NISSAN

DATSUN 1600
owner's manual

Sports Car

MODEL SP(L) 311

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

PREFACE

The information contained in this manual will help you in getting easily and quickly acquainted with your new car.

The instructions given in this manual should be fully observed, as the life and reliability of a car depend, to a large extent, upon the care and attention it receives from the outset.

Keep this manual in the glove compartment of your car for future reference.

Whenever you have a question or problem concerning your new car, call on your DATSUN dealer. He is always ready to be of service.

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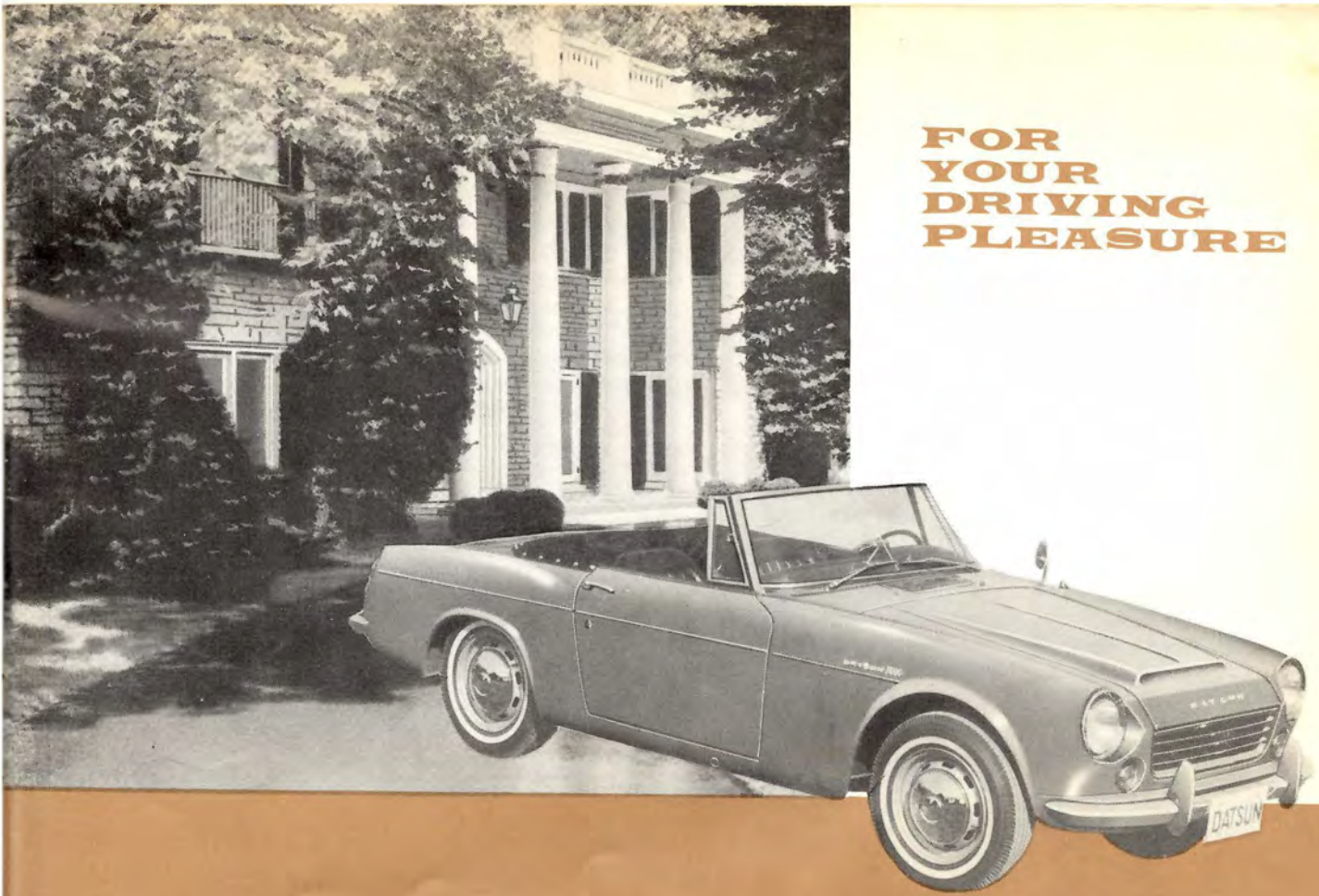
FOR YOUR DRIVING PLEASURE



TECHNICAL DATA

SPECIFICATION

MODEL SP(L)311-U
DIMENSIONS AND WEIGHT

Overall length	3,953 mm (155.6 in.)
Overall width	1,495 mm (58.9 in.)
Overall height	1,305 mm (51.4 in.)
Wheelbase	2,280 mm (89.8 in.)
Tread front	1,270 mm (50.0 in.)
Tread rear	1,198 mm (47.1 in.)
Vehicle weight	920 kg (2,028.3 lb.)
Seating capacity	2
Min. road clearance	183 mm (7.2 in.)
Gross vehicle weight	1,030 kg (2,270.17 lb.)

PERFORMANCE

Max. speed	170 km/h (106 mile/h)
Max. grade ability (sin ϕ)	0.497
Min. turning radius	4.9 m (16.0 ft.)
Braking distance at 50 km/h	13.5 m (44.3 ft.)

ENGINE

Model R; Gasoline engine; Water cooled four cycle O.H.V.: Four cylinders in line; Bore 87.2 mm(3.433 in.); Stroke 66.8 mm (2.630 in.); Displacement 1,595 cc, Max. brake horsepower 96 HP at 6,000 r.p.m. (S.A.E.); Max. torque 14.3 m-kg (103 ft-lb.) at 4,000 r.p.m. (S.A.E.); Compression ratio 9.0 : 1.

FUEL SYSTEM

Variable venturi, side draft type twin carburetors. Mechanical type diaphragm pump; Paper element type air cleaner; Fuel tank capacity 43 ℓ (11.36 U.S.gal.)

LUBRICATION SYSTEM

Pressure feed with full flow type oil filter; Gear type pump; Oil pan capacity 4.1 ℓ (1.083 U.S.gal.)

IGNITION SYSTEM

Coil and distributor with automatic, mechanical and vacuum controls.

COOLING SYSTEM

Pressurized radiator; Centrifugal pump; Pellet type thermostat and fan; Cooling water capacity 8 ℓ (2.11 U.S.gal.)

ELECTRIC SYSTEM

12 volt 40 A.H. capacity battery; 300 watt alternator with a Tirrill voltage regulator; 1.4 HP magnetic shift starter.

CLUTCH

Single dry disc with diaphragm spring; Outer dia. x Inner dia. x Thickness (mm) 200 x 130 x 3.5

TRANSMISSION

4 speed forward and 1 reverse; All synchromeshed, on forward gears; Gear ratios, 1st 3.382, 2nd 2.013, 3rd 1.312, 4th 1.000, reverse 3.365; Floor gear shift.

REAR AXLE

Semi floating axle; Hypoid bevel gear, ratio 3.889 (Option 4.111)

FRONT SUSPENSION

Independent wishbones, coil springs with hydraulic double action type shock absorbers.

REAR SUSPENSION

Semi-elliptic leaf type springs; 4 leaves with hydraulic double action shock absorbers.

STEERING

Cam and lever type gear, ratio 14.8 : 1; Steering wheel with a 3 spoke, 400 mm (15.7 in.) diameter, Steering angle in and out of 36°16', 28°20'.

BRAKE

Hydraulic; Disc brakes at front; Leading and trailing shoes at rear; Disc brake outer dia. 284 mm (11.18 in.) on front; Brake drum dia. 228.6 mm (9in.) on rear wheels; Parking brake, mechanically operated, on rear wheels only.

WHEELS AND TIRES

Steel disc wheels; 5.60-14-4P tires.

LIGHTS

Two headlights (sealed beam); Two front parking and directional lights; Two tail lights and stop lights; Directional lights; Rear license light; Map light; Back-up light; Reflectors.

INSTRUMENTS

Speedometer with milage recorder; Tachometer with main beam warning light; Fuel gauge; Clock; Ammeter; Oil pressure gauge; Thermometer, Directional pilot light; An instrument panel, ignition and starter switch, lighting switch, two-speed windshield wiper switch; Fog light switch.

FRAME

Pressed steel box section with X member.

BODY WORK

Two door, 2 seat, open type with canvas top; All steel body fully upholstered with vinyl leather; Floor carpet; Safety glass windshield; Roll up type door glass; Adjustable, bucket type seats; Safety belt Anchorages, Ash tray and glove compartment on dashboard; Fresh air control; Door lock with key, Bumper over rider, front and rear; Spare wheel housed in trunk; Midpoint side jack.

