DATSUN

Technical Bulletins

1979

210

310

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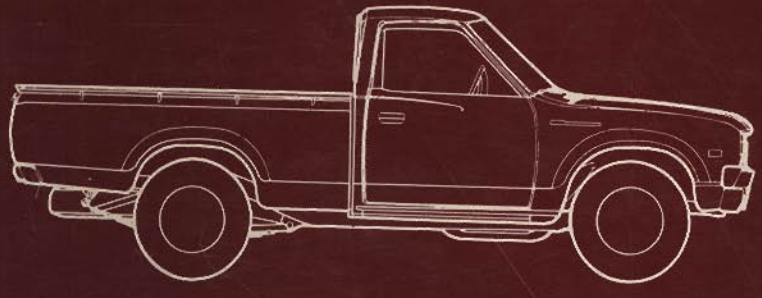


620

THE 1979
DATSUN
LINEUP

200SX

810

280ZX

Technical Bulletins

JANUARY – DECEMBER 1979

Service Technical Training Department
 Printed in U.S.A.

FOREWORD

Technical bulletins issued during 1979 have been reprinted in this book with a few necessary, minor changes.

Some bulletins have been omitted, those used as cover letters for distribution of other publications, for example. The titles of all bulletins are listed in serial order in the Index, including titles of omitted bulletins, which are printed in italics.

In 1979 we introduced a new type of bulletin publication called Production Change Advisory. This was an omnibus publication in which production changes requiring no service information could be brought out in one combined publication rather than individual bulletins. The Production Change Advisories are also here in a separate section following the technical bulletins.

TABLE OF CONTENTS

General Information

Bulletin No.	TS79-018
Date	March 26, 1979
Classification	GI79-002
Section	General Information
Models	310 & 280ZX

BLACK PEARL PAINT FORMULAS FOR 1979 MODELS 310 AND 280ZX

Two 1979 model color formulas (638 Black Pearl and 891 Black Pearl) for Dupont, Ditzler and Rinshed-Mason paint companies appear below. The 638 Black Pearl (M) is applicable to model 310 vehicles, and 891 Black Pearl (M) to model 280ZX vehicles.

DUPONT

638 Black Pearl (M) (310)

ENAMEL

Stock No.	Tint Name	1 Pt.	1 Qt.	2 Qts.	3 Qts.	1 Gal.
758 S	Drier	22.0	44.0	88.0	132.0	176.0
710A	Med. Alum	44.0	88.5	177.0	266.0	354.0
705A	H.S. Black	440.5	881.5	1763.0	2645.0	3526.0

891 Black Pearl (M) (280-ZX)

ENAMEL

Stock No.	Tint Name	1 Pt.	1 Qt.	2 Qts.	3 Qts.	1 Gal.
758S	Drier	22.0	44.0	88.5	133.0	177.0
710A	Med. Alum	26.0	52.5	105.5	158.0	210.5
701A	L.S. White	38.5	78.0	156.0	234.0	311.5
752A	Red Oxide	76.5	154.0	307.5	461.0	614.0
705A	H.S. Black	442.5	886.0	1771.5	2657.5	3543.0

RINSHED–MASON

638 Black Pearl (M) (310)

LACQUER

(Approximate)

PNT90	100
AT143	940
AT112	967
AT125	977
AT116	982
AT100	1000
+ Clear	

891 Black Pearl (M) (280-ZX)

LACQUER

(Approximate)

PNT900	100
AT143	766
AT178	891
AT192	990
AT111	1000
+ Clear	

DITZLER

891 Black Pearl (M) (280-ZX)

LACQUER

Color Code	Quart Setting
DMA 329	4
DMA 357	8
DMA 311	15
DMA 340	26
DMA 358	496

Bulletin No.	TS79-024
Date	May 4, 1979
Classification	GI79-003
Section	General Information
Models	All

INSPECTION OF DELIVERED VEHICLES

Nissan Motor Corporation in U.S.A. provides a Single Transportation Claims Service so that dealers, after inspecting delivered vehicles, need submit claims to only one source. Dealers must inspect vehicles at the time of delivery, note discrepancies on the delivery ticket, and submit a properly documented claim, all as described in the Single Transportation Claims Service Dealer Handbook.

Dealers are once again reminded that vehicles should be placed on a hoist immediately after delivery to inspect the undercarriage for concealed damage. The dealer's Handbook on the Single Claim Service points out that special attention should be paid to the exhaust system, underbody sheet metal, the suspension system, engine and drive line components, and inner sidewall and tread area of tires.

If concealed damage to the undercarriage is discovered, notify the carrier in writing, by certified mail, within 48 hours of delivery, describing the damage in detail. Copies of all letters sent to carriers concerning damages are required as part of a properly documented claim.

Conscientiously performed Pre-Delivery Inspection provides further assurance of a sound vehicle and a satisfied customer, and that same good servicing at the prescribed mileage intervals provides another opportunity to assure good will.

Each inspection — the inspection made when the vehicle is delivered, the Pre-Delivery Inspection, and the mileage interval inspections — give the dealer an opportunity to be assured that the vehicle his customer drives away is trouble-free for both customer and dealer.

Bulletin No.	TS79-031
Date	June 20, 1979
Classification	GI79-006
Section	General Information
Models	S130

PRE-DELIVERY INSPECTION

Service Information. Compliance labels, placed in the windshield of all Datsun vehicles, have been eliminated by the Factory. It will still be necessary to perform the service operations described on these labels as part of the Pre-Delivery Inspection.

Service Procedure.

All Vehicles: Upon completion of the Pre-Delivery Inspection, remove the polyethylene seat covers.

280-ZX: As part of the Pre-Delivery Inspection, the hazard flasher fuse must be installed, and the rubber spring spacers and polyethylene seat covers removed, as described in TS78-092 (GI78-011) and outlined below.

1. Set the parking brake and raise the front of the vehicle to extend the springs.
2. Remove the spacers by prying them out with a prybar or other suitable tool.
3. Lower the vehicle.
4. Retrieve the fuse from the ash tray.
5. Remove the cover from the fuse block located on the passenger side kick panel, below the dashboard.
6. Install the fuse in the hazard flasher circuit, and replace the cover.
7. Check hazard flasher operation.
8. Remove the polyethylene seat covers.

Bulletin No.	TS79-032
Date	May 25, 1979
Classification	GI79-007
Section	General Information
Models	210

JACK STOWAGE, 210

Service Information. To keep the jack, lug wrench, and wheel chocks from rattling in the trunk of 210 models, they must be stowed securely as outlined below.

1. Place the wheel chocks in the jack bracket.
2. Place the jack in the jack bracket.
3. Place the lug wrench between the jack and the top of the wheel chocks, Fig. 1.

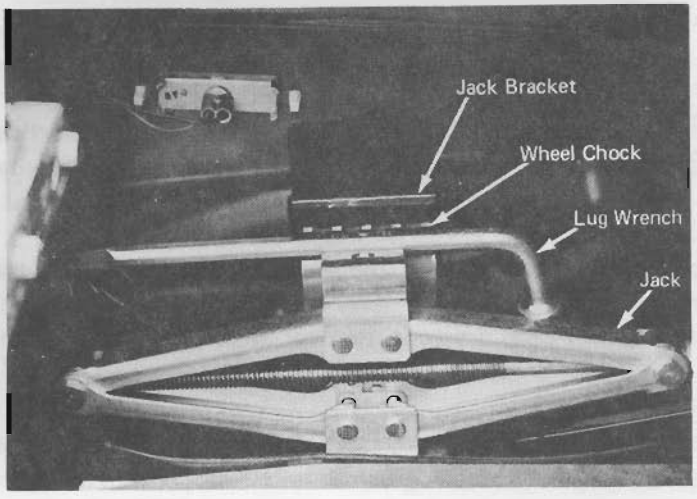


Fig. 1

4. Tighten the jack to wedge the lug wrench securely against the wheel chocks. Ensure the lip of the jack bracket fits securely into the slot of the jack.

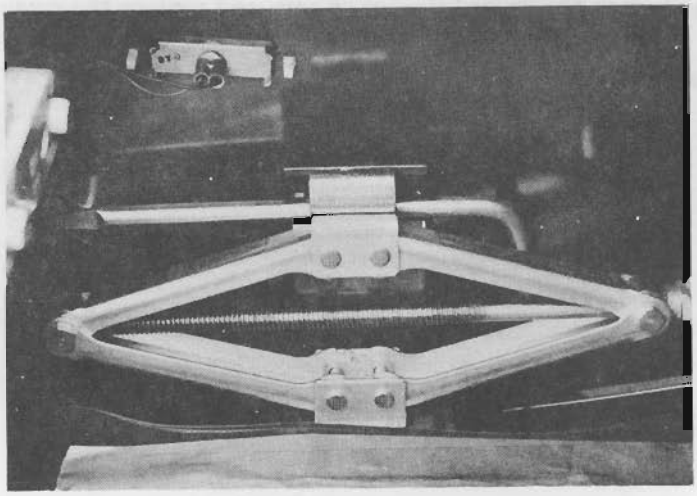


Fig. 2

Bulletin No.	TS79-043A
Date	Oct. 5, 1979
Classification	GI79-009A
Section	General Information
Models	All Calif. Models Mf'd after 1973

EMISSION WARRANTY REGULATIONS FOR VEHICLES REGISTERED IN CALIFORNIA

On Feb. 26, 1979, information covering new California Emission Warranty regulations and the California Dealer Surveillance Program was sent to California dealers. While the dealer surveillance program is of interest only to California dealers, the warranty regulations apply to all California certified vehicles registered in California and presented to Datsun dealers for emission component service in the 49-State area as well as in California.

This bulletin contains the California Emission Warranty Regulations and the guidelines under which these vehicles should be processed. Emission related parts are listed in Appendix A. For the location of other topics, see the list below.

State of California
AIR RESOURCES BOARD

Emissions Warranty Regulations – Summary

At a public hearing held in San Francisco, California, December 14, 1978, the California Air Resources Board (ARB) adopted emissions warranty regulations designed to define the rights and responsibilities of vehicle manufacturers, dealers, and owners for the failure of emissions related components on a vehicle under the warranty requirements of the California Health and Safety Code.

The following is a summary of those regulations:

1. APPLICABILITY

Applies to California certified 1973 and subsequent model year light-duty and medium-duty vehicles and engines registered in California.

2. DEFINITIONS

Useful Life – Light and medium-duty vehicles certified under the optional 100,000 mile certification procedure is 10 years or 100,000 miles, whichever occurs first.

All other light and medium-duty vehicles and engines will be five years or 50,000 miles, whichever occurs first.

Warranted Part – Any emission related part installed on a vehicle or vehicle engine by the vehicle or engine manufacturer and which is included in the Emissions Warranty Parts List in Appendix A.

3. WARRANTY

Manufacturers must warrant to the ultimate purchaser and each subsequent purchaser that the vehicle or engine is designed, built and equipped to conform to the ARB regulations at the time of sale and is free from defects in materials and workmanship which may cause the failure of a "warranted part", and to be identical in all material respects to that part as described in the vehicle or engine manufacturers application for certification.

4. OWNER INFORMATION

(1) Manufacturers must furnish written instructions for the maintenance and use of the vehicle or engine by the owner on all 1980 models sold on or after September 1, 1979.

(2) Manufacturers must furnish with each new vehicle or engine a list of the "warranted parts" on all 1980 models sold on or after September 1, 1979. The list shall include, at a minimum, the parts included on the Emissions Warranty Parts List (see Appendix A). The manufacturer must furnish with each new vehicle or engine a warranty statement which generally describes the obligations and rights of the vehicle or engine manufacturer and owner on all 1980 models sold on or after September 1, 1979.

(3) All documents referenced above must be furnished with the manufacturers preliminary application for certification and must be approved by the Executive Officer of the ARB.

5. MANUFACTURERS OBLIGATIONS

(1) Any "warranted part" not scheduled for replacement in the written instructions shall be warranted for the useful life of the vehicle or engine. Any part that fails during the useful life shall be repaired or replaced by the manufacturer.

(2) Any "warranted part" scheduled only for regular inspection in the written instructions shall be warranted for the useful life of the vehicle or engine. A statement in the written instructions to "repair or replace as necessary" will not reduce the period of warranty coverage.

(3) Any "warranted part" which is scheduled for replacement in the written instructions shall be warranted for the scheduled time or mileage of the first scheduled replacement point for that part. If such part fails during the first scheduled period, the part shall be repaired or replaced by the manufacturer.

(4) Replacement of any "warranted part" shall be performed at no charge to the owner at a service establishment authorized by the manufacturer to perform the warranty repairs, except that in case of emergency, repairs may be performed at any available service establishment, or by the owner using any replacement parts. In the case of an emergency (when a warranted part or service establishment is not reasonably available to the owner), the manufacturer must reimburse the owner for his or her expense, not to exceed the manufacturers suggested retail price for all warranted parts replaced and labor charges based on the manufacturers recommended time allowance for the repair. A vehicle owner may be required to keep receipts and parts in order to receive compensation, provided the manufacturer's written instructions advise the owner of this obligation.

(5) An owner shall not be charged for diagnostic labor which leads to a determination that a "warranted part" is defective, provided that the diagnosis is performed at a "warranty station."

(6) The manufacturer shall be liable for damages to other vehicle components caused by a failure of any "warranted part."

(7) "Warranted parts" must be available throughout the vehicle's *useful life* .

(8) Any replacement part may be used during maintenance for non-warranty repairs and shall not reduce the warranty obligations of the manufacturer, except that he shall not be liable for repair or replacement of a non-"warranted part."

(9) Manufacturers shall not be liable for failures of "warranted parts" caused by the use of add-on or modified parts.

6. VEHICLE OWNER OBLIGATIONS

(1) Owners shall be responsible for the performance of all scheduled maintenance specified in the written instructions. Maintenance may be performed by the owner, at a service establishment of the owner's choosing or by a person or persons of the owner's choosing.

(2) Failure of the owner to keep maintenance records shall not, per se, be grounds for disallowing a warranty claim.

(3) Failure of the owner to ensure the performance of scheduled maintenance shall not, per se, be grounds for disallowing a warranty claim unless lack of maintenance can be shown to be the direct cause of the component's failure.

7. VEHICLE INSPECTION PROGRAM

(1) The owner of a vehicle which fails a Motor Vehicle Inspection Program (MVIP) during its useful life may choose to have the vehicle repaired at any warranty station.

If the warranty station shows that the MVIP failure was caused by failure or malfunction of a "warranted part" the manufacturer shall be liable for all expenses in detecting and correcting the failure or malfunction, unless the warranty station demonstrates failure was due to abuse, neglect, or improper maintenance and adjustment.

(2) If the warranty station shows that the MVIP failure was caused by conditions excluded from the warranty coverage, the vehicle owner shall be liable for all diagnostic and repair expenses. Such expenses shall not exceed the maximum repair costs permissible under the MVIP.

(3) If the warranty station identifies that the MVIP detected failure was caused by one or more defects covered under the warranty and one or more conditions excluded from the warranty, the vehicle owner shall not be charged for that portion of the diagnostic and repair costs related to detecting and repairing the warrantable defects.

(4) The owner whose vehicle fails an MVIP inspection may choose to have the vehicle repaired somewhere other than a warranty station. If a warrantable defect is found, the owner may deliver the vehicle to a warranty station and have the defect corrected free of charge. The manufacturer shall not be liable for diagnostic expenses incurred at a service establishment not authorized to perform warranty repairs, except in an emergency.

8. MEDIATION

Emission warranty disputes between owners, dealers and/or manufacturers will be mediated by the Executive Officer of the ARB, if requested by the owner.

9. EXCLUSIONS

The repair or replacement of any "warranted part" shall be excluded from warranty coverage if the manufacturer demonstrates abuse, neglect, or improper maintenence and that it was the direct cause of the need for repair or replacement.

10. ADJUSTMENTS

Repair of a "warranted part" shall be excluded from such warranty coverage if it consists solely of adjustment to the idle air/fuel mixture ratio, curb or high idle speed, ignition timing, valve lash, injection timing for diesel powered vehicles, or any combination thereof.

Adjustments are eligible for warranty coverage for 1980 and subsequent model year passenger cars and 1981 subsequent model light-duty trucks and medium-duty vehicles as far as idle air/fuel mixture adjustment of any carburetor.

Adjustments are eligible for warranty coverage also for all motor vehicles regarding adjustment of a component which has a factory installed, improperly operating, adjustment limiting device (such as an idle limiter cap).

Appendix A

State of California
AIR RESOURCES BOARD

Emissions Warranty Parts List

I. Fuel Metering System

A. Carburetor and internal parts (or fuel injection system)
B. Air/fuel ratio feedback and control system
C. Cold start enrichment system

II. Air Induction System

A. Controlled hot air intake system
B. Intake manifold
C. Heat riser valve and assembly
D. Turbocharger systems

III. Ignition System

A. Distributor and internal parts
B. Spark advance/retard system
C. Spark plugs*
D. Ignition coil and/or control module
E. Ignition wires

IV. Evaporative Control System

A. Vapor storage canister
B. Vapor-liquid separator
C. Fuel tank and filler cap

V. Positive Crankcase Ventilation (PCV) System

A. PCV valve*
B. Oil filler cap

VI. Exhaust Gas Recirculation (EGR) System

A. EGR valve body, and carburetor spacer if applicable
B. EGR rate feedback and control system

*The warranty does not cover the repair or replacement of warranted parts which are scheduled for replacement prior to 50,000 miles once these parts have been replaced at the first recommended replacement interval as part of regular maintenance service.

VII. Air Injection System

A. Air pump
B. Valves affecting distribution of flow
C. Distribution manifold

VIII. Catalyst or Thermal Reactor System

A. Catalytic converter and constricted fuel filler neck
B. Thermal reactor
C. Exhaust manifold
D. Exhaust portliner and/or double walled exhaust pipe

IX. Miscellaneous Items Used in Above Systems

A. Hoses, clamps, fittings and tubing*
B. Pulleys, belts* and idlers
C. Vacuum, temperature, and time sensitive valves and switches
D. Electronic controls

*The warranty does not cover the repair or replacement of warranted parts which are scheduled for replacement prior to 50,000 miles once these parts have been replaced at the first recommended replacement interval as part of regular maintenance service.

Cooling System

Bulletin No.	TS79-004
Date	Feb. 9, 1979
Classification	CO79-001
Section	Cooling System
Models	280ZX

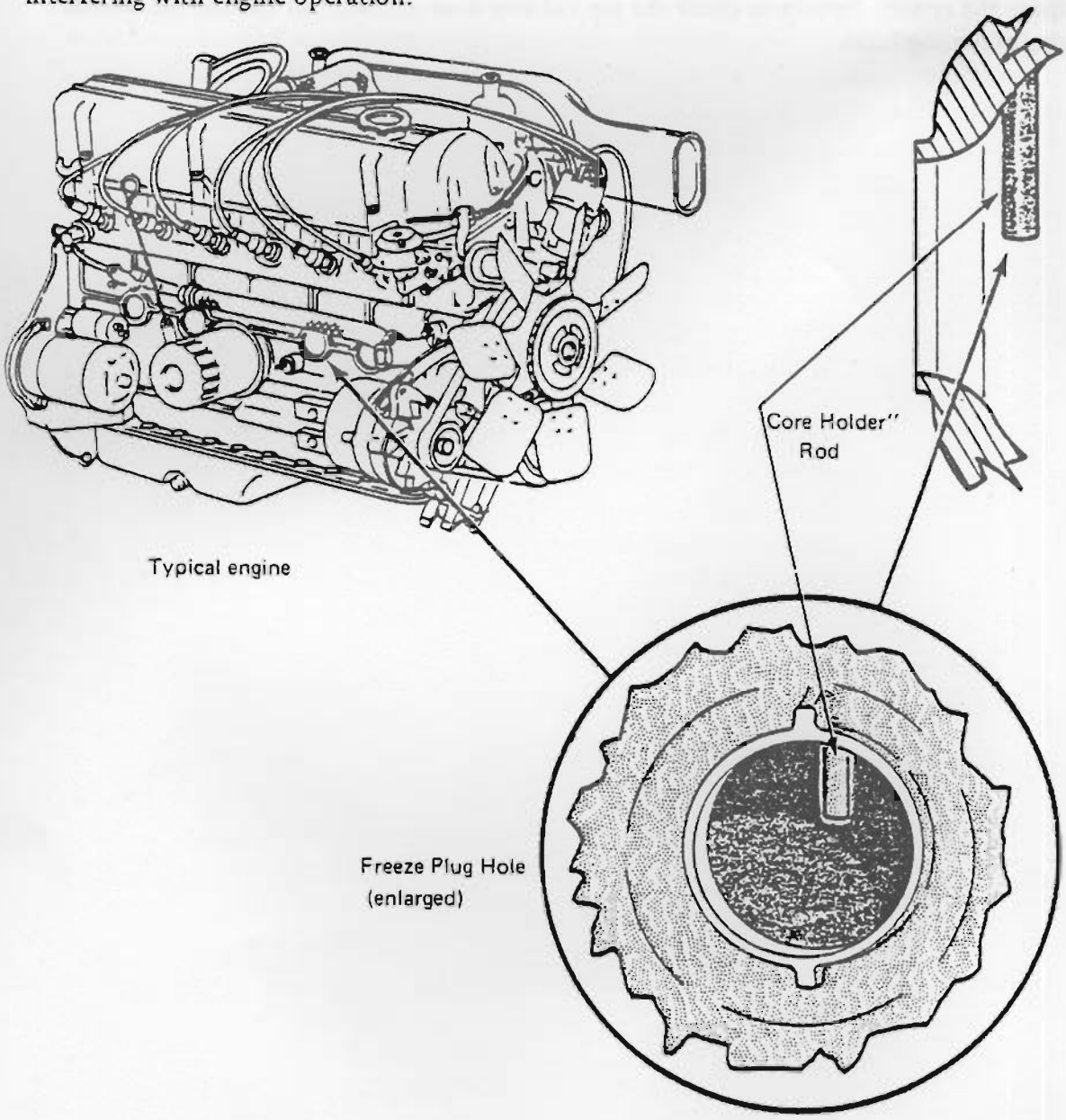
COOLANT LOSS, 280ZX

Service Information. 280ZX vehicles that repeatedly have low coolant level, resulting in the water level indicator light staying on, may have loose connections in the cooling system. Even though a leak is not evident, the incident can be corrected by tightening all the hose clamps in the system. Be sure to check the top radiator hose connections and the thermostat housing mounting bolts.

Bulletin No.	TS79-023
Date	April 9, 1979
Classification	CO79-002
Section	Cooling System
Models	All

BLOCK HEATER INSTALLATION

Service Information. When installing engine block heater P/N 99990-00032 or 99990-00033 in Datsun vehicles, a 3/16" diameter "core holder" rod located in the water jacket, may interfere with installing the block heater into the freeze plug hole. If the "core holder" rod interferes with the installation, the rod may be removed or bent as necessary without interfering with engine operation.



Bulletin No.	TS79-049
Date	Dec. 7, 1979
Classification	CO79-003
Section	Cooling System
Models	210

HEAVY DUTY WATER PUMPS INSTALLED ON 1980 210's

Production Change. Beginning with Serial Numbers listed below, the factory has installed heavy duty water pumps on all 1980 model 210 vehicles. Earlier 210's without factory installed air conditioners were equipped with standard water pumps, and air conditioner kits for dealer or other installation contained heavy duty replacement pumps. The change began in late September production.

Serial Numbers:

Serial No.	Engine No.
WHLB310-047416	A12A-112069
WPLB310-021027	A14 -433246-B
	A15 -028246
LB310-044592	
HLB310-693967	
KHLB310-563501	
KPLB310-201907	

Engine Fuel

Bulletin No.	TS79-001
Date	Jan. 12, 1979
Classification	EF79-001
Section	Engine Fuel
Models	280-Z, 810

280-Z AND 810 THROTTLE VALVE SWITCH SERVICE PROCEDURE

Procedures for making this adjustment have been covered in a previous Bulletin TS77-148. This bulletin expands those procedures and offers new information not available at the time of the previous bulletin.

Service Information. Improper throttle valve switch (TVS) adjustment can cause or aggravate rough idle, poor idle-to-cruise transition, stumble or sluggish acceleration, poor fuel economy, surging, bucking on deceleration, induction backfire, and incorrect CO/HC emissions.

Since TVS operation affects all areas of engine performance, adjustments should be carefully checked at the Pre-Delivery Inspection, whenever the throttle switch or throttle chamber is replaced, or whenever any of the above symptoms occur.

Because of changes in engine parameters that occur during engine break-in, the feeler gauge method of checking and adjusting must be used at the Pre-Delivery Inspection.

Throttle Valve Switch Check
Engine Speed Method

Test equipment required: Ohmmeter, Accurate Tachometer

Note: Do not use the vehicle's tachometer. It is not accurate enough for this precise adjustment.

Service Procedure:

1. Ensure that ignition timing, spark plug gap and condition are correct.
2. Ensure that there are no vacuum leaks.
3. With engine cold, torque all fuel line hose clamps to 9–12 in. lbs. (11–14 kg-cm).
4. Ensure that fuel pressure is correct.
5. Ensure that valve adjustment is correct.

6. With engine at normal operating temperature, use the idle speed screw to set idle speed to specifications (Fig. 1).

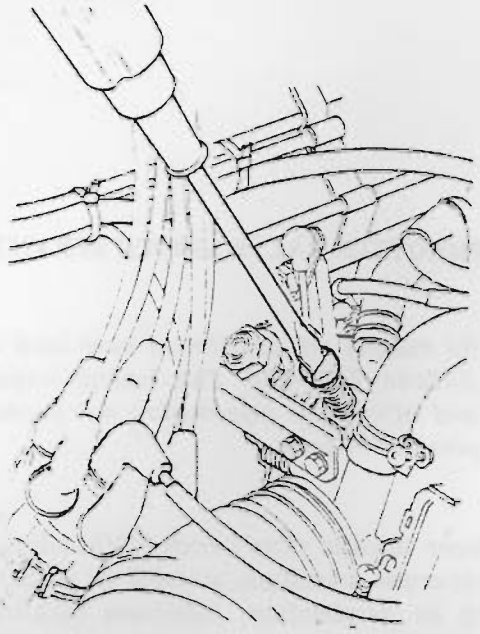


Fig. 1 Adjusting engine idle speed

7. Disconnect the throttle switch harness connector from the throttle switch body.

8. Connect an ohmmeter to the right and middle terminals of the throttle switch body. (Terminals 2 and 18, 1975 through '78 models, Terminals 29 and 30, 1979 models)

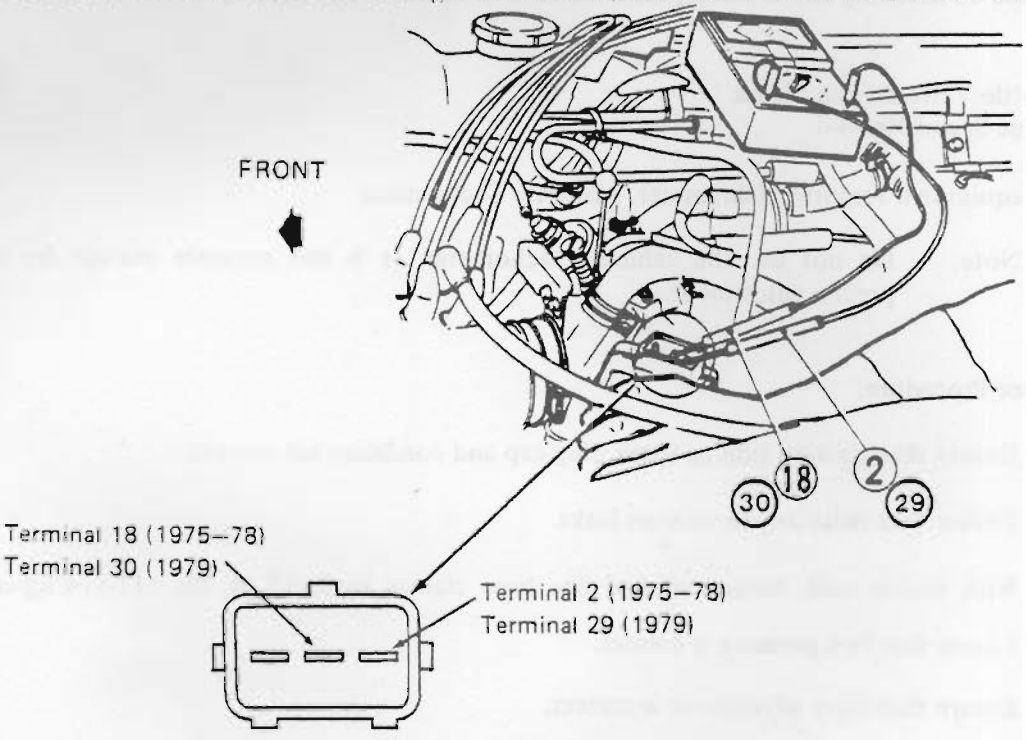


Fig. 2 Connecting ohmmeter to throttle switch.

9. Connect an accurate tachometer to the negative terminal of the ignition coil and to ground.

10. While manually raising the engine speed, note the rpm at which the ohmmeter indicates a change from continuity to no continuity. This change must take place at 1400 ± 50 rpm (900 rpm, 1979 Federal 810).

Note: This operation may require assistance.

IMPORTANT: Do not use the idle speed screw to raise the rpm. Also, do not, under any circumstances, disturb the setting of the linkage stopper screw.

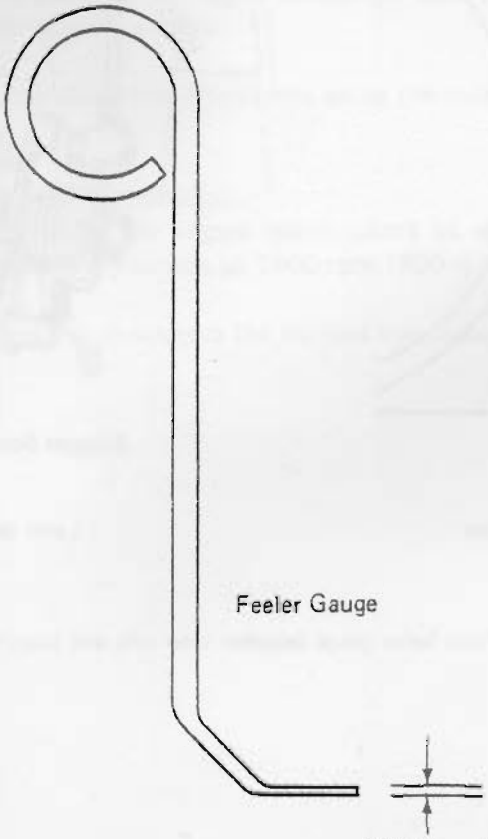
11. If no change in continuity occurs in the prescribed range, adjustment is necessary.

Throttle Valve Switch Adjustment
Feeler Gauge Method

Tools Required: Ohmmeter, Feeler Gauge

Note: Due to the air flow meter design and limited working space, make feeler gauges (Fig. 3) of the proper thickness from a coat hanger or welding rod.

1.



280-Z: 1.3mm (0.051 in.)
810 (except '79 Fed.): 1.2mm (0.047 in.)
1979 Fed. 810 only: 0.5mm (.020 in.)

Fig. 3 Feeler gauge

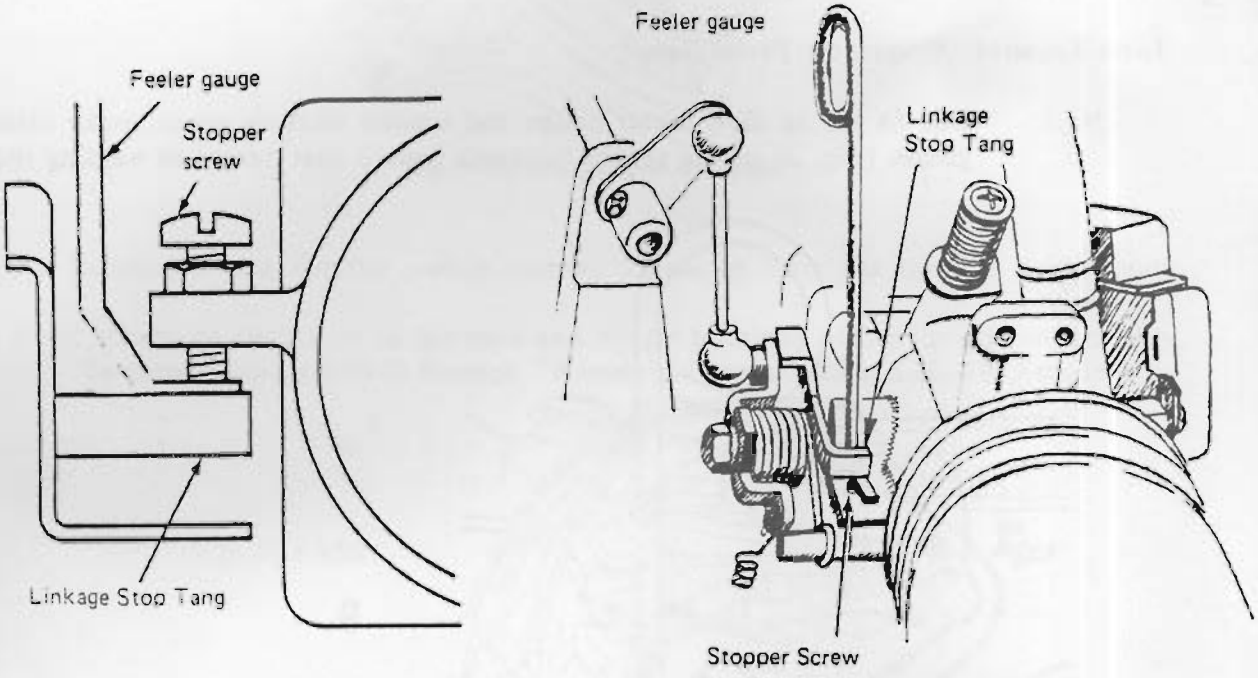
1. Follow the procedure outlined in Steps 1 to 7 of the TVS check, to insure the running condition of the vehicle and the proper connection of the ohmmeter.

2. Manually open the throttle linkage and place a feeler gauge of the proper size between the linkage stop tang and the red stopper screw (Fig. 4).

280-Z:	1.3mm (0.051 in.)
810 (except '79 Fed.):	1.2mm (0.047 in.)
1979 Fed. 810 only:	0.5mm (.020 in.)

This operation holds the throttle open the correct amount for TVS adjustment.

IMPORTANT: Do not, under any circumstances, disturb the setting of the linkage stopper screw.



Former design throttle chamber

Later design throttle chamber

Fig. 4 Place feeler gauge between stop tang and stopper screw.

3. Loosen the throttle switch body mounting screws (Fig. 5) and rotate the throttle switch body clockwise until the ohmmeter shows a closed circuit.

Fig. 5 Loosening the throttle switch screws

4. Slowly rotate the switch body counterclockwise until the ohmmeter shows an open circuit. At the exact point at which the ohmmeter shows an open circuit, tighten the throttle switch body mounting screws.

5. Remove the gauge and check the adjustment using the rpm method.

   a. Start the engine.
   b. Connect an accurate tachometer.
   c. While manually raising the engine speed, check to see that the change from continuity to no-continuity occurs at 1400 rpm (900 rpm, 1979 Federal 810).

6. Disconnect the meters and reconnect the harness connector.

Bulletin No.	TS79-017
Date	July 10, 1979
Classification	EF79-002
Section	Engine Fuel
Models	All 1974 thru 1979 Models

TRANSISTOR IGNITION SYSTEM TROUBLESHOOTING USING THE KENT-MOORE J-26350 ANALYZER ALL 1974 THRU 1979 MODELS

The Kent-Moore J-26350 Transistor Ignition System Analyzer provides a quick, simple and highly accurate method of checking the entire transistor ignition system. The four adapter harnesses included in the Analyzer Kit permit rapid diagnosis of all 1974 through 1979 Datsuns equipped with trignition. When using the J-26350 Analyzer, perform all tests in the following sequence. If a vehicle fails any test, correct the indicated problem before proceeding with further testing.

Preliminary Steps.

1. Before connecting the analyzer, make a quick check of the vehicle battery condition and cranking performance. Cranking speed should be between 300-400 rpm, and battery cranking voltage must be at least 9.6v.

2. If possible, start the engine and allow it to run 5–15 minutes with the hood closed. This will bring all components to normal operating temperature.

   If the vehicle will not start, check for spark at the distributor end of the ignition coil high tension wire. If a strong spark is noted, the problem is in the ignition system secondary circuit or some other engine system. If no spark is indicated, proceed with further tests.

   NOTE: If the vehicle is a 1974 260-Z with a production date of March, 1974, or earlier, see 1975 Technical Bulletin TS75-065 (EE75-002) regarding Trignition Unit and Connector Replacement before proceeding.

Connecting the Analyzer.

1. TURN THE IGNITION KEY TO "OFF".

2. Disconnect the vehicle harness from the trignition unit. On models with screw type connectors, first remove the trignition unit from the kick panel.

