# SERVICE MANUAL

DATSUN 260Z
MODEL S30 SERIES

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

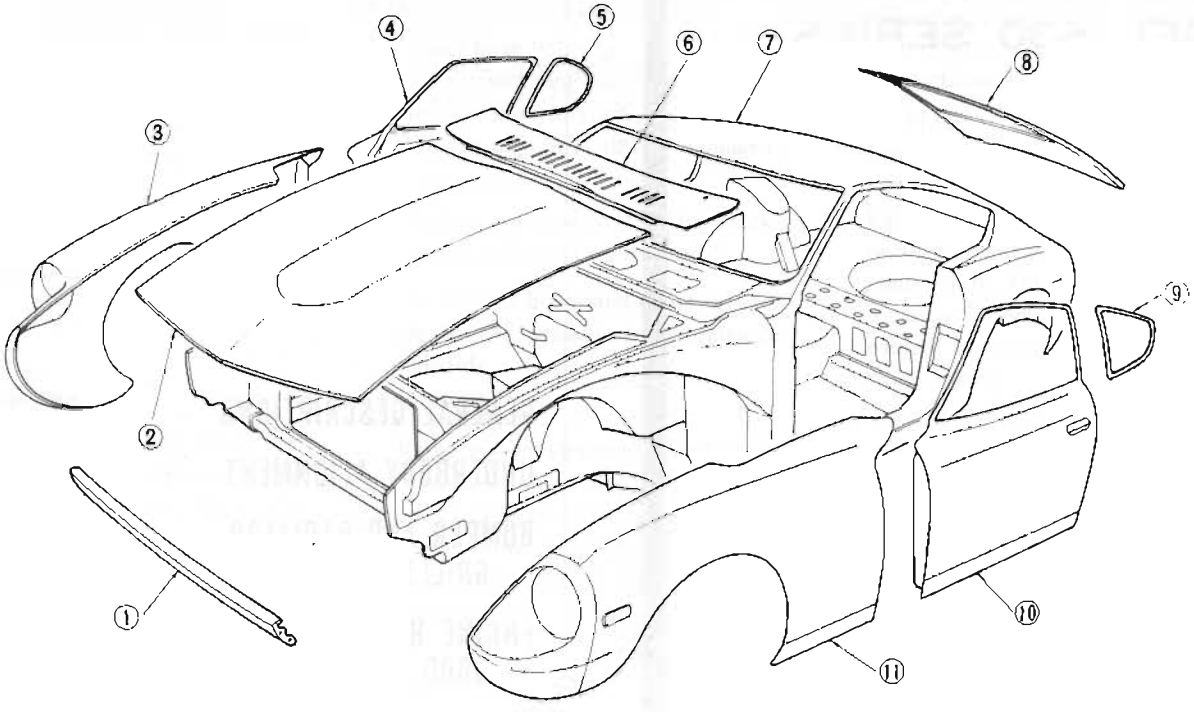
## SECTION BF

# BODY


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# GENERAL DESCRIPTIONS

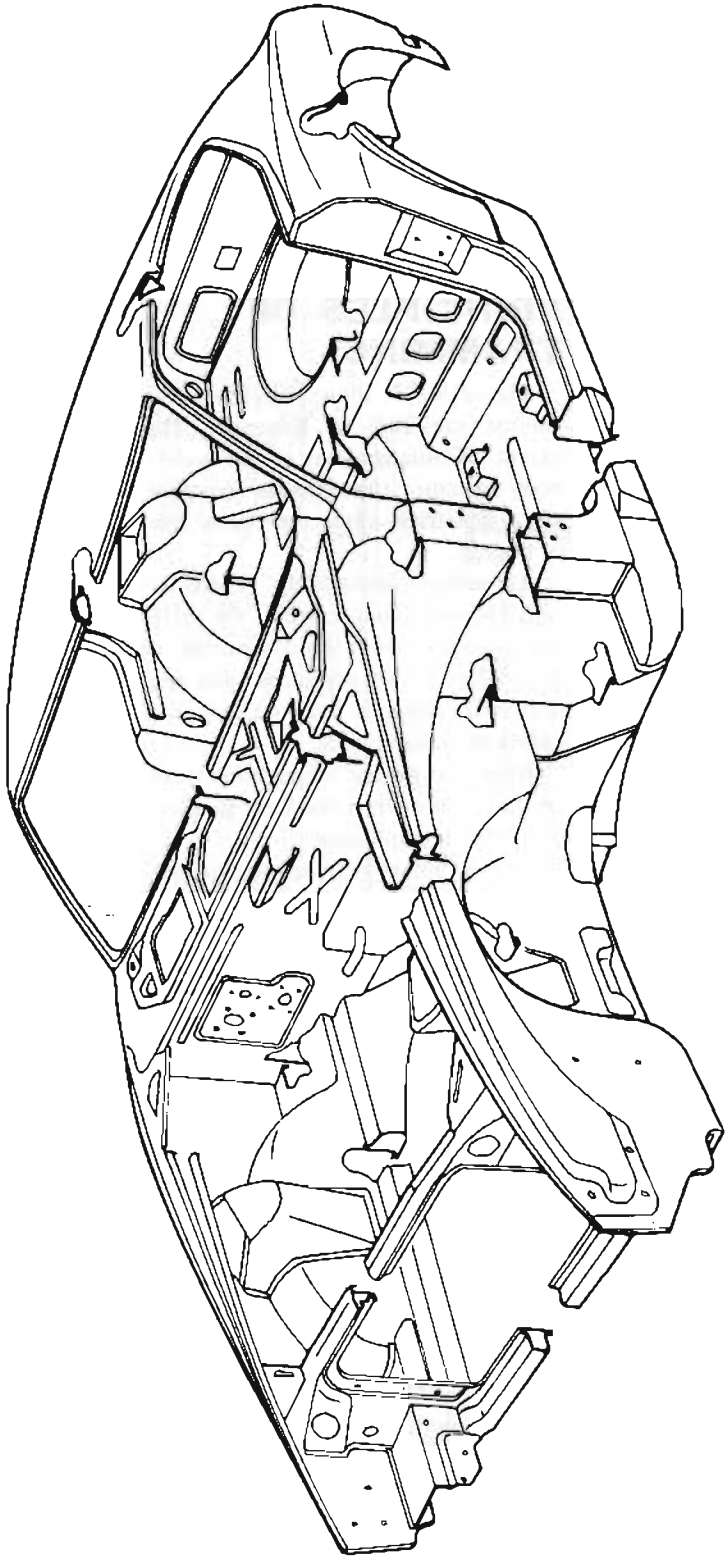
The body utilizes a unit construction system. With this construction, weight has been reduced to minimum and rigidity and safety have been greatly improved. In order to fully utilize the passenger's compartment, the fuel tank is located beneath the floor and the spare tire is stored in the spare tire housing sunk below floor level. Thus, a large, flat floor space behind the seats is available for luggage. In addition, the rear of the body is provided with a large tail gate.




1 Front apron
2 Hood
3 Front fender (RH)
4 Door (RH)
5 Side window (RH)
6 Cowl top grille
7 Body main unit
8 Tail gate
9 Side window (LH)
10 Door (LH)
11 Front fender (LH)

BF341A

*Fig. BF-1 Body construction*



BF342A

*Fig. BF-2 Structure of body main unit*

# UNDERBODY ALIGNMENT

## UNDERBODY GENERAL SERVICE INFORMATION

Since each underbody component directly affects the overall strength of the body, it is essential that proper welding, sealing and rust-proofing techniques be observed during service operations.

Whenever the body is repaired, be sure to rust-proof the repaired body parts.

When rust-proofing critical underbody components, it is essential that a good quality air dry type primer such as corrosion resistant zinc chromate be used.

Do not use combination type primer surfacers.

## ALIGNMENT CHECKING PROCEDURE

Misalignment in the underbody affects the front fender, door, tail gate and window alignments. Underbody misalignment particularly affects the suspension system.

Accordingly, in the event of collision damage, it is essential that underbody be thoroughly rechecked, and if necessary, aligned within the specified dimensions given in Figure BF-3.

There are many tools which may be employed to correct collision damage such as frame straightening machines, external pulling equipment or other standard body jacks.

To assist in checking alignment of the underbody components, repairing minor underbody damage or locating replacement parts, the following underbody dimensions and alignment checking information are presented.

## PRINCIPLES OF TRAMMING

Figure BF-3 shows reference locations required to determine the extent of misalignment in the underbody structure; the reference locations are symmetrical along the center line of the car.

Tramming underbody correctly calls for two measurements: the vertical dimension from the datum line to the points to be measured, and the horizontal distance between any two points of measurement.

Note that precise measurement can be made only when the tram gauge is parallel to the underbody.

If two points of measurement are on a horizontal plane, the vertical pointer of the tram gauge should be extended equally to bring the gauge parallel to the center of the underbody. If one of the two reference points is included in misaligned area, the parallel plane between the body and tram gauge may not exist, indicating the necessity of underbody repair.

## CAR PREPARATION

Preparing the car for the underbody alignment check involves the following:

1. Place car on a level surface.
2. The weight of car should be supported at wheel locations.
3. A visual damage inspection should be made to eliminate unnecessary measuring since obviously damaged or misaligned areas may often be located visually.

## TRAMMING SEQUENCE

The tramming sequence will vary depending upon the nature and location of the misaligned area. Prior to performing any tramming operation, the accuracy of reference points to be used must be determined.

A measurement that originates from a reference point located in a damaged area will produce untrue results and confuse the evaluation of the underbody construction.

Unlike the conventional type of frame design, the unitized type of body construction seldom develops a "diamond" condition in the floor pan area as a result of front or rear end collision. Therefore, underbody alignment checking can usually originate from the body floor pan area.

If inspection indicates that these locations have been disturbed and are not suitable for measuring, one of the undamaged suspension locations should be used as an initial reference point.

If all of these locations are unsuitable as reference points, repair operations should begin with the body floor pan area. All other underbody components should be aligned progressively from this area.

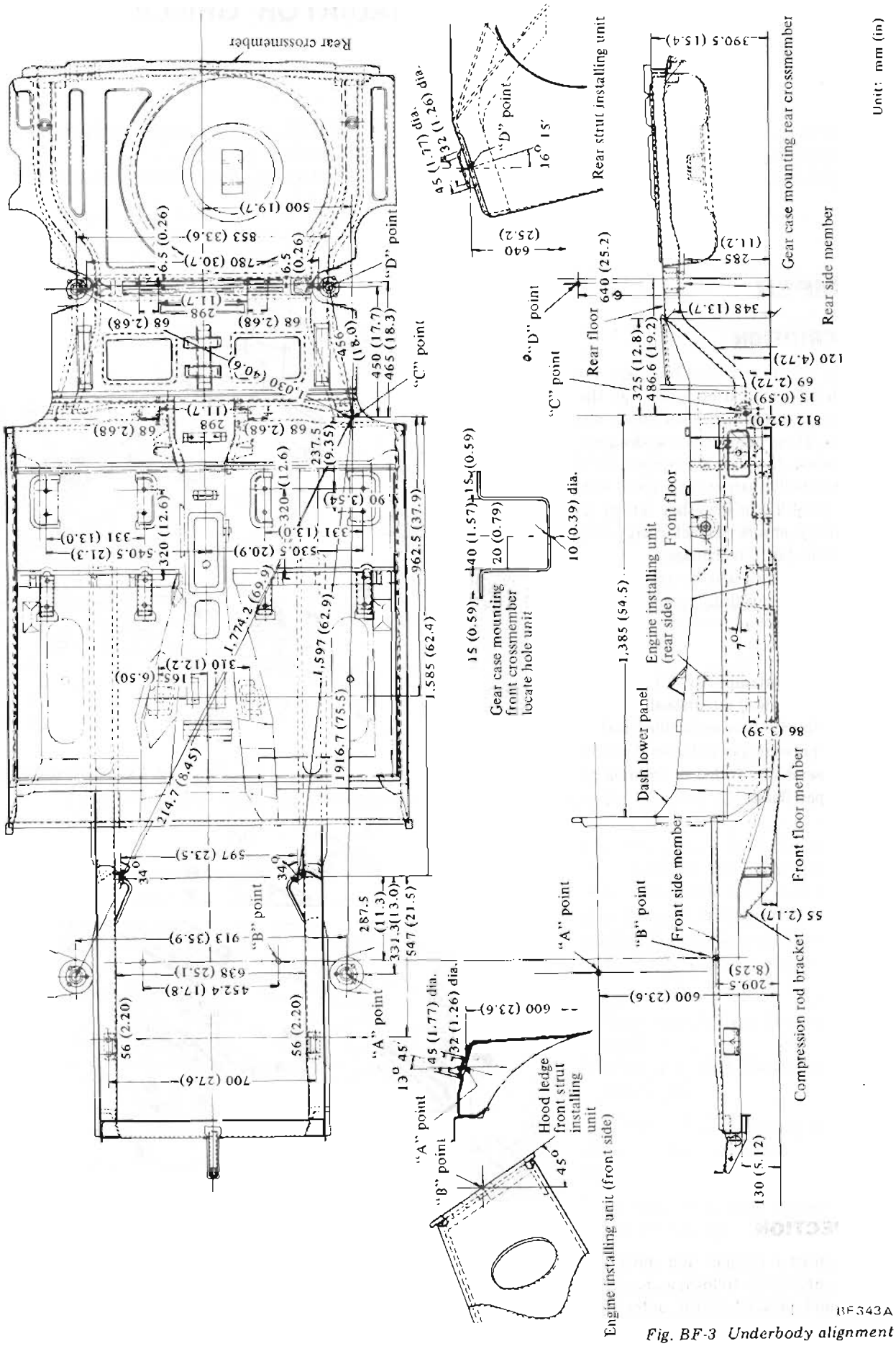



*Fig. BF-3 Underbody alignment*

# BUMPER AND RADIATOR GRILLE

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## BUMPER

### DESCRIPTION

The front and rear bumpers are installed on the car body through the strat-type, gas-and-oil-filled shock absorbers. These bumpers are so designed that when the car is involved in a collision (solid barrier) at a speed of 8 km/h (5 MPH) or less, they retract to effectively absorb impact energy and to prevent car from damage.

The bumpers will be returned to their original positions upon absorbing impact energy.

Notes:

a. Do not attempt to hit the car against the wall intentionally.
b. The shock absorber is filled with a high pressure gas and should not be disassembled, drilled or exposed to an open flame.

