SERVICE BULLETIN

SEPTEMBER 1968 VOL. 98

INTRODUCTION OF NEW DATSUN SPORTS CAR

(1969 MODELS)

SR(L) 311-(U), SP(L) 311-(U)

NISSAN MOTOR CO., LTD.

TOKYO, JAPAN

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保存

FOREWORD

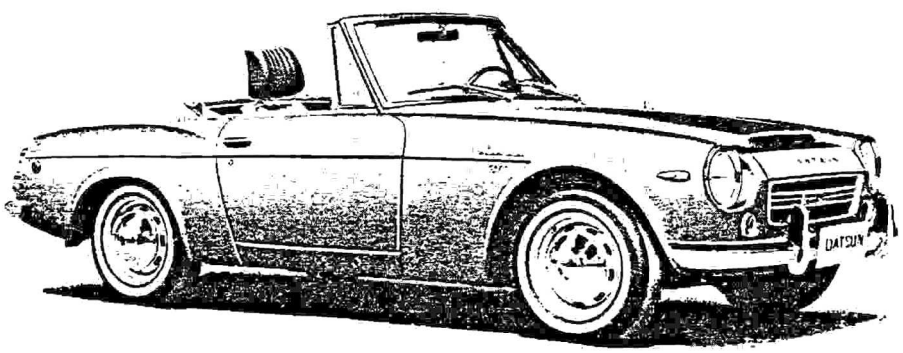
The DATSUN SPORTS 2000 and DATSUN SPORTS 1600 welcomed all over the world for its superior performance and design, have been further improved as 1969 year model.

In addition, a few alterations have been added to comply with the new U.S. Federal Motor Vehicle Safety Standard which will become effective on January 1, 1969.

It is suggested that dealers sales and service personnel read this bulletin so they may be familiar with the design and performance of this car.

These modifications and improvement outlined in this publication have been applied from the following chassis numbers.

SP311–04001 ~
SPL311–24002 ~
SR311–03004 ~
SRL311–07002 ~



永久保存

CONTENTS

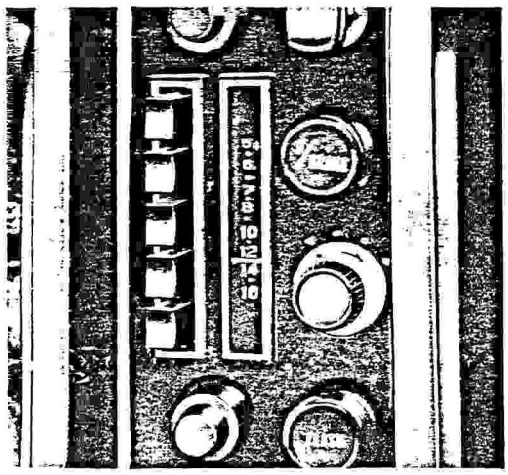
1. ENGINEERING FEATURES

1-1 Styling

The frame of the soft top has been modified in shape to give it a finer appearance.

1-2 Interior and instrument

a. In order to facilitate operation, arrows have been added around the fan switch knob and the throttle control knob to indicate their operating and locking directions respectively.



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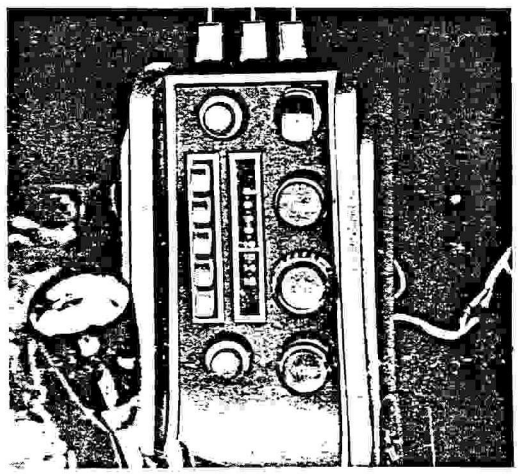
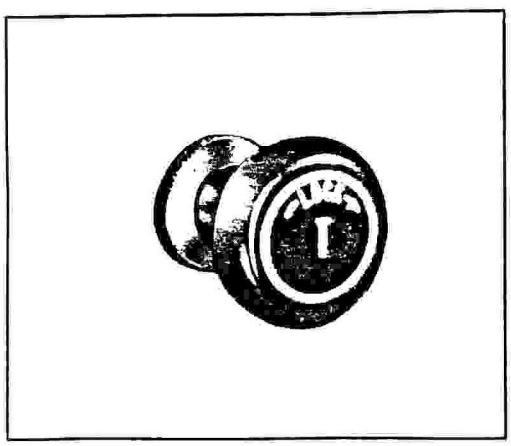


Former



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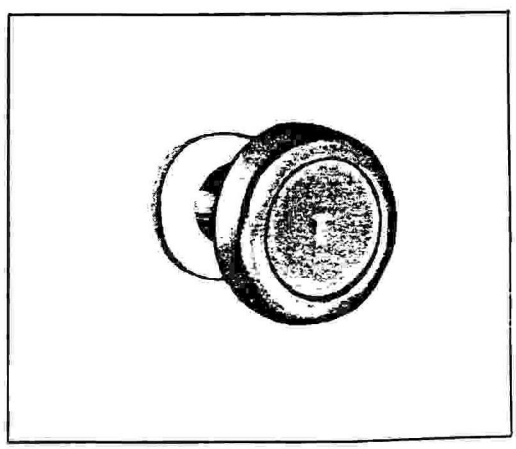
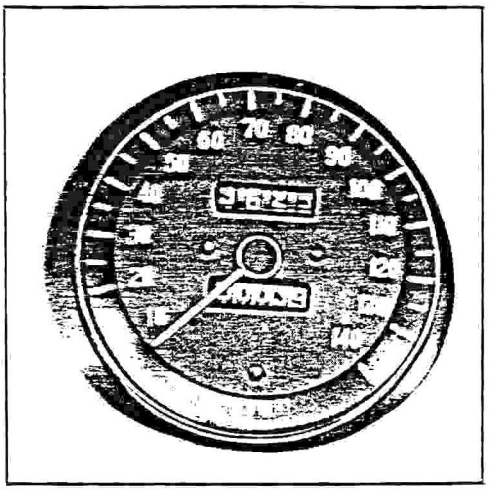


Former

b. The color of the sun visor has been changed to black to make it the same as that of the surrounding windshield.

c. The dials of the combination meters have been modified to make reading easier. The combination meters themselves have been made interchangeable so that they can be commonly used for both the DATSUN SPORTS 2000 and DATSUN SPORTS 1600.