(Continued)

3. Select the appropriate analyzer harness and connect it to the analyzer with the connector body screw facing "UP". Make sure the connector locks securely in place. (See Fig. 1)

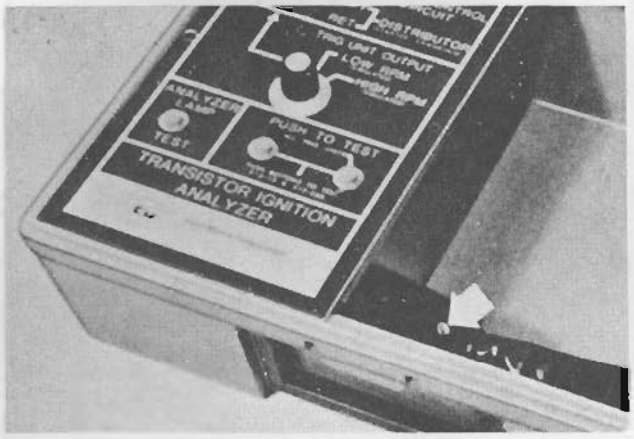


Fig. 1

4. Connect one end of the analyzer harness to the trignition unit and the other to the vehicle harness as follows:

   a. 1974 and 1974.5 260-Z Models: Simply plug in the white connectors. If the vehicle is equipped with an automatic transmission, be sure to connect the analyzer's white pigtail lead to the vehicle's black/yellow lead.

   b. 1977 Federal B210 High Mileage Model and All 1978 Models: Simply plug in the black connectors.

   c. Models equipped with screw type connectors:

      (1) 1975-76 Federal 280-Z with 7-wire harness: Attach all seven harness terminals at each end, including the yellow pigtail lead. (See Fig. 2)

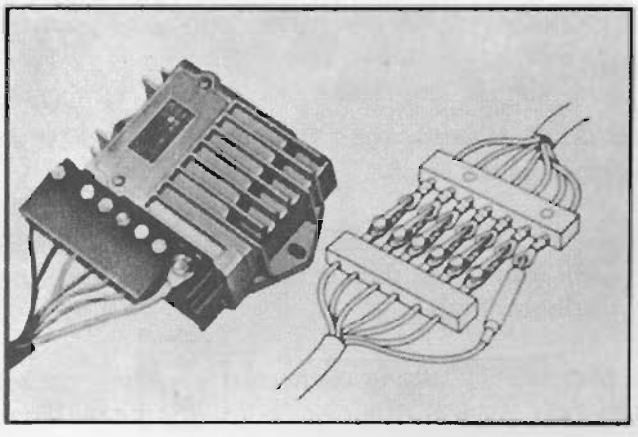


Fig. 2 7-Wire Hook-Up

(Continued)

(2) 1975-76 California 280-Z with 6-wire harness: Attach all six *harness body* connectors. Disregard the yellow pigtail lead. (See Fig. 3)

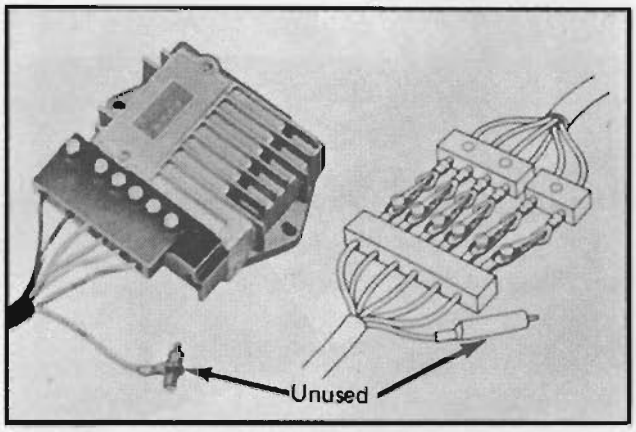


Fig. 3 6-Wire Hook-Up

(3) All models with 5-wire harness: Connect the harness as shown in Fig. 4.

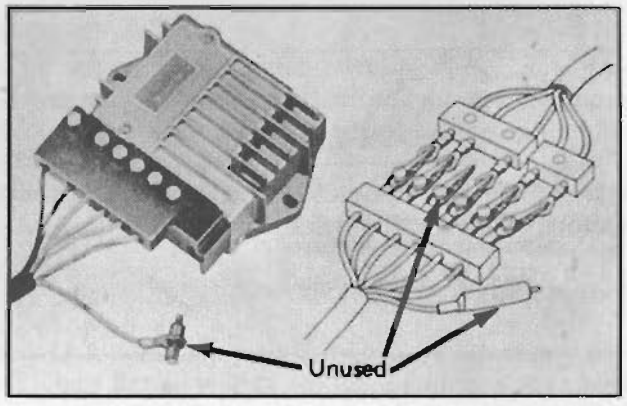
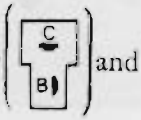


Fig. 4 5-Wire Hook-Up

4. d. All 1979 models:

(1) Remove the IC trignition unit from the distributor. If necessary, remove the distributor from the engine.

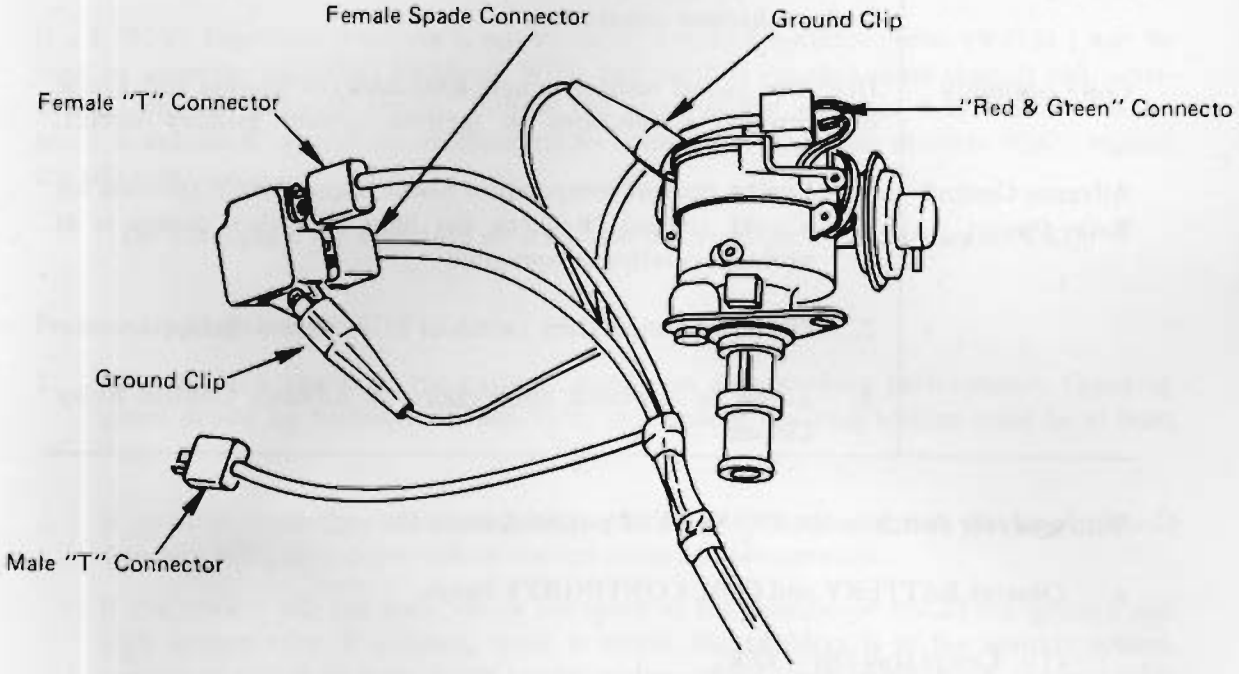
(2) Locate the connector marked red and green, and connect it to the red and green pigtail leads from the distributor. Also connect one green ground clip to the distributor body.

(3) Locate the male "T" spade connector 

and connect it to the vehicle's wiring harness.

(4) Locate the two female spade connectors and connect them to the proper terminals on the trignition unit. Ground the trignition unit with the remaining green ground clip.

(Continued)



Performing Analyzer Checks.

1. TURN IGNITION KEY TO "ON".

2. Turn analyzer switch knob to HARNESS.

3. Push analyzer LAMP TEST button. All lamps should light. If all lamps do not light, recheck analyzer connections. If all connections are OK, analyzer is defective. Proceed with volt-ohmmeter checks and have analyzer repaired.

4. Release analyzer LAMP TEST button. The following lamps should remain ON:

   - Battery
   - Coil continuity
   - Advance control relay circuit (vehicles with dual pickup coils only: 1974-74.5 260-Z; 1975-76 Federal 280-Z).

   If any of the above lamps do not remain ON, check the following table:

(Continued)

Lamp Out	Possible Cause
Battery	Low battery voltage, loose or corroded connections, loose analyzer harness connection.
Coil Continuity	Defective ballast resistor (where applicable) or ignition coil. Loose or corroded connections in ignition system primary circuit.
Advance Control Relay Circuit	1. Engine coolant temperature below about 100°F (normal for a cold engine). Recheck for light ON when engine is at normal operating temperature. 2.. Defective temperature switch or EGR/Retard Relay. 3. Loose or corroded connections in Advance Control Relay Circuit.

5. With analyzer switch in HARNESS TEST position, crank the engine.

   a. Observe BATTERY and COIL CONTINUITY lamps.

      (1) Lamps stay ON – O.K.

      (2) Lamps FLASH – voltage available at trignition unit during cranking is below 9.0. Recheck battery, starting system, and trignition unit power supply circuit (Ignition Switch, Connectors, Wiring).

      (3) Lamps OUT – voltage available at trignition unit during cranking is below 8.4. Recheck battery, starting system, and trignition unit power supply (Ignition Switch, Connectors, Wiring).

   b. Observe ADVANCE and RETARD lamps.

      (1) For vehicles with dual pickup coils (1974-74.5 260-Z; 1975-76 Federal 280-280-Z) *both* lamps should be ON while cranking.

      (2) For vehicles with a single pickup coil, only RETARD lamp should be ON.

With ignition key in ON position:

6. Turn analyzer switch to TRIG-UNIT OUTPUT – LOW RPM. Push ALL TRIG UNITS test button (on vehicles equipped with E12-13* or E12-06K* trig units, press *both* buttons).

7. Turn analyzer switch to TRIG-UNIT OUTPUT – HIGH RPM. Push ALL TRIG UNITS test button (on vehicles equipped with E12-13* or E12-06K* trig units, press *both* buttons).

TRIG-UNIT OUTPUT lamp should illuminate. If not, replace trig unit and retest.

*I.D. Numbers are stamped on the Trig Unit I.D. plate.

(Continued)

MANUAL TESTING OF TRIGNITION SYSTEMS USING A VOLT-OHMMETER

If a J-26350 Trignition Analyzer is not available, a volt-ohm-milliammeter (V.O.M.) may be used to diagnose trignition problems. While this method requires more time, it can nevertheless provide accurate results. Follow the steps in the sequence below. If a "FAIL" result is indicated, correct the problem before continuing. If all tests indicate "OK", replace the trig unit.

Do not replace the unit until all tests have been completed and indicate "OK".

Preliminary Steps.

1. Make a quick check of the battery condition and cranking performance. Cranking speed should be between 300-400 rpm, and battery cranking voltage must be at least 9.6v.

2. If possible, start the vehicle and let it run for 5–15 minutes with the hood closed. This will bring all components to normal operating temperature.

   If the vehicle will not start, check for spark at the distributor end of the ignition coil high tension wire. If a strong spark is noted, the problem is in the ignition system secondary circuit or some other engine system. If no spark is indicated, proceed with further tests.

   NOTE: If the vehicle is a 1974 260-Z with a production date of March, 1974, or earlier, see 1975 Technical Bulletin TS75-065 (EE75-002) regarding trignition unit and connector replacement *before proceeding.*

3. It is not necessary to disconnect the trig unit harness when performing the tests that follow.

   On models with screw type terminals, you may want to remove the trig unit from the kick panel for better access.

   On models with quick-disconnect plugs, simply insert the meter probes into the back of the appropriate connector cavity *on the trignition unit side.*

(Continued)

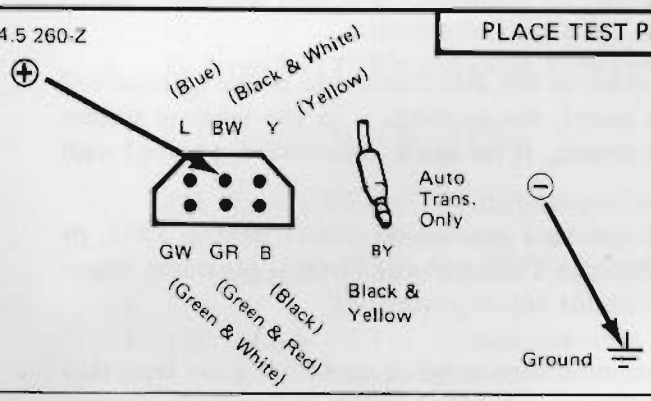
TEST 1a – TRIG BOX POWER SUPPLY

METER	Voltmeter
RANGE	D.C., 0 – 20 volts
CONDITIONS	Ignition Key "ON"
SPECIFICATIONS	No lower than 1.0 volt less than battery voltage: **11.5 minimum.**
IF N.G. , CHECK	Wiring and connectors from ignition switch to Trig. unit. If these wires and connectors check O.K., proceed to test 2.

IF O.K., PROCEED TO TEST 1b. ➡

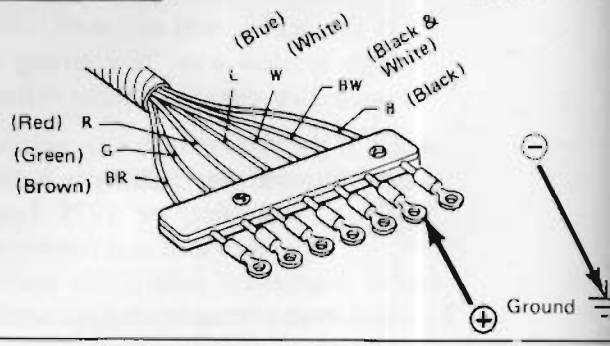
PLACE TEST PROBES AS SHOWN

1974–74.5 260-Z



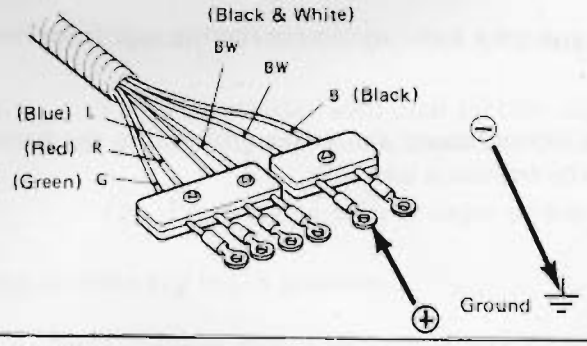
1.

7 Wire Harness



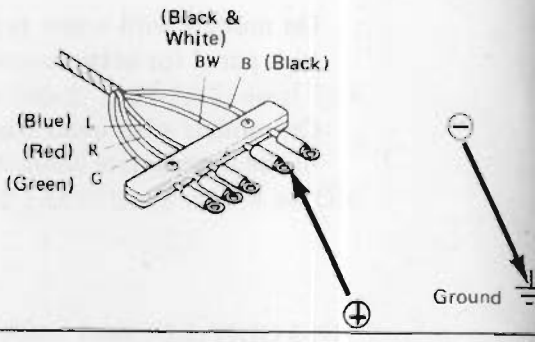
2.

6 Wire Harness



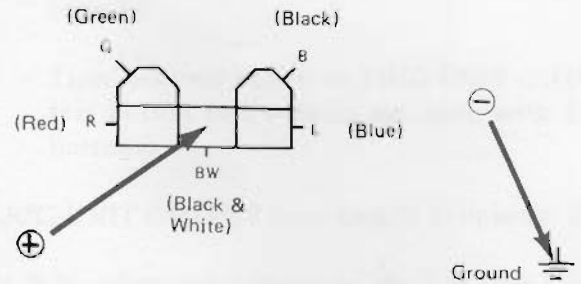
3.

5 Wire Harness



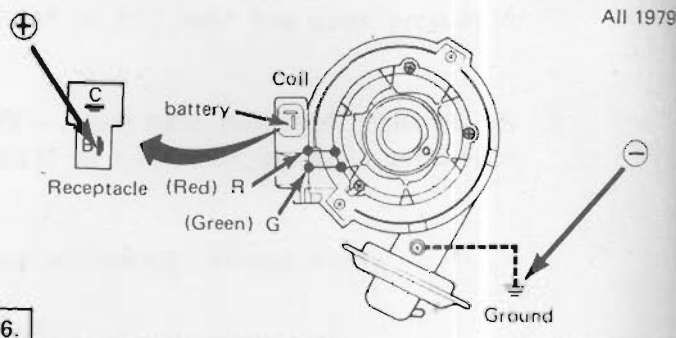
4.

1977 B210 FU & All 1978



5.

All 1979



6.

(Continued

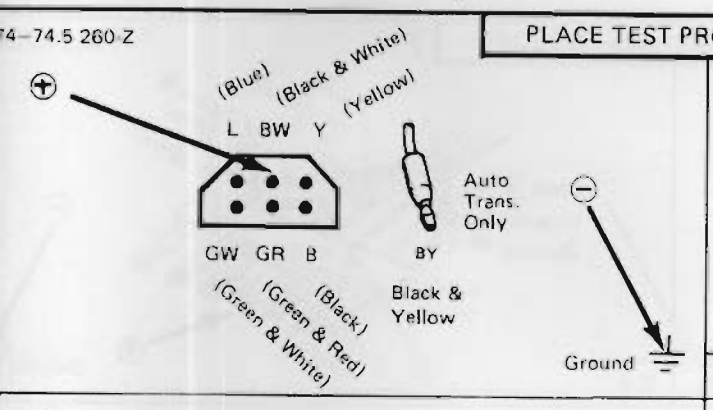
TEST 1b – TRIG BOX POWER SUPPLY (Cranking)

METER	Voltmeter
RANGE	D.C., 0–20 volts
CONDITIONS	Ignition key to "START"; Engine cranking
SPECIFICATIONS	No lower than 1.0 volts less than cranking battery voltage: **8.6 minimum**
IF N.G., CHECK	Wiring and connectors from ignition switch to Trig unit. Also, check starting system. If these wires and connectors are O.K., proceed to test 2.

IF O.K., PROCEED TO TEST 2 .

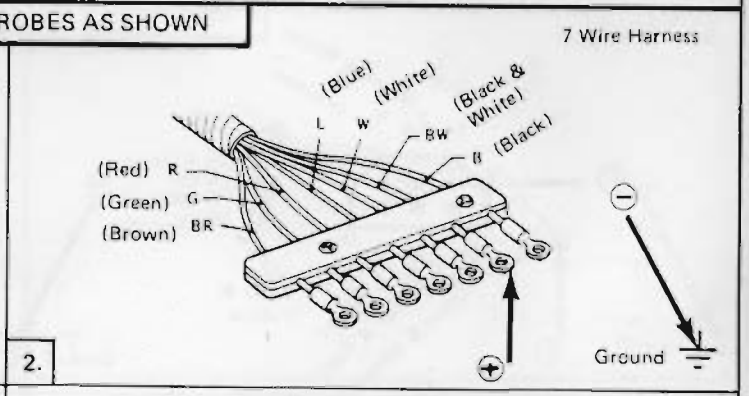
PLACE TEST PROBES AS SHOWN

74–74.5 260 Z



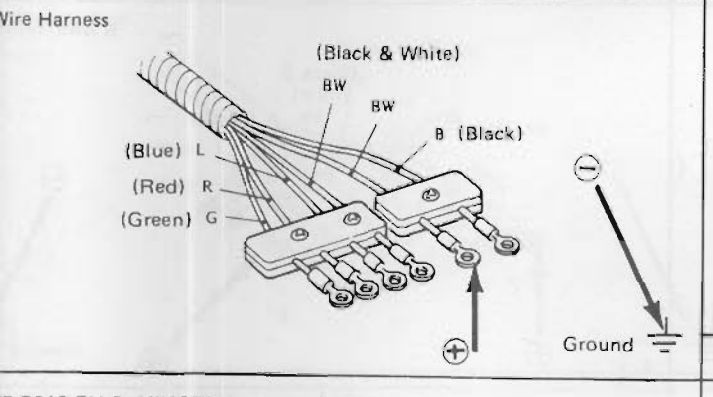
1.

7 Wire Harness



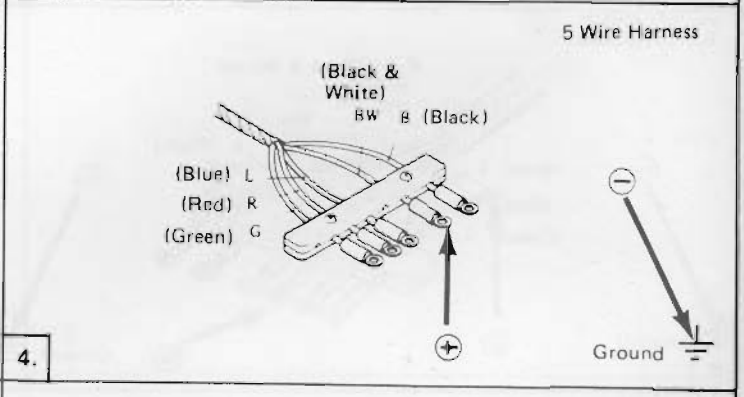
2.

Wire Harness

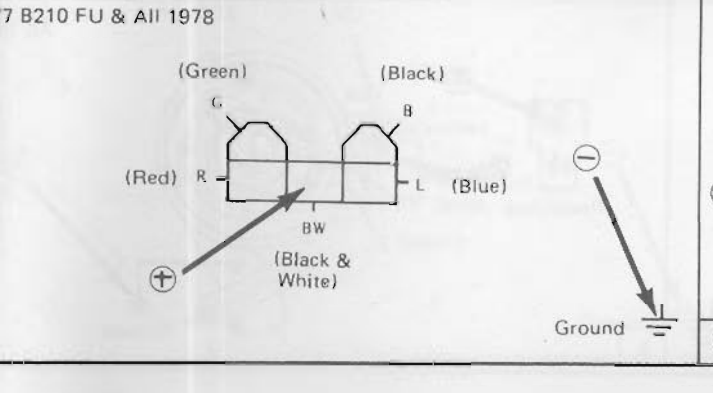


4.

5 Wire Harness

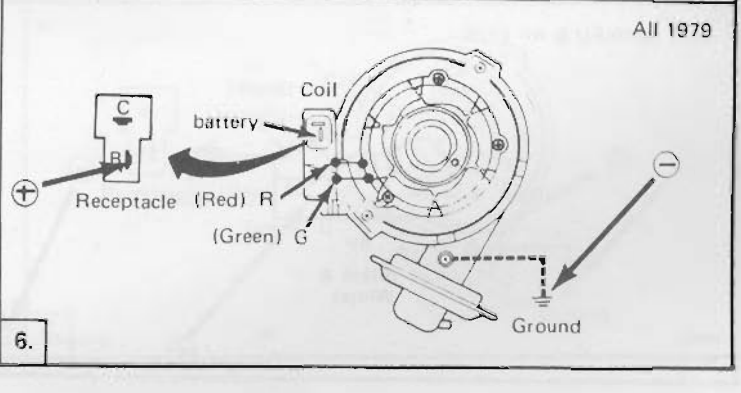


'7 B210 FU & All 1978



6.

All 1979



(Continued)

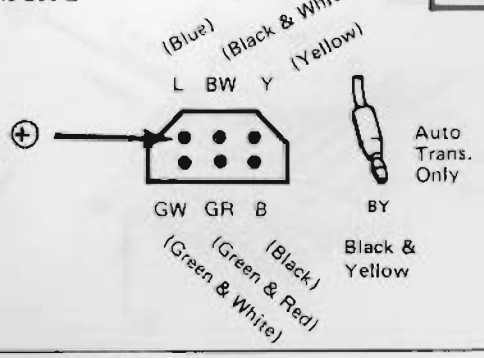
TEST 2 IGNITION PRIMARY CIRCUIT

METER	Voltmeter
RANGE	D.C., 0 – 20 volts
CONDITIONS	Ignition Key "ON"
SPECIFICATIONS	11.5 – 12.5 volts
IF N.G., CHECK	Ignition Coil Primary Circuit, including the ignition coil, ignition switch and the wiring from the ignition switch to the coil and the trignition unit.

IF O.K., PROCEED TO TEST 3a. ➡

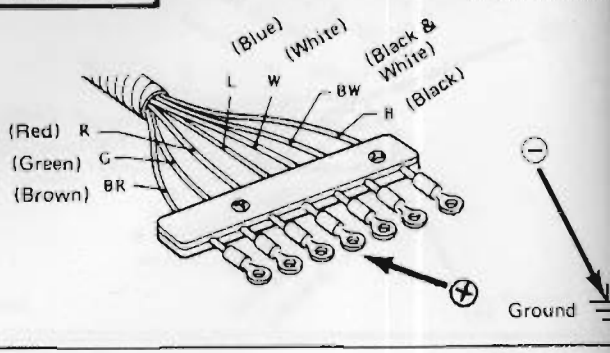
PLACE TEST PROBES AS SHOWN

1974–74.5 260-Z



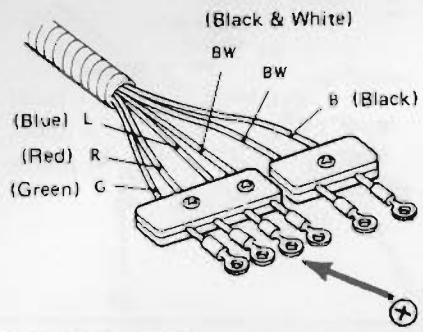
1.

7 Wire Harness



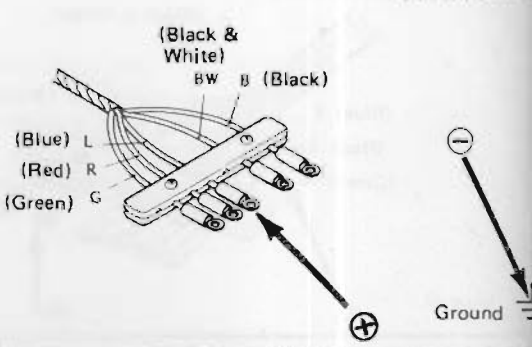
2.

6 Wire Harness



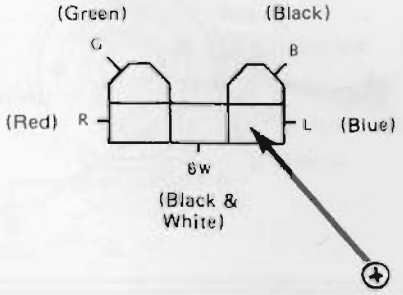
3.

5 Wire Harness



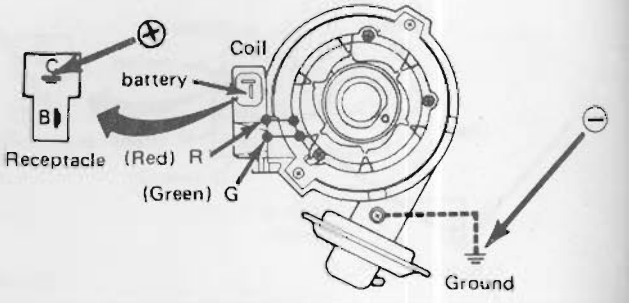
4.

1977 B210 FU & All 1978



5.

All 1979



6.

(Continue

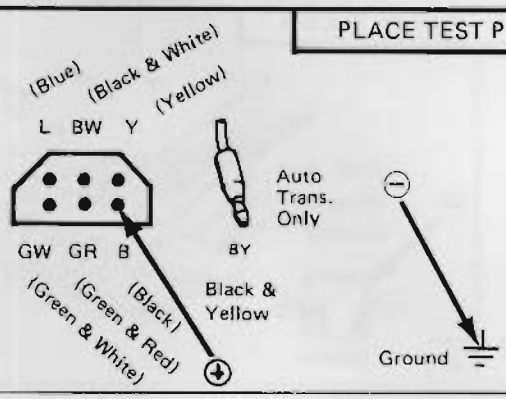
TEST 3a – TRIG UNIT GROUND CIRCUIT

METER	Voltmeter
RANGE	D.C., 0–3 volts
CONDITIONS	Ignition key to "START", engine cranking
SPECIFICATIONS	**0.5 volts or less**
IF N.G. CHECK	Wiring and connectors from Trig. unit to chassis ground terminal. Correct problem and repeat tests 1a and 1b.

IF O.K., PROCEED TO TEST 3b. ➡

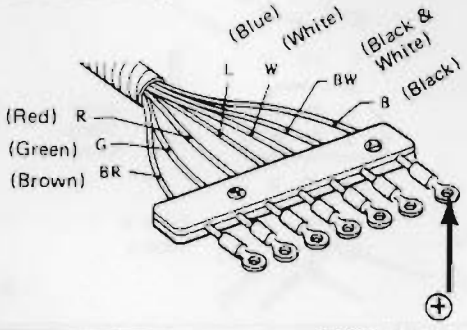
PLACE TEST PROBES AS SHOWN

974 – 74.5 260-Z



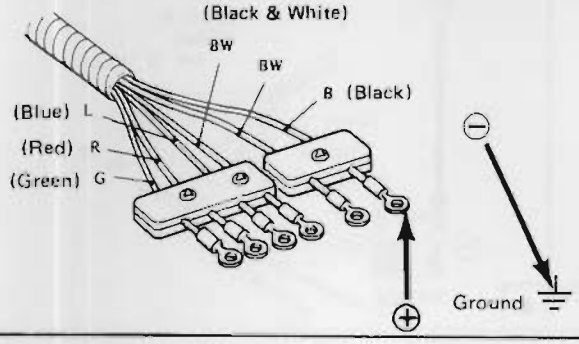
1.

7 Wire Harness



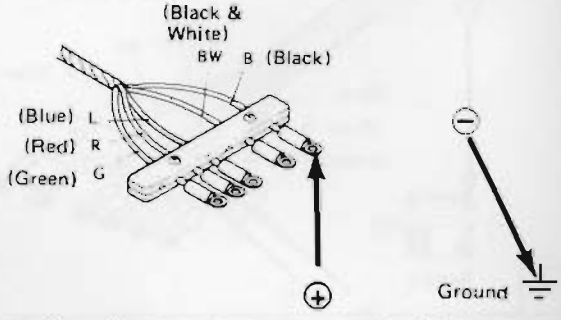
2.

6 Wire Harness



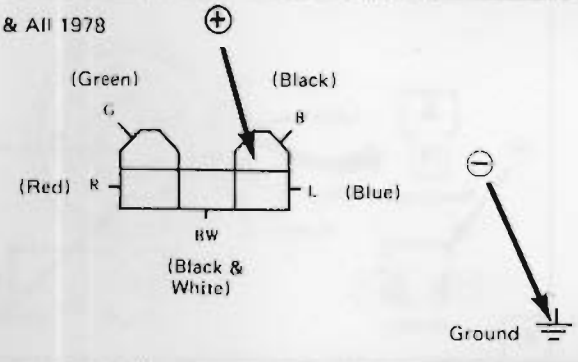
3.

5 Wire Harness



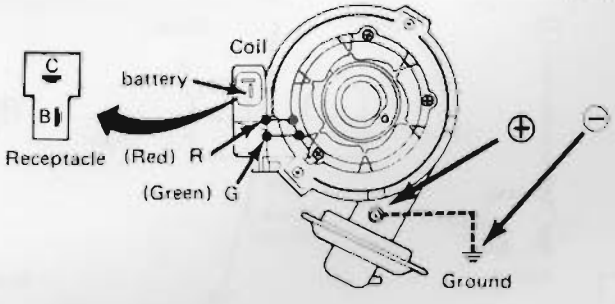
4.

1977 B210 FU & All 1978



5.

All 1979



6.

(Continued)

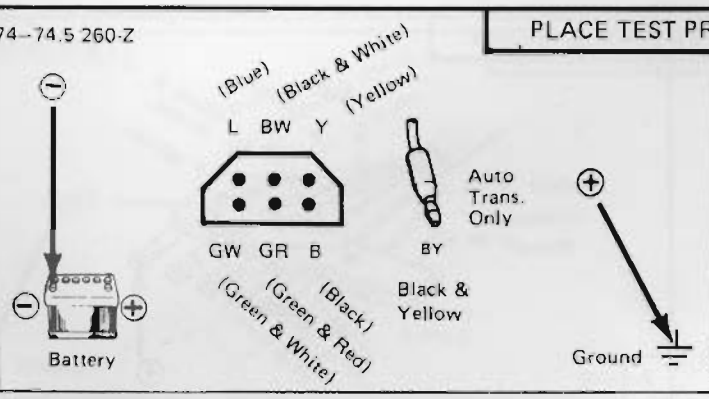
TEST 3b – TRIG UNIT GROUND CIRCUIT

METER	Voltmeter
RANGE	D.C., 0–3 volts
CONDITIONS	Ignition key to "START", engine cranking
SPECIFICATIONS	**0.5 volts or less**
IF N.G., CHECK	Wiring from chassis ground to battery negative post, including battery cable terminals. Correct problem and repeat tests 1a and 1b.

IF O.K., PROCEED TO TEST 4a. ➡

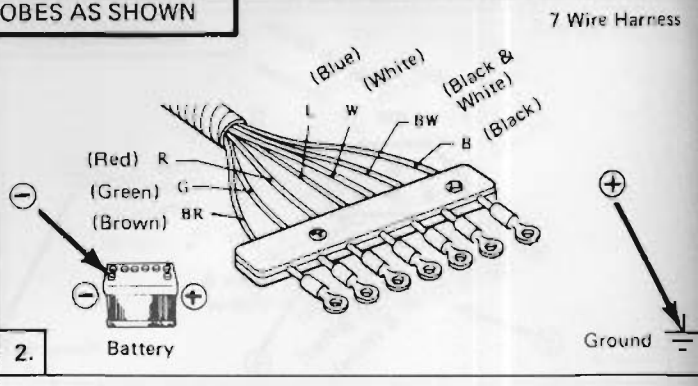
PLACE TEST PROBES AS SHOWN

1974–74.5 260-Z



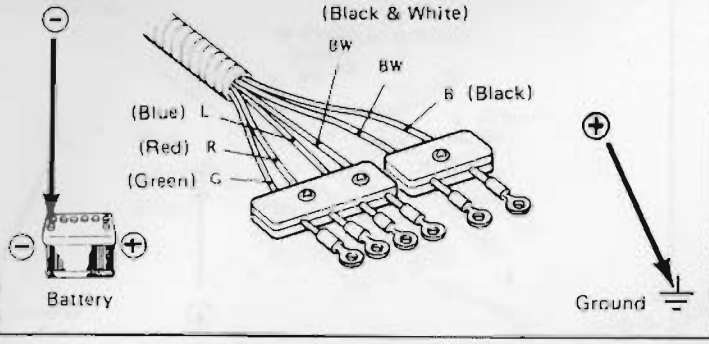
1.

7 Wire Harness



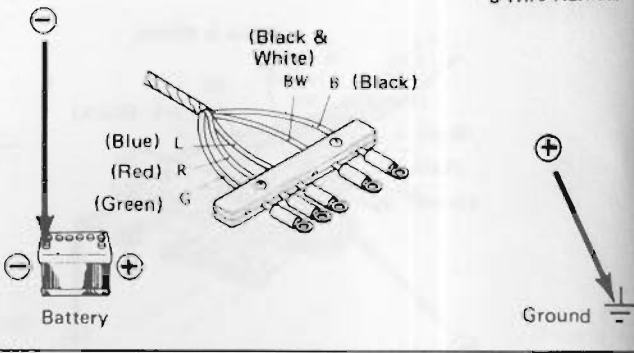
2.

6 Wire Harness



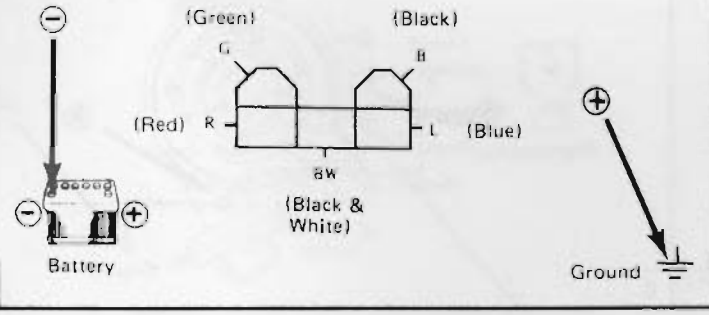
3.

5 Wire Harness



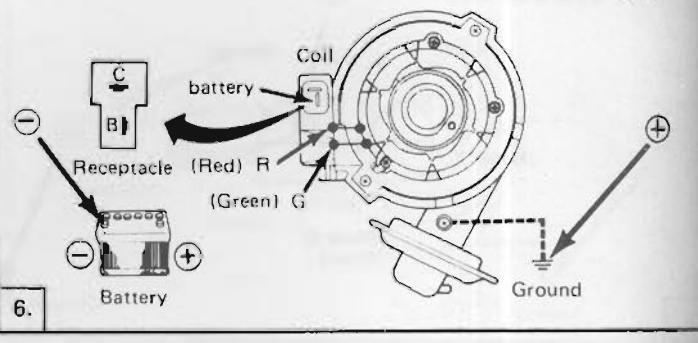
4.

