SERVICE BULLETIN

VOL. 2

INTRODUCTION OF DATSUN 280Z MODEL S30 SERIES (1976 MODEL)

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

FOREWORD

This Service Bulletin has been prepared for the purpose of introducing the construction features and performance characteristics of the 1976 280Z and 280Z 2+2 models.

These two models continue to use the same basic exterior design features. As regards the interior design, major changes have not been made. However, a voltmeter has been added, the warning lamps have been rearranged, the shoulder belt mounting has been relocated and an instrument panel under cover has been added.

This Service Bulletin incorporates only the descriptions and specifications of modified parts and newly designed mechanisms. Items continued from the present models are not discussed. ***Unless specifically noted, new parts are not interchangeable with the former parts.***

This Service Bulletin is applicable to the following car serial numbers:

HLS30	270001
GHLS30	030001

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Body Color Number	Body Color	Upholstery Color
110*	Red	Black/Beige
214	Brown Metallic	Black/Coffee Brown
301	Bronze Metallic	Black/Coffee Brown
302	Leaf Green Metallic	Black/Beige/Coffee Brown
240	Green Metallic	Black/Beige/Coffee Brown
304	Gold Metallic	Black/Beige/Coffee Brown
305	Light Blue Metallic	Black/Beige
306	Silver Metallic	Black/Coffee Brown
307	Blue Metallic	Black/Beige
216	White	Black/Coffee Brown

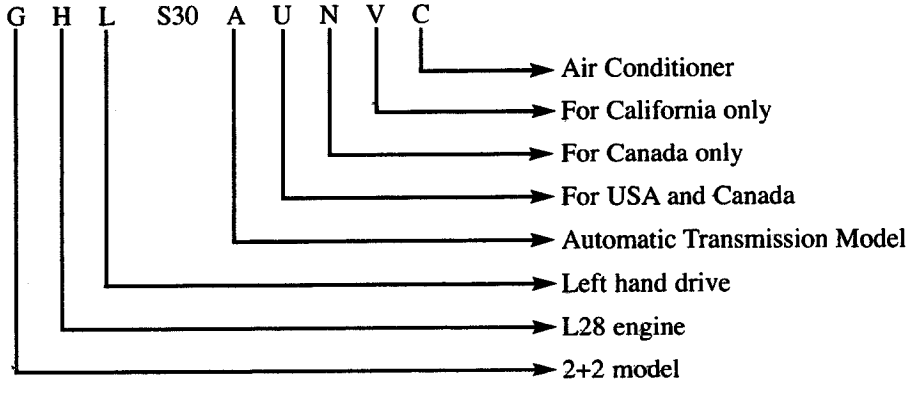
Notes: a. Paint finish consists of two coats and one bake except for those marked with an asterisk, which indicates one coat and one bake.

b. The black cloth upholstery color is optionally available for all body colors on Canada models.

MODEL VARIATION

Destination		Class	Model	Engine	Transmission Model	Tire Size	Differential Gear Carrier	
							Model	Gear Ratio
U.S.A.	All areas except California	2-seater	HLS30U	L28	F4W71B	175HR-14 195/70HR-14*	R200	3.545
			HLS30AU		3N71B			
		2+2	GHLS30U		F4W71B			
			HLS30AU		3N71B			
	California	2-seater	HLS30UV		F4W71B			
			HLS30AUV		3N71B			
		2+2	GHLS30U		F4W71B			
			GHLS30AUV		3N71B			
Canada		2-seater	HLS30UN		F4W71B			
			GHLS30AUN		3N71B			
		2+2	GHLS30UN		F4W71B			
			GHLS30AUN		3N71B			

*steel radial with tube



EQUIPMENT VARIATION

O — Standard Equipment
Opt. — Optional Equipment
No — Not Available

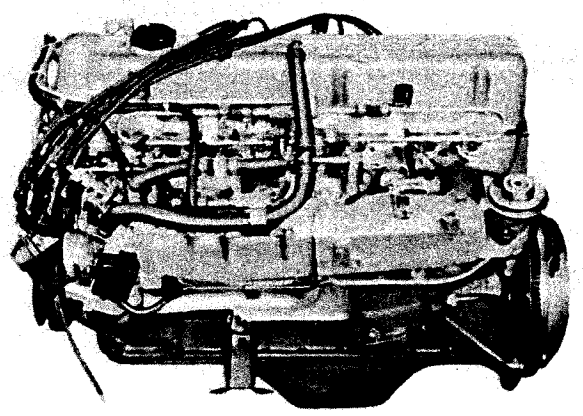
Item \ Applied Model	HLS30U HLS30UV GHLS30U GHLS30UV	HSL30AU HLS30AUV GHLS30AU GHLS30AUV	HLS30UN GHLS30UN	HLS30AUN GHLS30AUN
ENGINE				
Crankcase emission control	O	O	O	O
Exhaust emission control	O	O	O	O
Air injection system	O	O	O	O
Exhaust gas recirculation system	O	O	O	O
Evaporative emission control	O	O	O	O
Permanent anti-freeze coolant	O	O	O	O
Fan-coupling	O	O	O	O
Alternator 60A	O	O	O	O
Battery 60AH (USA only)	O	O	No	No
65AH	No	No	O	O
CHASSIS				
Collapsible Steering	O	O	O	O
Disc brake (front)	O	O	O	O
NP valve	O	O	O	O
Tire 175HR14-4 (tubeless, white)	O	O	O	O
195/70HR14 (with tube)	Opt.	Opt.	Opt.	Opt.
BODY				
Windshield glass anti-sun laminate	O	O	O	O
Seat belt anchorage	O	O	O	O
(Emergency locking retractor)				
Front 3 points x 2	O	O	O	O
(Automatic locking retractors)				
Rear 2 points x 2	O	O	O	O
Door lock (both sides)	O	O	O	O
Inside & outside (left hand) back mirror	O	O	O	O
Front ashtray (center console)	O	O	O	O

Item \ Applied Model	HLS30U HLS30UV GHLS30U GHLS30UV	HSL30AU HLS30AUV GHLS30AU GHLS30AUV	HLS30UN GHLS30UN	HLS30AUN GHLS30AUN
Steering lock w/anti-theft warning buzzer	O	O	O	O
Full reclining seat	O	O	O	O
Console box	O	O	O	O
Seat belts (warning buzzer for driver and assistant seats)	O	O	O	O
Head restraints	O	O	O	O
Two sun visors	O	O	O	O
Floor carpet	O	O	O	O
Arm rests	O	O	O	O
Seat belt warning lamp	O	O	O	O
Hazard warning switch (4-way flasher)	O	O	O	O
Double horn	O	O	O	O
Wiper (Intermittent + two speeds)	O	O	O	O
Heater: Standard type	O	O	No	No
High capacity	No	No	O	O
Air conditioner	Opt.	Opt.	Opt.	Opt.
Cigarette lighter	O	O	O	O
Radio: AM + FM	O	O	O	O
Clock + tachometer	O	O	O	O
Door switch	O	O	O	O
Side marker lights	O	O	O	O
Washer	O	O	O	O
Rear defogger	O	O	O	O

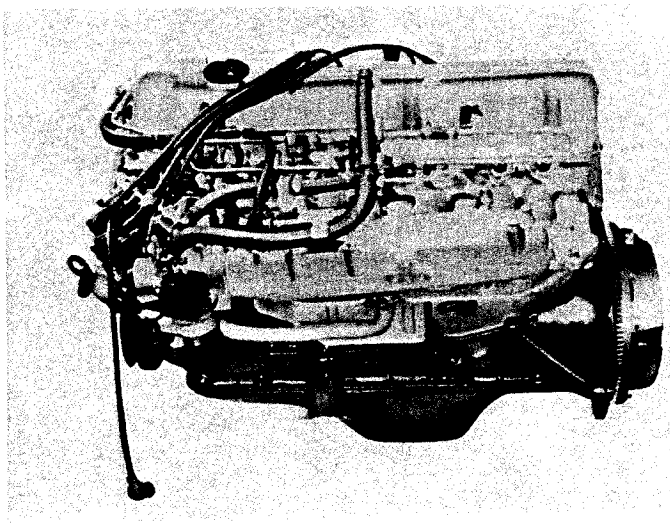
ENGINE

SIDE VIEWS

LEFT VIEWS

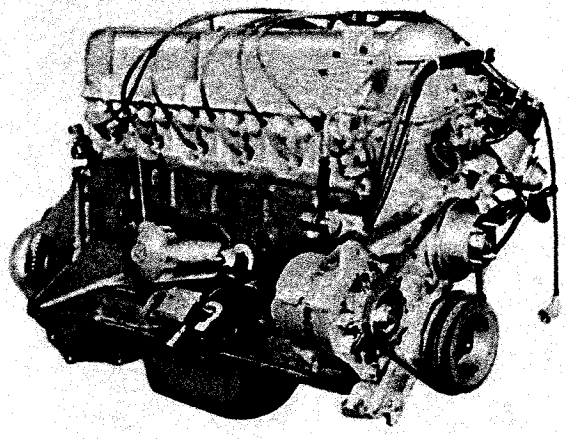


California model



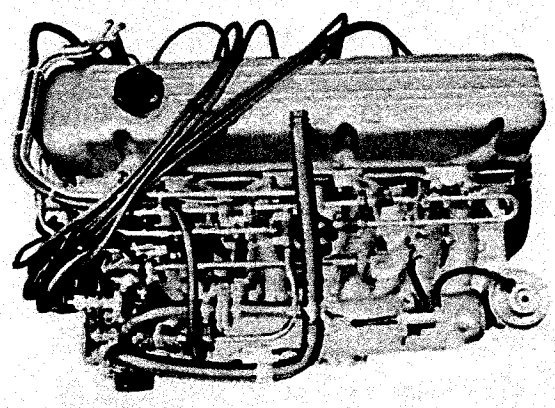
Non-California model

RIGHT VIEW

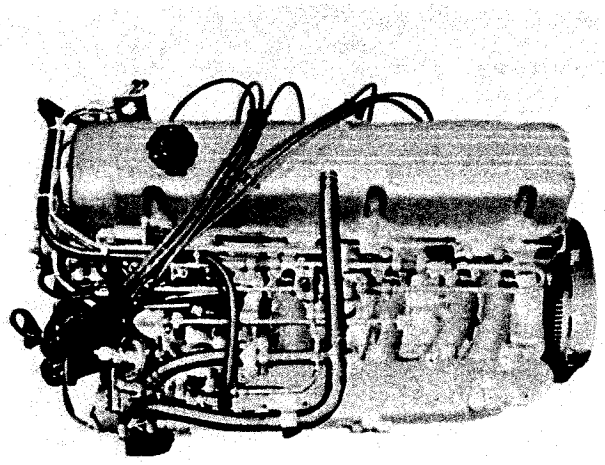


All models

TOP VIEWS



California model

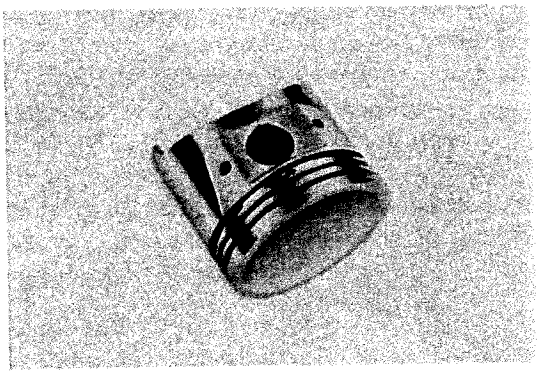


Non-California model

ENGINE PROPER

PISTONS

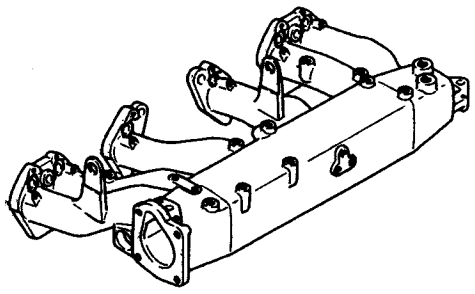
To provide better contact with the cylinder wall, piston profile has been slightly modified. The new and former parts interchangeable.



CYLINDER HEAD INTAKE VALVE SEATS

The material has been changed to increase endurance reliability. The new and former parts are interchangeable.

INTAKE MANIFOLD



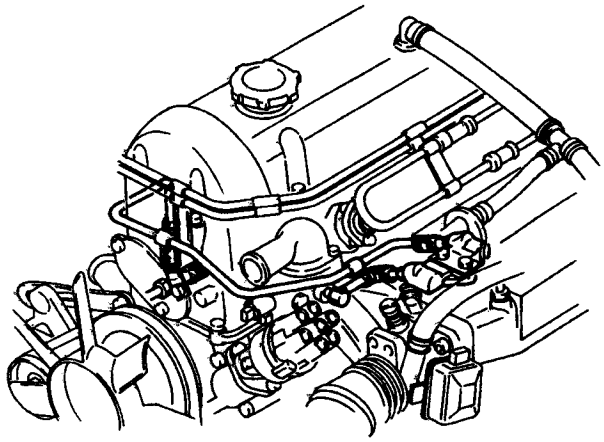
The following modifications have been effected:

- For California models, the exhaust gas recirculation (EGR) passage has been eliminated. This modification has already been effected on 1975 models.
- The seating surface of the cold start valve has been lowered by 0.276" (7mm).
- The boss for the canister purge and the seating surface of the air regulator have also been lowered by 0.276" (7mm).

