DATSUN SPORTS 1600·2000

OWNER'S MANUAL

MODEL SR(L)311

SP(L)311

NISSAN MOTOR CO., LTD. Tokyo, Japan

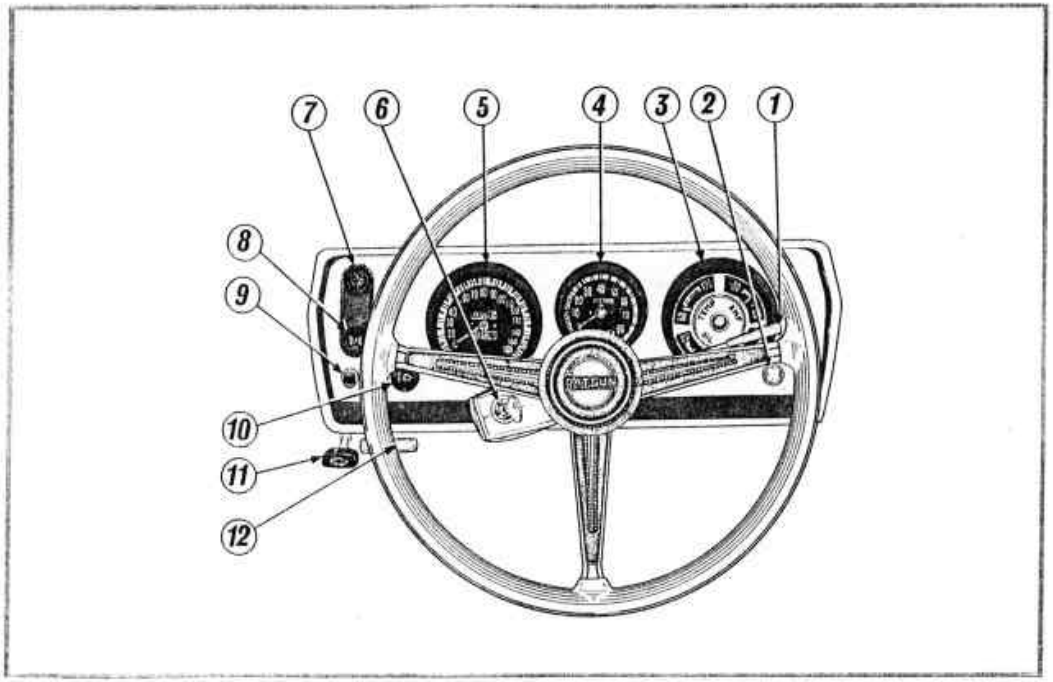
FOREWORD

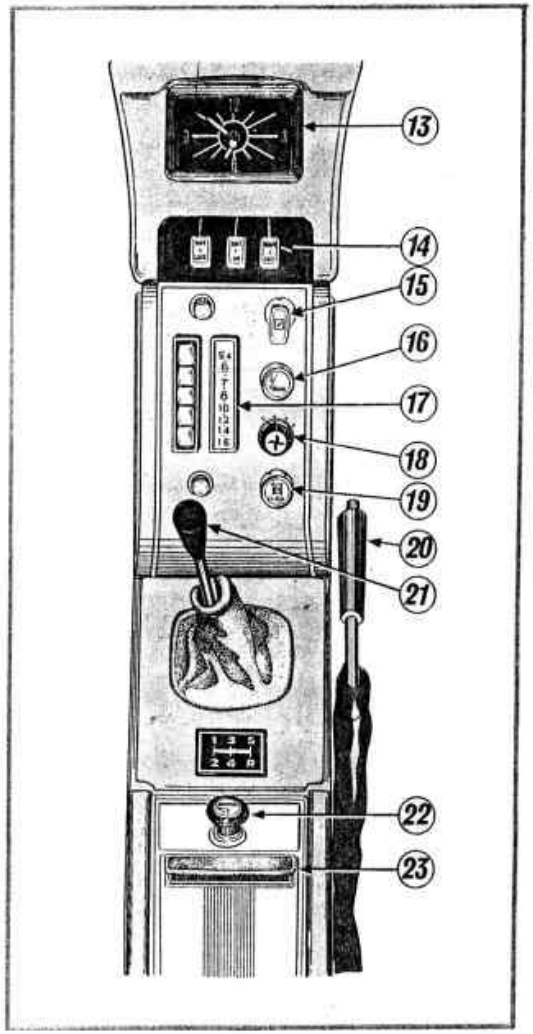
This Owner's Manual will not only acquaint you with the DATSUN'S features, but it will familiarize you with the operation of all instruments and controls, break-in procedure and the use of major optional equipment.

The instructions given in this manual should be fully observed so as to keep the performance and appearance of your DATSUN like new. Please read through this manual and keep it in the glove compartment so that you can readily refer to it whenever necessary.

Remember that your DATSUN dealer is trained and equipped to maintain your new car so as to assure thousands of miles of trouble-free driving pleasure.

CONTENTS





① Turn indicator and head light beam selector lever
② Brake safety lamp
③ Combination meter
④ Tachometer
⑤ Speedometer
⑥ Ignition switch
⑦ Windshield wiper and washer switch
⑧ Throttle control knob
⑨ Rheostat knob
⑩ Light switch
⑪ Hood lock knob
⑫ Cowl ventilator lever
⑬ Clock
⑭ Heater control lever
⑮ Choke control knob
⑯ Brake safety lamp check knob
⑰ Radio
⑱ Fan switch
⑲ Hazard warning switch
⑳ Hand brake lever
㉑ Shift lever
㉒ Cigarette lighter
㉓ Ash tray

SPEEDOMETER

The speedometer indicates the car's forward speed. The odometer registers the total milage and the trip indicator, adjustable by a trip canceler knob on the instrument panel, any desired distance.

HIGH BEAM INDICATOR LAMP

The high beam indicator light is situated on the speedometer face. It operates on high beam only.

TACHOMETER

The tachometer indicates the revolutions per minute. It is no good for the engine to drive constantly in the yellow shaded area.

Do not race up the revolutions up to the red shaded area.

TURN INDICATOR LAMP

The green light is situated on the tachometer face. It flashes simultaneously with the front and rear directional lights.

The fuel gauge, oil pressure gauge, water temperature gauge and ammeter are situated in the combination meter.

FUEL GAUGE

The fuel gauge is operated by an electrical indicator mechanism on the fuel tank when the ignition is switched on.

OIL PRESSURE GAUGE

The oil pressure gauge indicates the operating pressure of the lubricant in the engine. When the pressure while driving does not go up, it is necessary to stop the engine immediately and check the oil level. If the oil level is normal, an authorized dealer should be consulted.

WATER TEMPERATURE GAUGE

The temperature of the coolant is electrically indicated by the gauge when the ignition is switched on. When the ignition is switched off, the needle moves to the cold position.

AMMETER

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

CHOKE CONTROL KNOB

By turning the knob counter-clockwise, the choke control can be pulled out to its desired position and with a slight right twist locked in place.

THROTTLE CONTROL KNOB

By operating the throttle control knob in the manner described above, the engine revolution is maintained at the same r. p. m. without pressing down the accelerator pedal.

WINDSHIELD WIPER AND WASHER SWITCH

The wiper blades are operated by pulling the knob, in the 1st stage the blade moves at low speed and in the 2nd stage the blade moves at high speed. In any stages including original stage, the two jets spray the fluid to the windshield by turning the same knob clockwise.

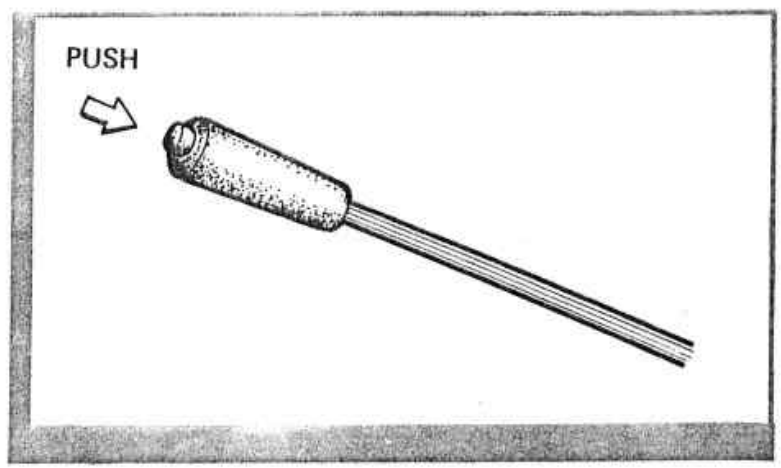
LIGHT SWITCH

This is a pull-type switch with two positions. The first stage controls the instrument lights as well as the tail, parking and number plate lights. The second stage controls the head lights.

By turning the switch clockwise, the fog lights go on.

PASSING LIGHT SWITCH (Optional for L. H. drive)

By pushing and releasing the button located at the top of the turn indicator lever, the high beams of the head lights will be turned on and off.



IGNITION SWITCH

The ignition switch is combined with the steering lock device and the switch positions are illustrated in the figure provided.

This five position switch controls the engine ignition system and most of the electrical equipment in your car. All accessories can be operated when the key is in the "ACC" position without the engine running.

STEERING WHEEL LOCK

The steering can be locked only when the key is pulled out in the "LOCK" position.

KEY WARNING BUZZER (For USA and Canada)

Failure to remove the key from the ignition switch when in the "LOCK" position will cause a warning buzzer to sound when the left door is opened.

RHEOSTAT KNOB

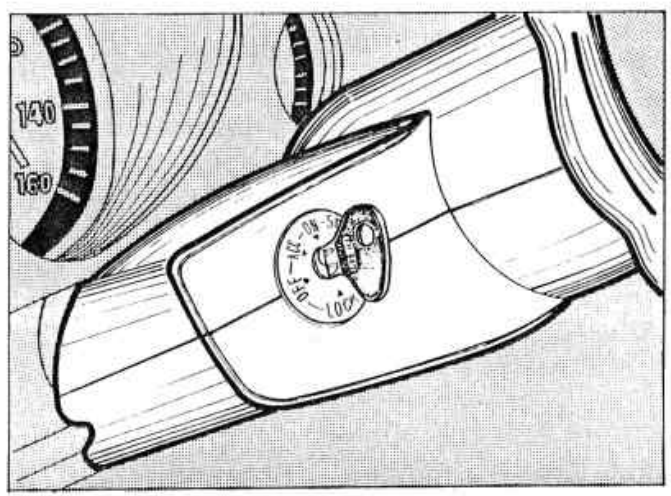
The brightness of the instrument panel lights can be adjusted by turning the knob.

BRAKE SAFETY LAMP

The brake safety lamp on the instrument panel indicates if a difference in pressure exists between the front and rear brake system. If this light goes on, it is necessary to check the brake system.

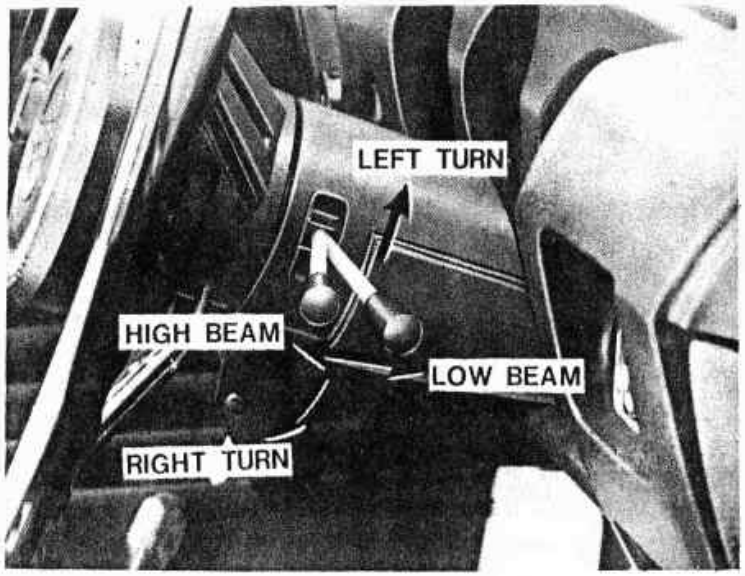
BRAKE SAFETY LAMP CHECK KNOB

By pulling the brake safety lamp check knob, the brake safety lamp can be checked for proper operation. If the lamp goes on, the brake safety lamp operates normally.