1977 B210 FU & All 1978



5.

All 1979



6.

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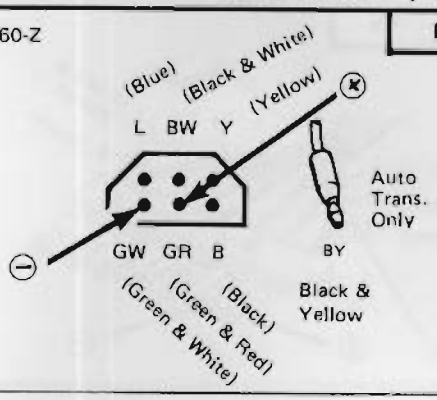
TEST 4a – PICK-UP COIL RESISTANCE

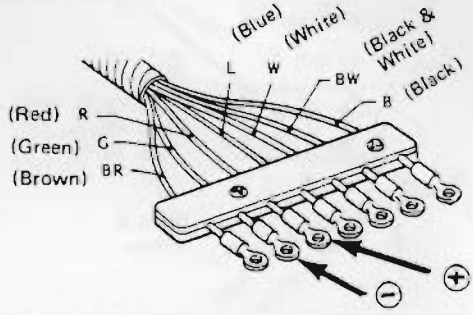
METER	Ohmmeter
RANGE	x10 or x100
CONDITIONS	Ignition key "OFF"
SPECIFICATIONS	1. All 260-Z – **Approx. 450 to 750 Ω** 2. All 1979 – **Approx. 400 Ω** 3. All others – **Approx. 720 Ω**
NOTES	Engine and pick-up coil must be at or above normal operating temperature.
IF N.G., CHECK	Pick-up coil; wiring and connectors between pick-up coil and Trig. box.
IF O.K.	1. 7 Wire Harness – proceed to test 4b. 2. All others – proceed to test 6a. →

PLACE TEST PROBES AS SHOWN

974–74.5 260-Z

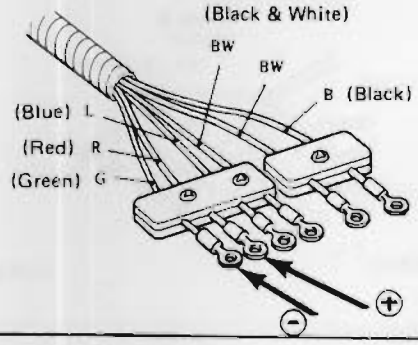


7 Wire Harness

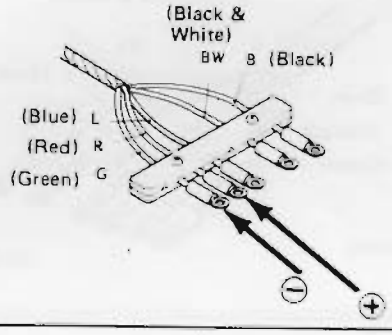


2.

6 Wire Harness

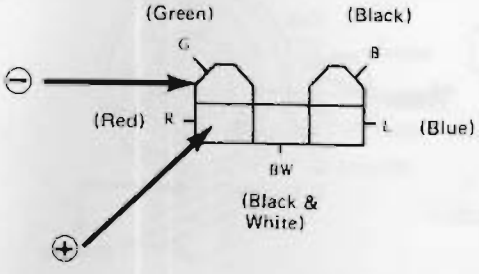


5 Wire Harness

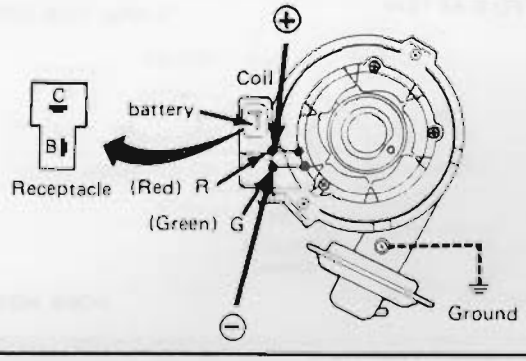


4.

977 B210 FU & All 1978



All 1979



6.

(Continued)

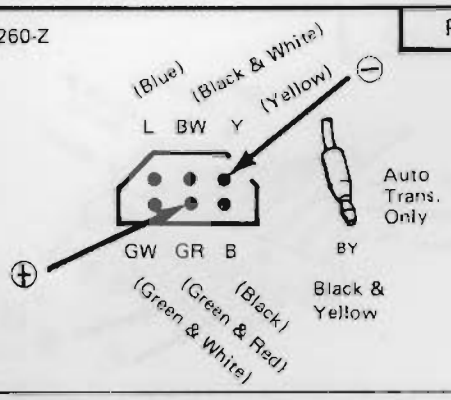
TEST 4b — ADVANCE PICK-UP COIL RESISTANCE (For 7-Wire Harness Vehicles Only)

METER	Ohmmeter
RANGE	x10 or x100
CONDITIONS	Ignition key "OFF"
SPECIFICATIONS	1. 260-Z **Approx. 450 to 750 Ω** 2. 280-Z **Approx. 720 Ω**
NOTES	Engine and pick-up coil must be at or above normal operating temperature.
IF N.G., CHECK	Pick-up coil; wiring and connectors between pick-up coil and Trig. box.

IF O.K., PROCEED TO TEST 5. ➡

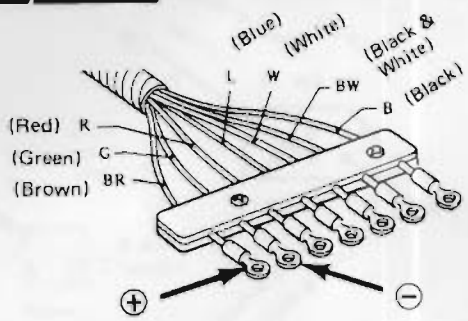
PLACE TEST PROBES AS SHOWN

1974–74.5 260-Z



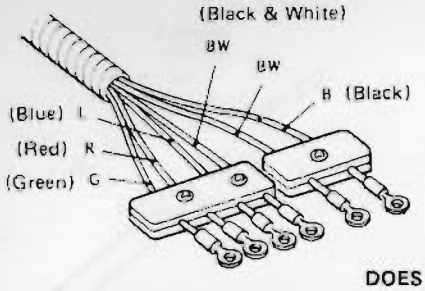
1.

7 Wire Harness



2.

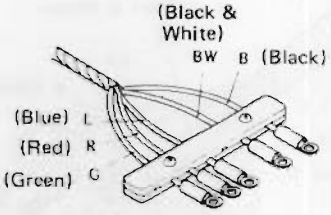
6 Wire Harness



DOES NOT APPLY

3.

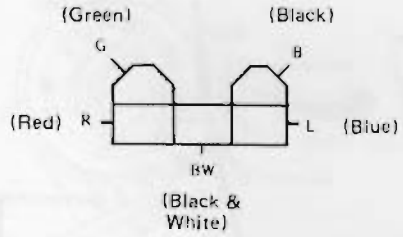
5 Wire Harness



DOES NOT APPLY

4.

1977 B210 FU & All 1978

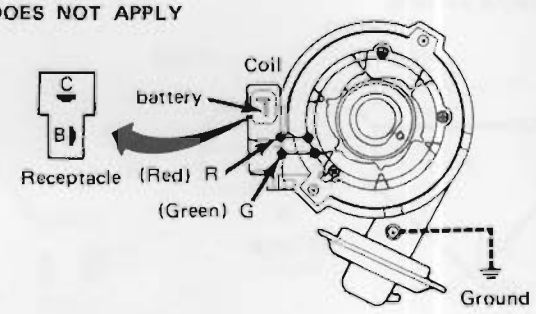


DOES NOT APPLY

5.

DOES NOT APPLY

All 197



6.

(Continue

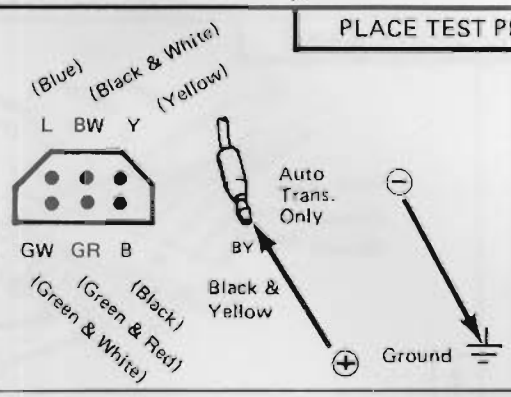
TEST 5 – ADVANCE CONTROL RELAY CIRCUIT (7-Wire Harness Vehicles Only)

METER	Voltmeter
RANGE	0 to 20 volts
CONDITIONS	Ignition Key "ON"
SPECIFICATION	1. 260-Z a. Coolant temp. below 80°f. **0 volts** b. Coolant temp. above 110°f. **12 volts** 2. 280-Z a. Coolant temp. below 120°f. **0 volts** b. Coolant temp. above 150°f. **12 volts**
NOTES	At coolant temperatures between specified limits, reading may be either 0 or 12 volts. If tested cold, recheck when hot; if tested hot, recheck when cold.
IF N.G., CHECK	Thermal switch, EGR-advance/retard relay, wiring and connectors between the relay and the Trig unit.

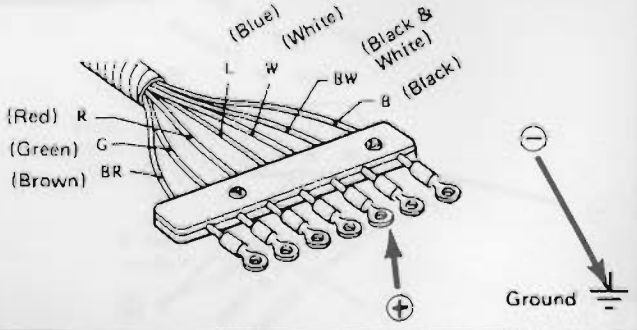
IF O.K., PROCEED TO TEST 6a. ➡

PLACE TEST PROBES AS SHOWN

974–74.5 260-Z

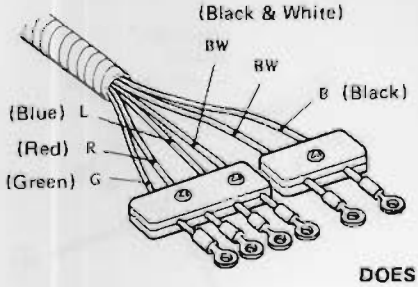


7 Wire Harness



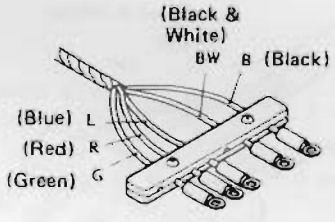
2.

6 Wire Harness



DOES NOT APPLY

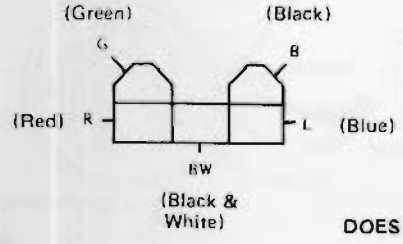
5 Wire Harness



DOES NOT APPLY

4.

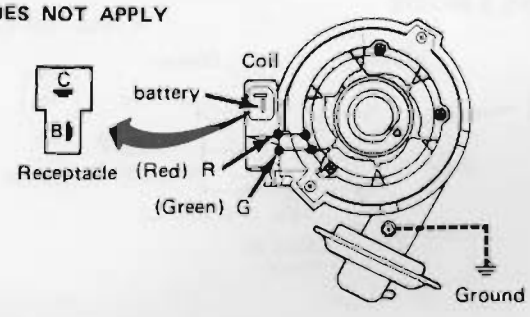
1977 B210 FU & All 1978



DOES NOT APPLY

All 1979

DOES NOT APPLY



6.

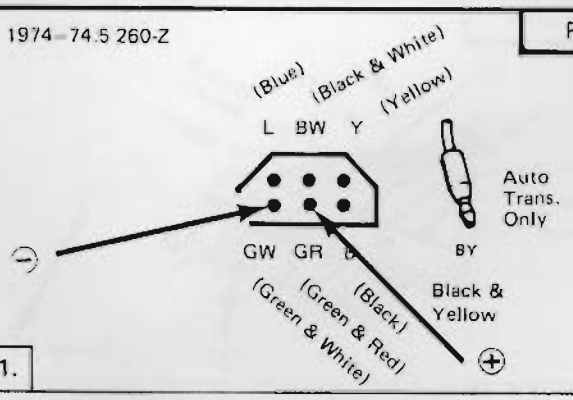
(Continued)

TEST 6a – PICK-UP COIL OUTPUT

METER	Voltmeter
RANGE	A.C., 0 to 5 volts
CONDITIONS	Ignition key to "START", engine cranking.
SPECIFICATIONS	Rythmic needle deflection during cranking; steady reading with engine running.
NOTES	Reading will increase as engine speed increases.
IF N.G., CHECK	Pickup coil; reluctor, wiring and connections between the pickup coil and the Trig unit.
IF O.K.	1. 7 Wire Harness – proceed to test 6b. 2. All others – replace Trig. unit.

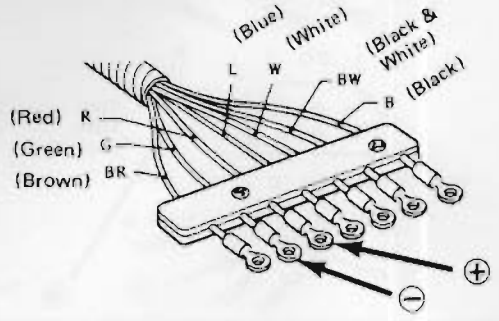
PLACE TEST PROBES AS SHOWN

1974–74.5 260-Z



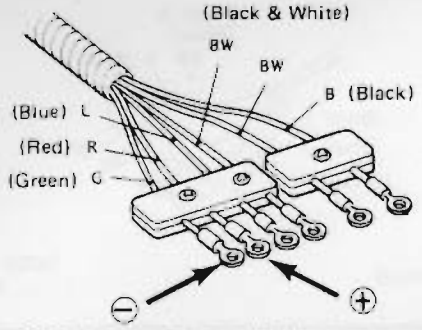
1.

7 Wire Harness



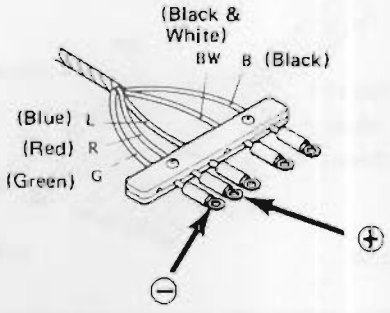
2.

6 Wire Harness



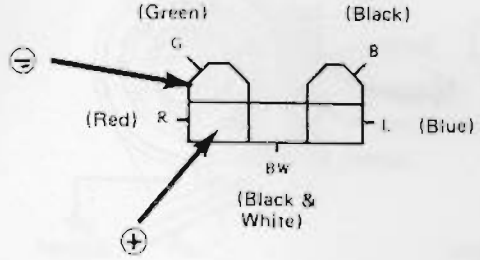
3.

5 Wire Harness



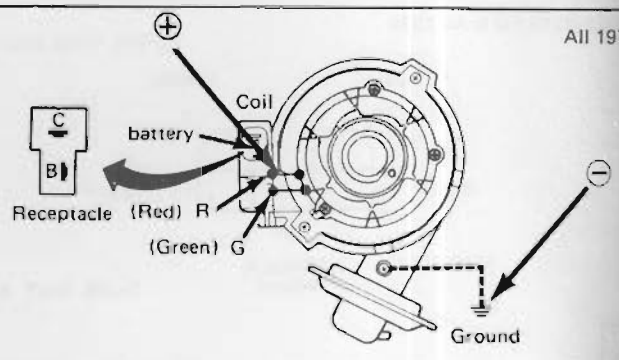
4.

1977 B210 FU & All 1978



5.

All 1979



6.

(Continued)

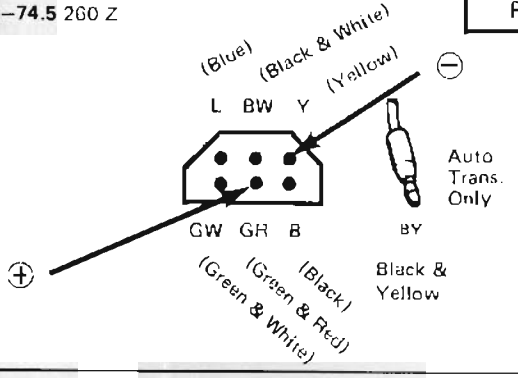
TEST 6b – ADVANCE PICK-UP COIL OUTPUT (7-Wire Harness Vehicles Only)

METER	Voltmeter
RANGE	A.C., 0 to 5 volts
CONDITIONS	Ignition key to "START", engine cranking.
SPECIFICATIONS	Rythmic needle deflection during cranking; steady reading with engine running.
NOTES	Reading will increase as engine speed increases.
IF N.G., CHECK	Pickup coil, wiring and connectors between pickup coil and Trig unit.

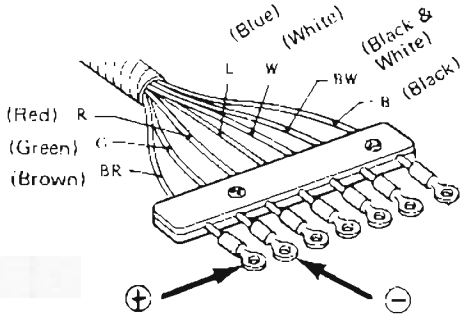
IF O.K., REPLACE TRIG UNIT

PLACE TEST PROBES AS SHOWN

74–74.5 260 Z

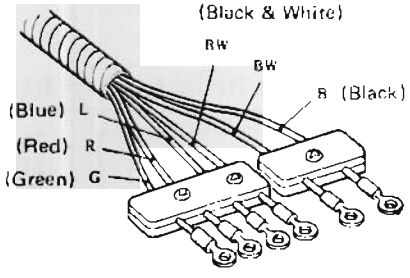


7 Wire Harness



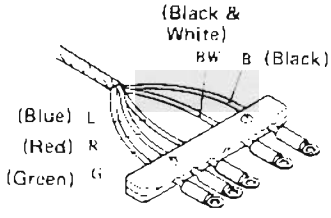
2.

Wire Harness



DOES NOT APPLY

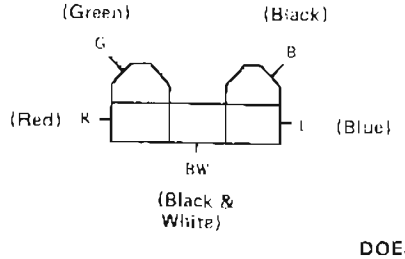
5 Wire Harness



DOES NOT APPLY

4.

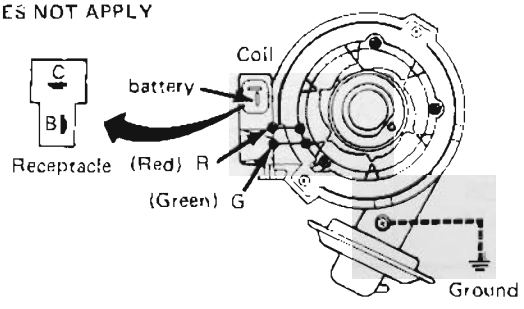
77 B210 FU & All 1978



DOES NOT APPLY

All 1979

DOES NOT APPLY



6.

(Continued)

TRIGNITION TESTING PROCEDURE SUMMARY

Experience has proven that most trignition problems are caused by poor power input to the trig box, a poor trig box ground, or a pick-up coil which fails at high temperature. When performing the following tests, use a good quality volt-ohm-milliammeter which can measure accurately in the following ranges:

0–20 V D.C. 0–3 V D.C. 0–1000 Ω 0–10 V A.C.

TEST	METER & RANGE	CONDITIONS	SPECIFICATION	RESULT	IF N.G. CHECK
1a. Trig Box Power Supply	Voltmeter (0–20)	Key On	No lower than 1 v less than battery voltage (11.5 min.)		Wiring from ignition switch to trignition box.
1b. Trig Box Power Supply (Cranking)	Voltmeter (0–20)	Ignition key to "Start", engine cranking	No lower than 1 v less than battery cranking voltage (8.5 min.)		Wiring from ignition switch to trignition box.
2. Ignition Primary Circuit	Voltmeter (0–20)	Ignition key "ON"	11.5 – 12.5 volts		Ignition coil primary circuit.
3a. Trig Unit Ground Circuit	Voltmeter (0–3)	Ignition key to "Start"; engine cranking	.5 v or less		Wiring from trignition box to ground
3b. Trig Unit Ground Circuit	Voltmeter (0–3)	Ignition key to "Start"; engine cranking	.5 v or less		Wiring from chassi ground to battery negative post
BEFORE PROCEEDING WITH PICKUP COIL TESTS, MAKE SURE THAT ENGINE & PICKUP COIL ARE AT OR ABOVE NORMAL OPERATING TEMPERATURE.					
4a. Pick-up coil resistance	Ohmmeter (x 10 scale)	Key Off	1. 260Z – approx. 450–750 Ω 2. All 1979 – approx. 400 Ω 3. All others – approx. 720 Ω		Pick-up coil and wiring
4b. Advance pick-up coil resistance 7 WIRE HARNESS VEHICLES ONLY	Ohmmeter (x 10 scale)	Key Off	1. 260Z – approx. 450–750 Ω 2. All others – approx. 720 Ω		Advance pick-up coil wiring
5. Advance control relay circuit 7 WIRE HARNESS VEHICLES ONLY	Voltmeter (0–20)	Key On	Coolant temp. above approx. 150°f, 12v Coolant temp. below approx. 80°f, 0 v		Thermal switch, EGR-Advance/ Retard Relay, Wiring & connectors between relay & trignition unit.
6a. Pick-up coil output	AC Voltmeter (0–5v A.C.)	Ignition key to "Start"; engine cranking	Rhythmic deflection (reading will steady and increase as engine speed increases).		Pick-up coil and wiring to trig box also reluctor
6b. Advance pick-up coil output 7 WIRE HARNESS VEHICLES ONLY	AC Voltmeter (0–5 v A.C.)	Ignition key to "Start"; engine cranking	Rhythmic deflection (reading will steady and increase as engine speed increases)		Pick-up coil and wiring to trig box also reluctor

Perform tests in the above sequence. If a vehicle fails any test, check the components and/or wiring as indicated before proceeding. If a vehicle passes all of the above tests and still has no spark, replace the trig box.

NOTE: These procedures and specifications are general, but apply to most Datsuns. If additional problems should be encountered, or exact specifications needed, refer to the appropriate Service Manual.

Bulletin No.	TS79-038
Date	July 13, 1979
Classification	EF79-003
Section	Engine Fuel
Models	A10,S10, 620

COLD DRIVEABILITY COUNTERMEASURE

Service Information. Cold driveability can be improved in 1978 and 1979 A10, S10 and 620 vehicles by installing a countermeasure carburetor choke chamber or choke bi-metal, as indicated in the charts below.

A10 (510) MODELS

Part Name and Number		Federal				California			
		M/T		A/T		M/T		A/T	
		'78	'79	'78	'79	'78	'79	'78	'79
Choke Bimetal 16389-W6700			X		X		X		X
Choke Chamber Assembly	16011-W6702					X			
	16011-B9902							X	
	16011-B9801	X							
	16011-B9810			X					

S10 (200SX) MODELS

Part Name and Number		Federal				California			
		M/T		A/T		M/T		A/T	
		'78	'79	'78	'79	'78	'79	'78	'79
Choke Bimetal 16389-W6700			X		X		X		X
Choke Chamber Assembly	16011-W6702								
	16011-B9902					X		X	
	16011-B9801	X							
	16011-B9810			X					

(Continued)

Part Name and Number	Federal				California			
	M/T		A/T		M/T		A/T	
	'78	'79	'78	'79	'78	'79	'78	'79
Choke Bimetal 16389-W6700	X	X	X	X	X	X	X	X

Service Procedure.

Choke Bi-Metal

1. Remove air cleaner housing.
2. Disconnect the choke heater lead wire.
3. Remove the choke cover and bi-metal.
4. Install the countermeasure choke bi-metal. Ensure that the tang on the choke bi-metal engages the choke operating lever, and the correct index marks are aligned.
5. Reconnect the choke heater lead wire and reinstall the air cleaner housing.
6. Adjust the %CO to $1\%\ ^{+1}_{-.7}$

Choke Chamber Assembly

1. Remove the air cleaner housing.
2. Remove the carburetor.
3. Disconnect the accelerator pump rod and choke connection rod.
4. Remove the throttle return spring and vacuum hose from the vacuum break diaphragm.
5. Remove the choke chamber from the carburetor body.
6. Install the countermeasure choke chamber in the reverse order.
7. Reinstall the carburetor and air cleaner housing.
8. Adjust the %CO to $1\%\ ^{+1}_{-.7}$.
9. Adjust the BCDD valve operating pressure and mixture to specifications.

(Continued)

Parts Information. See the application charts.

Warranty Information.

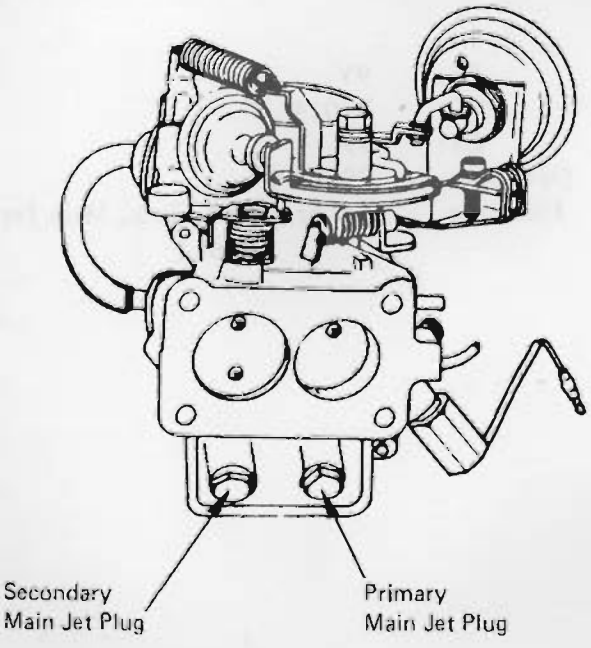
CS: 9Y
PNC: P8041
CT: 99

Operation No.	Vehicle Application	Flat Rate Time	Operation
P8-0411	1978: A10 S10	1.3 hr.	R&R Carburetor R&R Choke Chamber Adjust BCDD Valve Adjust CO
P8-0412	1978/79: 620 1979: A10, S10	0.4 hr	R&R Choke Bi-metal

Bulletin No.	TS79-045
Date	Oct. 18, 1979
Classification	EF79-04
Section	Engine Fuel
Models	210 (B310)

210 (B310) DRIVEABILITY

Service Information. The driveability of 1979 manual transmission 210 vehicles can be improved by installing the countermeasure Primary Main Jets outlined in the parts information.



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Service Procedure.

1. Remove the air cleaner and carburetor assemblies, and drain the fuel from the carburetor's float bowl into a suitable container.
2. Invert the carburetor and remove the lock plate and plug from the bottom of the float chamber.

   Note: It is not necessary to disassemble the carburetor.

3. Remove the Primary Main Jet.
4. Install the countermeasure Primary Main Jet, and reinstall the plug and lock plate.
5. Reinstall the carburetor with a new base gasket.
6. Reinstall the air cleaner assembly.
7. Adjust idle CO% to 2% ± 1%, at 700 rpm.

Parts Information.

1979 Manual Transmission 210	Original P.M.J.	Part Number	Countermeasure P.M.J.	Part Number
Federal*	106	16033-M5900	108	16033-W6800
California	107	16033-U7700	109	16033-S5800

*Except KFU Models.

Warranty Information

CS: 9Y
PNC: P9014
CT: 99
Operation: P9-0140
Flat Rate: 1.0 hr. (R&R Carb., Main Jet and CO Adjustment.)

Emission Control

Bulletin No.	TS79-026
Date	May 4, 1979
Classification	EC79-001
Section	Emission Control
Models	S130

CATALYTIC CONVERTER ON FEDERAL S130 MODELS

Production Change. To improve fuel economy, the catalytic converter currently used on California S130 models has been installed on all Federal S130 models. The design and performance characteristics of the air flow meter, control unit, throttle chamber and distributor differ from California models and these parts are not interchangeable.

Beginning Serial Numbers.	HS130-133144	HGS130-113977
	and HS130-129670	and HGS130-111901
	HS130-129705	HGS130-111972
	HS130-129790	HGS130-112029
	HS130-129805	HGS130-112034
	HS130-129891	
	HS130-130120	

Service Information. This bulletin contains the necessary information to identify equipment variations between California and Federal models and to diagnose and repair the converter and related equipment. Keep a copy of this bulletin in your 1979 280ZX Service Manual.

(Continued)

GENERAL INFORMATION

MODEL VARIATION

Destination	Class	Model		Engine	Transmission	Differential carrier	
						Model	Gear ratio
U.S.A.	2 seater	California models	HLS130V	L28	F4W71B	R180	3.364
			HLS130FV		FS5W71B		
			HLS130JFV			R200	3.700
			HLS130AV		3N71B	R180	3.545
			HLS130JAV				
	2 + 2 seater		HLGS130FV		FS5W71B	R200	3.364
			HLGS130JFV				3.700
			HLGS130AV		3N71B	R180	3.545
			HLGS130JAV				
	2 seater	Non-California models	HLS130U (D)		F4W71B		3.364
			HLS130FU (D)		FS5W71B		
			HLS130JFU (D)			R200	3.700
			HLS130AU (D)		3N71B	R180	3.545
			HLS130JAU (D)				
	2 + 2 seater		HLGS130FU (D)		FS5W71B	R200	3.364
			HLGS130JFU (D)				3.700
			HLGS130AU (D)		3N71B	R180	3.545
			HLGS130JAU (D)				
Canada	2 seater		HLS130FN		FS5W71B		3.364
			HLS130JFN			R200	3.700
			HLS130JAN		3N71B	R180	3.545
	2 + 2 seater		HLGS130JFN		FS5W71B	R200	3.700
			HLGS130JAN		3N71B	R180	3.545

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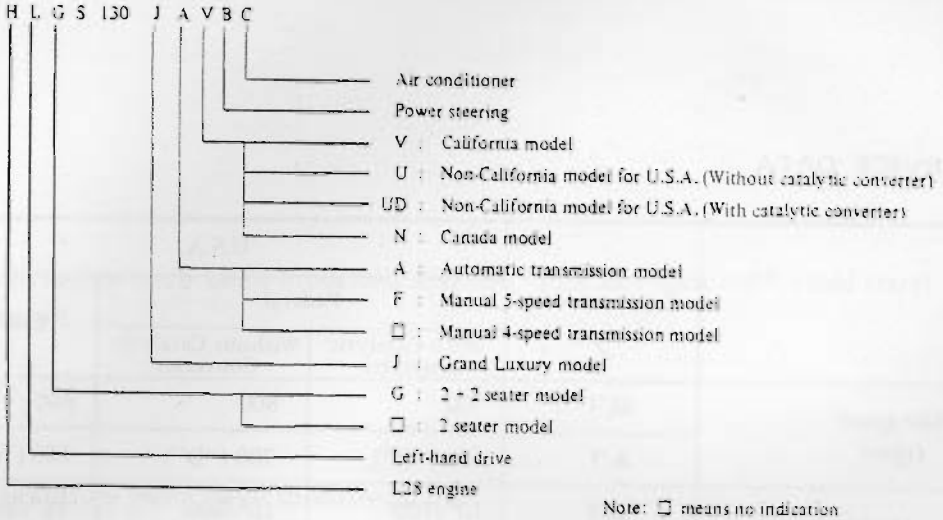


Note: □ means no indication

ENGINE TUNE-UP

EMISSION CONTROL DEVICES

System name	Device \ Engine Model	L28							
	Destination	U.S.A.						Canada	
		Non-California				California			
		With catalyzer		Without catalyzer					
	Transmission	M/T	A/T	M/T	A/T	M/T	A/T	M/T	A/T
Engine Proper	Cylinder head exhaust port liner	X	X	X	X	X	X	X	X
B.C.D.D.	With altitude corrector	X	X	–	–	X	X	–	–
	Without altitude corrector	–	–	X	X	–	–	X	X
	Inhibitor switch	–	X	–	X	–	X	–	X
	Speed detecting switch	X	–	X	–	X	–	X	–
Ignition System	IC Ignition Unit, Distributor (Pick-up coil type)	X	X	X	X	X	X	X	X
	V.D.V. (Vacuum delay valve – Spark timing)	X	X	–	–	X	X	X	X
E.G.R. System	E.G.R. control valve	X	X	X	X	X	X	X	X
	B.P.T. valve	X	X	X	X	X	X	–	–
	T.V.V. (Thermal vacuum valve-E.G.R.)	X	X	X	X	X	X	X	X
	V.D.V. (Vacuum delay valve – E.G.R.)	X	X	–	–	X	X	–	–
Catalytic Converter System	Catalytic converter	X	X	–	–	X	X	–	–
Others	Dash pot	–	–	X	–	X	–	–	–
	Carbon canister	X	X	X	X	X	X	X	X
	Fuel check valve (with vacuum relief valve)	X	X	X	X	X	X	X	X
	P.C.V. valve	X	X	X	X	X	X	X	X

Remarks:

X : Available
– : Not available

M/T : Manual transmission
A/T : Automatic transmission
B.C.D.D. : Boost controlled deceleration device
E.G.R. : Exhaust gas recirculation
B.P.T. : Back pressure transducer
P.C.V. : Positive crankcase ventilation

(Continued)

SERVICE DATA

	Transmission	U.S.A.			Canada
		Federal		California	
		With Catalytic Converter	Without Catalytic Converter		
Idle speed (rpm)	M/T	700	800	800	800
	A/T	700 ("D")	700 ("D")	700 ("D")	700 ("D")
Ignition timing (degree B.T.D.C./rpm)	M/T	10°/700	10°/800	10°/800	10°/800
	A/T	10°/700 ("D")	10°/700 ("D")	10°/700 ("D")	10°/700 ("D")
Idle "CO"%	M/T, A/T	0.5 or lower	1.0 or lower	0.5 or lower	1.0 or lower

ADJUSTING IDLE MIXTURE RATIO

Adjustment procedures are the same as those described in the 1979 Service Manual for 280ZX.
However, the idle CO% when full enrichment is given differs from that of other models.

Altitude	Idle CO% (full enrichment)	
	Federal Models for U.S.A. with Catalytic Converter	All Other Models
0 to 600 m (0 to 2,000 ft)	5.1%	3.3%
600 to 1,200 m (2,000 to 4,000 ft)	6.4%	4.7%
1,200 to 1,800 m (4,000 to 6,000 ft)	7.3%	5.7%
Above 1,800 m (6,000 ft)	8.3%	6.7%

(Continued)

ENGINE FUEL

CONTROL UNIT

The performance characteristics have been modified and the "Idle enrichment" (cold start) function has been eliminated.

Interchangeability: NO

AIR FLOW METER

The performance characteristics have been modified.

Interchangeability: NO

THROTTLE CHAMBER

To accommodate the vacuum advance characteristics of the distributor, the throttle chamber has been redesigned.

