SERVICE MANUAL

MODEL
L20A, L24 SERIES
ENGINE

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION ET

ENGINE TUNE-UP

ET

ENGINE TUNE-UP ..... ET- 1
TOROUBLE DIAGNOSES AND CORRECTIONS ..... ET- 5

ENGINE TUNE-UP

CONTENTS

Description ET-1
Battery inspection ET-2
Spark plugs-remove and recondition ET-2
Clean and adjust distributor points ET-2
Set ignition timing ET-2
Inspection of fan belt and air pump belt ET-3
Inspection of engine oil ET-3
Carburetor overhaul and adjustment ET-4
Valve clearance adjustment ET-4
Compression pressure-test each cylinder ET-4
Clean and inspect high tension wires, distributor cap and rotor ET-4
Distributor lubricate ET-5
Tighten intake manifold and Carburetor installation nuts ET-5
Inspection of oil filter ET-5
Inspection of air cleaner ET-5
Inspection of fuel strainer ET-5
Inspection of cooling system ET-5

Description

It may be needless to say, however, to maintain optimum engine performance always, periodical adjustment (engine tune-up) is necessary.

The foregoing chapter "Engine General" describes periodical inspection and maintenance period and items to be inspected. This Chapter describes actual operating procedures for the major items to be inspected.

This chapter does not describe periodical inspection and maintenance for emission control system.

For the detail of emission control system, please refer to the section EC (Emission Control System).

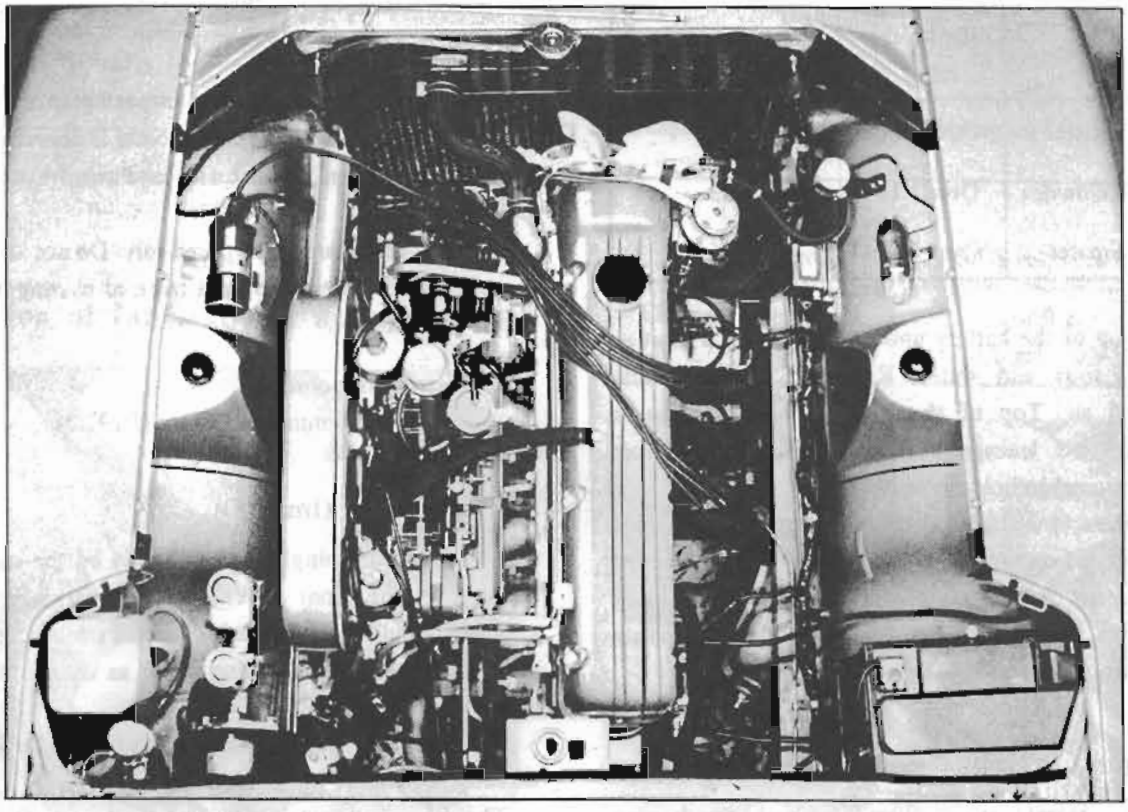


Fig. ET-1 Engine compartment (model S30)

Battery inspection

1. Check the level of the electrolyte in battery cells.

Check the level line on the case with the battery electrolyte.