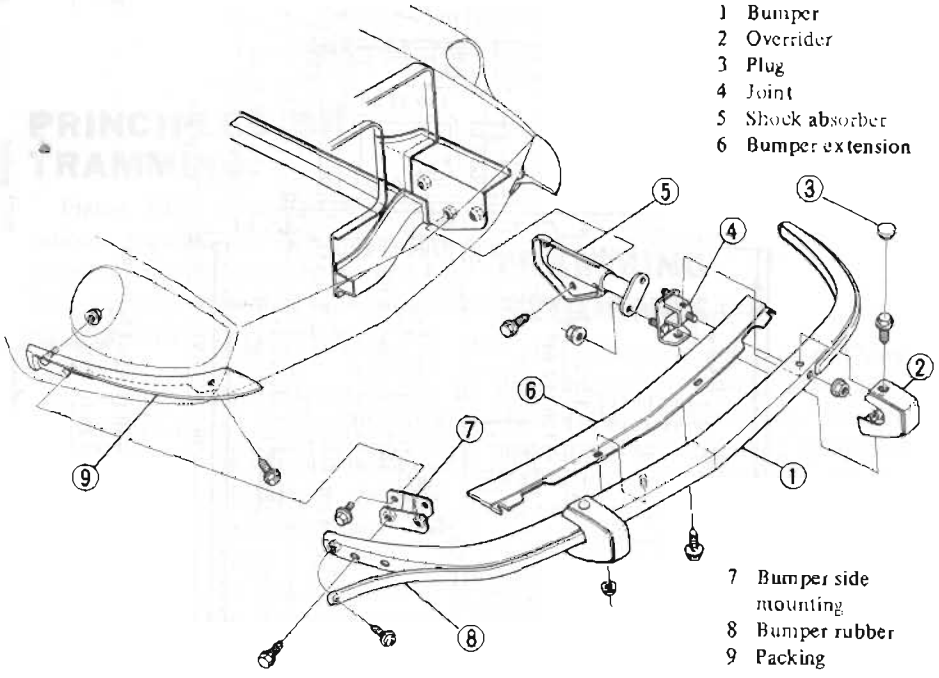



*Fig. BF-4 Exploded view of front bumper*

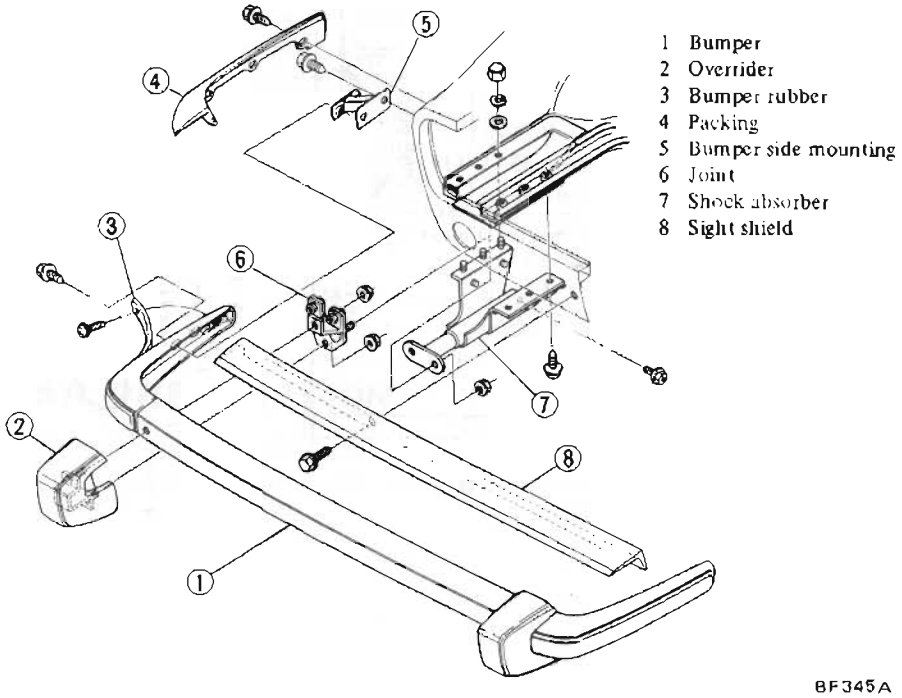
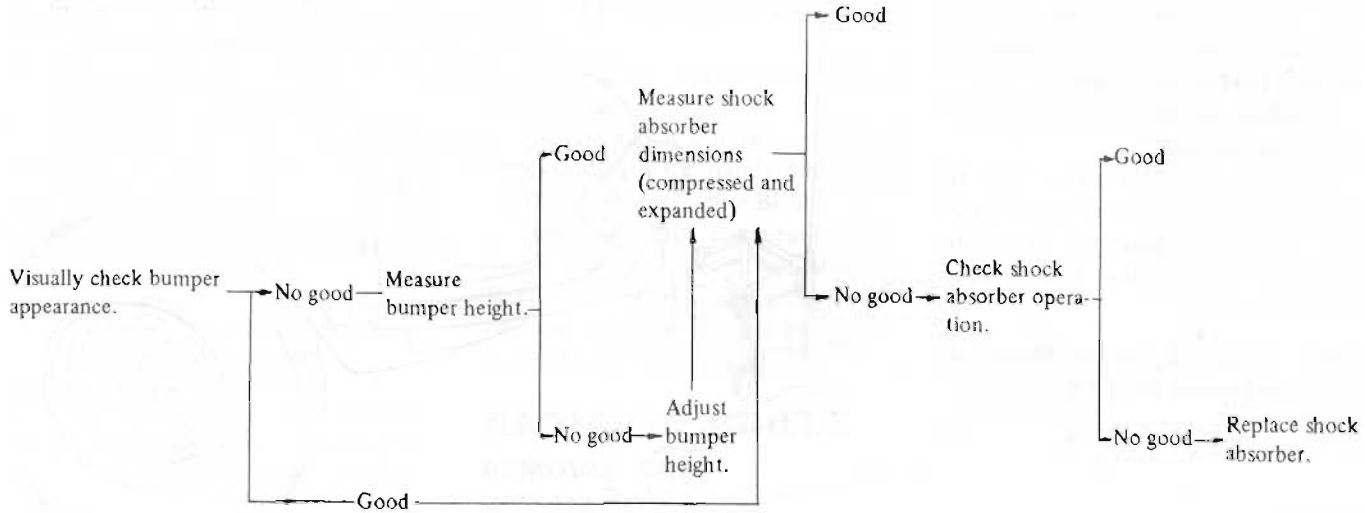



*Fig. BF-5 Exploded view of rear bumper*

### INSPECTION

To inspect bumper and shock absorber, utilize the following chart as a guide and proceed in the order indicated in the chart.

**Bumper system inspection chart**



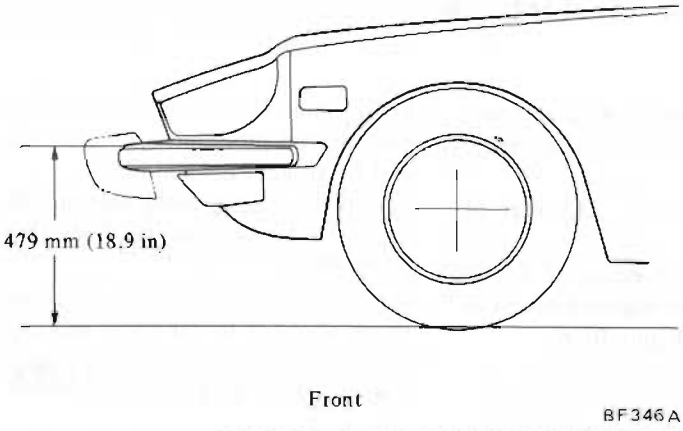




*Fig. BF-6 Standard height of front bumper*

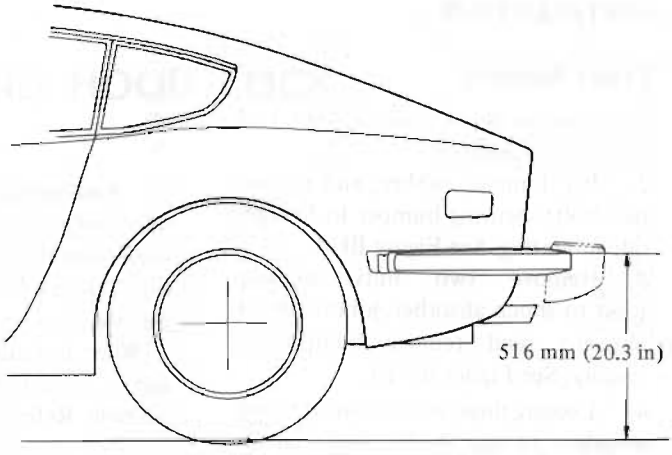



*Fig. BF-7 Standard height of rear bumper*

1. Bumper height

(1) Place car on a flat surface under curb weight conditions. Tires must be inflated to rated pressure.

(2) Measure the height of bumper above ground at two mounting locations as shown in Figures BF-6 and BF-7.

If bumper height is far out of the standard value, loosen shock absorber attaching bolts and set bumper level and as close to the standard height as possible. After adjustment, tighten bolts securely.

2. Length of shock absorber

The standard dimension of shock absorbers is 86 to 90 mm (3.386 to 3.543 in). See Figure BF-8.

3. Checking functioning of shock absorber

(1) Locate car with the front side towards a solid wall or pillar.

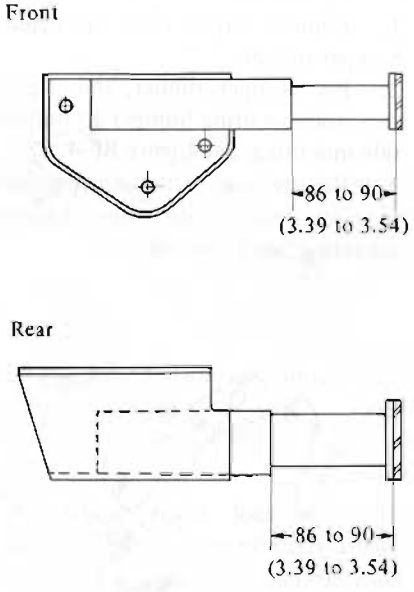



*Fig. BF-8 Length of shock absorber*

(2) Set parking brake securely. Install brake set tool to secure service brake pedal. Set transmission in 1st gear (manual transmission), or park position (automatic transmission).

Place wheel chocks securely.

Notes:

a. Make sure that car does not move at all.

b. Make sure that ignition switch is turned off.

(3) Place a jack between wall and either bumper overrider aligning it with shock absorber on that side.

Note: Use a jack of more than 400 kg (88 lb) capacity.

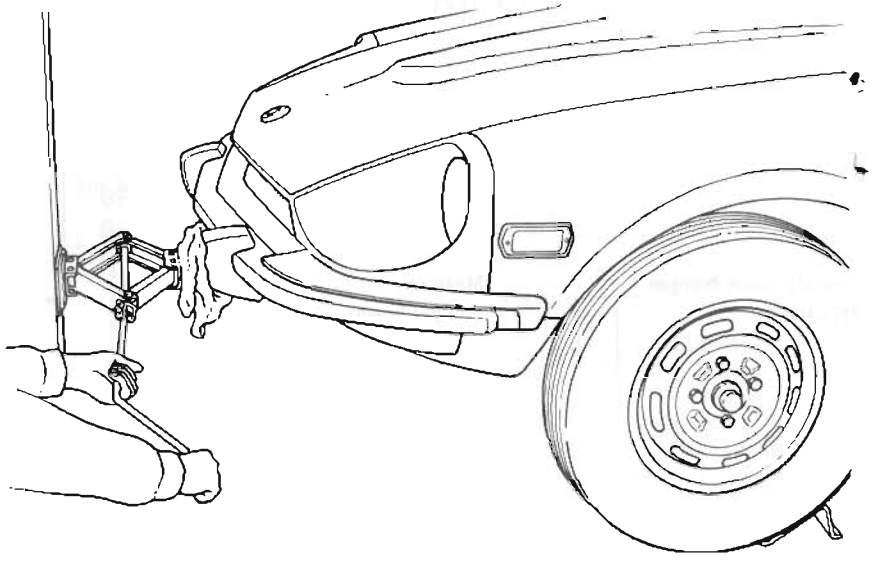
(4) Gradually extend jack approximately 40 mm (1.57 in). [The bumper should move approximately 40 mm (1.57 in) back through shock absorber

effect]. See Figure BF-9.
(5) Retract jack and check that bumper returns to its original position without binding and hesitation.

Conduct a test as above on the other shock absorber.

If either shock absorber fails to return to the original position, replace.
(6) Utilize the same test procedure as above when testing rear bumper shock absorbers.

Note: Be careful not to allow jack slipping out of overrider.



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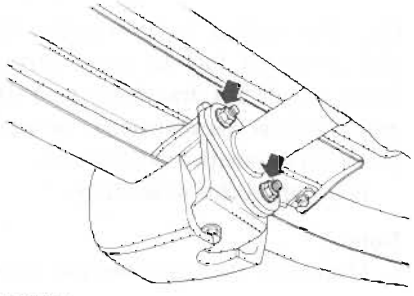
*Fig. BF-9 Checking shock absorber function*

## REMOVAL AND INSTALLATION

### Front bumper

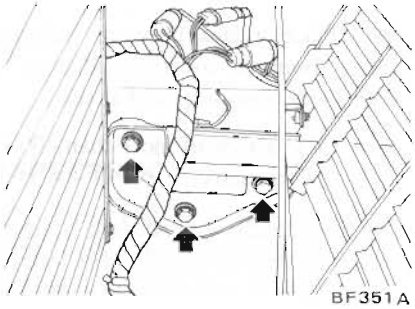
1. Remove screws securing the rear of bumper rubber.
2. Pry bumper rubber, and remove two bolts securing bumper to bumper side mounting. See Figure BF-4.
3. Remove two nuts securing joint to shock absorber, joint to shock absorber, and remove bumper assembly. See Figure BF-10.
4. Loosen three bolts securing shock absorber to car body, and remove shock absorber. See Figure BF-11.
5. Remove bumper extension, overrider and joint from bumper assembly. See Figure BF-4.
6. To install, reverse the order of removal.

When installing bumper, set it level and as close to the standard height as possible. Refer to Figure BF-6.



