

200SX



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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 *steel* hand in the *velvet* glove.

The gracefully proportioned profile and softly contoured shape only subtly hint at its thrilling performance. Its exhilarating new turbocharged 2.0-litre 16-valve engine smoothly delivers a massive 200 bhp. So there is plenty of power in reserve when the occasion demands.

The 200SX also introduces a significantly revised 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.

Enter the heart of the city and it's an oasis of calmness and tranquillity. Put it through its paces on the open road and the word 'staggering' comes readily to mind. With its intelligent combination of style and performance, the Nissan 200SX sports coupé is purely and simply a joy to own and drive.

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









Get behind the wheel of the 200SX sports coupé and enjoy the thrill. Have your every wish performed with impeccable accuracy. Enjoy the exceptional driving pleasure and superior handling of front-engine rear-wheel drive. Surge through the gears to 100 km/h in an exhilarating 7.5 seconds. Select 4th gear and glide from

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

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.

Thrilling performance, however, is just part of the story. This is a car built for those who like to cruise elegantly through life. Relaxed and composed, yet quick witted enough to react powerfully and decisively when events take you by surprise. Naturally it comes with a comprehensive safety package.

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



200 bhp, 2-litre 16-valve turbo engine, 0-100 km/h in 7





5 seconds

To design a safer car, our engineers called on the best safety engineer they could find - the Cray II supercomputer. One of the most advanced computers on the planet—capable of making one hundred million calculations per second—its mighty number-crunching power is used to design everything from spacecraft to subatomic particles.

Reinforce **your feeling of safety.**

For your extra safety and peace of mind, the new 200SX features a dual airbag system - passenger optional.



A backup sensor and self diagnostic system with dash warning lamp ensures system reliability.

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

In the area of passive safety, advances were made in the performance level of occupant protection. This begins with the adoption of an impact-absorbing body structure. Which includes front and rear crumple zones, and side-impact door beams made of high strength steel. To reduce the impact of a sideways collision even further, the 200SX has been considerably reinforced around both vertical door and lock pillars. And horizontally, with steel plates along the door window sills.

A structural reinforcement beam behind and across the entire dashboard area guards against frontal collisions. And acts as a secure system for holding the steering wheel firmly in place, while reducing road vibration to a minimum.

Your level of safety is raised even higher with a combination of a dual SRS air bag system – passenger optional – and seatbelt pretensioners. In the event of an emergency, the pretensioners pull you back in your seat, which is specially designed to prevent you from sliding under the steering wheel – an action referred to as the submarine effect. To hold child seats or valuables securely in place, the front passenger side and rear seat belts feature an Automatic Locking Retractor system.



Seatbelt pretensioners.

To actively reduce rear blind spots and increase overall visibility, the 200SX uses slim, reinforced front, centre and rear roof pillars. Add items like a fuel cut-off roll-



The 200SX uses ventilated four-piston caliper discs in front and large, high performance discs in the rear.



over valve and you have safety engineering that help the 200SX meet the most stringent international safety standards.

In the area of active safety, safer handling and response have been achieved through advances in front and rear suspension design and the adoption of viscous Limited Slip Differential. Plus the use of powerful rear discs and race-proven ventilated four-piston calipers in the front – technology brought over from one of the world's top ten sports cars, the Nissan 300ZX. Combined with ABS, the result is a short stopping distance, excellent pedal feel and fade resistance.

The Nissan 200SX. Safety engineering at its best.



The excellent ride quality and accurate, responsive handling of the 200SX are due in part to its rigid body structure. The Cray II supercomputer identified the most effective measures of reinforcement.





The power of the imagination. The power of the computer. Together they have created a coupé that is elegant and stylish, with a precise finish matched only by the precision of its handling. Parting the wind with a CD factor of 0.32. This is classic streamlining. One that wraps around the driver for a more relaxing, safer and enjoyable driving experience.



What's under its *skin* will get under *yours*.



Appealing to those looking for style, the design concept is based on a flowing, horizontal line to express exterior smoothness. A quality heightened by the lustre of the new cross-linking clearcoat. It also features a sophisticated, neatly-rounded notchback design and a body accent bead line that imparts a hint of hand craftsmanship.

To create a more exciting performance image, the car has a long wheelbase and a wide track — its four tyres are positioned as close to the vehicle corners as possible. Which offers superb stability.

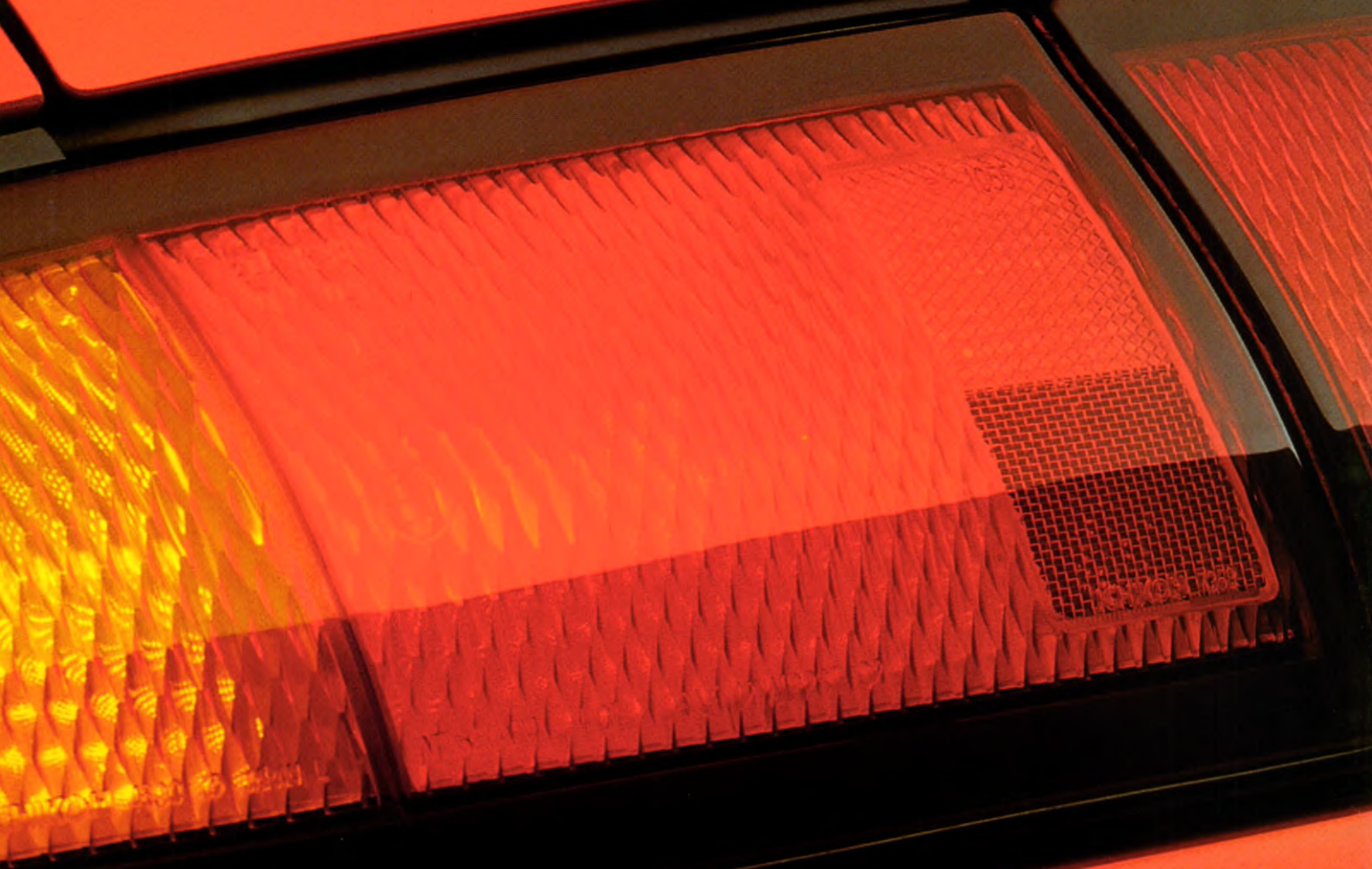
The front end continues the soft, round theme, with front headlamps that create strong eyepoints. In the rear, the sweeping one-piece tail light and arched trunk line further promote its distinctive appeal.

Simple. Elegant. Sporty.

The Nissan 200SX. An exhilarating yet sophisticated coupé.



X500x



Well equipped and offering a superbly finished trim level, the airy interior wraps itself firmly yet comfortably around you. With more than ample room for your head, elbows, shoulders and feet. The supportive seats and powerful heating and venti-

Surround *yourself* with powerful *friends*.

lation systems add further to your level of comfort. Naturally, you can reach out to every control, every instrument with ease. Its large analogue gauges offer excellent readability in all light conditions. Light and airy, the interior offers impressive visibility through the use of thin, highly rigid front, centre and rear roof pillars.