If necessary, add distilled water.

2. Measure the specific gravity of the battery electrolyte.

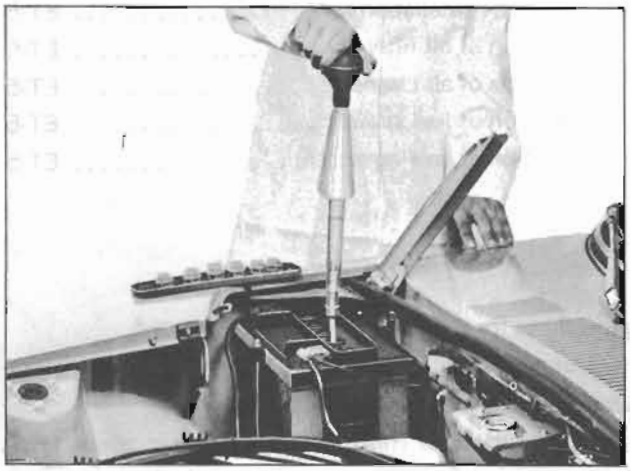


Fig. ET-2 Battery inspection

	Permissible value	Full charge value (at 68°F, 20°C)
Frigid climates	Over 1.22	1.28
Tropical climates	Over 1.18	1.23
Other climates	Over 1.20	1.26

Clean top of the battery and terminals with a solution of baking soda and water. Rinse off and dry with compressed air. Top of the battery must be clean to prevent current leakage between terminals and from positive terminal to hold-down clamp.

In addition to current leakage, prolonged accumulation of acid and dirt on top of the battery may cause blistering of the material covering connector straps and corrosion of straps. After tightening terminals, coat them with petrolatum to protect them from corrosion.

Spark plugs-remove and recondition

See that correct spark plugs are used. Spark plug insulators should be thoroughly cleaned to prevent possible flash-over.

Thoroughly clean lower insulator and cavity by sand blasting. File both electrodes flat (rounded surfaces increase voltage required to fire plugs) and set gap to 0.8 to 0.9 mm (0.031 to 0.035 in). When plugs are reinstalled, use new gaskets and tighten plugs to 1.5 to 2.0 kg-m (11.0 to 15.0 ft-lb) torque.

Clean and adjust distributor points

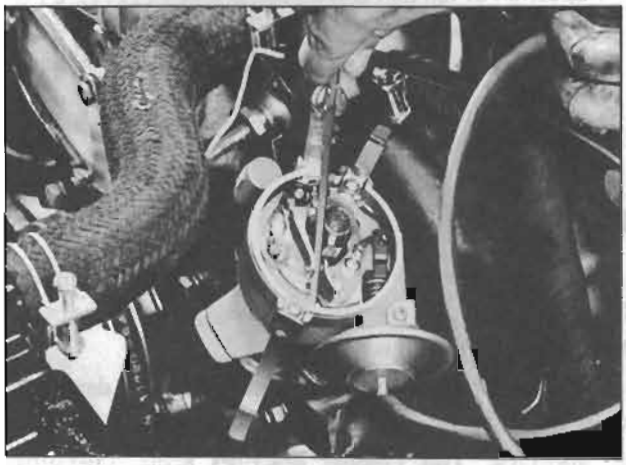


Fig. ET-3 Distributor point gap check

Remove distributor cap and inspect points for excessive burning or pitting. Replace points if necessary. Use a point file to clean contact area and remove scale from points.

Filing is for cleaning purposes only. Do not attempt to remove all roughness. Apply a trace of bearing lubricant to the breaker cam.

Distributor point gap:

0.4 to 0.5 mm (0.0157 to 0.0197 in)

Set ignition timing

The ignition timing can be observed by the stationary pointer at the front cover and the markings on the crankshaft pulley with a device called a stroboscopic light (also referred to as a timing light) as shown in Figure ET-4.

Note that the pulley groove is graduated 5° per scale division in terms of the crank angle.

The top dead center is located to the extreme left as viewed from the inspector's side.