Interchangeability: NO

EMISSION CONTROL SYSTEM

EXHAUST EMISSION CONTROL SYSTEM

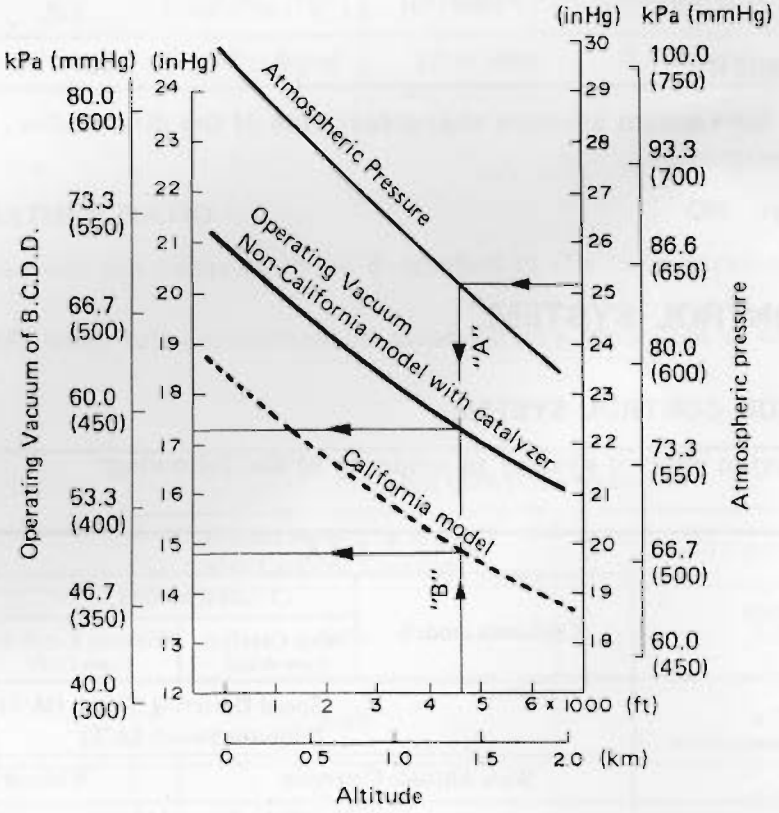
The exhaust emission control system is made up of the following:

<table>
<tr><th rowspan="3">Emission control system</th><th colspan="3">U.S.A.</th><th rowspan="3">Canada</th></tr>
<tr><th rowspan="2">California models</th><th colspan="2">Federal Models</th></tr>
<tr><th>With Catalytic Converter</th><th>Without Catalytic Converter</th></tr>
<tr><td rowspan="2">B.C.D.D.
(Boost Controlled Deceleration Device)</td><td colspan="3">Speed Detecting Switch (M/T) (All Models)
Inhibiter Switch (A/T) California, Federal, Canada</td></tr>
<tr><td colspan="2">With Altitude Corrector</td><td>Without Altitude Corrector</td></tr>
<tr><td rowspan="3">E.G.R. (Exhaust Gas Recirculation) Control System</td><td colspan="3">E.G.R. Control Valve (All Models)
T.V.V. (Thermal Vacuum Valve) California, Federal, Canada</td></tr>
<tr><td colspan="2">B.P.T. (Back Pressure Transducer) Valve</td><td>–</td></tr>
<tr><td>V.D.V. (Vacuum Delay Valve)</td><td>–</td><td>–</td></tr>
<tr><td>Spark Timing Control System</td><td>V.D.V. (Vacuum Delay Valve)</td><td>–</td><td>V.D.V. (Vacuum Delay Valve)</td></tr>
<tr><td>Catalytic Converter System</td><td>Catalytic Converter</td><td>–</td><td>–</td></tr>
</table>

(Continued)

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

The same B.C.D.D. design (w/altitude compensator) as that used in the California model has been adopted. However, the operation pressure is different.
Adjustment procedures are the same as those for the B.C.D.D. employed in the California model.
B.C.D.D. operating pressure [0 meter (0 ft), sea level and 101.3 kPa (760 mmHg, 29.9 inHg), at atmospheric pressure]: -70.6 kPa±1.3 kPa (-530±10 mmHg, -20.9±0.4 inHg)



Interchangeability: NO

(Continued)

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

Vacuum delay valve (V.D.V.)

Similar to the California model design, a vacuum delay valve has been used in the vacuum line between the B.P.T. valve and the thermal vacuum valve.

Interchangeability: YES, with California models only.

SPARK TIMING CONTROL SYSTEM

Vacuum delay valve (V.D.V.)

Similar to both the California model and Canada model designs, a vacuum delay valve has been used in the vacuum line between the throttle chamber and the distributor.

Interchangeability: YES, with both California and Canada models only.

CATALYTIC CONVERTER

The same catalytic converter design as that used in the California model has been adopted.

Interchangeability: YES, with the 1978 and 1979 California 810, S30 and S130 series models only.

ENGINE ELECTRICAL SYSTEM

DISTRIBUTOR

The vacuum advance characteristics have been modified. However, the centrifugal advance characteristics remain unchanged.

Interchangeability: NO

(Continued)

Destination		U.S.A.						Canada
		Non-California				California		
		With catalyzer		Without catalyzer				
Transmission		M/T	A/T	M/T	A/T	M/T	A/T	M/T·A/T
Type		D6K8-22	D6K8-26	D6K8-02	D6K8-03	D6K8-05	D6K8-06	D6K8-07
Air gap	mm (in)	0.3 to 0.5 (0.012 to 0.020)					All Models	
Cap insulation resistance	MΩ	More than 50					All Models	
Rotor head insulation resistance	MΩ	More than 50					All Models	
Cap carbon point lengh	mm (in)	10 (0.39)					All Models	
Vacuum advance [Distributor degree/ distributor kPa (mmHg, inHg)]		0/20.0 (150, 5.91) 15/40.0 (300, 11.81)	0/20.0 (150, 5.91) 12.5/46.7 (350, 13.78)	0/20.0 (150, 5.91) 9/39.3 (295, 11.61)	0/20.0 (150, 5.91) 5/33.3 (250, 9.84)	0/14.7 (110, 4.33) 10/38.7 (290, 11.42)	0/20.0 (150, 5.91) 7.5/36.0 (270, 10.63)	0/20.0 (150, 5.91) 9/39.3 (295, 11.61)
Centrifugal advance [Distributor degree/distributor rpm]		0°/600 8.5°/1,250	0°/600 8.5°/1,250	0°/600 8.5°/1,250	0°/600 8.5°/1,250	0°/600 8.5°/1,250	0°/600 8.5°/1,250	0°/600 8.5°/1,250

FUEL AND EXHAUST SYSTEMS

FUEL SYSTEM

To accommodate the adoption of the catalytic converter, only unleaded fuel should be used and the same type of fuel filler tube, equipped with the same shutter as that of the California model, has been adopted.

Interchangeability: YES, with California models.

EXHAUST SYSTEM

To accommodate the adoption of the catalytic converter, the same type of parts as those of the California model have been adopted.

Interchangeability: YES, with California models.

AIR CONDITIONING SYSTEM

The FICD idle speed has been modified as indicated in the following chart.

Transmission	Federal Models for U.S.A. with Catalytic Converter		All Models Except Federal with Catalytic Converter	
	When A/C is OFF	When A/C is ON	When A/C is OFF	When A/C is ON
Manual	700 rpm	700 rpm	800 rpm	800 rpm
Automatic	700 rpm at "D" range	800 rpm at "N" range	700 rpm at "D" range	800 rpm at "N" range

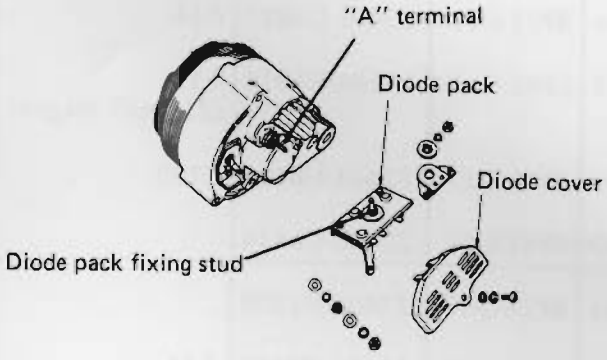
Engine Electrical

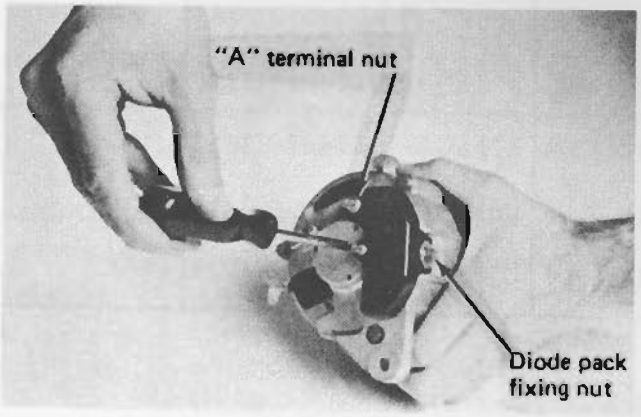
Bulletin No.	TS79-016
Date	April 6, 1979
Classification	EE79-001
Section	Engine Electrical
Models	All

DIODE PACK INSTALLATION

Service Information. When replacing diode packs in the type of Hitachi alternator illustrated below, it is important that the diode pack fixing nut and "A" terminal nuts are tightened in the correct sequence to prevent the diode pack from separating.

1. Install the new diode pack in the alternator case and resolder the stator leads.
2. Install the plastic diode cover and tighten the diode pack fixing nut first.
3. Tighten the "A" terminal nut last.





Bulletin No.	TS79-028
Date	May 10, 1979
Classification	EE79-002
Section	Engine Electrical
Models	All

HITACHI SPARK PLUGS

Service Information. Hitachi Spark Plugs will no longer be available as service parts. The chart below shows the proper NGK spark plug and part number.

Parts Information.

FORMER		NEW		Engine	Vehicle
Hitachi Type	Part No.	NGK Type	Part No.		
L44PW-11	22401-U6804	BP7ES-11	22401-U6817	A14	210 (B310)
L45PW-11	22401-U6805	BP6ES-11	22401-U6816	A15 (210 A/T Wagon)	310 (N10)
L46PW-11	22401-U6806	BP5ES-11	22401-U6815	L20B	510, 200SX
L47PW-11	22401-U6807	BP4ES-11	22401-U6814		620
L44PM-13	22401-H7281	BP7EQ-13	22401-H7288		
L45PM-13	22401-H7282	BP6EQ-13	22401-H7287	A14	KHLB310FU
L46PM-13	22401-H7280	BP5EQ-13	22401-H7285		
L47PM-13	22401-H7283	BP4EQ-13	22401-H7286		
L44W-11	22401-N4704	B7ES-11	22401-N4717		
L45W-11	22401-N4705	B6ES-11	22401-N4716	L24E	810
L46W-11	22401-N4706	B5ES-11	22401-N4715	L28E	280-ZX

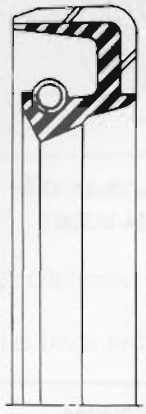
Interchangeability: Yes, check service manual for application.

Transmission

Bulletin No.	TS79-002
Date	Jan. 12, 1979
Classification	TM79-001
Section	Transmission
Models	B210, 210

FRONT EXTENSION OIL SEAL, 3N71B

Production Change. The oil seal sealing the torque converter to the front extension of the oil pump on 3N71B transmissions, installed in B210 and 210 models, has been changed from a plain lip type to a threaded lip type seal.

Former	New
Plain lip type	Threaded lip type
	

Beginning Serial Number.

A/T unit No. 8500158

HLB210-707601 (~ 999999)	KHLB310-002259 (~ 500000)
HLB210-290045 (~ 310000)	KHLB310-500010 (~ 999999)
HLB310-200111 (~ 600000)	WHLB310-001032 (~ 999999)
HLB310-602591 (~ 999999)	WPLB310-001041 (~ 999999)

Parts Information.

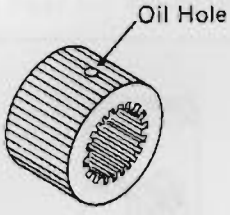
Part Name	Former Part Number	New Part Number
Oil Seal	31344 X0100	31344 X0101

Interchangeability. Yes.

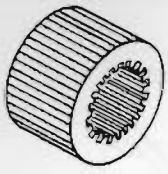
Bulletin No.	TS79-014
Date	March 22, 1979
Classification	TM79-002
Section	Transmission
Models	F10

MAIN GEAR BUSHING, F4W60A TRANSMISSION, F10

Service Information. In the F10 parts microfiche, Frame B14 shows P/N 32264-M3000 Main Gear Bushing (1st and 2nd) as interchangeable with 32264-M3001 Main Gear Bushing (3rd). These bushings are *not* interchangeable. Bushing "M3001" lacks a necessary oil hole. Using bushing "M3001" as a 1st and 2nd gear bushing instead of "M3000", can cause the gear bushing to seize.



Main Gear Bush (1st & 2nd)
P/N 32264-M3000



Main Gear Bush (3rd)
P/N 32264-M3001

Parts Information.

Part Number	Part Name
32264-M3000	Bush, Main Gear, 1st-2nd
32264-M3001	Bush, Main Gear, 3rd

Interchangeability: One way interchange.

32264-M3000 for 32264-M3001 – Yes

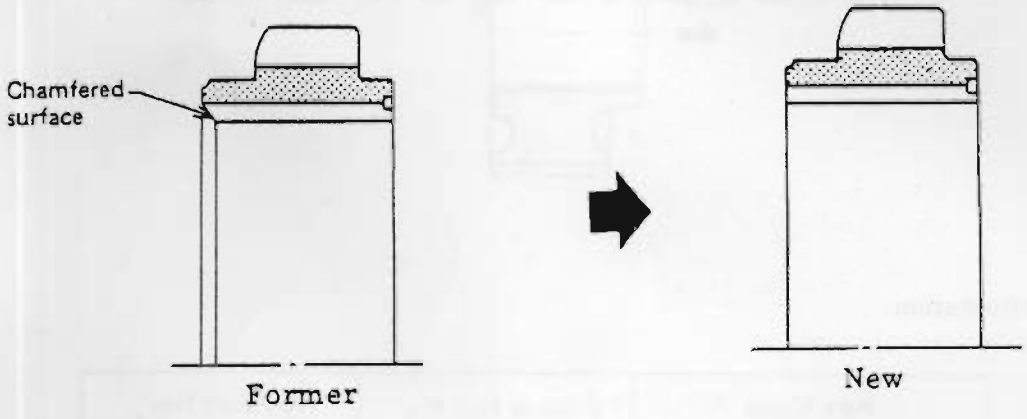
32264-M3001 for 32264-M3000 – No

Bulletin No.	TS79-034
Date	June 20, 1979
Classification	TM79-003
Section	Transmission
Models	810, S130, 620

FS5W71B TRANSMISSION

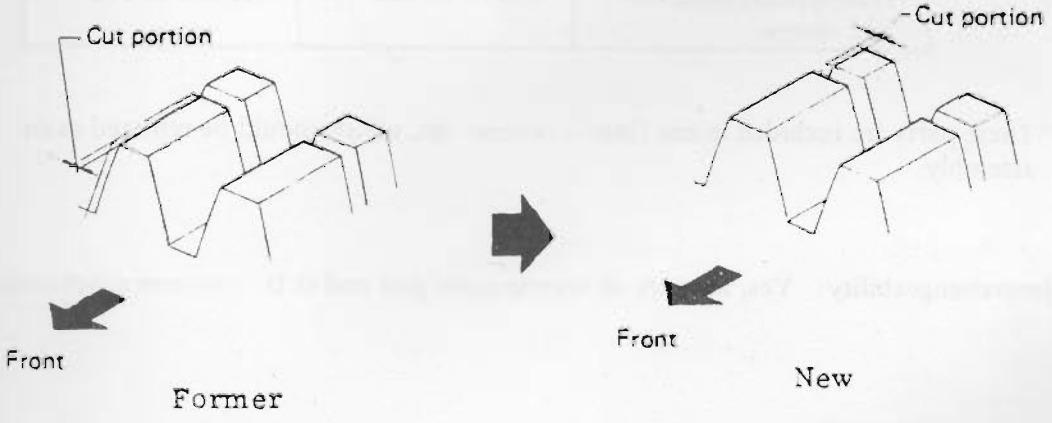
Production Change. To improve operation and standardize parts, the reverse main gear and overdrive – reverse hub have been changed.

1. Reverse main gear.



2. OD – Reverse synchronizer hub

The hub spline has been redesigned as shown below.



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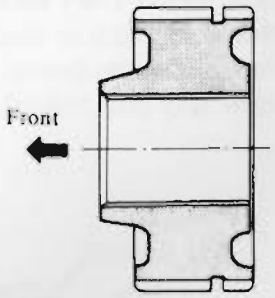
Beginning Serial Numbers.

Transmission No. 7816401

Chassis No. (K)HL(G)620-395829

Service Information. Note the proper direction for assembling the OD – reverse synchronizer hub illustrated below.



Parts Information.

Part Name	Former Part No.	New Part No.
Gear-reverse, set	–	32245 E9525
Gear-reverse, main shaft	32245 E9500	32245 E9501*
Hub-synchronizer OD and reverse	32258 E9500	32258 E9501*

*These parts are included in the Gear – reverse set, which should be replaced as an assembly.

Interchangeability: Yes, as a set of reverse main gear and O D – reverse synchronizer hub.

Rear Axle & Suspension

Bulletin No.	TS79-009
Date	March 2, 1979
Classification	RA79-001
Section	Rear Axle
Models	210

APPLICATION OF STIFFER REAR SUSPENSION SPRINGS, 210

Service Information. The ride of 210 sedans can be stiffened by installing the rear springs from a 210 wagon. Although they are not listed as interchangeable, the station wagon rear springs will replace the standard sedan springs without modification.

Parts Information.

	Stiffer Spring	Standard Spring
Spring Constant	1.91 Kg/mm	1.71 Kg/mm
Part Number	55020-H9300	55020-H8501

Wheel & Tire

Bulletin No.	TS79-035
Date	June 15, 1979
Classification	WT79-001
Section	Wheel & Tire
Models	S130

S130 ALUMINUM ROAD WHEEL CLEAR COAT PEELING

Service Information. Factory aluminum road wheels on which the protective clear coating is cracked or peeling can be refinished with the new mag wheel recoat kit (P/N 99990-00549). The kit contains all necessary materials to strip and recoat one complete set of factory aluminum wheels.

NOTE: Wheels that are corroded or damaged are not to be recoated and should be replaced.

Affected Serial Number Range. HS130-100001 to HS130-140902

HGS130-100001 to HGS130-117601

Materials: The Mag Wheel Recoat Kit (P/N 99990-00549) contains:

1. one quart paint remover
2. one aerosol can of clear coat
3. one aerosol can of silver paint
4. one aerosol can of gold paint
5. one plastic scrub pad
6. one paint brush
7. one pair of rubber gloves
8. one roll of masking tape
9. 16 plastic plugs

Service Procedure:

1. Remove the wheels, tires, centercaps, valve stems and wheel weights.

2. Carefully examine the wheels for road damage or corrosion. Wheels that are damaged, or that cannot be cleaned with the plastic scrub pad included in the recoat kit, are not to be recoated and should be replaced. Do not use steel wool or any type of polish to clean the wheels.

3. Select a well ventilated area with access to rinse water, and protect any surfaces or materials that might be affected by paint remover.

(Continued)

4. Using the rubber gloves and paint brush supplied in the kit, and following the recommendations of the paint remover manufacturer, carefully apply the paint remover to the outside of the wheel only.

   CAUTION: Do not allow paint remover to contact the skin. Eye protection is also recommended.

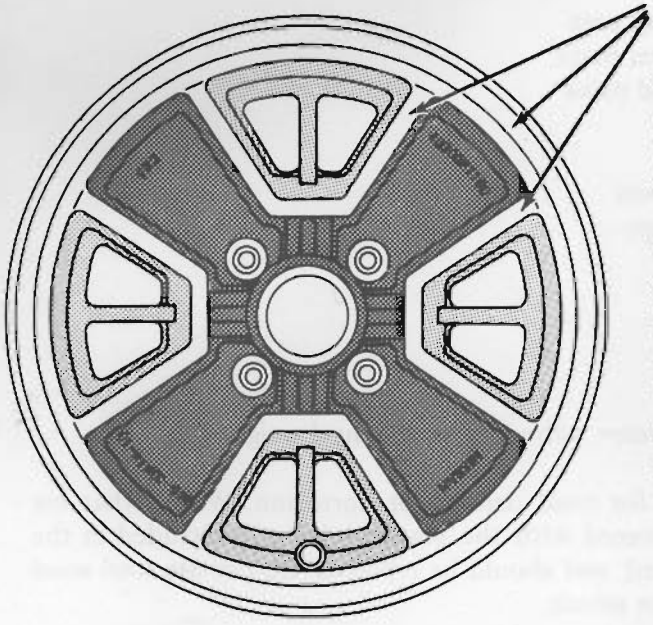
5. After the first application of paint remover, scrub the wheels with the scrub pad to remove the coating. Repeat the procedure twice more. After the third application, rinse the wheel thoroughly with water. If any paint remains, remove it with another application of paint remover, then rescrub and rinse the wheel.

6. Blow dry the wheels with compressed air. Be careful not to spread the residue from the paint remover.

7. Clean the front side of the wheels with lacquer thinner or other appropriate cleaner. Also clean any areas on the inside of the wheels stripped by excess paint remover.

8. Mask off all the machined surfaces of the wheels as illustrated below. Place a plastic plug (included in the recoat kit) in each lug nut hole.

9. Following the paint manufacturer's recommendation, apply three medium coats of the appropriate color paint to the areas of the wheels illustrated below. Allow each coat to flash dry prior to application of the next coat.



Mask off all machined surfaces.

Silver Wheels:
Apply silver paint to all cast surfaces. The cast surfaces are indicated by both light and dark shading.

Gold Wheels:
First, apply silver paint to the areas indicated by light shading. When the silver paint has flash dried, mask over the silver paint before applying gold paint to the areas indicated by dark shading. Do not allow tape to contact freshly painted surfaces.

(Continued)

(Perform steps 10 to 12 within 30 minutes of completing step 8.)

10. Remove the masking tape, and thoroughly clean the machined surfaces of any over-spray or adheasive.

11. Apply the clear coat to any areas on the rear of the wheels affected by paint remover.

12. Following the paint manufacturer's recommendations, apply three medium coats of the clear coat to the front of the wheels. Allow each coat to flash dry prior to application of the next coat.

13. Allow the wheels to dry 16 to 24 hours before handling.

14. Install new valve stems, reinstall the center caps, and remount and balance the tires.

Parts Information.

Part Name	Part Number
Mag Wheel Recoat Kit	99990-00549

Warranty Information.

For Recoating Wheels	CS:	9Y
	PNC:	P9105
	CT:	99
	Operation:	P9-1051
	Flat Rate:	7.2 Hrs.
For Replacing Wheels	CS:	9Y
	PNC:	P9105
	CT:	99
	Operation:	P9-1052
	Flat Rate:	1.8 Hrs.

DSM approval required if wheels are replaced.

Steering

Bulletin No.	TS79-047
Date	Nov. 20, 1979
Classification	ST79-001
Section	Steering
Models	810

810 SERVICE MANUAL REVISION

Service Information. 810 manual steering gear preload specifications have been revised as outlined below. Please revise these specifications in the ST section of 1977 through 1980 810 service manuals.

Former		New	
Initial turning torque: Worm bearing	0.39 – 0.78 N.m (4.0 – 8.0 kg-cm) (3.5 – 6.9 in-lb)	Worm bearing preload (with oil seal)	0.39 – 0.59 N.m (4.0 – 6.0 kg-cm) (3.5 – 5.2 in-lb)
Turning torque: Worm shaft	0.49 – 1.23 N.m (5.0 – 12.5 kg-cm) (4.3 – 10.9 in-lb)	Total gear preload (with oil seal)	0.83 – 1.23 N.m (8.5 – 12.5 kg-cm) (7.4 – 10.9 in-lb)
			0.20 – 0.39 N.m (2.0 – 4.0 kg-cm) (1.7 – 3.5 in-lb) Higher than worm bearing preload

Engine Control Fuel & Exhaust System

Bulletin No.	TS79-050
Date	December 21, 1979
Classification	FE79-001
Section	Engine Control, Fuel & Exhaust
Models	200SX, 1980

CHOKE SYSTEM/CARBURETOR LINKAGE OPERATION, 200SX

Predelivery inspections of 1980 200SX's have revealed that the throttle valve may not fully open on some of the early models. Be especially careful on predelivery inspection of this model, and adjust when needed.

The completely new ENGINE CONTROL, FUEL & EXHAUST SYSTEM (FE) section of the 1980 200SX Service Manual details procedure for throttle cable adjustment on this vehicle, starting on page FE-2. The 1980 PDI form lists throttle cable inspection and adjustment as "Choke System/Carburetor Linkage Operation".

Do not neglect this important inspection/adjustment at PDI. Please review your service manual if you are in doubt about procedure.

Body & Frame

Bulletin No.	TS79-005
Date	March 27, 1979
Classification	BF79-001
Section	Body & Frame
Models	280ZX

SEAT RATTLE, 280ZX

Service Information. The driver's seat on some 280ZX vehicles may rattle slightly. The rattle can be corrected by installing shims in the pivot points of the height adjustment mechanism, as described in the service procedure.

Materials: Hard nylon spacer block or 3/4" sheet metal screw.
8mm ID washers in various thicknesses.
Conventional wheel alignment shims, in various thicknesses.

Service Procedure.

1. Remove the driver's seat from the vehicle, and invert it to expose the seat track mechanism.

2. Slide the seat track back to expose the screw illustrated in Fig. 1. Loosen this screw and slide the track forward to expose the corresponding screw at the rear of the seat track.

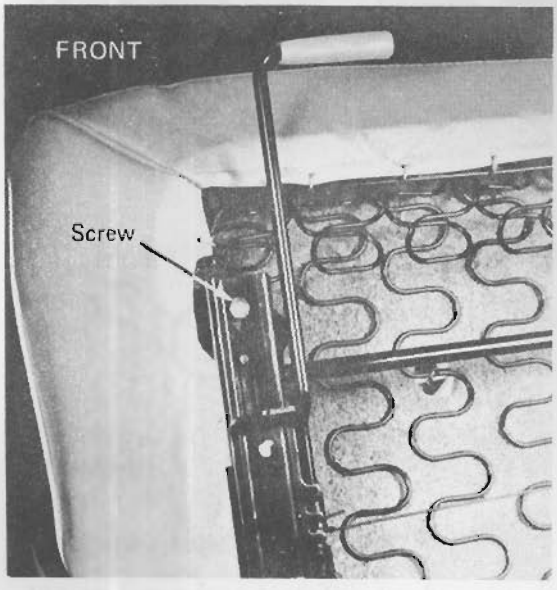


Fig. 1

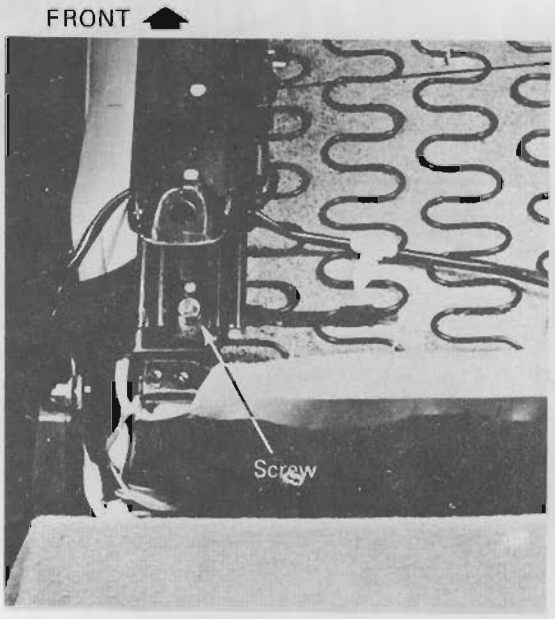


Fig. 2

(Continued)

3. Remove the rear seat track screw (Fig. 2) and push the track to the side.

4. Peel back the seat cover material as illustrated in Fig. 3.

5. Remove the "E" clip, flat washer, and seat rail bracket, illustrated in Fig. 3.

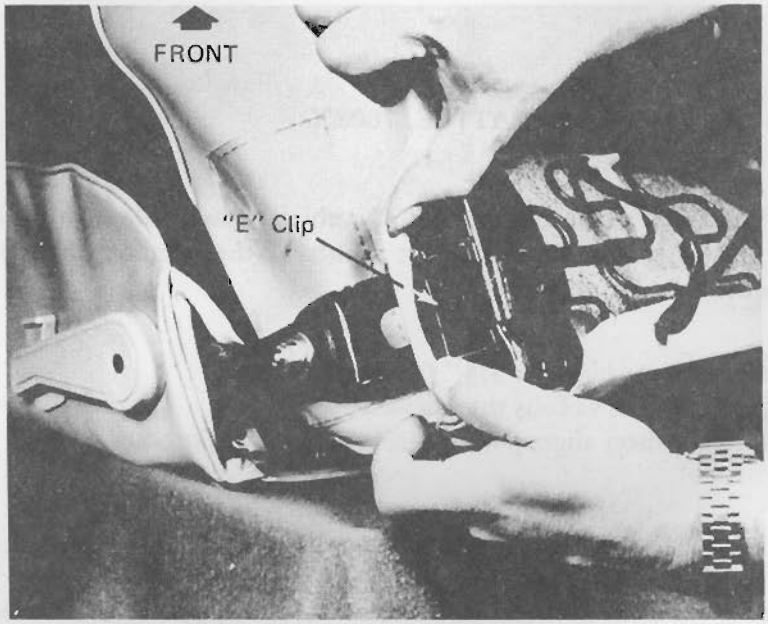


Fig. 3

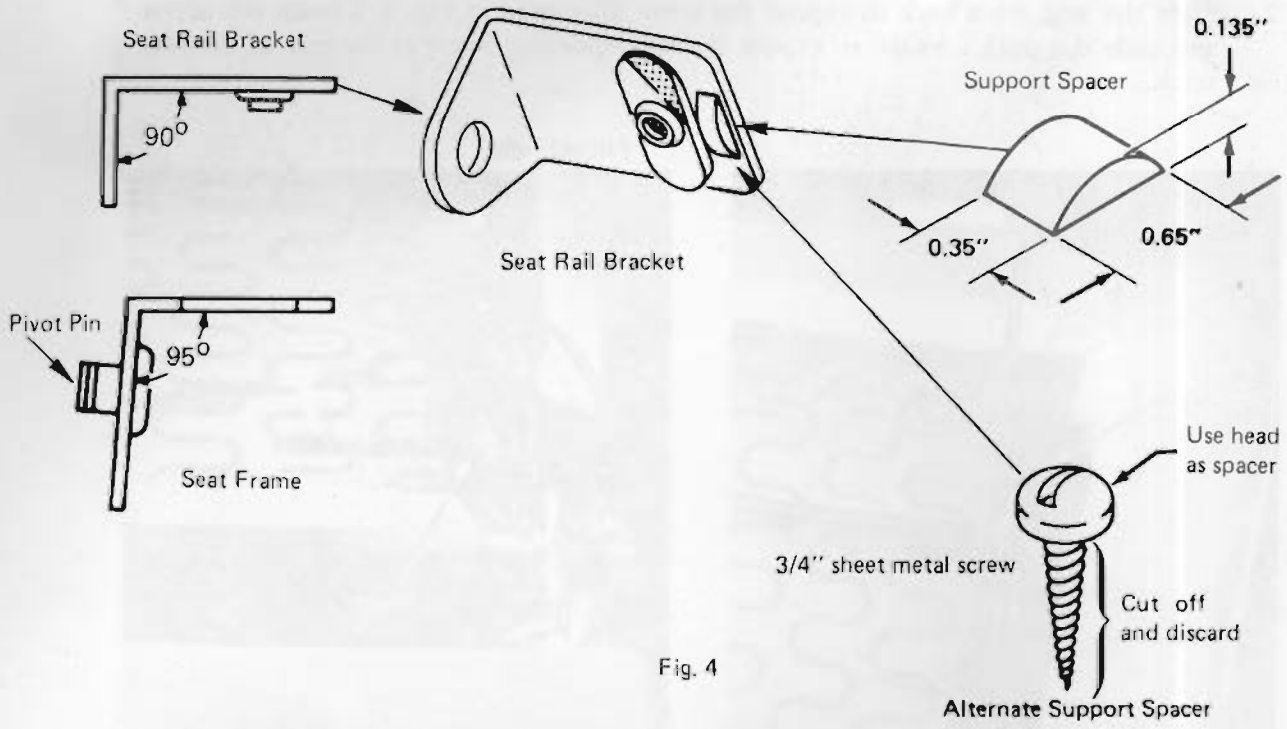


Fig. 4

6. Because the seat frame and seat rail bracket are made at different angles and do not mate together, it will be necessary to fabricate the support spacer illustrated in Fig. 4. The support spacer should be made from hard nylon or similar material. If nylon is not available, make an alternate support spacer from the head of a 3/4" sheet metal screw.

(Continued

7. Mount the support spacer on the seat rail bracket as illustrated, using epoxy or other suitable bonding agent.

8. Lubricate the pivot with a small amount of grease and install a shim washer of sufficient thickness to remove any play from the pivot. Reinstall the "E" clip.

   Caution: The pivot must move freely. Too thick a shim will cause the pivot to bind.

9. Reinstall the seat track and tighten both screws.

10. Install a wheel alignment shim of sufficient thickness to remove any play at the point illustrated in Fig. 5.

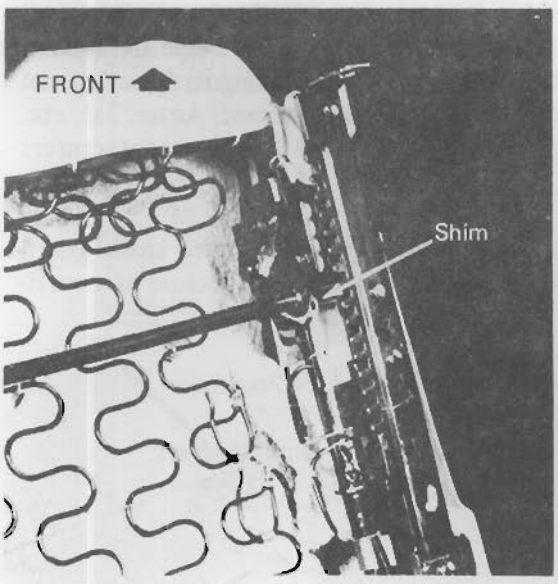


Fig. 5

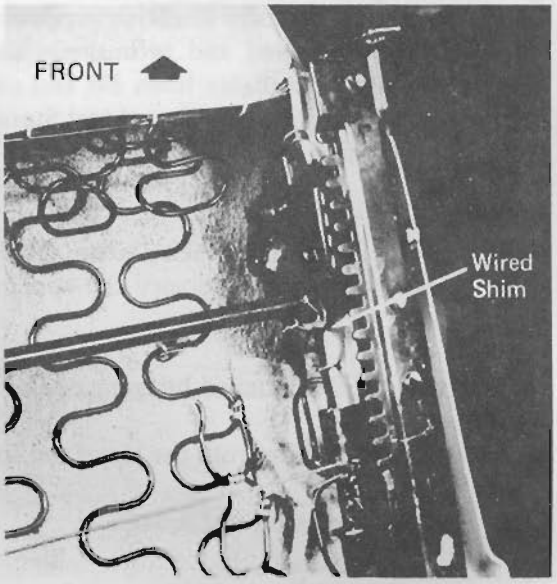


Fig. 6

11. Lockwire the shim securely in place as illustrated in Fig. 6.

12. Reinstall the seat in the vehicle. Tightening Torque: 2.4 to 3.2 kg-m (17 to 23 ft.lbs).

Bulletin No.	TS79-006
Date	Feb. 22, 1979
Classification	BF79-002
Section	Body & Frame
Models	All

REFINISHING DAMAGE RESISTANT LOWER PANEL FINISHES AND REPLACEMENT BODY PANELS

Service Information. 1979 vehicles are equipped with protective undercoating and a stone guard coating on lower external body panels. These coatings can be renewed during body repair using commercially available products. Body panels, such as fenders, and wheel well panels can be installed and refinished and then undercoated with conventional asphalt base undercoating available from 3M and other manufacturers. The stone guard coating can be refinished using a vinyl, Gravel and Stone Guard available from Du Pont, Acme, 3M, etc. The vinyl coating is applied in a conventional manner as outlined in the manufacturers instructions.

Service Procedure. Since each Datsun model has a slightly different texture stone guard coat, it will be necessary to vary the application technique to match the texture of a particular model.

The texture can be matched by using one or more of the following techniques.

1. Vary the distance from the tip of the spray gun to the surface being sprayed.
2. Apply wet or semi-wet coats.
3. Vary the number of coats.
4. Vary the air pressure at the spray gun.

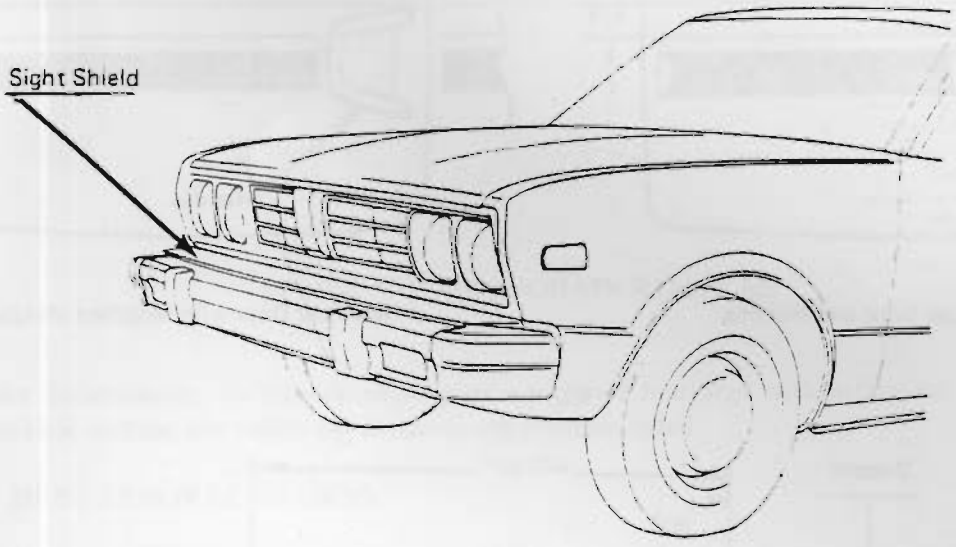
It may be helpful to match the texture on a sample panel, before applying the coating to the vehicle.

Bulletin No.	TS79-013
Date	March 22, 1979
Classification	BF79-003
Section	Body & Frame
Models	510

FRONT BUMPER SIGHT SHIELD VIBRATION, 510

Production Change. To eliminate vibration, a third support has been added to the front bumper sight shield. The part number remains unchanged.