AIR REGULATOR WARMUP SYSTEM

To improve engine warmup performance and operating characteristics, the air regulator is now warmed by coolant, as well as by the electric heater bimetal as was previously done. Because of this modification, the air regulator valve opening now responds to the coolant temperature.

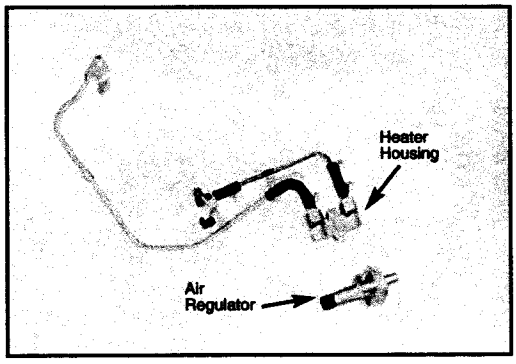
In operation, the coolant from the thermostat housing is directed into the heater housing located between the air regulator and intake manifold and then is flowed back into the cylinder head. Since the water outlet in the thermostat housing is lower than the thermostat, the warm coolant around the cylinder head flows into the heater housing even when the thermostat is closed.



HEATER HOUSING

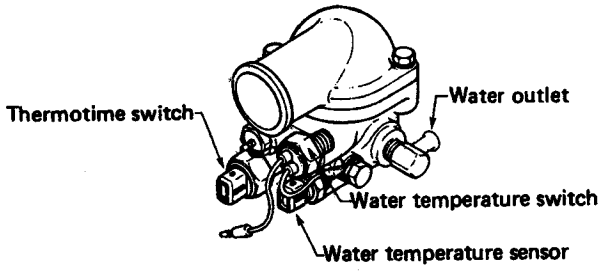
In order to warm the air regulator, a heater housing has been installed on the intake manifold directly under the air regulator. Inlet and outlet coolant lines have also been added between the heater housing and thermostat housing. These coolant lines are composed of two steel pipes with rubber hose.

The air regulator seating surface on the intake manifold has been lowered by 0.276" (7mm) to accommodate the heater housing.

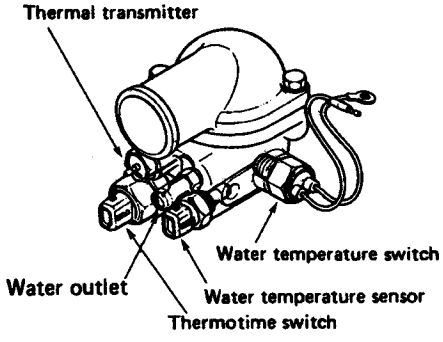


THERMOSTAT HOUSING

The location of the water outlet and the water temperature switch in the thermostat has been interchanged in order to utilize the water outlet as a coolant line to the heater housing. The water outlet is now located on the left side of the thermostat housing, and the water temperature switch is now located on the the front.



NEW

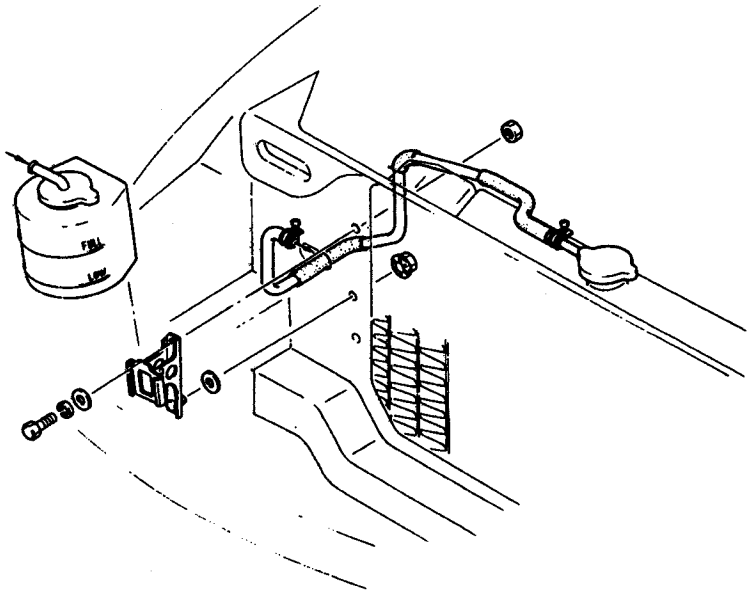


FORMER

RADIATOR RESERVOIR TANK (except Canada)

For increased cooling efficiency, a new radiator reservoir tank has been installed on all except those cars destined for Canada.

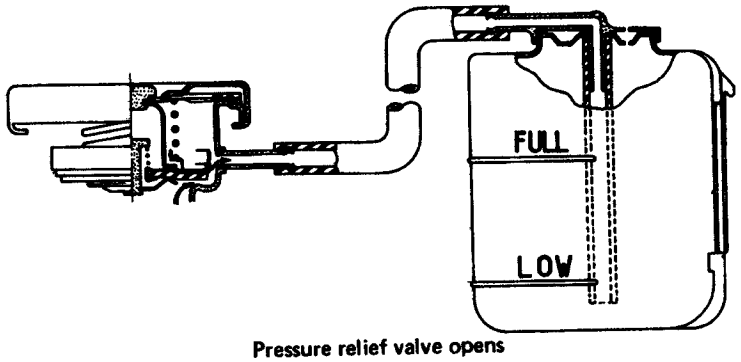
This reservoir tank is mounted to the right-hand side radiator core support through the bracket.



CO065

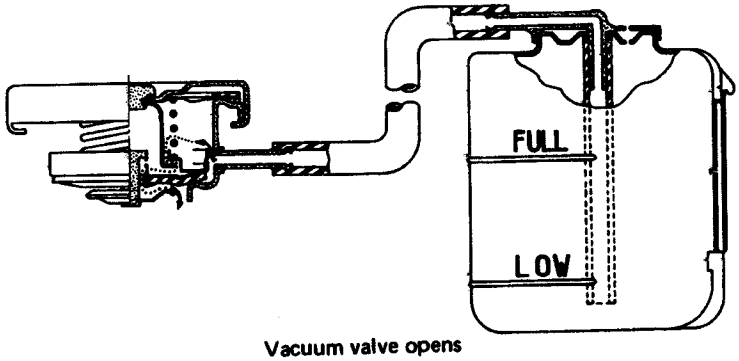
Operation

When the coolant temperature in the radiator rises and pressure builds up to an extent, the pressure relief valve provided in the radiator cap opens to release excess coolant into the reservoir tank. When the coolant temperature lowers and pressure decreases in the radiator, the vacuum valve provided in the radiator cap opens to allow the coolant to re-enter the radiator.



CO063

Pressure relief valve opens



CO064

Vacuum valve opens

Service Notice

When checking and replenishing coolant, follow this procedure:

Visually check the amount of coolant in the reservoir tank. If the coolant level is below the LOW level, remove the reservoir tank filler cap and add enough coolant to reach that level.

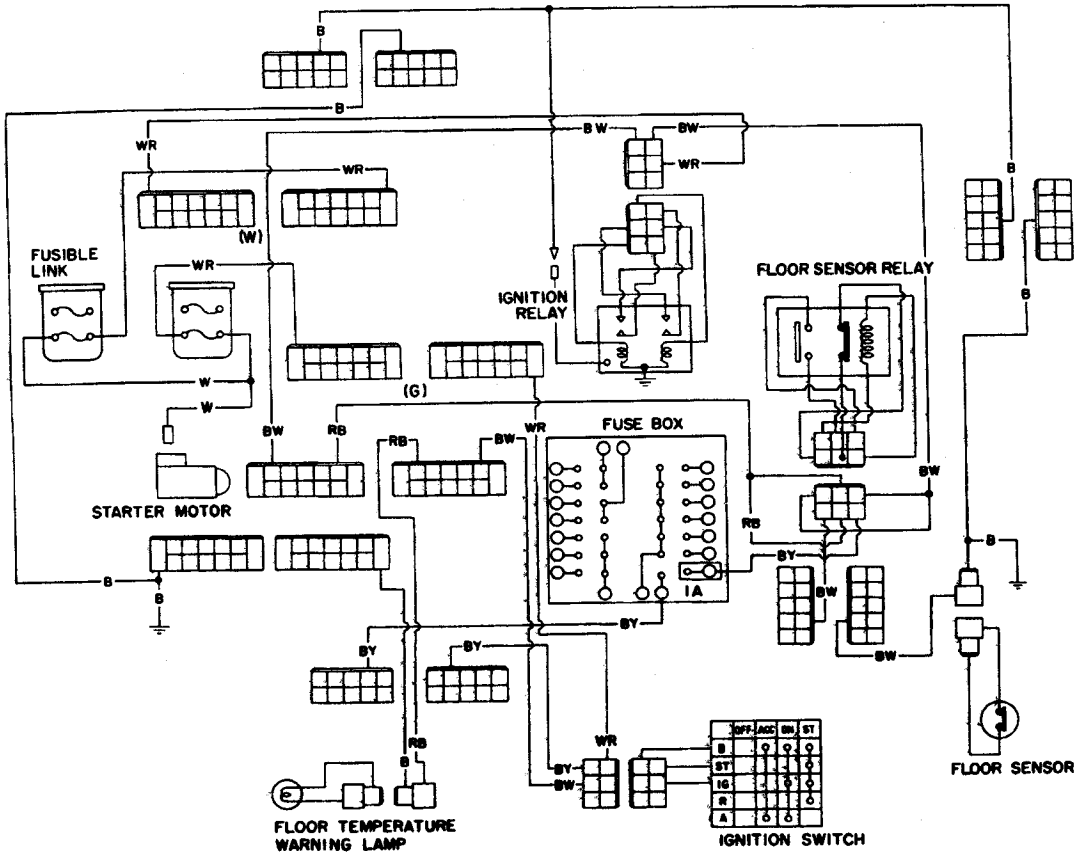
If the reservoir tank is empty, check the coolant level in the radiator. If the coolant in the radiator is insufficient, fill radiator until coolant level is 1" (25mm) below radiator cap. Also fill reservoir tank to the LOW level mark.

If you notice an abnormally rapid decrease in the reservoir tank coolant level, check for leaks in the cooling system.

EMISSION CONTROL

FLOOR TEMPERATURE WARNING SYSTEM

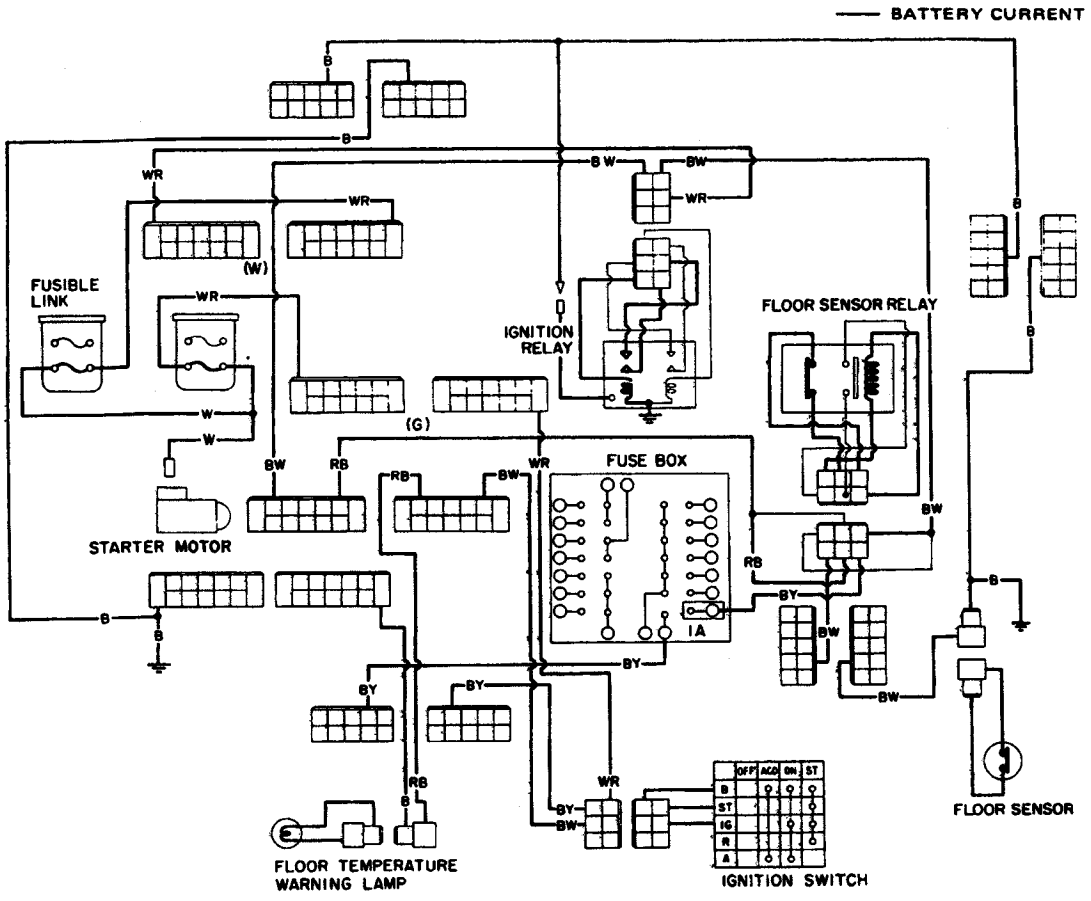
To accommodate the new ignition relay and modified body side harnesses, the wiring of the floor temperature warning system has been revised as shown in the illustration below.