The seats, offering such thoughtful features as adjustable lumbar support in the driver's seat, hold you firmly in place, especially your lower back and shoulders, without feeling locked up. This gives excellent support and comfort, particularly during cornering. For additional comfort, there's an adjustable service arm for the seatbelt. A one-piece, fold-down rear seat allows you to carry long items such as skis. The 200SX also includes a quiet, powerful, non-CFC air-conditioning system. The ventilation grill is mounted on the door to provide a smooth flow of air that is evenly distributed throughout the front and rear of the cabin.

When cruising on the open road, you'll notice every small noise from within the cabin has been reduced to a whisper. We have not, however, totally cocooned you from the aural magic of the engine. We've just toned it down to a level where you can fully enjoy listening to your favourite track on the high performance six speaker sound system.

The Nissan 200SX. Driver-friendly excitement.



Driver's seat features an adjustable lumbar support lever.



Front foglamp switch.



Side view mirror power control.



Rev counter with digital clock and outside temperature metre.

Standard feature highlights include power windows with auto-up/down control, heated side view mirrors — body coloured — and power door locks.



100 $\rightarrow$ 34,4

80-120(u) 6,6
(5) 8,9

-100 7,2

70/73,5 dB



47,6
22,9
79,0 / 634

Autoweek testformulier

datum:.....

TESTWAGEN: Nissan 200 SX.....RIJDER: Hans..... 0-100

motor	vermogen trekkracht: lage/hoge toeren geluid	
versnellingsbak	bediening/verhoudingen (bij)geluid	
koppeling	pedaaldruk/aangrijping	
remmen	pedaaldruk/aangrijping stabiliteit	
pedalen	plaatsing	
besturing	lichtheid/gevoeligheid nauwkeurigheid positie/vorm stuurwiel	
weggedrag	rechtuit: stabiliteit bochten: stabiliteit/stuurkarakter	
bestuurdersstoel	rijpositie/verstelbaarheid steun/comfort	
dashboard en bedieningsorganen	overzicht/vormgeving instrumenten/signalering schakelaars/hendeltjes	
uitzicht	voor/achter overzicht carrosserie/spiegels ruitewissers: voor/achter	
interieur	afwerking/uitrusting verwarming/ventilatie	
exterieur	afwerking/functionaliiteit	
passagiers	stoelen: voor/achter beenruimte: voor/achter hoofdruimte: voor/achter instap: voor/achter gordels: voor/achter	
bagageruimte	volume/vorm afwerking tilhoogte	
brandstof	tankinhoud	

Eventuele opmerkingen s.v.p. op de achterkant

1 april 1995



PRIJSLIJST
PERSONENAUTO'S

SPORTWAGENS

BEDRIJFSWAGENS

4.1.6



Hoofdsponsor



SAIL95 AMSTERDAM
10-14 AUGUSTUS

1 april 1995

Model/type

	Netto catalogus adviesprijs excl. BTW excl. BPM (A)	BPM over (A minus anti-corrosie behandeling)	Consumenten adviesprijs excl. BTW incl. BPM	Consumenten adviesprijs incl. BTW incl. BPM*	Stuur- betrach- ting	Centrale portier- vergren- deling	Aan- tal cilin- ders	Aan- tal ver- velen- ingen	Massa ledig voor- tuig in kg (kenteken- gewicht)
Nissan Micra									
	1.0 3d	15.912,60	3.697,70	19.610,30	22.395,-			5	780
	1.0 3d automaat (N-CVT)*	18.063,80	4.670,04	22.733,84	25.895,-			4	800
	1.0 3d L	16.527,23	3.975,51	20.502,74	23.395,-	•		4	780
	1.0 3d L automaat (N-CVT)*	18.678,42	4.947,85	23.626,28	26.895,-	•		4	800
	1.0 3d LX	17.264,78	4.308,88	21.573,66	24.595,-	•		4	780
	1.0 3d LX automaat (N-CVT)*	19.723,29	5.420,13	25.143,42	28.595,-	•		4	800
	1.0 3d S met schuif-/kanteldak	17.756,48	4.531,13	22.287,62	25.395,-	•		4	780
	1.3 3d L	17.141,85	4.253,32	21.395,18	24.395,-	•		4	800
	1.3 3d LX	17.879,41	4.586,70	22.466,10	25.595,-	•		4	800
	1.3 3d LX automaat (N-CVT)*	20.337,92	5.697,94	26.035,86	29.595,-	•		4	820
	1.3 3d SLX	19.723,29	5.420,13	25.143,42	28.595,-	•	•	4	800
	1.3 3d SLX automaat (N-CVT)*	21.874,49	6.392,47	28.266,96	32.095,-	•	•	4	820
	1.3 3d SUPER S	20.952,55	5.975,76	26.928,30	30.595,-	•		4	840
	1.0 5d LX	17.633,56	4.475,57	22.109,13	25.195,-	•		4	800
	1.3 5d LX	18.248,18	4.753,38	23.001,57	26.195,-	•		4	820
	1.3 5d LX automaat (N-CVT)*	20.706,70	5.864,63	26.571,33	30.195,-	•		4	840
Actie-aanbiedingen									
	3d MARCH	16.035,52	3.753,26	19.788,78	22.595,-			4	780
	3d SAIL met schuif-/kanteldak	16.219,91	3.836,60	20.056,52	22.895,-			4	780
	3d 1300 TC met lichtmetalen "Mars" velgen	16.650,15	4.031,07	20.681,22	23.595,-			4	800
Nissan Sunny									
	1.4 3d L	18.801,35	5.003,41	23.804,76	27.095,-			4	1010
	1.4 3d CLAIR met schuif-/kanteldak	21.382,79	6.170,22	27.553,01	31.295,-	•	•	4	1010
	1.4 3d SAIL met schuif-/kanteldak	21.198,40	6.086,88	27.285,28	30.995,-	•	•	4	1010
	1.4 3d LX+ automaat	22.366,19	6.614,72	28.980,92	32.895,-	•	•	4	1030
	1.6 3d SAIL met schuif-/kanteldak	22.058,88	6.475,82	28.534,70	32.395,-	•	•	4	1030
	1.6 3d SR	24.704,85	7.871,80	32.376,65	36.700,-	•	•	4	1030
	2.0 3d SAIL diesel met schuif-/kanteldak	21.895,39	8.517,92	30.413,31	34.245,-	•	•	4	1080
	1.4 5d CLAIR met schuif-/kanteldak	22.350,83	6.607,78	28.958,61	32.870,-	•	•	4	1040
	1.4 5d SAIL met schuif-/kanteldak	22.166,44	6.524,43	28.690,87	32.570,-	•	•	4	1040
	1.6 5d SAIL met schuif-/kanteldak	23.026,92	6.913,37	29.940,29	33.970,-	•	•	4	1060
	1.6 5d SLX automaat	25.577,63	8.066,29	33.643,92	38.120,-	•	•	4	1080
	2.0 5d SAIL diesel met schuif-/kanteldak	22.863,43	8.955,47	31.818,90	35.820,-	•	•	4	1120
	1.4 4d CLAIR met schuif-/kanteldak	22.104,98	6.496,65	28.601,63	32.470,-	•	•	4	1030
	1.4 4d SAIL met schuif-/kanteldak	21.920,59	6.413,31	28.333,90	32.170,-	•	•	4	1030
	1.6 4d SAIL met schuif-/kanteldak	22.903,99	6.857,81	29.761,80	33.770,-	•	•	4	1040
	1.6 4d SLX automaat	25.454,70	8.010,73	33.465,43	37.920,-	•	•	4	1060
	2.0 4d SAIL diesel met schuif-/kanteldak	22.740,50	8.899,91	31.640,41	35.620,-	•	•	4	1100
	1.6 5d Wagon LX+	24.133,25	7.413,43	31.546,68	35.770,-	•		4	1020
	1.6 5d Wagon SLX	25.639,09	8.094,07	33.733,16	38.220,-	•	•	4	1020
	2.0 5d Wagon LX diesel	23.969,76	9.455,53	33.425,29	37.620,-	•		4	1110
	2.0 5d Wagon SLX diesel	25.401,84	10.102,84	35.504,68	39.950,-	•	•	4	1110
Nissan Primera									
	1.6 4d L	24.274,60	7.472,35	31.746,95	35.995,-	•		4	1125
	1.6 4d LX Airco	25.012,15	7.805,72	32.817,87	37.195,-	•	•	4	1125
	2.0 4d LX Airco	26.487,26	8.472,47	34.959,73	39.595,-	•	•	4	1190
	2.0 4d SLX Airco Airbag (1x)	29.560,40	9.861,53	39.421,93	44.595,-	•	•	4	1190
	2.0 4d SLX automaat Airco Airbag (1x)	31.588,67	10.778,31	42.366,98	47.895,-	•	•	4	1215
	2.0 4d SE ABS/Airco Airbag (2x)	33.432,56	11.611,75	45.044,30	50.895,-	•	•	4	1190
	2.0 4d SE automaat ABS/Airco Airbag (2x)	35.460,83	12.528,53	47.989,36	54.195,-	•	•	4	1215
	2.0 4d GT ABS/Airco Airbag (2x)	41.607,11	15.306,65	56.913,76	64.195,-	•	•	4	1230
	2.0 4d LX diesel	27.337,90	10.972,96	38.310,87	43.095,-	•	•	4	1190
	2.0 4d SLX diesel Airbag (1x)	30.411,04	12.362,02	42.773,07	48.095,-	•	•	4	1190
	1.6 5d LX Airco	25.380,93	7.972,41	33.353,34	37.795,-	•	•	4	1145
	2.0 5d LX Airco	26.856,03	8.639,16	35.495,19	40.195,-	•	•	4	1210
	2.0 5d SLX Airco Airbag (1x)	29.929,18	10.028,22	39.957,39	45.195,-	•	•	4	1210
	2.0 5d SLX automaat Airco Airbag (1x)	31.957,45	10.945,-	42.902,45	48.495,-	•	•	4	1235
	2.0 5d SE ABS/Airco Airbag (2x)	33.801,33	11.778,43	45.579,77	51.495,-	•	•	4	1210
	2.0 5d SE automaat ABS/Airco Airbag (2x)	35.829,61	12.695,21	48.524,82	54.795,-	•	•	4	1235
	2.0 5d GT ABS/Airco Airbag (2x)	41.975,89	15.473,33	57.449,22	64.795,-	•	•	4	1250
	2.0 5d LX diesel	27.706,68	11.139,65	38.846,33	43.695,-	•	•	4	1210
	2.0 5d SLX diesel Airbag (1x)	30.779,82	12.528,71	43.308,53	48.695,-	•	•	4	1210
	1.6 5d Wagon LX Airco Airbag (1x)	27.900,90	9.111,44	37.012,34	41.895,-	•	•	4	1150
	2.0 5d Wagon LX Airco Airbag (1x)	29.376,01	9.778,19	39.154,20	44.295,-	•	•	4	1190
	2.0 5d Wagon SLX Airco Airbag (1x)	32.633,54	11.250,59	43.884,13	49.595,-	•	•	4	1190
	2.0 5d Wagon SLX automaat Airco Airbag (1x)	34.661,81	12.167,37	46.829,18	52.895,-	•	•	4	1210
	2.0 5d Wagon LX diesel Airbag (1x)	30.165,19	12.250,90	42.416,09	47.695,-	•	•	4	1220
	2.0 5d Wagon SLX diesel Airbag (1x)	33.422,72	13.723,30	47.146,02	52.995,-	•	•	4	1220
Nissan Maxima QX									
	2.0 4d SLX ABS/Airco Airbag (2x)	35.894,14	12.724,38	48.618,53	54.900,-	•	•	6	1320
	2.0 4d SE ABS/Airco Airbag (2x)	39.581,91	14.391,26	53.973,17	60.900,-	•	•	6	1320
	2.0 4d SE automaat ABS/Airco Airbag (2x)	42.347,74	15.641,41	57.989,15	65.400,-	•	•	6	1360
	3.0 4d SE ABS/Airco Airbag (2x)	45.113,56	16.891,56	62.005,13	69.900,-	•	•	6	1335
	3.0 4d SE automaat ABS/Airco Airbag (2x)	47.879,39	18.141,72	66.021,11	74.400,-	•	•	6	1370
	Leerpakket op SE uitvoering	3.687,77	1.666,87	5.354,64	6.000,-				