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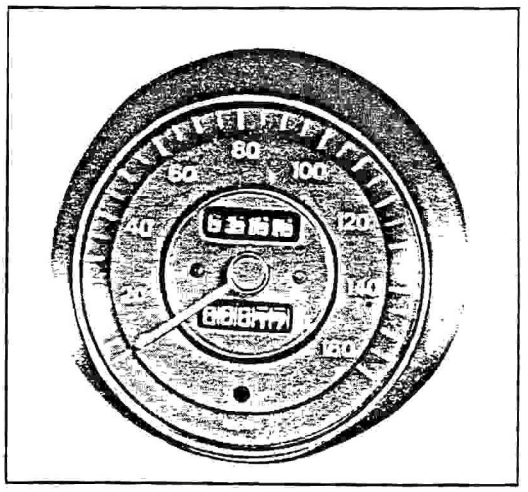

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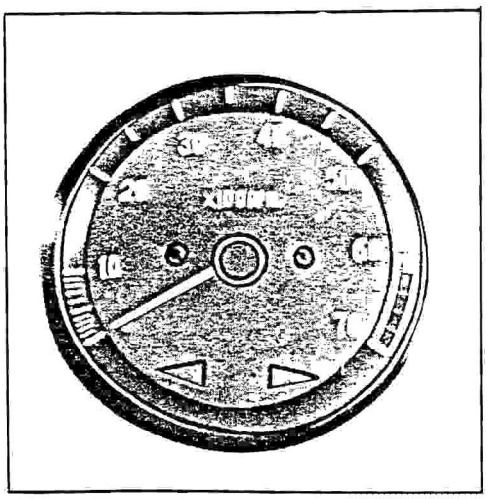
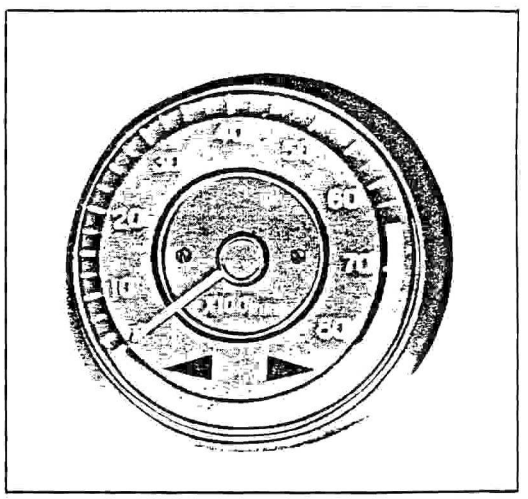


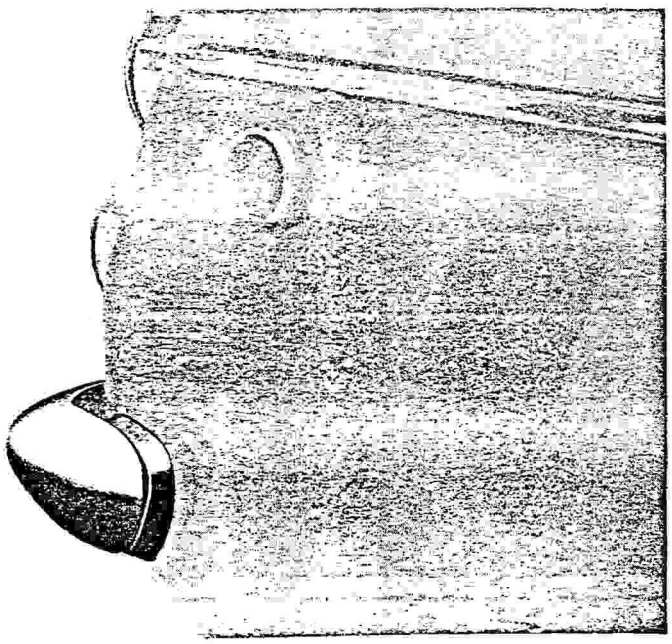
New



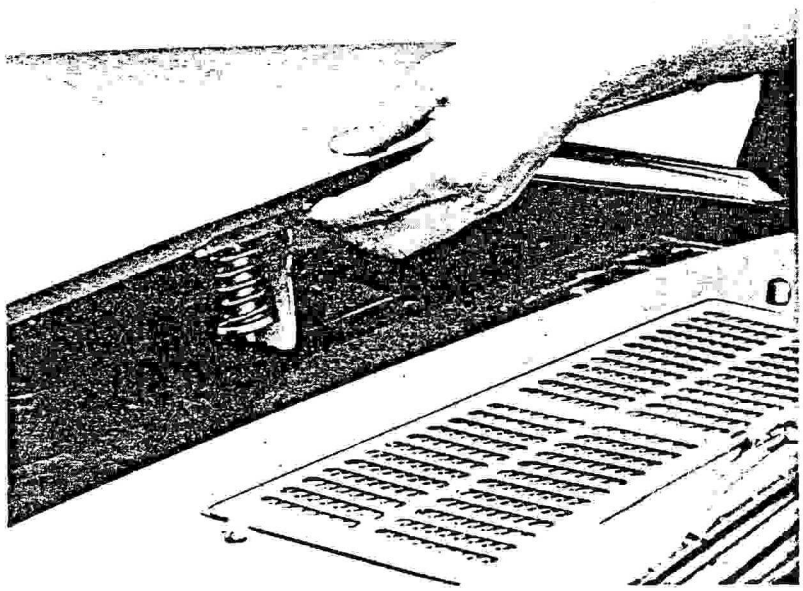
Former

1-3 Safety features

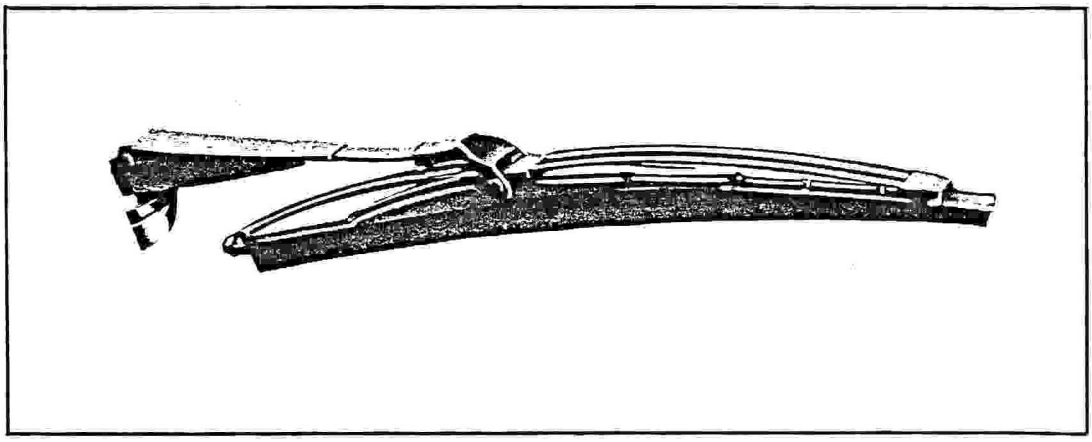
a. Rubber pieces have been put between the front ends of the rear bumper and the car body to prevent the ends from catching objects.