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*Fig. BF-10 Removing front bumper*

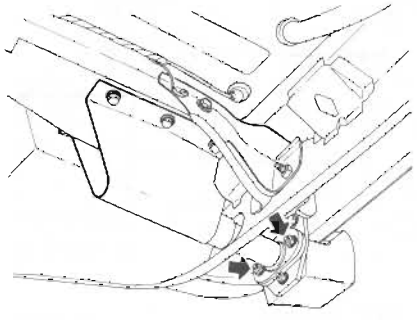


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*Fig. BF-11 Removing shock absorber*

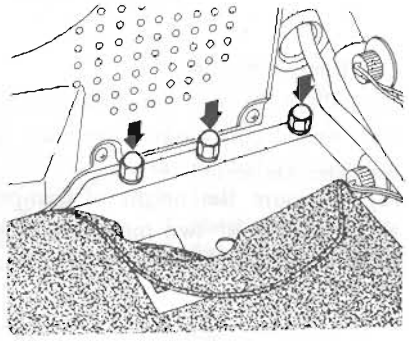
### Rear bumper

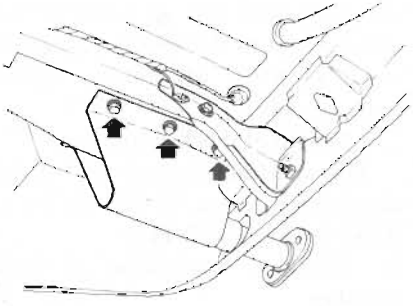
1. Remove screws from the rear of bumper rubber.
2. Pry bumper rubber, and remove two bolts securing bumper to bumper side mounting. See Figure BF-4.
3. Remove two nuts securing joint to shock absorber, and remove bumper assembly. See Figure BF-12.
4. Remove fuel tank and muffler. For removal procedures, refer to Section FE (pages FE-4 and FE-7).
5. Remove sight shield, side mounting and packing from car body. See Figure BF-5.
6. Remove bolts and nuts securing shock absorber to car body, and take shock absorber out of the opening in car body. See Figure BF-13.



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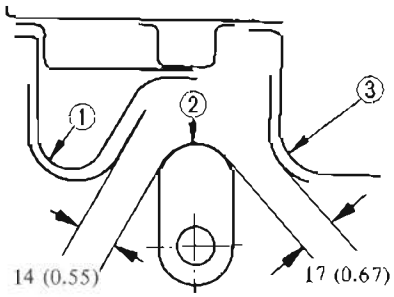
*Fig. BF-12 Removing rear bumper*





BF353A

*Fig. BF-13 Removing shock absorber*




BF354A

Unit: mm (in)

1 Shock absorber bracket
2 Muffler
3 Spare tire housing

*Fig. BF-14 Clearances between muffler and L.H. shock absorber heat shield and between muffler and spare tire heat shield*

7. Remove bumper rubber, over-rider, and joint from bumper assembly.
8. To install, reverse the order of removal.

When installing bumper, set it level and as close to the standard height as possible. Refer to Figure BF-7.

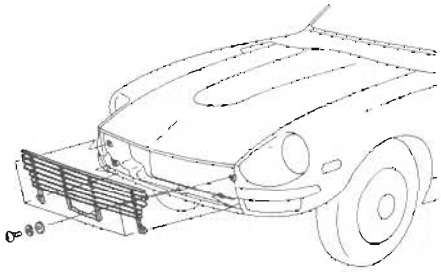
Make sure that the clearance between muffler and shock absorber (L.H.) heat shield, and between muffler and spare tire housing heat shield is as indicated in Figure BF-14.

## RADIATOR GRILLE

### REMOVAL AND INSTALLATION

1. Remove front bumper.
2. Remove five screws securing grille in place, and remove grille. See Figure BF-15.

To install, reverse the order of removal.



BF355A

*Fig. BF-15 Removing radiator grille*

# ENGINE HOOD AND HOOD LOCK

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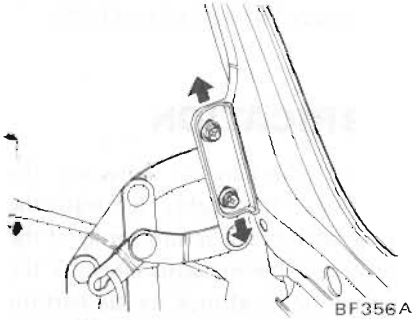
## ADJUSTMENT

Hood can be adjusted by bolts attaching hood to hood hinge, hood lock mechanism and hood bumpers.

Adjust hood for an even fit between front fenders and for a flush fit with the headlight cases.

Adjust hood according to the following procedure:

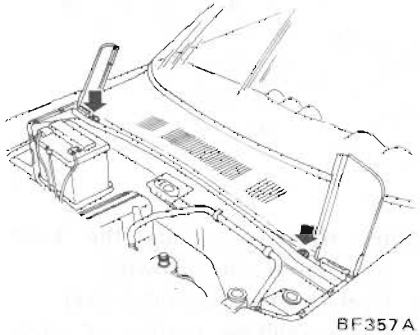
1. Adjust hood fore and aft by loosening bolts attaching hood to hinge and repositioning hood. See Figure BF-16.



BF356A

*Fig. BF-16 Adjusting hood attaching bolts*

2. Loosen hood bumper lock nuts and lower bumpers until bumpers do not come into contact with the rear of hood when hood is closed. See Figure BF-17.



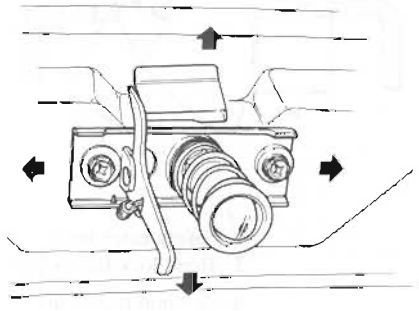
BF357A

*Fig. BF-17 Adjusting hood bumper height*

3. Adjust hood lock mechanism after hood has been properly aligned. Hood lock male part can be moved fore and aft and from side to side to align it with hood lock female part by loosening attaching bolts.

Rear end of hood can also be moved up and down by adjusting the height of dovetail bolt of hood lock male part to obtain a flush fit with fenders.

4. Loosen hood lock male part attaching bolts until they are just loose enough to move hood lock male part.
5. Move hood lock male part until it is aligned with hood lock female part. See Figure BF-18.



BF359A

*Fig. BF-18 Adjusting hood lock male part*

6. After the desired alignment is obtained, tighten hood lock male part attaching bolts.

Tightening torque:
Male and female part attaching bolts
0.38 to 0.51 kg-m
(2.7 to 3.7 ft-lb)

7. Lower hood 1 to 3 mm (0.039 to 0.118 in) from top of front fender by adjusting dovetail bolt.

After the desired alignment is obtained, tighten lock nut of dovetail bolt.

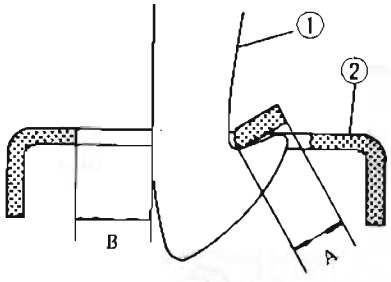
Tightening torque:
Lock nut of dovetail
1.5 to 2.6 kg-m
(11 to 19 ft-lb)

8. Raise two hood bumpers until hood is flush with fenders.
9. Open and close hood several times to check the operation.

Check hood lock male part for complete engagement with hood lock female part.

**Note: Full engagement must be obtained for proper hood lock male part adjustment. If complete engagement is not obtained, readjust hood lock male part for full engagement of dovetail bolt and hood lock female part.**

10. Make sure that safety catch lever retains hood properly when hood lock is disengaged. See Figure BF-19.

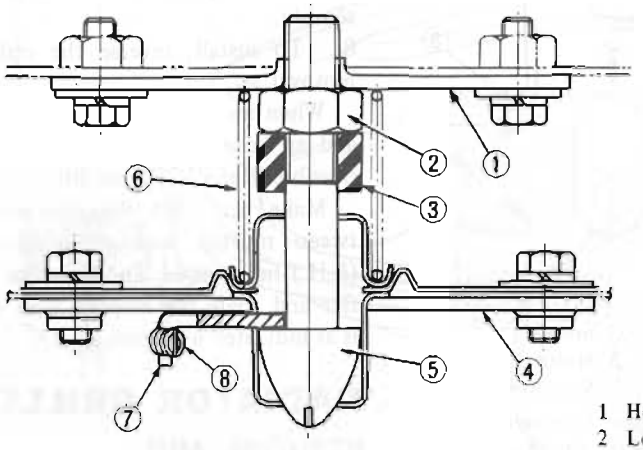



1 Safety catch lever
2 Hood lock female part

A : 5.0 mm (0.197 in)
B : 8.0 mm (0.315 in)

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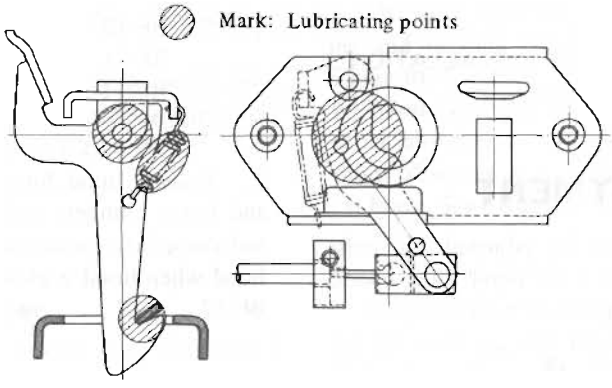
*Fig. BF-19 Safety catch lever*




1 Hood lock male body
2 Lock nut
3 Cushion rubber
4 Hood lock female
5 Dovetail bolt
6 Lift spring
7 Female lever
8 Return spring

BF358A

*Fig. BF-20 Sectional view of hood lock*




BF361A

*Fig. BF-21 Lubricating points*

Notes: When inspecting the hood lock, observe the following:

a. Operation of safety catch lever
Check caulking portion of safety catch lever shaft for wear.
Check spring for weakness and breakdown. If spring is broken, hood may unlock and spring open during driving.

b. Operation of female lever
Check female lever for smooth and correct operation.
Check spring for weakness and breakdown. If female lever does not move smoothly, engaging stroke will be reduced, and it may be disengaged from the hood lock.

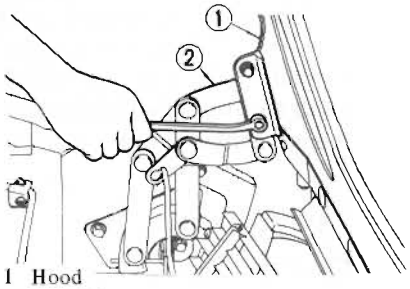
## LUBRICATION

When checking or adjusting the hood lock, thoroughly lubricate the pivot, catcher and return spring of the safety catch lever. Also lubricate the lever of the hood lock female part for smooth and correct operation. See Figure BF-21.

# REMOVAL AND INSTALLATION

## ENGINE HOOD

1. Open engine hood and protect body with covers to prevent scratching the paint.
2. Mark hood hinge locations on hood for proper reinstallation.
3. Support engine hood with hand and remove bolts securing hood hinge to hood, taking care not to let the hood slip when bolts are removed. See Figure BF-22.




1 Hood
2 Hood hinge

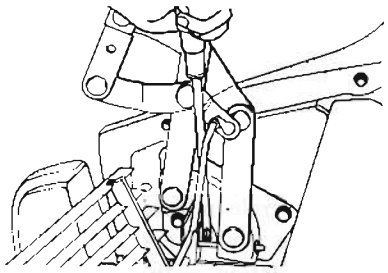
BF362A

*Fig. BF-22 Removing hood*

4. Remove hood from car.
5. Install hood in the reverse order of removal.

## TORSION BAR

1. Open engine hood.
2. Support hood and remove each torsion bar by disengaging end of torsion bar from hood hinge. Use a suitable screwdriver. See Figure BF-23.



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*Fig. BF-23 Removing hood torsion bar*

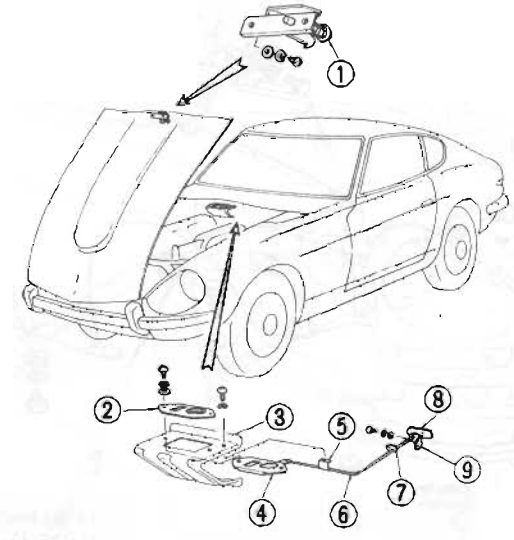
3. Install torsion bars in the reverse order of removal.

## HOOD HINGE

1. Open engine hood and protect body with covers to prevent scratching the paint.
2. Remove hood.
3. Remove torsion bars.
4. Remove screws securing hood hinge and remove hinge.
5. Install hood hinge in the reverse order of removal.

## HOOD LOCK

1. Remove hood lock male part attaching bolts and remove hood lock male part from hood.
2. Disconnect hood lock wire from hood lock female part.
3. Remove hood lock female part attaching bolts and remove hood lock female part from hood lock bracket.
4. Remove clamp attaching screw and remove clamp. Remove hood lock wire bracket attaching screws. Then, remove hood lock wire.
5. Install hood lock mechanism in the reverse order of removal.




BF364A

1 Hood lock male part
2 Guide
3 Hood lock bracket
4 Hood lock female part
5 Clamp
6 Hood lock wire
7 Grommet
8 Hood lock knob
9 Hood lock wire bracket

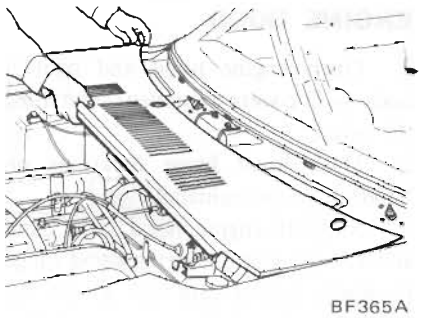
*Fig. BF-24 Hood lock*

# COWL TOP GRILLE AND FRONT FENDER

## COWL TOP GRILLE

### REMOVAL AND INSTALLATION

1. Open engine hood and protect front fenders with covers to prevent scratching the paint.
2. Remove windshield wiper arms and blades as a unit.
3. Remove four screws securing cowl top grille in place.
4. Take cowl top grille out in forward direction with the front end lifted. See Figure BF-25.
5. Install cowl top grille in the reverse order of removal.