TURN INDICATOR AND HEAD LIGHT BEAM SELECTOR LEVER

Move the lever downward for a right turn and upward for a left turn. Move the lever toward the steering wheel to dim the headlights.



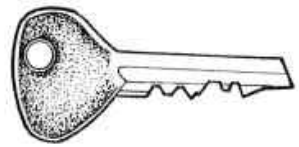
HAZARD WARNING SWITCH (For USA and Canada)

By pulling the knob on the separate housing beneath the instrument panel center, all directional lamps flicker at the same time to inform cars in the event of some trouble happening in your car. In this case the two green lights on the instrument panel flicker simultaneously with all directional lamps.

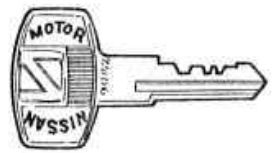
KEYS

Two different keys operate the various locks on your Datsun.

Record these key numbers. They enable your DATSUN dealer to replace lost key.



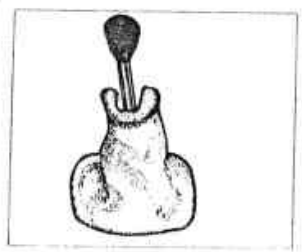
Ignition switch and steering lock

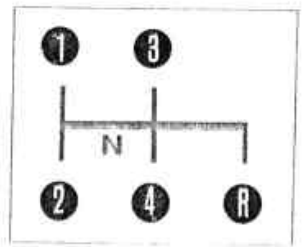


- Fuel filler lock
- Trunk lid lock
- Door lock
- Center console box lock

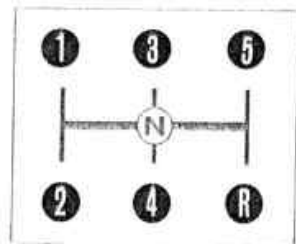
SHIFTING

The shifting diagram which is illustrated on the center console is as follows; synchromesh is provided on all forward gears. As the transmission utilizes the servo type synchromesh, there is the possibility of the driver not depressing the clutch pedal sufficiently and as a result causing synchronizer damage. The clutch pedal should therefore be fully depressed when shifting gears.





SP(L)311



SR(L)311

STARTING

Place the gear shift lever in the neutral position and turn the ignition switch on. The electrical starter is operated by turning the key further to the "START" position. As soon as the engine starts, release the key which returns automatically to the switched-on ignition position.

COLD ENGINE

Pull out the choke control knob and start engine without depressing accelerator pedal. Push in the choke knob after the engine has warmed up enough to run on a normal fuel mixture.

NEW CAR BREAK-IN

Life and economy of the car depend largely on the maintenance and care given to it during first 2,000 km (1,500 miles). Not only the engine but also the car benefits from proper break-in.

The car should be driven neither too gently nor under full power, i.e.:

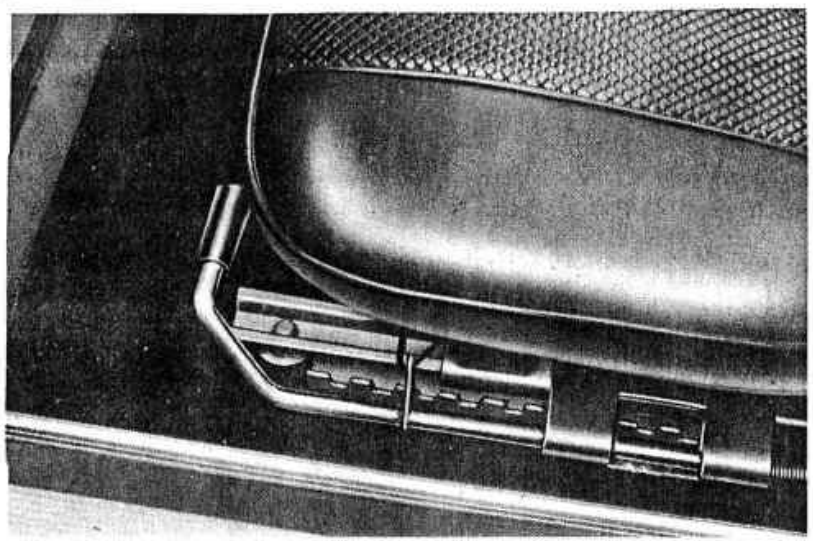
* 4,000 r.p.m. should not be exceeded in any gear during break-in.
* It is recommended to drive mostly between 3,000 ~ 3,500 r.p.m.
  Change speed often! Drive only for very short periods at full throttle!
* Do not drive at full throttle in lower gears!
* Other than in the case of emergency, avoid heavy braking or rough usage of the brakes, before the friction pads are fully bedded in.

Maximum speed limit for the first 2,000 km (1,500 miles)

	Transmission	1st	2nd	3rd	4th	5th
SP(L)311	4 speed	**33 km/h (20 miles/h)**	**45 km/h (28 miles/h)**	**65 km/h (40 miles/h)**	**87 km/h (55 miles/h)**	
SR(L)311	5 speed	**35 km/h (22 miles/h)**	**60 km/h (38 miles/h)**	**83 km/h (52 miles/h)**	**110 km/h (69 miles/h)**	**130 km/h (80 miles/h)**

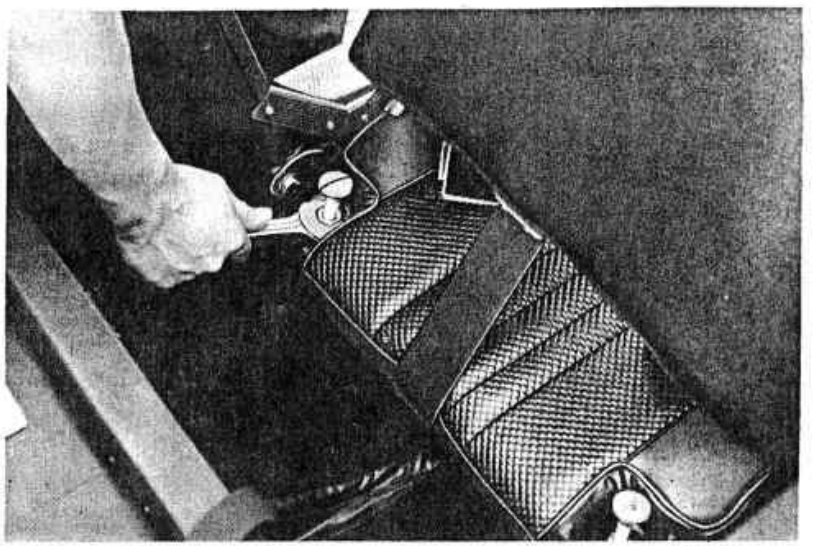
SEAT ADJUSTMENT

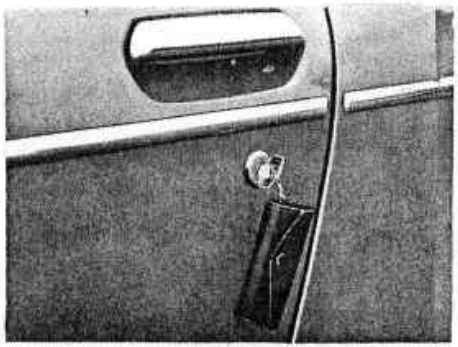
The seat can be adjusted to the desirable position by operating the lever located under the seat. On the seat back upper, the headrests are attached as an optional part. (Standard for USA and Canada)

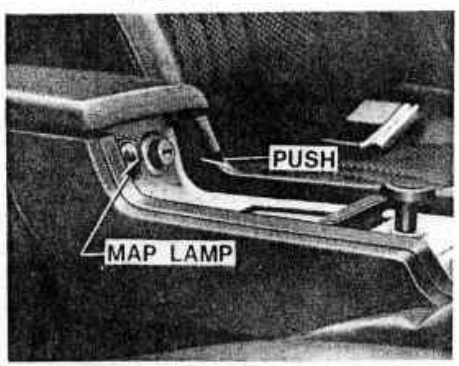


SEAT INCLINATION

By inclining the seat ±5° with adjusting the stopper bolt under the seat, best desirable driving position can be obtained.







DOOR LOCKS

To lock the front door, insert the key and turn it clockwise. Turn the key counter-clockwise to unlock the door.

Any door from interior can be locked by just pushing down the lock knob and unlocked by pulling up it.

GLOVE COMPARTMENT LOCK

By pushing the lock button, the lid of the glove compartment can be opened.

CENTER CONSOLE BOX LOCK

To open the center console box lid locked, insert the key, turn it clockwise and push the button. The center console box lid which is not locked will be opened by just pushing its button.

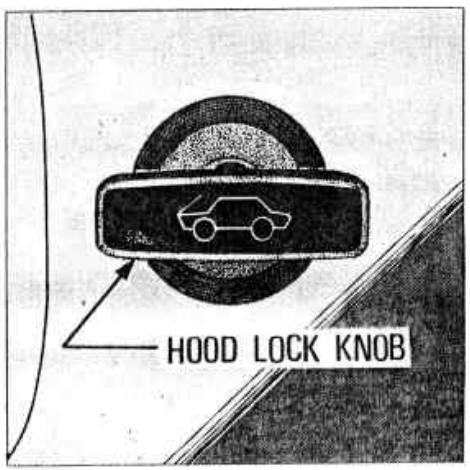
By pushing the lens of the map lamp, the map lamp goes on.

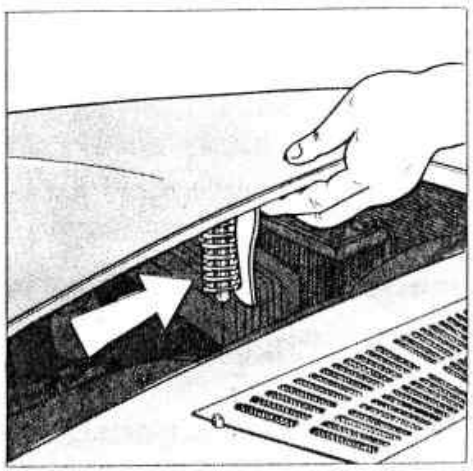
TRUNK LID LOCK

To open the trunk lid, insert the key and turn it clockwise and the trunk lid will open by spring action. To close it, just press on the lid and remove the key then it will be locked completely.

HOOD LOCK

Pull the hood lock knob located at the lower area of the instrument panel, then the hood will open slightly and raise up the hood by releasing the safety catch on the hood assembly.

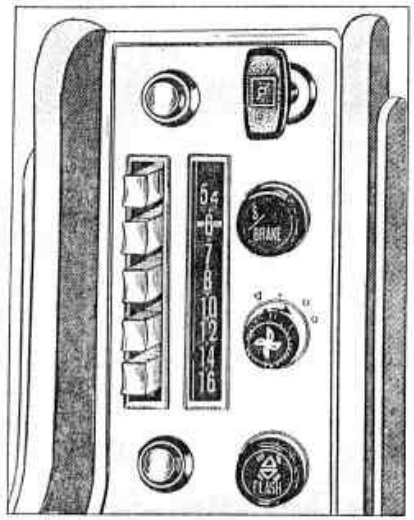




FUEL FILLER CAP LOCK

To open, insert the key and turn it counter-clockwise.
To close, turn it clockwise.

RADIO (Optional)



The radio has five push buttons for station selection. Other stations may be selected by the manual tuning knob.

Adjust the Push Button as follows:

1. Pull the selector button straight out until it stops, tune in the station you want with the manual tuning knob.
2. After the station is clearly tuned in, push the selector button straight in until it stops, and release it.

RADIO ANTENNA

The antenna pops out by inserting and lightly pushing the antenna key. Then extend the antenna.

CLOCK

By pushing and turning the knob clockwise, the time can be corrected.

ASH TRAY

Ash tray installed on the center console can be removed for cleaning.

