

SERVICE MANUAL

DATSUN 260Z
MODEL S30 SERIES



NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION GI

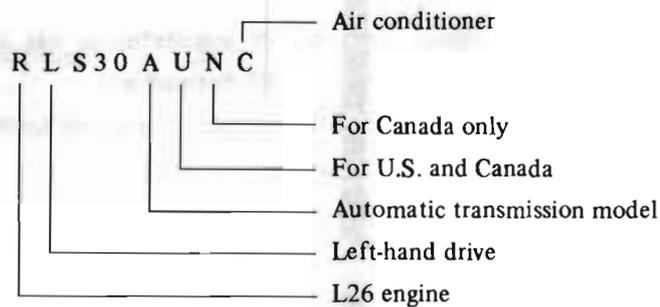
GI

GENERAL INFORMATION

| | |
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MODEL VARIATION

| Model | Engine | Transmission type - speed | Transmission control | Final gear ratio |
|----------|--------|---------------------------|----------------------|------------------|
| RLS30U | L26 | F4W71B | Manual | 3.364 |
| RLS30UN | | F4W71B | Manual | 3.364 |
| RLS30AU | | 3N71B | Automatic | 3.545 |
| RLS30AUN | | 3N71B | Automatic | 3.545 |



IDENTIFICATION NUMBERS

The unit and car numbers are stamped and registered at the factory.

The engine and car identification numbers are used on legal documents.

These numbers are used for factory communication such as Technical Report, Warranty Claim, Service Journal and other information.

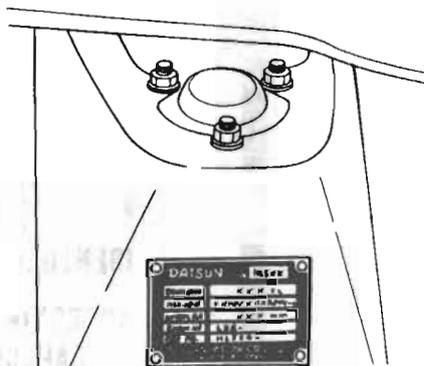
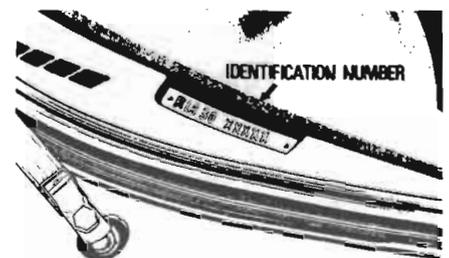


Fig. GI-1 Car identification plate location



GI198
Fig. GI-2 Car serial number location

CAR IDENTIFICATION PLATE

The car identification plate is located on the right panel of the hood ledge.

The plate contains the car type, engine capacity, maximum horsepower, wheelbase and engine and car serial numbers.

CAR SERIAL NUMBER

The car serial number is stamped on the instrument panel and can be seen from outside. The car number consists of the car model and the serial number.

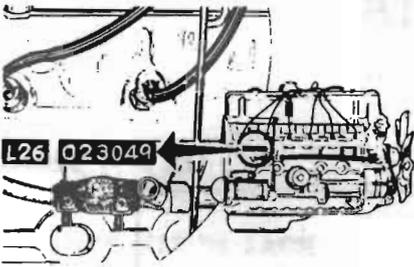
(RLS30-XXXXXX)

ENGINE SERIAL NUMBER

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

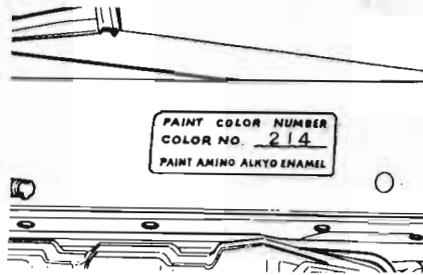
The number is broken down as shown in the following Figure GI-3.

