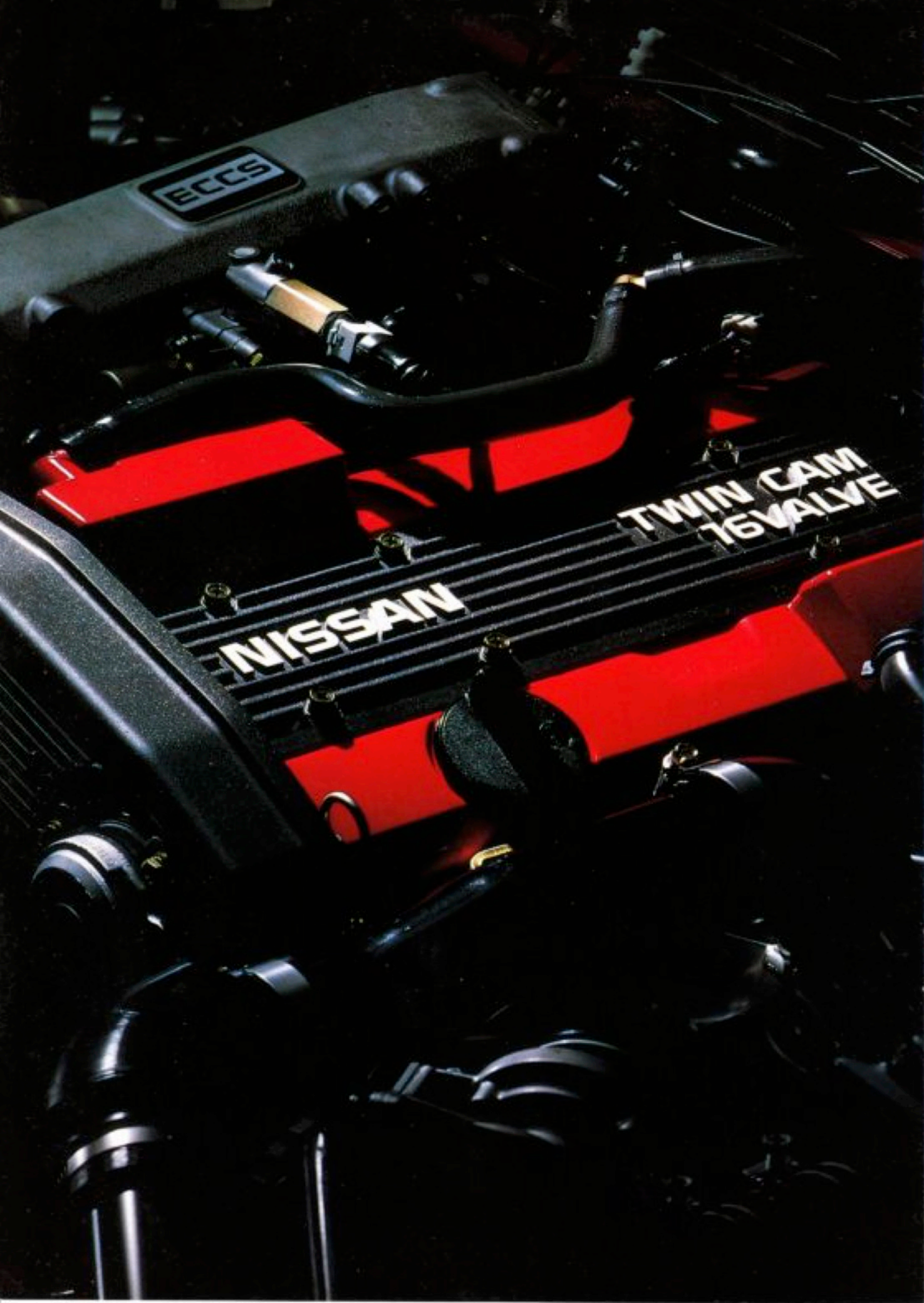
Both in acceleration and top speed the 200SX easily outclasses its main rivals.

Compare the prices as well!



Intercooler provides significant increase in intake charged density for more power





ECCS

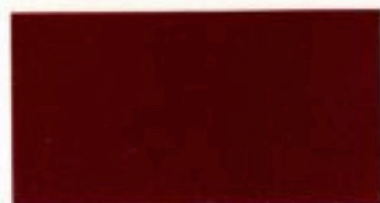
NISSAN

TWIN CAM  
16 VALVE

Colours – All Models

(M) = Metallic

All interiors Black



AH3 Crimson



KG5 Arctic White



TH1 Moon Blue



656 Oyster (M)



KG1 Quartz Blue (M)



KG2 Gun Metal Grey (M)



5G7 Mint Green (M) over  
Graphite Grey (M)