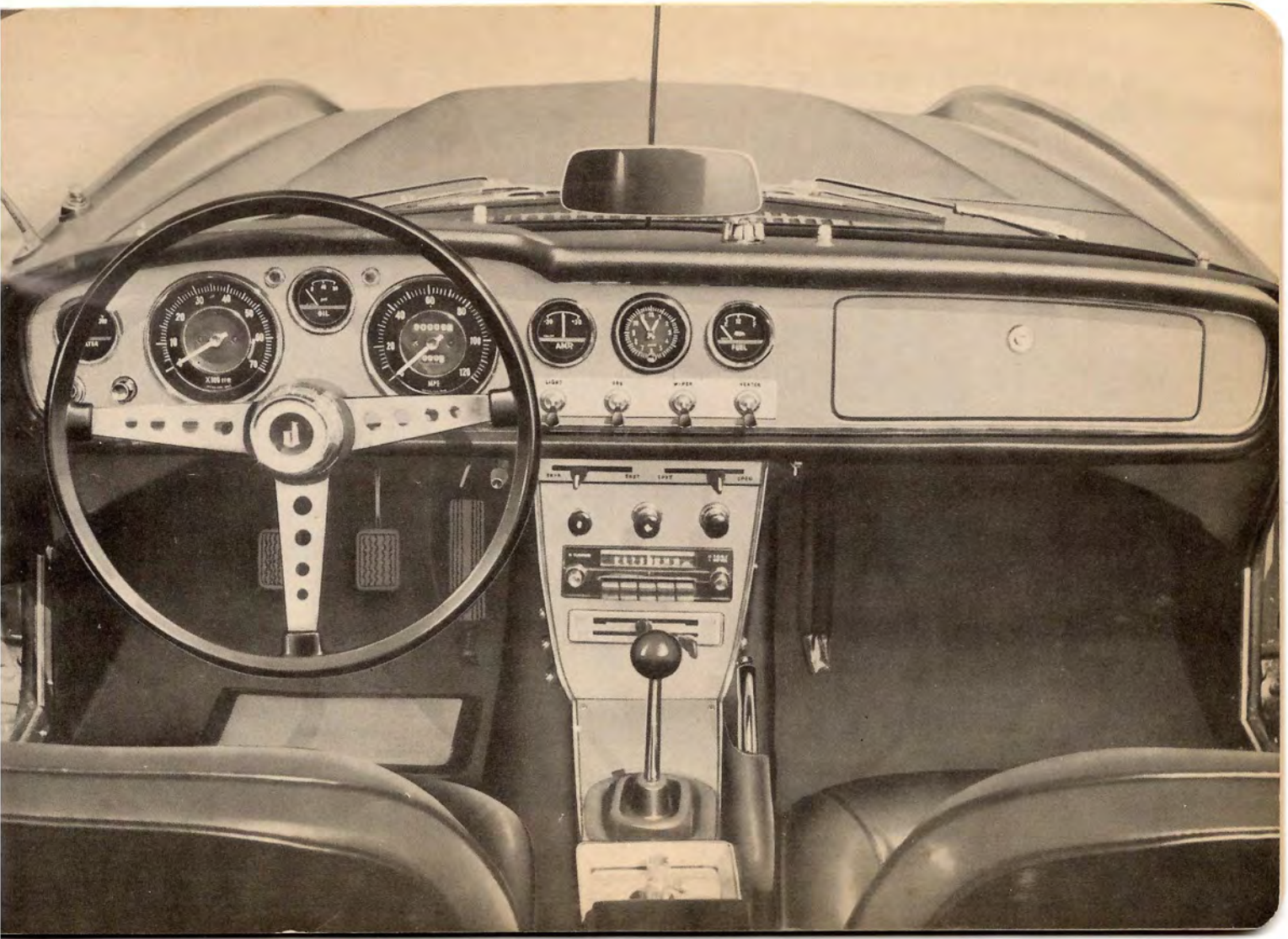
EQUIPMENT

Windshield two speed wiper; Windshield washer; Cigarette lighter; Double horn, Inside and outside rear view mirrors; Tonneau cover.

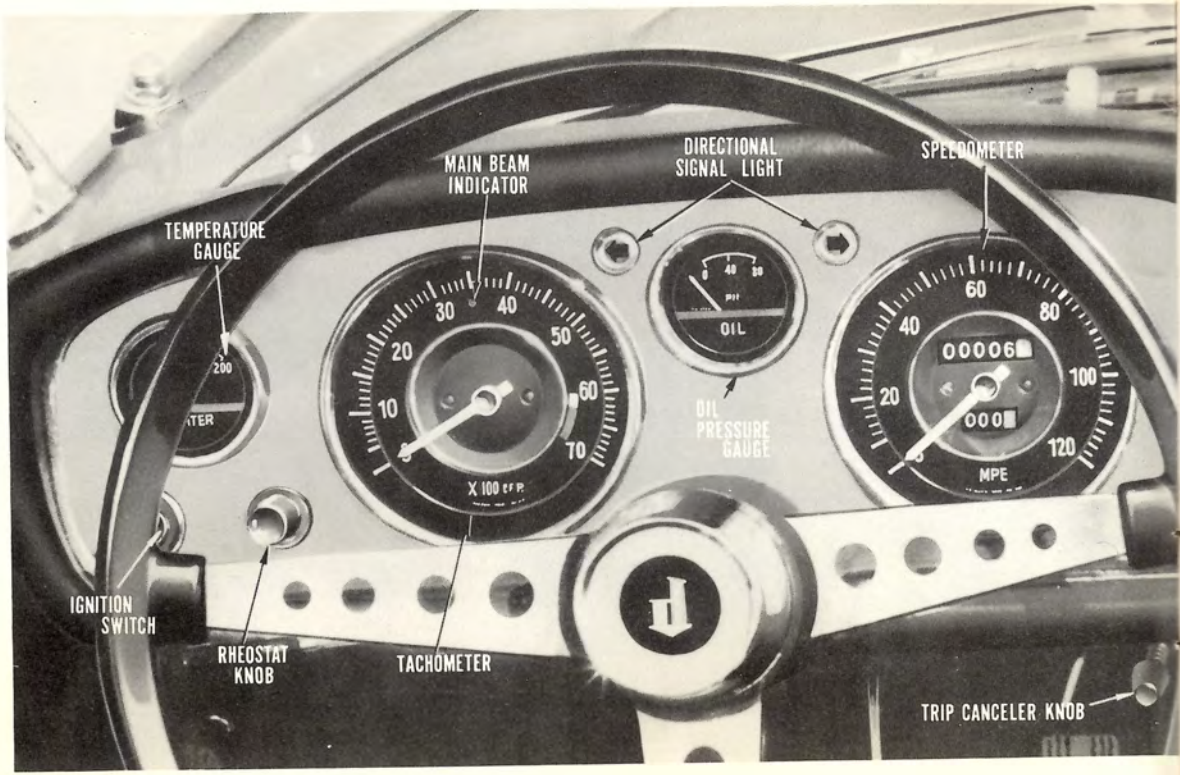
OPTIONAL & EQUIPMENT

Heater, Radio, & Plastic hard top (Fiber glass reinforced.)

* These specifications are subject to change without notice.



PANEL MOUNTED INSTRUMENTS

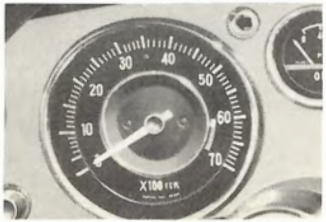


OIL PRESSURE GAUGE

This gauge indicates the operating pressure of the lubricant in the engine's lubricating system. If the pressure does not go up, there are some troubles in the engine lubricating system.

TEMPERATURE GAUGE

In turning on the ignition switch, the temperature gauge indicates the operating temperature of the coolant in the engine's cooling system.



TACHOMETER

Tachometer indicates the engine's revolving speed at the rate of revolutions per minute.

IGNITION SWITCH

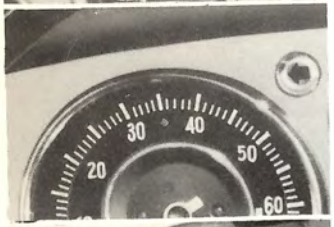
The switch is linked to the combination meter, windshield wipers, directional lights, warning and pilot lights, but is independent of the horn, radio and the other lights.

SPEEDOMETER AND ODOMETER

The speedometer indicates the cars forward speed. The odometer, located below the speedometer, shows the total accumulated distance.

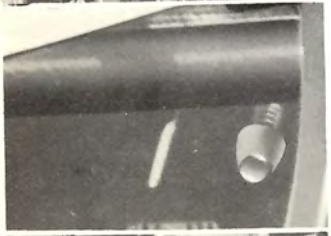
TURN SIGNAL LIGHTS

This amber light goes on with the front and rear directional lights.



MAIN BEAM INDICATOR

When the high beams are being used, this red light glows.

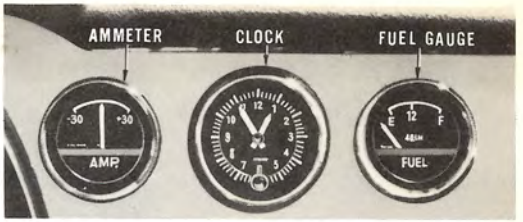


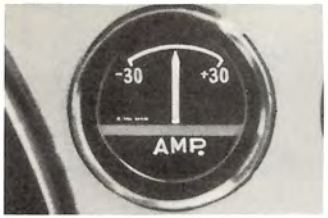
TRIP CANCELER KNOB

The trip recorder can be set to zero by operating the trip canceler knob.

