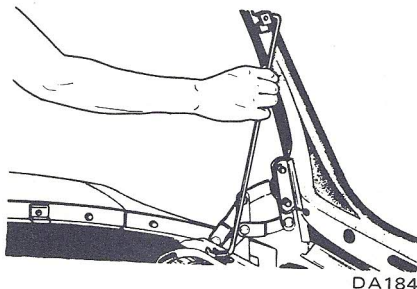
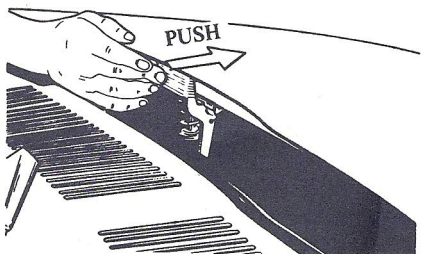
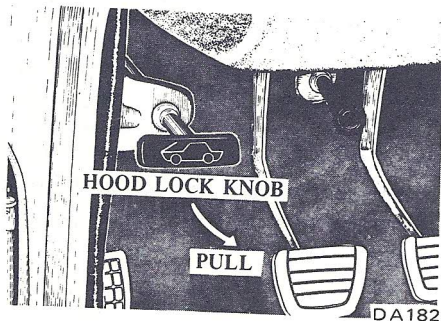


Maintenance

OPENING THE HOOD

Pull the hood lock handle located at the lower area of the instrument panel.

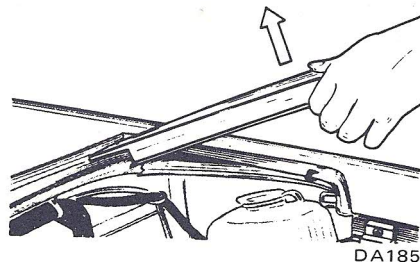
Release safety catch located under the center of the hood and raise the hood and set the hood stay.



OPENING THE INSPECTION LID

To inspect the battery or the windshield washer tank, open the hood and then the inspection lid.

Shut the inspection lid and the hood, in that order when closing.



ROUTINE SERVICE

The following items should be checked daily and/or weekly, or whenever you refuel.

- Engine oil level
- Engine coolant level
- Brake and clutch fluid level
- Windshield washer fluid level
- Battery electrolyte level
- Tire inflation pressures

Engine oil level

The engine oil should be maintained at the correct level. The best time to check it is before operating the engine of as the last step in a refueling stop. This will allow oil accumulated in the engine to drain back into the crankcase.

To make an accurate oil level check;

1. Park the car on a level surface.
2. Remove the dipstick and wipe it clean.
3. Reinsert it all the way into the tube for an accurate reading.
4. Remove the dipstick and check the oil level. It should be between the "H" and "L" marks.
5. After taking the reading, reinsert the dipstick.

If the oil level is at or below the "L" mark, add sufficient oil into the oil filler, located on the cylinder head cover, to raise the level to the "H" mark. Do not overfill.

It is normal to add some oil before oil changes or during the break-in period, depending on the severity of operating condition.

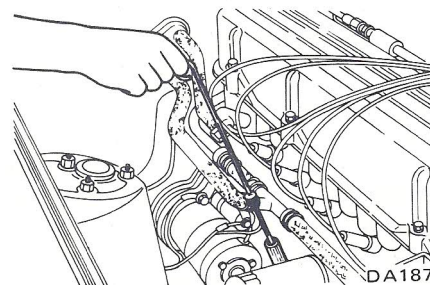
Engine oil capacity:

Oil pan: 4.0 liters

(4 $\frac{1}{4}$ US qt, 3 $\frac{1}{2}$ Imp qt)

Oil filter: 0.7 liter

($\frac{3}{4}$ US qt, $\frac{5}{8}$ Imp qt)



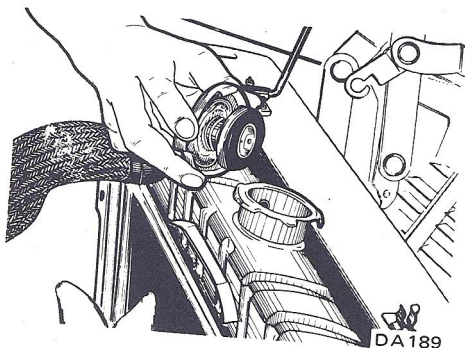
Maintenance

Engine coolant level

Check coolant level in the radiator. When coolant is cold, the level in the radiator should be 25 mm (1 in) below the bottom of the radiator filler cap. The radiator cap, 88 kPa (13 psi) pressure type, are designed to prevent the engine from overheating.

To remove the radiator cap, depress it and turn it counterclockwise until it is disengaged.

Warning: Be careful when removing the radiator cap if the coolant is hot. Turn the cap slowly to relieve internal pressure. It is advisable to cover the cap with a cloth before turning it. If possible, do not remove the radiator cap until the engine has cooled enough to relieve the pressure. Then press downward and rotate the cap until it is fully disengaged.



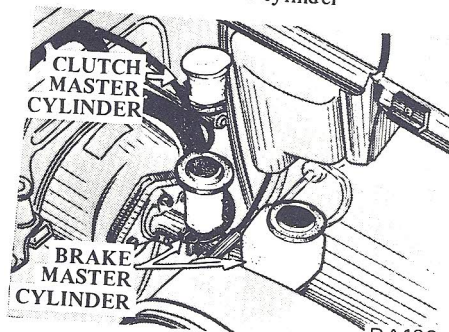
Brake and clutch fluid

To check the fluid level, turn the reservoir cap outer ring counterclockwise and pull it upwards.

Fluid level should be maintained at the level marked on each reservoir. If the fluid level falls considerably below this level, the brake system should be thoroughly checked by your authorized NISSAN/DATSUN dealer.

To install the cap, press it down firmly and turn the outer ring clockwise until it stops.

Brake and clutch master cylinder



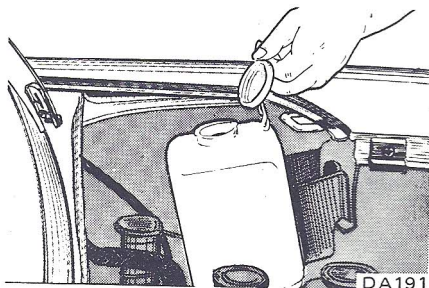
Windshield washer fluid

Check fluid level in the reservoir and add if necessary. Use a windshield washer fluid. Do not operate the washer switch when the reservoir is empty.

Windshield washer tank

Tank capacity: 1.5 liters

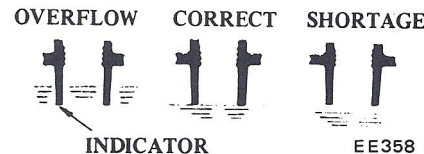
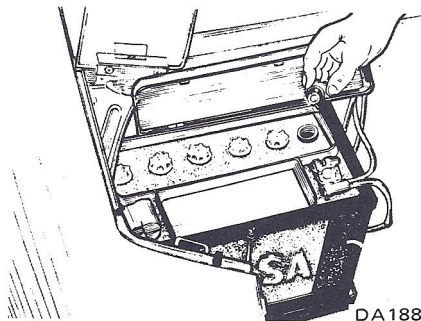
(1 $\frac{5}{8}$ US qt, 1 $\frac{3}{8}$ Imp qt)



Battery electrolyte level

Check the fluid level in each filler. If necessary, add only distilled water to bring the level to the indicator in each filler opening. Do not overfill.

The battery surface should be clean and dry. Periodically apply a small amount of grease to each terminal to prevent corrosion.



Caution: Do not expose the battery to flames or electrical sparks. Hydrogen gas generated by battery action is explosive. Do not allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. If the acid contacts the eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention. In freezing weather, run the engine for a while after adding distilled water, to make sure that the water mixes properly with the fluid. Otherwise the water may freeze and damage the battery.

Maintenance

Tire inflation pressures

Check tire inflation pressures and maintain them at the pressures shown on the tire plate affixed to your car or listed in the following chart. Improper tire pressure can adversely affect tire life, riding comfort and load carrying

capacity. Inflation pressure should be checked frequently.

If you drive at high speeds for long distances, increase tire pressure by the amount shown in the following chart.

Unit: psi (kPa)

RECOMMENDED COLD TIRE INFLATION PRESSURE		
Tire size	For normal speed [under 100 MPH (160 km/h)]	For high speed [over 100 MPH (160 km/h)]
195/70VR14	28 (193)	32 (221)
175HR-14 (with tube)	28 (193)	32 (221)

Each tire has its size, maximum inflation pressure [psi (kPa)] and maximum load [kg (lb)] molded on the outer side wall.

