SERVICE MANUAL

DATSUN 240Z SPORTS
MODEL S30 SERIES

CHASSIS & BODY



NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION FE

ENGINE CONTROL, FUEL & EXHAUST SYSTEM

FE

ENGINE CONTROL SYSTEM ..... FE- 1
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ENGINE CONTROL SYSTEM

ACCELERATOR LINKAGE

Description

The accelerator linkage with the minimized weight has been constructed so that it is not affected by the engine vibration and operated smoothly.

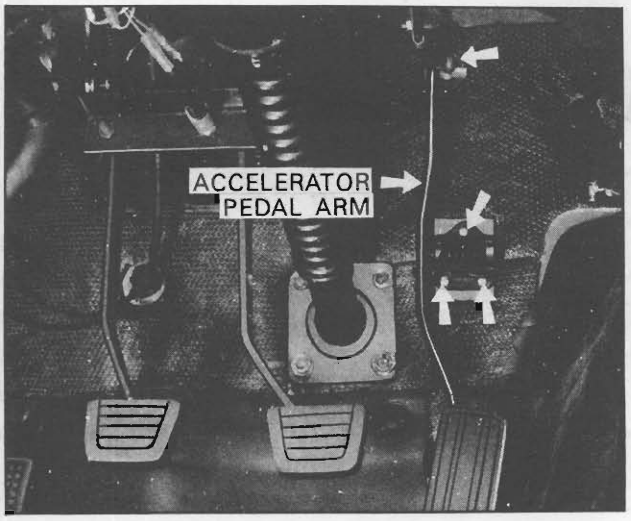


Fig. FE-1 Accelerator pedal arm removal

Removal

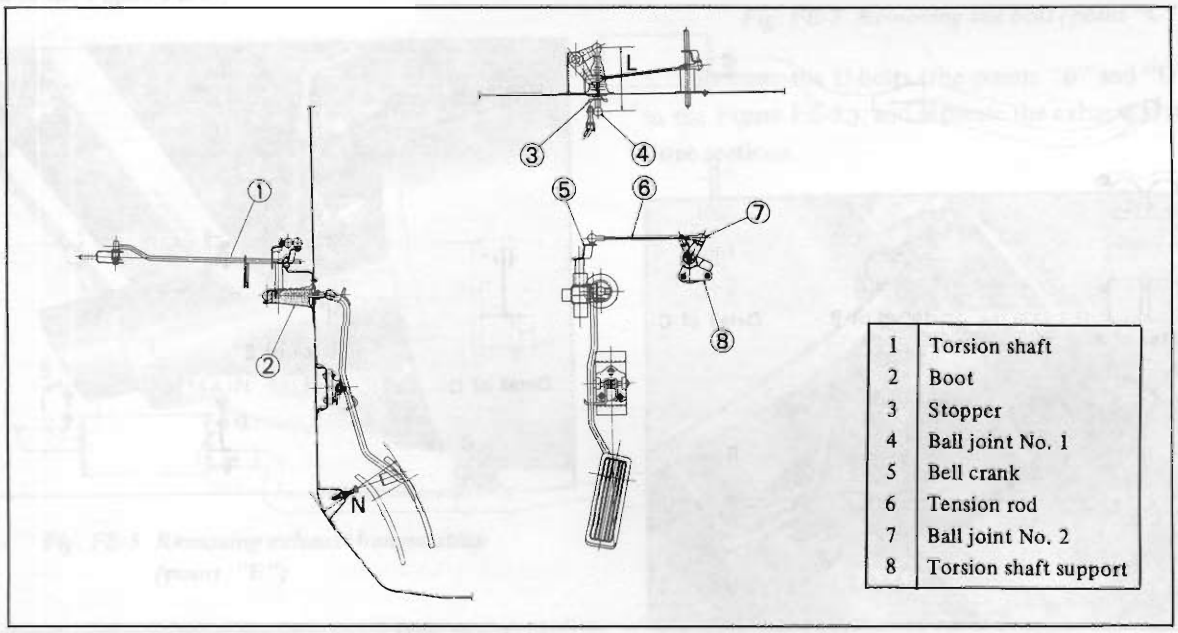
1. Remove three screws from the accelerator pedal bracket.

2. Separate the accelerator rod from the pedal arm at the ball joint.

3. Remove two bolts from the torsion shaft support in the engine compartment and remove the accelerator linkage.

Reinstallation is carried out in reverse sequence of removal.

