

DATSUN 280ZX



1979 OWNER'S MANUAL MODEL S130 SERIES



A Word To DATSUN Owners

Thank you for choosing a DATSUN. We are sure you will be happy you did. This manual has been prepared to help you understand the operation and maintenance of your car so that you may enjoy many miles of driving pleasure. We have included driving tips, information about the location and purpose of dashboard instruments, comfort and safety features, and much more that will help you know your DATSUN.

A Warranty and Service Booklet supplements this Owner's Manual. It provides valuable information concerning the warranty on your car. It also contains a maintenance service record which should be validated by your NISSAN/DATSUN dealer each time you bring your car in for periodic servicing. Read the Owner's Manual and Warranty and Service Booklet carefully and keep them in your glove box at all times. They are important to you. Your Warranty and Service Booklet should be presented to your dealer when warranty repairs are required.

Before your dealer delivers your DATSUN to you, he gives it a careful pre-delivery inspection, checking and servicing the mechanical parts to be sure your car is ready to drive. Your dealer has the equipment and experience to service your car, he is kept advised of every new technical development and you are his customer. He wants to keep it that way. Return your car to him for regular servicing or other repairs that may be required. Your NISSAN/DATSUN dealer is the best place for you to take your car for any kind of service.

To assist dealers in handling your needs, a number of Regional Offices are maintained throughout the United States and Canada. If you have a problem that has not been handled to your satisfaction, follow the procedures outlined in your Warranty and Service Booklet under the heading "Consumer Assistance".

All information, specifications and illustrations in this manual are those in effect at the time of printing. NISSAN reserves the right to change specifications or design at any time without notice.

Contents

Because of the variety of options, components and features offered by NISSAN and your NISSAN/DATSUN dealer, the equipment described in this manual may or may not be identified as standard or optional and may or may not be applicable to your particular car.

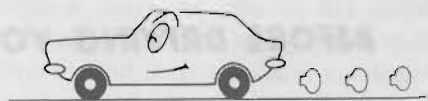
In this manual, "California Models" refers to those cars sold in the state of California. All U.S.A. models are equipped with a catalytic converter system.

When planning to travel in another country you should first find out if the octane rating of the gasoline available there is suitable for your car's engine. Using gasoline with too low an octane rating may cause engine damage. Therefore, avoid taking your car to areas where gasoline of the appropriate octane is not available.

U.S.A. models can be operated only with unleaded gasoline. Also, before attempting to register your car in another country, you should check that country's regulations and requirements to make sure that your car will be able to meet all of them.

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Economy Hints



EH001

Normal driving saves fuel and money.



EH002

Severe driving wastes fuel and money.

Operational economy is one of the outstanding features of your DATSUN. By developing the following good driving habits even greater economy may be attained.

1. Do not pump the accelerator. Gently depress until the desired speed has been attained and then maintain that speed.
2. Always drive your car in the gear which properly suits driving conditions.
3. Maintain moderate speeds on the highway. Speeds above 50 MPH (80 km/h) will considerably increase gasoline consumption.
4. Maintain a safe distance behind other cars. Avoid sudden stops. This will reduce wear on brake pads and save fuel, as extra gasoline is required to accelerate back to driving speed.
5. Excessive engine idling increases gasoline consumption.
6. Keep the tires at the recommended inflation pressures for longer tire life and fuel economy.
7. Keep your engine tuned-up and follow the recommended periodic maintenance schedule. This will increase the life of all parts and lower operating costs.
8. Check your tires regularly for abnormal wear. Wheels that are out of alignment cause the tires to drag, resulting in premature tire wear and additional gasoline consumption.
9. Use the air conditioner only when necessary.

Before Driving Your DATSUN

Familiarize yourself with all the DATSUN features and safe-driving procedures.

SAFETY CHECKS

Before driving your DATSUN, be sure to check all the safety items mentioned below.

BEFORE ENTERING THE CAR

- Check to be sure that all windows and light lenses are clean.
- Visually inspect tires for their appearance and condition. Also check tire pressure for proper inflation.
- Check to be sure that area around car is clear.
- Make sure that the hood is closed securely.

AFTER ENTERING THE CAR

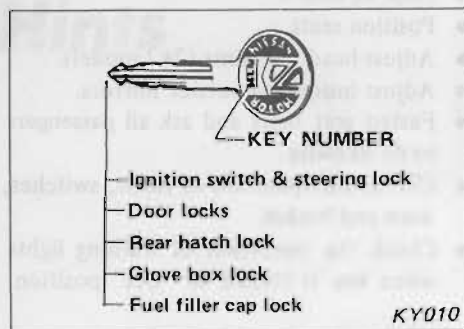
- Lock all doors.
- Position seats.
- Adjust head restraints (2+2 model).
- Adjust inside and outside mirrors.
- Fasten seat belts and ask all passengers to do likewise.
- Check the operation of lights, switches, horn and brakes.
- Check the operation of warning lights when key is turned to "ON" position.

IMPORTANT OWNER INFORMATION

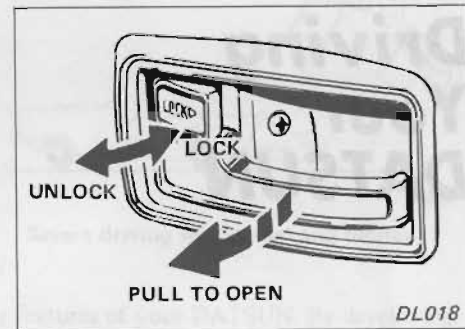
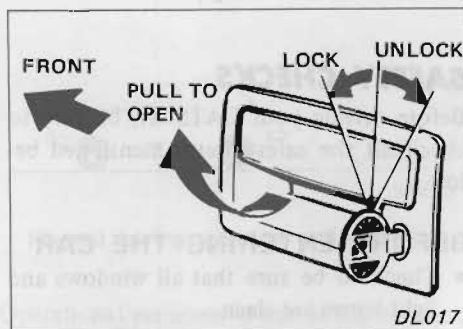
Fluid levels such as engine oil, engine coolant, brake and clutch fluid, windshield washer fluid, battery fluid should be checked frequently, or at least whenever you refuel.

This is not only a good practice but is especially important to owners using "self-service" service stations. It is normal, especially in the case of engine oil and coolant, to have to add oil or coolant solution between recommended maintenance intervals. Low or improper fluid levels can cause serious damage to your car. If frequent replenishment is required, take your car to your NISSAN/DATSUN dealer or other competent service facility for necessary correction. Further details are described in "Do-It-Yourself".

KEY



DOOR LOCKS



The key operates all the locks and the ignition switch on your DATSUN.

Record the key number so your NISSAN/DATSUN dealer will be able to replace a lost key.

It is also a good idea to keep your key number in your wallet together with your license.

If the driver's door is opened when the key is in the ignition switch, a chime will sound and a light will glow to remind you to remove the key. This will help prevent theft of your car.

FROM OUTSIDE

The doors can be locked from the outside without a key. Move the inside lock knob to the "LOCK" position and then shut the door, pulling the outside door handle upward.

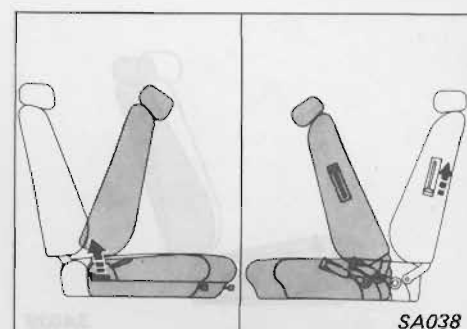
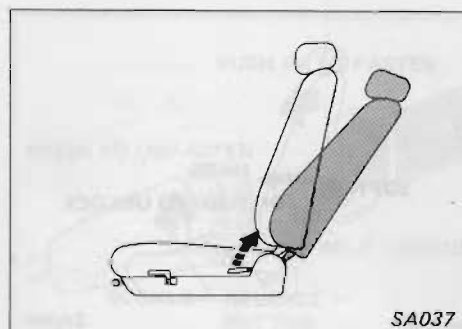
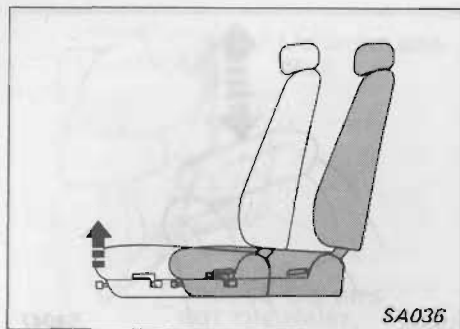
When locking the door without a key, be sure that the key has not been left inside the car.

FROM INSIDE

All doors can be locked from inside the car. When the door is locked, it cannot be opened by the inside door handle.

- Always lock doors from the inside while driving. This provides greater safety in accidents, helps keep children from opening doors, and helps keep out intruders when stopped for lights, etc.
- Before opening the door, always look to be sure it is safe to do so.

SEATS



FRONT SEAT ADJUSTMENT

The fore-and-aft control lever located at the lower front of the seat releases the seat latch. To adjust the seat position, move the lever as shown and hold it while you slide the seat forward or backward to the desired position. Release the lever to lock the seat in position.

CAUTION:

- Do not adjust the driver's seat while driving. The seat may suddenly jerk forward or backward, which could result in loss of control.
- After adjustment, test to be sure seat is securely locked.

RECLINING SEAT

The reclining seat control levers are located at the outside of each front seat. To adjust the seatback, pull the lever upward, and lean back until the desired angle is obtained. To bring the seatback up again, pull the lever and it will move forward. When the desired angle is obtained, release the lever.

After adjustment, test to be sure seat is securely locked.

WARNING:

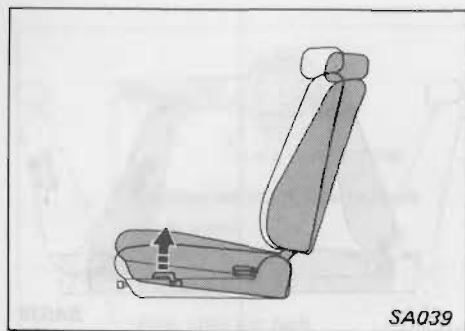
Never ride in a moving car with the seatback in reclining position. Seat belts are effective only when the wearer is in a fully upright position.

TILTING FRONT SEAT

2+2 model

To facilitate entry to the rear seat, the front passenger seatback tilts as illustrated. When the latch is released, the seatback will tilt forward and the seat will automatically slide forward.

Rear seat occupant can tilt the front passenger seat by moving the lever located on the side of the seatback.

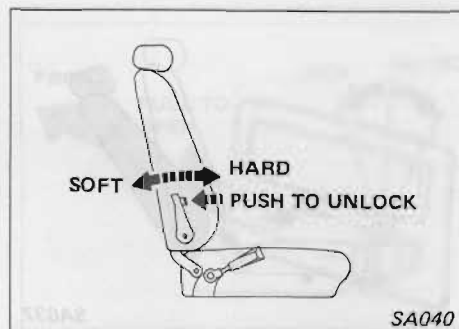


SEAT LIFTER

Adjust the angle of seat cushion to any desired position by simply pulling up the lever.

CAUTION:

Do not adjust driver's seat while driving.



LUMBAR SUPPORT

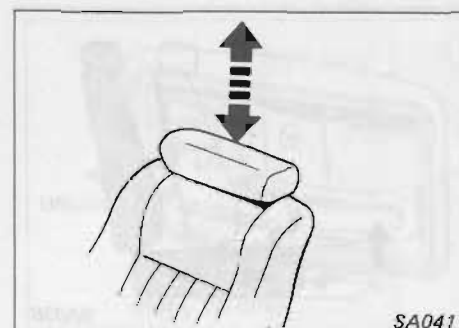
To lessen fatigue from a long drive, adjust the hardness of the part of the seat which supports the lumbar-vertebra area of the back.

With the push button depressed, push the adjusting lever forward and the middle portion of the seatback will slightly move forward for increased lumbar support. To return the seatback to its original position, move your body forward slightly at the waist. Then, while depressing push button, lean back and the seatback will return to its original position.

CAUTION:

Do not adjust driver's seat while driving.

HEAD RESTRAINTS



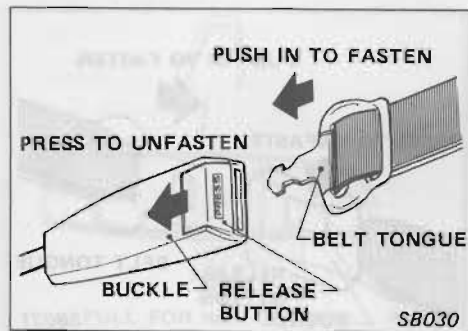
2+2 MODEL

The optimum position for head restraint is one where the head restraint is just above (or on a level with) the top of the ears. Do not center it on the neck. To raise or lower, just slide head restraint up or down.

WARNING:

Head restraints may provide significant protection against whiplash injuries. Do not remove them.

SEAT BELTS



FRONT SEAT BELTS

1. Adjust the front seat to the fully up-right position.
(Take an erect posture position, and sit well back in the seat.)

2. The belt tongue is secured to the belt as illustrated.

The upper part of the belt, in which the tongue is installed, serves as a shoulder belt and the lower part as a lap belt.

3. Slowly pull out the lap-shoulder belt and insert the tongue into the buckle until you hear a snapping sound.
4. Position the lap portion of the belt across the lap as low on the hips as possible.
5. If the lap-shoulder belt is slack after you have buckled it, pull the shoulder belt toward the retractor to take up the

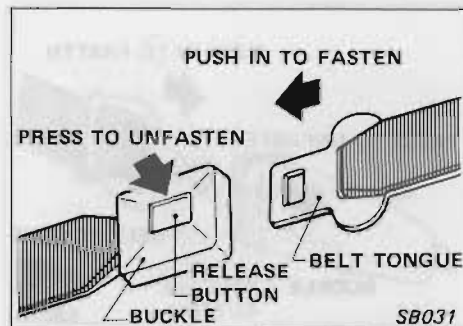
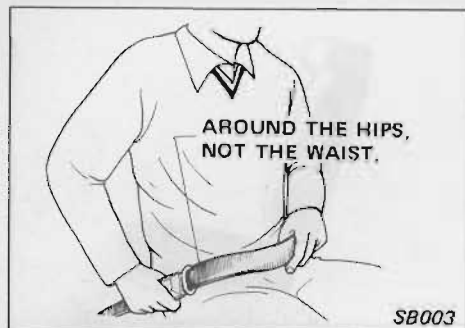
slack.

- Under normal circumstances the belt retractor permits the belt to move freely with the occupant, locking only in the event of an abrupt stop or impact.
 - Some states, provinces or territories may specify that seat belts be worn at all times when a car is being operated.
6. To unfasten the belt, press the button of the buckle.
The seat belt will automatically retract.

CAUTION:

Be sure to observe the following cautions. Failure to do so could increase the chance and/or severity of injury in an accident.

- Always pass the shoulder belt over your shoulder and across your chest as shown in illustration. Never run the belt under your arm.
 - Position the lap belt as low as possible **AROUND THE HIPS, NOT THE WAIST.**
 - The belt should be adjusted to a snug fit. Slack in the lap-shoulder belt will reduce the effectiveness of the entire restraint system.
 - Never wear the belt inside out or twisted.
 - Do not allow more than one person to use the same belt at the same time.
- 7



REAR SEAT BELTS

1. Slowly and in one motion pull out the outer lap belt and insert the belt tongue into the buckle until you hear a snapping sound.

If pulling motion is interrupted, let the belt rewind into the retractor all the way and the belt can be pulled out.

CAUTION:

Position the lap belt as low as possible **AROUND THE HIPS, NOT THE WAIST.**

- Never wear the belt inside out or twisted.
 - Do not allow more than one person to use the same belt at the same time.
2. Let the belt rewind into the retractor until it fits snugly across the hip bone.

3. To unfasten the belt, press the button in the center of the buckle as illustrated. The seat belt will automatically retract.

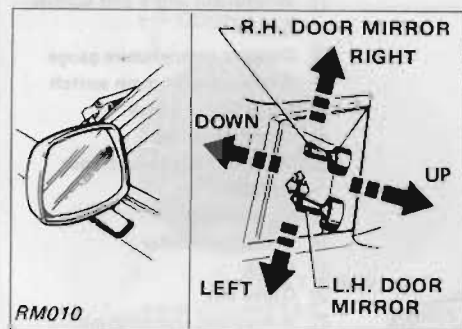
CAUTION:

Some states, provinces or territories may specify that seat belts be worn at all times when a car is being operated.

SEAT BELT MAINTENANCE

- To clean the belt webbings, apply a mild soap solution or any solution recommended for cleaning upholstery or carpet, brush it, wipe with cloth and allow it to dry in the shade.
- Do not allow the belts to retract until they are completely dry.
- Do not use any other chemicals or try bleaching or re-dyeing the belt. These operations may weaken the webbing.
- Periodically check the belt and the metal components such as buckles, tongues, retractors, flexible wires and anchors for deterioration or damage.
- If any component is found deteriorated or damaged, the belt should be replaced as an assembly.

REARVIEW MIRRORS



OUTSIDE DOOR MIRROR

The outside mirror can be moved in any direction for better rear view.

Remote control mirror

This type of mirror is adjusted with the remote control knob located at the center console.

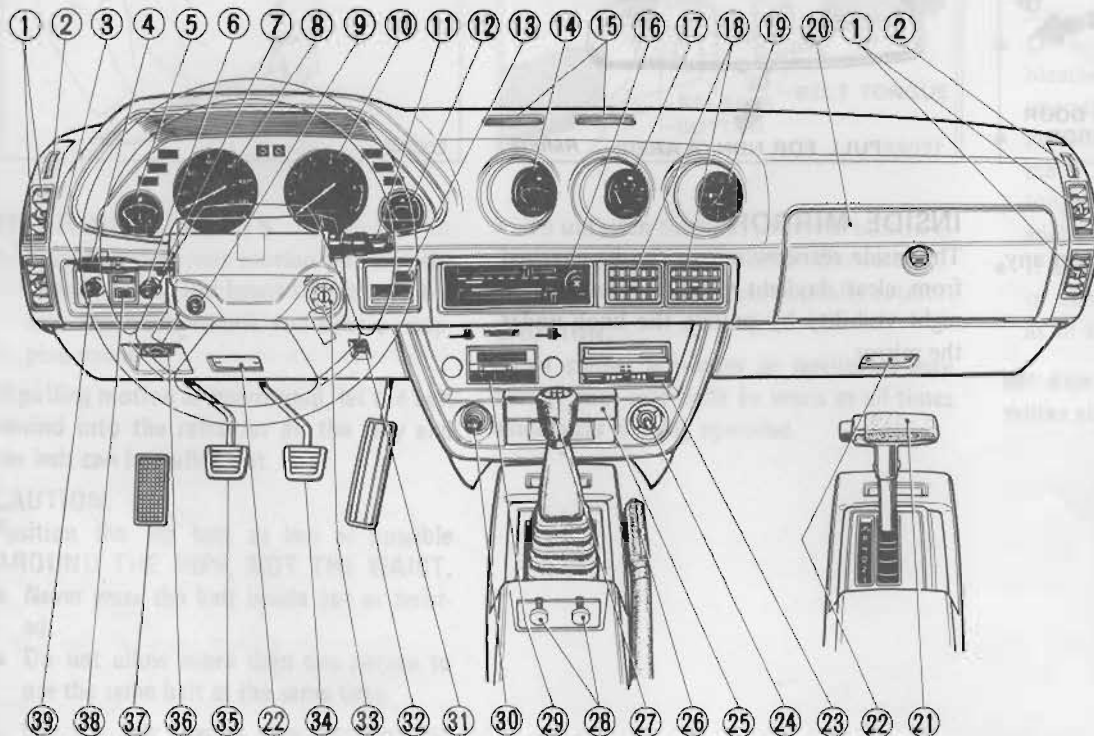
INSIDE MIRROR

The inside rearview mirror can be changed from clear daylight visibility to non-glare night visibility by pulling the knob under the mirror.

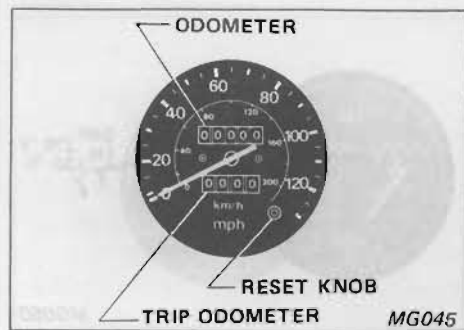
Instruments And Controls

- ① Side ventilator
- ② Side defroster
- ③ Cruise control set switch
- ④ Light and turn signal switch
- ⑤ Fuel gauge
- ⑥ Illumination control knob
- ⑦ Hazard warning flasher switch
- ⑧ Speedometer

- ⑨ Headlight cleaner switch
- ⑩ Tachometer
- ⑪ Windshield wiper and washer switch
- ⑫ Coolant temperature gauge
- ⑬ Cruise control main switch
- ⑭ Oil pressure gauge
- ⑮ Upper ventilator
- ⑯ Heater or Air conditioner control
- ⑰ Voltmeter
- ⑱ Center ventilator
- ⑲ Clock
- ⑳ Glove box
- ㉑ Automatic transmission control lever
- ㉒ Step light
- ㉓ Stereo tape player
- ㉔ Speaker balance control lever
- ㉕ Ash tray
- ㉖ Parking brake lever
- ㉗ Manual transmission control lever
- ㉘ Door mirror remote control lever
- ㉙ Radio
- ㉚ Cigarette lighter
- ㉛ Floor ventilation control lever
- ㉜ Accelerator pedal
- ㉝ Ignition switch
- ㉞ Brake pedal
- ㉟ Clutch pedal
- ㊱ Hood release handle
- ㊲ Foot rest
- ㊳ Rear window defroster switch
- ㊴ Rear window wiper and washer switch



SPEEDOMETER



The speedometer indicates running speed in miles and kilometers per hour. The odometer records the total distance your car has been driven and is useful for keeping a record of maintenance intervals. The trip odometer records the distance of an individual journey after resetting. The last digit in yellow indicates 1/10 of a mile or km. Reset the trip odometer to zero by pressing the reset knob.

TACHOMETER

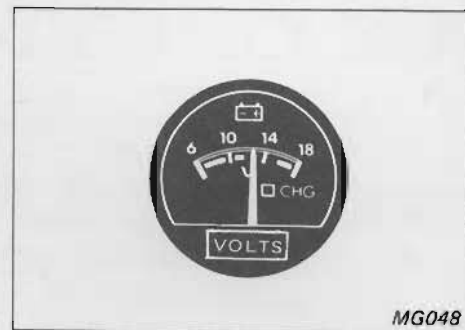


The electrically operated tachometer indicates the engine speed in revolutions per minute (rpm).

There are different colored zones on its face.

Driving the car with the needle in the red zone can lead to serious engine damage.

VOLTMETER



The voltmeter monitors the condition of the charging system and the state of the battery, as outlined below:

- Before starting the engine, check the position of the needle.

If the needle is in either the RED (below 10 volts) or YELLOW zone Check the condition of the battery.

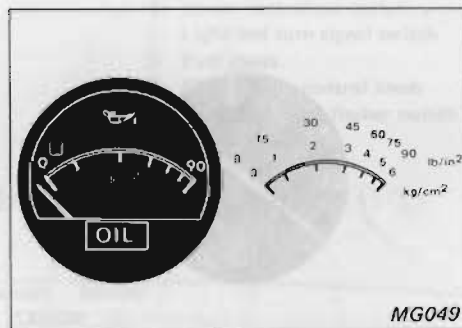
- During starter operation

Even if the needle is in the RED (below 10 volts) zone, the condition is normal.

After starter operation, the needle may sometimes stay within a range of 6 to 8 volts, even though nothing is wrong with the battery or charging system.

The needle will fall back as the battery is discharged.

OIL PRESSURE GAUGE



- While the engine is idling or the car is being driven, if the needle is in the uncolored zone, the condition is normal.

If the needle is in the **YELLOW** or **RED** zone Check for the following:

- Loose fan belt
- Condition of battery and alternator
- Electrical overload

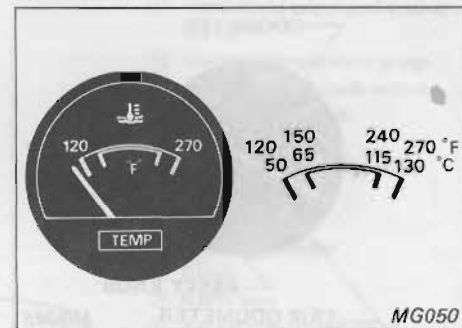
When the ignition switch is "ON", the oil pressure gauge indicates the oil pressure with the engine running.

During ordinary driving, the needle will remain 35 to 60 psi (2.5 to 4 kg/cm²) at 2,000 rpm with the engine at normal operating temperature.

If the needle moves below 30 psi (2 kg/cm²) at 2,000 rpm, stop the engine and check the engine oil level.

In cold weather, the engine oil pressure will increase slightly until the engine has reached its normal operating temperature.

COOLANT TEMPERATURE GAUGE



When the ignition switch is "ON", the coolant temperature gauge operates and the pointer indicates coolant temperature in the range from 120 to 270°F (50 to 130°C).

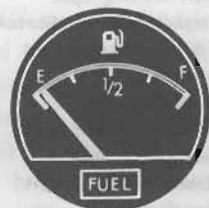
During ordinary driving, the pointer will indicate 170 to 220°F (75 to 105°C).

CAUTION:

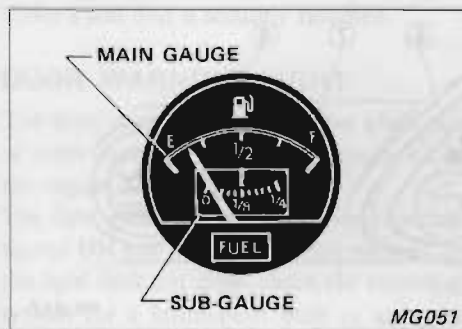
Do not continue to drive your car when the pointer has swung all the way to 240°F (115°C) position. This will overheat and damage the engine.