RHEOSTAT OF INSTRUMENT LIGHTS

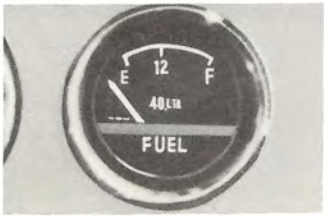
To vary the brightness of the instrument lights, turn the rheostat knob.





AMMETER

Ammeter indicates the current charged by alternator to the battery.



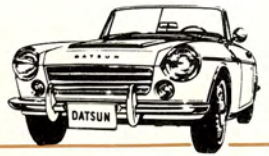
FUEL GAUGE

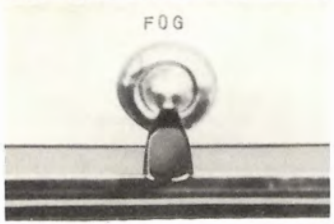
The fuel gauge indicates the approximate level of fuel in the tank. It operates only when the ignition key is on. F means full, when the fuel in the tank contains it's maximum capacity of 11.3 U.S.gal. (43 ℓ).

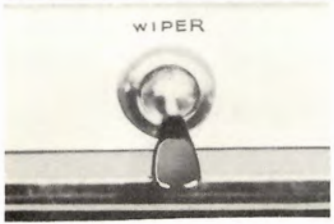
CLOCK

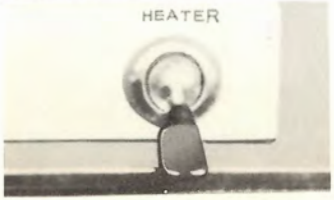
To set the clock, push the knob located at the 6 o'clock position on the face and set the hand to the correct time by turning it clockwise. The clock is lighted when the lighting switch is pulled out.

HOW THE EQUIPMENT WORKS









LIGHT SWITCH

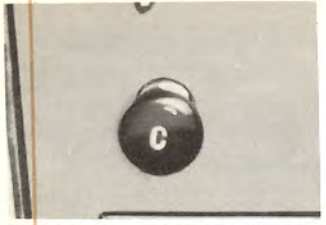
This is a two step tumbler switch. The first step turns on the instrument panel light, and the parking, tail, and license light, and second step turns on the headlight.

FOG LIGHT SWITCH

WIPER SWITCH

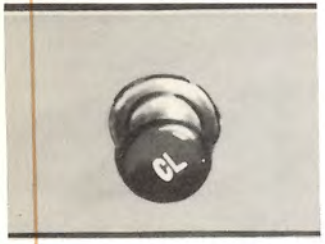
The two-speed wipers are operated by a two-speed tumbler switch located immediately to the right of the steering wheel.

HEATER SWITCH



CHOKE CONTROL KNOB

The choke control is used only when starting the engine and during the engine warm-up period. Pulling the knob outward enriches the fuel/air mixture supplied to the engine, providing easier starting and smoother engine warm-up operation.



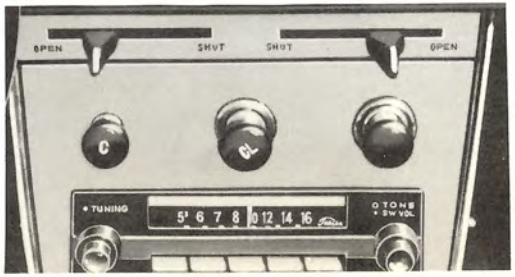
CIGARETTE LIGHTER

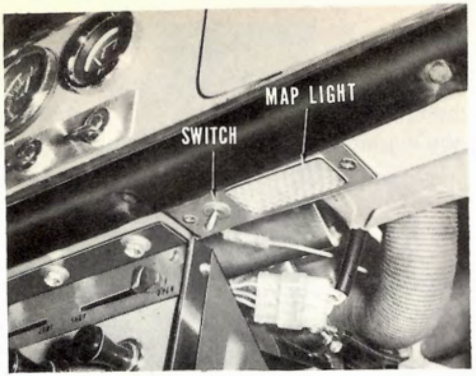
To use the lighter, press in this knob. It will stay in this position until the lighter element is at the correct temperature, then it will pop back into its former position.

It should then be pulled completely out of its holder for use.

WINDSHIELD WASHER

Push the knob a few times and two jets spray the water to the windshield.

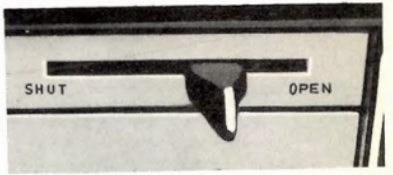




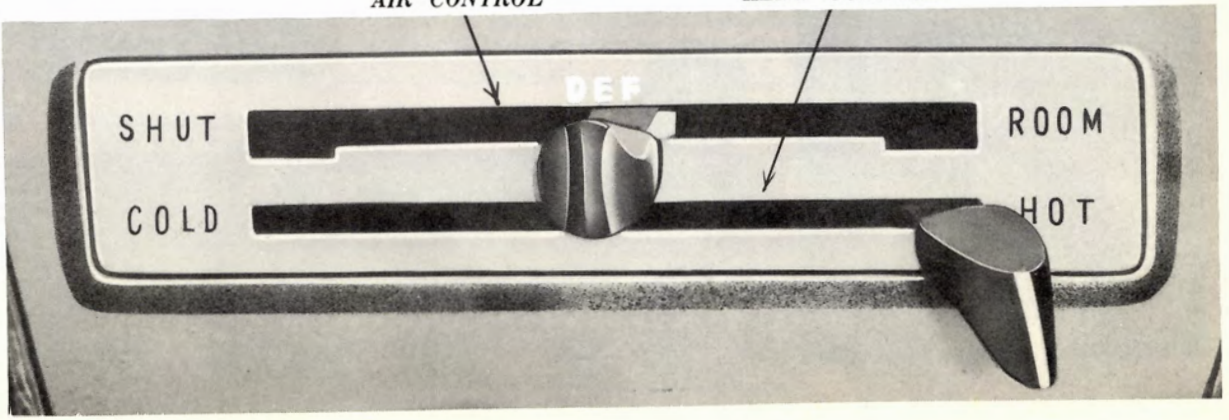
MAP LIGHT SWITCH

A map light switch is located at the right of the cowl ventilator knob under the dashboard.

COWL VENTILATOR



AIR CONTROL *HEAT CONTROL*



STARTING THE ENGINE

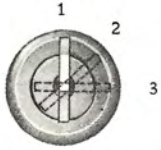
First, make sure that the gear-shift lever is in neutral position and the hand brake is on. Turn the ignition key switch to the right and see if the ignition pilot light glows. Then, turn the key to start the engine, and release it as soon as the engine starts.

GEAR CHANGE LEVER

Break-in Period

You know that of all the care which should be taken for breaking in a new car. The most important point is to limit its speed until all car components are perfectly break-in.

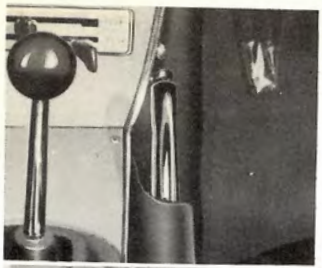
Ignition Switch



(1) Switch off
(2) Switch on
(3) Starting

SHIFT PATTERN

MAX. SPEED LIMIT FOR NEW CAR						
		LOW	2ND	3RD	TOP	
FIRST	800 km	20	35	55	75	K/H
	500 mile	12	22	34	45	M/H
SECOND	800 km	35	55	85	115	K/H
	500 mile	22	34	53	72	M/H
AFTER BREAKING IN PERIOD		50	85	130	170 (Min.40)	K/H
		30	53	80	106 (Min.25)	M/H



HAND BRAKE LEVER

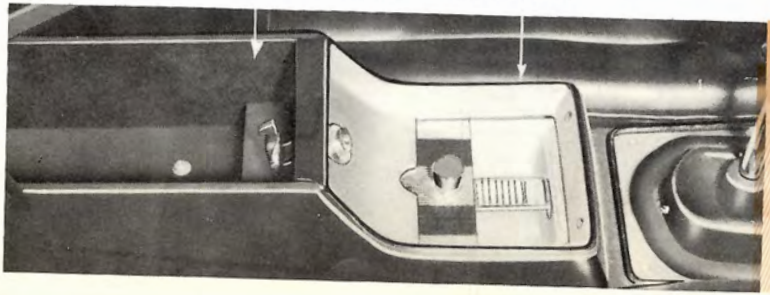
Hand brake lever is located on the seat side. Pulling up the lever engages the brakes mechanically on the rear wheels. To release the brake, pull up the lever, push the button and then fold down.