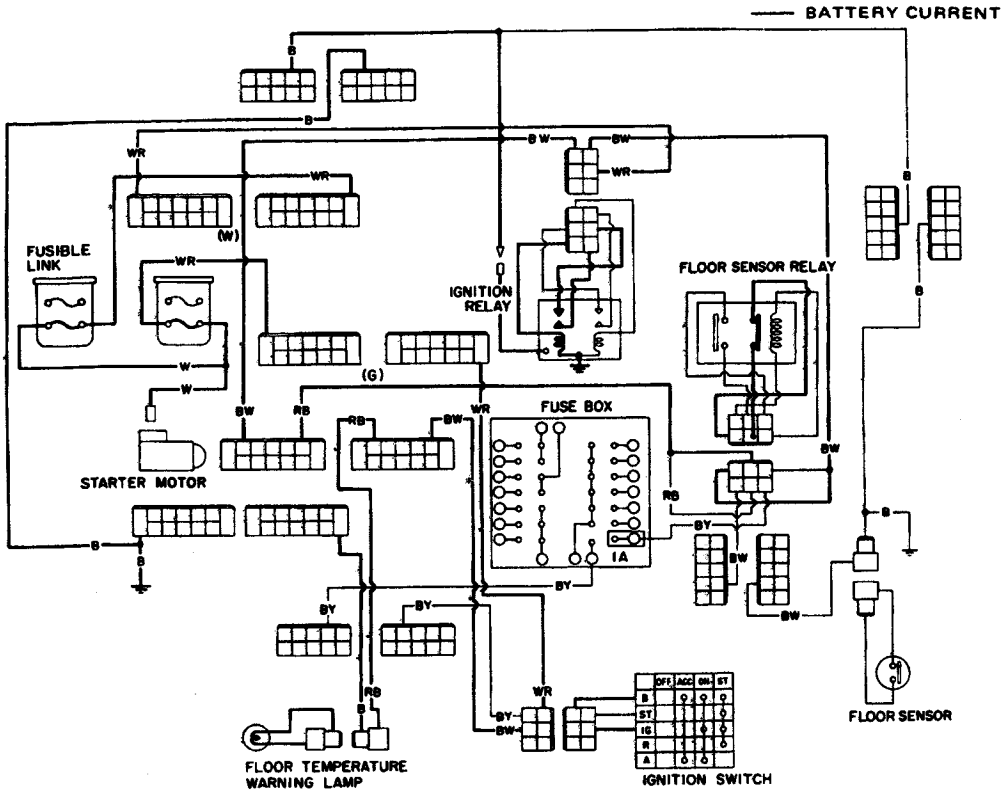
EC438

OPERATION

The following illustrations depict the operation modes of the floor temperature warning system.



Lamp comes on while starter switch is in the ON position.

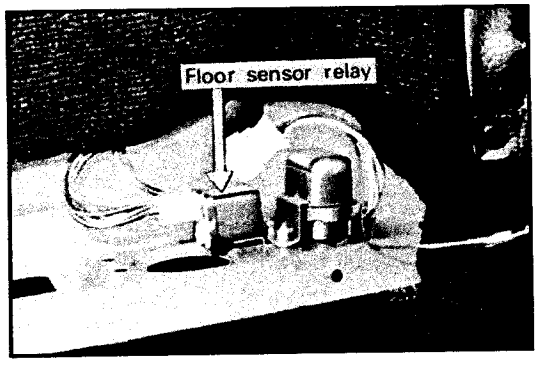


Lamp comes on when floor temperature sensor is OFF

The operation of the floor temperature warning system and the location and operating temperature specifications of the floor sensor remain the same.

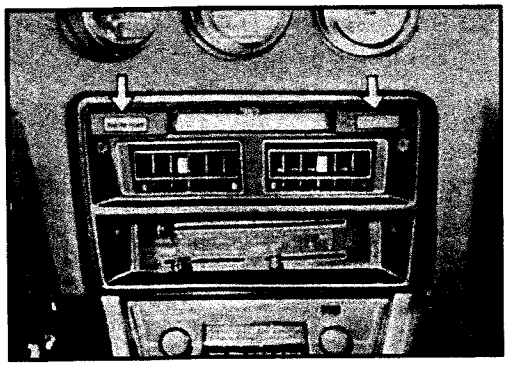
FLOOR SENSOR RELAY

Due to the elimination of the catalyzer warning system, the floor temperature relay has been relocated and its mounting on the seat mounting bracket modified.

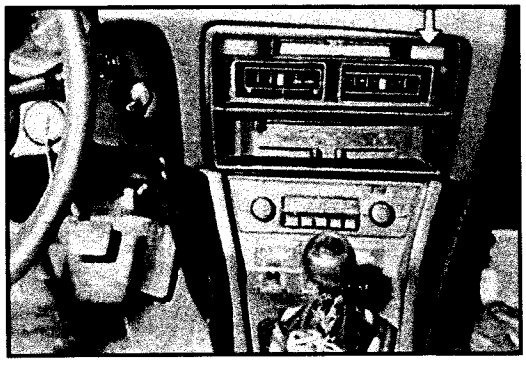


FLOOR TEMPERATURE WARNING LAMP

The location has been changed as shown in the following illustrations.



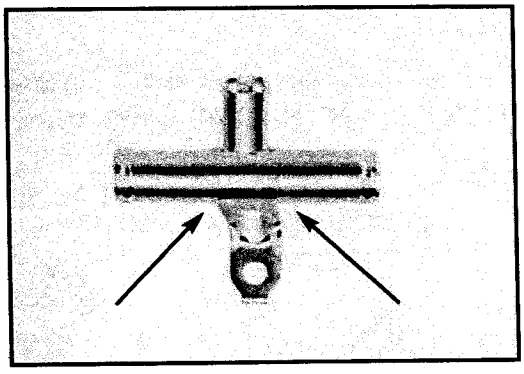
New



Former

T-CONNECTOR BLOWBY HOSE

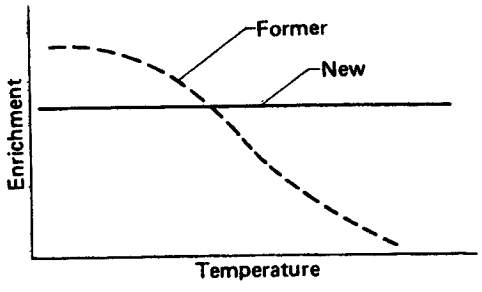
The connector has been slightly bent downward.



ENGINE FUEL

CONTROL UNIT

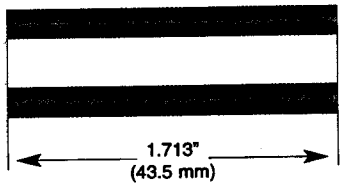
To improve driving performance, the "after-start enrichment" has been kept constant regardless of the temperature variation. The dampening characteristic with the elapse of time remains the same.



FUEL LINES

1. Fuel rubber hoses

A summary of modifications is presented in the following chart:

① Fuel tank to pump rubber hose
The same basic conventional type has been carried over from the 1975 model.
② Fuel pump to fuel pipe rubber hose ③ Fuel pipe to damper rubber hose
The fuel pump and fuel damper are now connected by two-braid, nitrile rubber hoses ② and ③ with a steel pipe between. The length of rubber hoses ② and ③ is 1.713" (43.5 mm). Formerly, they were connected by a mold-type conventional rubber hose.
④ Fuel damper to feed pipe rubber hose
The rubber hose is of a two-braid, nitrile design.
⑤ Feed pipe to fuel filter rubber hose
To accommodate the longer fuel feed pipe, the feed-pipe-to-fuel-filter rubber hose has been shortened by 1.890" (48 mm) from 7.09" (180 mm). This hose is of a two-braid, flourine design to increase durability.
⑥ Fuel filter to fuel pipe A rubber hose ⑦ Fuel pipe A to fuel pipe B rubber hose ⑧ Fuel pipe A to fuel pipe C rubber hose ⑨ Fuel pipe C to pressure regulator rubber hose ⑩ Pressure regulator to fuel pipe B rubber hose ⑪ Pressure regulator to fuel return pipe A rubber hose ⑫ Fuel pipe A to fuel pipe D rubber hose ⑬ Fuel pipe D to cold start valve rubber hose
For increased durability, rubber hoses ⑥ through ⑬ have been changed to a two-braid, flourine type. The length of rubber hoses ⑦ through ⑬ is 1.713" (43.5 mm). 
⑭ Injector rubber hose
The Bosch® injector is again equipped with its rubber hose. Hose diameter: 0.531" (13.5 mm)
⑮ Fuel return pipe A to return pipe rubber hose
The rubber hose is of a nitrile, two-braid type.

⑯ Fuel return pipe to fuel tank rubber hose
For increased durability, a two-braid, nitrile rubber hose has replace the former conventional hose.

NOTE:

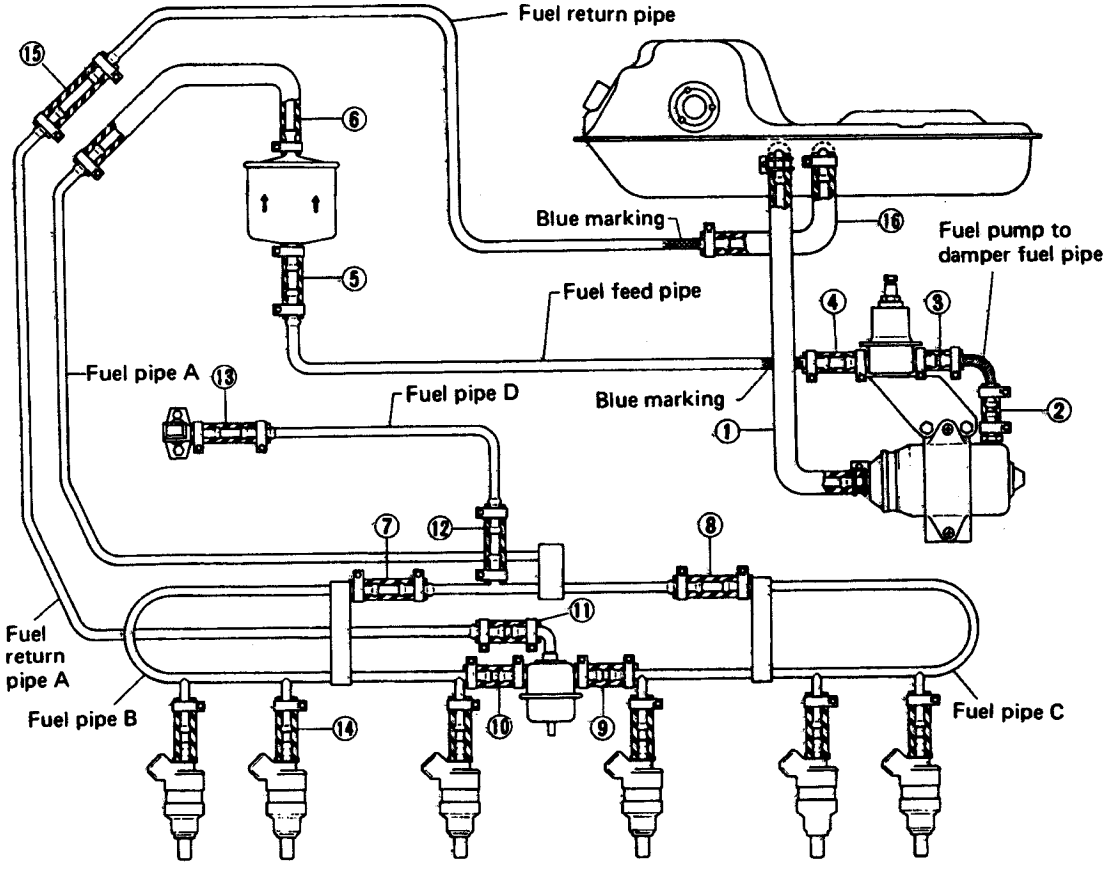
1. Two-braid nitrile rubber hoses can be distinguished from the two-braid flourine rubber hose by a white mark on them. The flourine rubber hose has a yellow mark on the surface

