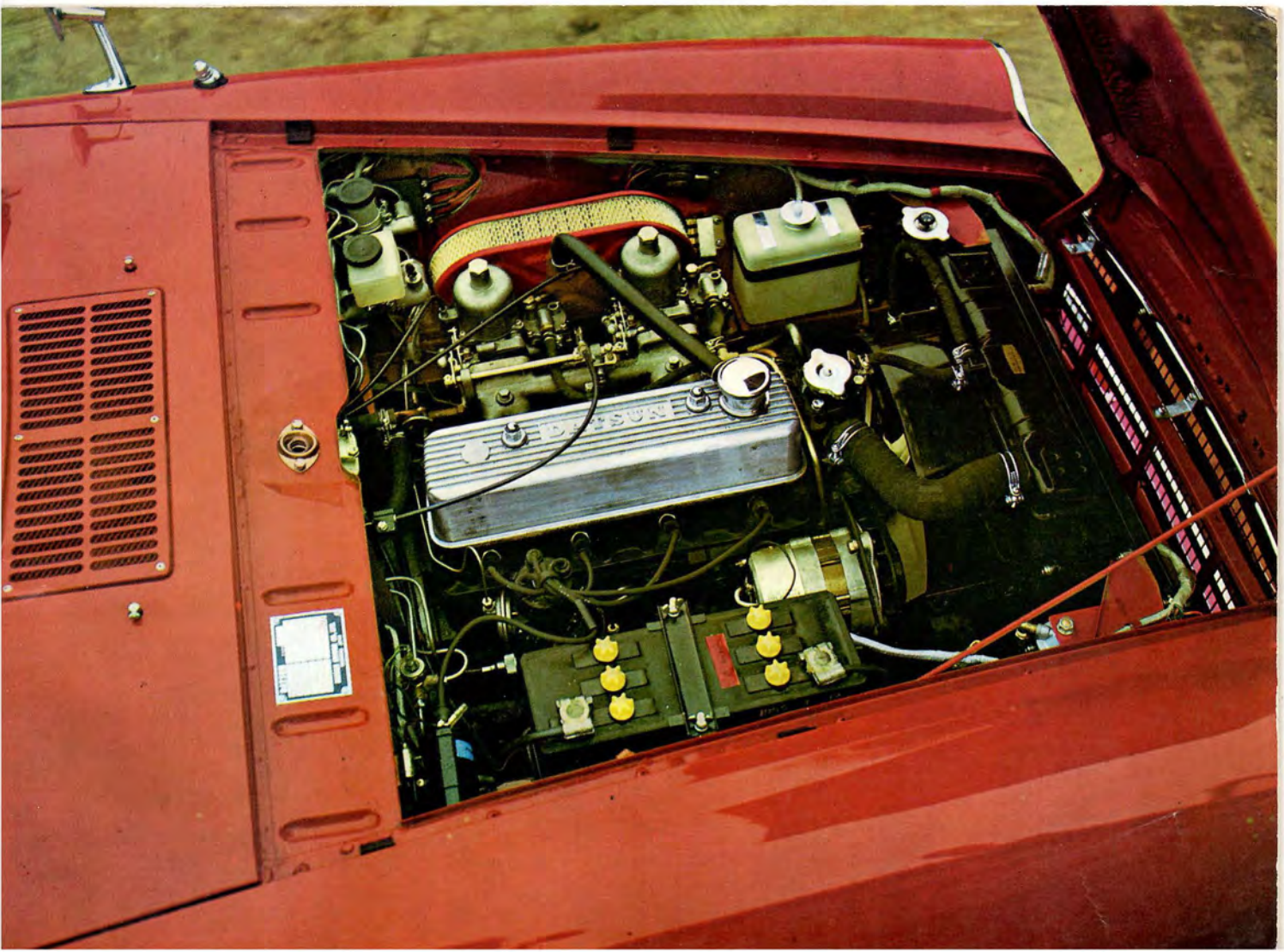
NISSAN

DATSUN 1600
owner's manual
Sports Car

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

MODEL SP(L) 311



Preface

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

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

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

Whenever you have a question or problem concerning your new car, call on your DATSUN dealers. They are ready for meeting your needs.

TABLE of CONTENTS

FOR YOUR DRIVING PLEASURE

TECHNICAL DATA

SPECIFICATION

MODEL SP(L)311-U
DIMENSIONS AND WEIGHT

Overall length	3,953 m (155.6 in.)
Overall width	1,495 mm (58.9 in.)
Overall height	1,305 mm (51.4 in.)
Wheel base	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 Persons
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 ø)	0.497
Min. turning radius	4.9 m (16.0 ft.)
Brake distance at 50 km/h	13.5 m (44.3 ft.)

ENGINE

Model R; Gasoline engine; Water cooled four cycle O.H.V.: Four cylinder 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

SU TWIN - 1 x 2; 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 Tirrill's 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 synchro-meshed, 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 3 spokes 400 mm (15.7 in.) diameter, Steering angle in and out 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.

LAMPS

Two head lamps (sealed beam); Two front parking and turn signal lamps; Two tail lamps and stop lamps; Two rear turn signal lamps; Rear license lamp; Map lamp; Reverse lamp; Reflectors.

INSTRUMENTS

Speedometer with milage recorder; Tacho meter with main beam warning lamp; Fuel gauge; Clock; Ammeter; Oil pressure gauge; Thermometer, Turn signal pilot lamps; An instrument panel, ignition and starter switch, lighting switch, windshield two-speed wiper switch; Fog lamp 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; Anchorages for fitting safety belt, Ash tray and glove box on instrument panel; Fresh air control; Door lock with key, Bumper over rider, front and rear; Spare wheel housed in trunk room; Mid point side jacking.