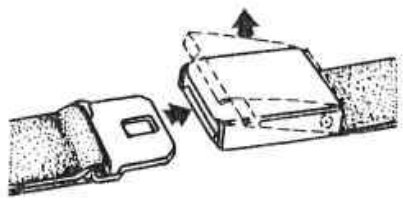
CIGARETTE LIGHTER

To operate the cigarette lighter push in the 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.

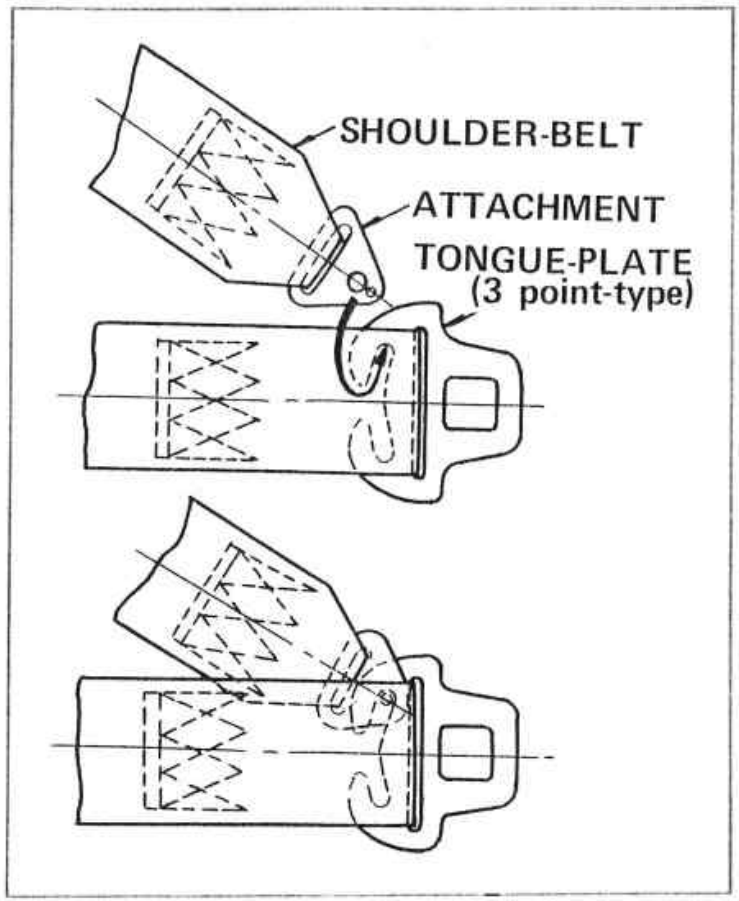
It should then be pulled completely out of its holder for use.

SAFETY SEATS BELTS

Before fastening a seat belt, always adjust the seat to the proper position.

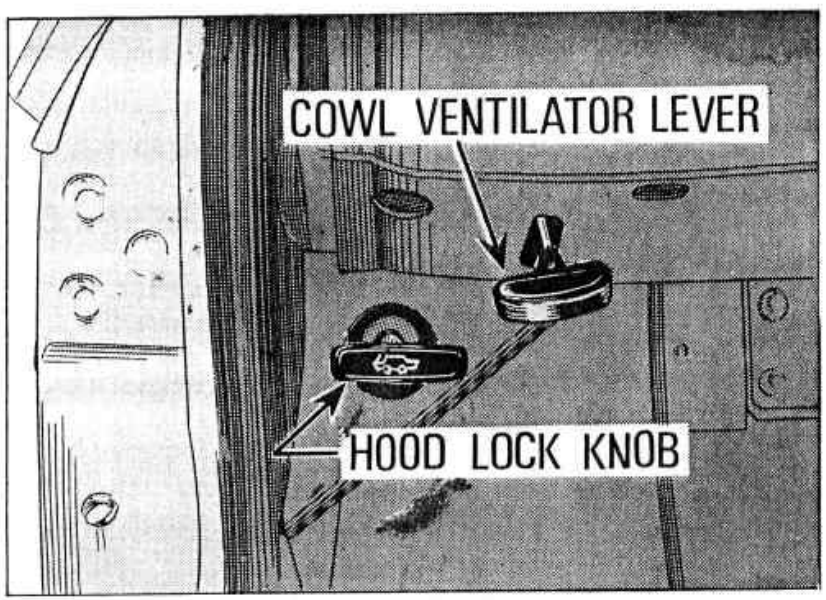


Insert to connect, lift to release



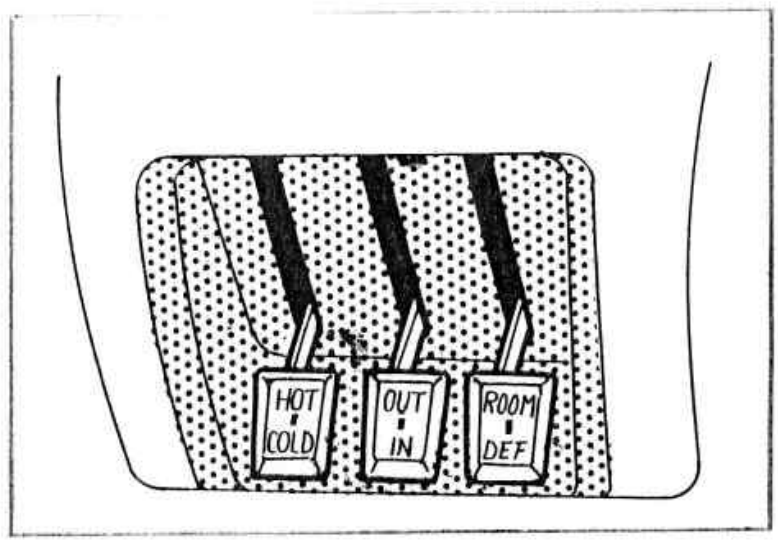
COWL VENTILATOR

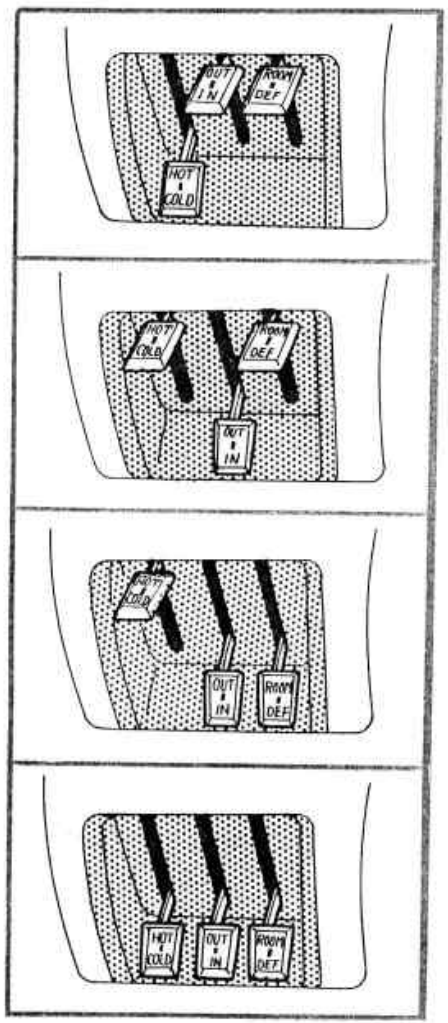
The air flows into the interior of cab from the intake in front of the windshield by operating cowl ventilator lever located at the lower area of the instrument panel.



HEATER (Optional)

The operation of the heater-ventilator system is controlled by three levers on the instrument panel (Temperature control lever, OUT-IN air control lever, Room & Defroster control lever) and the fan switch located on the separate housing.





TO VENTILATE THE CAR

By moving the temperature lever downward, the OUT-IN air control lever and room and defroster control lever upward then turning the fan switch clockwise, you can get fresh air directly into the interior.

TO HEAT THE CAR

1. Move the temperature control lever to the "HOT" position. In case that you get hotter air, move the OUT-IN air control lever to "IN" position.
2. When the temperature gauge indicates that the engine is warm, turn the fan switch clockwise.
3. Move the room and defroster control lever to "ROOM" position.

TO DEFROST THE WINDSHIELD

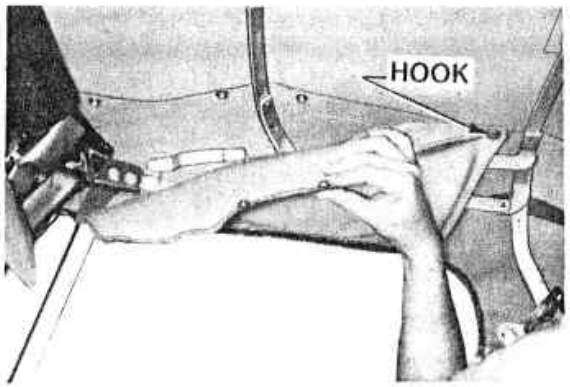
Operate the heater in the manner described above. However, turn the room and defroster control lever to the "DEF" position.

In case of defrosting the windshield more powerfully, move the OUT-IN air control lever to "IN" position.

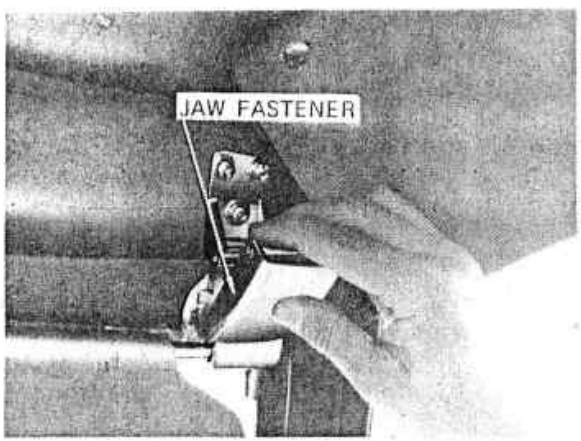
TO DEFOG THE WINDSHIELD

Use the same procedure as for defrosting action except set the temperature control lever to the "COLD" position.

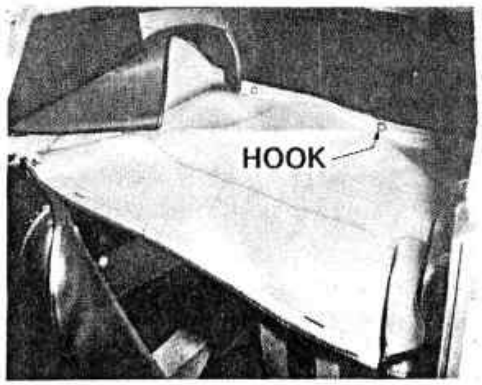
TO LOWER THE SOFT TOP



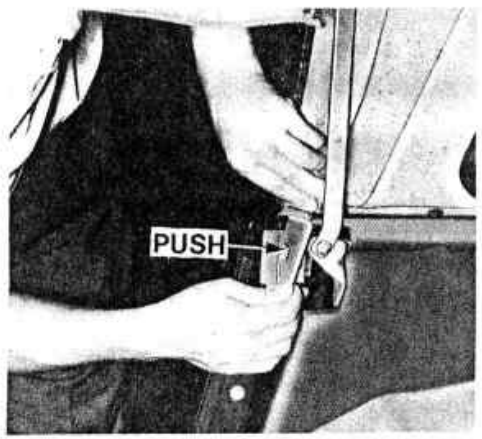
1 Unfasten the upper hook of the soft top frame cover.