General Information



G1199

Fig. G1-3 Engine serial number location



G1200

Fig. G1-4 Body color number location

COLOR CODE NUMBER LABEL

The body color number plate is attached on the top face of radiator core support.

| Body color number | | Body color |
|-------------------|------|---------------------|
| 1. | 110* | Red |
| 2. | 214 | Brown metallic |
| 3. | 301 | Brown metallic |
| 4. | 302 | Leaf green metallic |
| 5. | 303 | Green metallic |
| 6. | 304 | Gold metallic |
| 7. | 305 | Light blue metallic |
| 8. | 306 | Silver metallic |
| 9. | 307 | Blue metallic |
| 10. | 904* | White |

Note: Items with an asterisk "*" – one coat and one bake. Other items – two coats and one bake.

APPROXIMATE REFILL CAPACITIES

| | | Liters | U.S. measure | Imper. measure |
|-------------------------------------|-----------|--------------|---------------------------------|--|
| Fuel tank | | 60 | 15 $\frac{1}{8}$ gal. | 13 $\frac{1}{4}$ gal. |
| Engine cooling system (with heater) | *1 | 8.6 (9.4) | 9 $\frac{1}{8}$ qt. (10 qt.) | 7 $\frac{3}{8}$ qt. (8 $\frac{1}{4}$ qt.) |
| Engine crankcase | *2 | 4.7 | 5 qt. | 4 $\frac{1}{2}$ qt. |
| Transmission case | Manual | 1.5 | 3 $\frac{1}{2}$ pt. | 2 $\frac{5}{8}$ pt. |
| | Automatic | 5.5 | 5 $\frac{3}{8}$ qt. | 4 $\frac{3}{8}$ qt. |
| Differential case | | 1.0 | 2 $\frac{1}{2}$ pt. | 1 $\frac{1}{4}$ pt. |

*1 Includes 0.8 liter ($\frac{1}{4}$ U.S.gal., 1 $\frac{1}{8}$ Imp.gal.) required for heater.

*2 Includes 0.7 liter (1 $\frac{1}{2}$ U.S.pt., 1 $\frac{1}{4}$ Imp.pt.) required for oil filter replacement.

RECOMMENDED PETROL (Fuel)

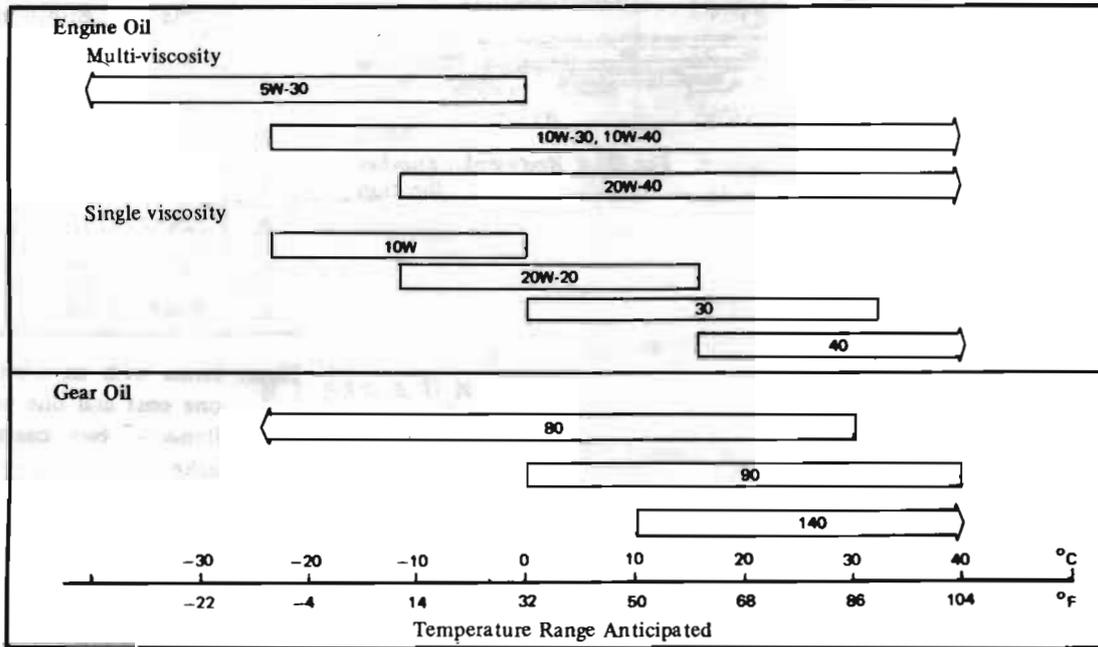
Use a no-lead or low-lead gasoline with a minimum octane rating of 87 (the average of the Research and Mo-