Model/type		Netto catalogus adviesprijs excl. BTW excl. BPM (A)	BPM over (A minus anti-corrosie behandeling)	Consumenten adviesprijs excl. BTW incl. BPM	Consumenten adviesprijs incl. BTW incl. BPM*	Stuur- betrach- ting	Centrale portier- vergren- deling	Aan- tal cilin- ders	Aan- tal ver- snel- lingen	Massa ledig voer- tuig in kg (kenteken- gewicht)
Nissan Patrol GR 4-WD^{a)} 	2.8 3d Turbo diesel	50.881,23	21.614,55	72.495,78	81.400,-	•	•	6	5	1920
	2.8 5d Wagon Turbo diesel	56.572,69	24.187,09	80.759,78	90.660,-	•	•	6	5	2020
	2.8 3d Turbo diesel VAN ^{a)}	52.276,60	0,0	52.276,60	61.425,-	•	•	6	5	1940
	2.8 5d Wagon Turbo diesel VAN ^{a)}	58.655,32	0,0	58.655,32	68.920,-	•	•	6	5	2040
	2.8 5d Wagon Turbo diesel VAN ^{a)}	56.991,49	0,0	56.991,49	66.965,-	•	•	6	5	2040
Nissan King Cab²⁾ ^{e)} 	2.5 diesel	31.353,19	0,0	31.353,19	36.840,-	•		4	5	1415
	2.4 4-WD	36.655,32	0,0	36.655,32	43.070,-	•		4	5	1600
	2.5 4-WD diesel	37.438,30	0,0	37.438,30	43.990,-	•		4	5	1670
Nissan Q-bic³⁾ 	1.6 bestelwagen 2 achterdeuren	20.994,04	0,0	20.994,04	24.668,-			4	5	1020
	1.7 bestelwagen diesel 2 achterdeuren	22.336,17	0,0	22.336,17	26.245,-			4	5	1060
Nissan Vanette E⁴⁾ 	1.6 bestelwagen Airco 2 schuifdeuren	23.400,-	0,0	23.400,-	27.495,-	•		4	5	1295
	2.3 bestelwagen diesel Airco 2 schuifdeuren	25.500,-	0,0	25.500,-	29.962,50	•		4	5	1375
Nissan Vanette Cargo 	1.6 bestelwagen Airco 2 schuifdeuren ⁵⁾	25.900,-	0,0	25.900,-	30.432,50	•		4	5	1340
	1.6 dubbelcabine Airco 2 schuifdeuren ⁵⁾	28.170,-	0,0	28.170,-	33.099,75	•		4	5	1380
	2.3 bestelwagen diesel Airco 2 schuifdeuren ⁵⁾	28.000,-	0,0	28.000,-	32.900,-	•		4	5	1440
	2.3 dubbelcabine diesel Airco 2 schuifdeuren ⁵⁾	30.270,-	0,0	30.270,-	35.567,25	•		4	5	1480
Nissan Urvan⁶⁾ 	2.5 bestelwagen diesel KWB	30.042,55	0,0	30.042,55	35.300,-	•		4	5	1520
	2.4 bestelwagen LWB	28.510,64	0,0	28.510,64	33.500,-	•		4	5	1480
	2.5 bestelwagen diesel LWB	31.234,04	0,0	31.234,04	36.700,-	•		4	5	1580
Nissan Cabstar 	2.5 chassis-cabine diesel ⁶⁾	30.893,62	0,0	30.893,62	36.300,-	•		4	5	NVT
	2.5 chassis-cabine laadbak diesel ⁶⁾	31.702,13	0,0	31.702,13	37.250,-	•		4	5	1680
	2.5 chassis-dubbelcabine laadbak diesel ⁶⁾	35.063,83	0,0	35.063,83	41.200,-	•		4	5	1750
Nissan Trade 	3.0 chassis-cabine diesel KWB ⁷⁾	32.740,43	0,0	32.740,43	38.470,-	•		4	5	NVT
	3.0 chassis-cabine diesel LWB ⁷⁾	33.340,43	0,0	33.340,43	39.175,-	•		4	5	NVT
	3.0 chassis-dubbelcabine diesel KWB ⁷⁾	36.140,43	0,0	36.140,43	42.465,-	•		4	5	NVT
	3.0 chassis-dubbelcabine diesel LWB ⁷⁾	36.740,43	0,0	36.740,43	43.170,-	•		4	5	NVT

• = standaard

* **Prijzen excl. verwijderingsbijdrage/kosten rijklaar maken.**

Verwijderingsbijdrage: voor alle modellen f 250,- incl. BTW.

Vanaf 1 januari 1995 zal de verwijderingsbijdrage ad f 250,- incl. BTW, die dan wettelijk verplicht is op grond van de Wet Milieubeheer, in rekening worden gebracht. De verwijderingsbijdrage komt ten gunste van Auto Recycling Nederland B.V., een initiatief van de autobranche (RAI, BOVAG, FOCWA, STIBA en SVN). Auto Recycling Nederland B.V. heeft zich ten doel gesteld auto's aan het einde van de levensduur in te zamelen en op milieuvriendelijke wijze te demonteren voor hergebruik van het materiaal. De wettelijke verplichting van de verwijderingsbijdrage financiert het project en bepaalt in belangrijke mate het succes ten bate van een schoner milieu.

Kosten rijklaar maken (incl. BTW):

Micra	f	520,-
Sunny, 100 NX en Q-bic	f	540,-
Prairie, Serena, Primera, Maxima QX, King Cab, Patrol, Terrano II, Vanette E, Vanette Cargo, Vanette Cargo Combi-8, Urvan, Cabstar en Trade	f	600,-
200 SX	f	850,-
300 ZX	f	1.075,-

De kosten rijklaar maken omvatten:

transportkosten, after sales controle, kentekenplaten, NL transfer, legeskosten en kenteken deel 3.

(200 SX en 300 ZX tevens: set matten, set reservelampen en een volle tank benzine).

