

acceleration was on par with other sports cars of the era, the braking system was prone to fading away completely before a lap could be completed on their test track.

[Nissan](#) gave the 280ZX a facelift in 1982, with revised [NACA ducting](#) in the hood, new alloy wheels (14-inch six-spoke alloys for non-turbo models, and 15-inch four-spoke alloys for turbo models), a revised B-pillar garnish, new pin-stripe style tail-lights, and rubber bumper over-riders replaced the earlier model's chrome and rubber items. The bumpers were now also body coloured and wrapped around further. Interior changes were minor but included new seat trim styling. The 1982 model also was the first to offer the popular voice warning system, which warned the driver when the headlights were left on after the vehicle was turned off, if the parking brake was on while the vehicle was in motion, and many others.

This facelifted model has since come to be called the "Series II" 280ZX.

Power steering became standard equipment with a new rack-and-pinion system, rather than recirculating ball. Changes were made to the rear suspension layout, which also meant the exhaust pipe now exited from the left, rather than right-hand side. The rear brake calipers and rotors were also changed and the drive shafts (half shafts) were upgraded from universal joints to constant velocity joints on certain models.

As in 1981 both turbo and naturally aspirated engines were offered, but non-turbo cars now used the uprated [L20E](#) for the Japanese market or the [L28E](#) for the export market, which on the 2.8 L version, due to increased compression, were rated at 145 hp (108 kW) rather than the earlier engine's 135 hp (101 kW). The naturally aspirated 1982 Datsun 280ZX boasted a 0-60 mph time of 9.1 seconds, 1.2 seconds slower than the Corvette of the same year. The 280ZX Turbo manual had a 0-60 mph time of 7.4 seconds while the automatic managed to turn out 7.1 seconds. That compares to the Aston Martin Volante, which had a 0-60 mph time of 8.9 seconds at almost seven times the cost and the Ferrari 308GTSi which had a 0-60 mph time of 7.9 seconds. The only US-market car in 1982 to beat the Turbo ZX' acceleration figures was the Porsche 911SC, which was considered by most to be an exotic car. This information can be referenced in the *R&T Guide to Sports & GT Cars* (1982).

The (US market only) 280ZX Turbo was offered with a [Borg-Warner T-5](#) 5-speed [manual transmission](#). This was one of the first [Nissan](#) and Japanese car in general which used a non-Japanese transmission; the T-5 was also used in the [GM F-bodies](#) and [Ford Mustang](#) in addition to numerous other American domestic vehicles. The T-5 was only available in 1982 and 1983 after which Nissan USA phased in the use of local automotive components - the 1981 Turbo had only been available with an automatic. Hitherto mainly sold in the US, in the second half of 1983 the 280ZXT Turbo also became available in Germany. It was the fastest, most expensive, and most powerful (with 200 PS or 147 kW) Japanese car offered to that point in Germany.

Spring rates and sway bars were revised, which largely addressed the handling nervousness of the early 280ZX Turbo, and reviews confirmed that the 1982 280ZX Turbo was the most sporting Z-car since the original 240Z of 1970.