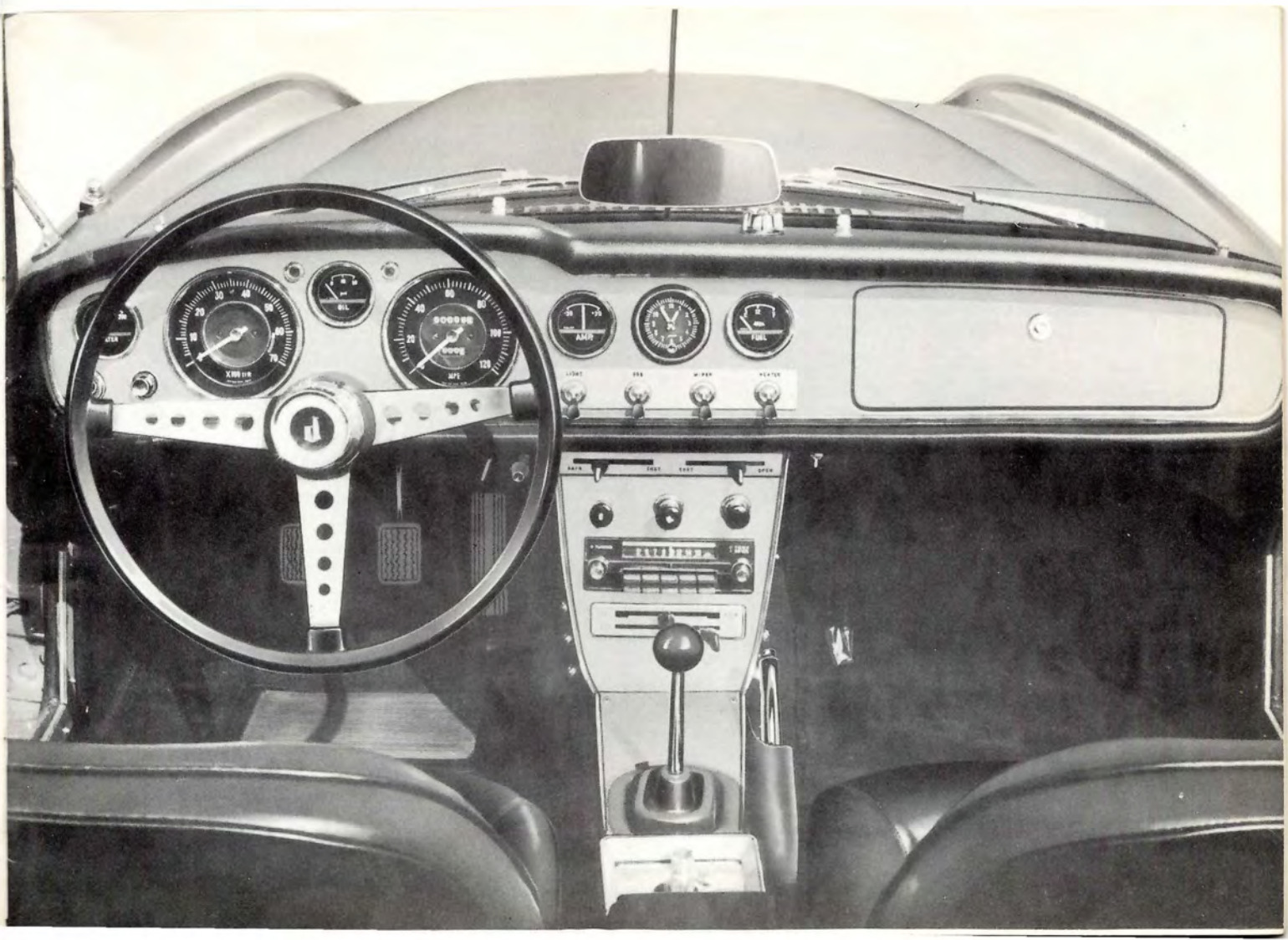
EQUIPMENTS

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

OPTIONAL & EQUIPMENTS

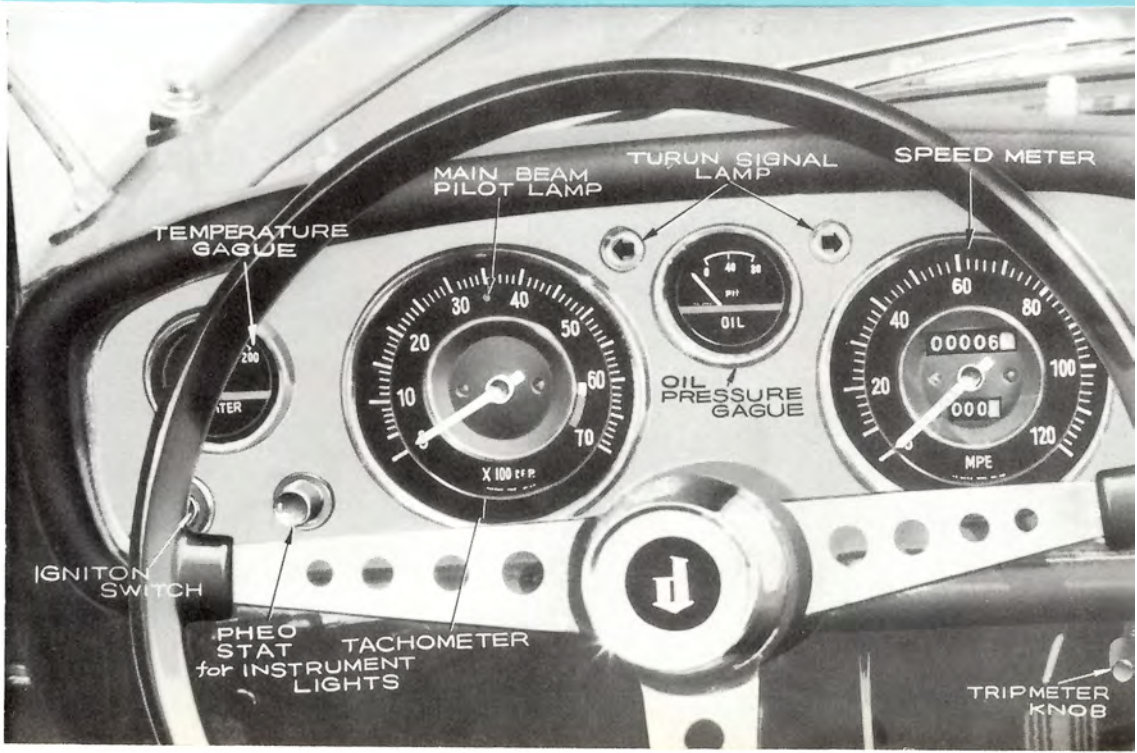
Heater, Radio, & Plastic hard top (Fiber glass reinforced.)

* These specifications are subject to change without notice.



INSTRUMENTS & CONTROLS

PANEL MOUNTED INSTRUMENT



OIL PRESSURE GAUGE

SPEEDOMETER

TEMPERATURE GAUGE

When the ignition is on, the pointer will grow up and show the water temperature at that time.

TACHOMETER

When ignition is on and the engine started, the pointer will show the revolution of per minute for running engine. (to multiply this showing number by 100).

IGNITION SWITCH

The switch is linked to the combination meter, heater, windshield wipers, turn signal lamps, warning and pilot lights, but free from the horn, radio and the other lamps.

TURN SIGNAL LAMP

This amber light takes action synchronously along with the turn signal lamp.

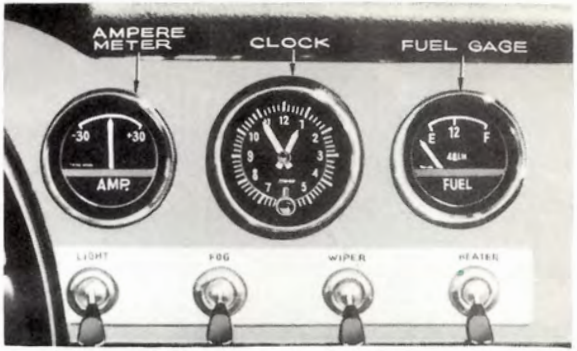
MAIN BEAM PILOT LAMP

While the head lamps are lighting straight ahead, this red light is on, but when the head lamp beams are directed downward by depressing switch the pilot light goes off.

TRIP METER KNOB

RHEOSTAT OF INSTRUMENT LIGHTS

Adjustable for dim or bright.



AMPERE METER

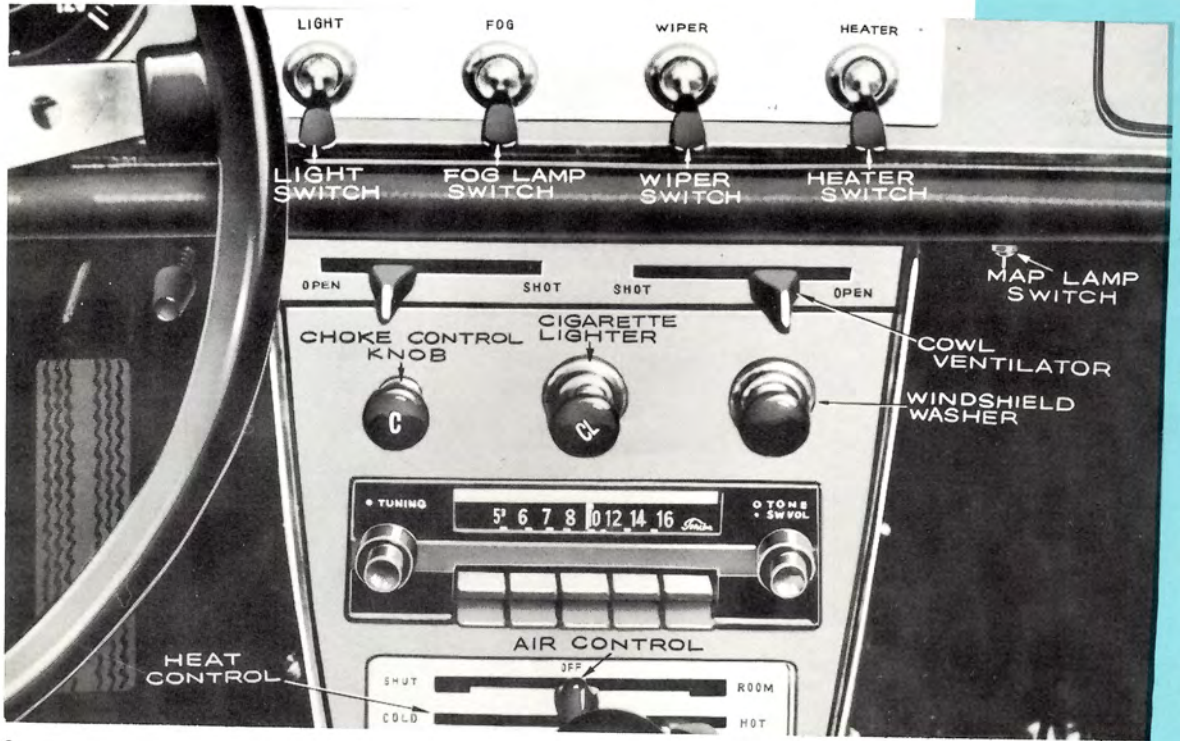
FUEL GAUGE

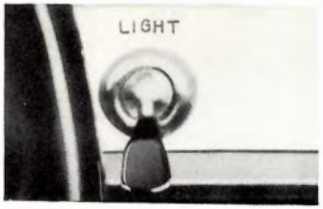
At the time the tank is full, capacity 11.3 U.S.gal. (43 ltr.) the pointer stands at "F" when the ignition is on.