2. Rubber hose diameter (except ① and ⑭ above is 0.618" (15.7 mm)

2. Fuel Pipes

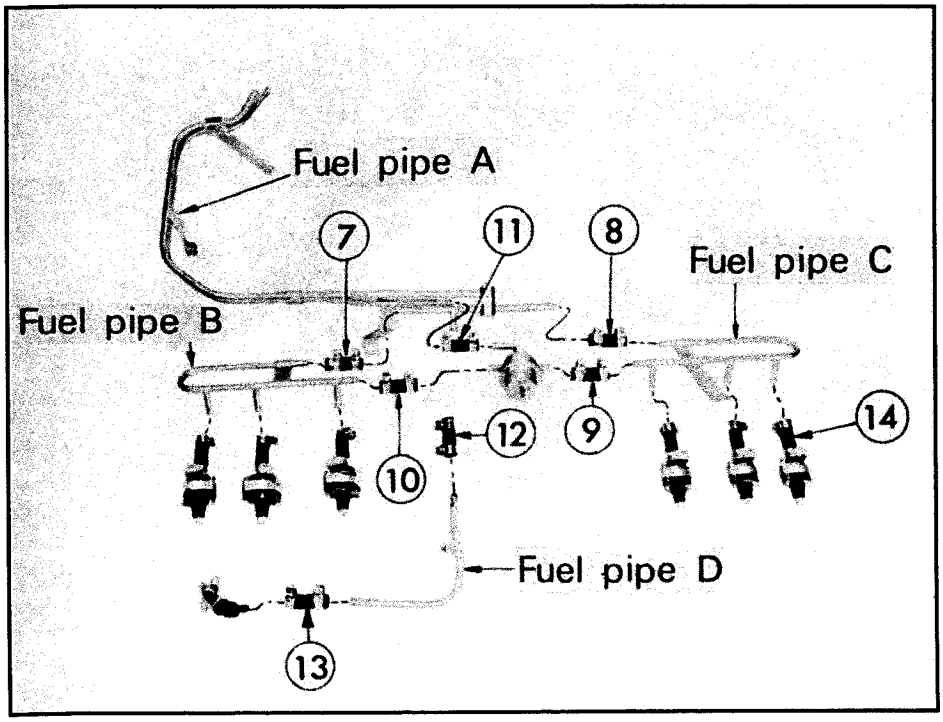
- *Fuel-pump-to-damper fuel pipe*
  A combination of steel pipes and rubber hoses has replaced the previous mold-type rubber hose

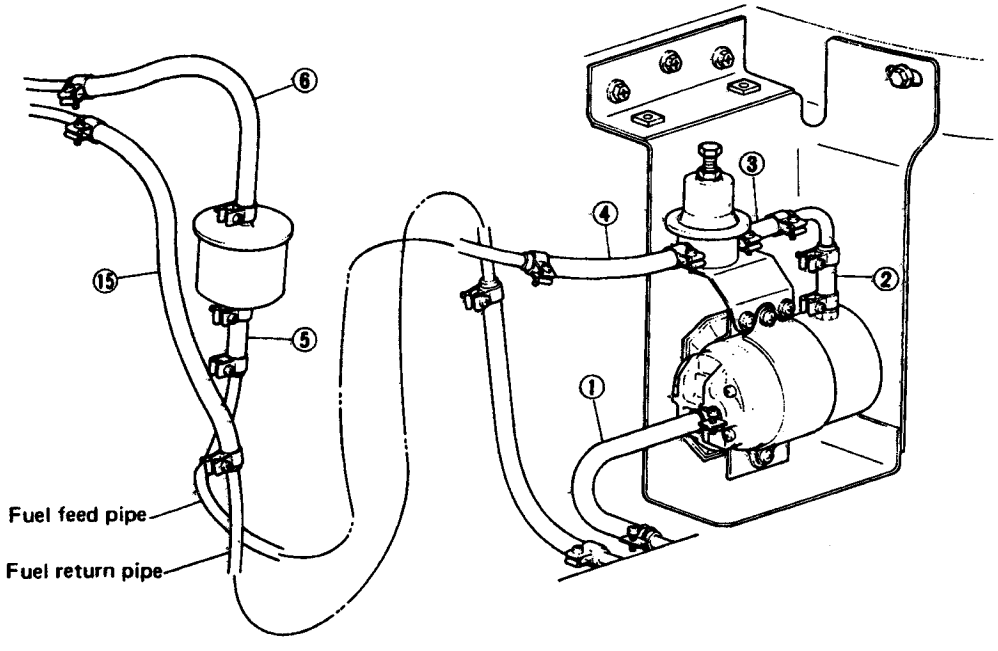
- *Fuel feed pipe*
  Due to the increase in length of the hose between the fuel damper and fuel filter, the fuel-feed-pipe-to-fuel-filter rubber hose has been lengthened.



Interchangeability:

- Rubber hoses which have been changed in material are interchangeable with former parts.
- Rubber hoses and steel pipes which have been changed in length are interchangeable with former parts as an assembly

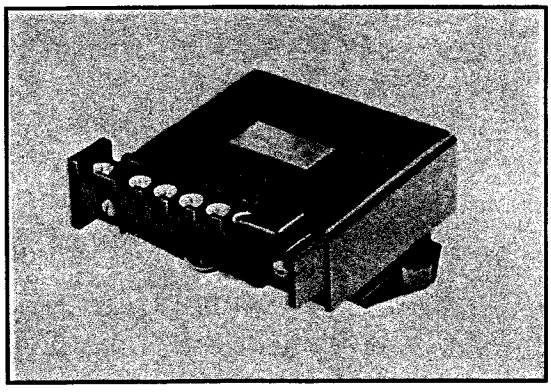




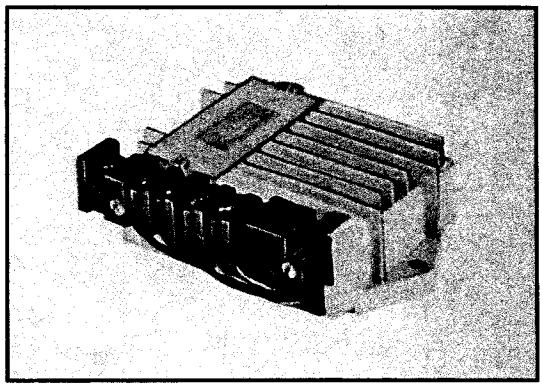
TRANSISTOR IGNITION UNIT (California model)

To improve productivity, a circuit in the transistor ignition unit has partially been changed with a modified external appearance.

Interchangeability: Yes



New

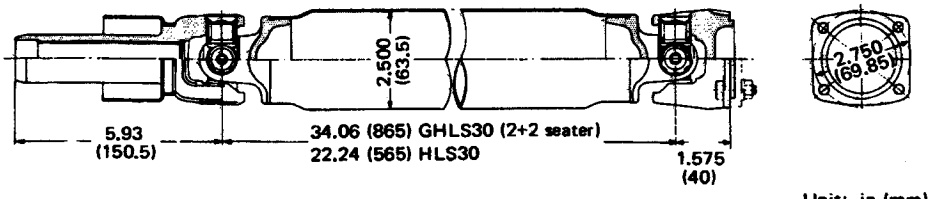


Former

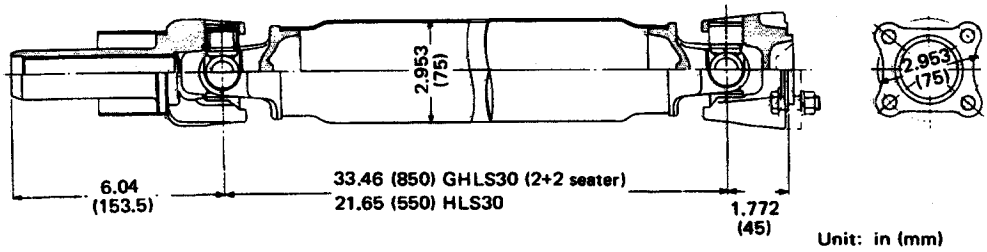
CHASSIS

PROPELLER SHAFT

To reduce weight of the propeller shaft, the size of the propeller shaft joint and tube has been modified. For details, refer to the following illustrations.
The journal bearing is of a stake retention type and cannot be disassembled.
The new and former parts are NOT INTERCHANGEABLE due to difference in joint size.



New



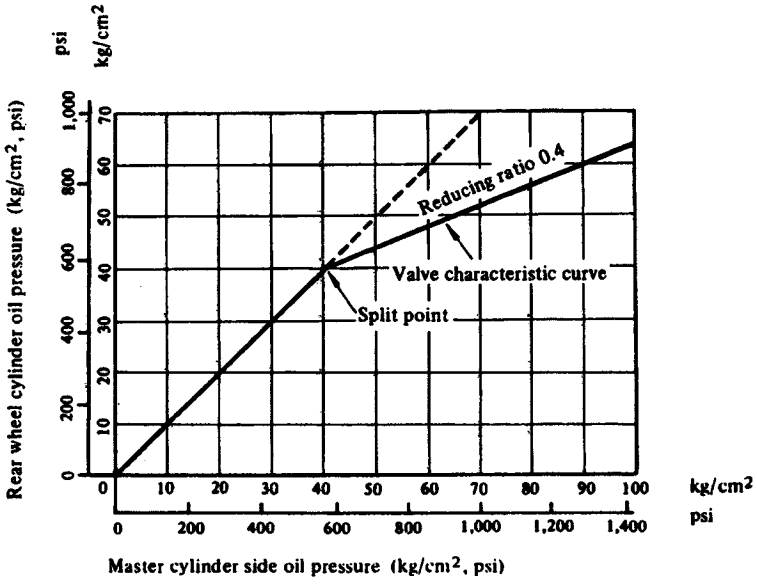
Former

DIFFERENTIAL CARRIER

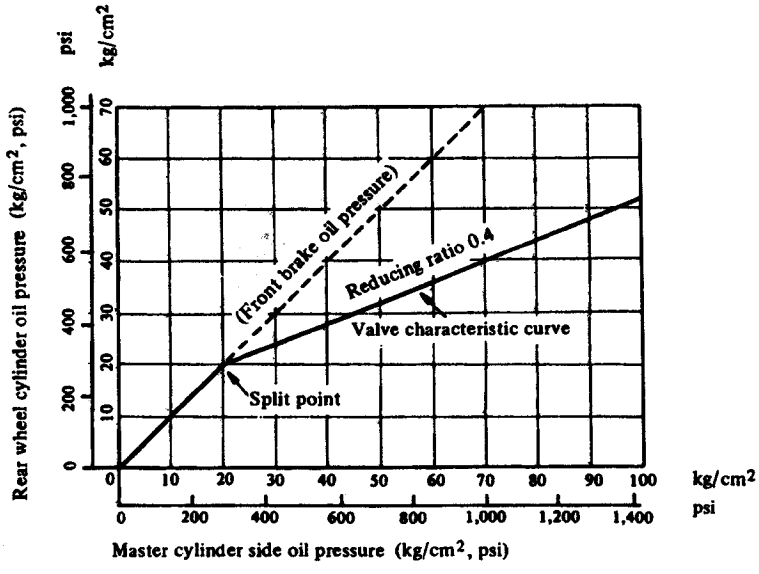
Along with the new propeller shaft joint, the size of the joint for the R200 differential carrier has been changed. The new and former parts are not interchangeable.

NP VALVE

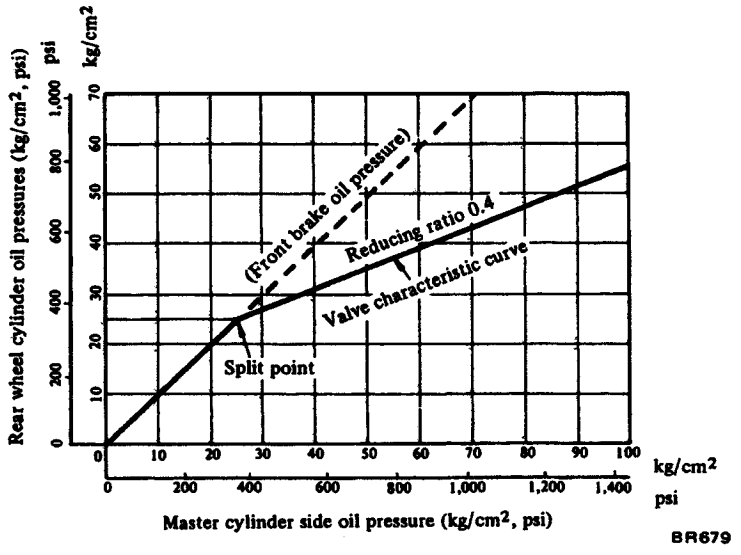
The NP valves for the GHLS30 2+2 seater and HLS30 two-seater models are now common to each other as shown in the following illustrations.



