DATSUN 240Z

OWNER'S MANUAL MODEL S30 SERIES

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A Word to Datsun Owners

This manual has been furnished to you to familiarize you with the proper operation, maintenance and safety information of your Datsun. It is suggested that you read it through carefully and that you follow the recommendations contained herein to assure you of the most enjoyable and carefree operation of your vehicle.

If your vehicle requires any services, you should return it to your nearest NISSAN/DATSUN dealer, who knows Datsun vehicles best and is interested in your complete satisfaction. In your return to your NISSAN/DATSUN dealer's, please present the Warranty and Service Booklet for the validation stamp upon completion of the service. The Owner's Manual and Warranty and Service Booklet should be kept in the glove box of your vehicle so you may refer to it whenever necessary.

The distributor and the regional office are always concerned about your satisfaction to the vehicle in good condition.

If you have a problem which cannot be handled through the normal channels, please contact the distributor or the nearest regional office shown on the lefthand side page.

We would like to take this opportunity to express our sincere thanks for selecting a Nissan product and assure you of our continuing interest in your motoring pleasure and satisfaction.

NISSAN MOTOR CO., LTD.

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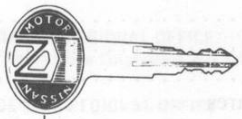
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KEY

The key operates the various locks on your Datsun.

Record key numbers so as to enable your NISSAN/DATSUN dealer to replace the lost key.

Reversible feature
Either side up



- Ignition switch & steering lock
- Door locks
- Tail gate lock
- Glove compartment lock

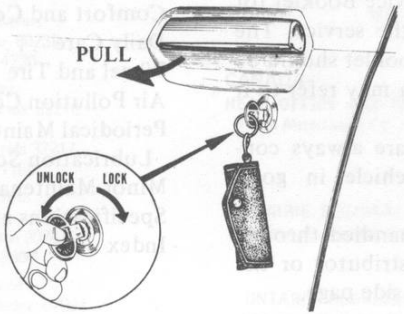
Ignition key can be inserted and removed at the "LOCK" position only.

If you open driver's door with the key left in the switch, warning buzzer will warn you of being robbed.

DOOR LOCKS

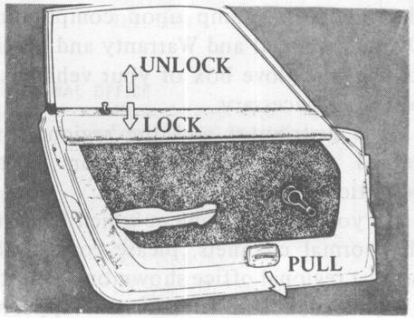
To lock the door, insert the key and turn it toward the rear of the car. Turn the key toward the front of the car to unlock the door.

To lock the door from the interior, just push down the lock knob. To unlock pull up the lock knob.



Unless you shut the door completely, the door will not be locked, even if you push the knob down.

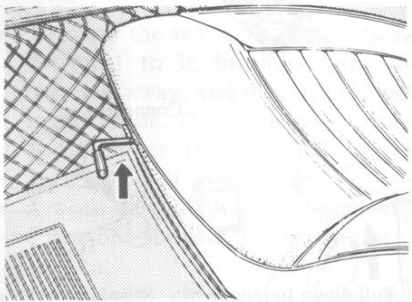
It is so designed that when your key is left inside the car, you cannot lock all doors.



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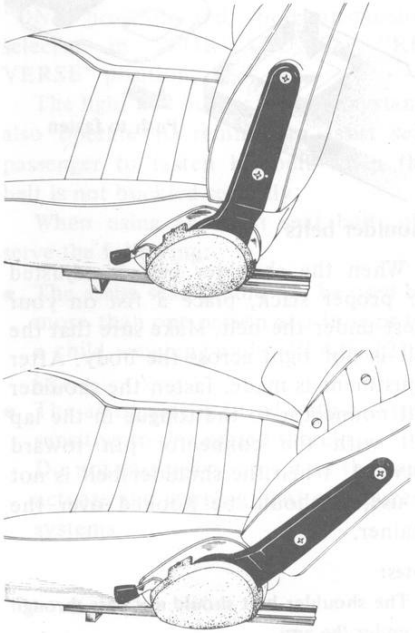
SEAT ADJUSTMENT

The fore-and-aft control lever located at the lower front of the seat releases the seat latch. To adjust the seat position, pull the lever upward, then hold it while you slide the seat forward or backward to the desired position. Release the lever to lock the seat in position.



RECLINING SEAT

You can adjust the seat back to any desired position by simply pulling the lever up.



SEAT ELEVATION

Both seats can be adjusted each 0.8 in (20.3 mm) upward and downward. To raise the seat, place the spacers on the seat raiser. Contrarily, to lower the seat remove spacer. Be sure to apply the same number of spacers to each seat raiser.



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SAFETY SEAT BELTS

The two front seat belts are of a three-point type consisting of lap and shoulder belts.

Lap belts

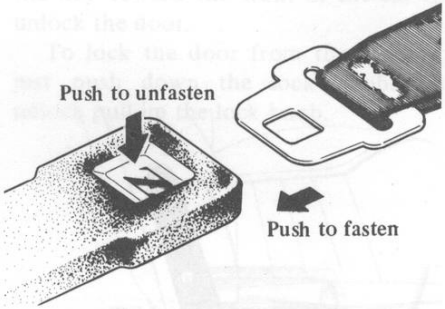
The lap belts of all seats are provided with automatic locking retractors. Before fastening the belts, adjust the driver's and assistant's seats to the most suitable position. Especially, the belt for the driver should be adjusted for easy operation and control. Then pull out each outboard belt and insert the tongue into the buckle. The belt is retreated a little until it fits the occupant and is automatically locked. Then it will no longer be pulled out. The belt should be fastened around the hips, not the waist, as low as possible.

To disconnect the belt, depress the push button positioned in the center of the buckle. The outboard belt will automatically retreat in place.

Notes:

a) **After inserting the tongue into the buckle, pull the belt to see that the automatic locking retractor is locked securely.**

b) **The belt should not be twisted, inserted in anything, nor should it be worn reverse.**



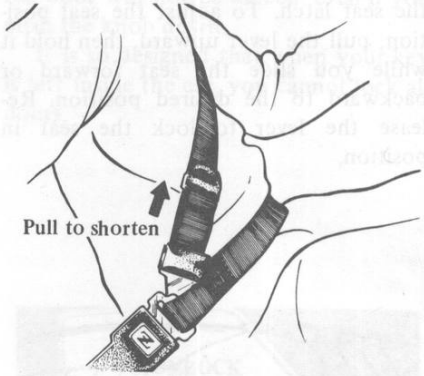
Shoulder belts

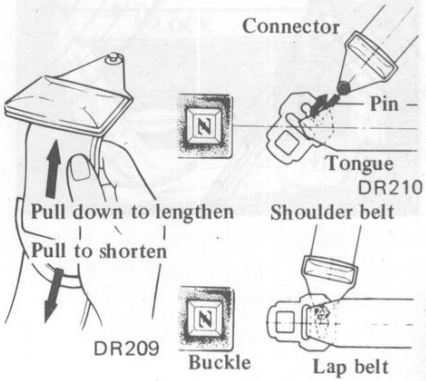
When the shoulder belt is adjusted for proper slack, place a fist on your chest under the belt. Make sure that the belt is not tight across the body. After adjustment is made, fasten the shoulder belt connector to the tongue in the lap belt with the connector pin toward outward. When the shoulder belt is not in use, it should be hooked over the retainer.

Notes:

a) **The shoulder belt should not pass through under the arm.**

b) **The shoulder belt should not be twisted, inserted in anything or worn reverse.**







Maintenance of seat belts

- To clean the seat belt, apply neutral detergent to it, brush it, wipe the chemical away, and then dry the belt in the shade. Do not use any other chemicals or try bleaching or re-dyeing the belt.
- A worn belt should be replaced with a new one for fear its breaking in an accident.
- Periodically check the belts and metal components such as buckles, tongues, retractors and anchors for damage or deterioration. If any of them is found damaged or deteriorated, the belt should be replaced with a new one.

Warning light and buzzer

Front seats are equipped with lap belt warning light and buzzer systems.

The light glows and buzzer sounds when the driver's belt is not fastened securely with the ignition switch in "ON" position and the transmission selector in "FORWARD" or "REVERSE" position.

The light and buzzer warning systems also operate to remind an assist seat passenger to fasten his belt when the belt is not buckled securely.

When using an assist seat belt, observe the following:

- The assist seat should not be used by more than one person at a time or by a child weighing under 47.4 lbs (21.5 kg).
- The assist seat is fitted with a switch sensitive to one seated therein.
  Do not put heavy object as this may actuate the warning light and buzzer systems.

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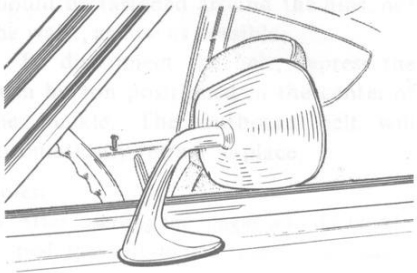
Driving Safety and Comfort

INSIDE REARVIEW MIRROR and DOOR MIRROR

The inside rearview mirror is glare-proof.

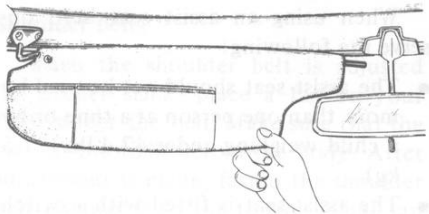
To rotate the adjustment knob, the "☼" mark for day driving, turn the knob 180 degrees for night driving.





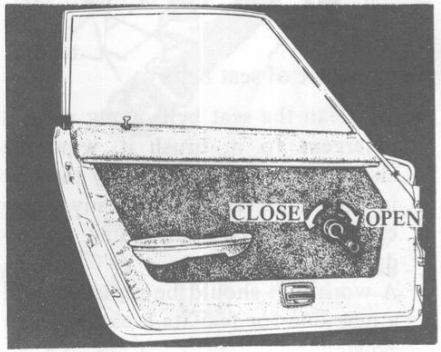
SUN VISOR

The sun visor can be moved up, down, or side ways. The sun visor for the passenger's seat is optional equipment.



WINDOW CONTROL

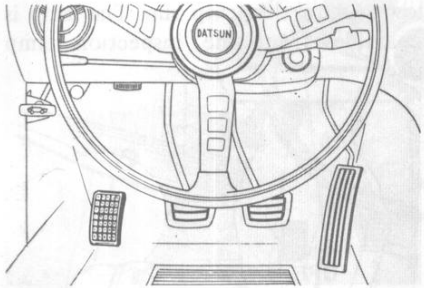
Rotate the window handle forward to lower the window.



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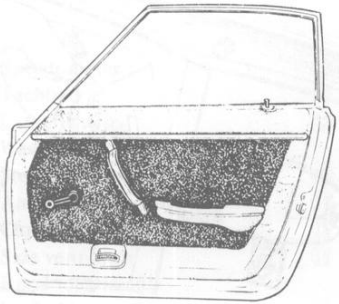
FOOT REST

In cornering, put your left foot on the foot rest to support your body fully.



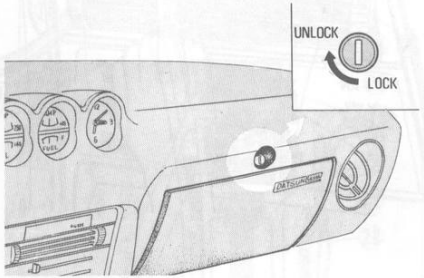
STRAP HANGER

There is a strap hanger at the side of passenger's door.



GLOVE COMPARTMENT KEY LOCK

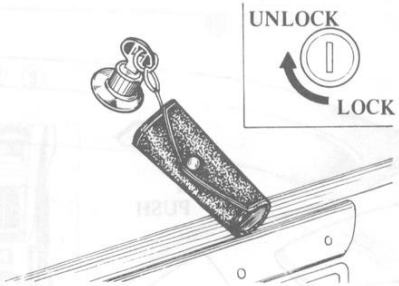
To open the glove compartment, turn the key counterclockwise and push latch button in.

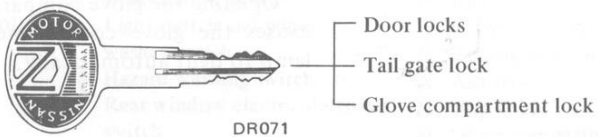


TAIL GATE KEY LOCK

To open the tail gate, turn the key clockwise and push latch button in.