CLOCK

To correct the time, push the knob at low position of center and set the hand to the correct time by turning it clockwise if possible. The clock is lighted from inside when the lighting switch is pulled out.

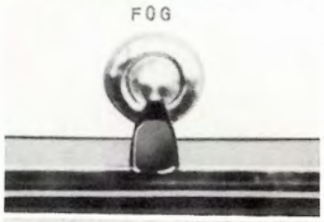
HOW THE EQUIPMENT WORKS



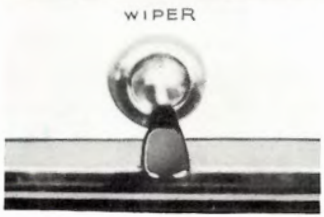


LIGHT SWITCH

This is a tumbler switch of two steps operation. The first step works to turn on the instrument panel light, and the parking, tail, license, lamp, and second step to turn on the head lamp.



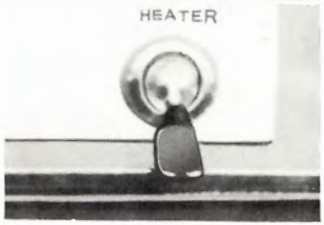
FOG LAMP SWITCH



WIPER SWITCH

The windshield wipers can be operated at two kind speeds by the tumbler switch.

When it is fine and the windshield is dusty, do not turn on the wipers as recklessly it would make scratches on glass surface.



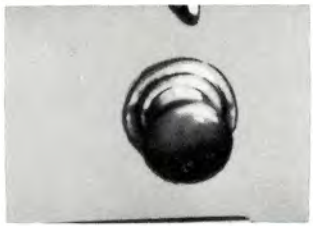
HEATER SWITCH

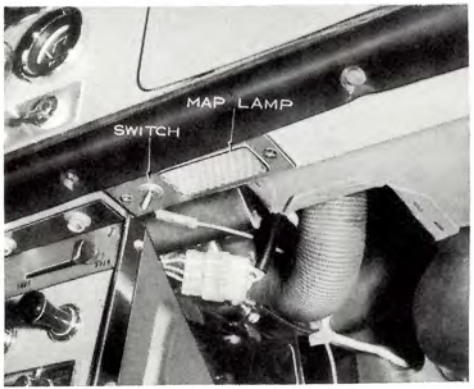
CHOKE CONTROL KNOB

The choke control knob is located at the left hand of the group of knobs.

CIGARETTE LIGHTER

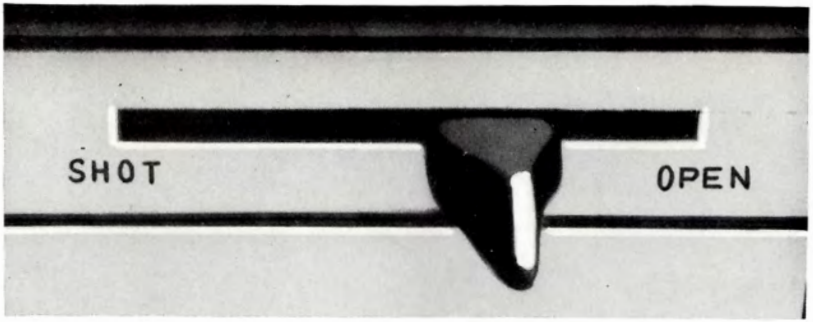
WINDSHIELD WASHER





MAP LAMP SWITCH

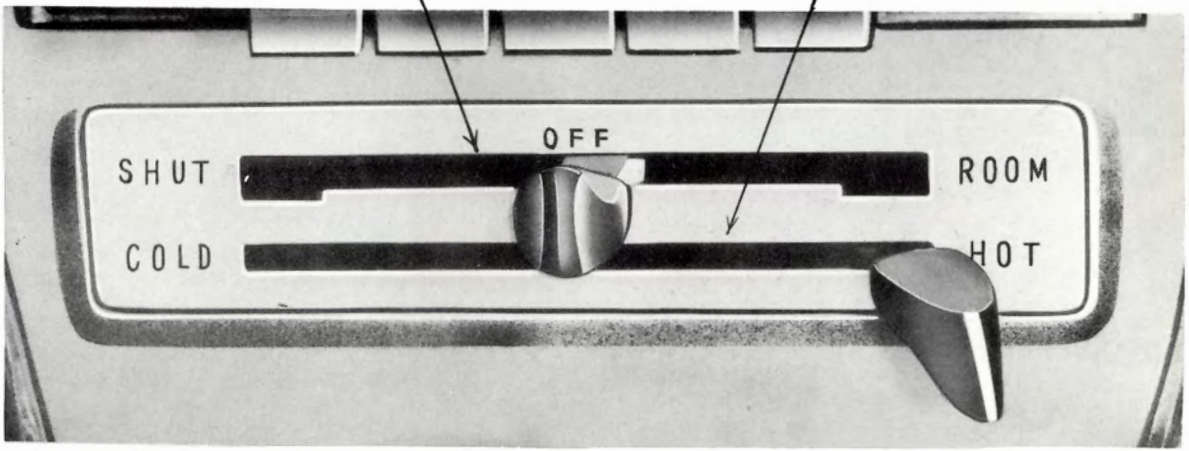
This is located at the near of cowl ventilator knob under the panel of instrument.

