

# DATSUN

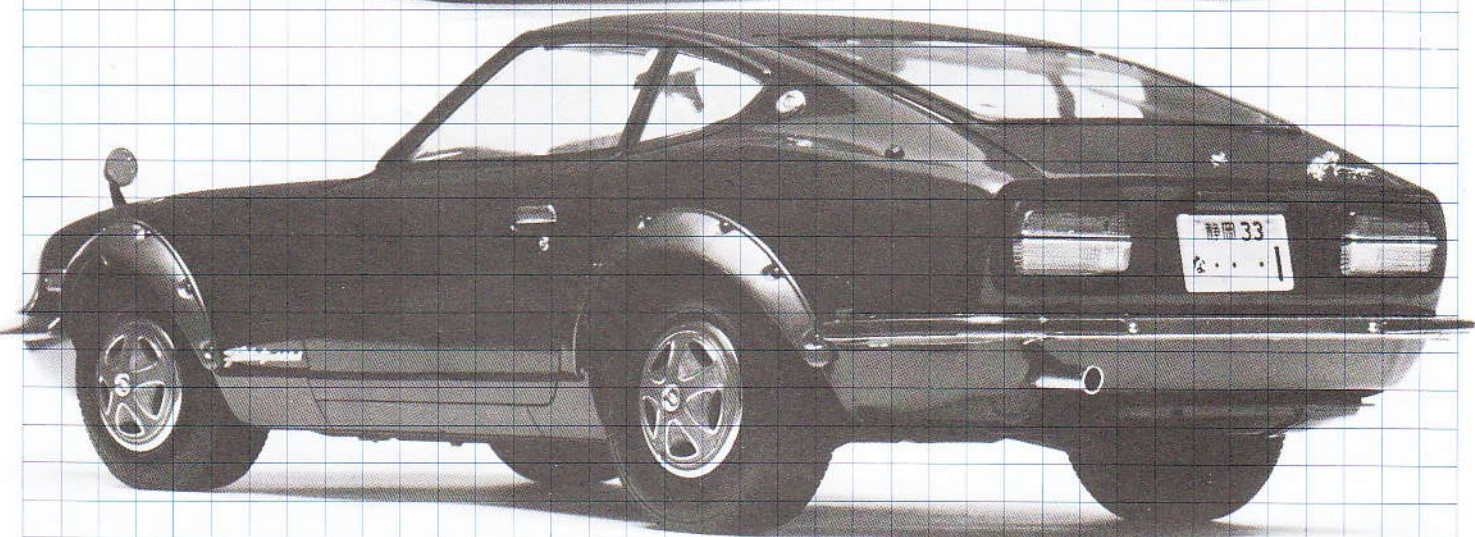
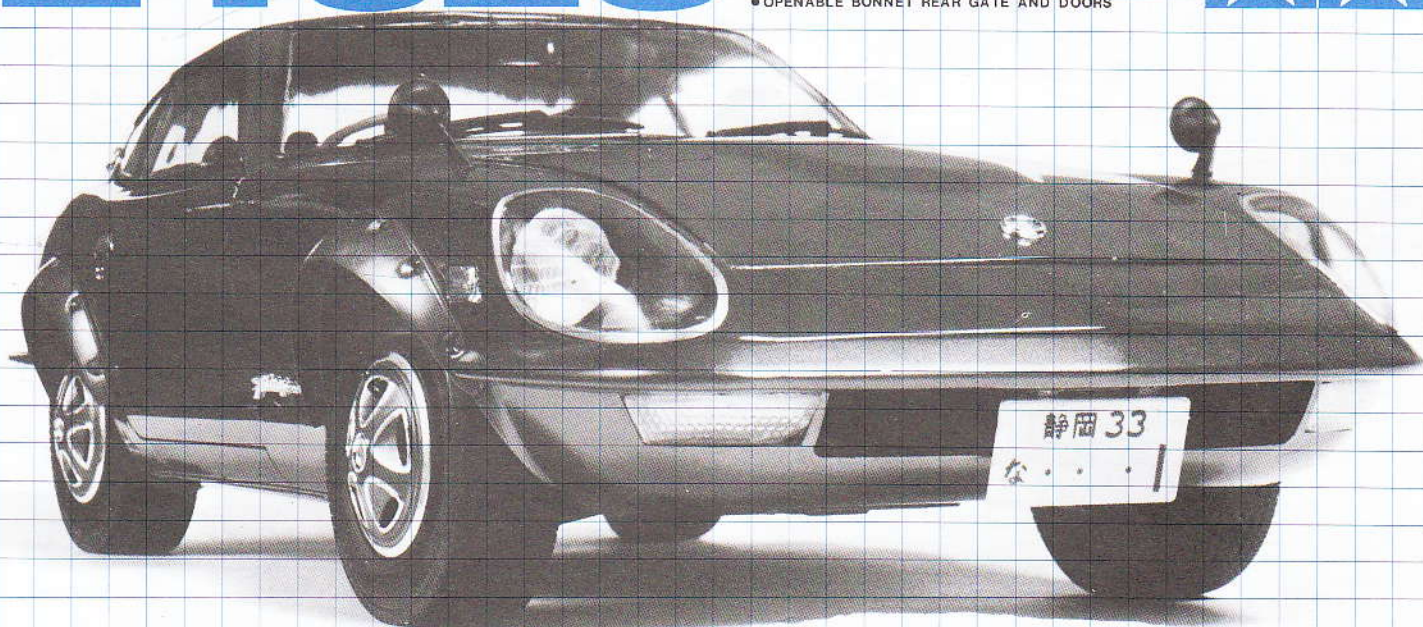
## 240ZG

1:12 IDENTICAL SCALE

Length 355mm  
Width 151mm  
Height 109mm

BIG  
SCALE 1/12

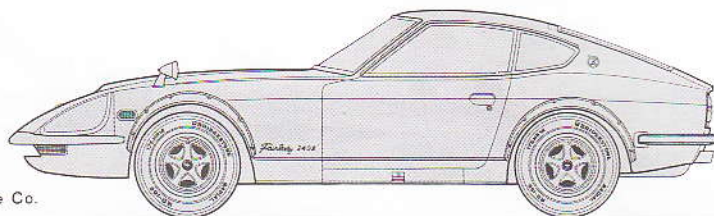
- SUPER DETAILED NISSAN SOHC STRAIGHT-SIX ENGINE
- SEMI PNEUMATIC RUBBER-LIKE TYRES
- MOVABLE FRONT AND REAR SUSPENSION
- TRANSPARENT BONNET
- STEERABLE FRONT WHEELS
- OPENABLE BONNET REAR GATE AND DOORS





# DATSUN 240ZG

●Through the courtesy of Nissan Automobile Co.



## (History of Datsun 240Z)

Jan. 1952: Datsun Sports DC-3 was put on sale.  
Nov. 1957: Prototype of Datsun Sports S211 was released.  
Jun. 1959: S211 was put on sale.  
Oct. 1961: Datsun Sports 1500 was released.  
Oct. 1962: SP310 was put on sale.  
May 1963: SP310 won in the domestic sports car class of First Japanese Grand Prix.  
Sept. 1964: Prototype of Sylvia was released.  
Mar. 1965: Sylvia was put on sale.  
May 1965: SP310 employed 1.6-litre engine and was renamed SP311.  
Mar. 1967: Fairlady 2000 SR311 was put on sale.  
Jan. 1968: SR311 was ranked ninth at Monte Carlo Rally.  
Oct. 1969: Fairlady ZS30 and Z432 PS30 were put on sale.  
Jan. 1971: 240Z was ranked fifth at Monte Carlo Rally.  
Apr. 1971: 240Z won the total championship at East African Safari Rally.  
Nov. 1971: 240Z, 240ZL and 240ZG were put on the Japanese market.  
Jan. 1972: 240Z was ranked third at Monte Carlo Rally.  
Apr. 1972: 240Z was ranked fifth and sixth at East African Safari Rally.  
Jan. 1973: 240Z was ranked ninth at Monte Carlo Rally.  
Apr. 1973: 240Z won the team, class and total championships at East African Safari Rally.

## (Career of Datsun 240Z)

The Fairlady Z now ranks as one of the world's best sports cars both in performance and in production.

Such fame of the Fairlady was not established in a day. It owes much to the strenuous efforts of a very few enthusiasts who brought forth Japan's first sports car worthy of the name after the war and also to the continuous enthusiasm for motor sports of Nissan Motor which kept manufacturing sports cars that were unprofitable at first.

In 1952, Nissan began by making the open 4-seated sports car DC-3 which employed a truck rudder frame and a water-cooled series 4-cylinder SV 860 cc engine of 20 PS. In 1957, Nissan released the prototype of the open 4-seater S211 of FRP which used the chassis and engine of the then Datsun 1000. The S211 was put on the market in June, 1959.

In January of 1960, the S211 newly employed a 1.2-litre engine of 43 PS and its FRP body was replaced by steel-plate one.

The name of "Datsun Sports" was given to this model and here was born the first Datsun Sports. At that time, however, there was not a good demand for sports cars in Japan, and Datsun sports cars manufactured were all exported to the United States.

In October, 1961, the engine was changed from 1.2-litre to 1.5-litre one, and a new model called SP310 was born. It had an entirely new shape reminding us of an MGB.

The SP310 was put on the market in October, 1962. It was after the car held an unchallenged position in the domestic sports car class at the First Japanese Grand Prix that the Datsun Sports gained popularity. This was the beginning of the relation between the Datsun Sports and motor sports.

The entirely new high-class 2-seated coupe Sylvia designed on the basis of the Datsun Sports 1500 was released at the 1964 Tokyo Motor Show.

The Sylvia, which was put on sale in March of 1965, employed new devices such as 1.6-litre engine, SU twin carburettor and Porsche-type servo-synchromesh transmission.

Three months after the Sylvia was put on sale, the Fairlady SP311 equipped with a 1.6-litre engine was born.

Thanks to the employment of Sylvia's engine and transmission as well as of disc brakes, the Fairlady SP311 further improved in performance as a sports car. The SP311 occupied the premier position by winning victory after victory in domestic races. It was very successfully exported to overseas countries and its production

totalled about 12,000 in two years. The SP311 seemed to be nearing perfection and a new model came to be talked about.

In March, 1967, the Fairlady 2000 SR311 made its debut. The car mounted a newly developed water-cooled series 4-cylinder 2-litre engine of 145 PS with SOHC Solex twin carburettor, but its body shape remained unchanged against common expectation.

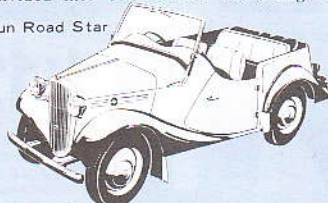
Although it was remarkably improved in power, the sports car of classic construction originating in the SP310 already reached the extreme limit of its possible performance.

In October, 1969, the entirely new model "Fairlady Z" (S30) was released at last to take the place of the existing open 2-seaters.

As a sports car of the new era, the new model made its debut with faultless construction and mechanism as follows: fastback coupe body of complete monocoque construction with long bonnet and two seats, 6-cylinder engine and independent wheel suspension.

The Fairlady Z for the Japanese market was broadly divided into two models according to

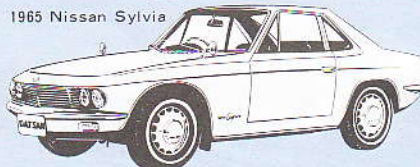
1952 Datsun Road Star



1958 Datsun Sports



1965 Nissan Sylvia



the type of the engine and that for overseas markets was available in three different models. The two models put on the Japanese market were the standard model mounting an L20, 6-cylinder engine of 130 PS with SOHC SU twin carburettor and the model Z432 mounting an S20, 6-cylinder DOHC 24-valve engine of 160 PS which corresponded to competition models on the market.

In October, 1970, another model equipped with



1962 Datsun Sports 1500

3N71, 3-speed 6-position full-automatic transmission was also put on sale to meet the demand of the age.

In 1971, Nissan entered the 2.4-litre model 240Z of export specification for the 40th Monte Carlo Rally after a long interval. This was the 240Z's first rally but it was ranked fifth in the total number of points and took the second place in its class.

At the East African Safari Rally of April, 1971, the 240Z won the total championship by outdoing its powerful rivals. Acquiring confidence in the performance of the 240Z, Nissan put the 240Z (HS30) series including the 240Z, 240ZL and 240ZG also on the Japanese market in November of that year.

Nissan entered the 240Z also for the Monte Carlo Rally of 1972 and took the third place. At the East African Safari Rally, the machine was ranked fifth and sixth. In addition, the 240Z stood first in the SCCA Championship C Class in the United States. Thus the 240Z held an indisputable position.

A new version of the 240Z equipped with ECGI took part in the Monte Carlo Rally of 1973 and ranked ninth. At the subsequent East African Safari Rally, the machine became the perfect winner of the total, class and team championships. The Fairlady Z and 240Z are certainly up-to-date sports cars and have good manoeuvrability and comfortability which are in harmony with each other. Mere rough feeling is not a primary requisite of today's sports cars. Thanks to its satisfactory reliability, safety and power, the Fairlady Z undoubtedly ranks among the best sports cars in the world.

## (Background of Development of 240Z)

The project of the Fairlady Z was started in 1966 when the SR311 passed the development stage and was just put to production.

Nissan cars of the SP series which had been produced for many years totalled nearly 47,000 in number. As many as 90% of them were exported mostly to the United States. It was therefore apparent that new models succeeding to the SR had to aim at the American market. In the United States, the Datsun Sports was taken not necessarily as a sports car for motor



Fairlady 2000 (SR311)



●Photos: through the courtesy of Nigensha (Car Graphic Magazine)

### (Main Data of Datsun 240 ZG)

Weight .....1005kg  
Length .....4305mm  
Width .....1690mm  
Wheel base .....2305mm  
Tread .....1355mm/1345mm

Engine .....Type L24 water-cooled  
series 6-cylinder  
SOHC  
Bore×stroke.....83×73.7mm  
Capacity.....2393cc  
Maximum power .....150HP/5600rpm

Maximum torque .....21.0kgm/4800rpm  
Gear box .....Five forward, one reverse  
Suspension .....Strut type, all independent  
Steering .....Rack-and-pinion  
Brake .....Disk/drum

sports but as a second or personal car. American users strongly called for comfortability, utility and power.

Naturally, such small-production model of a big manufacturer could not exist in disregard of cost and had to use existing unit parts as far as possible for being sent to the market at a low price.

The preceding SP and SR models stuck to the conventional rudder frame to the last, but a new model needed to employ up-to-date chassis and suspension. Under these circumstances, the plan of the new Fairlady was to be devised. One of the most important points of the new project was the development of the body shape. At the initial stage from idea sketch to advanced styling, Nissan vacillated for a long time between open version and closed version, fastback and notchback, and 2-seater and 2+2-seater.

Concerning sports cars, the day of "enjoying a drive with our face exposed to the wind" was over and the day of "enjoying a drive sitting in a comfortable seat" was just around the corner. On the other hand, there seemed to be every indication that fastback coupes would become widely liked. These factors decided the direction



Fairlady Z

of the project.

Considering that "the Datsun Sports should be a sports car", Nissan decided that the new Datsun Sports should be a 2-seated fastback coupe as "a car of the highest performance in Nissan", although it had some factors as a personal car. Nissan took it for granted from the beginning that the engine should be a 6-cylinder one of either standard or racing version.

The standard version was a 2-litre 6-cylinder SOHC engine (L20) which had been mounted on the Cedric and proved to have satisfactory reliability. On the other hand, the racing version of higher performance was a 2-litre 6-cylinder DOHC 4-valve 3-carburettor engine (S20), a replica of the GR8 which had been developed for the R380 and mounted on the Skyline GTR. It was also decided at that time that a more powerful 2.4-litre engine (L24) should be mounted on models for overseas markets.

As for suspension, i.e. an important factor which might decide the fate of a sports car, Nissan formed the resolution to employ independent wheel suspension.

The Fairlady Z having all factors required as a high-performance car was thus born after being subjected to severe tests.

Credited with the very potential of a sports car, the Z attracted maniacs as soon as it was put on the market. In Japan, the Z432 and other Fairlady machines positively engaged in racing activities. In domestic races, Nissan used the Z432 as their main-strength machine. Subsequently, Nissan decided to participate in the Monte Carlo Rally of 1971, but they thought that the Z432 for speed racing would be unsatisfactory in durability and maintenance and that the standard Z would be insufficient in power. Eventually, Nissan chose the 2.4-litre machine 240Z of export specification for the rally. The 240Z was successfully ranked fifth. Through such activity as rarely shown by FR cars in recent years, the machine leaped to fame also in Europe.

Since there was a strong demand also in Japan for the works 240Z which had already participated in a number of domestic races, it was put on the Japanese market in November, 1971.

Now the Datsun 240Z has grown into a first-

class sports car of established reputation. It is because the 240Z is a machine through which drivers can show their skill to the full that it can collect world's top drivers for international rallies.

### (Mechanism of 240Z)

The 240Z mounts an L24 water-cooled series 6-cylinder SOHC engine having bore×stroke of 83×73.7 mm, capacity of 2,393 cc, compression ratio of 8.8, maximum output of 150 PS/5600 rpm and maximum torque of 21 kgm/4800 rpm. The gross weight of the engine is 178–185 kg according to specification.

The cylinder block is of the thin cast-iron, 7-bearing, deep-skirt type. The crankshaft has counter weight. The piston is of aluminum alloy and the oil ring is of the combined type.

The cylinder head is of aluminum alloy and the camshaft is of the SOHC type mounted in the centre. Valves are arranged in a line, the intake valve being 33 mm in diameter and the exhaust valve being 42 mm in diameter. The combustion chamber is wedge-shaped.

In the lubrication system, a 4.7-litre oil pan of the wet-sump type is used and oil is forced-lubricated by the trochoid pump. The cooling system is of the pressure sealed type and has a capacity of 8 litres. The radiator uses corrugated fins. In the fuel system, fuel in the 60-litre tank is sucked up by the diaphragm pump, passes through the filter and reaches the Hitachi SU twin carburettor (HJG46W). Battery ignition system is employed and the spark plug is either the BP6E or L46P. The battery is the NS40Z of 40 amp., the alternator being of 35 Ah and the starter being of 1 kw.

The power transmission system is of either manual or automatic type. The clutch of the manual transmission consists of the single dry-plate disc and diaphragm spring which are hydraulically operated. All 240Z cars employ the 5-speed servo synchromesh transmission of Porsche type as standard equipment, which gives the following reduction ratios: I—2.957, II—1.858, III—1.311, IV—1.000, V—0.852 and R—2.922. The automatic transmission used is the JATCO's 3N71B which is the same as that of other Nissan cars. This is of the full automatic 3-speed 6-position (P,R,N,D,2,1) type and gives the following reduction ratios: I—2.458, II—1.458, III—1.000 and R—2.182. Hypoid gear is used as the final drive gear, which gives a reduction ratio of 3.9 (5-speed type) or 3.545 (automatic type).

The independent wheel suspension is employed. The front-wheel suspension is a combination of the strut type suspension and the stabilizer, and the rear-wheel suspension is of the strut type. Since the suspension system offers little camber variation and no toe variation, it makes driving stabler.

As for the steering system, the rack-and-pinion gear is connected to the collapsible steering



240Z at the 71 Safari

column by means of two joints, the gear ratio being 16.4:1. The steering wheel is 380 mm in diameter.

The brake system is a combination of the 7.5" Master vac and the tandem master cylinder. The front brake uses a disc of 271 mm in diameter. The rear brake is of the L & T type and uses an alfin drum of 228 mm in diameter. HP valves are employed in the brake system for the prevention of rock. The 240Z series uses 5J-14 wheels and 6.45H-14 tyres with the exception of the 240Z which has 175 HR14 radial tyres.