tor Octane Numbers in the U.S.). When the figure is based on the Research Octane Number, use a gaso-

line with a minimum octane rating of 91 (RON) in Canada.

RECOMMENDED LUBRICANTS

RECOMMENDED SAE VISCOSITY NUMBER



LUBRICANT SPECIFICATION

(For U.S.A. and Canada) from June 1, 1972.

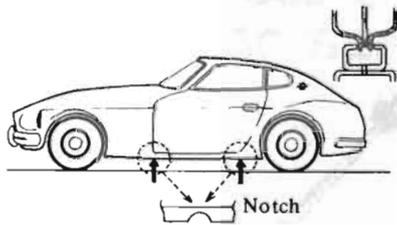
| Item | | Specifications | Remarks |
|------------------------|---------------------------------|--------------------------------|---|
| Gasoline engine oil | | SAE Classification SD or SE | Furthermore refer to SAE recommended viscosity table. See Page 4. |
| Gear oil | Transmission and steering | API GL-4 | _____ |
| | Differential | API GL-5 | _____ |
| Automatic T/M fluid | | Type DEXRON | _____ |
| Multipurpose grease | | NLGI 2 | Lithium soap base |
| Brake and clutch fluid | | DOT 3 | _____ |
| Antifreeze | | _____ | Permanent anti-freeze (Ethylene glycol base) |

LIFTING POINTS AND TOWING

JACK UP

PANTOGRAPH JACK

Place a jack under the position where sill flange is cut for identification. Do not jack up other positions.



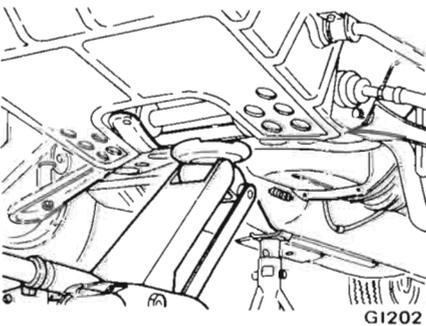
G1201

Fig. G1-5 Jacking point

GARAGE JACK

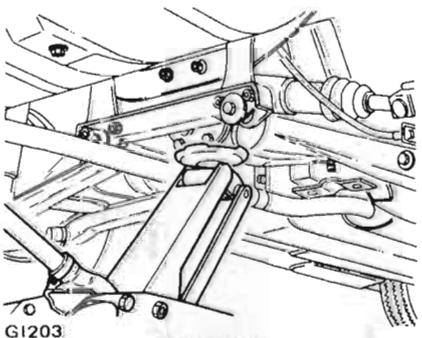
The front jacking point is center of front suspension member and rear is differential gear carrier.

Do not place a jack on the center portion of front suspension transverse link.



G1202

Fig. G1-6 Front jacking point

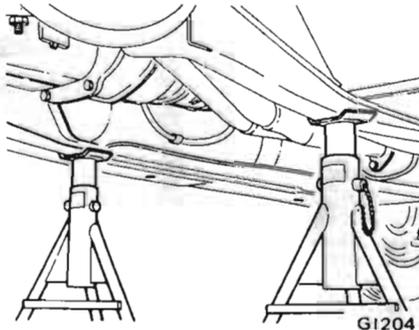


G1203

Fig. G1-7 Rear jacking point

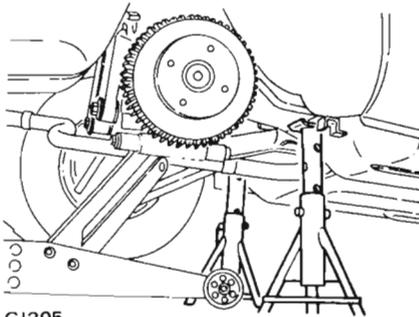
SUPPORTABLE POINT

Front supportable points for stand are both front side members. Rear supportable points are on both sides of front differential mounting cross-member.