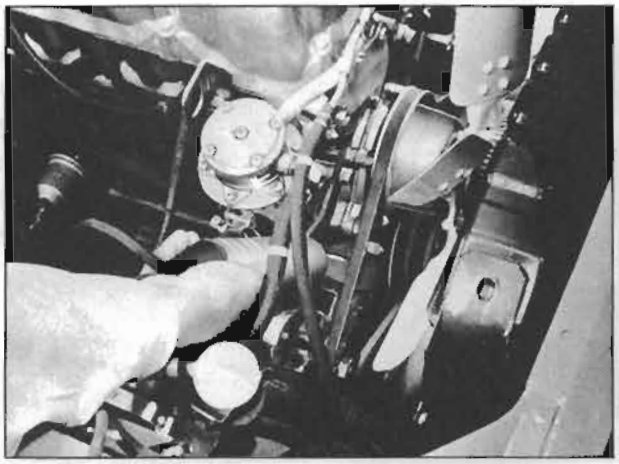


Fig. ET-4 Ignition timing set

Ignition timing

L20A		17°/550 rpm (10°/550 rpm)*
L24	Single carb.	17°/550 rpm
	SU carb.	17°/550 rpm
	SU carb. (Emission control)	5°/750 rpm

* Optional distributor for low octane number gasoline

Inspection of fan belt and air pump belt

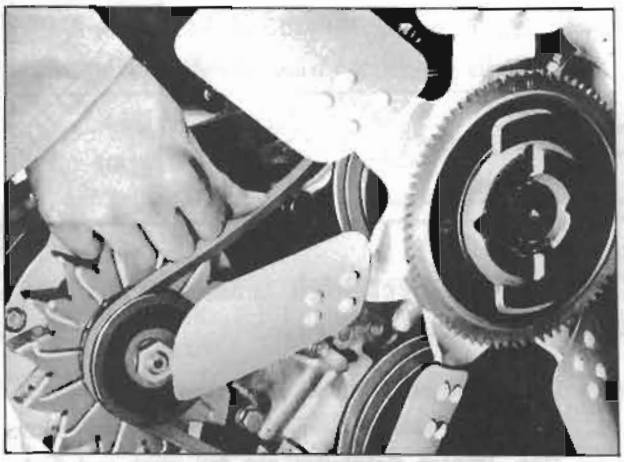


Fig. ET-5 Fan belt tension

1. Check for a cracked or damaged V-belt. Replace if defective.

2. Adjust the belt tension, if necessary.

Slackness of belt when it is depressed by a force of 10 kg (22.0 lb)

Fan belt	10 to 15 mm (0.394 to 0.591 in)
Air pump	15 to 20 mm (0.591 to 0.787 in)

Inspection of engine oil

1. Check if the engine oil has been deteriorated by intruded cooling water or gasoline. Drain and refill the oil, if necessary.

Note: a. A milky oil indicates the presence of cooling water.
Detect the cause for necessary treatment.

b. Suggest that oil with extremely low viscosity be diluted with gasoline.

2. Check oil level, and if it is below the rated level, replenish oil of the same grade up to the "H" level.

Oil capacity of engine oil (including oil filter)

L20A, L24	Maximum (H level)	5.0 ℓ (1.3 US gal, 1.1 UK gal)
	Minimum (L level)	3.9 ℓ (1.0 US gal, 0.9 UK gal)

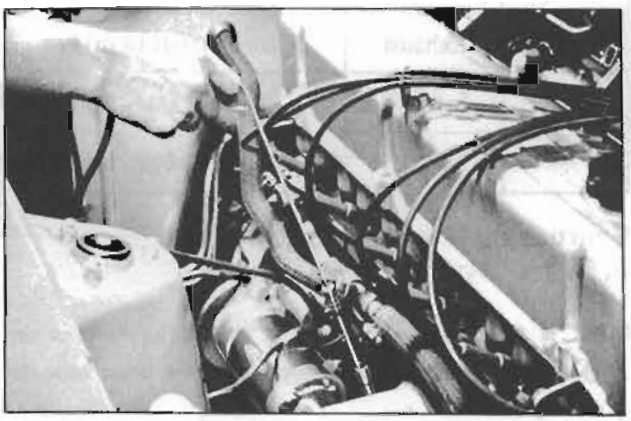


Fig. ET-6 Oil level check

Carburetor overhaul and abjustment

For the details, refer to the Section "EF" (Engine Fuel System).