OIL AND FUEL RECOMMENDATION

Fuel recommendation

Your car is designed to operate on a good quality of gasoline with a minimum octane rating of 88, which is rated by the research method.

If "spark knock" occurs, change to the next higher grade of fuel or consult your designated NISSAN/DATSUN dealer.

Using a fuel with too low an octane rating will result in "spark knock". Continuous or excessive "spark knock" may result in engine damage.

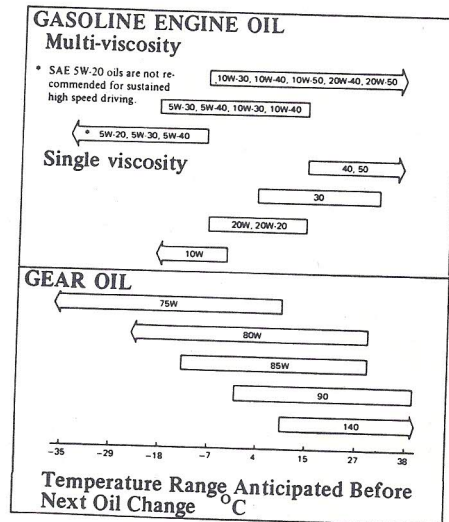
Selection of right lubricant

The selection and use of the proper lubricant does much to increase the life and improve the performance of your car. Under normal conditions the prescribed lubricating intervals listed in the "Maintenance and Lubrication Schedule" should be strictly followed. Under severe or unusual operating conditions, "Periodic Maintenance and Lubrication Schedule" should be strictly followed. Under severe or unusual operating conditions, "Periodic Maintenance and Lubrication Schedule" should be carried out more often. Stop-and-go city driving, driving in extremely hot or cold climates, driving in very dusty areas or on rough roads, driving in rain, or constant high speed driving are considered severe or unusual operating conditions.

The recommended degree of viscosity of lubricant for the engine, transmission, varies with temperature changes. Lubricants provided with the car at the factory are intended for use at temperatures between 0 to 32°C.

In cold season a low viscosity oil provides better lubrication because it flows more easily. In hot season use a high viscosity oil since oil tends to thin out under high operating temperatures. Suitable oils are listed along with SAE number under the heading "Recommended SAE Viscosity Number".

Recommended SAE viscosity number



Maintenance

Recommended lubricants

Item		Specifications	Remarks
Engine oil	Gasoline	SAE Classification SD or SE (MIL-L-2104B)	Refer to Recommended SAE Viscosity Chart
	Transmission and Steering	API GL-4 (MIL-L-2105)	
Gear oil	Differential	API GL-5 (MIL-L-2105B)	
Automatic T/M		Type DEXRON	_____
Multi-purpose grease		N.L.G.I. 2	Lithium soap base
Brake and Clutch fluid		DOT 3 (F.M.V.S.S. No. 116)	F.M.V.S.S.: Federal Motor Vehicle Safety Standard
Antifreeze		_____	Permanent antifreeze (Etylene glycol base)

MINOR MAINTENANCE

The following are the minor checks that you can make periodically. If any deficiencies are found, regarding the need for repairs or replacements, your car should be brought to the attention of your authorized dealer or service station.

Hood lock

Be sure to check the hood closed firmly functioning hood lock mechanism. Lubricate hood lock assembly regularly.

Coat grease to all functioning parts after wiping off any accumulation of dirt on lock parts. Make certain that the lock and release mechanisms operate smoothly several times.

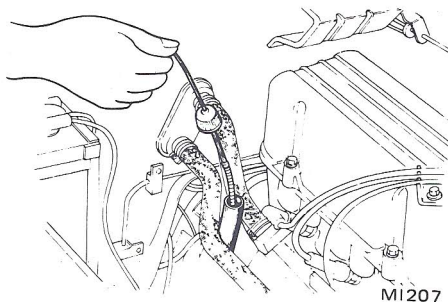
Automatic transmission fluid

Check the fluid level at the intervals recommended in the "Periodic Maintenance and Lubrication Schedule". To make an accurate fluid level check:

1. Drive the car several miles to bring the transmission up to normal operating temperature. (Approximately 70°C)
2. Park the car on a level surface and apply the parking brake.
3. Place the selector lever in park "P" position and leave the engine running.
4. Remove the dipstick and wipe it clean with lint-free cloth.
5. Reinsert the dipstick all the way into the filler pipe.
6. Remove the dipstick and note the reading.

If fluid level is at or below the "L" mark, add sufficient fluid to raise the level to the "H" mark. Do not overfill.

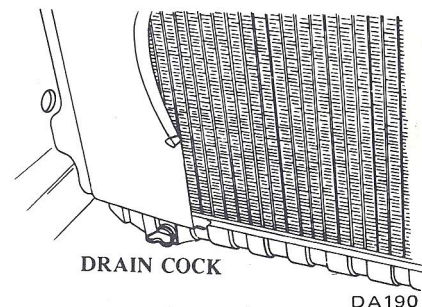
Use the recommended automatic transmission fluid. See the "Recommended Lubricants".



Engine cooling system

The cooling system has been filled at the factory with a solution of permanent anti-freeze coolant (ethylene glycol base) and water for all season protection. This coolant provides protection to -35°C while protecting the engine against corrosion.

Whenever coolant is changed, the cooling system should be flushed and refilled with a permanent anti-freeze coolant. See the instructions attached to the anti-freeze as to the ratio of anti-freeze and water.

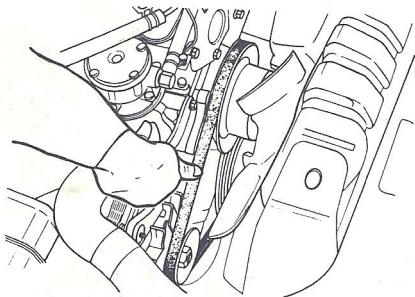


Maintenance

Cooling fan belt

At the recommended intervals, inspect the fan belt for wear, fraying and cracking. If the belt is in poor condition, replace it. Check fan belt tension frequently by applying moderate thumb pressure midway between the alternator and water pump pulley.

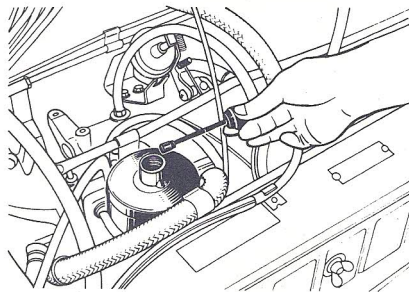
The belt should deflect 8 to 12 mm (0.31 to 0.47 in). Tighten a loose belt by moving the alternator up or down.



Carburetor damper oil

To check damper oil level, remove the oil cap nut and check the oil level marking on the two grooves. If the oil level drops below the lower line, add oil (Use SAE, MS #20 or 10W-30 for damper oil. Do not use SAE #30 or higher weight oil.).

Oil volume is 3 cm³ (0.18 cu in).



Air cleaner element

The coated paper element need not be cleaned.

Change the element periodically, as shown in the "Periodic Maintenance and Lubrication Schedule". Operation under dusty conditions may require a more frequent element change.

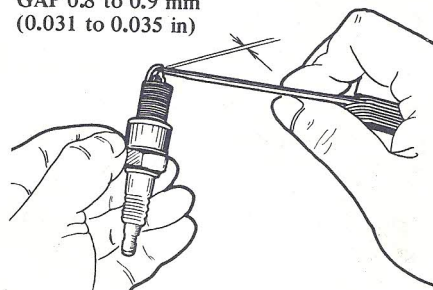
Spark plugs

Remove spark plugs and inspect deposits and the degree of electrode erosion to ascertain the condition of combustion. Light brown or grey deposits on firing tips indicate good combustion.

After cleaning carefully, adjust the spark plug gap. Gap should be 0.8 to 0.9 mm (0.031 to 0.035 in).

Note: A label is attached to the rocker cover if your engine is equipped with resistor built-in type spark plugs. Whenever spark plugs are replaced, make sure that they are of the same type and rating.

GAP 0.8 to 0.9 mm
(0.031 to 0.035 in)



Engine oil and oil filter

The engine oil and the oil filter should be changed every scheduled maintenance period as shown in the "Periodic Maintenance and Lubrication Schedule".

Proper oil filtration is just as essential as use of good engine oil.

Engine oil

To drain, remove the drain plug at the bottom of the oil pan, while the oil is hot. After completely draining, refill the drain plug and refill with new oil from the filler cap.

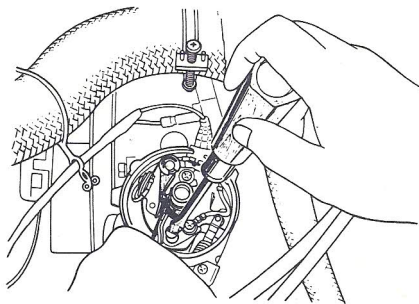
Oil filter

The oil filter is a cartridge type. The oil filter element and filter body are caulked together. They should be replaced as a unit. When fitting a new one, tighten them by hand.