If your car overheats, refer to "In Case of Emergency".

FUEL GAUGE



MG052



MG051

When the ignition switch is "ON", the fuel gauge registers the APPROXIMATE fuel level in the tank. The position of the needle will vary slightly when accelerating, braking, or when the car is going up or down hill. Check your fuel supply when the car is level, whether standing still or moving at a constant speed.

It is advisable to refill the fuel tank before the gauge registers Empty.

When the ignition switch is turned "OFF", the fuel gauge needle remains at almost the same position that it held before the switch was turned off. However, the construction of the gauge will cause the needle to move as time elapses.

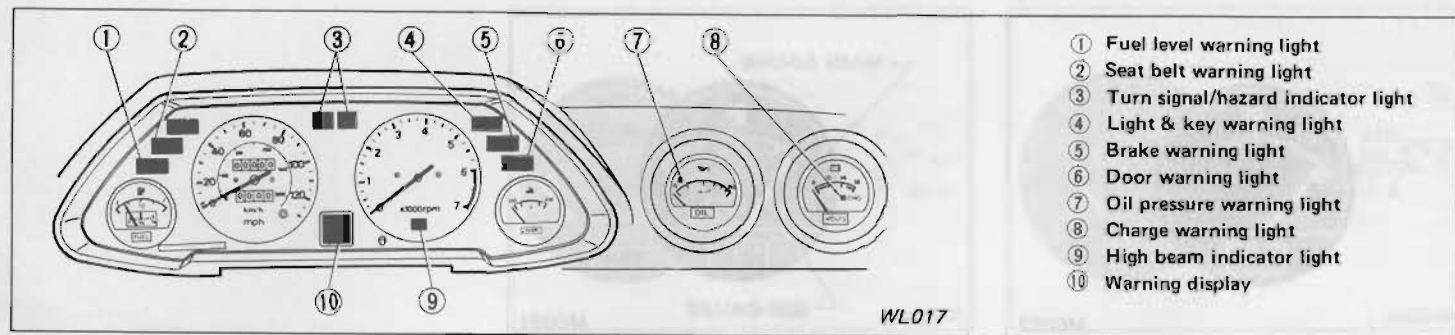
Dual type

A sub-gauge is provided on the dual type fuel gauge as well as the main gauge which indicates the fuel level between the Full and the Empty mark.

The sub-gauge registers the fuel level after the fuel has dropped to or below the one-quarter (1/4) mark on the main gauge dial.

There is no malfunction indicated if the needle should become visible when the fuel level is above the 1/4 mark.

WARNING/INDICATOR LIGHTS



BRAKE WARNING LIGHT

This warning light functions for both the parking brake and the foot brake systems. The warning light glows when the ignition switch is turned to the "ON" position and the engine is not running. If the light does not glow, check the electrical system for a burned-out bulb or an open circuit.

Parking brake system

The warning light will continue to glow when the parking brake is applied with the engine running.

Brake fluid level indicator system

With the engine running and the parking brake not applied, the warning light glows if the fluid level is lower than the prescribed level.

If the warning light glows while you are driving, brake fluid level should be checked immediately. All brake components should also be checked for leakage of brake fluid. Add brake fluid or make other repairs as necessary.

CAUTION:

If these checks cannot be made immediately, pull off the road and stop carefully. Remember that your stopping distance may be longer and the pedal may go down farther than normal and be more difficult to operate. Test the brakes by carefully starting and stopping on the shoulder of the road. If you judge it to be safe, drive carefully to the nearest service station for repairs. Otherwise have your car towed. Driving it could be dangerous.

OIL PRESSURE WARNING LIGHT

This warning light indicates that the engine oil pressure is low.

The light should glow when the ignition switch is "ON" (engine off) and will go out when the engine is started.

If it flickers or stays on during normal driving speeds, pull off the road immediately and stop the engine until the cause is found and corrected.

When the engine is idling, after a long high-speed trip, momentary flickering of the warning light is of no concern if the light goes out upon accelerating the engine.

CAUTION:

Continued running of the engine when the oil pressure warning light is on may damage

the engine.

CHARGE (Alternator) WARNING LIGHT

The "CHG" warning light indicates functioning of the alternator and electrical wiring system.

If this warning light glows when the ignition switch is in the "ON" position (engine off), the bulb and electrical wiring are satisfactory. The light should go out when the engine is started. If the light glows when the engine is running, the alternator and electrical system should be checked as soon as possible.

If the alternator and electrical system are functioning normally, but the electrical load is too heavy, the charge warning light may glow slightly. When this occurs, there is no need to check the alternator and electrical system.

SEAT BELT WARNING LIGHT AND CHIME

The driver's seat is equipped with a seat belt warning light and chime system.

The seat belt warning light "FASTEN BELTS" comes on for about six seconds whenever the ignition switch is placed in the "ON" position.

The seat belt warning chime will sound for

about six seconds when the ignition switch is placed in the "ON" position unless the driver's seat belt is securely fastened.

DOOR WARNING LIGHT

The door warning light comes on when one or more doors are not closed securely while the engine is running.

The light glows when the ignition switch is turned ON and the engine is not running. If the light does not glow, check the electrical system for a burned-out bulb or an open circuit.

FUEL WARNING LIGHT

The fuel warning light comes on when the fuel in the fuel tank drops below 2-5/8 US gal (2-1/4 Imp gal, 10 liters) with the engine running. When the fuel warning light comes on, refuel at the nearest gas station.

CAUTION:

Do not try to start your car with no fuel in the system.

HIGH BEAM INDICATOR LIGHT

The headlights have two beams to meet varying night driving conditions.

The high beams give you better long range visibility on dark roads in suburban areas.

With the headlights on, the beam indicator glows whenever the high beams are being used, and goes off when the low beams are selected.

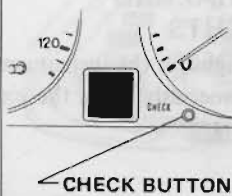








TURN SIGNAL/HAZARD INDICATOR LIGHTS

The green indicator light on the instrument panel flashes simultaneously with the exterior turn signal lights.

LIGHT AND KEY WARNING LIGHT/CHIME

The warning light and chime warn the driver that the light switch is ON and/or the ignition key is in its slot. The light will illuminate and the chime will sound if the driver's door is opened when the light switch is ON and/or when the ignition key is in position.

WARNING DISPLAY

		Red light—system check indicated.		indicates at least one burned-out tail light bulb.
		System check not indicated. (But see CAUTION below.)		indicates low washer fluid level.
		indicates at least one burned-out stop light bulb.		indicates low battery electrolyte level.
		indicates at least one burned-out headlight bulb.		indicates low engine coolant level.

WL018

The warning display monitors the following systems:

- Stop light bulbs
- Headlight bulbs
- Tail light bulbs
- Washer fluid level
- Battery electrolyte level
- Engine coolant level.

Each time the ignition switch is turned "ON", the red light will illuminate for 4 seconds while the monitoring circuit checks the items listed above. If the system detects no need to check any of the items, the "OK" light will illuminate for 4 seconds and then go out. If, however, one or more items needs to be checked, the red light will remain on.

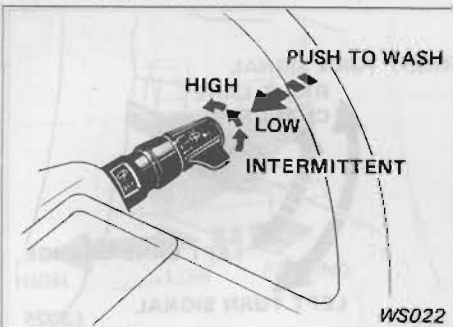
- In order for the system to properly check the condition of the headlights, tail lights and stop lights, the headlight switch must be turned on and the brake pedal must be depressed after the ignition switch is turned "ON". Otherwise, the monitoring system will indicate "OK" even if one or more of these items needs to be checked.
- If either the left or right headlight circuit fuse has burned out, the "HEAD" light will illuminate. However, this light will not illuminate if both headlight circuit fuses have burned out. This condition is the same as with the lighting switch "OFF".

When the check button is depressed with the ignition switch "ON", "STOP" light, "HEAD" light, "TAIL" light, "WASH" light, "BATT" light, "WATER" light, and "OK" light will illuminate in that order if there is no need to check any of these items. If the red light remains on, depressing the check button will cause the appropriate symbol to blink 4 times, indicating the need to check that item.

CAUTION:

This warning display should not be a substitute for regular checks of these systems. For details see "Do-It-Yourself".

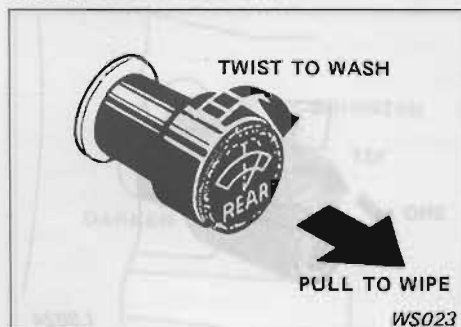
WINDSHIELD WIPER AND WASHER SWITCH



The switch controls the speed of the windshield wiper and also controls the windshield washer. To operate the washer, push the button located at the end of the lever and hold it until there is enough fluid on the windshield to wash off dirt.

- Check washer fluid level regularly.
- Do not operate the washer continuously for more than thirty seconds.
- In cold weather, defrost the windshield glass before operating the washer.
- Do not substitute radiator anti-freeze for windshield washer solutions.
- Do not wipe the glass with a dry cloth. It may scratch the glass.
- Do not operate the washer if the reservoir is dry.

REAR WINDOW WIPER AND WASHER SWITCH



The rear window wiper switch has one-speed. When the switch is pulled out, the wiper blade is activated. To operate the washer, turn the knob clockwise and hold it until there is enough fluid on the glass to wash off the dirt. For general precautions, refer to the "Windshield Wiper and Washer Switch".

HEADLIGHT CLEANER SWITCH



Washer fluid is sprayed on the headlight lens by pushing the switch button. For general precautions, refer to the "Windshield Wiper and Washer Switch".

REAR WINDOW DEFROSTER SWITCH



An electric defroster is built into the rear window.

To heat the rear window glass, move the switch to the "ON" position.

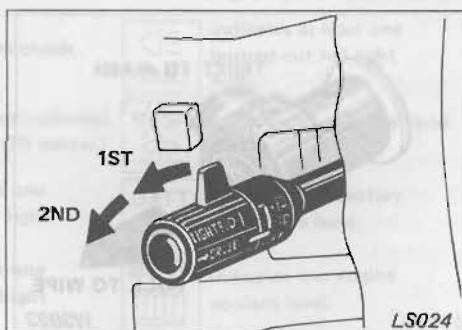
A light installed in the switch will glow to indicate the system is on. When the window is clear, turn the switch off.

The switch operates only when the ignition switch is in the "ON" position.

CAUTION:

When you clean the car, do not clean the inner side of the window with abrasive-type cleaners, and do not use any type of scraper to remove foreign deposits from the inner glass surface as this may damage the electrical conductors.

LIGHT SWITCH



When the light switch knob is turned on, the following lights will come on.

1ST POSITION

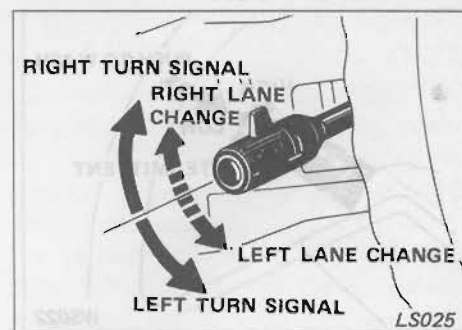
Parking (or clearance), tail, license plate, side marker, key illumination, automatic transmission selector lever indicator and instrument panel lights.

2ND POSITION

Headlights and all the above lights except key illumination light. (The headlight high/low beams are controlled by the turn signal lever.)

Be sure to turn off the light switch when you leave the car because the headlights will remain on irrespective of the ignition switch position.

TURN SIGNAL SWITCH AND HEADLIGHT BEAM SELECTOR



TURN SIGNAL

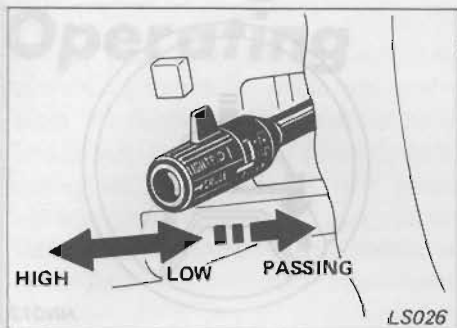
With the lever at either upward or downward position, lights flash on the front and rear of the car, indicating the direction you are about to turn.

A corresponding turn signal indicator light on the instrument panel tells you which set of signals—right or left—is operating.

The turn signals cancel automatically when you have completed a turn (like driving around a corner) and steering wheel has returned to the straight ahead position.

LANE CHANGE SIGNAL

To indicate a lane change, move the lever up or down to a point where it begins flashing. The lever will return to the neutral position when released.



HEADLIGHT BEAM SELECTOR

The turn signal switch lever also controls headlight high-low beam when the light switch is turned to the 2nd position. If the high beam is on, the high beam indicator light on the instrument panel glows.

PASSING SIGNAL

The passing lights will come on when the turn signal lever is moved fully toward the driver, irrespective of the light switch position. Release the lever to turn lights off.

ILLUMINATION CONTROL RHEOSTAT

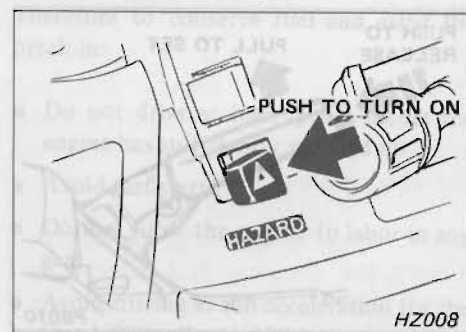


The illumination control rheostat is located on the instrument panel. The brightness of all illuminated meters, gauges and instrumentation lights can be adjusted by turning the control knob.

Turning the knob clockwise will brighten the illumination lights.

When the light switch is turned on, the rheostat control will be activated.

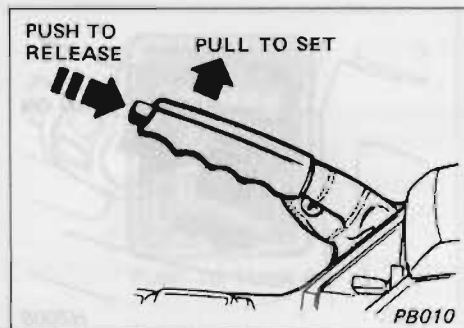
HAZARD WARNING FLASHER SWITCH



All directional signals flash when the flasher switch is on to warn other drivers and pedestrians that your car is disabled or parked under emergency conditions. The flasher can be actuated with the ignition switch either off or on.

- When stalled or stopped on the roadway under emergency conditions, move the car well off the road.
- Do not use the switch while moving on the highway unless unusual circumstances force you to drive so slowly that your car might become a hazard to other traffic.
- Some state laws may prohibit the use of the hazard warning flasher switch under any circumstances.
- Turn signals do not work when the switch is operating.

PARKING BRAKE LEVER



To set the parking brake, pull the lever upwards. It is a good practice to depress the foot brake pedal at the same time.

To release, pull upward. Then depress the push button and push down all the way.

If the ignition switch is "ON" with the engine running, the brake warning light will continue to glow as long as the parking brake is engaged.

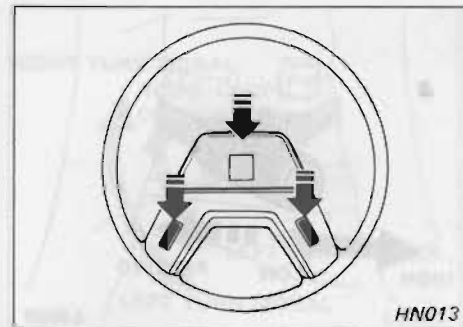
For proper parking procedures see "Parking" under the heading "Starting and Operating".

CAUTION:

If you drive a car with the parking brake partially engaged, the rear brake pads may be damaged.

Make sure that the parking brake is completely released before driving.

HORN



The horn sounds when the horn button (or pad) is pressed firmly.

Use the horn to warn pedestrians or other drivers of the possibility of danger. Excessive use of the horn should be avoided.

Starting And Operating

BREAK-IN SCHEDULE

All new cars require careful driving during the break-in period. Pistons, cylinder walls, and bearings must have time to seat properly and produce smooth, long wearing surfaces. Too much strain on a new engine impedes this gradual break-in process and is likely to shorten engine life.

During the first 1,000 miles (1,600 km) do not drive at full acceleration, or exceed the upper speed limit except for brief periods. However, the engine should not be allowed to labor before downshifting when climbing a hill. Variable speeds are best during the break-in period. Always drive so that the engine runs fast enough to prevent strain.

Fuel economy will vary in the first few thousand miles (kilometers) of operation due to engine break-in and it is also de-

pendent upon driving habits and proper maintenance.

Therefore to conserve fuel and assist the break-in:

- Do not drive at high speeds before the engine has sufficiently warmed up.
- Avoid fast starts.
- Do not allow the engine to labor in any gear.
- Avoid driving at full acceleration for the first 1,000 miles (1,600 km).
- Do not race the engine.
- Avoid extended idling periods.
- Except in an emergency, avoid heavy braking or rough usage of the brakes. This will allow the brakes to seat properly.

Break-in speed limit MPH (km/h)

		1st	2nd	3rd	4th	5th
Manual transmission	4-speed	0 to 25 (0 to 40)	15 to 40 (25 to 65)	25 to 65 (40 to 105)	30 to 90 (50 to 145)	—
	5-speed	0 to 25 (0 to 40)	15 to 40 (25 to 65)	25 to 65 (40 to 105)	30 to 90 (50 to 145)	38 to 90 (60 to 145)
Automatic transmission		"1" Low		"2" Second		"D" Drive
		0 to 30 (0 to 50)		20 to 55 (30 to 90)		0 to 80 (0 to 130)

THE CAR EQUIPPED WITH CATALYTIC CONVERTER (U.S.A. models)

On all U.S.A. models, a catalytic converter for emission control is installed along the exhaust pipe. Inside this converter, exhaust gases are burned at high temperatures to help reduce pollutants.

Certain engine malfunctions, particularly involving the electrical, fuel injection or ignition systems, can result in large amounts of unburned fuel, causing the converter to reach elevated temperatures. Discontinue operation of the car if the engine misfires, or if noticeable loss of performance or other unusual operating conditions are detected.

Instead, have the car inspected by an authorized NISSAN/DATSUN dealer or other competent service facility.

CAUTION:

- a) Use **UNLEADED FUEL ONLY**. Lead-ed fuel will seriously damage catalytic converter.
- b) Keep an eye on your fuel gauge; running out of gas could possibly cause damage to the catalytic converter.
- c) Refrain from racing the engine.
- d) Do not stop or park the car over inflammable materials, such as dry grass,

waste paper, or rags that may come into contact with the exhaust system.

- e) When parking, ensure that people or inflammable materials are kept away from the exhaust pipe.

STARTING THE ENGINE

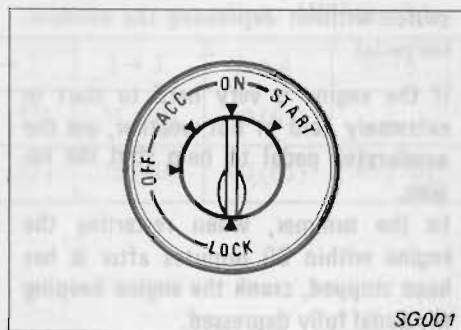
WARNING:

Never inhale exhaust gases; they contain carbon monoxide, a colorless, odorless extremely dangerous gas which can cause unconsciousness or death. If you should suspect that exhaust fumes are getting into the passenger compartment, have the car examined and the leakage corrected immediately. If you must drive under these conditions, drive only with **ALL windows FULLY OPEN** and ventilator fan operating.

- 1. It is not advisable to sit for any length of time in a parked car with the engine running.
- 2. Do not run the engine in closed spaces such as a garage for any longer than is absolutely necessary.
- 3. When a car has been stopped in an open area with its engine running for any significant length of time, turn the ventilator on to force outside air into the car.
- 4. If the rear hatch is not closed while driving, exhaust gases could be drawn into the car. Avoid driving for any length of time with the rear hatch open. If it is necessary to drive in this manner, open windows and operate ventilation fan.

5. Always maintain the front ventilator inlet grille free from snow, leaves or any other kind of obstruction so that the car's ventilation system will be able to function properly at all times.
6. The exhaust system and body should be inspected by a qualified mechanic whenever:
 - a. The car is raised for service.
 - b. You suspect that exhaust fumes are getting into the passenger compartment.
 - c. You notice a change in the sound of the exhaust system.
 - d. You have had an accident involving damage to the exhaust system, underbody, or rear of the car.

IGNITION SWITCH



The switch includes the anti-theft steering lock device and also controls the ignition system and most of the electrical equipment:

"LOCK" Normal parking position

The ignition key can be inserted and removed at the "LOCK" position only. The steering can be locked by turning the key to the "LOCK" position, removing it, and rotating the steering wheel until the locking plunger clicks into position.

To unlock the steering, insert the key and turn it to the "OFF" position. For easier key operation when unlocking, rotate the steering wheel slightly to relieve pressure on the steering lock.

WARNING:

Never remove the ignition key while driv-

ing. If removed, the steering wheel will be locked and it will become impossible to make a turn.

"OFF"

This position permits turning the engine off without locking the steering wheel.

"ACC" (Accessories)

This position allows you to use all the electrical accessories controlled by the switch.

"ON" Normal operating position

This position turns on the ignition system and electrical circuits.

"START"

This position starts the engine. After the engine has started, release the key. It will automatically return to the "ON" position.

BEFORE STARTING THE ENGINE

1. After each person is seated, close and lock doors.
2. Fasten the driver's seat belt and passenger's seat belt (if occupied).
3. Make sure the parking brake is applied.
4. Place the gearshift lever into "NEUTRAL" (in "N" or "P" position for the automatic transmission).

With manual transmission model, do not attempt to run the engine in any gear position except "Neutral". If any gear is engaged without depressing the clutch, the car will lurch forward or backward.

5. With a manual transmission, depress the clutch pedal to reduce drag from transmission gears.

The "FASTEN BELTS" warning light comes on for about six seconds when the ignition switch is placed in the "ON" position.

The warning chime will sound for about six seconds when placing the ignition switch in the "ON" position if you do not fasten the driver's seat belt securely.

TIPS ON STARTING

1. To start the engine, turn on the ignition switch without depressing the accelerator pedal.

- If the engine is very hard to start in extremely cold or hot weather, use the accelerator pedal to help start the engine.
- In the summer, when restarting the engine within 30 minutes after it has been stopped, crank the engine keeping the pedal fully depressed.

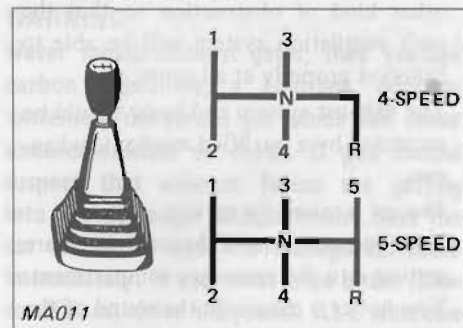
2. As soon as the engine starts running under its own power, release the ignition key and the pedal.
3. If the engine stops or falters in starting, wait 3 or 4 seconds before restarting. This will prevent possible damage to the starter or engine.

Warm-up

Always allow the engine to idle for at least 30 seconds after starting and drive at moderate speed for a short distance, especially in cold weather.

- If it becomes necessary to start the engine with a booster battery and jumper cables, the instructions and cautions contained in the "In Case of Emergency" should be carefully followed.

DRIVING WITH MANUAL TRANSMISSION



Your car is equipped with a 4-forward speed (or 5-forward) and 1-reverse speed transmission.

To start the car moving, depress the clutch fully and engage first gear. Then, release the clutch pedal slowly while gradually depressing the accelerator.

Accelerate until the car attains enough speed to upshift to second gear and follow the same steps you did in engaging first gear. Shift up to the higher gears as required in the same manner.

CORRECT SHIFT-UP SPEEDS

The table below indicates the recommended speeds for shifting up to a higher gear. Following these recommendations and shifting to a higher gear as soon as possible, without lugging or pinging, will give you

better fuel economy and increased engine life and efficiency.

Unit: MPH (km/h)

Shifting		1→2	2→3	3→4	4→5
Shift-up speed	4-speed	15 (25)	25 (40)	40 (65)	—
	5-speed	15 (25)	25 (40)	40 (65)	45 (70)

SPEED RANGES IN EACH GEAR

The following table indicates the speed ranges in which the car may be driven or downshifted in each gear without over-revving. Never run the engine in a higher gear than is required for the speed you are traveling as this will place a great strain on the components and may damage the

engine or drive train. Always downshift when slowing to negotiate a sharp turn, when proceeding up a steep hill, or when slowing down appreciably for any reason. When braking, disengage the clutch when your speed has fallen to 10 to 15 MPH (15 to 25 km/h) and continue braking to a stop.

