

DATSUN 280Z
MODEL S30 SERIES

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BF

NISSAN

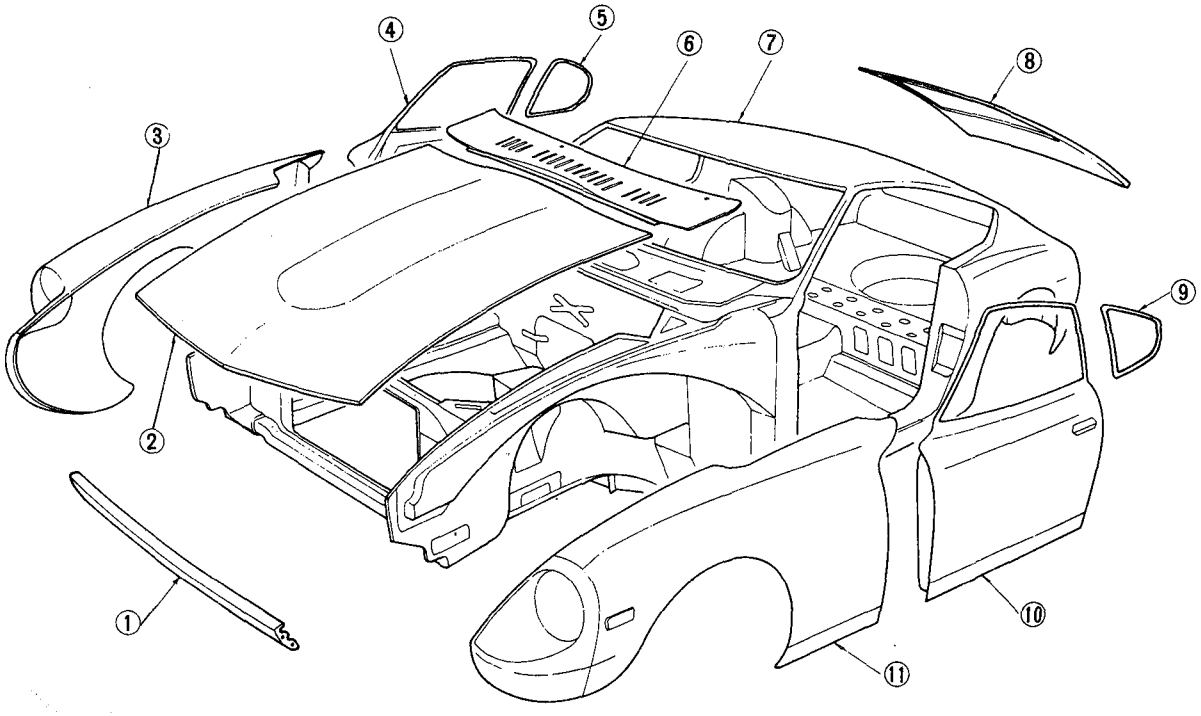
NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

GENERAL DESCRIPTIONS

There are two different types of body construction, the two-passenger type (S30) and the four-passenger type (GS30 2+2 seats). The basic body utilizes a unit construction system for reduced car weight as well as increased rigidity and safety. The fuel tank is located beneath the floor and the spare tire is stored in the spare tire housing flush with floor level. In addition, the rear of the body is provided with a large tail gate.

The four-passenger type model differs from the two-passenger type in the following points:

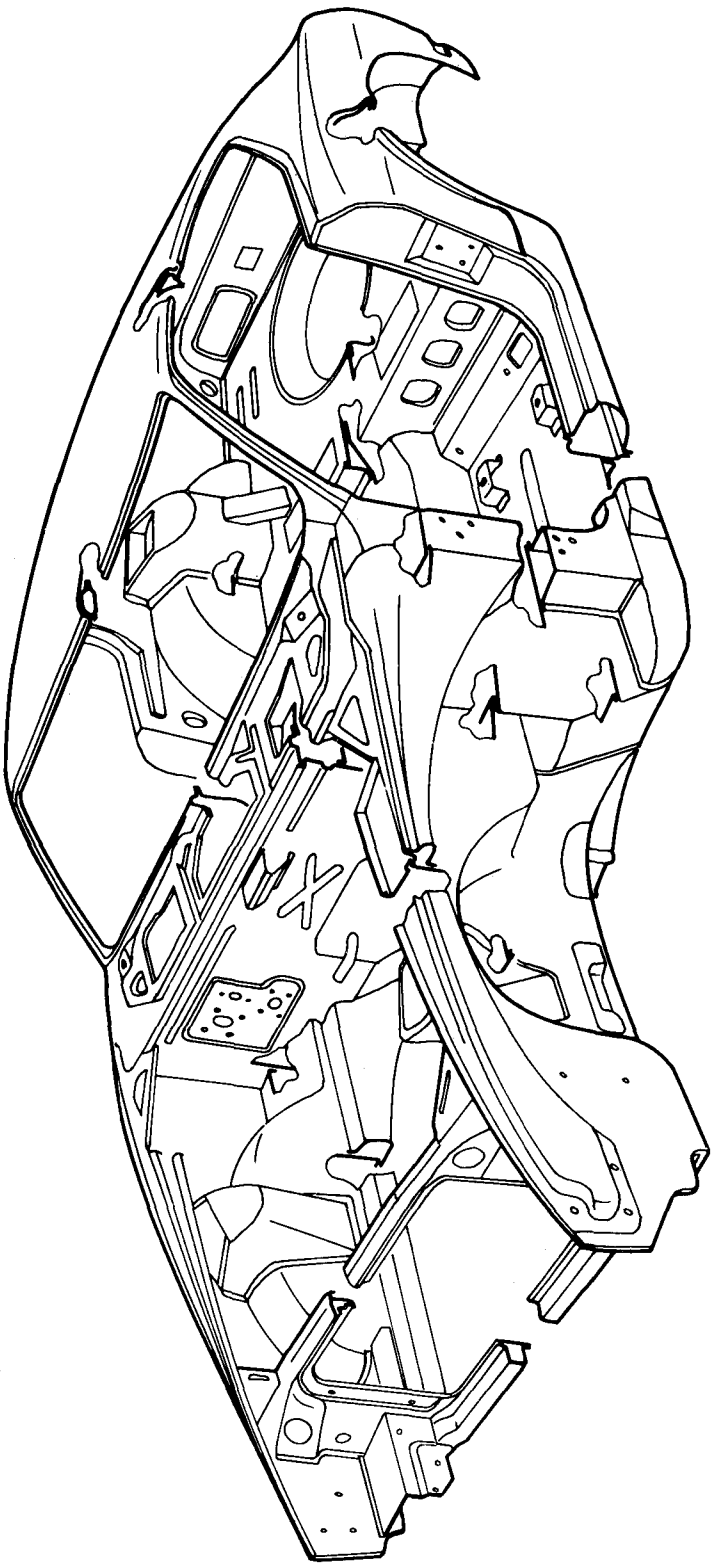
The wheelbase is 300 mm (11.81 in) longer and an extension is placed between the front and rear floors. The door and tail gate panels are of a different design.



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.

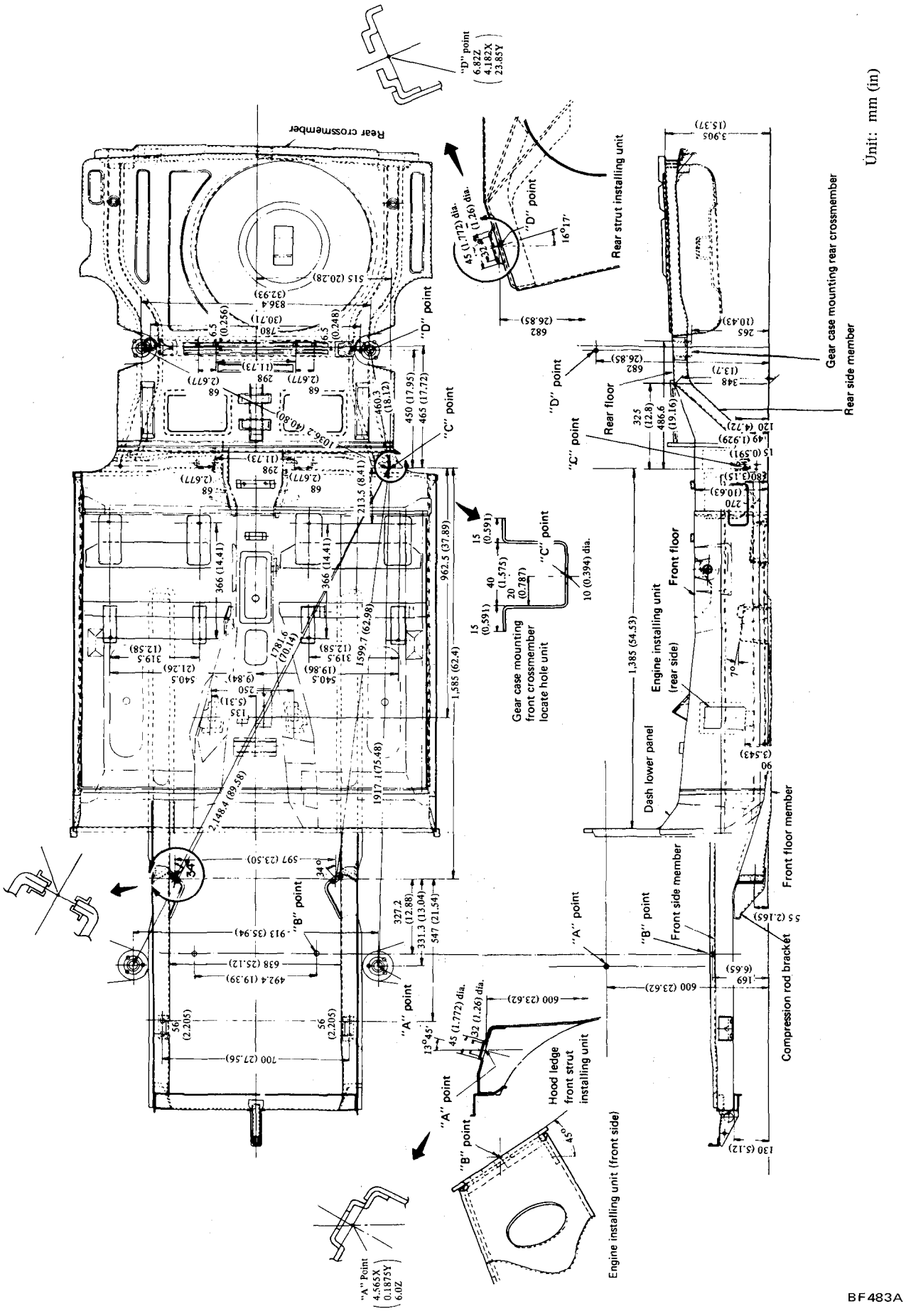


Fig. BF-3 Underbody alignment

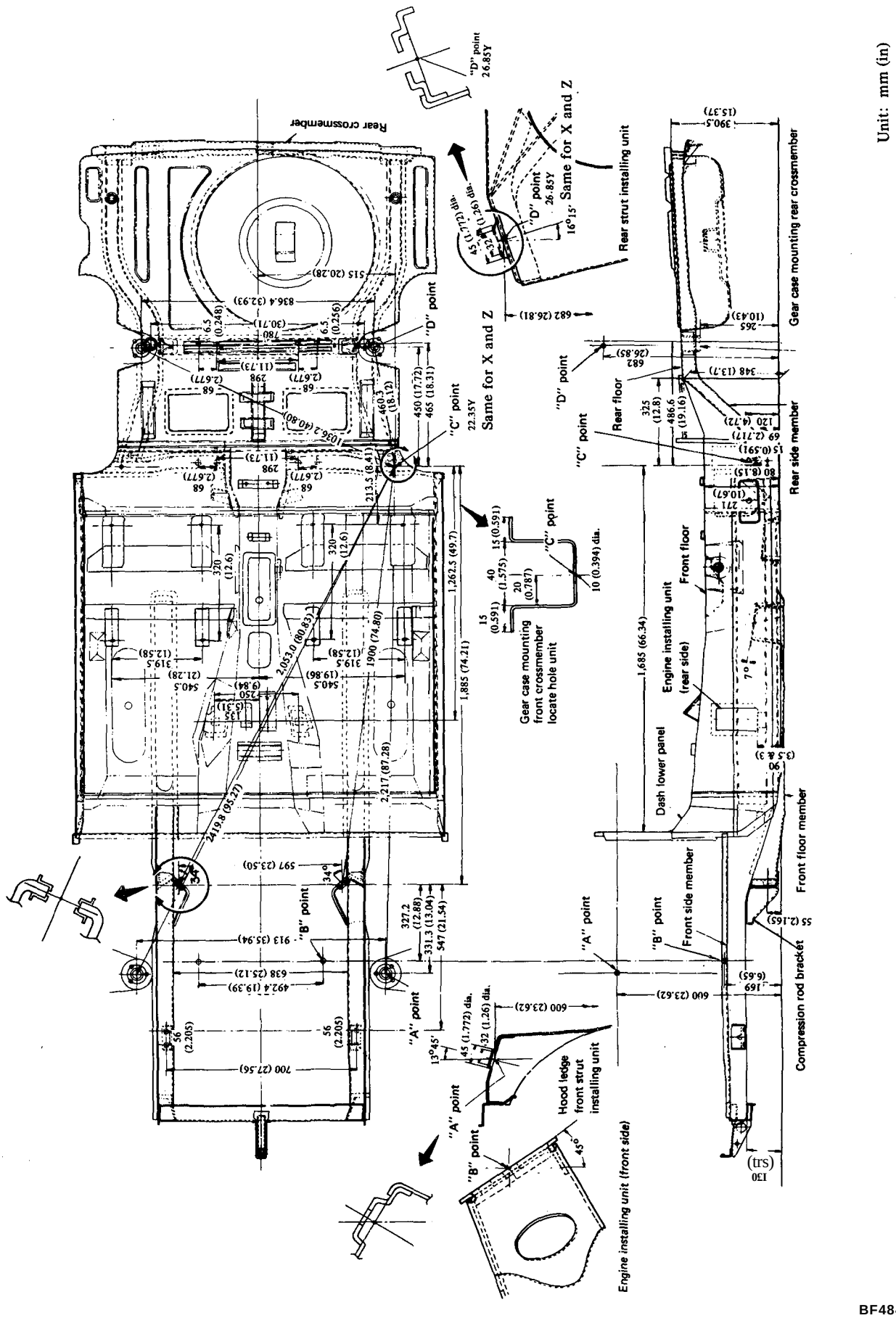


Fig. BF-4 Underbody alignment for GS30 (2 + 2 seats)