Distributor breaker point

Breaker point gap should be inspected regularly.

Be sure that the contact surfaces are clean and not so burned that they must be replaced. The correct gap of 0.45 to 0.55 mm (0.0177 to 0.0217 in) should be checked with a feeler gauge.



Windshield wiper blades

Check the wiper blades for operation and cleanliness. If the wiper blades do not wipe the windshield clean after the blades and windshield have been wiped off with a cloth, replace the blades.

To adjust the washer spray, move the nozzles toward the center of each half of the windshield.

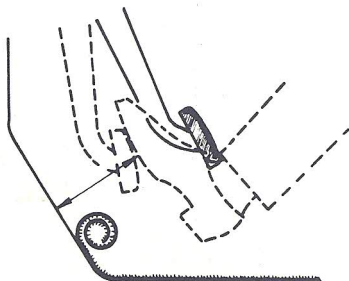
Maintenance

Brake pedal

When the brake pedal is fully depressed, the distance between the upper surface of the pedal pad and floor board should be 92 mm (3.62 in) or more.

When this distance approaches the prescribed limit value, have the brake adjusted by your authorized NISSAN/DATSUN dealer.

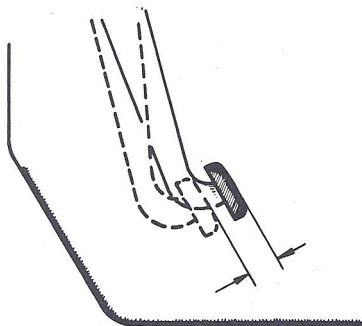
If the distance should abruptly be shortened, there is something wrong with the brake system. Stop driving your car immediately.



MI347

Clutch pedal

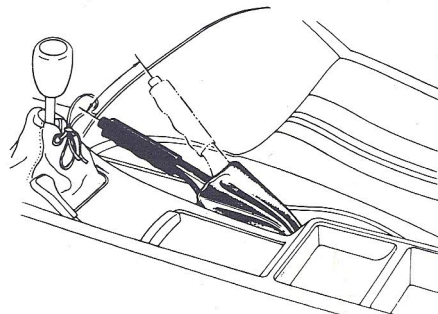
The clutch pedal should not encounter resistance during the first 6 to 12 mm (0.24 to 0.47 in) stroke. Resistance should then be felt by the foot riding on the clutch pedal. If the pedal stroke is out of order, have the clutch adjusted by your authorized NISSAN/DATSUN dealer.



MI348

Parking brake

Engage the parking brake firmly from the completely released position. When the stroke of the brake lever is 200 mm (7.87 in), the parking brake is in good condition. If the stroke is excessive, have the parking brake adjusted by your authorized NISSAN/DATSUN dealer.

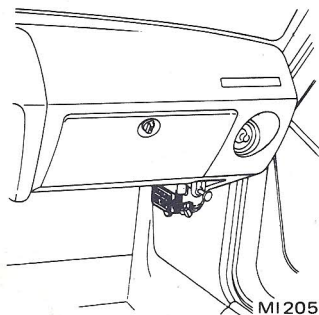


MI306

Fuse

Fuses are located on the dash side inside the car compartment.

If fuse needs to be replaced, refer to the specifications listed on the fuse box cover.



MI 205

Bulb replacement

The following procedure should be used in replacing all bulbs. If the new bulb does not come on, get your NISSAN/DATSUN dealer to check it.

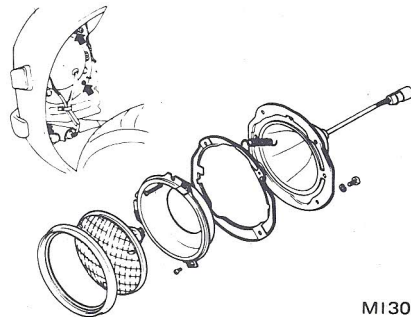
Headlight

(Sealed beam type)

To replace this unit, follow the procedure below:

1. Disconnect connector behind front fender panel.
2. Remove four screws retaining headlamp housing to fender panel. These screws can be removed through wheel opening of front fender panel.
3. Remove headlamp assembly from body. Then, remove headlamp retaining ring by loosening three screws. Retaining ring can be taken out by rotating clockwise.

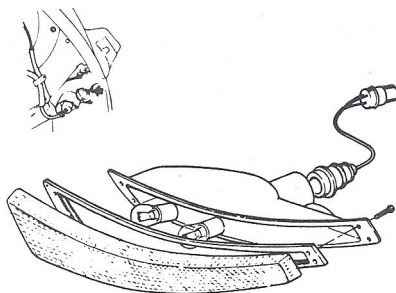
Note: Be careful not to disturb aiming adjusting screws.



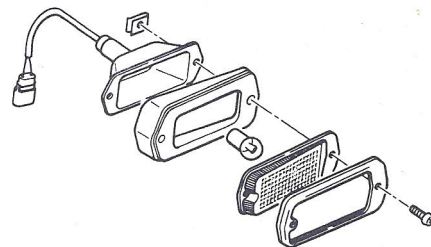
MI 307

4. Remove headlamp beam from housing, and disconnect connector. Headlamp beam can then be taken out.
5. The new bulb should be installed in the reverse sequence of removal. When aiming adjustment is necessary, see your NISSAN/DATSUN dealer.

Maintenance



FRONT



MI311

Front combination lamp

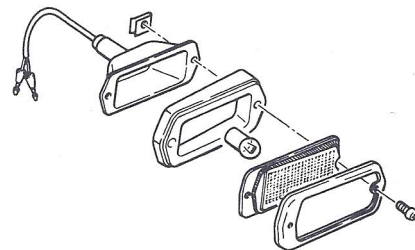
1. Disconnect connector behind lamp.
2. Twist socket and remove bulb with socket from back of lamp body.
3. Push in on bulb, twist it counter-clockwise, and remove it from socket.
4. Insert new bulb into socket, press it inward and rotate it clockwise. Make sure that bulb is locked in socket.
5. Install socket with bulb in lamp body.

MI309

Side flasher lamp

1. Remove two lens retaining screws.
2. Remove lens from lamp body.
3. Push in on bulb, twist it counter-clockwise and remove from socket.
4. Insert new bulb into socket, press it inward and rotate it clockwise. Make sure that bulb is locked in socket.
5. Install lens in the reverse sequence of removal.

REAR

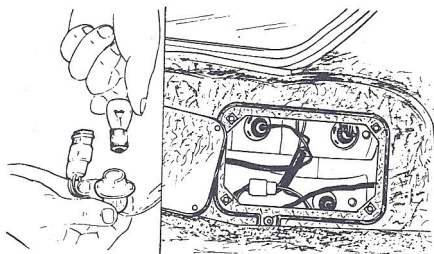


MI312

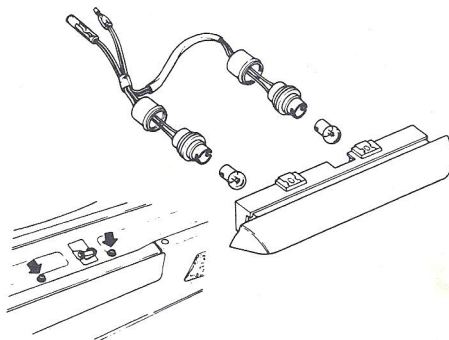
Rear combination lamp

To replace the bulb, remove the trim cover (four screws) from inside baggage compartment.

Then remove bulb from the socket.



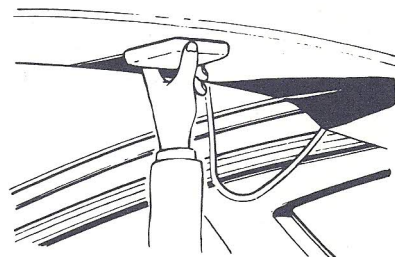
MI206



MI313

Interior lamp

1. Remove interior lamp assembly from roof. Interior lamp is retained by its spring back.
2. Pulling lamp body out a little, disconnect three connectors on its back.
3. Remove bulb from lamp body through the hole in its back.
4. Install new bulb in the reverse sequence of removal.



MI299

License lamp

1. Remove two screws retaining lamp body to rear panel and take out lamp body.
2. Twist socket counterclockwise and remove socket, with bulb, from lamp body.
3. Push in on bulb and twist it counterclockwise. Bulb can then be easily removed from socket.
4. Install new bulb in the reverse sequence of removal.