## 200SX EQUIPMENT AND SPECIFICATION

### DYNAMICS

Four cylinder 16 valve DOHC	■
Turbocharger	■
Intercooler	■
Fuel injection	■
Five speed gearbox	■
Four speed electronic transmission with lock-up torque converter	□
Front and rear disc brakes	■
Anti-lock braking system (ABS)	■
Power assisted steering	■
Multi link rear suspension	■

### ELECTRICAL

Electric front windows	■
Central door locking	■
Tachometer	■
Temperature gauge	■
Quartz digital clock	■
Cigar lighter	■
Panel light dimmer	■
'Lights on' reminder	■
Glovebox illumination	■
Luggage area illumination	■
Heated rear window	■
Intermittent rear wiper with wash facility	■
Two speed and variable intermittent front wipers	■
'One touch' heater controls	■
Four speed ventilation fan with recirculatory facility	■
Three waveband electronic tune stereo radio with seek facility and diversity tuning	■
Auto reverse stereo cassette	■
Four speaker sound system	■
Electric aerial	■
Air conditioning	† □

### SEATING/INTERIOR FEATURES

High-grade jersey upholstery	■
Seamless sports-style front seats	■
Integrated head restraints	■
Passenger seat walk-in device	■
Folding rear seat	■
Reclining front seats	■
Inertia reel front and rear seat belts	■
Three spoke sports steering wheel	■
Loop pile fitted carpets	■
Full door trim with cloth insert	■
Integral front door armrests	■
Front door map pockets	■
Centre console	■
Lockable glovebox	■
Rear parcel shelf	■
Carpeted luggage area	■
Remote tailgate release	■
Remote fuel lid release	■
Tilt adjustable steering	■
Driver's foot rest	■

### EXTERIOR FEATURES

6JJ-15 alloy wheels	■
195/60 R15 tyres	■
Tilt/detachable glass sunroof with removable shade	■
Laminated windscreen	■
Tinted windows	■
Electrically adjustable door mirrors	■
Colour keyed bumpers	■
Colour keyed front spoiler	■
Colour keyed rear spoiler	■
Retractable halogen headlamps	■
Rear fog lamp	■
Side repeater lights	■
Metallic paint	□
Two tone paint	□

■ = Standard □ = Option † = In lieu of sunroof

**DIMENSIONS**

Length (mm)	4520
Width (mm)	1690
Height (mm)	1290
Wheelbase (mm)	2475
Min. kerb weight (kg)	1190/1210*
Max. towing weight with braked trailer (kg)	1200
Min. turning circle, kerb to kerb (m)	9.4

**TECHNICAL**

Capacity (cc)	1809
Compression ratio	8.5:1
Fuel system	Injection
Max. power (PS) rpm	171/6400
Max. torque ft lb/rpm	169/4000

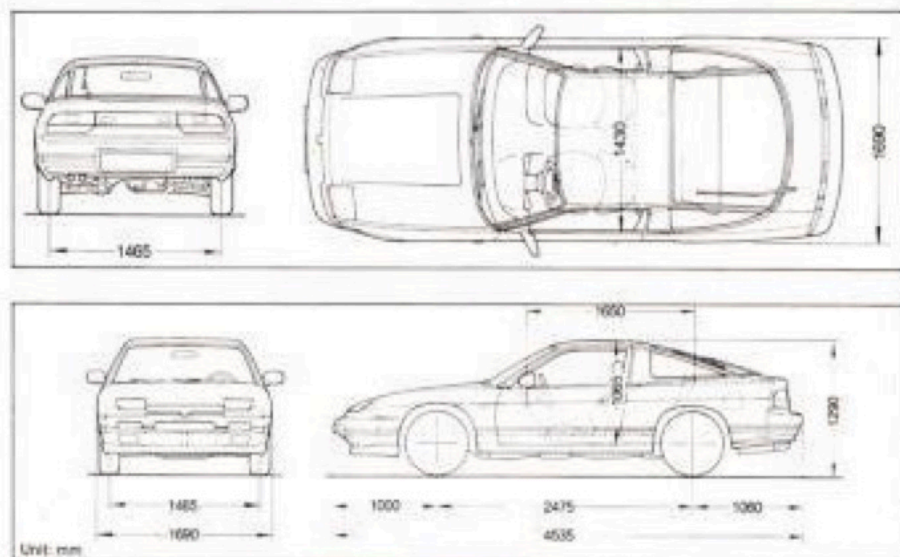
**GOVERNMENT FUEL CONSUMPTION**

TEST MPG (L/100 KM)	Manual	Auto
Constant 56mph (90km/h)	45.6 (6.2)	42.8 (6.6)
Urban cycle	26.4 (10.7)	23.5 (12.0)
Constant 75mph (120km/h)	34.9 (8.1)	33.6 (8.4)
Fuel tank capacity galls. (litres)	13.2 (60)	13.2 (60)

**PERFORMANCE**

	Manual	Auto
Max. speed (mph)	140	134
Acceleration 0-60mph (sec)	7.2	9.0

\*With automatic transmission





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