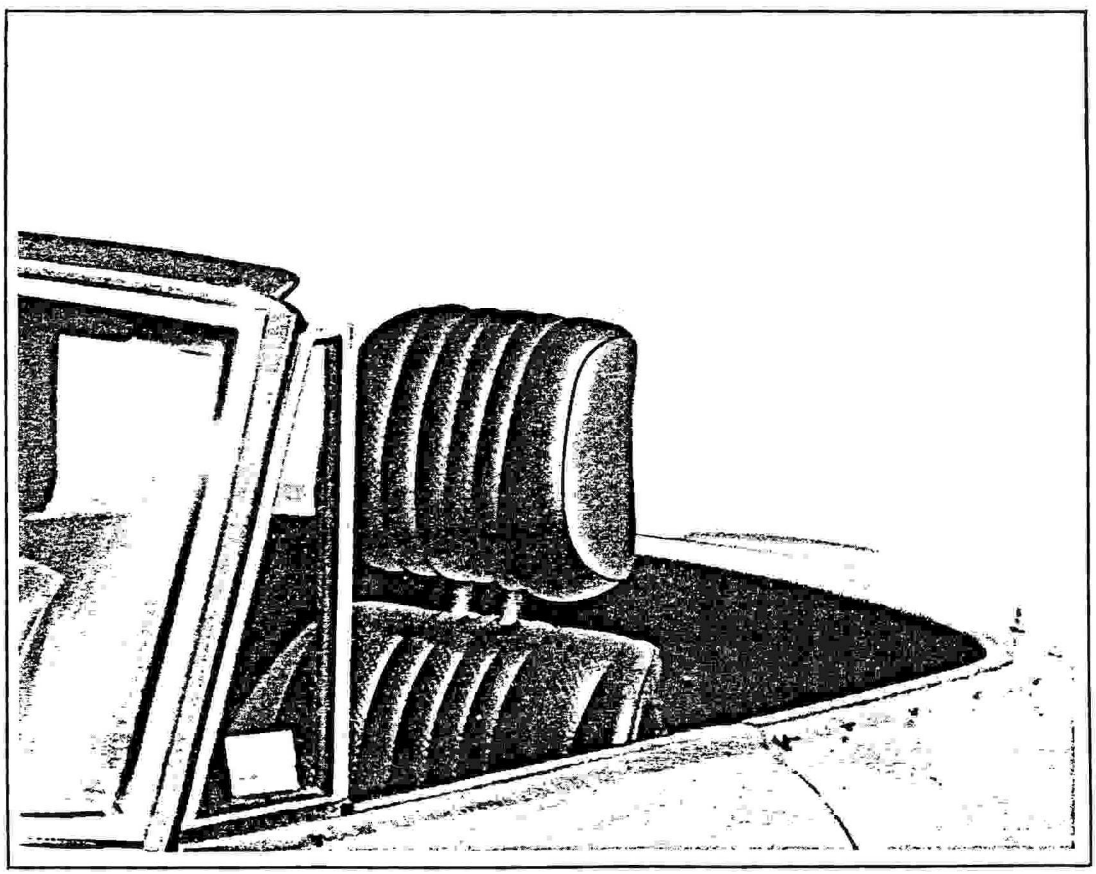
b. A double latch type has been used for the hood lock.



c. The newly employed wiper blade has a shape designed to prevent it from rising away from the windshield glass even at maximum speed of the car.

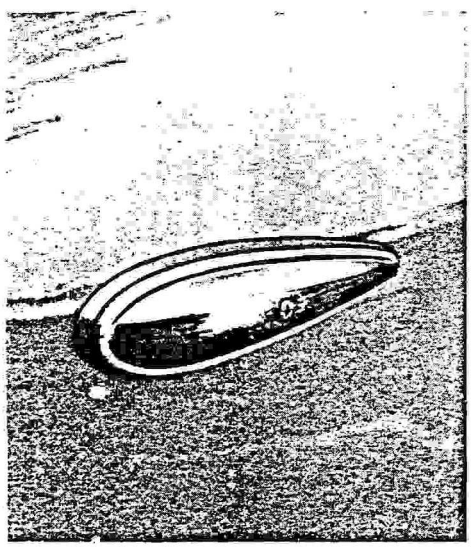


d. Head restraints have been employed as standard equipment (only on cars for the U.S.A. and Canada).

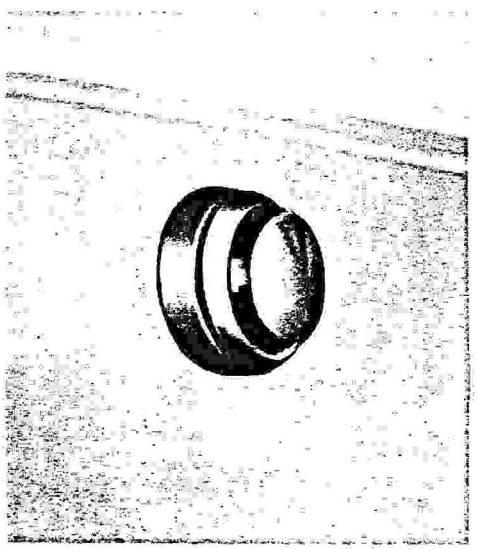


e. The reverse lamp has been increased to 2 and their location has also been changed (only on cars for the U.S.A. and Canada).

f. The front and rear fenders have been fitted with side marker lamps respectively (only on cars for U.S.A. and Canada).



Front



Rear

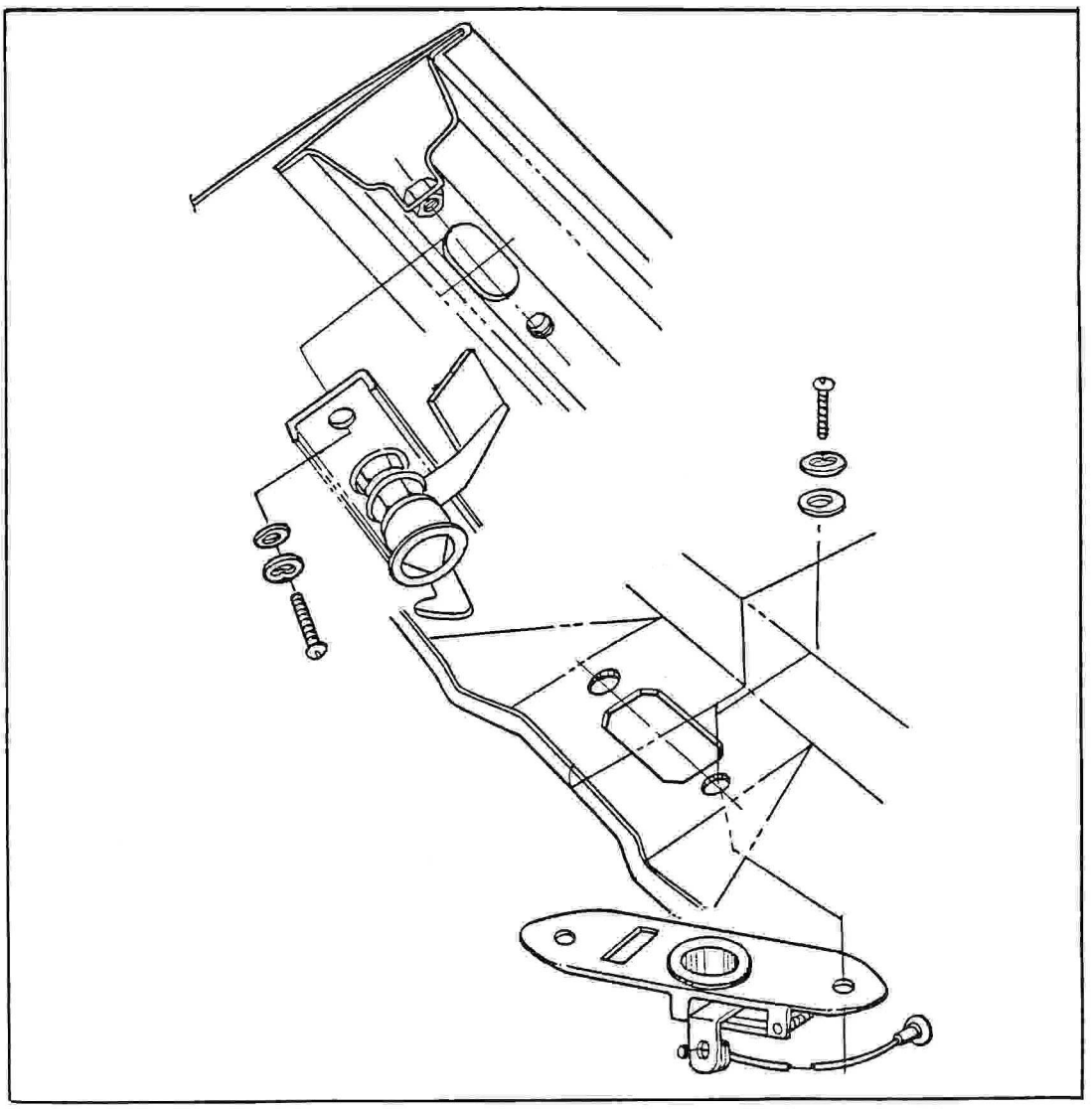
2. MECHANICAL COMPONENTS

2-1 Body

a. Body color
The body colors of the new DATSUN SPORTS have not been changed.
Refer to "BODY COLOR AND UPHOLSTERY" of page 18.