To lock, turn it counterclockwise.

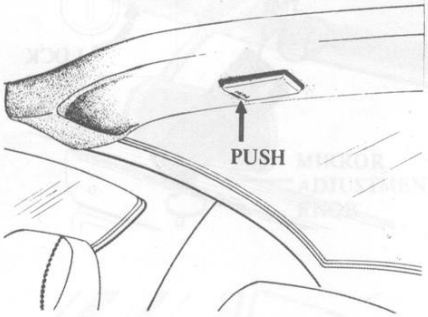




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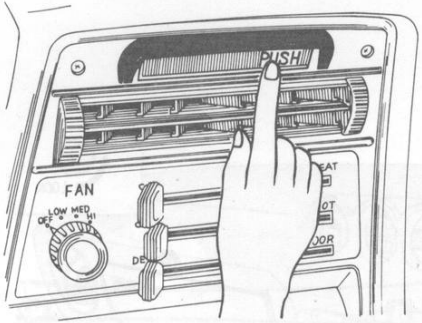
INTERIOR LAMP

To switch "ON" and "OFF" the interior lamp, push the marked stud.



MAP LAMP

To switch "ON" and "OFF" the map lamp, push the marked stud.



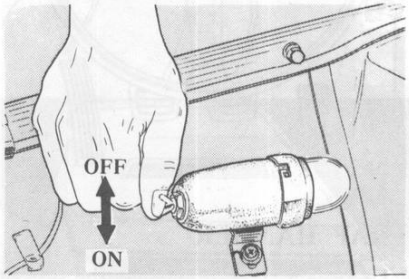
GLOVE COMPARTMENT LAMP

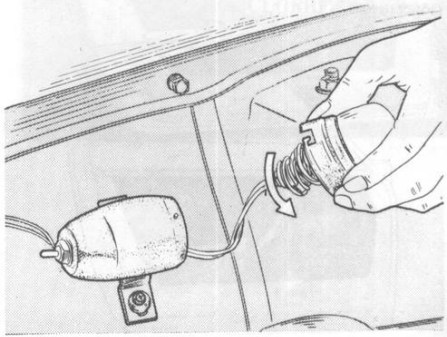
Opening the glove compartment door causes the glove compartment interior lamp to light automatically.

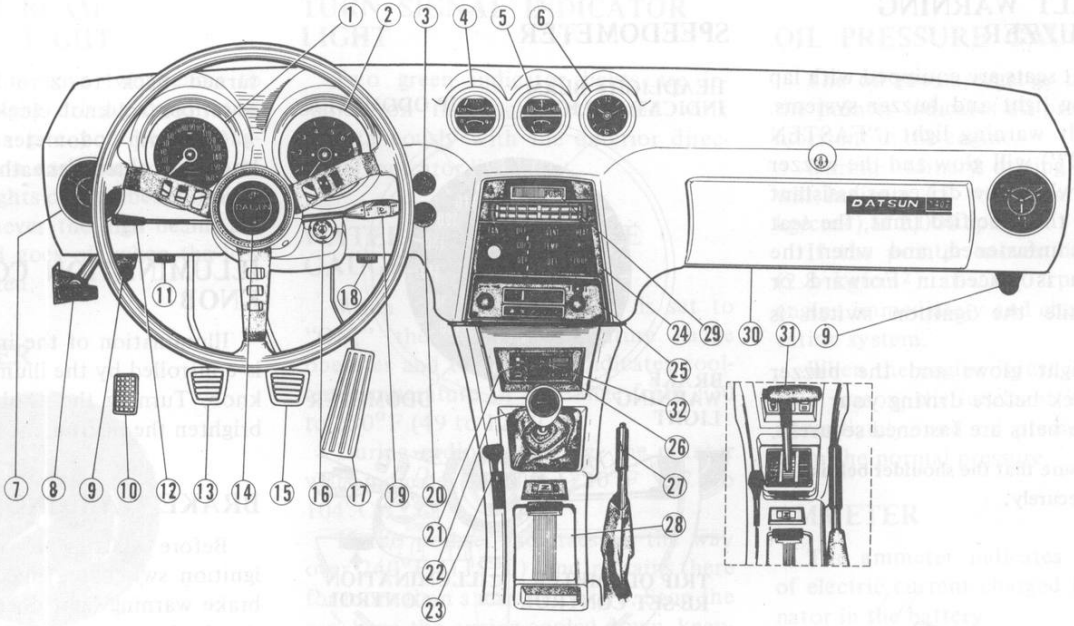
INSPECTION LAMP

The inspection lamp is located in the right side of the engine compartment.

To switch "ON," push the lever down. Turn the lamp rim. The lamp is separable from the inspection lamp base.







① Speedometer
② Tachometer
③ Cigar lighter
④ Water temperature-oil pressure gauge
⑤ Ammeter-fuel gauge
⑥ Clock
⑦ Side ventilator
⑧ Hood lock handle
⑨ Dash side ventilator knob
⑩ Foot rest
⑪ Trip odometer re-set control
⑫ Turn signal-dimmer switch lever
⑬ Clutch pedal
⑭ Horn pad
⑮ Brake pedal
⑯ Ignition switch and steering lock
⑰ Accelerator pedal
⑱ Illumination control
⑲ Light switch and wiper-washer switch
⑳ Hazard warning switch
㉑ Rear window electric defroster switch
㉒ Gear shift lever (Manual transmission)
㉓ Choke control lever
㉔ Heater unit
㉕ Radio
㉖ Choke warning lamp
㉗ Parking brake lever
㉘ Ash tray
㉙ Map lamp
㉚ Glove compartment
㉛ Transmission select lever (Automatic transmission)
㉜ Seat belt warning light

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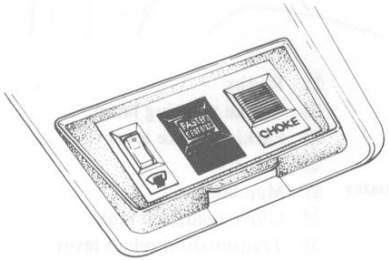
Instrument and Controls

SEAT BELT WARNING LIGHT/BUZZER

The front seats are equipped with lap belt warning light and buzzer systems. The lap belt warning light ("FASTEN SEAT BELT") will glow and the buzzer will sound when the driver or assistant weighs over the specified limit, the seat belt is left unfastened, and when the transmission is placed in Forward or Reverse while the ignition switch is turned on.

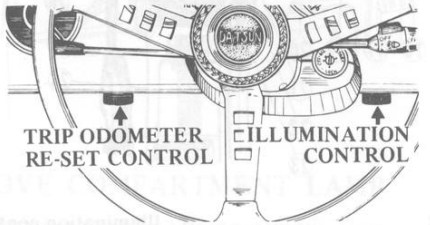
If the light glows and the buzzer sounds, check before driving your vehicle, that the belts are fastened securely.

Note: Make sure that the shoulder belt is also fastened securely.



SPEEDOMETER





The speedometer indicates running speed in miles per hour.

The odometer records the total mileage driven and is useful for keeping a record of maintenance intervals.

The trip odometer records the mileage in total driving distance. The dial is turned back to zero by turning the re-set control knob clockwise.

The trip odometer re-set control knob is located beneath the instrument panel.

ILLUMINATION CONTROL KNOB

Illumination of the instrument panel is controlled by the illumination control knob. Turning the knob clockwise will brighten the instrument illumination.

BRAKE WARNING LIGHT

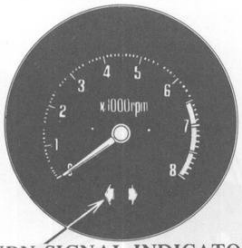
Before starting to drive, with the ignition switch on, make sure that the brake warning light does not glow when the brakes are applied, and the light should glow when the parking brake lever is pulled. If the light glows when the brakes are applied, left or right half of dual brake system fails. Have the car checked at the nearest service station immediately. If the light does not glow when the parking brake lever is pulled, have the electrical system checked for a burned bulb or open circuit.

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HEADLIGHT BEAM INDICATOR LIGHT

The headlights have two beams to meet varying night driving conditions. The high beams give you better long-range visibility on dark roads in suburb. With the headlights on, the beam indicator glows whenever the high beams are being used, and goes off when the low beams are selected.

TACHOMETER



TURN SIGNAL INDICATOR LIGHTS

The tachometer is electrically operated and indicates the engine speed calibrated in thousands of revolution per minute (rpm). Two color zones are on its face.

For normal driving, recommend your car be driven in the non-color or yellow sector.

TURN SIGNAL INDICATOR LIGHT

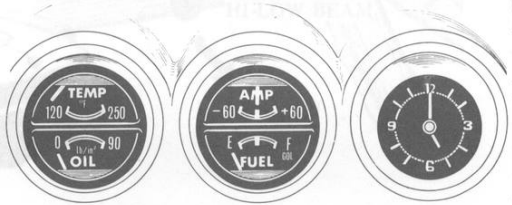
Two green indicator lights are installed on the tachometer and wink simultaneously with the exterior directional indicator lights.

WATER TEMPERATURE GAUGE

When the ignition switch is set to "ON," the water temperature gauge operates and the pointer indicates coolant temperature in the range from 120 to 250°F (49 to 120°C).

During ordinary driving, the pointer will indicate 170 to 220°F (77 to 104°C).

If the pointer indictaes all the way over 240°F (115°C), and remains there for more than a minute or two. Stop the car, have the engine cooled down, keeping the engine speed at 1,000 to 1,500 rpm, and then check coolant level.



OIL PRESSURE GAUGE

The oil pressure gauge operates and the pointer indicates oil pressure of the lubricant in the engine.

During ordinary driving, the pointer will indicate 55 to 70 psi (3.9 to 4.9 kg/cm²) at 2,000 rpm.

If the pointer moves below 40 psi (2.8 kg/cm²) at 2,000 rpm, stop the engine immediately and check the lubrication system.

When the engine is just started in the cold season, the lubricant is not heated immediately, and oil pressure increases from the normal pressure.

AMMETER

The ammeter indicates the amount of electric current charged by the alternator in the battery.

If the pointer does not indicate + ampere side at the normal driving speed, check the alternator and electrical system.

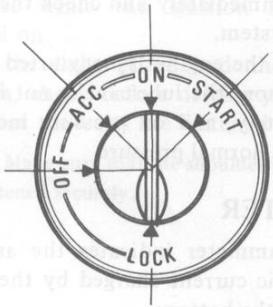
FUEL GAUGE

When the ignition switch is set to "ON," the fuel gauge pointer indicates an approximate amount of fuel in the

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fuel tank. The position of the pointer will vary slightly during acceleration and braking.

IGNITION SWITCH



This 5-position ignition switch, which is integrated with the steering lock device, controls the engine ignition system and most of the electrical equipment.

The ignition key can be inserted and removed at the "LOCK" position only. If you open the driver's door with the key left in the switch, or do not lock the steering wheel, a warning buzzer will sound.

The "ACC" (accessories) position of the switch permits you to use all the electrical accessories which are controlled through the switch. To turn on the ignition system as well as all the other electrical circuits, turn the key to "ON."

The "START" position allows you to start the engine. After the engine has started, by releasing the key, it will automatically spring-back to the "ON" position.

Note: Record this key number. It enables your NISSAN/DATSUN dealer to replace a lost key.



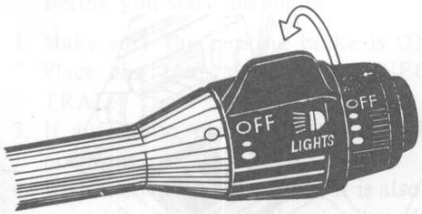
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LIGHT SWITCH

The light switch controls parking lights, headlights, taillights, license plate light, marker lights and instrument panel light.

When the switch knob is turned to the first of two positions, parking lights, taillights, license plate light, marker lights and instrument panel light are turned on.

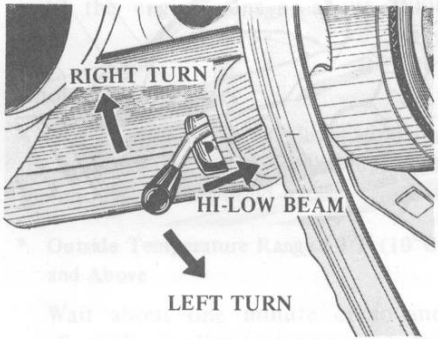
At the second position the headlights are turned on.



TURN SIGNAL SWITCH LEVER and HIGH BEAM LEVER

To signal for a right turn, push the turn signal switch lever upward. For a left turn signal, pull the lever downward. With the lever at either position, flashing lights on the front, and rear of the car show other drivers the direction you are about to turn. A corresponding turn signal indicator light on the instrument panel tells you which set of signals –right or left– are operating.