Unit: MPH (km/h)

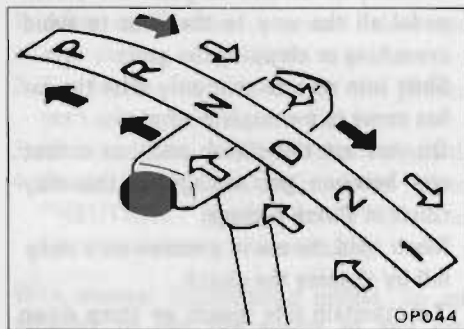
Gear position		1st	2nd	3rd	4th	5th
4-speed		0 to 37 (0 to 60)	15 to 65 (25 to 105)	25 to 100 (40 to 160)	Over 30 (50)	—
5-speed	Except Grand luxury	0 to 37 (0 to 60)	15 to 65 (25 to 105)	25 to 100 (40 to 160)	Over 30 (50)	Over 37 (60)
	Grand luxury	0 to 35 (0 to 55)	15 to 55 (25 to 90)	22 to 90 (35 to 145)	28 to 118 (45 to 190)	Over 35 (55)

- When you are shifting from one gear to another, be certain to press the clutch pedal all the way to the floor to avoid crunching or chipping the gears.
- Shift into reverse gear only after the car has come to a complete stop.
- Do not use the clutch pedal as a foot rest between gear changes as this may result in clutch damage.
- Never hold the car in position on a steep hill by slipping the clutch.
- To maintain safe speeds on steep down grades and to help save the brakes, shift to a lower gear before you start down.
- When quick acceleration is required, shift to a lower gear and accelerate until the car reaches the maximum speed in each gear. Do not exceed the speed limit of any gear.

Use caution when accelerating or when shifting into a lower gear on slippery surfaces. Sudden acceleration or downshifting could cause the wheels to skid and result in loss of control.

- The figures listed in the chart refer to potential speed ranges for each gear. The speed at which you drive, however, should conform to all federal, state, province and territory laws, and to the condition which will permit safe operation.

DRIVING WITH AUTOMATIC TRANSMISSION



Cars equipped with an automatic transmission have two pedals, one for braking and the other for accelerating.

HOW TO OPERATE SELECTOR LEVER

Push the button located on the end of the selector lever when engaging "R" and "P" and when shifting from "D" to "2", as indicated by the arrow "➡".

The lever can be shifted freely into any position indicated by the arrow "⇄".

- Start the engine in the "P" or "N" position. It will not start in any other selector position. If it should, have your car checked by your NISSAN/DATSUN dealer or other competent service facility.

- Always apply the parking brake or foot

brake before shifting into any driving position. This prevents the car from creeping.

- Keep the engine at idling speed while shifting from "N" to any driving position.
- When stopped on an upgrade, do not hold car using engine. Use your brakes.

"P" PARKING:

After parking, apply the parking brake and set the selector lever in the "P" position. This position locks the transmission and rear wheels. Do not shift into "P" while the car is moving.

"R" REVERSE:

Shift into the "R" position only after the car has completely stopped. Then gently depress the accelerator pedal to back up.

"N" NEUTRAL:

In the "N" position, neither forward nor reverse gear is engaged.

"D" NORMAL DRIVE POSITION:

This position is used for most city and highway driving. Press the accelerator pedal slowly to start the car and increase car speed. The 3-forward gears are up-shifted automatically from low to second and to third. When speed decreases, down-shifting is also automatic.

"2" SECOND GEAR:

Use the "2" position when starting on slippery roads or ascending hills and for effective engine braking on downhill grades.

Do not downshift into the "2" position at speeds over 70 MPH (115 km/h). Do not exceed 70 MPH (115 km/h) in the "2" position.

"1" LOW GEAR:

The "1" low gear is helpful for driving up very steep hills and for braking the car on downhill grades. When downshifting into the "1" position, move the selector lever from "D" to "2" and then to "1".

Even if the selector lever is downshifted into "1", the car remains in second gear until the car speed drops below 30 MPH (50 km/h). Do not shift into the "1" position at speeds over 70 MPH (115 km/h). Do not exceed 45 MPH (70 km/h) in the "1" position.

ACCELERATOR DOWNSHIFT —IN "D" POSITION—

You can get extra power and acceleration for rapid passing or hill climbing by flooring the accelerator pedal to downshift the gears. The accelerator downshift makes the transmission downshift into second gear when driving below 60 MPH (95 km/h) and into low gear when driving below 30 MPH (50 km/h).

PARKING

BEFORE LEAVING YOUR CAR

1. Set the parking brake.
2. Place the gearshift lever in the "Reverse" position (on the automatic transmission models, the "P" position).

NOTE:

When parking on an uphill grade in the manual transmission model, place the gearshift lever in the "1st" position.

3. Turn the ignition key to the "LOCK" position. Never leave an unattended car with its engine running.
4. Remove the ignition key.
5. Lock all doors.
5. Never leave children unattended in car.

On models equipped with the auxiliary blower fan in the engine compartment, the blower fan may start to be activated as soon as the ignition key is turned off or after a while. The blower fan may be activated up to approximately 20 minutes after the ignition key is turned off. Keep your hands away from the blower fan.

TIPS ON DRIVING

DRIVING UPHILL

When starting on a steep grade it is sometimes difficult to operate the brake and clutch. Use the parking brake to hold the car. Do not slip the clutch. When ready to start, slowly release the parking brake while depressing accelerator pedal and releasing the clutch.

DRIVING DOWNHILL

The engine braking action is effective for controlling the car while descending hills. The gearshift lever should be placed in the lower speed position prior to descending. With the automatic transmission car, the "2" or "1" position should be selected.

WET BRAKES

When the car is washed or driven under extremely wet conditions, the brake linings sometimes get wet. In a safe manner and as traffic conditions permit, gently apply

the brakes several times as the car is moving slowly to dry the linings. Do not drive the car at high speeds until the brakes are functioning correctly.

SPARK PLUGS

The factory-installed spark plugs on your car are designed to meet normal driving conditions. If your car is operated under either of the following conditions, it is recommended that optional spark plugs of the proper heat range be installed.

1. When the car is used primarily for short distance travel, so that the engine does not run long enough to reach its normal operating temperature, use hot-type spark plugs.
2. When the car is frequently operated with throttle wide open for long periods of time, use cold-type spark plugs.

For spark plug types, please consult your NISSAN/DATSUN dealer or other competent service facility.

Recommended spark plugs

Destination	Hot type	Standard type	Cold type
All areas except Canada	B5ES-11 *BR5ES-11	B6ES-11 *BR6ES-11	B7ES-11 *BR7ES-11
Canada	*BR5ES-11	*BR6ES-11	*BR7ES-11

Always use the spark plug, or equivalent, indicated in the above chart.

* Resistor built-in type spark plug

IN COLD WEATHER

STARTING OFF ON SLIPPERY ROADS

When rain or snow makes the roads slippery, use caution in accelerating and clutch operation. If the clutch is engaged too abruptly and with too much acceleration, the wheels may spin and the car will not move forward. To stop the spin, back up a little. Repeatedly rolling backward and forward will help you get away from the slippery patch. In an emergency situation, the car carpet can be used as skid-matting.

DRIVING ON SLIPPERY ROADS

When driving on wet or slippery roads, never brake hard. Instead, shift to a lower gear and use the braking effect of the engine.

When driving on icy roads, always proceed slowly and cautiously, turn the steering wheel gently, and use the brakes only very lightly. Moreover, always change gears smoothly, and never drive with the clutch pedal depressed.

If you should go into a skid, do not apply the brakes. Release the accelerator slowly and turn into the direction of the skid. As the car recovers its balance, straighten out the wheels and accelerate lightly.

FREEING A FROZEN DOOR LOCK

To prevent a door lock from freezing, apply de-icer or glycerin to it through the key hole. Should the lock become frozen, heat the lock key before use.

ANTI-FREEZE

In the winter when it is anticipated that the temperature will drop below 32°F (0°C), check anti-freeze (ethylene glycol base) to assure proper winter protection.

For details, refer to "Engine Cooling System" under the heading "Do-It-Yourself".

[Example]

Coolant capacity		11-1/8 US qt (9-1/4 Imp qt) (10.5 liters)
Anti-freeze	1-3/4 US qt (1-1/2 Imp qt) (1.7 liters)	19°F (-7°C)
	3-3/4 US qt (3-1/8 Imp qt) (3.5 liters)	0°F (-18°C)
	5-1/2 US qt (4-5/8 Imp qt) (5.2 liters)	-31°F (-35°C)

REPLACING LUBRICANT

When the temperature drops below 10°F (-12°C) it is recommended that the engine lubricating oil be replaced with one of a lower viscosity. Refer to "Recommended SAE Viscosity Number" under the heading "Do-It-Yourself".

BATTERY

If the correct specific gravity of the battery electrolyte is not maintained during extremely cold weather conditions, the electrolyte may freeze and damage the battery. To maintain maximum efficiency, the battery should be checked regularly.

For details, refer to "Checking Battery Fluid Level and Condition" under the heading "Do-It-Yourself".

DRAINING OF ENGINE COOLANT

If the car is to be left outside without anti-freeze, drain the coolant by opening the draincock located under the radiator. Refill before operating the car.

TIRE EQUIPMENT

1. If you have snow tires installed on your car, they should be of the same size, load range and construction in type (bias, bias-belted or radial) as the front tires.

2. If the car is to be operated in severe winter conditions, snow tires may be installed on all four wheels.
3. For additional traction on icy roads, studded tires may be used, however, some Provinces and States prohibit their use. Therefore, before installing studded tires, check local, state and provincial laws.

CAUTION:

Skid and traction capabilities of studded tires, on wet or dry surfaces, may be poorer than that of non-studded snow tires.

SPECIAL WINTER EQUIPMENT

It is recommended that the following items be carried in the car during winter:

1. A scraper and stiff-bristled brush to remove ice and snow from the windows.
2. A sturdy, flat board to be placed under the jack to give it firm support.
3. A shovel to dig the vehicle out of snowdrifts.

CORROSION PROTECTION

Chemicals used for road surface de-icing are extremely corrosive and will accelerate corrosion and the deterioration of underbody components such as the exhaust system, fuel and brake lines, brake cables, floor pan and fenders.

Flushing all components at frequent intervals with plain water will greatly reduce the harmful effects of these chemicals.

In areas where heavy concentrations of these corrosive chemicals are used, the car should, in addition to frequent washing, be thoroughly washed, flushed and carefully inspected for signs of deterioration or corrosive action, at least several times per year. Repairs should be performed accordingly.

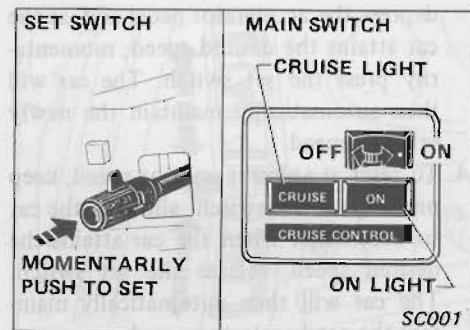
For additional protection against rust and corrosion, which may be required in some areas, consult your local NISSAN/DATSUN dealer or other competent service facility.

IN HOT WEATHER

REPLACING THE LUBRICANT

When the temperature stays over 90°F (32°C), the engine lubricating oil should be replaced with one of a higher viscosity. Refer to "Recommended SAE Viscosity Number" under the heading "Do-It-Yourself".

CRUISE CONTROL



The cruise control system automatically maintains a desired car speed within a range of approximately 37 to 75 MPH (60 to 120 km/h) without the necessity of operating the accelerator pedal.

1. To operate the cruise control, move the main switch to the "ON" position ("ON" light will illuminate), accelerate the car to the desired speed and momentarily press the set switch. (The "CRUISE" light will illuminate.) Take your foot off the accelerator pedal and then the car will automatically maintain the desired cruising speed.
2. To increase the car speed, depress the accelerator pedal. When the pedal is released, the car will return to the cruising speed selected prior to acceleration.

tion.

3. To reset at a faster cruising speed, depress the accelerator pedal and, as the car attains the desired speed, momentarily press the set switch. The car will then automatically maintain the newly selected speed.
 4. To reset at a slower cruising speed, keep pressing the set switch, allowing the car to decelerate. When the car attains the desired speed, release the set switch. The car will then automatically maintain the newly selected speed.
 5. To disengage the cruise control, lightly depress the brake pedal ("CRUISE" light will go out), or turn the main switch "OFF" (both the "ON" and "CRUISE" lights will go out).
- The cruise control will automatically be released if the car slows down to a speed which is 6 to 13 MPH (10 to 20 km/h) or more below the pre-set cruise speed.
 - On the manual transmission model, the cruise control will automatically be released when the clutch pedal is depressed.
 - On the automatic transmission model, the cruise control will automatically be released by shifting the control lever into the "N" range.

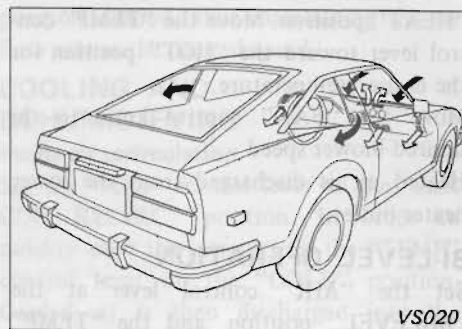
CAUTION:

Avoid using the cruise control system in areas where road conditions and/or weather elements are not suitable, as in congested areas, very curvy or hilly roads with a short field of vision, slippery roads (rain, snow, ice, etc.), very windy areas, etc.

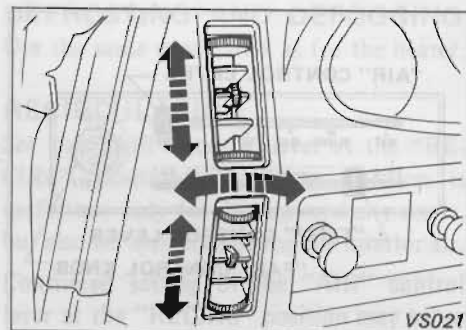
During cruise-speed driving, keep your foot off the accelerator pedal to permit a movement of the accelerator pedal.

Comfort And Convenience Features

VENTILATION SYSTEM



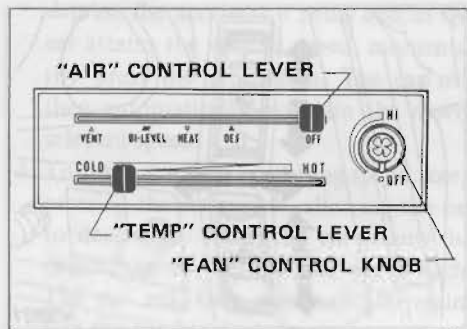
Flow-away outlets that act like one-way valves are provided in the center pillar panels. When all the windows are closed, they allow air to flow out of the car but not into it, providing constant, draft-free circulation.



SIDE VENTILATOR

To open or close the side ventilator, turn the grille.

HEATER



The heating system also includes the function of forced ventilation. To actuate the system manipulate the control lever and fan knob on the heater control panel.

"AIR" CONTROL LEVER

Heating and ventilating requirements are handled by a variety of systems which can be selected by the "AIR" control lever.

"TEMP" CONTROL LEVER

The "TEMP" control lever can be set at any position between "COLD" and "HOT" to regulate the temperature to your preference.

"FAN" CONTROL KNOB

The "FAN" control knob can be set at any position desired, thus maintaining the air flow rate at the desired speed.

HEATING

Move the "AIR" control lever to the "HEAT" position. Move the "TEMP" control lever toward the "HOT" position for the desired temperature.

Move the "FAN" control knob to the desired blower speed.

Heated air is discharged from the lower heater outlet.

BI-LEVEL OPERATION

Set the "AIR" control lever at the "BI-LEVEL" position, and the "TEMP" control lever at the desired position.

Move the "FAN" control knob to the desired blower speed.

Outside air is discharged from the center, side and upper outlets of the instrument panel and heated air is discharged from the lower heater outlet.

DEFROSTING AND DEFOGGING

Move the "AIR" control lever to the "DEF" position, the "TEMP" control lever toward the "HOT" position and the "FAN" control knob to the high speed position.

Heated air is discharged towards the windshield glass and side windows.

VENTILATION

Move the "AIR" control lever to the "VENT" position and the "TEMP" control lever to the "COLD".

Turn the "FAN" control knob to the desired blower speed.

Outside air is discharged from the center, side and upper outlets of the instrument panel.

OUTSIDE AIR CONTROL

Move the "AIR" control lever to the "OFF" position. Shut off outside air when driving on dusty roads. This "OFF" setting is useful not only for driving on dusty roads, but also for quickly heating interior air, by moving the lever to the "HOT" position.

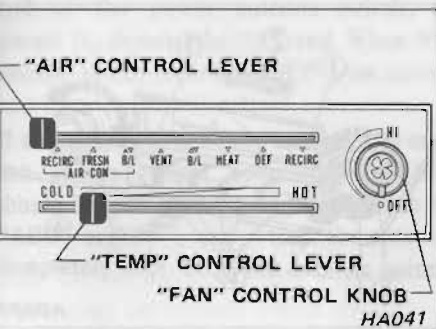
Continued quick heating at this position may cause the windshield glass to fog.

During inside air recirculation, periodically move the "AIR" control lever to "VENT", "BI-LEVEL" or "HEAT" position to draw in fresh air.

OPERATING TIPS

- Clear any snow and ice from the air inlet in front of the windshield to improve heater and defroster efficiency.
 - Always remove snow and ice from the front, side and rear windows to improve defogging efficiency and ensure proper visibility.
- Remove snow and ice from the outside mirrors and lights at the same time.
- For adequate rear seat heating, keep the areas beneath the front seats clear, and operate the fan as required.

AIR CONDITIONER



The air conditioning system combines the functions of cooling, heating and ventilating into one unit. It is operated by control levers and a knob located on the air conditioner control panel.

AIR" CONTROL LEVER

Cooling, ventilating, heating and recirculating requirements are handled by a variety of settings which can be selected by the "AIR" control lever.

"TEMP" CONTROL LEVER

The "TEMP" control lever can be set at any position between "COLD" and "HOT" to regulate the temperature to your preference.

"FAN" CONTROL KNOB

The "FAN" control knob can be set at any position desired, thus maintaining the air flow rate at the desired speed.

COOLING AND DEHUMIDIFYING

Inside air recirculation

Set the "AIR" control lever on the "AIR CON RECIRC" position. In order to quickly cool the interior, set the "TEMP" control lever on the "COLD" position. Cooled air is then discharged into the interior through the center, side and upper outlets of the instrument panel.

During inside air recirculation, periodically move the "AIR" control lever to the "FRESH" position, to draw in fresh air.

Outside air intake

Set the "AIR" control lever at the "FRESH" position, and allow the mixture ratio of approximately 50% interior air/ 50% exterior air to cool and dehumidify the interior.

"BI-LEVEL" operation

Set the "AIR" control lever on the "AIR CON B/L" position, and allow 100% exterior air to be drawn in, so that cooled air is discharged through the outlets of the instrument panel and hot air is directed to the floor areas. This position is useful for dehumidifying and defogging.

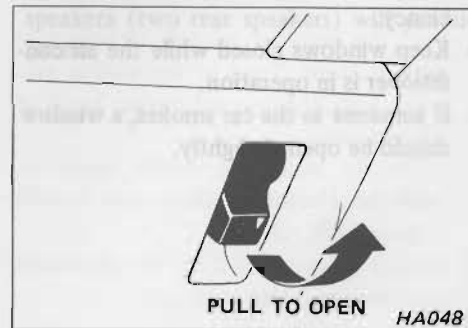
HEATING, VENTILATION, BI-LEVEL OPERATION, DEFROSTING AND DEFOGGING
Use the same procedures as for the heater.

RECIRCULATION

Set the "AIR" control lever at the "RECIRC" position. This lever position is useful not only for driving on dusty roads, but also for quickly heating the interior air.

Continued setting of the "AIR" control lever at the "RECIRC" position may cause the windshield glass to fog. During inside air recirculation periodically move the "AIR" control lever to "VENT", "B/L" or "HEAT" position.

FLOOR VENTILATION CONTROL



When the control knob (on the driver side, below the instrument panel) is pulled out

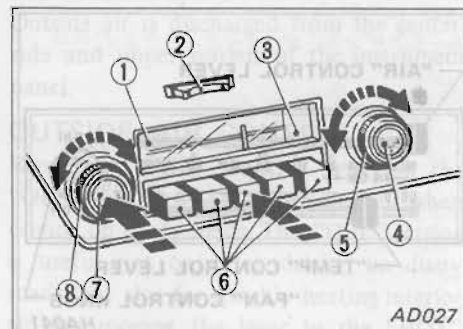
with the "AIR" control lever at the "AIR CON" or "VENT" position, cooled or outside air will be directed toward the floor area.

OPERATING TIPS

- If your car has been parked in the sun for a period of time with all the windows closed, drive for two or three minutes with all windows open. This will allow the air conditioner to cool the interior more quickly, as the hot air will be forced from the car.
- If stopped in traffic during hot weather, place the automatic transmission lever in PARK "P" position to increase the engine idle speed. This helps cool the engine and assists air conditioning efficiency.
- Keep windows closed while the air conditioner is in operation.
- If someone in the car smokes, a window should be opened slightly.

- If the cooling system has not been used for a week or more, or if the ambient temperature range is below 60°F (15.6°C), the system should be run in by turning the switch on and off several times at three second intervals, with the engine running at low speed. This will add to the service life of the system.
- If anything unusual is noted, shut off the system immediately. Have it checked by your **NISSAN/DATSUN** dealer or other competent service facility.
- It is suggested that the system be run for about ten minutes or so at least once a month in winter, so that it will be ready for use next season.
- At the start of the season, it is recommended that the air conditioning system be checked by your **NISSAN/DATSUN** dealer or other competent service facility.

RADIO



- 1 Band indicator (AM-FM)
- 2 Power antenna switch
- 3 Stereo indicator
- 4 Manual tuning knob (Inside knob)
- 5 Speaker balance control (Outside knob)
- 6 Band selector and turning push buttons
- 7 On-Off-Volume control (Inside knob)
- 8 Tone control (Outside knob)

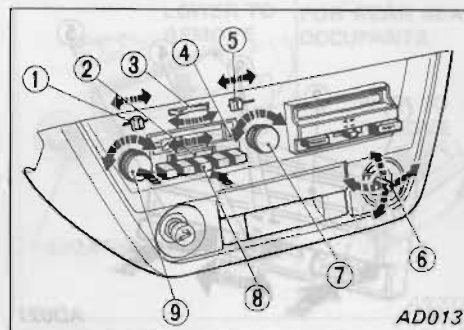
3-SPEAKER TYPE

The radio has five pushbuttons for station selection. Other stations may be selected by the manual tuning knob. The ignition key must be in "ON" or "ACC" position.

Antenna

To extend the antenna, depress the "▲" end of the power antenna switch; to retract it, depress the "▼" end. When the ignition switch is turned "OFF", the antenna will automatically retract.

If the antenna is not fully extended, it may not always retract completely. If this should happen, turn the ignition switch to "ACC" or "ON", and retract the antenna completely with the power antenna switch.



- ① BASS control
- ② Band selector
- ③ Power antenna switch
- ④ Stereo indicator
- ⑤ TREBLE control
- ⑥ Speaker balance control
- ⑦ Manual tuning knob
- ⑧ Tuning pushbutton
- ⑨ On-Off-Volume control

4-SPEAKER TYPE

The radio has five pushbuttons for station selection and an FM-AM band selector. Using the pushbuttons, it is possible to preset 5 stations for each band. Other stations may be selected using the manual tuning knob. The ignition switch must be at "ON", or "ACC". The stereo indicator remains lighted during FM stereo reception.

Antenna

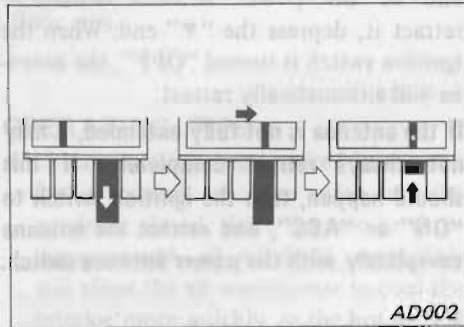
To extend the antenna, depress the "▲" end of the power antenna switch; to retract it, depress the "▼" end. When the ignition switch is turned "OFF", the antenna will automatically retract.

If the antenna is not fully extended, it may not always retract completely. If this should happen, turn the ignition switch to "ON" or "ACC", and retract the antenna completely with the power antenna switch.

4-speaker balance control

The 4-speaker balance control lever can be moved left or right, and up or down, for sound balance. When the lever is at Neutral, the two front and the two rear speakers will produce sound; when it is moved up (down), only the two front speakers (two rear speakers) will produce sound.

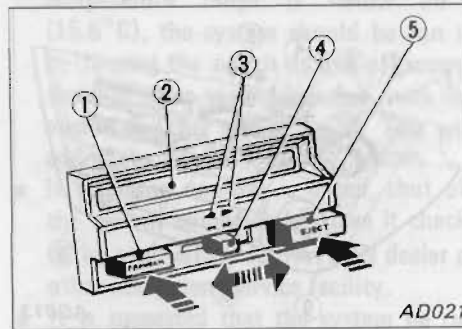
STEREO TAPE PLAYER (Cassette)



SETTING PUSHBUTTONS

Select the band you want by pushing one of the band selector buttons (3-speaker type radio) or by moving the band selector (4-speaker type radio).

1. Pull the selector button straight out until it stops. Tune in the station you want with the manual tuning knob of the radio dial.
2. After the station is clearly tuned in, push the selector button straight in until it stops, then release it.
3. Repeat steps 1 and 2 for the remaining station selector buttons.



- ① Program select button
- ② Tape door
- ③ Channel indicator
- ④ Fast forward-rewind knob
- ⑤ Eject button

Turn the ignition key to the "ON" or "ACC" position and insert the tape cassette gently through the tape door. The tape channel indicator will come on and the music will start. The tape cassette contains two programs, which are automatically played in succession.

- To select a program, push the program select button.
- To stop, push the eject button.
- Make volume, tone and speaker balance adjustments, following the same procedures as the radio.