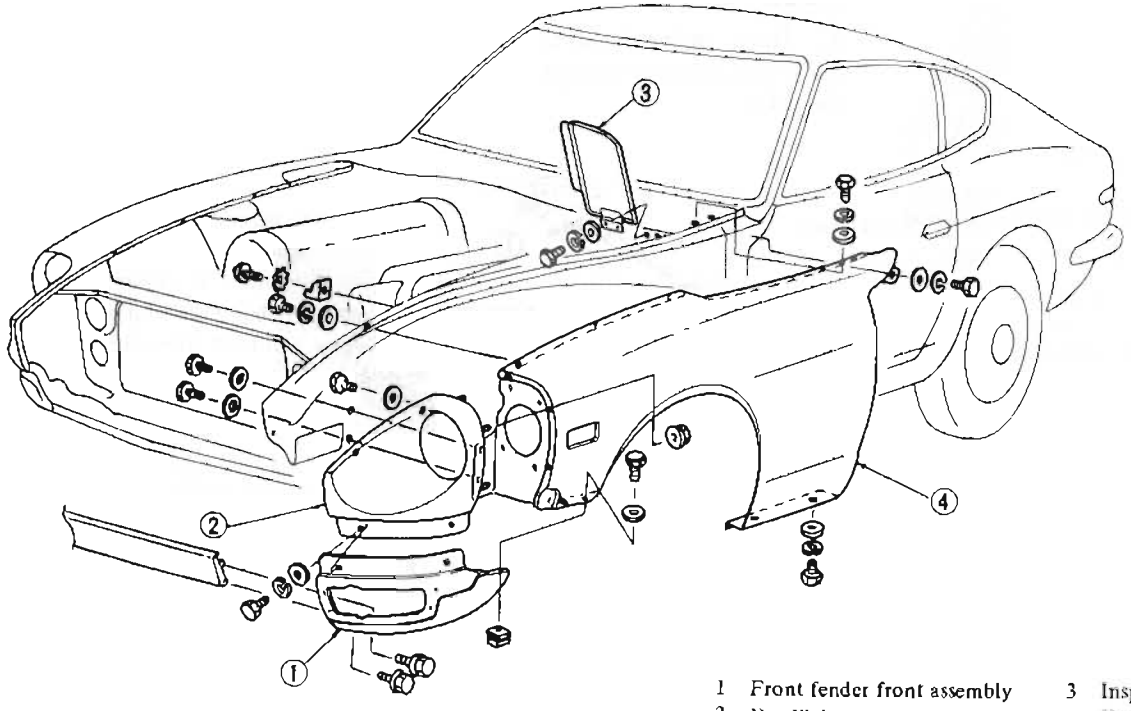


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*Fig. BF-25 Removing cowl top grille*

## FRONT FENDER

### REMOVAL AND INSTALLATION




1 Front fender front assembly
2 Headlight case
3 Inspection lid
4 Front fender assembly

BF366A

*Fig. BF-26 Removing front fender*

1. Remove front bumper.
2. Remove headlight and side marker lamp.
3. Remove two screws securing inspection lid in place, and remove inspection lid.
4. Remove windshield wiper arms and blades as a unit, and remove cowl top grille.
5. Remove screws securing front fender front to front apron.
6. Remove screws securing front fender front to front fender.
7. Remove screws securing front fender front to headlight case, and remove front fender front.
8. Remove nuts securing headlight case to front fender.
9. Remove screws securing headlight case to hood ledge and remove headlight case.
10. Remove screws and bolts in the following manner. Then remove front fender.
    a) Front fender to side sill (2)
    b) Front fender to front pillar (1)
    c) Front fender to cowl top (2)
    d) Hood bumper to front fender (2)
    e) Front fender to hood ledge (5)
11. Install front fender in the reverse order of removal.

# TAIL GATE AND REAR PANEL FINISHER

## CONTENTS


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TAIL GATE LOCK, STRIKER AND DOWN STOPPER ..... BF-14
REMOVAL AND INSTALLATION ..... BF-14
TAIL GATE ..... BF-14
TAIL GATE LOCK AND STRIKER ..... BF-14
REAR PANEL FINISHER ..... BF-14


## DESCRIPTION

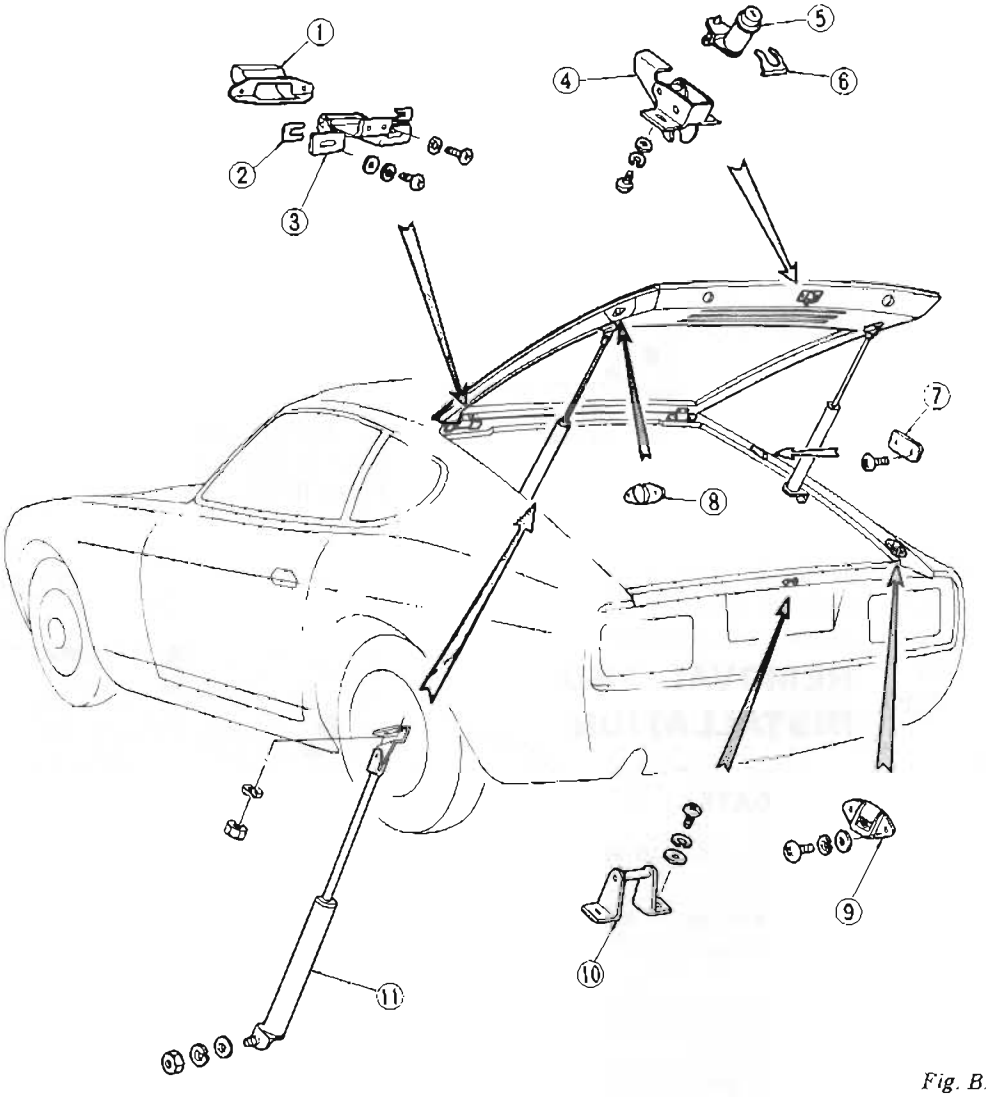
The tail gate opens upward and utilizes a single-sheet construction. Thus, luggage can be loaded and unloaded conveniently.

The tail gate stay utilizes a gas spring (filled with nitrogen gas) which increases the operating smoothness and improves the external appearance.

Note: The tail gate stay is filled with highly compressed nitrogen gas. Do not disassemble it.

In order to ease tail gate installation and removal, split type hinges are used. The hinges are secured with both side installation screws.

A push-button type tail gate lock has been adopted. When the push-button is locked, the push-button can be depressed but not unlocked.




1 Seal cover
2 Shim
3 Tail gate hinge
4 Tail gate lock
5 Key cylinder
6 Clip
7 Bumper rubber
8 Dovetail
9 Down stopper
10 Striker
11 Tail gate stay

BF367A

*Fig. BF-27 Structural view of tail gate*

# ADJUSTMENT

## TAIL GATE HINGE

1. The fore-and-aft adjustment is correct when the clearance between tail gate and roof is held within 3.5 to 5.5 mm (0.138 to 0.217 in). If necessary, adjust it by shim(s) between hinge and body. The rear end of tail gate should be made flush with rear fender. See Figure BF-28.
2. Before making side-to-side and up-and-down adjustments of tail gate, loosen tail gate hinge attaching bolt just enough to move tail gate.
3. Move tail gate to left or right as required to obtain an equal clearance between tail gate and rear fender on both sides.
4. Move tail gate up and down to obtain a flush fit between tail gate and roof.
5. After adjustment is completed, tighten tail gate hinge attaching bolts securely.

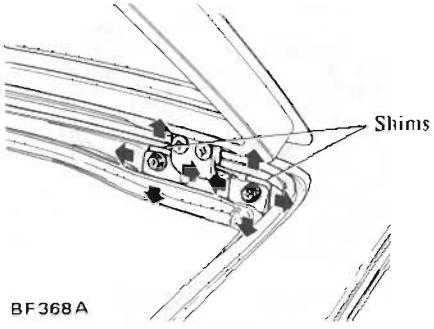



*Fig. BF-28 Adjusting tail gate hinge*

## TAIL GATE LOCK, STRIKER AND DOWN STOPPER

1. Remove license plate lamp.
2. Temporarily loosen tail gate striker to rear panel attaching screws until they are just loose enough to move striker.
3. Move striker up or down as required until tail gate is flush with rear fenders. See Figure BF-29.
4. After correct adjustment is made, tighten screws securely.
5. Loosen tail gate lock attaching screws until they are just loose enough to move tail gate lock.
6. Open and close tail gate two or three times to ensure that it is locked properly without binding. Then tighten attaching screws. See Figure BF-30.

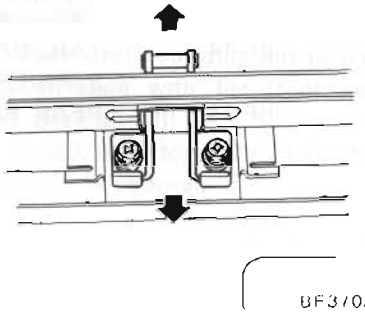



*Fig. BF-29 Adjusting striker*

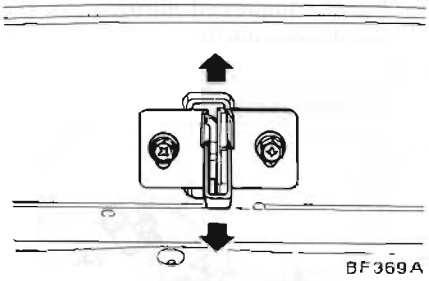



*Fig. BF-30 Adjusting tail gate lock*

The down stopper is adjustable in the forward and rearward directions only.

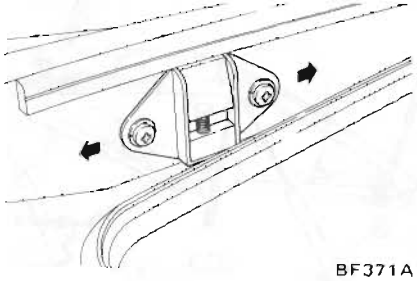



*Fig. BF-31 Adjusting down stopper*

# REMOVAL AND INSTALLATION

## TAIL GATE

1. Open tail gate and remove tail gate stay.
2. Hold a rag between tail gate and roof, and securely support the tail gate.
3. Remove tail gate to hinge attaching screws.
4. Hold tail gate and remove it.

## TAIL GATE LOCK AND STRIKER

1. Remove lock from tail gate.
2. Remove trim, insert hand into the gate, remove retaining clip, and remove key cylinder.
3. Remove license plate lamp, and remove striker.
4. The down stopper and rubber bumper can be removed simply by loosening the installation screws.

## REAR PANEL FINISHER

1. Remove rear panel trim.
2. Disconnect rear combination lamp connector.
3. Remove nuts securing rear combination lamp to body. See Figure BF-32.