The body is of monocoque construction and the windscreen is made of laminated safety glass. Seat belts are of the combination lap-and-shoulder harness type. Instruments are fitted in the thick one-piece instrument board befitting to a sports car. At the right is a speedometer indicating speed up to 240 km/h and at the left is a tachometer indicating revolutions per minute of up to 10,000. Between them are three small instruments, i.e. a meter for water temperature and oil pressure (right), a meter for electric current and fuel (centre) and a clock (left).

The centre console contains a radio, ash tray, cigarette lighter, parking-lamp switch, rear-defroster switch, fuse holder, choke lever, coin box, etc. In addition, the 240Z has a foot rest for the driver's left foot and another one for the passenger's feet, which are becoming in a sports car.

The machine compares favourably with foreign sports cars of the same class also in performance.

The nominal performance of the Fairlady is as follows: The maximum speed (240ZG) is 210 km/h and the time required to cover a distance of 400 metres from a complete stop is 15.8 seconds. The fuel consumption at a speed of 60 km/h on the proving ground is 15 km/ℓ, but it seems to be about 50–60% of the value in case of running in the street. The braking distance at a speed of 50 km/h is 13 metres, and the climbing ability is 0.46 in tanθ. The minimum turning radius is 4.8 metres (tyre) or 5.2 metres (body edge).



Completed Datsun 240ZG model



Please read this before commencing assembly.

Study the instructions and photographs before commencing assembly.  
 You will need a sharp knife, a small (-) screwdriver, a pair of tweezers, a file, and a pair of pliers.

Before finally cementing each part together, be sure that parts fit correctly together. And that you are of the next sequence to be followed.

Before starting to build your kit, check all the parts.

Use glue sparingly. Use only enough to make a good bond. Apply cement to both parts to be joined.

Where parts are shaded blue in these instructions, it means that they are either to be flattened by heating, or are to be glued together with plastic cement.

This mark denotes names and numbers of Tamiya colors. You will probably find it easier to paint smaller parts whilst they are still on the runner.

#### Painting Your Model

As well as adding the reality of your completed model, painting will give you a pleasure to make your own model. Moreover, paint coat ensures a good application of decals.

For your painting scheme, refer to instructions on page 17.

#### 1 Construction of Parts Receiving Force

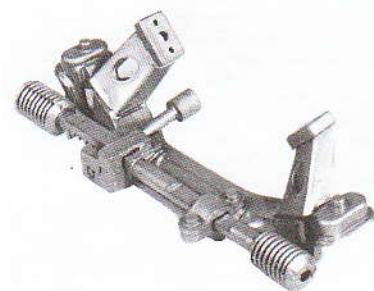
Fix the strut to each of the pair of transverse links so that the struts move smoothly at the ball joint. Take care to keep glue from running into the groove E18.

#### 3 Construction of Brake System

Disc L28 of the front brake should be built to revolve freely.

#### 4 Construction of Steering System

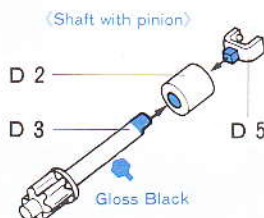
Rack pinion is to be movable. Glue D4 with great care.



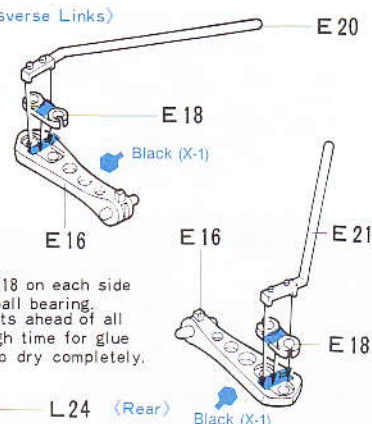
## PAINTING

As well as improving the look of your completed model, detailed painting will give you greater satisfaction in the end. You will find painting hints on each page of these instructions to assist you while building your Datsun 240ZG, and to help you create a truly realistic model.

#### 1 Construction of Parts Receiving Force

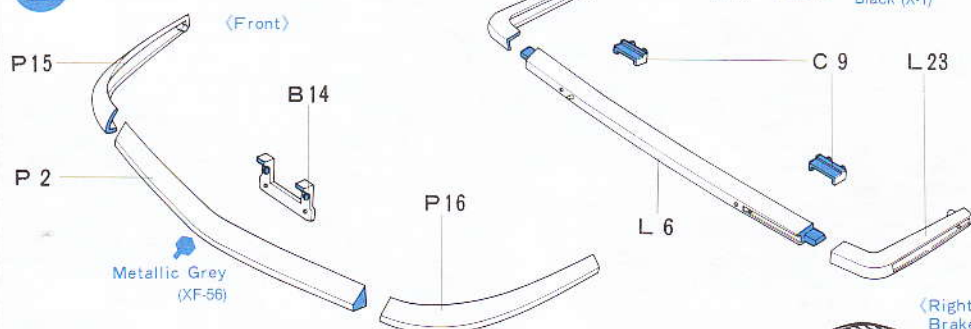


#### Transverse Links

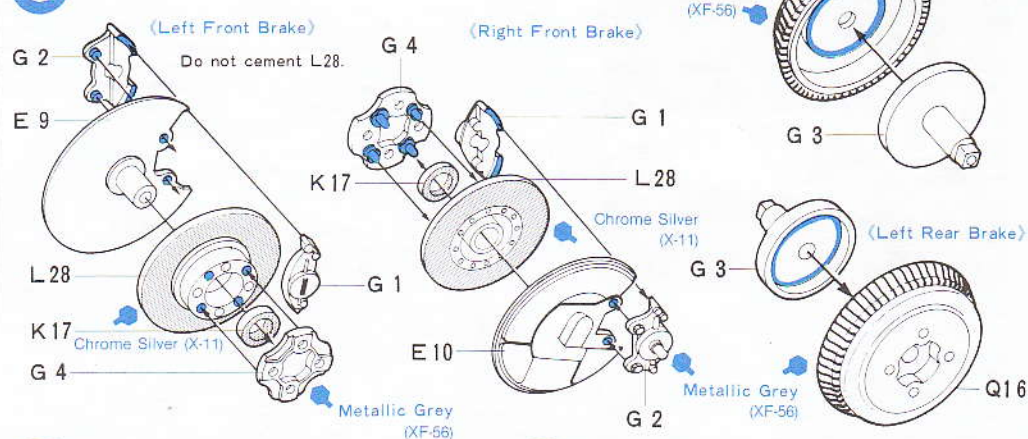


The groove inside E18 on each side accepts a movable ball bearing. Construct these parts ahead of all others to give enough time for glue used in the parts to dry completely.

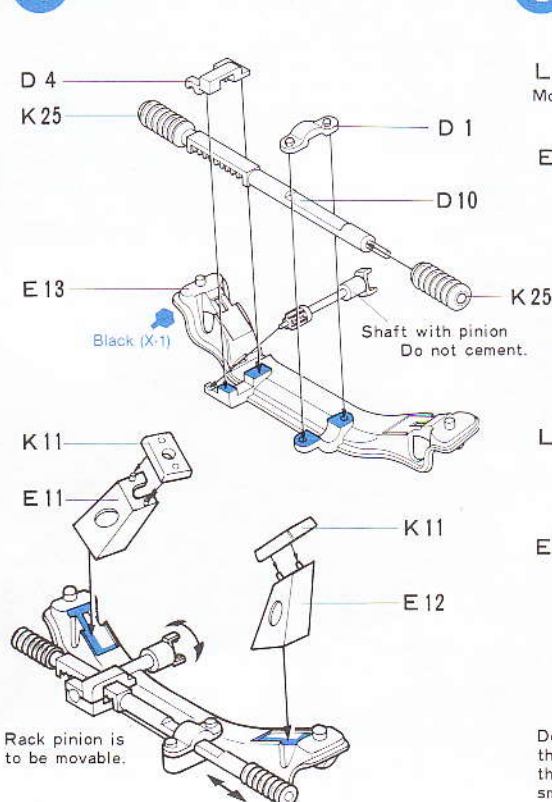
#### 2 Construction of Bumper



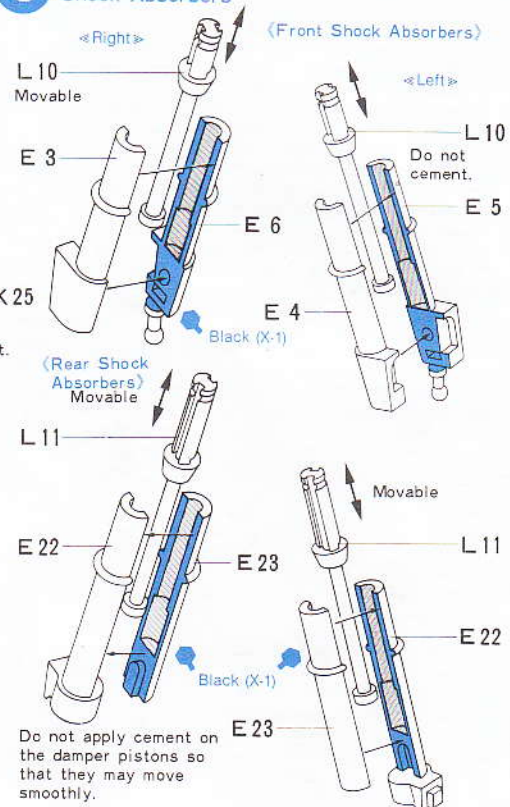
#### 3 Construction of Brake System



#### 4 Construction of Steering System



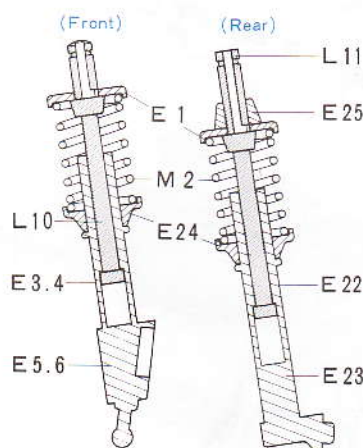
#### 5 Construction of Shock Absorbers





## 6 (Construction of Struts) (Shock Absorbers)

Put each damper with each coil spring together, mount E1 on the damper by matching the hole shape of E1 with the damper. When E1 hits the sideways groove on the damper, turn E1 so that it locks on the groove on the upright.

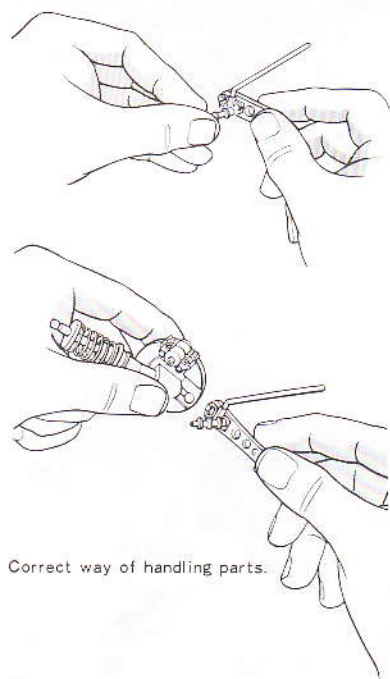


## 7 (Construction of Axles)

Take good care of the angle of each part when assembling. Use glue on each of the two faces to be adhered together. Give enough time for glue to dry between each stage.

## 8 (Construction of Suspensions)

When fixing a strut (shock absorber) to each transverse link, take care not to break the strut (Shock absorber). Study how to hold parts as shown below.

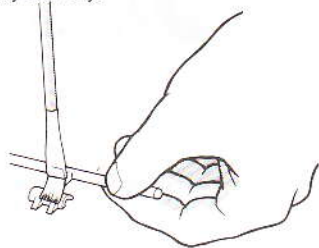


Correct way of handling parts.

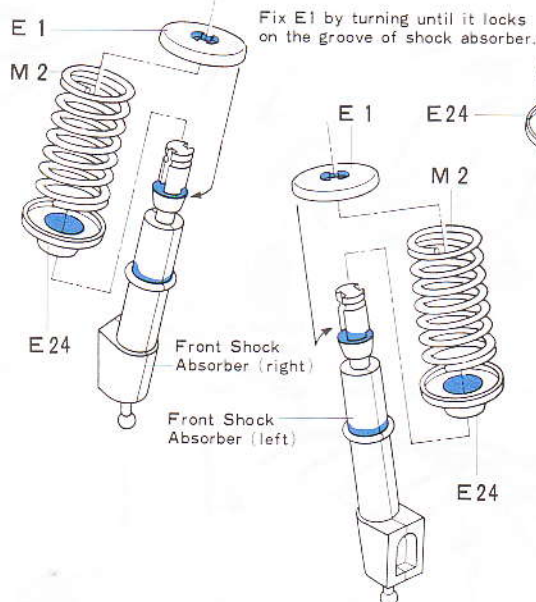
## PAINTING

### (Painting Uprights)

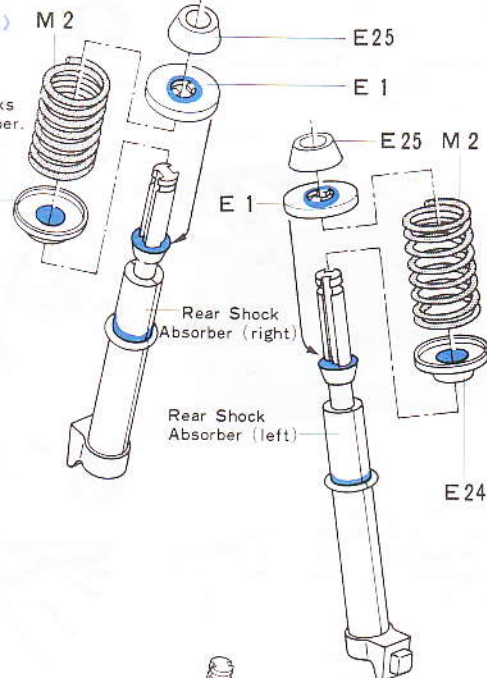
Small parts like the rear axle should first be cleaned with a firm flat brush and paint while still on the sprue. Only cut them from the sprue when they are dry.



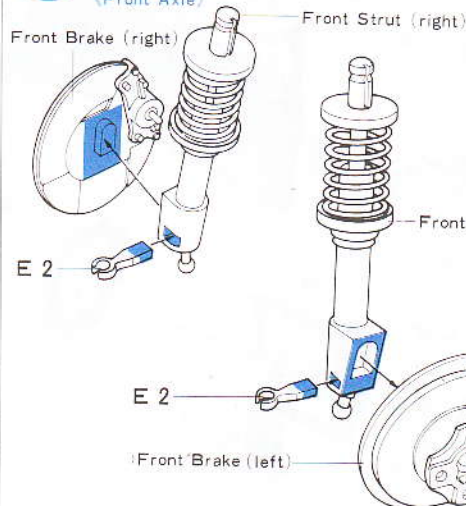
## 6 Construction of Struts (Front Strut)



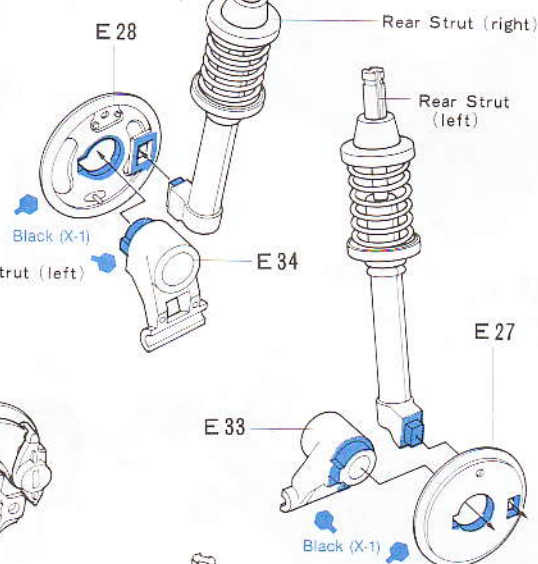
## (Rear Strut)



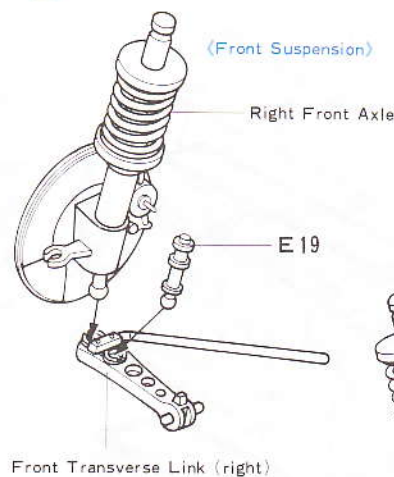
## 7 Construction of Axles (Front Axle)



## (Rear Axle)

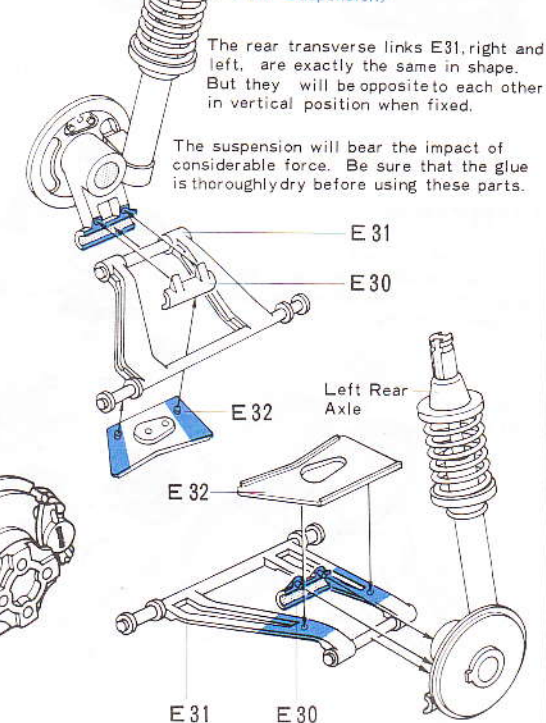


## 8 Construction of Suspension System



## Right Rear Axle

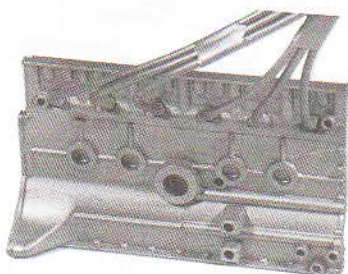
## (Rear Suspension)





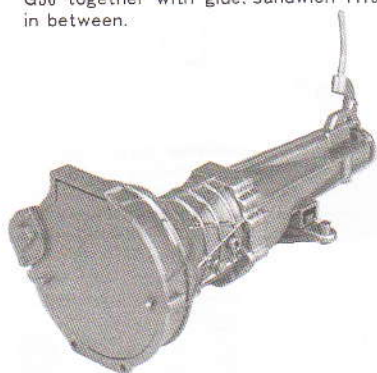
## 9 Fixing of Spark Plugs

Attach a vinyl cord to each ignition plug before fixing. They will be hard to reach after the engine is fixed. Use glue liberally.



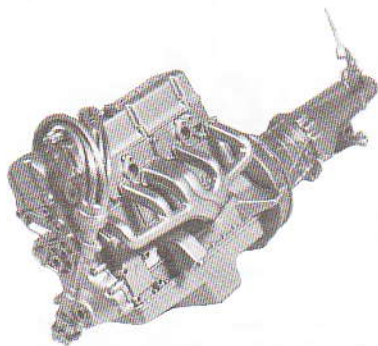
## 10 Construction of Cylinder and Transmission

In constructing transmission, shift lever is to be movable. When fixing G37 and G36 together with glue, sandwich H15 in between.



## 11 Completion of L24-Type Engine

Take care that each part is fixed in the correct position.