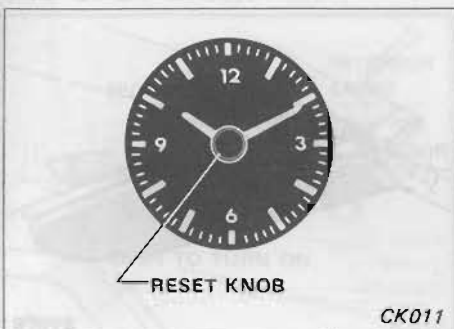
- To rapidly select a particular program, move the fast forward-rewind knob in the direction desired. The knob remains locked and should be returned to the original (neutral) position after the desired program is reached.
- When the stereo tape player is operated, the power supply for the radio tuner is automatically cut off.
- When the car has been parked in a hot or humid place, run the car for some distance before starting the stereo tape.
- Store the tape in a cool, clean and dry place in the shade, with the tape end of the cassette in an upright position.
- Pull the cassette out when it is not in use. [If the cassette is left in place for a long time, with the ignition switch off, the roller will be deformed and will start to rotate irregularly.]

Cleaning: After being used for a long time, the head of the player will be covered with dust and tape powder.

This residue may serve to deteriorate the quality and output of the tape.

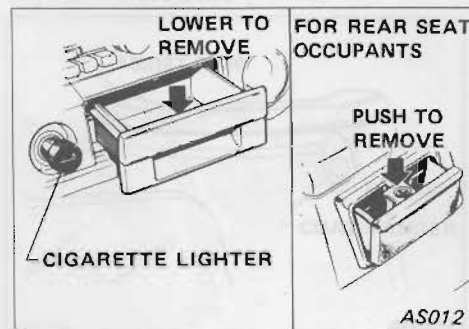
Push open the tape door and clean the capstan (revolving metal post), head and tape guide with alcohol (do not use carbon tetrachloride).

CLOCK



To reset the clock, push the knob in and reset to the desired position. Turn the knob clockwise to advance the hands, and counterclockwise to retard the hands.

CIGARETTE LIGHTER AND ASH TRAY



CIGARETTE LIGHTER

Push the knob in all the way and release it. When the lighter springs back to its original position, it is ready for use.

Replace the lighter in its original position after use.

ASH TRAYS

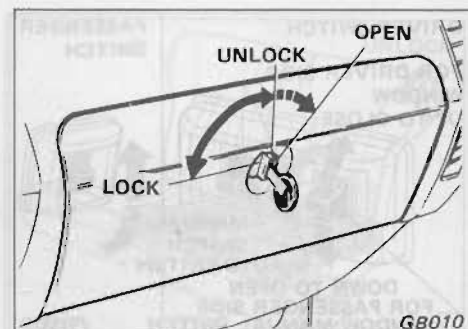
To remove the ash tray for cleaning, open the tray and pull it out while pressing downward. To install the ash tray, insert the side rail of the tray into its holder, then close the tray.

2+2 model

The ash tray for rear seat occupants is located at the rear end of the console. It can be removed by depressing the center lever.

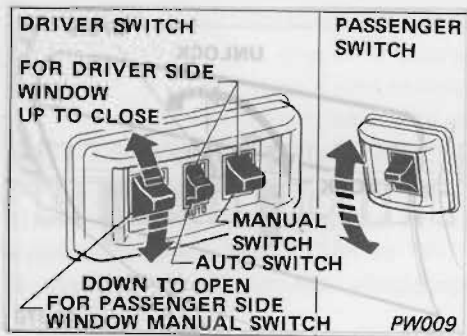
Do not use the ash tray as a waste receptacle.

GLOVE BOX



The glove box provides handy storage space.

POWER WINDOW



The power windows on the driver side and on the passenger side can be operated from switches set in the door trim on the driver side. The two outside switches are manual — the forward switch operates the driver window and the rearward switch operates the passenger window. The center switch is automatic and operates only the driver window. On the passenger side, there is a manual switch. The switches can only be operated when the ignition is "ON" or "ACC".

The auto switch needs only a touch; it need not be held. The window will automatically move all the way up or down. Press any of the switches up to move window up, and down to move it down.

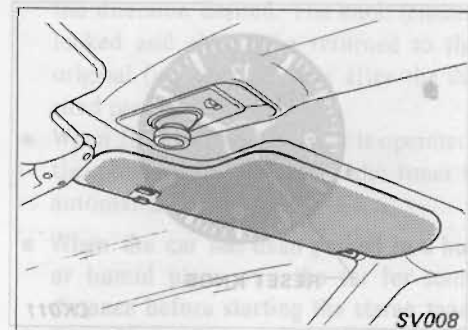
To stop a window at any desired position,

just press the auto or manual switch in the direction opposite to the way the window is moving.

WARNING:

To assure the safety of children and others, make sure that all passengers have their hands, etc. inside the car before closing the windows. Also, be sure to remove the ignition key and keep it with you when you leave the car.

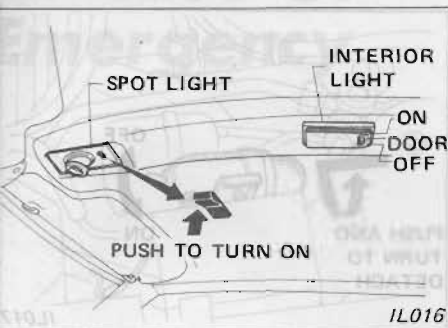
SUN VISORS AND VANITY MIRROR



You can lift the sun visors from their center mounting and turn them toward the windows to block glare from the sides.

The vanity mirror is located behind the passenger sun visor.

INTERIOR LIGHT AND SPOT LIGHT



INTERIOR LIGHT

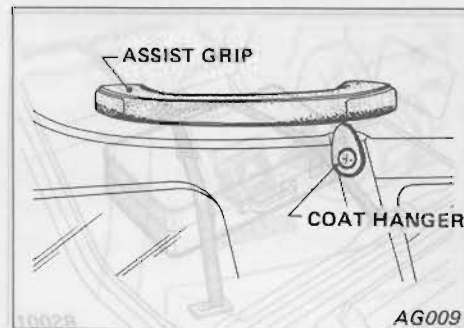
To turn on the interior light, flip the switch to the "ON" position.

When the knob is in the "DOOR" position, the interior light will be turned on (off) automatically by opening (closing) the rear hatch (2 seater model), driver's or passenger's door.

SPOT LIGHT

To turn on the spot light, push the switch as shown in the illustration. The spot light will be helpful for reading road maps, instructions, etc. in the car at night.

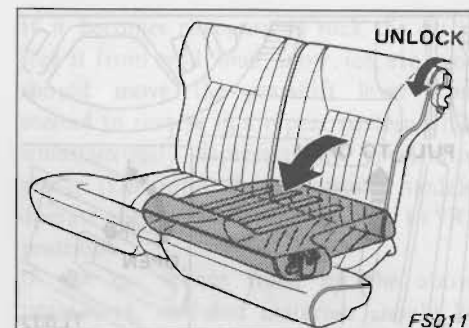
ASSIST GRIPS AND COAT HANGER



An assist grip is attached to the roof rail above the side window (2+2 model) and to the passenger side door trim.

Avoid hanging anything on the assist grip that might obstruct the driver's view.

FOLDING REAR SEAT

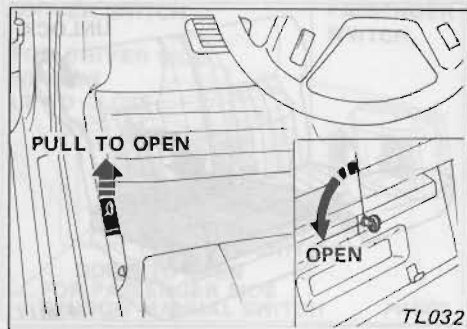


2+2 MODEL

The rear seat may be quickly and easily converted into luggage space when needed. The right and left rear seat backs can be folded down separately. Release the lock at the outer side of each seat back, and then pull the seat back forward and down to expand the luggage space.

- When the seat back is in its normal upright position, make sure it is locked securely.
- Never allow anyone to ride in the luggage area or on the rear seat in the fold-down position. Use of these areas by passengers can be extremely hazardous.

REAR HATCH LOCK



To open the rear hatch from the passenger compartment, pull up the rear hatch opener lever (located about the left base of the driver's seat). To open the rear hatch with the key, insert the key and turn it securely. To lock, push the rear hatch down securely. No further key operation is required.

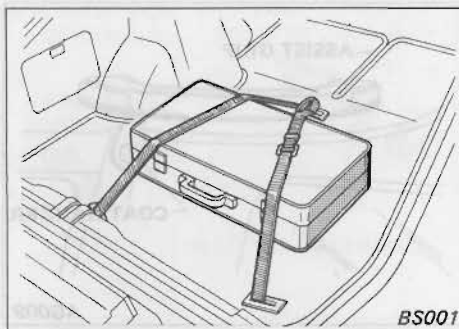
2+2 seater model

While the rear hatch is open, the luggage compartment light will remain on.

2 seater model

While the rear hatch is open, the interior light will remain on if the switch is in the "DOOR" position.

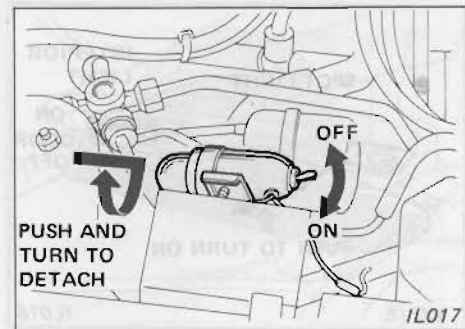
BAGGAGE STRAP



There is a strap in the baggage space to secure baggage while travelling. Use of the baggage strap to secure baggage will help keep it from being thrown about and injuring occupants in an accident.

Luggage or other cargo should not be placed in a manner which will obstruct the driver's rear or side vision.

INSPECTION LIGHT

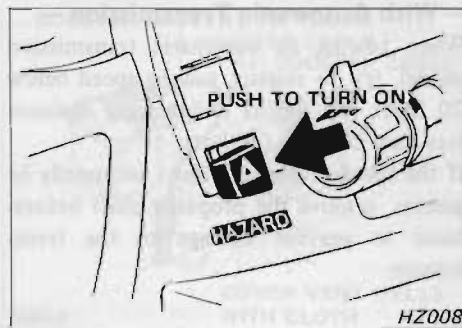


The inspection light is located on the right side hood ledge of the engine compartment.

To remove the light for underhood inspection, push and turn the light rim and detach.

In Case Of Emergency

HAZARD WARNING



Use the hazard warning flasher to warn other drivers that your car is disabled or parked under emergency conditions. Avoid stopping the car on the roadway if possible.

For further instructions, refer to "Hazard Warning Flasher Switch" under the heading "Instruments and Controls".

FREEING IMMOBILIZED CAR

If it becomes necessary to rock the car to free it from sand, mud, snow, ice, etc., you should move the gearshift lever from second to reverse in a repeat pattern while simultaneously depressing the accelerator gently. (On automatic transmission models, operate the selector lever from "D" to "R" position).

If the car is not freed by the above procedures, anti-skid materials should be placed under the wheel(s) to improve traction or the car should be towed out.

CAUTION:

To get the best possible traction under such circumstances, avoid racing the engine.

Personal injury and car damage, including tire and/or rear axle failure, may result from excessive wheel spinning.

TOWING THE CAR

Should it become necessary to tow your car, it is recommended that local towing services be utilized. If proper lifting and other towing equipment is not used, your car could be damaged.

In towing your car, you must, of course, follow all State (Provincial in Canada) and local regulations. Towing instructions are available from your NISSAN/DATSUN dealer. Local service operators will generally be familiar with the applicable laws and procedures for towing. To assure proper towing and to prevent accidental damage to your car, it is advisable to have the service operator carefully read the following precautions.

- Before towing, make sure that the transmission, axles, steering system and power train are in good order. If any unit is damaged, a dolly must be used.
- Release the parking brake and set the gearshift lever in "Neutral" position before starting to tow the car.
- The ignition key must remain in the "OFF" position to prevent the steering mechanism from locking.

TOWING WITH FRONT WHEELS RAISED

— With Automatic Transmission —

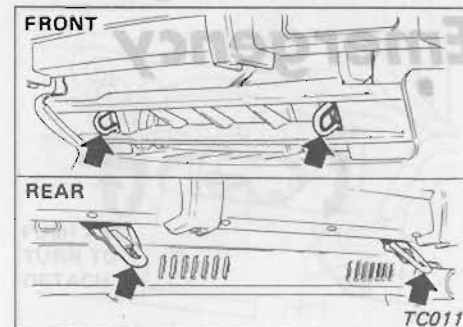
When towing an automatic transmission model, try to restrict towing speed below 20 MPH (30 km/h) and towing distance less than 20 miles (30 km).

If the speed or distance must necessarily be greater, remove the propeller shaft beforehand to prevent damage to the transmission.

TOWING WITH REAR WHEELS RAISED

With the ignition switch in the "OFF" position, secure the steering wheel in a straight-ahead position with a rope or other similar device. Do not place ignition switch in the "LOCK" position. This will result in damage to the lock mechanism. If the steering wheel cannot be fixed securely, a dolly must be used.

TOWING HOOK



The towing hook should be used only in emergency situations, e.g., to pull the car out of a ditch, a snow bank or mud. Always pull the cable in a straight direction with respect to the hook. Do not apply force to the hook in a side direction. To prevent damage, do not take up slack in the cable too quickly.

PUSH STARTING

WITH MANUAL TRANSMISSION

U.S.A. models

U.S.A. models should not be pushed or pulled to start, since the catalytic converter may be damaged.

Canada models

If you cannot start your engine in the normal manner, it can be started by pushing.

Before the push begins, turn the ignition key to "ON", place the shift lever in second or third gear, and keep the clutch pedal fully depressed.

Hold the accelerator pedal about halfway down.

When the car reaches a speed of about 10 MPH (16 km/h), slowly release the clutch pedal to start the engine.

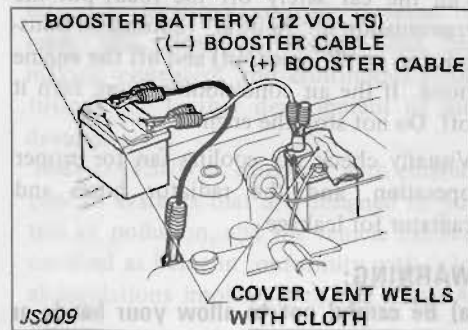
CAUTION:

Never try to start the car by towing it; when the engine starts, the forward surge could cause the car to collide with the tow vehicle.

WITH AUTOMATIC TRANSMISSION

Cars equipped with automatic transmissions cannot be started by pushing. Attempting to do so will damage the transmission.

JUMP STARTING WITH BOOSTER BATTERY



- Because explosive hydrogen gas is always present in the vicinity of the battery, keep all sparks and flames away from it. Whenever charging or using a battery in a closed environment always be sure that there is suitable ventilation.
- The final booster cable connection must be to ground on the engine lift bracket away from the battery to reduce the chance of an explosion set off by sparks.
- Do not, under any circumstances, allow battery fluid to come into contact with eyes, skin, cloth or painted surfaces. Battery fluid is a corrosive sulphuric acid solution which can cause severe burns. If the fluid should come into contact with anything, immediately flush the contacted area with water.
- Whenever working on or near a battery,

always wear suitable eye protectors (e.g., goggles or industrial safety spectacles) and remove rings, metal bands, or any other metal jewelry.

- Keep battery out of the reach of children.
- If done incorrectly, jump starting can be hazardous.
- Always follow the instructions below exactly.

1. Position the two cars so that their batteries are in close proximity. Set parking brakes. On manual transmission models set the shift lever in "neutral". On automatic transmission models set the lever in "P" position. Switch off all unnecessary electrical systems (light, heater, fan, etc.).

CAUTION:

- The booster battery voltage must not exceed 12 volts, or electric components and the control unit of the fuel injection system will be damaged.
 - If the battery cables have been disconnected they should be tightly clamped to the battery terminals to secure a good contact.
 - Do not allow the two cars to touch.
2. To reduce the explosion hazard inherent in connecting a live booster battery to a discharged battery, remove the vent caps from both batteries and place a

cloth over their open vent wells.

3. Run one jumper cable from the positive terminal (identified by "+" on the battery case, post, or clamp) of the booster battery to the positive terminal of the discharged battery.
4. Connect the other cable to the booster battery's negative terminal and to the engine lift bracket of the car with the discharged battery [not to negative (-) terminal of battery].

CAUTION:

- Do not connect the positive lead to the negative terminal or vice versa. Doing so could cause damage to both charging systems or could even result in serious personal injury.
 - Make sure cables are clear of moving parts and that neither clamp contacts any other metal.
5. Start the engine of the other car. After letting it run for a few minutes, start your engine in the normal manner.
 6. Once you have your engine running carefully disconnect the jumper cables, exactly reversing the connection procedure.
 7. Replace the vent caps. Because the cloths used to cover the vent wells may have been contaminated with corrosive acid, be sure to dispose of them in a safe 44 manner.

IF YOUR CAR OVERHEATS

Pull the car safely off the road, put the transmission in "Neutral" (automatic transmission in "P" position) and lift the engine hood. If the air conditioning is on, turn it off. Do not stop the engine.

Visually check the cooling fan for proper operation, and the radiator hoses and radiator for leakage.

WARNING:

- a) Be careful not to allow your hands or clothing to come into contact with, or to get caught in, the running fan or belts.
- b) On models equipped with the auxiliary blower fan in the engine compartment, the blower fan may start to be activated as soon as the ignition key is turned off or after a while. The blower fan may be activated up to approximately 20 minutes after the ignition key is turned off. Keep your hands away from the blower fan.

If engine overheating is not caused by a faulty cooling system but by something else, as for example climbing a long hill on a hot day, abrupt reduction of car speed after high-speed driving or repeated stop-and-go driving in congested areas, the engine coolant temperature will start to

drop after the engine has run at idle for one or two minutes.

If coolant is leaking or the fan belt damaged or loose, stop the engine and have your car brought to the nearest NISSAN, DATSUN dealer or other competent service facility for repair.

To reduce the coolant temperature, run the engine for several minutes at a speed twice as high as the normal idle speed.

- After the engine cools down to normal operating temperature, again check for leakage and, with the engine running, add coolant as necessary. After starting the car again, drive slowly for the first ten minutes, checking for any sign of abnormality. If no abnormality is noted during that time, resume normal driving.

WARNING:

To avoid the danger of being burned, never remove the radiator cap while the engine is still hot. When the radiator cap of a hot engine is removed, pressurized hot water will spurt out, possibly causing serious personal injury.

Emission Control Systems

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 toward the further development of such devices.

Your DATSUN is equipped with emission control systems that are designed to control air pollution, and the vehicle has been certified as being in conformity with federal regulations implementing the Clean Air Act.

Under the laws of some jurisdictions, the owner is subject to penalties for any modification to the emission control systems after delivery.

WARRANTY STATEMENT

The emission control system warranty is described in your Warranty and Service Booklet.

RECOMMENDATION FOR MAINTENANCE SERVICE AND REPLACEMENT PARTS

To assure best results and to maintain the original quality built into the emission control systems, it is recommended that genuine NISSAN parts be used when servicing or repairing the systems. THE WARRANTY OBLIGATIONS ARE NOT DEPENDENT UPON THE USE OF ANY

PARTICULAR BRAND OF REPLACEMENT PARTS AND THE OWNER MAY ELECT TO USE NON-GENUINE NISSAN PARTS FOR REPLACEMENT PURPOSES.

The use of replacement parts which are inferior to genuine NISSAN parts may reduce the effectiveness of the emission control system.

Therefore, if it becomes necessary to utilize other than genuine NISSAN parts, the owner should assure himself that such parts are warranted by their manufacturer to be equivalent in quality to genuine NISSAN parts.

MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY AUTOMOTIVE REPAIR ESTABLISHMENT OR INDIVIDUAL USING ANY AUTOMOTIVE PART WHICH HAS BEEN CERTIFIED IN ACCORDANCE WITH FEDERAL REQUIREMENTS. HOWEVER, WARRANTY SERVICE MUST BE PERFORMED BY AN AUTHORIZED NISSAN/DATSUN DEALER.

OWNER'S RESPONSIBILITY FOR DOCUMENTATION

The emission control system warranty covers repairs and adjustments caused by defects in materials or workmanship which would cause the vehicle not to meet applicable emission standards, but does not cover failures due solely to owner abuse and/or lack of proper maintenances. Receipts covering completion of regular servicing should be retained, in the event a question arises concerning maintenance. These receipts should be transferred to each subsequent owner of the car.

For your convenience, the coupons in the Warranty and Service Booklet have been designed to incorporate the signature of your authorized NISSAN/DATSUN dealer or other repair establishment upon completion of the required maintenance services. This signed coupon is evidence of completion of maintenance services and should be kept together with other receipts and repair orders and invoices in the glove box.

NORMAL VEHICLE USE

The emission standards may be satisfied by having the vehicle inspected periodically and by meeting the recommendations listed below:

- 1) The vehicle should be operated within the prescribed passenger and load limitations.
- 2) Use an unleaded or low-lead gasoline with a minimum octane rating of 91 RON (Research Octane Number).
- 3) For vehicles equipped with catalytic converters, be sure to use only unleaded gasoline to avoid contaminating the converter.
- 4) The vehicle should always be maintained in accordance with the specifications stipulated by NISSAN.

EMISSION CONTROL SYSTEMS ON YOUR DATSUN

All new DATSUNs are equipped with an emission control system which satisfies all applicable regulations.

With this emission control system built into your DATSUN, the discharge of pollutants has been reduced substantially.

These pollutants are primarily hydrocarbons, nitrogen oxides and carbon monoxide.

Hydrocarbons and nitrogen oxides when exposed to sunlight under certain conditions produce photochemical smog.

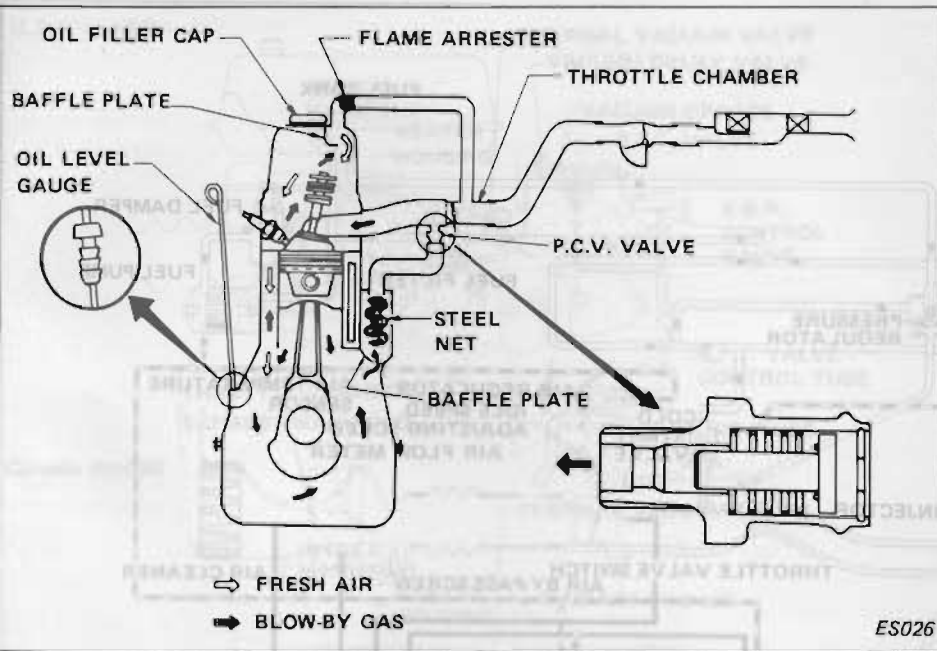
Carbon monoxide is toxic when highly concentrated in the air.

The emission control system consists of

- (1) a crankcase emission control system,
- (2) an exhaust emission control system,
- and (3) an evaporative emission control system.

These systems are outlined below.

1. CRANKCASE EMISSION CONTROL SYSTEM



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, it serves to prevent the emission

of blow-by gases into the atmosphere. The function 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

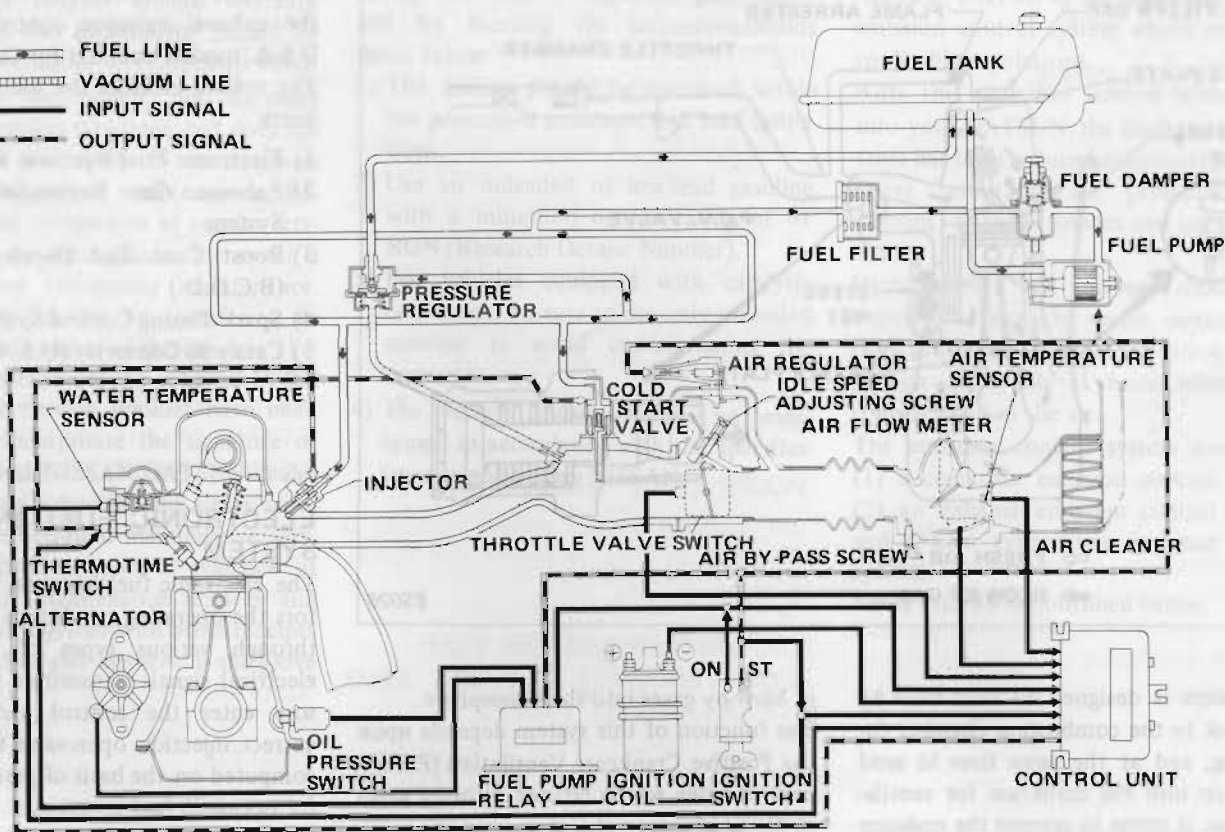
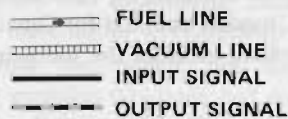
There is a considerable difference between the exhaust emission control system for U.S.A. models and that for Canada models. The system includes the following components.