Maintenance

Bulb specifications

	Specification
Headlight unit	12V-50/40W
Front turn signal light	12V-21W
Clearance light	12V-5W
Front side flasher light	12V-10W
License plate light	12V-10W
Rear combination light	
Tail light	12V-5W
Stop light	12V-21W
Turn signal light	12V-21W
Back-up light	12V-21W
Engine compartment inspection lamp	12V-8W
Meter illumination lamp	12V-3.4W
Clock illumination lamp	12V-3.4W
Main beam indicator light	12V-3.4W
Brake warning light	12V-3.4W
Turn signal indicator light	12V-3.4W
Glove box lamp	12V-3.4W
Hazard illumination lamp	12V-1.4W
Rear defogger indicator lamp	12V-1.4W
Choke warning lamp	12V-1.4W
Cigar lighter illumination lamp	12V-1.7W
Radio illumination lamp	12V-2.5W
Charge warning lamp	12V-3.4W
Interior lamp	12V-10W
Map lamp	12V-5W

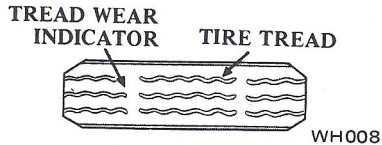
WHEEL AND TIRE

Performance, ride and handling qualities of any car are greatly influenced by tire condition and pressure. Tire pressure lower than recommended will reduce tire life and ride qualities.

Pressures above those recommended affect the life and ride of the car adversely, because "hard" tires tend to magnify, rather than absorb, road shocks and are more vulnerable to damage from depressions or blunt objects on the road.

Tire care

Tires have tread wear indicators in the surface. When the indicators appear, the tire should be replaced. When replacing tires or wheels, use the standard or optional tire sizes and types recommended on the tire plates affixed to the car. Tires and wheels other than those recommended can adversely affect the ride, handling, ground clearance, body-to-tire clearance, and speedometer calibration.



All tires and wheels on the car must be of the same size, type and load carrying capacity. For your safety, radial, belted or conventional type tires must not be mixed.

If you use snow-tires on your car, they must be of size and type equal to the other tires on the car.

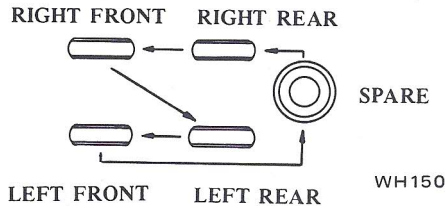
Caution: Do not use tire chains on the 260Z model equipped with 195/70VR14 tires.

Tire rotation

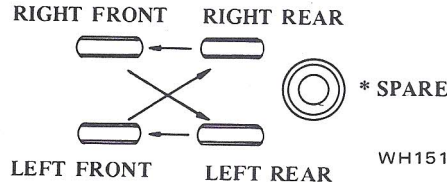
The following tire rotation systems are recommended.

– Bias & Bias belted tires –

- All the tires including the spare tire are of the same type.

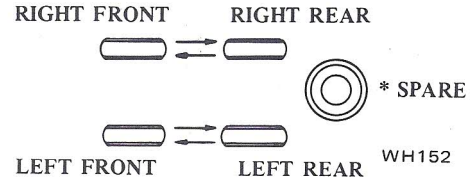


- If the spare tire is a different brand from 4 tires on the car.



- * The spare tire should be used in an emergency only.

– Radial ply tires –



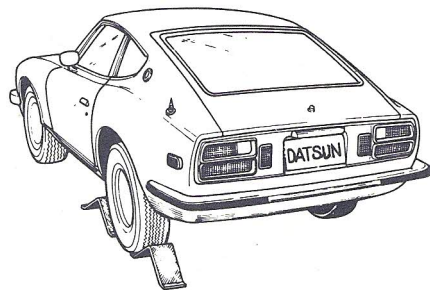
- * Regardless of tire brand the spare tire should be used in an emergency only.

As to the tire rotation interval, refer to “Periodic Maintenance and Lubrication Schedule”.

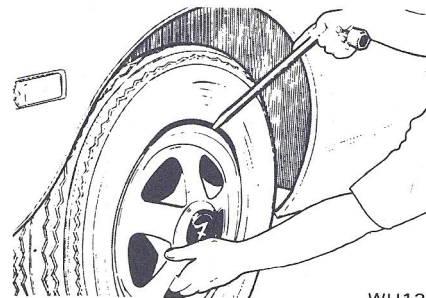
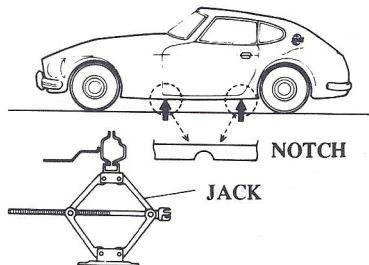
Maintenance

Changing wheel

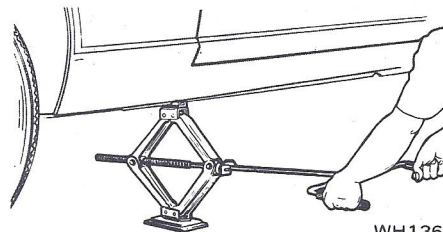
1. To change a wheel, first apply the parking brakes. Block the rear wheel opposite to the wheel to be changed using the wheel chock.
2. Place the jack under the jack-up point. There are four jack-up point at the floor panel as shown below.
3. Using the wheel nut wrench, take off the wheel cap and loosen the wheel nut about one half turn.
4. Raise the car until the wheel clears the ground, and remove the wheel nuts, and replace the wheel.
5. Tighten the wheel nuts alternately and evenly by turning them clockwise.
6. Lower the car until the wheel touches the ground, and then again tighten the wheel nuts.



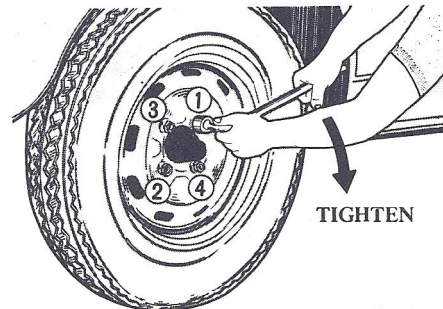
Jack-up points



WH135



WH136



WH137

Caution: Never get under the car while it is supported only by the jack.

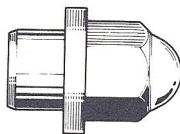
Always use safety stands to support body frame when you have to get beneath the car.

Care of aluminum wheels

- Wash the wheels while washing the rest of the car to maintain their appearance.
- Clean the inner side of the wheels each time one is changed or the underside of the car is washed.

Caution:

1. Do not use abrasive cleaners when washing the wheels.
2. Inspect wheel rims regularly for dents or rusts, which cause loss in pressure and damage tire bead.
3. Consider the application of car wax to protect against salt chloride used during the winter.
4. The wheel nut tightening torque is 78 to 88 N·m (58 to 65 ft-lb).
5. Use the wheel nut for exclusive use in aluminum wheels.



FOR ALUMINUM
WHEELS ONLY



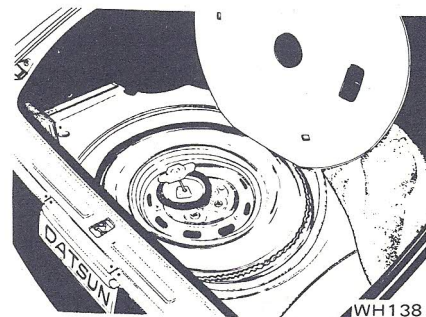
FOR STEEL
WHEELS ONLY

WH178

Spare tire and tool/jack stowage

Spare wheel

The spare wheel is located in the luggage compartment. Take off the rubber mat and cover board, then release the spare wheel clamp.



WH138

Maintenance

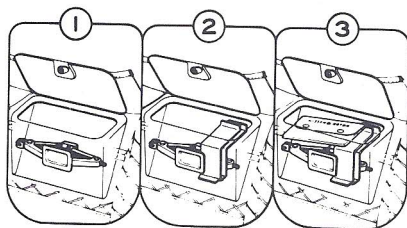
Tools

260Z model

The tools are installed in the tool box at the front of the rear floor. Open the tool cover board, then take out the tools.

To eliminate the possibility of the jack and wheel chocks rattling while the car is moving, stow them properly.

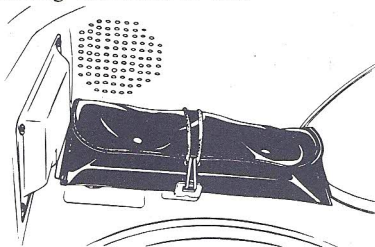
Jack and wheel chocks stowage instructions are outlined on the label on the tool box cover.