2 Unfasten the jaw fastener by pulling it.

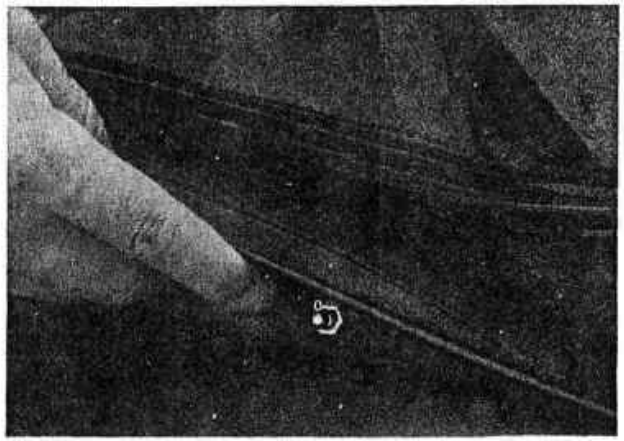


3 Fasten the compartment cover with hooks.



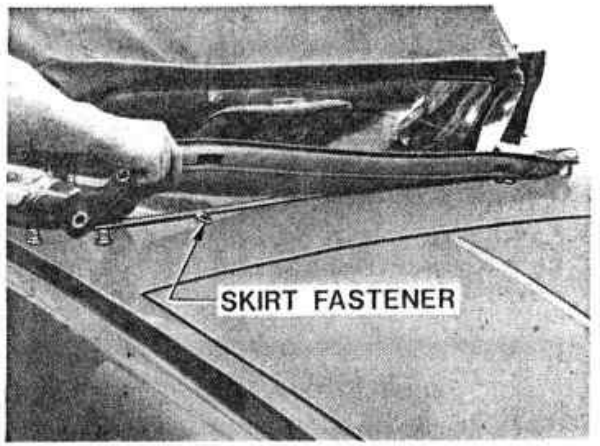
4 Detach the pushing plate from the bracket.

SOFT TOP (How to raise and lower)

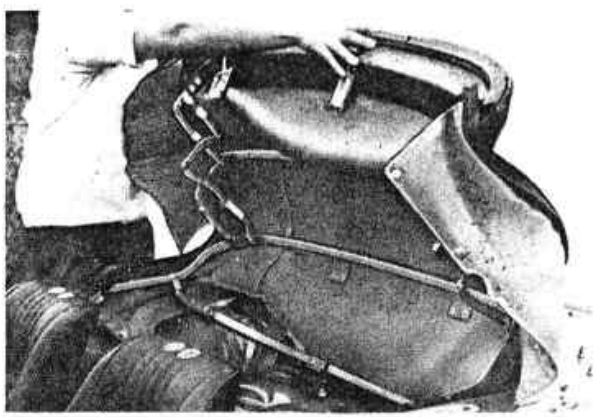


5 Unfasten the snaps from the front to rear by turning them.

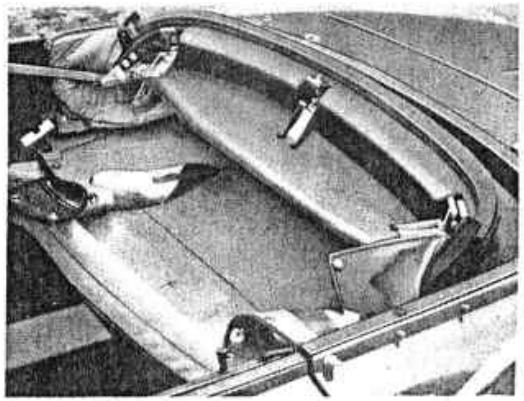
6 Raise the soft top backwards.



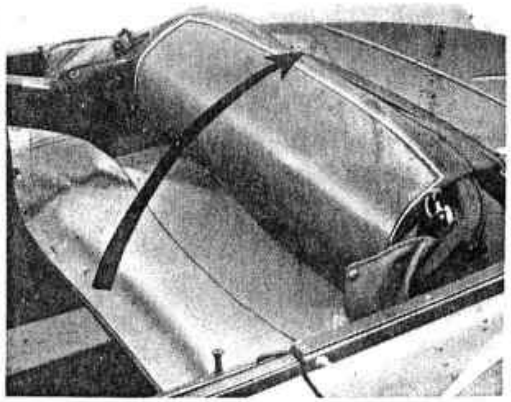
7 Take out the skirt frame from the skirt fastener.



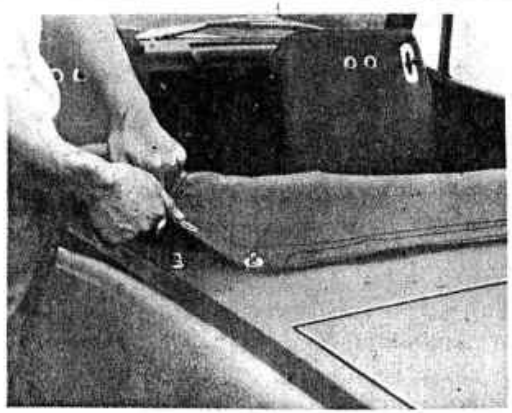
8 Fold the canvas in position without creasing the side and rear window.



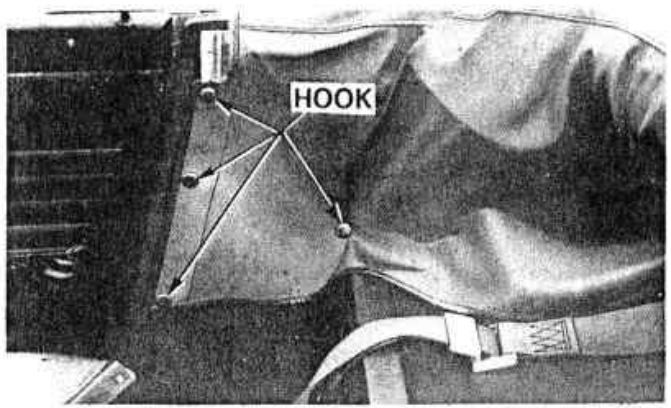
9 Lower the soft top into storage area.



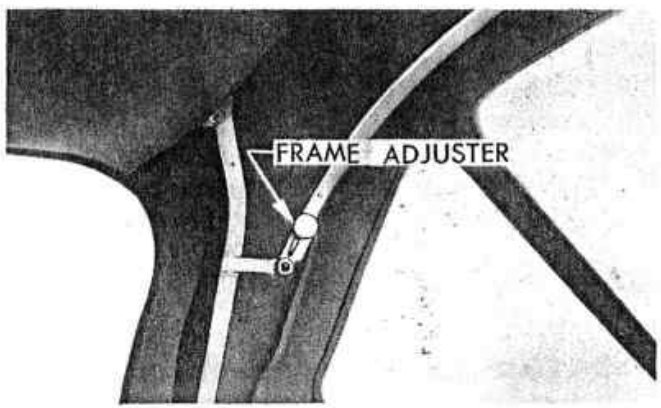
10 Cover the folded canvas with the compartment cover.



11 Fasten the compartment cover with snaps.



12 Fasten the compartment cover with inner hooks at both right and left sides.

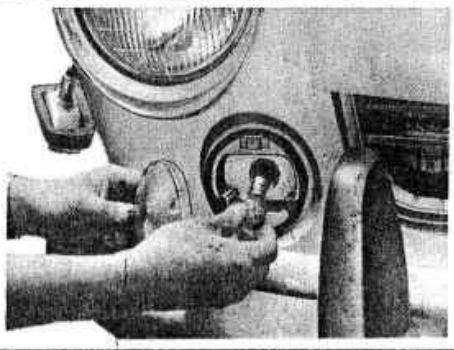


13 Adjust the canvas tension with the frame adjuster.

HEAD LAMPS

To change the sealed beam units, remove the rim cover and three screws which secure the lamp assembly as shown in the following illustrations. Whenever a sealed beam is replaced, the head light should always be checked for alignment and adjusted if necessary.

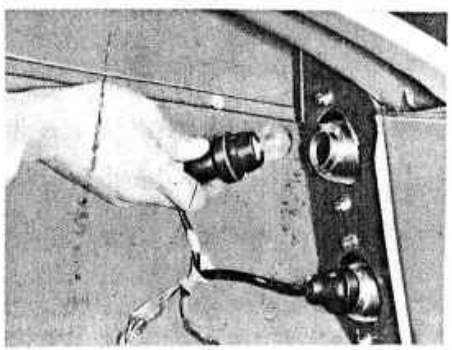
Sealed beam units : (12V - 50/40W)



DIRECTIONAL AND PARKING LAMPS (Front)

Remove the two screws and replace the bulb.

Bulbs : (12V - 25/8W)



DIRECTIONAL, TAIL AND STOP LAMPS (Rear)

Remove the socket, located inside the trunk room, by turning it counter-clockwise and then replace the bulbs.

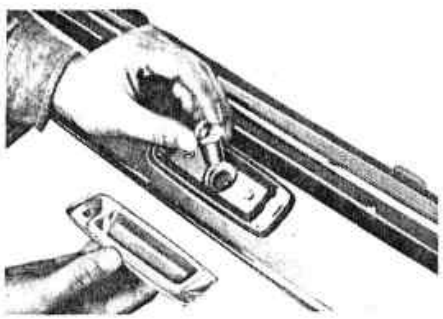
Bulbs :

Stop and tail lights	(12V-25/8W)
Directional lights (Amber lens)	(12V-25W)
Directional stop and tail lights (for USA and Canada) (Red lens)	(12V-25/8W)

BACK UP LAMP

Remove the two screws securing the back up lamp lens.
Press down the bulb, turn it counter-clockwise and remove.

Bulb: (12V - 15W)



LICENSE PLATE LAMP

Use the same procedure as for the back up lamp.

Bulb: (12V - 8 W)

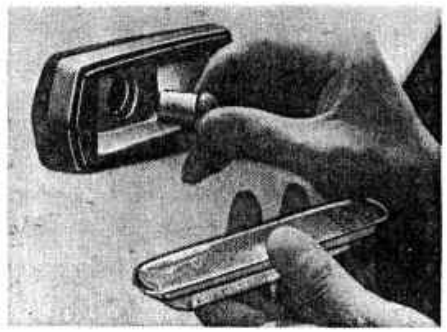
(For USA and Canada)

SIDE MARKER LAMP

(For USA and Canada)

Front

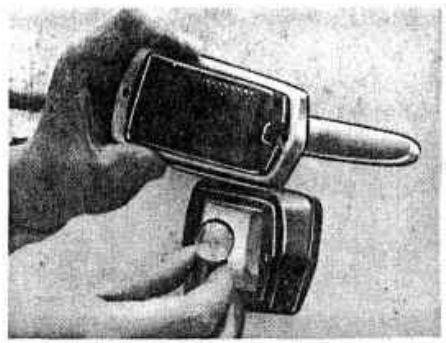
Remove the screw securing the side marker lamp lens. Press down the bulb, turn it counter-clockwise and remove.



Rear

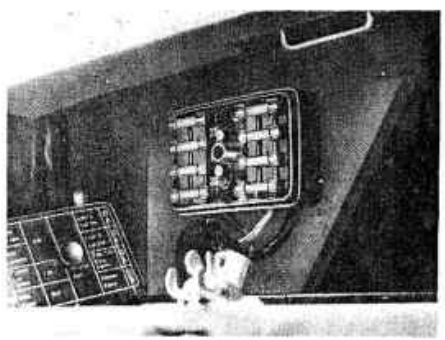
Turn the side marker lamp lens and remove it. Press down the bulb, turn it counter-clockwise and remove.

Blub: (12V - 8W)



FUSES

Fuses are located in the glove compartment. If a fuse needs to be replaced, refer to the specifications listed on the back of the fuse box cover.

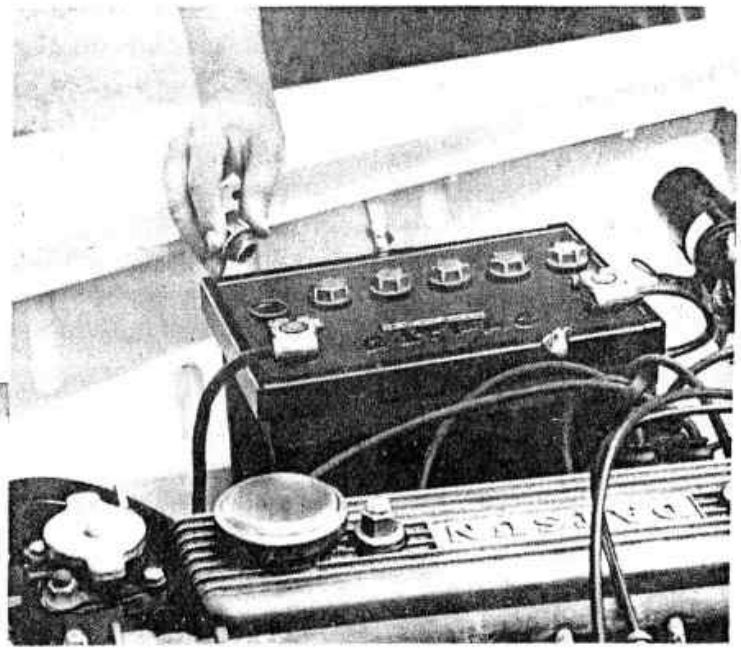


ELECTRICAL SYSTEM

BATTERY

Check the electrolyte level in the battery about once a month. If necessary added distilled water to bring the level up approximately 5 mm above the plates. Do not overfill.