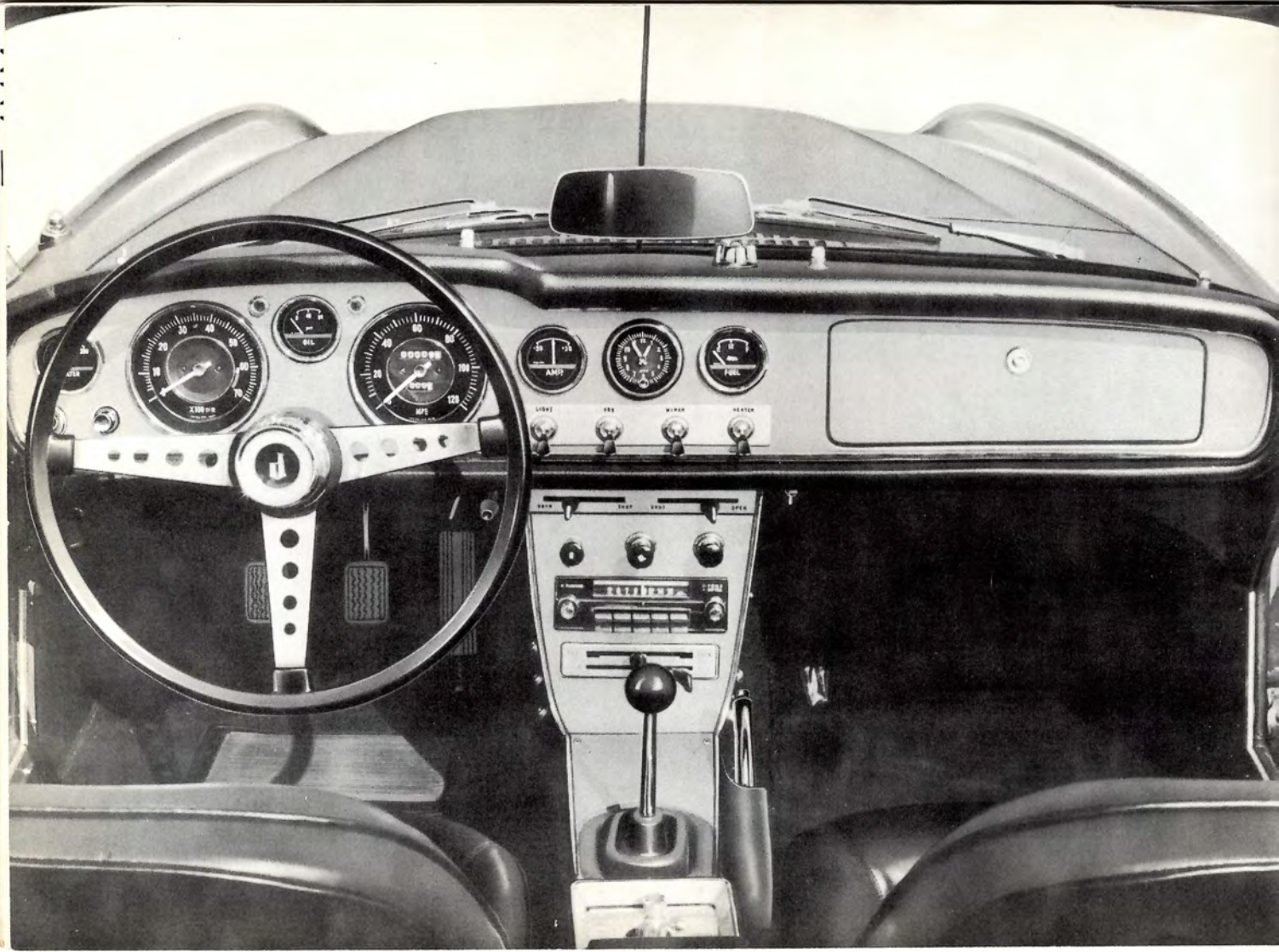


COWL VENTILATOR

AIR CONTROL

HEAT CONTROL





STARTING ENGINE

First, you make sure that the gear-shift lever is in neutral position and the side brake is applied. Turn on the ignition switch and see if the oil pressure and the ignition pilot lamps are lit. Then, turn the key-more to start the engine, and release as soon as if fires.

GEAR CHANGE LEVER

Your car is equipped with a 4-speed transmission. This means that there are four forward speed positions and reverse.

The shift from one gear to another is made as follows:

Depress the clutch pedal and move the gear shift lever into the position desired.

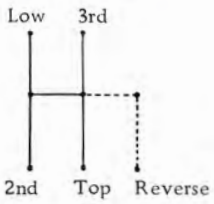
Make sure the hand brake is released before starting to drive.

The reverse position is indicated by the dotted line.

Break in Period

You know 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 worn-in.

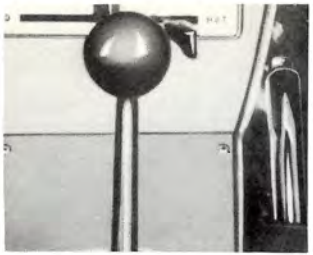
Position of gears

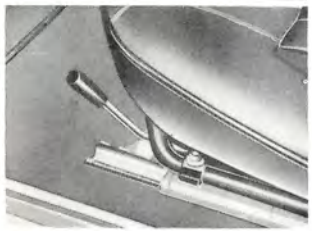


Ignition Switch

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

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

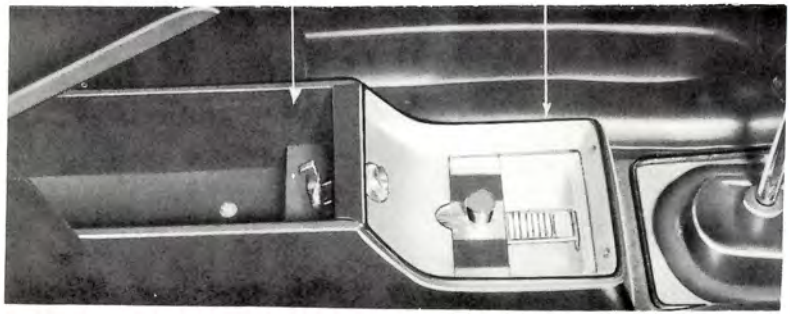
Hand brake lever is on the seat side. Pulling up the lever effects braking mechanically on the rear wheels. To release brake, pull up the lever, push the button on the top of it and then fold down.

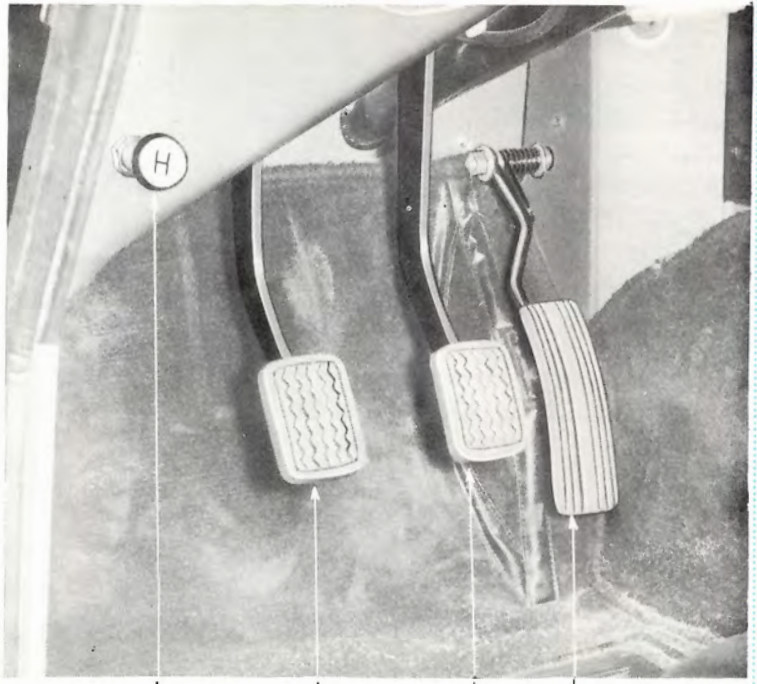
DRIVER'S SEAT ADJUSTMENT

If you want to move your seat forward or backward, turn the adjusting lever located at the front of the seat as shown.

Move your seat forward or backward until you reach the desired position. Then release lever and the seat will be locked.

FLOOR GLOVE BOX *ASH TRAY*



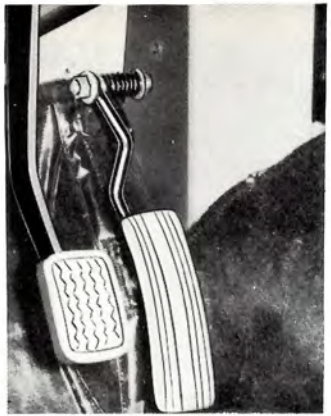


Under the instrument panel, three foot pedals:

The clutch pedal on the left.
The accelerator on the right.
The brake pedal in between.

HOOD LOCK KNOB

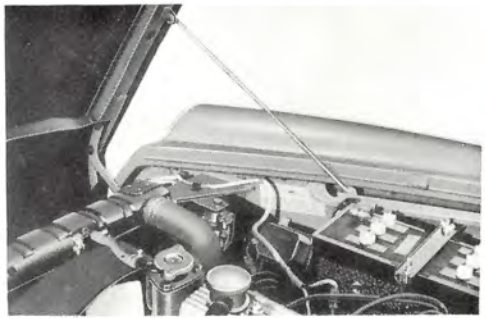
BRAKE PEDAL



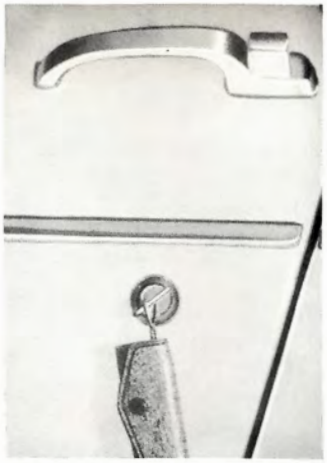
CLUTCH PEDAL

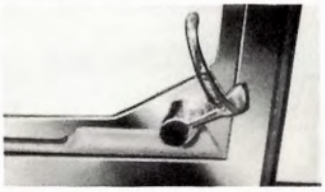
ACCELERATOR PEDAL

For safety purposes the hood is fitted with a lock. To release the safety catch, pull the lock lever (H) located at the left side (or the right side for the right handle drive).



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





OPENING THE DOORS

- From outside :

To unlock press in the button then pull the door handle.

- From inside :

Pull the handle backwards.

TO LOCK THE DOORS

The doors lock with key. However it is possible to open the left or the right door from outside.
In pulling the handle forward the doors are locked.

Side Window

It can be opened by pulling the catcher to back way pushing out the window.

KEYS AND LOCKS

Two duplicate keys are supplied with the car:

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

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

One set keys are for your spare and should be kept in a handy place for use in the event of loss of your using keys.

