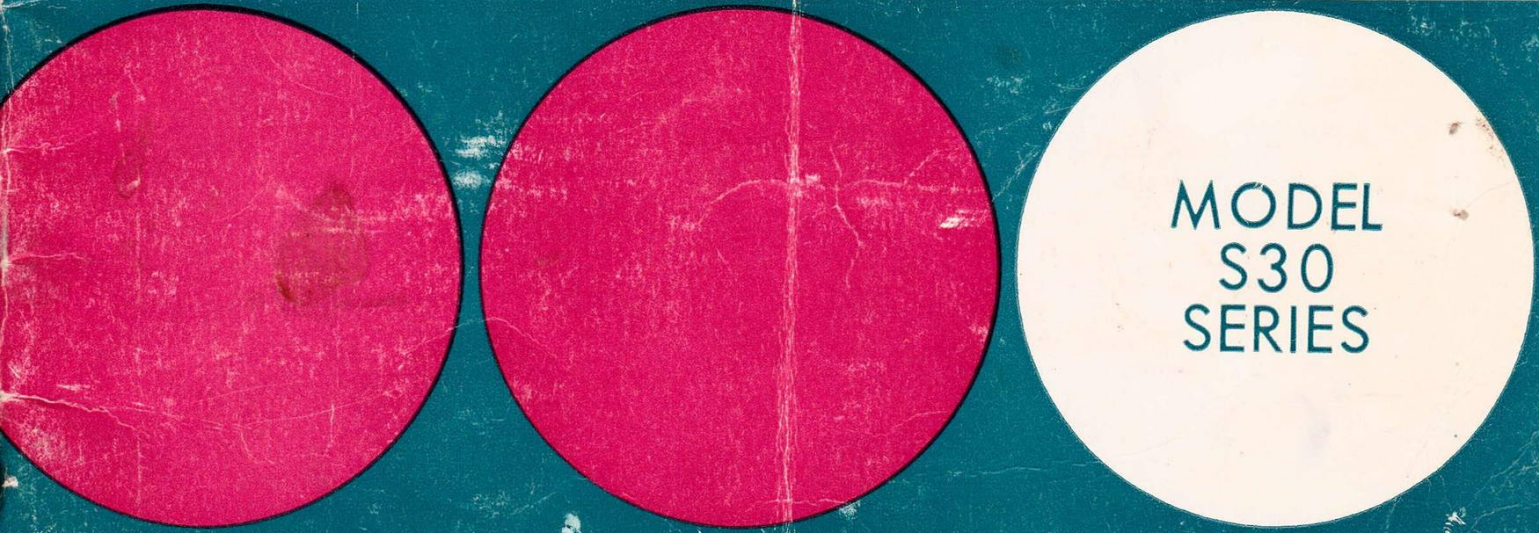
DATSUN 260Z



1974 OWNER'S MANUAL

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A Word to Datsun Owners

Thank you for choosing a DATSUN. We are sure you will be happy you did. To make doubly sure, in this manual we have included driving tips, information about the location and purpose of dashboard instruments, comfort and safety features, and much more that will help you know your DATSUN.

Before your dealer delivers your DATSUN to you, he gives it a careful pre-delivery inspection, checking and servicing the mechanical parts to be sure your car is ready to drive. Return it to him for regular servicing. You will find a periodical maintenance and servicing schedule in this manual.

When you return your DATSUN to your dealer at the intervals our engineers recommend, you will gain the maximum wear-life from your car, and there will be far less likelihood of unpleasant road trouble.

Your dealer will validate your Guarantee and Service Booklet each time you bring your car in for periodic servicing. This satisfies the requirement that your car has been maintained at factory standards, if you need guarantee service. Keep the Guarantee and Service Booklet in your glove compartment all the time. It is important to you.

Your dealer uses genuine NISSAN parts, he has the equipment and experience to service your car, he is kept advised of every new technical development and–you are his customer. He wants to keep it that way. Your NISSAN/ DATSUN dealership is the best place for you to take your car for any kind of service.

NISSAN MOTOR CO., LTD.

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All information, specifications and illustrations filled in this manual are on a basis of the latest data obtainable at the time of the publication. Nissan reserves the right to make changes or improvements at any time without notice.

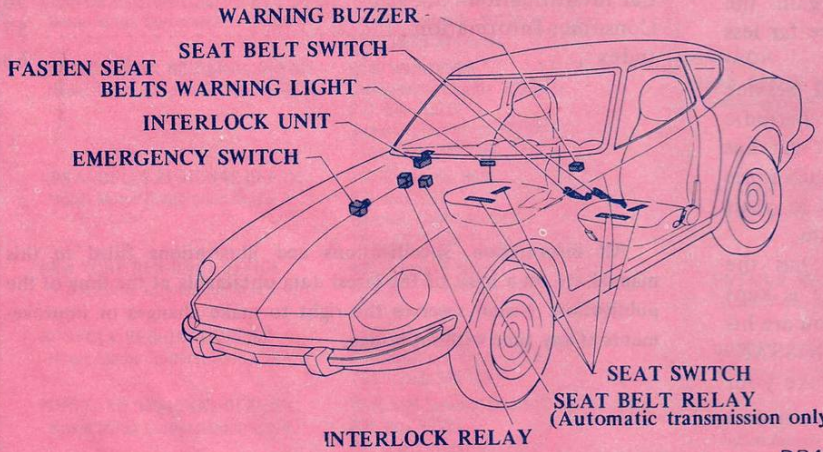
Starting the Engine (Except for Canada)

STARTING THE ENGINE

WARNING:

Never start the engine in a closed or poorly ventilated area. Carbon monoxide gases are odorless and fatal. If you have a leaking exhaust system, have it repaired or replaced promptly.

This car is equipped with a starter interlock system in accordance with federal Safety Standards. This interlock system is connected to the engines' starting system. The engine will not start unless you exactly follow the instructions outlined later.



DR481



DR482

SEQUENCE FOR ENGINE START

1. After each person is seated close and lock doors.
2. Apply the parking brake.
3. Place the gear shift lever into neutral (manual transmission) and into "N" or "P" position for automatic transmission.
4. Fasten the front seat belt and passenger seat belt (if occupied).

Precaution: If an object is on the (passenger) seat, the engine might fail to start. Always fasten the seat belt when an object is on the (passenger) seat.

5. Turn the ignition to the "ON" position.

Note: If the warning buzzer and "fasten seat belts" warning light is activated when the ignition switch is placed in the "ON" position, re-check the position of the gear shift lever, making sure it is in neutral (manual transmission) or in "N" or "P" for automatic transmission and that each seat belt is fastened securely.

6. Start the engine in the normal manner.

Caution: Remember that if you leave the car with an object left on any front seat the battery will run down.

RESTARTING THE ENGINE

If the engine stops, the starter interlock system will allow restarting of the engine under any of the following conditions.

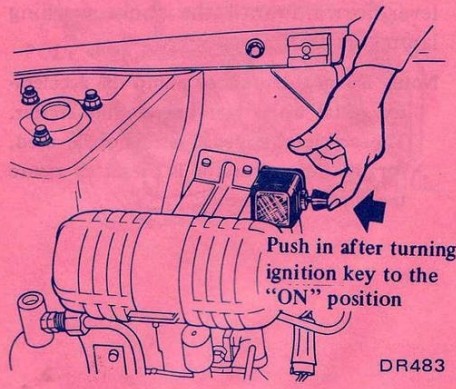
1. The ignition key remains in the "ON" position.
2. The driver remains seated.
3. Within three (3) minutes after turning the ignition key to the "OFF" or "ACC" position.

If the engine fails to restart, fasten or re-fasten each seat belt and try to start the engine. If the engine still does not start, follow the Emergency Start Procedures.

EMERGENCY STARTING PROCEDURE

If the engine will not start after correctly following the outlined instructions, an emergency start may be made by following these procedures.

1. Turn the ignition switch to the "ON" position.
2. Next, push the special button located inside the engine compartment as illustrated below.
3. Finally, turn the ignition switch to the "START" position. If necessary to start the engine in this manner, have your car checked by your NISSAN/DATSUN dealer as soon as possible.



Starting the Engine

HOW TO START THE ENGINE

1. COLD ENGINE

*** Ambient temperature 60°F (15°C) or Above**

Pull the choke lever partially (push forward about half inch from the full choke point).

After the engine starts, wait about seventy seconds. And push the choke lever forward until the choke warning lamp goes out.

*** Ambient Temperature Below 60°F (15°C)**

Pull the choke control lever fully.

After warning up, push the choke lever forward until the choke warning lamp goes out.

Note: 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.

Choke Control Lever

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

2. WARM ENGINE

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

STARTING THE ENGINE (In Canada)

WARNING:

Never start the engine in a closed or poorly ventilated place. Carbon monoxide gases are odorless and fatal. If you have a leaking exhaust, have the exhaust system repaired or replaced promptly.

Before you start the engine:

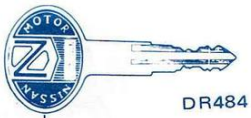
1. Make sure the parking brake is ON.
2. Place the transmission into "NEUTRAL".
3. If automatic, place it in "P" or "N" position.
4. With manual transmission, it is also a good idea to depress the clutch pedal especially on cold mornings to reduce the drag from the transmission gears.
5. Start the engine as previously described in the "How To Start The Engine" for different engine conditions.

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.

To prevent theft of your car, a warning buzzer will sound when the driver's door is opened if your key has been left in the ignition switch.

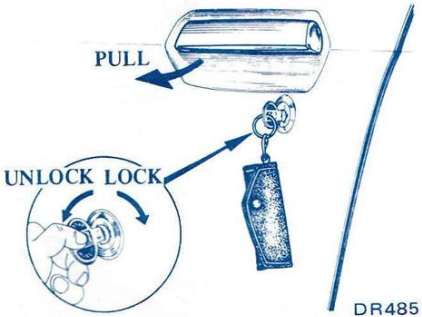
DOOR LOCKS

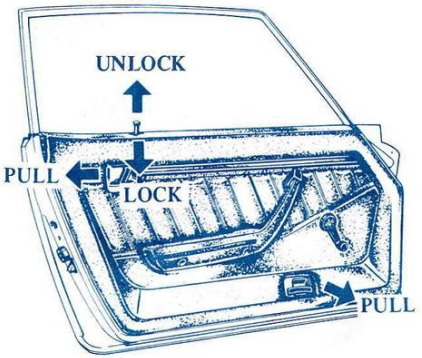
To lock the door, insert the key and turn it toward the rear of the car. Turn the key toward the front of the car to unlock the door.

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.

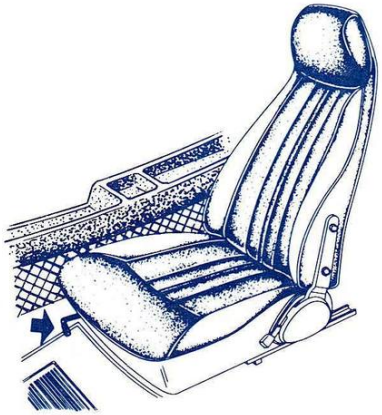
The door is so designed that when your key is left inside the car, you cannot lock all doors.





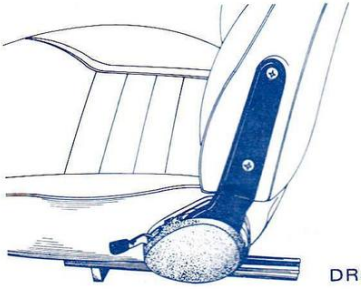
FRONT SEAT ADJUSTMENT

The fore-and-aft control lever is located at the lower front of the seat. 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.