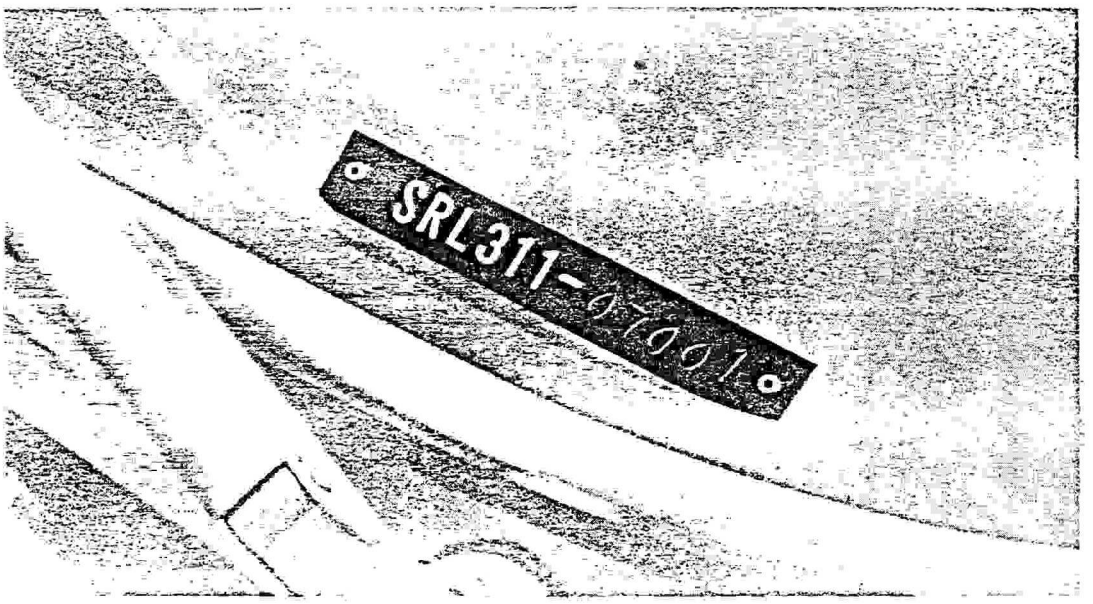
b. Head lamp rim
The surface treatment of the head lamp rims has been changed on the DATSUN SPORTS 2000. They are now identical with those of the DATSUN SPORTS 1600.

c. Hood lock
In order to obtain higher safety, the hood lock has been changed to the double latch type.



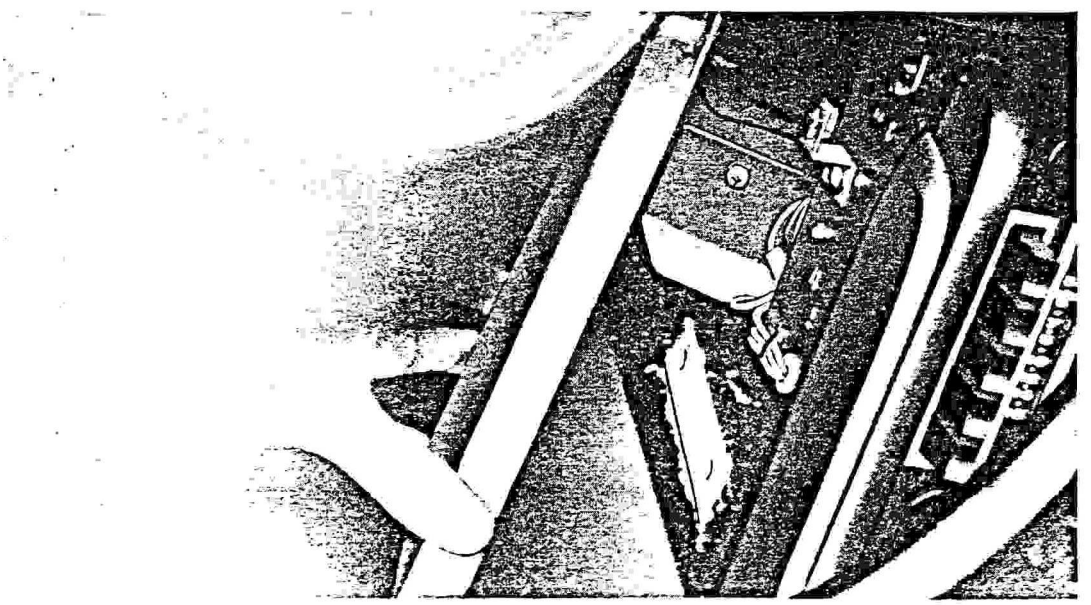
d. Vehicle identification plate (for U.S.A. and Canada only)

The vehicle identification plate has been newly attached to the upper left of the instrument pad in compliance with the Motor Vehicle Safety Standard which is due to be effective on January 1, 1969.



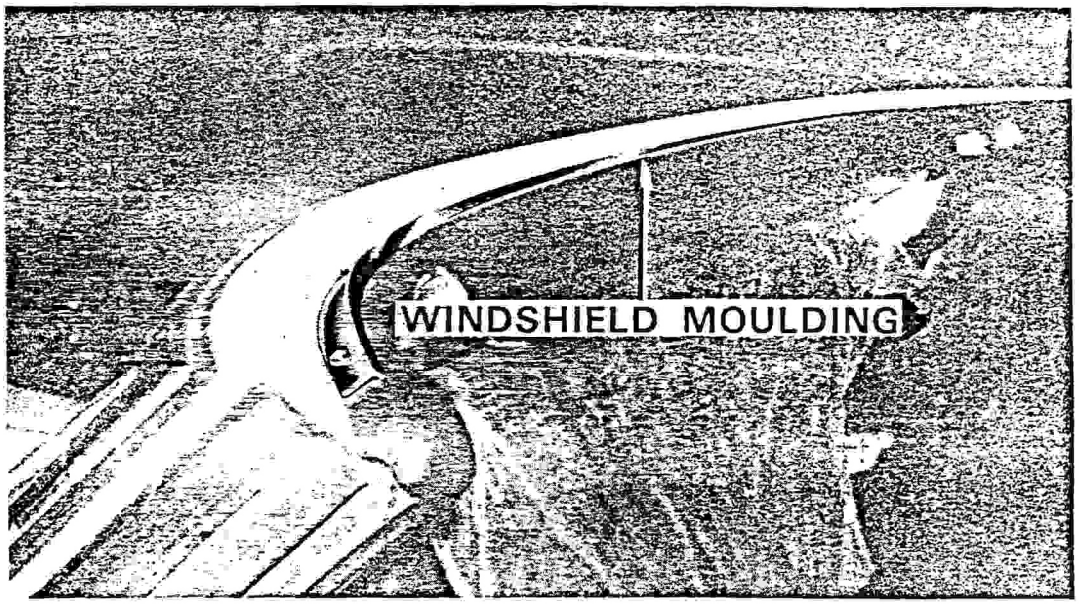
e. Radio housing

The cover of the radio housing beneath the instrument panel has been changed to the split type fastened by bolts, thus allowing easy servicing of the radio and control knobs by dismantling the housing.