To prevent corrosion and leakage of current keep the top of battery clean and dry. Also keep the terminals clean and well covered with petroleum jelly.



CHECKING SPECIFIC GRAVITY

Check the specific gravity of the electrolyte in each of the cells by hydrometer.

Specific gravity should be as follows.

	Full charged specific gravity at 68°F, 20°C
Frigid climates	1.28
Tropical climates	1.26
Other climates	1.23

Performance, ride and handling qualities of any car are greatly influenced by tire condition and pressure. Tire pressure lower than recommended will reduce tire life and ride qualities. Pressure above those recommended affects the life and ride of the vehicle adversely, because "hard" tires tend to magnify, rather than absorb road shocks.

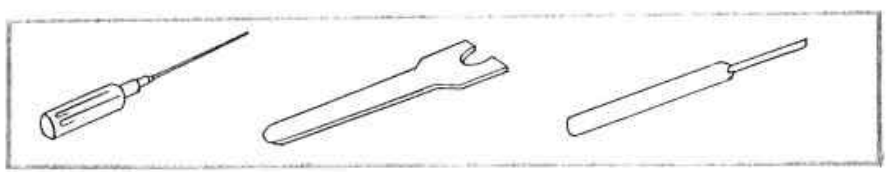
Recommended tire pressure

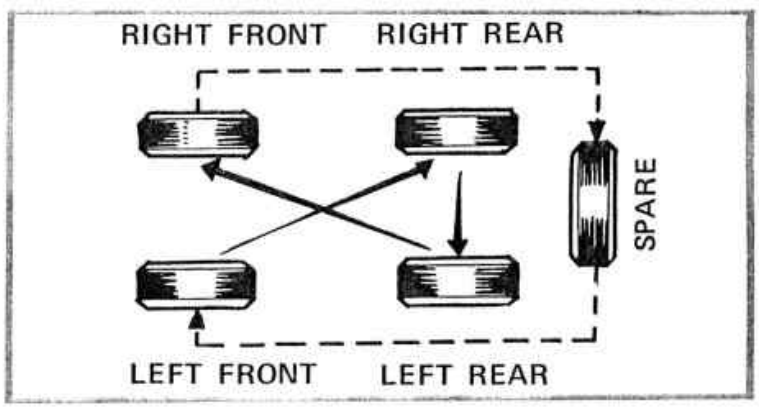
Tire \ Speeds	← 150 km/h (94 mile/h)	↔ 175 km/h (109 mile/h)	↔ 200 km/h (125 mile/h)	→
5. 60S14-4	1. 5 kg/cm^2 (22 lb/in^2)	1. 8 kg/cm^2 (25. 5 lb/in^2)		
6. 45H14-4 (Optional)	1. 5 kg/cm^2 (22 lb/in^2)	1. 8 kg/cm^2 (25. 5 lb/in^2)	2. 0 kg/cm^2 (28. 4 lb/in^2)	2. 3 kg/cm^2 (32. 7 lb/in^2)

Note : The tire pressure should be measured under cold condition.

TIRE ROTATION

To equalize tire wear, tires should be rotated every 10, 000 km (6, 000 miles) as shown in the diagram.



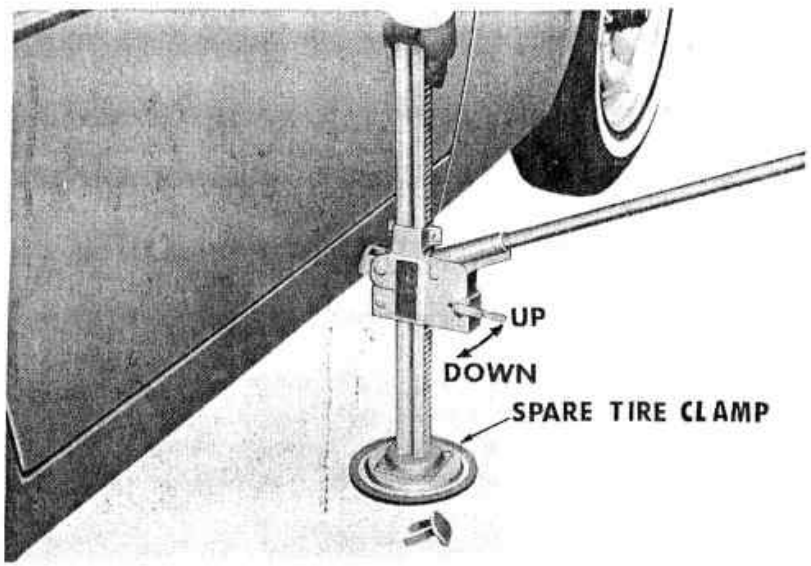


JACKING UP

At first, put the wheel stopper on the opposite side wheel to be removed, then put the jack nose into the jacking hole of the body sill, in this case use the spare tire clamp plate for the jack stand.

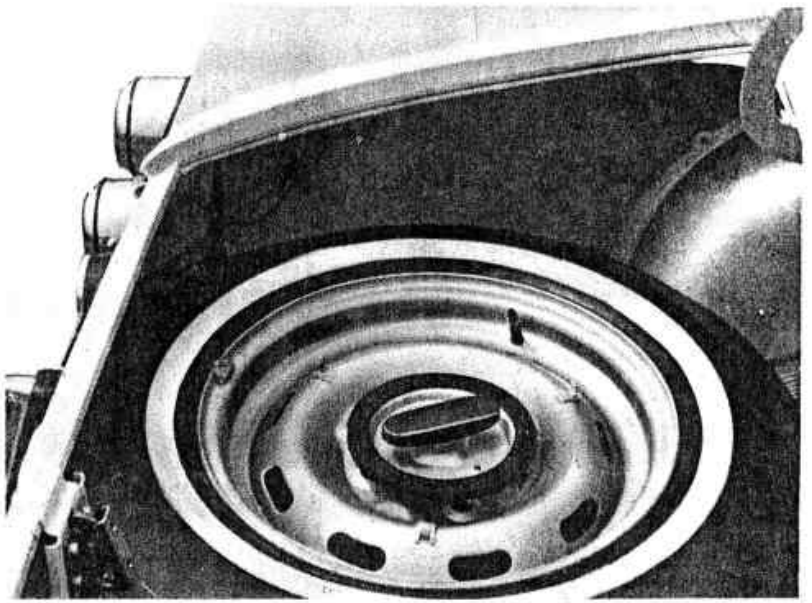
Pull upward the small lever near the jack handle socket. When the jack is properly aligned, alternately raise and lower the handle and the car will rise.

To lower the car, place the small lever in the down position and use the same motion employed to raise the car.



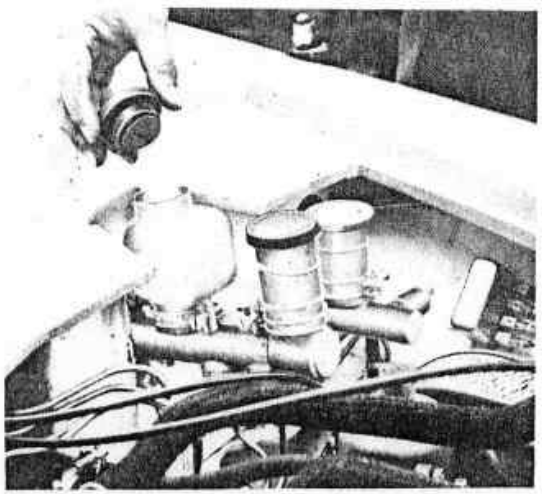
SPARE TIRES AND JACK

The spare wheel and jack are stored in the rear luggage compartment fixed with a spare wheel clamp.



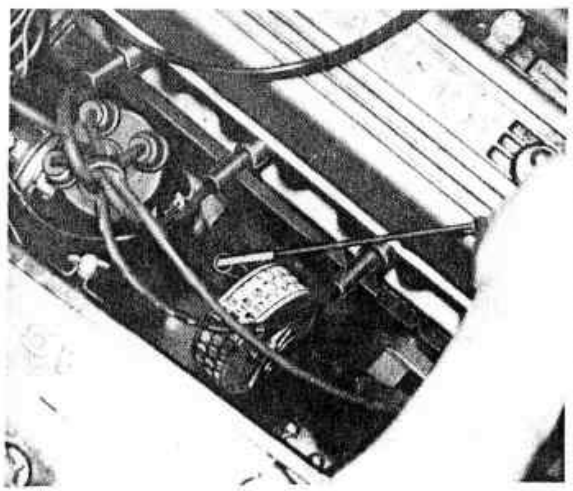
BRAKE AND CLUTCH LEVEL

The brake and clutch fluid should be kept at the normal level marked on the master cylinder reservoir tank. If the brake safety light on the instrument panel goes on, it is necessary to check the brake system.



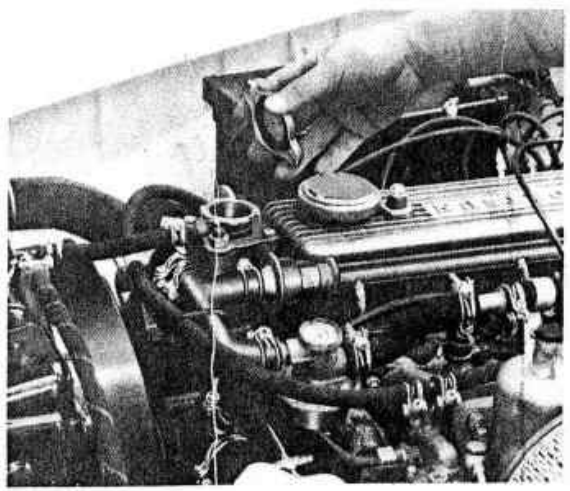
ENGINE OIL LEVEL

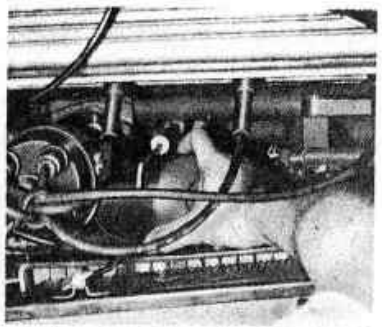
The engine oil level should be checked prior to starting the engine with the car standing on the level ground.

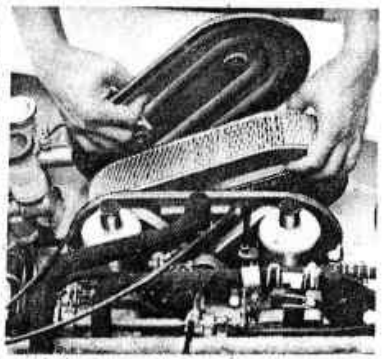


COOLING WATER

As NISSAN LONG LIFE COOLANT (L. L. C.) is added to the cooling water, which is available for any season, the changing interval of the coolant is 2 years or 36,000 km (24,000 miles) and checking interval is 3,000 km (2,000 miles).







OIL FILTER

After the first 1,000 km (600 miles) driving, drain and refill with an oil of the proper viscosity for the prevailing temperature.

Refer to the chart of recommended oil. After the first 3,000 km (2,000 miles), the oil filter cartridge should be replaced by a new one. After that, the cartridge should be renewed every 10,000 km (6,000 miles).

AIR CLEANER

The air cleaner element for DATSUN SPORTS 1600 is of the paper filter type. It must be cleaned every 3,000 km (2,000 miles) and replaced every 18,000 km (11,000 miles).