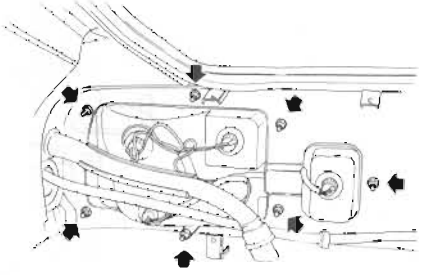



*Fig. BF-32 Removing nuts attaching rear combination lamp to body*

4. Remove screws securing license lamp in place, and detach lamp. See Figure BF-33.

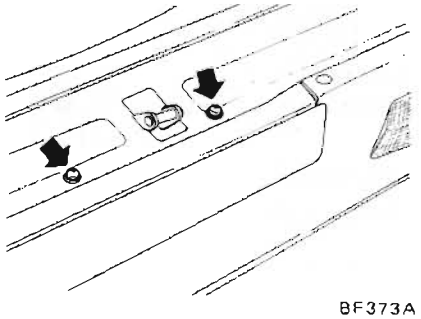
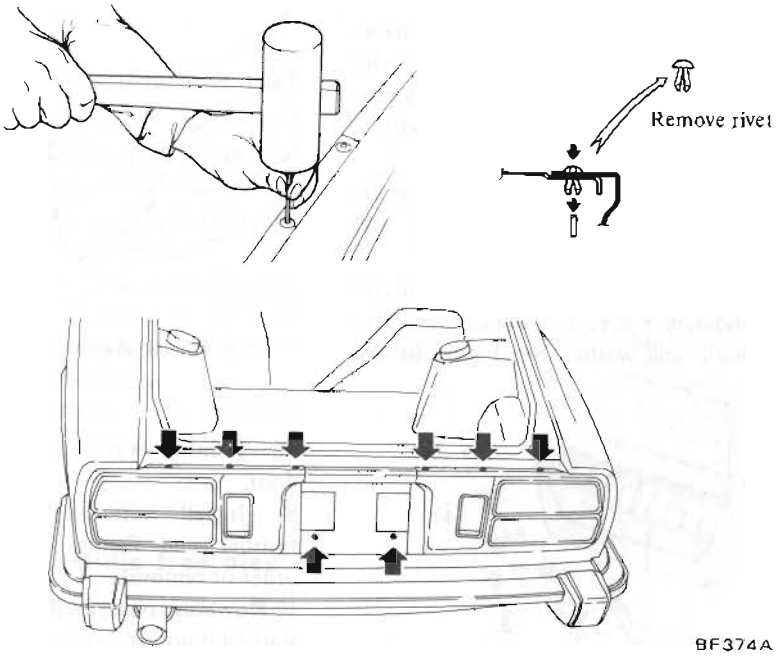



*Fig. BF-33 Removing license lamp*

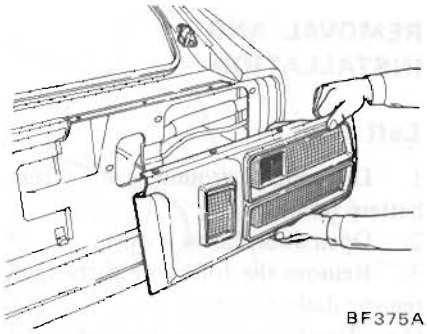
5. Remove plastic rivets securing rear panel finisher to rear panel. See Figure BF-34.




BF374A

*Fig. BF-34 Removing rivets*

6. Remove finisher and rear combination lamp as a unit.



BF375A

*Fig. BF-35 Removing finisher and combination lamp assembly*

7. Remove screws securing rear combination lamp to finisher, and remove rear combination lamp.
8. Remove screws securing rim to finisher, and remove rim.

Note: Be careful not to scratch the painted surface of body, finisher, etc. with tool or the like.

9. Install finisher in the reverse order of removal.

# DOOR

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## DOOR

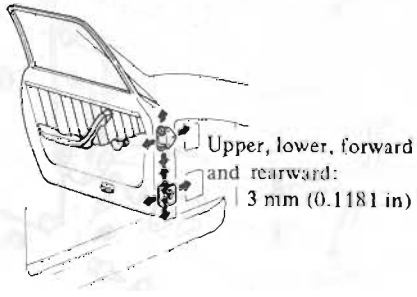
### ALIGNMENT

Proper door alignment can be obtained by adjusting door hinge and door lock striker.

Door hinge and striker can be moved up and down and fore and aft in enlarged holes by loosening attaching bolts.

The bolts securing hinge to door are not adjustable. A dovetail used to protect the door from lowering is tightened together with the striker. Adjust the dovetail also when adjusting the door lock striker.

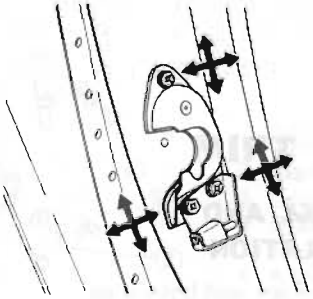
Door should be adjusted for an even and parallel fit with the door opening and surrounding body panels.




BF376A

*Fig. BF-36 Adjusting door hinge*

Be careful not to distort or mar door and surrounding body panels when adjusting. See Figures BF-36 and BF-37.



BF377A

*Fig. BF-37 Adjusting door lock striker*

## REMOVAL AND INSTALLATION

### Left door

1. Disconnect ground cable from battery terminal.
2. Open door. Leave it open.
3. Remove the following parts, then remove dash side trim.
(1) Two flasher units (for turn signal and hazard)
(2) Hood lock control bracket
(3) Side ventilation control bracket
(4) Fastener
4. With door in full open position, place a garage jack or stand under door to support its weight.

Place rag between door and jack or stand to protect door from scratches.
5. Loosen bolts attaching door hinge to body and remove door from the car.
6. Install door in the reverse order of removal.

### Right door

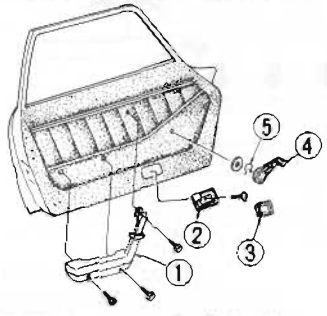
1. Disconnect ground cable from battery terminal.
2. Open door. Leave it open.
3. Remove the following parts, then remove dash side trim.
(1) Junction block
(2) Fuse block
(3) Side ventilation control bracket
(4) Relay bracket
(5) Ignition interlock unit
(6) Fastener
4. With door in full open position, place a garage jack or stand under door to support its weight.

Place rag between door and jack or stand to protect door from scratches.
5. Loosen bolts attaching door hinge to body and remove door from the car.
6. Install door in the reverse order of removal.

## DOOR TRIM

### REMOVAL AND INSTALLATION

1. Open door, and leave it open.
2. Remove door lock knob by unscrewing it.
3. Loosen screws securing arm rest to door, and remove arm rest. Remove screw from tip end of arm rest by prying cover with a flat-head screwdriver and backing screw off with a cross-head screwdriver.
4. Remove door inside handle escutcheon cover and screw, and detach escutcheon.
5. Remove spring securing regulator handle in place, and detach regulator handle and washer. See Figure BF-38.

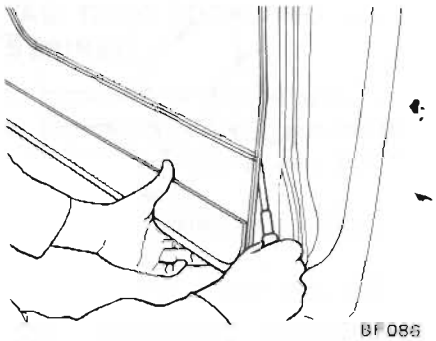



BF378A

1 Arm rest
2 Escutcheon
3 Cover
4 Door regulator handle
5 Retaining spring

*Fig. BF-38 Removing door trim*

6. Using a screwdriver, remove door finisher retaining clips from door, and remove door finisher. See Figure BF-39.



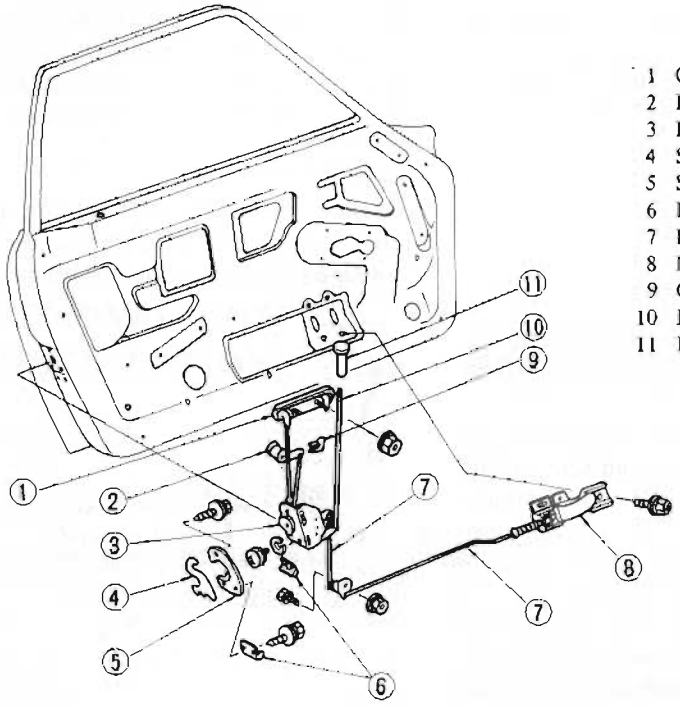
BF085

*Fig. BF-39 Removing door finisher*

7. Remove water seal screen from door.
8. Install water seal screen, door finisher and fittings in the reverse order of removal.

However, observe the following installation notes.
(1) When water seal screen is to be installed, it must be replaced with a new one if broken or suspected of leaking.
(2) When installing the door regulator handle, make sure that the knob is faced forward with the side window glass completely closed.
(3) When cleaning the door finisher, use a damp or wet cloth; do not use any solvent harmful to the material.

## DOOR LOCK




1 Outside handle
2 Key cylinder
3 Door lock
4 Striker shim
5 Striker
6 Dovetail
7 Remote control rod
8 Inside handle
9 Clip
10 Knob rod
11 Lock knob

BF379A

*Fig. BF-40 Door lock mechanism*

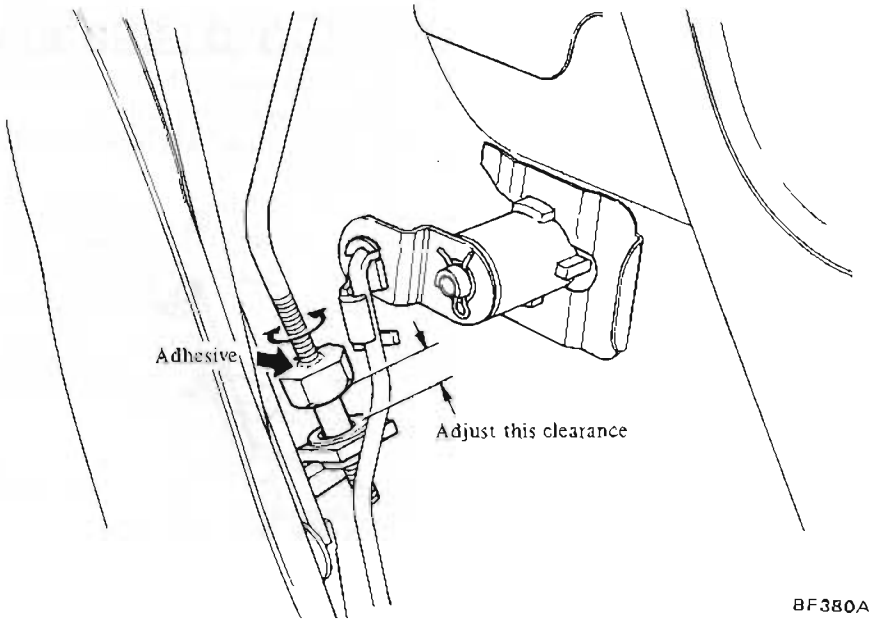
## ADJUSTMENT

### Outside door handle free play

Outside door handle adjustment can be accomplished by adjusting the clearance between outside door lock lever and adjusting nut (nylon) located on outside door handle rod.

To adjust outside door handle, turn adjusting nut clockwise or counter-clockwise to obtain proper handle free play. See Figure BF-41.

After adjustment, lock adjusting nut to remote control rod with an adhesive.

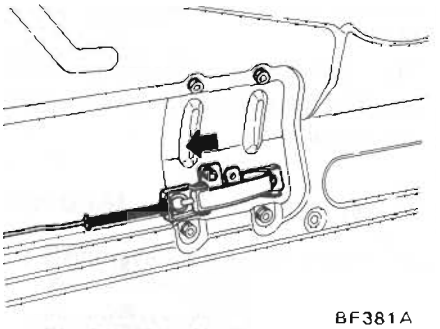



BF380A

*Fig. BF-41 Adjusting outside handle free play*

### Inside door handle free play

1. Partially tighten inside door handle attaching screws.
2. With inside door lock knob set on (closed), move in elongated holes toward the rear of door until stops moving. See Figure BF-42.
3. Tighten inside door handle attaching screws.
4. Check the operation of inside door handle and lock.



BF381A

*Fig. BF-42 Adjusitng inside handle free play*

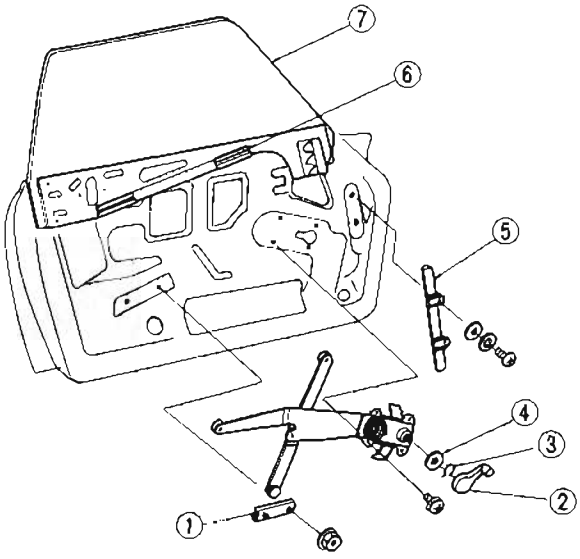
## REMOVAL AND INSTALLATION

1. Open door and keep it open.
2. Remove door finisher and water seal screen. Refer to page BF-16 for Removal and Installation of Door Trim.
3. Remove door sash.
4. Remove key cylinder rod from key cylinder.
5. Remove remote control rod from lock main unit.
6. Remove remote control side bell crank and inside lever installation screws, and remove remote control mechanism from opening on the inner panel.
7. Remove door lock main unit installation screw, remove outside handle rod from opening on door lock main unit, and remove lock main unit from opening on the inside panel.
8. Remove key cylinder retaining clip, and remove key cylinder.
9. Remove nut from inside of the door, and remove the outside handle.
10. Install door lock mechanism in reverse order of removal and apply small amount of multi-purpose grease to all movable surfaces of door lock assembly to obtain smooth operation.

Notes:

a. If door is heated over 80°C (176°F) when repainting, nylon nut should be removed to avoid deformation.
b. Check return springs, actuating levers and other component parts for deformation, fatigue or rusting. Faulty parts must be replaced.

