

1972 Datsun 240Z

2dr Coupe . 6-cyl. 2393cc/151hp 2x1bbl

#1 Concours condition

\$117,000

↗ +18.2%

#2 Excellent condition

\$53,600

↔ 0%

#3 Good condition

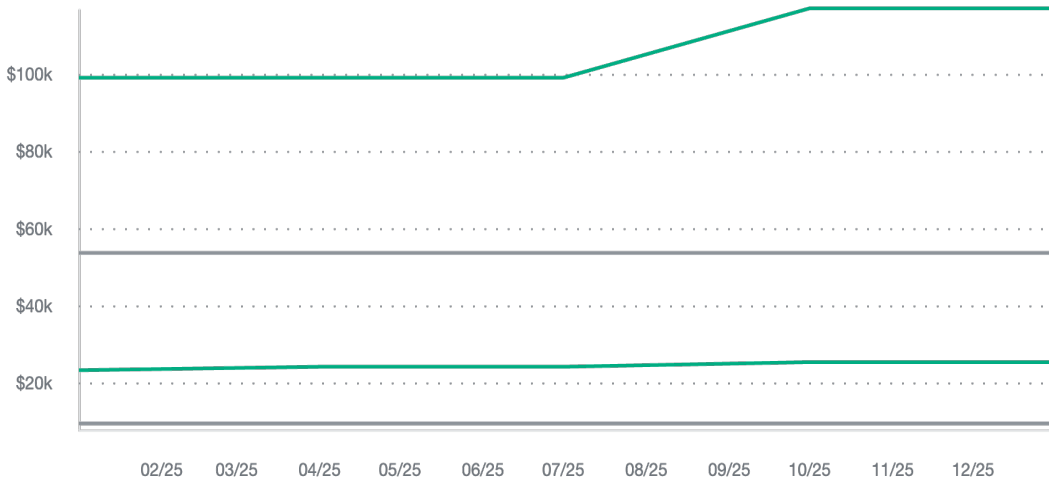
\$25,300*

↗ +9.1%

#4 Fair condition

\$9,400

↔ 0%



NOTE: The chart displays price changes for the last year.

Value adjustments

-15%
for auto
transmission.

Model description

Prior to 1969, the impression most Americans had of Japanese cars mirrored those currently held of Chinese-made toys — mainly cheap junk. In the fall of 1969, the Datsun 240Z changed those opinions instantly and forever. Beautiful (albeit not terribly original) styling combined with a smooth 2.4 liter overhead-cam straight six and independent rear suspension made the Z go and handle as well as it looked. 0-60 in 7.8 seconds and a 125 mph top speed was better than a Porsche 911T and Jaguar E-Type of the day for around half the price. Needless to say, the Z clobbered competition from the likes of Alfa Romeo, Fiat, Opel, Triumph and MG.

Datsun's U.S. manager Yutaka Katayama also made sure that 6-foot-tall Americans could fit in the car as well as 5-foot 4-inch Japanese. Emissions regulations resulted in a slow degradation of performance and drivability after 1972, but this was addressed in 1975 with the introduction of the fuel-injected 280Z. Parts are readily available for classic Z cars, but it's best to look for one in drier parts of the U.S. as rust has claimed a large number of 240Zs.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Body styles2dr Coupe

Engine types6-cyl. 2393cc/151hp 2x1bbl

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.