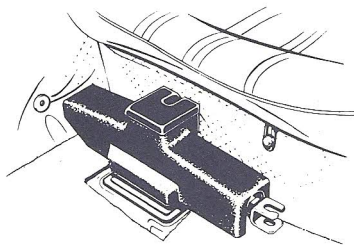
WH139

260Z 2+2 model

The tool bag is stowed under the left rear mat and secured with a rubber strap. The tire stopper is of a folding design which should be kept inside the tool bag when not in use.



The jack should be stowed in front of the left rear seat with the cover on. It can be taken out by turning the jack handle counterclockwise and pushing the jack head down.



CLEANING YOUR CAR

The finish and upholstery on your car continually receives abuse from industrial fumes, dirt, mud, road salt, etc.

Yet your car will always look well-cared for if you follow these helpful hints on car care.

The best way to preserve the finish and maintain its original beauty is to keep it clean.

The longer dirt is left on the surface, the greater the probability of some damage to the finish.

In areas where excessive road salt is used, the car should be cleaned more often to protect the finish.

Washing your car

Spray water over the car to remove loose dirt.

Clean with a soft bristle brush and soap and water solution.

Rinse well. Wipe with a chamois to keep from water-spotting.

Removing spots

Remove spots from the painted surface as soon as possible to prevent staining.

Tar or road oil

Remove tar or oil immediately as permanent staining may result.

Use a tar and road oil remover. If you do not have a remover, use kerosene. Then wash with a soap and water solution. Wax to preserve the finish.

Insects or tree sap

Remove with a soap and water solution.

Waxing

Apply liquid wax or paste wax to obtain a long-lasting durable finish.

Wax at periodic intervals, depending on the environment where your car is used.

Leatherette and interior trim

Wipe leatherette and interior trim clean with a damp or wet cloth or use a recommended cleaner.

Caution: Make sure the cleaner selected is not harmful to the material.

Carpet

Clean with a vacuum cleaner or hard brush.

Stains should be removed with a soap and water solution or a spot remover.

Wipe with a damp clean cloth from outside of stain toward center.

Maintenance

PERIODIC MAINTENANCE AND LUBRICATION SCHEDULE

Before delivery of your new car, your Dealer provides a pre-delivery inspection and adjustment service specified by the factory and designed to ensure satisfactory performance.

The following tables list the servicing required to keep your car operating at peak mechanical condition, and should be attended to as indicated, and preferably by an authorized NISSAN/DATSUN dealers.

UNDER HOOD MAINTENANCE

MAINTENANCE OPERATION Periodic maintenance should be performed at number of kilometers or months whichever comes first	MAINTENANCE INTERVAL										
	Number of kilometers in thousands					Number of months					
	1	10	20	30	40	50	60	70	80	90	100
Check battery terminals, fluids & specific gravity (2)	X	X	X	X	X	X	X	X	X	X	X
Check condition of cooling & fuel systems & Master-Vac hoses	X	X	X	X	X	X	X	X	X	X	X
Check level of fluid in brake & clutch master cylinders, engine, carburetor damper, steering gear, windshield washer, radiator & automatic transmission	X	X	X	X	X	X	X	X	X	X	X
Check air conditioning system hoses, connections & refrigerant leaks	X	X	X	X	X	X	X	X	X	X	X
Change brake fluid (with disc brake)			X		X		X		X		X
Change brake fluid (only drum brake)					X				X		

NOTE: (2) More frequent maintenance if under drive in areas using road salt or other corrosive materials

UNDER VEHICLE MAINTENANCE

MAINTENANCE OPERATION Periodic maintenance should be performed at number of kilometers or months whichever comes first	MAINTENANCE INTERVAL										
	Number of kilometers in thousands					Number of months					
	1	10	20	30	40	50	60	70	80	90	100
Check brake, clutch, fuel & exhaust systems for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.	X	X	X	X	X	X	X	X	X	X	X
Check level of oil in manual transmission & differential gear		X	X	X	X		X	X	X	X	X
Check steering gear box & linkage, suspension parts & propeller shaft for damaged, loose & missing parts	X					X					X
Grease steering linkage & front suspension ball joints	X	X	X	X	X	X	X	X	X	X	X
Grease rear axle drive shaft joints						X					X
						X					X

Check: Check, correct-replace if necessary

OUTSIDE AND INSIDE MAINTENANCE

MAINTENANCE OPERATION Periodic maintenance should be performed at number of kilometers or months whichever comes first	MAINTENANCE INTERVAL											
	Number of kilometers in thousands											
	1	10	20	30	40	50	60	70	80	90	100	
Number of months	1	6	12	18	24	30	36	42	48	54	60	
Check tire pressure and condition	X	X	X	X	X	X	X	X	X	X	X	X
Check headlight aiming & function of lamps		X	X	X	X	X	X	X	X	X	X	X
Check wheel alignment If necessary, rotate and balance wheels			X		X		X		X		X	
Check disc brake pads & other internal brake components for wear, deterioration & leaks (2)		X	X	X	X	X	X	X	X	X	X	X
Check brake drums, linings & other internal brake components for wear, deterioration & leaks (2)			X		X		X		X		X	
Repack front wheel bearing grease					X				X			
Check clutch & brake pedals & adjust if necessary (where adjustable) Check parking brake stroke	X	X	X	X	X	X	X	X	X	X	X	X
Check steering wheel for play		X	X	X	X	X	X	X	X	X	X	X
Lubricate locks, hinges & hood latch (2)		X	X	X	X	X	X	X	X	X	X	X
Check windshield wiper blades		X	X	X	X	X	X	X	X	X	X	X
Check seat belts, buckles, retractors, anchors, & adjuster		X	X	X	X	X	X	X	X	X	X	X

NOTE: (2) More frequent maintenance if under drive in areas using road salt or other corrosive materials

ROAD TEST

MAINTENANCE OPERATION Periodic maintenance should be performed at number of kilometers or months whichever comes first	MAINTENANCE INTERVAL											
	Number of kilometers in thousands											
	1	10	20	30	40	50	60	70	80	90	100	
Number of months	1	6	12	18	24	30	36	42	48	54	60	
Check foot brake, Master-Vac & NP-valve for operation Check others for condition	X	X	X	X	X	X	X	X	X	X	X	X

Emission Control Systems

FOREWORD

The control of automotive air pollution largely depends upon the development of effective emission control systems. To meet this demand, NISSAN has been making consistent and continuous efforts towards the further development of such devices.

Your DATSUN is equipped with emission control devices which are designed and built to provide emission performance levels required by Australian Design Rules.

In some States owners may be subject to penalties for any modifications made to the emission control systems after delivery.

MAINTENANCE RECOMMENDATION

Please make your contribution to clean air in our environment by operating the car within the prescribed passenger and load limits and by maintaining the emission control system in accordance with our recommendations.

To maintain the original quality built into the emission control system we recommend that the system be maintained by your DATSUN Dealer who uses only Genuine NISSAN Replacement Parts.

The use of other parts which may be inferior to Genuine NISSAN Parts could lead to a reduction in the effect of the system.

EMISSION CONTROL SYSTEMS

In any automotive engine, some of the fuel forms carbon monoxide and hydrocarbons in the process of burning.

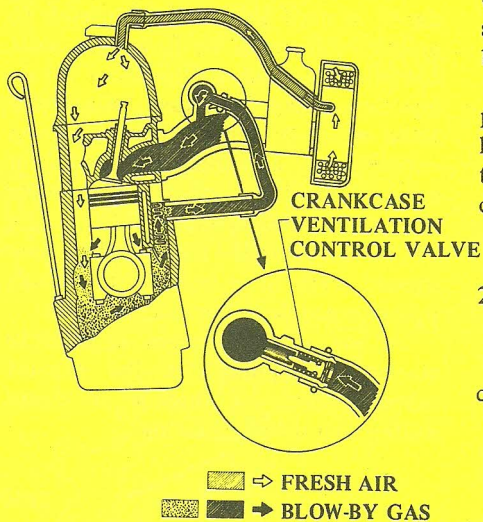
These harmful gases are discharged into the atmosphere through the exhaust system or engine crankcase.

Hydrocarbons, at the same time, evaporate from the fuel tank and carburetor. Further, nitrogen oxides are also produced in the process of burning in the combustion chamber.

Hydrocarbons and nitrogen oxides when exposed to sunlight under certain conditions, have an effect on other gases, and produce photochemical smog. Carbon monoxide is toxic when highly concentrated in air. Your DATSUN is equipped with emission control systems which are designed to prevent undesirable gases from entering the atmosphere.

These systems are as outlined below:

1. CRANKCASE EMISSION CONTROL SYSTEM



Emission Control Systems

This system is designed to send blow-by gases back to the combustion chamber for reburning, and at the same time to send filtered air into the crankcase for ventilation. Thus, this system serves to prevent the emission of blow-by gases into the atmosphere.