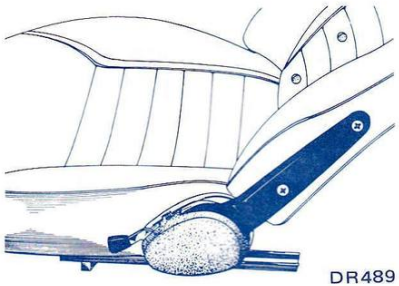


FRONT RECLINING SEAT

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



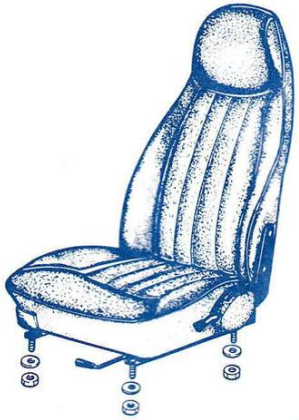
DR488



DR489

FRONT SEAT ELEVATION

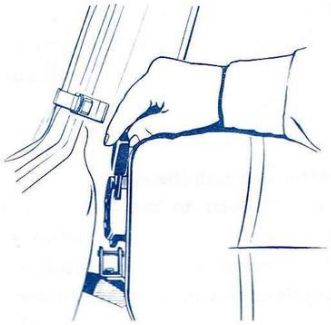
Both seats can be adjusted each 0.8 in (20.3 mm) upward and downward. To raise the seat, place the spacers on the seat raiser. Contrarily, to lower the seat remove spacer. Be sure to apply the same number of spacers to each seat raiser.

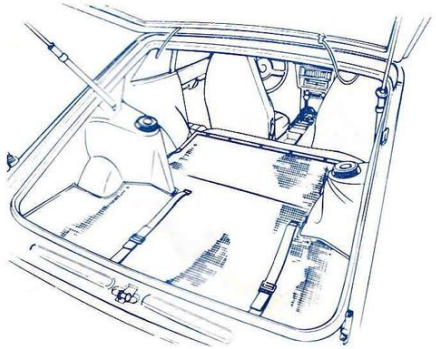


DR490

REAR SEAT
(260Z 2+2 model)

The seat back is equipped with interlocking lock mechanisms on both sides. Release either one and the seat can be folded forward or folded flush to the floor.





SAFETY SEAT BELTS

CAUTION:

Your car is equipped with a seat belt warning device in accordance with Safety Standards. This device is installed only on the front seats. The warning buzzer sounds and the "Fasten Seat Belts" warning light glows under any of the following conditions.

Conditions

1. **When the ignition key is turned to the "ON" position with the gear shift lever in any driving position and with the seat belt of any front occupant unfastened.**
2. **When you drive the car with any front seat belt unfastened.**
3. **When the seat belt of a front occupant is unfastened during driving.**

It is necessary that every occupant always wear a seat belt.

FRONT SEAT BELT

The front seat belt is a three-point type consisting of outer lap, inner lap and shoulder belts.

Outer lap and shoulder belts

The outer lap and shoulder belts are connected by a rivet, equipped with an emergency locking retractor (hereafter called ELR). The ELR is a belt retraction device which will lock the belt should the car become involved in a collision or come to a sudden stop.

Normally the belt will pull out freely and easily. However, when jerked out quickly, the belt will lock; in such a case, allow it to rewind into the retractor about one inch (25.4 mm), and then pull it out very slowly. The belt should be fastened as low as possible **AROUND THE HIPS, NOT THE WAIST.** When not in use, the outer lap and shoulder belts should be properly stowed in the casings so that they will not get dirty or obstruct passengers getting in or out of the car.

Notes:

a) **Before fastening the outer lap and shoulder belts, make sure that they lock when**

pulled out quickly.

b) The shoulder belt should not pass under the arm.

c) The outer lap and shoulder belts should not be twisted, or worn inside out.

Inner lap belt

The inner lap belt is a combination unit consisting of a buckle and flexible wire belt. The buckle has a built-in sensor which activates the buzzer and light to remind occupants to fasten their belts. Never strike or mishandle this sensor.

Before fastening the belt, adjust the direction of the inner lap belt so that the clearance between the flexible wire belt and your body is kept to a minimum.

To disconnect the belt, depress the push button located in the center of the buckle. The outboard belts will automatically retract.

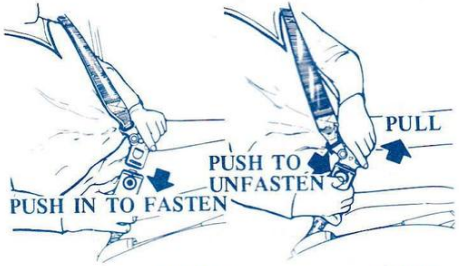
Notes:

a) The flexible wire belt should not be bent too much.

b) Be careful not to spill any beverages or oil on the buckle. Do not oil the buckle.



DR455



DR456 DR457

REAR SEAT BELTS

Rear seat belts are a two-point type which is equipped with automatic locking retractors.

To fasten the belts, pull each outboard belt out and insert the tongue into the buckle. The belt will retract a little until it fits the occupant and will automatically lock. At that point it can no longer be pulled out.

The belt should be fastened as low as possible around the hips, not the waist.

To disconnect the belt, depress the push button located in the center of the buckle. The outboard belt will automatically retract.

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 be worn reverse.



SEAT BELT MAINTENANCE

To clean the webbing of the seat belt, apply neutral detergent, brush it, wipe the chemical away, and then dry the belt in the shade. Do not use any other chemicals or try bleaching or redyeing the belt.

A worn belt should be replaced as an assembly since it might break in an accident.

Periodically check the belt and metal components such as buckles, tongues, retractors, flexible wires and anchors for deterioration or damage. If any component is found deteriorated or damaged, the belt should be replaced as an assembly.

INSIDE REARVIEW MIRROR and DOOR MIRROR

The inside rearview mirror is glare-proof.

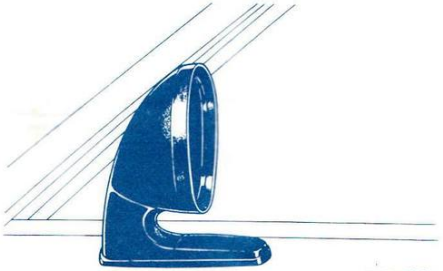
You can change the day-night mirror from clear daylight visibility to non-glare visibility by turning the knob under the mirror.

The " ☼ " mark is for day driving.

The " ☆ " mark is for night driving.



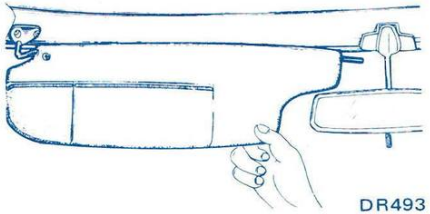
DR491



DR492

SUN VISOR

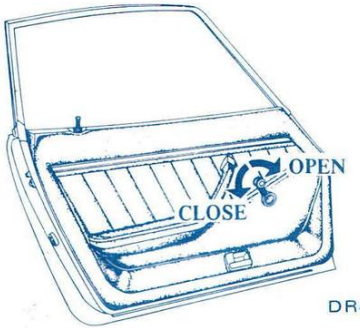
The sun visor can be moved up, down, or side ways. The sun visor for the passenger's seat is standard equipment.



DR493

WINDOW CONTROL

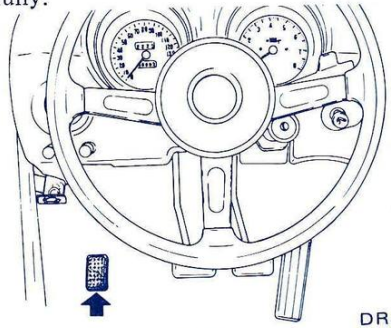
Rotate the window handle forward to lower the window.



DR494

FOOT REST

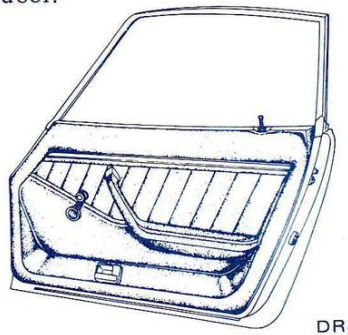
In cornering, put your left foot on the foot rest to support your body fully.



DR495

STRAP HANGER

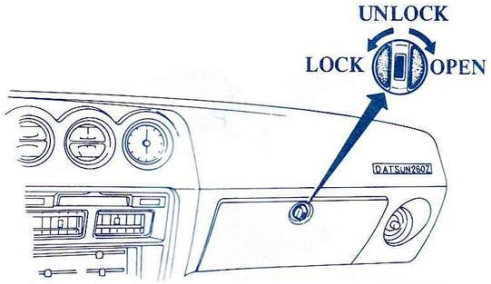
There is a strap hanger at the side of each door.



DR496

GLOVE COMPARTMENT KEY LOCK

To open the glove compartment, turn the key clockwise.

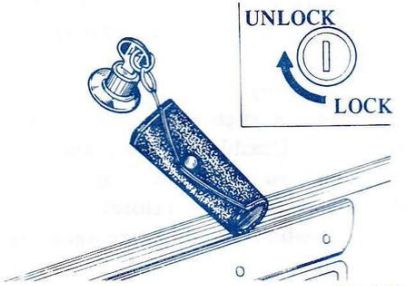


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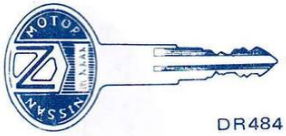
TAIL GATE KEY LOCK

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

To lock, turn it counterclockwise.



DR498

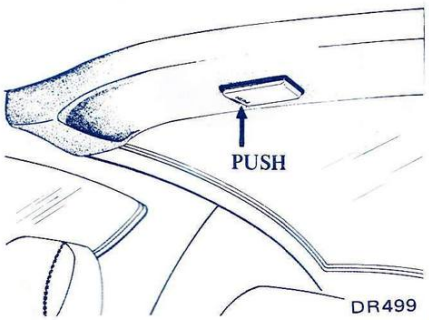


DR484

- Door locks
- Tail gate lock
- Glove compartment lock

INTERIOR LAMP

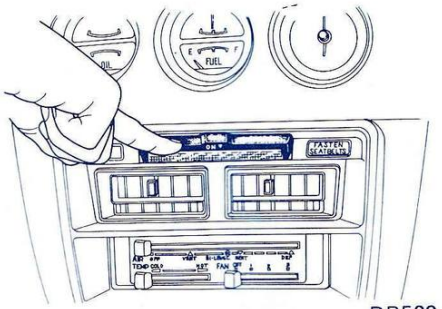
To switch "ON" and "OFF" the interior lamp, push the marked stud.



DR499

MAP LAMP

The map lamp will come on when the map lamp assembly is pushed downward. It will go out when the assembly is returned to the upward position.