Valve clearance adjustment

This adjustment can not be made when the engine is in operation. Follow the procedure described below:

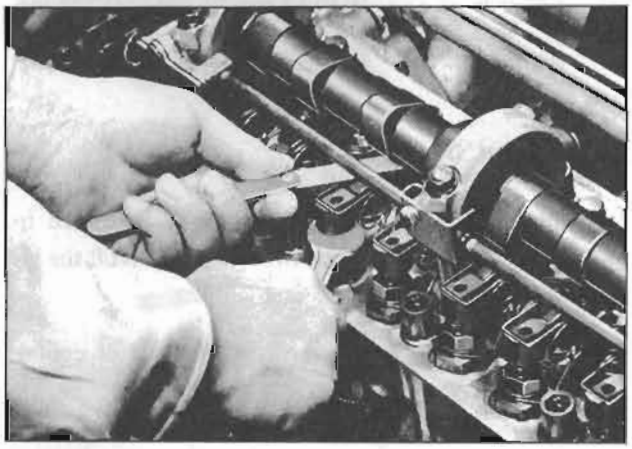


Fig. ET-7 Valve clearance adjustment

1. Loosen the pivot locking nut and turn the pivot screw until the specified clearance is obtained with engine cold.

Tighten the pivot locking nut securely after adjustment, and recheck the clearance.

2. Warm up the engine, and stop it. Then, measure the hot engine valve clearance in the same manner as above. If it deviates from the given hot-engine valve setting value, make necessary adjustment.

Hot	Intake	0.25 mm (0.0098 in)
	Exhaust	0.30 mm (0.0118 in)
Cold	Intake	0.20 mm (0.0079 in)
	Exhaust	0.25 mm (0.0098 in)

Compression pressure-test each cylinder

Note: If this test is required, it should be done when plugs are removed for service during basic tune-up operation.

Unless checking for warn rings or for the cause of low speed miss, compression check should not be made.

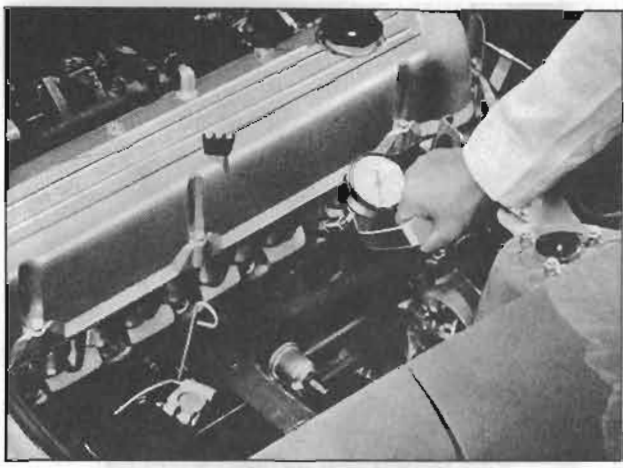


Fig. ET-8 Compression pressure test

Test compression with engine warm, all spark plugs removed and throttle and choke open. No cylinder should be less than 80% of the highest cylinder. Excessive variation between cylinders, accompanied by low speed missing of the cylinder or cylinders which are low, usually indicates a valve not properly seating or a broken piston ring. Low pressures, even though uniform, may indicate worn rings. This may be accompanied by excessive oil consumption.

Compression pressure

L20A		11.5 to 12.5 kg/cm² (163 to 178 lb/sq in) at 300 to 400 rpm
L24	Single	11.5 to 12.5 kg/cm² (163 to 178 lb/sq in) at 300 to 400 rpm
	SU-carb.	12.0 to 13.0 kg/cm² (171 to 185 lb/sq in) at 300 to 400 rpm

Clean and inspect high tension wires, distributor cap and rotor

Note: This operation should be performed while checking distributor points during the basic tune-up operation. Inspect distributor cap for crack and flash over.

Exterior of all parts of secondary system must be cleaned to reduce possibility of voltage loss. All wires should be removed from distributor cap so that terminals can be inspected and cleaned. Burned or corroded terminals indicate that wires were not fully seated, which causes arcing between end of wire and terminal. When replacing wires in terminal, be sure that they are fully seated before pushing rubber nipple down over tower. Check distributor rotor for damage, and distributor cap for crack.