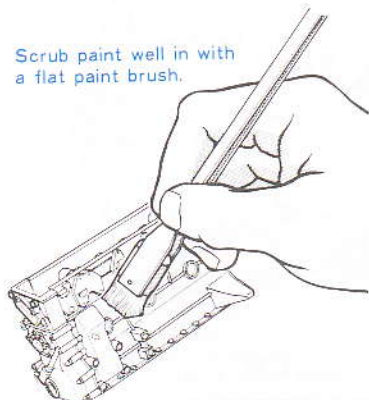


## PAINTING

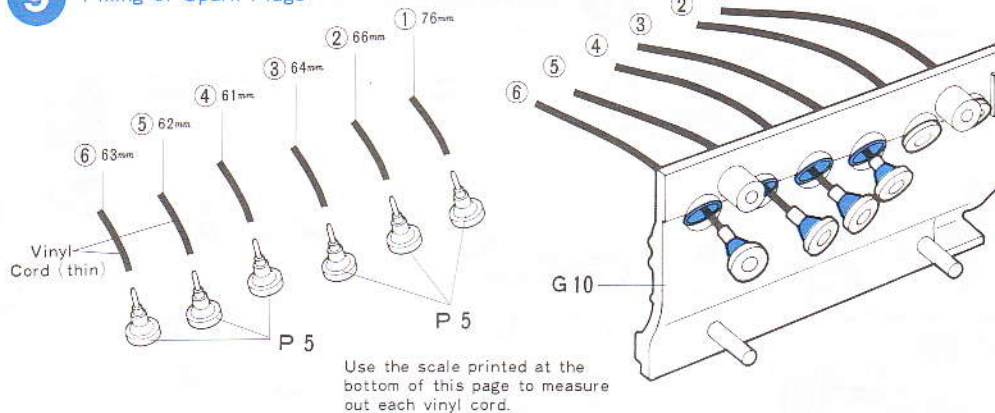
### Painting the Engine

Apply flat metallic grey paint to the engine with a flat brush and scrub the paint well in to the plastic.

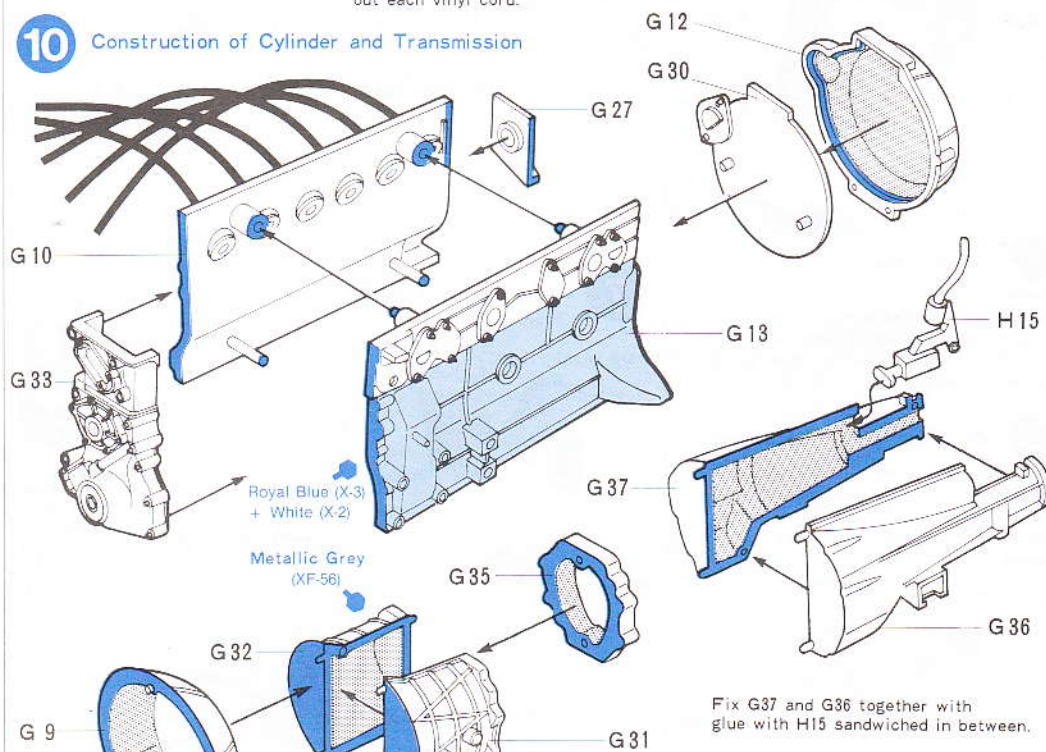
Scrub paint well in with a flat paint brush.



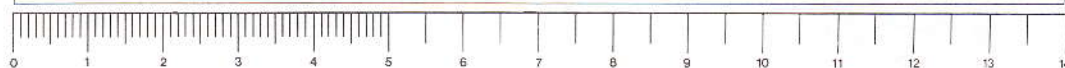
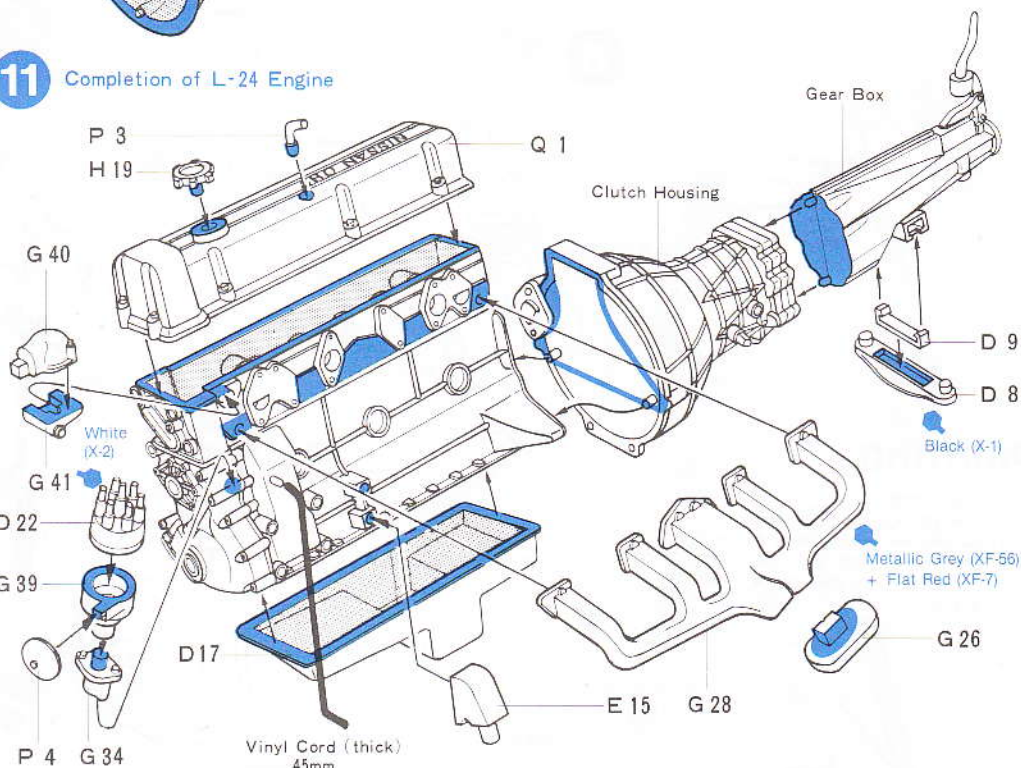
## 9 Fixing of Spark Plugs



## 10 Construction of Cylinder and Transmission



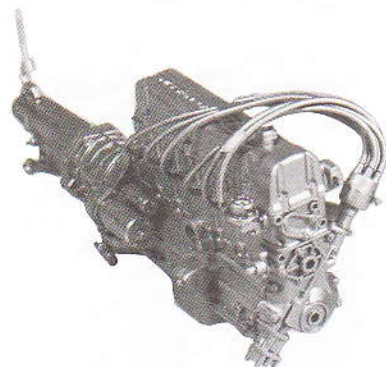
## 11 Completion of L-24 Engine





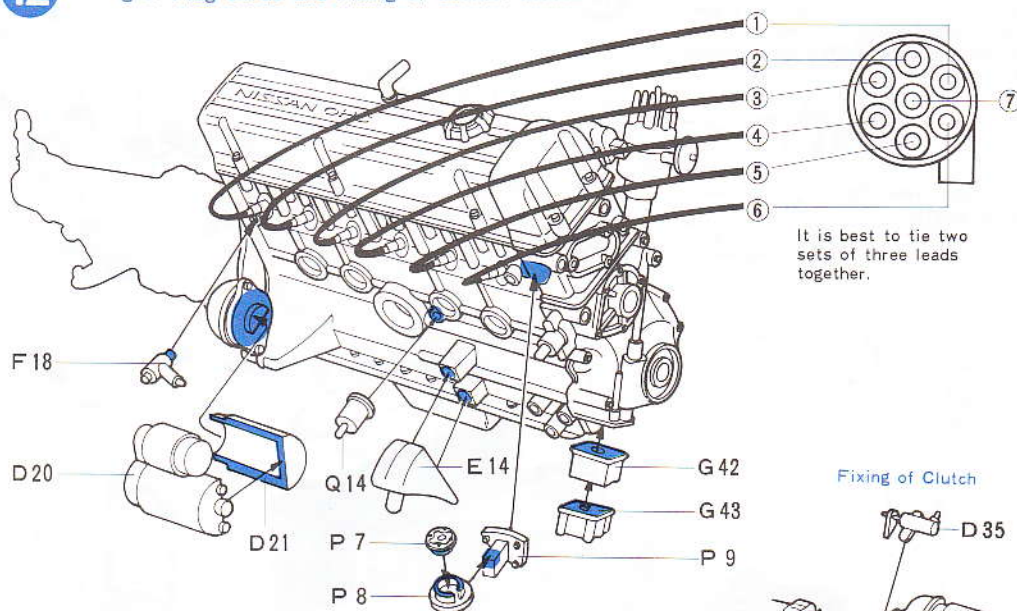
## 12 Wiring of Plug Cords and Fixing of Starter Motor

This is a set of parts to be fixed on the right hand side of the engine. Take care that each part is fixed in the correct position.



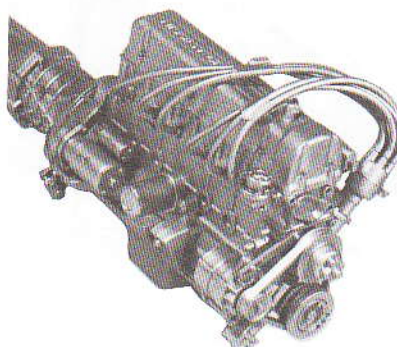
## 12 Wiring of Plug Cords and Fixing of Starter Motor

Wiring of Plug Cords

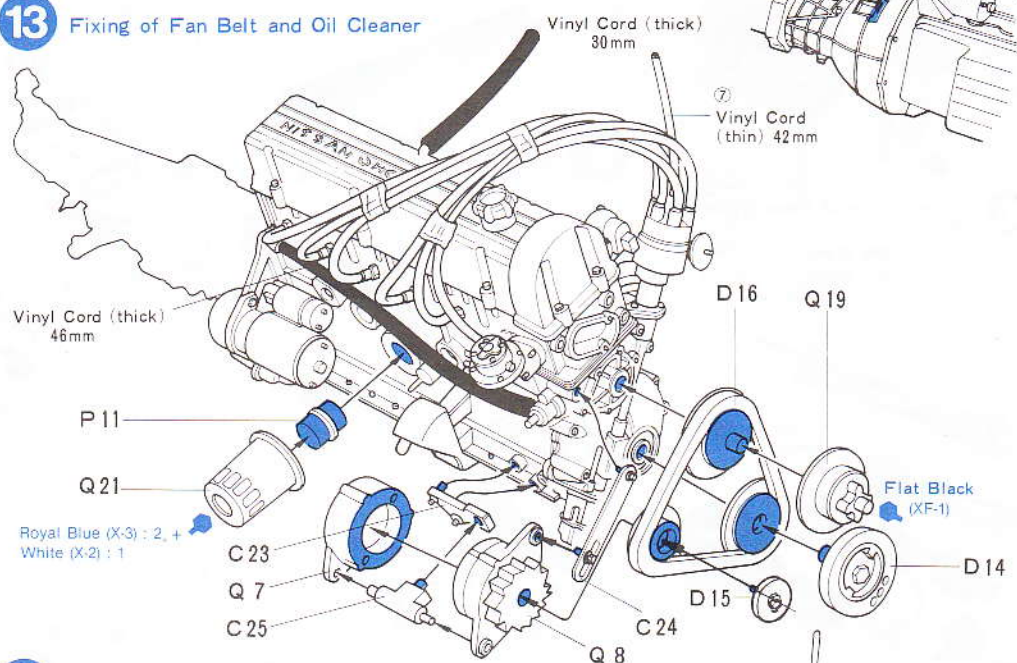


## 13 Fixing of the Fan Belt and Oil Cleaner

Fix dynamo by studying the photograph but take care to fix it in the correct position. Oil cooler Q21 may be fixed after painting.



## 13 Fixing of Fan Belt and Oil Cleaner



## 14 Construction of SU Carburettor

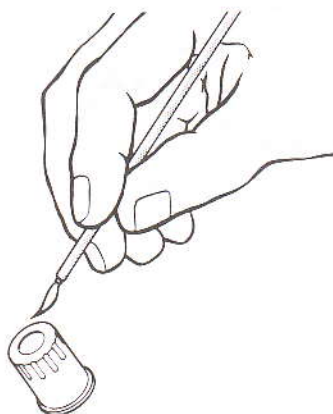
The engine is to be fixed at a 10-degree inclination to the vertical. But fix the carburettor horizontally. Study the frontal diagram.



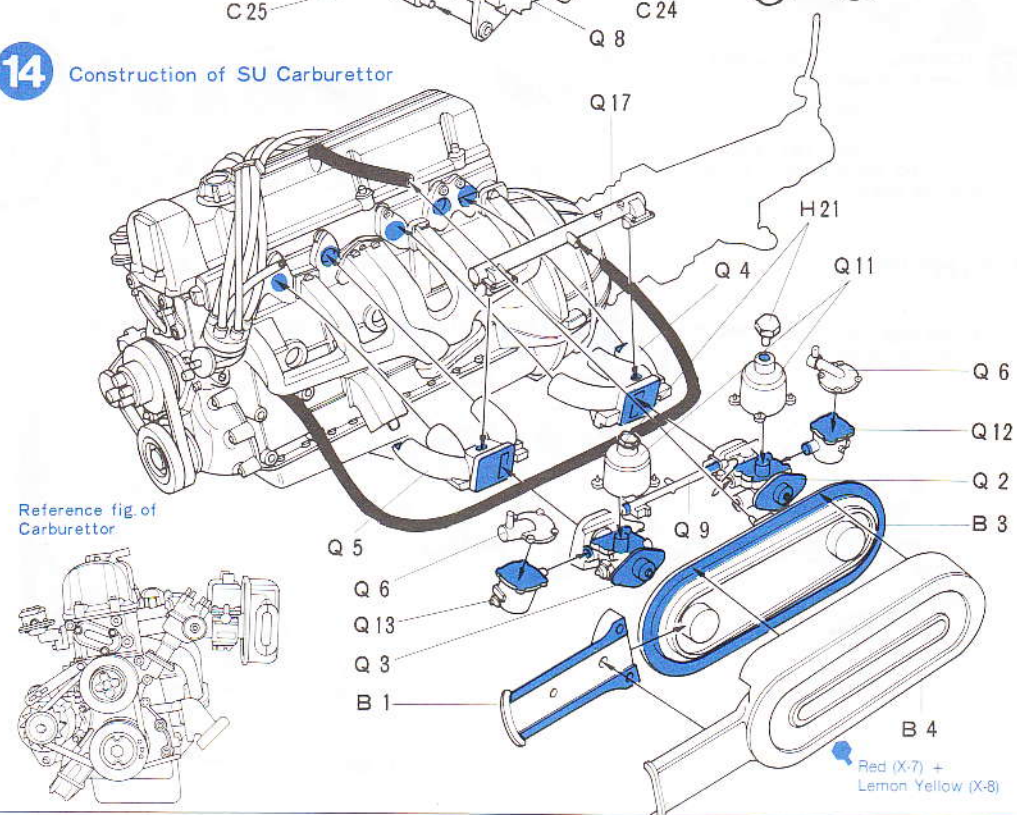
## PAINTING

### Painting of Engine Parts

Paint parts of the engine with a slightly different shade from the engine body to make them look more attractive.



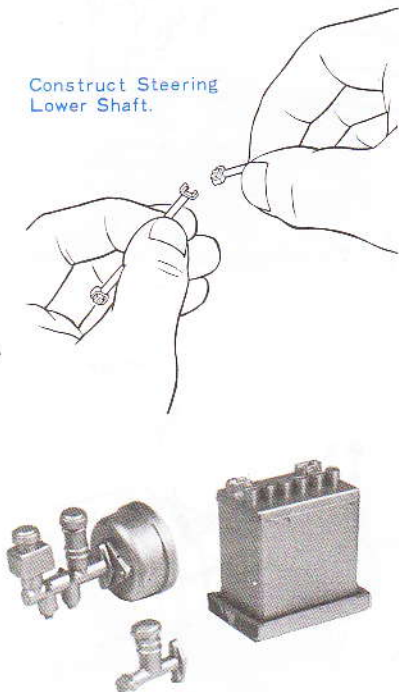
## 14 Construction of SU Carburettor



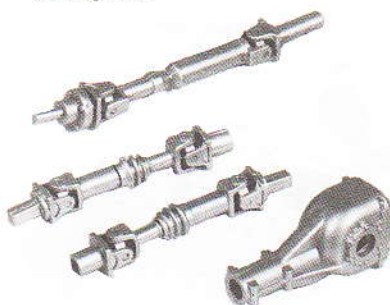


Construct all parts inside the engine compartment. Take care not to break the steering lower shaft because these are thin and delicate.

Construct Steering Lower Shaft.



Be careful that the drive shaft and the propeller shaft will revolve smoothly. Construct differential gear case after putting H10.

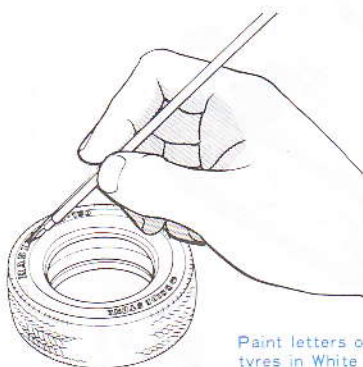


Load the jack in the car trunk after they are assembled.  
When you construct tail lamps, do not apply too much cement to each transparent part.

## PAINTING

〈Finishing〉 No. 1

Use a fine liner brush to paint the detail onto the tyres.



Paint letters on  
tyres in White  
(X-2) or in Gold  
Leaf (X-12).

**15 Construction of Engine Room Parts**

Diagram illustrating the construction of engine room parts, showing various components and their assembly order:

- Steering Shaft:** K 12 (Black (X-1))
- Radiator:** D 7, K 12 (Black (X-1))
- Washer Tank:** G 5, G 7, Q 10, D 26, D 25, Q 15, G 6 (Metallic Grey (XF-56), White (X-2), Black (X-1))
- Battery:** D 18, D 19, K 14 (Metallic Grey (XF-56), Flat Red (XF-7) or Flat Yellow (XF-3))
- Differential Case:** D 11
- Other parts:** D 6, D 31, D 32, D 33, D 34, P 6, B 12, B 13, D 40, A 10, D 15

Color codes for parts:

- Black (X-1)
- White (X-2)
- Flat Red (XF-7) or Flat Yellow (XF-3)
- Flat White (XF-2)
- Metallic Grey (XF-56)
- Body Colour

**16 Construction of Drive System Parts**

《Propeller Shaft》

D37

D43

D29

D42

D30

D36

D41

D38

Black (X-1)

《Drive Shaft》  
Make 2 sets.