New (GHLS30 2+2 seater models / HLS30 2 seater models)



Former (HLS30 2 seater models)

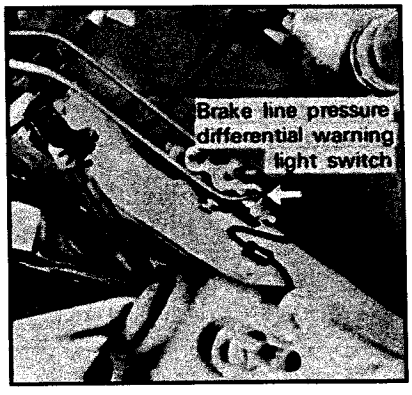


Former (GHLS30 2+2 seater models)

Formerly they were different in operating performance characteristics.

BRAKE LINE PRESSURE DIFFERENTIAL WARNING LIGHT SWITCH

The new warning device differs in operation from the former as described below:



The circuit is designed in such a way that the warning lamp remains on even when the brake pedal is released—as long as a hydraulic failure (low pressure) exists in either the front or rear brake line. The lamp goes out only after trouble has been eliminated.

In the former design, the warning lamp went out upon release of the brake pedal. The new and former parts are interchangeable.

This warning light will come on when the pressure differential between the front and rear brake lines is higher than 71 p.s.i. (5.0 kg/cm²), or lower than 244 p.s.i. (15.75 kg/cm²).

If a pressure differential occurs between these two systems, the valve will shuttle toward the low pressure side.

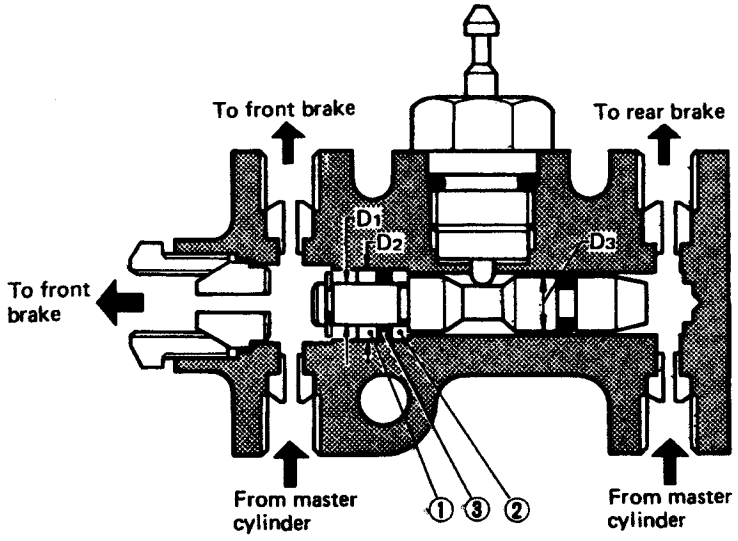
The valve comes into contact with the switch terminal, completing the ground circuit for the warning light and causing the light to come on. After the warning light has activated, the valve is held in this position. The light will not go out until the line pressure imbalance is corrected. The valve will automatically return to its original position in the following manner after the problem has been corrected:

1. *If the front brake line pressure drops lower than the rear*

Since the pressures in the front and rear brake lines are equal after repair and cross-sectional area D2 is larger than D3, the valve moves in the direction of the rear brake line until sleeve B comes into contact with the stopper. At this point the valve is properly brought into balance.

2. *If the rear brake line pressure drops lower than the front*

Sleeve A comes into contact with the valve stopper. After correcting the imbalance, the pressures in the front and rear brake lines are equal and cross-sectional area D3 is larger than D1, the valve moves in the direction of the front brake line until it makes contact with sleeve B. At this point the valve is properly brought into balance.

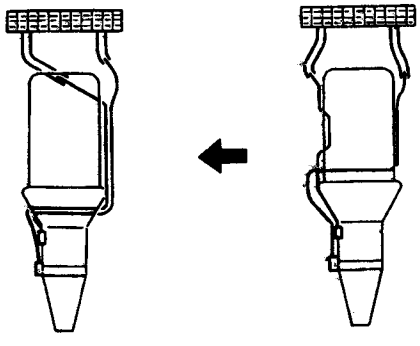


1 Sleeve A D1: 6.6 mm (0.260 in)
2 Sleeve B D2: 9.5 mm (0.374 in)
3 Rubber seal D3: 8.0 mm (0.315 in)

BR811

AUTOMATIC TRANSMISSION OIL COOLER TUBE

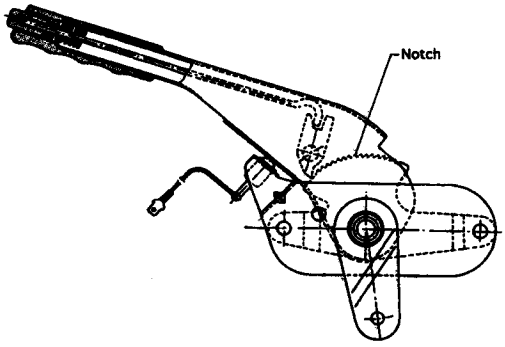
To protect the oil cooler tube against heat from exhaust system components, the pipe route has been changed as shown in this illustration.



New Former

HAND BRAKE

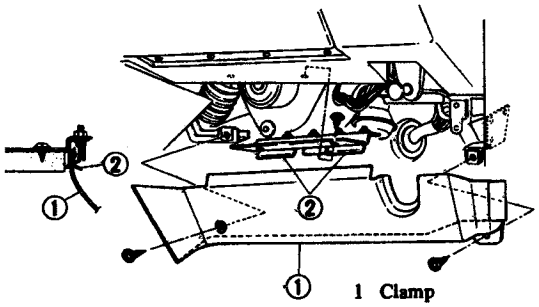
For increased overall stroke of the hand brake, the number of notches has been increased from twelve to thirteen.



BODY AND FRAME

INSTRUMENT PANEL UNDER COVER

To provide improved appearance, an "under cover" has been added to the lower side of the instrument panel on the front passenger side. The under cover is made from ABS resin. Because of this modification, the relay bracket cover has been eliminated.

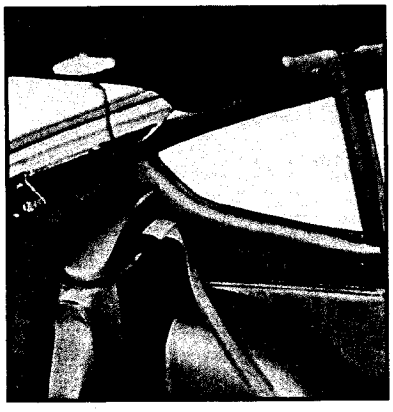


SEAT BELTS

SHOULDER BELT

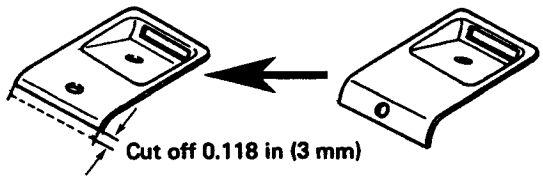
HLS30 2-seater models

To provide a better fit, the location of the shoulder belt has been shifted from the side roof rail to the upper strut mounting.



GHLS30 2+2 seater models

The shoulder belt is attached to the quarter panel garnish. Except for the location of the escutcheon retaining screw, the basic design has been retained.



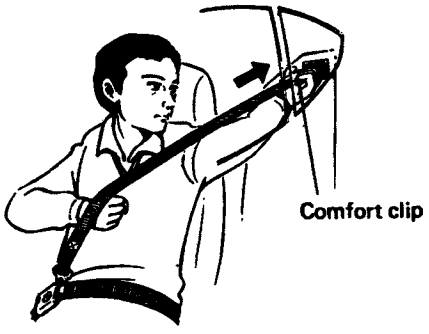
New Former

INNER BELT

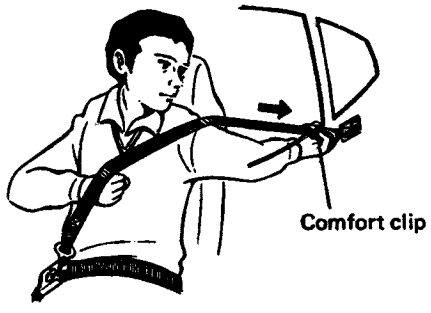
The inner belt harness of the seat belt warning system has been lengthened.

COMFORT CLIP

To prevent a tight fit due to retraction of the shoulder belt, a comfort clip has been added to the shoulder belt.



2-seater

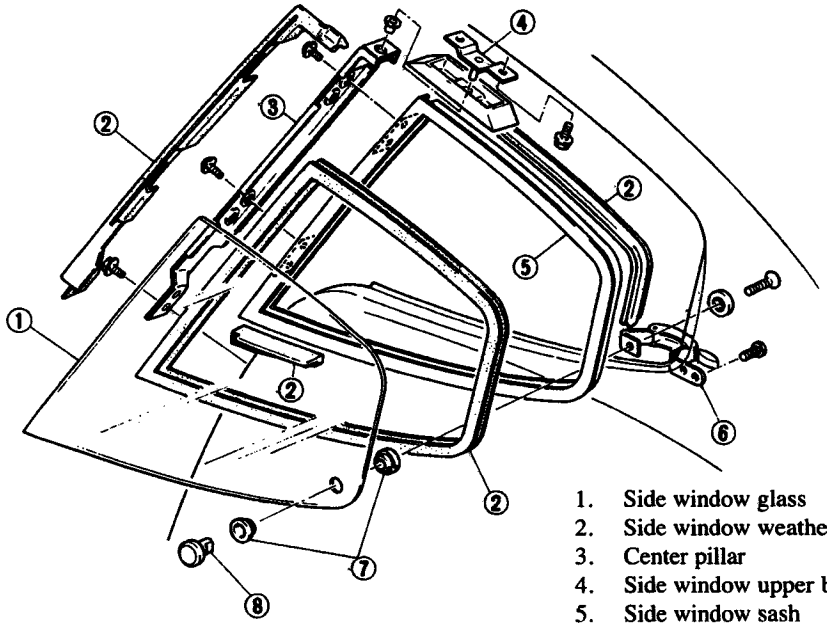


2+2 seater

Inner belts alone are interchangeable for all models.

CENTER PILLAR (GHLS30 2+2 seater models only)

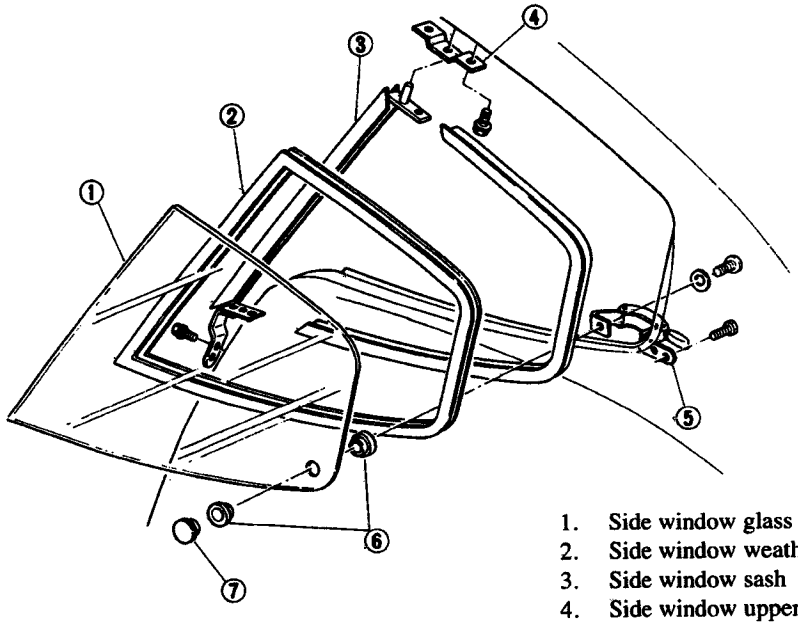
For improved water tightness, the door and side window weatherstrips have been separated, and a center pillar added.