Distibutor lubricate

Slightly apply special cam and ball bearing lubricant on cam lobes when servicing.

Tighten intake manifold and Carburetor installation nuts

Intake manifold installation bolts and nuts on engines should be tightened to proper torque.

Carburetor installation nuts should be tightened securely. Leak at these area may cause rough idle, surging, deceleration popping or deceleration whistle.

Inspection of oil filter

1. Check for oil leak at the packing flange. If any leakage is found, tighten it slightly, or replace the oil filter assembly. Do not tighten excessively.

2. Replace the filter every 10,000 km (6,000 miles) running.

Inspection of air cleaner

Viscous type element does not require cleaning until the engine is used for two years, or the vehicle is driven 40,000 km (24,000 miles) (under normal conditions).

Inspection of fuel strainer

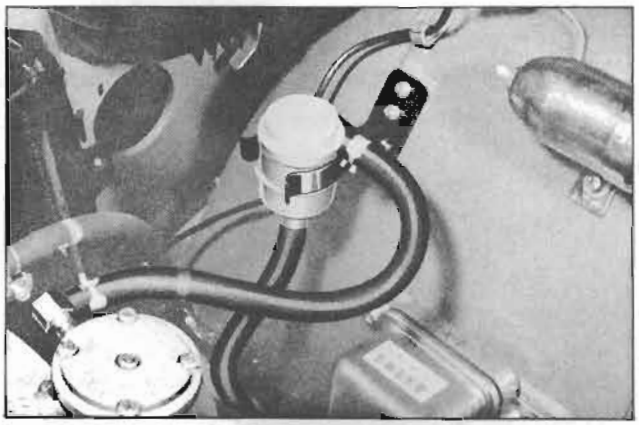


Fig. ET-9 Fuel strainer

A cartridge type fuel strainer is used. When it is defective, replace as an assembly.

Inspection of cooling system

Inspection of radiator cap

Apply reference pressure [0.9 kg/cm² (13 lb/sq in)] to the radiator cap (in case of L13 and L16) and the reservoir tank cap (in case of L20) by means of a cap tester to insure that it is satisfactory. Replace the cap assembly if necessary.

Cooling system pressure test

With radiator cap removed, apply reference pressure [1.9 kg/cm² (27 lb/sq in)] to the cooling system by means of a tester to check for leaks at system components.

TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Corrective action
CANNOT CRANK ENGINE OR SLOW CRANKING	Improper grade oil.	Replace with proper grade oil.
	Discharged battery.	Charge battery.
	Defective battery.	Replace.
	Loosen fan belt.	Adjust.
	Trouble in charge system.	Inspect charge system.

Wiring connection trouble in starting circuit.	Correct.
Defective starter switch.	Repair or replace.
Defective starter motor.	Repair or replace.

(Trouble shooting procedure on starting circuit)

Switch on the starting motor with light turned on

When light goes off or dims considerably

a. Check battery
b. Check connection and cable
c. Check starter motor

When light stays bright

a. Check wiring connection between battery and starter motor
b. Check starter switch
c. Check starter motor

ENGINE WILL CRANK NORMALLY BUT WILL NOT START

In this case, following trouble cause may exist, but in many causes ignition system or fuel system is in trouble.

Ignition system in trouble
Fuel system in trouble
Valve mechanism does not work properly.
Low compression

First, check spark plug in accordance with the following procedure:

Disconnect high tension cable from one spark plug and hold it about 10 mm (0.4 in) from the engine metal part and crank the engine.

Good spark occurs
a. Check spark plug.
b. Check ignition timing.
c. Check fuel system.
d. Check cylinder compression.

No spark occurs. — Check the current flow in primary circuit.

Very high current	Inspect primary circuit for short circuiting. Check breaker point operation.
Low or no current	Check for loose terminal or disconnection in primary circuit. Check for burned points.

Ignition system in trouble	Burned distributor point	Repair or replace.
	Improper point gap	Adjust.
	Defective condenser	Replace.
	Rotor cap and rotor leak	Replace.