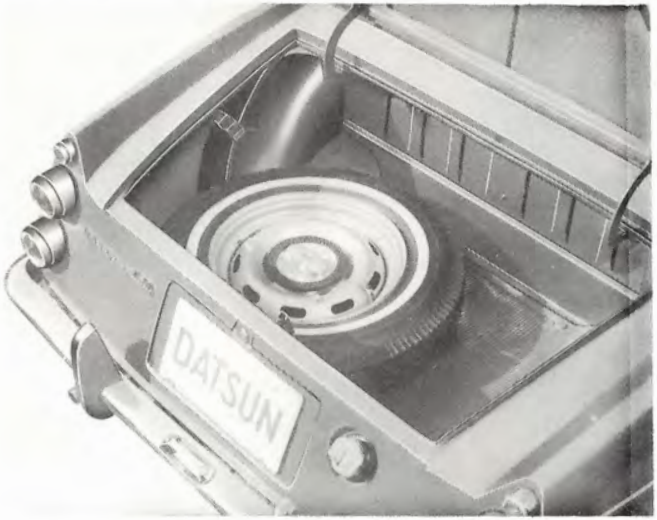
LUGGAGE COMPARTMENT

Look for the key hole which is apparent.

Turn the key clock wise.

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

SPARE WHEELS & TOOLS

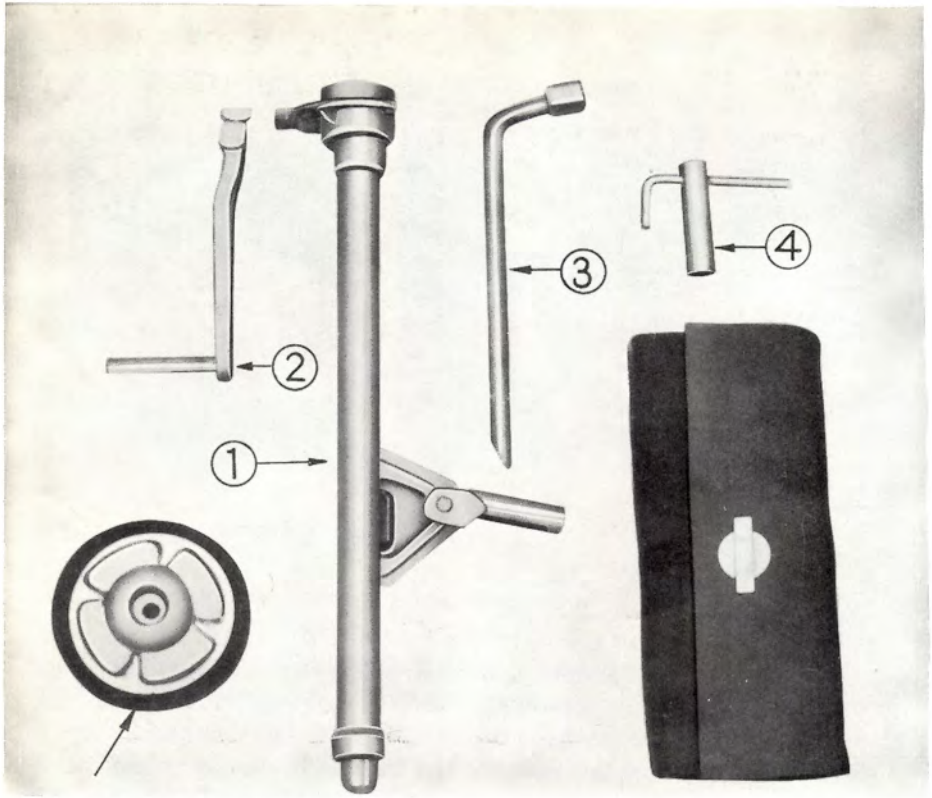


SPARE WHEEL & TOOLS

Spare wheel is fixed well to the floor with the wing nut so as to be readily removed. The tool bag and jack are also placed on the trunk 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 taken out of the jack column into its lower arm and move the lever up and down. To jack down, move the handle to the upper arm and move gently, 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.

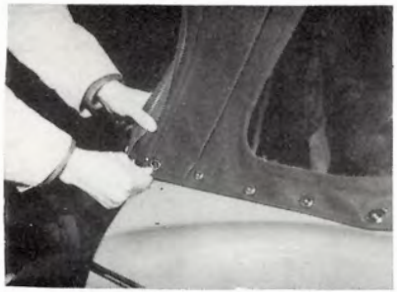
(1) Body jack (2) Jack handle
(3) Wheel nut wrench
(4) Spark plug wrench & lever

HOW TO CONTROL THE CANVASS TOP

① Disconnect the pushing plate from the spring plate.

② Pull out of the catcher at the top of canvass.

③



④ Take off the snap at the edge of canvass from front side by turns.

⑤ To draw out the solid frame of the canvass end where is inserted at two points.

⑥ Before falling down the canvass top, spread the cover on the back of room and fix it at the three positions as shown.

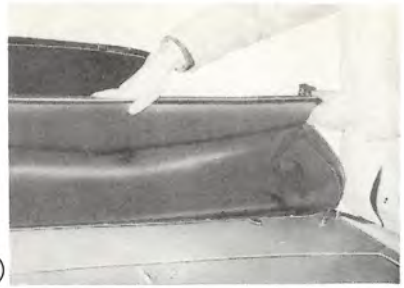
⑦

Turn over sufficiently the edge of canvass on the top of frame as shown in this figure and fall into the back way.

⑧

Press down the frame assembly of canvass top holding the corner of top as shown in the figure.

⑨



Press down the frame assembly of canvass top evenly.

⑩

Then, arrange the edge of canvass preventing from harm for the windows by the pushing plates.

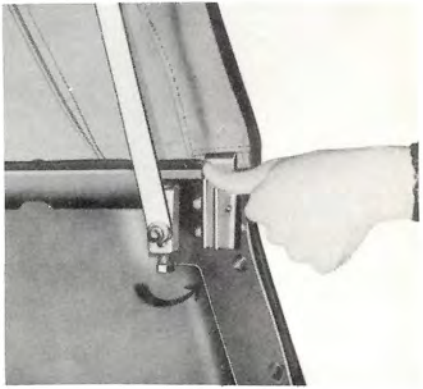
⑪

Roll up the rear canvass by holding the solid portion of it.

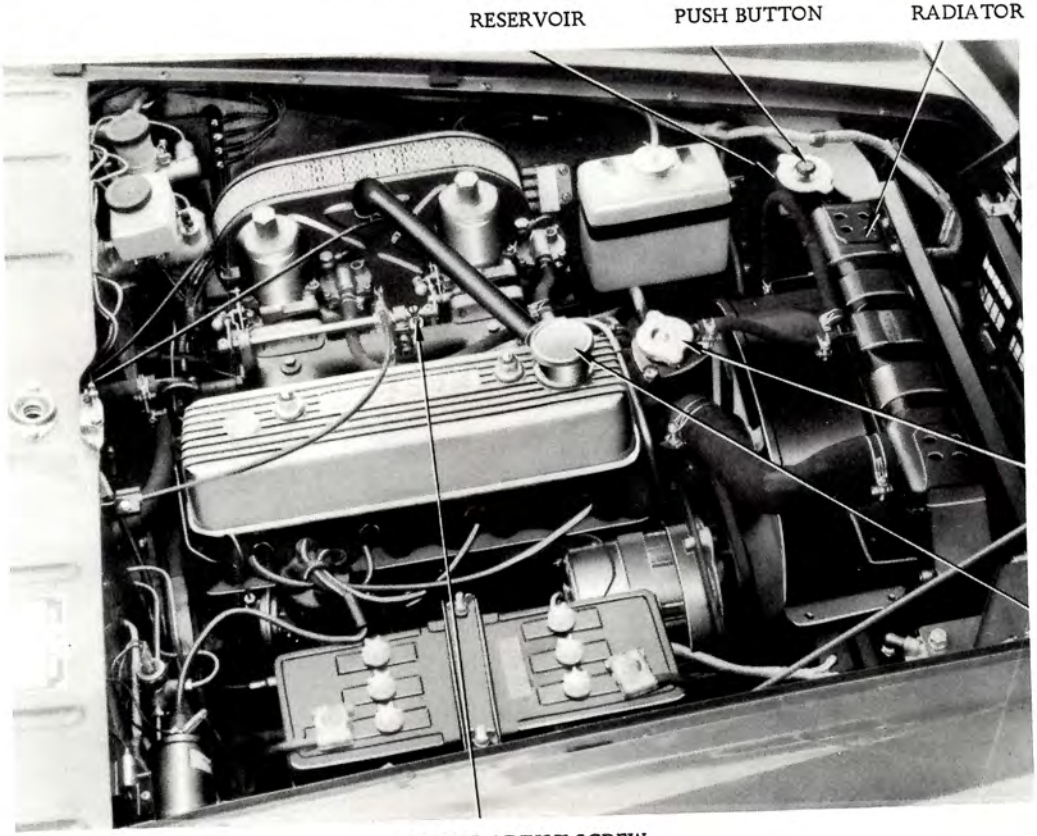
⑫ Insert the edge of solid portion as shown in this figure.