The element for DATSUN SPORTS 2000 is of the viscous type. Since it has been specially treated there is no need to clean it but it should be replaced every 20,000 km (12,000 miles) under normal conditions. In dusty areas, the element should be replaced more often.

FUEL STRAINER

The fuel strainer is of the cartridge type and should be replaced at intervals not to exceed 40,000 km (24,000 miles).

FAN BELT

When it is necessary to check the fan belt tension, loosen the generator adjusting link bolt and adjust the tension by moving the generator.

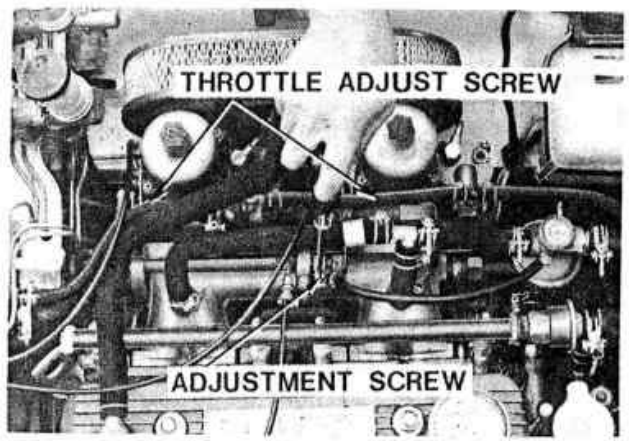
THROTTLE VALVE CLOSE ADJUSTMENT

Throttle valve close adjustment must be carefully done since the fuel consumption will increase and engine output will be lost if each throttle valve of both carburetors arranged in parallel are not closed simultaneously.

SU Type

R-engine for SP(L)311

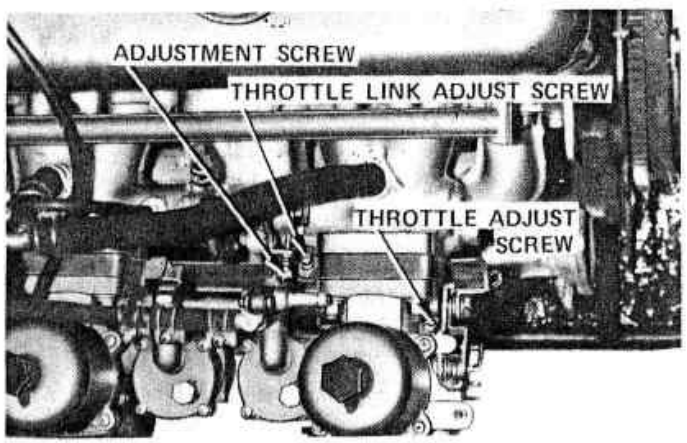
1. Inspect damper oil in the carburetors. Top up if necessary.
2. Remove the air cleaner.
3. Loosen the throttle adjust screws on front and rear side carburetor so that the tip of them does not touch the stoppers.
4. Set the rear side connecting rod length to the standard measurement 7 cm (2.76 in.).
5. Start the engine and warm up thoroughly.
6. Set the engine speed at 800 ~ 1,000 r. p. m. by screwing in the adjustment screw on the auxiliary shaft.
7. Adjust the length of front side connecting rod so that the air inlet volume on front and rear side will be uniform.
8. Lower the engine speed to 700 r. p. m. by turning back the adjustment screw on the auxiliary shaft carefully.
9. Then screw in the throttle adjust screws on front and rear side carburetor so that the tip of them will touch the stoppers.
10. Ensure the air inlet volume are even for both front and rear carburetor by adjusting the throttle adjust screw.



U20-engine for SR(L)311

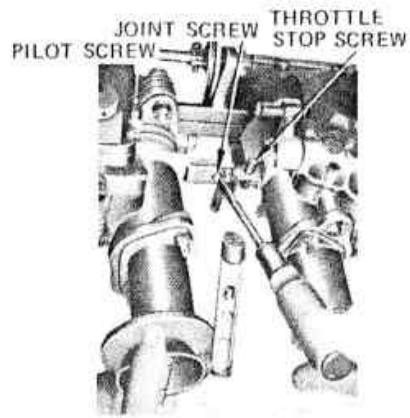
1. Inspect damper oil in carburetors. Top up if necessary.
2. Remove the air cleaner.

3. Loosen the throttle adjust screws on front and rear side carburetor so that the tip of them does not touch the stoppers.
4. Start the engine and warm up thoroughly.
5. Set the engine speed at 800 ~ 1, 000 r. p. m. by screwing in the adjustment screw on the auxiliary shaft.
6. Adjust the throttle link adjust screw so that the air inlet volume on front and rear side will be uniform.



7. Lower the engine speed to 700 r. p. m. by turning back the adjustment screw on the auxiliary shaft carefully.
8. Then screw in the throttle adjust screws on front and rear side carburetor so that the tip of them will touch the stoppers.
9. Ensure the air inlet volume is even for front and rear carburetor by adjusting the throttle adjust screw.

SOLEX Type



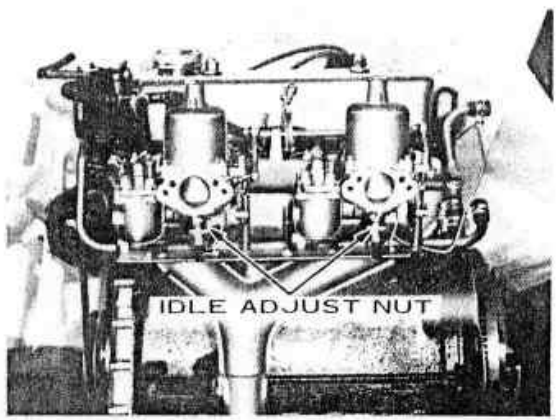
1. Start the engine and warm up thoroughly.
2. Set the engine speed at 800 ~ 1, 000 r. p. m. by screwing in the throttle stop screw.
3. Adjust the joint screw so that the air inlet volume on front and rear side will be uniform.

4. Lower the engine speed to 700 r. p. m. by turning back the throttle stop screw.
5. Ensure the air inlet volume is even for both front and rear carburetor by adjusting the throttle stop screw.

IDLE ADJUSTMENT

As for the engine fitted with an emission control system, do not touch the idle adjust nuts except for carburetor overhaul, because they have precisely calibrated at the factory.

SU Type



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.

1. 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.
2. Lower engine revolution down to about 700 r. p. m. by turning back the front side throttle adjust screw carefully.
3. 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 turn by 1/8 turn until you find finally such a point and fix. (The adjustment of idle adjust nuts ranges within ±1/2 turnings.)

4. After this, loosen throttle adjust screw on front side to lower engine revolution.
   Repeating 3. 4. processes once or twice, adjust the engine revolution until it gains steady 600 - 700 r. p. m.

5. 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 carburetors are equally adjusted, and if not, readjust them by the throttle adjust screw.

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

   b. Ensure the suction piston lifts on front and rear side of carburetors are same.

   c. 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 a. b. c. process once or twice to make the front and rear side lifts equal.

SOLEX Type

1. After ensuring all throttle valves are uniform, return each pilot screws for about one round from the complete close. Then, screw the throttle stop screw in a little degree and let the engine start.

2. Set the engine speed to about the required idling speed by the throttle stop screw.

3. Set it to the highest engine speed by adjusting each pilot screw for about 1/4 round separately.

4. After oftaining a little higher engine speed, set it to the required idling speed again by adjusting the throttle stop screw.

5. Repeat this operation 2 ~ 3 times, and the required idling can be obtained.

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

1. Check the radiator coolant.

2. Check the engine oil.

3. Check the battery.
   Unscrew each filler cap and check the fluid level. If necessary, add distilled water to bring the level up to approximately 5 mm (0. 2 inch) above the plate.

4. Check tire pressure, wear and scars.
   Refer to "WHEELS AND TIRES" of page 21.

5. Check directional indicators, horn and all lights and switches for proper operation.

6. Check the windshield washer fluid level.

7. Check leakage and amount of fluid in brake and clutch master cylinders.

8. Check clutch and brake operation.

9. Check steering wheel play.

PERIODIC MAINTENANCE

To assure satisfactory performance of your car, be sure to have the periodic checks carried out at an authorized dealer.

LUBRICATION CHART

Interval					LUBRICATION	Period												
50000 km (30000 mile)	40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)		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)	45000 km (27000 mile)	50000 km (30000 mile)
				●	Change engine oil	●	●	●	●	●	●	●	●	●	●	●	●
			○		Lubricate carburetor links				○		○		○		○		○
		○			Lubricate foot operated pedal bushings						○				○		
				○	Check transmission & differential gear oil level, top up if necessary (Include automatic transmission)		○	○	○	○	○	○	○	○	○	○	○
●					Change transmission & differential gear oil	●											●
			○		Check steering gear box oil level, top up if necessary				○		○		○		○		○
		○			Grease distributor shaft & cam heel						○				○		
	○				Grease hand brake system linkage										○		
	○				Grease brake shoe metal-to-metal contact parts										○		
●					Change suspension ball joint grease												●
			●		Change upper & lower spindle (fulcrumn shaft) grease				●		●		●		●		●
●					Change wheel bearing grease												●
●					Change steering linkage ball joint grease												●
●					Change propeller shaft joint grease												●
	○				Grease transmission control linkage										○		
	○				Grease wiper motor linkage										○		
	○				Grease window regulator & lock										○		
		○			Grease body metal-to-metal contact parts, if necessary						○				○		
		●			Re-fill brake reservoir						●				●		
	●				Change cooling water										●		

CHECKING CHART

Interval				CHECKING POINT (ENGINE)	Period												
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)		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)	45000 km (27000 mile)	50000 km (30000 mile)
		○		Adjust valve clearance	○			○		○		○		○		○
		○		Check ignition timing (adjust if necessary)	○			○		○		○		○		○
		○		Check fan belt tension	○			○		○		○		○		○
○				Measure compression pressure										○		
	○			Clean air cleaner element (Urethane element)						○				○		
●				Change air cleaner element (Viscous type)										●		
○				Check fuel line for leak		○								○		
●				Change cartridge type fuel strainer										●		
○				Check fuel pump for proper function										○		
				Retighten carburetor & fitting parts		○										
○				Overhaul carburetor										○		
		●		Change oil filter		●		●		●		●		●		●
●				Change crank case ventilation air cleaner element										○		
	○			Check battery specific gravity	○					○				○		
	●	○		Check (or change) spark plugs		○		○		●		○		●		○
			○	Check distributor breaker point		○	○	○	○	○	○	○	○	○	○	○
○				Check condenser for proper function										○		
	○			Check alternator, regulator for proper function						○				○		
	○			Check starter for proper function						○				○		
		○		Check engine for oil and water leaks	○			○		○		○		○		○
	○			Retighten cylinder head, manifolds & exhaust pipe flange	○					○				○		
○				Check for weak or damage of engine mountings										○		
				Retighten engine mountings	○											
		○		Adjust idling speed		○		○		○		○		○		○
		○		Check engine starting condition, abnormal noise and exhaust color		○		○		○		○		○		○
		○		Check high tension cable				○		○		○		○		○
		○		Clean ignition coil, distributor and battery				○		○		○		○		○

○ = Clean, check, adjust or supply

● = Change

PERIODIC MAINTENANCE

Interval					CHECKING POINTS (CHASSIS, BODY)	Period											
50000 km (30000 mile)	40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)		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 (18000 mile)	40000 km (24000 mile)	45000 km (27000 mile)	50000 km (30000 mile)
					Check clutch & brake pedal free play	O											
				O	Check clutch & brake system for oil leak or defect	O	O	O	O	O	O	O	O	O	O	O	O
			O		Check clutch operation		O		O		O		O		O		O
			O		Check foot & hand brake operation		O		O		O		O		O		O
O					Check brake drum for wear												O
		O			Check drum brake lining						O				O		
				O	Check disc brake lining pad				O	O	O	O	O	O	O	O	O
		O			Check master vac for proper function						O				O		
	O				Overhaul master vac										O		
O					Overhaul master cylinder, wheel cylinder & caliper assembly										O		
				O	Check steering wheel free play	O	O	O	O	O	O	O	O	O	O	O	O
		O			Retighten steering gear box	O					O				O		
				O	Check steering linkage for loose connection	O	O	O	O	O	O	O	O	O	O	O	O
		O			Retighten steering idler box	O					O				O		
		O			Retighten steering knuckle arm	O					O				O		
		O			Retighten leaf spring U bolt	O					O				O		
			O		Check and retighten front and rear suspension parts		O		O		O		O		O		O
		O			Check hydraulic shock absorber						O				O		
	O				Check strut assembly										O		
		O			Check wheel alignment and turning angle						O				O		
			O		Rotate wheel position				O		O		O		O		O
			O		Check wheel disc for damage				O		O		O		O		O
			O		Measure wheel balance (correct if necessary)				O		O		O		O		O
		O			Retighten propeller shaft univeral joint flange	O					O				O		
		O			Check propeller shaft spline and joint for wear or damage						O				O		
		O			Retighten transmission case and differential carrier						O				O		
	O				Check exhaust pipe & muffler fitting parts										O		
O					Check transmission control linkage for proper operation												O
			O		Check wire harness and contact parts				O		O		O		O		O
		O			Retighten door hinge, lock & striker (align door if necessary)						O				O		
			O		Road test	O			O		O		O		O		O
O					Check headlight aiming												O
O					Check wheel bearing for wear												O

RECOMMENDED LUBRICANTS

It is important to remember that satisfactory operation and performance largely depend on proper lubrication of the vehicle.

