

# 200SX



You might call it a sports coupé that's grown up. Responsible yet exhilarating, it offers a unique combination of refinement and youthful vitality. With its restrained styling, the rapid new 200SX is an elegant and exciting evolution in sports coupé design.

The gracefully proportioned profile and softly contoured shape only subtly hint at its

## The *steel* hand in the *velvet* glove.

thrilling performance. Its new turbocharged 2.0-litre 16-valve engine delivers a massive 200 bhp.

Get behind the wheel of the 200SX sports coupé and surge through the gears to 100 km/h in an exhilarating 7.5 seconds. Select 4th gear and glide from 100 to 120 km/h in 4.3 seconds – 3.9 seconds with automatic. Drive it on the autobahn and it will purr contentedly at 235 km/h. Its 2.0 litre turbo engine producing a silky smooth 200 bhp at 6,400 rpm. Peak torque is 265Nm at 4,800 rpm. And thanks to its linear charge concept, it offers smooth performance through the low and middle rev range. So there is plenty of power in reserve when the occasion demands. This, after all, is thinking man's power.

It also introduces a highly advanced chassis, plus new levels of comfort, safety and sophistication. The sports coupé enthusiasts among you will be glad to know that the drive still goes to the rear wheel.

The Nissan 200SX. Pure performance wrapped in elegant lines.

200 bhp, 2-litre 16-valve turbo engine, 0-100 km/h in





7.5 seconds

Well equipped and offering a superbly finished trim level, the airy interior wraps itself firmly yet comfortably around you. Naturally, you can reach out to every control, every instrument with ease. The supportive seats and powerful heating and ventilation systems add further to your level of comfort. The driver's seat features an adjustable lumbar

## Surround yourself with powerful friends.

support to hold you firmly in place without feeling locked up. Light and airy, the interior offers impressive visibility through the use of thin, highly rigid front, centre and rear roof pillars. Comforting thoughts. But it doesn't stop there.



After careful analysis by the Cray II supercomputer, the 200SX has been designed with outstanding passive and active safety characteristics.

Passive safety begins with front and rear crumple zones, a dashboard reinforcement beam to guard against frontal impact and side-impact door beams made of high strength steel. Plus a combination of a dual SRS air bag system – passenger optional – and seatbelt pretensioners.

In the area of active safety, the 200SX uses powerful rear discs and race-proven ventilated discs with four-piston calipers in the front. Combined with ABS, the result is a shorter stopping distance, improved pedal feel and fade resistance.

The 200SX is as secure as it is safe. With the Nissan anti-theft system, you have a choice of Nissan's own multi-point immobiliser system, which can be extended with various alarm upgrades.

We are so confident of this complex security programme, that we have given it our usual 3-year warranty. In fact, every Nissan owner benefits from an unrivalled Pan European Service Programme that includes a full 3-year or 100,000 km warranty.

The Nissan 200SX. Peace of mind comes as standard.

*Safety performance enhanced with new dual airbag system—passenger optional.*



*200SX can be fitted with Nissan's own multi-point immobiliser system and alarm upgrades.*





The 200SX has the very latest aluminium alloy, in-line four cylinder, 16 valve, twin cam, 2-litre engine. Complete with turbocharger and intercooler to provide high engine output.

# Built for those whose *right foot is connected to their brain, not their ego.*

Using a front engine/rear wheel drive configuration, the engine system is designed to deliver smooth, linear acceleration all the way up to 235 km/h. It is especially effective in the low- to mid-rpm range where we do most of our driving.

Three special characteristics lead to this seamless and smooth linear acceleration: a variable valve timing control system—called the Nissan Valve Timing Control System (NVCS); the electronically controlled turbo system and a large turbine.