Beginning Serial Numbers. HLA10-009673
HLA10-953+86
KHLA10-011757
WHLA10-019563



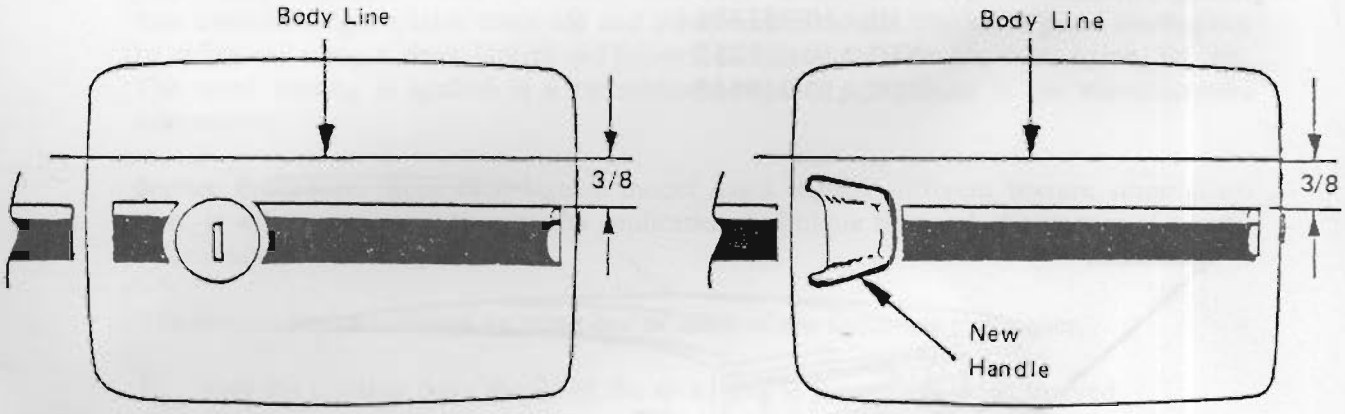
Service Information. Vibration and buzzing noises similar to tire balance, drive line, or wheel bearing symptoms, occuring in early production 510 models, that cannot be corrected by conventional means, may be caused by the front bumper sight shield vibrating. Tape the gap between the bumper and the sight shield, to prevent air from passing underneath the sight shield causing it to vibrate. If taping the sight shield corrects the vibration, install a later model shield.

Parts Information. The part number 62080-W5800 remains unchanged.

Bulletin No.	TS79-021
Date	April 3, 1979
Classification	BF79-004
Section	Body Frame
Models	210

BODY SIDE MOLDING KIT MODIFICATION, 210

Service Information. Due to a minor product change to 210 models, body side molding kits will have to be modified before installation, as illustrated below.



Former Fuel Door and Molding

New Fuel Door with Modified Molding

Fig. 1

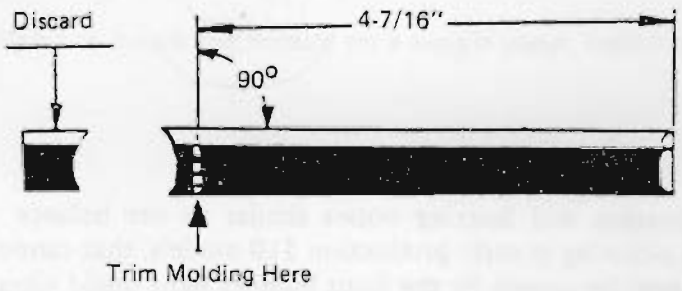


Fig. 2

Service Procedure. After trimming, install the molding so the rear edge is against the lock handle gasket and the upper edge is 3/8" below the body line. Ensure the fuel door molding is aligned with the rear quarter molding.

(Continued

Parts Information.

Part Name	Part Number
210 2-Door and Hatchback Body side Molding	Blue 99990-00750 BL Black 99990-00751 BK Green 99990-00752 GR Tan 99990-00753 TA
210 4-Door Body Side Molding	Blue 99990-00754 BL Black 99990-00755 BK Green 99990-00756 GR Tan 99990-00757 TA
210 Wagon Body Side Molding	Blue 99990-00758 BL Black 99990-00759 BK Green 99990-00760 GR Tan 99990-00761 TA

Bulletin No.	TS79-040
Date	August 28, 1979
Classification	BF79-005
Section	Body & Frame
Models	All

STRIPE AND WOODGRAIN REMOVAL

Service Information. To remove striping or woodgrain markings with minimum damage to the vehicle surface, the following methods are recommended:

1. HEAT REMOVAL METHOD

Heat one corner of the marking with a heat gun or heat lamp. Heat will soften the adhesive and make the marking more flexible.

Caution: Excessive heat may damage paint. Do not exceed 150°F surface temperature.

Loosen the heated corner of marking, using a fingernail or a plastic squeegee. Pull the marking back slowly at less than a 90° angle while continuing to apply heat to the marking just ahead of the area which is being removed. The slow pulling action is necessary to minimize adhesive residue on the vehicle surface.

If adhesive residue remains after the marking is removed, wipe a small area of the residue with a clean soft rag saturated with a wax and silicone remover, such as Inmont's R&M 900 Pre-Kleano or Ditzler's Acrylic-Clean, or an adhesive remover, such as 3M's Adhesive Remover.

(Continued)

Note: If another brand of wax and silicone remover is used, test it in an inconspicuous location on the vehicle to determine if it will damage the paint.

Immediately after application, wipe dry with a clean, soft, dry rag. Repeat this procedure until all adhesive residue is removed.

Caution: Damage may result if the remover touches plastic parts (side marker or taillight lenses) or is allowed to remain on the vehicle's painted surface for a prolonged period of time.

2. CHEMICAL REMOVAL METHOD

Cover the marking with paper towels, or an equivalent type of absorbent material, saturated with 3M's Woodgrain and Stripe Remover. Allow the paper towels to stand for at least four (4) minutes. If towels become dry, apply additional remover.

Caution: Damage may result if remover comes in contact with plastic parts (side marker or taillight lenses) or is allowed to remain on the vehicle painted surface for a prolonged period of time.

After four minutes carefully remove the towels from the vehicle. Remove marking from vehicle by scraping with a plastic squeegee. If an adhesive residue remains, follow the same procedure as outlined in part 1 for the removal of the residue.

Parts Information. Removers are usually available from automotive paint manufacturers and may be found under "Solvents" in the telephone Yellow Pages. The following is a list of recommended removers.

1. "R&M Wax & Silicone Remover – 900 Pre-Kleano", Inmont Corp., Rinshed-Mason Products.

2. "Acrylic-Clean Wax and Grease Remover", PPG Industries, Inc., Ditzler Automotive Finishes.

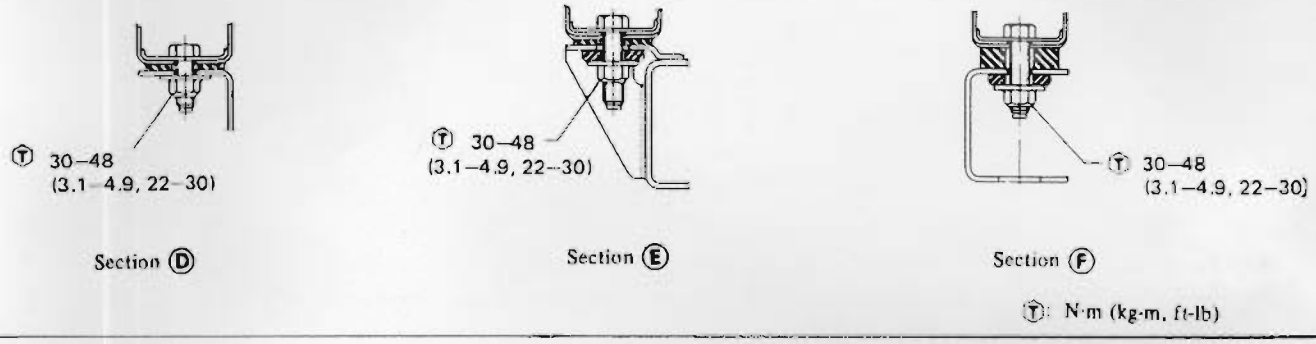
3. "Woodgrain & Stripe Remover (P/N 08907)" and "Adhesive Remover (P/N 08908) available from Adhesive, Coatings and Sealers Division, 3M Company.

Bulletin No.	TS79-051
Date	Dec. 26, 1979
Classification	BF79-006
Section	Body & Frame
Models	1980 720

TORQUE SPECIFICATIONS, REAR BODY MOUNTING, 720

In the Body and Frame Section of the 1980 720 Service Manual, page BF-26, the figures at the bottom, labeled Sections D, E and F, contain incorrect torque specifications. The correct torque specification is 22-30 ft.lbs. Please correct your copy by hand.

CORRECT

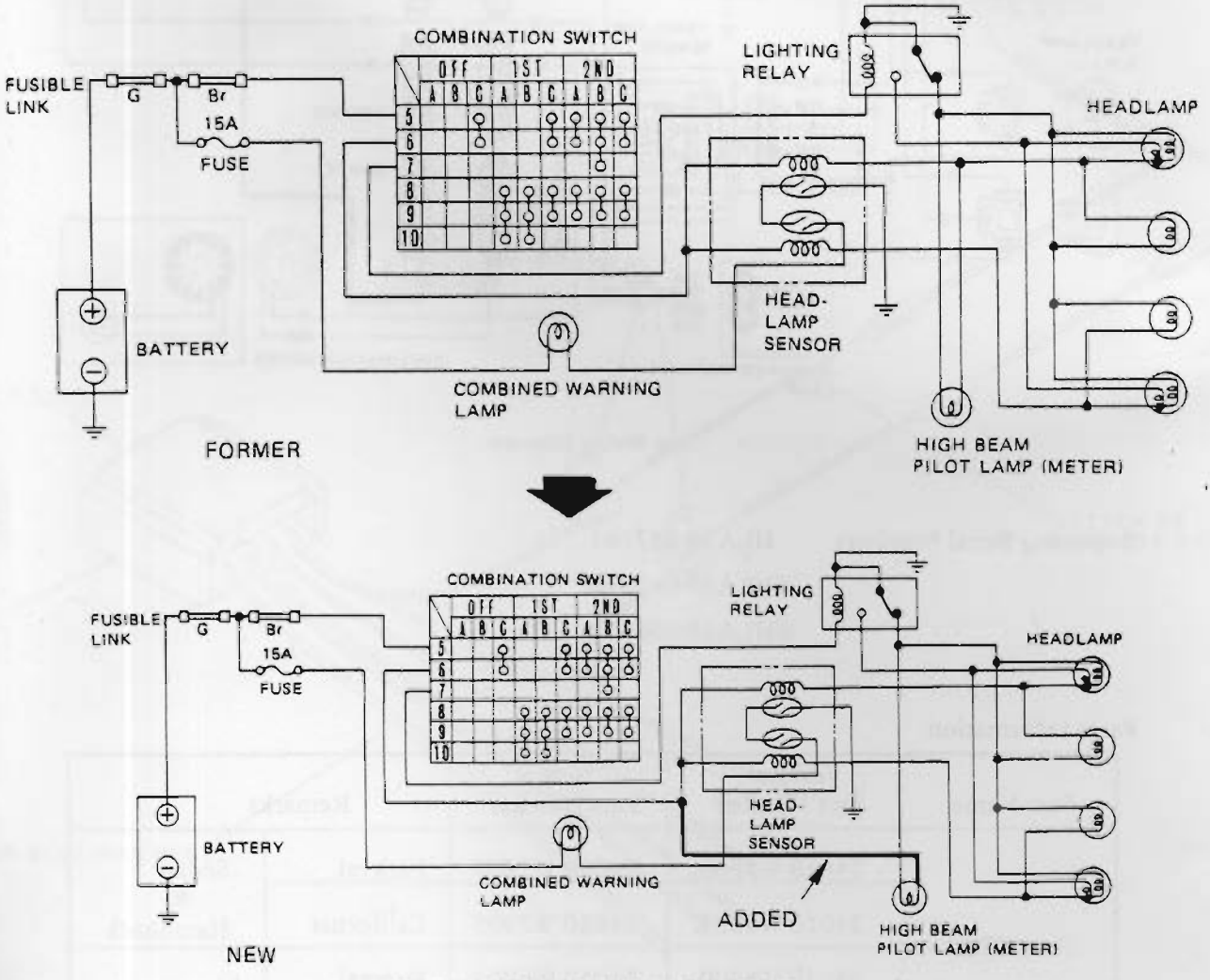


Body Electrical

Bulletin No.	TS79-003
Date	Jan. 19, 1979
Classification	BE79-001
Section	Body Electrical
Models	510

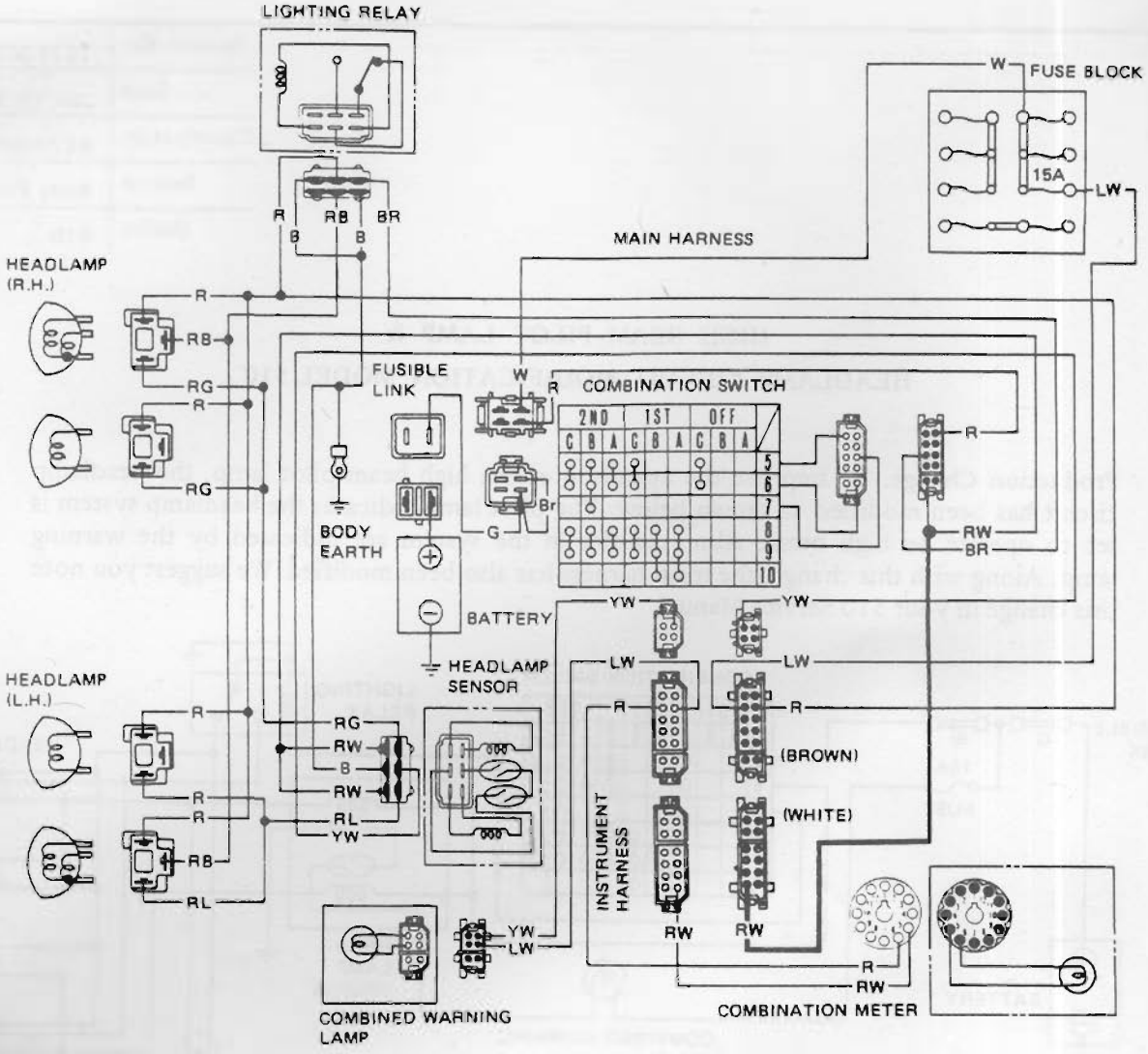
HIGH BEAM PILOT LAMP & HEADLAMP CIRCUIT MODIFICATION, MODEL 510

Production Change. To improve the operation of the high beam pilot lamp, the headlamp circuit has been modified as shown below. The pilot lamp indicates the headlamp system is set to operate on high beam. Abnormalities in the system are indicated by the warning lamp. Along with this change, the main harness has also been modified. We suggest you note this change in your 510 Service Manual.



Former and New Operational Schematics

(Continued)



New Wiring Diagram

Beginning Serial Numbers. HLA10-063761
KHLA10-061646
WHLA10-050515

Parts Information.

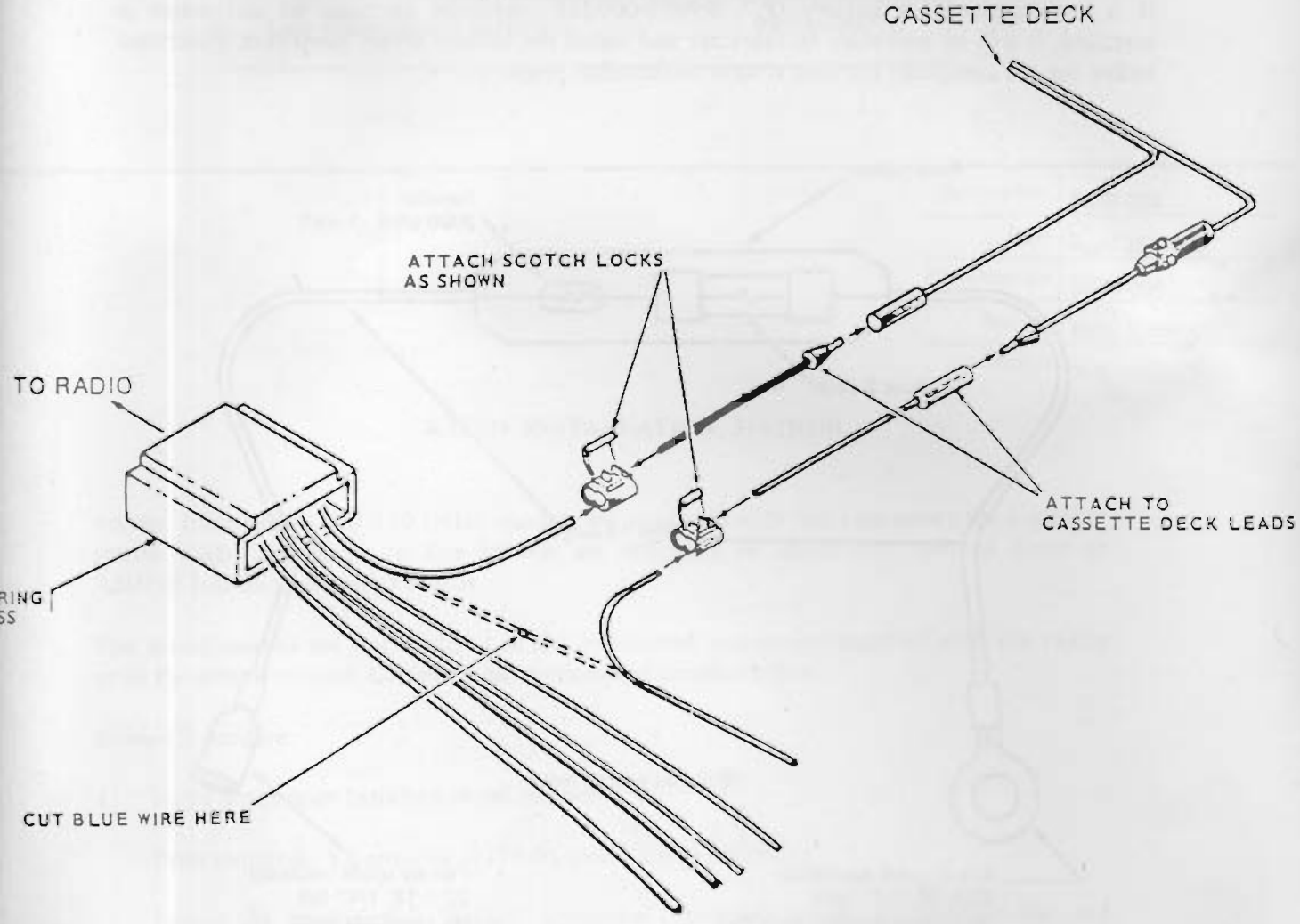
Part Name	Former Part Number	New Part Number	Remarks	
HARNESS – MAIN	24010 W5800	24010 W5805	Federal	Sedan & Hatchback
	24010 W5900	24010 W5905	California	
	24010 W6800	24010 W6801	Federal	Station Wagon
	24010 W6810	24010 W6811	California	

Interchangeability. Yes.

Bulletin No.	TS79-011
Date	March 20, 1979
Classification	BE79-002
Section	Body Electrical
Models	N10 (310)

CASSETTE DECK POWER SUPPLY, N10 (310)

Service Information. When installing cassette deck B9315-M9000 in N10 (310) vehicles, it will be necessary to modify the radio's wiring harness as illustrated below. The necessary "Scotch Locks" and lead wires are supplied with the cassette deck.

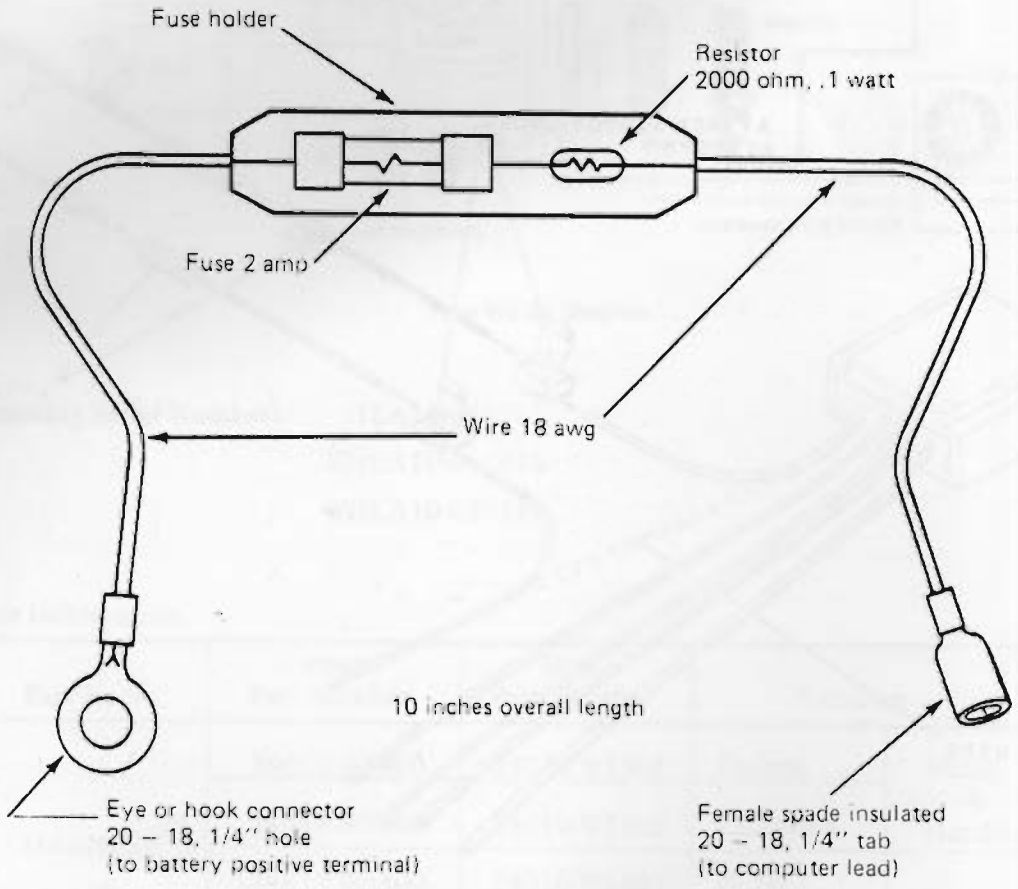


Bulletin No.	TS79-022
Date	April 6, 1979
Classification	BE79-003
Section	Body Electrical
Models	280-ZX

BATTERY SENSOR, 280-ZX

Service Information. In 280-ZX models when replacing the original battery with the Prestolite warranty replacement battery (P/N 99996-00034), it will be necessary to install an Electrolyte Level Sensor Kit (P/N 99996-00085) for the computer warning system to function properly. This is the same sensor kit and battery used in 810 models.

If a low maintenance battery (P/N 99996-00026), without openings to add water is installed, it will be necessary to fabricate and install the battery sensor substitute illustrated below for the computer warning system to function properly.



280-ZX Battery Sensor Substitute

(Continued)

Materials (local purchase): Fuse holder
Fuse, 2 amp
Resistor, 2000 ohm, 0.1 watt
Eye connector, 20-18, 1/4"
1/4" spade connector, female, insulated
Wire, 10" 18 gauge

Parts Information.

Part Name	Part Number
Electrolyte level sensor kit	99996-00085
Prestolite warranty replacement battery	99996-00034
Low maintenance battery	99996-00026

Bulletin No.	TS79-025
Date	April 25, 1979
Classification	BE79-004
Section	Body Electrical
Models	310

RADIO INSTALLATION, 310 (N10)

Service Information. All 310 (N10) models are equipped with radio harnesses for 4-speaker stereo. Slight alterations to this harness are necessary to install AM, AM/FM mono or AM/FM 3-speaker multiplex radios.

The modifications are not outlined in the installation instruction supplied with the radios or in the service manual. Complete instructions are detailed below.

Service Procedure.

1. Noise Suppressor Installation (all radios)

   Parts required: 1 Capacitor -0175-01 (included in radio kit)

   Locate the single female "bullet" connector (black wire) under the ignition coil, and connect it to capacitor -0175-01. Fasten the capacitor to a coil mounting screw.

   Note: The remaining capacitor (-0121-00) supplied in the radio kit is not used and can be discarded.

(Continued)

2. AM and AM/FM Mono Installation – HN10, KHN10

Parts required:		
	1 AM mono receiver	B7930-M6610
	OR	
	1 AM/FM mono receiver	B7920-M6410
	1 front speaker kit	B9350-M7000
	1 antenna kit	27964-M7000

(a) Install radio and antenna as outlined on pages BE25 and BE26 of the 310 Service Manual.

(b) Locate the 6-prong connector (BR, B, WL, WR, L, RG) behind the center bezel and connect it to the radio.

(c) Install the speaker under the glove box as outlined in the instructions supplied in the front speaker kit.

(d) Locate the 2-prong connector (WR, WL) under the glove box and connect it to the speaker.

(e) Test radio and speaker operation and adjust the antenna trimmer.

3. AM/FM 3-speaker Multiplex Installation – KHN10

Parts Required:		
	1 AM/FM multiplex receiver kit	B7910-M6800
	1 front speaker kit	B9350-M7000
	1 rear speaker kit	B9340-M9200
	1 antenna kit	27964-M7000

(a) Install the radio and antenna as outlined on pages BE-25 and BE-26 of the 310 Service Manual.

(b) Locate the 6-prong connector (BR, B, WL, WR, L, RG) and the 3-prong connector (WR, WL, B) behind the center bezel and connect them to the radio.

(c) Install the speaker under the glove box as outlined in the instructions supplied in the front speaker kit.

(d) Locate the 2-prong connector (WR, WL) under the glove box and connect it to the speaker.

(e) Remove the center console. Locate and connect together a 4-prong male (WL, B, B, WB) and 4-prong female (YR, BR, BY, YI) connectors. Replace the center console. NOTE: The 3-prong connector is not used.

(f) Remove the luggage rear finisher and locate the right (YR, BR) and left (YL, BY) speaker harnesses.

(Continued)

(g) Install the rear speaker mounting brackets as outlined in the instructions supplied in the rear speaker kit.

(h) Install the speakers, connect the speaker harnesses and replace the luggage rear finishers.

(i) Test radio and speaker operation and adjust the antenna trimmer.

4. AM/FM 3-Speaker Multiplex Installation – HN10

Parts Required:		
	1 AM/FM Multiplex receiver kit	B7910-M6800
	1 front speaker kit	B9350-M7000
	1 rear speaker kit	B9340-M9000
	1 antenna kit	27964-M7000

(a to e) Same as 3, KHN10

(f) Remove rear seat cushion

(g) Remove rear side finishers

(h) Locate speaker harness beneath carpet at the right front of the rear seat, and attach the speaker harness supplied with the rear speaker kit. Run the speaker harness to the left side speaker location. Locate the right speaker harness behind the right side speaker location.

(i) Install the rear speakers, connect the speaker harness, and replace the rear side finishers and rear seat.

(j) Test radio and speaker operation, and adjust the antenna trimmer.

Parts Information:

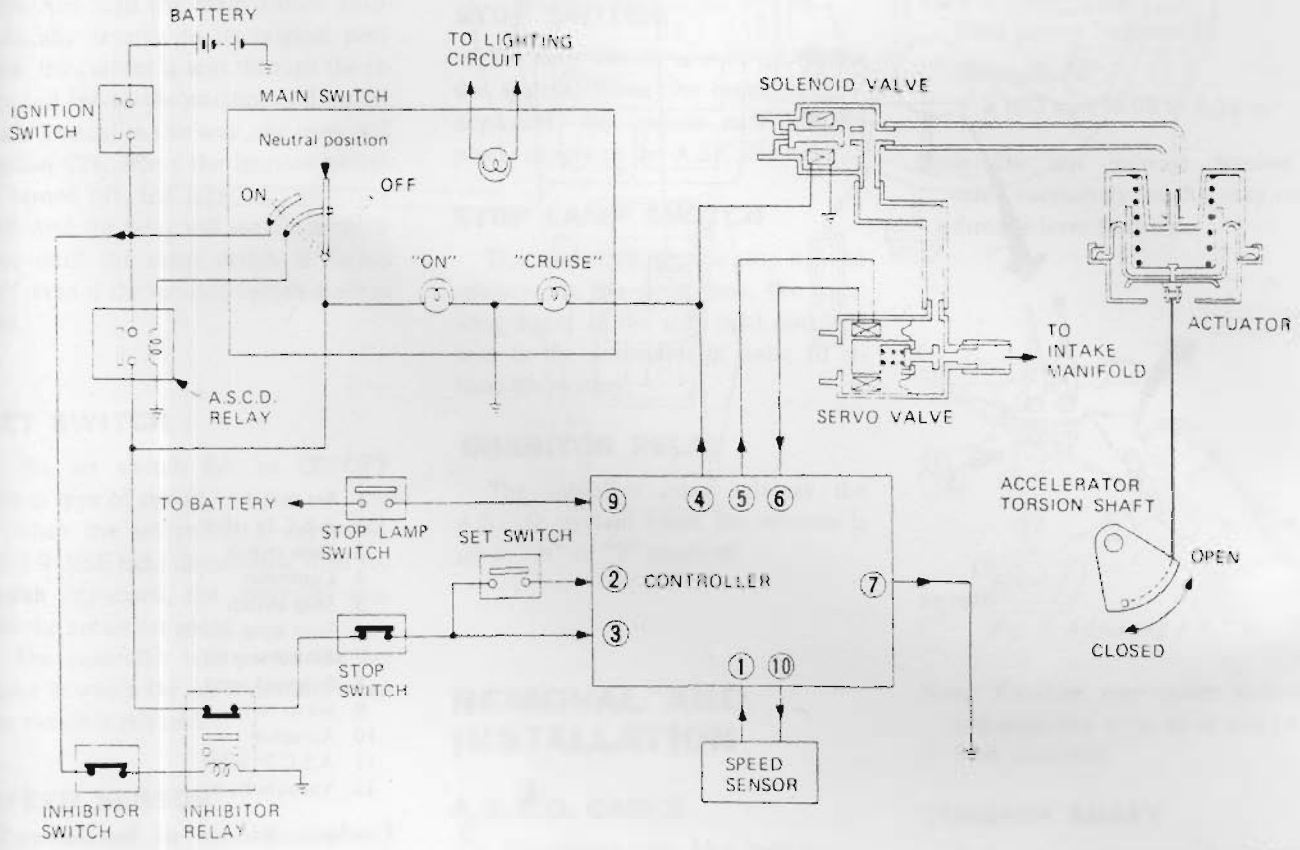
AM Radio	B7930-M6610
AM/FM Mono Radio	B7920-M6410
AM/FM MPX Radio Kit	B7910-M6800
Front Speaker Kit	B9350-M7000
Rear Speaker Kit	B9340-M9200
Antenna Kit	27964-M7000

AUTOMATIC SPEED CONTROL DEVICE (A.S.C.D.)

Contents Page No.

AUTOMATIC SPEED CONTROL DEVICE (A.S.C.D.)

CAUTION: Before starting to work on any part of electrical system, disconnect battery ground cable.



BE718D

Fig. 1 A.S.C.D. System Diagram

DESCRIPTION

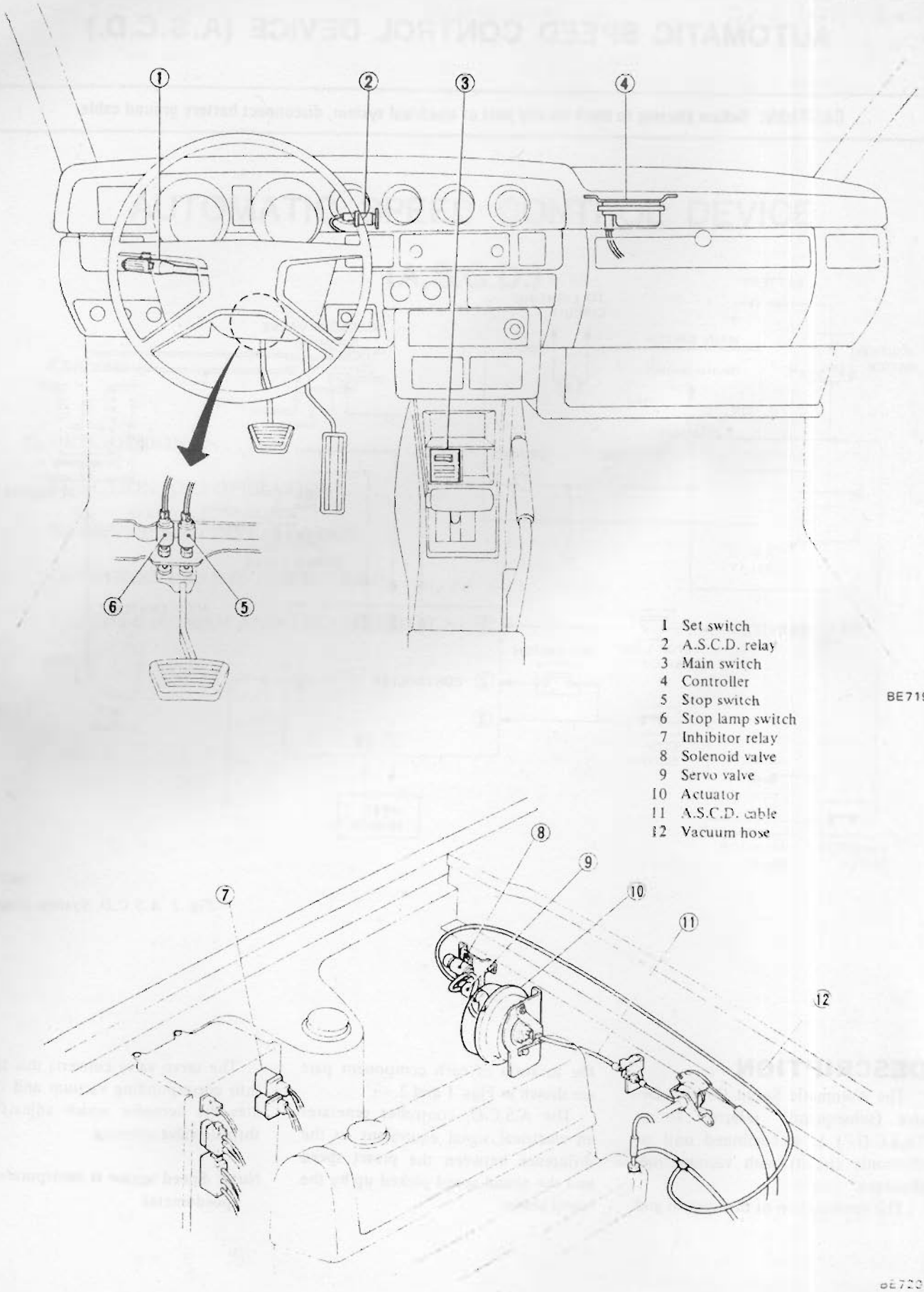
The Automatic Speed Control Device (subsequently referred to as "A.S.C.D.") is a combined unit of electronic circuits with vacuum mechanisms.

The construction of this system and the location of each component part are shown in Figs. 1 and 2.

The A.S.C.D. controller generates an electrical signal equivalent to the difference between the preset speed and the actual speed picked up by the speed sensor.

The servo valve converts this signal into corresponding vacuum and operates the actuator which adjusts the throttle valve opening.

Note: Speed sensor is incorporated in speedometer.