Temperature	°F	-13° ~ 32°	5° ~ 68°	14° ~ 86°	32° ~ 104°	50° ~ 122°	Over 68°
	°C	-25° ~ 0°	-15° ~ 20°	-10° ~ 30°	0° ~ 40°	10° ~ 50°	Over 20°
Engine Oil (MS)		SAE 10W	SAE 20W	SAE 20	SAE 30	SAE 40	SAE 50
Gear Oil		SAE 80			SAE 90	SAE 140	—

		REMARKS	BP	ESSO (ENCO)	MOBIL	SHELL	CASTROL	TEXACO INC.	CHEVRON OIL CO.	CALTEX
Gasoline Engine Oil		Multi grade MIL-L-2104B API MS	BP Super V Viscastatic 5W-20 10W-30 20W-50	Esso (Enco) Uniflo 5W-30,10W-40 Esso (Enco) Extra Motor Oil 10W-30,20W-40	Mobil Super 10W-40 Mobiloil Special 10W-30	Shell Super Motoroil 100,101 Shell x 100 Multigrade 10W-30,20W-40	Castrolite 10W-30 Castrol XL 20W-40 Castrol GTX10W-40 Castrol GTX20W-50	Havoline Motor Oil 10W-30,20W-40	RPM Supreme Motor Oil 10W-30,20W-40	Five Star Motor Oil 10W-30,20W-40
		Regular MIL-L-2104B API MS	BP Energol HD 10W,20W,30,40,50	Esso (Enco) Motor Oil 10W,20W-20,30,40,50	Mobil Oil 10W,20W-20,30,40,50	Shell x 100 10W,20W,30W,40W,50W	Castrol 5WHD 10HD,20W-20HD 30HD,40HD,50HD	Havoline Motor Oil 10W,20W-40,30,40	RPM Special Motor Oil 10W,20W-20,30,40	Five Star Motor Oil 10W,20W-20,30,40
GEAR OIL	T/M Gear Oil	MIL-L-2105 API GL-4	BP Gear Oil 80EP,90EP,140EP	Esso (Enco) Gear Oil GP,80,90,140	Mobilube GX or EP 80-90,90,140	Shell Spirax 80EP,90EP,140EP	Castrol Hypoy 80,90	Universal Gear Lubricant EP80,90 140	RPM Multi-Service Gear Lubricant 80,90,140	Universal Thuban 80,90,140
	Diff Gear Oil	MIL-L-2105B API GL-5	BP Hypogear Oil Universal 80,90,140	Esso (Enco) Gear-Oil 80,90,140	GX Mobilube HD 80-90,90,140	Shell Spirax HD 80,90,140	Castrol Hypoy B90	Multi gear Lubricant EP80,90,140	RPM Universal Gear Lubricant 80,90,140	Multi Purpose Thuban EP80,90,140
Multi purpose Grease MIL-G-2108,MIL-G-10924			BP Energrease L2	Esso (Enco) Multi-purpose grease H	Mobil grease MP	Shell Retipax A	Castrol LM	Marfak All Purpose Marfak Multi Purpose 0, 2	RPM Multi-Motive Grease (No.0,No.1, No.2)	Marfak All Purpose Marfak Multi Purpose 0, 2
Brake Fluid		Brake & Clutch Fluid 70R3	BP Brake Fluid	Esso (Enco) Hydraulic brake fluid HD400	Mobil Super HD brake fluid	Shell Donax B	Castrol Girling Brake & Clutch Fluid Crimson	Brake Fluid Super H.D.	Atlas Extra HD Brake Fluid 400	Brake Fluid H.D.
		Disc Brake Fluid 70R3	EP Disc Brake Fluid	Esso (Enco) Hydraulic brake fluid HD400	Mobil Super HD brake fluid	—	Castrol Girling Brake Fluid Amber	—	—	—
Anti-freeze Coolant			BP Anti-frost	Atlas Perma-Guard	Mobil Freezone	Shellzone	Castrol Anti-Freeze	Anti-Freeze Coolant	Atlas Perma-Guard Anti-Freeze and Coolant	Anti-Freeze Coolant

GENERAL SPECIFICATIONS

Dimensions

	SP(L)311	SPL311-U	SR(L)311	SRL311-U
Wheel base	2,280 mm (89.8 in.)	←	←	←
Overall length	3,955 mm (155.7 in.)	←	←	←
width	1,495 mm (58.9 in.)	←	←	←
height	1,325 mm (52.2 in.)	←	←	←
Tread - front	1,275 mm (50.2 in.)	←	←	←
- rear	1,200 mm (47.2 in.)	←	←	←
Turning radius	4.9 m (16.08 ft.)	←	←	←
Ground clearance	140 mm (5.5 in.)	←	←	←
Curb weight	940 kg (2,073 lbs.)	965 kg (2,129.7 lbs)	950 kg (2,095 lbs.)	980 kg (2,162.8 lbs)

Engine

	R	U20		
Design	4 cylinder in line, O.H.V.	4 cylinder in line O.H.C.		
Bore × Stroke	87.2 × 66.8 mm (3.433 × 2.630 in.)	87.2 × 83 mm (3.433 × 3.267 in.)		
Displacement	1.595 ℓ (97.32 cu. in.)	1.982 ℓ (120.92 cu. in.)		
Compression ratio	9.0 : 1	9.5 : 1		
		SOLEX CARB	SU CARB	SU CARB
Max. B.H.P. (SAE)	96HP/6000 r.p.m.	150HP/6000r.p.m.	135HP/6000r.p.m.	135HP/6000 r.p.m.
Max. Torque (SAE)	14.3 m-kg (130 ft-lb) at 4000 r.p.m.	19.1 m-kg (138 ft-lb) at 4800r.p.m.	18.2 m-kg (132 ft-lb) at 4400r.p.m.	18.2 m-kg (132 ft-lb) at 4400 r.p.m.

Ignition System

Ignition timing (B.T.D.C.)	16°/600 r.p.m.	0°/750 r.p.m.	20°/700 r.p.m.	16°/700 r.p.m.	0°/700 r.p.m.

	SP(L)311	SPL311-U	SR(L)311	SRL311-U
Contact breaker gap	0.45~0.55 mm (0.018~0.022 in.)	←	←	←
Spark plug gap	0.7~0.8 mm (0.028~0.031 in.)	0.8~0.9 mm (0.032~0.036 in.)	0.7~0.8 mm (0.028~0.031 in.)	0.8~0.9 mm (0.032~0.036 in.)

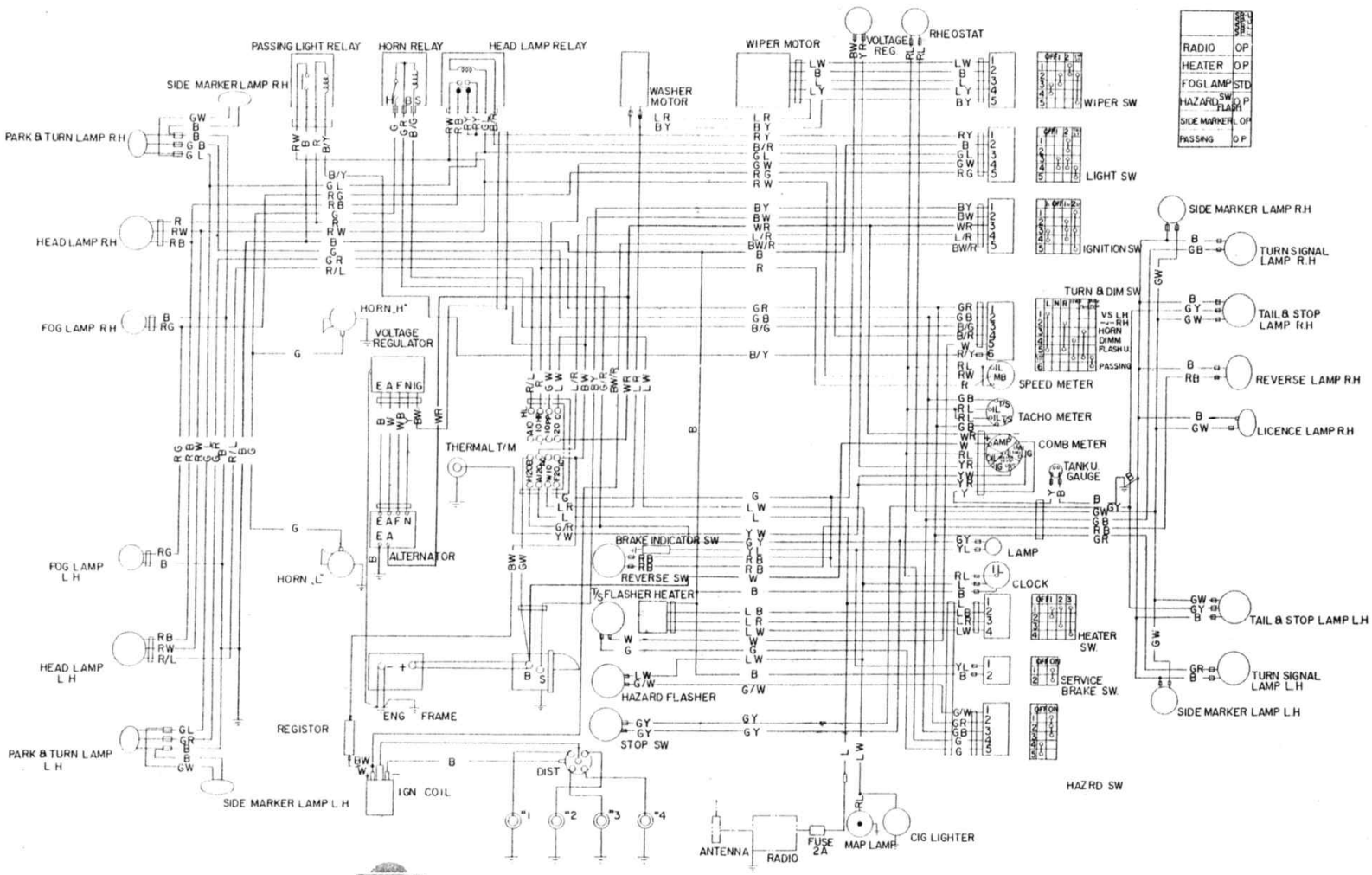
Fuel System

Carburetor	Variable venturi s de draft (SU)	← Solex horizontal (Opt.)	Variable venturi side draft
Lubrication	Pressured feed with full-flow type oil filter	←	←
Cooling System	Water-cooled centrifugal pump and fan	←	←
Electric System	12V-40AH or 12V-50AH Battery, 12V-30Amp. Alternator, 12V-1.4HP Starter Negative ground system.		
Transmission	All synchormesh		
	1st	3.382	2.957
	2nd	2.013	1.858
	3rd	1.312	1.311
	4th	1.000	1.000
	5th		0.852
	Rev.	3.365	2.922
Final Drive Gear		3.889 (opt. 4.111)	3.700
Steering System		Recirculating ball type	←
Brakes	Front	Disc brake	←
	Rear	Leading and trailing shoes	