	Defective spark plug	Clean, adjust plug gap or replace.
	Improper ignition timing	Adjust.
	Defective ignition coil	Replace.
	Disconnected of high tension cable	Replace.
	Loose connection or disconnection in primary circuit	Repair or replace.
Fuel system in trouble	Lack of fuel	Supply.
	Dirty fuel strainer	Replace.
	Dirty or clogged fuel pipe.	Clean.
	Fuel pump will not work properly.	Repair or replace.
	Improperly adjusted float level.	Correct.
	Improper idling	Adjust.
	Dirty or clogged carburetor	Disassemble and clean.
	Clogged breather pipe	Clean.
Low compression	Incorrect spark plug tightening, defective gasket.	Tighten to normal torque, replace gasket.
	Improper engine oil grade or viscosity dropping	Replace with proper grade oil.
	Incorrect valve clearance	Adjust.
	Compression leak from valve seat	Remove cylinder head and lap the valves.
	Sticky valve stem	Correct or replace valve.
	Weak or defective valve springs	Replace valve springs.
	Compression leak at cylinder head gasket	Replace gasket.
	Sticking or defective piston ring	Replace piston rings.
	Worn piston ring or cylinder	Overhaul engine.

(Trouble shooting procedure)

Pour engine oil from plug hole, and measure cylinder compression.

Compression increases.	Trouble in cylinder or piston ring
Compression does not change.	Compression leaks from valve, cylinder head or head gasket.

IMPROPER ENGINE IDLING		
Fuel system in trouble	Clogged or damaged carburetor jets	Clean or replace.
	Incorrect idle adjustment	Adjust.

	Clogged air cleaner	Replace element.
	Defective manifold gaskets or carburetor insulator.	Replace gasket.
	Improper float level adjustment	Adjust.
Low compression		Previsouly mentioned
Others	Incorrect valve clearance	Adjust.
	Extremely low revolution	Adjust.
ENGINE POWER NOT UP TO NORMAL		
Low compression		Previously mentioned
Ignition system in trouble	Incorrect ignition timing	Adjust.
	Defective spark plugs	Clean, adjust or replace plugs.
	Defective distributor points	Dress, or replace points. Check condenser also.
	Incorrect octane selector setting	Adjust octane selector.
Fuel system in trouble	Malfunction of choke system	Adjust.
	Clogged fuel pipe	Clean.
	Dirty or clogged fuel strainer.	Replace.
	Fuel pump will not work properly.	Repair or replace.
	Clogged carburetor jets	Disassemble and clean.
Air intake system in trouble	Clogged air cleaner	Replace element.
	Air inhailing from manifold gasket or carburetor gasket	Replace gasket.
Overheating	Insufficient coolant	Replenish.
	Loosen fan belt	Adjust fan belt.
	Worn or defective fan belt	Replace.
	Defective thermostat	Replace.
	Defective water pump	Replace.
	Clogged or leaky radiator	Flush, repair or replace.
	Defective radiator filler cap	Replace.
	Air intrusion into cooling system	Retighten each part of cooling system.
	Improper engine oil grade	Replace with proper grade oil.

	Incorrect ignition timing	Adjust.
	Defective carburetor (lean mixture).	Overhaul carburetor.
Overcooling	Defective thermostat	Replace.
Others	Low octane fuel	Replace with specified octane fuel.
	Improper tire pressure	Adjust to specified pressure.
	Dragging brake	Adjust.
	Clutch slipping	Adjust.
NOISY ENGINE		
Car knocking	Overloading to engine	Use right gear in driving.
	Carbon knocking	Disassemble cylinder head and remove carbon.
	Timing knocking	Adjust ignition timing.
	Fuel knocking	Use specified octane fuel.
	Preignition (misusing of spark plug)	Use specified spark plug.
Mechanical knocking		
Crankshaft bearing knocking.	This strong dull noise increases when the engine is accelerated. To locate the place, cause a misfire on each cylinder. If the noise stops by the misfire, this cylinder generates the noise.	This is caused by the worn or damaged bearings, or unevenly worn crankshaft. Renew the bearings and adjust or change the crankshaft. Check the lubrication system.
Connecting rod bearing knocking.	This is a little higher-pitched noise than the crankshaft knocking, and also increases when the engine is accelerated. Cause a misfire on each cylinder and if the noise deminishes almost completely, this crankshaft bearing generates the noise.	Same as the case of crankshaft bearings.
Piston and cylinder noise	When you hear an overlapping metalic noise which increases its magnitude with the revolution of the engine and which decreases as the engine is warmed up, this noise is caused by the piston and cylinder. To locate the place, cause a misfire on each cylinder.	This may cause an abnormal wearing of the cylinder and lower compression which in turn will cause a lower out-put power and excessive consumption of oil. Overhaul the engine.
Piston pin noise.	This noise is heard at each highest and lowest dead end of the piston. To locate the place, cause a misfire on each cylinder.	This may cause a wear on the piston pin, or piston pin hole. Renew the piston and piston pin assembly.