The functioning of this system depends upon the positive crankcase ventilation (P.C.V.) control valve which returns blow-by gases to the combustion chamber.

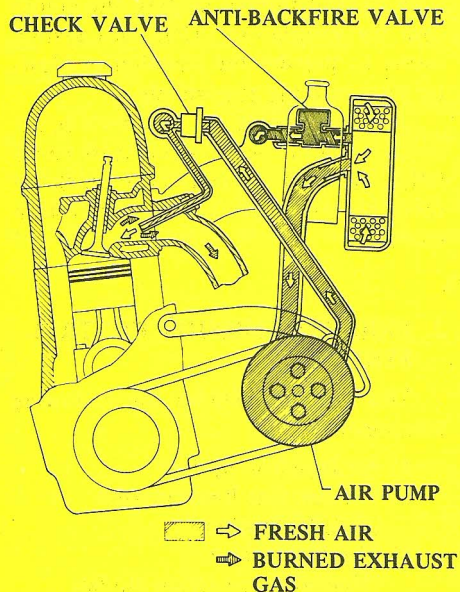
2. EXHAUST EMISSION CONTROL SYSTEM

This system includes the following components:

- 1) Air Injection System
- 2) Exhaust Gas Recirculation (E.G.R.) System
- 3) Throttle Opener
(Manual transmission models only)
- 4) Automatic Temperature Control Air Cleaner

Emission Control Systems

1) Air Injection System



The air injection pump receives clean air through a hose connected to a fitting attached beneath the carburetor air cleaner.

This rotary vane type pump is designed to draw air in and compress it to produce maximum air flow with quiet operation. A fresh air line from the air injection pump is routed to a check valve, which prevents exhaust gas from entering the air pump in the event exhaust manifold pressure is greater than air injection pressure, or in the case of an inoperative pump. The compressed fresh air is injected through an injection nozzle to the exhaust ports.

An anti-backfire valve is used to eliminate "popping" in the exhaust system when the throttle is closed during high speed "coasting".

2) Exhaust Gas Recirculation (E.G.R.) System

The purpose of the E.G.R. system is to direct the burnt gas to the intake manifold so that they re-enter the engine combustion chambers.

This reduces the combustion temperature, thus reducing "NOx" emission.

In operation, exhaust gas from the exhaust manifold goes through the E.G.R. tube to the rear end of the balance tube. From there it is routed to the E.G.R. control valve.

The E.G.R. control valve meters the gas and sends it through a passage into the balance tube at its center. It is then distributed to the front and rear intake manifolds.

The gas is cooled by the engine coolant as it passes through the balance tube.

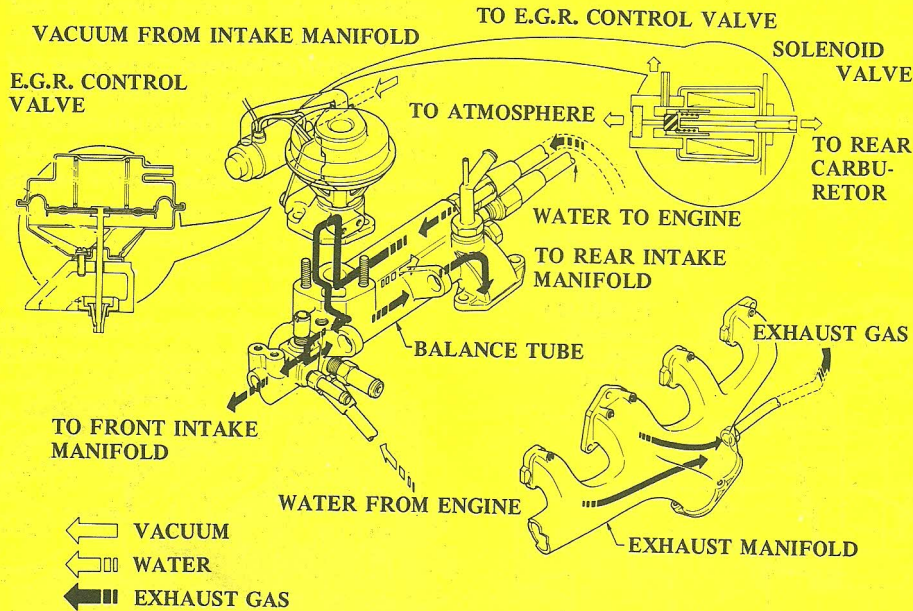
The solenoid valve and water temperature switch inactivate the system when the engine coolant temperature is low, providing good driveability and easy starting while engine is cold.

Emission Control Systems

3) Throttle Opener (Manual transmission models only)

The function of the throttle opener is to open the throttle valve of the carburetor slightly under car coasting conditions. During deceleration, manifold vacuum rises and the quantity of mixture in the combustion chamber is not sufficient for normal combustion to continue. Thus, a great amount of unburned hydrocarbons are emitted. The carburetor equipped with the throttle opener supplies the combustion chamber with an adequate charge of combustible mixture to maintain proper combustion during deceleration, resulting in a remarkable reduction in hydrocarbon emission.

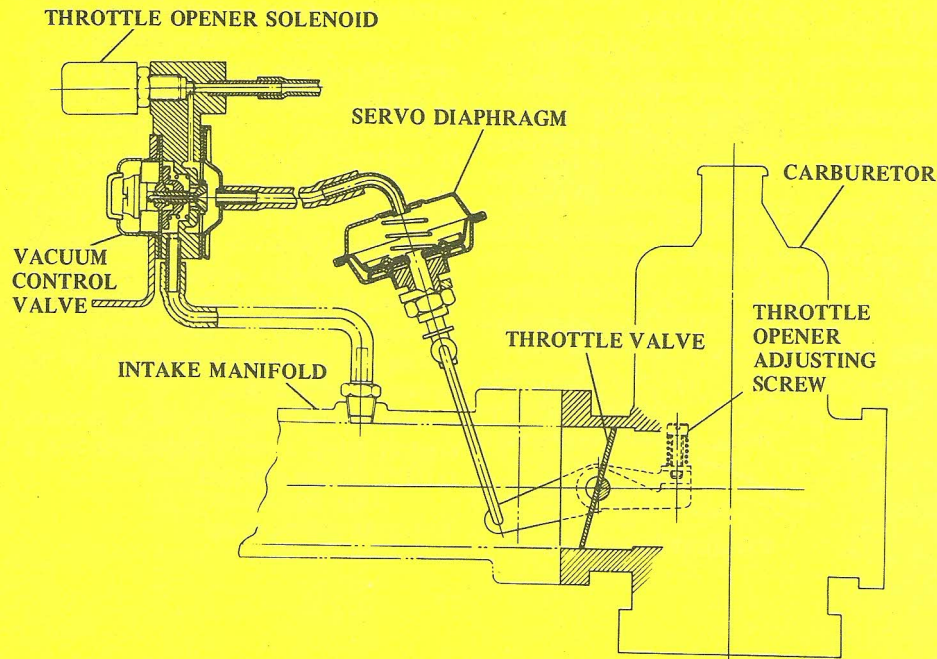
This system consists of a vacuum control valve, a servo diaphragm and a throttle opener solenoid.



Emission Control Systems

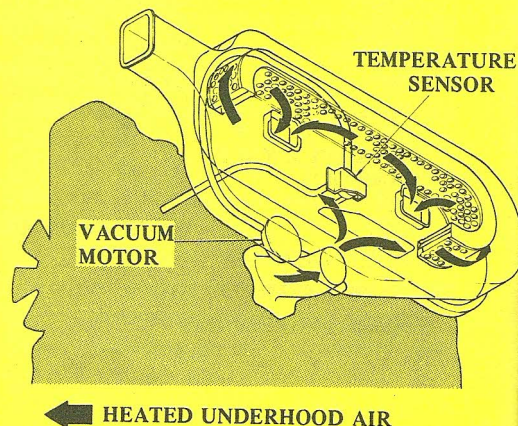
The throttle opener solenoid slows down the speed of the engine to smooth idling speed.

Another important feature is the speed detector.



4) Automatic Temperature Control Air Cleaner

This device maintains steady the temperature of the air coming into the carburetor, and thereby allows a lean gasoline to air mixture ratio to reduce the quantity of harmful components of exhaust gases. This air cleaner is composed of two built in elements; one of them is a temperature sensor for detecting the temperature, and the other a vacuum motor for controlling the flow of the heated air into the carburetor.



3. EVAPORATIVE EMISSION CONTROL SYSTEM

The evaporative emission control system prevents evaporative gases in the fuel tank from entering the atmosphere.