BUMPER AND RADIATOR GRILLE

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BUMPER

DESCRIPTION

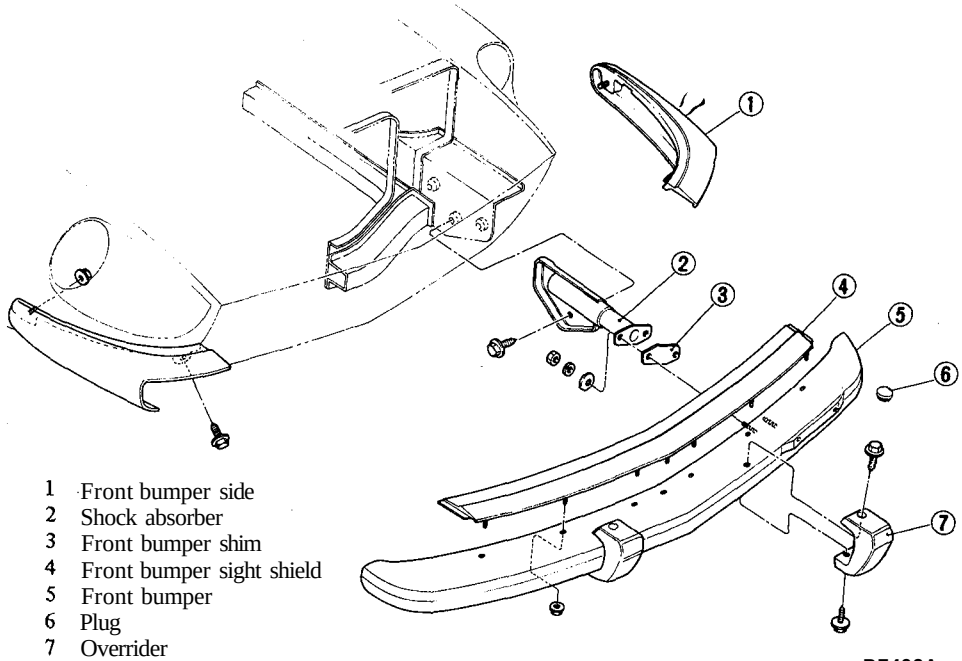
The front and rear bumpers are installed on the car body through the strat-type, gas-and-oil-filled shock absorbers. These bumpers are so designed that when the car is involved in a collision (solid barrier) at a speed of 8 km/h (5 MPH) or less, they retract to effectively absorb impact energy and to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

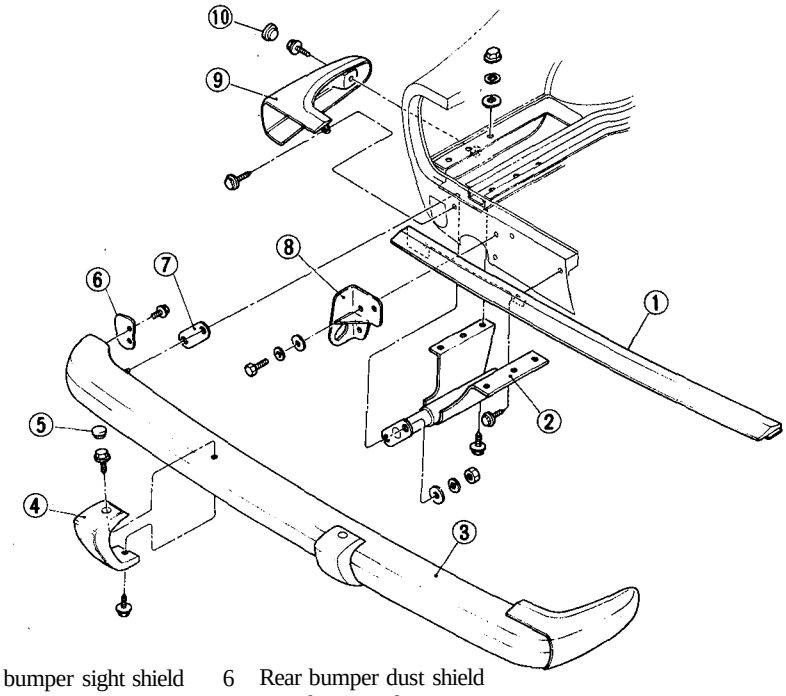
b. The shock absorber is filled with a high pressure gas and should not be disassembled, drilled or exposed to an open flame.



1 Front bumper side
2 Shock absorber
3 Front bumper shim
4 Front bumper sight shield
5 Front bumper
6 Plug
7 Overrider

BF493A

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



1 Rear bumper sight shield
2 Shock absorber
3 Rear bumper
4 Overrider
5 Plug
6 Rear bumper dust shield
7 Rear bumper shim
8 Rear tie-down hook
9 Rear bumper side
10 Plug

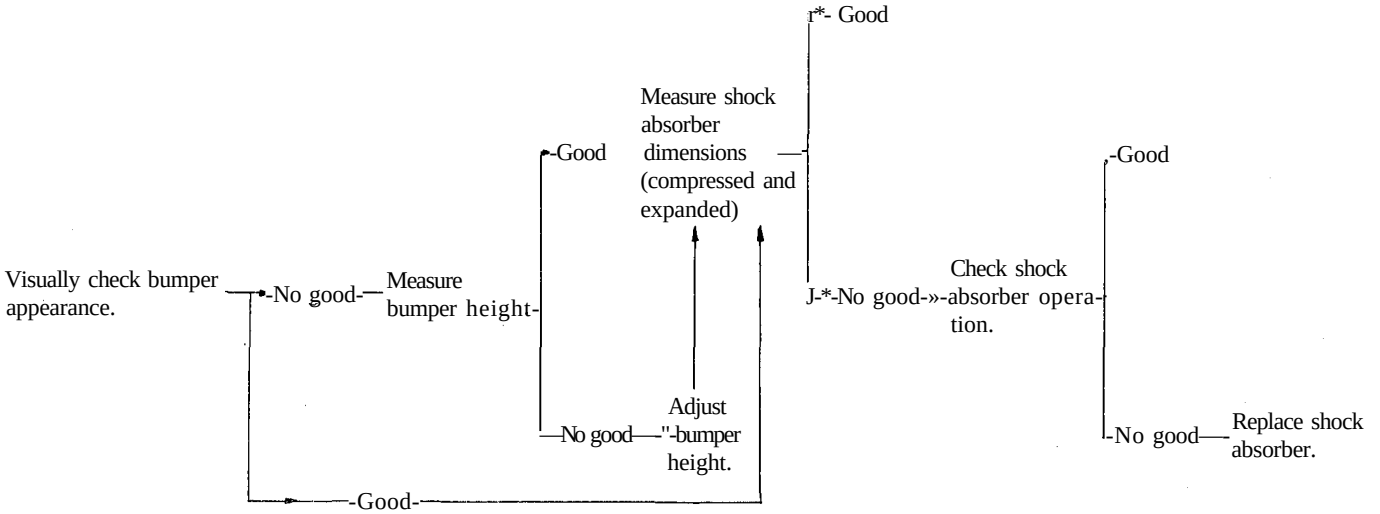
BF494A

Fig. BF-6 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



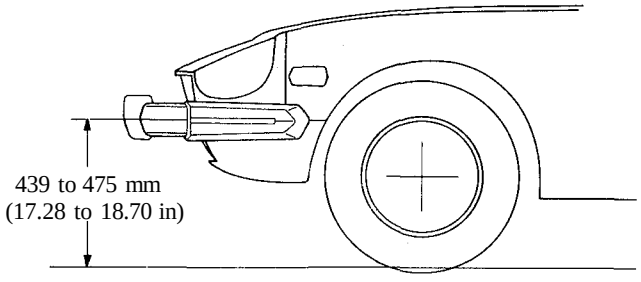


Fig. BF-7 Standard height of front bumper

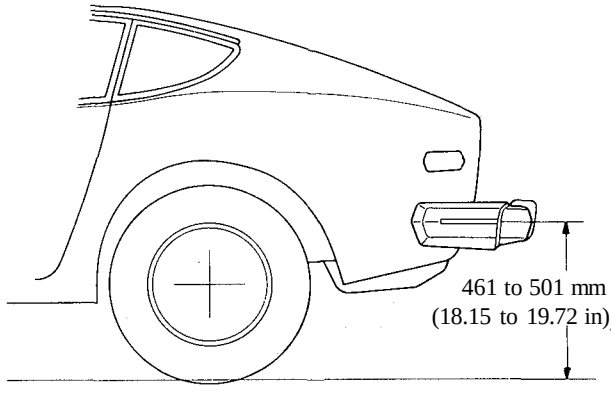


Fig. BF-8 Standard height of rear bumper

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-7 and BF-8.

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-9.

3. Checking functioning of shock absorber

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

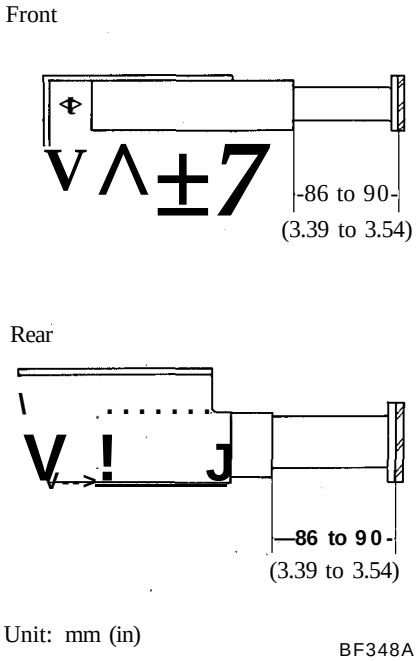


Fig. BF-9 Length of shock absorber

(2) Set parking brake and 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.

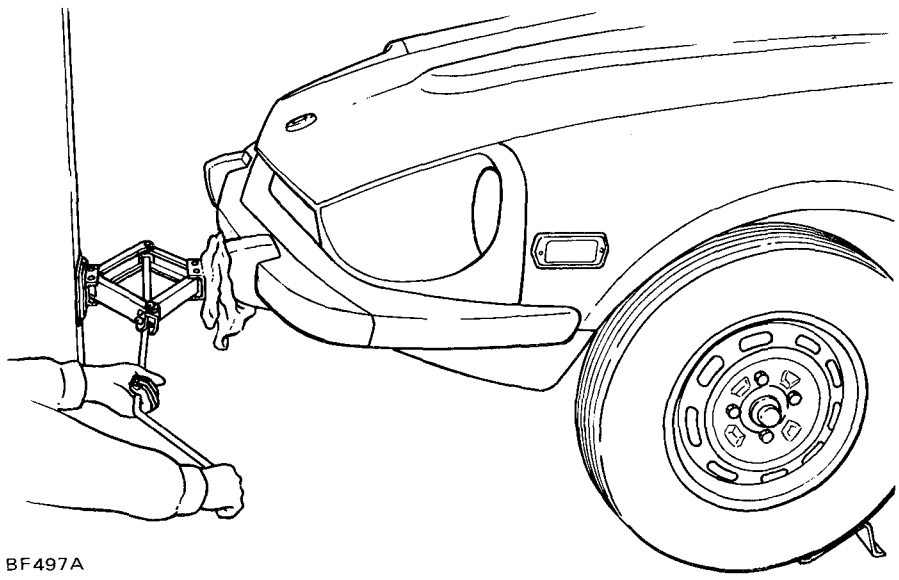
(4) Gradually extend jack approximately 40 mm (1.57 in). [The bumper should move approximately 40 mm (1.57 in) back through shock absorber

effect]. See Figure BF-10.
(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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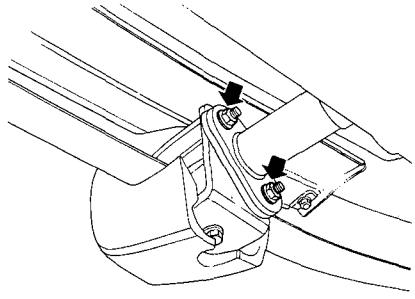
Fig. BF-10 Checking shock absorber function

REMOVAL AND INSTALLATION

Front bumper

1. Remove two nuts securing bumper to shock absorber and remove bumper assembly. See Figure BF-11.
2. Remove two bolts securing horn to car body and remove horn.
3. Loosen three bolts securing shock absorber to car body and remove shock absorber. See Figure BF-12.
4. Loosen three screws securing front fender front protector to car body, then remove two bolts securing front side bumper to car body and remove front side bumpers.
5. Install front bumper assembly in the reverse order of removal.