# DOOR WINDOW GLASS AND REGULATOR




1 Guide channel
2 Regulator handle
3 Retaining spring
4 Nylon washer
5 Front sash
6 Bottom channel
7 Door glass

BF382A

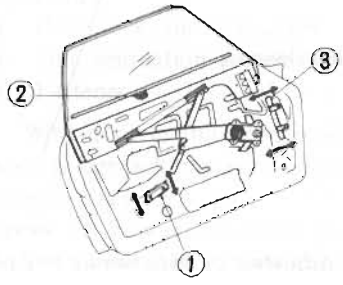
*Fig. BF-43 Door window glass and regulator*

## ADJUSTMENT

Door glass alignment can be accomplished by adjusting front sash and guide channel.

With glass up, adjust glass in parallel with the top rail of door sash by moving guide channel up and down.

The sideways free play of glass can be adjusted by moving front sash fore and aft. See Figure BF-44.



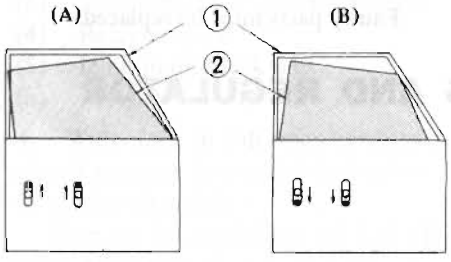

1 Guide channel
2 Glass bamper
3 Front sash

BF383A

*Fig. BF-44 Adjusting door glass*

Guide channel adjustment can be accomplished by the following procedure:

When door glass is as in picture (A) of Figure BF-45, move guide channel up. Move it down if as in picture (B).



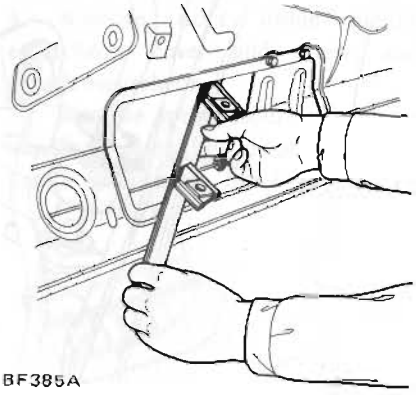

1 Door sash
2 Door glass

BF479

*Fig. BF-45 Adjusting guide channel*

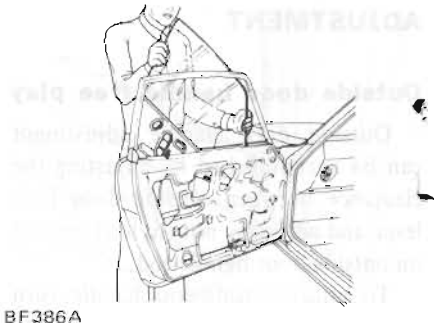
## REMOVAL AND INSTALLATION

1. Lower door glass.
2. Remove arm rest, regulator handle, inside handle escutcheon, door finisher and water seal screen.
3. Remove door outside moulding and glass bumper with a screwdriver.
4. Raise glass to the top and loosen screws securing front sash.
5. Slide front sash downward and remove it.



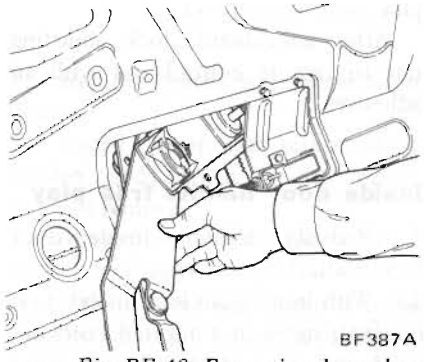
BF385A

*Fig. BF-46 Removing front door sash*



BF386A

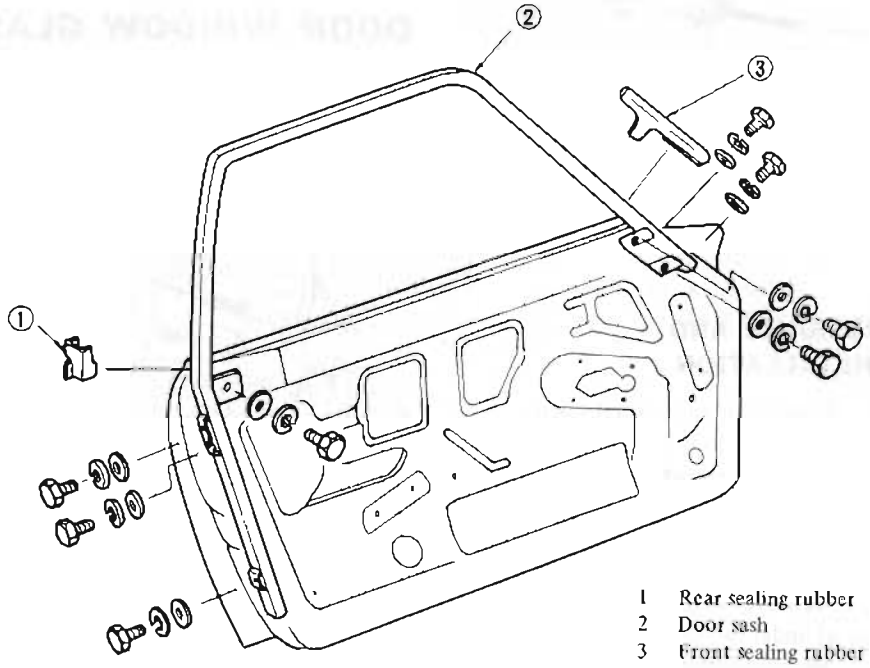
*Fig. BF-47 Removing door glass*



BF387A

*Fig. BF-48 Removing door glass regulator*

6. Lower window glass halfway, and remove the bottom channel from regulator roller.
7. Raising rear end of the glass slightly, remove it upward. See Figure BF-47.
8. Loosen screws attaching guide channel and regulator base, remove regulator assembly, and draw it through the lower opening of inside door panel. See Figure BF-48.
9. Remove front and rear sealing rubbers.
10. Loosen screws securing door sash and remove door sash. See Figure BF-49.
11. Install door sash, door glass and regulator assembly in the reverse order of removal.




1 Rear sealing rubber
2 Door sash
3 Front sealing rubber

BF388A

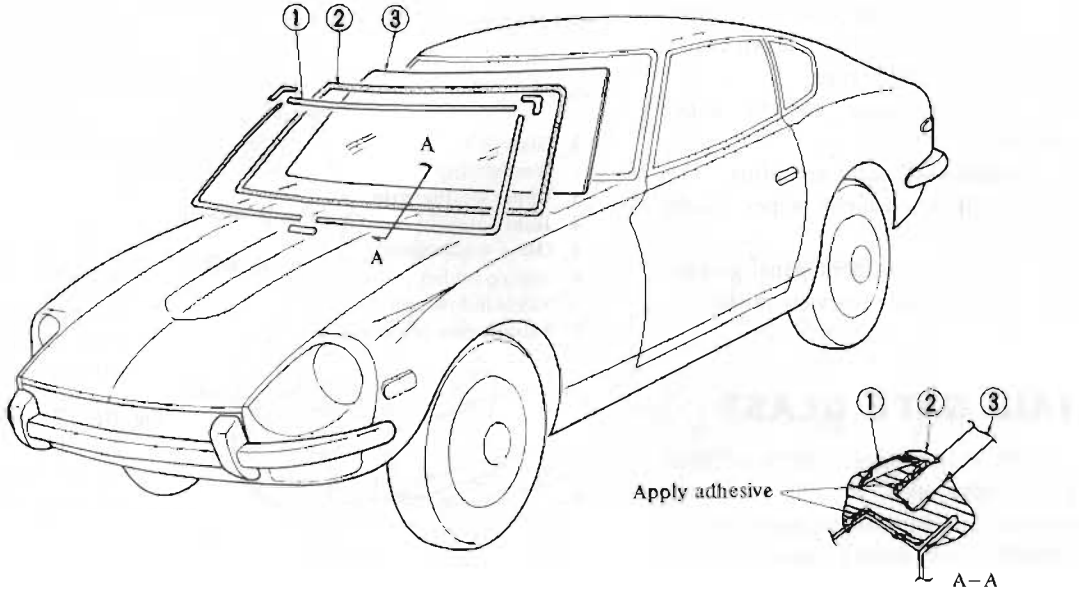
*Fig. BF-49 Removing door sash*

# WINDSHIELD GLASS

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## FRONT WINDSHIELD GLASS




1 Windshield moulding
2 Weatherstrip
3 Windshield glass

BF389A

*Fig. BF-50 Front windshield glass*

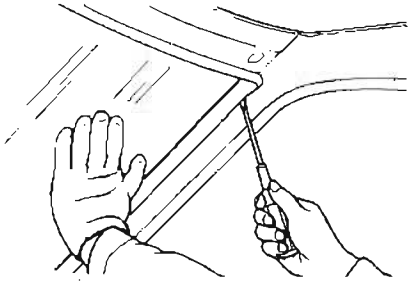
### REMOVAL

1. Remove inside rearview mirror.
2. Remove instrument panel garnish.
3. Remove windshield wiper blades together with arms.
4. Remove windshield moulding.

Note: Be careful not to deform the moulding.

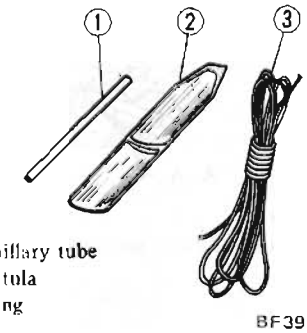
5. Detach adhesive on the windshield flange side by applying a spatula or ordinary [(–) headed] screwdriver from the outside.
6. Depressing weatherstrip toward outside, lightly tap and remove windshield glass to the outside.

Note: Windshield glass removal must be started from the upper side portion.



BF390A

*Fig. BF-51 Removing front windshield glass*




1 Capillary tube
2 Spatula
3 String

BF391A

*Fig. BF-52 Tools for installation of windshield glass*

### INSTALLATION

1. For installation, use string and spatula as shown in Figure BF-52.
2. Apply adhesive to appropriate portions of weatherstrip as shown in Figure BF-50, and apply the weatherstrip to the windshield glass.
3. Place string into weatherstrip groove.
4. Set windshield glass in the windshield flange from the outside, and put the string into the compartment side.

Note: The operation should be carried out by two persons; one works outside and the other inside.

5. Pull the string (person working inside) in such a manner that the weatherstrip correctly engages with the flange. At the same time, lightly tap the glass (person working outside) by hand and assist the person working inside.

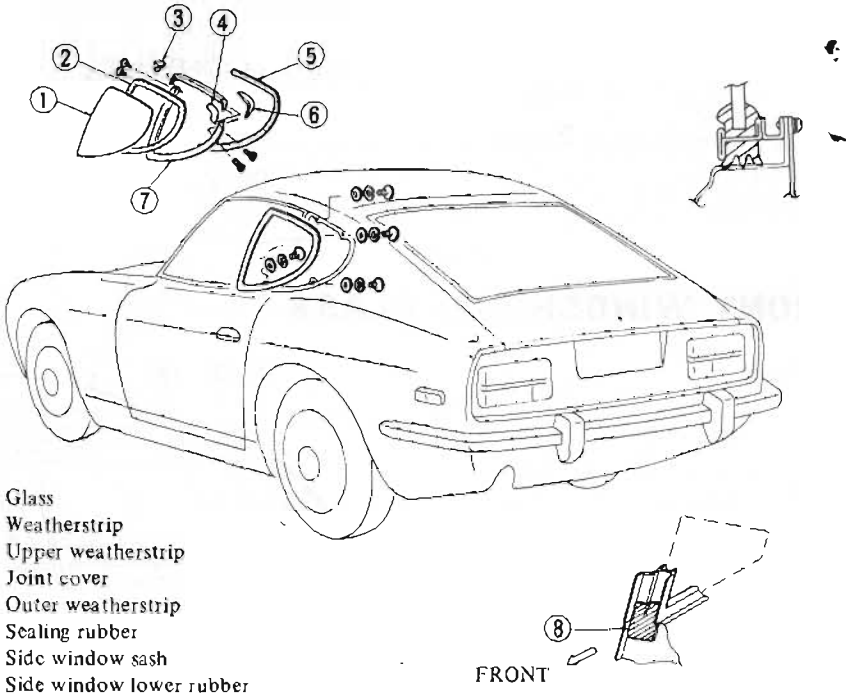
Note: If the weatherstrip is not fitted into the flange correctly but mounted on the flange, correctly fit the weatherstrip into the flange by the use of a spatula.

6. Tap the overall glass area lightly to settle the weatherstrip down evenly and tightly on the flange.
7. Apply adhesive to the entire periphery.
8. Install windshield moulding.
9. Install windshield wiper blades and arms.
10. Install instrument panel garnish.
11. Install inside rearview mirror.

## TAIL GATE GLASS

The instructions for windshield glass apply also to tail gate glass removal and installation, with the exception that sealing agent is used rather than adhesive.

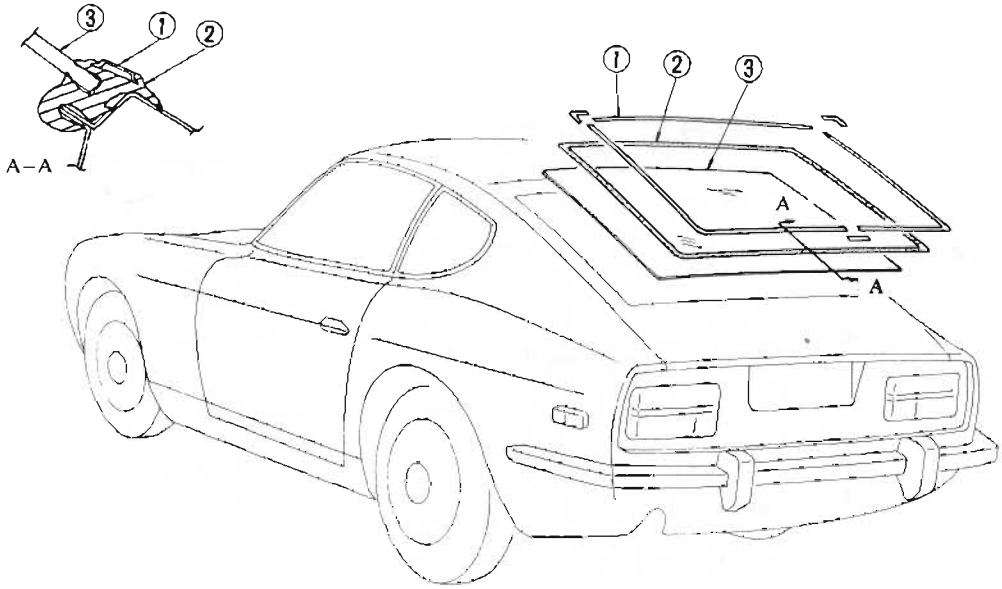
## SIDE WINDOW




1 Glass
2 Weatherstrip
3 Upper weatherstrip
4 Joint cover
5 Outer weatherstrip
6 Sealing rubber
7 Side window sash
8 Side window lower rubber

BF392A

*Fig. BF-53 Structural view of side window*




1 Tail gate moulding
2 Weatherstrip
3 Tail gate glass

BF393A

*Fig. BF-54 Structural view of tail gate glass*

# SEAT

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INSPECTION ..... BF-22


## DESCRIPTION

The seats are a separate, bucket, manual-operated reclining type. The seat back of these seats can be tilted 6° forward and 36° rearward from neutral position with a pitch of 3°. The tilt control lever is located on the door side of each seat and is raised when tilting is desired.