1. Side window glass
2. Side window weatherstrip
3. Center pillar
4. Side window upper bracket
5. Side window sash
6. Side window handle
7. Rubber washer
8. Finisher nut

New

BF657A

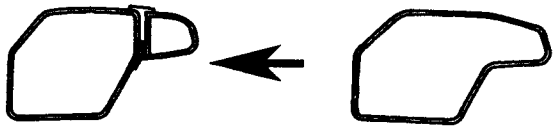


1. Side window glass
2. Side window weatherstrip
3. Side window sash
4. Side window upper bracket
5. Side window handle
6. Rubber washer
7. Finisher nut

BF486A

Former

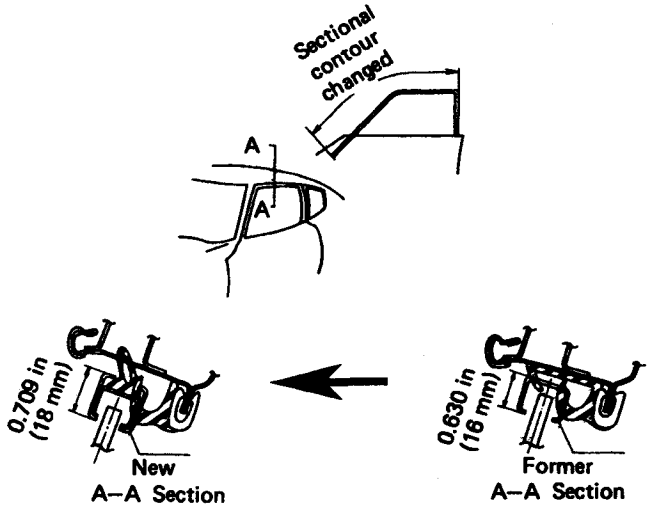
The new and former weatherstrips are shown in the following illustrations:



New Former

DOOR SASH AND DOOR SIDE WEATHERSTRIP

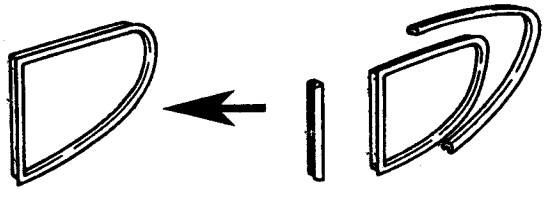
For improved contact with the car body, the door sash and door side weatherstrip have been redesigned.



SIDE WINDOW GLASS WEATHERSTRIP (HLS30 2-seater models only)

For improved water tightness, the side window glass weatherstrip has been changed from a two-partitioned type to a unitized design.

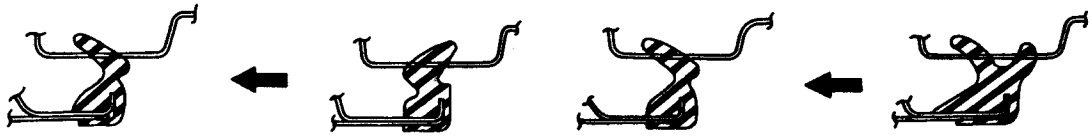
Bonding agents have been eliminated to install the part. The new and former parts are interchangeable.



New Former

OUTER TAIL GATE WEATHERSTRIP

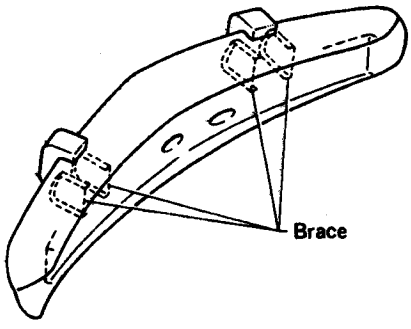
The cross-sectional contour has been modified to reduce reaction of the tail gate weatherstrip and improve door operation.



HLS30 2-seater models

GHLS30 2+2 seater models

FRONT SAFETY BUMPER



The basic design and mounting method have been retained. Internal construction, however, has been slightly modified. The internal reinforcement has been eliminated and a brace added to the overrider.

The new bumper is lighter in weight than the former one, and is adaptable to the former mode. The former bumper, however, cannot be used in place of the new one since its installation on the new model would exceed the gross vehicle weight registered in accordance with M.V.S.S. and the Clean Air Act.

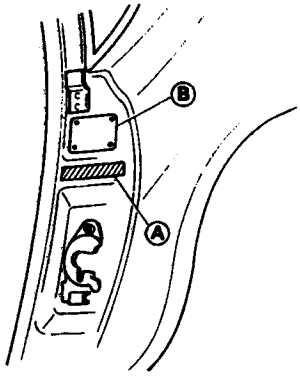
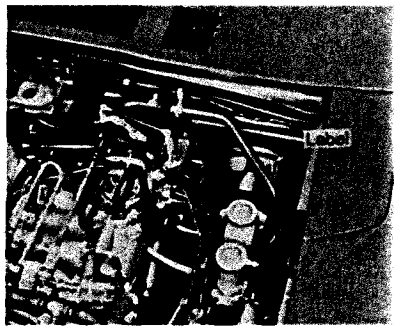
REAR SAFETY BUMPER

The basic external appearance has been carried over from the 1975 model. To reduce the bumper weight, however, the material of the inner plate and reinforcement has been changed and these thicknesses reduced.

The new bumper is adaptable to the former model. The former bumper, however, cannot be used in place of the new one since its installation on the new model would exceed the gross vehicle weight registered in accordance with M.V.S.S. 567 and the Clean Air Act.

LABELS

On 280Z models, the Vehicle Emission Control Information and Brake Fluid Warning labels have been newly attached to the car as shown in the following table:

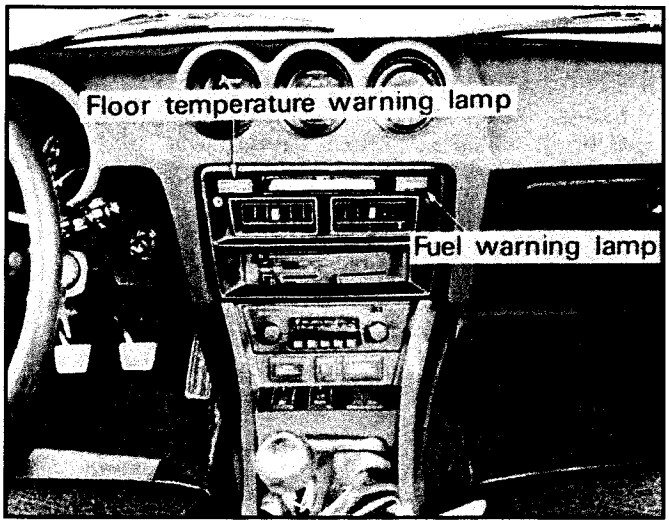
Label Name	Location	Label Contents
Vehicle Emission Control Information Label (USA only)		Ⓐ: Vehicle emission control information label VEHICLE EMISSION CONTROL INFORMATION THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1976 MODEL YEAR NEW MOTOR VEHICLES. NON-CATALYST VEHICLE EMISSION CONTROL INFORMATION THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATIONS APPLICABLE TO 1976 MODEL YEAR NEW MOTOR VEHICLES. CATALYST Ⓑ: M.V.S.S. certification
Brake Fluid Warning Label Master-Vac label To meet the modified FMVSS No. 105 (effective products on or after 1976.1.1), a warning label has been attached to the Master-Vac. Interchangeability: None But the new Master-Vac with a warning label is available in place of the former one.		WARNING CLEAN FILLER CAP BEFORE REMOVING. USE ONLY DOT 3 BRAKE FLUID FROM A SEALED CONTAINER. MASTER VAC

BODY ELECTRICAL

WARNING LAMPS

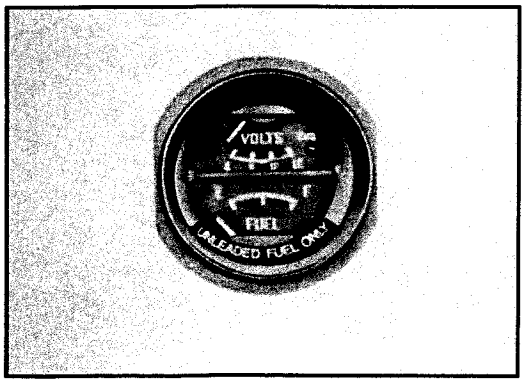
Due to the elimination of the catalyzer warning lamp, the fuel warning and floor temperature warning lamp have been relocated as shown in the illustration below. The bulb ratings remain the same. The former and new fuel warning lamps are not interchangeable.

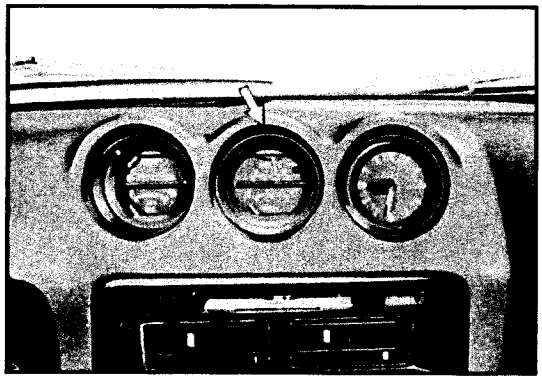
The floor temperature warning lamp is basically the same as the previous design, except that it has been shifted from the right to the left side of the instrument panel.



VOLTMETER

A voltmeter has replaced the previous ammeter to monitor the condition of the charging system and the battery. Due to this change the shunt unit has also been eliminated.

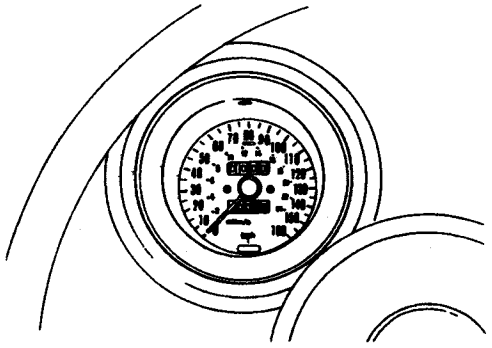




A charge warning lamp has been added to monitor the condition of the alternator.

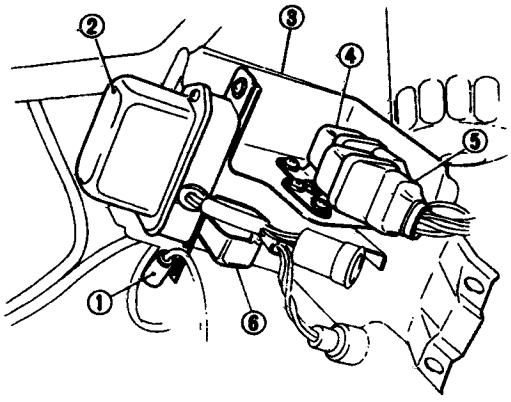
SPEEDOMETER

For models destined for Canada, the speedometer is now calibrated both in km/h and mph on the scale.



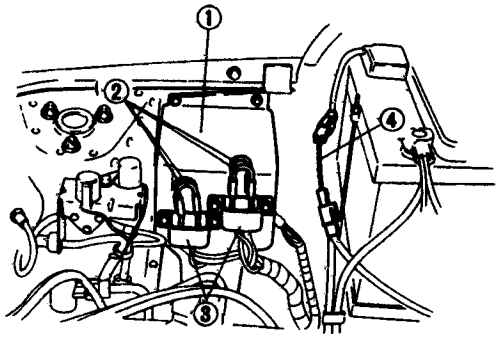
RELAY BRACKET IN ENGINE COMPARTMENT

The relays and fusible links have been installed in the locations shown in the illustration below.



BE976A

1. Condenser
2. Voltage regulator
3. Relay bracket
4. Water temperature relay (Advance control relay)
5. Seat belt relay (Starter relay, A/T only)
6. Air conditioner relay (Compressor relay)

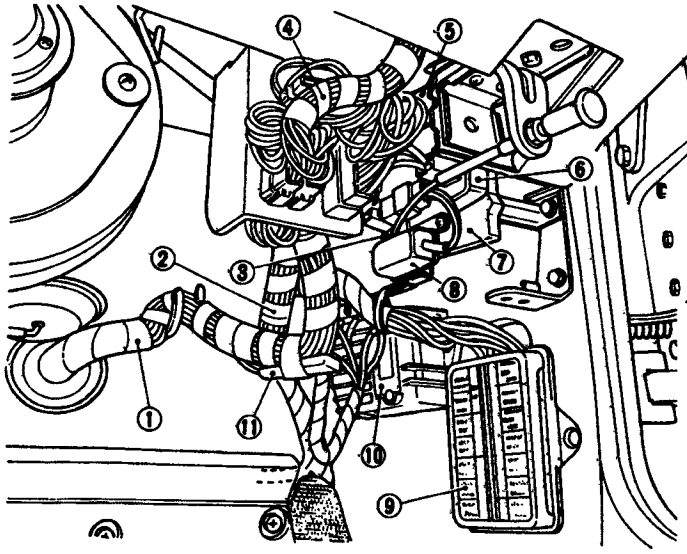


BE975A

1. Relay bracket
2. Fusible link
3. Fusible link holder
4. Fusible link for electronic fuel injection harness

RELAY BRACKET IN PASSENGER COMPARTMENT

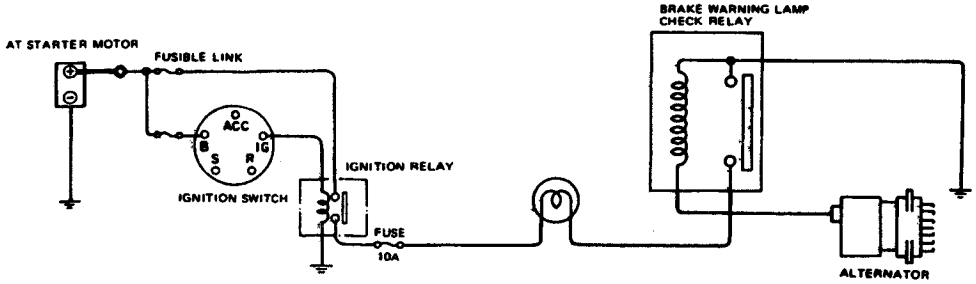
The relays have been installed as shown in the following illustration.