The turn signal switch lever also controls high/low beam.



WIPER AND WASHER SWITCH

This windshield wiper has three speed positions.

The first position is for low speed and the second is for high speed. And in the third position wiper blades operate intermittently.

The wiper switch also controls the windshield washer. To operate the washer, depress the button located on the top of the lever for a moment, or until there is enough fluid on the windshield to wash off dirt. Do not operate the washer continuously more than thirty seconds or without fluid to prevent the washer from damage.



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HAZARD WARNING SWITCH

By pulling up the tumbler switch, all the directional lights flash at the same time.



HORN

Sound the horn by depressing the horn button in the center of the steering wheel.

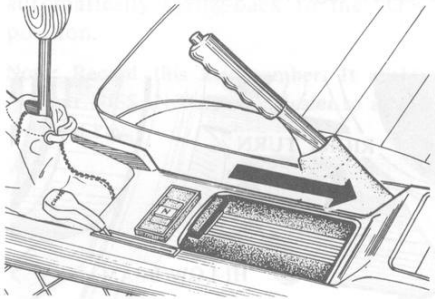


PARKING BRAKE LEVER

The parking brake is applied by pulling the lever backward.

To release it, pull backward, press the push-button to free the ratchet, and then push it right forward.

If you set the ignition switch to on while the parking brake is applied, the brake warning light will glow.

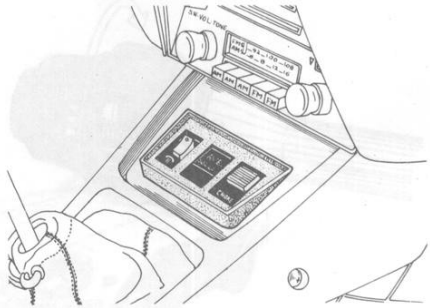


REAR WINDOW ELECTRIC DEFROSTER

The rear window electric defroster is built into the rear window to heat the glass for defrosting.

By turning the switch on the system starts operating. The switch will glow to indicate the system is on. When defrosting is over, turn the switch off.

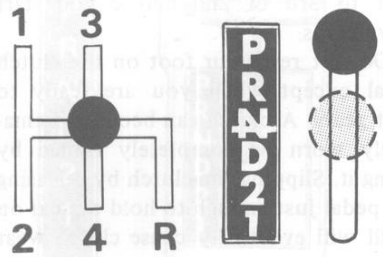
If you are cleaing the car, do not clean the inner side of the window with abrasive-type glass cleaners, and do not use any type of scraper to remove foreign deposits from the inner glass surface.



IN078

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STARTING THE ENGINE



Before you start the engine:

1. Make sure the parking brake is ON.
2. Place the transmission into "NEUTRAL."
3. If automatic, place it in "P" or "N" positions.
4. With manual transmission, it is also a good idea to depress the clutch pedal especially on cold mornings to reduce the drag from the transmission gears.

1. COLD ENGINE

Pull the choke control lever all the way back, and turn the ignition key to the "START" position. Release the key as soon as the engine has started, and the key will automatically return to the "ON" position.

Do not depress or pump the accelerator pedal when you operate the starter.

The accelerator pedal need not be used, for the SU carburetor is preset to assure the correct mixture.

As soon as the engine has started, push the choke control lever forward until the engine runs at about 2,000 rpm.

Choke Control Lever

The choke control is a lever type and the choke warning lamp lights up when the choke lever is pulled back.

* **Outside Temperature Range 50°F (10°C) and Above**

Wait about one minute or so and allow the cooling water to reach the 120°F (49°C) line on the water temperature gauge before pushing the choke control lever forward. Push the choke control lever forward until the choke warning lamp goes out.

* **Outside Temperature Range Below 50°F (10°C)**

Wait about three minutes or so and allow the cooling water to reach the 120°F (49°C) line on the water temperature gauge. Push the choke lever forward until the choke warning lamp goes out.

2. WARM ENGINE

Depress the accelerator pedal about halfway and hold it there while cranking the engine. The choke control lever need not be used.

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WARNING

Never start the engine in a closed or poorly ventilated place. Carbon monoxide is odorless and fatal.

If you have a leaking exhaust, have it replaced or repaired promptly. It has been known to cause accidents, or death.

DRIVING WITH MANUAL TRANSMISSION



Appropriate speed range in each gear (MPH)

1st	0 to 38
2nd	15 to 60
3rd	22 to 95
4th	Over 30

Your car has a 4-forward and 1-reverse speed transmission controlled by a gear shift lever located on the floor.

Be sure that you depress down the clutch pedal all the way while you are shifting gears to avoid clashing and chipping the transmission gears. For the same reason, shift to reverse only when the car is completely stopped.

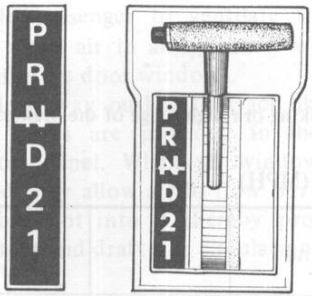
At low speeds and in stop-and-go traffic, you will find the engine more responsive to acceleration when you first downshift to a lower gear. Hill climbing on steep grades is easier and reduces the possibility of stalling the engine if you shift to the 3rd or 2nd gear. To maintain safe speeds on steep downgrades, and to help save brakes, shift to 3rd or 2nd before you start downwards.

Do not rest your foot on the clutch pedal except when you are ready to shift gears. A clutch can become prematurely worn or completely ruined by riding it. Slipping the clutch by releasing the pedal just enough to hold the car on a hill will eventually cause clutch wear and damage.

In case of normal acceleration, it is most economical to change gears at the lower speeds in the speed range prescribed, considering fuel consumption. However, when quick acceleration is required, it is proper to change at the higher speeds.

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DRIVING WITH AUTOMATIC TRANSMISSION



Push in button to shift into P, R, or 2.

Engine Starting: ALWAYS start the engine in "P" or "N" position. It will not start in "R," "D," "2" or "1" position.

"P" Parking: Supplements the parking brakes by locking the transmission. Engine can be started in this range. Never use "P" while car is in motion. Whenever the car is parked, be sure the select lever is in "P" position, and apply the parking brake.

"R" Reverse: Use only when the car has completely stopped and then gently press the accelerator to back. At night the back-up light on all models will automatically light up when reverse is engaged.

"N" Neutral: Use when car is standing for prolonged period with the engine running. Engine can be started in this range.

"D" Normal Drive Position: For most city and highway driving. Press down the accelerator pedals as needed to start the car moving in first gear. Gear shifting takes place automatically after that at preselected speeds.

"2" Second Gear: For driving on slippery surfaces, traffic braking, or down or up hills. Do not shift into "2" at speeds over 75 MPH (120 km/h).

"1" Low Gear: For driving up very steep hills and for heavy traffic braking on hilly roads. When downshifting, moving select lever from "D" or "2" to "1," the car remains in second gear until 30 MPH (48 km/h) before shifting to low gear. To avoid skidding, do not shift into "1" position above 25 MPH (40 km/h) on slippery surfaces. Do not shift into "1" at speeds over 75 MPH (120 km/h), and exceed 45 MPH (70 km/h) in this range.

Accelerator downshift
– In Drive –

You can get quick power and acceleration to pass another moving car quickly or to climb hills by pressing the accelerator pedal fully to the floor.

Towing (Vehicle inoperative)

If the car is being towed with the rear wheels on the ground, do not exceed 20 MPH (30 km/h). Select lever should be in "N" position. If the transmission is inoperative, it is advisable to tow the car with the rear wheels raised off the ground, or with propeller shaft removed.

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Operating the Car

NEW CAR BREAK-IN

Every new car requires a certain breaking-in period during which it should be driven with care. Pistons, cylinder bores and bearings need to be in operation for some time before they produce smooth and long-wearing surfaces. Placing too much strain on a new engine impedes this gradual bedding down process and is likely to shorten its working life.

During the first 2,000 miles (3,000 km) the car must not be driven at full throttle, nor should the speed exceed the started upper limit except for every short periods. However, this does not mean that the engine should be allowed to labor . . . when going uphill, for example . . . before shifting down. Always drive the car so that the engine turns over at a sufficiently high speed to prevent strain.

* Avoid driving at full throttle for the first 2,000 miles (3,000 km).
* Do not allow the engine to labor in any gear.
* Do not race the engine.
* Other than in the case of emergency, avoid heavy braking or rough usage of the brakes.

Break-in speed limit (MPH)

	1st	2nd	3rd	4th
Manual Transmission	0 to 25	15 to 40	22 to 65	30 to 90
Automatic Transmission	30	55	80	

FREEING IMMOBILIZED CARS

In the case where the drive wheel(s) get stuck in sand, mud, snow, ice, etc., it is necessary to rock the car to get free. At that time, you should move the gear shift lever from first to reverse in a repeat pattern while simultaneously depressing the accelerator gently. (On automatic transmission models, operate the selector lever from "D" to "R" position.)

If the car is not freed by the above procedures, anti-skid materials should be placed under the spinning wheel(s) or the car should be towed out.

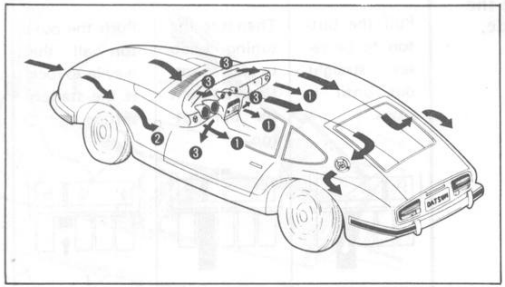
Under such circumstances, avoid racing the engine. This is because one actual drive wheel spins at twice the speedometer reading when the other drive wheel is stopped resulting in tire and differential damage.

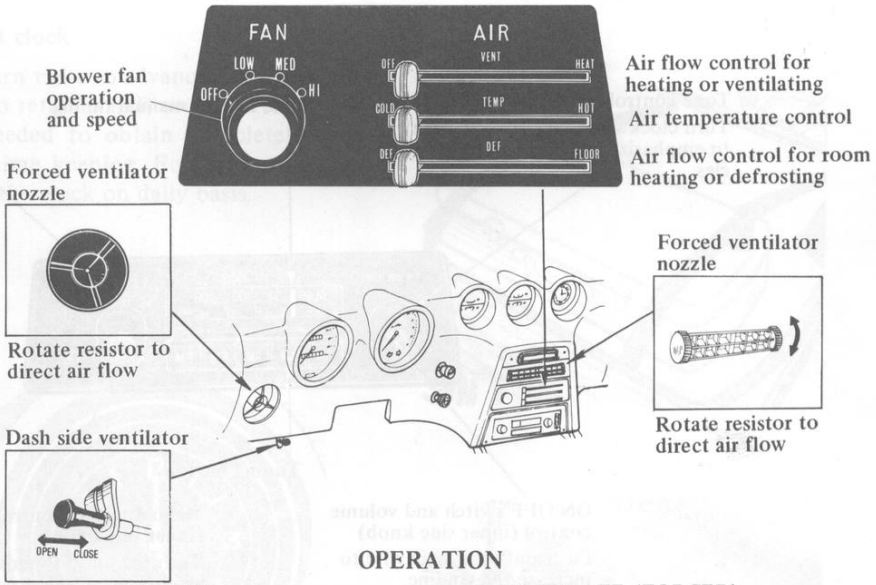
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VENTILATING SYSTEM

The forced ventilator 1 , and dash side ventilator are available 2 , and enable passenger to ventilate the car with fresh air in any weather without opening the door windows.

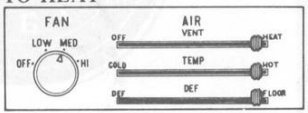
Flow-away outlets that act like one way valves are provided in the rear quarter panel. When all windows are closed they allow air to flow out of the car but not into it thereby providing constant and draft free circulation.



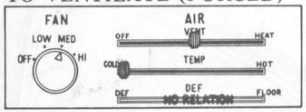


OPERATION

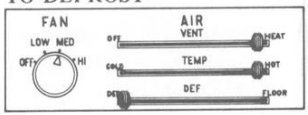
TO HEAT



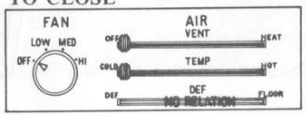
TO VENTILATE (FORCED)



TO DEFROST



TO CLOSE



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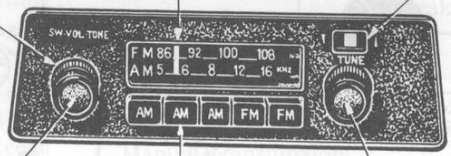
Comfort and Convenience Features

RADIO

Tone control (outer side knob)
Turn clockwise (counterclockwise) to emphasize treble (bass) frequencies.