DR500

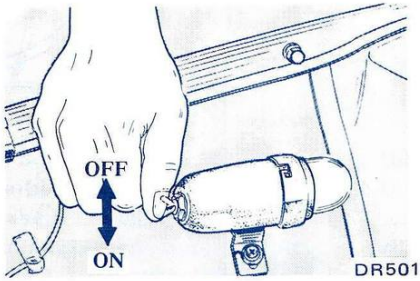
GLOVE COMPARTMENT LAMP

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

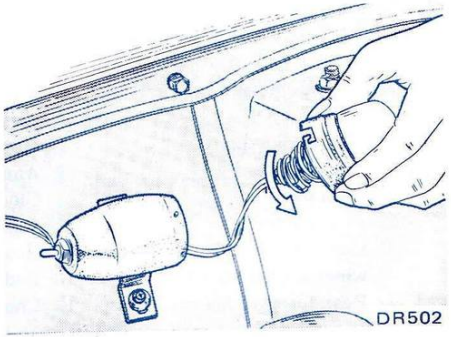
INSPECTION LAMP

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

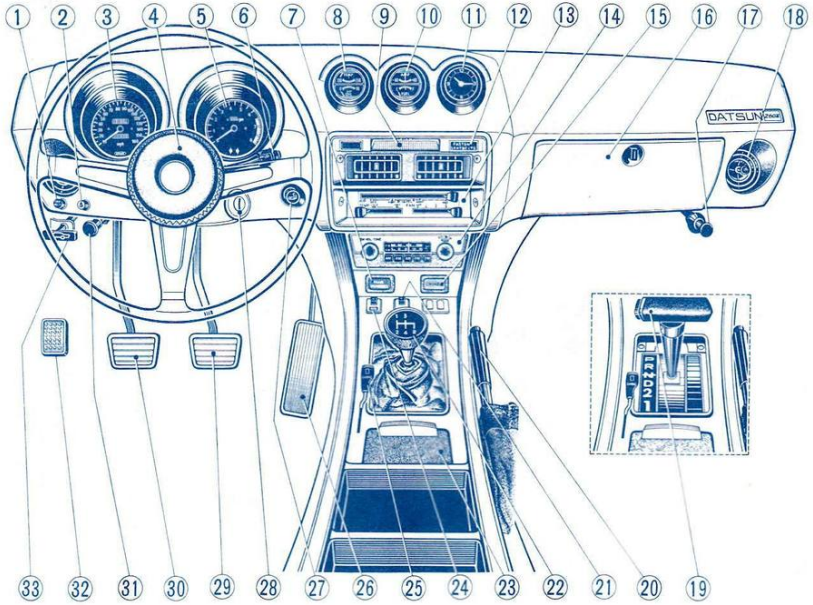
To switch "ON", push the lever down. Turn the lamp rim. The lamp is separable from the inspection lamp base.



DR501


DR502

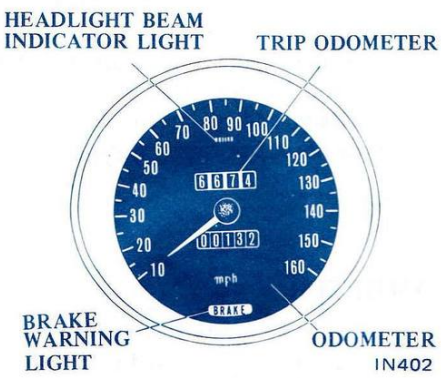
Instrument and Control

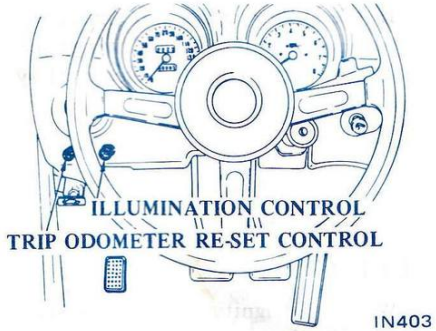


IN401

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

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 will record the mileage of an individual journey after resetting. The dial is turned back to zero by turning the reset control knob clockwise.

The trip odometer reset control knob is located on the instrument panel, under the side ventilator on the driver side.

Instrument and Control

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, front or rear half of dual brake system has failed. 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.

Instrument and Control

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 IN404

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 to be driven in the non-color or yellow sector.

TURN SIGNAL INDICATOR LIGHT

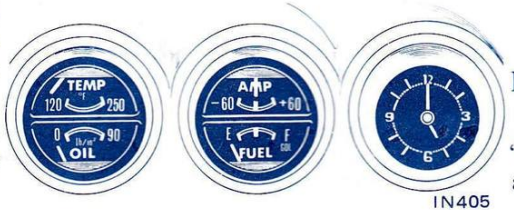
Two green indicator lights are installed on the tachometer and wink simultaneously with the exterior directional indicator lights.

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 indicates 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.



IN405

OIL PRESSURE GAUGE

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

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.

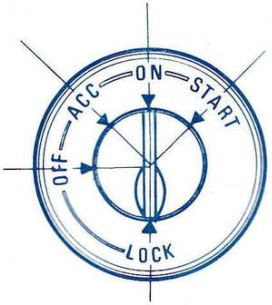
If the pointer does not indicate + ampere side at the normal driving speed, check the alternator and electrical system.

FUEL GAUGE

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

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

IGNITION SWITCH



IN406

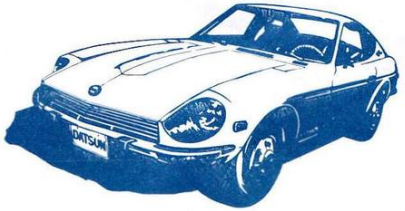
This 5-position ignition switch, which is integrated with the steering lock device, controls the engine ignition system and most of the electrical equipment.

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, 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.

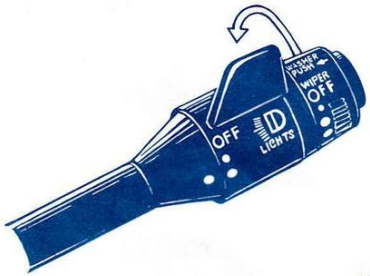


LIGHT SWITCH

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 and all above lights are turned on.

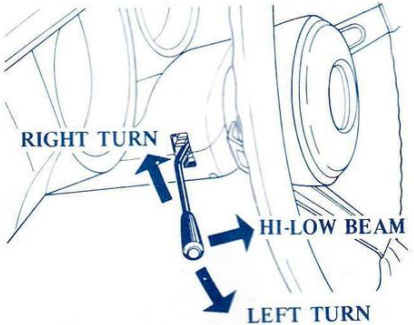


IN407

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 in. 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.



IN408

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.



IN409

HAZARD WARNING SWITCH

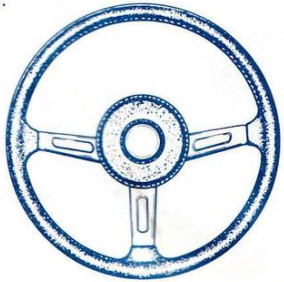
By pushing the seesaw switch, all the directional lights flash at the same time.



IN410

HORN

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



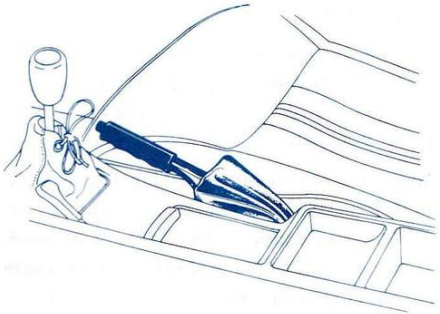
IN411

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.



IN412

REAR DEFOGGER

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

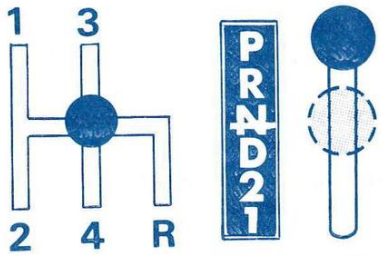
By turning the switch, the system starts operating. The rear defogger indicator lamp will glow to indicate the system is on. When defrosting is over, turn the switch off.

If you are cleaning 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.



IN413

STARTING THE ENGINE



OP068

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" position.
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

*** Ambient Temperature 60°F (15°C) or Above**

Pull the choke lever partially (push forward about half inch from the full choke point).

After the engine starts, wait about seventy seconds. And push the choke lever forward until the choke warning lamp goes out.

*** Ambient Temperature Below 60°F (15°C)**

Pull the choke control lever fully.

After warming up, push the choke lever forward until the choke warning lamp goes out.

Note: 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.

Choke Control Lever

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

2. WARM ENGINE

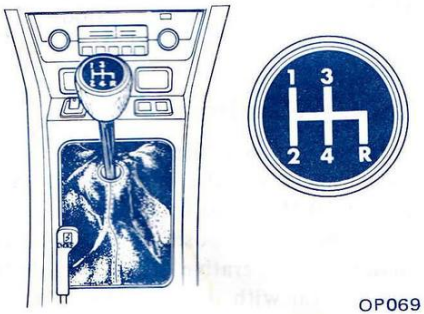
Depress the accelerator pedal fully and hold it there while cranking the engine. The choke control lever need not be used.

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



OP069

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.

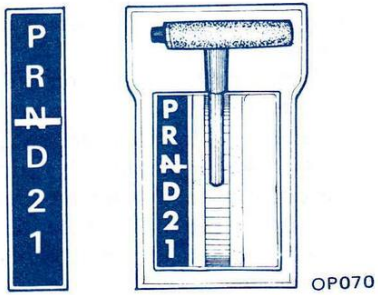
At low speeds and in stop-and-go traffic, you will find the engine more responsive to acceleration when you first downshift to a lower gear. Hill climbing on steep grades is easier and reduces the possibility of stalling the engine if you shift to the 3rd or 2nd gear. To maintain safe speeds on steep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

Operating the Car

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. 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.

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 1,000 miles (1,600 km) the car must not be driven at full throttle, nor should the speed exceed the started upper limit except for very 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 1,000 miles (1,600 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.

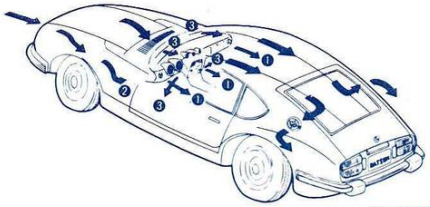
Under such circumstances, avoid racing the engine. This is because one actual drive wheel spins at twice the speedometer reading when the other drive wheel is stopped resulting in tire and differential damage.

Comfort and Convenience Features

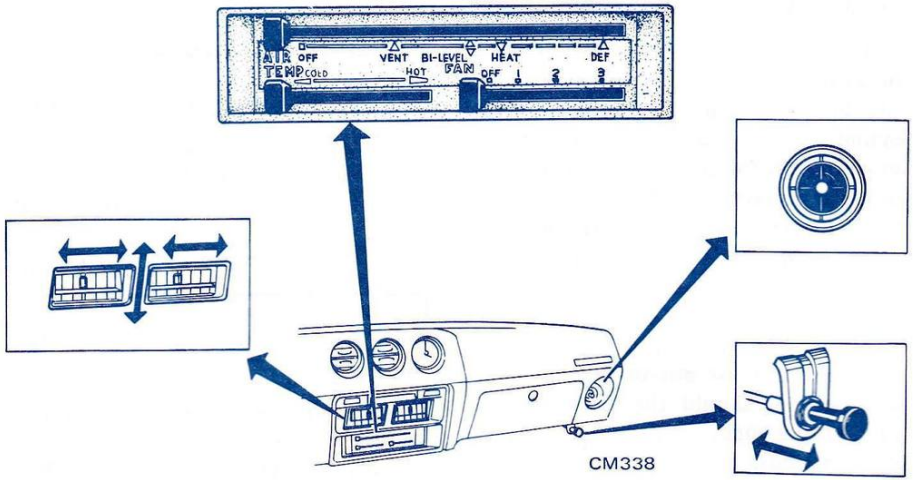
VENTILATING SYSTEM

The forced ventilator 1 , and dash side ventilator 2 are available, 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.