Alle benzinemotoren zijn zonder meer geschikt voor autogas (LPG) (excl. Turbo) en rijden op Euroloodvrij (minimaal RON 95).

Meerprijs metallic/pearl/graphite lak:	Netto catalogus adviesprijs excl. BTW excl. BPM (A)	BPM over (A)	Consumenten adviesprijs excl. BTW incl. BPM	Consumenten adviesprijs incl. BTW excl. BPM	Consumenten adviesprijs incl. BTW incl. BPM
Micra	295,02	133,35	428,37	346,65	480,-
Sunny, 100 NX en Q-bic	325,75	147,24	472,99	382,76	530,-
Prairie, Serena, Primera, Patrol, Terrano II, Vanette E, Vanette Cargo en Vanette Cargo Combi-8	448,68	202,80	651,48	527,20	730,-
King Cab, Urvan en Trade	387,22	175,02	562,24	454,98	630,-
Maxima QX en 200 SX	488,63	220,86	709,49	574,14	795,-
300 ZX	737,55	333,37	1.070,93	866,62	1.200,-
Meerprijs two-tone lak:					
Prairie, Serena, Patrol en King Cab	608,48	275,03	883,52	714,96	990,-

1) N-CVT = Nissan-Continu Variabele Transmissie.

2) BPM-vrij - grijs kenteken (2 zitplaatsen).

3) BPM-vrij - grijs kenteken (2 zitplaatsen) met verhoogd dak en laag tussenschot.

4) BPM-vrij - grijs kenteken (2 zitplaatsen) met volledig tussenschot.

5) BPM-vrij - grijs kenteken (3 zitplaatsen).

6) 4-WD = vierwielaandrijving.

7) BPM-vrij - grijs kenteken (6 zitplaatsen).

8) BPM-vrij - grijs kenteken (5 zitplaatsen).

Model/type		Netto catalogus adviesprijs excl. BTW excl. BPM (A)	BPM over (A minus anti-corrosie behandeling)	Consumenten adviesprijs excl. BTW incl. BPM	Consumenten adviesprijs incl. BTW incl. BPM*	Stuur- betrach- ting	Centrale portier- vergran- deling	Aan- tal cilin- ders	Aan- tal ver- snel- lingen	Massa ledig voer- tuig in kg (kenteken- gewicht)
Nissan Prairie 	2.4 5d SLX 5-pers.	33.678,41	11.722,87	45.401,28	51.295,-	•	•	4	5	1300
	2.4 5d SLX automaat 5-pers.	35.553,02	12.570,20	48.123,22	54.345,-	•	•	4	A	1330
	2.4 5d SLX VAN ²⁾	35.987,23	0,0	35.987,23	42.285,-	•	•	4	5	1350
	2.4 5d SLX automaat VAN ²⁾	37.770,21	0,0	37.770,21	44.380,-	•	•	4	A	1380
Nissan Serena 	2.0 4d SLX 7-pers. Airco	32.821,-	11.335,32	44.156,32	49.900,-	•	•	4	5	1485
	2.0 5d SLX 7-pers. Airco	33.374,17	11.585,36	44.959,52	50.800,-	•	•	4	5	1500
	2.3 4d SLX diesel 7-pers. Airco	31.090,21	12.669,01	43.759,21	49.200,-	•	•	4	5	1490
	2.3 5d SLX diesel 7-pers. Airco	31.643,37	12.919,04	44.562,41	50.100,-	•	•	4	5	1505
	2.0 4d SGX ABS 6-pers. Airco	35.402,44	12.502,13	47.904,57	54.100,-	•	•	4	5	1550
	2.3 4d SGX diesel 6-pers. Airco	34.286,27	14.113,63	48.399,90	54.400,-	•	•	4	5	1555
Nissan Vanette Cargo Combi-8 	2.3 5d diesel 8-pers. Airco	30.967,28	12.613,44	43.580,73	49.000,-	•		4	5	1550
Nissan 100 NX 	1.6 3d SAIL T-bar	26.730,05	8.587,19	35.317,24	39.995,-	•	•	4	5	1050
Nissan 200 SX TURBO 	2.0 ABS/Airco Airbag (2x) Leer	51.198,38	19.641,90	70.840,28	79.800,-	•	•	4	5	1240
	2.0 automaat ABS/Airco Airbag (2x) Leer	53.964,21	20.892,05	74.856,26	84.300,-	•	•	4	A	1255
Nissan 300 ZX TWIN TURBO 	3.0 Leer/audio ABS/Airco Airbag (2x)	114.750,93	48.367,65	163.118,59	183.200,-	•	•	6	5	1610
	3.0 Leer/audio automaat ABS/Airco Airbag (2x)	117.209,45	49.478,90	166.688,35	187.200,-	•	•	6	A	1630
Nissan Terrano II 4-WD²⁾  	2.4 3d LX	38.964,21	14.112,05	53.076,26	59.895,-	•		4	5	1590
	2.4 3d SLX	39.578,84	14.389,87	53.968,70	60.895,-	•	•	4	5	1590
	2.4 3d SGX Airco	42.651,98	15.778,93	58.430,90	65.895,-	•	•	4	5	1590
	2.7 3d LX Turbo diesel	40.736,80	17.029,26	57.766,06	64.895,-	•		4	5	1690
	2.7 3d SLX Turbo diesel	41.351,42	17.307,08	58.658,50	65.895,-	•	•	4	5	1690
	2.7 3d SGX Airco Turbo diesel	44.424,57	18.696,14	63.120,70	70.895,-	•	•	4	5	1690
	2.4 5d LX	43.450,99	16.140,08	59.591,08	67.195,-	•		4	5	1720
	2.4 5d SLX	44.065,62	16.417,89	60.483,52	68.195,-	•	•	4	5	1720
	2.4 5d SGX Airco	47.138,76	17.806,95	64.945,72	73.195,-	•	•	4	5	1720
	2.7 5d LX Turbo diesel	45.223,58	19.057,29	64.280,87	72.195,-	•		4	5	1820
	2.7 5d SLX Turbo diesel	45.838,21	19.335,10	65.173,31	73.195,-	•	•	4	5	1820
	2.7 5d SGX Airco Turbo diesel	48.911,35	20.724,16	69.635,51	78.195,-	•	•	4	5	1820
	2.4 3d LX VAN ³⁾	41.923,40	0,0	41.923,40	49.260,-	•		4	5	1580
	2.4 3d SLX VAN ³⁾	42.510,64	0,0	42.510,64	49.950,-	•	•	4	5	1580
	2.4 3d SGX Airco VAN ³⁾	45.446,81	0,0	45.446,81	53.400,-	•	•	4	5	1580
	2.7 3d LX Turbo diesel VAN ³⁾	43.617,02	0,0	43.617,02	51.250,-	•		4	5	1680
	2.7 3d SLX Turbo diesel VAN ³⁾	44.204,26	0,0	44.204,26	51.940,-	•	•	4	5	1680
	2.7 3d SGX Airco Turbo diesel VAN ³⁾	47.136,17	0,0	47.136,17	55.385,-	•	•	4	5	1680
	2.4 5d LX VAN ³⁾	46.893,62	0,0	46.893,62	55.100,-	•		4	5	1680
	2.4 5d SLX VAN ³⁾	47.480,85	0,0	47.480,85	55.790,-	•	•	4	5	1680
	2.4 5d SGX Airco VAN ³⁾	50.417,02	0,0	50.417,02	59.240,-	•	•	4	5	1680
	2.7 5d LX Turbo diesel VAN ³⁾	48.595,74	0,0	48.595,74	57.100,-	•		4	5	1780
	2.7 5d SLX Turbo diesel VAN ³⁾	49.191,49	0,0	49.191,49	57.800,-	•	•	4	5	1780
	2.7 5d SGX Airco Turbo diesel VAN ³⁾	52.102,13	0,0	52.102,13	61.220,-	•	•	4	5	1780
	2.4 5d LX VAN ⁴⁾	45.268,09	0,0	45.268,09	53.190,-	•		4	5	1680
	2.4 5d SLX VAN ⁴⁾	45.855,32	0,0	45.855,32	53.880,-	•	•	4	5	1680
	2.4 5d SGX Airco VAN ⁴⁾	48.787,23	0,0	48.787,23	57.325,-	•	•	4	5	1680
	2.7 5d LX Turbo diesel VAN ⁴⁾	46.957,45	0,0	46.957,45	55.175,-	•		4	5	1780
	2.7 5d SLX Turbo diesel VAN ⁴⁾	47.544,68	0,0	47.544,68	55.865,-	•	•	4	5	1780
	2.7 5d SGX Airco Turbo diesel VAN ⁴⁾	50.480,85	0,0	50.480,85	59.315,-	•	•	4	5	1780

De BPM

Per 1 januari 1993 is de wet op de belasting personenwagens en motorrijwielen "1992" (BPM) ingevoerd.