⑬ Put the rolled canvass in order to keep in good care and then insert the edge of canvass cover to the catcher as shown in this figure.

TO STRETCH
THE CANVASS TOP



YOUR ENGINE COMPARTMENT



You will find on the above detailed views of engine compartment showing the main components.

IN HOT WEATHER

CHECK UP:

See to the following; 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 battery electrolyte.

REPLACING THE LUBRICANT:

In summer when the temperature always stays over 90° F (32°C), the lubricating oil is to be replaced.

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 the choke in. When the engine is warm, the choke is not necessary. For a little after the engine is started keep the revolution at slow for "warming-up." In winter, these considerations are especially important. The water becomes warm in about five minutes and all is ready to start driving.

OIL VISCOSITY SUITABLE FOR THE CLIMATE

Temperature		Engine Oil (API-MS)		Gear Oil
C°	F°	Multi-Viscosity	Regular	Multi-Purpose
Over 32°C	(Over 90°F)	SAE 10W-30	SAE 30	SAE 140
0°C-32°C	(32°F-90°F)	SAE 10W-30	SAE 20-20W	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

REPLACING LUBRICANT:

When the temperature goes down below 10° F(-12°C), the lubrication oil is recommended to be replaced.

ANTI-FREEZE:

In winter when the temperature is anticipated to go down below 32° F (0 C), apply anti-freeze to the cooling water. For the mixing rate of anti-freeze with water, refer to "Direction of Use" of the anti-freeze.

COOLING WATER

Whole amount of the cooling water is 2.1 gal. (8 ltr.). Add water properly when the cooling water becomes low.

RADIATOR SHUTTER:

In winter when the thermometer would not get up to 176° F (80° C), apply a suitable cover over the radiator to adjust passage of the cold air.

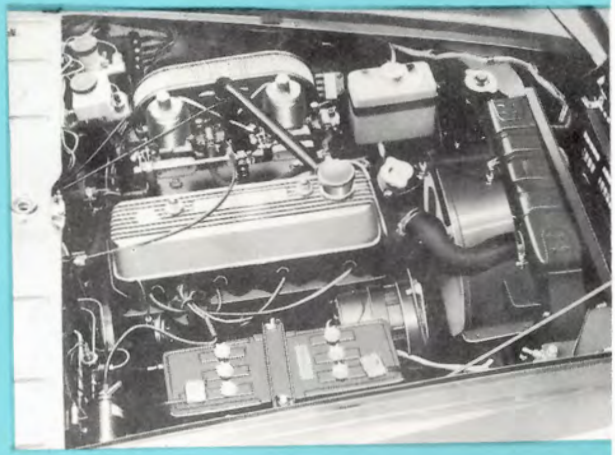
BATTERY:

Under extremely low temperature, the efficiency of 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 necessity for charging. See under-mentioned 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

ENGINE FAILS TO START



Raise the cover and check the cable of battery terminals. If the terminal is corroded, brush it up. Or it may be necessary to charge the battery.

When the carburetor is considered to be out of gasoline, move many times the hand primer lever of the fuel pump at the right hand side below the engine to pump in gasoline.

Examine the electric 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.

To ensure continuation of best performance, low maintenance cost and long life of your car, it is necessary to change the engine and gear oil whenever it becomes contaminated with harmful foreign materials.

Especially, during "Breaking-in" period, change the oil first 600 miles (1000 kms) finished.

SUITABLE OIL VISCOSITY FOR THE CONDITION

The SAE (Society of Automotive Engineers) viscosity numbers fix a classification of lubricants in terms of viscosity or fluidity, but with no reference to any other characteristics or properties.

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

It is also important to choose right grade and viscosity of engine and gear oil suitable for the climate conditions you expect during the period the oil is in engine, transmission and rear axle.

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 below table shows recommended lubricants. You can drive more enjoyable performance and economy as you use the proper lubricants which are sold by reputable oil company.

As to the grade of lubricants and suitable oil for the climatic conditions, as shown below.

RECOMMENDED LUBRICANTS

Lub. Classification \ Maker		Standard Vacuum Oil Co.	Shell Oil Co.	Caltex Oil Co.		Esso Oil Co.	B. P.	
				Texaco Oil Co.	California Standard Oil			
Engine Oil	Multi-grade	Mobiloil Special HD 10W-30	Shell Rotella 20W-40 Shell X-100 10W-30	Haroline Custom made 10W-30	——	——	——	
Engine Oil	SAE #20, 30, 40	Mobiloil Arctic or Mobiloil A or AF	Shell X-100	Haroline	R. P. M. Motor Oil HD	Estor HD	Enerol IC-D	
Gear Oil		Mobilube G x 90	Spirax EP 90	Universal Gearlube EP	R. P. M. Gearlube	Pen-O-Led	Gearlube 425 EP	NLGI-Consistency No. of Grease
Wheel Bearing Grease		Mobilgrease	Retinax H	Marfak	R. P. M. Wheel Bearing Grease	Estan	Engrease	2
Chassis Grease			Retinax C		R. P. M. Chassis Grease			0 or 1
Water Pump Grease		——	Retinax P	Water Pump Grease	R. P. M. Water Pump Grease			2 or 3
Universal Joint Grease		Mobilgrease MP	Retinax A or C	Marfak	R. P. M. Chassis Grease			0 or 1

BRAKE OIL

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

COOLANT FILLER

RELEASE BUTTON FOR PRESSURE

COOLANT RESERVOIR

With the general maintenance, the most important 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 following:

Turn on the ignition key and see to the fuel amount at the gage.

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 when coolant temperature is high, push the button of coolant reservoir until pressure is relieved. Then, remove the cap of radiator slowly.

CHECKING FOR—

—THE OIL LEVEL

Pull out the oil level gauge provided in front of the distributor on the right hand of the engine, wiping it with rags. Then reinsert it, and pull out again and check the oil level with the wet portion of the gauge. The oil level should stand between the marks MAX and MIN on the gauge. Checking must be done with the car positioned as level as possible and a while after the engine comes to a stop. 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 the functioning of all lights, the turn signals and the dimmer switch is proper.

—BRAKES

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

Use of the Maintenance Hand Book

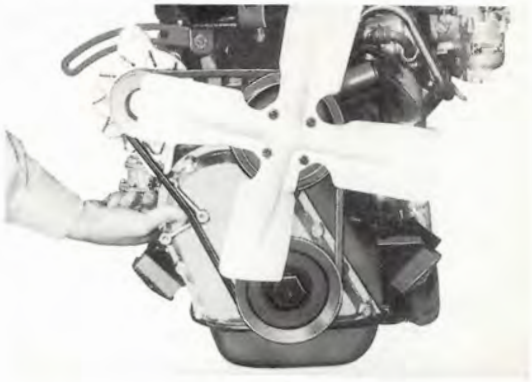
In order to assure satisfactory performance of your car all times, please do not fail to carry out the periodical check at the shop designated by Nissan, the distributor or dealer. However, the Hand Book of Maintenance is provided for your own interests.

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

It is recommended that you will contact your DATSUN Dealer to serve your DATSUN at any time.

FAN BELT & ALTERNATION

Push the belt between the generator and the crank pulley, and check the correct slackness of 10 to 15 mm.



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

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

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

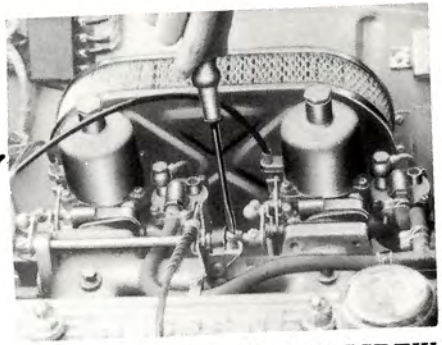
4) Never operate the alternator on open circuit. Make sure all leads are connected and tightened securely.