CM337



CM338

LOCATION OF OPERATING CONTROLS

TO CLOSE



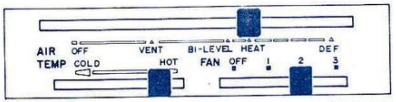
CM340

TO VENTILATE



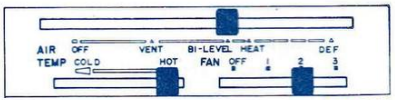
CM342

TO HEAT



CM339

TO BI-LEVEL



CM341

TO DEFROST



CM343

AIR CONDITIONER (Optional)

The air conditioning system combines the functions of cooling and heating into one unit. The system is operated by the control levers located on the control panel in the instrument panel. For explanations of "Heating", refer to the "HEATER" described previously.

"AIR" control lever

Cooling, heating and ventilating requirements are handled by a variety of systems which can be selected by the "AIR" control lever; this lever must be set at the "A/C" position when cooling is required.

"TEMP" control lever

The "TEMP" control lever can be set at any position between "COLD" and "HOT" to regulate cooling temperature to your preference.

The cooling system automatically switches on and off to continually maintain the car interior at the desired cooling temperature.

Cooled air is discharged into the interior through five outlets.

One of outlets is located in the center of the instrument panel, other two are on either side of the instrument panel and the others directed to the front seat near your feet.

- If the cooling system has not been used for a week or more, or if the ambient temperature range is below 60°F, the system should be run in by turning the switch on and off several times at three second intervals, with the engine running at low speed. This will add much to the service life of the system.
- If anything unusual is noted in the operation of the system, shut it off immediately and have it checked by NISSAN/DATSUN dealer.
- It is suggested that the system be run for about ten minutes or so at least once a month in winter, so that it will be ready for use in next season.
- At the start of the season have the air conditioning system checked by your NISSAN/DATSUN dealer.

To cool the car

Set the "AIR" control lever at the "A/C" position.

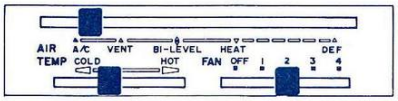
Set the "FAN" control lever at the desired blower speed.

The fan switch must be on to cool the car.

Move the "TEMP" control lever to any position for the desired temperature.

AIR CONDITIONING

(The operation of other positioning is the same as that for heater)



CM344

Comfort and Convenience Features

Note: Keep any vents and windows close while the air conditioner is in operation.

To heat the car

Utilize the same procedure as that for the heater.

To ventilate the car

Utilize the same procedure as that for the heater.

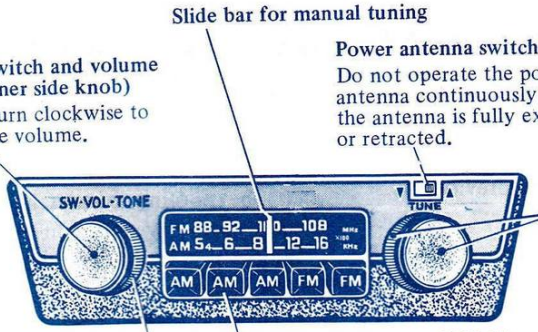
Bilevel

Utilize the same procedure as that for the heater.

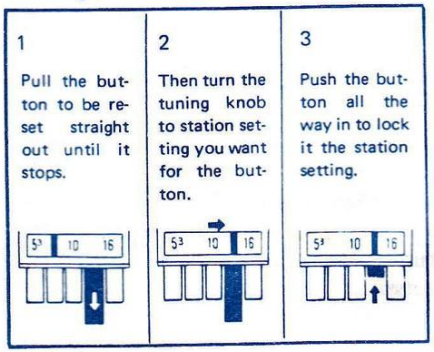
To defrost and defog the windshield

Utilize the same procedure as that for the heater.

RADIO

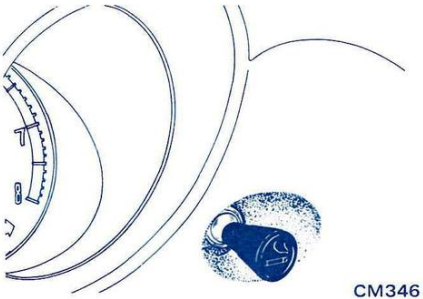


To set push buttons

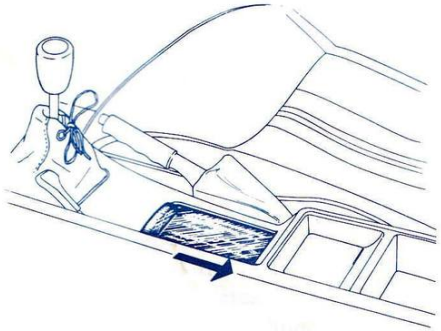


ASH TRAY AND CIGAR LIGHTER

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



CM346

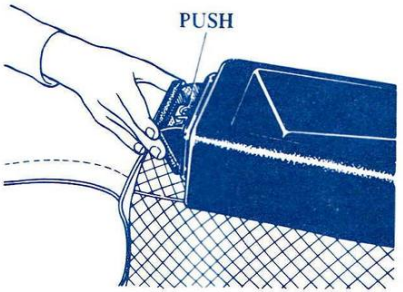


CM347

260Z 2+2 model

The ash tray for rear seat occupants is located at the rear end of the floor console box.

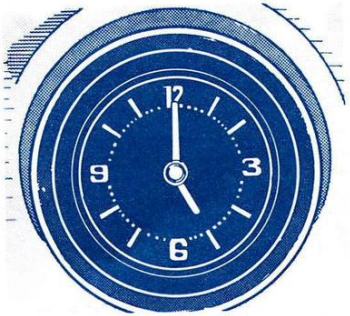
It can be removed by depressing the center lever with your finger.



CLOCK

To set clock

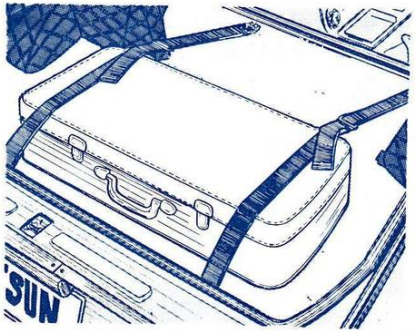
Turn right to advance hands – to the left to retard hands several settings may be needed to obtain completely accurate time keeping. For the best results, reset the clock on daily basis.



CM348

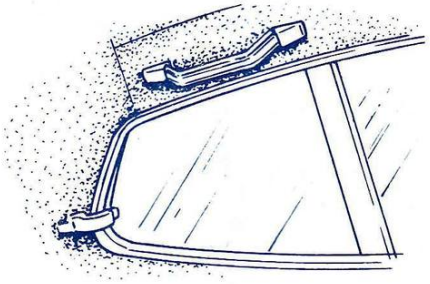
Comfort and Convenience Features

BAGGAGE BELT



CM349

STRAP HANGER FOR REAR SEAT (260Z 2+2 model)





CM350

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 30
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.



DA182

HOOD LOCK

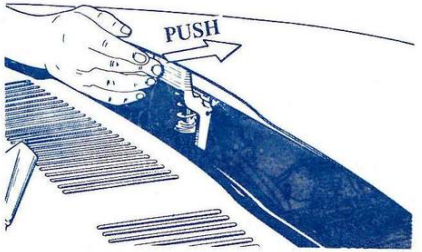
Check the hood to see if it is closed and locked properly. Lubricate hood lock assembly every 8,000 miles or 8 months whichever occurs first.

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.

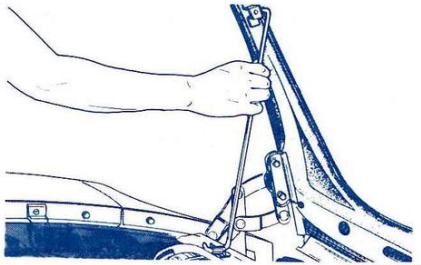
OPENING THE INSPECTION LID

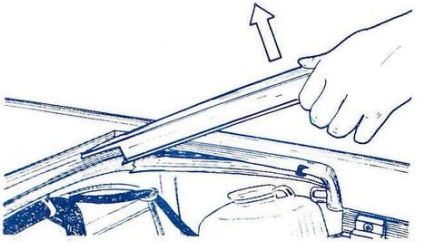
To inspect the battery or the windshield washer tank, open the hood, and then the inspection lid.

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



DA183


DA184


DA185

Daily Care

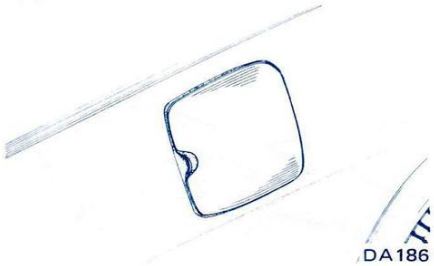
FUEL RECOMMENDATION

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.

FUEL FILLER LID


DA186

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.

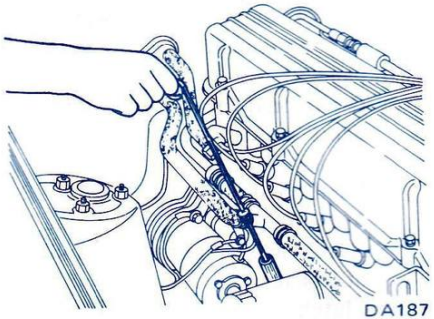
The recommended degree of viscosity of lubricant for the engine, transmission, varies with temperature changes. Lubricants provided with the vehicle at the factory are intended for use at temperatures between 32 to 90°F (0 to 32°C).

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.qt.
	(3 ½ Imper.qt., 4.0 liters)
Oil filter:	1 ½ U.S.pt.
	(1 ¼ Imper.pt., 0.7 liter)

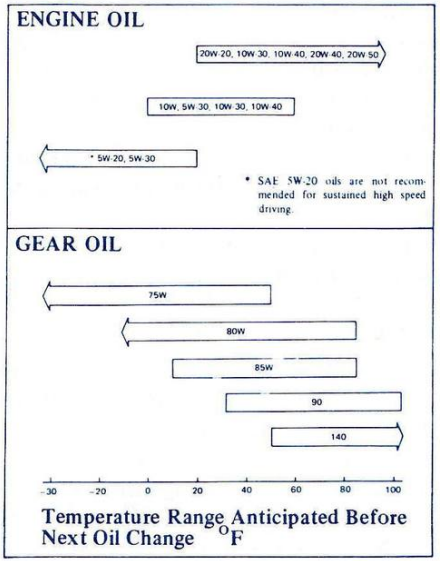
It is normal condition to add some engine oil between 4,000 miles (6,000 km) oil changes. The amount added will vary with severity of operation.


DA187

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

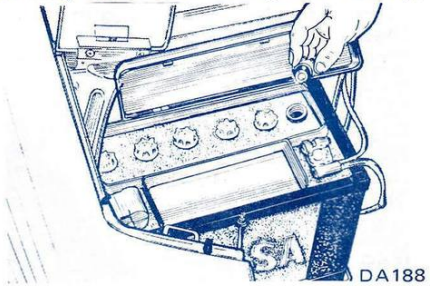
Check the electrolyte level in each battery cell about once a month. Unscrew each filler cap and inspect fluid level. If the fluid is low, add distilled water to bring the level up approximately 0.2 in (5 mm) above the plates. Do not overfill.

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 electrolyte solution. Otherwise the water may freeze and damage the battery.


DA188

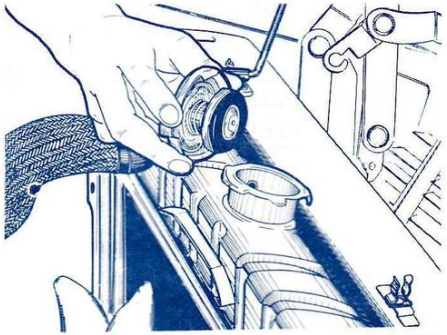
COOLING SYSTEM CARE

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

Genuine NISSAN permanent antifreeze coolant (ethylene glycol base) 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.