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



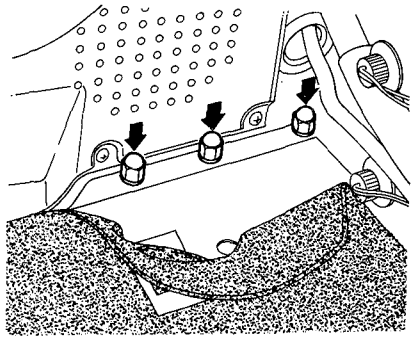
BF350A

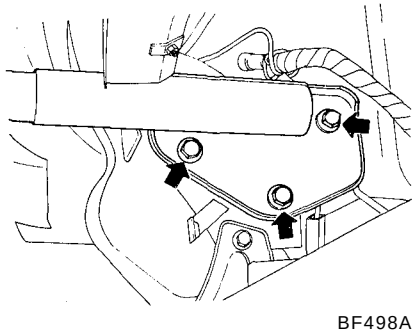
Fig. BF-11 Removing front bumper

Rear bumper

1. Remove two nuts securing bumper to shock absorber and remove bumper assembly. See Figure BF-13.
2. Remove fuel tank and muffler.

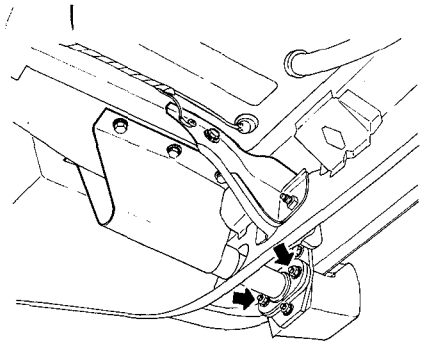
For removal procedures, refer to Section FE.
3. Remove bolts and nuts securing shock absorber to car body, and take shock absorber out of the opening in car body. See Figure BF-14.





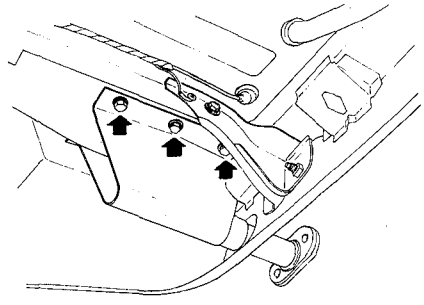
BF498A

Fig. BF-12 Removing shock absorber



BF352A

Fig. BF-13 Removing rear bumper



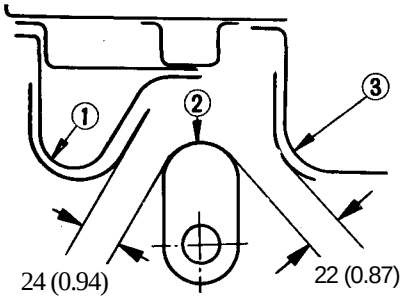
BF353A

Fig. BF-14 Removing shock absorber

4. Remove side bumper plug, then remove two bolts securing rear side bumper to car body and remove side bumper assembly.
5. Remove bolts securing sight shield to car body and remove sight shield assembly.
6. Install rear bumper assembly in the reverse order of removal.

When installing bumper, set it level and as close to the standard height as possible. See Figure BF-8.

Make sure that clearance between muffler and left shock absorber heat shield, and between muffler and spare tire housing heat shield is as indicated in Figure BF-15.



BF354A

1 Shock absorber bracket
2 Muffler
3 Spare tire housing

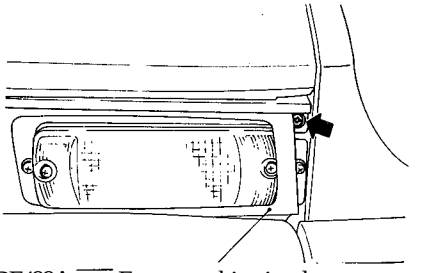
Unit: ram (in)

Fig. BF-15 Clearances between muffler and L.H. shock absrober heat shield and between muffler and spare tire heat shield

RADIATOR GRILLE

REMOVAL AND INSTALLATION

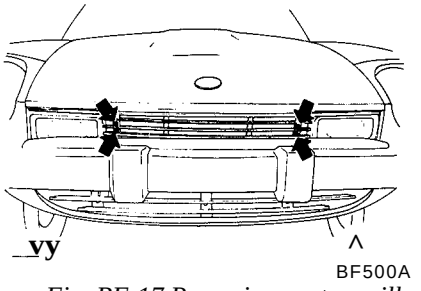
1. Loosen two screws securing front combination lamp cover and move cover inside, then remove screw securing center grille upper bar to body. See Figure BF-16.



BF499A — Front combination lamp cover

Fig. BF-16 Removing center grille upper bar attaching screw

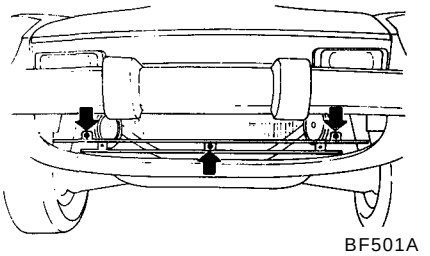
2. Remove four screws securing center grille in place and remove center grille. See Figure BF-17.



BF500A

Fig. BF-17 Removing center grille

3. Remove three screws securing lower grille in place and remove lower grille. See Figure BF-18.



BF501A

Fig. BF-18 Removing lower grille

4. Install center and lower grille in the reverse order of removal.

ENGINE HOOD AND HOOD LOCK

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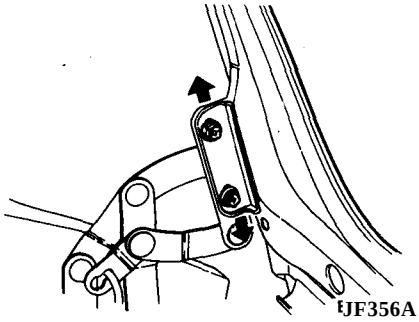
ADJUSTMENT

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:

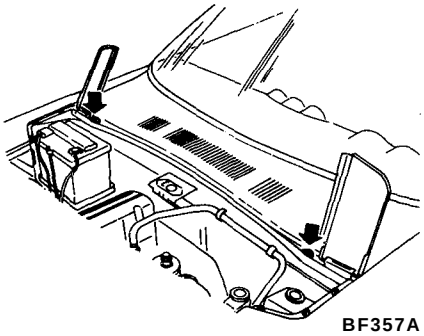
1. Adjust hood fore and aft by loosening bolts attaching hood to hinge and repositioning hood. See Figure BF-19.



JF356A

Fig. BF-19 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-20.



BF357A

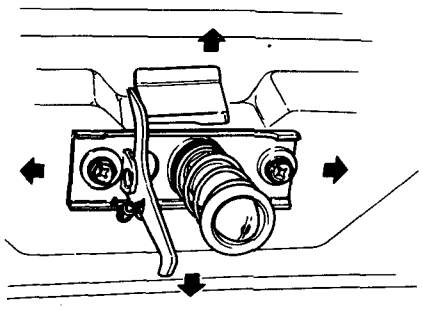
Fig. BF-20 Adjusting hood bumper height

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-21.



BF359A

Fig. BF-21 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
(2.7to3.7ft-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)

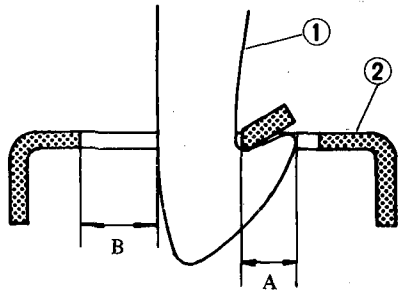
8. Raise two hood bumpers until hood is flush with fenders.

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.

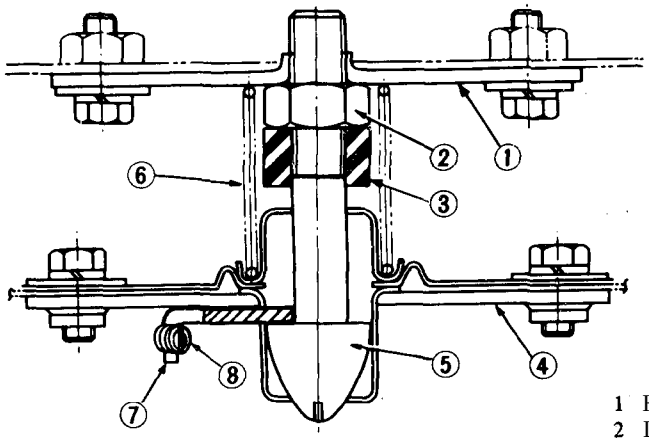
10. Make sure that safety catch lever retains hood properly when hood lock is disengaged. See Figure BF-22.



1 Safety catch lever
2 Hood lock female part
A : 5.0 mm (0.197 in)
B : 8.0 mm (0.315 in)

BF360A

Fig. BF-22 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-23 Sectional view of hood lock

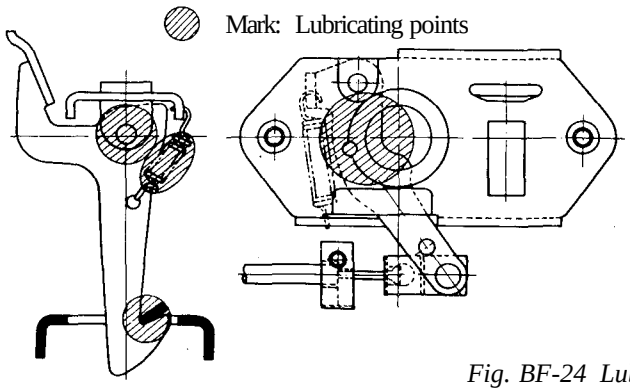


Fig. BF-24 Lubricating points

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-24.

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-25.

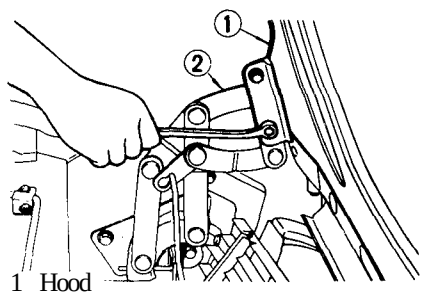


Fig. BF-25 Removing hood

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-26.

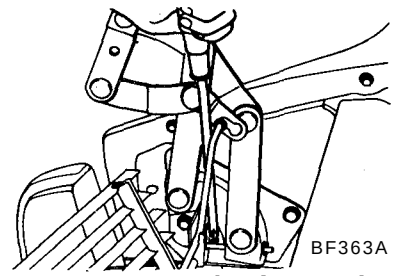


Fig. BF-26 Removing hood torsion bar

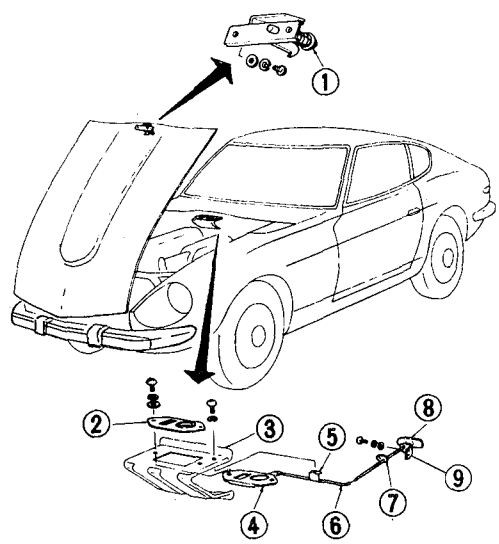
3. Install torsion bars in the reverse order of removal.

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.



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-27 Hood lock

COWL TOP GRILLE AND FRONT FENDER

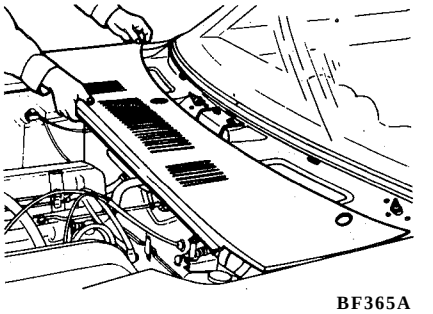
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FRONT FENDER BF-13
REMOVAL AND INSTALLATION BF-13

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-28.
5. Install cowl top grille in the reverse order of removal.