1 Set switch
2 A.S.C.D. relay
3 Main switch
4 Controller
5 Stop switch
6 Stop lamp switch
7 Inhibitor relay
8 Solenoid valve
9 Servo valve
10 Actuator
11 A.S.C.D. cable
12 Vacuum hose

Fig. 2 Component Parts and Locations

FUNCTION AND OPERATION

MAIN SWITCH

The main switch has a holding type of circuit.

When the main switch is turned ON with the ignition switch ON (Fig. 1), the exciting coil of the relay will be energized and the relay will turn ON, thus supplying current to the system. Although the main switch automatically returns to its original position, the current is sent through the relay and fed to the exciting coil via the main switch; in this way, the relay will remain ON. When the ignition switch is turned off, the relay will also turn off. And the relay will remain inoperative until the main switch is turned ON, even if the ignition switch is set to ON.

SET SWITCH

The set switch has an ON-OFF switch type of circuit.

When the set switch is depressed, the CRUISE light illuminates. With the switch depressed, the controller cancels the preset car speed.

The controller will preset the car speed at which the car is running when the switch is released.

SPEED SENSOR (Contained in speedometer)

The speed sensor is an ON-OFF type sensor generating two pulses per revolution of the meter cable.

SERVO VALVE (Transducer)

The servo valve causes the vacuum valve and atmospheric valve to open or close according to the input current and adjusts the vacuum from the intake manifold.

CONTROLLER

The controller compares the preset speed with the actual car speed, and maintains the preset speed by increasing or decreasing the current flowing through the servo valve.

SOLENOID VALVE

The solenoid valve is the safety valve which shuts off the atmospheric passage to the vacuum line, when the system activates.

ACTUATOR

The actuator causes the throttle to open and close, by vacuum, through the servo valve.

STOP SWITCH

The stop switch is used to release the system. When the brake pedal is depressed, this switch cuts off the power supply to the A.S.C.D. circuit.

STOP LAMP SWITCH

This switch causes the stop light to operate. At the same time, the operating signal of the stop light circuit is sent to the controller in order to release the system.

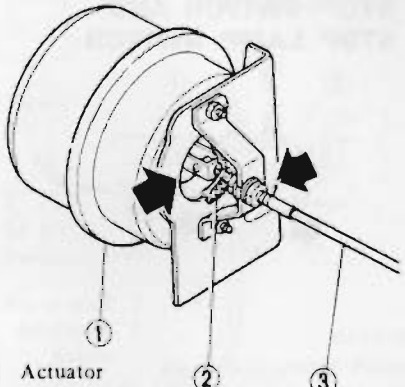
INHIBITOR RELAY

The inhibitor relay releases the A.S.C.D. system when the selector is set to "N" or "P" position.

REMOVAL AND INSTALLATION

A.S.C.D. CABLE

1. Disconnect cable from actuator.
(1) Loosen lock nut attaching cable bracket.
(2) Remove rubber boots.



1 Actuator
2 Rubber boot
3 Cable

BE721D

Fig. 3 A.S.C.D. Cable

2. Loosen lock nut and remove cable from torsion shaft.
3. To install the cable, reverse the order of removal.

Adjustment

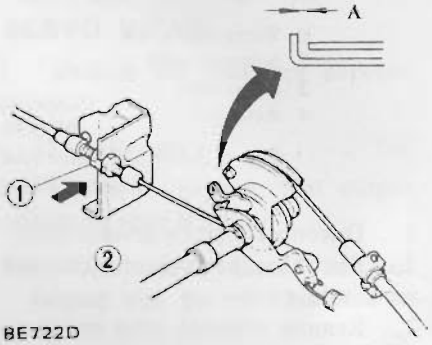
When installing, adjust A.S.C.D. cable as follows:

With throttle in idling conditions, adjust adjusting nut ① so that clearance "A" is specified value with no slack of cable.

Then tighten lock nut ②.

Clearance "A":
2 to 3 mm (0.08 to 0.12 in)

Note: Do not increase tension of cable excessively, as this may cause throttle lever to rotate.



BE722D

Fig. 4 Adjusting A.S.C.D. Cable

Note: Exercise care when removing and installing wire, so as not to deform wire end.

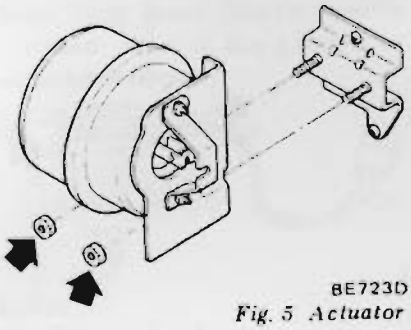
TORSION SHAFT

Refer to Accelerator Linkage for removal (Section FE).

ACTUATOR

1. Disconnect battery ground cable.
2. Disconnect cable from actuator.

Refer to A.S.C.D. cable for removal.

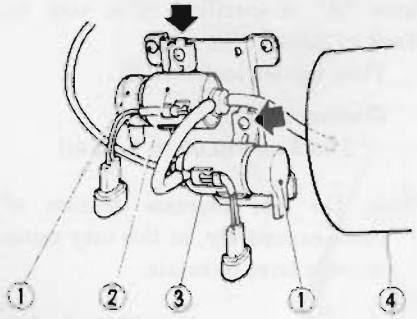


BE723D

Fig. 5 Actuator

3. Disconnect vacuum hose from actuator.
4. Remove nuts attaching actuator to the bracket attached on body.
5. To install actuator, reverse the order of removal.

SOLENOID VALVE AND SERVO VALVE



1 Water-tight cover
2 Solenoid valve
3 Servo valve
4 Actuator

BE724D

Fig. 6 Solenoid Valve and Servo Valve

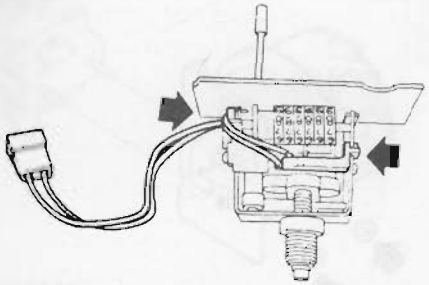
1. Disconnect battery ground cable.
2. Disconnect harness connector and vacuum hoses.
3. Remove solenoid valve and servo valve.
4. To install the valve, reverse the order of removal.

Note: Install valve so that water drain of water-tight cover faces downward.

SPEED SENSOR

The speed sensor is built into the combination meter.

1. Disconnect battery ground cable.
2. Remove speedometer, referring to Section BE of Service Manual.
3. Remove speed sensor by removing harness retaining screw.



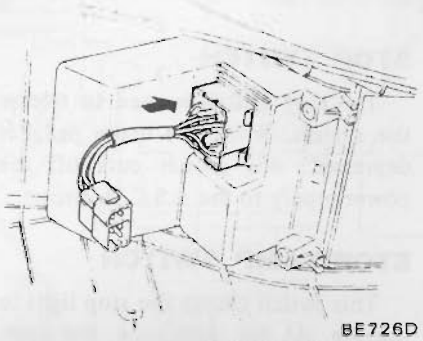
BE725D

Fig. 7 Speed Sensor

4. To install the sensor, reverse the order of removal.

MAIN SWITCH

1. Disconnect battery ground cable.
2. Remove console box.
3. Disconnect harness connector.
4. Push out main switch from behind console box.



BE726D

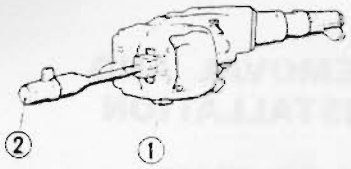
Fig. 8 Main Switch

5. To install the switch, reverse the order of removal.

SET SWITCH

Remove set switch as an assembly as it is built into combination switch.

Refer to Combination Switch for removal.

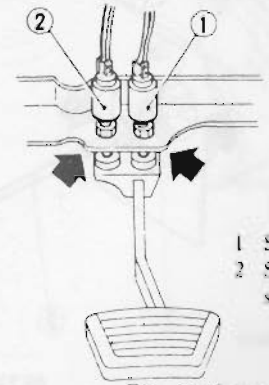


1 Combination switch assembly
2 Set switch

BE097D

Fig. 9 Set Switch

STOP SWITCH AND STOP LAMP SWITCH



1 Stop switch
2 Stop lamp switch

BE727D

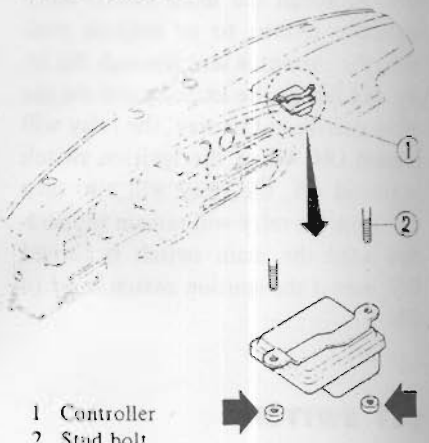
Fig. 10 Stop Switch and Stop Lamp Switch

1. Disconnect battery ground cable.
2. Loosen lock nut and remove switch.
3. To install switch, reverse the order of removal.

Adjustment

Refer to Brake Pedal for adjustment (Section BR of Service Manual).

CONTROLLER



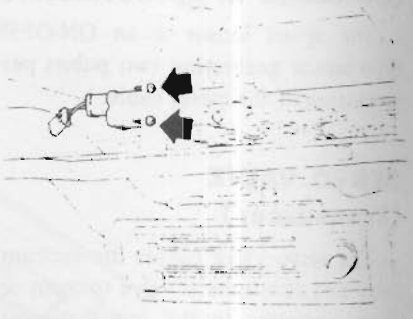
1 Controller
2 Stud bolt

BE728D

Fig. 11 Controller

1. Disconnect battery ground cable.
2. Remove glove box.
3. Remove controller from instrument panel.
4. To install controller, reverse the order of removal.

A.S.C.D. RELAY



BE729D

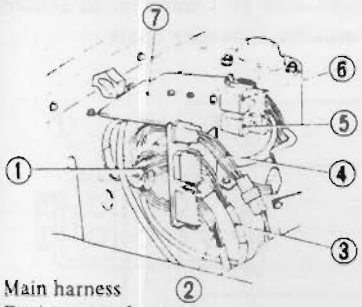
Fig. 12 A.S.C.D. Relay

1. Disconnect battery ground cable.
2. Remove cluster lid.

Refer to Combination Meter for removal.

3. Remove A.S.C.D. relay.
4. To install the relay, reverse the order of removal.

INHIBITOR RELAY (For A.S.C.D.)



1 Main harness
2 Engine room harness
3 Engine harness No. 2
4 Fusible link
5 Bulb check relay
6 Inhibitor relay
7 Relay bracket

BE195D

Fig. 13 Inhibitor Relay

1. Disconnect battery ground cable.
2. Remove relay cover.
3. Remove relay from relay bracket.
4. To install relay, reverse the order of removal.

COMPONENT PARTS INSPECTION

CAUTION:
a. Do not disassemble component parts when checking as all of them are replaced as assemblies.
b. When checking by using battery or circuit tester, be careful not to touch adjacent terminal at the same time. Extreme care must be taken in handling controller.

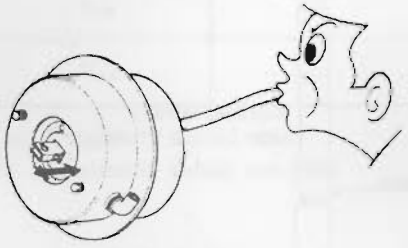
A.S.C.D. CABLE AND TORSION SHAFT

Visually check A.S.C.D. cable and torsion shaft for rust, damage or looseness.

ACTUATOR

1. Visually check actuator for damage or deformation.
2. Make sure that actuator moves smoothly without binding when diaphragm is pushed by hand.
3. Apply vacuum to actuator. If diaphragm moves to full position, it is normal.

Plug hose with vacuum applied. Make sure that actuator remains in full position.



BE100D

Fig. 14 Actuator

CAUTION:
When checking actuator by applying vacuum, do not apply engine vacuum directly.

SOLENOID VALVE

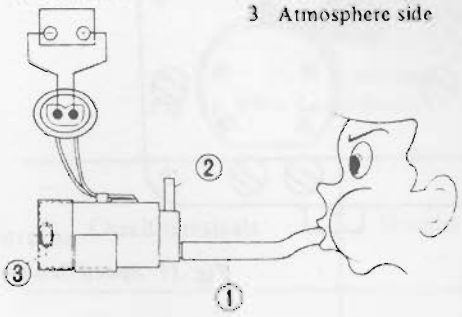
1. Measure the resistance between terminals.

25 to 30 ohms . . . . . OK

2. Check to be sure that the valve opens or closes by blowing air through port on actuator side.

Battery 12V

1 Actuator side
2 Servo valve side
3 Atmosphere side



BE101D

Fig. 15 Solenoid Valve

(1) Normal condition.

Check ports	Air flow
① - ② ① - ③ ② - ③	Yes

(2) 12V direct current is applied between terminals.

Check ports	Air flow
① - ②	Yes
① - ③ ② - ③	No

SERVO VALVE

1. Measure the resistance between terminals.

25 to 30 ohms . . . . . OK

2. Check to be sure that output vacuum of valve is proper.

Note: This check should be performed with the valve installed on car.

CAUTION:
With servo valve connected to system, do not apply current to servo valve. Be sure to disconnect solenoid valve side vacuum hose.

(1) Disconnect solenoid valve side vacuum hose at solenoid valve and connect vacuum gauge.
(2) Start engine and warm up engine until water temperature indicator points to the middle of gauge.
(3) Apply 0.3A direct current between terminals.

Note: Using about 20Ω-5W variable resistor, adjust so that a current of 0.3A will flow.

(4) Read vacuum gauge.

55 to 85 mmHg
(2.17 to 3.35 inHg) . . . . . OK

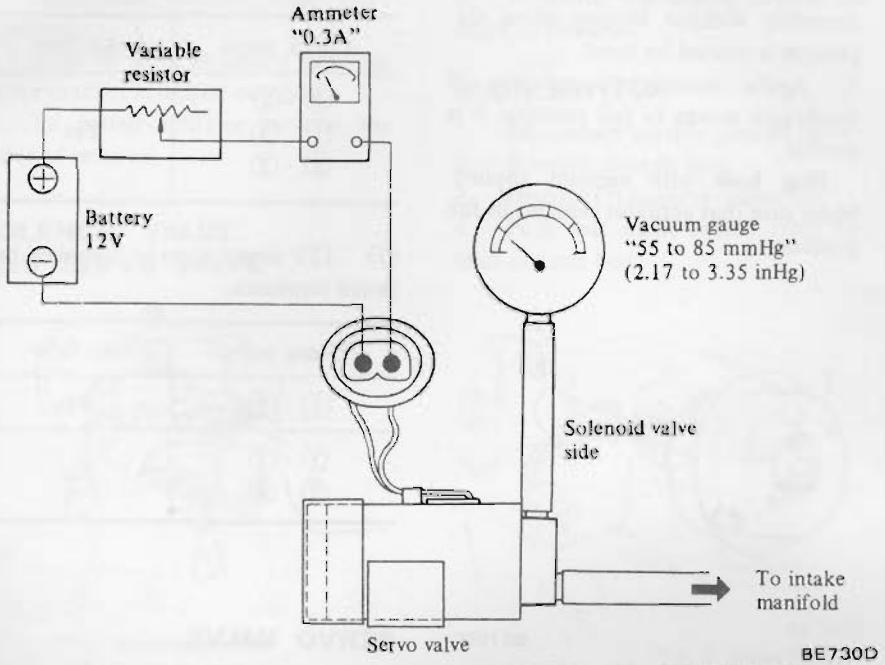


Fig. 16 Servo Valve

SPEED SENSOR

Note: Inspection must be made with speed sensor installed to combination meter.

Turning speedometer slowly by hand, test continuity of speed sensor circuit.

Continuity exists two times a turn . . . . . OK

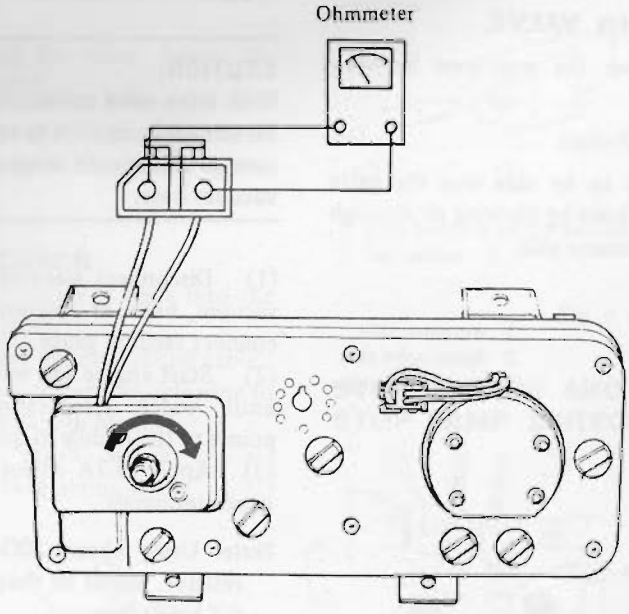


Fig. 17 Speed Sensor

MAIN SWITCH

Test continuity through switch or light with an ohmmeter in accordance with the following chart.

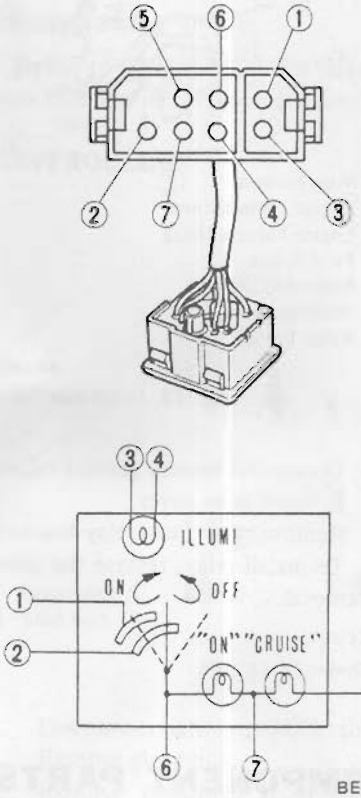


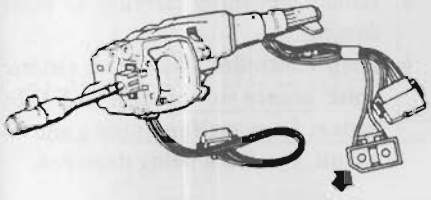
Fig. 18 Main Switch

Switch position / Check terminal	Normal	ON	OFF
① – ②	No	Yes	No
① – ⑥	No	Yes	No
② – ⑥	Yes	Yes	No
③ – ④	Yes	–	–
⑤ – ⑦	Yes	–	–
⑥ – ⑦	Yes	–	–

Yes: Continuity should exist.
No: Continuity should not exist.

SET SWITCH

Test continuity through switch with an ohmmeter.



BE107D

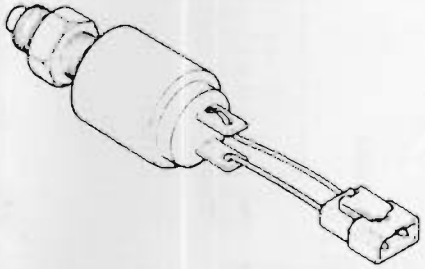
Fig. 19 Set Switch

Normal condition	Depress switch
No	Yes

Yes: Continuity should exist.
No: Continuity should not exist.

STOP SWITCH

Test continuity through switch with an ohmmeter.



BE733D

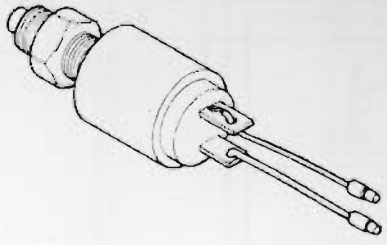
Fig. 20 Stop Switch

Normal condition	Push plunger
No	Yes

Yes: Continuity should exist.
No: Continuity should not exist.

STOP LAMP SWITCH

Test continuity through switch with an ohmmeter.



BE734D

Fig. 21 Stop Lamp Switch

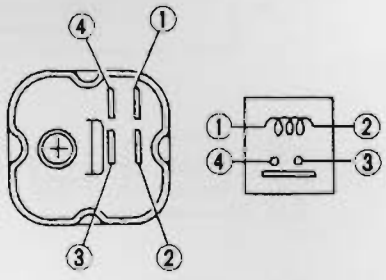
Normal condition	Push plunger
Yes	No

Yes: Continuity should exist.
No: Continuity should not exist.

RELAY

Test continuity through relay with an ohmmeter in accordance with the following chart.

A.S.C.D. relay



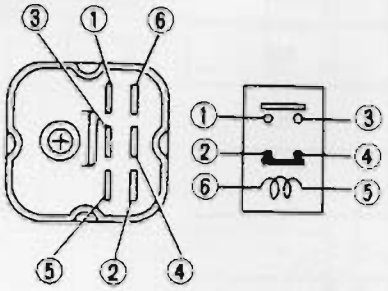
BE108D

Fig. 22 A.S.C.D. Relay

Check terminals	Normal condition	12V direct current is applied between terminals ① and ②
① – ②	Yes	–
③ – ④	No	Yes

Yes: Continuity should exist.
No: Continuity should not exist.

Inhibitor relay (For A.S.C.D.)



BE109D

Fig. 23 Inhibitor Relay (For A.S.C.D.)

Check terminals	Normal condition	12V direct current is applied between terminals ⑤ and ⑥
⑤ – ⑥	Yes	–
② – ④	Yes	No
① – ③	No	Yes

Yes: Continuity should exist.
No: Continuity should not exist.

CONTROLLER

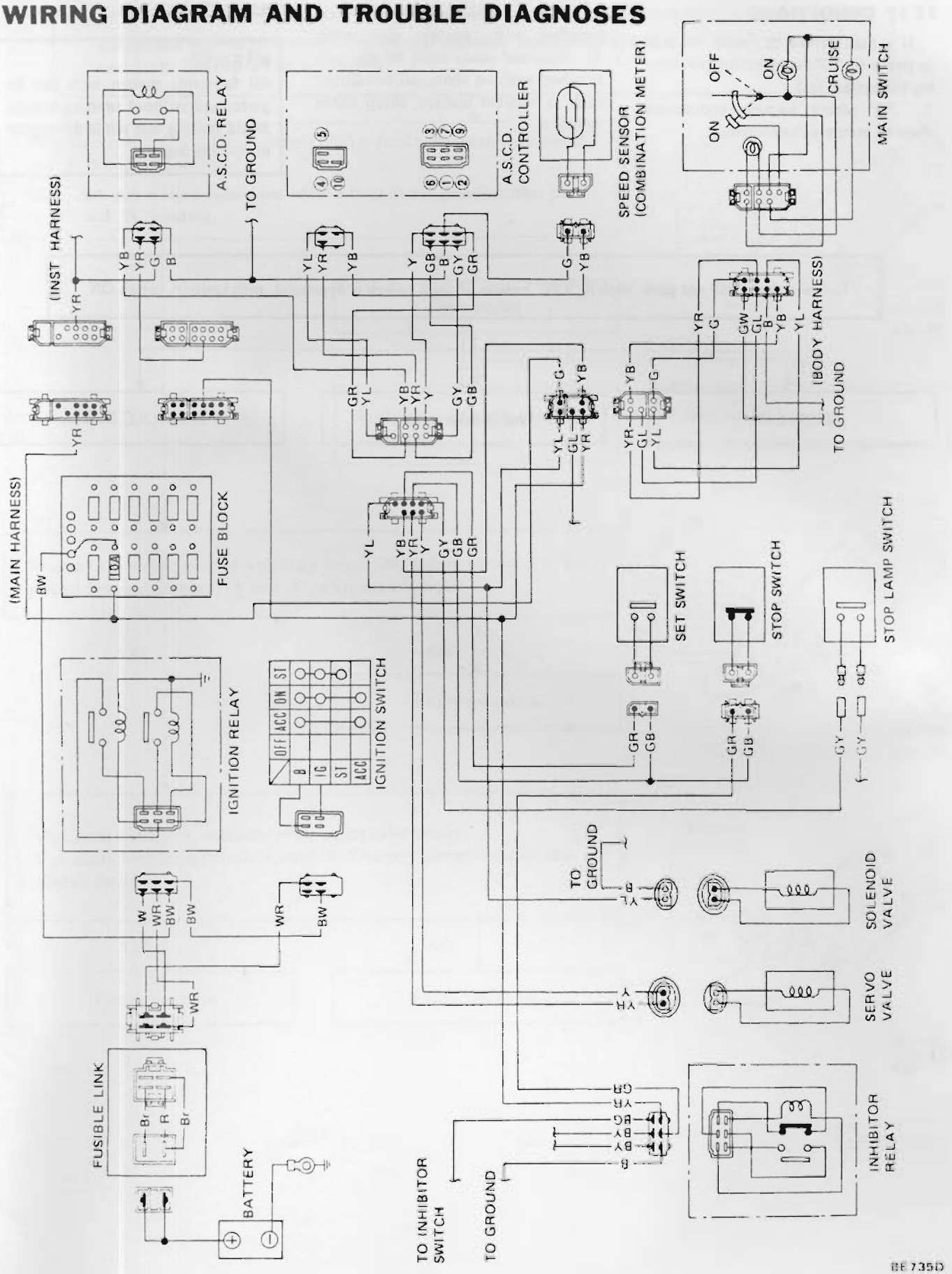
Controller must not be checked as a single part. Check controller for operation as a system, referring to Diagnosis.

CAUTION:
Do not touch the circuit tester probe to any unnecessary terminal on controller. Doing so could cause damage to controller.

Note:

a. Handle controller carefully to avoid damage.
b. Keep controller away from electric noise source to prevent A.S.C.D. system from malfunctioning and IC circuit, etc. from being degraded.

WIRING DIAGRAM AND TROUBLE DIAGNOSES



BE735D

Fig. 24 Wiring Diagram for A.S.C.D.

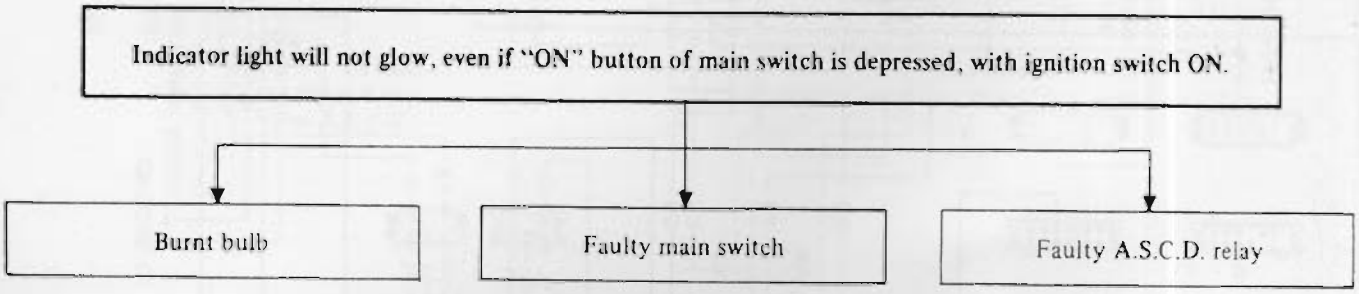
TEST CONDITIONS

If a malfunction is found, be sure to check the following before performing the system test.

1. All wiring harness connectors must be securely connected.
2. A.S.C.D. cable must be securely installed with proper adjustment.
3. Vacuum hoses must be properly attached with no abnormal conditions such as vacuum leakage, sharp bends or kinks.

DIAGNOSES

WARNING:
All following system tests can be performed without running engine. Avoid making test while driving car or running engine.



Cruise light will not glow, even if set switch is depressed and released at proper car speed, with main switch ON. (Speed not set in system.)

With main switch ON, battery voltage (12V) is present between terminals ③ and 7 of harness connector.

Note: Set automatic transmission selector lever at any position other than "P" and "N" position.

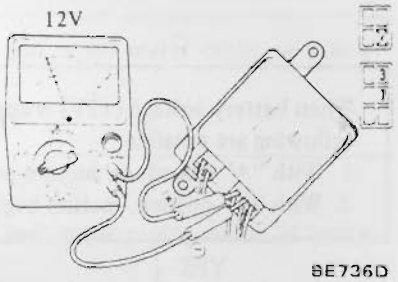
YES

NO

Open circuit

Faulty or improperly adjusted stop switch

Faulty inhibitor switch.



BE736D

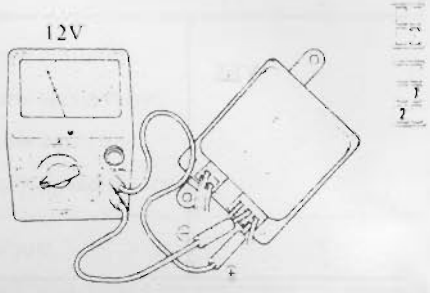
Fig. 25

When set switch is depressed with main switch ON, battery voltage (12V) is present between terminals 2 and 7 of harness connector.

YES

NO

Faulty set switch



BE737D

Fig. 26

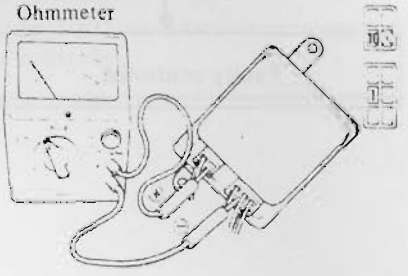
With main switch ON, manually rotate meter cable slowly. Continuity between terminals ① and 10 of harness connector exists two times a rotation.

YES

NO

Faulty controller

Faulty speed sensor



BE738D

Fig. 27

Cruise light illuminates when speed setting operation is made, but speed is not actually set.

When battery voltage (12V) is applied to the solenoid valve terminal, the following are possible:
1. With "A" closed, no suction possible at "B".
2. With "A" opened, suction begun at "B".

YES

NO

Faulty solenoid valve

Servo valve operates normally. (Refer to Servo Valve for Inspection.).

YES

NO

Faulty servo valve

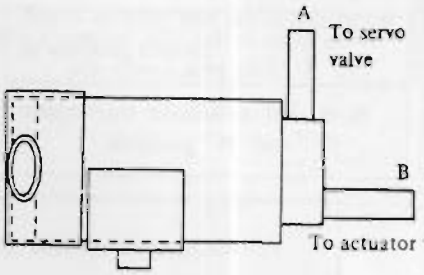
Actuator operates smoothly when actuator vacuum port is suctioned. (This operation must be performed with A.S.C.D. cable released.)

YES

NO

Faulty controller

Faulty actuator



BE089D

Fig. 28

Other Malfunctions and Faults

Condition	Probable cause	Corrective action
Set speed is cancelled.	• Bent meter cable (excessive meter needle deflection.) • Faulty controller	• Check and repair meter cable, or renew cable. • Renew.
Pulsation of set speed	• Excessive play or binding of A.S.C.D. cable • Leakage or clogging in vacuum hose • Binding in actuator • Faulty servo valve • Faulty controller	• Adjust. • Check and repair piping route, or renew hose. • Renew actuator. • Renew servo valve. • Renew controller.
Excessive setting error	• Excessive play or binding in A.S.C.D. cable • Leakage or clogging in vacuum hose • Faulty actuator • Faulty servo valve • Faulty controller • Faulty speed sensor	• Readjust. • Check and repair piping route, or renew hose. • Renew actuator. • Renew servo valve. • Renew controller. • Renew speed sensor.
Speed drops immediately after setting	• Excessive play in A.S.C.D. cable • Leakage or clogging in vacuum hose • Faulty solenoid valve • Faulty servo valve • Faulty controller	• Readjust. • Check and repair piping route, or renew hose. • Renew solenoid valve. • Renew servo valve. • Renew controller.
Cancel circuit inoperative	• Faulty controller	• Renew controller.

NOTE: For wiring diagram, use 1980 810 Service Manual.

Bulletin No.	TS79-027
Date	May 10, 1979
Classification	BE79-005
Section	Body Electrical
Models	810 (with A/T)

AUTOMATIC SPEED CONTROL DEVICE (A.S.C.D.)

Production Change. For added convenience and driving pleasure, an Automatic Speed Control Device has been added to all 810 sedans and coupes equipped with automatic transmission. The device is similar to the A.S.C.D. installed in the 280-ZX.

Beginning Serial Numbers:

HLG810-201962

KHLG810-003558

Service Information. The enclosed booklet contains the necessary information to diagnose and repair the A.S.C.D. installed in 810 models.

(Continued)

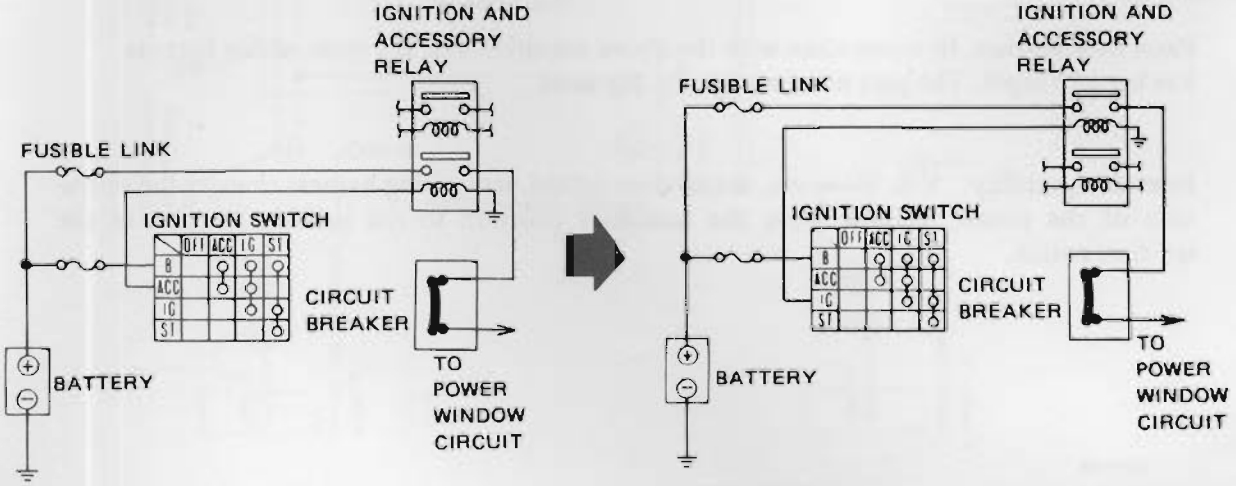
Bulletin No.	TS79-036
Date	July 10, 1979
Classification	BE79-006
Section	Body Electrical
Models	LS130

ELECTRIC CIRCUIT MODIFICATION WIRING DIAGRAMS, BODY ELECTRICAL SECTION 1979 280-ZX SERVICE MANUAL

The wiring diagrams in this booklet update the Body Electrical Section of the 1979 280-ZX Service Manual, as explained below.

Production Change. To increase the performance stability of the power window and the Automatic Speed Control Device (A.S.C.D.), modifications have been made to the power circuits of the 280-ZX as illustrated below. The enclosed booklet should be kept in your 280-ZX Service Manual to update the Body Electrical (BE) Section.