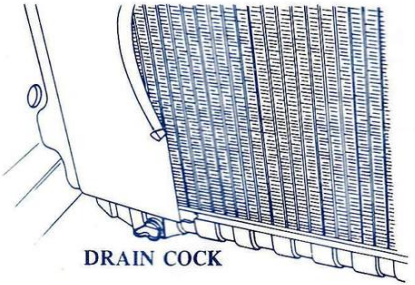
When removing the cap turn it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.


DA189

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.

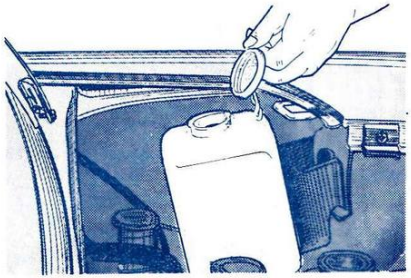
Cooling system capacity
10 U.S.qt.
(8 ¼ Imper.qt., 9.4 liters)



DA190

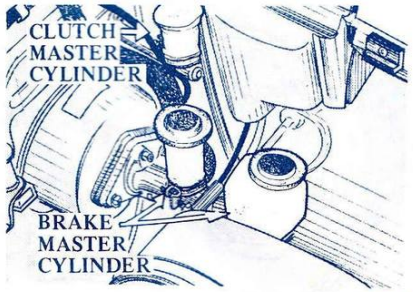
WINDSHIELD WASHER TANK

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



DA191

BRAKE AND CLUTCH MASTER CYLINDERS



DA192

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



WH008

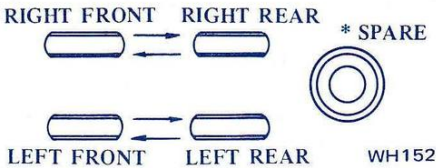
RECOMMENDED COLD TIRE INFLATION PRESSURE

Tire size	For normal speed (under 100 MPH)	For high speed (over 100 MPH)
175HR-14	28 psi	33 psi
* 195/70VR14	28 psi	33 psi

* Optional equipment for 260Z 2+2 model only

- It is better to use all tires including the spare tire evenly.

Radial ply tires



WH152

* Regardless of tire brand the spare tire should be used in an emergency only.

As to the tire rotation interval, refer to Periodical Maintenance and Lubrication Schedule.

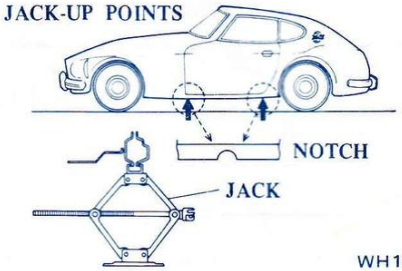
- Be sure that all tires are of the same size, type and load range.
  Must not mix radial ply or belted tires with conventional type.

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 points at the floor panel as shown below.
3. Using the wheel nut wrench, take off the wheel cap and loosen 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.

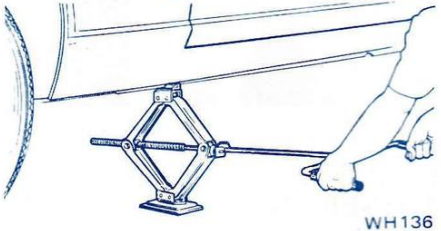


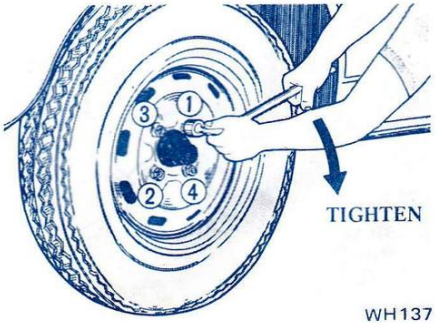
WH133



WH134


WH135


WH136



WH137

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.



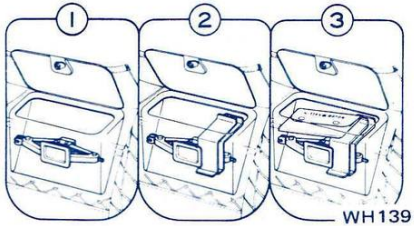
WH138

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.

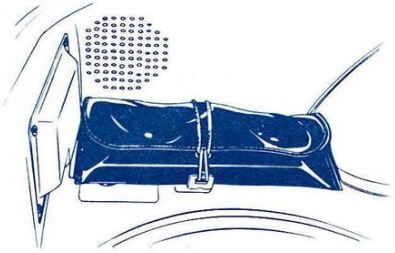
Jack and wheel chocks stowage are given on the label on the tool cover board.



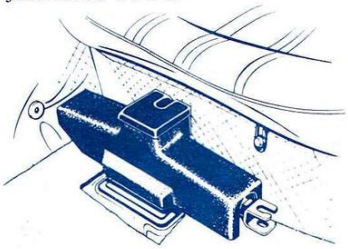
WH139

260Z 2+2 model

The tool bag is stowed under the left rear mat and secured with a rubber strap. The tire stopper is of a folding design which should be kept inside the tool bag when not in use.



The jack should be stowed in front of the left rear seat with the cover on. It can be taken out by turning the jack handle counterclockwise and pushing the jack head down.



Wheel and Tire

TOWING

It is necessary to use proper towing equipment, to avoid possible damage to the car during a towing operation. Towing information is obtainable from your local NISSAN/DATSUN dealer.

All applicable State (Provincial in Canada) and local laws regarding the towing operation must be obeyed.

Before towing your car, make certain that the parking brake is released and the transmission is in neutral. If the transmission and rear axle are in good working order, your car may be towed with all the wheels on the road. If the transmission and/or rear axle are inoperative, your car must be towed from the rear with the rear wheels raised.

Cautions:

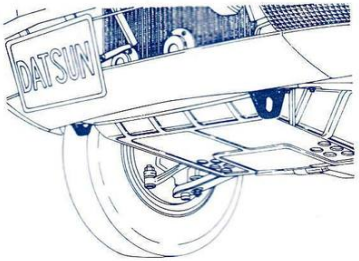
a. **The ignition key must be turned to the OFF position and remain in the ignition. Do not remove the key during the towing operation, as this will lock the steering column and damage the lock mechanism.**

b. **If the car equipped with the automatic transmission is towed with rear wheels on the road, speed should not exceed 20 MPH and the towing distance should not exceed 6 miles. If this is not possible, tow the car with the rear wheels raised.**

Warning: Your car is equipped with a front towing hook as illustrated. However, this hook should be used only in an emergency situation, e.g., to pull the car out of a ditch, a snowbank or mud.

When towing, do not take up slack in the rope too quickly.

It is illegal to tow a car on the highways with a rope.



WH140

FOREWORD

Description

The control of automotive air pollution largely depends upon the development of effective emission control systems. To meet this demand, Nissan has been making continuous efforts towards 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 regular intervals under 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. and provinces of Canada.

Warranty Statement

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

Owners Responsibility for Documentation

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 manufacturer's 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 guarantee booklet should be transferred to each subsequent owner of the vehicle.

Normal Vehicle Use

The emission standards 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 Motor Octane Number in the U.S. and in Canada). 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).

(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 the 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.

EMISSION CONTROL SYSTEMS

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

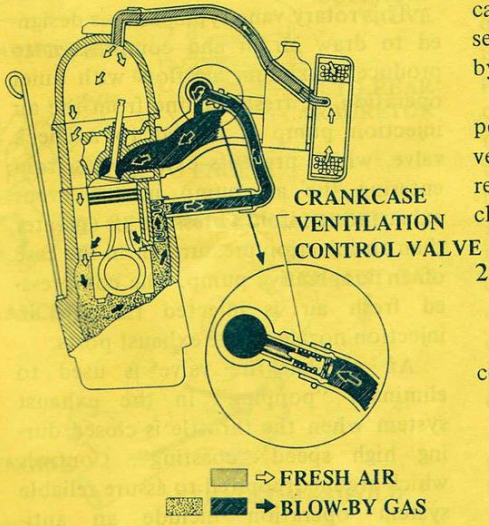
These harmful gases are discharged into the atmosphere through the exhaust system or engine crankcase.

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

Hydrocarbons and nitrogen oxides 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 entering 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 at the same time to send filtered air into the crankcase for ventilation. Thus, this system serves to prevent the emission of blow-by gases into the atmosphere.

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

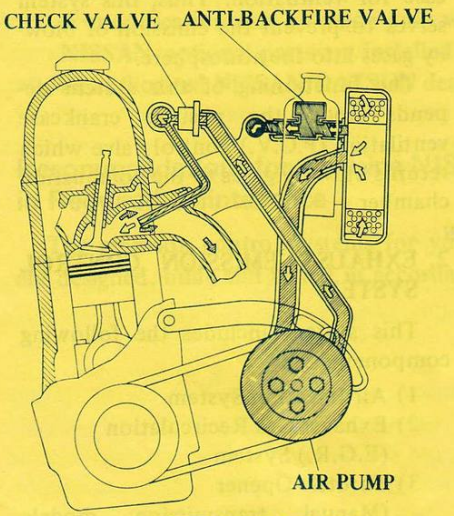
2. EXHAUST EMISSION CONTROL SYSTEM

This system includes the following components:

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

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 during high speed "coasting". Controls which are incorporated to assure 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 direct the burnt gas to the intake manifold so that they re-enter the engine combustion chambers.

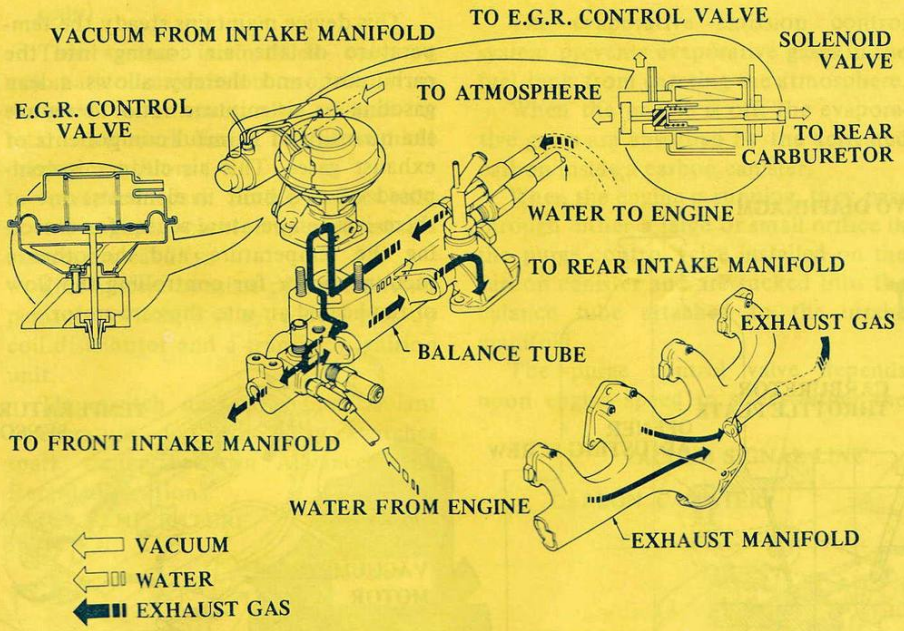
This reduces the combustion temperature, thus reducing "NOx" emission.

In operation, 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 water temperature switch inactivate the system when the engine coolant temperature is low, providing good driveability and easy starting in cold weather.