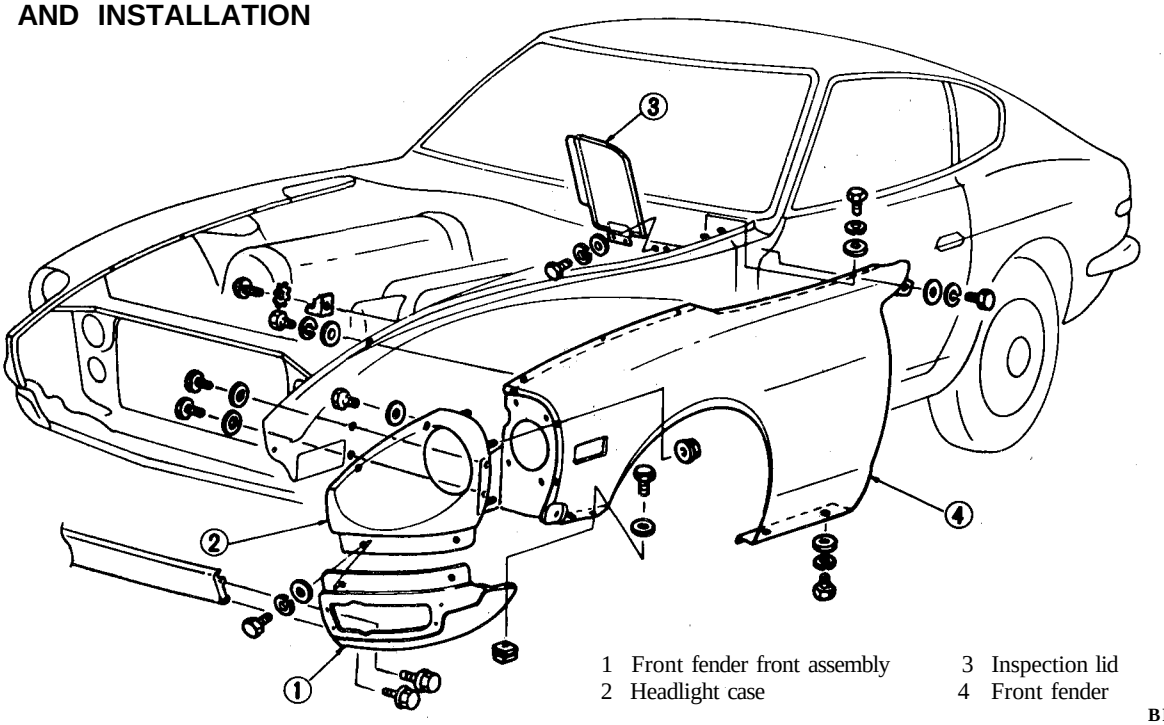


BF365A

Fig. BF-28 Removing cowl top grille

FRONT FENDER

REMOVAL AND INSTALLATION



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

BF366A

Fig. BF-29 Removing front fender

1. Remove front bumper.
2. Remove headlight and side flasher 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 (3)

11. Install front fender in the reverse order of removal.

TAIL GATE AND REAR PANEL FINISHER

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TAIL GATE LOCK, STRIKER AND DOWN STOPPER BF-15
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TAIL GATE BF-15
TAIL GATE LOCK AND STRIKER BF-15
REAR PANEL FINISHER BF-15

DESCRIPTION

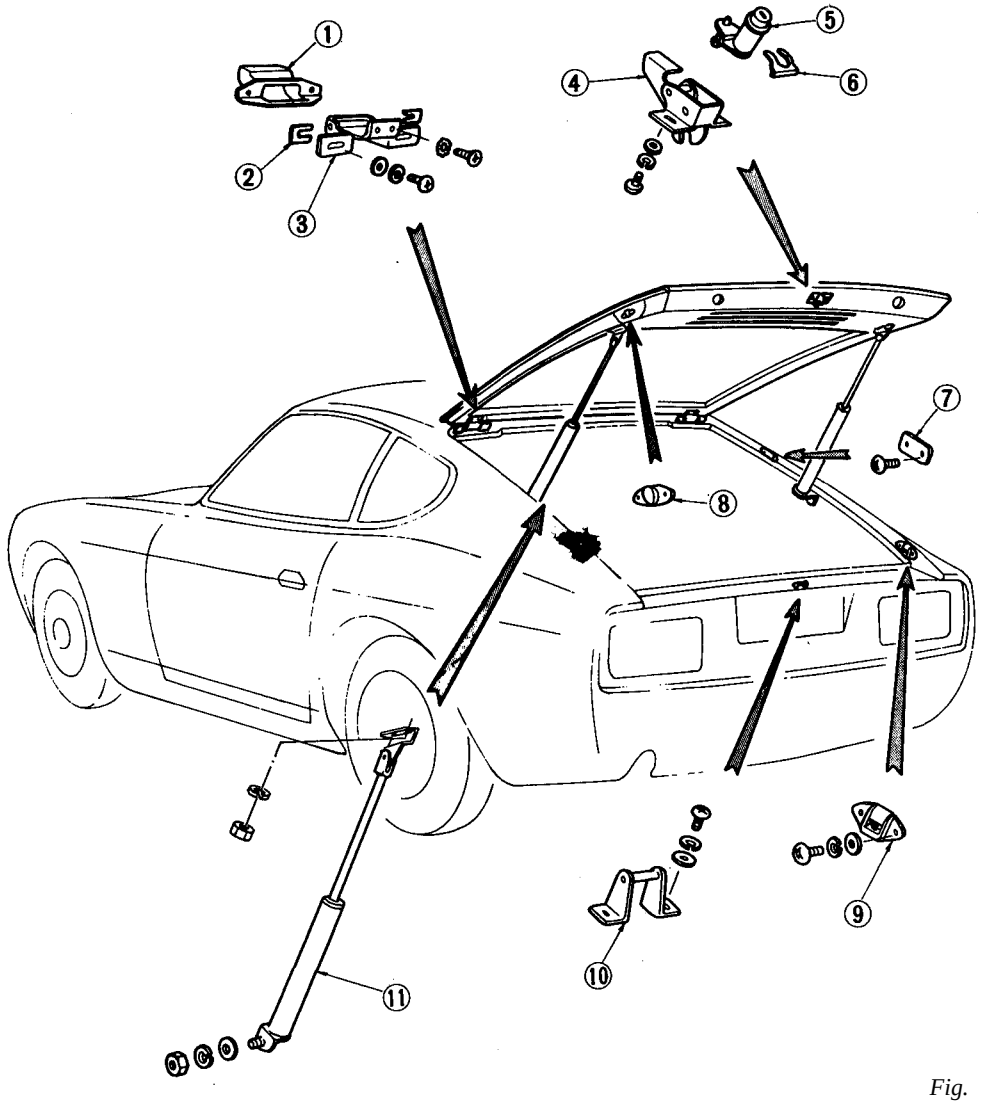
The tail gate opens upward and utilizes a single-sheet construction. Thus, luggage can be loaded and unloaded conveniently.

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-30 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-31.
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.

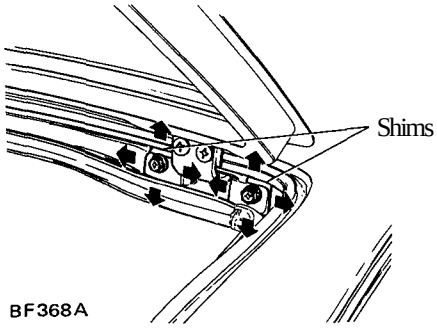


Fig. BF-31 Adjusting tailgate hinge

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-32.
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-33.

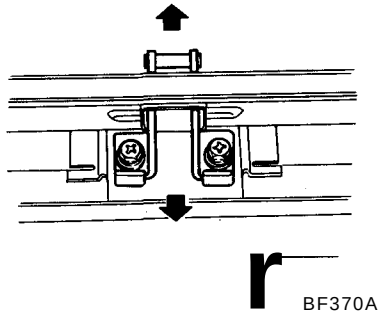


Fig. BF-32 Adjusting striker

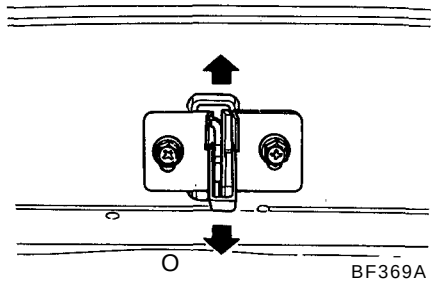


Fig. BF-33 Adjusting tail gate lock

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

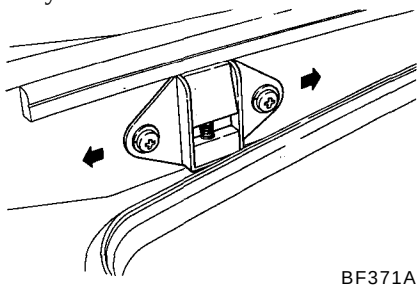


Fig. BF-34 Adjusting down stopper

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-35.

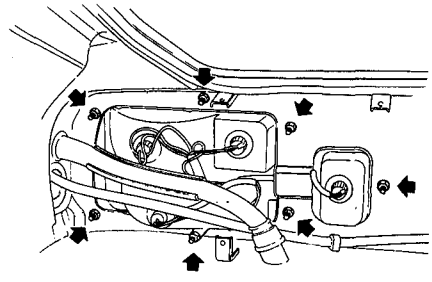


Fig. BF-35 Removing nuts attaching rear combination lamp to body

4. Remove screws securing license lamp in place, and detach lamp. See Figure BF-36.

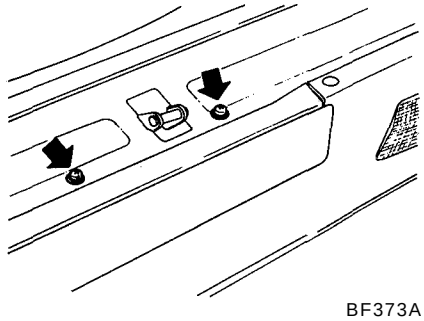
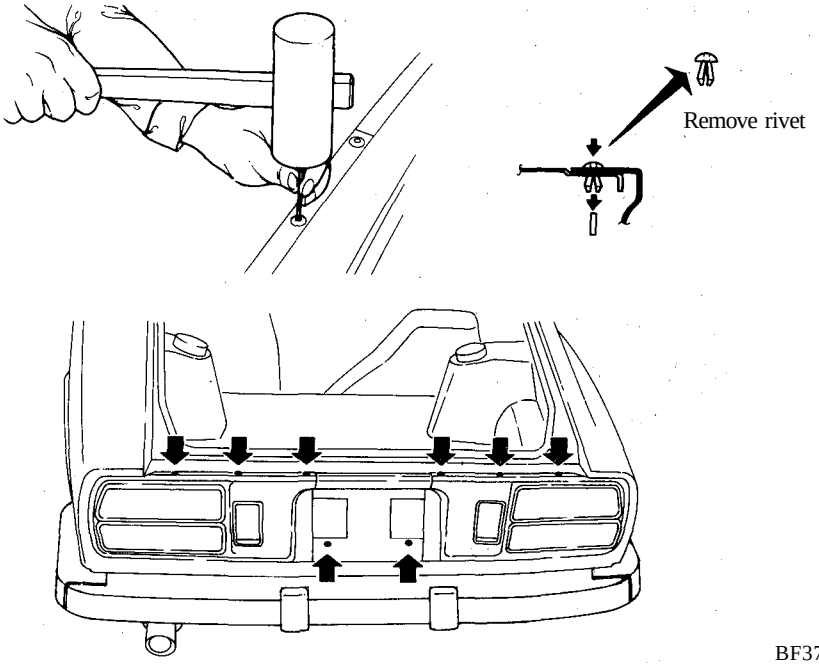


Fig. BF-36 Removing license lamp

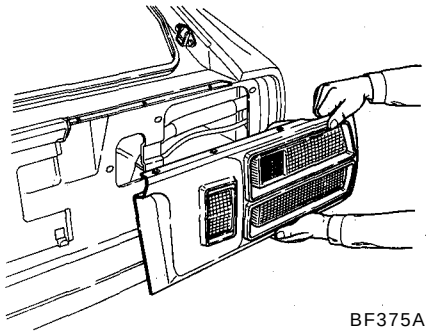
5. Remove plastic rivets securing rear panel finisher to rear panel. See Figure BF-37.



BF374A

Fig. BF-37 Removing rivets

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



BF375A

Fig. BF-38 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

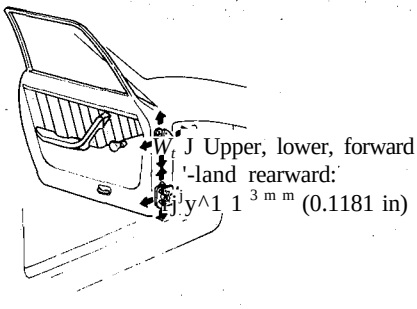
ALIGNMENT

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.

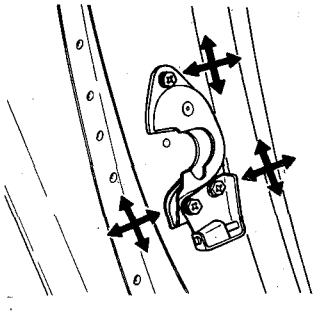
Door should be adjusted for an even and parallel fit with the door opening and surrounding body panels.