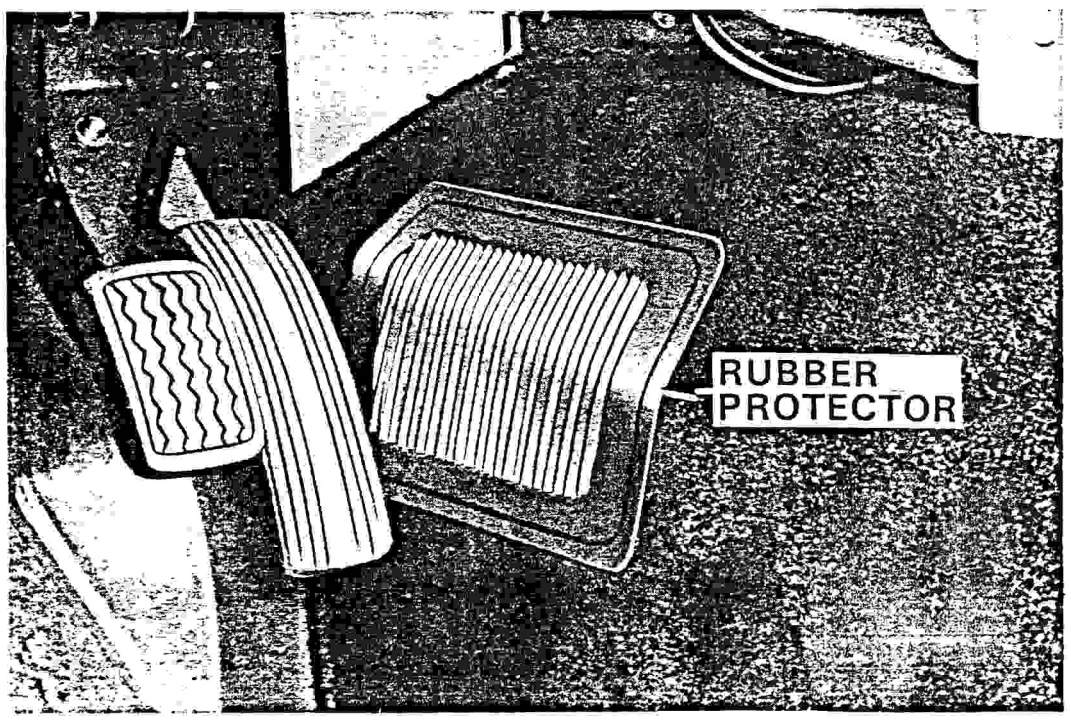
f. Windshield moulding

A stainless moulding has been mounted on the periphery of the windshield by means of self tapping screws.



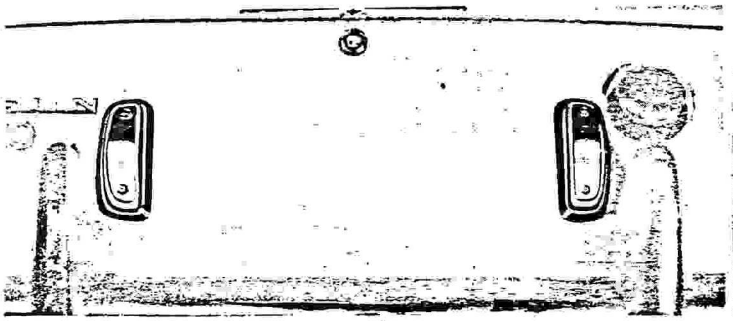
g. Tunnel panel center carpet (L.H.D. only)

The tunnel panel center carpet has been furnished with a rubber protector to prevent wear caused by operating the accelerator pedal.

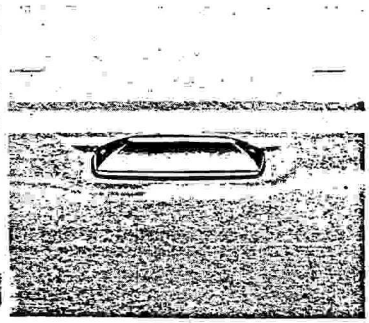


h. Rear license lamp (for U.S.A. and Canada only)

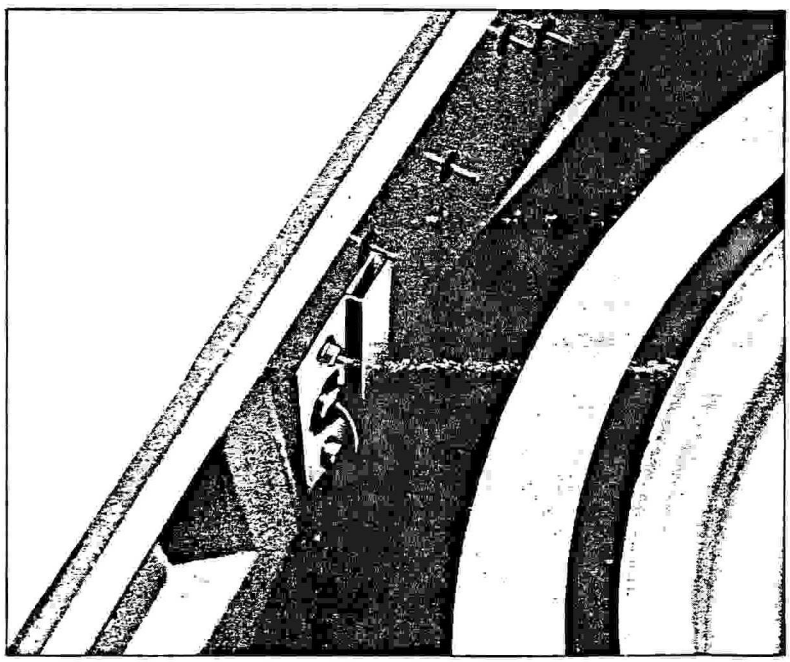
The rear license lamp is now attached to the back panel instead of to the bumper as before. Also, a stopper has been attached to the back panel to prevent the license lamp unit from striking the spare tire.