1. The power window is now activated by current from the ignition circuit rather than the accessory circuit.



FORMER NEW

(Continued)

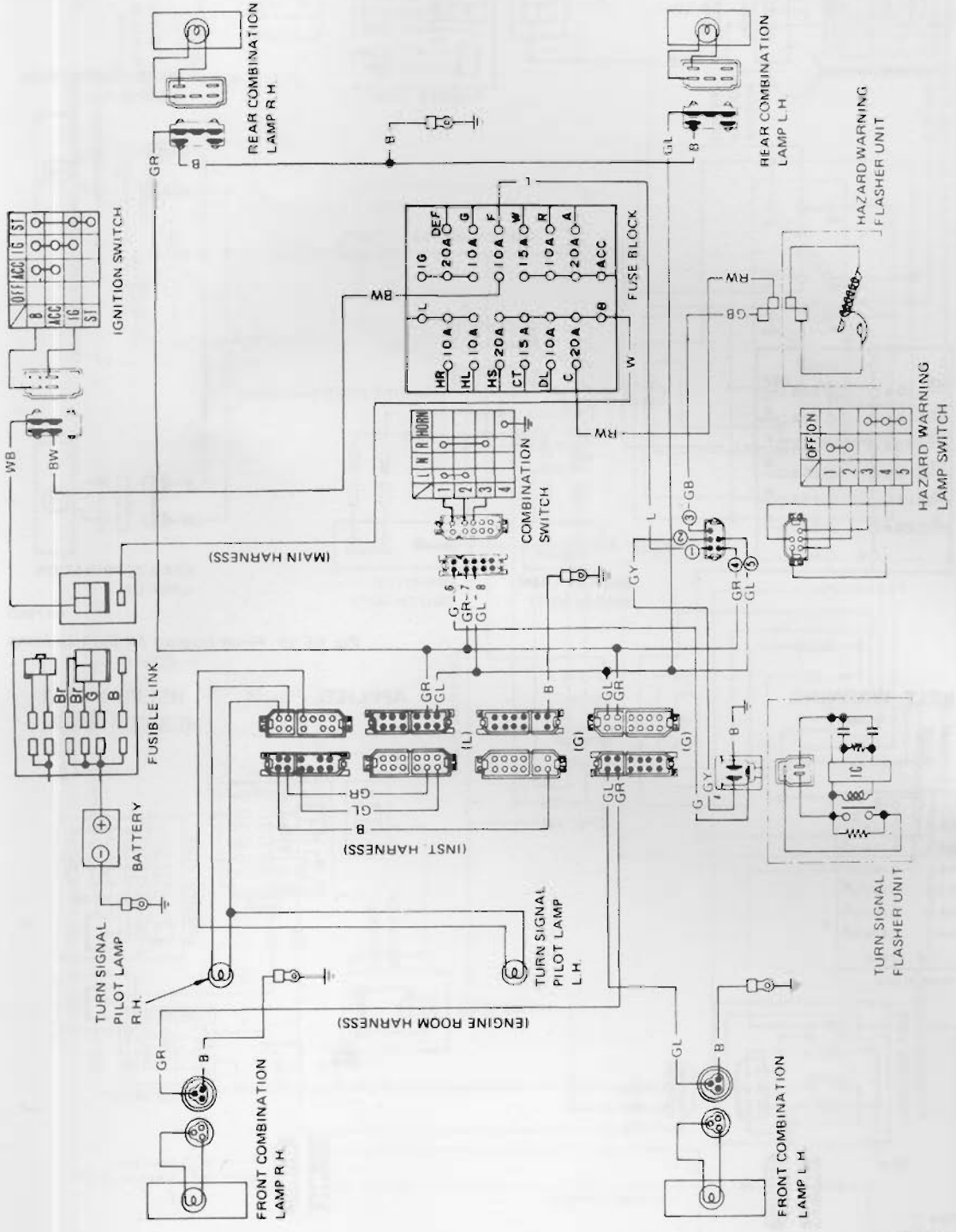


Fig. BE-97 Wiring Diagram for Turn Signal and Hazard Warning Lamp

(Continued)

BACK-UP LAMP

APPLIED FROM : HS130J-141772
HGS130J-118331

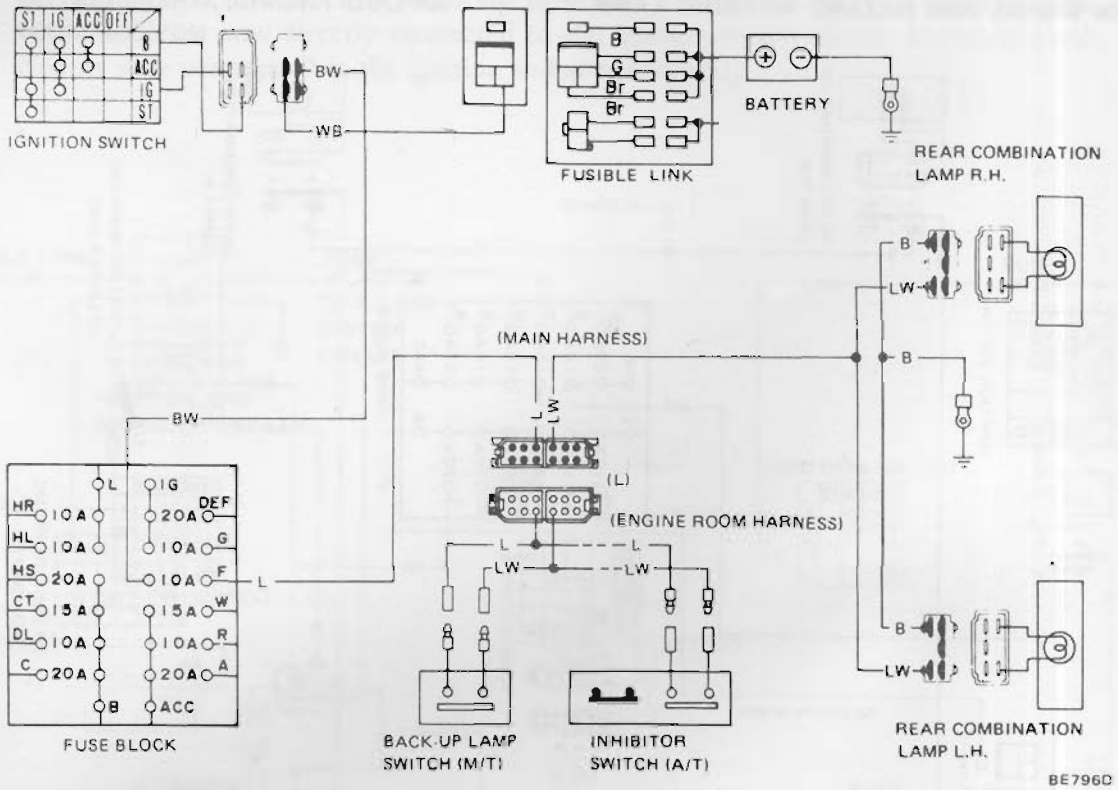


Fig. BE-99 Wiring Diagram for Back-up Lamp

SEAT BELT WARNING

APPLIED FROM : HS130J-141772
HGS130J-118331

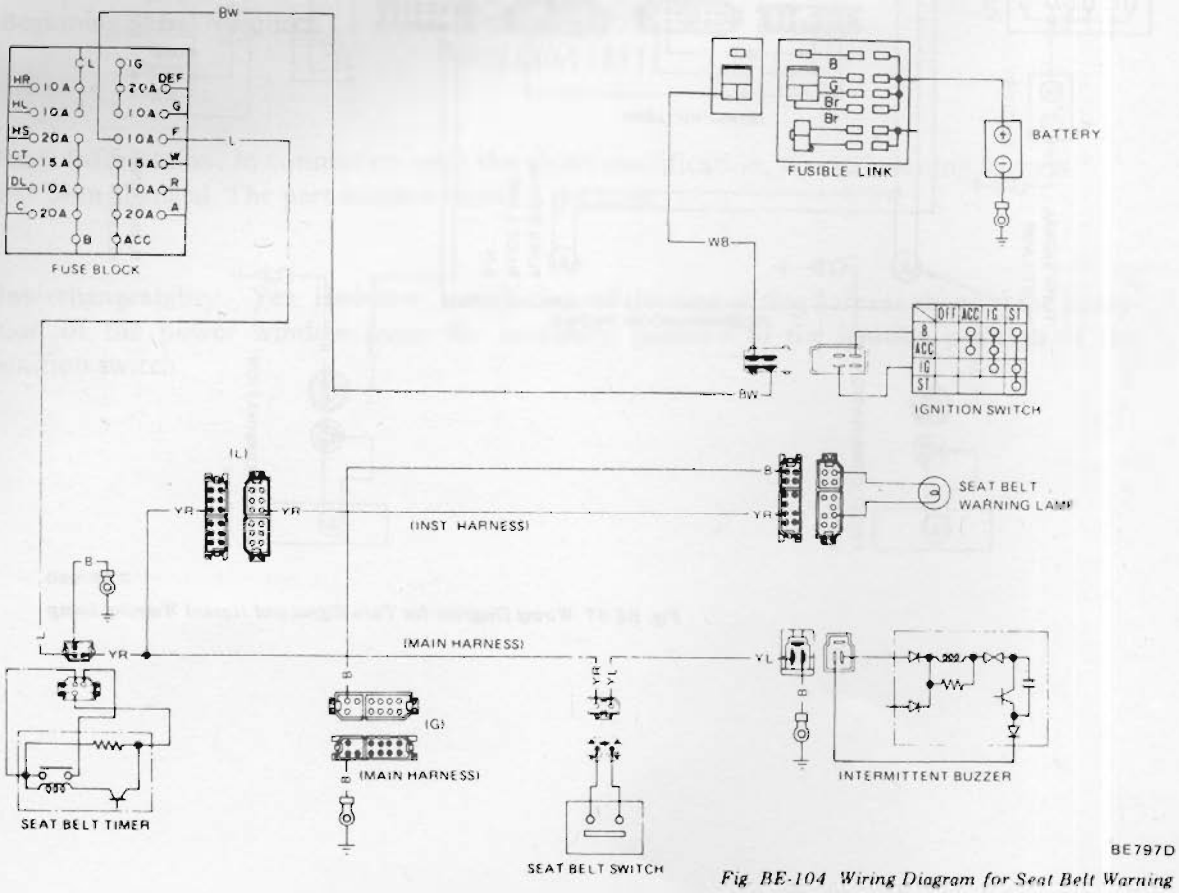


Fig. BE-104 Wiring Diagram for Seat Belt Warning

(Continued)

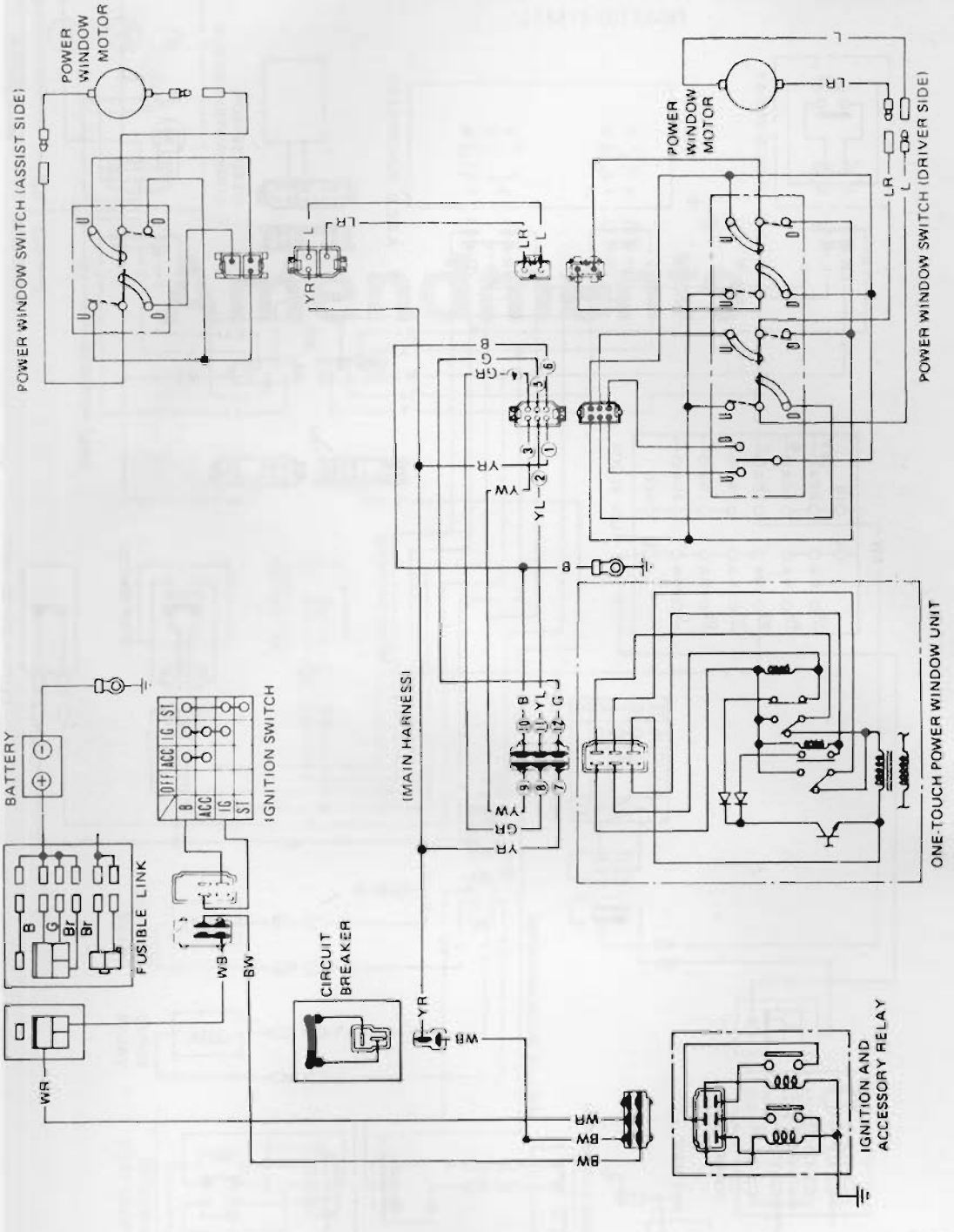


Fig. BE-114 Wiring Diagram for Power Window

(Continued)

WIRING DIAGRAM AND TROUBLE DIAGNOSES

APPLIED FROM : HS130J-141772
HGS130J-118331

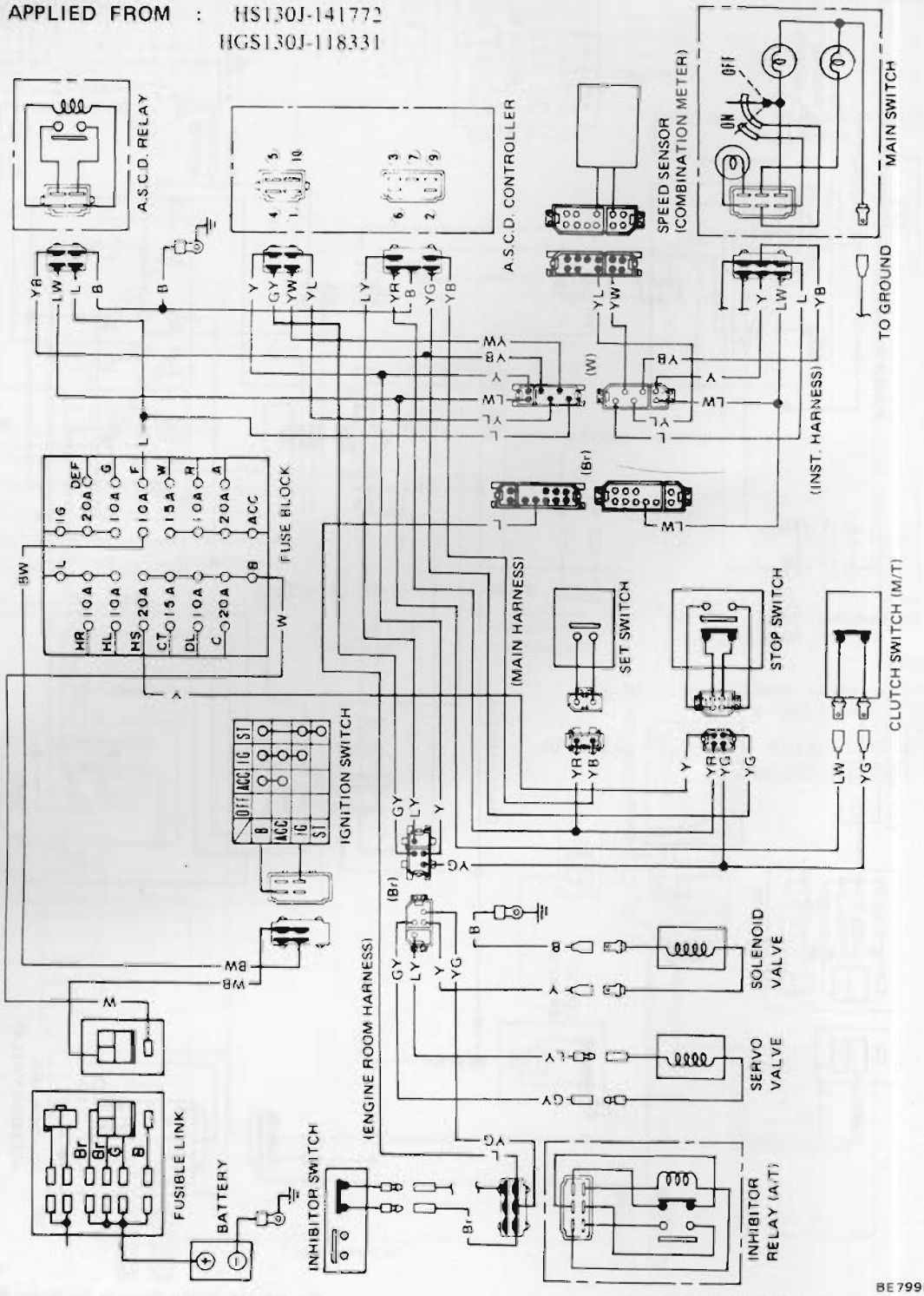


Fig. BE-141 Wiring Diagram for A.S.C.D.

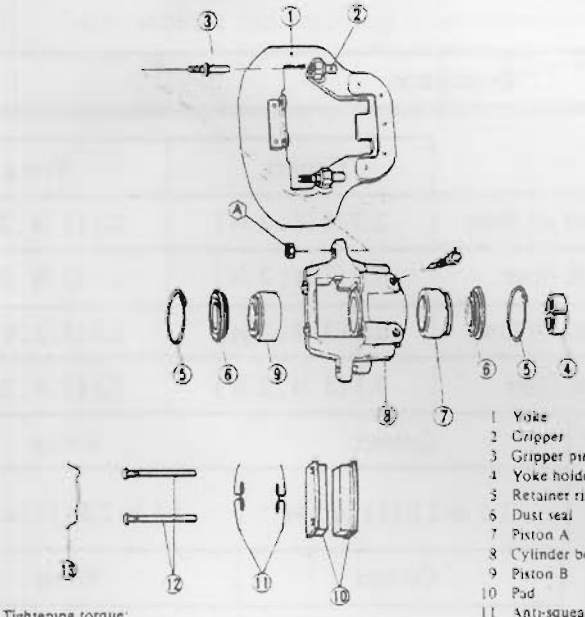
Amendments

Bulletin No.	TS79-033
Date	June 20, 1979
Classification	AM79-004
Section	Amendment
Models	A10

AMENDMENT TO SERVICE MANUAL, 1979 A10

Service Information. The 1979 A10 (510) service manual contains an error on page BR-7. Figure BR-9 illustrates the brake used on 1978 models. The enclosed revised page contains the correct illustration.

FRONT BRAKE



Tightening torque:
Ⓐ : 1.6 to 2.1 kg-m (12 to 15 ft-lb)

1 Yoke
2 Gripper
3 Gripper pin
4 Yoke holder
5 Retainer ring
6 Dust seal
7 Piston A
8 Cylinder body
9 Piston B
10 Pad
11 Anti-squeal spring
12 Pad pin
13 Clip

8R013A

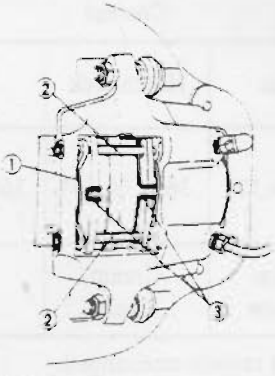
Fig. BR-9 Disc Brake

PAD REPLACEMENT

Removal

1. Jack up front of car, and support it on safety stands. Remove wheel.
2. Remove clip (1).
3. Remove pad pins (2) holding anti-squeal springs (3) with finger.
4. Detach pads.

WARNING:
After removing pads, do not depress brake pedal, or pistons will jump out.



1 Clip
2 Pad pin
3 Anti-squeal spring

8R014A

Fig. BR-10 Removing Pad

Inspection

1. Clean pads with suitable solvent.
2. When pads are heavily fouled with oil or grease or when pad is deteriorated or deformed, replace it.
3. If pad is worn to less than the specified value, replace.

Pad wear limit
(Minimum thickness):
2 mm (0.08 in)

Note: Always replace pads in pad kit (four pads, two clips, four pad pins and four anti-squeal springs).

4. Check rotor, referring to Rotor for inspection.

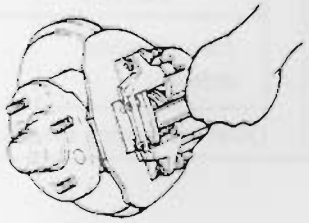
Installation

1. Clean piston end and surroundings of gripper.

CAUTION:
Use brake fluid to clean. Never use mineral oil.

Note: Be careful not to get oil on rotor.

2. Loosening air bleeder, push piston B (outer piston) in cylinder until dust seal groove of piston B coincides with end surface of retaining ring on dust seal. After piston B is at the point, tighten air bleeder. Inner pad can then be installed.



8R015A

Fig. BR-11 Pushing Piston B

Bulletin No.	TS79-039
Date	Aug. 9, 1979
Classification	AM79-005
Section	Amendments
Models	210 (LB310)

CORRECTIONS TO 1979 210 SERVICE MANUAL

Service Information. The 1979 210 Service Manual contains several errors which should be corrected in accordance with the following chart. Please correct your manual by hand.

<table>
<tr><th>Page</th><th colspan="4">Description</th></tr>
<tr><td rowspan="5">GI-5
ET-14</td><td colspan="4">Engine crankcase refill capacities
Unit: ℓ (US qt, Imp qt)</td></tr>
<tr><td></td><td></td><td>Correct</td><td>Wrong</td></tr>
<tr><td rowspan="2">A14 engine</td><td>without oil filter</td><td>2.7 (2 7/8, 2 3/8)</td><td>3.2 (3 3/8, 2 7/8)</td></tr>
<tr><td>with oil filter</td><td>3.2 (3 3/8, 2 3/4)</td><td>3.7 (3 7/8, 3 1/4)</td></tr>
<tr><td rowspan="2">A15 engine</td><td>without oil filter</td><td>2.6 (2 3/4, 2 1/4)</td><td>2.8 (3, 2 1/2)</td></tr>
<tr><td></td><td>with oil filter</td><td>3.1 (3 1/4, 2 3/4)</td><td>3.3 (3 1/2, 2 7/8)</td></tr>
<tr><td rowspan="2">EE-33</td><td colspan="2" rowspan="2">Spark plug tightening torque
kg-m (ft-lb)</td><td>Correct</td><td>Wrong</td></tr>
<tr><td>1.5 to 2.0 (11 to 14)</td><td>1.5 to 2.5 (11 to 18)</td></tr>
<tr><td rowspan="2">RA-5
RA-9</td><td colspan="2" rowspan="2">Brake disc fixing nut tightening torque kg-m (ft-lb)</td><td>Correct</td><td>Wrong</td></tr>
<tr><td>2.2 to 2.7 (16 to 20)</td><td>1.5 to 2.0 (11 to 14)</td></tr>
<tr><td>RA-8</td><td colspan="4">Rear suspension coil spring
<table><tr><td></td><td colspan="3">Correct</td><td colspan="2">Wrong</td></tr><tr><td>Model / Item</td><td>Sedan</td><td>Hatchback</td><td>Wagon</td><td>Sedan, Hatchback</td><td>Wagon</td></tr><tr><td>Coil spring free length mm (in)</td><td>359 (14.13)</td><td>369 (14.53)</td><td>366 (14.41)</td><td>365 (14.37)</td><td>379 (14.92)</td></tr><tr><td>Identification colour</td><td>Green/ Yellow</td><td>Cream/ Khaki</td><td>Khaki/ White</td><td>–</td><td>Yellow</td></tr></table>Other coil spring specifications remain unchanged.</td></tr>
</table>

(Continued)

<table>
<tr><th>Page</th><th colspan="3">Description</th></tr>
<tr><td>BR-2</td><td colspan="3">Brake pedal adjustment

2. Adjustment is not necessary under normal conditions. Check pedal free play. If it exceeds the specification, adjust push rod length (refer to brake booster for adjustment) by removing master cylinder (refer to Master Cylinder for removal).

Pedal free play "a":
1 to 5 mm
(0.04 to 0.20 in)
Ⓣ Tightening torque:
Push rod lock nut
1.6 to 2.2 kg-m
(12 to 16 ft-lb)

* Pedal free play and tightening torque have been added.</td></tr>
<tr><td rowspan="2">BR-9</td><td rowspan="2">Caliper securing bolt tightening torque kg-m (ft-lb)</td><td>Correct</td><td>Wrong</td></tr>
<tr><td>7.3 to 9.9 (53 to 72)</td><td>4.6 to 6.1 (33 to 44)</td></tr>
</table>

Air Conditioning

Bulletin No.	TS79-012
Date	March 20, 1979
Classification	AC79-001
Section	Air Conditioning
Models	210

A/C LOW PRESSURE SWITCH, 210

Service Information. When installing Factory air conditioner kits in 210 models, be sure to install the low pressure switch correctly.

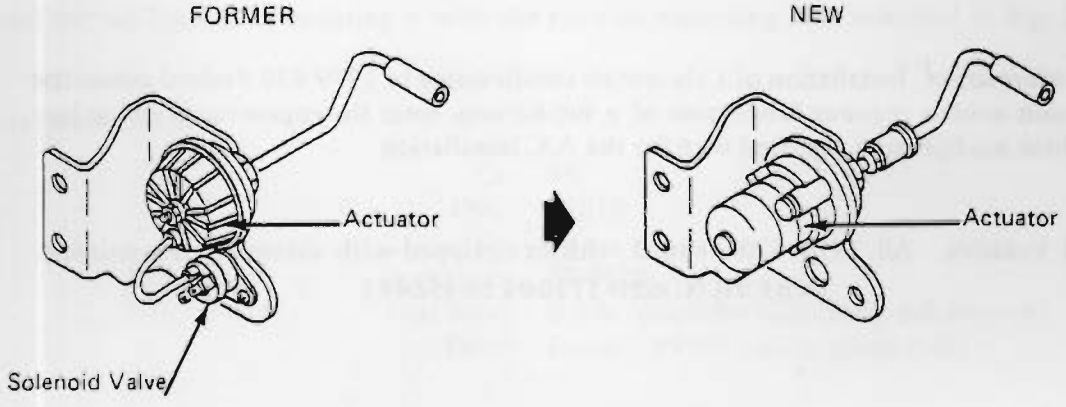
1. Remove and discard the blind plug and "O" ring from the low pressure switch fitting on the refrigerant pipe.

2. Install the low pressure switch using the new "O" ring supplied with the switch. Be sure only one "O" ring is used, or a refrigerant leak may develop.

Bulletin No.	TS79-015
Date	March 20, 1979
Classification	AC79-002
Section	Air Conditioning
Models	N10 (310)

FICD ACTUATOR, PRODUCTION CHANGE N10

Production Change. To ensure quiet operation, the FICD actuator installed in Factory air conditioned N10 (310) models has been changed.



(Continued)

Serial Number Range. HN10-023721 – 032508
KHN10-000208 – 001810

Service Information. Vehicles manufactured in the above serial number range that have noisy FICD actuators between 2800 and 3200 rpm can be corrected by installing the new type actuator. Refer to page AC-21 in the service manual for R&R and adjustment procedures.

Parts Information.

Part Name	Former Part No.	New Part No.
Actuator	27713-M4900	27713-M6601
Solenoid Valve	27098-U8800	–

Interchangeability. Yes.

Warranty Information.

CS: 9Y
PNC: P8040
CT: 99
Operation No.: P8-0400
Flat Rate: 0.4 hr/vehicle

Bulletin No.	TS79-037
Date	June 29, 1979
Classification	AC79-003
Section	Air Conditioning
Models	620

ENGINE ROOM WIRING HARNESS MODIFICATION, 620

Service Information. Installation of Calsonic air conditioning in 1979 620 Federal automatic transmission models requires fabrication of a sub-harness, since the engine room wiring harness in these models lacks a ground wire for the A/C installation.

Affected Vehicles. All 1979 620 Federal vehicles equipped with automatic transmission.
(K)(E)HL(G)620-375001 to 456498

(Continued)

Service Procedure. Fabricate the sub-harness from an 800mm (32") length of 18 gauge wire by attaching a male "bullet" connector to one end and a 1/4" eye terminal to the other end, as illustrated in Fig. 1.

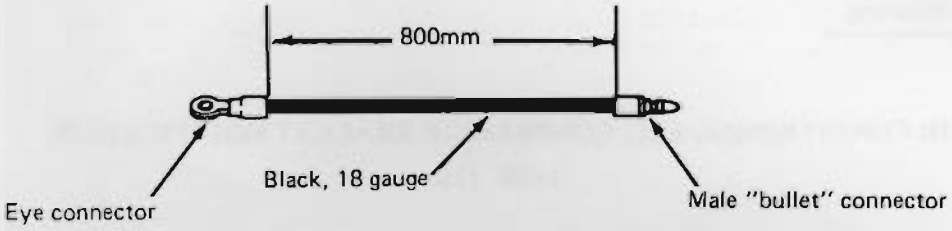


Fig. 1

Position the sub-harness along the engine room harness and secure it in place with electrical tape, as illustrated in Fig. 2.

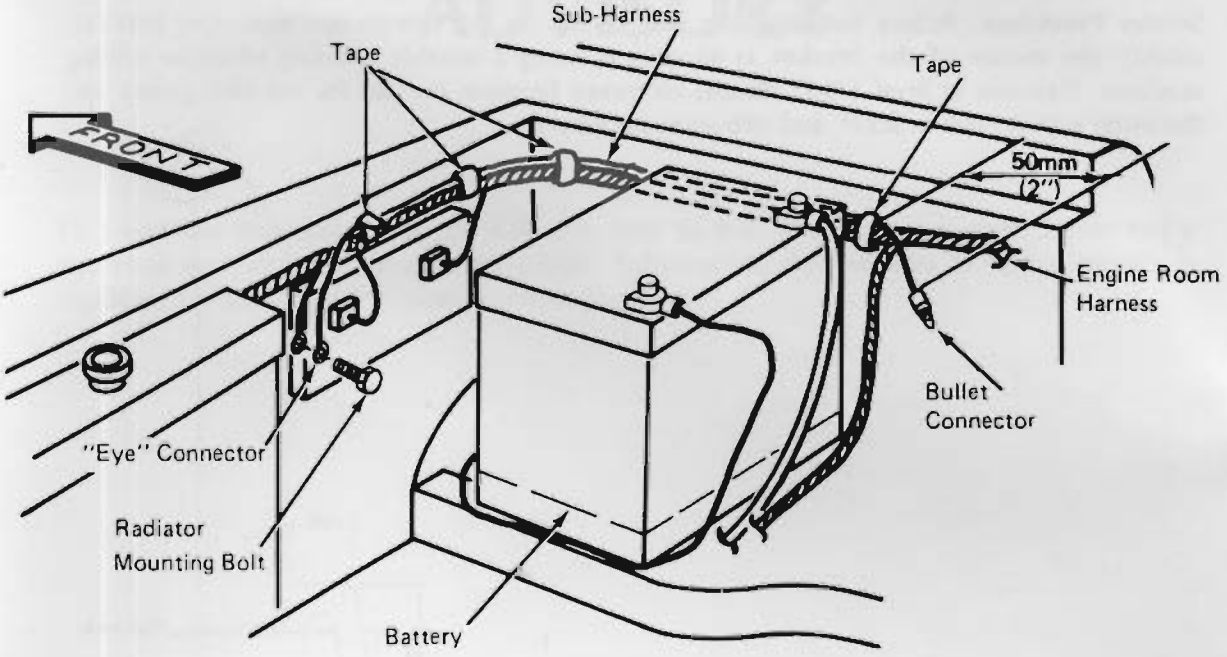


Fig. 2

Ground the sub-harness by securing it with the radiator mounting bolt indicated in Fig. 2.

Warranty Information.

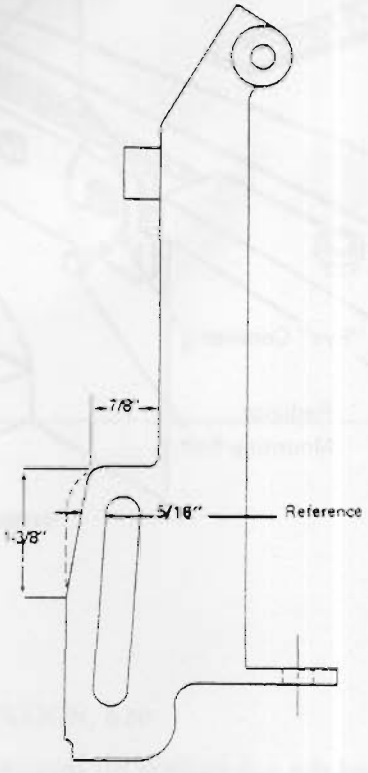
Cs:	9Y
PNC:	P9012
Ct:	99
Operation:	P9-0120
Flat Rate:	0.4 hr. (includes fabricating sub-harness)
Parts:	Local – 99999 (claim actual cost)

Bulletin No.	TS79-046
Date	Nov. 5, 1979
Classification	AC79-005
Section	Air Conditioning
Models	210

AIR CONDITIONING KIT, COMPRESSOR BRACKET MODIFICATION, 1980 210

Service Information. 210 Air Conditioning kits packaged in cartons stamped on the top with a manufacturing date of September 1979 will require modification to the compressor mounting bracket to provide fan belt clearance. A/C kits packaged in cartons stamped with an October or later manufacturing date will contain factory modified brackets.

Service Procedure. Before installing the idler pulley on the compressor mounting bracket, modify the corner of the bracket as illustrated, using a suitable grinding wheel or milling machine. Maintain at least 5/16" (8mm) clearance between the slot for the idler pulley and the outer edge of the bracket, and deburr as necessary.



Parts Information.

Part Name	Part Number
210 Air Conditioning Kit	B7000-H9110

Warranty Information

CS:	4N
PNC:	11910
CT:	35
Operation:	BE80XX
Flat Rate:	0.2 hr.

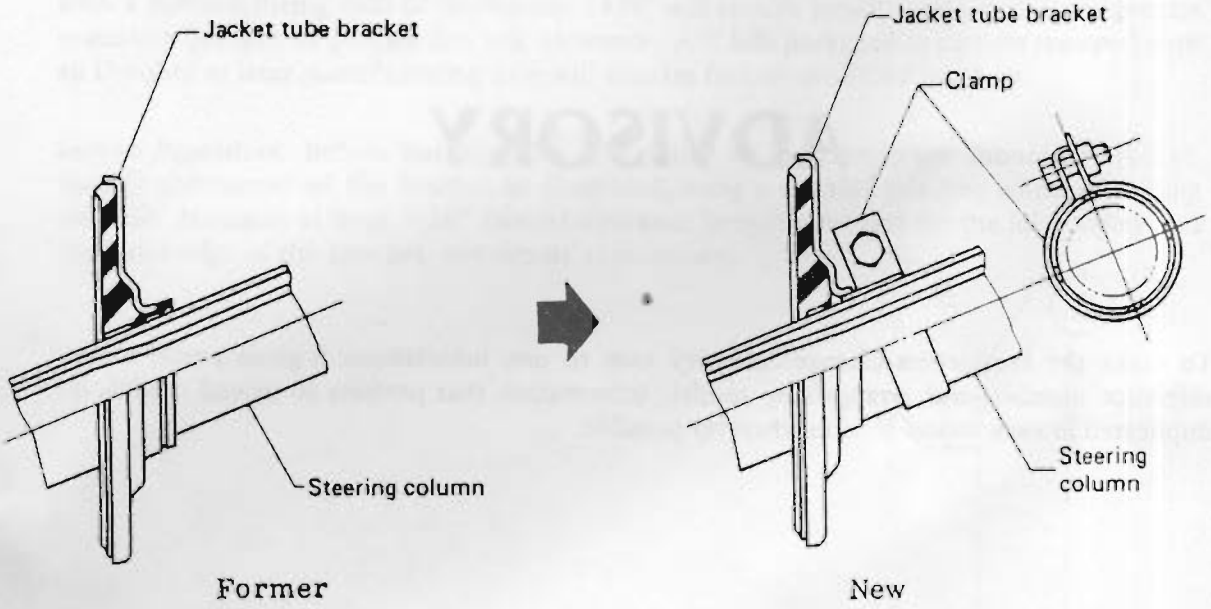
PRODUCTION CHANGE ADVISORY

To make the Production Change Advisory easy to use, information is given a title and a reference number, and arranged by model. Information that pertains to several models is duplicated in each model section wherever possible.

210

STEERING COLUMN 210-001

To reduce vibration in the instrument panel and steering wheel, the method of mounting the steering column and jacket tube bracket has been changed.



Former New

Beginning Serial Numbers.	HLB310-216015	KHLB310-514768
	HLB310-618670	WHLB310-009462
	KHLB310-005786	WPLB310-005248

Interchangeability. The new part is interchangeable with the former, but not vice versa.

310

WINDSHIELD WIPERS 310-001

To improve the appearance of 310 models, the color of the windshield wipers has been changed.

FORMER	NEW
Silver	Black

Beginning
Beginning Serial Number KHN10-005213
HN10-053139

Parts Information

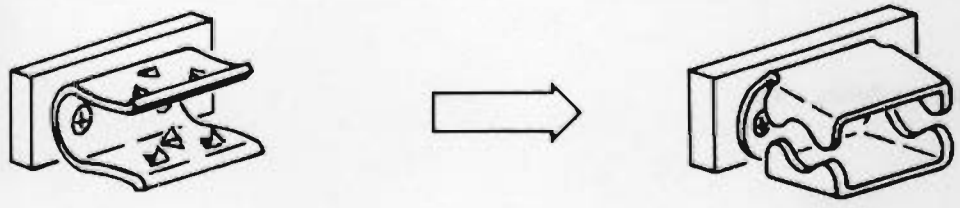
Blade Assembly	26340 M6601
Arm Assembly	26380 M6601
Cover Wiper Arm	26381 M7610
Pivot Assembly No. 1	28870 M7610
Pivot Assembly No. 2	28880 M7610

510

510-001

VENTILATION DOOR CONTROL ROD CLIP

To increase durability, the ventilation door control rod clip has been changed as illustrated.



FORMER NEW

Beginning Serial Numbers. HLA10-060091 (July '78)

WHLA10-033264 (May '78)

KHLA10-060098 (July '78)

Parts Information.