3) Throttle Opener (Manual transmission models only)

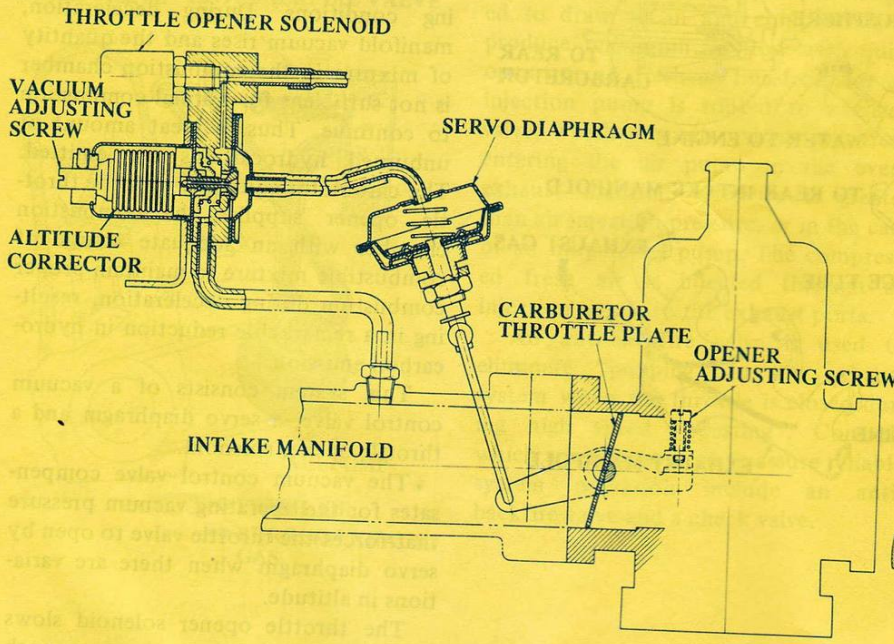
The function of the throttle opener is to open the throttle valve of the carburetor slightly under vehicle coasting conditions. During deceleration, manifold vacuum rises and the quantity of mixture in the combustion chamber is not sufficient for normal combustion to continue. Thus, a great amount of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

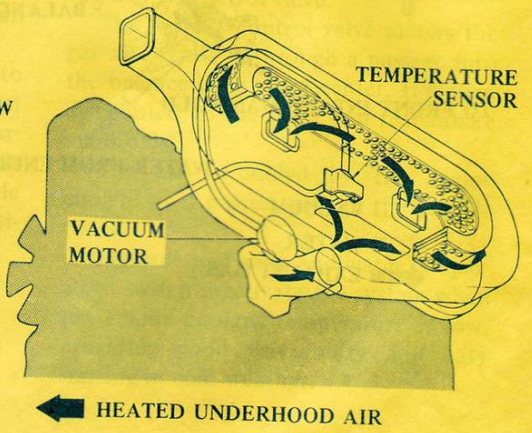
The throttle opener solenoid slows down the speed of the engine to smooth idling speed.

Another important feature is the speed detector.



4) Automatic Temperature Control Air Cleaner

This device maintains steady the temperature of the air coming into the carburetor, and thereby allows a lean gasoline to air mixture ratio to reduce the quantity of harmful components of exhaust gases. This air cleaner is composed of two built in elements; 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.



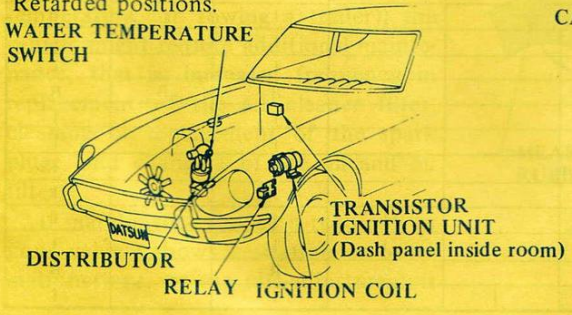
5) Spark Timing Control System (Automatic transmission models only)

This system is installed only on automatic transmission models. It is designed to automatically advance or retard the spark timing to meet vehicle driving conditions.

Advanced spark timing occurs only at low engine coolant temperatures; this assures driveability.

This system consists of a water temperature switch, a relay, a dual pick-up coil distributor and a transistor ignition unit.

The switch detects engine coolant temperature and the relay switches spark timing between Advanced and Retarded positions.



3. EVAPORATIVE EMISSION CONTROL SYSTEM

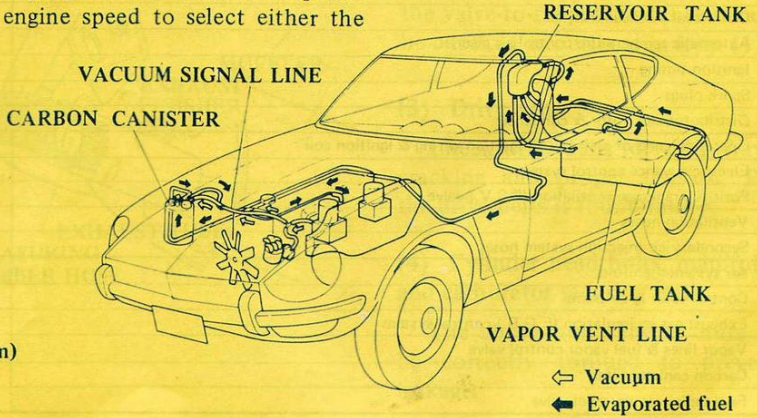
The evaporative emission control system prevents evaporative gases in the fuel tank from entering the atmosphere.

When the engine is off, the evaporative gases are absorbed by the activated carbon inside a carbon canister.

When the engine is running, they pass through either a large or small orifice in the purge control valve installed on the carbon canister and are sucked into the balance tube attached to the intake manifold.

The purge control valve depends upon engine speed to select either the large or small orifice to control the amount of evaporative gases. A filter which is vented to the atmosphere is located on the bottom of the carbon canister. When the evaporative gases inside the carbon canister are sucked into the balance tube, air is sucked through the filter element and then passes through the activated carbon.

This intake of air cleans the activated carbon and prevents the fuel tank from being decompressed. When the vacuum pressure in the fuel tank is too high, air passes through the vacuum relief valve in the fuel filler cap.



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
1. Intake & exhaust valve clearance	A	A	A	A	A
2. Engine compression	I	I	I	I	I
3. Drive belts	A	I	I	I	I
4. Cylinder head bolts, manifold nuts & carburetor securing nuts	A				
5. Engine oil	R	R: 4,000 mile or 4 month interval			
6. Oil filter	R	R: 8,000 mile or 8 month interval			
7. Engine coolant			R		R
8. Cooling system, hoses & connections		I	I	I	I
9. Vacuum fittings, hoses & connections		I	I	I	I
10. SU-carburetor damper oil level, top up if necessary		I: 4,000 mile or 4 month interval			
11. Carburetor idle rpm & mixture ratio	A	A	A	A	A
12. Choke mechanism (choke plate & linkage)	A	A	A	A	A
13. Boost controlled deceleration device or throttle opener	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
18. Ignition timing		A	A	A	A
19. Spark plugs		R	R	R	R
20. Distributor cap, rotor & condenser		I	I	I	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
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 system		I	I	I	I
29. Vapor lines & fuel vapor control valve		I	I	I	I
30. Carbon canister filter			R		R
31. Fuel tank vacuum relief valve	I		I		I

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

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 correspond 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 control performance of your vehicle.

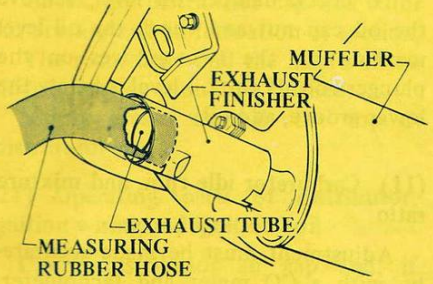
It is also important that emission components be replaced on the designated time or mileage basis. If frequently used in an unusual operating condition (driving on a dusty road, disuse for a long time, repeated travel less than several miles, short trips in freezing temperature, or towing a trailer), 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 of 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.

SERVICE NOTICE:

The exhaust tail finisher is of a double construction.

When making an emission test, insert a sampling hose into the inner exhaust pipe.



(1) Intake and exhaust valve clearance

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).

When engine compression is checked, the valve-to-tappet clearance should also be checked as outlined in item (1).

(3) Drive belts

Check drive belts for wear, fraying or cracking and proper tension. Replace the drive belts if found faulty.

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

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

(5) Engine oil

Engine oil should be changed after the first 600 miles and every 4,000 miles or 4 months thereafter, whichever occurs first.

(6) Oil filter

The oil filter must be replaced at the first engine oil change. Thereafter, it should be replaced with every second oil change.

(7) Engine coolant

The engine coolant should be checked for proper level. 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 damage or looseness. If a leaky hose or connection is found, replace it with a new one.

Check the carburetor water control valve for damage or looseness. Replace the valve if found faulty.

(9) Vacuum fittings, hoses and connections

Check hoses and connections for looseness or damage.

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

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

(11) Carburetor idle rpm, and mixture ratio

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

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

(12) Choke mechanism (choke plate and linkage)

Check for smooth operation of the choke plate and linkage. 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

To test, first raise engine speed and then reduce it to idling.

Failure of the engine to fall to idling may result from an improper adjustment, or a leaky hose or connection, which should be corrected first, 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.

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

Check fuel hoses, piping and connections for damage, leaks or looseness.

Replace any faulty 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 that it opens (when warm) or shuts (when cold) properly during the warming-up period. Check the hoses for cracking or disconnection.

(18) Ignition timing

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

(19) Spark plugs

The spark plugs should be replaced every 12,000 miles or 12 months, whichever occurs first.

Spark plug gap should be checked whenever engine idle is adjusted.

If the electrodes are badly worn or excessively fouled, replace the spark plugs.

(20) Distributor cap, rotor and condenser

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

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

Apply grease through the top of distributor shaft.

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

Check distributor air gap and, if necessary, adjust.

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

Check the ignition wiring for cracking of exterior insulation and a tight fit on the distributor cap and spark plugs. Check the ignition coil for proper external appearance and sparking performance.

(22) Electrical advance control system

Check for proper operation of the spark timing control system. This system which is installed only on automatic transmission models consists of a water temperature switch, a relay, a dual pick-up coil distributor and a transistor ignition unit.

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

Check for proper operation of the 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.

Emission Control Systems

(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 failure 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 the leaky connection.

Replace the air gallery pipe assembly if it is cracked or damaged in any way.

(27) Control valve and air pump

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

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

If the check valve does not work properly and backflow of exhaust gas occurs, replace the 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 system

Check the solenoid valve, terminal and wiring, and if any malfunction is found, replace the solenoid valve assembly. Check the E.G.R. control valve and see that it opens (at partial throttle) or shuts (at idling or full throttle) properly.

If the E.G.R. control valve does not operate properly, replace the E.G.R. control valve assembly.

In any case, the E.G.R. control valve assembly should be removed and the E.G.R. control valve seat cleaned since it may be fouled with carbon deposits.

(29) Vapor lines and fuel vapor control valve

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

Make sure that the purge control valve of the carbon canister operates properly when vacuum from the engine is admitted.

If improper operation is due to a faulty diaphragm in the purge control valve, replace the diaphragm assembly.

(30) Carbon canister filter

The carbon canister filter should be replaced every 24,000 miles or 24 months, whichever occurs first.

Make sure that the filter element is positioned in place on the bottom of the carbon canister.

(31) Fuel tank vacuum relief valve

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

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 damaged 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.
	Damaged 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, transistor ignition unit and spark plugs.
	Weak spark or no spark occurs on spark plugs.	