DRIVER'S SEAT ADJUSTMENT

If you want to move your seat forward or backward, operate the adjusting lever located under the front seat as shown.

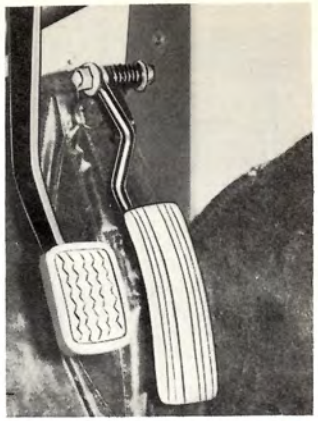
Move your seat forward or backward until you have the desired position. Then release lever and the seat will lock in that position.

FLOOR GLOVE COMPARTMENT ASH TRAY



HOOD LOCK KNOB

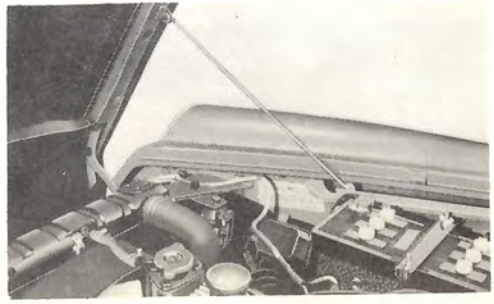
BRAKE PEDAL



CLUTCH PEDAL

ACCELERATOR PEDAL

For safety purposes the hood is fitted with a lock. To release the safety catch, pull the lock knob (H) located under the left side of the dashboard (or the right side for the right handle drive), and then open the hood all the wav.



To close, press down firmly to engage lock and catch.

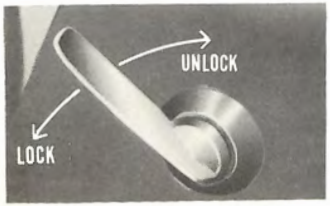
OPENING THE DOORS

- From outside :

To open the door, push in the button then pull the door handle.

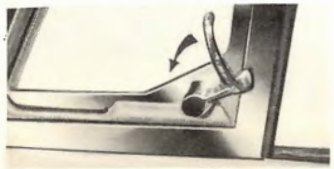
- From inside :

Turn the handle.



TO LOCK THE DOORS

The door outside locks are located below the push button portion of the door handles. To lock the door with key, insert the key and turn it toward the front of the car; turn the key toward the rear of the car to unlock the door. To lock the door from inside push the handle forward.



Window Ventilator

Turn the lever forward to open the window ventilator.

KEYS AND LOCKS

Two kinds of keys are supplied with the car:

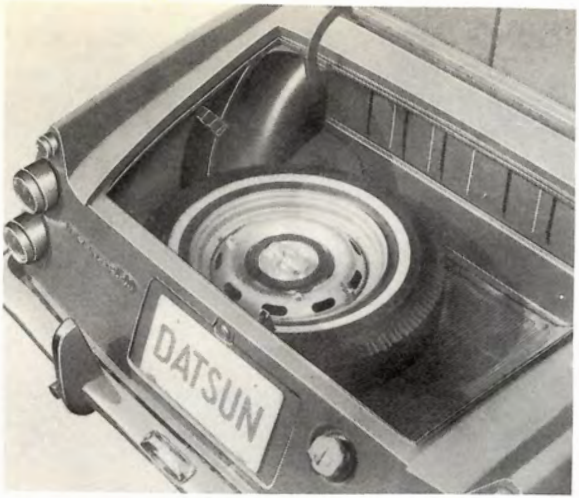
The coloured key controls the ignition switch, the doors, the glove compartment, the luggage compartment and the gasoline filler cap.

The white key controls only the doors, the ignition switch and the gasoline filler cap.

LUGGAGE COMPARTMENT

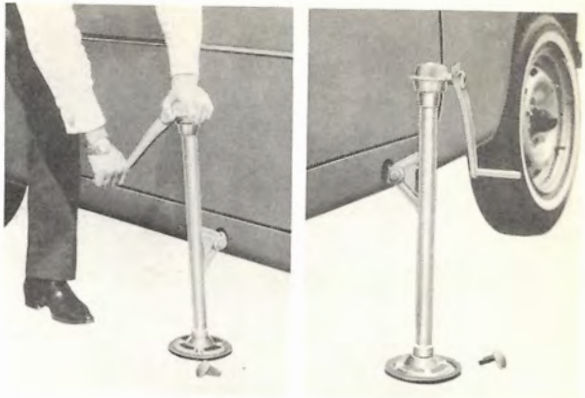
Turn the key clockwise.

The trunk lid will raise up and stay open under spring action. To close just press on the lid, and remove the key.



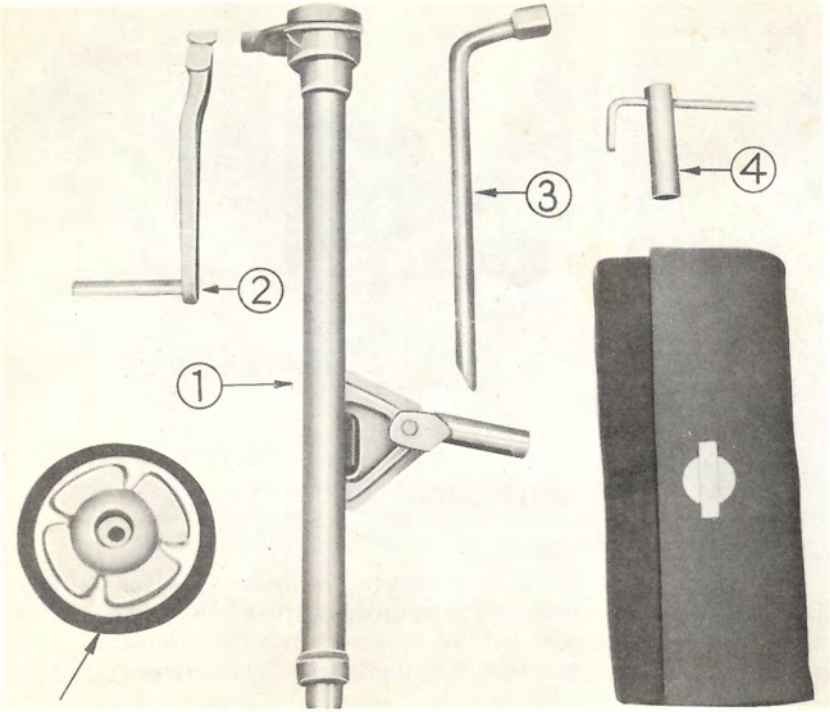
SPARE WHEEL & TOOLS

The spare wheel is fixed tightly to the floor with the wing nut so that it can be easily removed. The tool bag and jack are also placed on the turnk floor.



BODY JACK

It is stored in the trunk. To jack up the car, use the clamp plate of spare tire for the jack stand and put the jack nose into the jacking hole below the center of the body sill, insert the jack handle and turn it clockwise. To jack down, turn it counter-clockwise, then the body comes down with its own weight.



For the jack stand

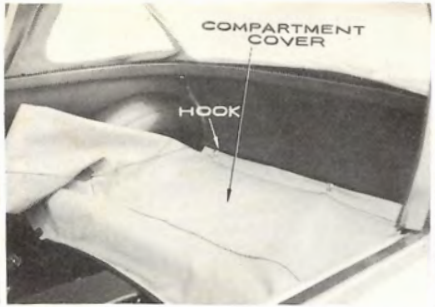
STANDARD TOOL KIT

A tool bag is also stored in the trunk.

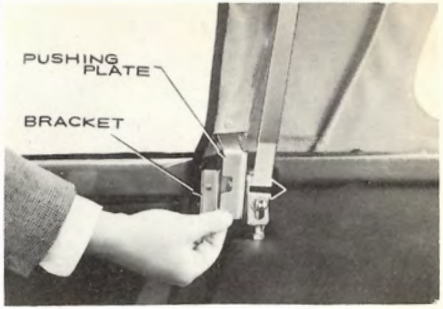
(1) Body jack (2) Jack handle
(3) Wheel nut wrench
(4) Spark plug wrench & lever

HOW TO OPERATE THE CANVAS TOP

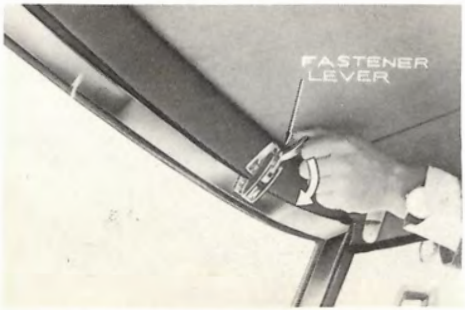
(1)



(2) Fasten the compartment cover with hooks.



(3) Detach the pushing plate from the bracket.