5) In the case of using the steam washing machine, keep it from an injury by the heat of it.

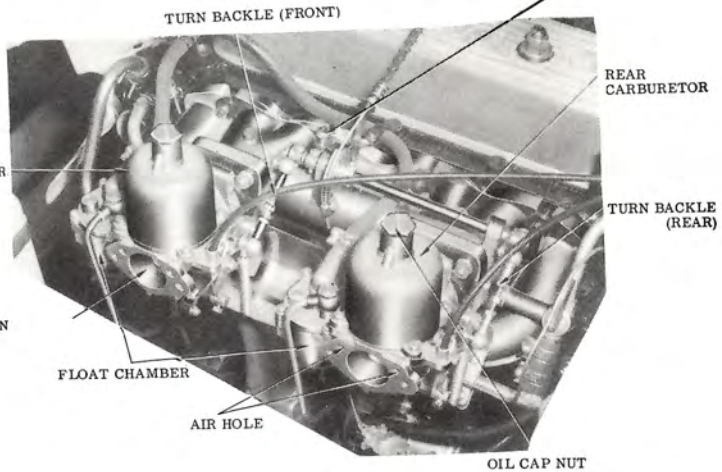
6) When the battery is charged quickly with the quick charger, an extraordinary voltage is loaded on the silicon rectifier, so the battery must be removed from the car or the circuit of alternator output terminal must be disconnected.

7) Do not make the megger test on any parts of alternator and the regulator because any abnormal voltage threatens to break the silicon rectifier down.

INSTRUCTIONS FOR BALANCING TWIN HITACHI HJB-38-W VARIABLE VENTURI SIDE DRAFT CARBURETOR



IDLING ADJUST SCREW FOR THE DUAL CARBURETORS



Method (A)

1) Remove air cleaner.
2) Disconnect throttle connections of both carburetors.
3) On the front carburetor (nearest radiator) set idle screw so that tachometer reading is 500 RPM. If you do not have an instrument for balancing multiple carburetors, use a length of plastic hose, 1/2 inch diameter, and place at open horn of carburetor, and at your ear. Listen to sound of air entering carburetor.
4) Move to second carburetor and follow same procedure of listening to air entering this carburetor. If the sound is exactly the same as the front carburetor, then they are synchronized. If not, then adjust the idle screw until they have the same sound.
5) Now if reading of the tachometer has changed, you must move both idle screws until you have both carburetors hissing the same tone and the RPM is not more than 650.
You have now synchronized the throttle opening of dual carburetors.
6) We will now proceed to adjust and synchronize the fuel flow of both carburetors.
Start with the front carburetor adjustment.
With the engine running at 600 RPM, lift the piston of the back carburetor 1/2 inch.
(This will make the carburetor inoperative.)
If engine stalls, then you must richen the front carburetor until it will keep the engine running as if it were firing only two cylinders, rough but a steady beat.
Now repeat this same procedure of lifting the piston on the front carburetor, and adjust the mixture of the back carburetor.

7) You have now synchronized your air fuel ratio in both carburetors.
You may find when this step is completed that RPM has increased on your tachometer; if so, go back to step and correct that idle to 600 RPM.

8) Next, adjust your throttle linkage connecting the carburetors with the throttle shaft mounted on the intake manifold.
Adjust the length of throttle link so that it will snap in place without changing RPM on the front carburetor.
Do this same operation with the link to the back carburetor.
You can adjust idling by the union adjust screw on the connecting rod of the dual carburetors.
Your engine should now run smoothly, providing the rest of your engine is properly tuned, such as valves, points, plugs, condenser, and ignition timing properly set.

Method (B)

1) Warm engine to normal operating temperatures.
2) Turn the idle adjusting screw clockwise until closed, then turn the screw about three turns.
3) Turn the front carburetor throttle adjusting screw clockwise 2 or 3 turns.
Back off on the rear carburetor adjusting screw so it is off the stop.
4) Then start engine.
5) Turn the front throttle adjusting screw anti-clockwise until engine reaches about 500 RPM.
6) Turn the idle adjusting screw turns either left or right until engine runs evenly.
7) If the rotation of engine is too fast, slightly adjust the front throttle adjusting screw until engine about 600 RPM.

8) Normally a slight alteration of the idle adjust screw is again necessary.

9) Set the rear carburetor throttle adjusting screw so it is on the top.

Method (C)

If you have an instrument for balancing multiple carburetors.

1) Warm engine to normal operating temperatures.

2) Remove air cleaner; disconnect linkage.

3) Place an instrument for balancing over throat of one carburetor. (Adjust the screw of air flow control.)

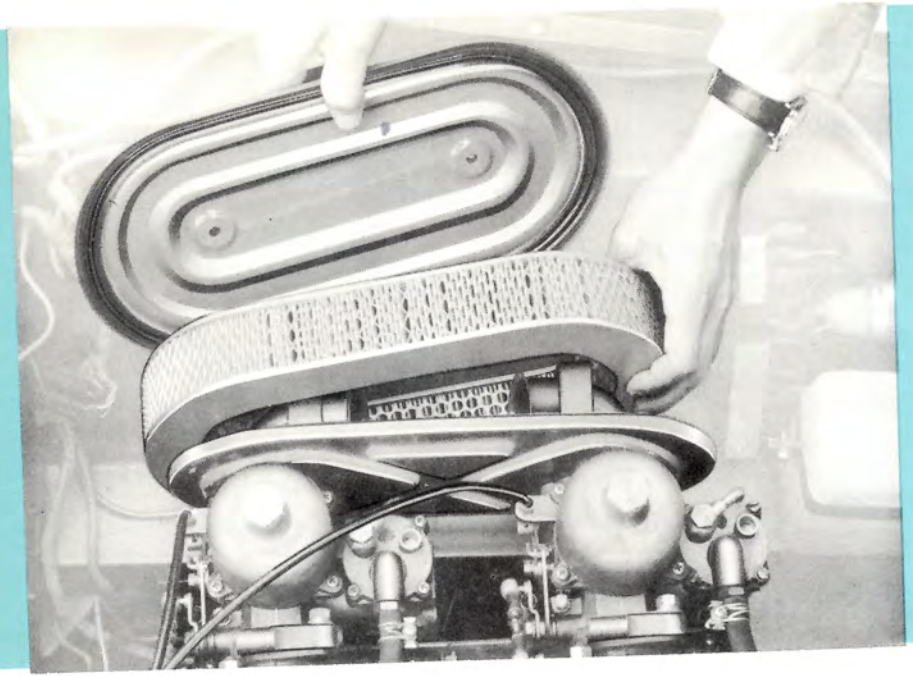
4) With the adjusting screw in open position, gradually turn down until float in transparent tube rises to, or near, any graduating mark line. (Tube to be kept vertical while in operation.)

5) Without changing position of the adjust screw, place the same on remaining carburetor, adjusting each carburetor "throttle-stop-screw" to bring float to approximately same level as the above 4.

If the idling speed is too fast, back off the throttle stop screw on one carburetor adjust an instrument for balancing to that carburetor, then rebalance the other carburetors. Then carefully reconnect linkage.

Then the engine speed is increased just enough so the carburetor control arms do not touch the stop screws, then locking the accelerating control at a point that will not affect the linkage to the carburetor.

The linkage may then be checked and adjusted by using an instrument for balancing multiple carburetors in the same manner as for adjusting the idling screws.



AIR CLEANER

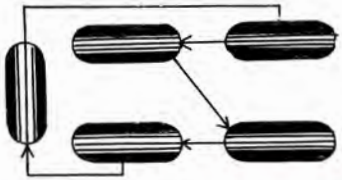
The element is of paper filter type and can be easily taken out by removing wing nut.

Clean the element every 5,000 km (3,000 m) by giving vibration or by blowing dry pressure air from inside, and change new one every 30,000 km (20,000 m).

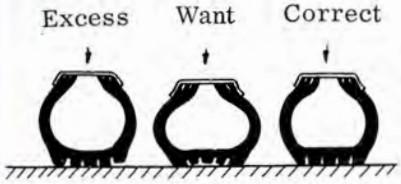
Care must be taken not to injure filter paper.

ROTATION OF TIRES

Change Alternately



If the tires are used for long at the same positions, they are apt to be worn and damaged only in their particular portion and shorten their lives. For instance, the front tires are unevenly worn generally, and the rear tires of the car running a mountain district are worn and get cuts at their outside edges. Therefore, check the tires periodically and rotate them every 3,000 miles (6,000 km). The spare tire also must be included in the rotation.