D49

D46

D44

D48

D30

D45

D47

K24

D39

Flat Black (XF-1)

《Wheels》 Make 5 sets.

H10

D12

D13

H16

H17

Black (X-1)

**17 Construction of Tail Lamps and Accessory Parts**

Construction of Tail Lamps and Accessory Parts

Wiper Make 2 sets.

Flat Black (XF-1)

Orange 3

N 15

Red 2

L 30

N 16

Orange 4

L 29

Red 1

G 25

Lemon Yellow (X-8)

G 24

G 32

G 23

G 21

G 22

C 35

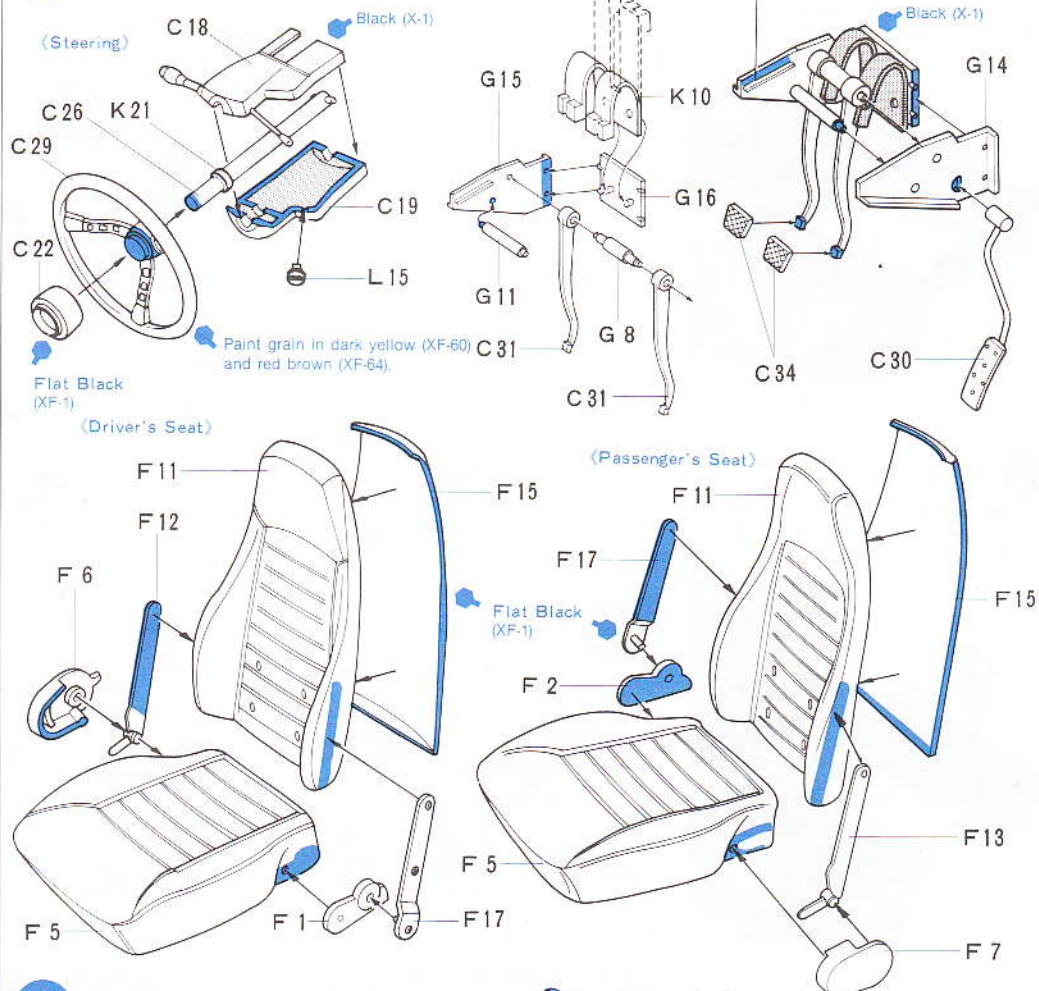


## 18 Construction of Interior Parts

Steering wheel, pedals, and back rest of seat are movable. Construct them carefully.



## 18 Construction of Interior Parts

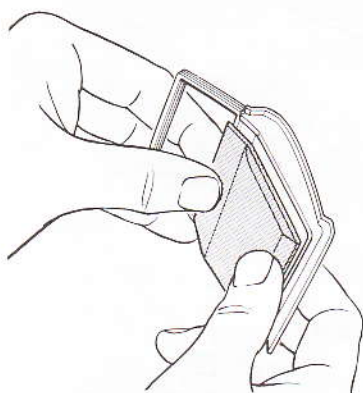


## 19 Construction of Instrument Panel

Fix all parts from the front but the meters, air duct, and the glove compartment button from the inside.

## 20 Construction of Doors

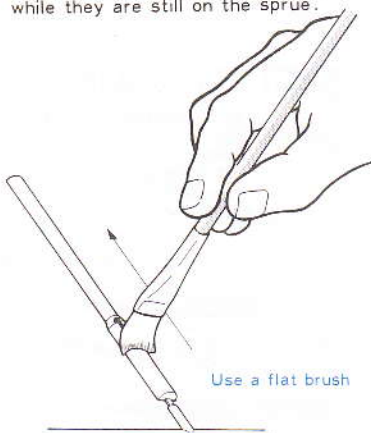
Panels J2 and J3 to be assembled into the doors do not accept glue. Assemble each part by pressing in. Use glue also carefully only on the edge of the glass door panels.



## PAINTING

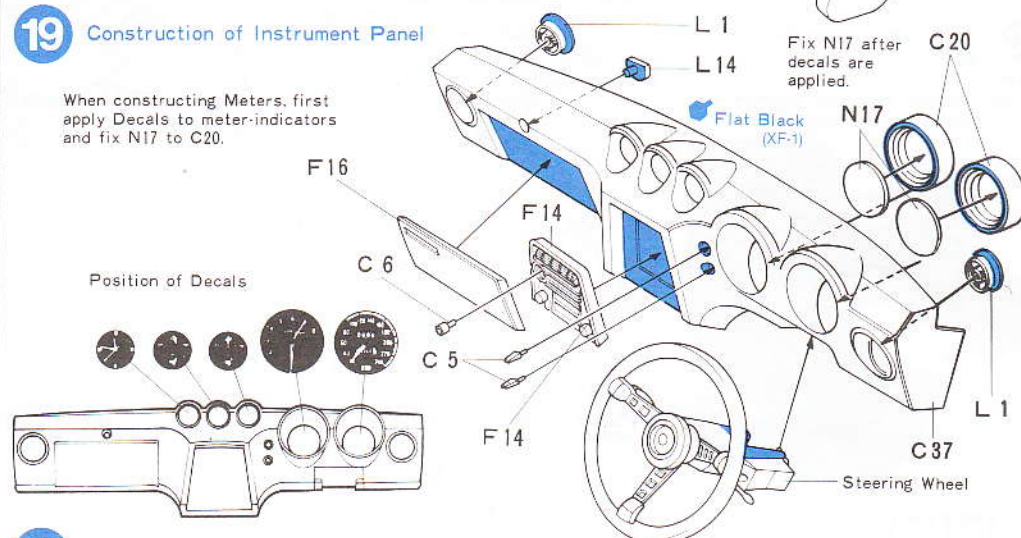
### (Using a Flat Brush)

For flat surface a thicker flat brush is required. Always paint small parts while they are still on the sprue.

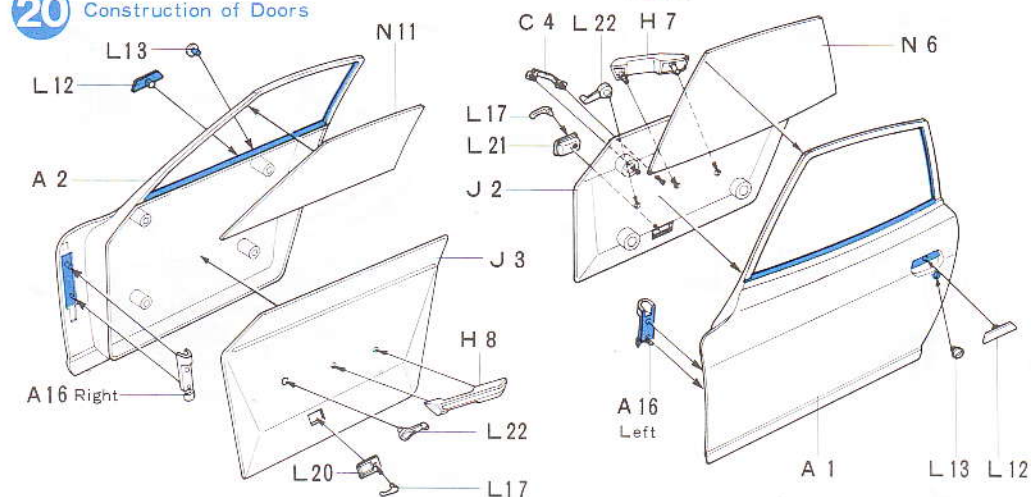


## 19 Construction of Instrument Panel

When constructing Meters, first apply Decals to meter-indicators and fix N17 to C20.



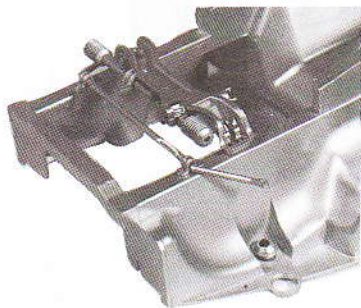
## 20 Construction of Doors





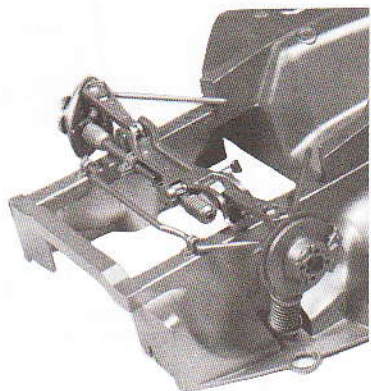
## 21 <Fixing of Front Suspension Member>

Fix the previously assembled suspension member to the chassis. Fix the stabilizer at the same time.



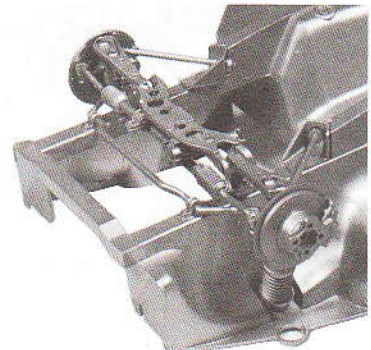
## 22 <Fixing of Front Suspension>

Do not use glue. Be careful not to break any part whilst twisting to secure.



## 23 <Completion of Front Suspension>

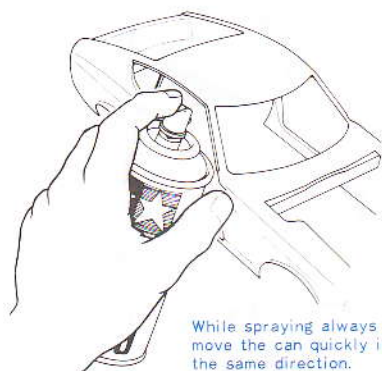
After fixing the suspension to the suspension member and the chassis, fix the compression rod support.



## PAINTING

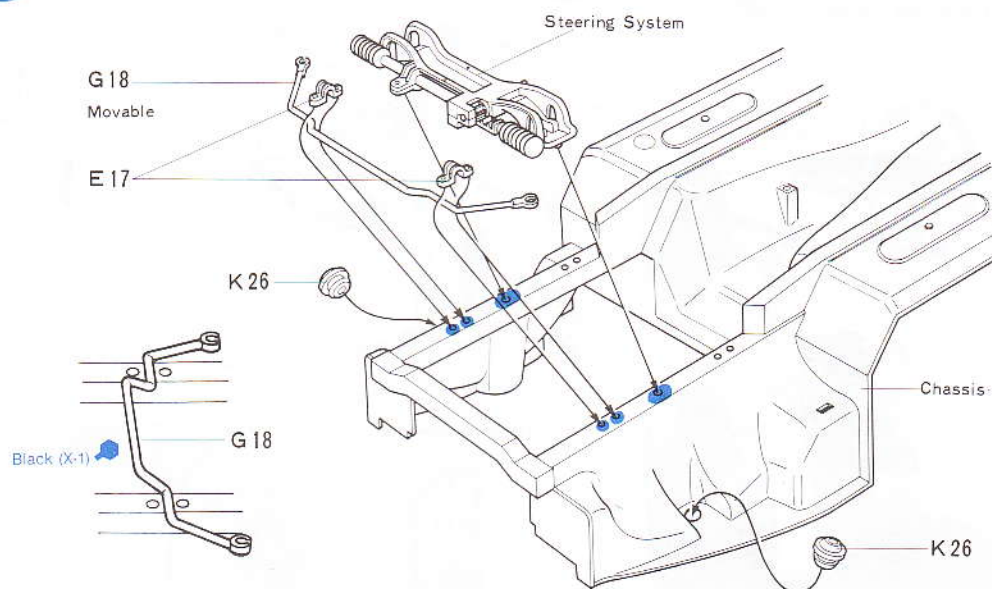
<Spray Painting>

The body may be spray painted.

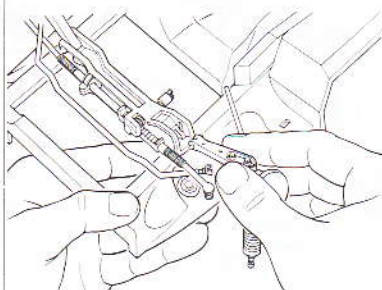


While spraying always move the can quickly in the same direction.

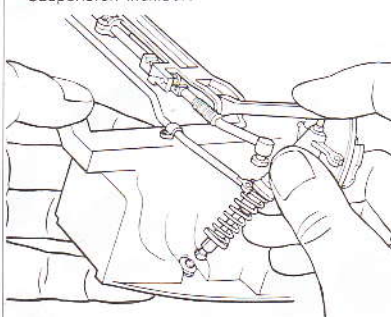
## 21 Fixing of Front Suspension Member



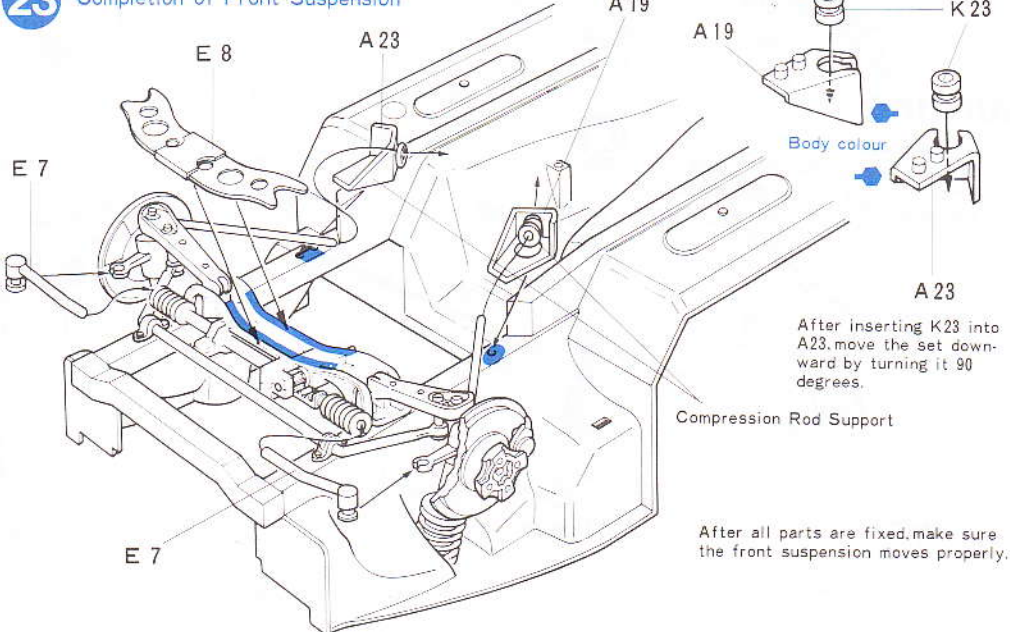
## 22 Fixing of Front Suspension



Insert the longer pin of the transverse link first into the suspension member, and then snap the shorter one into the suspension member.



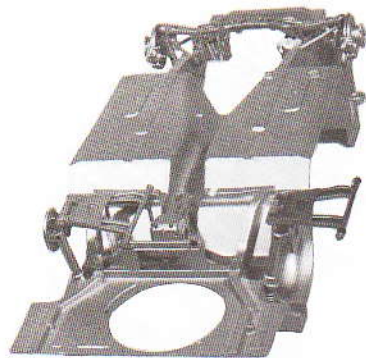
## 23 Completion of Front Suspension





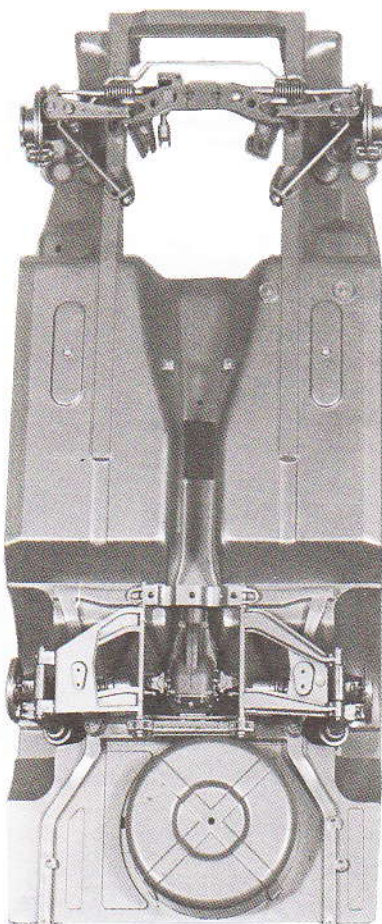
## 24 <Fixing of Rear Suspension>

After fixing the differential case and K26 to the chassis, fix the rear suspension.



## 25 <Fixing of Drive Shaft>

When fixing the drive shaft, pay careful attention to identify which one is right and left.