Adjustment



1	Torsion shaft
2	Boot
3	Stopper
4	Ball joint No. 1
5	Bell crank
6	Tension rod
7	Ball joint No. 2
8	Torsion shaft support

Fig. FE-2 Accelerator linkage setting

1. Properly adjust the screw on the ball joint No. 1 so that the dimension "L" is correctly aligned to 108 mm (4.25 in).

2. Adjust the screw on the ball joint No. 2 properly so that the length of the tension rod (length between both end ball joint centers) is correctly aligned to 182 mm (7.17 in).

3. Install the accelerator linkage on the vehicle, and readjust the tension rod length so that the throttle shaft of the carburetor is correctly positioned in "Fully Close" position. In this adjustment, the tension rod length adjusting range is 182±6 mm (7.17±0.2362 in) and the size "N" should be 148 mm (5.83 in). (The free height is adjusted automatically by the stopper shown in the Figure FE-2.)

4. Upon completion of the above adjustment, depress the accelerator pedal, and adjust the stopper bolt properly so that it comes into contact with the pedal when the throttle shaft is positioned in the "Fully Open" position. Now, turn the stopper bolt clockwise in one full turn and lock the stopper bolt with the lock nut.

FUEL AND EXHAUST SYSTEM

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EXHAUST SYSTEM

Description

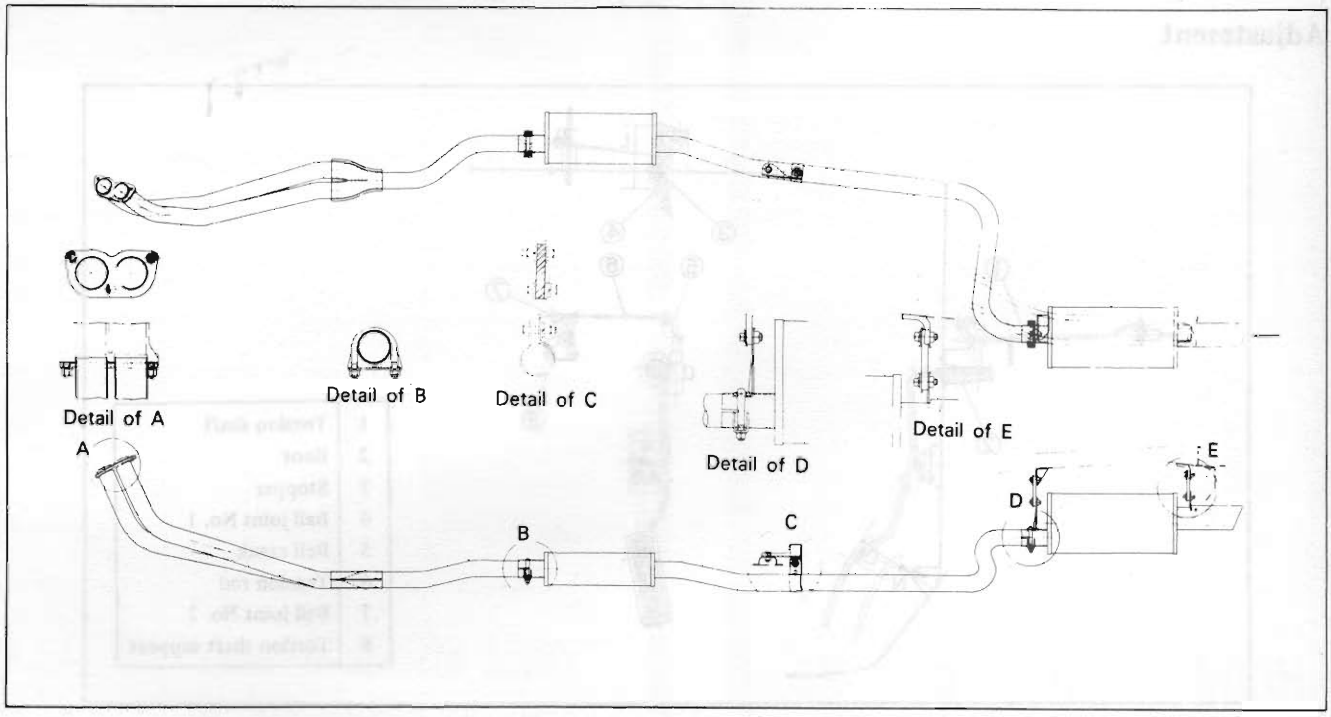


Fig. FE-3 Exhaust system

The exhaust system consists of three units providing front tube, pre-muffler and center tube, and main muffler and tail pipe. As seen in the Figure FE-3, the exhaust system is mounted at the points "C", "D" and "E" and clamped at the points "B" and "D" with U-bolts.