- 1) Electronic Fuel Injection System
- 2) Exhaust Gas Recirculation (E.G.R.) System
- 3) Boost Controlled Deceleration Device (B.C.D.D.)
- 4) Spark Timing Control System
- 5) Catalytic Converter (U.S.A. models)

ELECTRONIC FUEL INJECTION SYSTEM

The electronic fuel injection system monitors the operating conditions of the engine through various types of sensors. The electrical signals transmitted from the sensors enter the control unit where the correct injection open-valve time period is computed on the basis of preset conditions for optimum fuel injection.

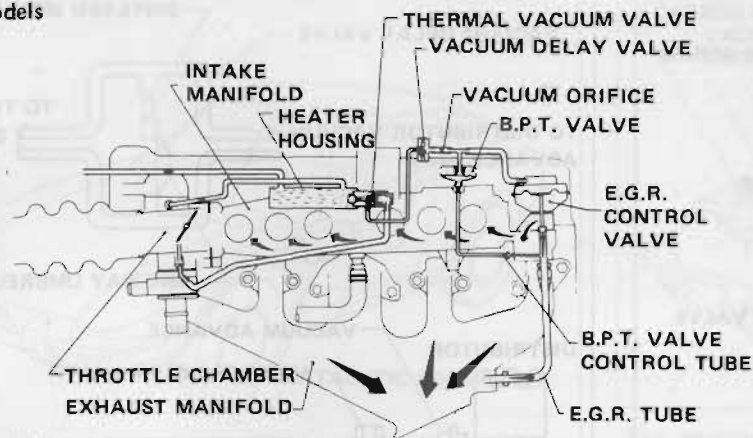
This system permits operation of the car with lean air-fuel mixture, and improves exhaust performance and fuel economy.



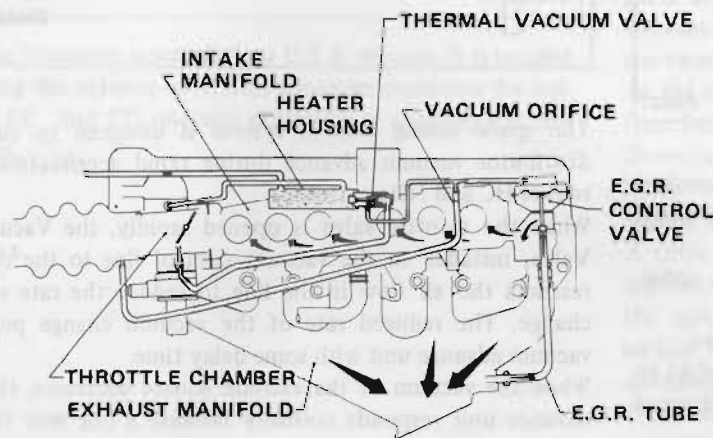
ES035

EXHAUST GAS RECIRCULATION (E.G.R.) SYSTEM

U.S.A. models



Canada models



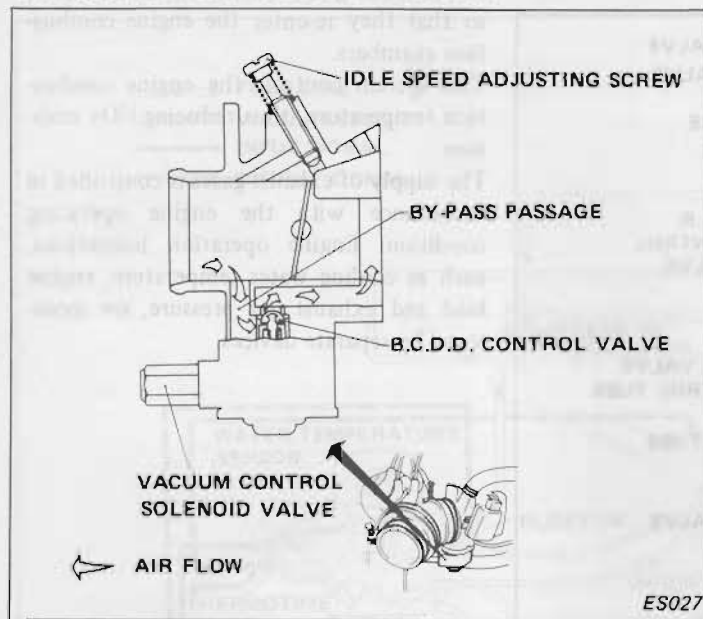
ES054

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

This system controls the engine combustion temperature, thus reducing NOx emission.

The supply of exhaust gases is controlled in accordance with the engine operating condition. Engine operation indications, such as cooling water temperature, engine load and exhaust gas pressure, are monitored by separate devices.

BOOST CONTROLLED DECELERATION DEVICE (B.C.D.D.)



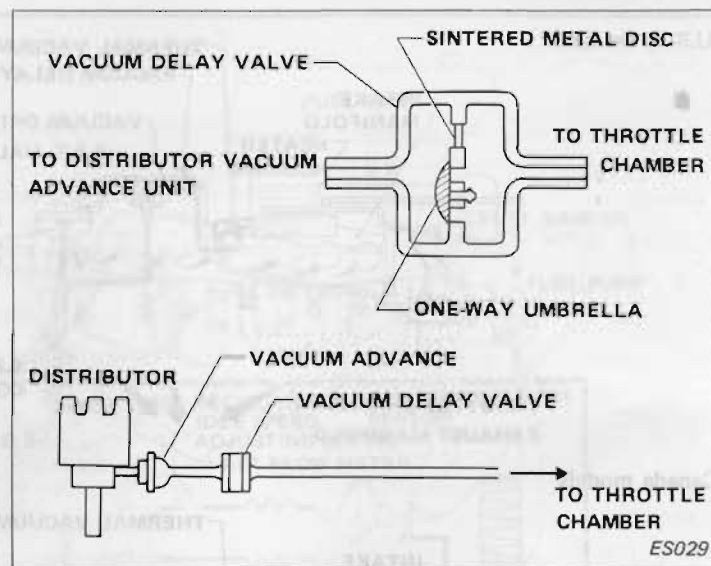
The B.C.D.D. is mounted on the bottom of the throttle chamber. The B.C.D.D. function is to open an air passage which by-passes the throttle valve during deceleration.

During deceleration, the air-fuel mixture ratio becomes unbalanced and normal combustion cannot continue.

Thus, a great amount of unburned hydrocarbons are emitted.

The B.C.D.D. supplies additional air into the intake manifold to balance the air-fuel mixture ratio and prevent such unburned hydrocarbons from being emitted.

SPARK TIMING CONTROL SYSTEM

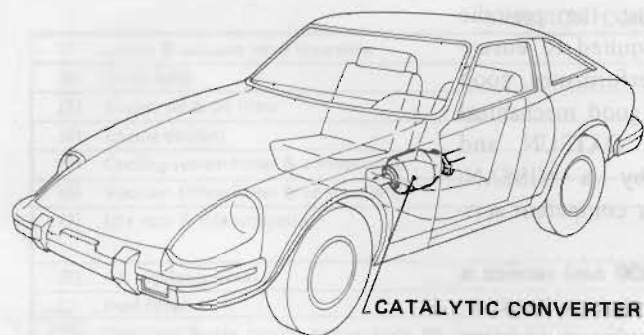


The spark timing control system is designed to control the distributor vacuum advance during rapid acceleration so as to reduce HC and NOx emissions.

When the throttle valve is opened rapidly, the Vacuum Delay Valve, installed in the vacuum control line to the distributor, restricts the air flow in the line to reduce the rate of vacuum change. The reduced rate of the vacuum change provides the vacuum advance unit with some delay time.

When the vacuum of the vacuum source decreases, the vacuum advance unit responds normally because a one way function is provided by the valve.

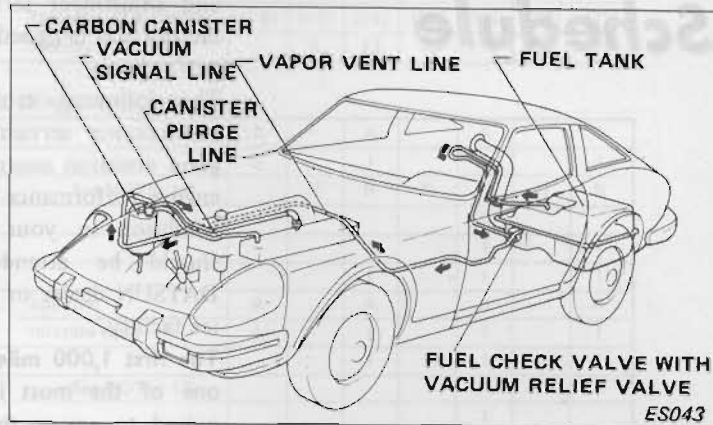
CATALYTIC CONVERTER (U.S.A. models)



ES034

The catalytic converter is installed on U.S.A. models. It is located midway along the exhaust tube. This converter promotes the oxidation of HC and CO, thereby substantially reducing CO and HC emissions.

3. EVAPORATIVE EMISSION CONTROL SYSTEM



The evaporative emission control system prevents evaporative gases in the fuel tank from entering the atmosphere. When the vacuum pressure in the fuel tank is too high, air passes through the vacuum relief valve in the fuel check valve.

At the same time, the fuel check valve prevents evaporative gases from being expelled into the atmosphere.

Therefore, evaporative gases are stored in the carbon canister.

When the engine is running, the stored evaporative gases are sucked into 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 intake manifold, air is sucked through the filter element and then passes through the activated carbon.

This intake of air cleans the activated carbon and prevents decompression in the fuel tank.

Maintenance 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 periodic maintenance servicing required to ensure good emission control performance, good engine performance and good mechanical condition in your new DATSUN, and should be attended by a NISSAN/DATSUN dealer or other competent service facility.

The first 1,000 mile (1,600 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 mileage. If frequently used under unusual operating conditions (driving on a dusty road, not used for a long period of time, used for repeated travel of less than several miles, or for short trips in freezing temperature), 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, have the systems checked and tuned by an authorized NISSAN/DATSUN dealer or any other qualified service outlet.

MAINTENANCE OPERATION		MAINTENANCE INTERVAL						
Periodic maintenance should be performed at number of miles, kilometers or months, whichever comes first.	Miles x 1,000	1	7.5	15	22.5	30	37.5	45
	(Kilometers x 1,000)	(1.6)	(12)	(24)	(36)	(48)	(60)	(72)
	Months	—	6	12	18	24	30	36

EMISSION CONTROL MAINTENANCE

(1) Intake & exhaust valve clearance		A		A		A		A
(2) Drive belts		A		I		I		I
(3) Engine oil & oil filter	See NOTE: (1)		R	R	R	R	R	R
(4) Engine coolant						R		
(5) Cooling system hoses & connections				I		I		I
(6) Vacuum fitting hoses & connections				I		I		I
(7) Idle rpm & mixture ratio	idle rpm	A		A		A		A
	mixture ratio	I		I		I		I
(8) Air regulator hoses				I		I		I
(9) Fuel filter	See NOTE: (2)					R		
(10) Fuel lines (hoses, piping, connections, etc.)						I		
(11) Air cleaner filter	See NOTE: (2)					R		
(12) Ignition timing				A		A		A
(13) Spark plugs				R		R		R
(14) Ignition wiring				I		I		I
(15) Positive Crankcase Ventilation (P.C.V.) valve						R		
(16) Ventilation hoses						I		
(17) Vapor lines						I		
(18) Carbon canister filter						R		
(19) Cable harness & connectors						I		
(20) Fuel tank vacuum relief valve						I		

NOTE: (1) If vehicle is operated under severe conditions: short distance driving, extensive idling or driving in dusty conditions, change engine oil every 3,000

(2) miles (5,000 km) or 3 months, whichever comes first. More frequent maintenance is required under dusty driving conditions.

The above charts show the normal maintenance schedule. Depending upon weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage, additional or more frequent maintenance may be required.

Abbreviations: A = Adjust R = Replace
I = Inspect, correct, replace if necessary

MAINTENANCE OPERATION

Periodic maintenance should be performed at number of miles, kilometers or months, whichever comes first.

Miles x 1,000

(Kilometers x 1,000)

Months

MAINTENANCE INTERVAL

1	7.5	15	22.5	30	37.5	45
(1.6)	(12)	(24)	(36)	(48)	(60)	(72)
—	6	12	18	24	30	36

UNDERHOOD MAINTENANCE

Brake, clutch, automatic transmission & steering gear fluid or oil level & leaks		I	I	I	I	I	I
Brake fluid			R		R		R
Brake booster vacuum hoses, connections & check valve					I		
Air conditioning system hoses, connections & refrigerant leaks					I		
Power steering fluid & lines		I	I	I	I	I	I

UNDER VEHICLE MAINTENANCE

Brake, clutch, fuel & exhaust systems for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.		I	I	I	I	I	I
Manual transmission oil		I	I	I	R	I	I
Differential gear oil	See NOTE: (3)	I	I	I	I	I	I
Steering gear box & linkage, suspension parts & propeller shaft for damaged, loose & missing parts	I		I		I		I
Rear axle drive shaft joints	See NOTE: (4)				L		
Underbody (flush and clean every 12 months)			I		I		I

OUTSIDE AND INSIDE MAINTENANCE

Rotate wheel position & inspect wheel balance & wheel alignment			I		I		I
Disc brake pads & other brake components for wear, deterioration & leaks	See NOTE: (4)	I	I	I	I	I	I
Front wheel bearing					L		
Locks, hinges & hood latch	See NOTE: (4)	L	L	L	L	L	L
Seat belts, buckles, retractors, anchors & adjuster			I		I		I
Foot brake, parking brake & clutch for free play & operation		I	I	I	I	I	I

NOTE: (3) Replace differential gear oil every 60,000 miles (96,000 km) or 4 years, whichever comes first.

(4) If vehicle is operated in areas using road salt or other corrosive materials, inspect every 3,000 miles (5,000 km) or 3 months, whichever comes first.

The above charts show the normal maintenance schedule.

Depending upon weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage, additional or more frequent maintenance may be required.

Abbreviations: R = Replace L = Lubricate
I = Inspect, correct, replace if necessary

MAINTENANCE INSTRUCTIONS FOR EMISSION CONTROL SYSTEMS

1) Intake and exhaust valve clearance

Proper adjustment of the valve clearance is essential to exhaust emission control. If this requirement is not met, valve noise or unstable idling may occur.

2) Drive belts

Check drive belts for wear, fraying or cracking and also for 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 deflection in the belt. Refer to "Do-It-Yourself".

Replace the drive belts if found damaged.

3) Engine oil and oil filter

Engine oil and oil filter should be changed every 7,500 miles (12,000 km) or 6 months, whichever comes first.

4) Engine coolant

Check engine coolant level.

Engine coolant including permanent anti-freeze coolant (Ethylene Glycol base) should be changed every 30,000 miles (48,000 km) or 24 months, whichever

comes first.

Whenever the coolant is changed, flush and refill the cooling system.

(5) Cooling system hoses and connections

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

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

(6) Vacuum fitting hoses and connections

Check hoses and connections for looseness or damage.

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

(7) Idle rpm and mixture ratio

Inspection and adjustment should be made with a CO-meter and tachometer.

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

(8) Air regulator hoses

Check the air regulator hoses for correct insertion, cracks, damage, or clogging. If any hose is found faulty, replace it.

(9) Fuel filter

The fuel filter should be replaced every 30,000 miles (48,000 km) or 24 months, whichever comes first.

(10) Fuel lines (hoses, piping, connections, etc.)

Check the fuel hoses, piping and connections for leak, looseness or deterioration. Replace any parts if they are damaged.

(11) Air cleaner filter

Under normal driving conditions, the air cleaner filter should be replaced every 30,000 miles (48,000 km) or 24 months, whichever comes first.

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

(12) Ignition timing

Ignition timing must be adjusted with the proper equipment.

(13) Spark plugs

The spark plugs should be replaced every 15,000 miles (24,000 km) or 12 months, whichever comes first.

(14) Ignition wiring

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

(15) Positive Crankcase Ventilation (P.C.V.) valve

The P.C.V. valve should be replaced every 30,000 miles (48,000 km) or 24 months, whichever comes first.

(16) Ventilation hoses

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

(17) Vapor lines

Check vapor lines and connections for failure or looseness.

If leaks are found, replace them.

(18) Carbon canister filter

The carbon canister filter should be replaced every 30,000 miles (48,000 km) or 24 months, whichever comes first.

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

(19) Cable harness and connectors

Check the harness connectors for correct insertion, and the harness connector terminals for deformation or rust. Replace any parts found faulty.

(20) 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 check valve with vacuum relief valve.

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, use this chart as a guide to locate and correct the cause of trouble.

In many instances corrections require the use of special tools and instruments. If in doubt about any servicing, have it done by your NISSAN/DATSUN dealer or other competent service facility.

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

- Before checking or repairing any part of the emission control system, be sure that all safety precautions are taken. (Refer to "Do-It-Yourself".)
- Idling and ignition timing adjustments require the use of special equipment or instruments.

Condition	Probable cause	Corrective action
Engine will not crank or cranks very slowly.	Discharged or damaged battery. Loose connection. <ul style="list-style-type: none"> ● Battery ● Starting motor. Damaged starting motor. Malfunction in electronic fuel injection system.	Charge or replace. Check both cable connections on battery and grounded end. Check connections at starter solenoid. Repair or replace. Replace.
Engine will crank normally but will not start.	Ignition system Loose connection in ignition system. Damaged spark plug. Carbon deposited or wet spark plug. Incorrect ignition timing.	Check for loose connections at ignition coil, distributor and spark plugs. Replace spark plug. Clean spark plug. Adjust ignition timing.

Condition	Probable cause	Corrective action
	<p>Malfunction of distributor cap and rotor.</p> <p>Malfunction of ignition system.</p> <p>Fuel system</p> <p>No fuel in fuel line.</p> <p>Clogged fuel line.</p> <p>Malfunction in pressure regulator.</p> <p>Malfunction in electronic fuel injection system.</p>	<p>Check and clean distributor cap and rotor.</p> <p>Check ignition system.</p> <p>Check fuel level.</p> <p>Refill if necessary.</p> <p>Check fuel pump system.</p> <p>Check for clogged fuel strainer and piping.</p> <p>Check pressure regulator, replace if necessary.</p> <p>Replace.</p>
High engine idle speed.	<p>Binding accelerator linkage.</p> <p>Malfunctioning B.C.D.D. system.</p> <p>Malfunctioning air regulator.</p> <p>Incorrect adjustment of idle speed adjusting screw.</p>	<p>Check and correct accelerator linkage.</p> <p>If engine idling speed rises above 1,800 to 2,000 rpm, the cause may be a malfunctioning B.C.D.D. system.</p> <p>Check B.C.D.D. system.</p> <p>Repair or replace if necessary.</p> <p>Replace.</p> <p>Correct.</p>
Rough or unstable engine idle.	<p>Improper valve clearance.</p> <p>Incorrect idle adjustment.</p> <p>Clogged air cleaner filter.</p>	<p>Adjust valve clearance.</p> <p>Adjust idle speed.</p> <p>Replace air cleaner filter.</p>

Condition	Probable cause	Corrective action
	<p>Malfunction in E.G.R. control valve.</p> <p>Loose manifold and cylinder head bolts.</p> <p>Damaged or disconnected carbon canister purge line hose.</p> <p>Damaged or disconnected crankcase ventilation hoses.</p> <p>Malfunction in pressure regulator.</p> <p>Malfunction in electronic fuel injection system.</p>	<p>Clean or replace.</p> <p>Retighten bolt.</p> <p>Connect or replace.</p> <p>Connect or replace.</p> <p>Replace.</p> <p>Replace.</p>
Engine knocking.	<p>Use of fuel with insufficient octane rating.</p> <p>Laboring engine.</p>	<p>Change to recommended fuel. Check ignition timing if necessary.</p> <p>Select a lower gear.</p>
Backfire or after fire.	<p>Irregular combustion.</p> <p>Damaged E.G.R. control valve.</p> <p>Malfunction in electronic fuel injection system.</p>	<p>Check spark plugs for gap, carbon deposit or incorrect heat range.</p> <p>Check ignition timing.</p> <p>Replace.</p> <p>Replace.</p>
Charge warning light comes on while driving.	<p>Loose connection.</p> <p>Loose fan belt.</p> <p>Damaged alternator.</p>	<p>Check for loose connections of alternator.</p> <p>Adjust belt tension.</p> <p>Repair or replace alternator.</p>

Do-It-Yourself

PRECAUTIONS

When performing any inspection or maintenance work on your car, always exercise care to prevent accidental personal injury to yourself or damage to the car.

The following are general precautions which should be closely observed in carrying out any servicing operation.

- Set the parking brake securely.
- Do not work on the engine while it is hot. Always turn it off and allow it to cool down.
- If you must work with the engine running, remove necktie and any jewelry, such as rings, watch, etc. Keep your hands, clothing, hair and tools away from moving fans and fan belts.
- Never get under the car while it is supported by a jack. If it is necessary to work under the car, use safety stands.
- Keep smoking materials, flame or sparks away from gasoline or battery.
- Never connect or disconnect either the battery or any transistorized component while the ignition key is on.
- When connecting the battery cables, pay particular attention to their polarities. Never confuse the positive cable with the negative cable.

This "Do-It-Yourself" gives instructions regarding only those items which are relatively easy for an owner to perform.

The "Periodic Maintenance and Lubrication Schedule" is included in this booklet. However, sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. You should be aware that incomplete or improper servicing may result in operating difficulties or excessive emissions, and could affect your warranty coverage. **If in doubt about any servicing, have it done by an authorized NISSAN/DATSUN dealer or other competent service facility.**

Before changing oil, check for a suitable way to dispose of the old oil.

Do not pour it down sewage drains, onto garden soil, or into open streams.

Your zoning or environmental regulations will give you more detailed instructions on such disposal.

We suggest that you have your oil changed at your authorized NISSAN/DATSUN dealer or other competent service facility.

OIL AND FUEL RECOMMENDATION

FUEL RECOMMENDATION

All U.S.A. models are designed to operate on unleaded gasoline with a research octane rating of at least 91.

Under no circumstances should a leaded fuel be used since this will damage the catalytic converter.

Canada models are designed to operate on either unleaded or low-lead gasoline only of at least 91 octane (RON).

Incorrect ignition timing, or the use of a fuel whose octane rating is too low, will result in knocking, after-run or overheating.

This in turn may cause excessive fuel consumption or damage to the engine. If

RECOMMENDED LUBRICANT SPECIFICATIONS

Lubricant		Specifications	Remarks
Gasoline engine oil		API SE	Further details, refer to recommended SAE viscosity chart.
Gear oil	Transmission and steering	API GL-4	
	Differential	API GL-5	
Automatic T/M and power steering fluid		Type DEXRON	
Multi-purpose grease		NLGI No. 2	Lithium soap base
Brake and clutch fluid		DOT 3	US FMVSS No. 116
Anti-freeze			Ethylene glycol base

any of the above symptoms are encountered, have your car checked at a NISSAN/DATSUN dealer or other competent service facility.

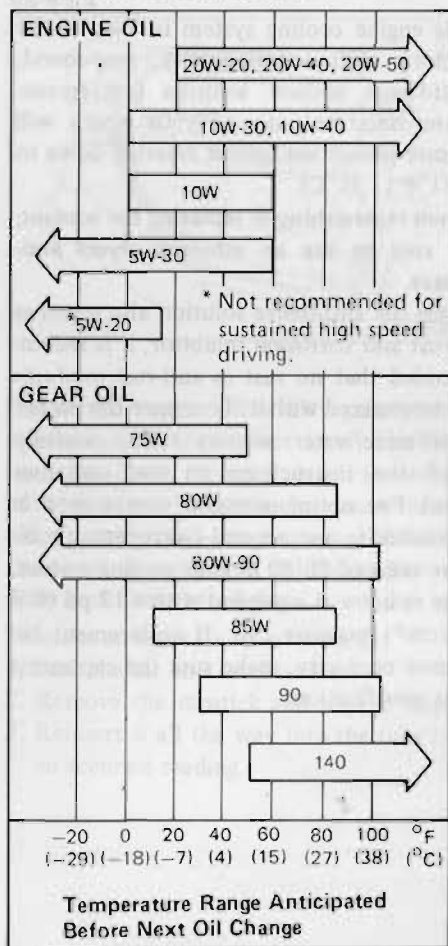
ENGINE OIL RECOMMENDATION

Use only the engine oil listed in the "Recommended Lubricant Specifications". Change engine oil at the intervals recommended in the "Emission Control Maintenance Schedule". It should be noted that oil change intervals longer than those listed above will seriously reduce engine life.

Operation under the following conditions may require more frequent oil changes.