**TAMIYA CRAFT TOOLS**  
SIDE CUTTER for PLASTIC



ITEM 74001

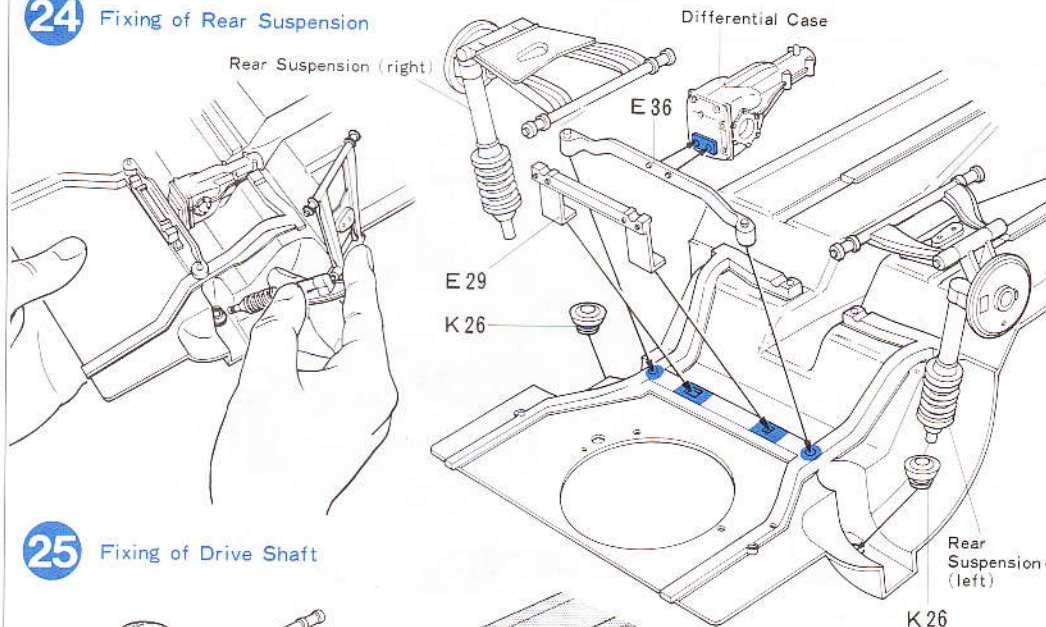
ANGLED TWEEZERS

ITEM 74003

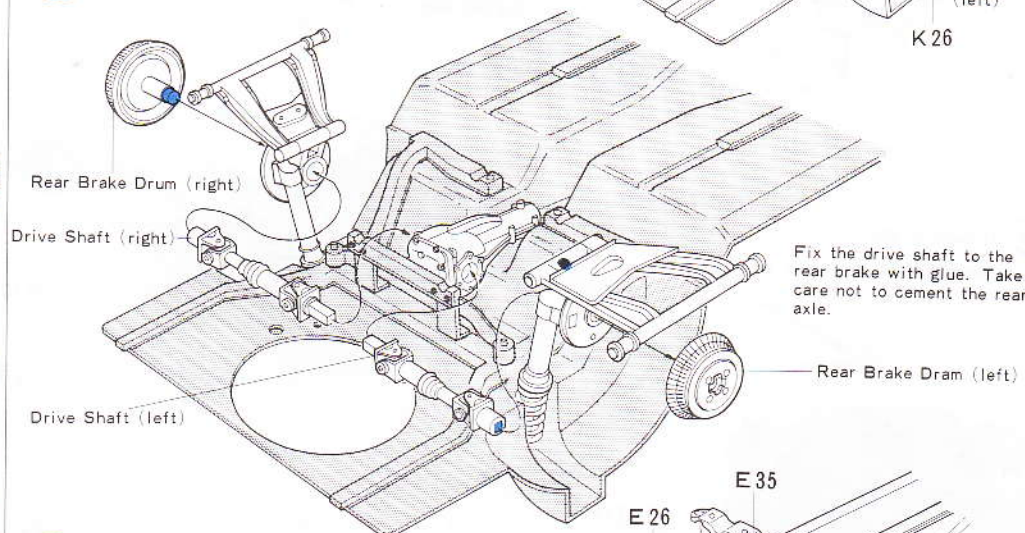
STRAIGHT TWEEZERS

ITEM 74004

## 24 Fixing of Rear Suspension



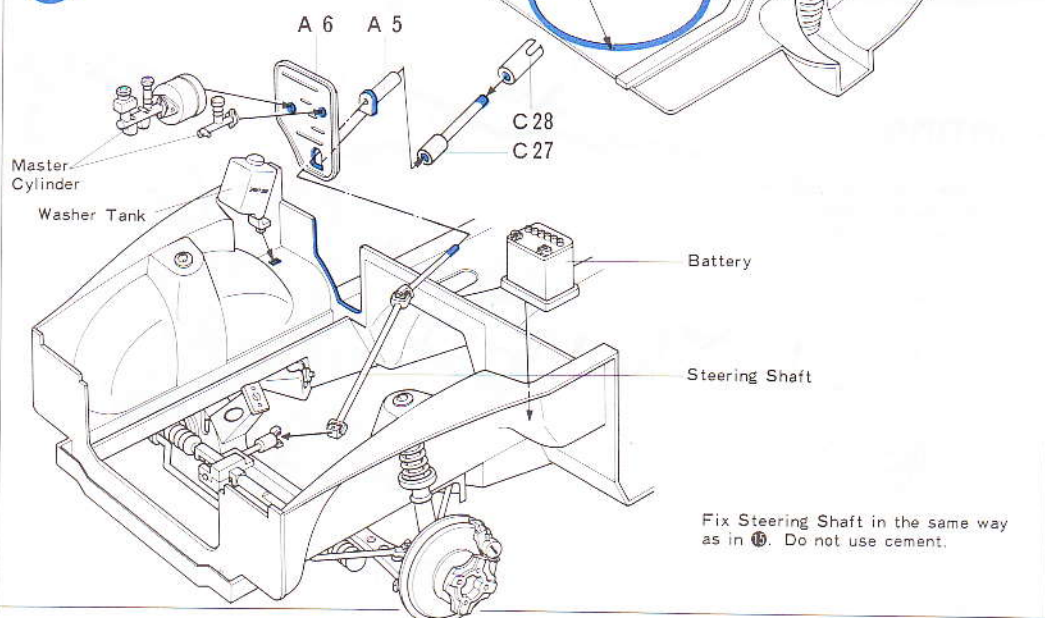
## 25 Fixing of Drive Shaft



## 26 Completion of Rear Suspension

When fixing E26 and E35 with glue, be careful not to cement Suspension.

## 27 Fixing of Engine Room Parts





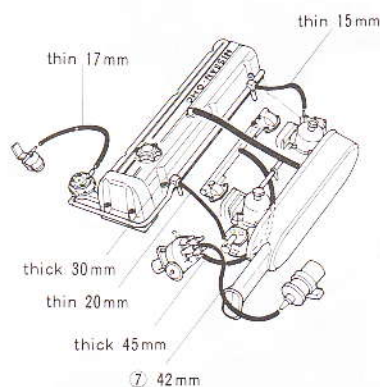
## 28 <Fixing of L24 Engine>

Fix engine in three parts - the suspension member and transmission. Make sure of fixing with rubber mounting blocks K11.

## 29 <Fixing of Radiator>

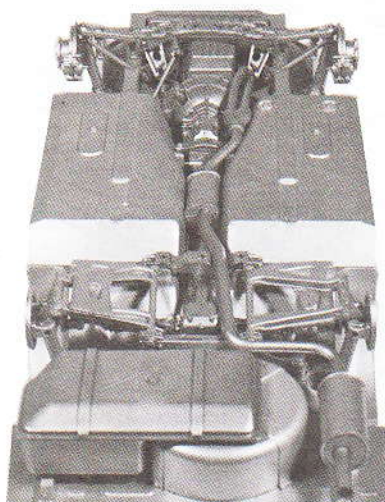
Fix radiator to chassis after fixing radiator parts.

### <Wiring Vinyl Cord>



## 30 <Fixing of Muffler>

First construct Muffler, and then fix Muffler to chassis.



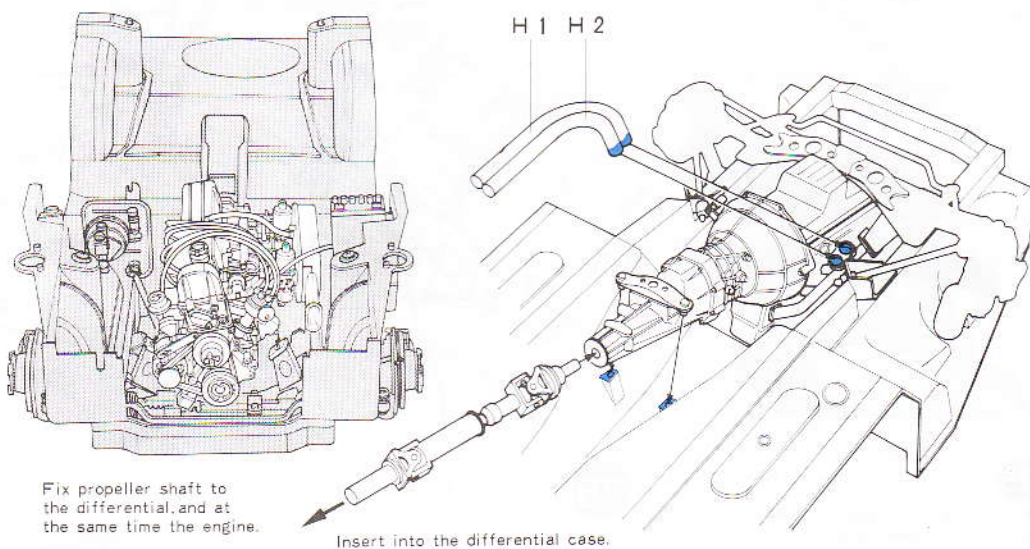
## PAINTING

### <Painting in Detail>

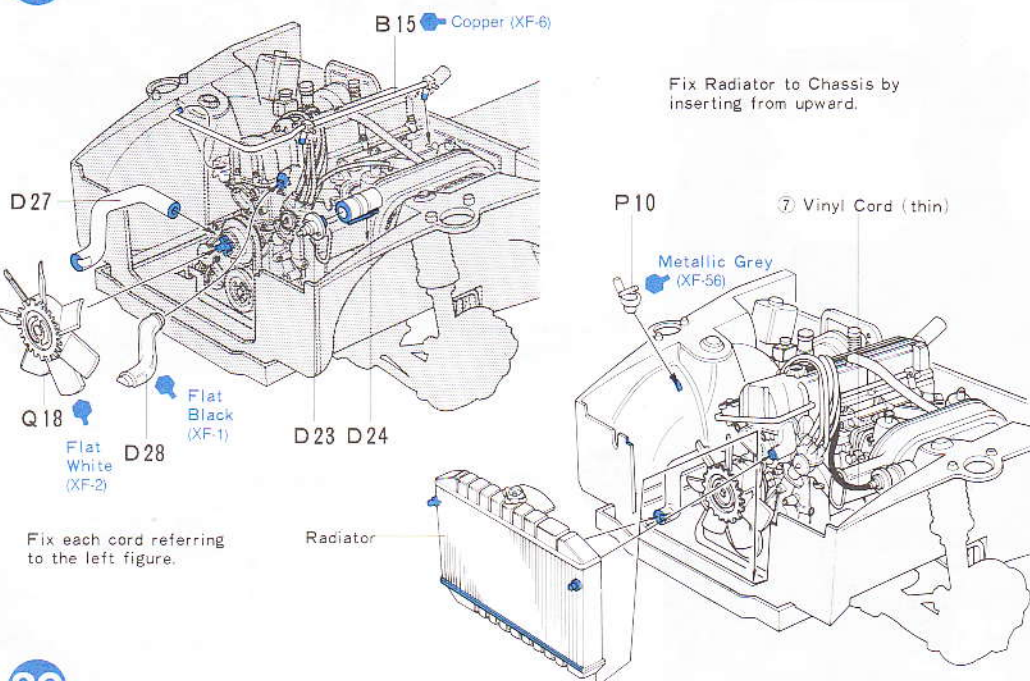
Increase the realism of your model by painting in your own detail on the engine, discs etc. Use a fine brush to accentuate nuts, bolts etc.



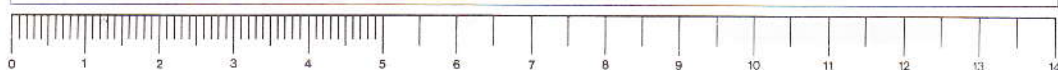
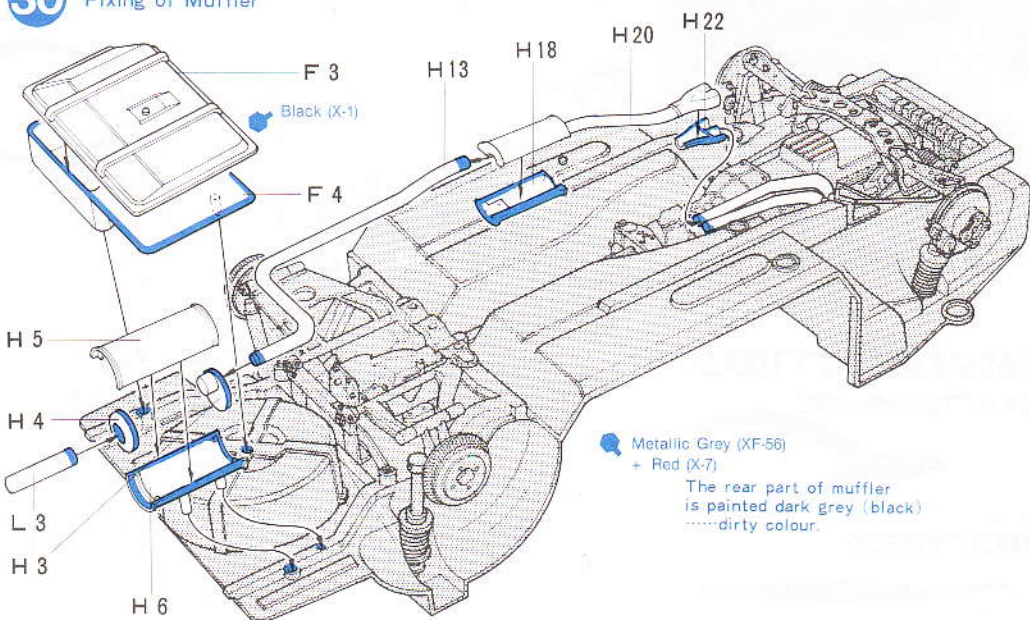
## 28 Fixing of L24 Engine



## 29 Fixing of Radiator



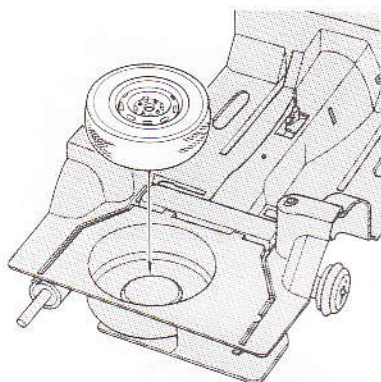
## 30 Fixing of Muffler





**31** <Fixing of Floor Mat>

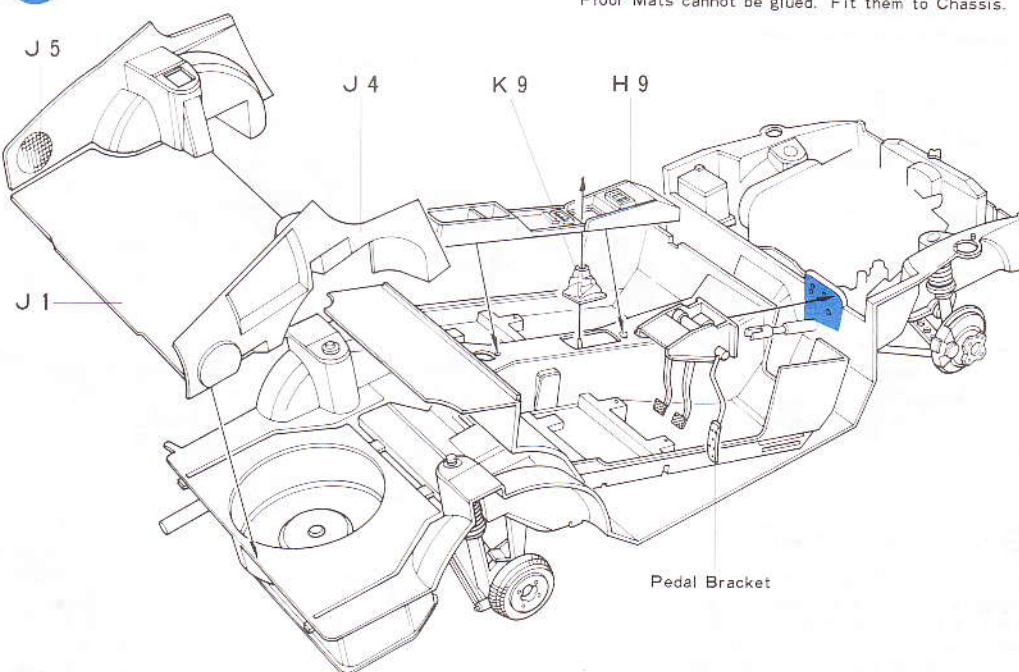
Fix leather-touch floor mat on the chassis. Floor mat cannot be glued. Put Spare tyre in chassis before fixing Mat for trunk room as below.



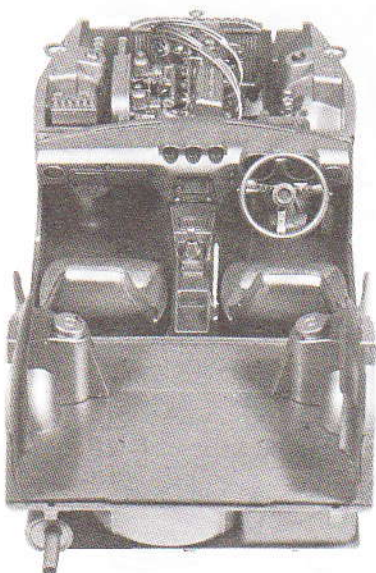
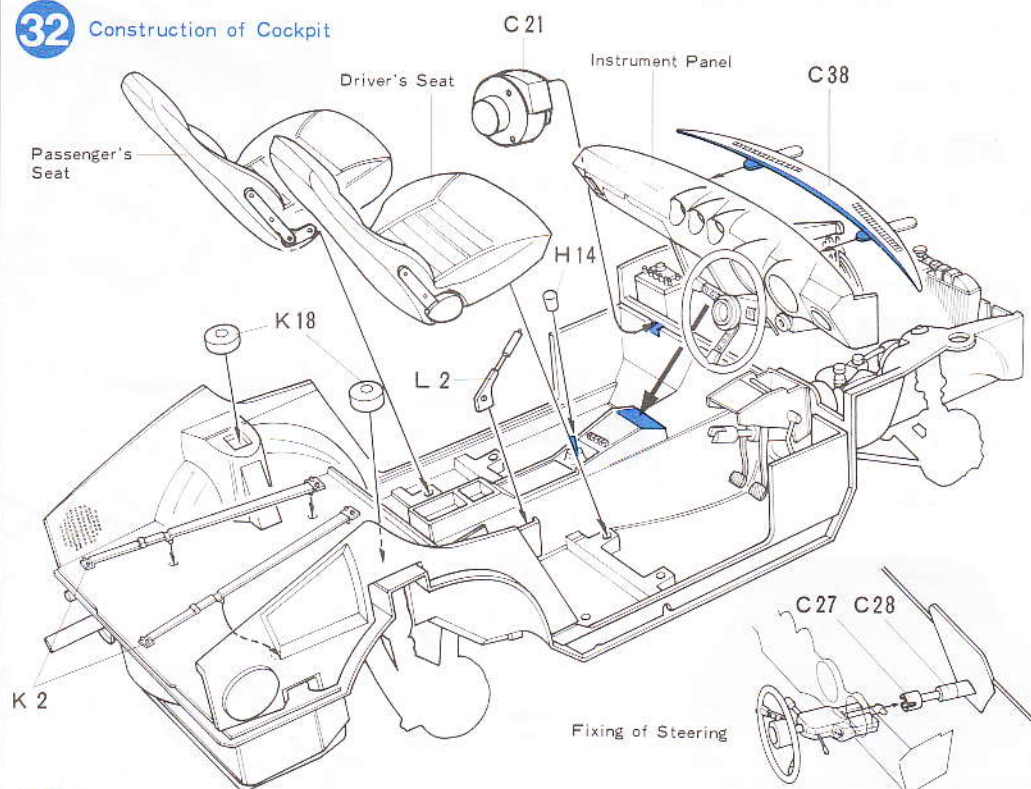
Put Spare tyre in chassis before fixing Floor Mat.