Removal

1. Remove three front tube and exhaust manifold connecting bolts.

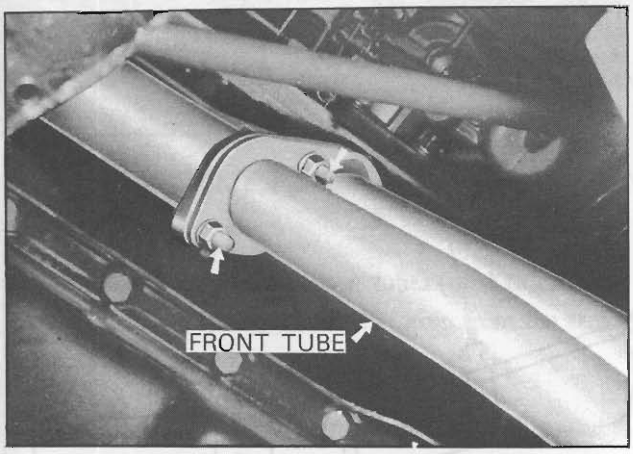


Fig. FE-4 Removing front tube

2. Remove the exhaust hanger strap (the point "E" shown in the Figure FE-3.).

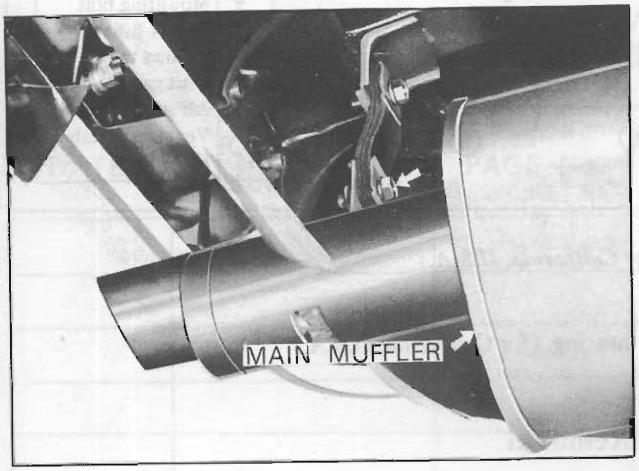


Fig. FE-5 Removing exhaust hanger strap (point "E")

3. Remove the exhaust hanger strap (the point "D" shown in the Figure FE-3.).

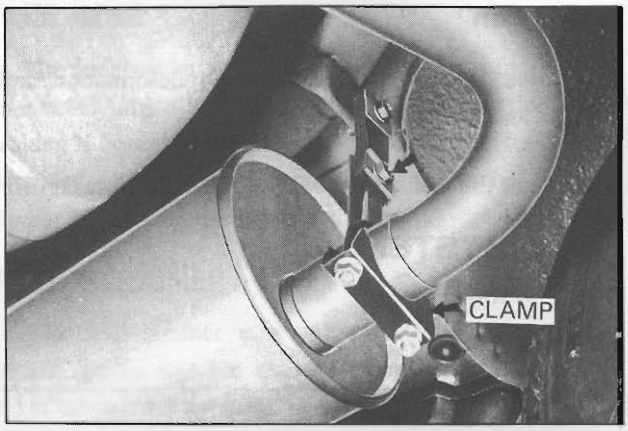


Fig. FE-6 Removing exhaust hanger strap (point "D")

4. Remove the bolt (the point "C" shown in the Figure FE-3.) and dismount the exhaust system.

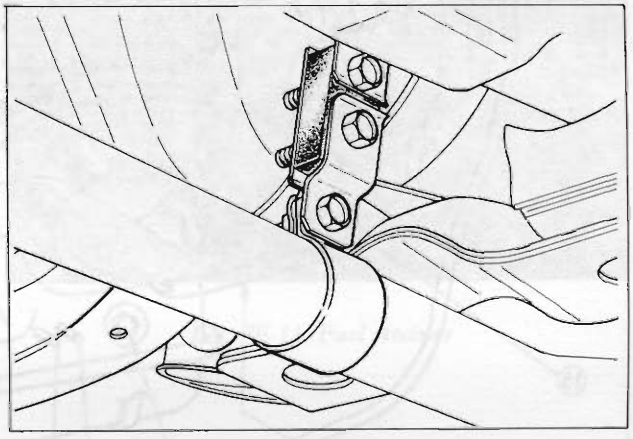


Fig. FE-7 Removing the bolt (point "C")

5. Remove the U-bolts (the points "B" and "D" shown in the Figure FE-3.), and separate the exhaust system into three sections.