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, and harness.	Check for loose connections. Repair or replace if necessary. *

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.
	Damaged 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 water temperature 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. *

Emission Control Systems

Condition	Probable cause	Corrective action
	Malfunction of A.T.C. air cleaner.	Check for loose vacuum hoses. Replace if necessary. *
	Damaged water control valve.	Replace. *
	Damaged anti-backfire valve.	Replace. *
	Damaged E.G.R. control valve.	Replace. *
Air pump noisy.	Damaged 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.
	Damaged alternator or voltage regulator.	Replace alternator or voltage regulator. *

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.

PERIODIC MAINTENANCE SERVICE SCHEDULE CHART

MAINTENANCE OPERATION	MAINTENANCE INTERVAL										
Number of miles in thousands or months, whichever comes first	600 miles	4	8	12	16	20	24	28	32	36	60
					40	44	48	52	56		
UNDER VEHICLE MAINTENANCE											
Brake, clutch, fuel & exhaust lines & hoses for proper attachment, leaks, cracks, chafing, abrasion, deterioration, etc.	I	I	I	I	I	I	I	I	I	I	I
NP-valve							I				
Transmission & differential gear oil	R	I	I	I	I	I	I	I	I	R	I
Steering linkage & gear box, suspension parts, propeller shaft & flange bolts for damaged, loose & missing parts	I			I			I			I	I
Steering linkage & suspension ball joints grease							R				
Propeller shaft joints (Lubricate if necessary)										I	
Rear axle drive shaft joints & ball spline (Lubricate if necessary) (I.R.S.)										I	

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

Periodical Maintenance and Lubrication Schedule

PERIODIC MAINTENANCE SERVICE SCHEDULE CHART

MAINTENANCE OPERATION	Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL										
		600 miles	4	8	12	16	20	24	28	32	36	60
						40	44	48	52	56		
UNDER HOOD MAINTENANCE												
Engine oil for leaks		I	I	I	I	I	I	I	I	I	I	I
Accelerator, clutch, parking brake, choke, speedometer & hood release cables or linkages (Lubricate if necessary) (1)				I		I		I		I		
Brake, clutch, coolant, automatic transmission & steering gear fluid lever & leaks		I	I	I	I	I	I	I	I	I	I	I
Brake fluid					R			R			R	R
Brake master cylinder								I				
Master-vac, vacuum hose & check valve					I			I			I	I
Steering gear grease								R				
Air conditioning system hoses, connections & refrigerant leaks			I	I	I	I	I	I	I	I	I	I
Battery terminals, fluids & specific gravity (1)		I		I		I		I		I		

A: Adjust I: Inspect, correct—replace if necessary R: Replace

(1) More frequent maintenance if under drive in areas using road salt or other corrosive materials.

PERIODIC MAINTENANCE SERVICE SCHEDULE CHART

MAINTENANCE OPERATION	Number of miles in thousands or months, whichever comes first	MAINTENANCE INTERVAL										
		600 miles	4	8	12	16	20	24	28	32	36	60
						40	44	48	52	56		
OUTSIDE AND INSIDE MAINTENANCE												
Tire & road wheel for wear & damage			I	I	I	I	I	I	I	I	I	I
Rotate wheel position & inspect wheel balance & wheel alignment				I		I		I		I		
Bumper height					I			I			I	I
Headlight aiming											I	
Disc brake pads & other internal brake components for wear, deterioration & leaks (2)			I	I	I	I	I	I	I	I	I	I
Brake drums, linings & other internal brake components for wear, deterioration & leaks (1)					I			I			I	I
Wheel bearing grease								R				
Locks, hinges & hood latch (1)				L		L		L		L		
Seat belts, buckles, retractors, anchors & adjuster				I		I		I		I		
Starter interlock system				I		I		I		I		
Parking brake, foot brake & clutch free play & operation		I	I	I	I	I	I	I	I	I	I	I

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

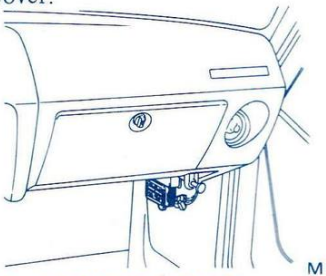
(1) More frequent maintenance if under drive in areas using road salt or other corrosive materials.

(2) If vehicle is operated under road salt or other corrosive material, inspect disc brake every 3,000 miles 3 months.

FUSE

Fuses are located on the dash side inside the car compartment.

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

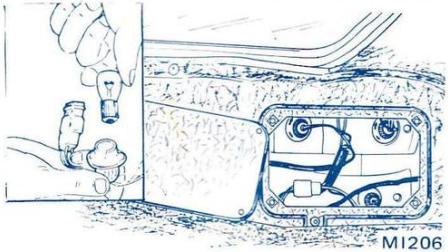


MI205

REAR COMBINATION LIGHTS

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

Then remove bulb from the socket.



MI206

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		
Back-up light	32 c.	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	8 watts	–
Glove compartment lamp	3.4 watts	–
Clock illumination lamp	3.4 watts	–
Cigar lighter illumination lamp	1.7 watts	–
Hazard illumination lamp	1.7 watts	–
Heater control illumination lamp	3.4 watts	–
Choke warning lamp	1.7 watts	–
Seat belt warning lamp	1.7 watts	–
Rear defogger indicator lamp	1.7 watts	–

Minor Maintenance

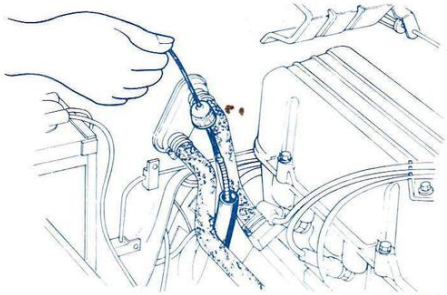
AUTOMATIC TRANSMISSION FLUID

Oil level should be checked every 4,000 miles (6,000 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)



M1207

APPROXIMATE REFILL CAPACITIES

			U.S. Measure	Imper. Measure	Liters
Fuel tank		Fuel	15 7/8 gal.	13 1/4 gal.	60
Engine cooling system		Coolant	10 qt.	8 1/4 qt.	9.4
Engine crankcase *1		Engine oil	5 qt.	4 1/8 qt.	4.7
Transmission case	Manual	Gear oil	3 1/8 pt.	2 5/8 pt.	1.5
	Automatic		5 7/8 qt.	4 7/8 qt.	5.5
Differential case			2 1/8 pt.	1 3/4 pt.	1.0

*1 Includes 1 1/2 U.S. pt., (1 1/4 Imper.pt., 0.7 liter) required for oil filter replacement.

ENGINE SPECIFICATIONS

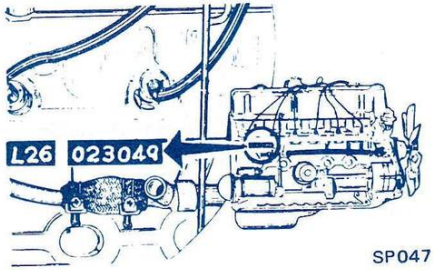
Design	6 cylinder in line, OHC
Displacement	156.5 cu in (2,565 cc)
Bore x stroke	3.27 x 3.11 in (83 x 79 mm)
Compression ratio	8.8 : 1
Ignition timing (BTDC)	8°/750 rpm 8°/600 rpm: Retarded 15°/600 rpm: Advanced in "D" range*
Idling speed	750 rpm 600 rpm in "D" range*
Battery	12V-60AH 12V-65AH for Canada
Spark plug gap	0.031 to 0.035 in (0.8 to 0.9 mm)
Distributor air gap	0.0118 to 0.0157 in (0.30 to 0.40 mm)
Valve clearance (hot)	Int. 0.0098 in (0.25 mm) Exh. 0.0118 in (0.30 mm)
Belt tension	
Fan belt	0.31 to 0.47 in (8 to 12 mm)
Air pump	0.59 to 0.79 in (15 to 20 mm)
Cooler compressor	0.31 to 0.47 in (8 to 12 mm)

* Automatic transmission

Car Identification

1. Engine Number

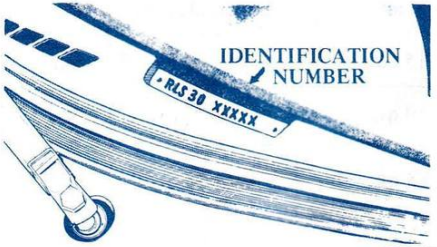
The engine number is stamped on the right side of the cylinder block.



SP047

2. Identification Number

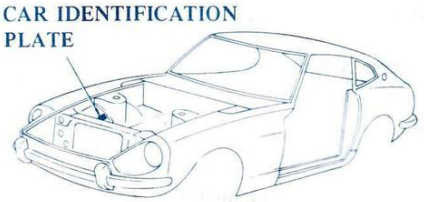
The identification number is stamped on instrument panel.



SP048

3. Car Identification Plate

The car identification plate is located in front of the right hood ledge.



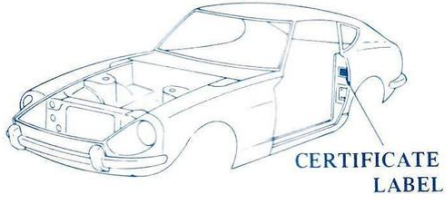
4. Car Serial Number

The car serial number is stamped on the upper face of the left dash panel.



5. Certification Label

The certification label is located on the upper portion of the left lock pillar.



INTRODUCTION

The figures contained in the summary following apply to all NISSAN/DATSUN vehicles in the particular group.

In compliance with the National Traffic and Motor Vehicles Safety Act (15 U.S.C. 1401, 1407), our NISSAN/DATSUN vehicles have been tested extensively and the results compiled to cover completely our total range of automobiles.

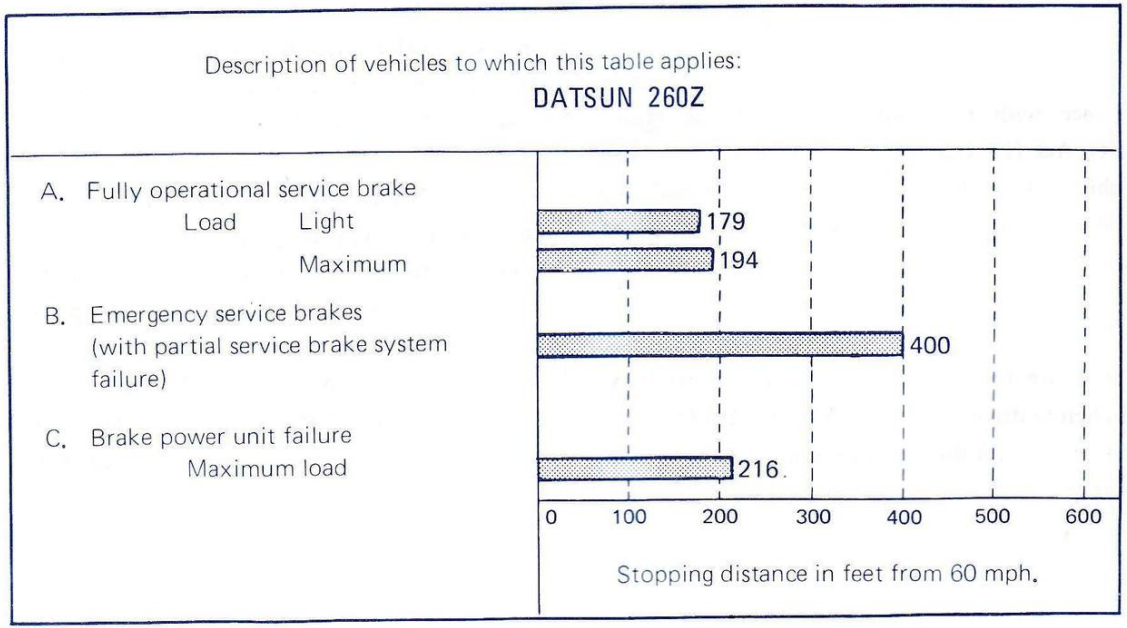
It is essential, we feel, that our users should carefully study the data before driving their new NISSAN/DATSUN so that they are familiar with the potential ability of the vehicle PRIOR to using it.