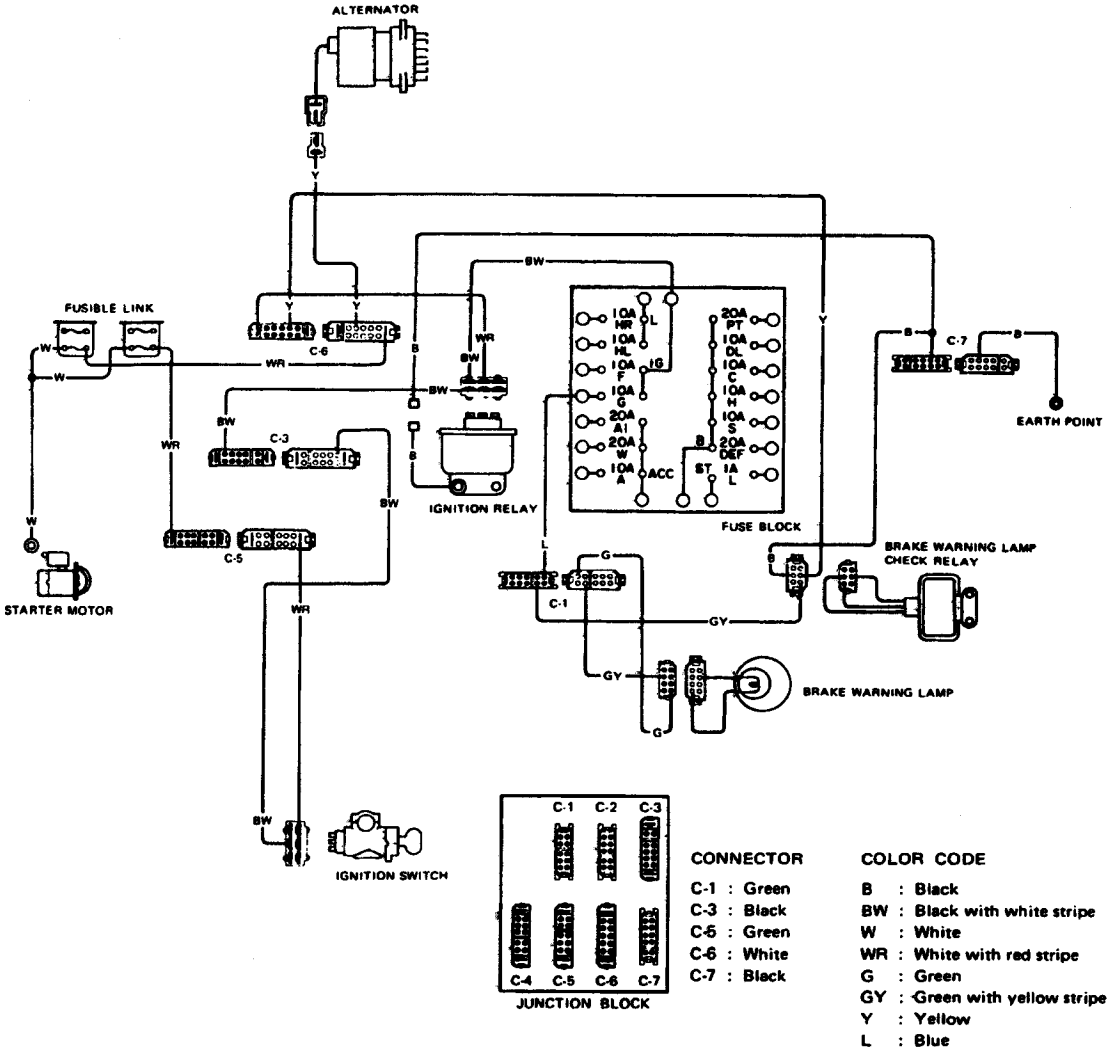


1. Engine compartment harness
2. Dash harness
3. Intermittent wiper amplifier
4. Instrument harness
5. Ignition relay
6. Horn relay
7. Relay bracket
8. Timer unit
9. Fuse block
10. Transistor ignition unit
11. Resistor for tachometer

BRAKE WARNING LAMP CHECKING SYSTEM

For increased reliability of the brake warning lamp operation, a checking system has been added. This system, incorporating a light, serves to check the bulb for discontinuity. The light comes on while the ignition switch is in the ON position with the alternator inactivated (or with the engine off).



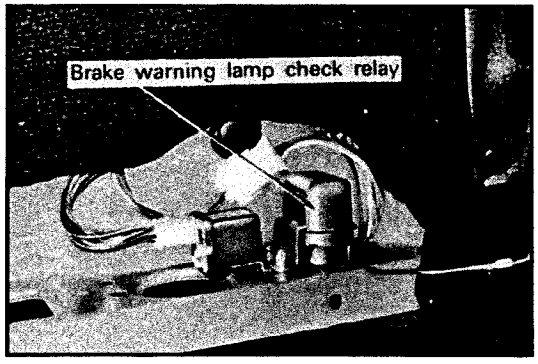


CONNECTOR	
C-1	: Green
C-3	: Black
C-5	: Green
C-6	: White
C-7	: Black

COLOR CODE	
B	: Black
BW	: Black with white stripe
W	: White
WR	: White with red stripe
G	: Green
GY	: Green with yellow stripe
Y	: Yellow
L	: Blue

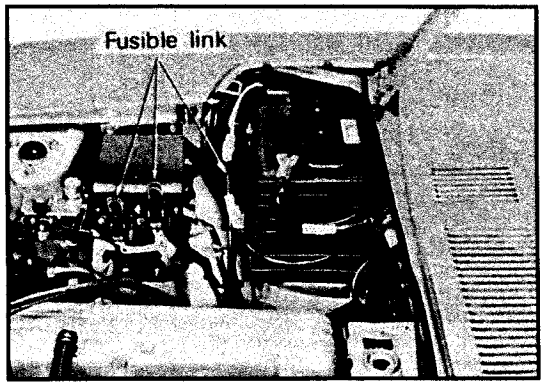
BE001B

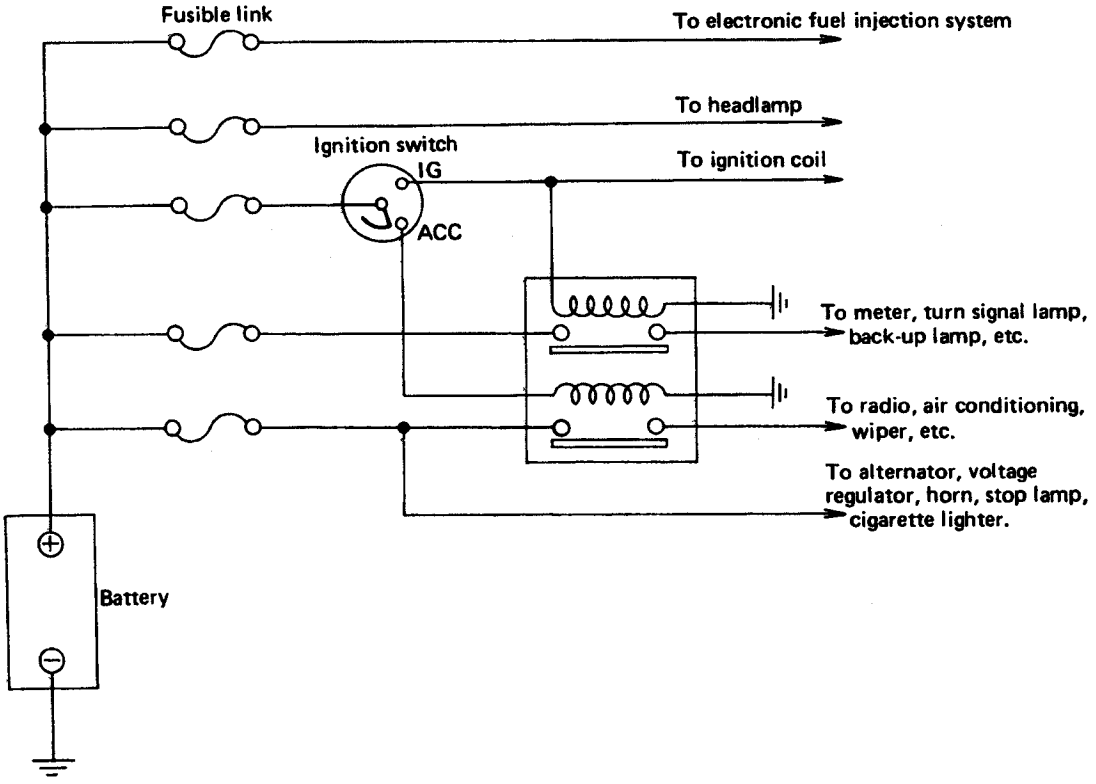
A new brake warning lamp check relay has been installed on the mounting bar of the passenger seat.



FUSIBLE LINK

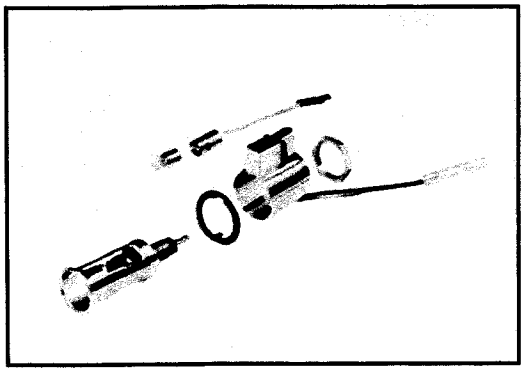
For increased reliability of the battery circuit lines, the number of the fusible links has been increased by three to a total of five.

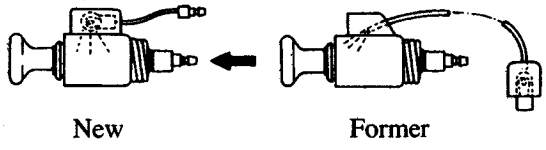




CIGARETTE LIGHTER ILLUMINATION SYSTEM

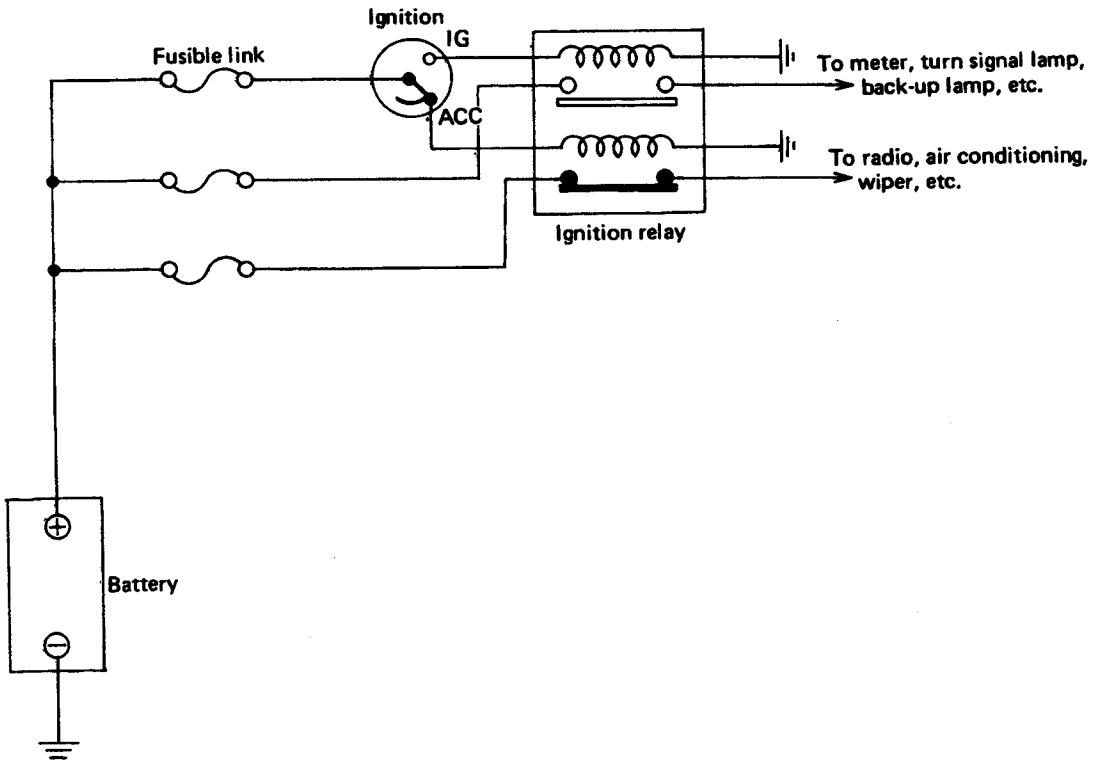
To increase the illumination intensity, a direct, bulb-type illumination method has replaced the indirect photo tube method.