BPM tarief

De BPM wordt berekend over de netto catalogus adviesprijs. Elke Nissan heeft in de fabriek een anti-corrosie behandeling ondergaan waarover geen BPM hoeft te worden afgedragen. Voordat de BPM wordt berekend dient bij Nissan eerst de waarde van de anti-corrosie behandeling van de netto catalogus adviesprijs te worden afgetrokken. De kosten voor de anti-corrosie behandeling bedragen: bij de Micra, Sunny, 100NX en Q-bic modellen f 223,- (excl. BTW) en bij alle overige modellen f 234,- (excl. BTW).

De BPM bedraagt:

45,2% van de (netto catalogus adviesprijs minus de kosten voor de anti-corrosie behandeling) minus f 3.394,- (benzine auto).

45,2% van de (netto catalogus adviesprijs minus de kosten voor de anti-corrosie behandeling) minus f 1.278,- (diesel auto).

De BPM wordt op hele guldens (naar beneden) afgerond op het kenteken afgedrukt, maar is voor de volledigheid onafgerond op deze prijslijst weergegeven.

BPM apart vermelden op de factuur

Op alle verkoopfacturen voor personenauto's en motorrijwielen moet altijd apart het BPM bedrag worden vermeld. Dit geldt zowel voor de verkoop aan ondernemers als aan particulieren. Omdat het oorspronkelijke BPM bedrag bij latere verkoop van belang is, is het raadzaam om de factuur te bewaren.

De BTW

De BPM maakt geen deel uit van de heffingsgrondslag van de BTW.



Alle voorgaande prijslijsten zijn hiermede vervallen. De prijzen gelden tegen de op de dag van levering geldende voorwaarden, af importeur. Wijzigingen, van welke aard ook, voorbehouden.

Op al onze leveranties en werkzaamheden zijn de BOVAG-standaardbepalingen van toepassing welke bij ons, alle Kamers van Koophandel en alle griffies van rechtbanken ter inzage liggen. Op verzoek worden deze u toegezonden.



Importeur:

NISSAN MOTOR NEDERLAND B.V.

Vennestraat 13-15, 2161 LE Lisse.

Tel. 02521-30111.

Na 10-10-'95: tel. 0252 - 430111.

405903

@ NietZetten = Dossier

@ Bovenkop = Nissan 200 SX

@ Kop1 = Niet voor autoleken

@ Intro = Nissans 200 SX gaat als een speer, kleeft aan de weg en kost niet weinig. Maar het is een auto waar de modale burger weinig mee van doen heeft. Een goede reden om dit kanon eens te laten mee-testen door een erkende autoleek.

@ Credit = Door Hans Veldhuis, foto's René Oudshoorn

Het begint al goed als ik 's morgens om 9 uur mijn privé-Mazdaatje bij huize Auer voorrijd. We hebben afgesproken samen de testwagen van deze week op te halen en dus is AutoWeeks vleesgeworden *onverstand van autorijden* er klaar voor, zij het duidelijk misnoegd over het vroege uur. Hij blikt zorgelijk naar de druilerige hemel, monstert kritisch ons vervoermiddel en laat zich zuchtend in de bijrijdersstoel neer. De slachtofferrol lijkt hem op het lijf geschreven. Autoleken doen kennelijk niet aan veiligheidsgordels en daarom moet ik Hans Auer meteen al berispelend toespreken. Tobberig klungelt hij wat met de gesp en zakt weer berustend ineen om pas een beetje op te fleuren als hij verneemt dat er in deze auto mag worden *gerookt*. "Goddank" mompelt hij en tast naar zijn shagbuideltje. Pas als de blauwe damp volledig bezit heeft genomen van het Mazda-interieur ("Mag dat raam dicht? Het tocht zo...") komt er iets van een conversatie op gang. We kennen elkaar nog uit een onstuimig journalistiek verleden en de nostalgie houdt het netelige onderwerp 'auto' gelukkig nog even op afstand.

Als we na een half uurtje bij de Nissan-vestiging in Lisse aankomen, is de stemming aan boord iets opgeklaard en na de ontvangst-met-koffie bij pr-manager *Bart van Thienen* (zie Auers column op pagina 46) is de toon van de dag gezet. De basis bestaat uit een gezond wederzijds wantrouwen, met gespannen verwachting aan de zijlijn. Automan Hans V. verheugt zich vooral op het rijden in een uitmuntende auto, terwijl columnist Hans A. voornamelijk heen en weer wordt geslingerd tussen hoop en vrees.

Dat blijkt zodra we zijn ingestapt. Terwijl ik me routineus installeer, stoel en stuurwiel op de gewenste hoogte zet en de eerste versnelling inschakel, ziet de autoleek dit in opperste verwarring aan en vergeet natuurlijk weer zijn riem vast te snoeren. Na mijn terechtwijzing moppert Auer dat de sluiting onhandig is en levert daarmee onverwacht zijn eerste positieve bijdrage aan ons teamwerk. Want ik realiseer me verrast dat hij gelijk heeft. Bij veel auto's zit je altijd met die clip te wriemelen; uitzonderingen zijn zeldzaam. Maar ze bestaan en dus hoeven we zo'n diep weggestopte sluiting niet klakkeloos te accepteren. Jammer dus: minpuntje voor de 200 SX.

Rustigjes warmrijdend gaan we op pad en onze leek heeft volop gelegenheid om kennis te maken met de zegeningen die de 200 SX zijn inzittenden biedt. "Is dat echt leer?" verbaast hij zich over de luxueuze bekleding, om daarna zijn ongenoegen te uiten over de volgens hem te krappe stoelen die de autokenner juist als fijne kuipzetels waardeert. Wel spreekt hij goedkeurend

over het zachte zoemen van de turbomotor, maar dat is wat voorbarig. Want het accelereren met de volle 200 pk heeft hij nog tegood...

Het ijken van de snelheidsmeter mag voor de tester een fluitje van een cent zijn, voor de leek is het een mysterieus ritueel. Er komt zelfs rekenen aan te pas en dat zit helaas niet in het columnistepakket. Toch neemt Auer gewillig de stopwatch ter hand en vindt na enig oefenen de goede knopjes. Hij reageert geschokt als de teller 7,7% te veel blijkt aan te geven. "*Dat is toch bedrog?*" roept hij vertwijfeld uit en vindt me veel te meegaand als ik uitleg dat dit vrij normaal is en bovendien helpt tegen ongewilde snelheidsovertredingen.

Bij de geluidsmeting draait hij gelukkig weer wat bij, hoewel hij het sterk overdreven acht dat men tijdens het meten even dient te zwijgen. "*Techno-terreur*" zie ik hem broeierig denken, maar hij blijft loyaal en noteert bij 100 en 120 km/h braaf 70 en 73 dB in het opschrijfboekje dat hij als vaardig journalist uiteraard paraat heeft.

Aanzienlijk minder gedwee ondergaat onze leek echter het accelereren van 80 naar 120 kilometer per uur. "*Waar is dat nou voor nodig?*" brengt hij na dit onverwachte machtsvertoon hijgend uit. Pas na mijn plechtige toezegging dat het nog maar één keer hoeft als hij tenminste tijdig de stopwatch indrukt, stemt hij morrend in. Wanneer hij na afloop een knappe tijd van 6,6 seconden aan zijn bloknoot kan toevertrouwen, lijkt hij daar niet echt blij mee.

Er rest nog een fotosessie op Zandvoort en ik krijg het bange vermoeden dat de heer Auer daar ongaarne aan zal meewerken. Bij het naderen van het circuit begint hij al op sombere toon te verhalen over een ooit met Ben Pon beleefde Porsche-rit en ik vrees dat hij mij nog minder vertrouwt. Dat blijkt als we de eerste rondjes in rustig tempo achter de Mazda MX-5 van fotograaf René Oudshoorn aanrijden. Met zorgelijke kreten als '*Gékkenwerk*' en '*Dit hóéft toch niet*' geeft de autoleek te kennen dat onze samenwerking op breken staat.

Omdat we de rest van de dag nog verder moeten, laat ik hem voor de pits uitstappen. Daar treffen we ook AX-rijdster Françoise Loogman en met haar achter het stuur van René's MX-5 maken we een paar snelle fotorondjes. Heerlijk: de 200 SX laat zich zonder protest in alle standen door de rijdende camera uitdagen en als dat achter de rug is, kan ik me in m'n eentje op de baan nog even uitleven.

Terwijl de arme Auer achter de pits staat te kleumen, beleef ik de fijnste ogenblikken van deze dag. De 200 SX doet alles wat ik van hem vraag, op zijn achterwielaandrijving stabiel driftend, vanaf 200 km/h bijterig afremmend tot het ABS gaat werken, licht spinnend uit de bochten wegtrekkend en makkelijk te corrigeren als het echt te hard gaat. Dit is mijn type auto, met als enige aanmerking dat ik de achteras graag wat stugger gedempt zag.