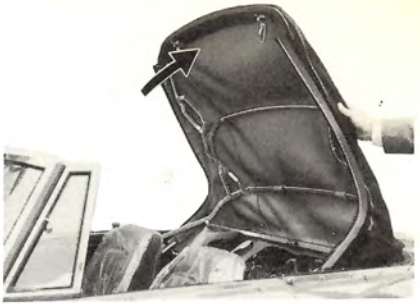


(4) Unfasten the fastener.

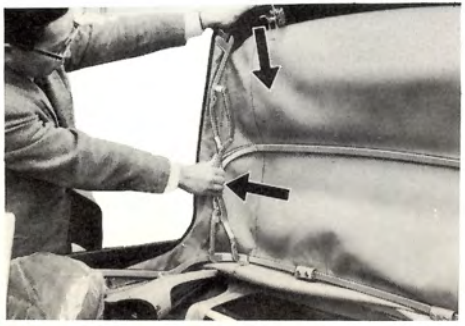
(5) Always unfasten the snaps from the front to rear by turns.

(6) Take out the skirt frame from the skirt fastener.

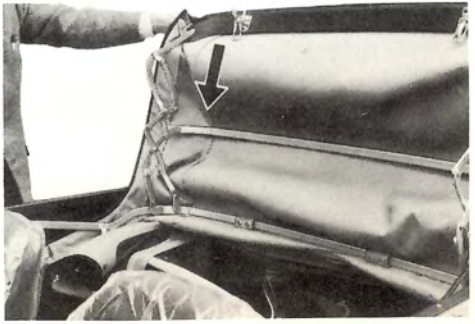
(7) Take the canvas completely into the interior.



(8) Raise the canvas backwards.



(9) Fold down the canvas.



(10) Fold down the canvas.

(11) Press down the frame assembly evenly.

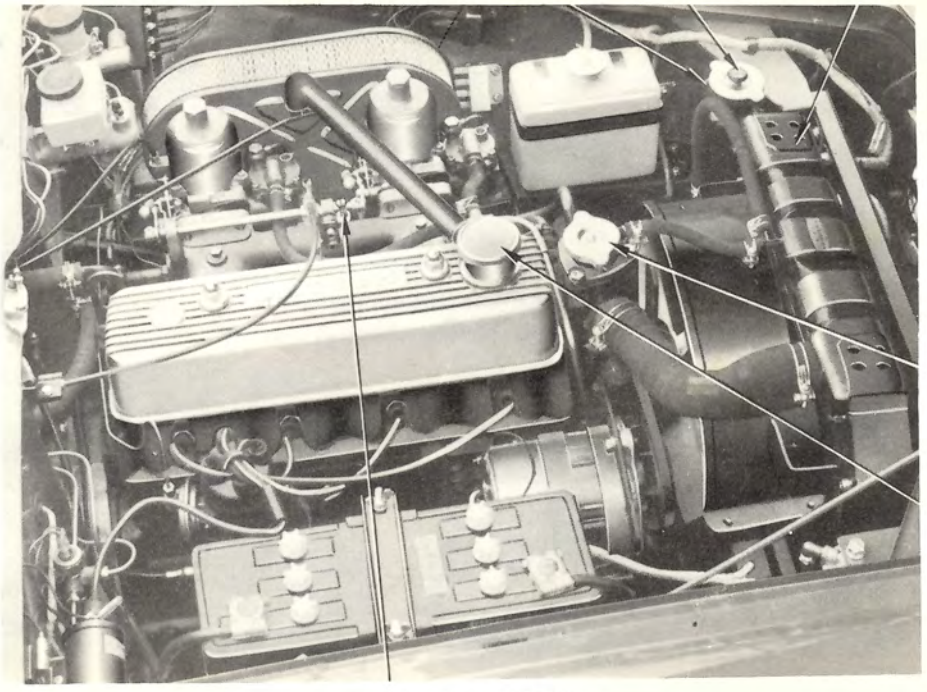
(12) Fold in the rear part of the canvas without creasing the side and rear window.

(13) Fasten the cover with snaps covering the canvas.

(14) Fasten the cover with four inner hooks at both right and left side.

(15) Adjust the canvas tention with the adjust screw.

YOUR ENGINE COMPARTMENT



IN HOT & COLD WEATHER

IN HOT WEATHER

Check the followings; Amount of the cooling water, any leakage in the whole cooling system, the function of pressure type radiator cap and amount and specific gravity of the battery electrolyte.

REPLACING THE LUBRICANT:

In summer when the temperature always stays over 90°F (32°C), the lubricating oil with higher viscosity must be used.

IN COLD WEATHER

STARTING ENGINE:

Pull the choke control knob out fully and do not depress the accelerator pedal. As soon as the engine starts, release the key and gradually push back the choke. When the engine is warm, the choke control is not necessary.

For a little while after the engine is started keep the revolution at a low rate to allow the engine to warm up.

In winter, these considerations are especially important. The water becomes warm in about five minutes and all is ready to start driving.

REPLACING LUBRICANT:

When the temperature goes down below 10°F (-12°C), the lubrication oil should be replaced to oil of lower viscosity.

ANTI-FREEZE:

In winter when temperatures of below 32°F (0°C), are anticipated anti-freeze should be added to the cooling water. For the mixing rate of anti-freeze with water, refer to "Direction of Use" of the anti-freeze.

RADIATOR SHUTTER:

In winter when the temperature of cooling water shown on the thermometer does not rise up to 176°F (80°C), apply a suitable cover over the radiator to control the passage of the cold air.

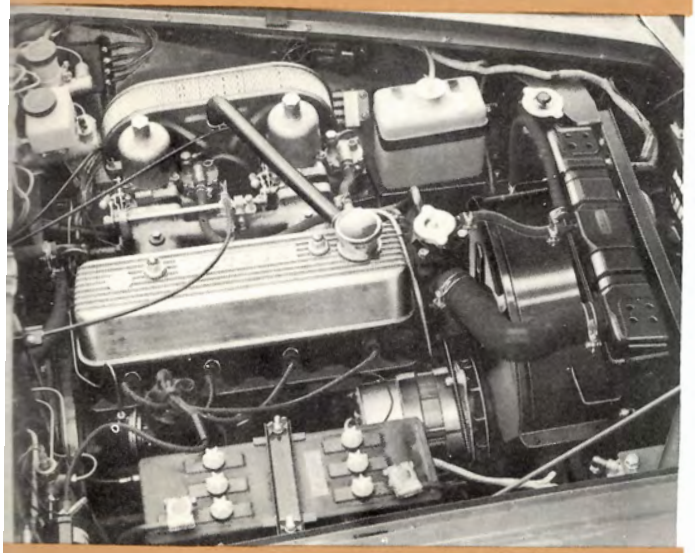
BATTERY:

Under extremely low temperatures, the efficiency of the battery falls markedly down and causes battery to undergo possible freezing and damage. Always check the electrolyte level and its specific gravity. There might be a necessity for charging. See the right table.

BATTERY FLUID SPECIFIC GRAVITY

	Permissible Range	Full Charge Value (at 68°F, 20°C)
Frigid Climates	Over 1.26	1.28
Tropical Climates	Over 1.23	1.26
Other Climates	Over 1.25	1.28

WHEN ENGINE FAILS TO START



Raise the hood and check the connection of the cables on the battery terminals. If the terminal is corroded, brush it off.

Check the fuel system.

Examine the electrical system. Disconnect the high tension cord from one of the plugs and hold its terminal as near as 1/4" (5 mm) to the cylinder and turn the starter. If the spark is not seen, there is some trouble in the electric system.

SUITABLE OIL VISCOSITY

We recommend you to use the oil sold by reputable oil companies, which are shown on the table on the next page.

It is also important to choose the right grade and viscosity of engine, transmission and rear axle oil, suitable for the climate conditions.

Choose the suitable oil according to the following table;

OIL VISCOSITY SUITABLE FOR THE CLIMATE				
Temperature		Engine Oil (API-MS)		Gear Oil Multi-Purpose
C°	F°	Multi-Viscosity	Regular	
Over 32°C	(Over 90°F)	SAE 10W-30	SAE 30	SAE 140
0°C—32°C	(32°F—90°F)	SAE 10W-30	SAE20, 20W	SAE 90
-12°C—0°C	(10°F—32°F)	SAE 10W-30	SAE 10W	SAE 90
Under -12°C	(Under 10°F)	SAE 10W-30	SAE 10W	SAE 80