- short distance driving at cold outside temperatures,
- driving in dusty conditions,
- severe driving.

RECOMMENDED SAE VISCOSITY NUMBER



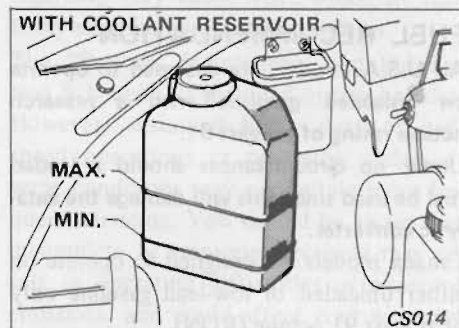
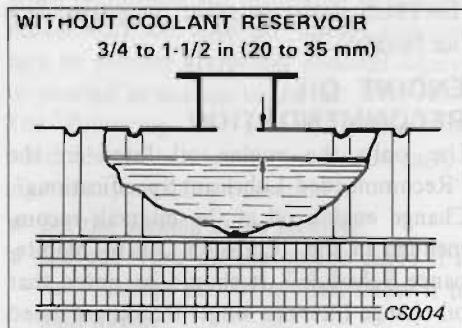
ENGINE COOLING SYSTEM

The engine cooling system is filled at the factory with a high-quality, year-round, anti-freeze coolant solution (anti-freeze/water mixture ratio: 50/50) which will ensure protection against freezing down to -31°F (-35°C).

When replenishing or replacing the coolant, be sure to use an ethylene glycol anti-freeze.

Since the anti-freeze solution also serves as a rust and corrosion inhibitor, it is recommended that no rust or anti-rust products be intermixed with it. To ensure the proper anti-freeze/water mixture ratio, carefully read the instructions on the container label. For optimum engine operation, it is advisable to use an anti-freeze/water mixture ratio of 50/50 in your cooling system. The radiator is equipped with a 13 psi (0.9 kg/cm²) pressure cap. If replacement becomes necessary, make sure the cap meets this specification.

CHECKING COOLANT LEVEL



WARNING:

Never remove the radiator cap when the engine is hot; serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap and carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.

Without coolant reservoir

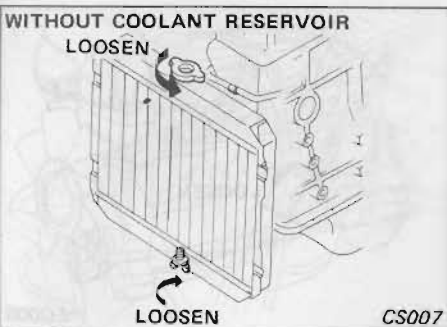
Regularly check the amount of coolant in the radiator when the engine is cold. If it is found to be insufficient, add coolant up to the specified level. If it becomes necessary to add coolant with excessive frequency, your cooling system should be inspected by your NISSAN/DATSUN dealer or other competent service facility.

With coolant reservoir

Visually check the amount of coolant in the reservoir tank when the engine is cold. If the coolant level is below the "MIN"

level, remove the reservoir tank filler cap and add coolant until the "MAX" level is reached. If the reservoir tank is empty, check the coolant level in the radiator. If there is insufficient coolant in the radiator, pour coolant into the radiator up to the cap and also pour it into the reservoir tank up to the "MAX" level. If it becomes necessary to add coolant with excessive frequency, your cooling system should be inspected by your NISSAN/DATSUN dealer or other competent service facility.

CHANGING ENGINE COOLANT

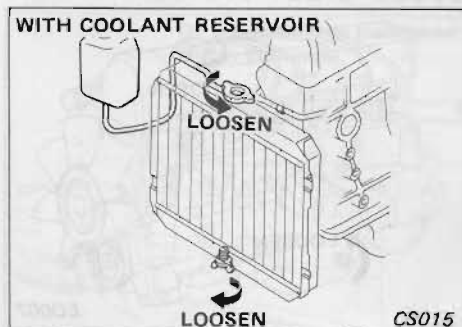


WARNING:

To avoid the danger of being scalded, never attempt to change the coolant when the engine is hot.

Without coolant reservoir

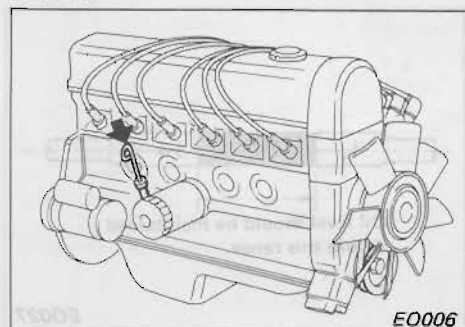
1. Carefully remove the radiator cap.
2. Open the radiator drain valve to drain the coolant. Then flush the cooling system.
3. Close the drain valve securely.
4. Fill the radiator with coolant up to the specified level.
5. Run the engine for a few minutes until air in the cooling system is released. Add coolant as necessary.
6. Install the radiator cap. Check the drain valve for any sign of leakage.



With coolant reservoir

1. Carefully remove the radiator cap.
2. Open the radiator drain valve to drain the coolant. Then flush the cooling system.
3. Close the drain valve securely.
4. Fill the radiator with coolant up to the filler opening. Run the engine for a few minutes. If necessary, add coolant. Fill the reservoir tank with coolant up to the "MAX" level.
5. Install the radiator cap. Check the drain valve for any sign of leakage.

CHECKING ENGINE OIL LEVEL

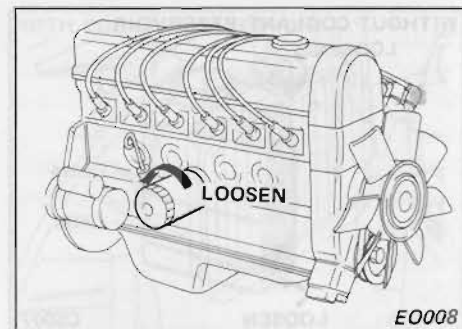
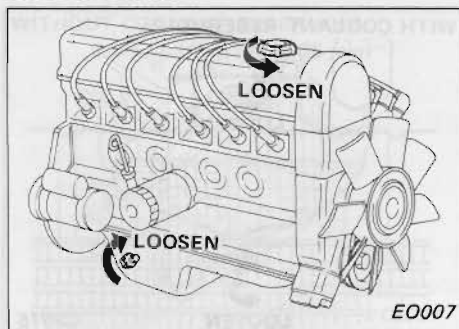
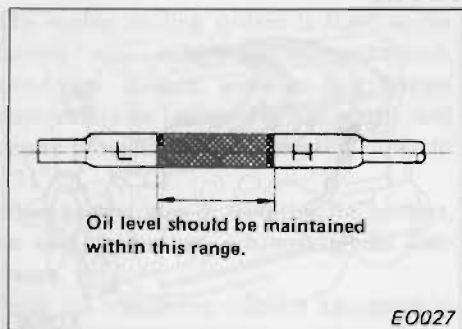


Check the engine oil level regularly and maintain it at the correct level. The best time to check the oil level is several minutes after the engine has been turned off at operating temperature. This will allow oil accumulated in the engine to drain back into the oil pan.

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.

CHANGING ENGINE OIL AND OIL FILTER



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 securely.

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 between oil changes or during the break-in period, depending on the severity of operating conditions.

Oil level should be checked regularly. Operating with insufficient amount of oil can damage the engine.

The engine oil and oil filter should be replaced periodically.

1. Park the car on a level surface and set the parking brake.
2. Warm up the engine until it reaches operating temperature, and then turn it off.
3. Place a drain pan under the drain plug of the oil pan.
4. Remove the oil filler cap.
5. Remove the drain plug with a wrench and completely drain the oil.

Be careful not to burn yourself, as the engine oil may be hot.

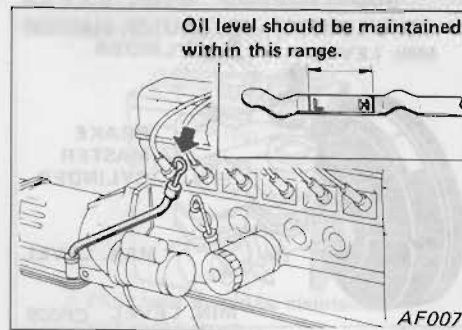
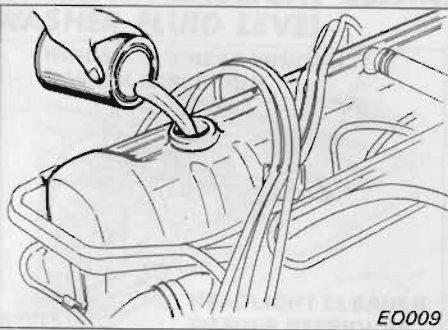
6. Clean and re-install the drain plug with washer. Tighten the plug with a wrench, but do not use excessive force.

It is recommended that the oil filter be replaced at the same time.

- a. Remove the oil filter. If the oil filter is hard to remove by hand, use an oil filter wrench.
- b. Wipe the engine oil filter mounting surface with a clean rag.
- c. Smear a little engine oil on the rubber gasket of the new filter.
- d. Screw in the oil filter 2/3 turn by hand from the point where it touches the engine closely.

Do not tighten with the oil filter wrench.

CHECKING AUTOMATIC TRANSMISSION FLUID LEVEL



7. Refill oil and install the cap securely.

With oil filter: 4-3/4 US qt

(4 Imp qt, 4.5 liters)

Without oil filter: 4-1/4 US qt

(3-1/2 Imp qt, 4.0 liters)

8. Start the engine. Check the area around the drain plug and oil filter for any sign of oil leakage.

If any leakage is evident, these parts have not been properly installed.

9. Run the engine until it reaches operating temperature. Then turn it off and wait several minutes. Check the oil level. If necessary, add engine oil.

WARNING:

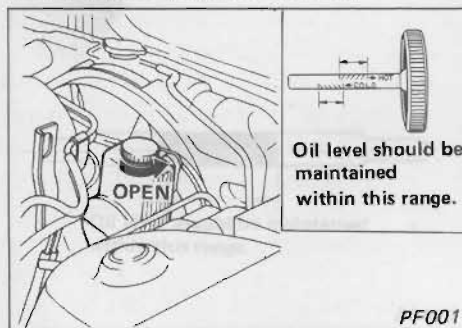
When engine is running, keep hands and clothing away from any moving parts such as fan and drive belt.

1. Drive the car several miles (kilometers) to bring the transmission up to normal operating temperature. [Approximately 158°F (70°C)]
2. Park the car on a level surface.
3. Set the parking brake.
4. Place the selector lever in the park "P" position and leave the engine running.
5. Remove the dipstick and wipe it clean.
6. Reinsert the dipstick all the way into the dipstick pipe.
7. Remove the dipstick and note reading.

If the fluid level is at or below the "L"

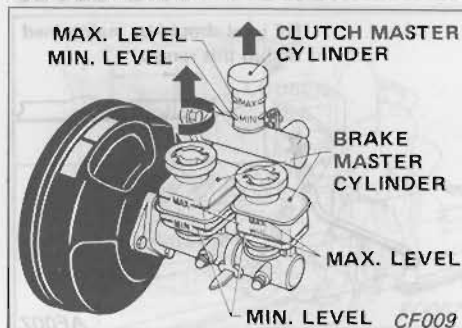
mark, add sufficient fluid through the dipstick pipe to raise the level to the "H" mark. Do not overfill above "H" mark. See the "Recommended Lubricants" for fluid.

CHECKING ZF POWER STEERING FLUID LEVEL



After stopping the engine, check the oil level in reservoir by checking dipstick on "HOT" side at normal operating temperature or "COLD" side when oil is cold. Add recommended oil if necessary, but do not overfill.

CHECKING BRAKE AND CLUTCH FLUID LEVEL



Check the fluid level in each reservoir. It should be between the Max. and Min. lines on the reservoir. If it is below the Min. line, add brake fluid DOT 3 up to the Max. line.

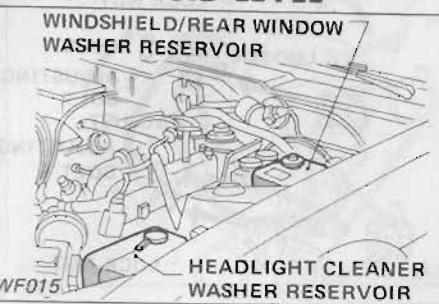
- Use only new brake fluid. Use of an old or inferior brake fluid may endanger the functioning of the brake and clutch systems.
- Do not allow the brake fluid to come into contact with the painted surface. This may damage the paint.
- Before opening the reservoir cap, wipe it clean with a rag.

If a frequent supply of the brake fluid is required, the system should be thoroughly checked by your NISSAN/DATSUN dealer or other competent service facility.

WARNING:

With service stations continuing to convert to no-service, gas-and-go operations, many motorists check fluid levels in their cars themselves and add fluids when necessary. Adding the wrong type brake fluid or allowing the braking system to become contaminated can damage the system and affect the car stopping capability.

CHECKING WINDSHIELD/REAR WINDOW/HEADLIGHT CLEANER WASHER FLUID LEVEL



Check fluid level in the reservoir and add fluid if necessary.

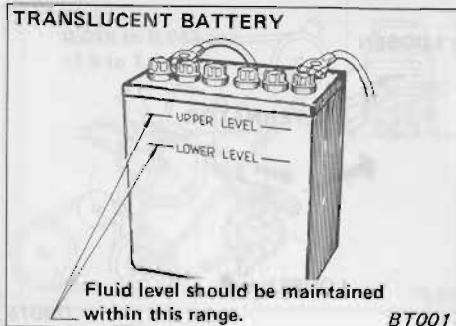
Add a washer solvent to the water as clear water is usually not adequate for cleaning. In the winter season, add a washer anti-freeze and follow the manufacturer's instructions for the correct amount to be used.

In models equipped with a rear window washer, the washer fluid reservoir is designed for use with both the windshield washer and rear window washer.

CAUTION:

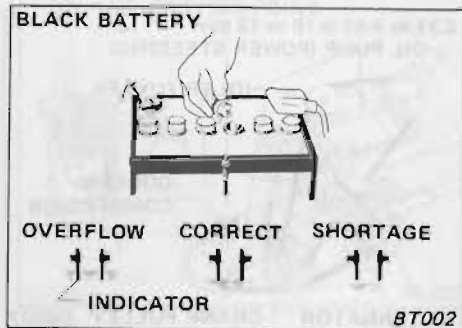
Do not substitute radiator anti-freeze for washer solution. This may result in damage to the paint.

CHECKING BATTERY FLUID LEVEL AND CONDITION



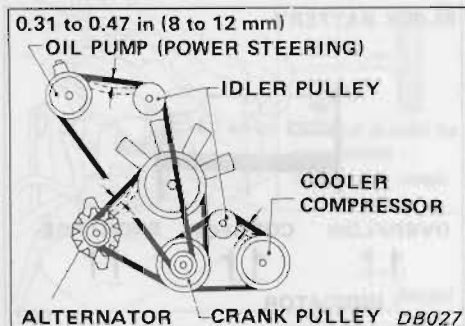
WARNING:

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. After touching a battery or battery cap, do not touch or rub your eyes until you have thoroughly washed your hands. 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.



- 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 minimize corrosion.

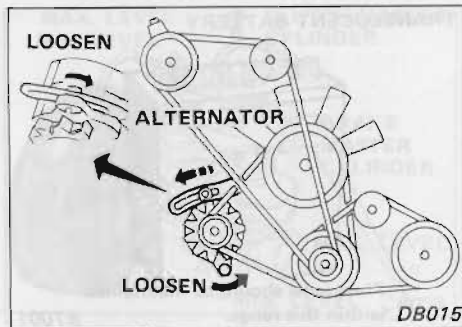
CHECKING DRIVE BELTS



Be sure the engine is off and the transmission is in "Neutral". Engage the parking brake securely.

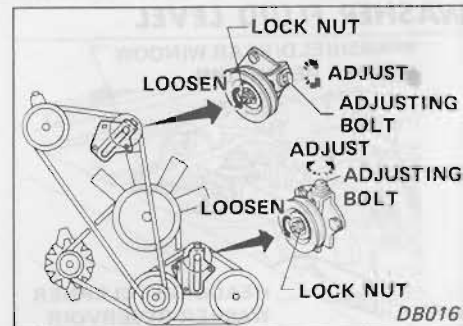
1. Visually inspect each belt for signs of unusual wear, cuts or fraying. If a belt is in poor condition, have it replaced by your NISSAN/DATSUN dealer or other competent service facility.
2. Check the belt tension by applying moderate thumb pressure midway between the pulleys. The belt should deflect within the specified amount as shown in the illustration.

ADJUSTING DRIVE BELTS



FAN AND ALTERNATOR BELT

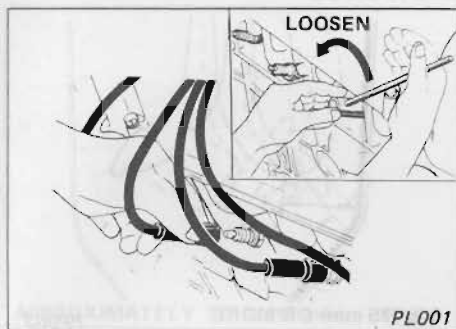
1. Loosen the upper and lower alternator securing bolts until the alternator can be moved slightly.
2. Move the alternator with a prying bar until the belt tension is within the specified range. Then tighten the bolts securely.
3. Check the belt tension again to see if it is correct.



AIR CONDITIONER AND POWER STEERING BELTS

1. Loosen the idler pulley lock nut for the belt being adjusted.
2. Adjust the adjusting bolt until the belt tension is within the specified range.
3. Tighten the idler pulley lock nut securely.
4. Check the belt tension again to see if it is correct.

REPLACING SPARK PLUGS

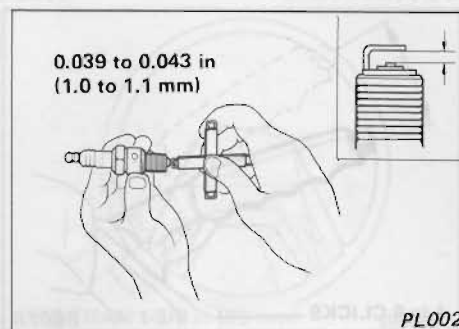


Be sure engine is off and parking brake set securely.

1. Disconnect high tension cables (spark plug cables).

When disconnecting, always hold the boots — not the cables. Mark all cables to identify their original locations.

2. Remove spark plugs with a spark plug wrench.

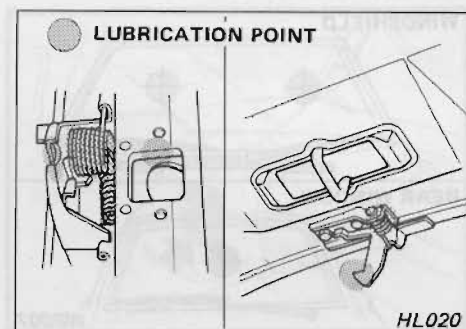


3. Before installing new spark plugs, check each spark plug gap with a feeler gauge to see if it is within the specified range. If it is not, bend the side electrode until the gap is within the specified range.

4. When installing a plug, screw it in two or three turns by hand and then tighten with a spark plug wrench. Be careful not to overtighten it.

5. Holding the boots, re-connect the high tension cables to their proper locations.

CHECKING HOOD LOCK



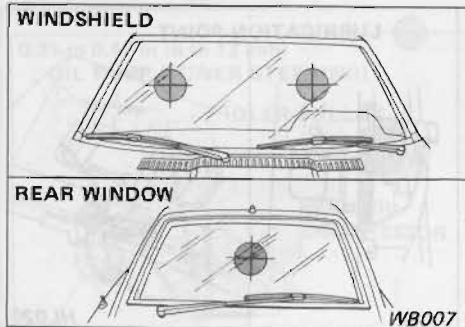
After closing the hood, always check to see if it is closed and latched securely.

Lubricate hood lock assembly periodically as recommended in the "Periodic Maintenance and Lubrication Schedule".

Coat all functioning parts with grease after wiping off any accumulation of dirt on lock parts.

Make certain that the lock and release mechanisms operate smoothly.

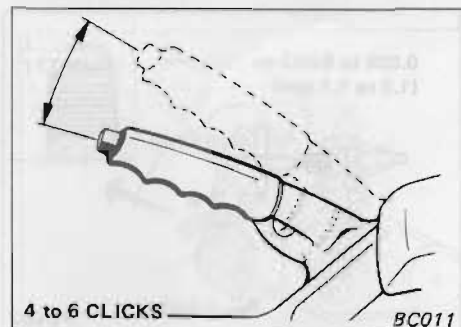
CHECKING WIPER BLADES/ WASHER NOZZLES



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

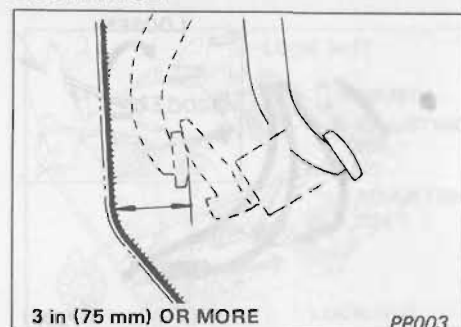
To adjust the washer spray, move the nozzles toward the center of each half of the windshield and toward the center of the rear window.

CHECKING PARKING BRAKE CONDITION



From the completely released position, apply the parking brake slowly and firmly, counting the clicks. If the number of clicks is as shown in the illustration, the parking brake is in good condition. If the number is excessive, have the parking brake adjusted by your authorized NISSAN/DATSUN dealer or other competent service facility.

CHECKING BRAKE PEDAL DISTANCE

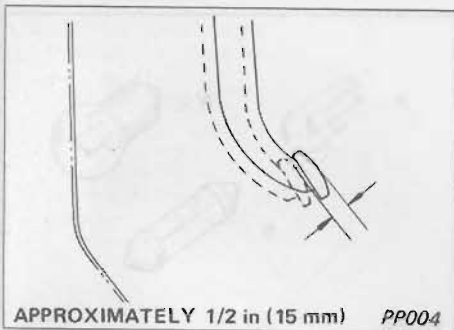


When the brake pedal is fully depressed, the distance between the upper surface of the pedal and the carpet should be as shown in the illustration.

When this distance approaches the prescribed limit value, have the brake checked by your authorized NISSAN/DATSUN dealer or other competent service facility. If the distance should abruptly be shortened, there is something wrong with the brake system. Stop driving your car immediately.

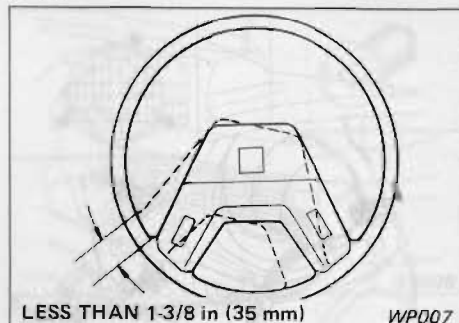
Your car is equipped with power assisted brakes. Braking effort with engine off will require greater pedal force.

CHECKING CLUTCH PEDAL FREE TRAVEL



The clutch pedal should have the amount of free travel shown in the illustration. Check it by depressing the pedal by hand. If free travel is too little or too much, have the clutch checked by your NISSAN/DATSUN dealer or other competent service facility.

CHECKING STEERING WHEEL PLAY

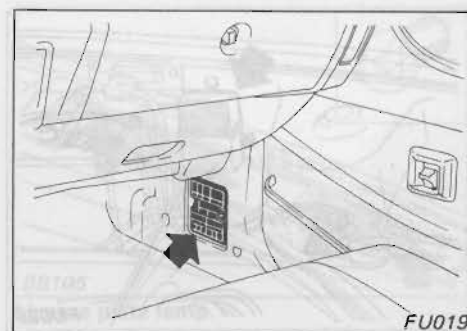


With the steering wheel in straight ahead position, measure the amount of steering wheel play. Turn the steering wheel in both directions within the range where the front tires remain stationary as seen with the eyes; the amount of circumferential movement of the steering wheel at this time is the steering wheel play.

If the play is out of order, have the steering wheel adjusted by your authorized NISSAN/DATSUN dealer or other competent service facility.

If your car is equipped with power assist steering, greater steering effort will be required if engine is off.

CHECKING FUSES



Should an electrical failure occur, check for a burned-out fuse. Fuses are located under the instrument panel.

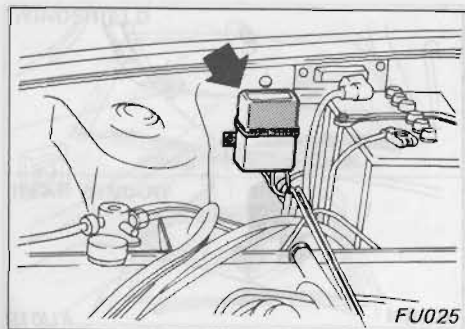
1. Remove the fuse and check. If it is burned out, replace it.

Before replacing any fuse, be sure to check the fuse specifications listed on the fuse box cover.

Never use a fuse of higher amperage rating than that specified.

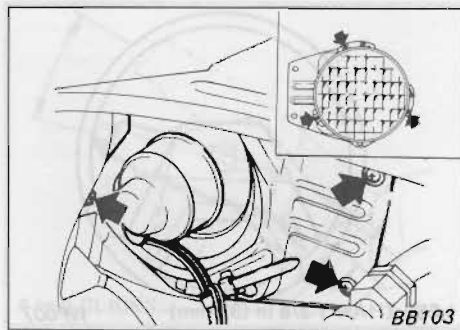
2. Should a replacement fuse burn out again, have the electrical system checked and repaired by your authorized NISSAN/DATSUN dealer or other competent service facility.

CHECKING FUSIBLE LINKS



When electrical failure has occurred and fuses are in good order, check the condition of the fusible links. These are located near the battery and included in the wiring system. Should an overload occur, these fusible links melt, preventing damage to the wiring harness, electronic fuel injection system and electrical equipment. Replace a fusible link only with a genuine NISSAN part or one of an equal rating.