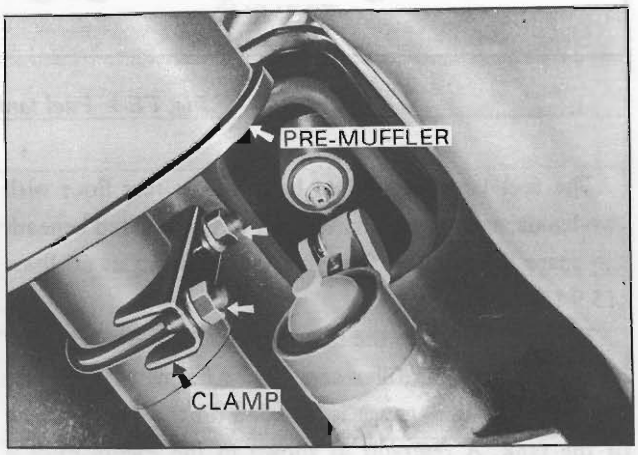


Fig. FE-8 Removing U-bolt (point "B")

Inspection

1. Check the tube and muffler for deformation and damage, and replace as required.

2. Check the insulator rubber and mounting bracket for crack and deformation, and replace as required.

3. Upon completion of the reinstallation, check the exhaust system for exhaust gas leaking and exhaust noise.

FUEL SYSTEM

FUEL TANK

Description

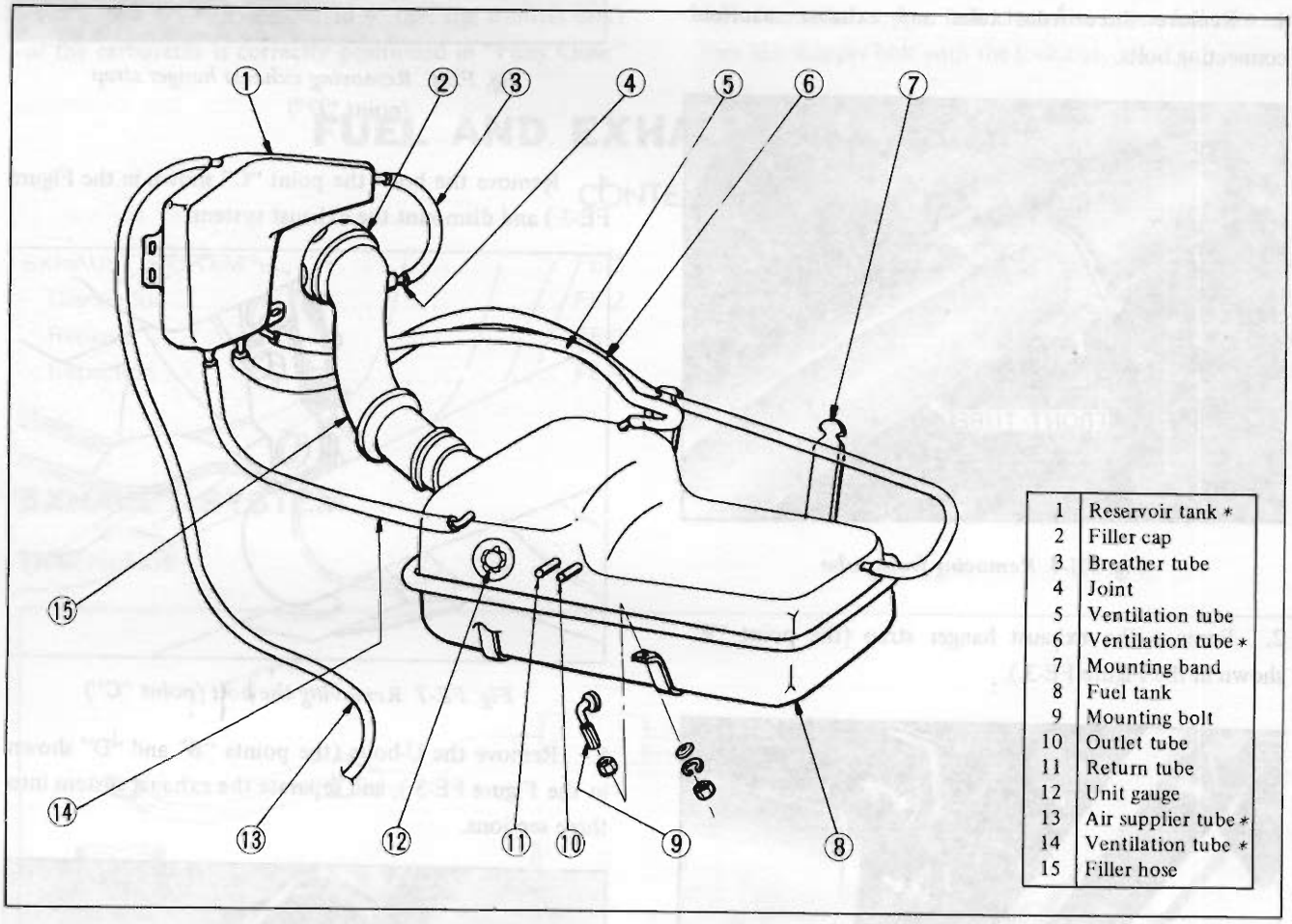


Fig. FE-9 Fuel tank (for California, U.S.A.)*

The fuel tank is installed beneath the rear floor with two bands, and approximately half of it is located beneath the spare tire housing. The fuel tank capacity is 60 liters (15.9 US gal).

The fuel inlet is in the filler lid located in the rear right side panel, and the filler cap is of a hermetic type. The bayonet type unit gauge is installed on the front surface of the tank. A reservoir as shown in the Figure FE-9 is provided so as to relieve expansion and bubbles due to heating. (for California, U.S.A.)

Removal

1. Remove the drain plug from the tank bottom, and drain fuel completely.