New



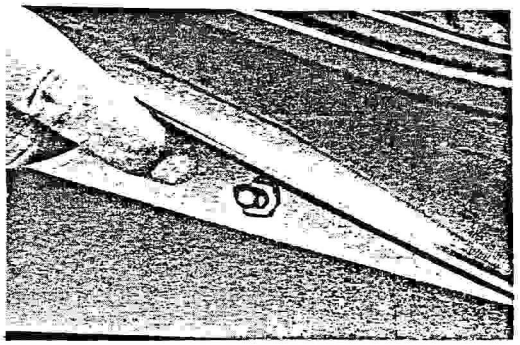
Former

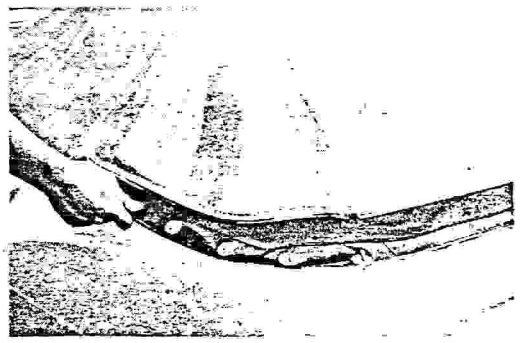


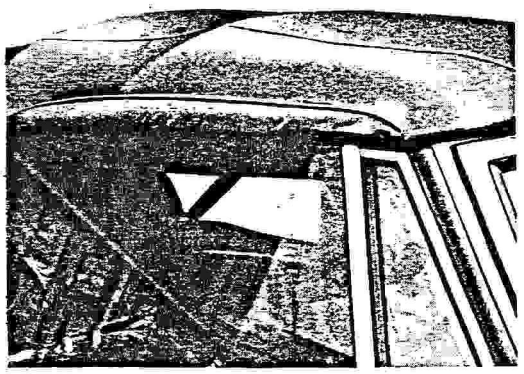
Stopper

i. Soft top

The shape of the soft top's frame has been altered to improve its appearance. Hooks located obliquely rearward have been concealed in the canvas to lend a fine line to the appearance. The shape of the drips over the door glass panes has been changed to prevent entering of rain water more effectively.





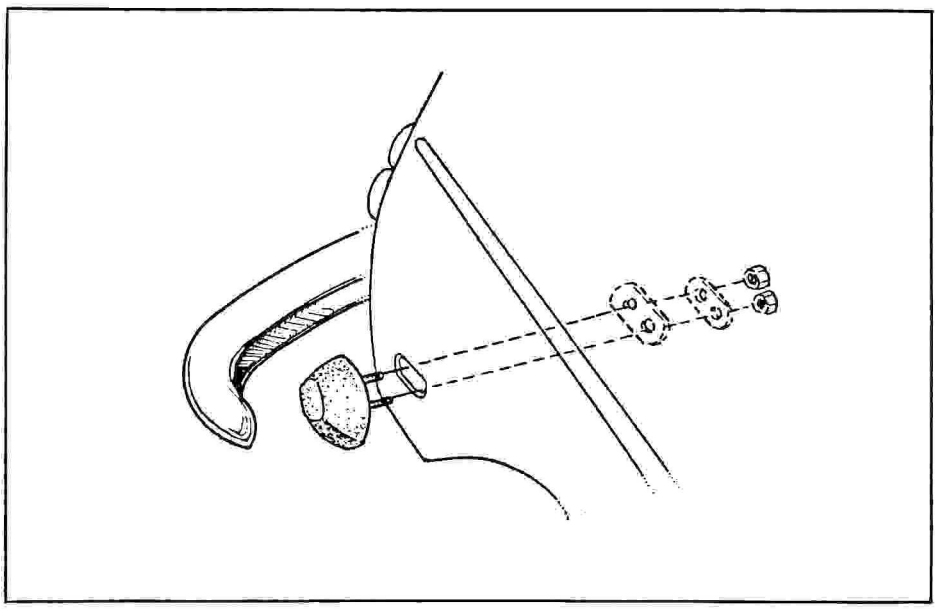


New

Former

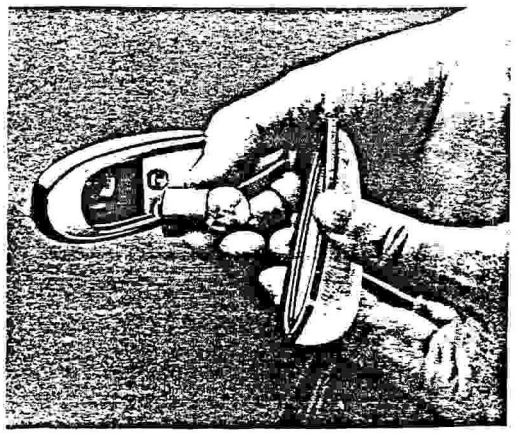
j. Rear bumper rubber

For the safety purpose in relation with both ends of the rear bumper, rubber pieces have been attached to the ends.

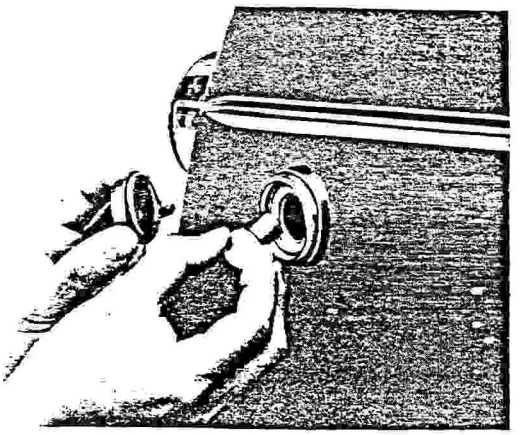


k. Side marker lamps (for U.S.A. and Canada only)

The front and rear fenders have been equipped with side marker lamps respectivley.



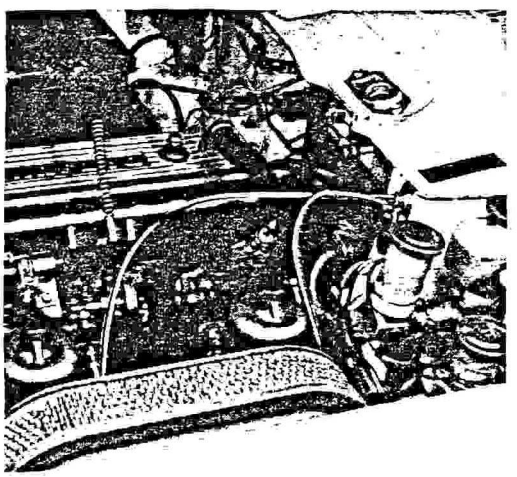
Front



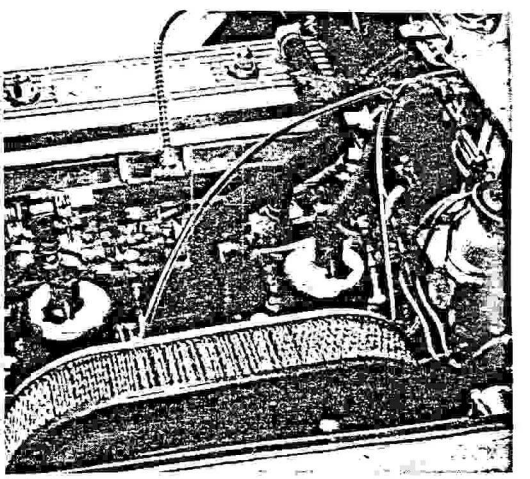
Rear

l. Choke wire

The wiring arrangement for the choke has been altered to prevent it from hampering the rocker cover in operation.