BULB REPLACEMENT



HEADLIGHT

The headlight is a sealed beam type in which the lens, reflector and filament are of a unitized construction.

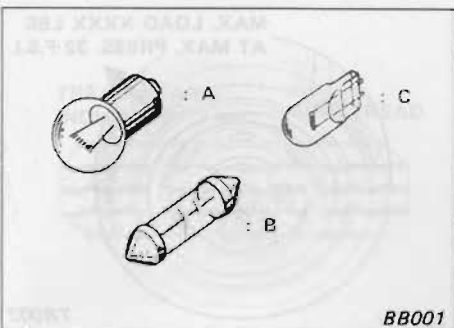
1. **Left side headlight**
Remove the headlight cleaner tank and pump (if equipped).
2. **Right side headlight**
Remove the coolant reservoir and the bracket and carbon canister.
3. Disconnect the wiring connector from the rear end of the bulb.
4. Remove the bolts which retain the headlight bracket.
5. Remove the three screws which hold the headlight retaining ring.

Be careful not to disturb the aiming adjusting screws.

The headlight can then be removed from the housing.

5. In installing the new unit, be sure that "TOP" in raised letters on the lens is on the upper side.

When aiming adjustment is necessary, see your NISSAN/DATSUN dealer or other competent service facility.



OTHER LAMPS

All other lamps are either type A, B or C. When replacing a bulb, first remove the lens and/or cover and then proceed as follows:

Type A:

Press and turn the bulb counterclockwise.

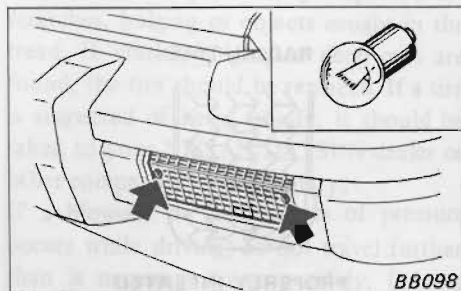
Type B:

Pull the bulb out from its holder clips.

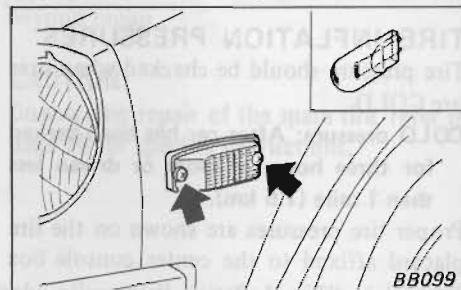
Type C:

Pull the bulb out from the socket.

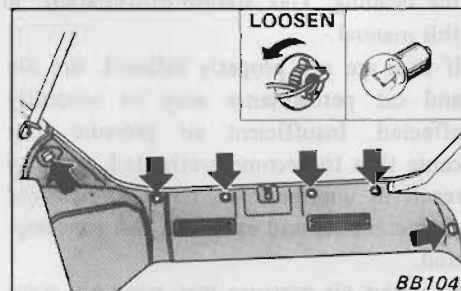
The bulb can be installed in the reverse order of removal.



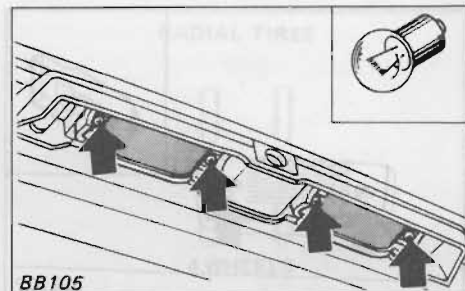
Front combination lamp



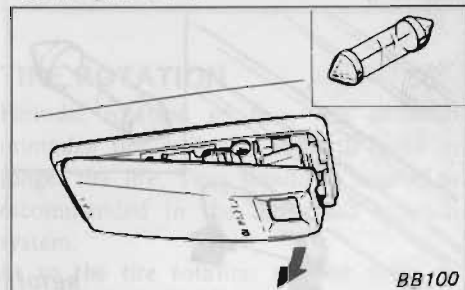
Side marker lamp



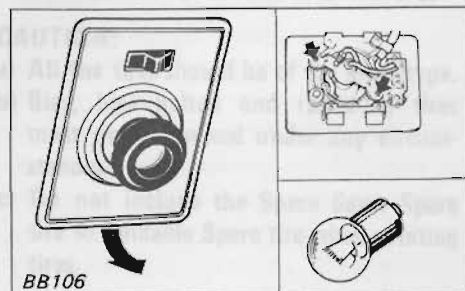
Rear combination lamp



License plate lamp

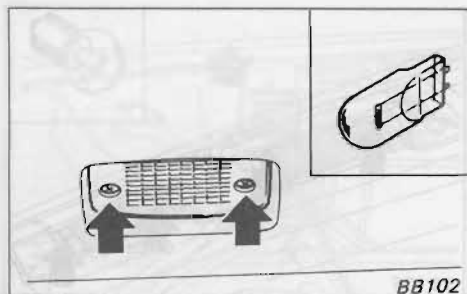


Interior lamp



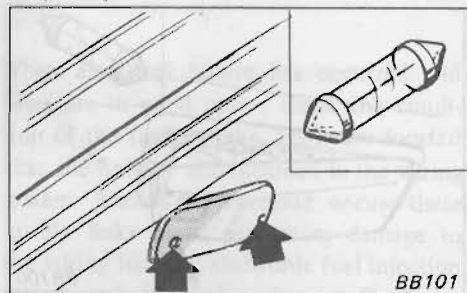
Spot lamp

WHEEL AND TIRE



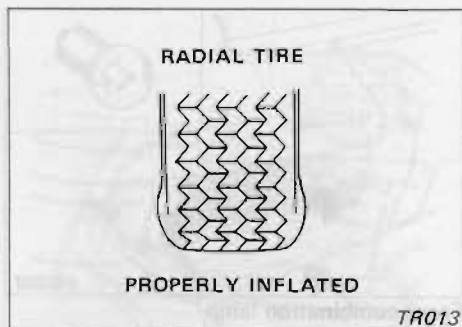
Step lamp

BB102



Luggage compartment lamp

BB101



TR013

TIRE INFLATION PRESSURES

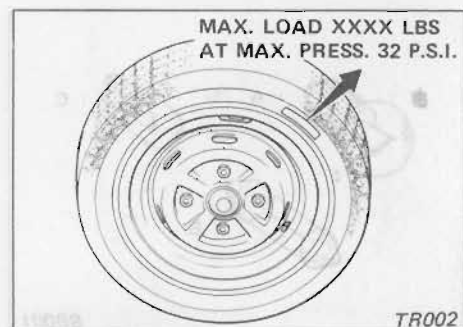
Tire pressure should be checked when tires are COLD.

COLD pressure: After car has been parked for three hours or more or driven less than 1 mile (1.6 km).

Proper tire pressures are shown on the tire placard affixed to the center console box lid and in "Tire Inflation Pressure" under the heading "Gas Station Information" in this manual.

If tires are not properly inflated, tire life and car performance may be adversely affected. Insufficient air pressure may cause tires to become overheated, and may result in uneven wear, poor car handling characteristics and excessive fuel consumption.

Excessive air pressure may not only cause uneven tire wear and poor car handling



TR002

characteristics, but may also lead to increased vulnerability to damage from road surface impact.

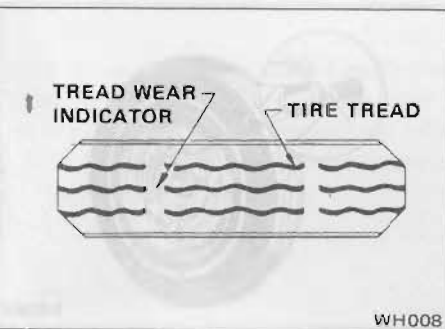
Do not allow inflation pressures to exceed the maximum value shown on the side wall of the tire.

Since a hot tire will exceed the specified COLD pressure, do not bleed air out of hot tires.

CAUTION:

The car capacity weight is indicated on the tire placard. Do not load your car beyond this capacity. Overloading your car may result in reduced tire life and could also lead to a serious accident.

Before taking a long trip, or whenever you have loaded your car heavily, use a tire pressure gauge to ensure that the tire pressure is at the specified level.



TIRE CARE

Tires should be replaced if the tread depth is less than 1/16 in (1.6 mm) and/or if the tire is damaged.

When replacing a worn or damaged tire, use a replacement tire of the same size and load carrying capacity as that with which the car was equipped when manufactured. The use of different size and/or load capacity tires will not only shorten tire service life but may also result in a serious accident.

CAUTION:

The use of tires and wheels other than those recommended or the mixed use of tires of different brands or tread patterns can adversely affect the ride, braking, handling, ground clearance, body-to-tire clearance, and speedometer calibration.

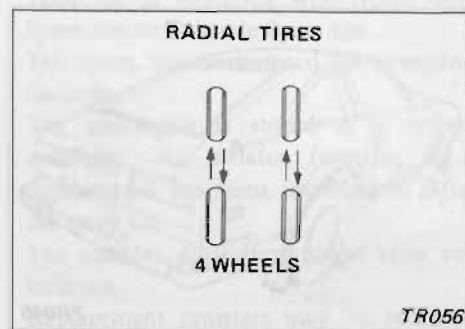
TIRE DAMAGE AND REPAIR

Tires should be periodically inspected for scratches, bulging or objects caught in the tread. If cracks, bulging or deep cuts are found, the tire should be replaced. If a tire is suspected of being unsafe, it should be taken to your NISSAN/DATSUN dealer or other competent service facility.

If a blowout or sudden loss of pressure occurs while driving, do not travel further than is necessary to stop safely. Driving on a flat tire can damage a tire and rim beyond repair.

CAUTION:

Concerning repair of the spare tire, refer to page 79 for specific instructions.



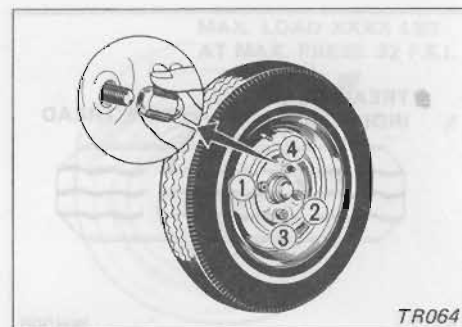
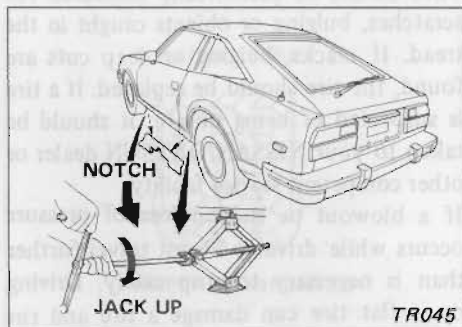
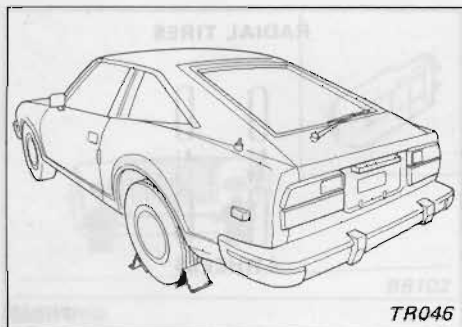
TIRE ROTATION

Periodic rotation of tires will serve to minimize tire problems and will result in longer tire life. Tires should be rotated as recommended in the illustrated rotation system.

As to the tire rotation interval, refer to "Maintenance Schedule" section.

CAUTION:

- All the tires should be of the same type.
- Bias, bias belted and radial-ply tires must not be mixed under any circumstances.
- Do not include the Space Saver Spare tire or Foldable Spare tire when rotating tires.



CHANGING TIRES

When changing tires, carefully take the following steps.

1. Park on a level surface and set parking brake firmly. Set manual transmission in reverse (automatic transmission in "P").
2. If parked on or near road, activate hazard warning flasher.
3. Remove the spare tire and tools from the stowage compartment.

The spare tire which your car is equipped with is designed for emergency use. Refer to page 77 for specific instructions concerning the spare tire.

4. Place wheel chocks at both the front and back of the wheel diagonally opposite the jack position.

5. Place the jack under the jack-up point indicated.
6. Using the flat end of the wheel nut wrench, remove the wheel cover and loosen the wheel nuts one or two turns each by turning them counterclockwise.
- Do not remove wheel cover with bare hands.
- Carefully read the caution label attached to the jack body.
- Do not remove the wheel nut until the wheel is raised off the ground.
7. Raise the car slowly until the wheel clears the ground. Remove the wheel nuts and replace the wheel.

WARNING:

Never get under the car while it is supported only by the jack. Do not start or run engine while car is on the jack.

8. Slightly tighten the wheel nuts alternately and evenly by turning them clockwise. Be sure that the beveled end of the nuts faces inward.

CAUTION:

If NISSAN aluminum wheels are installed, use only wheel nuts designed for aluminum wheels. Refer to page 80, "Care of aluminum wheels".

9. Lower the car slowly until the wheel touches the ground, and then securely tighten the wheel nuts in the same sequence.

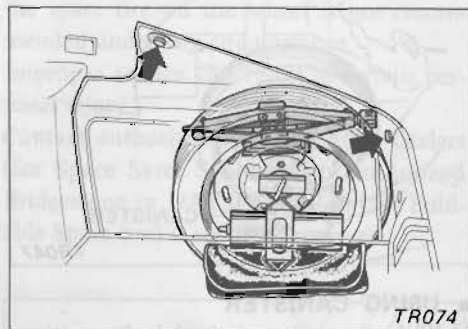
The wheel nut tightening torque is 58 to 72 ft-lb (8 to 10 kg-m).

Adjust tire pressure to the specified value indicated on the tire placard or inside the back cover of this manual.

10. Remove the wheel chocks, replace the tools and spare tire.

CAUTION:

Always make sure that the spare tire and jacking equipment are properly secured after use. Such items can become lethal projectiles in a serious accident.



SPARE TIRE AND TOOL/JACK STOWAGE

The spare tire is located in the right side of the luggage compartment. Remove the inside trim, then release the spare tire clamp.

The jack, jack handle, wheel chocks, inflator and the other tools are stowed by the spare tire.

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

SPARE TIRE (Size C78-14)

Your car is equipped with Space Saver Spare tire or Foldable Spare tire.

The spare tire is designed for emergency use only.

The spare tire is stored in a deflated condition. An inflator (canister or air compressor) has been provided to inflate the spare tire.

The canister must be replaced after each inflation.

Replacement canisters may be purchased from your NISSAN/DATSUN dealer or any authorized tire dealer. Be sure you obtain the proper size canister for your spare tire size C78-14.

After you have it properly installed, the spare tire can take you to the nearest service station where the damaged tire can be repaired or replaced. Once you are there you can switch back to your conventional tire and stow the spare tire away for the next use after deflation.

CAUTION:

The spare tire is restricted in driving speed up to a maximum of 50 MPH (80 km/h) for short distances and emergency use only.

Inflation with approved inflator

1. Before changing tires, carefully read the caution and directions affixed on both the inflator and the spare tire.
2. Remove the uninflated spare tire and the inflator from rear compartment.

CAUTION:

Do not inflate the spare tire at this point.

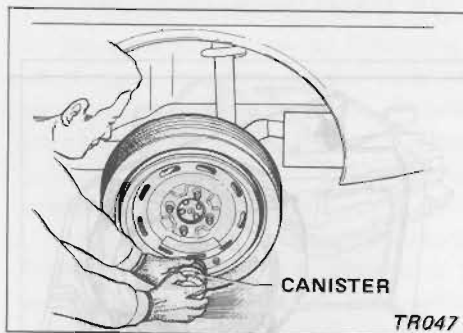
3. Jack up your car (follow the instructions under the heading "Changing Tires") and remove the damaged tire.

Then mount the uninflated spare tire to the axle. (Tighten wheel nuts slightly.)

CAUTION:

If your car is equipped with aluminum wheels, be sure to use the spare tire wheel nuts in the tool bag. Never use the wheel nuts for aluminum wheel on the spare tire wheel.

The spare tire wheel may come off the axle and cause personal injury if the wheel nuts for aluminum wheels are used on the spare tire wheel.



• USING CANISTER

- 1) With tire valve at 6 o'clock position, inflate the spare tire with the canister. Place tire inflator on the tire inflation valve and push squarely until gas can be heard entering the tire. The spare tire may be inflated in about 3 minutes.

CAUTION:

The metal parts of the canister become extremely cold during inflation and can cause frost bite. Avoid contact with the metal, and use a glove or other means of protection.

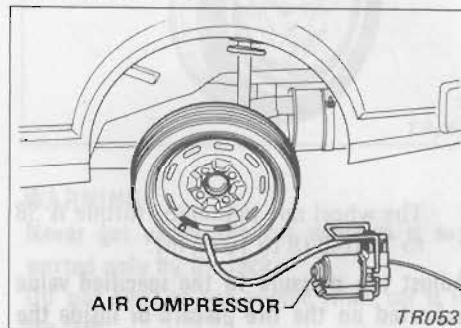
- 2) To ensure complete emptying of the canister, hold the canister on tire valve for one minute after sound of gas stops.

If the temperature is below 10°F (-12.2°C), the canister must be warmed on the windshield defroster for five to ten minutes.

- 3) Lower car and fully tighten wheel nuts

as per jacking instructions.

- a) Do not install the wheel cover on the spare tire.
- b) In cold weather, the tire may not look fully inflated. Therefore, drive slowly for the first mile, as the tire temperature rises the pressure will increase.



• USING AIR COMPRESSOR

- 1) Remove the valve cap from the spare tire and securely connect the air compressor hose in its place.
- 2) Connect the power cord plug of the air compressor to the cigarette lighter socket. The spare tire may be inflated to the recommended pressure (28 psi, 200 kPa, 2.0 kg/cm²) in about 6 minutes. Adjust the tire pressure per the tire placard with tire pressure gauge.

If the air compressor operation is slow, run the engine while the air compressor is operating.

In this case, remove the jack with the spare tire attached to the axle.

CAUTION:

- a) Do not run the engine in closed space or with the car being jacked up.
 - b) Do not touch the air compressor with the bare hands while it is operating for it may become quite hot.
- 3) Disconnect the power cord plug from socket.
- Check the tire for air leakage, and then securely install and tighten the valve cap.
- 4) Lower car and fully tighten wheel nuts as per jacking instructions.

Do not install the wheel cover on the spare tire.

Deflation

1. Deflate the tire by depressing the button on the tire inflation valve or by removing the valve core.

CAUTION:

To avoid personal injury, do not inhale the gas which is vented while the tire is deflating.

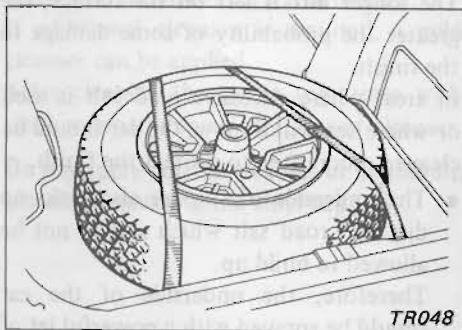
2. Flatten tire. The spare tire folds gradually while deflating.
3. Store tire in rear compartment.

Repair

Repairing, mounting, or dismounting of the spare tire on the wheel is not recommended under any circumstance.

Improper service can result in serious personal injury.

Contact authorized B.F. Goodrich dealers (for Space Saver Spare tire) or authorized Bridgestone or DATSUN dealers (for Foldable Spare tire) if service is required.



CAUTION:

When stowing a tire replaced by a spare, the tire should be placed in the baggage area and secured with baggage straps, as illustrated. This will help tire from being thrown about and injuring occupants in an accident.

CHANGING WHEELS

When selecting new tires or wheels, pick only those types and sizes recommended in "Wheels and Tires" under the heading "Specifications". The wheels should be equal in load limit, diameter, width, offset, and mounting configuration to those recommended. A wheel of the wrong size may adversely affect wheel and bearing life, braking and stopping ability, handling characteristics, ground clearance, speedometer calibration, headlight aim and bumper height.

- Do not install deformed wheel even if it has been repaired. Such wheels could have structural damage and could fail without warning.
- Do not use an inner tube on a tubeless tire wheel.
- Avoid installing a used wheel. If the wheel has been used under severe operating conditions, its life may have been significantly shortened and could fail without warning.

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 or where sea winds blow, the car should be cleaned more often to protect the finish.

- The underside of the car also picks up dirt and road salt which should not be allowed to build up.

Therefore, the underside of the car should be sprayed with a powerful jet of water, at regular intervals, to remove these corrosive deposits.

- Particular attention should be paid to underfender areas where dirt and mud deposits, thrown up by the road wheels, are heaviest.
- Ensure that door and body drain holes are clear and free from obstruction.
- Inspect condition of undercoating protection and respray where required.

Have the underside of your car inspected regularly by a qualified mechanic.

WASHING YOUR CAR

Spray water over the car to remove loose dirt.

Do not wash your car in the direct rays of the sun.

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

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

INSPECTING BODY SURFACE

Inspect body surface for stone chips and parking lot damage, and have spot repairs carried out as soon as possible.

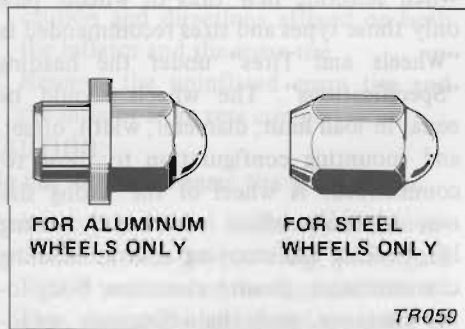
REMOVING SPOTS

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 turpentine. Then wash with a soap and water solution. Wax to preserve the finish.



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:

- Do not use abrasive cleaners when washing the wheels.**
- Inspect wheel rims regularly for dents or corrosion, which may cause loss of pressure, damage the tire bead, or sudden wheel failure.**
- Consider the application of car wax to protect against the salt chloride used during winter.**
- The wheel nut tightening torque is 58 to 80 72 ft-lb (8 to 10 kg-m).**

Insects or tree sap

Remove with a lukewarm soap and water solution. Do not allow tree sap to harden on the paint surface.

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.

At a minimum, the car should be waxed twice yearly.

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.

CLOTH UPHOLSTERY AND 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.

CAUTION:

Only use spot removing fluids in a well

ventilated area and keep out of the reach of children.

Do not use gasoline, kerosene, naphtha, nail polish remover or other volatile cleaning fluids. They may be toxic or flammable or hazardous in other ways.

CLEANING THE VINYL TOP

Wash the vinyl top frequently, using neutral soap suds, water and a soft bristle brush.

Rinse well to remove all traces of soap.

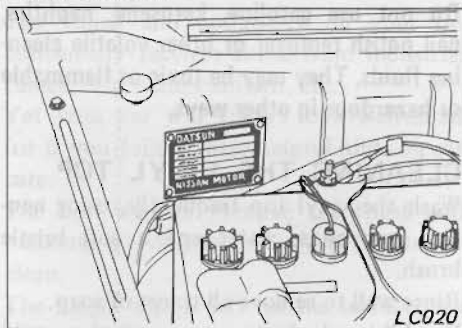
If additional cleaning is required, a mild cleanser can be applied.

After cleaning the entire top, rinse with clean water to remove all traces of cleanser.

Do not apply volatile cleanser or household bleaching agents to the vinyl top.

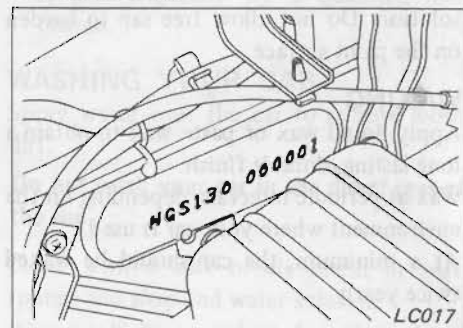
Specifications

CAR IDENTIFICATION PLATE LOCATION



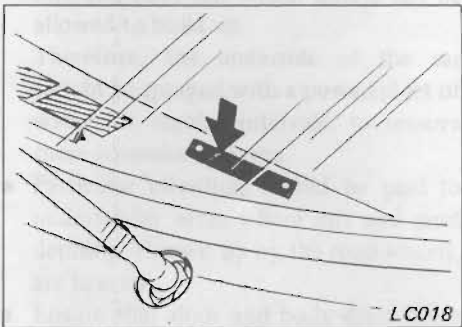
The car identification plate is located on the right side of the cowl top.

CAR SERIAL NUMBER LOCATION



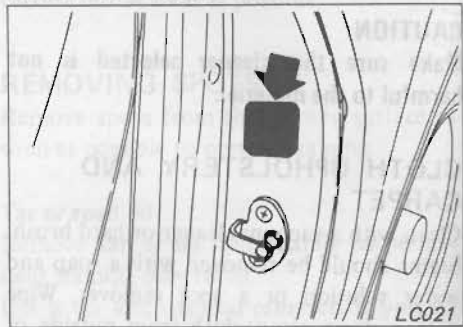
The car serial number is stamped on the center of the cowl top.

IDENTIFICATION NUMBER PLATE LOCATION



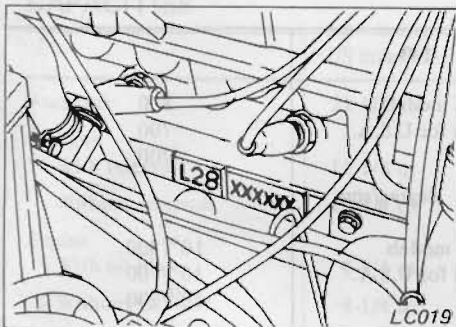
The identification number is attached on the upper end of the instrument panel.