**31** Fixing of Floor Mat

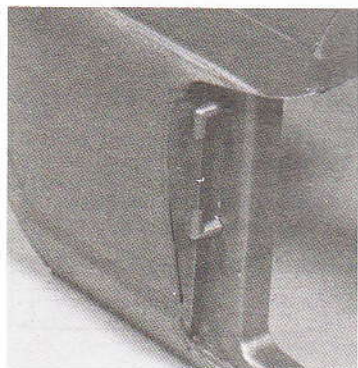
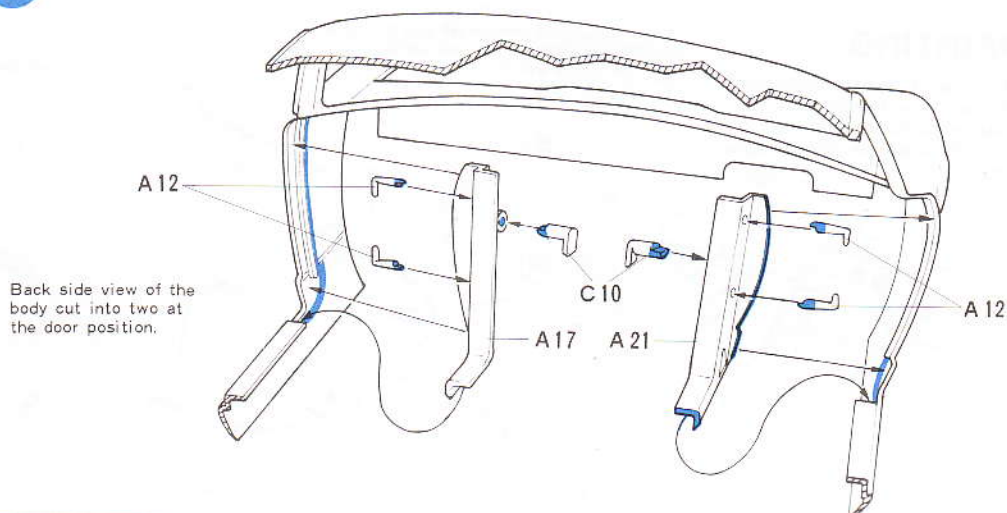
Floor Mats cannot be glued. Fit them to Chassis.

**32** <Construction of Cockpit>

Finish the cockpit by fixing instrument panel, reclining seats.

**32** Construction of Cockpit**33** <Fixing of Door Hinges>

Door hinges receive forces. Apply cement to both parts and construct together. Take enough time to dry.

**33** Fixing of Door Hinges

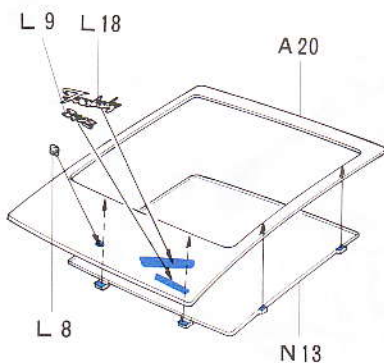
Back side view of the body cut into two at the door position.



### 34 <Fixing of Boot Lid>

Prepare assemblies of parts to be fixed from inside of the body. Make sure of fixing position, and cement them to the body.

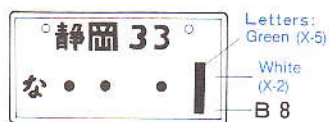
#### <Construction of Boot Lid>



### 35 <Construction of Front Nose>

Use glue sparingly only on the edge of headlights, side wipers and other transparent parts. Too much glue will cloud them. Two types of Number plates are contained in the box. Select one of them and fix it after its painting has finished.

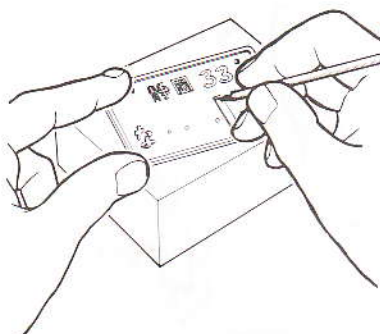
#### <Kinds of Number Plates>



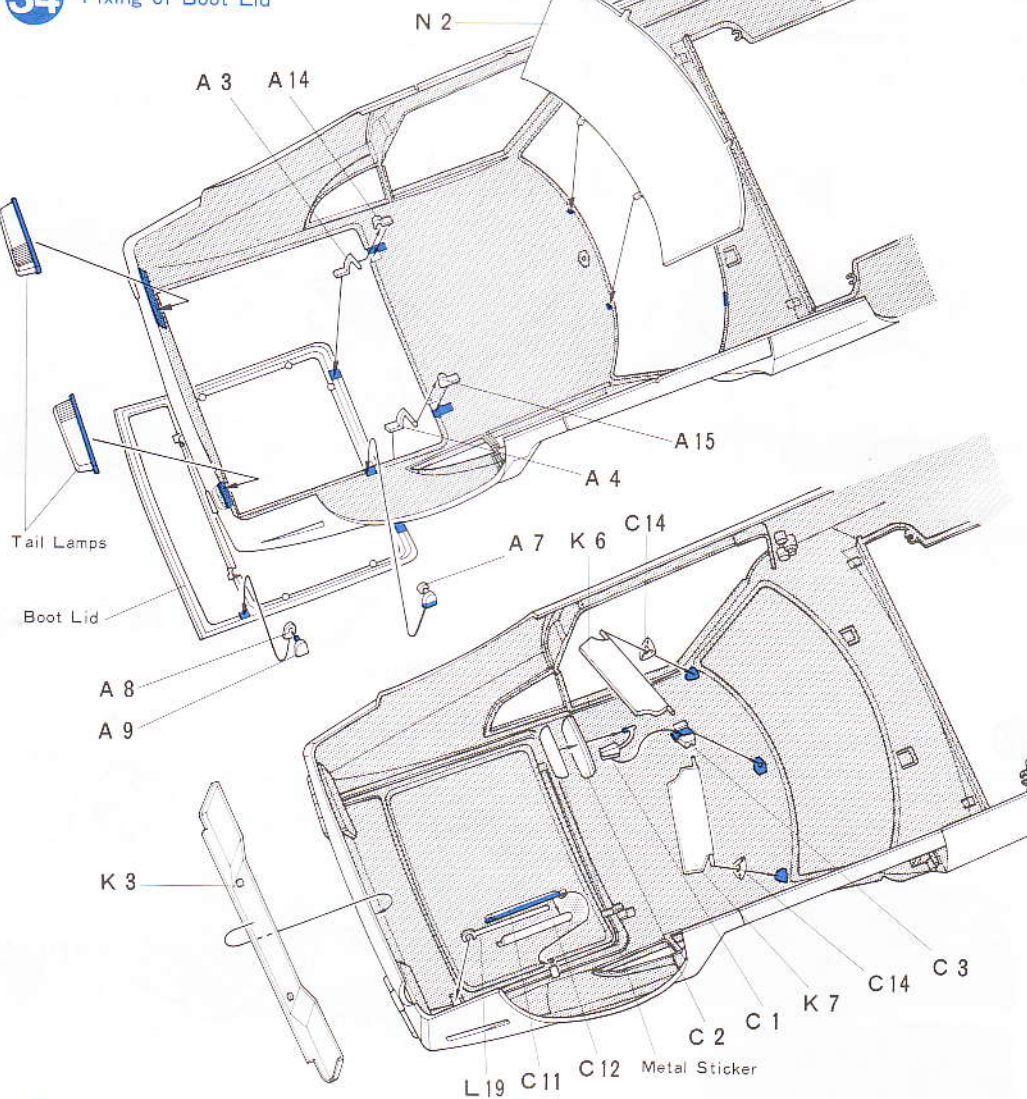
## PAINTING

#### <Painting of Number Plate>

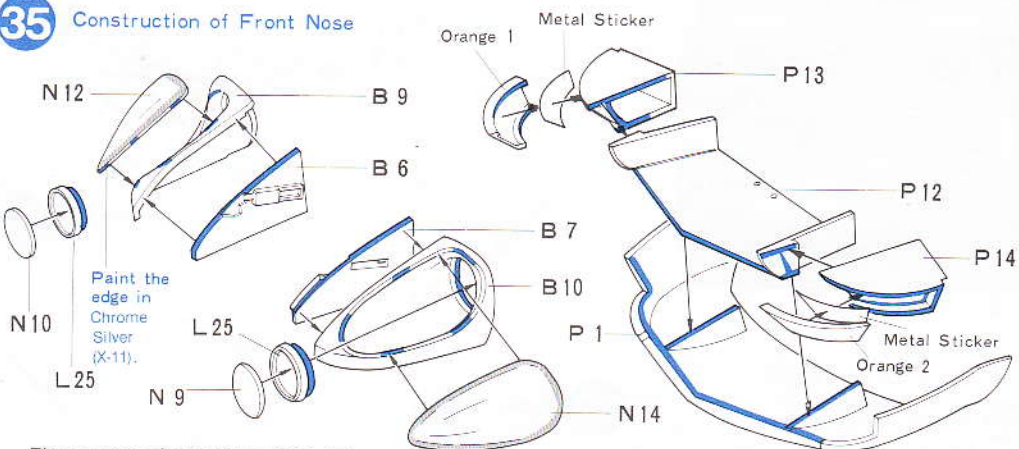
The best way to sign-write the number plate is to fix it on a small stand and carefully write the desired letters and figures.



### 34 Fixing of Boot Lid

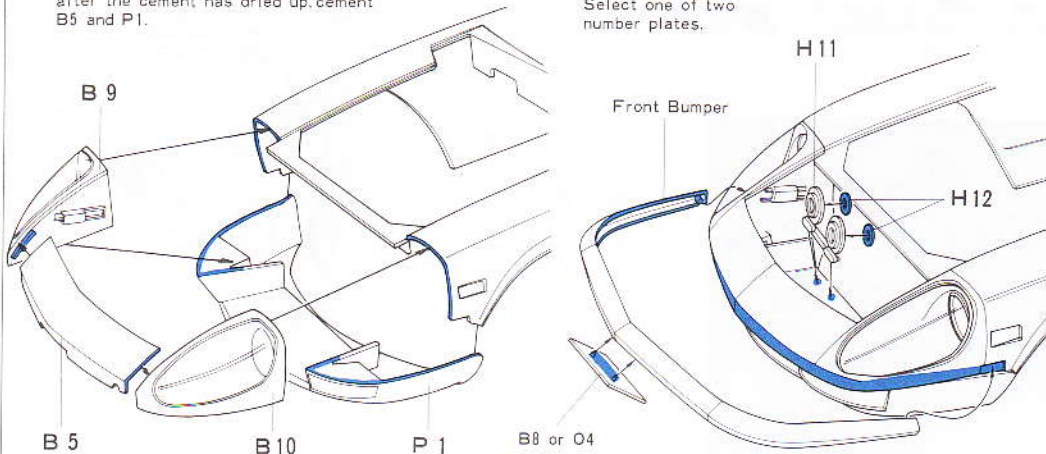


### 35 Construction of Front Nose



First cement B 9 and B 10 to Body, and after the cement has dried up, cement B 5 and P 1.

Select one of two number plates.





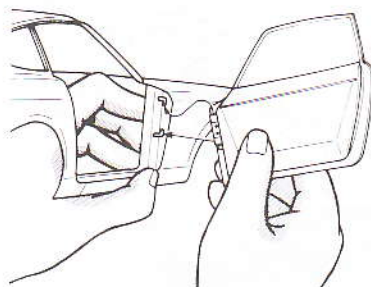
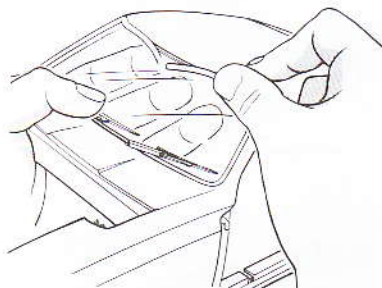
**36** Construction of Tail End

Fix chrome embellishments together with the rear bumper. Fit Rear bumper rubber K4 to Rear bumper without cement.

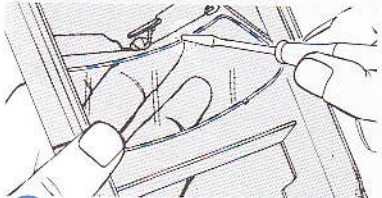
**37** Fixing of Doors

Fix doors by fixing upper hinges first and next lower hinges. Push in Weather strips K16, K19, K13, and K22 and fix them by heat-welding. Take care to prevent the transparent parts from clouding.

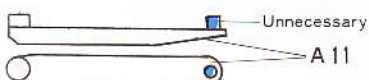
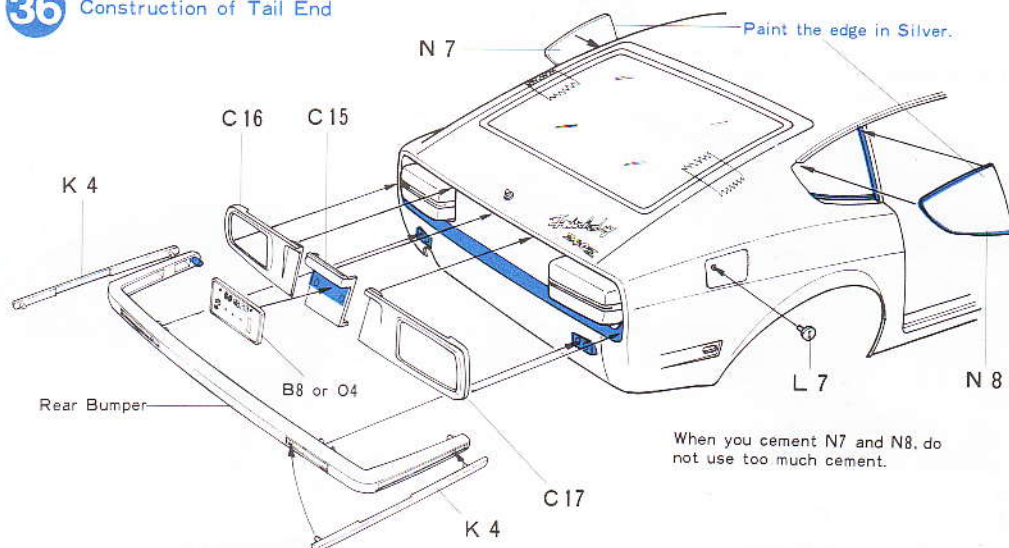
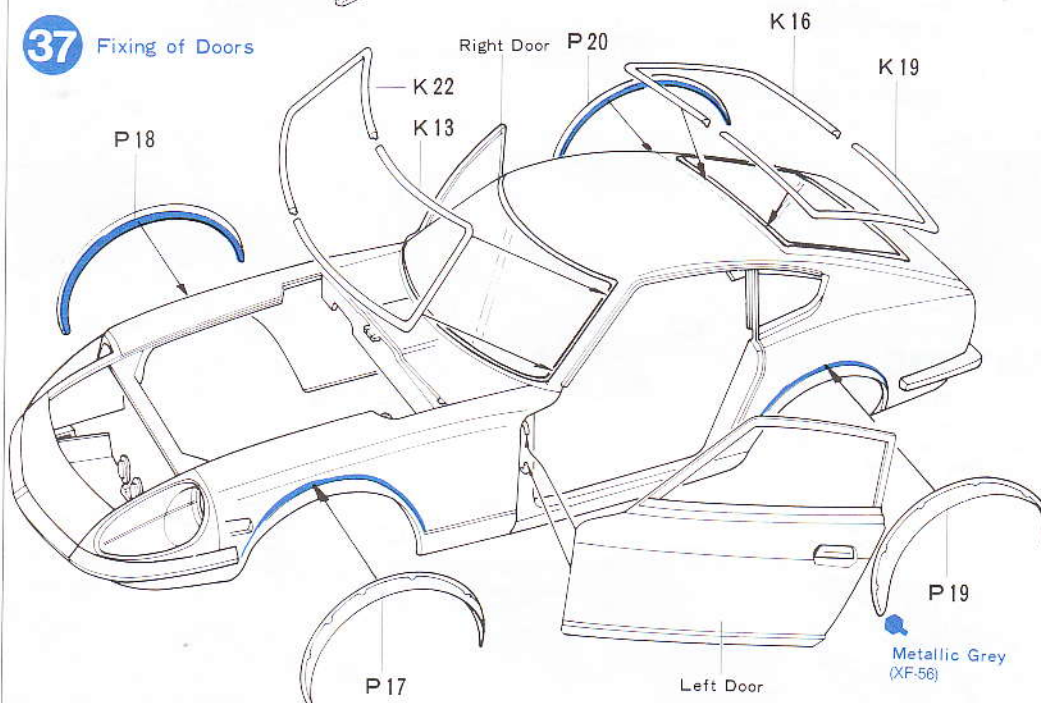
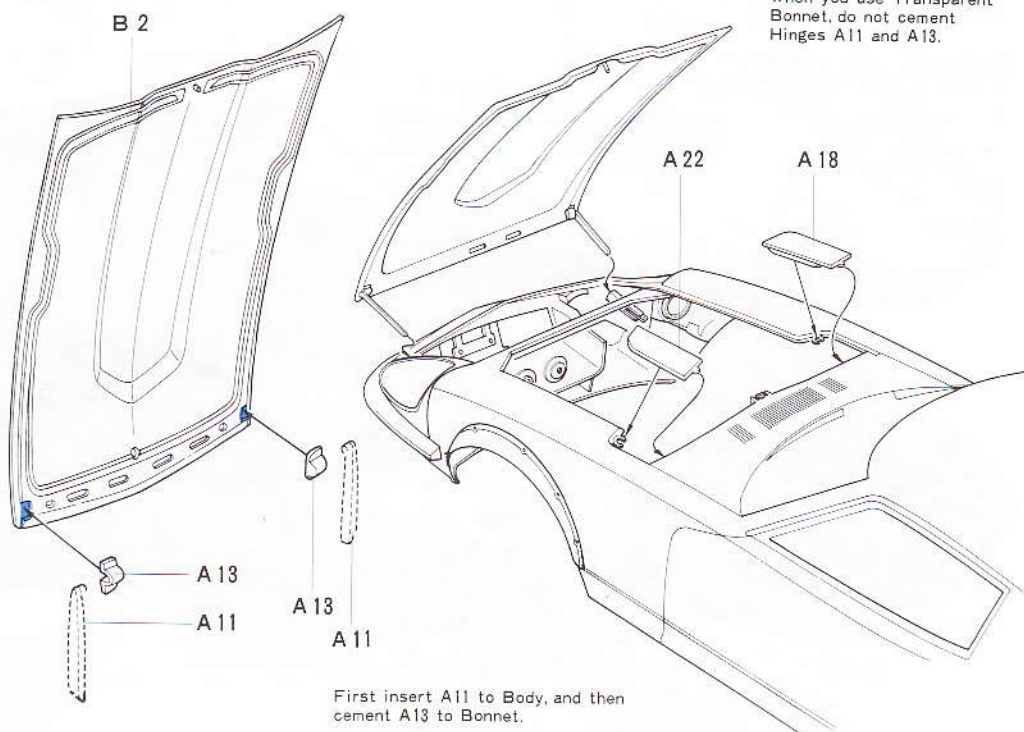
Cement Over fenders. Make sure of position, front and rear, right and left. Check their parts numbers.

**Fixing of Doors****Fixing of Weather Strips****Heat-Melting Weather Strips**

Melt weather strip edge from inside using a heated screwdriver as shown.

**38** Fixing of Bonnet

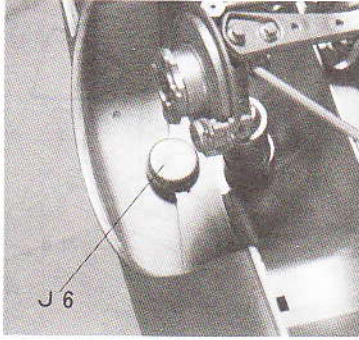
Remove the pins on one end of A11, and fix them. Transparent bonnet is prepared for a display purpose. When you use this in place of B2, only put it in position without cement.