Nog nagenietend op weg naar huis krijg ik van mijn passagier weinig respons op zulke bespiegelingen. Hij vindt de snelle Nissan 'best een mooie auto', maar véél te duur en ook erg onpraktisch met zijn beperkte ruimte achterin. En die pk's en die super-wegligging dan? Het antwoord van de autoleek is een meewarige, zwijgende blik. Alsof hij wil zeggen: "Lees jij nou mijn column maar, dan komt het met jou nog wel goed".

foto 3

@ Bijschrift = Uitstekend op en rond het dashboard
gegroepeerde bediening en instrumenten.

foto 4

@ Bijschrift = Slechts twee liter inhoud, maar een grote schep
soepel vermogen.

foto 5

@ Bijschrift = Stelt niet al te veel voor: kofferbak van 240
liter.

foto 6

@ Bijschrift = Knopjes op de middenconsole voor allerlei
extra functies.

@ Kaderkop =	Vergelijking met enkele concurrenten*			
@ Kadertekst =	Merk/type	Nissan 200 SX	Coupé Fiat 2.0	Alfa Romeo GTV
@ Kadertekst =		Turbo	16v Turbo	2.0 V6 Turbo
@ Kadertekst =	Prijs	f 79.800	f 69.950	f 78.000
@ Kadertekst =	Motor	1998 cc	1995 cc	1996 cc
@ Kadertekst =	Vermogen	147 kW/200 pk	140 kW/190 pk	147 kW/200 pk
@ Kadertekst =	Topsnelh	235 km/h	225 km/h	235 km/h
@ Kadertekst =	Acc 0-100	7,5 s	7,5 s	7,4 s
@ Kadertekst =	Gem. verbr	8,8 l/100 km	9,7 l/100 km	9,5 l/100 km
@ Kadertekst =	L/B/H	4,52/1,73/1,29 m	4,25/1,77/1,34 m	4,28/1,78/1,32 m
@ Kadertekst =	Gewicht	1270 kg	1273 kg	1430 kg

@ Credit = *Fabriekscijfers (kunnen afwijken van eigen metingen)

@ Kaderkop =	Testrapport		
@ Kadertekst =	Motor	Buitengewoon soepele, zeer krachtige, elektronisch geregelde 2-liter turbo.	9
@ Kadertekst =	Transmissie	Makkelijk en kort schakelende 5-bak; 'zacht' visco-sper op achterwielen.	8,5
@ Kadertekst =	Remmen	Uitstekend op hun taak berekend en 'tot aan het ABS' prima doseerbaar.	8
@ Kadertekst =	Besturing	Licht, gevoelig en zeer direct met een verrassend krappe draaicirkel.	8,5
@ Kadertekst =	Weggedrag	Uitstekend rijgedrag door multilink achterwielophanging en -aandrijving.	8,5
@ Kadertekst =	Prestaties	De erg makkelijk presterende 2-liter turbomotor laat niets te wensen over.	9
@ Kadertekst =	Verbruik	Met zo veel vermogen onder de voet is een testverbruik van 1:8,1 niet gek.	7,5
@ Kadertekst =	In/exterieur	Behoudend model roept discussie op, maar verzorgde afwerking/inrichting.	7,5
@ Kadertekst =	Comfort	Een zo sportieve auto mag best wat stugger; de kuipzetels zitten prima.	7,5
@ Kadertekst =	Kofferruimte	Wie met de 200 SX op reis gaat, kan onder de klep weinig koffers kwijt.	6,5
@ Kadertekst =	Eindoordeel	Gesteund door ultramoderne techniek geeft de 200 SX nieuwe inhoud aan een klassiek sportwagenconcept.	

Kaderkop = Testgegevens/kosten

Kadertekst = **Topsnelheid*** 235 km/h

Kadertekst = **Acceleratie 0-100** 7,2 s

Kadertekst = **Acceleratie 80-120** in 4: 6,6 s

@ Kadertekst = in 5: 8,9 s
 @ Kadertekst = **Geluidsniveau** 100 km/h: 70 dB
 @ Kadertekst = 120 km/h: 73 dB
 @ Kadertekst = **Testverbruik** 12,4 l/100 km
 @ Kadertekst = (1 op 8,1)
 @ Kadertekst = **Gewicht, leeg** 1270 kg
 @ Kadertekst = **Belasting, 3 mnd.** f 300 - f 313
 @ Kadertekst = **Prijs incl. BTW & BPM** f 79.800
 @ Kadertekst = **Afleveringskosten +**
 @ Kadertekst = **verwijderingsbijdrage** f 1100
 @ Kadertekst = * fabrieksopgave
 @ Kadertekst = **Importeur: Nissan Motor Nederland bv, Lisse, 02521-30111.**

@ Kaderkop = Technische gegevens
 @ Kadertekst = Langsgeplaatste 4-cil lijnmotor, turbo, 4 kl./cil., variabele
 kleptiming, elektr. multipoint injectie, ger. katalysator, cil. inh. 1998 cc,
 boring x slag 86 x 86 mm, compr. verh. 8,5:1, max. vermogen 147 kW/200 pk bij
 6400 tpm, max. koppel 265 Nm bij 4800 tpm.
 @ Kadertekst = Achterwielaandrijving, visco-sperdiff., 5-versn. bak,
 stuurbekr., voorwieloph. McPherson met torsiestab., achter multilink met
 torsiestab., draaicirkel 9,6 m.
 @ Kadertekst = Gesch. remsyst., ABS, inw. gevent. schijven voor, volle
 schijven achter.
 @ Kadertekst = L/b/h 4,52/1,73/1,29 m, laadverm. 540 kg, aanhanger (geremd)
 1200 kg., banden 205/55 VR16, inh. kofferruimte 240 l, tankinh. 65 l.

@ Kaderkop = Uitvoeringen
 @ Kadertekst = De Nissan 220 SX is verkrijgbaar met handgeschakelde 5-bak en
 automatische 4-bak.
 @ Kadertekst = De prijzen zijn:
 @ Kadertekst = 5-bak f 79.800
 @ Kadertekst = 4-automaat f 84.300

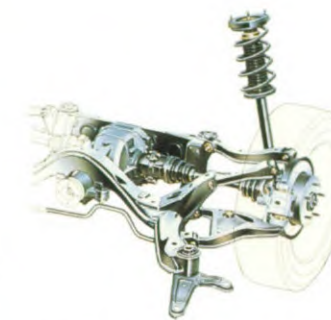
@ Kaderkop = Accessoires
 @ Kadertekst = **Standaarduitrusting omvat onder meer:**
 @ Kadertekst = * Twee airbags
 @ Kadertekst = * ABS
 @ Kadertekst = * Leren bekleding
 @ Kadertekst = * Elektrische zijruiten
 @ Kadertekst = * Centrale vergrendeling
 @ Kadertekst = **Extra's:**
 @ Kadertekst = Metallic lak f 795

Kaderkop = Volgende week
 Kadertekst = Saab 900 (basis)

The car that handles well is a joy to drive. That's because it doesn't react, it responds. And bear in mind that a car that handles well, is smoother, faster and safer to drive. The key to the excellent handling characteristics of the 200SX is its fourwheel independent suspension system. Race proven suspension technology, developed on the world beating Nissan 300ZX, keeps the tyre **contact patch** flat on

Make all the right connections.

the road surface for maximum grip. In fact, the tyre is kept perpendicular to the road surface at all times. Even during cornering. The 200SX features **MacPherson**



struts in the front and Nissan's own highly regarded **multi-link** suspension system in the rear. By having a long rebound stroke, a stiff resistance to camber change and wide track, the 200SX has a performance-oriented suspension set-up. Apart from optimum traction, this keeps body roll to a minimum. Add its long wheelbase and rigid chassis, and you can see why the

200SX delivers superb straight-line stability and safe cornering. Combine these with the fine-tuned suspension set-up and the result is a new level of responsive, firm handling and supple ride.

Like all good sports coupés, the 200SX has rear-wheel drive. This offers a more sporty drive, with better traction during acceleration and precise control during difficult situations. Power is fed to the rear wheels through the viscous Limited Slip Differential, which increases traction and vehicle stability — especially on slick surfaces. If



The viscous Limited Slip Differential increases traction and vehicle stability on slick surfaces.

one drive wheel begins to slip, the drive torque is transmitted to the other drive wheel by the viscous coupling. This improves braking stability when cornering and driving stability in cross wind conditions. To prevent wheel lock during sudden braking, or when braking under slippery conditions, and to steer while braking, you have the added security of electronic ABS as standard. In short, the 200 SX gives you tremendous control and will respond with both safety and precision.

It's a car for the driver who loves to do a lot of motoring and wants to get the maximum pleasure out of every mile.

The Nissan 200SX. Gripping stuff.



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





Turbocharge your adrenaline.

In a sports car, of course, the emphasis is on performance. With the 200SX, however, the focus is not so much on raw power as on driving pleasure.

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

Using a front engine/rear wheel drive configuration, the whole engine system is designed to deliver smooth, linear acceleration. Three special characteristics lead to the excellent linear acceleration: a variable valve timing control system — called the Nissan Valve Timing Control System (NVCS), an electronically controlled Turbo system and a large turbine. The combination of these three elements create a seamless and smooth response from the low to high rev range: the linear charge concept.

Offering quick response, the **turbocharger** has an electronically controlled boost pressure system — it doesn't so much kick in as generate progressive power all the way up to 235 km/h. The boost is especially effective in the low- to mid-rpm range where we do most of our driving. In short, low-end torque and high-end power are abundant.