Pressure for tire

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

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. Pressure should not be reduced when it is raised by the heat.

Checking and maintenance should be done for not only tires in use, but spare tire. If air pressure of tire reduces more than 7 lb (0.5 kg/cm^2) in a week, this 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 (for Your Information)

MAINTENANCE FREQUENCY mile (kilo) EVERY 1000 (1500)	2000 (3000)	3000 (4500)	6000 (9000)		CHECKING	VALUES	DAILY	500 (800)	1000 (1500)	X100 mile (kilo) 20(30) 80(120) 140(210) 200(300) 260(390) 320(480)	30(45) 70(105) 90(135) 130(195) 150(225) 190(285)	40(60) 60(90) 100(150) 120(180) 160(240) 180(270)	50(75) 110(165) 170(255) 230(345) 290(435) 350(525)
	○			ENGINE	Check fan belt for tension	10 ∿ 15 mm		○		○		○	
		○			Check nuts for torque, ①cylinder head, ②valve rocker brackets	① 40 ∿ 47 ft-lbs			○	○			○
		○			Retight manifold connections	② 20 ∿ 25 ft-lbs			○	○			○
			○		Valve clearance adjustment	0.017"			○	○			
		○			Check compression if necessary	157 lbs/in^2 320r.p.m.				○			○
		○			Check and clean spark plugs. Adjust gap if necessary	0.28 ∿ 0.32"				○			○
		○			Distributor-adjust the point gap and clean	0.18 ∿ 0.22"			○	○			○
		○			Check ignition advance and timing	16°/600 r.p.m.			○	○			○
			○		Dynamo & starter motor-wipe commutators, check carbon brushes					○			
		○			Clean gasoline strainer					○			○
		○			Fuel pump-check oil leak, gasoline leak					○			○
		○			Carburetor - clean filter, check float level					○			○
		○			Air cleaner - clean element.	Change element every 20,000 miles			○	○			○
	○				Idling adjustment	Approx. 600 r.p.m.		○	○	○		○	
			○		Replace oil filter element					○			
			○		Check thermostat, cooling water connections					○			
			○	ON PIT OR LIFT	Check mountings of engine, exhaust pipe and muffler					○			
	○				Check oil leak from engine, transmission and rear axle				○	○		○	
		○			Check hand brake				○	○		○	
○					Check hydraulic brake connections for leakage				○	○	○	○	○
○					Adjust brake shoe clearance (rear)				○	○	○	○	○
		○			Check steering linkage, friction pat (front)				○	○			○
		○			Check front suspension				○	○			○
		○			Retighten spring clip bolts & pins				○	○			○
		○			Shock absorbers - check proper mounting & oil leak				○	○			○
			○		Tighten body mounting bolts				○	○			
○				CHASSIS	Pedals free play & effective stroke		○		○	○	○	○	○
		○			Check free play of steering handle	Approx. 1" on wheel			○	○			○
○					Check tire pressure & wheel nuts tightness	24 lbs/in^2	○		○	○	○	○	○
		○			Wheel alignment (toe-in, camber & caster)				○	○			○
		○			Rotate tire position, check uneven wear & crack					○			○
		○			Check head lamp beam and all electric bulbs		○		○	○			○

LUBRICATION

MAINTENANCE FREQUENCY mile(kilo) EVERY 1000 (1500)	2000 (3000)	3000 (4500)	6000 (9000)	LUBRICANTS	ITEM No.		QUANTITY	DAILY	mile 500 kilo (800)	mile 1000 kilo (1500)	X100 mile (kilo) 20(30) 80(120) 140(210) 200(300) 260(390) 320(480)	30(45) 70(105) 90(135) 130(195) 150(225) 190(285)	40(60) 60(90) 100(150) 120(180) 160(240) 180(270)	50(75) 110(165) 170(255) 230(345) 290(435) 350(525)
				ENGINE OIL	1	Engine oil pan - check level & top up if necessary	1.08 U.S. Gal.	○						
	○				1	Engine oil pan - drain and refill	" (4.1 ℓ)		○	○	○		○	
	○				2	Startor motor bearings	1 or 2 drops				○		○	
	○				3	Distributor - bearing, point arm pivot & automatic advancer	Few drops				○		○	
○					4	Engine control linkage, accel. pedal support	Few drops			○	○	○	○	○
○					5	Hand brake system - lever pivot & linkage	Few drops			○	○	○	○	○
○					6	Brake and clutch pedal shaft	Few drops			○	○	○	○	○
○					7	Bodywork; door handles, hinge, striker				○	○	○	○	○
	○			GEAR OIL	8	Transmission - check level & top up if necessary					○		○	
			○		8	Transmission - drain and refill	0.6 U.S. Gal. (2.2 ℓ)		○		○			
·	○				9	Rear axle case - check level & top up if necessary					○		○	
			○		9	Rear axle case - drain and refill	0.23 U.S. Gal. (0.85 ℓ)		○		○			
	○				10	Steering gear box - check & top up if necessary			○		○		○	
○				GREASE	11	Steering linkage - king pin, side rod, cross rod, idler				○	○	○	○	○
○					12	Front suspension - upper and lower link spindle and bush				○	○	○	○	○
	○				13	Body work - hood lock, door lock control, trank lid lock					○			
	○				14	Hand brake wire bracket				○	○		○	
○					15	Propeller shaft joints	Joints grease			○	○	○	○	○
			○		16	Road wheel bearings (recharge with grease)	Br'g - grease				○	(except 2000 miles)		
				FLUID	17	Radiator - check and top up if necessary		○						
		○			17	Radiator - drain water, flush out and refill	2.11 U.S. Gal. (8 ℓ)				○			○
○					18	Battery - check electrolite and top up if necessary			○	○	○	○	○	○
	○				19	Brake and clutch fluid - check and top up if necessary				○	○		○	

DATA for ADJUSTMENT

ENGINE

Cylinder compression	12.7 kg/cm²
(at starter 320 rpm)	(180.6 lb/in.²)
Valve clearance	0.43 mm.
(intake & exhaust. in hot)	(0.017 in.)

Carburetor

Diameter of gasoline valve	38 mm (1.5 in.)
Diameter of venturi	variable
Throttle valve	automatic system
Fan belt slack	10 ~ 15 mm

Tightening torque

Cylinder head nut	6.2 ~ 6.5 kg-m (45 ~ 47 ft-lb)
Rocker bracket	2.8 ~ 3.5 kg-m (20 ~ 25 ft-lb)

ELECTRICAL SYSTEM

Polarity	⊖ minus earth
Firing order	1-3-4-2
Ignition timing	16° (at 600 rpm)
Distributor 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.300/12 x R
Regulator	Tirrill RL-2B
Specific gravity of battery electrolyte (charged)	1,280 (20°C)
Electrolyte level	Approx. 10 mm above baffle plate

BULBS

Head lamp (sealed beam) type	12V-50/40W x 2
Parking lamp	12V-8W x 2
Turn signal lamp	12V-25W x 4
License lamp	12V-8W x 1
Map lamp	12V-5W x 1
Reverse lamp	12V-15W x 1
Warning lamp	
Turn signal	12V-1.5W x 2
Main beam	12V-1.5W x 1
Tail lamp	12V-8W x 2
Stop lamp	12V-25W x 2
Instrument lamp	12V-3W x 9

(W/T gauge, ammeter
tachometer (2) clock
O/P gauge fuel gauge
speedometer (2)

CHASSIS

Steering wheel play (around wheel) ..... 25~35 mm
Toe-in ..... 2~3 mm
Camber ..... 1°25'
Caster ..... 1°30'
Brake pedal play ..... 8~12 mm
Clutch pedal play ..... 49~53 mm
Brake / Clutch pedal height ..... 157 mm from dash panel
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.

PRESSURE & CAPACITIES

Tire pressure
Front ..... 22 lb
Rear ..... 24 lb (over 50 mph)
Fuel tank ..... 43 ℓ (11.3 U.S.gal.)
Coolant ..... 8 ℓ (2.1 U.S.gal.)
Reservoir tank ..... 1 ℓ (3.78 U.S.gal.)
Crank case oil ..... 4.1 ℓ (1.08 U.S.gal.)
Transmission case ..... 2.2 ℓ
Rear axle case ..... 0.85 ℓ (0.23 U.S.gal)

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