RECOMMENDED LUBRICANTS

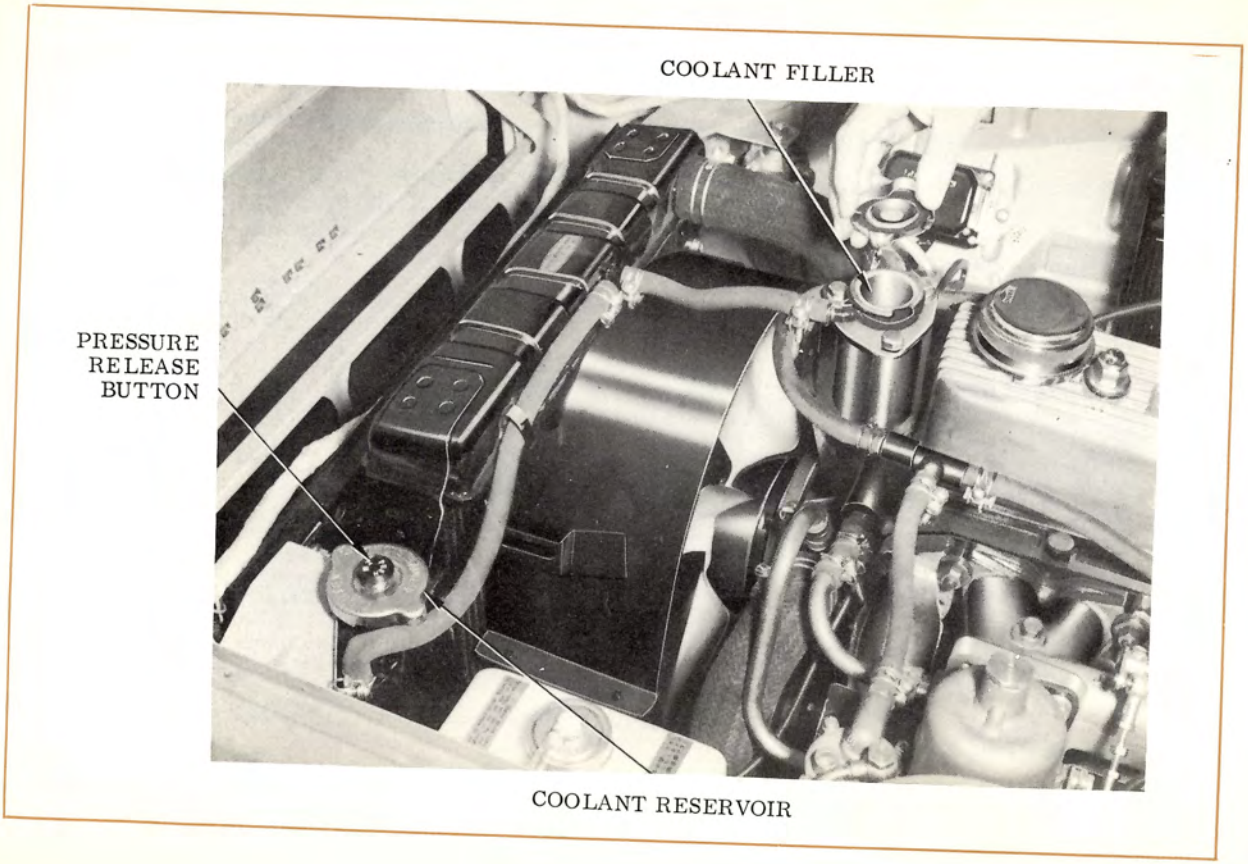
The following table shows recommended lubricants. You can drive with more enjoyable performance and economy if you use the proper lubricants sold by reputable oil companies.

RECOMMENDED LUBRICANTS

Maker	Shell Oil Co.	Mobil Oil Co.	Esso Standard Oil	Caltex Oil Co.	Gulf Oil Co
Engine Oil	Shell Super Motor Oil Shell X - 100	Delvac 900 Series	Esso (Extra) Motor Oil	R.P.M. Motor Oil HD	Gulf Motor Oil HD
Gear Oil MP	Shell Spirax EP	Mobilube GX	Esso Gear Oil GP	Caltex Universal Thubam	Gulf Multipurpose Gear Lubricant
Grease Chassis Wheel Bearings	Shell Retinax A (Li)	Mobil Grease MP (Li)	Esso Multipurpose Grease (Li)	Caltex Marfak Multipurpose 2 (Li)	Gulfex A (Li)
Brake Fluid	Fluid which meet the SAE 70R1 or 70R3				

BRAKE FLUID

SAE 70R-1 or 70R-3 rating should be used.


COOLANT FILLER
PRESSURE RELEASE BUTTON
COOLANT RESERVOIR

In line with general maintenance, the most important thing you can do yourself is DAILY CARE. Before driving every morning or each time you go to the gas station, do not fail to check the followings;

Turn on the ignition key and check the fuel amount at the gauge.

When the engine is cold, the level of the coolant in the radiator should be slightly below the lower end of the filler neck.

To remove the filler cap when coolant temperature is high, push the button on the coolant reservoir until pressure is released. Then, remove coolant filler cap.

CHECKING FOR—

-- THE OIL LEVEL

Pull out the oil level gauge provided in front of the distributor on the right hand side of the engine, wiping it with a rag. Then reinsert it, and pull out again and check the oil level. The oil level should stand between the marks MAX and MIN on the gauge. When check the oil level the car must parked at the leveled place and shut off the engine completely. When the oil is added, check the level a while thereafter. In addition, when you pull out the gauge. It is necessary to see to the extent of contamination or consistency of the oil on the gauge.

-- THE PRESSURE OF TIRES

Check the pressure of tires including the spare tire. Remove oil stains or metal sticking to the tires, if any.

-- LIGHTS

Make sure all lights, the directional light and the dimmer switch are functioning properly.

-- BRAKES

Check the play and stroke of the brake pedal. Ensure proper functioning of the brakes just after the car starts running.

Maintenance

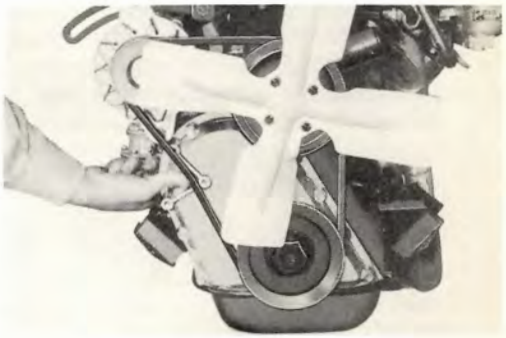
In order to assure satisfactory performance of your car at all times, please do not fail to carry out the periodical check at the shop designated by Nissan, the distributor or dealer.

You should go to the service shops authorized by this company and check your car and consult with them concerning any defects noticed.

It is recommended that you will contact your DATSUN Dealer for service on your DATSUN at all times.

FANBELT & ALTERNATOR

Push the fan belt between the generator and the crank pulley, and check the correct slackness of 10 to 15 mm. (0.4 ~ 0.6 in.)



1) Always make absolutely sure that the ground polarity is correct when installing a new battery, connecting a charger to the battery, or when using a external battery. (Minus ground)

2) Do not short across or ground any of the terminals on the alternator or the regulator.

3) Always disconnect the battery ground cable before replacing any electrical unit.

4) Never operate the alternator on open circuit. Make sure all leads are connected and tightened securely.

5) In the case of using the steam washing machine, care should be taken not to damage the alternator.

6) When the battery is charged quickly with the quick charger, an extraordinary voltage is loaded on the silicon rectifier, so the battery must be removed from the car, or the circuit of alternator output terminal (A terminal) must be disconnected.

7) Do not make the megger test on any parts of the alternator and the regulator, because any abnormal voltage will damage the silicon rectifier.

CARBURETOR ADJUSTMENT

HANDLING & ADJUSTMENT

1) Throttle valve full-close adjustment

This adjustment must be carefully done since the fuel consumption will increase if each throttle valve of both carburetors arranged in parallel are not closed simultaneously.

Throttle valve full-close adjustment is done by changing the length of throttle lever and connecting rod of auxiliary shaft on front side carburetor, so that the length becomes same as that of rear side connecting rod. (standard measurement of connecting rod L = about 70 mm)

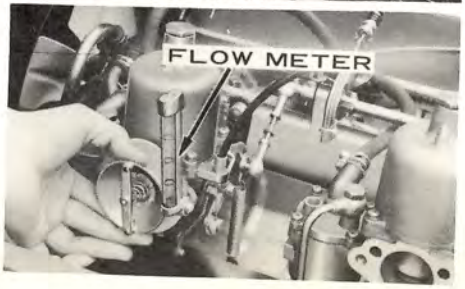
(a) First of all, loosen the throttle adjust screw on front and rear side carburetor so that top of it does not touch the stopper.

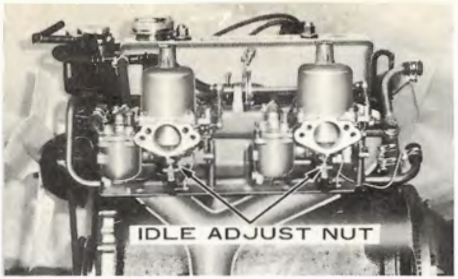
(b) Next, loosen the lock nut of front side connecting rod. Don't loosen it on rear side.

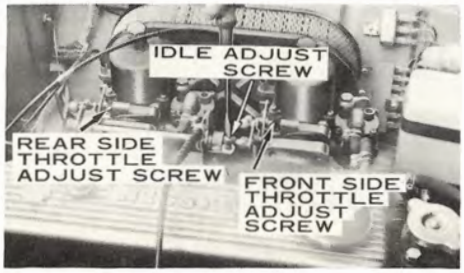
(c) When you turn the turnbuckle of front side connecting rod few turns in right or left direction, turning force of the turnbuckle becomes heavier on both directions.