Ventilation Door Control Rod Clip	27128-W5000

Interchangeability. Yes.

CRANKSHAFT REAR SEAL 510-002

To improve sealing, the material of the crankshaft rear seal has been changed.

Beginning Serial Number. (K)HLA10-061106 (July '78)

WHLA10-043448 (July '78)

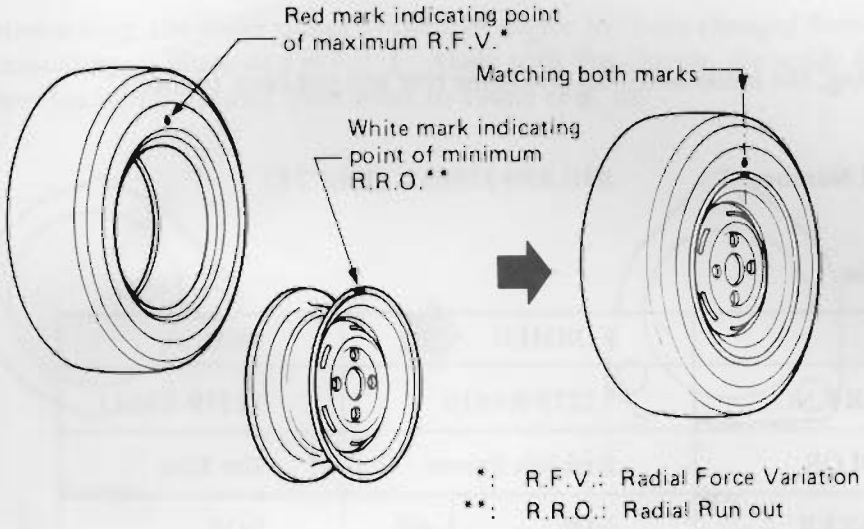
Parts Information.

	Former	New
PART NO.	12279-R4610	12279-R4611
COLOR	Reddish Brown	Sky Blue
MAKER	NDK	NOK

Interchangeability. Yes.

TIRE AND WHEEL MATCHING 510-003

To improve riding comfort, tubeless tires and steel wheels are matched as illustrated.



Matching of Wheel and Tire

Beginning Serial Numbers. HLA10-062486 (Aug. '78)

KHLA10-060994 (Aug. '78)

WHLA10-050945 (Dec. '78)

620

FS5W71B TRANSMISSION CRANKSHAFT REAR SEAL

620-001

To improve sealing, the material of the crankcase rear seal has been changed.

Beginning Serial Number. KHL620-378057 (July '78)

Parts Information.

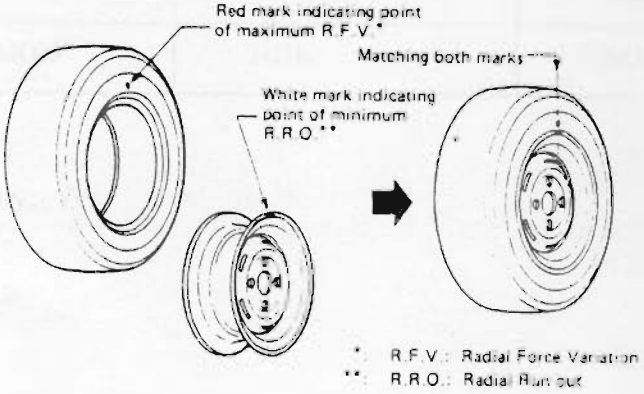
	FORMER	NEW
PART NO.	12279-R4610	12279-R4611
COLOR	Reddish Brown	Sky Blue
MAKER	NDK	NOK

Interchangeability. Yes.

TIRE AND WHEEL MATCHING

620-002

To improve riding comfort, tubeless radial tires and steel wheels are matched as illustrated.

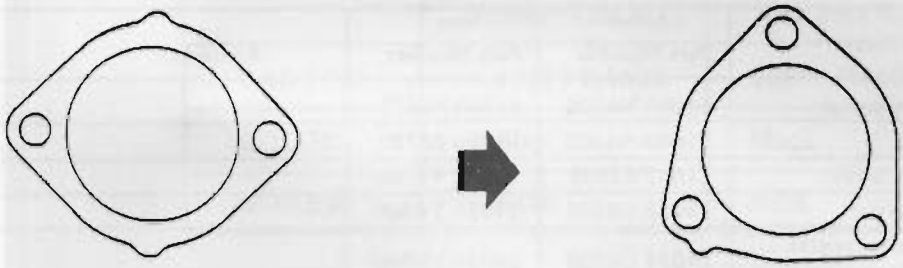


Beginning Serial Number. KHL620-429027 (Dec. '78)

810

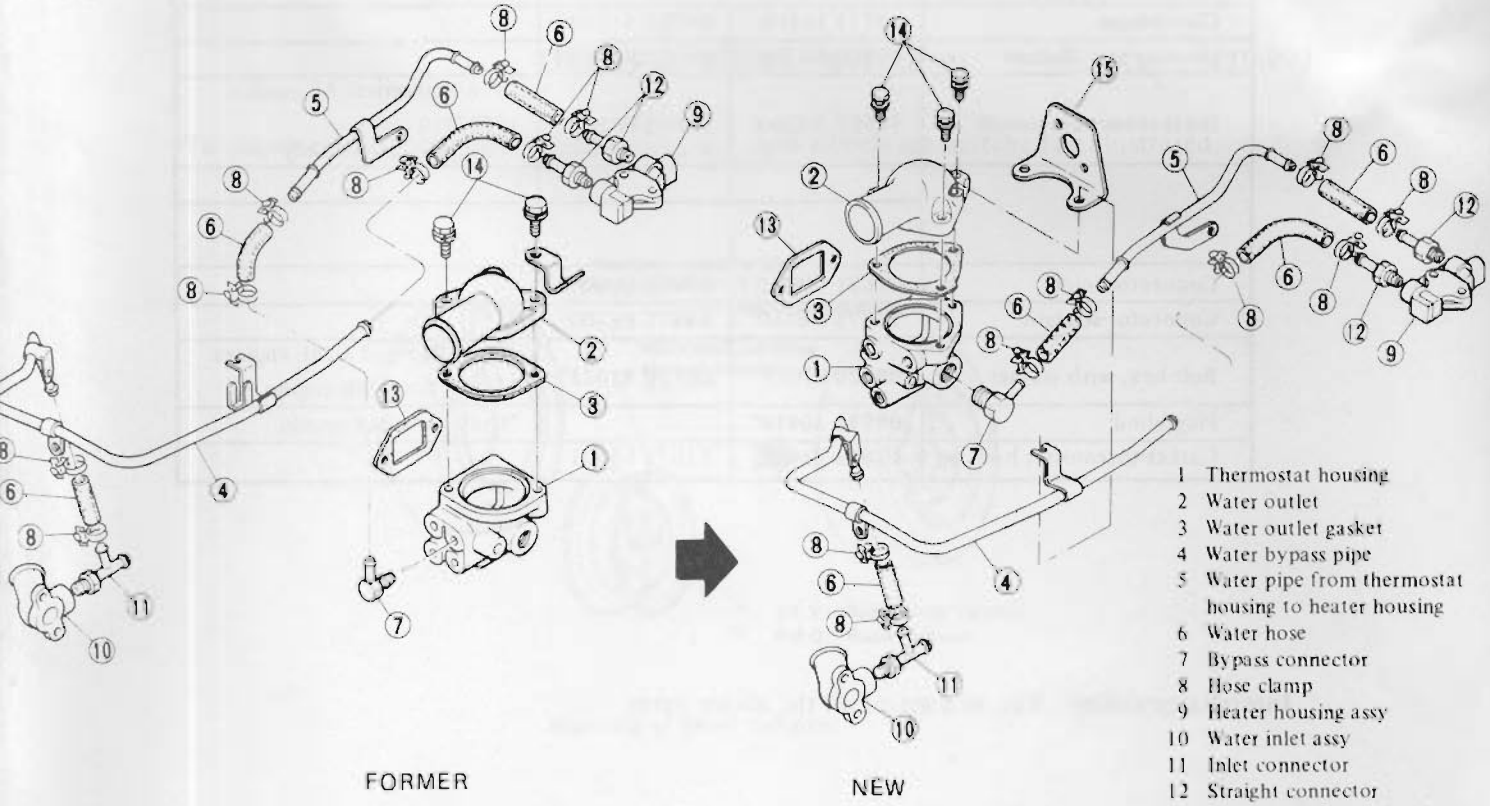
WATER OUTLET 810-001

To improve sealing, the water outlet of the L24 engine has been changed from a 2-point to a 3-point mounting, as illustrated in Fig. 1. Along with this change, the inside diameter of the water pipes has been increased from 8mm to 10mm (Fig. 2).



Former New

Fig. 1



FORMER NEW

Fig. 2

1 Thermostat housing
2 Water outlet
3 Water outlet gasket
4 Water bypass pipe
5 Water pipe from thermostat housing to heater housing
6 Water hose
7 Bypass connector
8 Hose clamp
9 Heater housing assy
10 Water inlet assy
11 Inlet connector
12 Straight connector
13 Thermostat housing gasket
14 Hex bolt with washer or blind plug (Refer to PARTS AFFECTED)
15 Vacuum switch bracket

PCA 79-1
June 20, 1979

Beginning Serial Number.

Engine Number L24E-336712

Chassis Number HLG810-200287 (July '78)

KHLG810-000001 (July '78)

WHLD810-839570 (July '78)

Parts Information.

Part Name	Former Part Number	New Part Number	Remarks
Housing-thermostat	11060 N4200	11061 P6521	
Outlet-water	11060 N4200	11060 P6500	
Gasket-water outlet	11062 S3001	11062 Y7000	
Pipe-water bypass	14053 U9802	14053 Y6800	
Pipe-water, thermostat housing to heater housing	14054 Q0800	14054 Y6800	
Hose-water	14055 Y4000 14056 Y4001 14056 U9800	14055 Y6800 14056 Y7000 14056 Y6800	
Connector-bypass	14875 N0400	14875 Y7004	
Clamp-hose	08723 11400	08723 11600	
Housing assy.0heater	14062 N4700	14062 P7100	
Bracket-vacuum switch	14957 N4200	14957 P6500	1978/810 series: All models 1979/810 series: California model only
Connector-inlet	01691 00091	14057 Y7000	
Connector-straight	14875 A8600	14875 P6500	
Bolt-hex, with washer	08120 83025**	08120 83025*	*For L24E and L28E engines **Only for L28E engine
Plug-blind	08931 30410*		*Only for L24E engine
Gasket-thermostat housing	11072 S3001	11072 S3001	

Interchangeability. Yes, as a set of all the above parts.

CRANKSHAFT REAR SEAL

810-002

To improve sealing, the material of the crankcase rear seal has been changed.

Beginning Serial Number: HLG810-200295 (July '78)

WHLD810-839520 (July '78)

Parts Information.

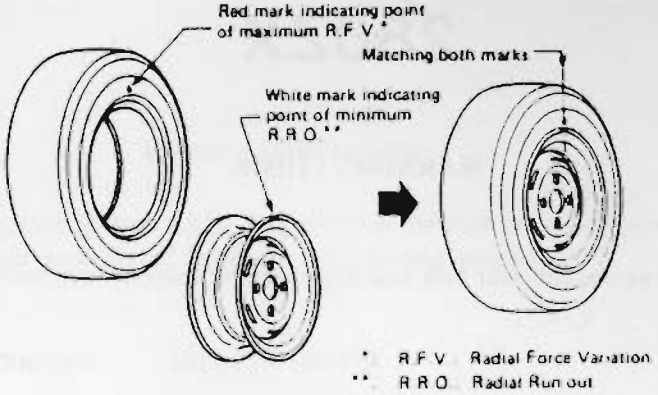
	Former Part No.	New Part No.
PART NO.	12279-R4600	12279-R4601
COLOR	Blue	Black
MAKER	NOK	NDK

Interchangeability. Yes.

TIRE AND WHEEL MATCHING

810-003

To improve riding comfort, tubeless tires and steel wheels are matched as illustrated.



Matching of wheel and tire

Beginning Serial Numbers: HLG810-201284 (Sept. '78)

KHLG810-000595 (Sept. '78)

WHLD810-841514 (Dec. '78)

200SX

CRANKSHAFT REAR SEAL

200SX-001

To improve sealing, the material of the crankshaft rear seal has been changed.

Beginning Serial Number. HLS10-186066 (Aug. '78)

Parts Information.

	FORMER	NEW
PART NO	12279-R4610	12279-R4611
COLOR	Reddish Brown	Sky Blue
MAKER	NDK	NOK

Interchangeability. Yes.

280ZX

WARNING CHIME

280-ZX-001

To increase driving pleasure, the seat belt and key warning buzzer have been replaced by a chime.

Beginning Serial Number. HS130-123814

HGS130-109270

Parts Information.

Part Name	Former Part No.	New Part No.
Warning Chime Assembly	–	26350-P7101
Warning Buzzer Assembly	26350-P7100	–

Interchangeability. Yes.

WATER OUTLET 280-ZX-002

To improve sealing, the water outlet on L28 engines has been changed from a 2-point to a 3-point mounting. Along with this change, the inside diameter of the water pipes has been increased from 8mm to 10mm. For a complete description with illustrations and parts information see 810-001 on page 9.

Beginning Serial Numbers. Engine No. L28E-293371

Chassis No. HS130-103908

HGS130-101327

REAR SUSPENSION 280-XZ-003

To improve riding comfort on S130 2+2 models, the rear coil springs, the rear stabilizer and rear shock absorber and related hardware have been changed.

Beginning Serial Number. HGS130-104459

Service Information. Along with the parts change, the Service Data and Specifications have been changed.

Items		Service Data and Specifications	
		Former	New
Coil Spring	Wire diameter mm (in)	12.2 (0.480)	12.0 (0.472)
	Coil diameter mm (in)	100 (3.94)	100 (3.94)
	Free length mm (in)	350 (13.78)	357.5 (14.07)
	Spring constant N/mm (kg/mm, lb/in)	26.18 (2.67, 149.5)	24.62 (2.51, 140.6)
	Identification color	White, purple	Purple & purple
Stabilizer bar diameter mm (in)		18 (0.71)	20 (0.79)
Shock absorber Damping force at 0.3 m (1.0 ft/s)	Expansion N (kg, lb)	981 (100, 221)	834 (85, 187)
	Compression N (kg, lb)	539 (55, 121)	441 (45, 99)

Parts Information.

Part Name	Former Part No.	New Part No.
Rear Coil Spring	55020-P7100	55020-P7110
Rear Shock Absorber	56210-P6525	56210-P6526
Rear Stabilizer Torsion Bar	56210-P6500	56230-P6510
Stabilizer Mounting Rubber Bush	54613-F0100	54613-66000

Interchangeability. Yes as a set.

CRANKSHAFT REAR SEAL 280-ZX-004

To improve sealing, the material of the crankshaft rear seal has been changed.

Beginning Serial Number. HLS130-103735 (July '78)
HGS130-100875 (July '78)

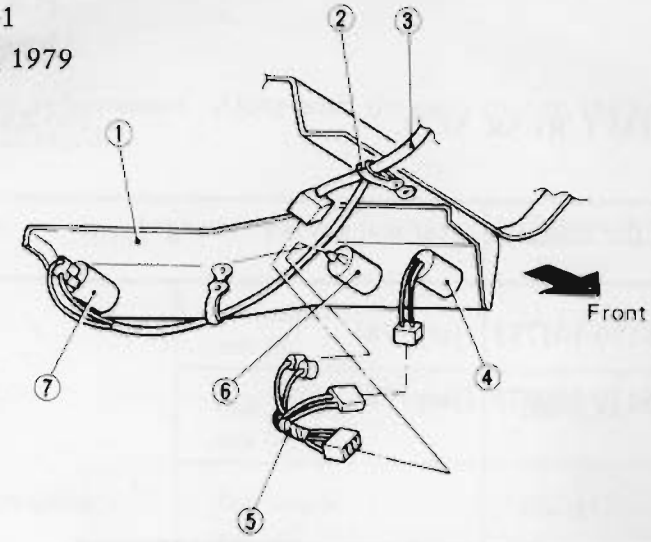
Parts Information.

	Former	New
PART NO.	12279-R4600	12279-R4601
COLOR	Blue	Black
MAKER	NOK	NDK

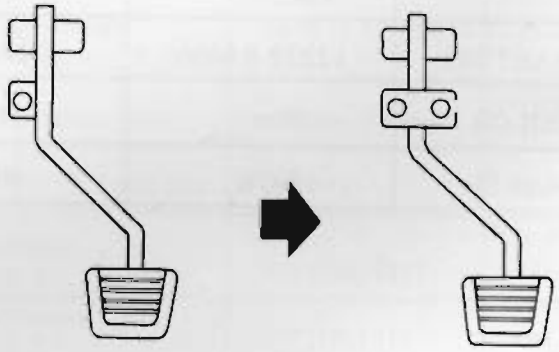
AUTOMATIC SPEED CONTROL DEVICE (ASCD) 280-ZX-005

To standardize parts, the combination ASCD set release switch (stop switch) and stop lamp switch has been changed. The combination stop switch has been replaced with a stop lamp switch and an ASCD set release switch. To accommodate the additional switch, the brake pedal and bracket have been modified and an ASCD sub harness has been added.

PCA 79-1
June 20, 1979



1 Brake pedal bracket
2 Clip
3 Main harness
4 Stop switch (For A.S.C.D.)
5 A.S.C.D. sub harness
6 Stop switch (For stop lamp)
7 Clutch switch (For M/T)



Former New

Beginning Serial Numbers. HS130-133385 (Feb. '79)

HGS130-113916 (Feb. '79)

Parts Information:

Part Name	Former Part Number	New Part Number	Remarks
Stop switch	25320 P7100	25320 H8500	For stop lamps
		25320 W0505	For A.S.C.D.
A.S.C.D. sub-harness	–	24199 P7100	
Harness clip	24220 H6600	01552 00251	
Brake pedal	46520 P7100	46520 P7105	For M/T
	46520 P7111	–	For A/T
Brake pedal bracket	46510 P7120	46510 P7120	For M/T
	46510 P7110	–	For A/T

Interchangeability. Yes, as a set.

310

SPEEDOMETER PINION RETAINING BOLT 310-002

The speedometer pinion retaining bolt has been changed from 7T to 4T type. Along with this change the tightening torque has been revised as shown below.

ITEM		Former	New
Tightening Torque	N.m	5.9 to 9.8	2.9 to 4.9
	kg-m	0.6 to 1.0	0.3 to 0.5
	ft-lbs	4.3 to 7.2	2.2 to 3.6
Bolt Head Identification Mark		⑦	④

Beginning Serial Numbers.

Chassis Number HN10-052689
KHN10-005201

Transmission Number F4WF60A 6Z06281
F5WF60A 6Z32700

Parts Information.

Part name	Former part number	New part number
Bolt-hex (Fixing speedometer sleeve)	08120 61628	08110 61662

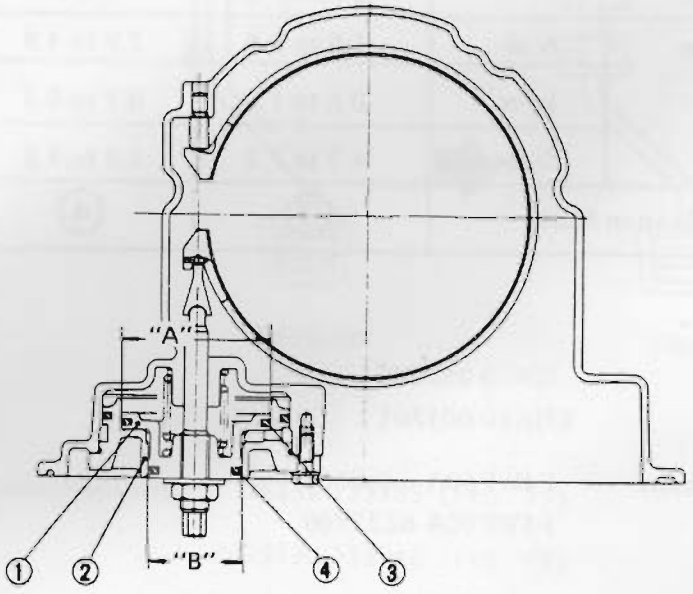
Interchangeability. Yes

510

BAND SERVO, CONTROL VALVE & BRAKE BAND 510-004

To improve shifting performance, the diameter of the band servo piston has been decreased and the former rigid brake band has been replaced by a new flexible band. Also the orifice check valves, in the control valve assembly, have been redesigned.

Band Servo Piston

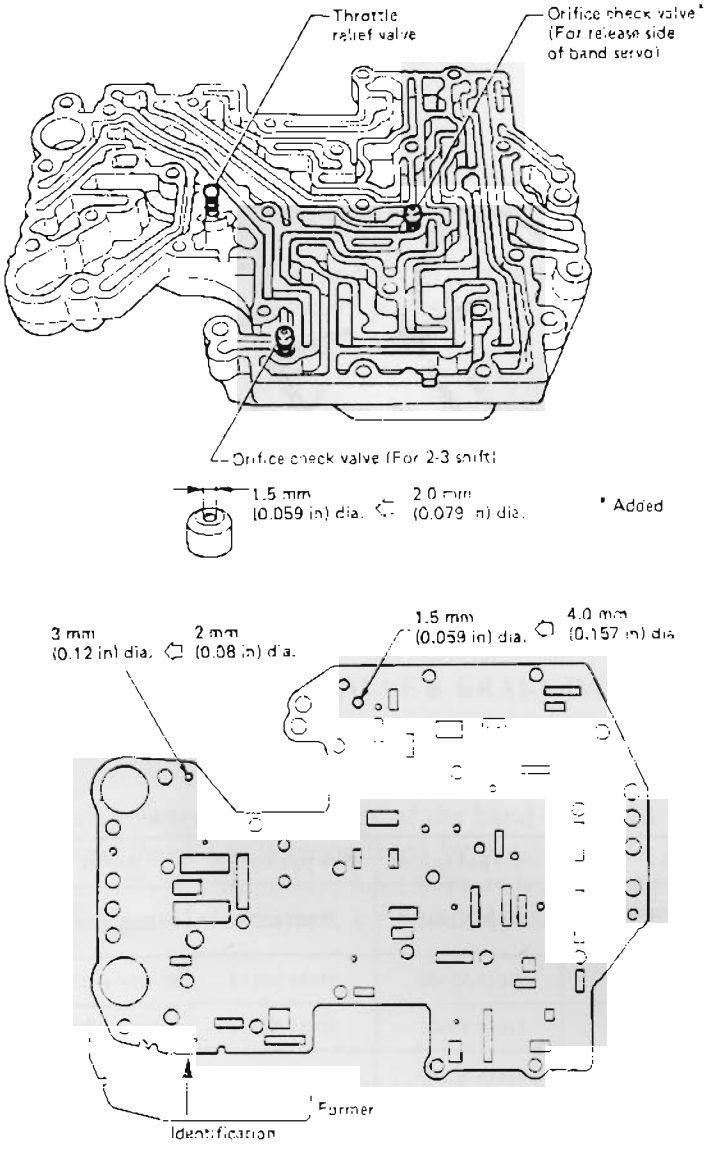


1 Piston-band servo
2 Retainer-servo
3 Seal-ring lathe cut
4 Seal-ring lathe cut

Unit: mm (in)

	Former	New
Big dia. "A"	64 (2.52)	60 (2.36)
Small dia. "B"	40 (1.57)	

Control valve

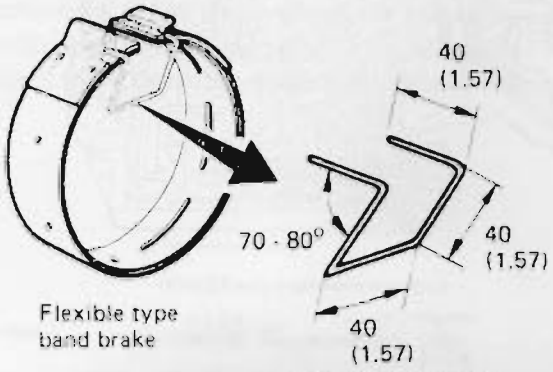


Beginning Serial Number.

Applied from transmission number 8416862

Service Information. Expanding the new flexible band can cause the lining to crack or peel. When removing the new flexible band secure it with a clip as illustrated below.

When installing the brake band, coat the lining with transmission fluid, attach the band strut, and remove the clip.



Unit: mm (in)

Parts Information

Part name	Former part number	New part number	Remarks
Transmission assembly – automatic	31020 X2461	31020 X2461	Unchanged
Piston-band servo	31615 X0400	31615 X0111	60/40 ← 64/40
Retainer-servo	31611 X0401	31611 X0112	60/40 ← 64/40
Seal-ring lathe cut	31616 X0100	31616 X1000	60 ← 64
Assembly-valve control	31705 X0411	See Note	LEK ← LEJ
Valve-orifice check	–	31823 X1200	For release side of band servo
Spring-orifice check	–	31822 X0101	For release side of band servo
Valve-orifice check	31823 X0100	31823 X1200	For apply side of band servo
Plate-separate	31715 X0100	31715 X2700	
Assembly-band brake	31630 X0100	31620 X0102	Flexible ← Rigid

NOTE: Replacement parts not yet available. You will be advised when they are in stock and a part number will be provided.

Parts Information (Cont'd.)

Interchangeability:

Transmission assembly	Yes
Band Servo	Yes, as an assembly
Control Valve	Yes, as a set of orifice check valves, check spring and separate plates
Brake Band	Yes

620

BAND SERVO, CONTROL VALVE & BRAKE BAND 620-003

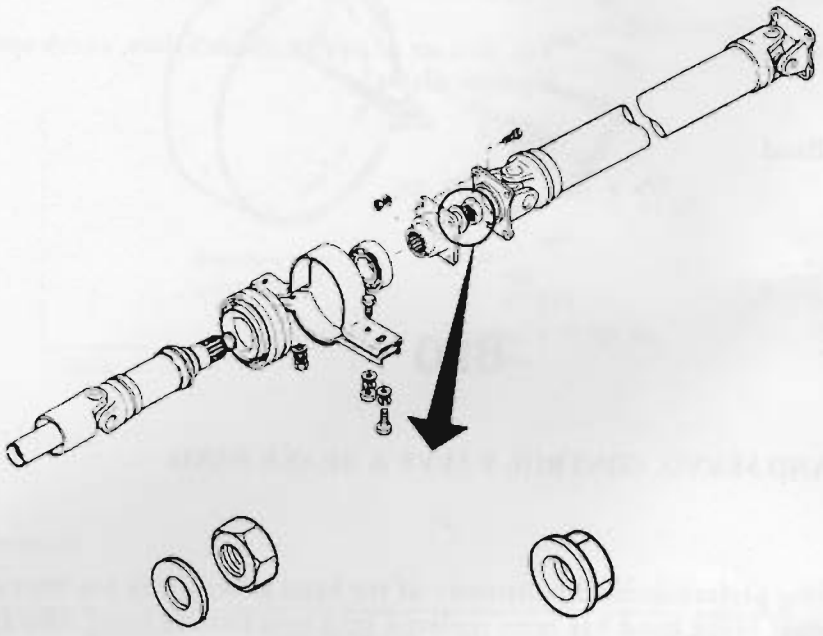
To improve shifting performance, the diameter of the band servo piston has been decreased and the former rigid brake band has been replaced by a new flexible band. Also the orifice check valves, in the control valve assembly, have been redesigned. For a complete description with illustrations and parts information, see 510-004, on page 2.

Beginning Serial Number

Applied from transmission number 8416862

THREE JOINT PROPELLER SHAFT 620-004

The propeller shaft calking nut and plain washer have been combined as illustrated. Along with this change the tightening torque of the calking nut has been revised.



Former	New
Type A (Nut and washer type)	Type B (1-piece type)
T : 20.0 to 24.0 kg-m (145 to 174 ft-lb)	T : 25.0 to 30.0 kg-m (181 to 217 ft-lb)

Beginning Serial Number

(E) (K) HL(G)620-331710

Service Information. When using a "Type A" nut and washer, use the type A torque specifications.

When using a "Type B" nut, use the "Type B" torque specifications.

Parts Information.

Part Name	Type	Former Part Number	New Part Number
NUT-CALKING	Type A	37163 G1400	–
WASHER-PLAIN		38215 61001	–
NUT-CALKING	Type B	–	37163 G1401

Interchangeability. Yes, as long as the proper tightening torque is used.

810

THREE JOINT PROPELLER SHAFT 810-004

The propeller shaft calking nut and plain washer have been combined. Along with this change, the tightening torque of the calking nut has been revised. For a complete description with illustrations, parts, and service information, see 620-004, on page 6.

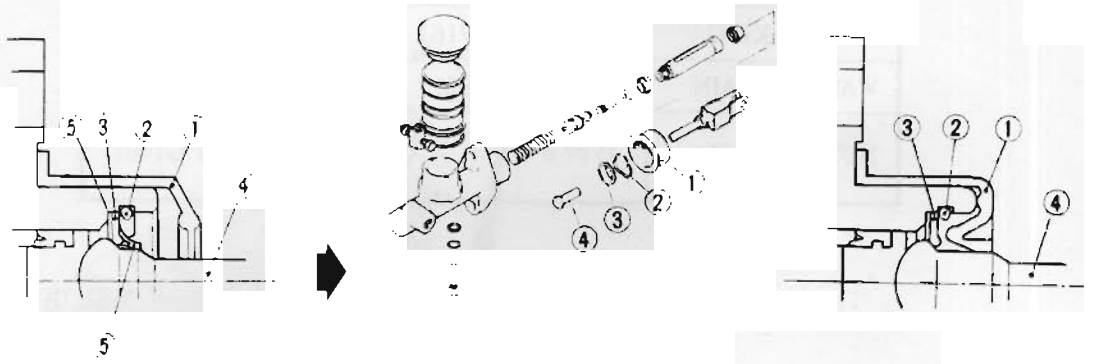
Beginning Serial Number. HLG810-105083

WHLD810-829618

200SX

CLUTCH MASTER CYLINDER 200SX-002

To simplify servicing, the method of sealing the clutch master cylinder has been changed. It is now sealed by the dust cover rather than the stopper's rubber seals. In the new cylinder design, the dust cover has been redesigned and the stopper's rubber seals have been eliminated.



Stopper rubber seal method

Dust cover method

1 Dust cover
2 Stopper ring
3 Stopper
4 Push rod
5 Rubber seal

Former

New

Beginning Serial Number. HLS10-137053

Parts Information

Part Name	Former Part No.	New Part No.	Remarks
Cylinder assy-clutch master	30610 H5802	30610 H5802	Service part: unchanged

Interchangeability. Yes.

BAND SERVO, CONTROL VALVE & BRAKE BAND 200SX-003

To improve shifting performance, the diameter of the band servo piston has been decreased and the former rigid brake band has been replaced by a new flexible band. Also the orifice check valves, in the control valve assembly, have been redesigned. For a complete description with illustrations and parts information, see 510-004, on page 2.

Beginning Serial Number.

Applied from transmission number 8416862

THREE JOINT TYPE PROPELLER SHAFT 200SX-004

The propeller shaft calking nut and plain washer have been combined. Along with this change, the tightening torque of the calking nut has been revised. For a complete description with illustrations, parts, and service information, see 620-004, on page 6.

Beginning Serial Number. HLS10-163541

280ZX

FRONT BRAKE

280ZX-006

To reduce unsprung weight, the front disc brake has been redesigned. Along with this modification, the rotor bolt and washer have also been changed. The tightening torque of the new bolt is 54 to 74 N.m (5.5 to 7.5 kg-m or 40 to 54 ft-lbs).

Beginning Serial Number. HS130-127335

HGS130-110597

Parts Information.

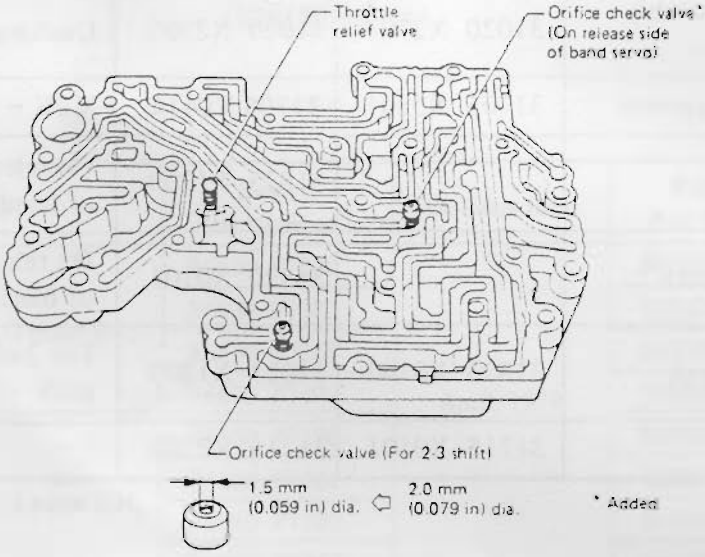
Part Name	Former Part No.	New Part No.
Disc Front Brake	40206 P7200	40206 P7210
Bolt	40209 22000	01125 00131
Washer	08915 14010	08915 24010

Interchangeability. Yes, as a set of disc, bolt and washer. The new bolt and washer are interchangeable with the former, but not vice versa.

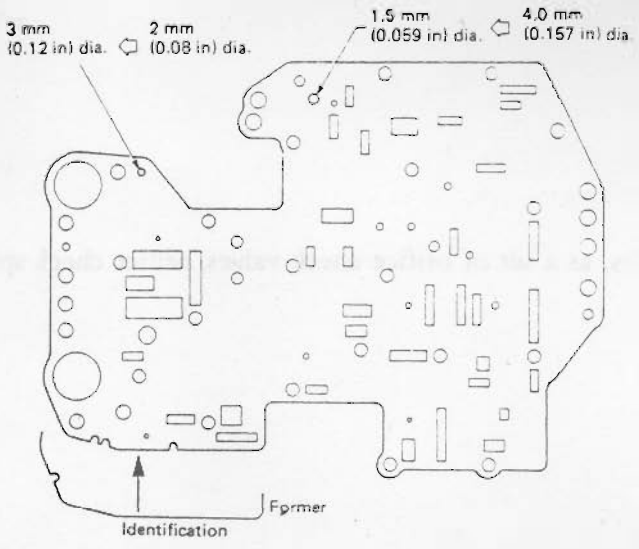
CONTROL VALVE 280ZX-007

To improve shifting performance, an orifice check valve (on the release side of the band servo) has been added and the bore diameter of the orifice check valve (for 2–3 shift) has been decreased. Also, the bore diameters of the separate plate (on the release side of the band servo and the apply side) have been decreased.

Orifice check valve



Separate plate



Beginning Serial Number.

Automatic Transmission Number 8800268

Parts Information.

Part name	Former Part number	New Part number	Remarks
Transmission assembly -automatic	31020 X2707	31020 X2707	Unchanged
Assembly-valve control	31705 X2701	31705 X0412	MEK ← MEJ
Valve-orifice check	--	31823 X1200	On release side of band servo
Spring-orifice check	--	31822 X0101	On release side of band servo
Valve-orifice check	31823 X0100	31823 X1200	For 2nd-3rd shift
Plate-separate	31715 X0101	31715 X2700	

Interchangeability. Yes, as a set of orifice check valves, orifice check springer and separate plate.

FRONT SEAT BELT

280ZX-008

To improve passenger comfort, a tension reducing mechanism has been added to the front seat belts. It is the same type mechanism used on 210 models.

Beginning Serial Numbers. HS130-125848

HGS130-109964

Parts Information:

Part Name	New Part Number	Available from	Former Part Number	Remarks
Belt set-seat front, 3 point R.H.	86830 P7200	April, 1979	86830 P7100	Black
	86830 P7201		86830 P7101	Brown
	86830 P7202		86830 P7102	Red
	86830 P7203		86830 P7103	Blue
Belt set-seat front, 3 point L.H.	86880 P7200		86880 P7100	Black
	86880 P7201		86880 P7101	Brown
	86880 P7202		86880 P7102	Red
	86880 P7203		86880 P7103	Blue

Interchangeability: Yes

Appendix

APPENDIX

Titles of all Bulletins distributed during 1979 are listed here.
Titles in italics were not reprinted in this book.

Bulletin No.	Classif. No.	Title	Page
TS79-037	AC79-003	Engine Room Harness Modification 620 A/C Models	118
TS79-038	EF79-003	Cold Driveability Countermeasure	39
TS79-039	AM79-005	Corrections to 1979 210 Service Manual	112
TS79-040	BF79-005	Stripe and Woodgrain Removal	89
TS79-041	*GI79-008*	*Distribution of Reprint 1978 Tech. Bulletin Book*	—
TS79-043A	GI79-009A	Emission Warranty Regulations for Vehicles Registered in California	7
TS79-045	EF79-004	Driveability 210 (B310)	41
TS79-046	AC79-005	Air Conditioning Kit, Compressor Bracket Modification, , 1980, 210	120
TS79-047	ST79-001	Service Manual Revision, 1977–1980 810	75
TS79-049	CO79-003	Heavy Duty Water Pumps Installed on 1980 210's	13
TS79-050	FE79-001	Choke System/Carburetor Linkage Operation, 200SX	79
TS79-051	BF79-006	Torque Specifications, Rear Body Mounting, 720	91

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