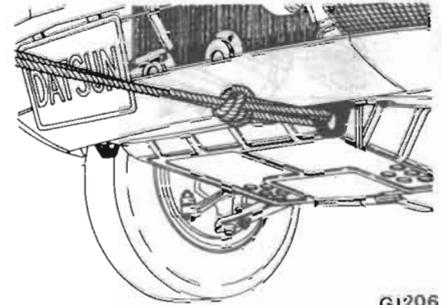
G1204

Fig. G1-8 Front supportable point



G1205

Fig. G1-9 Rear supportable point



G1206

Fig. G1-10 Front towing point

AUTOMATIC TRANSMISSION MODEL

The car may be towed safely on its rear wheels on the ground with the select lever in "N" (Neutral) position of at speeds of less than 18.8MPH (30 km/h). However, the propeller shaft must be disconnected or the car must be towed on its front wheels in the ground under the following conditions:

1. Tow speed of more than 18.8 MPH (30 km/h).
2. Car must be towed for a long distance (over 6 miles or 10 km).
3. Transmission is not operating properly.

If car is towed on its front wheels on the ground, the steering wheel should be secured to maintain a straight ahead position.

TOWING

MANUAL TRANSMISSION MODEL

Tow forward at hook as shown in Figure G1-10. Do not tow at front suspension member or transverse link. Be careful not to apply impact load to the hook.

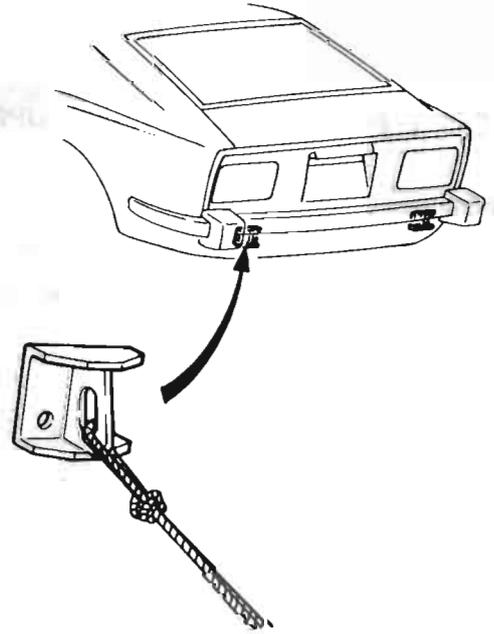
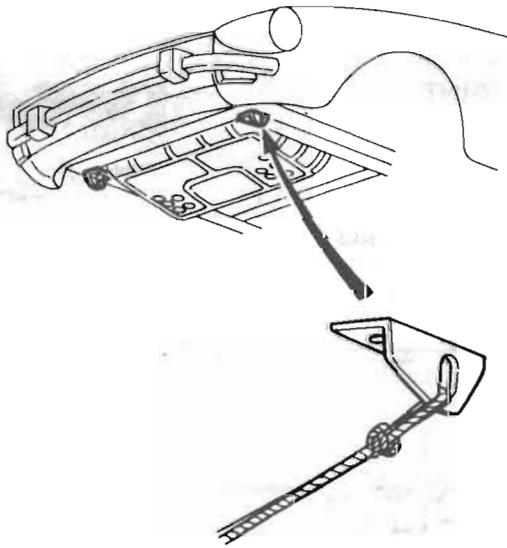
Allowable load of hook is less than 1,000 kg (2,205 lb).

TIE-DOWN

There are four tie-down hooks. Two of them are located on the front side members, and the other two on the rear crossmembers. The one on the left front side member is also used as a towing hook.

Note: When fastening chains to the rear transverse link, wrap them around the link to avoid interfering with any adjacent parts.

General Information



G1207

Fig. G1-11 Tie-down