Slide bar for manual tuning

Power antenna switch
Do not operate the power antenna continuously when the antenna is fully extended or retracted.



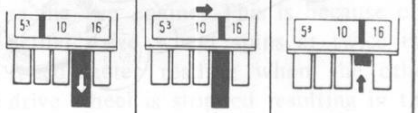
Tuning button

ON-OFF switch and volume control (inner side knob)
Push and turn clockwise to increase the volume.

Manual tuning control (inner side knob)
Turn the knob to move the side bar from side to side.

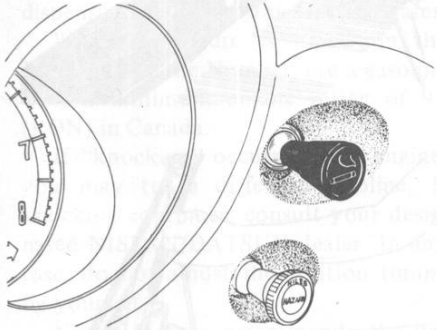
To set push buttons

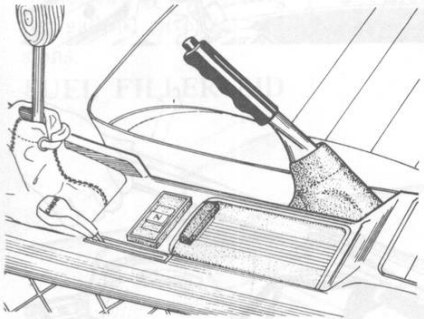
1	2	3
Pull the button to be reset straight out until it stops.	Then turn the tuning knob to station setting you want for the button.	Push the button all the way in to lock it the station setting.



ASH TRAY AND CIGAR LIGHTER

The ash tray can be easily removed for cleaning by opening its cover and pulling out at the rack.

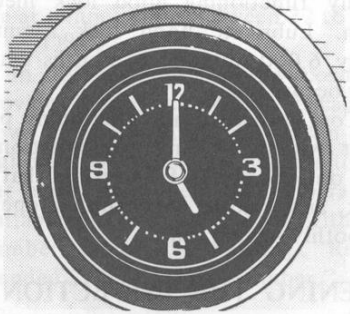




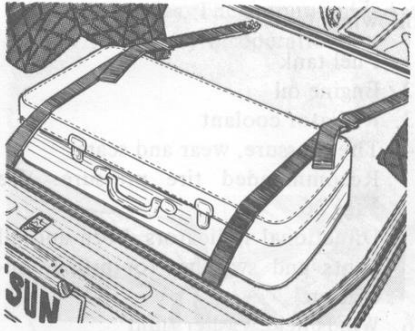
CLOCK

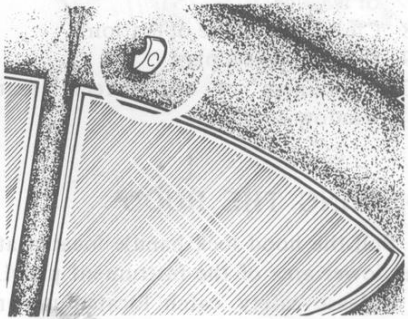
To set clock

Turn right to advance hands – to the left to retard hands several settings may be needed to obtain completely accurate time keeping. For the best results, reset the clock on daily basis.



BUGGAGE BELT





DAILY CARE

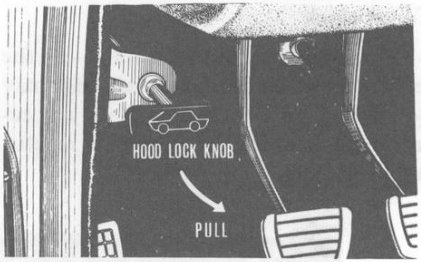
Before driving or whenever you call at a gas-station, be sure to check the following items:

1. Fuel tank
2. Engine oil
3. Radiator coolant
4. Tire pressure, wear and scars
   Recommended tire pressure: See page 26
5. Directional indicators, horn and all lights and switches for proper operation
6. Windshield washer fluid
7. Amount of fluid in brake and clutch master cylinders, and signs of leakage
8. Clutch and brake operation
9. Steering wheel play
10. Cleanliness of wind-screen, rear window and lights

OPENING THE HOOD

Pull the hood lock handle located at the lower area of the instrument panel.

Release safety catch located under the center edge of the hood and raise the hood and set the hood stay.



HOOD LOCK

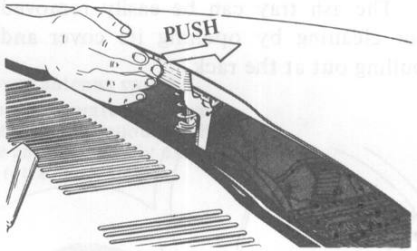
Be sure to check the hood closed firmly functioning hood lock mechanism. Lubricate hood lock assembly every 6,000 miles or 6 months whichever occurs first.

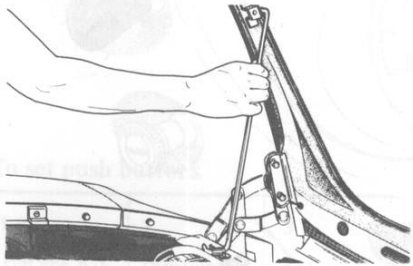
Coat grease to all functioning parts after wiping off any accumulation of dirt on lock parts. Make certain that the lock and release mechanisms operate smoothly several times.

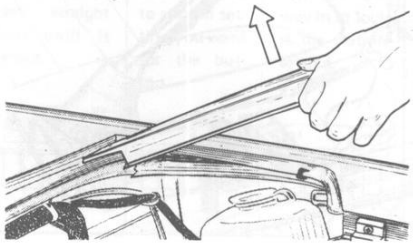
OPENING THE INSPECTION LID

To inspect the battery or the windshield washer tank, open the hood, and then the inspection lid.

Shut the inspection lid, and the hood, in that order when closing.







FUEL RECOMMENDATION

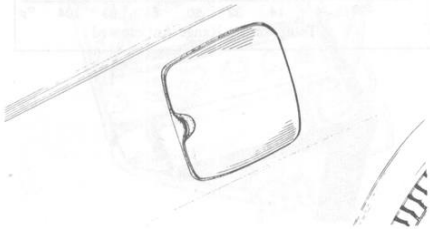
Your Datsun is designed to operate on a good quality of gasoline with a minimum octane rating of 87, which is the average of Research and Motor Octane Numbers posted on the gasoline dispensing pumps in the United States.

When the figure is based on the Research Octane Number, use a gasoline with a minimum octane rating of 91 (RON) in Canada.

If "knocking" occurs in your engine, you may try a different gasoline. If knocking continues, consult your designated NISSAN/DATSUN dealer. In any case, do not adjust the ignition timing by yourself.

Nissan Motors recommends the use of no lead or low-leaded (0 to 0.5 grams per gallon) gasolines to minimize emissions.

FUEL FILLER LID



SELECTION OF RIGHT LUBRICANT

The selection and use of the proper lubricant does much to increase the life and improve the performance of your car. Under normal conditions the prescribed lubricating intervals listed in the "Maintenance and Lubricating Schedule" should be strictly followed.

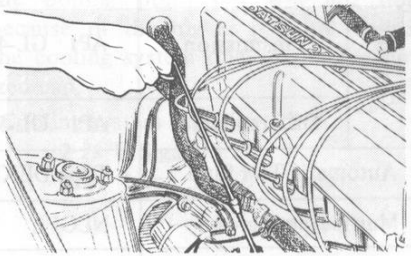
The recommended degree of viscosity of lubricant for the engine, transmission, varies with temperature changes. Lubricants provided with the vehicle at the factory are intended for use at temperatures between 32 to 90°F (0 to 32°C).

In cold season a low viscosity oil provides better lubrication because it flows more easily. In hot season use a high viscosity oil since oil tends to thin out under high operating temperatures. Suitable oils are listed along with SAE number under the heading "Recommended SAE Viscosity Number."

Engine oil capacity

Oil pan:	4 ¼ U.S.qts. (3 ½ Imper.qts., 4.0 liters)
Oil filter:	1 ⅛ U.S.pts. (1 ⅝ Imper.pts., 0.9 liter)

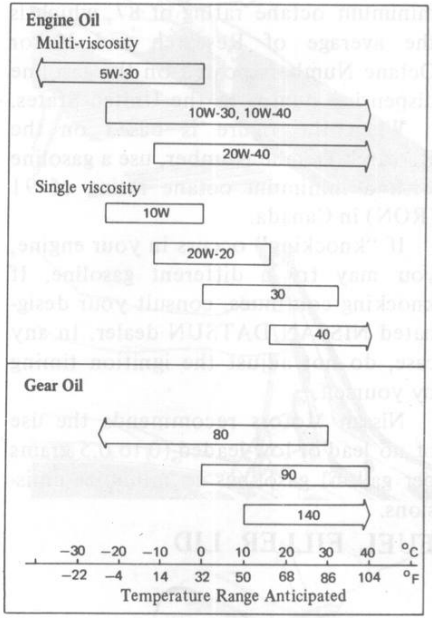
It is normal condition to add some engine oil between 3,000 miles (5,000 km) oil changes. The amount added will vary with severity of operation.



LUBRICANTS SPECIFICATIONS

Item		Specifications	Remarks
Engine oil		SAE Classification SD or SE	———
Gear oil	Transmission	API GL-4	———
	Differential	API GL-5	———
Automatic T/M fluid		Type DEXRON	———
Multipurpose grease		NLGI 2	Lithium soap base
Brake and clutch fluid		DOT 3	———
Antifreeze		———	Permanent anti-freeze (Ethylene glycol base)

RECOMMENDED SAE VISCOSITY NUMBER



BATTERY

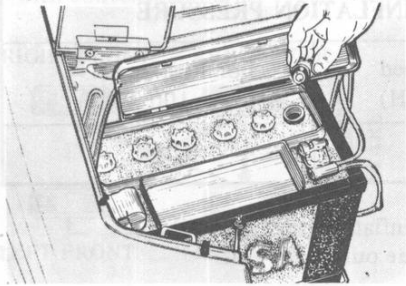
Check the electrolyte level in each battery cell about once a month. Unscrew each filler cap and inspect fluid level. If the fluid is low, add distilled water to bring the level up approximately 0.2 in (5 mm) above the plates. Do not overfill.

To prevent corrosion and leakage of current, keep the battery top clean and dry.

The terminals should be kept clean and coated with petroleum jelly.

During freezing weather

After adding distilled water, drive the car for a short while to make sure that added water mixes properly with the electrolite solution. Otherwise the water may freeze and damage the battery.



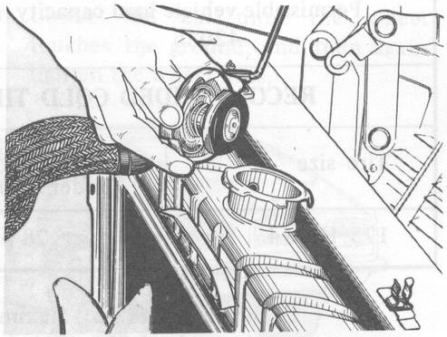
COOLING SYSTEM CARE

Check the amount of coolant in the radiator regularly and maintain at a level 1 in (25 mm) below the radiator cap.

Nissan Long Life Coolant is used in the system. Protection down to $-31^{\circ}F$ ($-35^{\circ}C$) will be insured with a 50% Nissan Coolant ratio.

The radiator of your Datsun is equipped with a 13 psi (0.9 kg/cm^2) pressure cap.

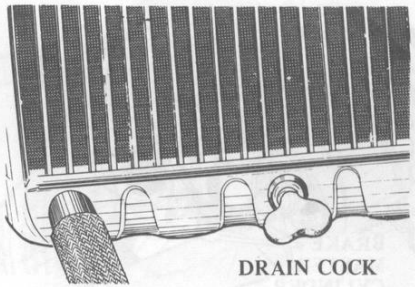
When removing the cap turn it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.



After a long drive or after driving in extremely hot weather, never attempt to remove the radiator pressure cap until the engine has cooled by remaining idle for several minutes. Then carefully remove the cap as described above.

Under extreme weather conditions the engine coolant will probably exceed the boiling point but will not boil because of the higher pressure within the cooling system due to the pressurized cap.