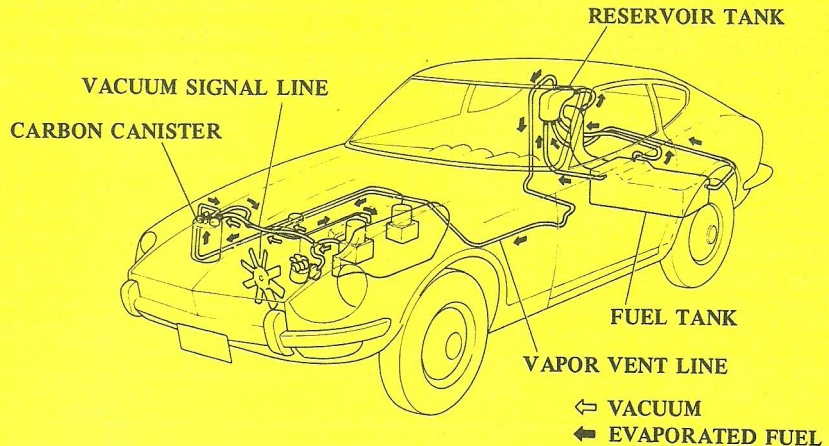
When the engine is off, the evaporative gases are absorbed by the activated carbon inside a carbon canister.

When the engine is running, they pass through the purge control valve installed on the carbon canister and are sucked into the balance tube attached to the intake manifold.

A filter which is vented to the atmosphere is located on the bottom of the carbon canister. When the evaporative gases inside the carbon canister are sucked into the balance tube, air is sucked through the filter element and then passes through the activated carbon.

This intake of air cleans the activated carbon and prevents the fuel tank from being decompressed. When the vacuum

pressure in the fuel tank is too high, air passes through the vacuum relief valve in the fuel filler cap.



Emission Control Systems

EMISSION CONTROL MAINTENANCE SCHEDULE

MAINTENANCE OPERATION Periodic maintenance should be performed at number of kilometers or months whichever comes first	Number of kilometers in thousands	MAINTENANCE INTERVAL										
		1	10	20	30	40	50	60	70	80	90	100
	Number of months	1	6	12	18	24	30	36	42	48	54	60
Adjust intake & exhaust valve clearances		X		X		X		X		X		X
Check & adjust drive belts for cracks, fraying, wear & tension	Adjust	X										
	Check		X	X	X	X	X	X	X	X	X	X
Adjust cylinder head bolts, manifold nuts & carburetor securing nuts		X										
Change engine oil		X	Change every 5,000 km									
Replace engine oil filter		X	X	X	X	X	X	X	X	X	X	X
Change engine coolant (ethylene glycol base)	(3)					X				X		
Check engine for coolant, oil & fuel leaks	(2)	X	X	X	X	X	X	X	X	X	X	X
Check vacuum fitting hoses & connections				X		X		X		X		X
Check SU-carburetor damper oil level, top up if necessary (S30 only)		X	Check every 5,000 km									
Check & adjust carburetor idle rpm & mixture ratio		X	X	X	X	X	X	X	X	X	X	X
Adjust choke mechanism (choke plate & linkage)		X		X		X		X		X		X
Inspect throttle opener (manual transmission models only)		X		X		X		X		X		X
Replace fuel filter	(1)					X				X		
Inspect fuel lines (hoses, piping, connections, etc.)		X				X				X		
Replace air cleaner filter (viscous paper type)	(1)					X				X		
Check automatic temperature control air cleaner (S30 only)				X		X		X		X		X
Adjust ignition timing		X	X	X	X	X	X	X	X	X	X	X
Check distributor cap, rotor & condenser			X	X	X	X	X	X	X	X	X	X
Replace distributor breaker point				X		X		X		X		X
Check & replace spark plugs	Check		X		X		X		X		X	
	Replace			X		X		X		X		X
Check ignition wiring						X				X		
Check & replace P.C.V. valve	Check (1)			X				X				X
	Replace					X				X		
Check ventilation hoses				X		X		X		X		X
Check exhaust gas recirculation (E.G.R.) control system				X		X		X		X		X
Check vapor lines (hoses, connections, etc.) & fuel vapor control valve				X		X		X		X		X
Check fuel tank vacuum relief valve		X				X				X		
Replace carbon canister filter						X				X		

- NOTES: (1) More frequent maintenance if under dusty driving conditions
 (2) More frequent maintenance if under drive in areas using road salt or other corrosive materials
 (3) Or every 24 months

Check: Check, correct-replace if necessary

INSTRUCTIONS FOR EMISSION CONTROL MAINTENANCE SERVICE

These scheduled maintenance services should be performed at the designated service intervals in order to ensure good emission control performance and good engine performance in your new DATSUN.

THE FIRST 1,000 KM SERVICE IS ONE OF THE MOST IMPORTANT SERVICES REQUIRED TO ENSURE THE MAXIMUM EMISSION CONTROL PERFORMANCE AND OPTIMUM ENGINE CONDITION OF YOUR NEW DATSUN.

It is also important that emission control components be replaced at the designated time or odometer reading. If frequently used under unusual operating conditions (driving on a dusty road, disuse for long time, repeated travel less than several kilometers, short trips in freezing temperature, or towing a caravan or trailer), the car might require additional maintenance. For example, increased frequency of air cleaner filter replacements, cleaning or replacement of spark plugs, or changing of the oil

and oil filter may become necessary.

If maintenance service is required, or if your car exhibits malfunctions, or if the idle-adjustment is not correct, it is recommended that you have the systems checked and tuned by your DATSUN dealer.

A factory service manual — The one DATSUN dealer technician use — is available from your nearest DATSUN dealer.

Emission Control Systems

Maintenance Instructions

(1) Adjust intake and exhaust valve clearances

Proper adjustment of the valve clearance is essential to exhaust emission control.

Be sure to meet this requirement since valve noise or unstable idling may occur.

(2) Check and adjust drive belts for cracks, fraying, wear and tension

Check drive belts for wear, fraying or cracking and proper tension.

To check the proper tension of the drive belts, depress the belt at the recommended position to the specified value and observe the slack in the belt.

Replace the drive belts if found damaged.

(3) Adjust cylinder head bolts, manifold nuts and carburetor securing nuts

The above bolts and nuts should be correctly retightened to prevent air and/or exhaust gas leakage.

Emission Control Systems

(4) Change engine oil

Engine oil should be changed after the first 1,000 km and every 5,000 km or 3 months, whichever comes first.

(5) Replace engine oil filter

Engine oil filter should be replaced at the first engine oil change.

Thereafter it should be replaced with every second oil change.

(6) Change engine coolant (Ethylene glycol base)

The engine coolant should be checked for proper level.

Engine coolant including permanent anti-freeze coolant (Ethylene glycol base) should be changed every 40,000 km or 24 months, whichever comes first.

Whenever the coolant is changed, the cooling system must be flushed and refilled.

(7) Check engine coolant, oil and fuel leaks

Check the cooling system hoses and connections for damage or looseness.

If a leaky hose or connection is found, replace it.

Check the fuel hoses, piping and connections for damage, leaks or looseness.

Replace any damaged parts.

(8) Check vacuum fitting hoses and connections

Check hoses and connections for looseness or damage.

If a deteriorated or damaged hose is found, replace it.

(9) Check SU-carburetor damper oil level; top up if necessary

To check damper oil level, remove the oil cap nut and check the oil level marking on the two grooves on the plunger rod.

If the oil level is below the lower groove, add oil.

(10) Check and adjust carburetor idle rpm and mixture ratio

Adjustment should be made with a CO-meter and tachometer to ensure accuracy.

Satisfactory operation of the carburetor is of prime importance in the control of emissions.

Proper mixture and idle rpm have been set at the factory.

At the same time, balance the SU twin carburetors.

(11) Adjust choke mechanism (choke plate and linkage)

Check for smooth operation of the choke plate and linkage.

In almost all cases, improper operation of these parts is caused by a sticking valve or binding linkage resulting from combustion residue.

(12) Inspect throttle opener

Raise engine speed and then reduce it to idling speed.

Check the operating pressure of the throttle opener and confirm that the engine falls to idling speed properly.

Adjust the operating pressure or replace if necessary.

Emission Control Systems

(13) Replace fuel filter

The fuel filter should be changed every 40,000 km or 24 months, whichever comes first.

(14) Inspect fuel lines (hoses, piping, connections, etc.)

Check the fuel hoses, piping and connections for damage, leaks or looseness.

Replace any damaged parts.

(15) Replace air cleaner filter (viscous paper type)

Under normal driving conditions, the carburetor air cleaner filter should be replaced every 40,000 km or 24 months, whichever comes first.

However, driving the car in dusty areas will cause rapid clogging of the element. Consequently, the element may have to be replaced more frequently.