F.M.V.S.S. CERTIFICATION LABEL LOCATION



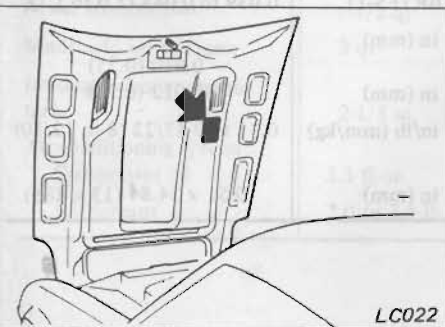
The F.M.V.S.S. certification label is affixed to the upper portion of the left lock pillar.

ENGINE SERIAL NUMBER LOCATION



The engine number is stamped on the right side of the cylinder block.

EMISSION CONTROL INFORMATION LABEL LOCATION



The emission control information label is stuck on the inside panel of the hood.

SPECIFICATIONS

DIMENSIONS

		HLS130 (2 seater)	HLGS130 (2+2 seater)
Overall length	in (mm)	174.0 (4,420)	181.9 (4,620)
Overall width	in (mm)	66.5 (1,690)	66.5 (1,690)
Overall height	in (mm)	51.0 (1,295)	51.4 (1,305)
Ground clearance	in (mm)	5.9 (150)	5.9 (150)
Front tread	in (mm)	54.5 (1,385) 54.9 (1,395)*	54.5 (1,385) 54.9 (1,395)*
Rear tread	in (mm)	54.3 (1,380) 54.7 (1,390)*	54.3 (1,380) 54.7 (1,390)*
Wheelbase	in (mm)	91.3 (2,320)	99.2 (2,520)
Turning circle [wall to wall]	ft (m)	34.8 (10.6)	38.1 (11.6)

*: Grand luxury

WEIGHTS

		HLS130 (2 seater)	HLGS130 (2+2 seater)
Gross Vehicle Weight Rating	lb (kg)	3,265 (1,481)	3,600 (1,633)
Gross Axle Weight Rating	lb (kg)		
Front		1,540 (699)	1,650 (748)
Rear		1,725 (782)	1,950 (885)
Seating capacity	persons	2	4

SERVICE INFORMATION

ENGINE

		L28
Cylinder arrangement		6 cylinder in-line
Type		4 cycle OHC
Bore x Stroke	in (mm)	3.39 x 3.11 (86 x 79)
Displacement	cu in (cc)	168.0 (2,753)
Compression ratio		8.3
Firing order		1-5-3-6-2-4

GEAR RATIO

Transmission	Manual				Auto- matic
	4-speed	5-speed			
1st	3.321	3.321			2.458
2nd	2.077	2.077			1.458
3rd	1.308	1.308			1.000
4th	1.000	1.000			—
5th	—	0.864			—
Reverse	3.382	3.382			2.182
Differential carrier	R180	R180	R200	R200	R180
	3.364	3.364	3.364	3.700	3.545

WHEEL & TIRE

Road wheel size	Steel	5½JJ-14	5J-14
	Aluminum	5½J-14 6JJ-14	—
Tire	Type	Radial, tubeless	Spare tire
	Size	195/70HR-14	C78-14

SERVICE DATA

ENGINE TUNE-UP

Idling speed	rpm	
M/T		
California and Canada models		800
Non-California models for U.S.A.		700
A/T "D" position		700
Ignition timing (B.T.D.C.)	degree/rpm	
M/T		
California and Canada models		10°/800
Non-California models for U.S.A.		10°/700
A/T "D" position		10°/700
CO percentage at idling speed	%	
U.S.A. models		0.5 or lower
Canada models		1.0 or lower
Spark plug gap	in (mm)	
U.S.A.		
B6ES-11, B5ES-11, B7ES-11, BR6ES-11, BR5ES-11, BR7ES-11		0.039 to 0.043 (1.0 to 1.1)
Canada BR6ES-11, BR5ES-11, BR7ES-11		0.039 to 0.043 (1.0 to 1.1)
Valve clearance (Hot)	in (mm)	
Intake		0.010 (0.25)
Exhaust	in (mm)	0.012 (0.30)
Belt deflection (all)	in/lb (mm/kg)	0.31 to 0.47/22 (8 to 12/10)
Cooling fan belt size		
Width x Length	in (mm)	0.51 x 34.84 (13 x 885)

CAPACITIES

	US measure	Imp measure	Liter
Fuel tank	21-1/8 gal	17-5/8 gal	80
Coolant			
With reservoir	11-1/8 qt	9-1/4 qt	10.5
Without reservoir	10-1/4 qt	8-1/2 qt	9.7
Engine			
With oil filter	4-3/4 qt	4 qt	4.5
Without oil filter	4-1/4 qt	3-1/2 qt	4.0
Transmission			
M/T 4-speed	3-5/8 pt	3 pt	1.7
5-speed	4-1/4 pt	3-1/2 pt	2.0
A.T.	5-7/8 qt	4-7/8 qt	5.5
Differential carrier			
R200	2-3/4 pt	2-1/4 pt	1.3
R180	2-1/8 pt	1-3/4 pt	1.0
Power steering gear	1-1/2 qt	1-1/4 qt	1.4
Windshield washer tank	3 qt	2-1/2 qt	2.8
Headlight cleaner washer tank	2-1/8 qt	1-3/4 qt	2.0
Air conditioning system			
Compressor oil	5.1 fl oz	5.3 fl oz	150 cc
Refrigerant	2.0 to 2.4 lb	2.0 to 2.4 lb	0.9 to 1.1 kg

TIGHTENING TORQUE

	Unit: ft-lb (kg-m)
Valve rocker arm nut	36 to 43 (5.0 to 6.0)
Cylinder head bolt	51 to 61 (7.0 to 8.5)
Manifold bolt and nut	
0.31 in (8 mm) dia. bolt	11 to 18 (1.5 to 2.5)
0.39 in (10 mm) dia. bolt	25 to 33 (3.5 to 4.5)
0.31 in (8 mm) dia. nut	9 to 12 (1.2 to 1.6)
Spark plug	11 to 14 (1.5 to 2.0)
Oil pan bolt	4.3 to 7.2 (0.6 to 1.0)
Oil pan drain plug	14 to 22 (2.0 to 3.0)
Transmission drain plug	18 to 25 (2.5 to 3.5)
Differential carrier	
Drain plug	30 to 50 (4.2 to 6.9)
Filler plug	30 to 50 (4.2 to 6.9)
Wheel nut	55 to 72 (8.0 to 10.0)

BULBS

Item	Wattage (W)	SAE trade number
Headlight	50/40	6012
Front combination light		
Turn signal/Clearance	27/8	1157
Side marker light	3.4	158
Rear combination light		
Stop/Tail	27/8	1157
Turn	27	1156
Back-up	27	1156
License plate light	7.5	89
Interior light	10	—
Spot light	8	—
Step light	3.4	158
Luggage compartment light	5	—
Inspection light	8	—
Combination meter		
Illumination/Warning lights	3.4	158
Combination gauge		
Illumination light	2.7	161
Warning lights	3.4	158
Ignition switch illumination light	1.4	—
Instrument console illumination light	1.4	—
Cigarette lighter illumination light	1.7	—
Heater (Air-con) control panel illumination light	1.7	—
Radio illumination light	2.5	—
Glove box light	3	—
Cruise control switch lights	1.4	—
Selector lever illumination light (A/T models)	3.4	158
Rear defroster switch indicator light	1.4	—

FUSES

Item	Ampere (A)
Headlight (R)	10
Headlight (L)	10
Horn, Stop	20
Clearance, Tail	15
Interior	10
Hazard	20
Air conditioner	20
Radio	10
Wiper	15
Flasher	10
Meter, Gauge	10
Rear defroster	20

FUSIBLE LINKS

Color	Size in ² (mm ²)	Usage
Green	0.0008 (0.5)	Electronic Fuel Injection circuit
Green	0.0008 (0.5)	Electronic Fuel Injection circuit
Brown	0.0005 (0.3)	Ignition switch
Green	0.0008 (0.5)	Power supply "IGN" at fuse box
Black	0.0019 (1.25)	Power supply "ACC" at fuse box
Brown	0.0005 (0.3)	Headlight circuit

Consumer Information

INTRODUCTION

The figures contained in the following summary apply to all NISSAN/DATSUN vehicles in the particular group.

In compliance with the National Traffic and Motor Vehicles Safety Act (15 U.S.C. 1401, 1407), our NISSAN/DATSUN vehicles have been tested extensively and the results compiled to cover completely our total range of automobiles.

It is essential, we feel, that our users should carefully study the data before driving their new NISSAN/DATSUN so that they are familiar with the potential ability of

the vehicle PRIOR to using it.

The National Highway Traffic Safety Administration of the United States Department of Transportation has carefully evaluated the statistics relating to the following minimum safety figures and has laid down specific guidelines that we, the manufacturers, must use when arriving at the figures stated in the following pages.

The following results were obtained by skilled drivers under controlled road and vehicle conditions, and may not be representative of results obtainable under other conditions.

Dear DATSUN Owner:

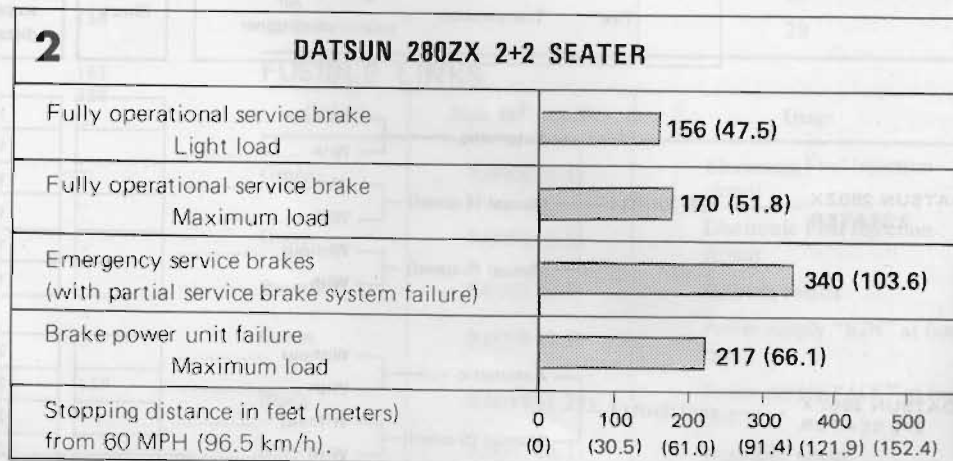
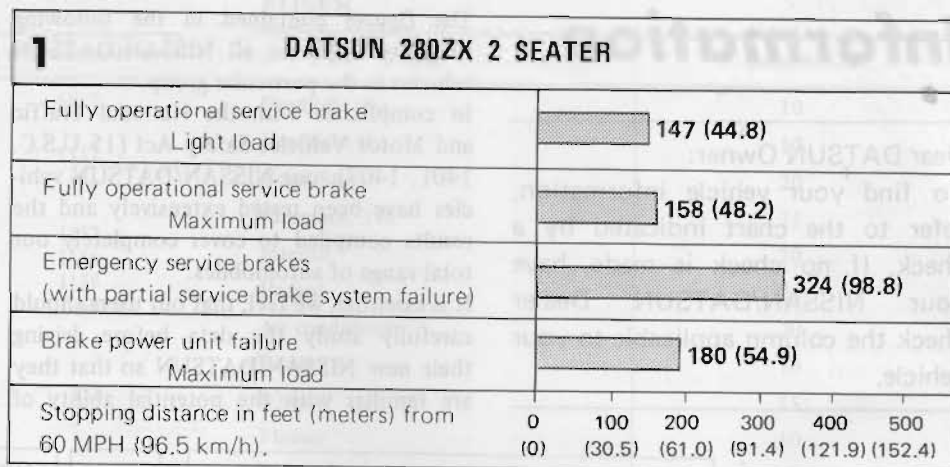
To find your vehicle information, refer to the chart indicated by a check. If no check is made, have your NISSAN/DATSUN Dealer check the column applicable to your vehicle.

Tire Transmission Air conditioner				Check	Vehicle stopping distance	Tire reserve load	Acceleration and passing ability
DATSUN 280ZX 2 SEATER	195/70HR14	Automatic	Without		1	3	5
			With		1	3	6
	Manual (4-speed)		Without		1	3	7
			With		1	3	8
	Manual (5-speed)		Without		1	3	7
			With		1	3	8
DATSUN 280ZX 2+2 SEATER	195/70HR14	Automatic	Without		2	4	9
			With		2	4	10
	Manual (5-speed)		Without		2	4	11
			With		2	4	12

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.



TIRE RESERVE LOAD

This table lists the tire size designations recommended by the manufacturer for use on the vehicles to which it applies, with the recommended inflation pressure for maximum loading and the tire reserve load percentage for each of the tires listed. The tire reserve load percentage indicated is met or exceeded by each vehicle to which the table applies.

WARNING:

Failure to maintain the recommended tire inflation pressure or to increase tire pressure as recommended when operating at maximum loaded vehicle weight, or loading the vehicle beyond the capacities specified on the tire placard affixed to the vehicle, may result in unsafe operating conditions due to premature tire failure, unfavorable handling characteristics, and excessive tire wear. The tire reserve load percentage is a measure of tire capacity, not of vehicle capacity. Loading beyond the specified vehicle capacity may result in failure of other vehicle components.

* The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

3 DATSUN 280ZX 2 SEATER

Recommended tire size		195/70HR14
Recommended cold inflation pressure psi (kPa)	Front	28 (200)
	Rear	28 (200)
Tire reserve load % *		29.3

4 DATSUN 280ZX 2+2 SEATER

Recommended tire size		195/70HR14
Recommended cold inflation pressure psi (kPa)	Front	28 (200)
	Rear	28 (200)
Tire reserve load % *		20.1

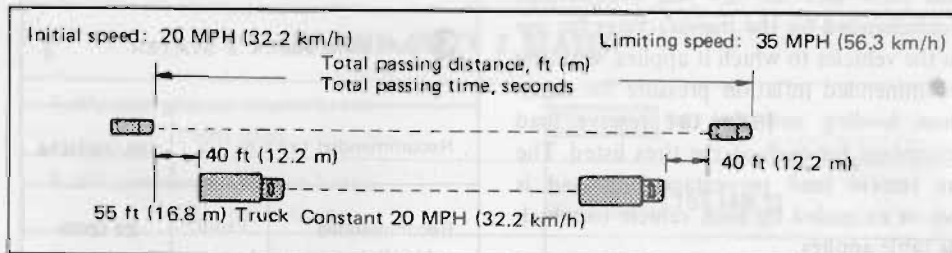
ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed in the figures.

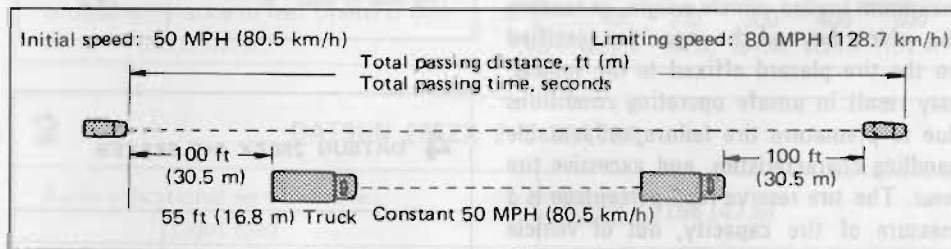
The low-speed pass assumes an initial speed of 20 MPH (32.2 km/h) and a limiting speed of 35 MPH (56.3 km/h).

The high-speed pass assumes an initial speed of 50 MPH (80.5 km/h) and a limiting speed of 80 MPH (128.7 km/h).

LOW-SPEED



HIGH-SPEED



5**DATSUN 280ZX 2 SEATER**
with Automatic Transmission

Low-speed pass	405 feet (123.4 m);	8.7 seconds
High-speed pass	1,117 feet (340.5 m);	12.4 seconds

6**DATSUN 280ZX 2 SEATER**
with Automatic Transmission & Air Conditioner

Low-speed pass	408 feet (124.4 m);	8.8 seconds
High-speed pass	1,216 feet (370.6 m);	12.9 seconds

7**DATSUN 280ZX 2 SEATER**
with Manual Transmission

Low-speed pass	383 feet (116.7 m);	7.9 seconds
High-speed pass	1,135 feet (345.9 m);	11.8 seconds

8**DATSUN 280ZX 2 SEATER**
with Manual Transmission & Air Conditioner

Low-speed pass	386 feet (117.7 m);	8.0 seconds
High-speed pass	1,116 feet (340.2 m);	12.3 seconds

9**DATSUN 280ZX 2+2 SEATER**
with Automatic Transmission

Low-speed pass	415 feet (126.5 m);	9.0 seconds
High-speed pass	1,250 feet (381.0 m);	13.4 seconds

10**DATSUN 280ZX 2+2 SEATER**
with Automatic Transmission & Air Conditioner

Low-speed pass	418 feet (127.4 m);	9.1 seconds
High-speed pass	1,289 feet (392.9 m);	13.9 seconds

11**DATSUN 280ZX 2+2 SEATER**
with Manual Transmission

Low-speed pass	390 feet (118.9 m);	8.1 seconds
High-speed pass	1,194 feet (363.9 m);	12.6 seconds

12**DATSUN 280ZX 2+2 SEATER**
with Manual Transmission & Air Conditioner

Low-speed pass	393 feet (119.8 m);	8.2 seconds
High-speed pass	1,231 feet (375.2 m);	13.1 seconds

Index

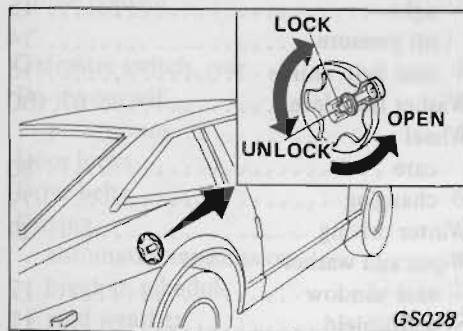
Acceleration and passing ability	90	tire	76
Adjustment		wheel	79
engine drive belts	68	Checking	
head restraint	6	automatic transmission fluid level . . .	65
seat	5	battery fluid level and condition . . .	67
seat belt	7	brake fluid level	66
steering wheel	71	brake pedal distance	70
washer spray	70	clutch fluid level	66
Air conditioner	33	clutch pedal free travel	71
Aluminum wheel	80	coolant level	62
Ash tray	37	drive belts	68
Assist grips	39	engine oil level	63
Automatic transmission		fuses	71
driving	26	fusible links	72
fluid level	65	headlight cleaner washer	
Baggage strap	40	fluid level	67
Battery	67, IBC	hood lock	69
Before driving	3	parking brake condition	70
Before starting the engine	24	power steering fluid level	66
Brake		rear window washer fluid	
fluid level	66, IBC	level	67
pedal distance	70	safety	3
Break-in schedule	21	steering wheel play	71
Bulb		windshield washer fluid level	67
replacement	72	windshield wiper blade	70
specification	86	Cigarette lighter	37
Capacities	85	Cleaning	80
Catalytic converter	22	Clock	37
Changing		Clutch	
engine coolant	63	fluid level	66
engine oil and filter	64	pedal free travel	71
		Coat hanger	39
			93

Cold weather	27	coolant level	62, IBC	Ignition switch	23
Consumer information	87	Engine oil		Illumination control rheostat	19
Coolant temperature gauge	12	changing oil, filter	64	Indicator lights	
Cruise control	29	oil level	66, 97	hazard	15
		recommendation	64, 97	high beam	15
Defroster switch, rear	18	Exhaust gas warning	22	turn signal	15
Do-it-yourself	60			Inspection light	40
precautions	63	Folding rear seat	39	Instruments and controls	10
Door locks	4	Freeing immobilized car	41	Interior light	39
Drive belts	68	Fuel			
Driving		filler cap	96	Jack	76
automatic transmission	26	gauge	13	Jump starting	43
break-in schedule	21	recommendation	64, 96		
cold weather	28	Fuses	71	Key	4
economy hints	2	Fusible links	72		
hot weather	29			Light switch	18
manual transmission	24	Gas station information	96	Locks	
tips on driving	27	Glove box	37	door	4
tips on starting	24			fuel filler cap	96
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Gas Station Information

Further details and precautions are described in "Do-It-Yourself".



FUEL FILLER CAP

It is located at right rear side of the car.

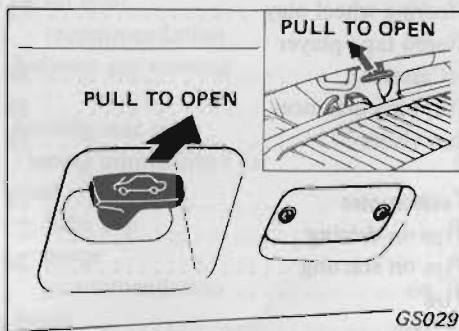
Do not forget to replace the filler cap after refilling.

FUEL RECOMMENDATION

In U.S.A. models, only unleaded gasoline with a minimum octane rating of 91 based on the Research Octane Number can be used. The fuel filler opening is designed for use with an unleaded fuel gun [nozzle diameter less than 0.84 in (21.3 mm)] only.

In Canada models, use an unleaded or low-lead gasoline only of at least 91 octane (RON).

Tank capacity: 21-1/8 US gal
(17-5/8 Imp gal, 80 liters)



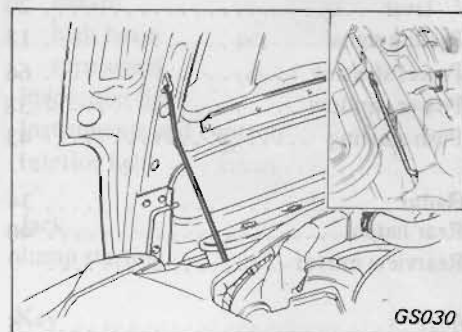
GS029

HOOD RELEASE

Pull the hood release handle located below the instrument panel to release the safety catch, and raise the hood by hand.

CAUTION:

When the hood is opened, be sure to use the hood stay.



GS030

TIRE INFLATION PRESSURE

Unit: psi (kPa, kg/cm²)

RECOMMENDED COLD TIRE INFLATION PRESSURE		
Car speed Tire size	Under 100 MPH (160 km/h)	Over 100 MPH (160 km/h)
*195/70HR14	28 (200, 2.0)	32 (230, 2.3)
Spare tire C78-14	Do not use in excess of 50 MPH (80 km/h).	
	28 (200, 2.0)	

Tire pressure should be checked when tires are COLD.

* Inflate the tires to the pressure specified in the chart when they are cold.

ENGINE OIL ①

The engine oil dipstick is located on the right side of the cylinder block.

The best time to check the oil level is at operating temperature several minutes after the engine has been turned off. Maintain oil level between "H" and "L" marks on dipstick.

Capacity at oil change

with filter: 4-3/4 US qt

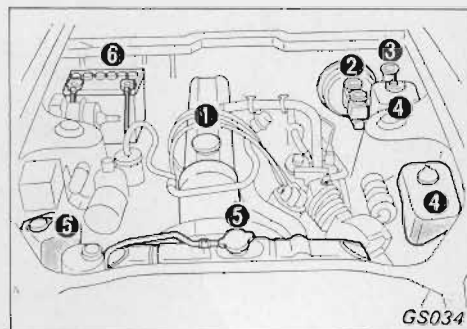
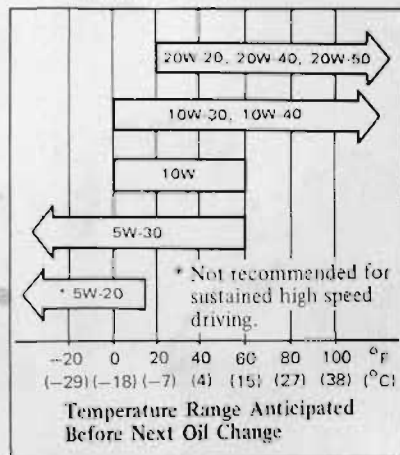
(4 Imp qt, 4.5 liters)

without filter: 4-1/4 US qt

(3-1/2 Imp qt, 4.0 liters)

ENGINE OIL RECOMMENDATION

Use only recommended engine oil according to API classification SE.



BRAKE ② AND CLUTCH ③ FLUID

Check brake and clutch reservoir fluid level. Use only recommended fluid DOT 3.

WARNING:

Adding the wrong type brake fluid or allowing the braking system to become contaminated can damage the system and affect the car stopping capability.

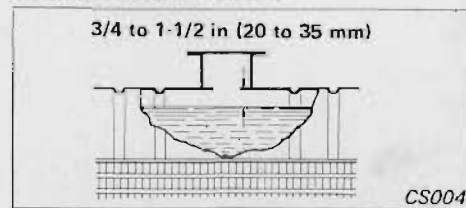
WASHER FLUID ④

Check reservoir fluid level. Always use NISSAN windshield washer liquid or equivalent.

ENGINE COOLANT ⑤

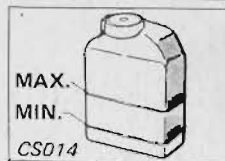
Check engine coolant level when system is cool.

Without coolant reservoir



With coolant reservoir

Coolant level should be maintained between Max. and Min. lines.

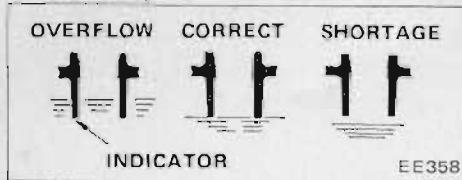


BATTERY ⑥

Check the battery fluid level at least once a month.

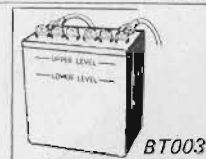
If necessary add distilled water.

Black Battery



Translucent Battery

Fluid level must be between upper and lower levels.



S130-D

CHECK YOUR
NISSAN/DATSUN
WARRANTY AND SERVICE BOOKLET
FOR FULL DETAILS OF
OUR WARRANTY TO
THE MOST IMPORTANT PERSON,
PURCHASER OF ONE
OF
NISSAN/DATSUN'S NEW VEHICLES
THANK YOU !

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NISSAN MOTOR CO., LTD.