(d) At mid-position of RH and LH turns where the turning force of turnbuckle lightest, tighten the lock nut to fix the length of connecting rod.

This is the procedure of throttle valve close adjustment. If the connecting rod is adjusted too short, front side valve remains open even when rear side valve is closed. If too long, rear side valve remians open even when front side valve is closed. If you measure air inlet volume on front and rear side, with flow meter you can adjust the interlocking of throttle valves more precisely.







2) Idle adjustment

Idle adjustment is done by throttle adjust screw and idle adjust nut after the engine is warmed up. When idle adjust nut is turned to the right and screwed in, the fuel flow is decreased and when it is turned to the left and loosened, it is increased.

(a) Loosen idle adjust nuts on front and rear side carburetor about two turns from the complete fastening. Then screw in the throttle adjust screw on front side carburetor 2-3 turns and loosen throttle adjust screw so that the top of it will not touch the stopper.
Then start the engine.

(b) Lower engine revolution down to about 700 r.p.m. by turning back the front side throttle adjust screw carefully.

(c) Screw in idle adjust nuts on both front and rear side each by 1/8 turn in turn, to find the point where engine revolution is the fastest and steadiest, and fix the nuts there. If you can not find this point where engine revolution is the fastest and steadiest by screwing in, return the idle adjust nuts to the original place and begin loosening them on front and rear side in trun by 1/8 turn until you find finally such a point and fix. (The adjustment of idle adjust nuts ranges within $\pm 1/2$ turnings.)

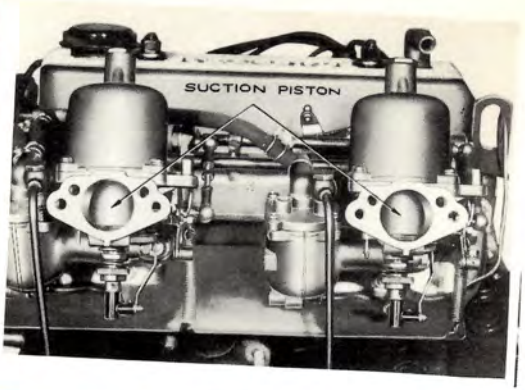
(d) After this, loosen throttle adjust screw on front side to lower engine revolution.
Repeating (c) (d) processes once or twice, adjust the engine revolution until it gains steady 600 - 700 r.p.m.

(e) Finally, tighten the throttle adjust screw until the top of it touches the stopper (just before engine revolution begins to increase).
After this adjustment is over, remove the air cleaner to see if the suction piston's lifts on front and rear side carburetor are equally adjusted, and if not, re-adjust them by the throttle adjust screw.

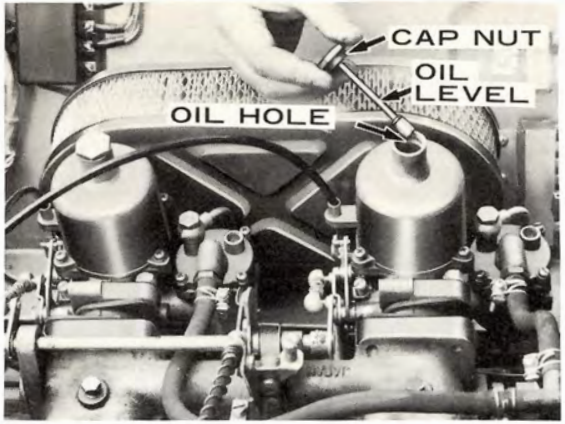
(1) Move the auxiliary shaft of manifold to race engine a few times.

(2) Ensure the suction piston lifts on front and rear side of carburetors are same.

(3) If not same, fasten carburetor throttle adjust screw slightly on the less lifted side and loosen it slightly on more lifted side.



Keeping engine revolution as it was at the first time, repeat (1) (2) (3) process once or twice to make the front and rear side lifts equal.
This was the idle adjustment.
Unlike in the case of former fixed venturi type carburetor, fuel consumption and acceleration performance depend on the idle adjustment. Therefore this adjustment is required to be done utmost carefully.



DAMPER OIL CHECK

Lack of damper oil causes bad driving performance including insufficient acceleration.

Whenever you fix a new carbureotr on the engine or overhaul it, add damper oil without fail. Use Engine oil S.A.E. #20 as the damper oil. Do not use oil of more than #30.

The regular check, depending on the use of car, is required to be done averagely at every 3,000 km or so. (or every 1, 2 months)

Damper oil level check is done by removing the oil cap nut and seeing the level of the oil using the two lines of the plunger rod. Unless the level is below the lower line, it is all right. If lower, add oil. Total oil quantity is about 3 cc.

Therefore add oil using syringe etc, drop by drop, until the level stays between the two lines.

Be careful not to bend the rod when you remove and attach the oil cap nut.

Also be sure to fasten it tightly so that it does not come loose by itself and be lost.

COOLING SYSTEM

High quality non-freezing, rust-inhibiting NISSAN LONG LIFE COOLANT is added into the cooling system.

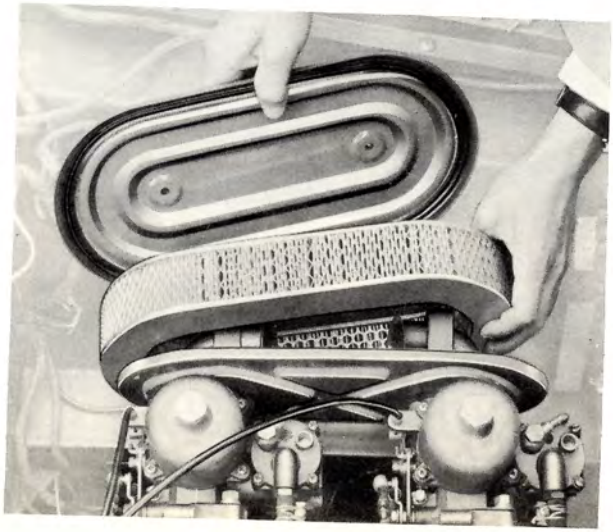
This coolant can be used through out the seasons of the year, and the change period is every two years or a total running mileage of 40,000 km (24,000 mile). The cooling system pressure is 0.9 kg/cm^2(12.8 ℓb/in^2).

AIR CLEANER

The element is paper filter type and can be easily taken out by removing wing nut.

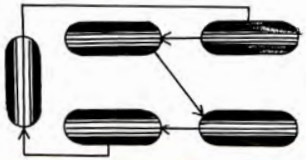
The element should be changed new one every 40,000 km (24,000 mile).

Care must be taken not to damage the filter paper.

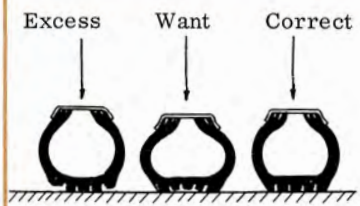


ROTATION OF TIRES

Change Alternately



If the tires are used for long period of time only in the same position, they are apt to be worn and damaged only in one particular area and thereby have their lives shortened. Therefore, check the tires periodically and rotate them every 3, 000 miles (5, 000 km). The spare tire also must be included in the rotation.



Pressure for tire

The wheel is made of pressed steel sheeting and the wheel cap is fitted into the pegs of the disc wheel. Check for cracks in the wheels, tightness of the wheel nuts and also air pressure of the tires. Tires must always have a proper air pressure according to the load. Tires with the correct air pressure will bear evenly on the ground. If the pressure is too low the tire touches the ground with its outer edges, and if too high, it touches the ground with its center portion. In such cases above, the tire will be unevenly worn and the life will be shortened.

The tire pressure should be checked while it is cold. Otherwise an allowance must be made for the increase in pressure due to the heat generated during running.

Checking and maintenance should be done for not only tires in use, but the spare tire also. If air pressure of tire drops more than 7 lbs. (0.5 kg/cm^2) in a week, the tire can be regarded as having air leaks somewhere. In this case, first make sure whether or not there are air leaks at the air valve.