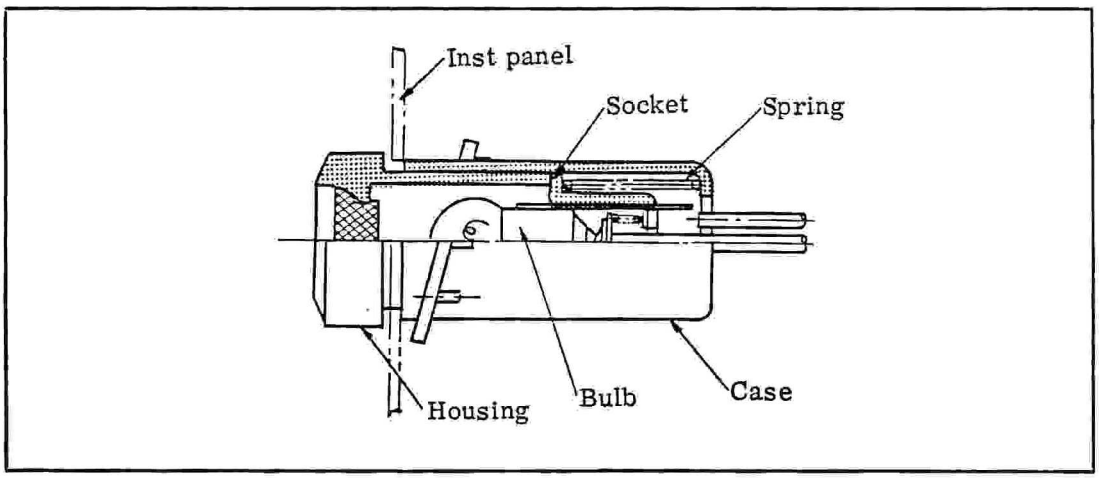
New



Former

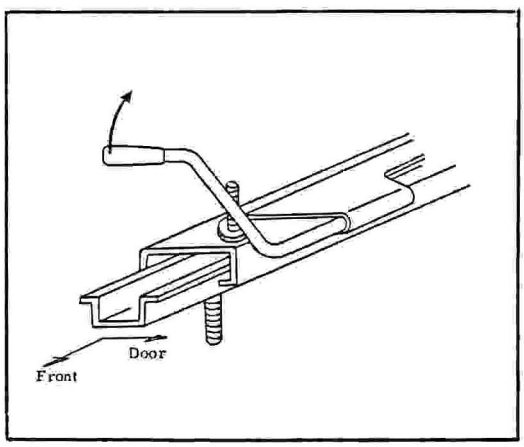
m. Brake warning lamp

In this new brake warning lamp, a change has been effected to simplify the replacement of bulbs.

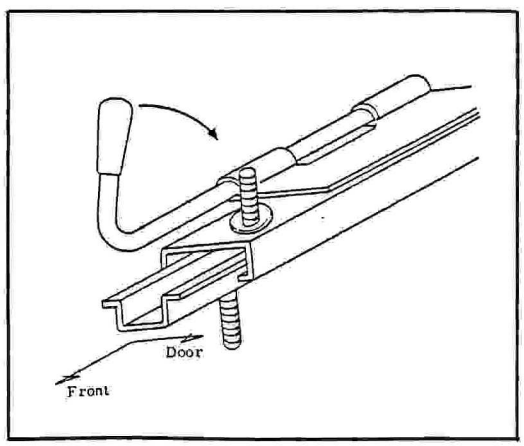


n. Seat slider

For both the driver seat and assistant seat, the pull up sliding lever has been used instead of the former push type.



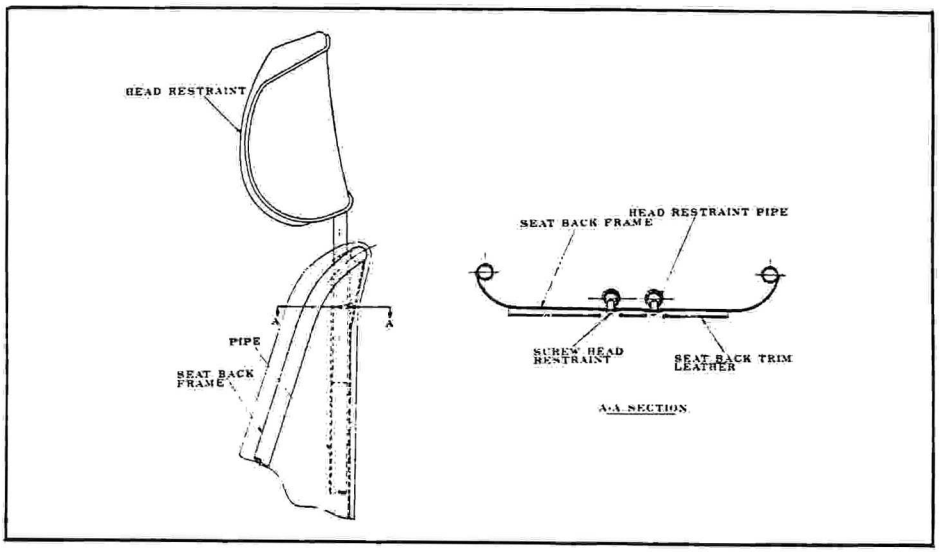
New



Former

c. Head restraints

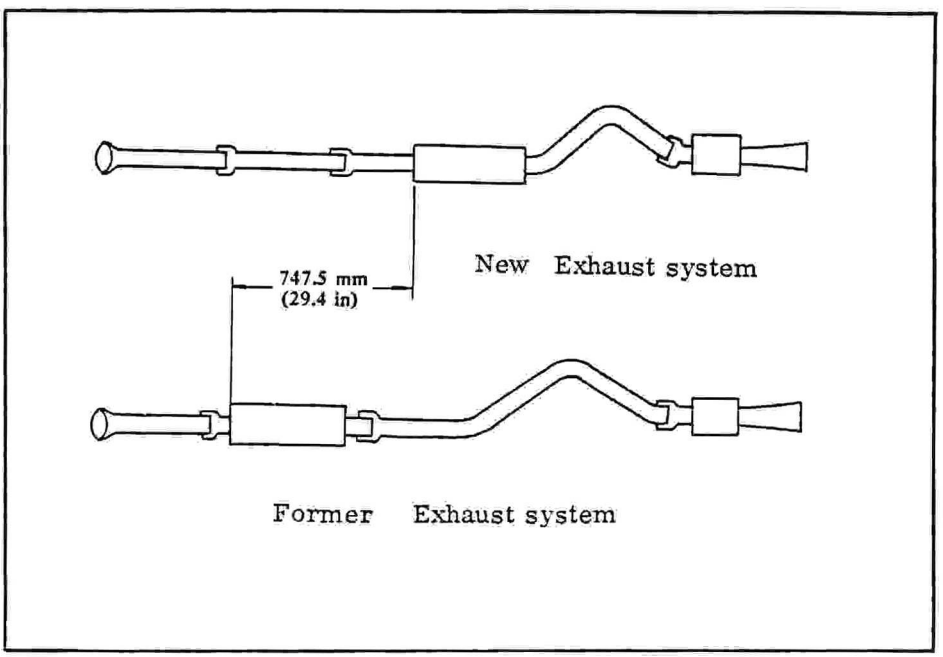
The head restraints have been employed as standard equipment on cars for U.S.A. and Canada. For other regiones they are supplied as optional equipment as before.