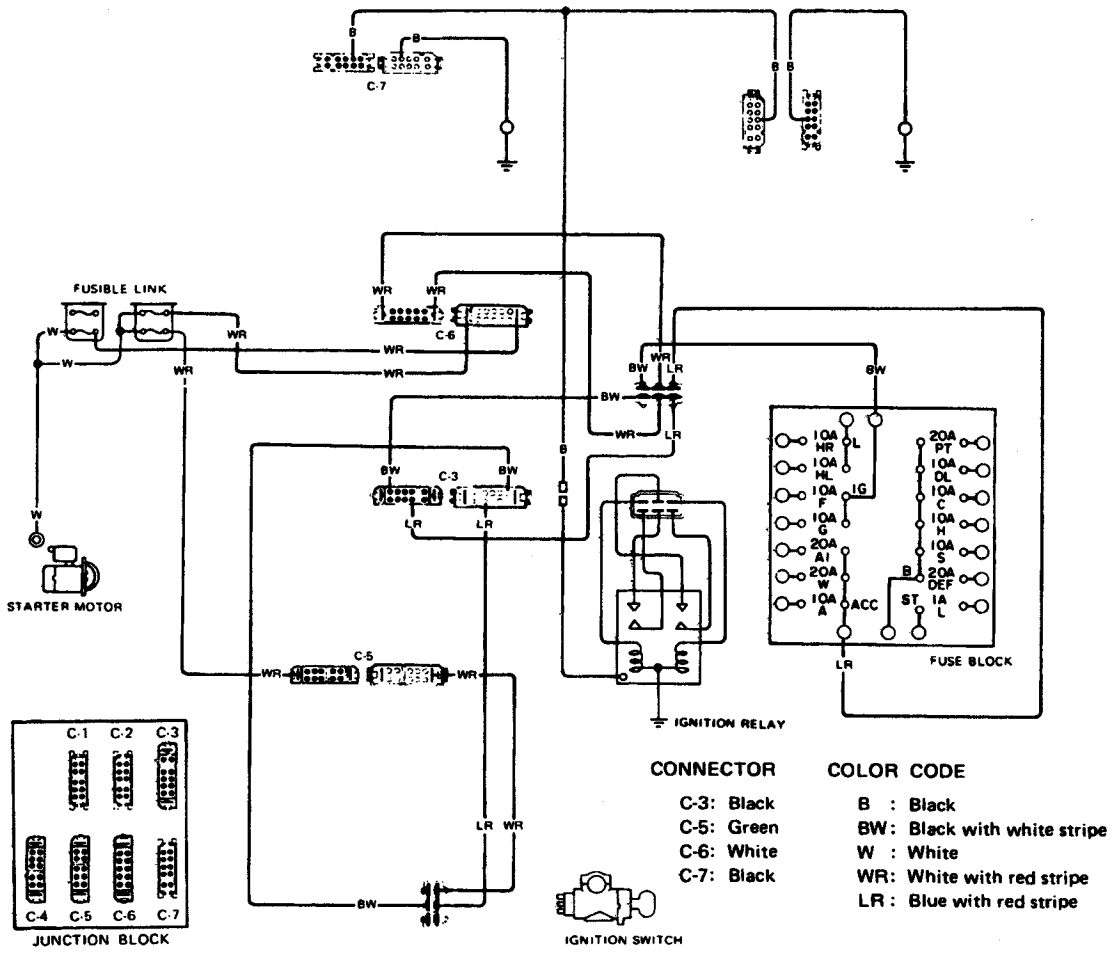




IGNITION RELAY

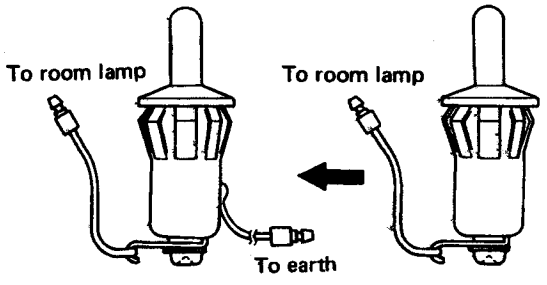
To prevent excess current flow through the ignition switch, a relay has been added. Current flow to the following systems and parts is not through the ignition switch, EFI system, headlights, ignition system, charging system, horn, stop lamp, or cigarette lighter.





DOOR SWITCH

To provide firm grounding, a ground wire has been added to the body harness. Because of this modification, the former body grounding method has been eliminated.



GENERAL SPECIFICATIONS

Item			Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Dimension	Overall length		in (mm)	173.2 (4,400)				185.4 (4,710)			
	Overall width		in (mm)	64.2 (1,630)				65.0 (1.650)			
	Overall height		in (mm)	51.0 (1,295)*1				51.4 (1,305)*1			
	Wheelbase		in (mm)	90.7 (2,305)				102.6 (2,605)			
	Tread	Front	in (mm)	53.3 (1,355)*1				53.3 (1,355)*1			
		Rear	in (mm)	53.0 (1,345)*1				53.0 (1,345)*1			
	Room space	Inner length	in (mm)	32.3 (820)				59.1 (1,500)			
		Inner width	in (mm)	54.7 (1,390)				54.7 (1,390)			
		Inner height	in (mm)	42.3 (1,075)				42.3 (1,075)			
	Min. road clearance (unladen)		in (mm)	6.1 (155)		5.9 (150)		6.1 (155)		5.9 (150)	
	Overhang to	Front end	in (mm)	40.5 (1,028)							
		Rear end	in (mm)	42.0 (1,067)				42.4 (1,077)			
	Gross vehicle weight rating (G.V.W.R.)		lb (kg)	3,185 (1,445)		3,203 (1,452)		3,585 (1,626)		3,603 (1,634)	
	Gross axle weight rating (G.A.W.R.)										
		Front	lb (kg)	1,468 (666)		1,477 (670)		1,603 (727)		1,612 (731)	
		Rear	lb (kg)	1,717 (779)		1,726 (783)		1,982 (899)		1,991 (903)	

*at curb weight

Item		Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Performance	Wall to wall	ft (m)	17.4 (5.3)				18.4 (5.6)			
	Seating capacity		2				2 + 2			
	Top gear engine 1,000 rpm	mph (km/h)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)	20.3 (32.6)
Engine	Model		L28							
	System		Electronic Fuel Injection							
	Make		NISSAN							
	Classification		Gasoline							
	Cooling system		Water cooled forced circulation							
	No. of cylinders & arrangement		6 in line							
	Cycle		4							
	Valve arrangement		O.H.C.							
	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 : 1							
	Weight (Dry: w/flywheel)	lb (kg)								
	No. of piston rings									
	Compression		2							
	Oil control		1							
	Fuel pressure	lb/in^2 (kg/cm^2)	36.1 (2.54)							

Item	Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Engine	Valve timing								
	Intake opens	16° B.T.D.C.							
	Intake closes	52° A.B.D.C.							
	Exhaust opens	54° B.B.D.C.							
	Exhaust closes	14° A.T.D.C.							
	Valve clearance (Warm)								
	Intake in (mm)	0.0098 (0.25)							
	Exhaust in (mm)	0.0118 (0.30)							
Battery	Type	N50Z (NS70)		N50Z		N50Z (NS70)		N50Z	
	Voltage	12V							
	Capacity	60AH, *65AH		60AH		*65AH		60AH	
	Ground polarity	Negative							
Generator	Type	LT160-23							
	Make	HITACHI							
	Generating method	Alternator							
	Voltage	12V							
	Capacity	60A							
	Voltage regulator	TL1Z-85							

*Canada only

Item			Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Starter	Type			S114-122N	S114-182	S114-122N	S114-182	S114-122N	S114-182	S114-122N	S114-182
	Make			HITACHI							
	Voltage & power			12V-1.0KW	12V-1.2KW	12V-1.0KW	12V-1.2KW	12V-1.0KW	12V-1.2KW	12V-1.0KW	12V-1.2KW
Ignition system	Ignition method			Battery-coil							
	Ignition timing		°/rpm	7/800*1 13/800*2	7/700*1 15/700*2	10/800	10/700	7/800*1 13/800*2	7/700*1 13/700*2	10/800	10/700
	Firing order			1–5–3–6–2–4							
	Ignition coil	Type		C.I.T. – 18 & S.T.C. – 12							
		Make		HITACHI							
	Distributor	Type		D6F4-01	D6F4-02	D6F4-03		D6F4-01	D6F4-02	D6F4-03	
		Make		HITACHI							
		Ignition timing advance system		Vacuum and governor							
Spark plug	Make			NGK (HITACHI)							
	Type			B6ES (L45W)							
	Thread		in (mm)	0.551 (14)							
	Gap		in (mm)	0.028 to 0.031 (0.7 to 0.8)							

*1: Engine coolant temperature above 135 to 145°F (57 to 63°C)
*2: Engine coolant temperature below 135 to 145°F (57 to 63°C)

Item		Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Propeller shaft	Length x out dia. x in dia. in (mm)		22.24 x 2.50 x 2.37 (565 x 63.5 x 60.3)				34.06 x 2.50 x 2.37 (865 x 63.5 x 60.3)			
	Universal type		Spider							
Final drive	Gear type		Hypoid							
	Model		R200							
	Gear ratio		3.545							
Differential gear	Housing type		Separate assembly floor mounted							
	Type & No. of gears		Straight bevel pinion-2							
	Oil capacity U.S. pt (Imp pt, l)		2 ¾ (2 ¼, 1.3)							
Steering system	Type		Rack and pinion							
	Gear ratio (final)		18.0 : 1							
	Steering angle	In	33.9°				36.3°			
		Out	33.1°				35.4°			
Front suspension	Type		Strut type independent suspension							
	Shock absorber type		Hydraulic cylindrical multi-motion							
	Spring		Coil spring							
	Wheel alignment *1									
	Camber (laden)		46' ±45'				46' ±45'			
		(unladen)	1°03' ±45'				1°06' ±45'			

*1: Crews 150 lb (68 kg) x 2

Item			Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Front suspension	Toe-in	(laden)	in (mm)	−0.197 (−5) (out) to −0.079 (−2) (out)							
		(unladen)	in (mm)	0 (0) (out) to 0.118 (3) (in)							
	Kingpin inclination										
		(laden)		12°16′ ± 45′							
		(unladen)		11°59′ ± 45′				11°57′ ± 45′			
Rear suspension	Type			Strut type independent suspension							
	Shock absorber type			Hydraulic cylindrical multi-motion							
	Spring			Coil spring							
	Wheel alignment										
	Camber (laden)			−5′ ± 45′							
		(unladen)		42′ ± 45′				36′ ± 45′			
	Toe-in		in (mm)	−0.197 (−5) (out) to 0.197 (5) (in)							
		(laden = unladen)		−0°26′ (out) to 0°26′ (in)							
	Rear axle type			Semi-floating, ball spline							
Brake system	Type	Front		Disc							
		Rear		Leading trailing							
	Lining (Width × thickness × length)										
		Front	in (mm)	2.03 × 0.38 × 3.06 (51.6 × 9.7 × 77.83)							
		Rear	in (mm)	1.57 × 0.18 × 8.64 (40 × 4.5 × 219.5)				1.57 × 0.18 × 8.64 (40 × 4.5 × 219.5)			

Item \ Model	HLS30U(N)	HLS30AU(N)	HLS30UV	HLS30AUV	GHLS30U(N)	GHLS30AU(N)	GHLS30UV	GHLS30AUV
Brake system — Total braking area								
Front sq in (cm^2)	23.6 (152.4)							
Rear sq in (cm^2)	54.4 (351)							
Inner (outer) of brake drum dia.								
Front in (mm)	10.67 (271)							
Rear in (mm)	9 (228.6)							
Inner dia. of master cylinder in (mm)	⅞ (22.22)							
Master-Vac in (mm)	7 ½ (190.5)					9 (228.6)		
Inner dia. of wheel cylinder								
Front in (mm)	2 ⅛ (53.98)							
Rear in (mm)	⅞ (22.22)							
Parking brake	Mechanically operated on rear wheel							
Wheel & tire — Tire size	175HR-14 radial *1 195/70HR-14 radial							
Rim size	5J							

*1: Steel radial with tube