These seats can also be moved 180 mm (7.09 in) in the fore-and-aft direction with a pitch of 20 mm (0.79 in).

The driver and the assistant seats cushions (assistant seat only on the model destined for Canada) have the seat switch in them. If the switch is out of order, the seat must be replaced. The switch alone cannot be replaced.

Notes:

a. If water or any liquid is spilt on seat cushion, immediately wipe it clean.
b. Do not put any moisture-laden object on cushion.

CAUTION: In conformity with MVSS No. 302, be sure to remove the thin polyethylene covers from seat cushions and seat backs at:
a. Pre-delivery service
b. Parts replacements

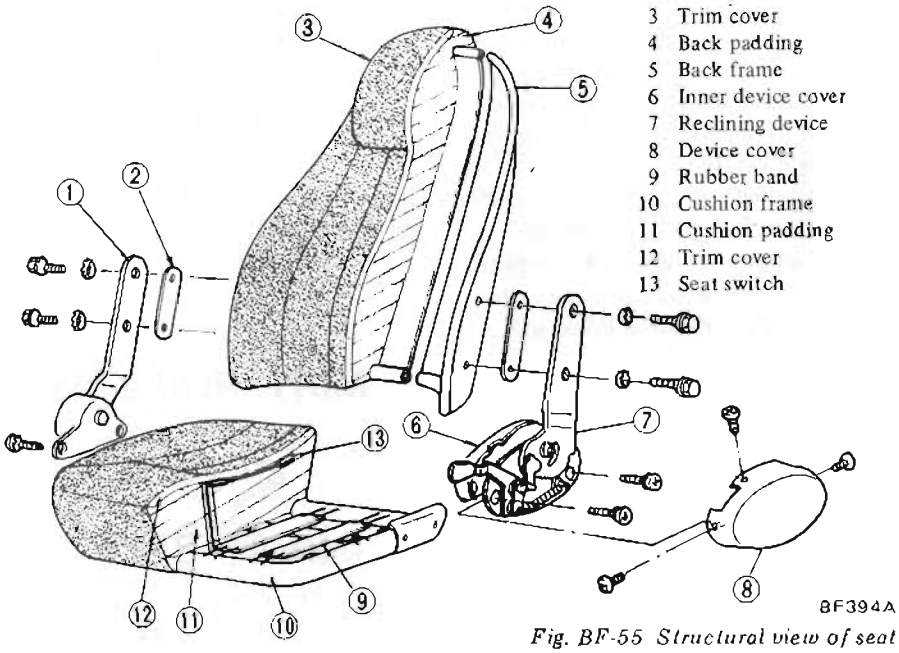



*Fig. BF-55 Structural view of seat*

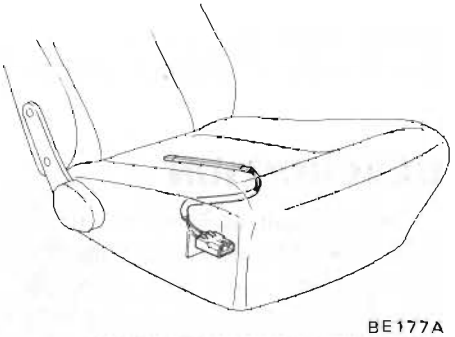



*Fig. BF-57 Seat switch connector*

### REMOVAL AND INSTALLATION

1. Disconnect seat switch connector at body harness connector. See Figure BF-57.
2. Unscrew spacer and remove nut. See Figure BF-56.

Note: Be careful not to pull seat switch harness coming out of seat cushion.

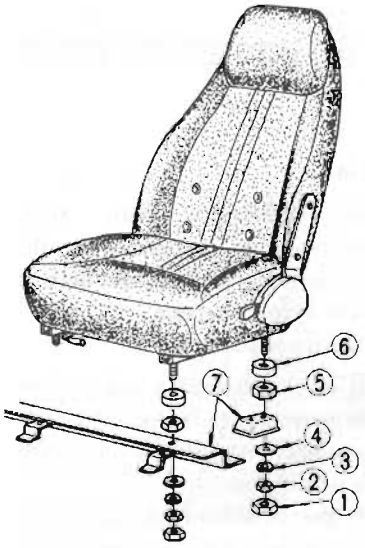



*Fig. BF-56 Removing seat*

## SEAT CUSHION HEIGHT ADJUSTMENT

The height of seat cushion is adjusted as required by adding or removing spacer(s) between seat slide and seat riser. Spare spacers are located under seat mounting nuts. Addition or removal of one spacer changes 10 mm (0.394 in) in height of seat.

Note: When spacers are used, be sure to apply the same number of spacers to each seat riser.

## SEAT SWITCH

### INSPECTION

Seat switch should operate accurately. Prior to inspecting seat switch, disconnect harness.

1. Place standard weight on the illustrated position of driver or assistant seat. (assistant seat only on the model destined for Canada).
2. Using test light to check switch operation. The light should go on when a weight of 8 kg (17 lb) is placed on seat, and should go out when replaced with a 3 kg (6.6 lb) weight.

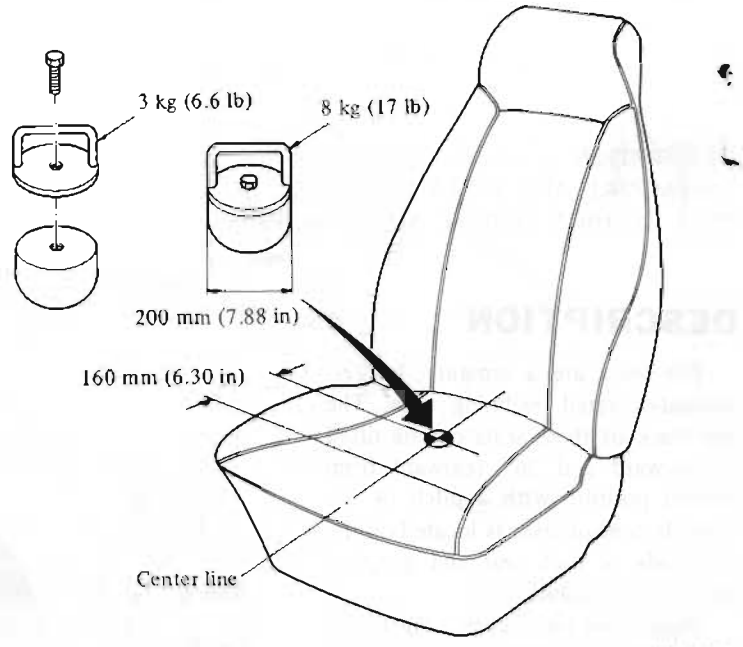



*Fig. BF-58 Weight position*

# SEAT BELT

## CONTENTS

DESCRIPTION ..... BF-22
INSPECTION OF BUCKLE SWITCH ..... BF-22
REMOVAL AND INSTALLATION ..... BF-23

## DESCRIPTION

The seat belt assembly is a three-point type and consists essentially of a shoulder belt, outer and inner lap belts. The shoulder and outer lap belts are a combined unit and cannot be separated from each other.

The outer lap and the shoulder belt incorporate sensitive emergency locking retractors in their construction. This retractor serves to securely restrain the belt in case of emergency, as in a collision or abrupt stop of the car, thus protecting the seat occupant against serious injury. Under normal conditions, the belt can be freely pulled out.

The inner lap belt is a flexible wire combined with a buckle. The buckle includes a switch which functions as a seat belt warning device.

### Caution

1. In conformity with MVSS No. 302, be sure to remove the thin polyethylene covers from seat belts at:
   (1) Pre-delivery service
   (2) Parts replacements
2. If the car has been in a collision or has overturned, replace the entire belt assembly, regardless of the exact nature of accident.
3. If the condition of any component of a seat belt is questionable, replace entire belt assembly. Never attempt to repair belt components.
4. If webbing is cut, frayed, or damaged, replace belt assembly.
5. Do not spill drinks, oil, etc. on inner lap belt buckle. Never oil tongue and buckle.
6. Use only a genuine Nissan seat belt assembly.

## INSPECTION OF BUCKLE SWITCH

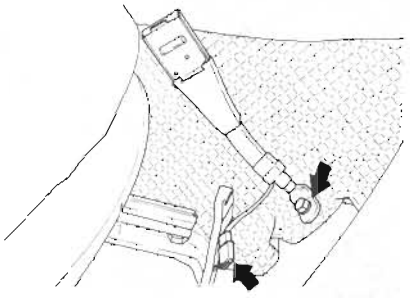
The buckle switch contacts are normally closed. When tongue is latched to buckle, the tip end of tongue pushes push rod, thus opening the switch contacts.

1. Disconnect battery ground cable.
2. Disconnect buckle switch wire harness.
3. Check buckle switch for proper operation, using a test light. The light should go out when tongue of outer lap belt is latched to buckle, and go on when it is unlatched. Replace belt assembly if necessary.

Note: When checking buckle switch operation, make sure that power is held below 16 volts and 13mA.

## REMOVAL AND INSTALLATION

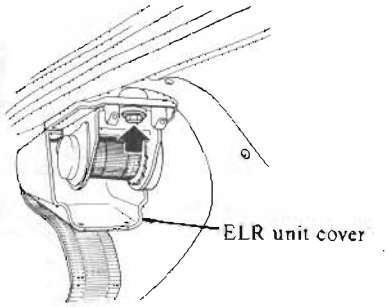
1. Disconnect battery ground cable.
2. Disconnect buckle switch harness at connector.
3. Loosen bolt holding inner lap belt and remove lap belt. See Figure BF-59.



BE176A

*Fig. BF-59 Removing inner lap belt*

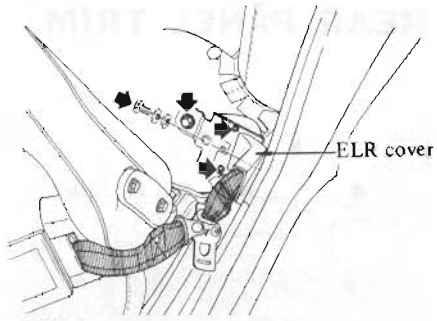
4. Remove ELR (emergency locking retractor) unit cover and loosen anchor bolt holding shoulder belt. See Figure BF-60.




BF397A

*Fig. BF-60 Removing shoulder belt*

5. Remove ELR cover and loosen two anchor bolts holding outer lap belt. See Figure BF-61.




BF398A

*Fig. BF-61 Removing outer lap belt*

Install seat belts in the reverse order of removal.

Observe the following:

Note: Install inner lap belt in such a way that it is routed midway between seat cushion and seat back.

# INTERIOR TRIM

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BODY SIDE TRIM ..... BF-23
REAR PANEL TRIM ..... BF-24
TAIL GATE TRIM ..... BF-24
FLOOR CONSOLE ..... BF-24
REMOVAL AND INSTALLATION ..... BF-24
INSIDE REARVIEW MIRROR ..... BF-24


## DASH SIDE TRIM

### REMOVAL AND INSTALLATION

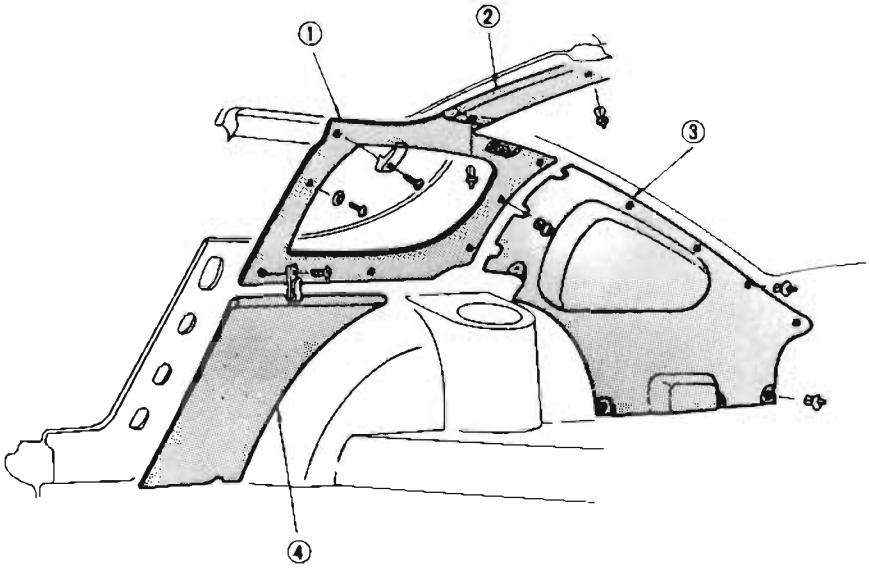
#### Driver's seat side

1. Remove two flasher units (for trun signal and hazard).
2. Remove hood lock control bracket.
3. Remove fastener securing dash side trim to dash side panel and remove dash side trim.
4. Install dash side trim in the reverse order of removal.

#### Assistant's seat side

1. Remove fuse block and relay bracket.
2. Remove fastener securing dash side trim to dash side panel and remove dash side trim.
3. Install dash side trim in the reverse order of removal.