BF376A

Fig. BF-39 Adjusting door hinge

Be careful not to distort or mar door and surrounding body panels when adjusting. See Figures BF-39 and BF-40.



BF377A

Fig. BF-40 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) Fuse block
(2) Junction block
(3) Side ventilation control knob bracket
(4) Relay bracket cover
(5) Transistor ignition unit
(6) Relay assembly
(7) Ignition interlock unit
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.

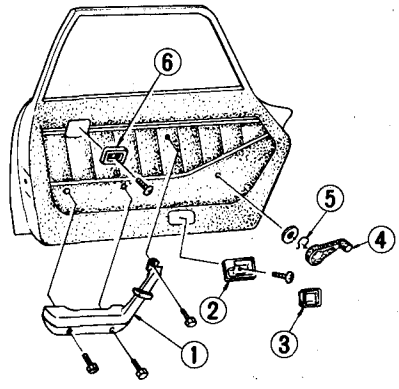
Right door

1. Disconnect ground cable from battery terminal.
2. Open door. Leave it open.
3. Remove the following parts.
(1) Control unit cover and control unit
(2) Hood latch control bracket
(3) Dash side trim
(4) Electronic fuel injection relay
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 Arm rest
2 Escutcheon
BF485A ^ Escutcheon cover
4 Door regulator handle
5 Retaining spring
6 Rear inside handle escutcheon (GS30 2+2 seats only)

Fig. BF-41 Removing door trim

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.

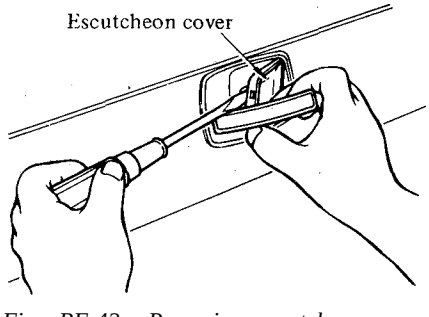


Fig. BF-42 Removing escutcheon cover

5. Remove rear inside handle escutcheon. (GS30 2+2 seats only)
6. Remove spring securing regulator handle in place, and detach regulator handle and washer. See Figure BF-41.
7. Using a screwdriver, remove door finisher retaining clips from door, and remove door finisher. See Figure BF-43.

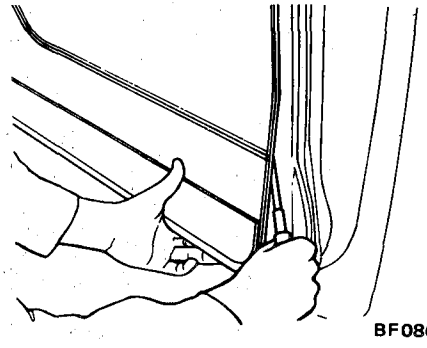
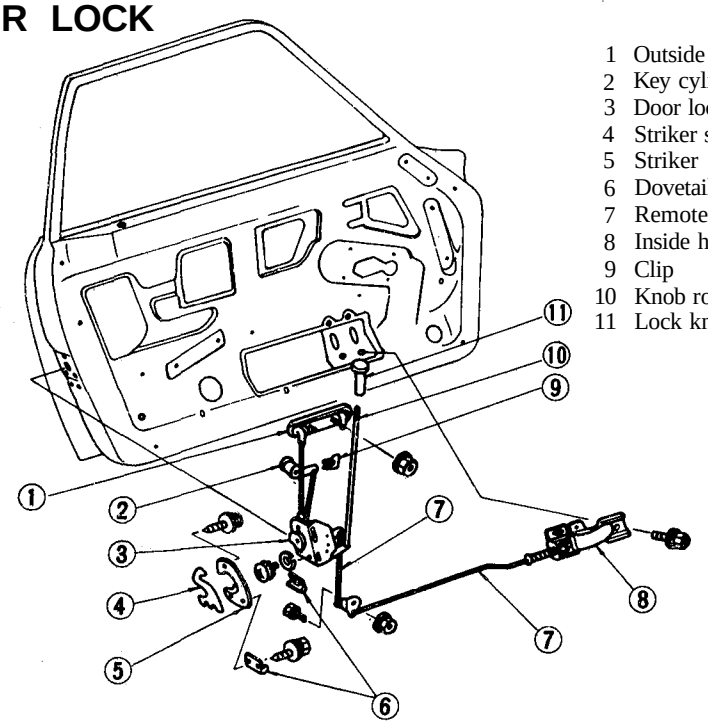


Fig. BF-43 Removing door finisher

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

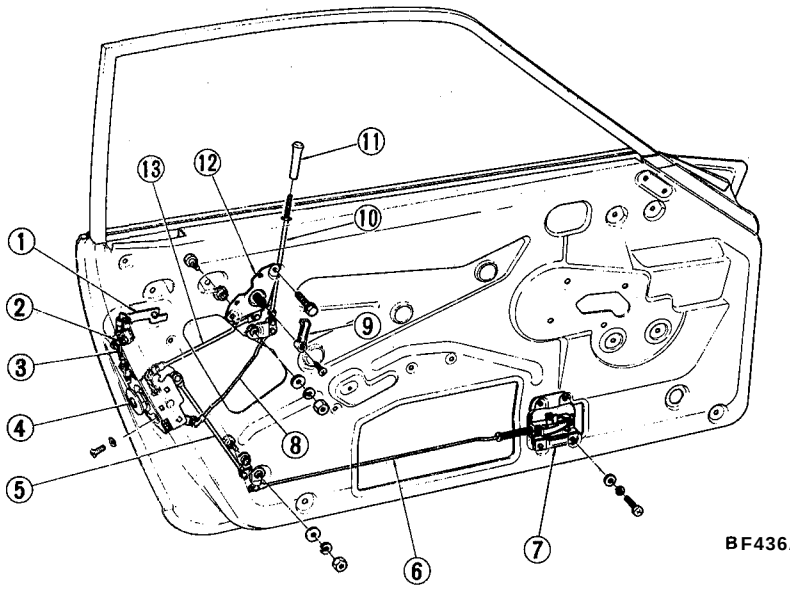
However, observe **the following** installation notes.
(1) When water seal screen is to be installed, it must be replaced with **a** new one if broken or suspected of leaking.
(2) When installing the door regulator handle, make sure that the knob is faced forward with the side window glass completely closed.
(3) When cleaning the door finisher, use a 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

Fig. BF-44 Door lock mechanism forS30



1 Outside handle
2 Key cylinder
3 Outside handle rod
4 Door lock
5 Connecting rod
6 Remote control rod
7 Door remote control bracket assembly
8 Rod
9 Rear inside handle
10 Knob rod
11 Lock knob
12 Rear remote control bracket assembly
13 Rod

Fig. BF-45 Door lock mechanism for GS30 (2+2 seats)

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 clearance "of 1.0 to 2.0 mm (0.39 to 0.79 in). See Figure BF-44.

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

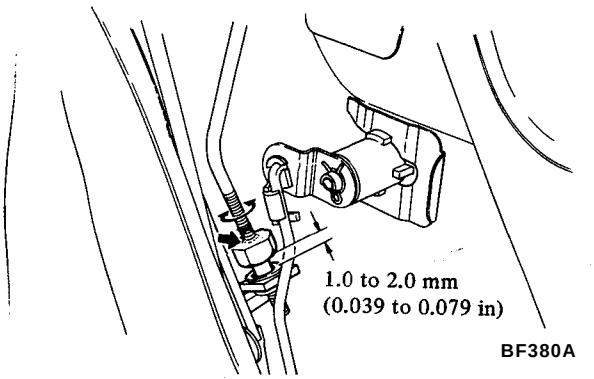
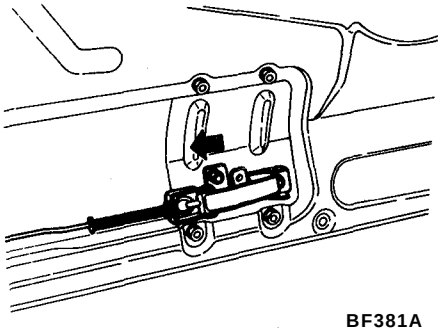


Fig. BF-46 Adjusting outside handle free play

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-47.
3. Tighten inside door handle attaching screws.
4. Check the operation of inside door handle and lock.



BF381A

Fig. BF-47 Adjusting inside handle free play

REMOVAL AND INSTALLATION

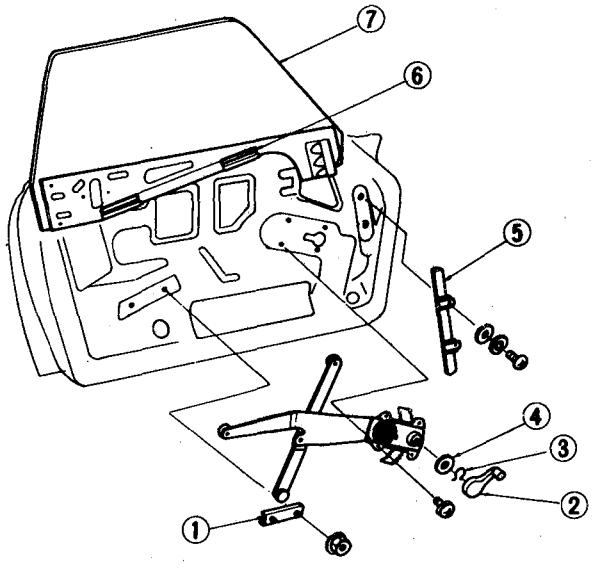
1. Open door and keep it open.
2. Remove door finisher and water seal screen. Refer to page BF-17 for Removal and Installation of Door Trim.
3. With glass up, remove door sash.
4. Remove key cylinder rod from key cylinder.
5. Remove remote control rod from door lock.
6. Remove remote control side bell crank and inside handle installation screws, and remove remote control mechanism from opening on the inside door panel.
7. Remove rear remote control bracket securing bolts and remove rear inside handle. (GS30 2+2 seats only)
8. Remove door lock installation screw and remove outside handle rod from door lock. Then, remove door lock from opening on the inside door panel.
9. Remove key cylinder retaining clip, and remove key cylinder
10. Remove nut from inside of the door, and remove the outside handle.
11. 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.**

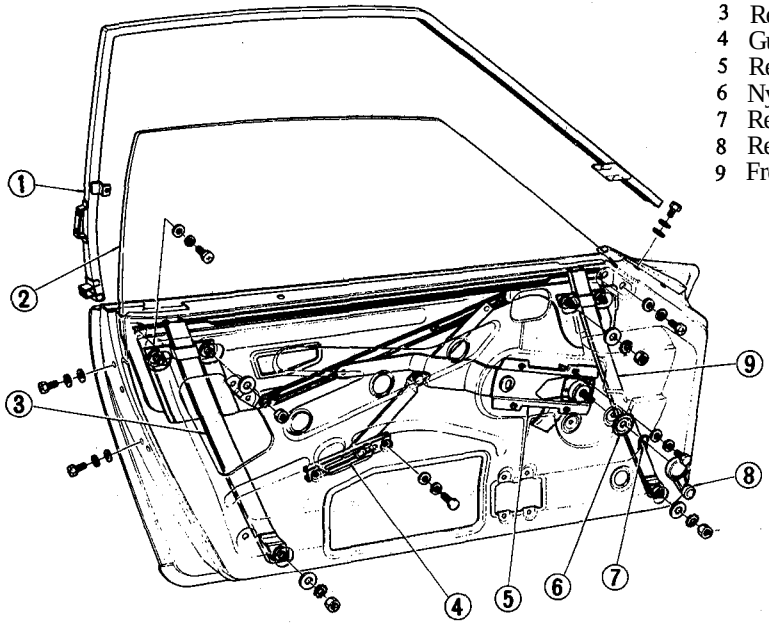
DOOR WINDOW GLASS AND REGULATOR



BF382A

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

Fig. BF-48 Door window glass and regulator for S30



SF434A

1 Door sash
2 Door glass
3 Rear guide rail
4 Guide channel
5 Regulator assembly
6 Nylon washer
7 Retaining spring
8 Regulator handle
9 Front guide rail

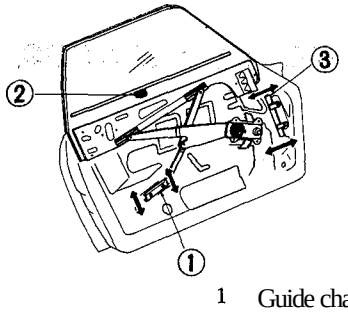
Fig. BF-49 Door window glass and regulator for GS30 (2+2 seats)

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-1^.



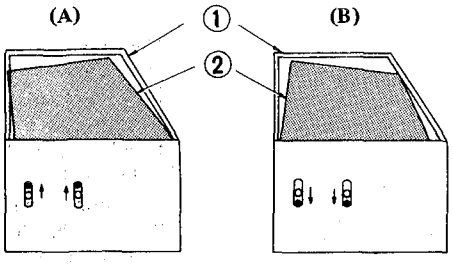
1 Guide channel
2 Glass bamper
3 Front sash

BF383A

Fig. BF-50 Adjusting door glass

Guide channel adjustment can be accomplished by the following procedure:

When door glass is as in picture (A) of Figure BF-51, move guide channel up; Move it down if as in picture (B).