CHECKING CHART

MAINTENANCE FREQUENCY EVERY				CHECK POINT (ENGINE)	MAINTENANCE CALENDER											
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)		Daily	1000 km (600 mile)	3000 km (2000 mile)	6000 km (4000 mile)	10000 km (6000 mile)	15000 km (9000 mile)	20000 km (12000 mile)	25000 km (15000 mile)	30000 km (18000 mile)	35000 km (21000 mile)	40000 km (24000 mile)
		○		Retighten cylinder head, manifold & exhaust pipe flange		○			○		○		○		○
		○		Adjust tappet clearance		○			○		○		○		○
			○	Check ignition timing (adjust if necessary)		○		○	○	○	○	○	○	○	○
				Check carburetor & retighten fitting parts		○									
			○	Check fan belt tension		○		○	○	○	○	○	○	○	○
				Check leak from oil pan (retighten if necessary)		○									
			○	Check fuel strainer			○	○	○	○	○	○	○	○	○
			○	Check spark plugs			○	○	○	○		○	○	○	
	○			Change spark plugs							●				●
			○	Check engine idling			○	○	○	○	○	○	○	○	○
		○		Change oil filter			●		●		●		●		●
○				Change air cleaner element											●
		○		Clean oil filter cap & ventilator tube					○		○		○		○
		○		Check dirt of battery cords & terminals					○		○		○		○
			○	Check distributor cap, rotor & point			○	○	○	○	○	○	○	○	○
	○			Check fuel pump operation							○				○
	○			Check compression pressure of cylinders							○				○
	○			Clean & check jets, float chamber & float level of carburetor							○				○
	○			Check condenser of distributor							○				○
	○			Check generator, voltage regulator function							○				○
	○			Check starter motor operation							○				○
				Retighten engine mounting parts		○									

○ = Clean, check or supply
● = Change

MAINTENANCE FREQUENCY EVERY				CHECKING POINTS (CHASSIS, BODY)	MAINTENANCE CALENDER											
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)		Daily	1000 km (600 mile)	3000 km (2000 mile)	6000 km (4000 mile)	10000 km (6000 mile)	15000 km (9000 mile)	20000 km (12000 mile)	25000 km (15000 mile)	30000 km (18000 mile)	35000 km (21000 mile)	40000 km (24000 mile)
				Check clutch pedal play		O									
		O		Check clutch operation (adjust if necessary)					O		O		O		O
	O			Retighten steering gear box		O					O				O
				Retighten steering idler		O									
				Check knuckle arm fittings		O									
			O	Check steering linkage & wheel play		O	O	O	O	O	O	O	O	O	O
				Check remote control linkage		O									
		O		Check joints of propeller shaft					O		O		O			O
				Check springs & U-bolts		O									
			O	Check front & rear suspensions			O	O	O	O	O	O	O	O	O
	O			Check & retighten front suspensions							O				O
		O		Check springs & their fittings					O		O				O
		O		Check shock absorbers & their fittings					O		O				O
	O			Check stabilizer							O				O
			O	Check wheel disc				O	O	O	O	O	O	O	O
		O		Check wheel balance					O		O		O		O
		O		Rotate tire positions					O		O		O		O
				Check tire pressure	O										
	O			Check wheel alignment							O				O
			O	Check damage or leakage of brake pipes & hoses			O	O	O	O	O	O	O	O	O
			O	Check hand brake linkage			O	O	O	O	O	O	O	O	O
		O		Check hood & hand brake operation					O		O		O		O
	O			Check brake drums and linings							O				O
		O		Check exhaust pipe & muffler fittings					O		O		O		O
		O		Check damages & connections of electric wiring					O		O		O		O
	O			Clean & check dirt undersides							O				O
O				Check head lamp aiming & brightness											O
	O			Tighten mountings of transmission & body door hinges and other fittings							O				O
				Retighten & check doors opening & closing		O									
		O		Road test					O		O		O		O

LUBRICATION CHART

MAINTENANCE FREQUENCY EVERY						LUBRICATION		MAINTENANCE CALENDER											
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)				Daily	1000 km (600 mile)	3000 km (2000 mile)	6000 km (4000 mile)	10000 km (6000 mile)	15000 km (9000 mile)	20000 km (12000 mile)	25000 km (15000 mile)	30000 km (18000 mile)	35000 km (21000 mile)	40000 km (24000 mile)
			○	Engine		Check engine oil level, top-up if necessary	○										
			○			Change engine oil		●	●	●	●	●	●	●	●	●	●
			○			Check distributor cap, rotor & point			○	○	○	○	○	○	○	○	○
			○			Lubricate carburetor linkage			○	○	○	○	○	○	○	○	○
		○				Lubricate accel., clutch & brake pedal linkages			○		○		○		○		○
		○				Lubricate hand brake linkage			○		○		○		○		○
		○				Lubricate remote control lever			○		○		○		○		○
		○				Lubricate doors, tailgate engine hood lock & trunk lid					○		○		○		○
			○	Gear Oil		Check transmission oil level, top-up if necessary				○	○	○	○	○	○	○	○
○						Change transmission oil		●									●
			○			Check rear axle oil level, top-up if necessary				○	○	○	○	○	○	○	○
○						Change rear axle oil		●									●
		○				Check steering gear box oil level, top-up if necessary					○		○		○		○
		○		Grease		Grease up steering linkage				○	○	○	○	○	○	○	○
		○				Grease up upper & lower spindles					○		○		○		○
		○				Lubricate hand brake cable & balance lever					○		○		○		○
		○				Grease up hand brake cable nipple					○		○		○		○
	○					Lubricate distributor advancer							○				○
	○					Grease up upper & lower ball joints				○	○	○	○	○	○	○	○
	○					Lubricate window regulator & seat adjust							○				○
○						Change wheel bearing grease											●
○						Change propeller shaft joint grease											●
	○					Lubricate brake shoe linkages							○				○
		○		Fluid		Check cooling water level	○				○		○		○		○
○						Change cooling water											●
						Check battery electrolyte level	○										
			○			Measure specific gravity of battery electrolyte		○		○	○	○	○	○	○	○	○
			○			Check brake & clutch fluid	○		○	○	○	○	○	○	○	○	○

○ = Clean, check or supply
● = Change

TECHNICAL SPECIFICATION

ENGINE

Cylinder compression pressure : 12.7 kg/cm² (180 ℓb/in²)
(crankshaft rotated at 320 r.p.m. by starter)
Valve clearance ..... 0.43 mm.
(inlet and exhaust) (0.017 in.)
Fan belt slack ..... 10 ~ 15 mm.
(transverse direction) (0.4 ~ 0.6 in.)
Cylinder head bolt tightening torque ..... 6.2 ~ 6.5 kg-m (45 ~ 50 ft-lb.)
Rocker bracket mounting nut torque ..... 4.15 ~ 4.84 kg-m (30 ~ 35 ft-lb.)

ELECTRIC EQUIPMENT

Polarity ..... ⊖ minus ground
Firing order 1-3-4-2
Ignition timing ... approx. 16 deg. before top dead center when idling 600 r.p.m.
Distributor breaker point gap ..... 0.45~0.55 mm. (0.018 ~ 0.022 in.)
Spark plug gap ..... 0.7 ~ 0.8 mm. (0.028 ~ 0.032 in.)
A.C. generator ..... A.C.300/12x R
Regulator ..... Tirrill RL-2B
Specific gravity of battery electrolyte (charged) .. 1.280 (at 20° C) (68° F)
Battery electrolyte level ..... approx. 10 mm above plates (check through filler opening)
Polarity of generator ..... ⊖ minus earth

BULBS

Head lights (sealed beam type) ..... 12V-50/40W x 2
Parking lights ..... 12V-8W x 2
Directional lights ..... 12V-25W x 4
License light ..... 12V-8W x 1
Map light ..... 12V-5W x 1
Reverse light ..... 12V-15W x 1
Warning lights
Turn signal ..... 12V-1.5W x 2
Main beam ..... 12V-1.5W x 1
Tail lights ..... 12V-8W x 2
Stop lights ..... 12V-25W x 2

Instrument lights ..... 12V-3W x 9
Temperature gauge, ammeter, tachometer (2), clock, O/P gauge, fuel gauge, speedometer (2).

CHASSIS

Steering wheel play ..... 20~30 mm.
(at wheel periphery) ..... (0.8 ~ 1.2 in.)
Front wheel toe-in ..... 2~3 mm.
Front wheel camber ..... 1° 25' (unladen)
Front wheel caster ..... 1° 30' (unladen)
Kingpin inclination ..... 6° 35'
Brake pedal play ..... 8~12 mm.
(0.03 ~ 0.05 in.)
Brake pedal height above floor when fully depressed ..... 30 mm.
or more (1.2 in.)
Clutch pedal play ..... 49~53 mm.
(1.93 ~ 2.09 in.)

Tighteness of front wheel bearing nut
Tighten the nut until bearing resistance to rotation is felt (standard torque 23 ~ 25 ft-lb.) Then unscrew nut approx. 60 deg. & lock with cotter pin.

Brake shoe clearance
Front: Disc brake with self-adjusting hydraulic equipment.
Rear: After releasing hand brake, turn the adjuster to screw direction tightly and then turn back screw 2-3 notches until the wheel drum turn by hands just free from the shoe.

CAPACITY

Tire pressure ..... 1.5 kg/cm^2 (22 lbs.)
Gasoline tank ..... 43 ℓ (11.8 U.S. gal.)
Cooling water ..... 8 ℓ (2.1 U.S. gal.)
Oil pan ..... 4.1 ℓ (1.1 U.S. gal.)
Transmission ..... 2.2 ℓ (0.58 U.S. gal.)
Differential gear case ..... 0.93 ℓ
(0.25 U.S. gal.)
Steering box ..... 0.25 ℓ (0.07 U.S. gal.)

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