Cooling system capacity
2 5/8 U.S.gal.
(2 1/8 Imper.gal., 9.9 liters)

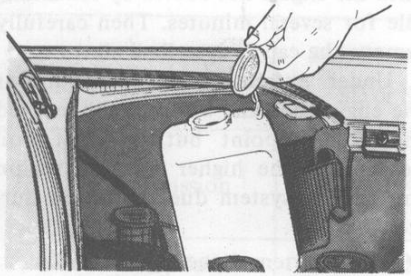


DRAIN COCK

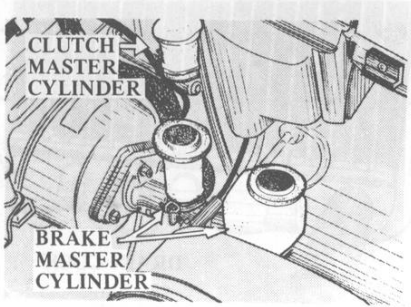
Daily Care

WINDSHIELD WASHER TANK

Tank capacity;
1 5/8 U.S.qts.
(1 3/8 Imper.qts., 1.5 liters)



BRAKE AND CLUTCH MASTER CYLINDERS



TIRE CARE

The performance, ride, and handling qualities of any car are greatly influenced by tire condition and pressure. Lower than recommended tire pressure will reduce tire life and ride qualities.

Higher than recommended pressure will also affect tire life and ride. This is because "hard" tires tend to magnify rather than absorb road shocks. They are also more vulnerable to damage from bumps and blunt objects on the road.

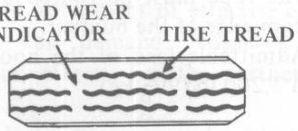
- The tires should be checked periodically for their proper pressure. Ordinarily, tire pressure rises 10 to 15% of that when the tire is cold during continuous driving at a constant speed.
  When checking the tire pressure, first, find out whether the tire is hot or cold.
- The tire should be replaced, when the "tread wear indicator" appears across the tread as a solid band.

Permissible vehicle load capacity 420 lb		Seating capacity 2 passengers
RECOMMENDED COLD TIRE INFLATION PRESSURE		
Tire size	For normal speed (under 100 MPH)	For high speed (over 100 MPH)
175 HR-14	28 psi	32 psi

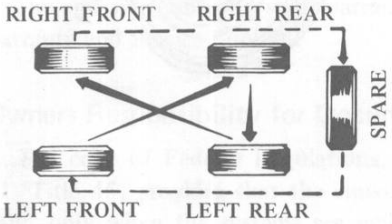
Each tire has its size, maximum inflation pressure (psi) and maximum load (lb) molded on the outer side wall.

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"Tread wear indicator" marks are in six positions on the tire circumference, which indicate limit of 0.06 in (1.5 mm) tread depth.

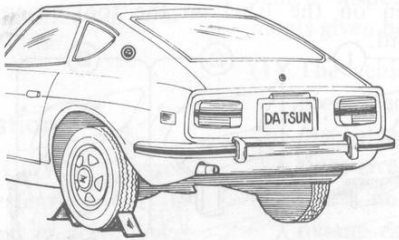


- It is better to use all tires including the spare tire evenly. The rotation period is every 6,000 miles (9,000 km) as shown in the diagram.
- Be sure that all tires are of the same size, type and load range.
  Do not mix radial ply or belted tires with conventional type.

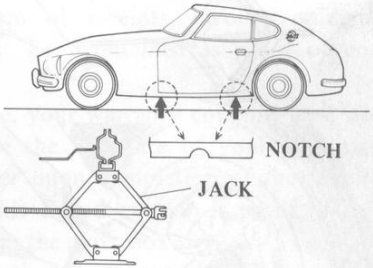


CHANGING WHEEL

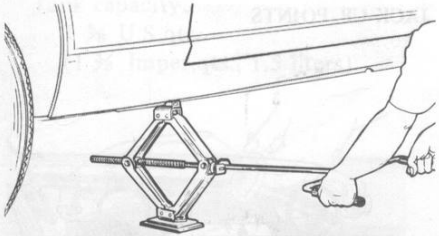
1. To change a wheel, first apply the parking brakes. Block the rear wheel opposite to the wheel to be changed using the wheel chock.
2. Place the jack under the jack-up point. There are four jack-up point at the floor panel as shown below.
3. Using the wheel nut wrench, take off the wheel cap and loose the wheel nut about one half turn.
4. Raise the car until the wheel clears the ground, and remove the wheel nuts, and replace the wheel.
5. Tighten the wheel nuts alternately and evenly by turning them clockwise.
6. Lower the car until the wheel touches the ground, and then again tighten the wheel nuts.

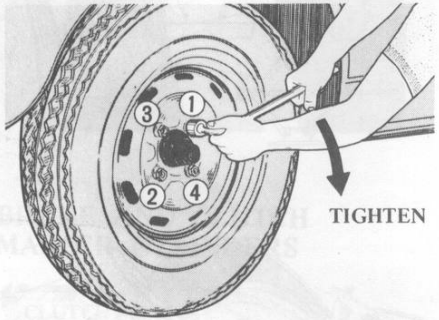


JACK-UP POINTS







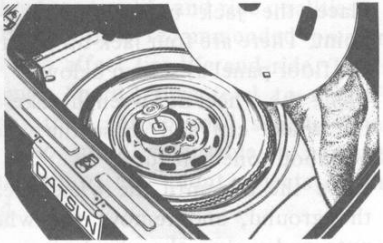


CAUTION FOR CHANGING WHEELS

1. Use this jack when changing wheels.
2. Place jack at jacking up point.
3. Use wheel chock and block each side of rear wheel only.
4. Never get under the car while it is supported by only the jack.

SPARE WHEEL

The spare wheel is located in the luggage compartment. Take off the rubber mat and cover board, then release the spare wheel clamp.

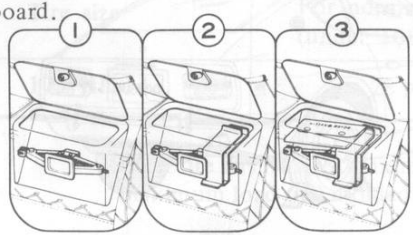


TOOLS

The tools are installed in the tool box at the front side or rear floor.

To eliminate the possibility of the jack and wheel chocks rattling while the car is moving, stow them properly.

Jack and wheel chocks stowage are given on the label on the tool cover board.

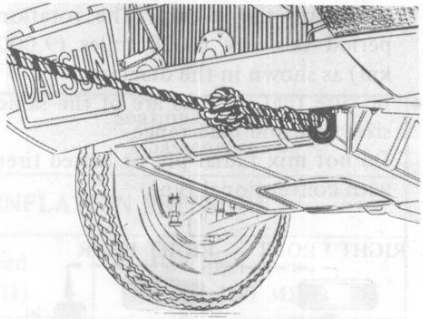


TOWING

If you find it necessary to have yours towed, it is important that the towing rope be fastened only to hook that attach the frame, as illustrated.

The rope must be routed under the bottom edge of the bumper.

Admittable load of the hook is less than 2,200 lb (998 kg).



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FOREWORD

Description

The control of automotive air pollution largely depends upon the development of effective emission control systems. To meet this demand, Nissan Motors has been making continuous efforts for the further development of such devices.

Your Datsun is equipped with emission control systems that are designed and built in accordance with the Federal Clean Air Act. These systems give the proper emission performance when serviced at the regular intervals with normal use.

After delivery, the owner is subject to penalties for any modification of the emission control systems under the laws of some states in the U.S.A. or provinces in Canada.

Warranty Statement

The emission control system warranty is described in your Warranty and Service Booklet.

Owners Responsibility for Documentation

The code of Federal Regulations, Part 1201 of Chapter 11, Title 45, provides that the emission system warranty is valid only when the systems are maintained in accordance with the manufacturers maintenance instructions. Accordingly, records in the form of receipts, invoices or signed warranty coupons must be maintained as proof of compliance.

For your convenience, your warranty coupons have been designed to incorporate the signature of your authorized NISSAN/DATSUN dealer upon completion of the required maintenance service. This signed coupon is proof of compliance and can be kept in the glove box.

All receipts, along with the warranty booklet should be transferred to each subsequent owner of the vehicle.

Normal Vehicle Use

The emission performance is satisfied by having the vehicle inspected periodically and by meeting the requirements given below:

(1) The vehicle should be operated within the limitations prescribed for passengers and load. Especially, in the case of a Pick-up, the owner should follow the instructions given on the label affixed to the vehicle.

(2) Use a no lead or low-leaded gasoline with a minimum octane rating of 87 – the average of the Research and

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Motor Octane Number in the U.S. When the figure is based on the Research Octane Number, use a no lead or low-leaded gasoline with a minimum octane rating of 91 (RON) in Canada.

(3) The vehicle should always be maintained in accordance with the specifications prepared by NISSAN. A modification can be made only when the authorized NISSAN optional parts are installed on your vehicle by an authorized NISSAN/DATSUN dealer.

Recommendations for Genuine NISSAN Parts in Required Maintenance

The emission control systems for your NISSAN vehicles are designed, built and tested in accordance with Federal or some State Regulations.

To assure the best results and to maintain original quality built into the systems, it is important that genuine NISSAN parts be used when new parts are required. The use of replacement parts which are not equal in quality to genuine NISSAN parts may reduce the effectiveness of such systems.

If other than genuine NISSAN parts are used, the owner should make certain that such parts are warranted by their manufacturer to be equivalent to genuine NISSAN parts in quality.

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EMISSION CONTROL SYSTEMS

In any automotive engine, some of the fuel forms carbon monoxide and hydrocarbons in the process of burning.

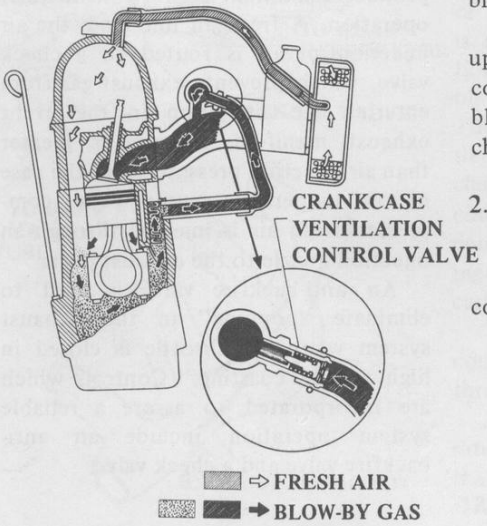
These harmful gases are discharged into the atmosphere through the exhaust system or engine crankcase.

Hydrocarbons, at the same time, evaporate from the fuel tank and carburetor. Further oxides of nitrogen are also produced in the process of burning in the combustion chamber.

Hydrocarbons and oxides of nitrogen, when exposed to sunlight under certain conditions, have an effect on other gases, and produce photochemical smog. Carbon monoxide is toxic when highly concentrated in air. Your Datsun vehicle is equipped with emission control systems which are designed to prevent undesirable gases from going out into the atmosphere.

These systems are as outlined below:

1. CRANKCASE EMISSION CONTROL SYSTEM



This system is designed to send blow-by gases back to the combustion chamber for reburning, and to send filtered air at the same time into the crankcase for its ventilation. Thus, this system serves to prevent the emission of blow-by gases into the atmosphere.

The function of this system depends upon the positive crankcase ventilation control (P.C.V.) valve which returns blow-by gases to the combustion chamber.

2. EXHAUST EMISSION CONTROL SYSTEM

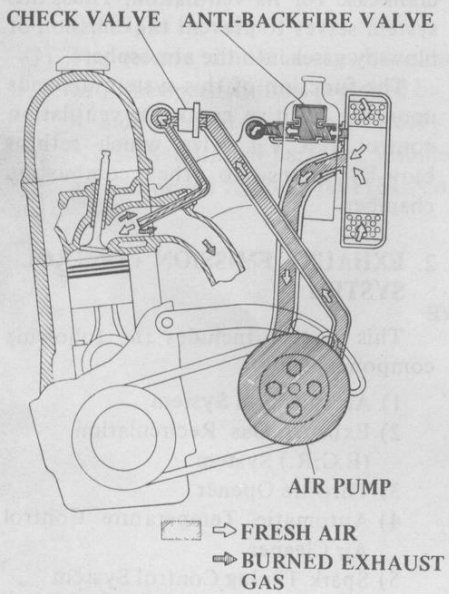
This system includes the following components:

1) Air Injection System
2) Exhaust Gas Recirculation (E.G.R.) System
3) Throttle Opener
4) Automatic Temperature Control Air Cleaner
5) Spark Timing Control System (Automatic transmission model only)

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Emission Control Systems

1) Air Injection System



The air injection pump receives clean air through a hose connected to a fitting attached beneath the carburetor air cleaner.