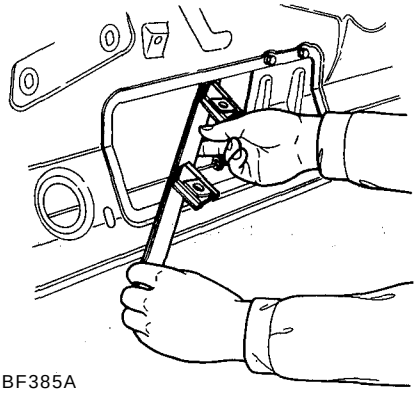
1 Door sash
2 Door glass

BF479

Fig. BF-51 Adjusting guide channel

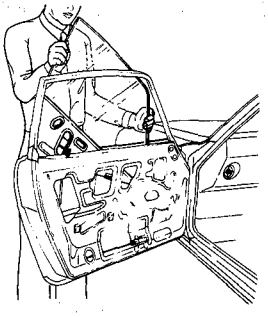
REMOVAL AND INSTALLATION

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.



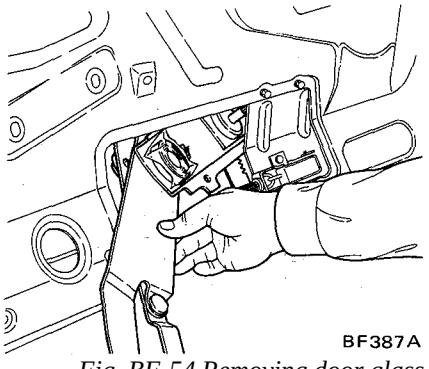
BF385A

Fig. BF-52 Removing front door sash



BF3S6A

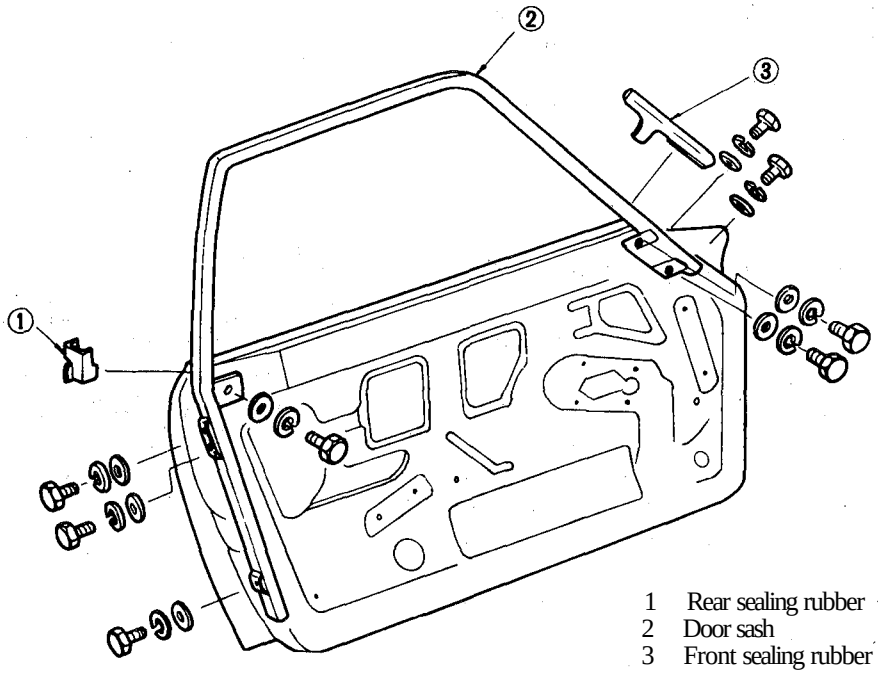
Fig. BF-53 Removing door glass



BF387A

Fig. BF-54 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-53.
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-54.
9. Remove front and rear sealing rubbers.
10. Loosen screws securing door sash and remove door sash. See Figure BF-55.
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

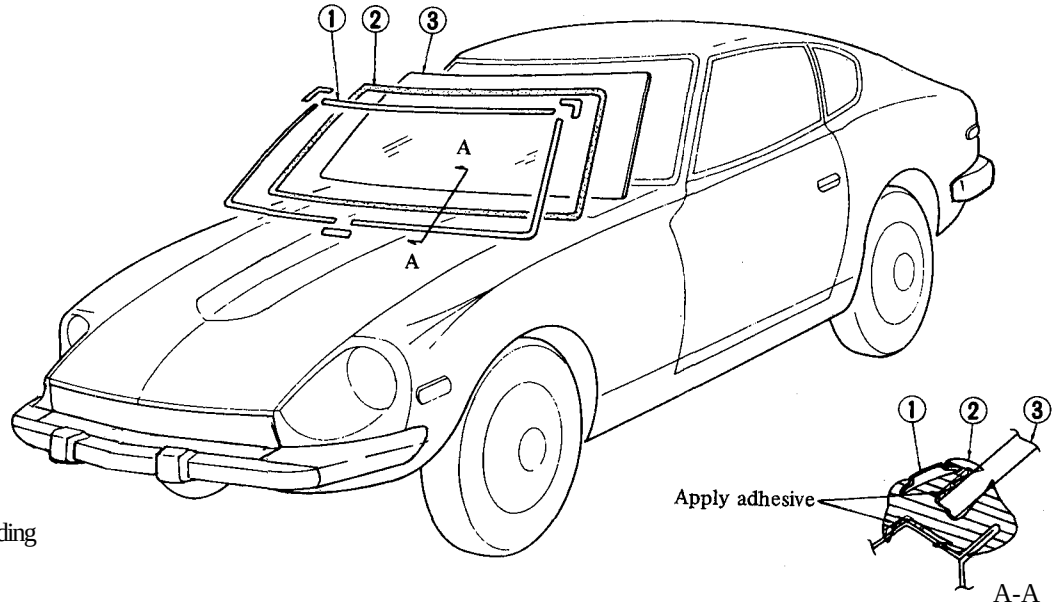
Fig. BF-55 Removing door sash

WINDSHIELD GLASS

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INSTALLATION BF-21
SIDE WINDOW BF-22
TAIL GATE GLASS BF-22

FRONT WINDSHIELD GLASS



1 Windshield moulding
2 Weatherstrip
3 Windshield glass

BF389A

Fig. BF-56 Front windshield glass

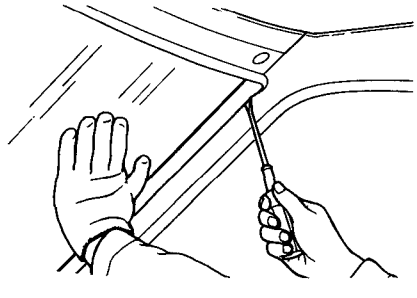
REMOVAL

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.

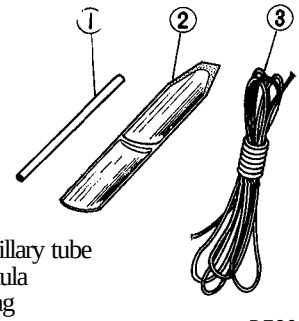
5. Detach adhesive on the windshield flange side by applying a spatula or ordinary [(—) headed] screwdriver from the outside.
6. Depressing weatherstrip toward outside, lightly tap and remove windshield glass to the outside.

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



BF390A

Fig. BF-57 Removing front windshield glass



1 Capillary tube
2 Spatula
3 String

BF391A

Fig. BF-58 Tools for installation of windshield glass

INSTALLATION

1. For installation, use string and spatula as shown in Figure BF-58.
2. Apply adhesive to appropriate portions of weatherstrip as shown in Figure BF-56, 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.

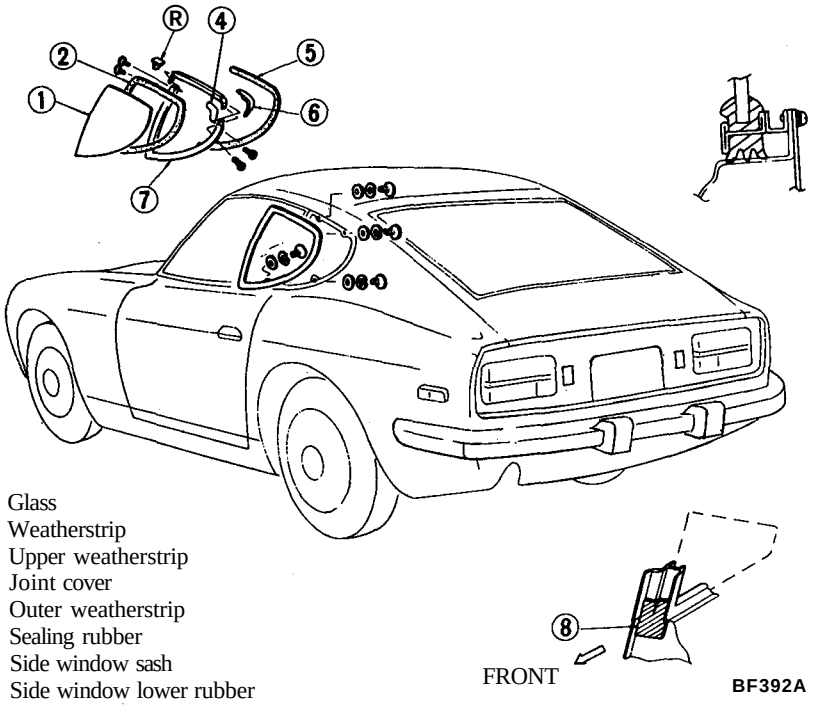
Note: The operation should be carried out by two persons; one works outside and the other inside.

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.

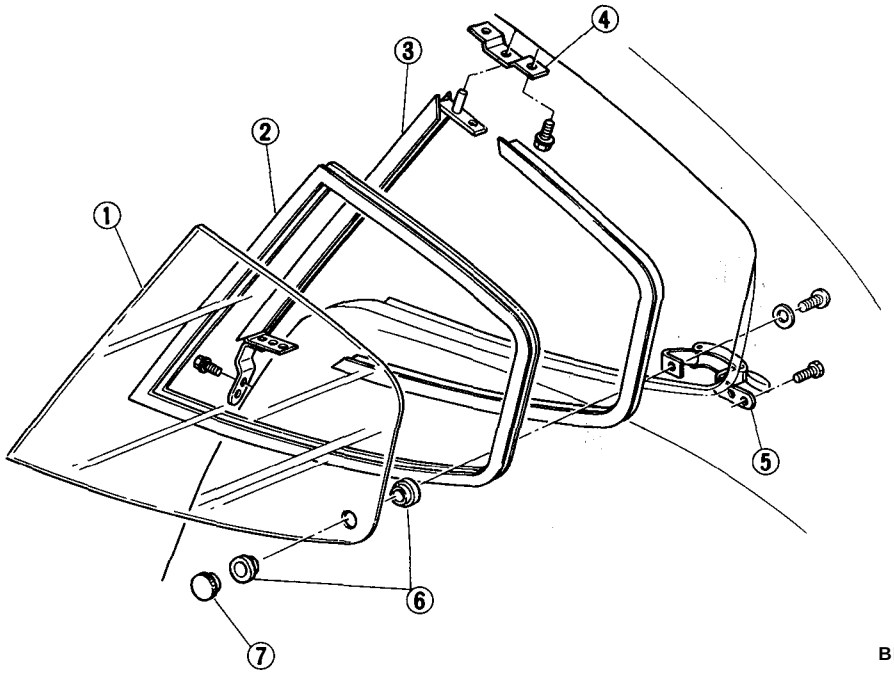
6. Tap the overall glass area lightly to settle the weatherstrip down evenly and tightly on the flange.
7. Apply adhesive to the entire periphery.
8. Install windshield moulding.
9. Install windshield wiper blades and arms.
10. Install instrument panel garnish.
11. Install inside rearview mirror.

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

Fig. BF-59 Structural view of side window for S30



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

Fig. BF-60 Structural view of side window for GS30 (2+2 seats)

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.