## BODY SIDE TRIM

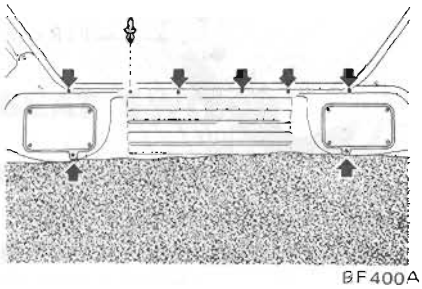



1 Quarter panel garnish
2 Tail rail garnish
3 Body side rear trim
4 Body side front trim

BF399A

*Fig. BF-62 Body side trim*

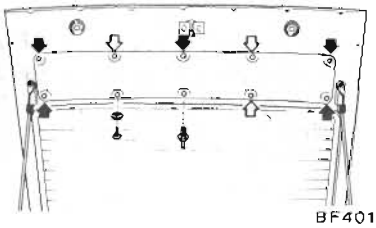
## REAR PANEL TRIM



BF400A

*Fig. BF-63 Rear panel trim*

## TAIL GATE TRIM

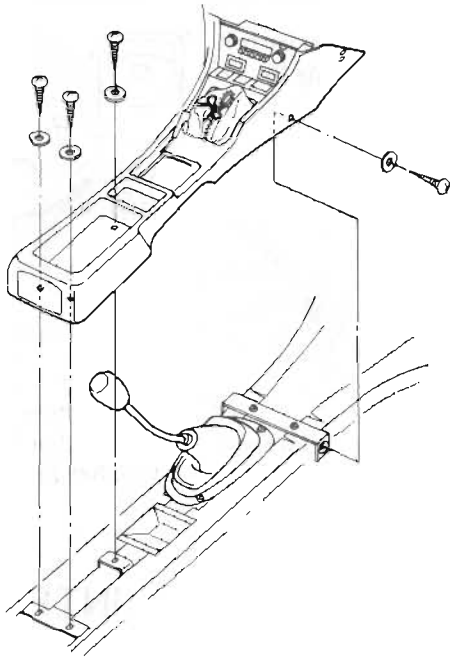


BF401A

*Fig. BF-64 Tail gate trim*

## FLOOR CONSOLE

### REMOVAL AND INSTALLATION

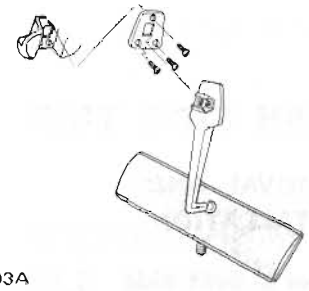


BF402A

*Fig. BF-65 Floor console*

1. Remove five screws securing floor console in place.
2. Remove choke control wire from floor console.
3. Disconnect wiring harnesses from console.
4. Install floor console in the reverse order of removal.

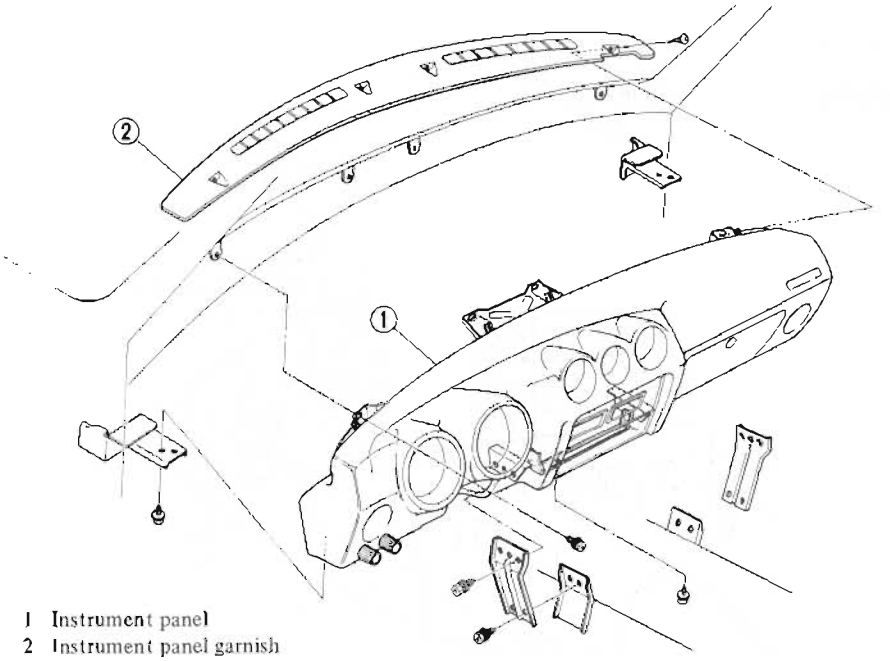
## INSIDE REARVIEW MIRROR



BF403A

*Fig. BF-66 Inside rearview mirror*

# INSTRUMENT PANEL




1 Instrument panel
2 Instrument panel garnish

BF404A

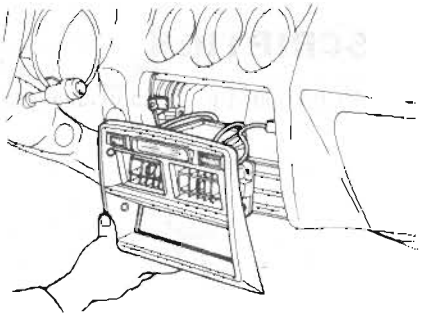
*Fig. BF-67 Instrument panel*

## REMOVAL AND INSTALLATION

1. Remove cable from battery terminal.
2. Remove horn pad, steering wheel and shell cover.

Refer to Section ST (Page ST-3) for Removal.

3. Remove screws securing instrument garnish to instrument, and detach garnish.
4. Remove screws securing upper instrument to cowl top panel.
5. Remove screws securing instrument finisher to instrument, and detach finisher.



BF405A

*Fig. BF-68 Removing instrument finisher*

6. Remove floor console.
7. Remove screws securing air control finisher to instrument.
8. Remove screws securing instrument to the upper side of floor tunnel.
9. Remove screws securing side ventilator control bracket in place.
10. Remove screws from each side of lower instrument.
11. Disconnect instrument harnesses at:

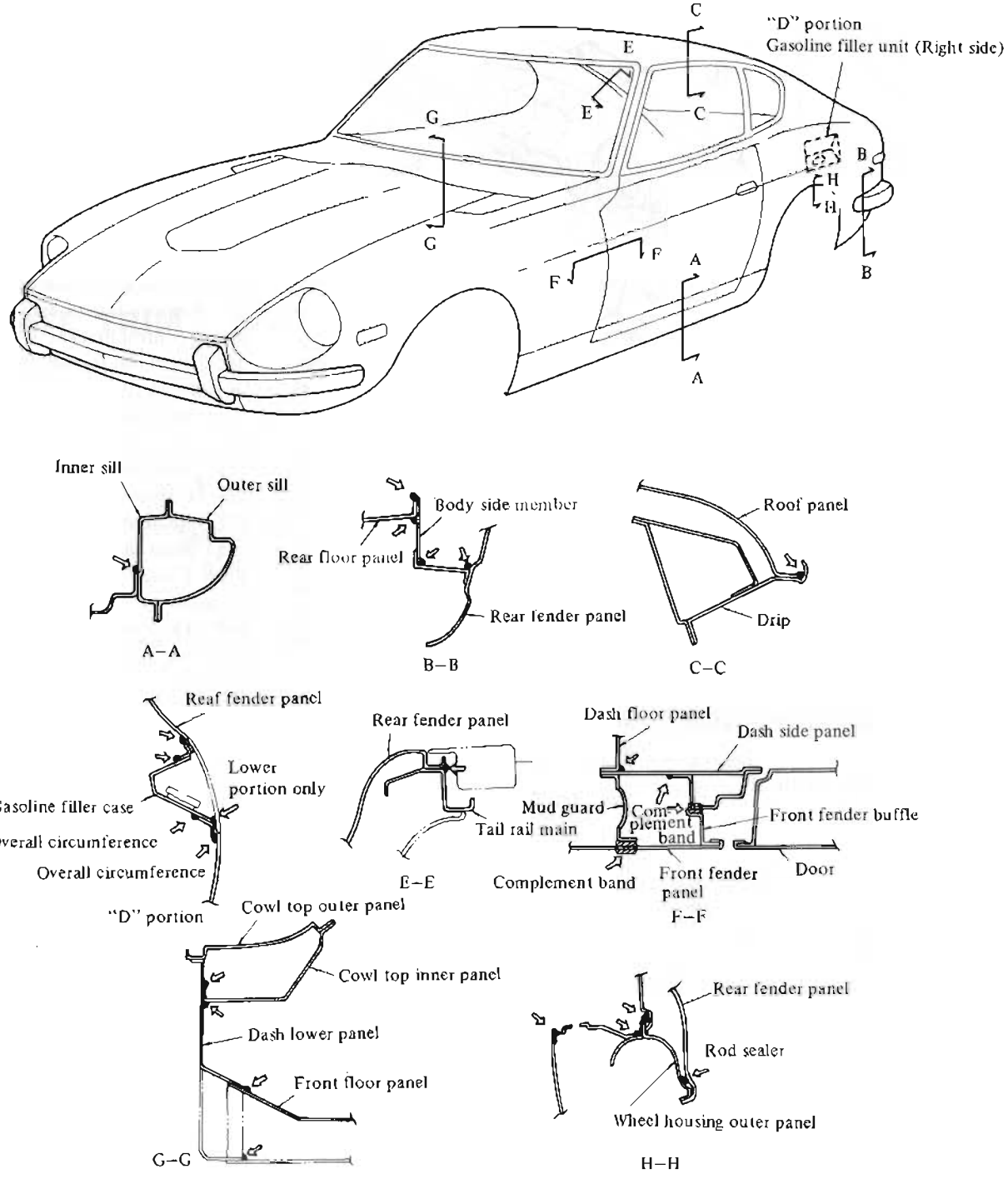
(1) Junction block
(2) Combination switch
(3) Ignition switch
(4) Stop lamp switch
(5) Flasher units (for turn signal and hazard)
(6) Door switch

12. Disconnect cable from speedometer.
13. Install instrument panel in the reverse order of removal.

# BODY SEALING

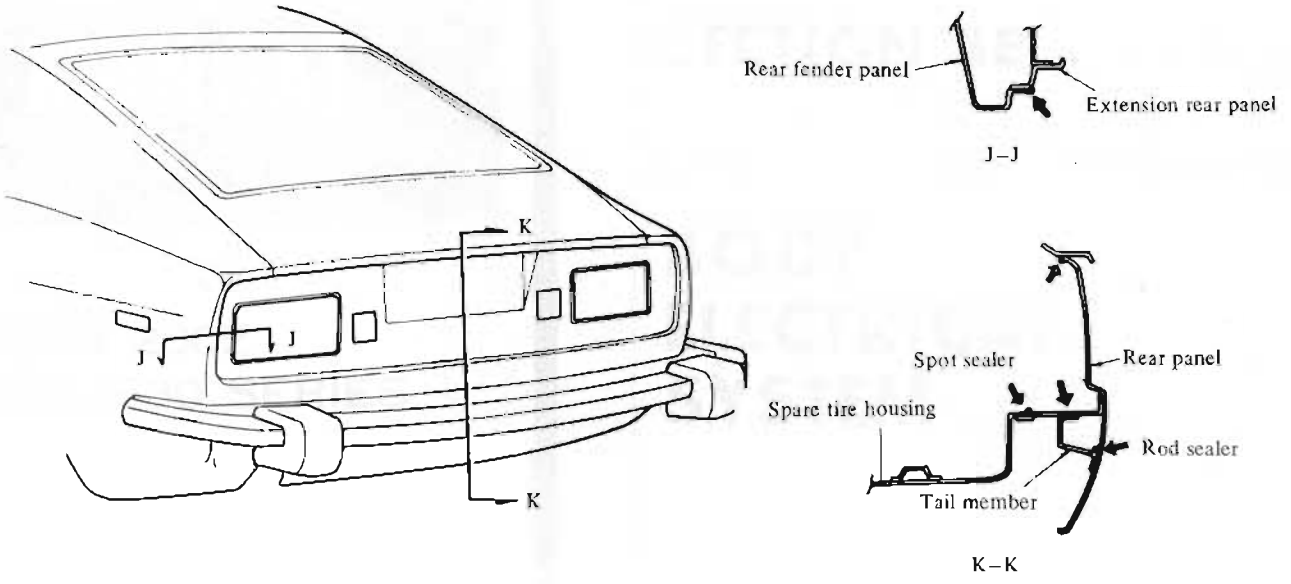
## DESCRIPTION

Sealer is applied to the individual panel joints to secure body sealing.



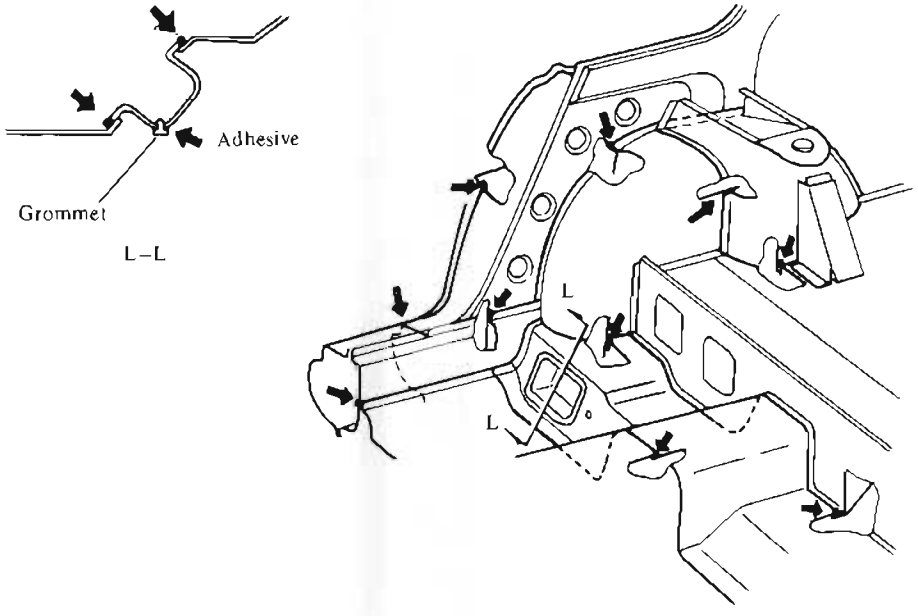

BF406A

*Fig. BF-69 Sealing body panel joint*




BF407A

*Fig. BF-70 Sealing rear panel joint*




BF408A

*Fig. BF-71 Sealing rear wheel housing*