

1984 Datsun 300ZX 50th Anniversary Turbo

2dr Hatchback • 6-cyl. 2960cc/200hp Turbo EFI

#1 Concours condition

\$58,600

↗ +259.5%

#2 Excellent condition

\$51,100

↗ +308.8%

#3 Good condition

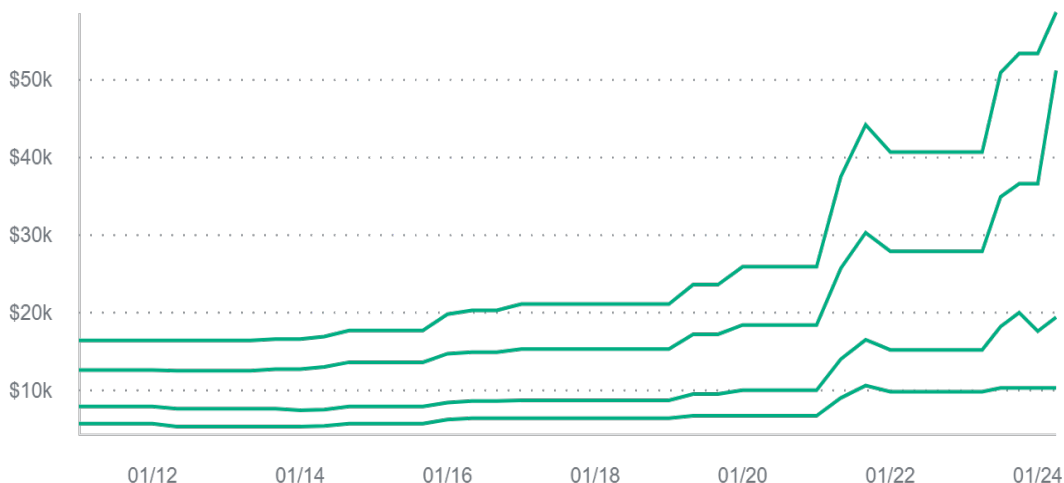
\$19,300*

↗ +147.4%

#4 Fair condition

\$10,200

↗ +82.1%



Value adjustments

-15%
for auto trans.

Model description

Datsun made its reputation with its Z cars, launched in 1970 with the 2.4-liter 240Z sports coupe. The company followed the 240Z with a string of successes, including the 260Z and 280Z. The product line became decidedly more middle-aged at the end of 1978 with the arrival of the GT- and comfort-oriented 280ZX, so Nissan brought the Z car back to a more sporting model with the U.S. introduction of the 300ZX in 1984.

Known internally as the Z31, the initial Nissan 300ZX would run until 1989. From a design standpoint, the car was a modernized interpretation of the 280Z. Whereas the former was an interpretation of lines made famous on the 1960s Jaguar E-type, the 300ZX was wider and squarer, and carried color-coded bumpers, smoked taillights, flat-black louvers and trim, and covered headlights. The car was more sophisticated, too, with full power equipment, a digital dash, and a speech synthesizer used to deliver warning messages to the driver.

The 300ZX was powered by Nissan's first V-6 motor, which displaced 3-liters and developed 180 hp in normally aspirated form. The 1984 300ZX 50th Anniversary Edition was turbocharged, with a silver and black color scheme. Electronic adjustable shocks, speakers in the seats, cruise and radio controls in the steering wheel, mirrored t-tops, embroidered leather seats and floor mats, 16-inch aluminum wheels and modified front and rear fenders completed the package. The only option was an automatic or 5-speed transmission. More than 5,000 were initially produced for the U.S. market.

*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.

Intercooled, turbocharged models debuted in the States in 1985, while the turbocharged Shiro Special debuted in 1988. This limited edition model included pearl white paint, stiffer springs and shocks, heavy-duty sway bars, a unique air dam, color-coded wheels and Recaro seats. It was the fastest car from Japan, capable of 153 mph (as tested by Motor Trend), and 1,002 were produced for the U.S. market.

The 300ZX was redesigned following the 1989 model year, and the Z32 carried the name into the 1990s. Today, interest in the Z31 300ZX is not as great as with its predecessors, which can be good news for buyers—prices remain affordable. The cars have a robust reputation as well, which means there are plenty of quality survivors on the road. On the flip side, their low cost of entry and strong performance means these cars have typically been vigorously driven, and modified cars abound. From either vantage point, however, the Z31 remains an important evolutionary bridge between the pure sporting 240Z and the more sophisticated later Zs.

Body styles

2dr Hatchback

Engine types

6-cyl. 2960cc/200hp Turbo EFI

1984-1989 Nissan 300ZX stats

Highest sale	Lowest sale	Most recent sale	Sales
\$44,100	\$1,900	\$7,150	247

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.

#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.

#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.

#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.