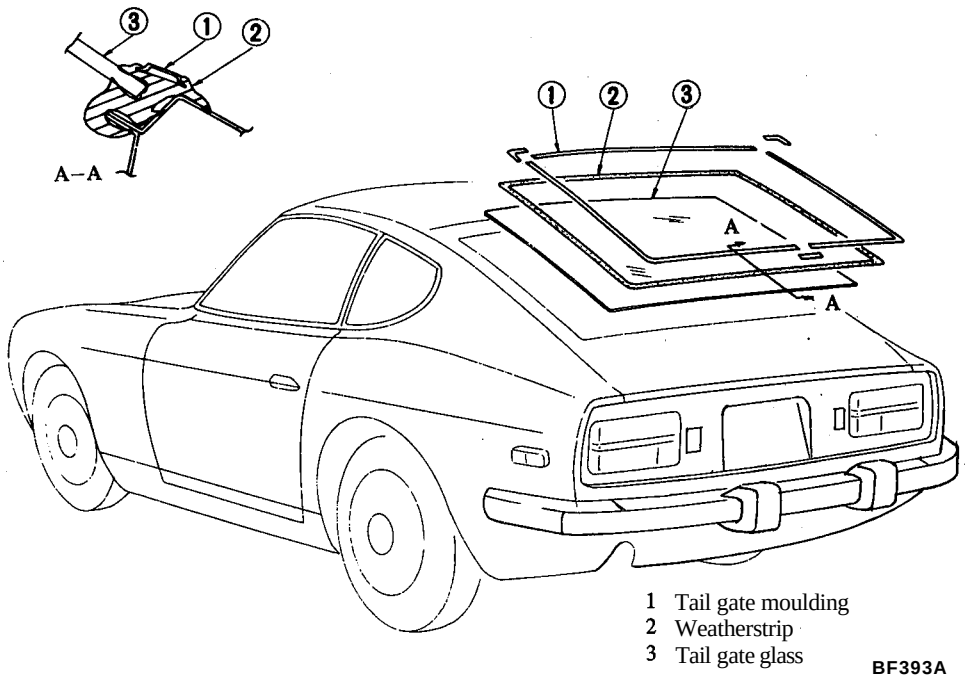


Fig. BF-61 Structural view of tailgate glass

SEAT

CONTENTS

DESCRIPTION BF-23
FRONT SEAT BF-24
REMOVAL AND INSTALLATION BF-24
REAR SEAT BF-24
REMOVAL AND INSTALLATION BF-24
SEAT SWITCH BF-24
INSPECTION BF-24

DESCRIPTION

The front seats are a separate, bucket type which is equipped with a high seatback. The high seatback is combined with a head rest.

The reclining seat can be tilted 6° forward and 36° backward, from the neutral position, with a pitch of 3° by lifting the tilt control lever located on the door side of the seat cushion.

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 rear seatback is equipped with interlocking lock mechanisms on both sides, and the seat can be pulled forward or folded flush to the floor by releasing either one. (GS30 2+2 seats only)

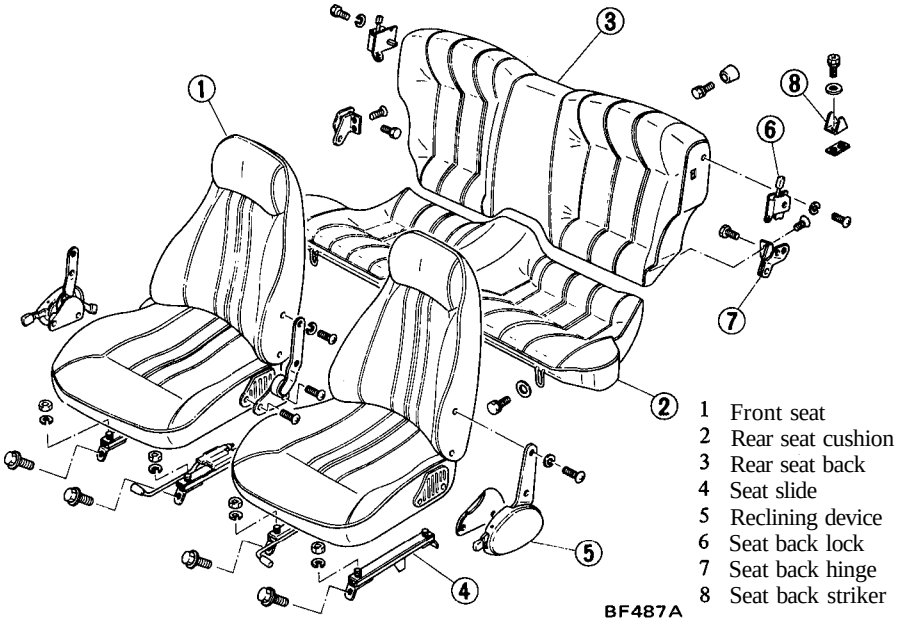


Fig. BF-62' Structural view of front and rear seats

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:**

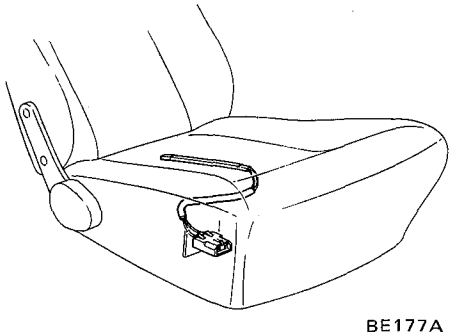
a. Pre-delivery service

b. Parts replacements

FRONT SEAT

REMOVAL AND INSTALLATION

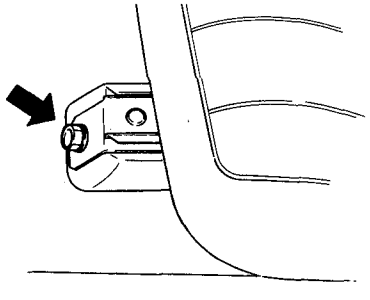
1. Disconnect battery ground cable.
2. Disconnect seat switch connector at body harness connector. See Figure BF-63.



BE177A

Fig. BF-63 Seat switch connector

1. Remove bolts attaching the front of seat bracket to floor. See Figure BF-64.



BF488A

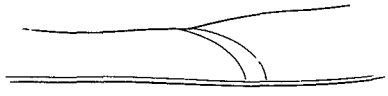
Fig. BF-64 Removing front attaching bolts of front seat

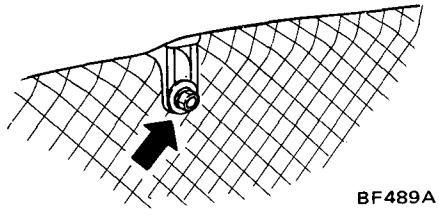
2. Remove bolts attaching the rear of seat bracket to floor.
3. Then remove front seat assembly from car.
4. Install front seat assembly in the reverse order of removal.

REAR SEAT

REMOVAL AND INSTALLATION

1. Remove screws attaching rear seat front end and rear seat cushion. See Figure BF-65.

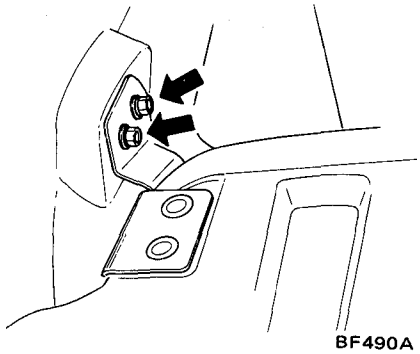




BF489A

Fig. BF-65 Removing rear seat cushion

2. Fold seatback forward by releasing seatback lock, and remove screws attaching rear floor mat.
3. Remove bolts attaching rear seatback to body and remove it from body. See Figure BF-66.



BF490A

Fig. BF-66 Removing rear seatback

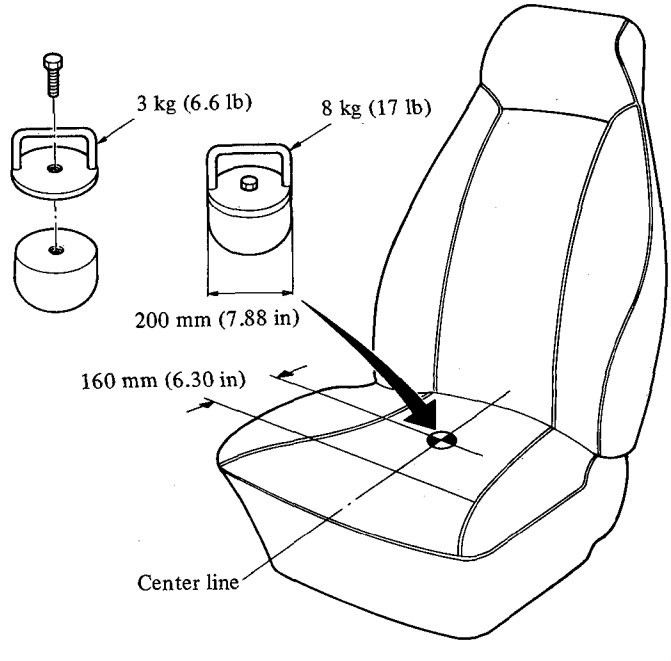
4. Install rear seat cushion and seatback in the reverse order of removal.

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.



BF396A

Fig. BF-67 Weight position

SEAT BELT

CONTENTS

DESCRIPTION BF-25
REMOVAL AND INSTALLATION BF-25
INSPECTION OF BUCKLE SWITCH BF-25

DESCRIPTION

The front 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.

The rear seat belt is a two point type. It includes an automatic belt locking-retractor device.

Cautions

1. In conformity w»(L 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.

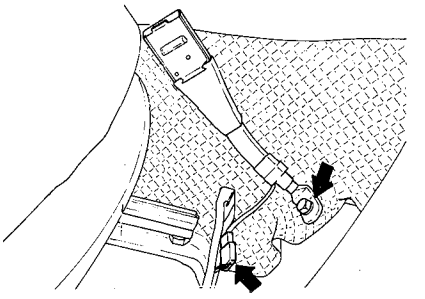
4. If webbing is cut, frayed, or damaged, replace belt assembly.

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.

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-68.

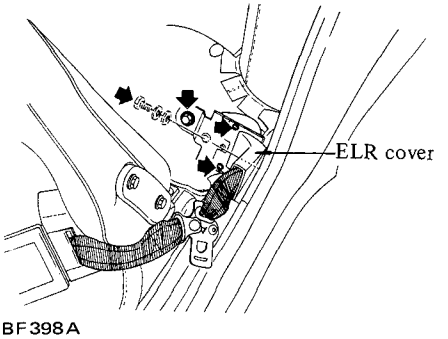


BE176A

Fig. BF-68 Removing inner lap belt,

4. Removing shoulder belt.
(1) Remove screws securing escutcheon.
(2) Detach door weatherstrip.
(3) Remove garnish and quarter panel.
(4) Loosen anchor bolt securing shoulder belt and remove shoulder belt with escutcheon.

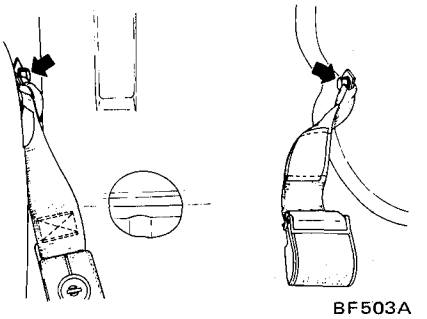
5. Remove E.L.R. cover and loosen two anchor bolts securing outer lap belt, then remove shoulder and outer lap belt assembly. See Figure BF-69.



BF398A

Fig. BF-69 Removing shoulder and outer lap belts

6. Removing rear seat belt.
Remove seat cushion and seatback, then loosen anchor bolts securing rear seat belts and remove rear seat belts. See Figure BF-70.



BF503A

Fig. BF-70 Removing rear seat belts

7. Install front and rear 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 seatback.

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.

INTERIOR TRIM

CONTENTS

DASH SIDE TRIM BF-26
REMOVAL AND INSTALLATION BF-26
BODY SIDE TRIM BF-26
REAR PANEL TRIM BF-26
TAIL GATE TRIM BF-26
FLOOR CONSOLE BF-27
REMOVAL AND INSTALLATION BF-27
INSIDE REARVIEW MIRROR BF-27