**36** Construction of Tail End**37** Fixing of Doors**38** Fixing of Bonnet



### 39 (Fixing of Body)

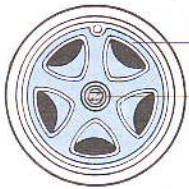
Fix the body on the chassis first by matching two protrusions at the rear next by bringing down the body over the front of the chassis. Fix the front connection with J6.



### 40 (Completion of 240ZG)

Cement Emblem etc. and fix Tyres. Fix wheel caps without cement.

#### (Painting of Wheel Cap)

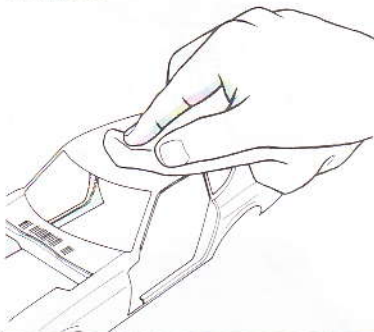


Metallic Grey  
(XF-56)  
Red  
(X-7)

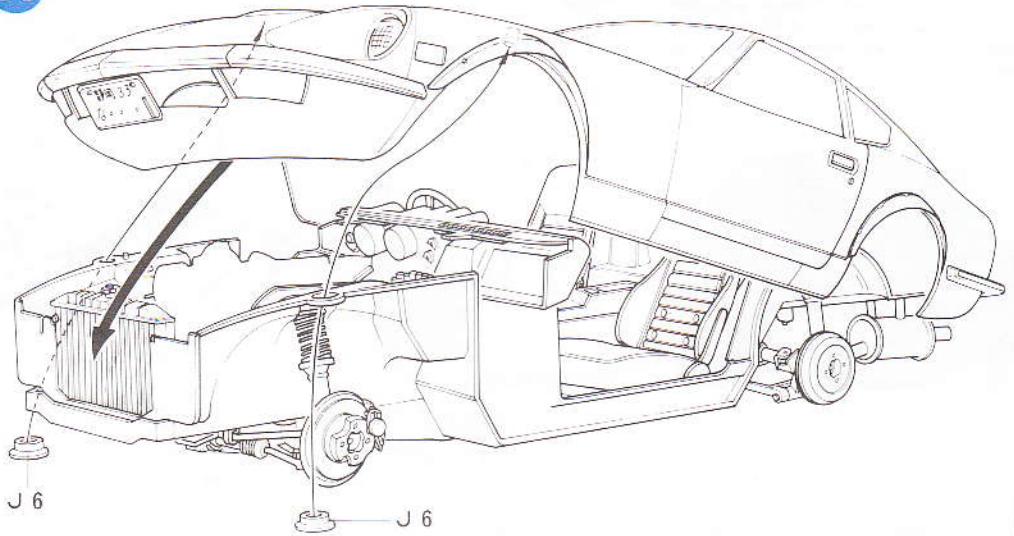
## PAINTING

#### (Finishing) No. 2

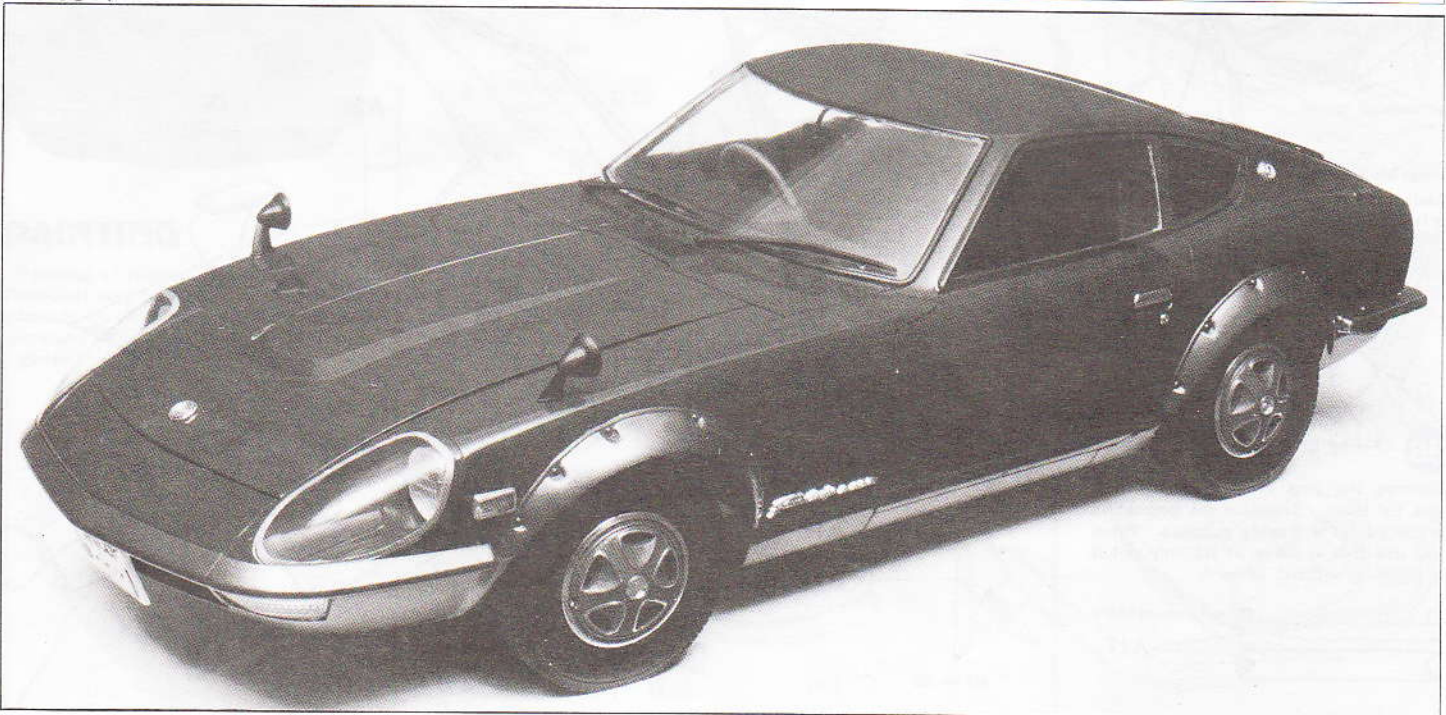
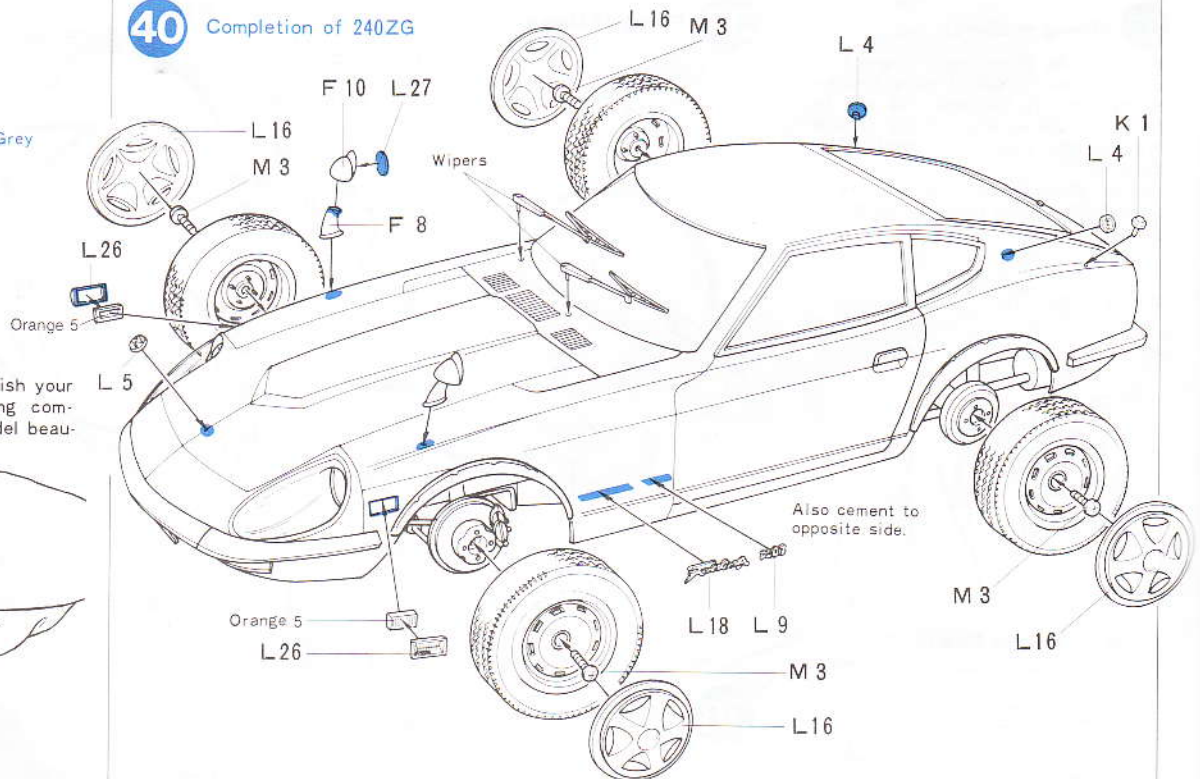
After the painting finished, polish your model with car-wax or rubbing compound. This will give your model beautiful gloss.



### 39 Fixing of Body



### 40 Completion of 240ZG





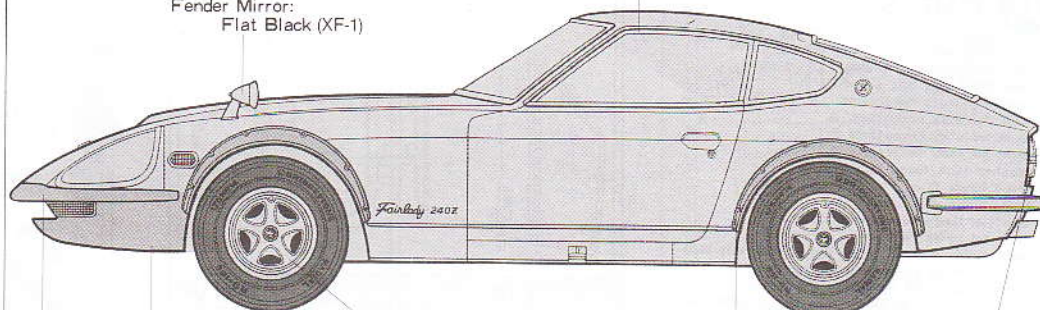
# PAINTING APPLYING DECALS

## 《Painting of 240ZG》

Body Colour: Maroon  
White  
Red

Window Sash:  
Chrome Silver (X-11) or  
Flat Black (XF-1)

Fender Mirror:  
Flat Black (XF-1)



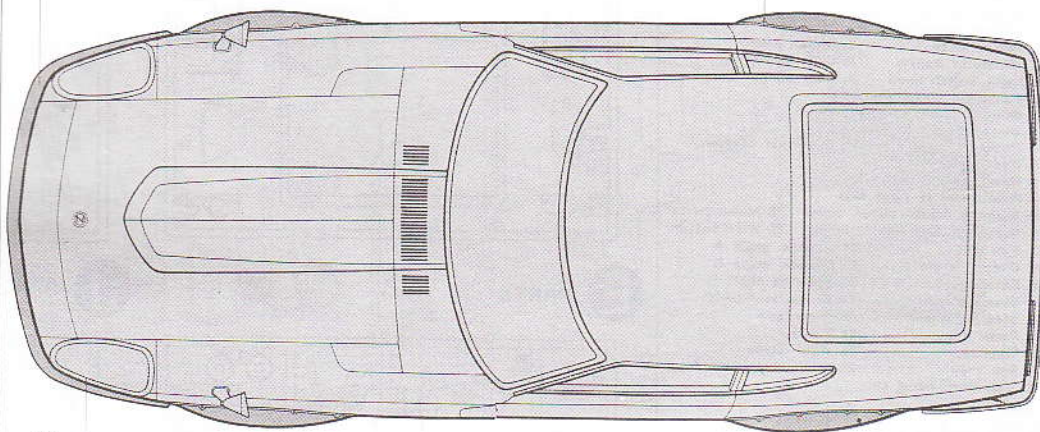
Bumper:  
Metallic  
Grey  
(XF-56)

Lower Blunt Nose:  
Metallic Grey  
(XF-56)

Wheel Cap:  
Metallic Grey (XF-56)  
Center: Red (X-7)

Over Fender:  
Metallic Grey  
(XF-56)

Rear Finisher:  
Flat Black  
(XF-1)



Light Cover Edge:  
Chrome Silver (X-11)

## 《Marking of the Winning Car at '73 Suzuka 1000km, Nissan Factory Team》

### 《Body Colour of 240ZG》

Three standard body colours of 240ZG are Grand Prix Maroon, Grand Prix White, and Grand Prix Red. For painting outside, refer to the right figure.

### 《Paint to be Used》

You can get Grand Prix Maroon colour by mixing red and blue in proportion of 4:1.

### Tamiya Spray Colors

Racing White ..... TS-7  
Italian Red ..... TS-8  
Maroon ..... TS-11

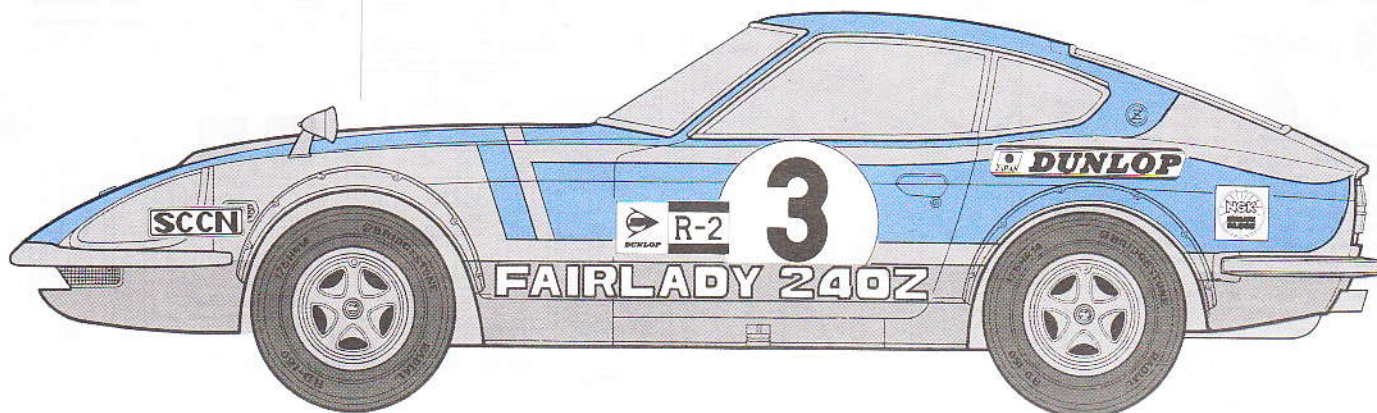
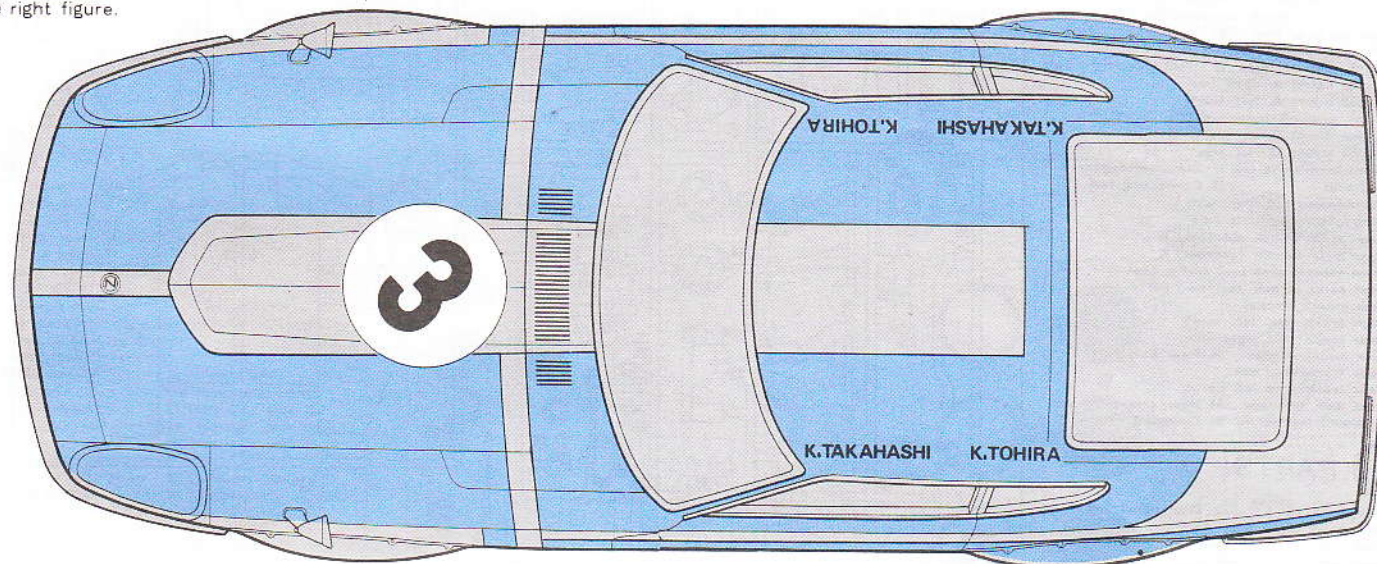
### Tamiya Bottle Colors

Black ..... X-1  
White ..... X-2  
Royal Blue ..... X-3  
Green ..... X-5  
Red ..... X-7  
Lemon Yellow ..... X-8  
Chrome Silver ..... X-11  
Gold Leaf ..... X-12  
Flat Black ..... XF-1  
Flat White ..... XF-2  
Flat Yellow ..... XF-3  
Copper ..... XF-6  
Flat Red ..... XF-7  
Metallic Grey ..... XF-56  
Dark Yellow ..... XF-60  
Red Brown ..... XF-64

Colours to paint each part are indicated either in construction figures or in the parts list.

### 《Scratchbuilding to 240ZR》

The 240ZR, the racing version of the 240ZG, has participated in various races through Nissan Factory and private team in each individual colouring. This kit contains a set of decals which represents the winning car of Takahashi/Tohira at '73 Suzuka 1000km race. Apply them in such a way as shown in the right figure.