To create ample torque in the low-speed range while improving power output at high speeds, the 200SX makes full use of the fast-acting **Nissan Valve Timing Control System**. The NVCS acts directly on the intake camshaft, advancing the intake camshafts by way of hydraulic pressure. To ensure maximum performance without overheating, the high performance engine features sodium filled exhaust valves and piston cooling channels.

The 200SX has an engine management system, called the **Electronic Concentrated Control System** (ECCS), that self diagnoses the engine 200 times a second. This intelligent system manages the NVCS, assures precise fuel injection, air/fuel mix ratio and combined with the NDIS (Nissan Direct Ignition System) manages ignition timing.

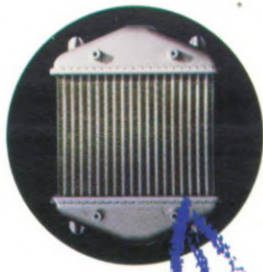
The Nissan 200SX. The smart car is here.



Sodium filled exhaust valve prevents overheating during high performance driving.



Specially designed piston with additional cooling channels.



Linear charge concept



Automatic transmission.



Manual transmission.

To prevent shift shock, the **four speed automatic transmission** control unit sends a signal to the ECCS during gearshifts. The ECCS control unit then retards the ignition timing to decrease the torque, which in turn helps provide smooth gearshifts. This system is called DUET-EA.

The second and third gears of the **five speed manual transmission** have a double cone synchronization for a smooth shift action and improved operational performance. Reverse gear is also synchronized for easier shifting. Gear whine when shifting into reverse is eliminated.

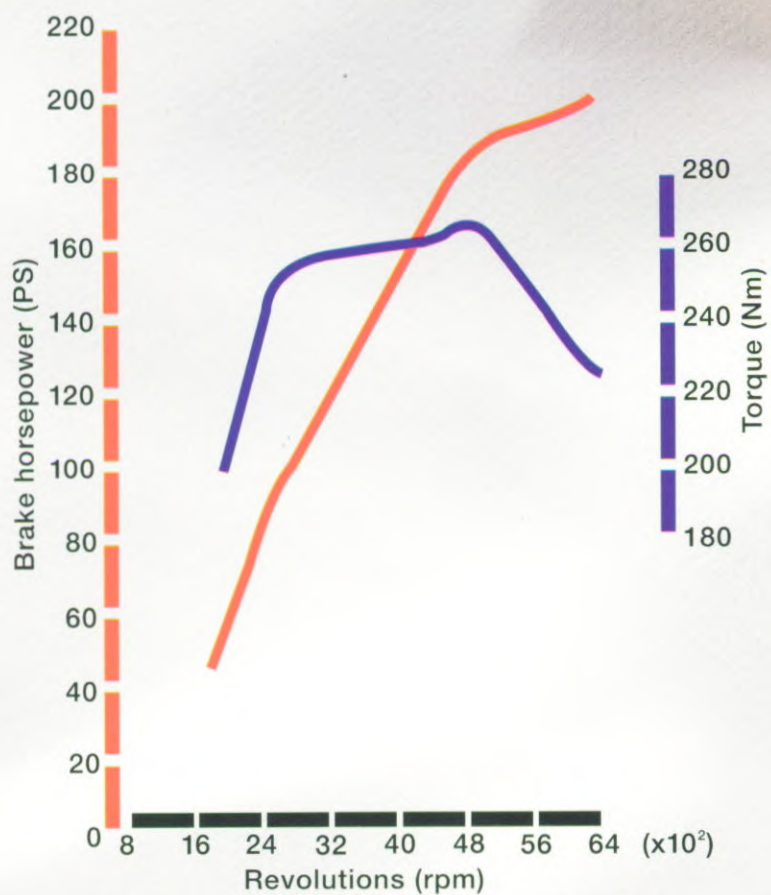
When you take the 200SX, or any other Nissan, into the workshop for routine maintenance, or if you have spotted an intermittent fault, the engine management system can be hooked up to a **hand-held diagnostic device called a Consult**. The most user-friendly and time-saving diagnostic system available.

It can quickly diagnose a fault, even if it only happened once during the last fifty start times. So if your car failed to start first time 29 starts ago. It can quickly analyze why. In short, the Consult ensures your 200SX spends the absolute minimum time for service.



SR20DET

Engine performance curve



Max. power: 200bhp/6,400rpm (147Kw/6,400 min⁻¹)
Max. torque: 265Nm/4,800rpm (265Nm/4,800 min⁻¹)

As the torque line shows, the torque builds up rapidly through the low to mid rev range. It then becomes smooth as it enters the high rev range. This is the direct result of designing the engine around the linear charge concept. 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.

With the Nissan anti-theft system, you have a choice of Nissan's own multi-point immobilizer system, which can be extended with various alarm upgrades. These include a basic alarm kit, a keyless entry system, ultrasonic sensors, microwave sensors, level monitor and an electronic siren—with or without battery backup. Both

Don't let them *steal* your *peace* of mind.

the immobilizer and alarm system have been developed together so that both their systems can be operated by the same remote control radio frequency key.

The most important point about the Nissan multi-point immobilizer system is that it does as its name suggests, it disables the car's most vital functions — fuel supply, ignition and starter.

The immobilizer is activated in such a way that you cannot forget to turn it on. That is, you turn off the ignition, take the key out the ignition and open the door. You then have 30 seconds before the car is immobilized. To deactivate the immobilizer, the key fob sends out a rolling code, which changes its radio frequency signal constantly to deter interception.

In short, we are so confident of this complex security programme, that we have given it our usual 3-year warranty.

The Nissan multi-point immobilizer system and alarm unit. A hard combination for any thief to beat.

The Nissan 200SX. The secure choice.

Personalize your 200SX.

Part of the joy of owning a 200SX is tailoring it to your own specifications. The 200SX offers a range of practical and luxury options to add that personal touch to an already distinctive luxury car.



Air-conditioning unit.
Powerful air-conditioning system offers even flow of circulated air around the cabin. Tested in safety research, the even flow helps to keep the driver alert during long journeys.



Radio/CD/cassette unit CK 964.
Equipped with:

- RDS-EON
- CD changer management
- Dolby B stereo cassette (Metal/CrO2)
- Computer anti-theft code
- Detachable control panel
- 4x25W output.



CDS changer CV95B.
A compact CD-changer that you can place out of sight in your car boot.
The cartridge will hold 6 CDs (suitable for CD singles).
It features:

- 3-beam laser system
- 8 x oversampling.



2nd DIN cassette storage/ 2nd DIN CD storage.
Keeps the car neat and tidy, blends perfectly with the interior design. Changing CDs and cassettes is much safer for the driver because they are located within easy reach. Red signal shows when a cassette or CD is still in the storage tray.

Every audio product comes with a Nissan three-year warranty.





Nissan anti-theft system — multi-point immobilizer and various optional alarm systems.

Whether you drive a car for purely practical reasons, for pleasure or as a business vehicle, colour plays an important role. So it's important to choose the right colour for your needs. With this in mind, we have made available five vehicle body colours for you to choose from. Pure red and purplish grey present a running image of

The *finer* points of the 200SX.

sportiness and sophistication. Pearl white presents a refreshing image of cleanliness. Dark red and blue – green are professional, practical and mature.

Each colour is finished with the most advanced paint techniques to ensure a deep lustrous appearance. All colours except Pearl White are now coated in new crosslinked type acrylic clearcoat. This ensures that these colours are resistant to damage from car washers, sun, snow and airborne particles.

The Nissan 200SX. A colourful combination of beauty and strength.



Sumptuous leather creates sophisticated top quality appearance and feel.



Elegant, comfortable cloth seat material offers first-class luxury.