DASH SIDE TRIM

REMOVAL AND INSTALLATION

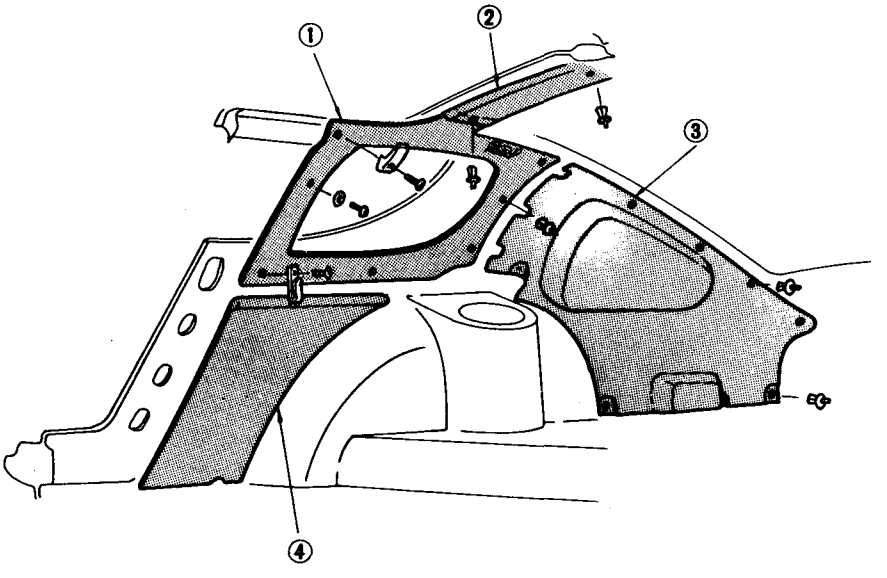
Driver's seat side

1. Remove two flasher units (for turn 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

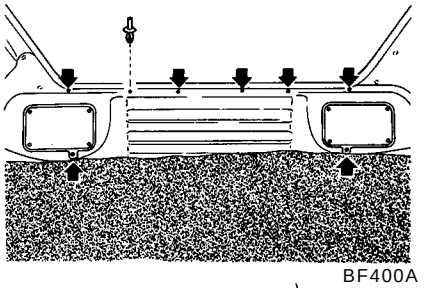


1 Quarter panel garnish
2 Tail rail garnish
3 Body side rear trim
4 Body side front trim

BF399A

Fig. BF-71 Body side trim

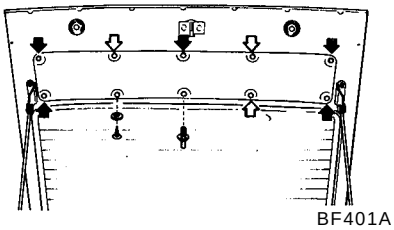
REAR PANEL TRIM



BF400A

Fig. BF-72 Rear panel trim

TAIL GATE TRIM

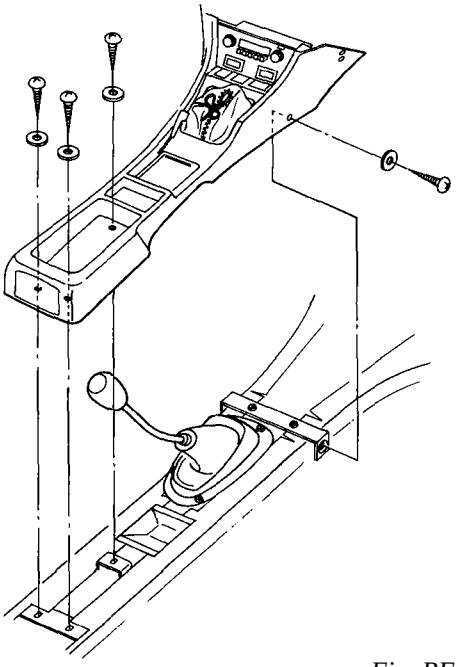


BF401A

Fig. BF-73 Tail gate trim

FLOOR CONSOLE

REMOVAL AND INSTALLATION

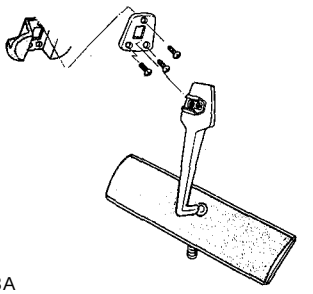


BF402A

Fig. BF-74 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.

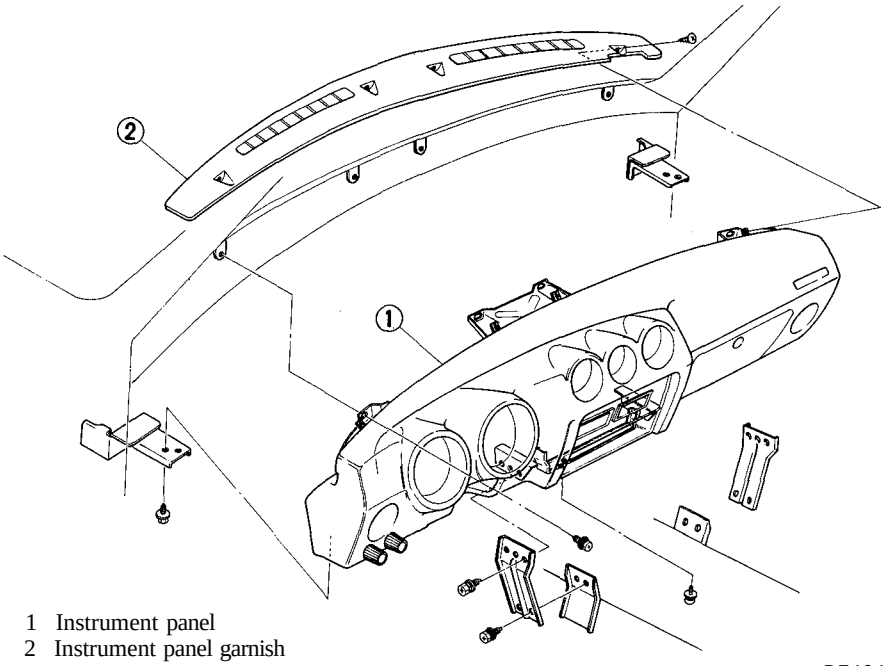
INSIDE REARVIEW MIRROR



BF403A

Fig. BF-75 Inside rearview mirror

INSTRUMENT PANEL



1 Instrument panel
2 Instrument panel garnish

BF404A

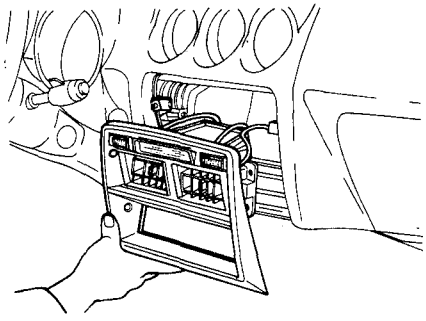
Fig. BF-76 Instrument panel

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-77 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:

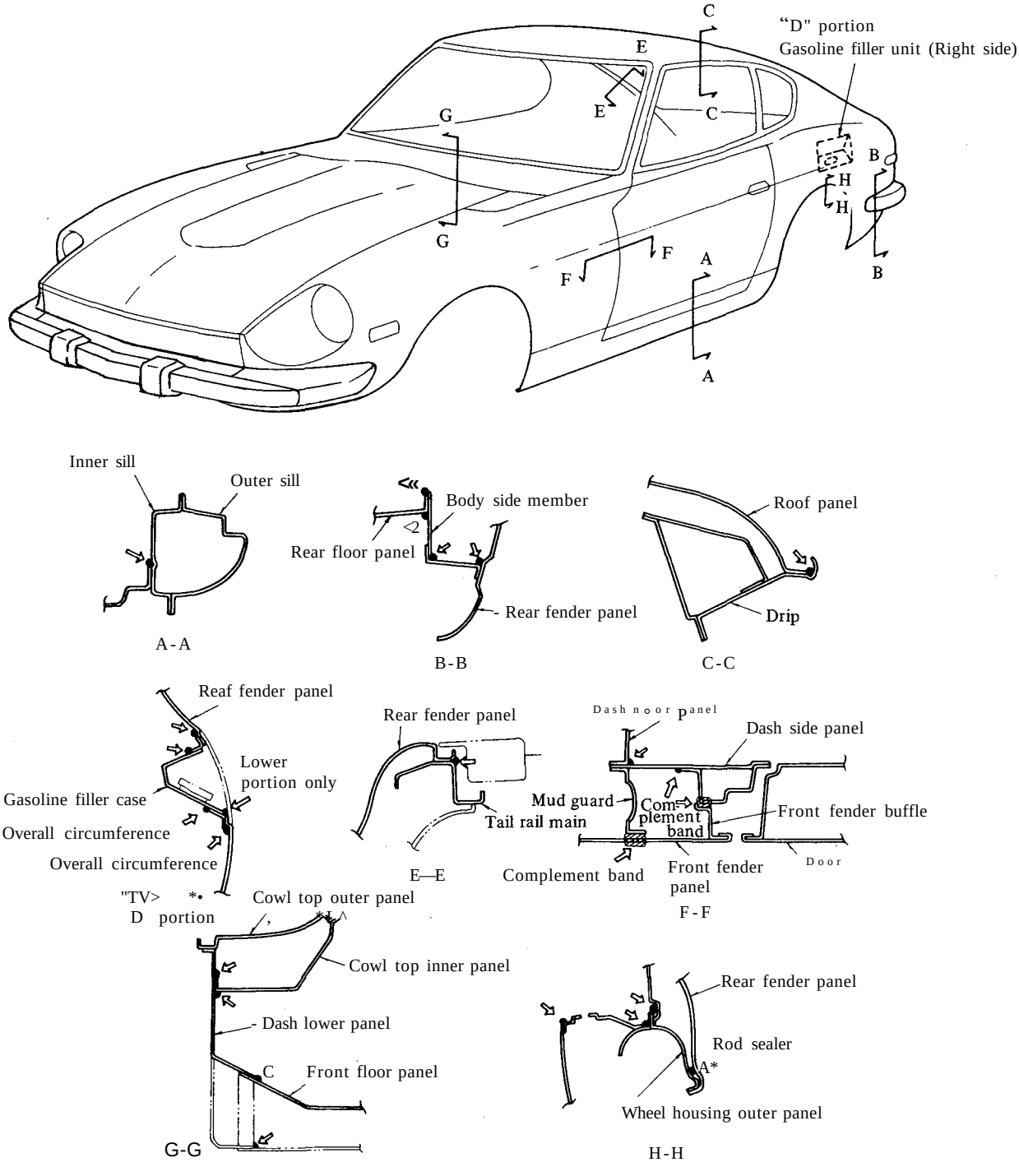
(1) Junction block
(2) Combination switch
(3) Ignition switch
(4) Stop lamp switch
(5) Flasher units (for turn signal and hazard)
(6) Door switch

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

BODY SEALING

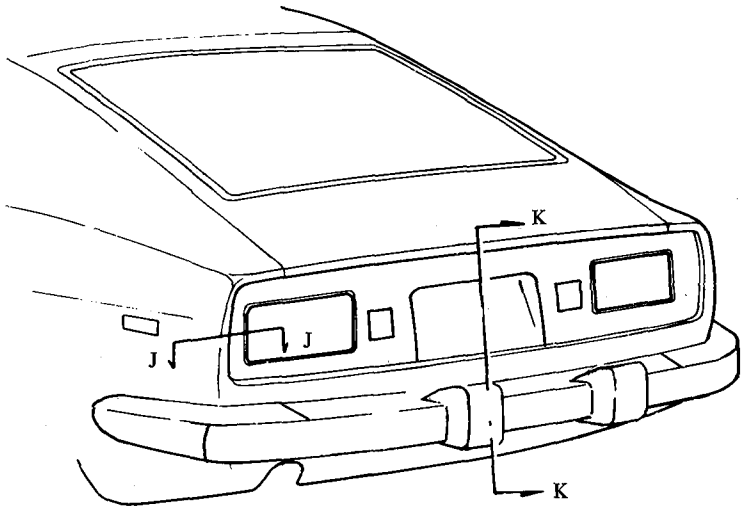
DESCRIPTION

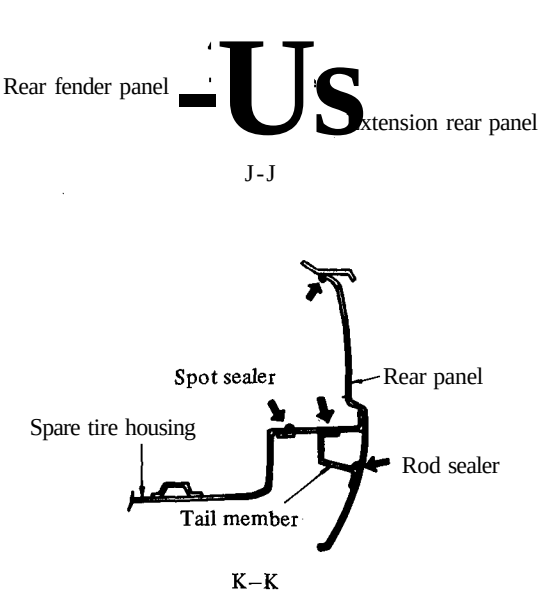
Sealer is applied to the individual panel joints to secure body sealing.



BF406A

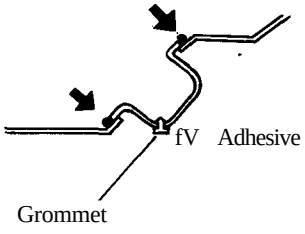
Fig. BF-78 Sealing body panel joint

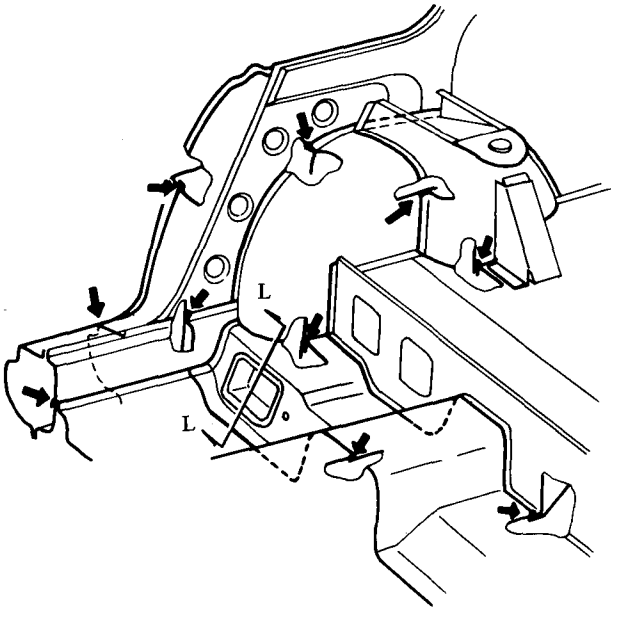




BF407A

Fig. BF-79 Sealing rear panel joint





BF408A

Fig. BF-80 Sealing rear wheel housing