

1976 Datsun 280Z

2dr Coupe · 6-cyl. 2753cc/149hp Bosch L-Jetronic FI

#1 Concours condition

\$77,900

0%

#2 Excellent condition

\$46,200

0%

#3 Good condition

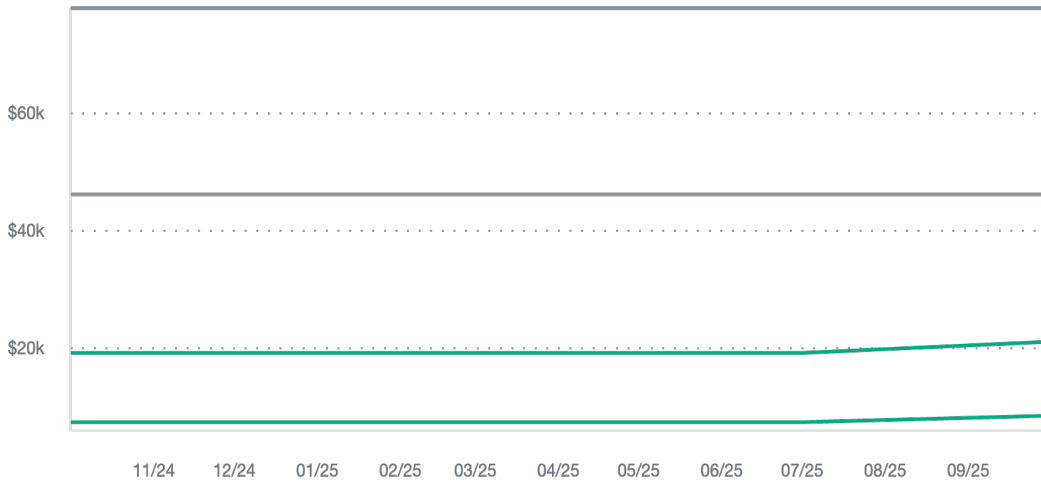
\$21,100*

+9.9%

#4 Fair condition

\$8,500

+14.9%



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

Value adjustments

-15%
for auto trans.

Model description

Datsun's brilliant 240Z was really the car that its designers wanted it to be for just the first two years of its four-year run. By 1972, emission controls had started to affect drivability and by 1973, the Z was not quite the driver's car it had originally been. The carbureted 1974 260Z, (which gave a 200 cc bump in displacement) was only a stopgap solution.

The real solution to emission laws came with the introduction of the fuel injected 280Z in 1975. The addition of a license-built Bosch L-Jetronic injection to the inline six-cylinder engine, plus a displacement increase of 200 cc, returned the Z car to roughly 1970 levels of performance. The 280Z would have performed even better had federal impact bumpers and additional equipment like air conditioning not added weight.

*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.

All things considered, however, the 280Z is much closer to the original 240 than most people realize and it's certainly a more sporting car than the 280ZX of 1979, with which it is often confused. Aside from the big bumpers, the coupe is a direct descendant of the 240Z, with little changed in the interior except for a fully integrated and effective air conditioner which replaced the original Z's dealer installed piece. The electronic fuel injection makes cold starts a snap and offers excellent drivability. A five-speed transmission became available in late 1977 but most 280Zs are four-speeds with the occasional automatic showing up most commonly on the stretched 2+2 model.

The earlier cars might be slightly more desirable with better colors and simpler bumpers, and often carry a slight premium in price. Plastic wheel covers were a carryover from the 240Z and 260Z with 1977 and 1978 cars receiving a nicer design. Factory alloy wheels are rare.

Any Z is a mechanically simple and robust car with good parts availability, and a lot of fun to drive. Bodies that are especially rust-prone are the Z cars Achilles heel, but high production numbers mean that there are still plenty of rust-free examples available. All of these factors help keep Datsun 280Z values in the affordable range, and make the car a great candidate for an entry-level collectible car.

Body styles

2dr 2+2 Coupe

2dr Coupe

Engine types

6-cyl. 2753cc/149hp Bosch L-Jetronic FI

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.