# PARTS

## A PARTS

1. Door, left side
2. Door, right side
3. Boot lid hinge, right side
4. Boot lid hinge, left side
5. Steering shaft receptacle
6. Dash panel
7. Boot lid stay receptacle B
8. Boot lid stay receptacle A1
9. Boot lid stay receptacle A2
10. Washer tank fixing instruments
11. Hood hinge B
12. Door hinge B
13. Hood hinge A
14. Boot lid hinge-receptacle, right side
15. Boot lid hinge receptacle, left side
16. Door hinge A
17. Body door parts, left side
18. Inspection lid, right side
19. Compression rod support, right side
20. Boot lid
21. Body door parts, right side
22. Inspection lid, left side
23. Compression rod support, left side

## C PARTS

1. Interior mirror support
2. Interior mirror
3. Interior mirror fixing instruments
4. Assist strap
5. Switch knob
6. Ventilator switch
7. Cigar lighter
8. Light switch knob
9. Rear bumper stay
10. Folioarmat fixing parts
11. Boot lid stay pipe B
12. Boot lid stay pipe A
13. Hook
14. Sun visor stopper
15. Rear panel A
16. Rear panel B, left side
17. Rear panel B, right side
18. Steering column cover, upper
20. Meter parts
19. Steering column cover, lower
22. Horn button
21. Fan unit
24. Dynamo angle A
23. Dynamo angle C
25. Dynamo angle B
26. Steering shaft A
27. Steering shaft B
28. Steering joint
30. Accelerator pedal
29. Steering wheel
32. Wiper arm
31. Pedal arm
34. Pedal
33. Console
35. Wiper blade
36. Ash tray
37. Instrument panel A
38. Instrument panel B

## E PARTS

1. Strut (shock absorber) spring seat B
2. Steering rod receptacle
3. Front strut (shock absorber) A
4. Front strut (shock absorber) C
5. Front strut (shock absorber) D
6. Front strut (shock absorber) B
7. Steering gear side rod
8. Front suspension member A
9. Front axle, left side
10. Front axle, right side
11. Engine mount A, right side
12. Engine mount A, left side
13. Front suspension member B
14. Engine mount B, right side
15. Engine mount B, left side
16. Front transverse link
17. Stabilizer support
18. Ball seat
19. Connecting rod
20. Compression rod, right side
21. Compression rod, left side
22. Rear strut (shock absorber) B
23. Rear strut (shock absorber) A
24. Strut (shock absorber) spring seat A
25. Rear strut (shock absorber) parts
26. Link mount bracket
27. Rear brake disc, left side
28. Rear brake disc, right side
29. Link mount member
30. Rear axle parts
31. Rear transverse link
32. Rear transverse link parts
33. Rear axle, left side
34. Rear axle, right side
35. Defmount member A
36. Defmount member B

## J PARTS

1. Rear floor mat
2. Door panel, left side
3. Door panel, right side
4. Rear side rim, right side
5. Rear side rim, left side
6. Body stopper cap

## K PARTS

1. Antenna parts
2. Parcel Bands
3. Rear panel trim
4. Rear bumper rubber
5. Front bumper rubber
6. Sun visor, right side
7. Sun visor, left side
8. Mud flap
9. Shift lever mounting blocks
10. Pedal spring
11. Engine mounting rubber
12. Steering joint spider
13. Front weather strip, left side
14. Battery cover
15. Grease nipples
16. Rear weather strip, right side
17. Disc stopper
18. Rear strut (shock absorber) cap
19. Rear weather strip, left side
20. Cockpit lamp
21. Steering shaft stopper
22. Front weather strip, right side
23. Compression rod rubber
24. Drive shaft mounting blocks
25. Tie rod mounting blocks
26. Strut (shock absorber) bush

## A PARTS

Body Colour

## C PARTS

Flat Black (XF-1)

Black (X-1)

7, 8, 13, 33 and 36 are not needed.

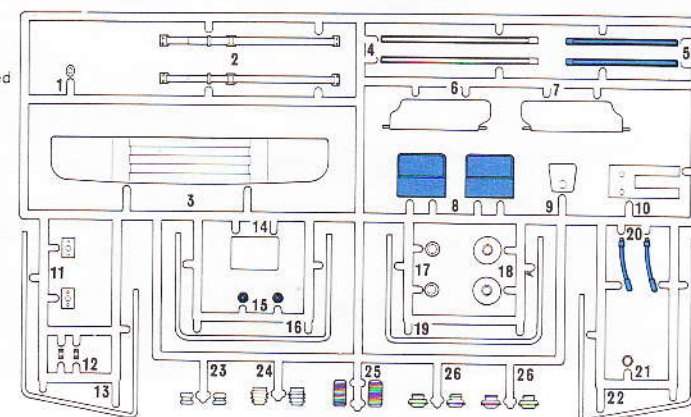
## E PARTS

Black (X-1)

## J PARTS

## K PARTS

5, 8, 15, and 20 are not needed





## PARTS

## B PARTS

1. Air cleaner C
2. Bonnet
3. Air cleaner B
4. Air cleaner A
5. Upper blunt nose
6. Lamp case parts (left) (right)
7. Lamp case parts (left)
8. Number plate
9. Lamp case (right)
10. Lamp case (left)
11. Spare tyre container
12. Washer tank A
13. Washer tank B
14. Number plate parts
15. Fuel pipe

## D PARTS

1. Steering gear bracket A
2. Steering lower joint B
3. Pinion gear
4. Steering gear bracket B
5. Steering lower joint A
6. Steering lower shaft B
7. Steering lower shaft A
8. Transmission mount member A
9. Transmission mount member B
10. Steering gear
11. Difgear case, backward
12. Difgear case, left side
13. Difgear case, right side
14. Pulley B
15. Pulley C
16. Fan belt
17. Oil pan
18. Batteries
19. Battery case
20. Starter motor A
21. Starter motor B
22. Distributor
23. Ignition coil A
24. Ignition coil B
25. Master bag B
26. Master bag A
27. Radiator pipe B
28. Radiator pipe A
29. Propeller shaft joint
30. Spider
31. Radiator C
32. Radiator A
33. Radiator B
34. Radiator D
35. Clutch release cylinder
36. Propeller shaft A
37. Propeller shaft B
38. Drive shaft A
39. Drive shaft B
40. Propeller shaft C
41. Propeller shaft D
42. Propeller shaft E
43. Propeller shaft F
44. Drive shaft C
45. Drive shaft D
46. Drive shaft E
47. Drive shaft F
48. Drive shaft G
49. Drive shaft H

## F PARTS

1. Seat hinge holder (left)
2. Seat hinge holder (right)
3. Fuel tank A
4. Fuel tank B
5. Seat
6. Reclining device (right)
7. Reclining device (left)
8. Fender mirror stay (left)
9. Fender mirror stay (right)
10. Fender mirror
11. Seat back A
12. Seat hinge A (right)
13. Seat hinge A (left)
14. Instrument panel C
15. Seat back B
16. Glove compartment lid
17. Seat hinge B
18. Water joint

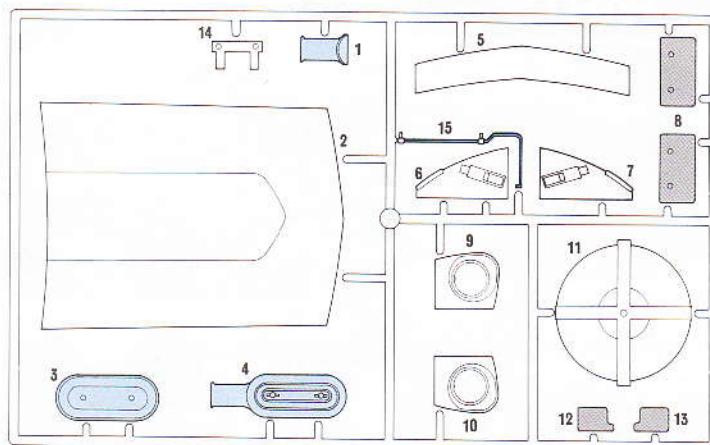
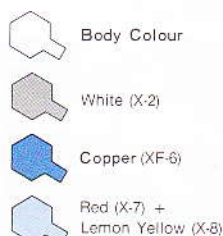
## G PARTS

1. Caliber B
2. Caliber A
3. Rear axle shaft
4. Front hub
5. Brake master cylinder parts
6. Clutch master cylinder
7. Brake master cylinder
8. Pedal shaft
9. Clutch housing B
10. Cylinder, right side
11. Pedal stopper
12. Clutch housing A
13. Cylinder, left side
14. Pedal stop A right side
15. Pedal stop A left side
16. Pedal stop B
17. Pedal stop C
18. Stabilizer
19. Wheel nut wrench
20. Plug wrench
21. Hydraulic jack A
22. Hydraulic jack shaft B
23. Hydraulic jack shaft A
24. Hydraulic jack A
25. Hydraulic jack B
26. Exhaust manifold joint
27. Cylinder rear cover
28. Exhaust manifold
29. Tyre stopper
30. Transmission adapter
31. Transmission A, left side
32. Transmission A, right side
33. Front cover
34. Distributor C
35. Transmission B
36. Mission C, left side
37. Mission C, right side
38. Minus driver
39. Distributor B
40. Water outlet A
41. Water outlet B
42. Oil pump A
43. Oil pump B

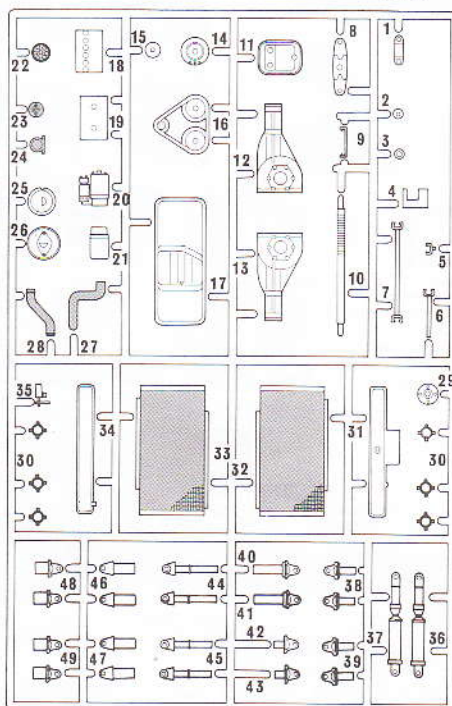
## H PARTS

1. Exhaust pipe C
2. Exhaust pipe D
3. Muffler G
4. Muffler H
5. Muffler E
6. Muffler F
7. Arm rest (left)
8. Arm rest (right)
9. Console
10. Drive shaft parts
11. Horn A
12. Horn B
13. Muffler D
14. Shift knob
15. Shift lever
16. Wheel A
17. Wheel B
18. Muffler C
19. Oil cap
20. Muffler B
21. Carburettor piston cover parts
22. Muffler A

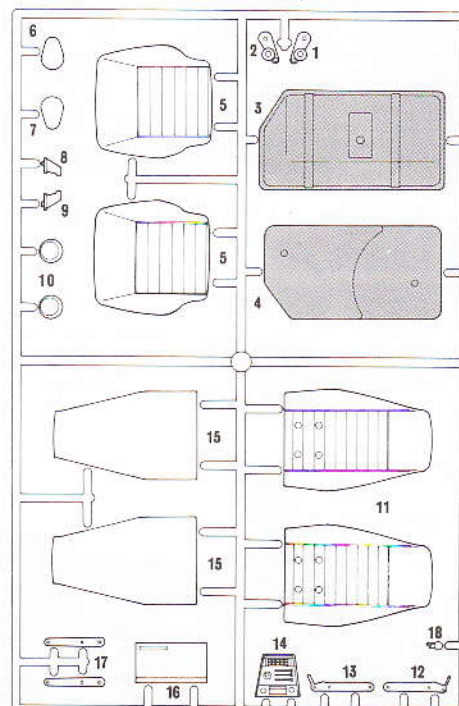
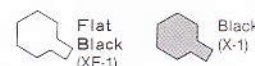
## B PARTS



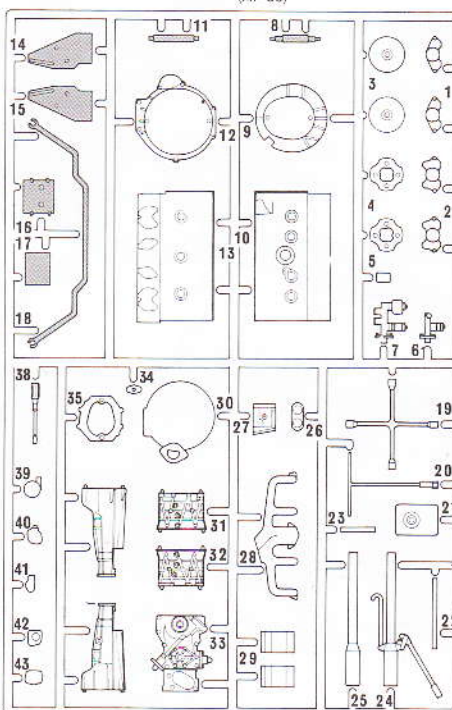
## D PARTS



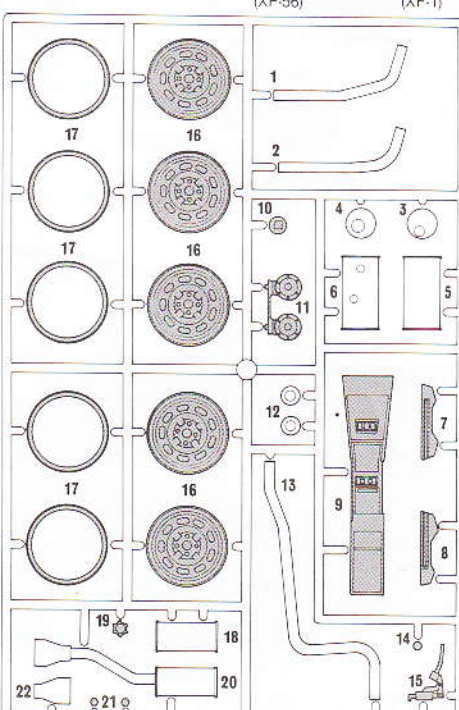
## F PARTS



## G PARTS



## H PARTS





## PARTS

## L PARTS

1. Side ventilator
2. Side brake lever
3. Muffler cutter
4. Air outlet
5. Front Emblem
6. Rear bumper A
7. Fuel inlet key cylinder
8. Boot lid key hole
9. Mark of the 240Z
10. Front strut piston
11. Rear strut piston
12. Door knob
13. Door key hole
14. Glove compartment button
15. Starter switch
16. Wheel cap
17. Door inside handle A
18. Mark of Fairlady
19. Boot lid stay rod
20. Door inside handle B (left)
21. Door inside handle B (right)
22. Window handle
23. Rear bumper B (right)
24. Rear bumper B (left)
25. Head lamp reflector
26. Side flasher lamp
27. Side mirror plate
28. Disk
29. Tail lamp A (right)
30. Tail lamp A (left)

## N PARTS

1. Unnecessary parts
2. Front glass
3. Unnecessary parts
4. Unnecessary parts
5. Unnecessary parts
6. Door glass pane, left side
7. Side glass pane, left side
8. Side glass pane, right side
9. Headlamp lens, left side
10. Headlamp lens, right side
11. Door glass pane, right side
12. Head lamp cover (right)
13. Boot glass pane
14. Head lamp cover (left)
15. Tail lamp C, left side
16. Tail lamp C, right side
17. Meter glass

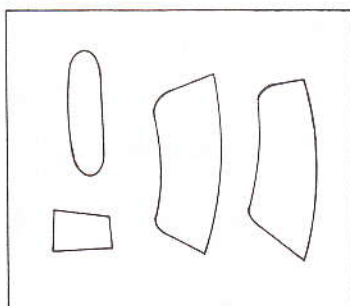
## P PARTS

1. Lower blunt nose
2. Front bumper
3. Breather pipe nozzle
4. Diaphragm
5. Spark plug
6. Washer tank cap
7. Fuel pump A
8. Fuel pump B
9. Fuel pump C
10. Fuel strainer
11. Oil cleaner attachment
12. Lower blunt nose parts
13. Winker lens panel (right)
14. Winker lens panel (left)
15. Front bumper (right)
16. Front bumper (left)
17. Front over fender (left)
18. Front over fender (right)
19. Rear over fender (left)
20. Rear over fender (right)

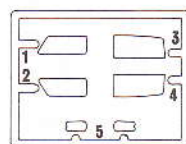
## Q PARTS

1. Locker cover
2. Carburettor body (right)
3. Carburettor body (left)
4. Intake manifold (right)
5. Intake manifold (left)
6. Float chamber
7. Dynamo A
8. Dynamo B
9. Accelerator rod
10. Master cylinder cap
11. Carburettor piston cover
12. Float chamber B (left)
13. Float chamber B (right)
14. Water thermometer
15. Clutch master cylinder cap
16. Brake drum
17. Balance tube
18. Fan
19. Pulley A
20. Radiator cap
21. Oil cleaner

## METAL STICKER



## ORANGE PARTS

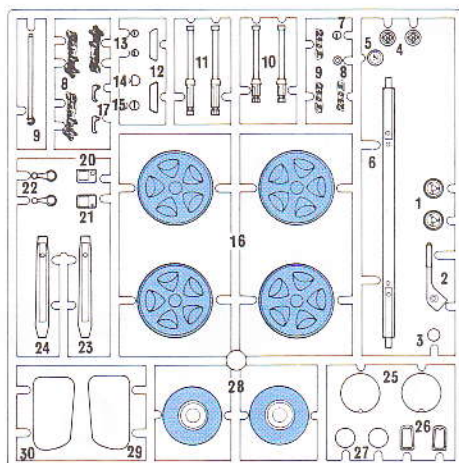


## RED PARTS



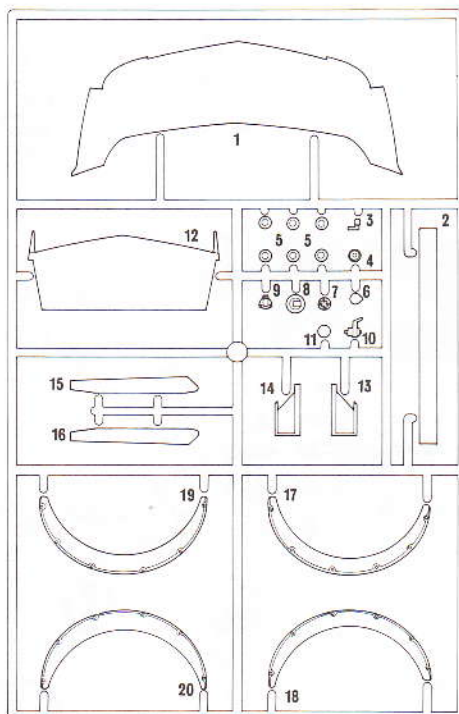
## L PARTS

Metallic Grey (XF-56)



## P PARTS

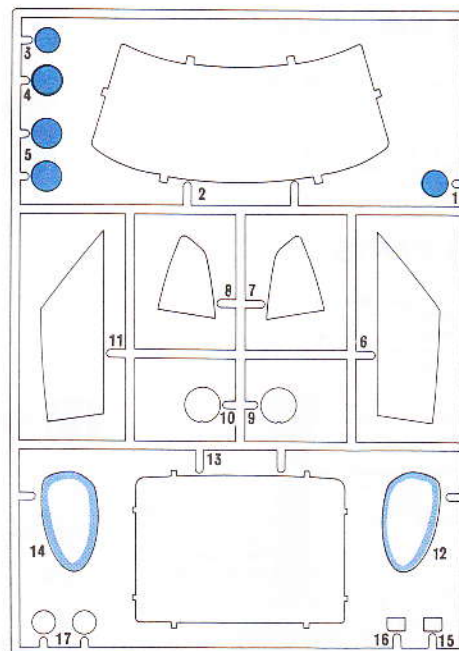
Metallic Grey (XF-56)



## N PARTS

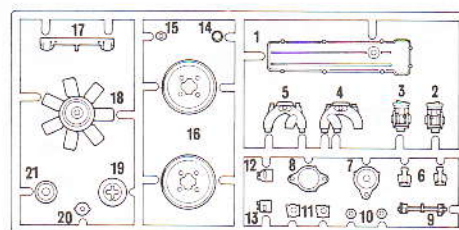
1, 3, 4, and 5 are unnecessary.

Chrome Silver (X-11)



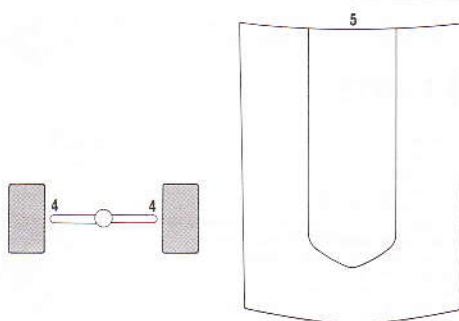
## Q PARTS

Flat White (XF-2)

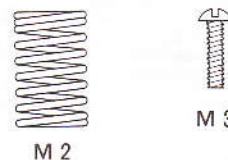


## O PARTS

White (X-2)



## M PARTS



2. Coil Spring
3. 3 φ Screw

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