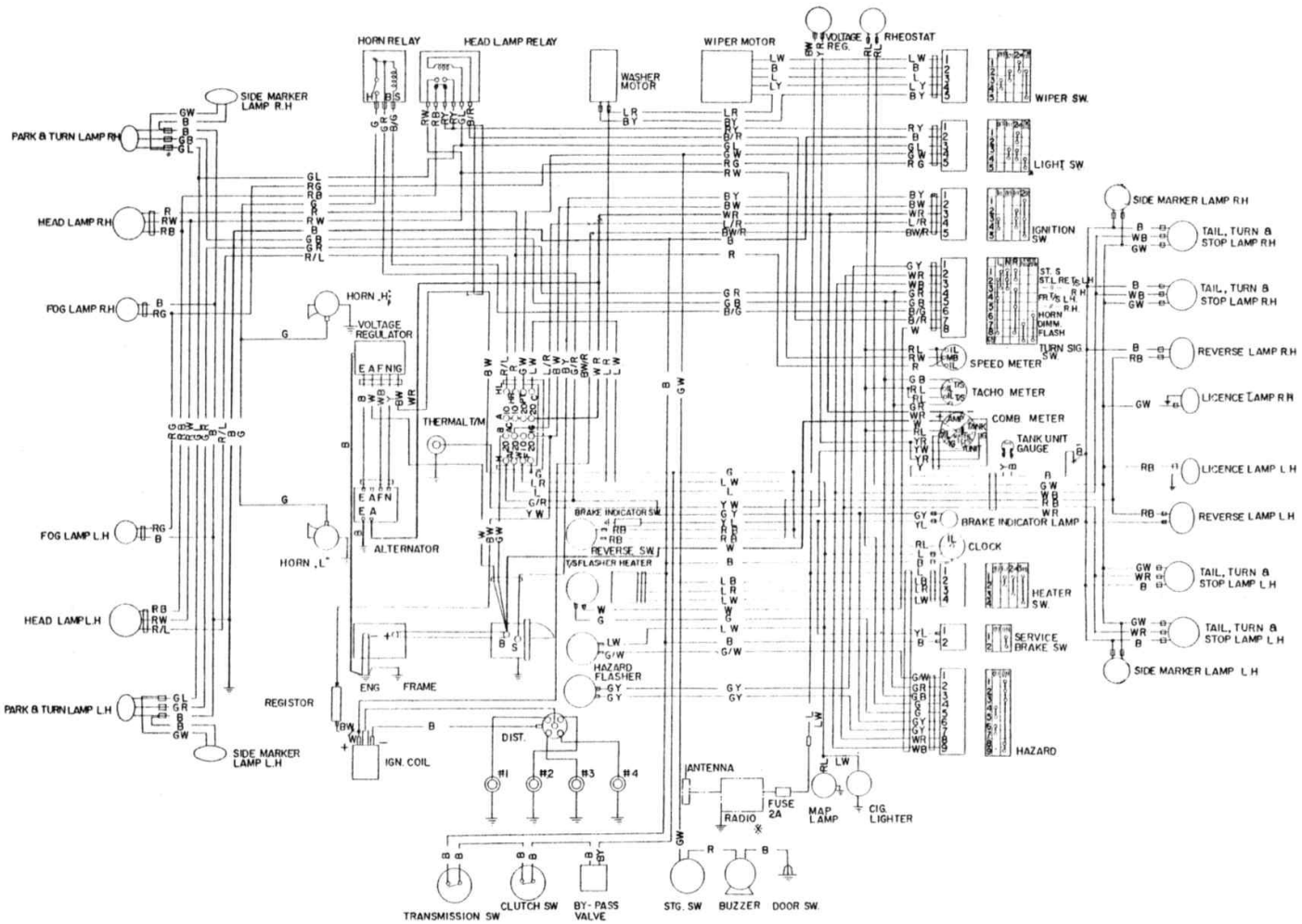
GENERAL SPECIFICATIONS

Suspension	Front	Independent coil springs with hydraulic double acting type shock absorbers.	
	Rear	Semi-elliptic leaf springs; 4 leaves with hydraulic double acting type shock absorbers.	
Wheels and Tires			
Tire size	Front	5.60S14-4	←
	Rear	5.60S14-4	
Tire pressure		Refer to "WHEELS AND TIRES".	
Capacities			
Fuel		43 ℓ (11.36 U.S. gal.)	←
Coolant		8 ℓ (2.1 U.S. gal.)	8.5 ℓ (2.3 U.S. gal.)
Oil pan		4.1 ℓ (8.7 U.S. Pints) ← (SU)	7.2 ℓ (15.0 U.S. Pints) SOLEX
Oil filter		0.7 ℓ (1.6 U.S. Pints)	←
Transmission		2.2 ℓ (4.7 U.S. Pints)	2.6 ℓ (5.5 U.S. Pints)
Differential		0.93 ℓ (2.0 U.S. Pints)	←
Steering gear box		0.25 ℓ (0.5 U.S. Pints)	←

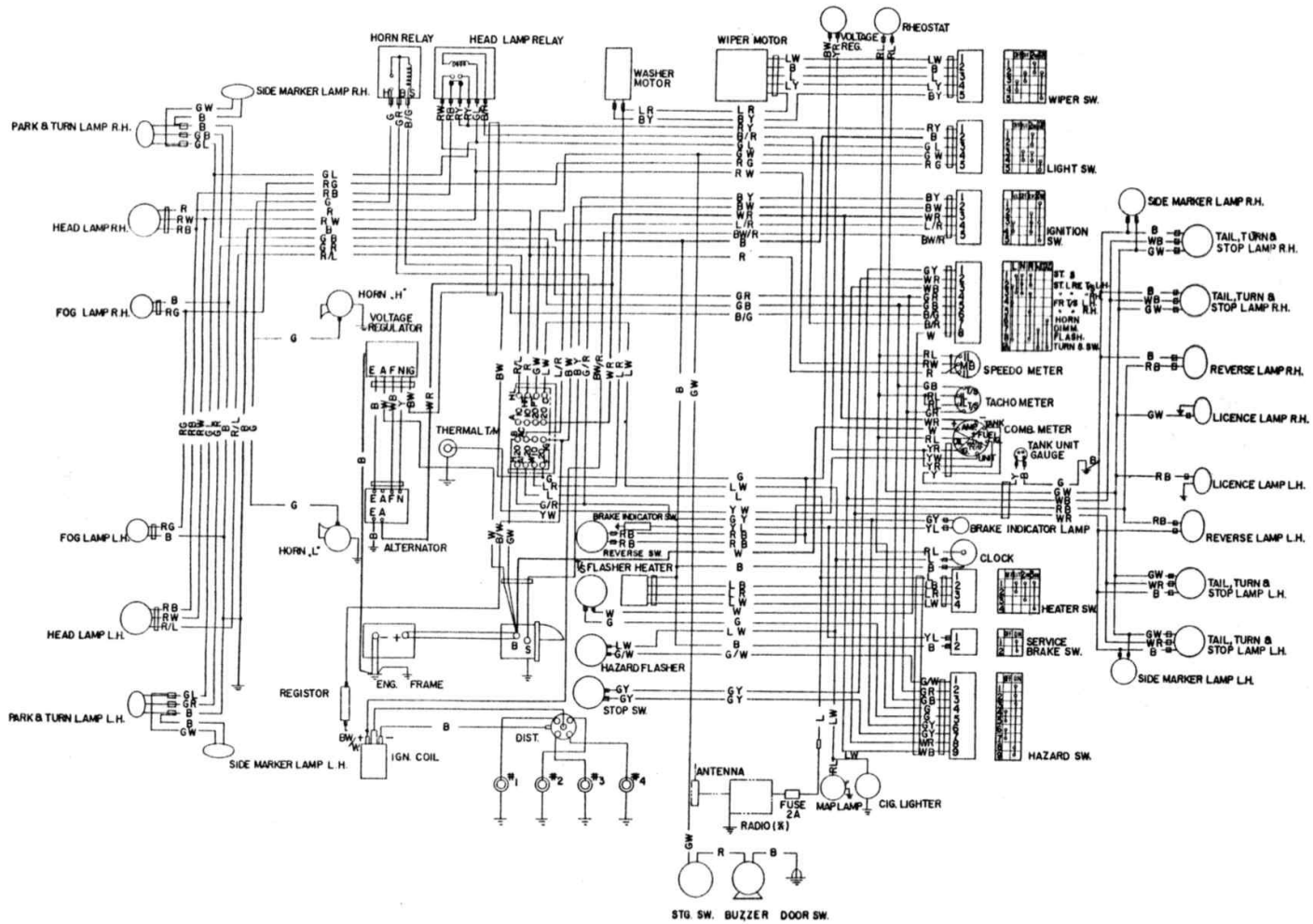
WIRING DIAGRAM



WIRING DIAGRAM (SPL311-U FOR USA AND CANADA)



WIRING DIAGRAM (SRL311-U FOR USA AND CANADA)



SPECIAL MAINTENANCE FOR EMISSION CONTROL SYSTEM

To reduce the amount of pollutants deposited in the atmosphere the Datsun is equipped with an emission control system. In order to ensure that this system continues to operate in an efficient manner it is imperative that the vehicle be taken to an authorized Datsun dealer at periodic intervals to have the required servicing carried out.

At the 600 mile and 2,000 mile service the Datsun dealer will check the operation of the system. Thereafter, in addition to the regular maintenance, the ignition timing and idling speed should be adjusted at 3,000 mile intervals. Every 12,000 miles the emission control system should receive a major service.

[Special tune-up data for emission control system]

SPL311-U ..... 0° T.D.C. at 750 r.p.m.

SRL311-U ..... 0° T.D.C. at 700 r.p.m.

MAINTENANCE FREQUENCY EVERY					CHEKING POINTS (Engines equipped with emission control system)		MAINTENANCE PERIODS										
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)			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)	
			O	Engine	Check ignition timing	O	O	O	O	O	O	O	O	O	O	
			O		Check engine idling	O	O	O	O	O	O	O	O	O	O	
	O				Engine major tune-up						O				O	
			O		Check spark plugs		O	O	O	O	O	O	O	O	O	
	O				Replace spark plugs						O				O	
	O				Check high tension cables						O				O	
			O		Check for fitting and wear of distributor breaker points		O	O	O	O	O	O	O	O	O	
	O				Replace distributor breaker points						O				O	
	O				Apply grease to distributor rotor shaft						O				O	
	O				Apply grease to distributor cam and wick						O				O	
					Replace carburetor air cleaner element: Refer to "AIR CLEANER"											
		O			Clean pump air cleaner element				O		O		O		O	
	O				Replace pump air cleaner element						O				O	
	O			Crankcase emission	Check for leaks of hoses and hose connections						O				O	
	O				Check for proper function of crankcase ventilation control valve						O				O	
	O			Exhaust emission	Check for proper function of air pump						O				O	
	O				Check for proper function of relief valve						O				O	
	O				Check for proper function of check valve						O				O	
	O				Check for proper function of anti-back fire valve						O				O	
	O				Check for leaks of air gallery and nozzle connections						O				O	
	O				Check for leaks of hoses and lose connections						O				O	
	O				Check air pump belt tension						O				O	
	O				Check for proper function of electrical parts for exhaust emission control system. (Throttle switch, Transmission switches, Speed switch, Clutch switch, Accelerator switch, Solenoid valve and relays)						O				O	
	O			Evaporative emission control	Check for leaks of hoses, hose connectors and pipings						O				O	
	O				Check for proper function of flow guide valve						O				O	

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