The U.S. Federal Government's Road Traffic Authority has carefully evaluated the statistics relating to the following minimum safety figures and has laid down specific guidelines that we, the manufacturers, must use when arriving at the figures stated in the following pages.

We at Nissan Motor Company of Tokyo, Japan, would like to state that the following figures are accurate and representative but in the event of drivers NOT following our recommendations regarding servicing, tire pressures, etc., we cannot accept responsibility for any injuries, damage, etc., apart from the parts covered under the usual Nissan Guarantee which SPECIFICALLY states that our recommended procedures must be followed carefully in order to validate the guarantee.

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.



VEHICLE STOPPING DISTANCE

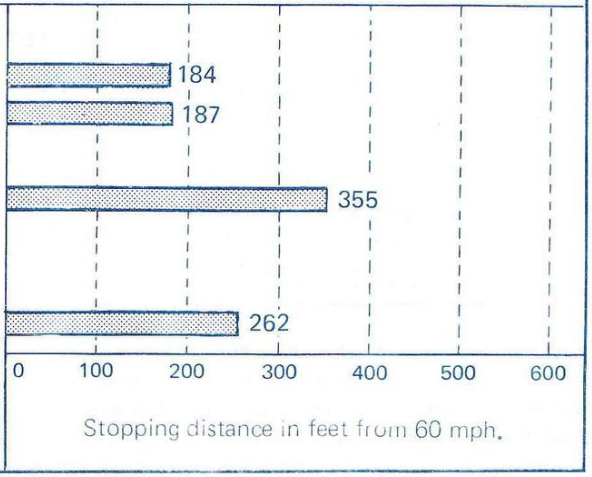
Description of vehicles to which this table applies:

DATSUN 260Z 2+2

A. Fully operational service brake
   Load Light
   Maximum

B. Emergency service brakes (with partial service brake system failure)

C. Brake power unit failure
   Maximum load



TIRE RESERVE LOAD

This table lists the tire size designations recommended by the manufacturer for use on the vehicles to which it applies, with the recommended inflation pressure for maximum loading and the tire reserve load percentage for each of the tires listed. The tire reserve load percentage indicated is met or exceeded by each vehicle to which the table applies.

Description of vehicles to which this table applies: DATSUN 260Z				
Recommended tire size designations		175HR14		
Recommended cold inflation pressure for maximum loaded vehicle weight	Front	28		
	Rear	28		
Tire reserve load percentage *		31.5		

* The difference, expressed as a percentage of tire load rating, between (a) the load rating of a tire at the vehicle manufacturer's recommended inflation pressure at the maximum loaded vehicle weight and (b) the load imposed upon the tire by the vehicle at that condition.

Warning: Failure to maintain the recommended tire inflation pressure or to increase tire pressure as recommended when operating at maximum loaded vehicle weight, or loading the vehicle beyond the capacities specified on the tire placard affixed to the vehicle, may result in unsafe operating conditions due to premature tire failure, unfavorable handling characteristics, and excessive tire wear. The tire reserve load percentage is a measure of tire capacity, not of vehicle capacity. Loading beyond the specified vehicle capacity may result in failure of other vehicle components.

TIRE RESERVE LOAD

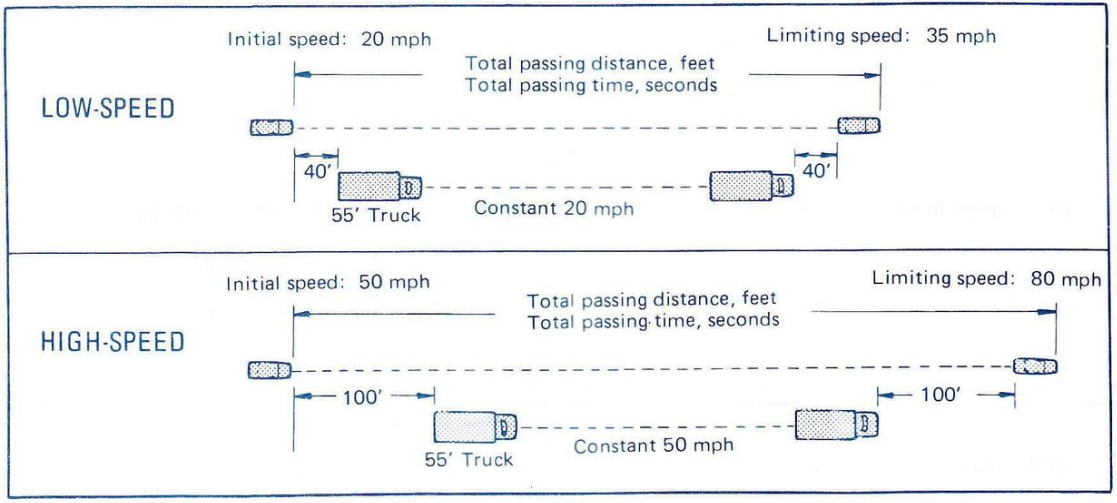
Description of vehicles to which this table applies: DATSUN 260Z 2+2				
Recommended tire size designations		175HR14	195/70HR14	
Recommended cold inflation pressure for maximum loaded vehicle weight	Front	28	28	
	Rear	28	28	
Tire reserve load percentage *		19.6	24.9	

Consumer Information

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.



Notice: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and information may not be correct under other conditions.

ACCELERATION AND PASSING ABILITY

Description of vehicles to which this table applies:
DATSUN 260Z

SUMMARY TABLE

Low-speed pass	370 feet;	7.6 seconds
High-speed pass	1,150 feet;	12.0 seconds

Description of vehicles to which this table applies:
DATSUN 260Z WITH AIR CONDITIONER

SUMMARY TABLE

Low-speed pass	375 feet;	7.7 seconds
High-speed pass	1,190 feet;	12.5 seconds

ACCELERATION AND PASSING ABILITY

Description of vehicles to which this table applies:
DATSUN 260Z AUTOMATIC

SUMMARY TABLE

Low-speed pass	405 feet;	8.7 seconds
High-speed pass	1,260 feet;	13.5 seconds

Description of vehicles to which this table applies:
DATSUN 260Z AUTOMATIC WITH AIR CONDITIONER

SUMMARY TABLE

Low-speed pass	405 feet;	8.8 seconds
High-speed pass	1,300 feet;	14.0 seconds

ACCELERATION AND PASSING ABILITY

Description of vehicles to which this table applies:

DATSUN 260Z 2+2

SUMMARY TABLE

Low-speed pass	**380 feet;**	**7.8 seconds**
High-speed pass	**1,220 feet;**	**13.0 seconds**

Description of vehicles to which this table applies:

DATSUN 260Z 2+2 WITH AIR CONDITIONER

SUMMARY TABLE

Low-speed pass	**380 feet;**	**7.9 seconds**
High-speed pass	**1,260 feet;**	**13.5 seconds**

ACCELERATION AND PASSING ABILITY

Description of vehicles to which this table applies:

DATSUN 260Z 2+2 AUTOMATIC

SUMMARY TABLE

Low-speed pass	415 feet;	9.0 seconds
High-speed pass	1,330 feet;	14.5 seconds

Description of vehicles to which this table applies:

DATSUN 260Z 2+2 AUTOMATIC WITH AIR CONDITIONER

SUMMARY TABLE

Low-speed pass	415 feet;	9.1 seconds
High-speed pass	1,370 feet;	15.0 seconds

NOTES:

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

Owner's Address: .....

Purchase Date: .....

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

Dealer's Address: .....

Car 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 Purchase: .....

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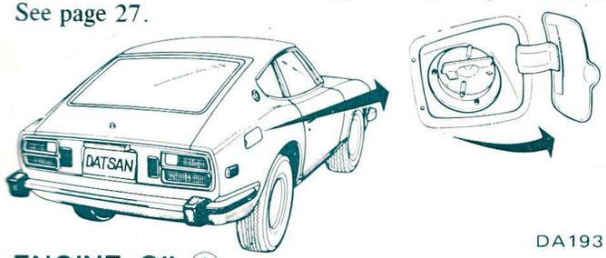
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GAS STATION INFORMATION

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 27.



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ENGINE OIL ①

Check oil level at each fuel stop. Use only recommended engine oil and fill to the line "H" on dipstick. See page 28 for oil brand and page 27 for oil viscosity.

BRAKE OIL ②

Check fluid level in brake reservoir. Use only recommended brake fluid. See page 28.

WINDSHIELD WASHER ③

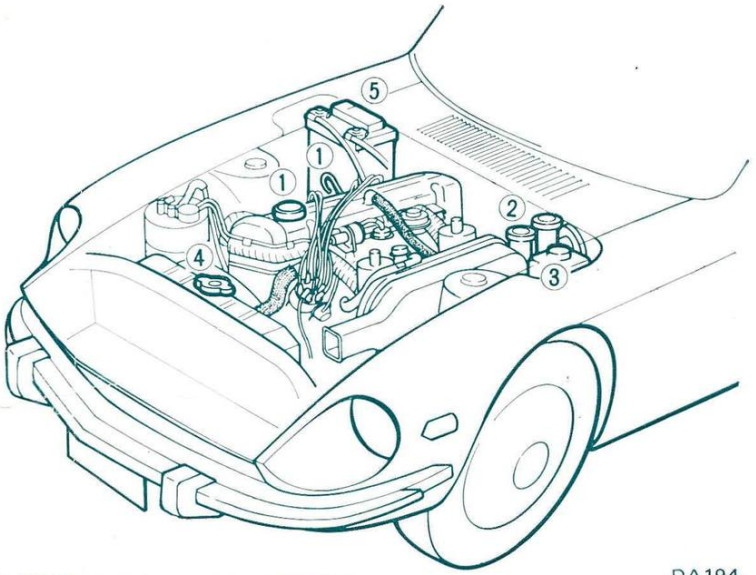
Check fluid level in windshield washer tank.

RADIATOR COOLANT ④

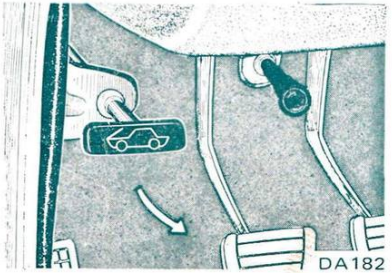
Check coolant level.

BATTERY ⑤

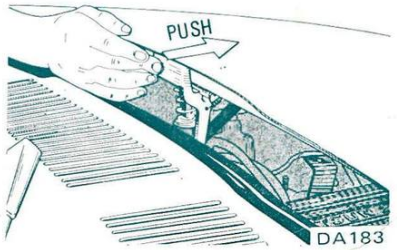
Check fluid level monthly.



DA194



DA182



DA183

TIRE INFLATION PRESSURE

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

S30-D

CHECK YOUR **NISSAN/DATSUN**

GUARANTEE 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!

Issued: April 1974 (291900)
Printed in Japan Publication No. OM4E-0S30U4

NISSAN MOTOR CO., LTD.