*The linear charge concept ensures that the torque builds up rapidly through the low to mid rev range. It then becomes smooth as it enters the high rev range. Apart from abundant low-end torque and high-end power, the linear charge concept ensures seamless and smooth power from the low rev range all the way up to 235 km/h.*

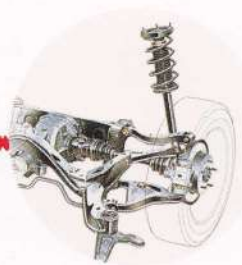
Yet thrilling performance is just part of the story. The Nissan 200SX is quick witted enough to react powerfully and decisively when events take you by surprise.

The key to the excellent handling characteristics of the 200SX is its race-proven four-wheel independent suspension system. Featuring MacPherson struts in the front and Nissan's own highly regarded multi-link suspension system in the rear, the system keeps the tyre contact patch flat on the road surface for maximum grip. Even during cornering.

Power is fed to the rear wheels through the viscous Limited Slip Differential, which increases traction and vehicle stability—especially on slick surfaces. You have the added control of electronic ABS as standard. Add its long wheelbase and rigid chassis, and the result is a new level of responsive, firm handling and supple ride.

The Nissan 200SX. Responsive, yet responsible, this is thinking man's power.

*Advanced suspension system and viscous LSD ensure excellent tyre contact patch with road surface – even during cornering.*



*Nissan's own race-proven multilink suspension system offers exceptional handling.*

**ENGINE**

Model	SR20DET	
Type	petrol, 4 cylinder 16 valves, in-line, DOHC, turbo-intercooled with 3 way catalytic converter and direct ignition	
Displacement	1,998 cc	
Bore x stroke	86.0 x 86.0 mm	
Maximum power (EEC)	147 Kw/6,400 min <sup>-1</sup> (200 hp/6,400 rpm)	
Maximum torque (EEC)	265 Nm/4,800 min <sup>-1</sup> (265 Nm/4,800 rpm)	
Compression ratio	8.5 : 1	
Fuel supply	multi point injection	
Fuel type	unleaded petrol - 95% octane	
Fuel consumption	urban	10.6 litres / 100 km Manual
		12.1 litres / 100 km Automatic
	90km/h	6.9 litres / 100 km Manual
		6.8 litres / 100 km Automatic
	120 km/h	8.8 litres / 100 km Manual
		8.9 litres / 100 km Automatic

**DRIVETRAIN**

Drive configuration	front engine/ rear wheel drive	
Transmission type	5-speed manual transmission 4-speed electronically controlled automatic transmission	
Gear ratios	5-speed Manual	4-speed Automatic
1st	3.321	2.785
2nd	1.902	1.545
3rd	1.308	1.000
4th	1.000	0.694
5th	0.838	-
rev.	3.382	2.272
Final drive ratio	3.692	3.916

**DIFFERENTIAL**

viscous coupling Limited Slip Differential

**SUSPENSION**

Front	independent MacPherson strut
Rear	independent multi-link

**STEERING**

rack and pinion with power assist

**BRAKES**

Type	front: ventilated discs, 4-piston calipers rear: solid discs, 2-piston calipers 4-wheel ABS
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**TYRES**

205/55 VR 16

**WEIGHTS & CAPACITIES**

Kerb weight	manual	1,270 kg
	automatic	1,290 kg
Fuel	65 litre	
Boot capacity	240 litre	
Seating capacity	4 persons	

**RUNNING PERFORMANCE**

Acceleration	0 - 100 km/h	7.5 sec Manual 8.3 sec Automatic
Mid range acceleration	100 - 120 km/h	4.3 sec Manual 4th gear 3.9 sec Automatic
Maximum speed	235 km/h Manual 223 km/h Automatic	
CD	0.32	
Turning circle	kerb to kerb 9.6 m (wall to wall 10.4 m)	

**DIMENSIONS**

Overall length	4,520 mm
Overall width	1,730 mm
Overall height	1,295 mm
Wheelbase	2,525 mm
Track front	1,480 mm
Track rear	1,470 mm