(16) Check automatic temperature control air cleaner

Check the hot air control valve and see that it opens (when warm) or shuts (when cold) properly during the warming up period.

Check the hoses for cracks or poor connection.

(17) Adjust ignition timing

Ignition timing must be adjusted with the proper equipment. Whenever ignition timing is adjusted, the distributor breaker point gap should also be adjusted.

(18) Check distributor cap, rotor and condenser

Check the distributor cap and rotor for cracks, carbon formation or erosion.

(19) Replace distributor breaker point

The distributor breaker point should be replaced every 20,000 km or 12 months, whichever comes first.

When replacing the distributor breaker point, apply grease to cam heel.

(20) Check and replace spark plugs

The spark plugs should be replaced with new ones every 20,000 km or 12 months, whichever comes first.

The spark plug gap should be checked whenever the engine idle is adjusted.

If the electrodes are badly worn or excessively fouled, replace the spark plugs.

Make sure that the spark plugs should be replaced with those of the proper rating.

(21) Check ignition wiring

Check the ignition wiring for cracks of exterior insulation and for a proper fit on the distributor cap and spark plugs.

(22) Check and replace P.C.V. valve

The P.C.V. valve should be checked for proper operation and for signs of clogging.

If the P.C.V. valve is clogged, clean or replace it.

Emission Control Systems

The P.C.V. valve should also be replaced with a new one every 40,000 km or 24 months, whichever comes first.

(23) Check ventilation hoses

The ventilation hoses should be blown out with air to make certain that it is clean when the P.C.V. valve is replaced. Ensure that the flame arrester is securely inserted in the hose between the air cleaner and the rocker cover.

(24) Check exhaust gas recirculation (E.G.R.) control system

Check the movement of E.G.R. control valve during engine warming-up period.

At the same time, remove and clean the E.G.R. control valve seat since it may be damaged with carbon deposits. Replace if necessary.

(25) Check vapor lines (hoses, connections, etc.) and fuel vapor control valve

Check vapor lines and connections for failure or looseness.

If leaks are found, replace them.

At the same time check the function of the carbon canister purge control valve.

(26) Check fuel tank vacuum relief valve

A damaged vacuum relief valve may sometimes leak evaporative gas or cause fuel tank deformation. If replacement of the valve becomes necessary, replace the fuel filler cap assembly.

(27) Replace carbon canister filter

The carbon canister filter should be replaced every 40,000 km or 24 months, whichever comes first.

Make sure that the filter element is positioned on the bottom of the carbon canister.

EMISSION CONTROL TROUBLE SHOOTING CHART

The chart shown below will be extremely helpful in trouble shooting the emission control system of your DATSUN. Whenever the condition of any part of the emission control system is questionable, utilize this chart as a guide to locate and correct the cause of trouble.

Satisfactory performance and operation of the emission control system are assured only when the system is properly cared for.

Notes:

- Before checking or repairing any part of the emission control system, ensure that all safety precautions are taken.
- Idling and ignition timing adjustments require the use of special equipment or instruments.

Condition	Probable cause	Corrective action
Can not crank engine or slow cranking.	Discharged or damaged battery. Loose connection. <ul style="list-style-type: none"> Battery Starter Damaged starter motor.	Charge or replace. Check both cable connections on battery and grounded end. Check connections at magnetic switch mounted on starter. Repair or replace.
Engine will crank normally but will not start.	Ignition system Loose connection in ignition system.	Check for loose connections at ignition coil, distributor and spark plugs.

Emission Control Systems

Condition	Probable cause	Corrective action
	<p>Weak spark or no spark occurs on spark plugs.</p> <p>Test procedure. Disconnect high tension wire from one spark plug and hold it about 10 mm (0.39 in) from engine block and crank engine.</p> <p>Note: Hold high tension cable with dry piece of cloth.</p> <p>Fuel system. No fuel in fuel line. Clogged fuel line.</p>	<p>If good spark occurs. Check spark plugs and clean or replace. Check fuel system and clean or repair. Check ignition timing. Check cylinder compression.</p> <p>If weak spark or no spark occurs. Check and clean distributor cap and rotor. Check ignition system.</p> <p>Check fuel tank level. Refill if necessary. Check for clogged fuel strainer & piping. Check for loose anti-dieseling solenoid harness connections.</p>
High engine idle speed.	<p>Binding accelerator linkage. Incorrect idle adjustment. Malfunction of throttle opener.</p> <p>Loose air hoses or air-fuel mixture hoses of carburetor.</p>	<p>Check and correct accelerator linkage. Adjust idle speed. Check for loose connection of vacuum hose. Repair or replace if necessary. Check for loose connections.</p>

Emission Control Systems

Condition	Probable cause	Corrective action
Rough or unstable engine idle.	<p>Incorrect idle adjustment.</p> <p>Improper valve clearance.</p> <p>Malfunction of vacuum motor, sensor or hoses of air cleaner.</p> <p>Malfunction of idle compensator of air cleaner.</p> <p>Clogged air cleaner filter.</p> <p>Malfunction of E.G.R. control valve.</p> <p>Loose manifold and cylinder head bolts.</p> <p>Carbon canister purge line hose damaged or disconnected.</p> <p>Malfunction of choke valve or linkage.</p> <p>Damaged carburetor water control valve.</p> <p>Loose air hoses or air-fuel mixture hoses of carburetor.</p>	<p>Adjust idle speed.</p> <p>Adjust valve clearance.</p> <p>Check for loose hoses. Replace system components if necessary.</p> <p>Replace.</p> <p>Replace air cleaner filter.</p> <p>Clean valve seat of E.G.R. control valve or replace.</p> <p>Retighten bolts.</p> <p>Connect or replace.</p> <p>Adjust.</p> <p>Replace.</p> <p>Check for loose connections.</p>
Engine knocking.	<p>Use of fuel with insufficient octane rating.</p> <p>Laboring engine.</p> <p>Improper distributor or water temperature switch.</p>	<p>Exchange for recommended fuel. Check ignition timing if necessary.</p> <p>Select a lower gear.</p> <p>Repair or replace.</p>

Emission Control Systems

Condition	Probable cause	Corrective action
Backfire or after fire.	Irregular combustion. Malfunction of A.T.C. air cleaner. Damaged anti-backfire valve. Damaged E.G.R. control valve.	Check spark plugs for gap, carbon deposit or incorrect heat range. Check ignition timing. Check for loose vacuum hoses. Replace if necessary. Replace. Replace.
Air pump noisy.	Damaged air pump.	Repair or replace.
Ammeter remains on (—) side while driving.	Loose connection. Loose fan belt. Damaged alternator or voltage regulator.	Check for loose connections of alternator and voltage regulator. Adjust belt tension. Repair or replace alternator or voltage regulator.

EMISSION LABEL

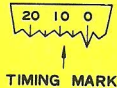
In accordance with emission requirements of the ADR regulation, a label is attached to the back side of the engine hood.

Manual transmission model

VEHICLE EMISSION CONTROL INFORMATION

THIS VEHICLE CONFORMS TO AUSTRALIAN DESIGN RULE
27A VEHICLE EMISSION CONTROL.

- ENGINE.....FAMILY: L26T CODE: L26T-M
- EXHAUST EMISSION CONTROL TYPE.....A.I.S.+E.G.R.
- ENGINE TUNE UP SPECIFICATION AND ADJUSTMENT
(LIGHTS AND ACCESSORIES OFF)



- IDLE SPEED.....750R.P.M.IN NEUTRAL
- IGNITION TIMING.....8° B.T.D.C.
- SPARK PLUG GAP.....0.85mm
- DISTRIBUTOR POINTS GAP...0.5mm
- MIXTURE SETTING...CO1.3% AT 1400R.P.M.

NISSAN MOTOR CO., LTD.

I4805 N3500 ⑤

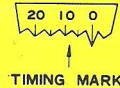
L26 M/T

Automatic transmission model

VEHICLE EMISSION CONTROL INFORMATION

THIS VEHICLE CONFORMS TO AUSTRALIAN DESIGN RULE
27A VEHICLE EMISSION CONTROL.

- ENGINE.....FAMILY: L26T CODE: L26T-A
- EXHAUST EMISSION CONTROL TYPE.....A.I.S.+E.G.R.
- ENGINE TUNE UP SPECIFICATION AND ADJUSTMENT
(LIGHTS AND ACCESSORIES OFF)



- IDLE SPEED.....750R.P.M.IN 'N' RANGE
- IGNITION TIMING.....8° B.T.D.C.
- SPARK PLUG GAP.....0.85mm
- DISTRIBUTOR POINTS GAP...0.5mm
- MIXTURE SETTING...CO0.9% AT 1400R.P.M.

NISSAN MOTOR CO., LTD.

I4805 N3510 ⑤

L26 A/T