2. Disconnect the unit gauge cable, outlet tube and return tube hoses from the tank.

3. Remove nuts from two tank securing bands, and slightly lower the tank.

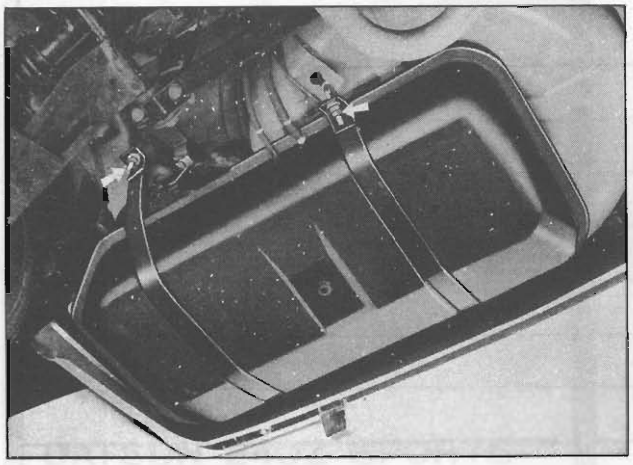


Fig. FE-10 Fuel tank mounting

4. Disconnect three ventilation tubes (used to connect the reservoir to the tank) and filler hose from the tank, and dismount the tank.

5. Disconnect the breather tube and air supplier tube (used to connect the filler hose to the reservoir), remove three reservoir installation bolts, and remove the reservoir.

FUEL LINE

The fuel line between the fuel strainer and fuel tank is a molded single unit, and with this construction, fuel leaking is completely prevented. Moreover, the fuel line is provided with a fuel return pipe, and thus, vapor lock and similar phenomenon is prevented.

FUEL STRAINER

The fuel strainer is a nylon cartridge type strainer which can be replaced easily. The replacement period is 40,000 km (24,000 miles).

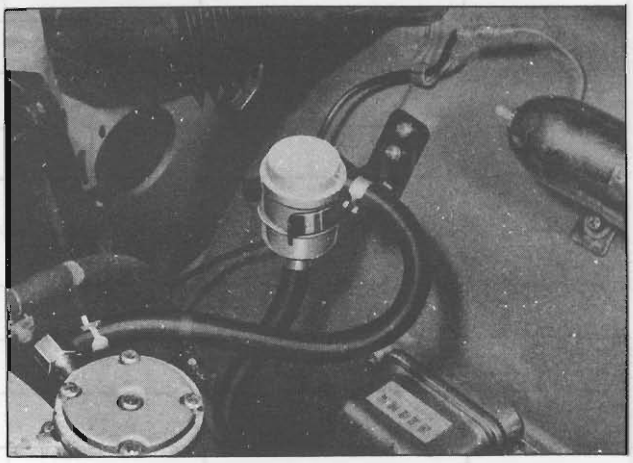


Fig. FE-11 Fuel strainer

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