Purplish Grey Metallic (LN1)



Dark Red Pearl (AL0)



Pearl White (WK0)



Blue Green Pearl (FN2)



Bright Red (AJ4)

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 ⁻¹ (200 hp/6,400 rpm)	
Maximum torque (EEC)	265 Nm/4,800 min ⁻¹ (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

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



EXTERIOR

Front foglamps	•
Halogen headlamps	•
Headlamp cleaner	o
High-mounted stop lamp	o
Rear fog lamp	•
Body-coloured bumpers	•
Body-coloured chin spoiler	LN1, FN2
Grey chin spoiler	WK0, AJ4, ALO
Body-coloured rear spoiler	•
Body-coloured dual-electrically adjustable heated door-mirrors	•
Tinted glass	•
Sunshade band	•
Spare tyre 205/55 VR16	•
Front and rear mudguards	o
Alloy wheels	•
Remote-release boot/fuel flap	•
Stainless steel exhaust system	•

INTERIOR

Coolant temperature gauge	•
Fuel level gauge	•
Speedometer	•
Trip odometer	•
Tachometer	•
Digital clock	•
Outside temperature meter	•
Indicator lamps:	
• low fuel	•
• brake fluid	•
• battery charge	•
• parking brake	•
• door ajar	•
• oil pressure	•
• airbag	•
• washer fluid level	•
• ABS	•
• engine check	•
• high beam	•
• overdrive off	Automatic
Headlamp-on reminder buzzer	•
Instrument panel lighting dimmer	•
Illuminated cigarette lighter/ashtray	•
3 spoke leather-wrapped steeringwheel	•
Leather-wrapped shift knob	Manual
Door pockets	•
Lockable glovebox	•
Centre console box with lid	•

VISIBILITY

2-speed and variable intermittent front wiper	•
Rear wash/wiper	•
Heated rear window	•
Anti-dazzle rear-view mirror	•
Heated door-mirrors	•

SEATING

Leather seats	o
4-way adjustable front seats	•
Drivers' seat adjustable lumbar support	•
Heated front seats	o
Height adjustable front headrests	•
Fold down rear seat	•
ALR seatbelts	•
Front seatbelt service arm	•

COMFORT

Power steering	•
Tilt steering	•
CFC free air-conditioning	o
Driver's sun visor	•
Passenger's sun visor	•
Electric windows, one touch up/down	•
Central door locking	•
Driver's footrest	•
Interior courtesy light	•
Glove box lamp	•
Luggage compartment light	•
Map lamp	•
Passenger side grip	•

SAFETY AND SECURITY

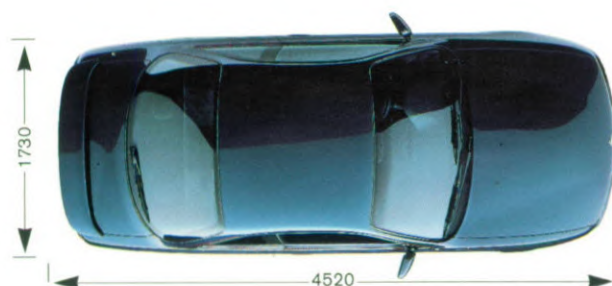
ABS	•
Viscous LSD	•
Driver's airbag	•
Passenger's airbag	o
Front seatbelt pretensioners	•
Head lamp levelizer	•
Door guard bars	•
Multi point immobilizer	o
Ultrasonic alarm	o

AUDIO

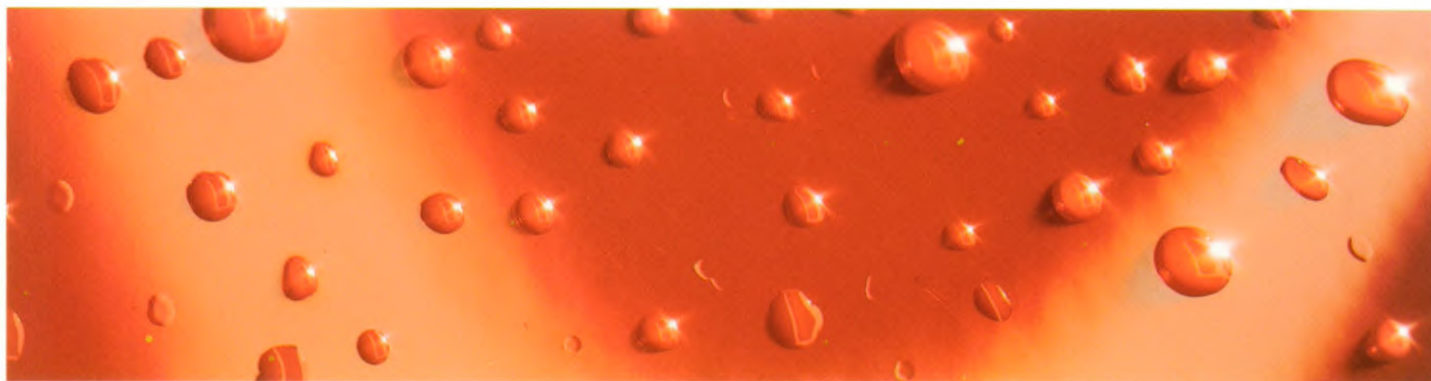
6 speakers	•
Radio/cassette unit	o
Diversity system	•
Power antenna	•

• = standard o = optional

Specifications and options may vary per country.



Nissan's *Pan European Service* programme.



Nissan's commitment to its customers doesn't stop at producing reliable, high quality vehicles. Nissan owners also benefit from an unrivalled Pan European after-sales service. Nissan Europe N.V. has developed the Pan European Service programme so that high quality service is available to any Nissan owner throughout Europe.

24-Hour Assistance service

With the full cooperation of each national distributor in Europe and the dealer network, Nissan can offer every customer a Pan European 24-hour Assistance Service - toll free - for warranty related breakdowns. This service includes: emergency rescue assistance, emergency parts supply, help with car rental and hotel accommodation.

Touring assistance

Should a customer experience a breakdown and the dealer calculates that the repair will take at least six hours, the customer is covered for hotel or rent-a-car expenses under this assistance programme.

• Towing service

If it is impossible to repair the customer's vehicle on the spot, the vehicle will be towed free of charge to the nearest authorised Nissan dealer.

• Car Rental

Every Nissan customer is entitled to a rental car for a maximum of two days.

• Hotel Accommodation

The Nissan dealer will arrange for a single night's accommodation for Nissan customers and their passengers.

Pan Europe Warranty

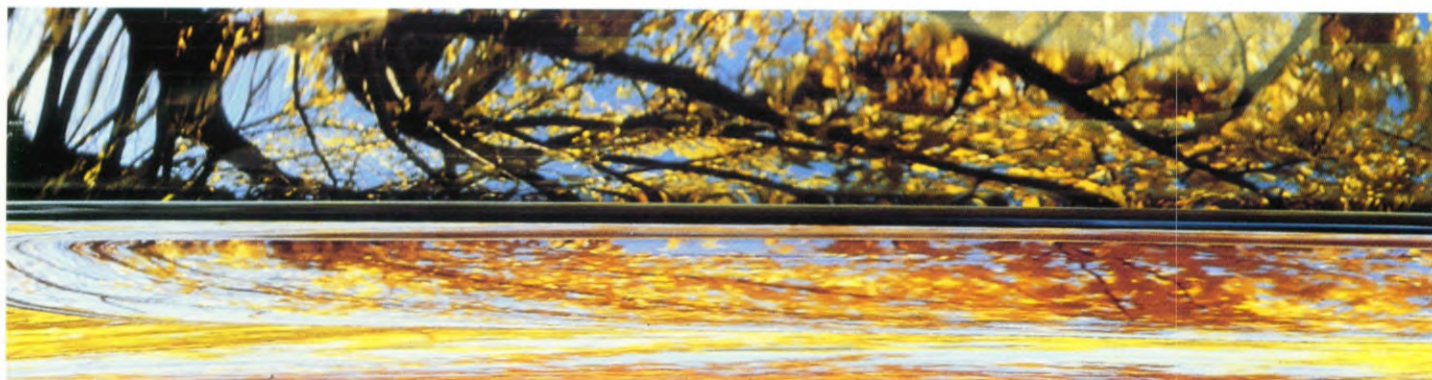
A full 3-year or 100,000 km warranty (whichever comes first) covering materials and labour. This includes new vehicle warranty, powertrain warranty, paint warranty and perforation from corrosion warranty. The new vehicle warranty covers replacement of all parts and components of each new Nissan. Damage to paint is covered for a period of 36 months regardless of mileage driven. Perforation from corrosion is covered by the warranty for a period of 72 months regardless of mileage.



OR 100.000 KM



There's *always* a Nissan that's just right for *you*.



What is it about a car that makes you feel that it's just right for you? That it suits you and your lifestyle perfectly? At Nissan, we believe the perfect choice is the result of satisfying the often extreme needs of our customers with each of our products. We call it harmony out of contradiction. In short, it means that the often conflicting requirements of performance, comfort and styling are brought together without you having to compromise. That's why there's always a Nissan that's just right for you.

To stay in touch with the needs of our customers we use our local network of open and experienced professionals. People with a passion for customer satisfaction, who care about your personal requirements. Their commitment to your satisfaction can be seen in our design, development, production, distribution, sales and after-sales services throughout Europe. Utilising what we see and hear through our local people, we are creating a new range of vehicles. Vehicles that reflect the lifestyle values of quality and individuality emerging in Europe today. Vehicles that respond to the social shift towards responsibility for the environment.

From research and development, through to design and production, we use an underlying philosophy called Kaizen - the art of continuous improvement. This means we go one step further in our thinking and actions — constantly innovating and improving. This can be seen in our new ideas, products and services. Including those coming out of our European Technology Centres in the UK and Belgium, our Design Centre in Germany, our manufacturing facilities in Spain and the UK, plus our Nissan Distribution Service and Nissan Motor Parts Centre in The Netherlands.

On one hand we are a global company — with an extensive network of assembly and manufacturing facilities in 20 countries. On the other hand our local and friendly dealer and distributor network means we always stay in touch. Positioning ourselves close to the market allows us to provide the best possible level of service to our customers.

Close customer relationships, original thinking, superb craftsmanship and Kaizen — it all adds up to a range of automobiles and services that are as individual as the people who use them.