This rotary vane type pump is designed to draw air in and compress it to produce maximum air flow with quiet operation. A fresh air line from the air injection pump is routed to a check valve, which prevents exhaust gas from entering the air pump in the event exhaust manifold pressure is greater than air injection pressure, or in the case of an inoperative pump. The compressed fresh air is injected through an injection nozzle to the exhaust ports.

An anti-backfire valve is used to eliminate "popping" in the exhaust system when the throttle is closed in high speed "coasting." Controls which are incorporated to assure a reliable system operation include an anti-backfire valve and a check valve.

2) Exhaust Gas Recirculation (E.G.R.) System

The purpose of the E.G.R. system is to send the burnt gas up to the intake manifold so that they re-enter the engine combustion chambers.

This reduces the combustion temperature, thus reducing "NOx" emission.

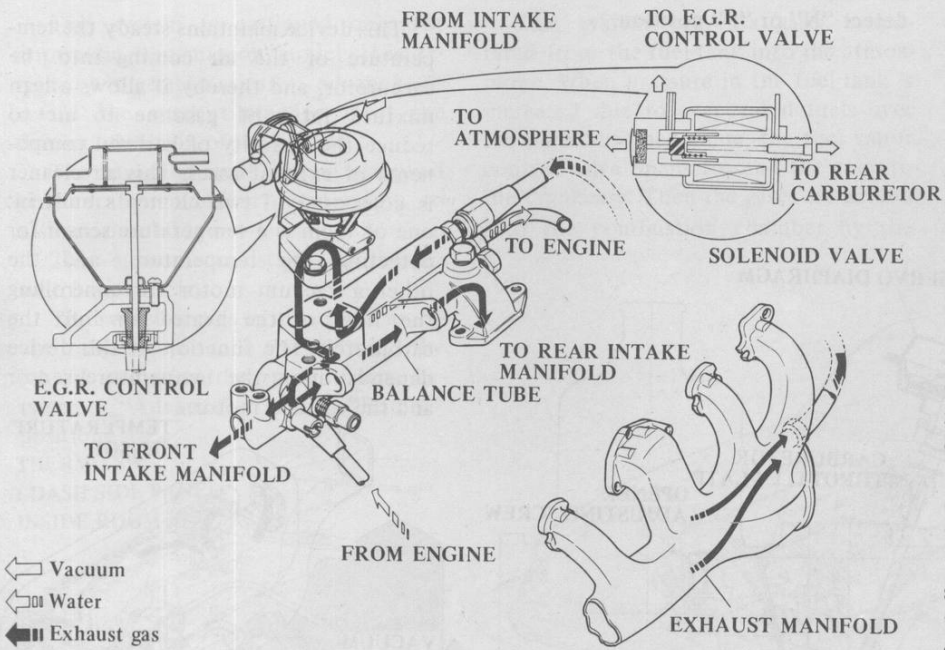
In operation, the spent gas from the exhaust manifold goes through the E.G.R. tube to the rear end of the balance tube. From there it is routed to the E.G.R. control valve.

The E.G.R. control valve meters the gas and sends it through a passage into the balance tube at its center. It is then distributed to the front and rear intake manifolds.

The gas is cooled by the engine coolant as it passes through the balance tube.

The solenoid valve and thermo switch inactivate the system when the temperature is low, providing good driveability and easy starting in cold weather.

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3) Throttle Opener

The function of the throttle opener is to open the throttle valve of the carburetor slightly under vehicle coasting conditions. During deceleration, the manifold vacuum rises and the quantity of mixture in the combustion chamber is not sufficient for a normal combustion to continue. Thus, a great amount of unburned hydrocarbons are emitted. The carburetor equipped with the throttle opener supplies the combustion chamber with an adequate change of combustible mixture to keep proper combustion during deceleration, resulting in a remarkable reduction in hydrocarbon emission.

This system consists of a vacuum control valve, a servo diaphragm and a throttle opener solenoid.

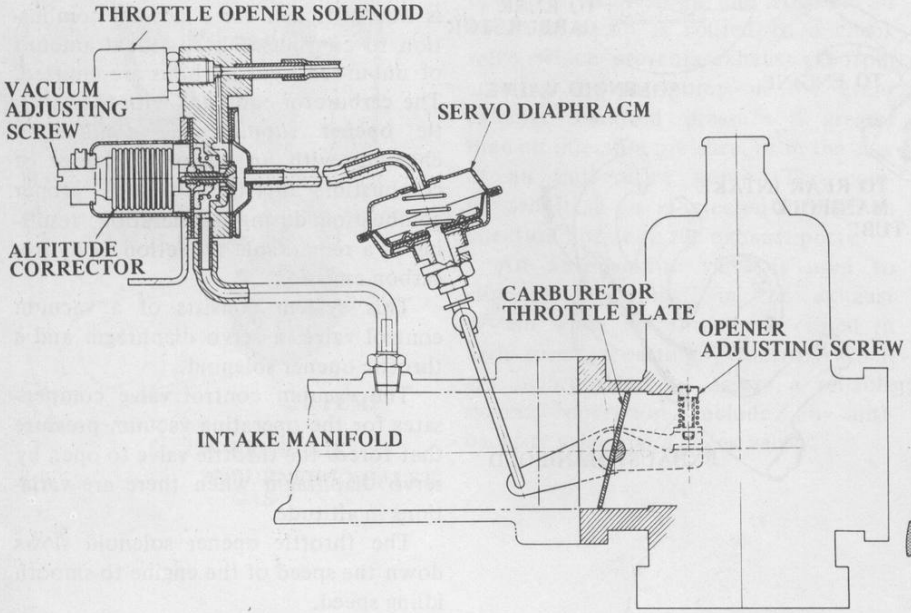
The vacuum control valve compensates for the operating vacuum pressure that forces the throttle valve to open by servo diaphragm when there are variations in altitude.

The throttle opener solenoid slows down the speed of the engine to smooth idling speed.

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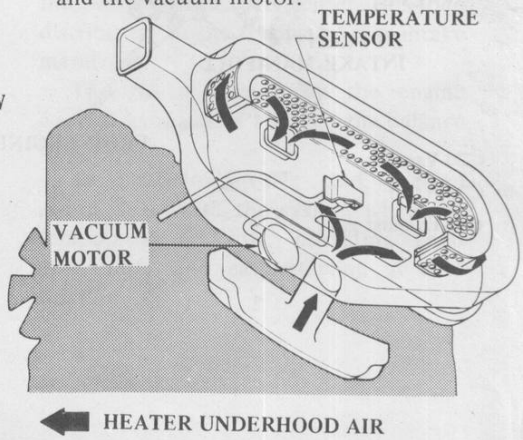
Other important features incorporated include a speed detector for the manual transmission equipped models.

On the automatic transmission equipped models, an inhibitor switch is used to detect "N" or "P" position.



4) Automatic Temperature Control Air Cleaner

This device maintains steady the temperature of the air coming into the carburetor, and thereby it allows a lean mixture ratio of gasoline to air to reduce the quantity of harmful components of exhaust gases. This air cleaner is composed of two elements built in; one of them is a temperature sensor for detecting the temperature, and the other a vacuum motor for controlling the flow of the heated air into the carburetor. The function of this device depends upon the temperature sensor and the vacuum motor.



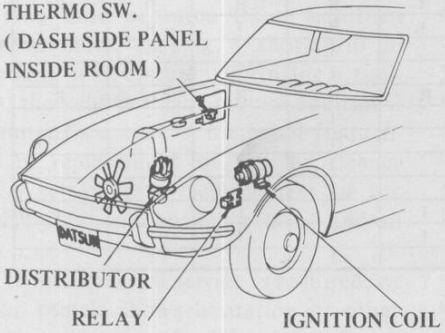
5) Spark Timing Control System (Automatic transmission model only)

This system is equipped only for automatic transmission model. It is designed to automatically advance or retard the spark timing to meet the driving condition of the vehicle.

The advanced spark timing is applied only at low ambient temperature to assure driveability.

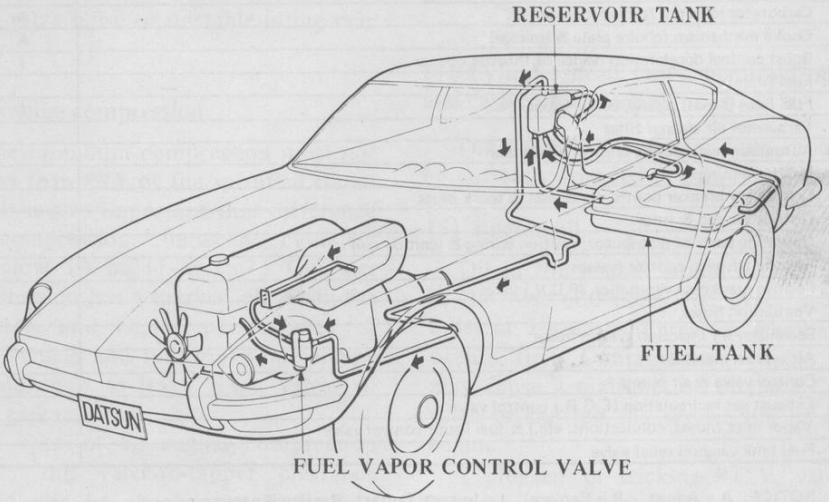
This system consists of a thermo switch and a relay.

The switch serves to detect the ambient temperature while the relay has the job of switching the spark timing between "Advance" and "Retard" positions.



3. EVAPORATIVE EMISSION CONTROL SYSTEM

This system prevents gases evaporated from the fuel tank into the atmosphere. When pressure in the fuel tank is increased due to evaporated fuels over the predetermined value, the fuel vapor control valve opens to send the gases to the crankcase. Then the gases are guided into the combustion chamber by the crankcase emission control system. On the contrary, when pressure in the fuel tank is decreased due to consumption of fuel, filtered air is then delivered to the fuel tank from the air cleaner. But when fuel tank vacuum pressure in the fuel tank is too high, air is passed through the vacuum relief valve equipped in the fuel filler cap. In this manner, the fuel tank is properly ventilated.



Emission Control Systems

EMISSION CONTROL MAINTENANCE SCHEDULE

MAINTENANCE OPERATION Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL					
	600 miles	12	24	36	48	60 Mo.
1. Intake & exhaust valve clearance	A	A	A	A	A	A
2. Engine compression	I	I	I	I	I	I
3. Drive belt(s)	A	I	I	I	I	I
4. Cylinder head bolts, manifold nuts & carburetor securing nuts	A					
5. Engine oil	R	R; 3,000 mile or 3 month intervals				
6. Oil filter	R	R; 6,000 mile or 6 month intervals				
7. Engine coolant			R		R	
8. Cooling system, hoses & connections		I	I	I	I	I
9. Vacuum fittings, hoses & connections		I	I	I	I	I
10. SU-carburetor damper oil level, top up if necessary	I; 3,000 mile or 3 month intervals					
11. Carburetor idle rpm & mixture ratio	A	A	A	A	A	A
12. Choke mechanism (choke plate & linkage)	A	A	A	A	A	A
13. Boost control deceleration device or throttle opener	I	I	I	I	I	I
14. Fuel filter			R		R	
15. Fuel lines (hoses, piping, connections, etc.)	I		I		I	
16. Carburetor air cleaner filter			R		R	
17. Automatic temperature control air cleaner		I	I	I	I	I
18. Ignition timing		A	A	A	A	A
19. Distributor breaker points, condenser & spark plugs		R	R	R	R	R
20. Distributor cap & rotor		I	R	I	R	I
21. Operating parts of distributor, ignition wiring & ignition coil			I		I	
22. Electric advance control system			I		I	
23. Positive crankcase ventilation (P.C.V.) valve		R	R	R	R	R
24. Ventilation hoses			I		I	
25. Secondary air injection system hoses			I		I	
26. Air system manifold			I		I	
27. Control valve & air pump			I		I	
28. Exhaust gas recirculation (E.G.R.) control valve		I	I	I	I	I
29. Vapor lines (hoses, connections, etc.) & fuel vapor control valve		I	I	I	I	I
30. Fuel tank vacuum relief valve	I		I		I	

NOTICE: A = Adjust R = Replace I = Inspect, Correct—Replace if necessary

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INSTRUCTIONS FOR EMISSION CONTROL MAINTENANCE SERVICE

This section provides information on the inspection and adjustment of the emission control systems installed in your Datsun. The numbers for individual items listed below agree with those which appear in the Maintenance Schedule chart. The maintenance operation required should be performed at the designated service intervals in order to assure the utmost emission performance of your vehicle.