Water pump noise.	This noise may be caused by the worn or damaged bearings, or by the uneven surface of sliding parts.	Replace the water pump with a new one.
Others.	An improper adjustment of the valve clearance	Adjust.
	Noise of the timing chain.	Adjust the tension of the chain.
	An excessive end-play on the crankshaft Remarks: Disengage the clutch slightly and this noise will stop.	Disassemble the engine and renew the main bearing bush.
	Wear on the clutch pilot bushing Remarks: This noise will be heard when the clutch is disengaged.	Renew the bushing and adjust the drive shaft.
ABNORMAL COMBUSTION (back fire, after fire, run-on etc.)		
Improper ignition timing	Improper ignition timing	Adjust the ignition timing.
	Improper heat range of the spark plugs	Use specified spark plugs.
Fuel system in trouble	Damaged carburetor or manifold gasket. (back fire, after fire)	Replace them with new parts.
	Defective carburetor jet	Dismantle the carburetor and check it.
	Improper function of the float	Adjust the level, and check the needle valve.
	Uneven idling	Adjust.
Defective cylinder head, etc.	Improperly adjusted valve clearance	Adjust it.
	Excess carbon in the combustion chamber	Remove the cylinder head and get rid of the carbon.
	Damaged valve spring (back fire, after fire)	Replace it with a new one.
EXCESSIVE OIL CONSUMPTION		
Oil leakage	Loose oil drain plug	Tighten it.
	Loose or damaged oil pan gasket.	Renew the gasket or tighten it.
	Loose or damaged chain cover gasket	Renew the gasket or tighten it.
	Defective oil seal in front and rear of the crankshaft	Renew the oil seal.
	Loose or damaged locker cover gasket	Renew the gasket or tighten it (but not too much).

	Improper tightening of oil filter	Renew the gasket and tighten it with the proper torque.
	Loose or damaged oil pressure switch	Renew the oil pressure switch or tighten it.
Excessive oil consumption	Worn cylinder and piston	Overhaul the cylinder and renew the piston.
	Improper location of the piston ring gap or reversely assembled piston ring.	Remount the piston rings.
	Damaged or seized piston rings	Renew the rings. Repair or renew the piston and cylinder.
	Worn piston ring groove and rings	Renew the piston and piston ring.
	Fatigue of valve oil seal lip	Replace the seal lip with a new one.
	Worn valve stem	Renew the valve or the guide.
Others	Inadequate quality of engine oil.	Use the designated oil.
	Engine overheat	Previously mentioned
EXCESSIVE FUEL CONSUMPTION		
See the explanation of the power decrease		
Others	Exceeding idling revolution	Adjust it to the designated rpm
	Defective acceleration recovery.	Adjust it.
	Fuel leakage	Repair or tighten the connection of fuel pipes.
TROUBLE IN OTHER FUNC-TIONS		
Decreased oil pressure	Inadequate oil quality	Use the designated oil.
	Overheat	Previously mentioned
	Defective function of oil pump regulator valve	Disassemble the oil pump and repair or renew it.
	Functional deterioration of oil pump	Repair or replace it with new one.
	Blocked oil filter	Renew it.
	Increased clearance in various sliding parts	Disassemble and replace the worn parts with new ones.

	Blocked oil strainer	Clean it. lean it.
	Troubles in the oil gauge pressure switch	Replace it with a new one.
Excessive wear on the sliding parts	Oil pressure decreases	Previously mentioned
	Defective quality or contamination of oil	Exchange the oil with proper one and change the element.
	Defective air cleaner	Change the element.
	Overheat or overcool	Previously mentioned.
	Improper fuel mixture	Check the fuel system.
Seizure of sliding parts	Decrease of oil pressure	Previously mentioned.
	Insufficient clearances.	Readjust to the designated clearances.
	Overheat.	Previously mentioned
	Improper fuel mixture	Check the fuel system.

SERVICE JOURNAL OR BULLETIN REFERENCE

DATE	JOURNAL or BULLETIN No.	PAGE No.	SUBJECT