It is also important that the emission components be replaced on the designated time or mileage basis. If frequently used in an unusual operating condition (driving on a dusty road, disuse for a long time, repeated travel less than several miles, making a short trip in freezing temperature, or towing a trailer), the vehicle might require additional maintenance, that is, increased frequency in replacement of the air cleaner filter, cleaning or replacement of the spark plugs, and changing the oil and oil filter.

If maintenance service is required, or your vehicle shows hesitation or other malfunctions, or the idle-adjustment is not correct, have the systems checked and tuned by an authorized NISSAN/DATSUN dealer.

(1) Intake and exhaust valve clearances.

The proper adjustment of the valve-tappet clearance is particularly essential to the control of exhaust emissions.

Be sure to meet this requirement since valve noise or unstable idling may occur.

(2) Engine compression.

The minimum compression must not be less than 80% of the specified standard. It is also important that difference in compression between cylinders be below 14 psi (1 kg/cm^2). Cylinder compression has a marked effect on the emission and engine performance of your vehicle and indicates some engine trouble such as leaky rings, valves or head gasket.

In case of an engine compression check, the valve-to-tappet clearance should also be checked as outlined in item (1).

(3) Drive belts.

Check drive belts for wear, fray or crack and tension. Replace the drive belts if found defective. Loose belts cause a loss in performance of the water pump or of the alternator. If your vehicle shows a marked increase in coolant temperature or the battery discharges, this may indicate loose fan belts.

(4) Cylinder head bolts, manifold nuts and carburetor securing nuts.

The above bolts and/or nuts should be correctly torqued to prevent air leak.

(5) Engine oil.

Oil in the engine should be changed at the first 600 miles and every 3,000 miles or 3 months thereafter, whichever occurs first. Contaminated engine oil may cause a malfunction of the P.C.V. valve or shorten the service life of the engine.

A plugged or sticking P.C.V. valve will affect carburetor mixture and will prevent proper crankcase ventilation.

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(6) Oil filter.

The oil filter must be replaced at first engine oil change. Thereafter, it should be replaced with every second oil change. A clogged or fouled filter will affect performance of the P.C.V. valve or engine service life.

(7) Engine coolant.

The engine coolant should be checked for proper level. An engine coolant including genuine NISSAN permanent anti-freeze coolant (ethylene glycol base) should be changed every 24,000 miles or 24 months, whichever occurs first.

Whenever the coolant is changed, the cooling system must be flushed and refilled with a new coolant.

(8) Cooling system, hoses and connections.

Check the cooling system, hoses and connections for defect or looseness. If a leaky hose or connection is found, replace it with a new one.

A defective carburetor water control valve may cause improper warming up or irregular temperature of the coolant in the carburetor.

(9) Vacuum fittings, hoses and connections.

The cause of unstable idling, misfire, or poor emission performance is considered to be the leakage of hoses or connections. Check the hoses and connections for looseness or damage.

(10) SU-carburetor damper oil level, top up if necessary.

To check damper oil level, remove oil cap nut and check oil level marking on the two grooves on plunger rod. If the oil level is below the lower groove, add oil.

(11) Carburetor - idle rpm, and mixture ratio.

The adjustment must be made accurately, with a CO meter and tachometer. Satisfactory operation of the carburetor is of prime importance in the control of emission.

Proper mixture for emission requirements and idle quality have been given at the factory.

(12) Choke mechanism (choke plate and linkage).

Check the choke plate and linkage for smooth operation. In almost all cases, improper operation of these parts may be due to a rubbing valve, binding linkage, or stuck valve caused by combustion products on backfire.

(13) Boost control deceleration device or throttle opener.

These controls are designed to reduce undesirable emissions to a minimum in deceleration. To test, first raise the engine speed and then reduce it to idling.

Failure to meet this requirement may often result from an improper adjust-

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ment, or a leaky hose or connection, which should be corrected as the first step before replacement of the component parts.

(14) Fuel filter.

The fuel filter should be changed every 24,000 miles or 24 months, whichever occurs first.

When the filter is clogged or cracked, the fuel will not flow smoothly or impurities will pass through.

(15) Fuel lines (hoses, piping, connections, etc.).

Check the fuel hoses, piping and connections for any defect, leak or looseness.

Replace any defective parts.

(16) Carburetor air cleaner filter.

Under normal driving conditions, the carburetor air cleaner filter should be replaced every 24,000 miles or 24 months, whichever occurs first. However, driving the vehicle in dusty areas will cause rapid clogging of the element.

Consequently, the element must be replaced more frequently.

(17) Automatic temperature control air cleaner.

Check the hot air control valve and see if it opens (when warm) or shuts (when cold) properly during the warming-up period. Check the hoses for crack or disconnection.

(18) Ignition timing.

This adjustment must be made with accurate test equipment at the same time as the idle adjustment.

(19) Distributor breaker points, condensers and spark plugs.

The distributor breaker points, condensers and spark plugs should be replaced every 12,000 miles or 12 months, whichever occurs first. The check on the point gap and spark plug gap should be done as part of the adjustment to engine idling. Burned or pitted points must be replaced.

The distributor shaft and cam heel must be greased when replacing the distributor breaker points.

(20) Distributor cap and rotor.

Check the distributor cap and rotor for cracks, carbon formation or erosion.

The rotor head and the interior of the distributor cap should be cleaned.

(21) Operating parts of distributor, ignition wiring and ignition coil.

Centrifugal and vacuum advance mechanical parts should be checked for disconnection or defect of the governor spring and for sticking of the breaker.

Check the ignition wiring for cracking of exterior insulation and tight fitness in the distributor cap and at the spark plugs. Check the ignition coil for external appearance and sparking performance.

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(22) Electrical advance control system.

Check for proper operation of the spark timing control system. This system which is equipped only for automatic transmission model consists of a thermo switch and a relay.

The advance characteristic of the distributor can be measured by means of a stroboscope.

(23) Positive crankcase ventilation (P.C.V.) valve

The P.C.V. valve should be replaced every 12,000 miles or 12 months, whichever occurs first.

If the valve is plugged, do not attempt to clean it. Replace it with a new one.

(24) Ventilation hoses.

The ventilation hose should be blown out with air to make certain that it is clean when the P.C.V. valve is replaced.

Insure that the flame arrester is positively inserted in the hose, between the air cleaner and rocker cover.

(25) Secondary air injection system hoses.

Check the air injection hoses and connections for defect or looseness. If leaky hoses are found, replace them with new ones.

(26) Air system manifold.

Check the air gallery pipe for looseness at the exhaust manifold, and for leakage of air or gas past the pipe. If inspection reveals that air is leaking, retighten leaky connection.

Replace the air gallery pipe assembly should it be cracked or damaged in any manner.

(27) Control valve and air pump.

Check proper operation of the anti-backfire valve and check valve.

The anti-backfire valve is controlled by intake manifold vacuum and is used to prevent exhaust system backfire at the initial duration.

If the operation of this valve is not correct, backfiring will result at high temperature. In this case, replace anti-backfire valve assembly.

The check valve is located in the air pump discharge lines, and prevents the backflow of exhaust gas. If the check valve does not work properly and backflow of exhaust gas occurs, replace check valve assembly. If the air pump is squeaking, or if it is not running smoothly, repair or replace the air pump assembly.

(28) Exhaust gas recirculation (E.G.R.) control valve.

Check solenoid valve assembly (for E.G.R. vacuum control). When this device is out of order, the result is an improper operation of E.G.R. control valve.

Check the terminal and wiring, and if any malfunction or defect is found, replace solenoid valve assembly.

Check the E.G.R. control valve and see if it opens (at partial throttle) or shuts (at idling or full throttle) properly.

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If the E.G.R. control valve is not operating properly and if the solenoid valve is in good condition, replace the E.G.R. control valve assembly.

(29) Vapor lines (hoses, connections, etc.) and fuel vapor control valve.

Check the ventilation hoses and connections for defect or looseness. If leaky hoses are found, replace them with new ones.

Check the fuel vapor control valve for plugging or defect. If the valve is plugged, do not attempt to clean it. Replace it with a new one.

(30) Fuel tank vacuum relief valve.

A defective vacuum relief valve may sometimes cause exhausting of evaporative gas or deformed fuel tank. If replacement of the valve becomes necessary, replace with a fuel filler cap assembly.

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Emission Control Systems

EMISSION CONTROL TROUBLE SHOOTING CHART

The chart shown below will be extremely helpful in trouble shooting the emission control system of your Datsun. Whenever the condition of any part of the emission control system is questionable, utilize this chart as a guide to locate and correct the cause of trouble.

Satisfactory performance and operation of the emission control system are assured only when the system is properly cared for.

Notes:

a) Before checking or repairing any part of the emission control system, make sure that all safety is insured.

b) An asterisk "*" following the item under the Corrective action in the chart indicates the point to be serviced by an authorized NISSAN/DATSUN dealer.

c) Idling and ignition timing adjustments require the use of special equipment or instruments. Always contact your authorized NISSAN/DATSUN dealer for service.

Condition	Probable cause	Corrective action
Can not crank engine or slow cranking.	Discharged or defective battery.	Charge* or replace.
	Loose connection	
	• Battery	Check both cable connections on battery and grounded end.
	• Starter	Check connections at magnetic switch mounted on starter.
	Defective starter motor.	Repair or replace. *
Engine will crank normally but will not start.	Ignition system.	
	Loose connection in ignition system.	Check for loose connections at ignition coil, distributor and spark plugs.
	Weak spark or no spark occurs on spark plugs.	

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Condition	Probable cause	Corrective action
	Test procedure; Disconnect high tension cable from one spark plug and hold it about 0.4 inch (10 mm) from engine metal part and crank engine. Note: Grasp high tension cable with dry piece of cloth.	If good spark occurs, Check spark plug and clean or replace. Check fuel system and clean or repair. Check ignition timing. * Check cylinder compression. * If weak spark or no spark occurs, Check and clean distributor cap and rotor. Check ignition system. *
	Fuel system. No fuel in fuel line.	Check any fuel left in fuel tank. Refill if necessary. Check fuel pump operation by cranking the engine. *
	Clogged fuel line.	Check for clogged fuel strainer and pipings. *
High engine idle speed.	Dragged accelerator linkage.	Check and correct accelerator linkage.
	Incorrect idle adjustment.	Adjust idle speed. *
	Malfunction of throttle opener system.	Check for loose vacuum hose and harness connections. Adjust or replace if necessary. *
	Malfunction of speed switch, inhibitor switch, and harness.	Check for loose connections. Repair or replace if necessary. *

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Condition	Probable cause	Corrective action
	Loose air hoses or air-fuel mixture hoses of carburetor.	Check for loose connections.
Rough engine idle speed or unstability.	Malfunction of choke valve or linkage.	Adjust. *
	Improper valve clearance.	Adjust valve clearance. *
	Malfunction of vacuum motor, sensor or hoses of air cleaner.	Check for loose hoses. Replace system components if necessary. *
	Incorrect idle adjustment.	Adjust idle speed. *
	Clogged air cleaner filter.	Replace air cleaner filter.
	Defective carburetor water control valve.	Replace. *
	Loose air hoses or air-fuel mixture hoses of carburetor.	Check for loose connections.
	Malfunction of idle compensator of air cleaner.	Replace. *
	Malfunction of E.G.R. control valve.	Clean or replace. *
	Loose manifold and cylinder head bolts.	Retighten bolts. *
Engine knocking.	Improper fuel octane.	Exchange for recommended fuel. Check ignition timing if necessary. *
	Labor to the engine.	Use correct gear in driving.
	Improper distributor or thermo switch.	Repair or replace. *
Back-fire or after-fire.	Irregular combustion.	Check spark plugs for gap, carbon deposit or incorrect heat range. Check ignition timing. *

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Condition	Probable cause	Corrective action
	Malfunction of A.T.C. air cleaner.	Check for loose vacuum hoses. Replace if necessary. *
	Defective water control valve.	Replace. *
	Defective anti-backfire valve.	Replace. *
	Defective E.G.R. control valve.	Replace. *
Air pump noisy.	Defective air pump.	Repair or replace. *
Charge warning light turns on while driving.	Loose connection.	Check for loose connections of alternator and voltage regulator.
	Loose fan belt.	Adjust belt tension.
	Defective alternator or voltage regulator.	Replace alternator or voltage regulator. *

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Periodical Maintenance and Lubrication Schedule

Before delivery of your new car, your Dealer provides a pre-delivery inspection and adjustment service specified by the factory and designed to ensure satisfactory performance.

The following tables list the servicing required to keep your car operating at peak mechanical condition, and should be attended to as indicated, and preferably by an authorized NISSAN/DATSUN dealer.

UNDER VEHICLE MAINTENANCE SCHEDULE

MAINTENANCE OPERATION Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL											
	600 miles	3	6	9 33	12 36	15 39	18 42 54	21 45	24 48	27 51 57	30	60
Brake pedal free play	I		I		I		I		I		I	I
Clutch & brake system (Cylinders, hoses, pipings, connections, etc.) for leaks or defects	I	I	I	I	I	I	I	I	I	I	I	I
Foot & parking brake operation		I	I		I		I		I		I	I
Foot operated pedal bushings					L				L			L
Parking brake linkage									L			
Brake linings & drums for wear					I				I			I
Disc brake pads			I	I	I	I	I	I	I	I	I	I
Brake cylinders & caliper assembly											O	O
Transmission & differential gear oil level, top up if necessary	R	I	I	I	I	I	I	I	I	I	R	R
Retighten steering gear box & linkage	I		I		I		I		I		I	I
Steering linkage ball joints											L	L
Shock absorber					I				I			I
Retighten suspension parts	I		I		I		I		I		I	I
Suspension ball joints											L	L
Wheel bearing grease											R	R
Wheel discs for damage			I		I		I		I		I	I
Retighten propeller shaft universal joint flange bolts	I				I				I			I
Propeller shaft joints											L	L
Rear axle drive shaft joints & ball spline											L	L

R: Replace I: Inspect, correct—replace if necessary L: Lubricate O: Overhaul

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Periodical Maintenance and Lubrication Schedule

UNDER HOOD MAINTENANCE SCHEDULE

MAINTENANCE OPERATION / Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL											
	600 miles	3	6	9 33	12 36	15 39	18 42 54	21 45	24 48	27 51 57	30	60
Engine oil for leaks	I		I		I		I		I		I	I
Accelerator linkage			L		L		L		L		L	L
Brake fluid					R				R			R
Master-Vac for operation					I				I			I
Master-Vac									O			
Steering gear housing											L	L
Automatic transmission oil level, top up if necessary	I	I	I	I	I	I	I	I	I	I	I	I
Battery specific gravity	I				I				I			I

R: Replace I: Inspect, correct—replace if necessary L: Lubricate O: Overhaul

OUTSIDE MAINTENANCE SCHEDULE

MAINTENANCE OPERATION / Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL											
	600 miles	3	6	9 33	12 36	15 39	18 42 54	21 45	24 48	27 51 57	30	60
Seat belts, buckles, retractor & anchor			I		I		I		I		I	I
Locks, hinges & hood latch			L		L		L		L		L	L
Windshield wiper blades			I		I		I		I		I	I
Wheel balance & rotate wheel position			I		I		I		I		I	I
Front wheel alignment & turning angle					A				A			A
Headlight aiming											A	A
Road test	I		I		I		I		I		I	I

A: Adjust I: Inspect, correct—replace if necessary L: Lubricate

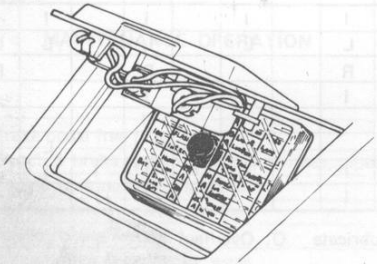
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Minor Maintenance

FUSE

Fuses are located under the ash tray.

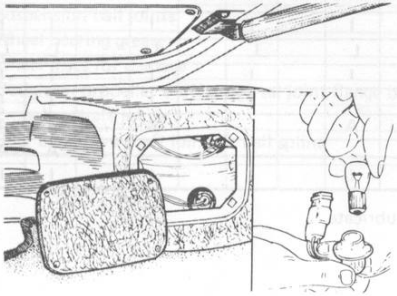
If fuse needs to be replaced, refer to the specifications listed on the fuse box cover.



REAR COMBINATION LIGHTS

To replace the bulb, remove the trim cover (four screws) from inside luggage compartment.

Then remove bulb from the socket.



BULB CHART

	Candela power or wattage	Trade number
Headlight unit	50/40 watts	6012
Side clearance and turn signal light	32/3 c.	1034
Side marker light	4 c.	67
License plate light	6 c.	89
Rear combination light		
Taillight	32/3 c.	1034
Stop (brake) light	32 c.	1073
Turn signal light	32 c.	1073
Back-up light	32c.	1073
Meter illuminating lamp	3.4 watts	–
Brake warning light	3.4 watts	–
Turn signal indicator light	3.4 watts	–
Headlight beam indicator light	3.4 watts	–
Engine compartment inspection lamp	3.4 watts	–
Glove compartment lamp	3.4 watts	–
Clock illumination lamp	3.4 watts	–
Hazard and cigar lighter illumination lamp	3.4 watts	–
Heater control illumination lamp	3.4 watts	–
Choke warning light	1.7 watts	–
Seat belt warning light	1.7 watts	–
Heat glass warning light	1.7 watts	–

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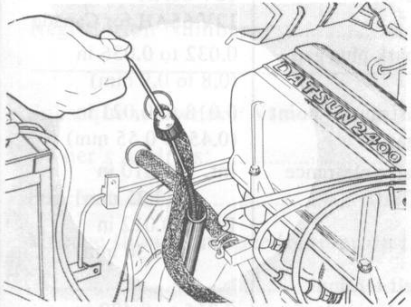
AUTOMATIC TRANSMISSION FLUID

Oil level should be checked every 3,000 miles (5,000 km).

Measure oil level at normal idling speed.

CAUTION:

- Use lint-free cloth to handle the oil level gauge in oil level checking.
- Use only the recommended automatic transmission fluid and fill to the line "F." (Page 23)



Specifications and Service Information

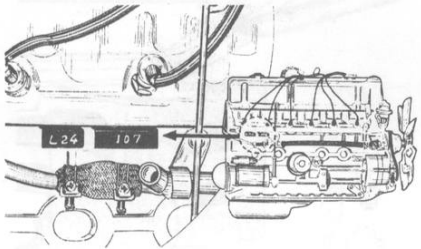
APPROXIMATE REFILL CAPACITIES

		U.S. Measure	Imper. Measure	Liters
Fuel tank		15 7/8 gal.	13 1/4 gal.	60
Engine cooling system		2 5/8 gal.	2 1/8 gal.	9.9
Engine crankcase *1		5 1/8 qts.	4 3/8 qts.	4.9
Transmission case	Manual	3 1/8 pts.	2 5/8 pts.	1.5
	Automatic	5 7/8 qts.	4 7/8 qts.	5.5
Differential case		2 1/8 pts.	1 3/4 pts.	1.0

*1 Includes 1 7/8 U.S.pts., (1 5/8 Imper.pts., 0.9 liter) required for oil filter replacement.

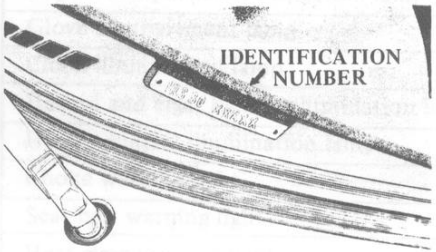
1. Engine Number

The engine number is stamped on the right side of the cylinder block.



2. Identification Number

The identification number is stamped on instrument panel.



ENGINE SPECIFICATIONS

Design	6 cylinder in line, OHC
Displacement	146 cu in (2,393 cc)
Bore x stroke	3.27 x 2.90 (83 x 73.7 mm)
Compression ratio	8.8 : 1
Dwell angle at idle speed	35° to 41° 33° to 39°*
Ignition timing (BTDC)	7°/750 rpm 5°/600 rpm: Retarded 15°/600 rpm: Advanced in "D" range*
Idling speed	750 rpm 600 rpm in "D" range*
Battery	12V-60AH 12V-65AH for Canada
Spark plug gap	0.032 to 0.036 in (0.8 to 0.9 mm)
Distributor point gap	0.018 to 0.021 in (0.45 to 0.55 mm)
Valve clearance (hot)	Int. 0.010 in (0.25 mm) Exh. 0.012 in (0.30 mm)
Belt tension	
Fan belt	0.315 to 0.472 in (8 to 12 mm)
Air pump	0.591 to 0.787 in (15 to 20 mm)

* Automatic transmission

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NOTES:

Original Owner's Name: ..... Phone Number: .....

Owner's Address: .....

Purchase Date: .....

Dealer's Name: ..... Phone Number: .....

Dealer's Address: .....

Vehicle Model: ..... Color: .....

Car Number: .....

Engine Number: .....

Registration Number: ..... Key Number: .....

Subsequent Owner's Name: ..... Phone Number: .....

Owner's Address: .....

Purchase Date: .....

Mileage shown on Speedometer on Day of Purchased: .....

.....

.....

.....

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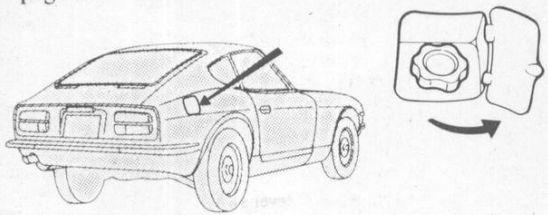
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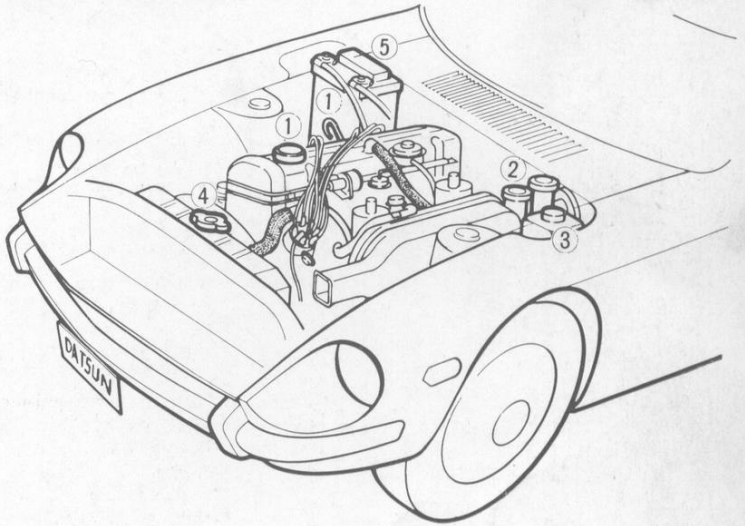
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GAS STATION INFORMATION

FUEL RECOMMENDATION

Use a no lead or low-leaded gasoline with a minimum octane rating of 87 – the average of the Research and Motor Octane Numbers in the U.S. When the figure is based on the Research Octane Number, use a gasoline with a minimum octane rating of 91 (RON) in Canada. See page 23.





ENGINE OIL ①

Check oil level at each fuel stop. Use only recommended engine oil and fill to the line "F" on dipstick. See page 24 for oil brand and page 23 for oil viscosity.

BRAKE OIL ②

Check fluid level in brake reservoir. Use only recommended brake fluid. See page 24.

WINDSHIELD WASHER ③

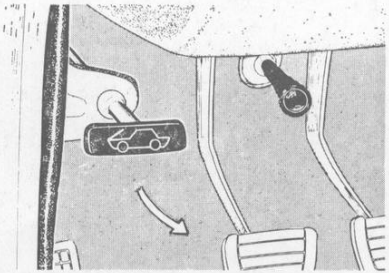
Check fluid level in windshield washer tank.

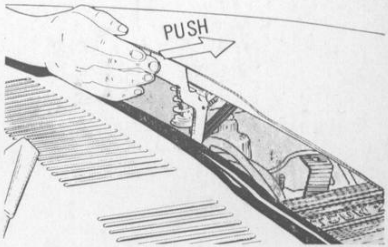
RADIATOR COOLANT ④

Check coolant level.

⑤

d level monthly.





TIRE INFLATION PRESSURE

Keep inflated to pressures shown on tire placard affixed to glove box of your vehicle.

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CHECK YOUR **NISSAN/DATSUN**

WARRANTY AND SERVICE BOOKLET

FOR

FULL DETAILS OF OUR

GUARANTEE TO

THE MOST IMPORTANT PERSON,

PURCHASER OF ONE OF

NISSAN/DATSUN'S NEW VEHICLES

THANK YOU !

S30-D

8th Edition
Issue date: 10th August 1972 (191200)
Printed in Japan Publication No. OM3E-0S30U0

NISSAN MOTOR CO., LTD.

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