2-2 Chassis

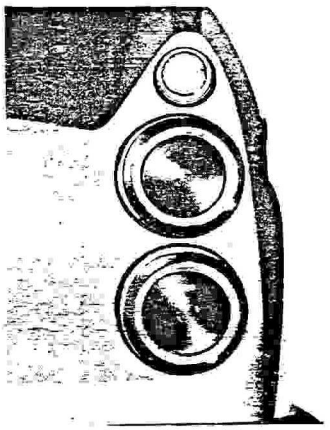
a. Exhaust system

The muffler assembly has been mounted more rearward to prevent the floor from being heated.



b. Rear combination lamp

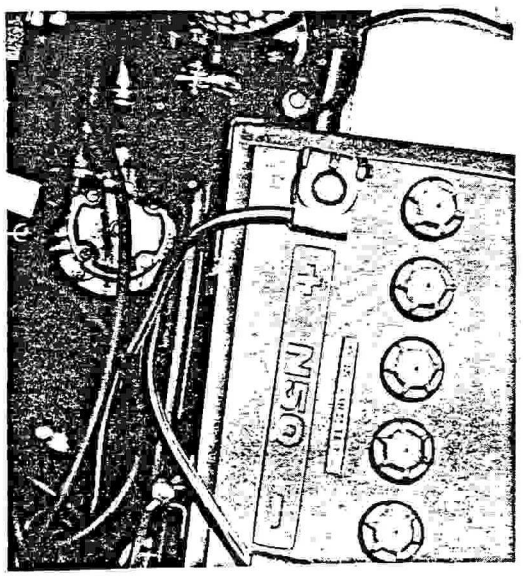
Changes have been made on the rear combination lamp as shown in a table below.



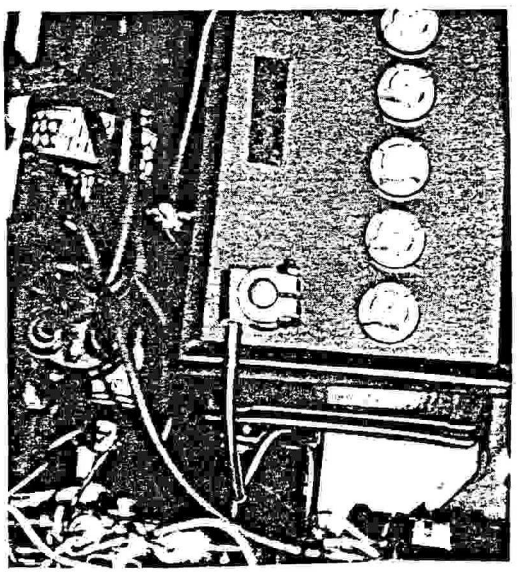
New		Former	
Export standard	U.S.A. & CANADA	Export standard	Australia only
TURN (Amber lens)	STOP, TAIL & TURN (Red lens)	TAIL & TURN (Red lens)	TURN (Amber lens)
TAIL & STOP (Red lens)	STOP, TAIL & TURN (Red lens)	STOP & TAIL (Red lens)	STOP & TAIL (Red lens)

c. Battery earth cable

The location of this cable has been shifted from the frame side to the engine side.



New

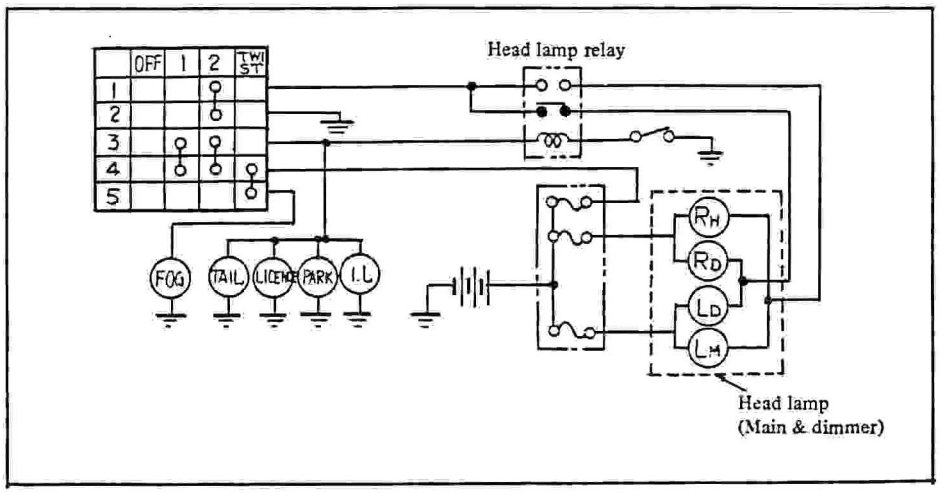


Former

2-3 Electrical parts

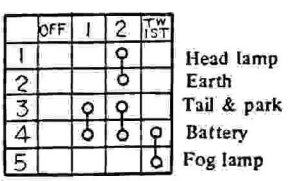
a. Head lamp

In order to improve safety, the head lamp circuit has been altered to have 2 separate circuits and the tail and parking lamp circuit has been changed is a separate one.



b. Lighting switch

With the design change of the head lamp circuit, the lighting switch has also been modified in its design.



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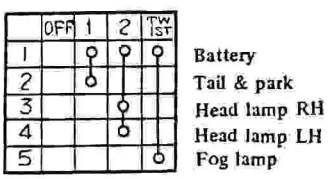
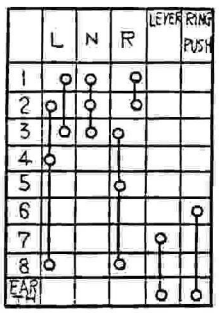


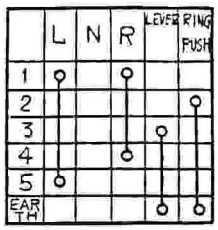
Former

c. Turn signal & dimmer switch and hazard warning switch (for U.S.A. and Canada only)

With the design change of the rear combination lamp, the circuits of the direction signal & dimmer switch and the hazard flasher switch have also been modified.



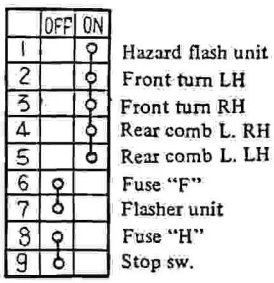
Stop sw.
Rear comb L. LH
Rear comb L. RH
Front turn L. LH
Front turn L. RH
Horn realy
Head L. relay
Flasher unit



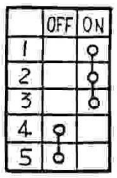
Flasher unit
Horn relay
Head L. relay
Turn s. lamp RH
Turn s. lamp LH

New Former

Turn signal & dimmer switch



Hazard flash unit
Front turn LH
Front turn RH
Rear comb L. RH
Rear comb L. LH
Fuse "F"
Flasher unit
Fuse "H"
Stop sw.



Turn lamp RH
Hazard flash unit
Turn lamp LH
Fuse "F"
Flasher unit

New Former

Hazard warning switch

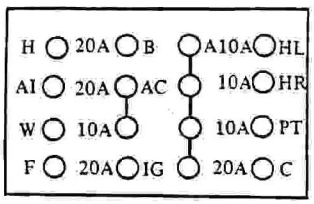
d. Flasher unit

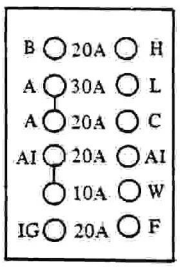
A change has been effected on the flasher unit because of the increased load capacity of the direction flasher unit and hazard flasher unit.

Part Name	New Part No.	Former Part No.	Remarks
UNIT, turn flasher	25520-89904	25520-89900	60W ⟶ 78W
UNIT, hazard warning	25520-89910	25520-89911	120W ⟶160W

e. Fuse block

As 2 separate fuse units have been used in the head lamp circuit, the terminals in the fuse block have been increased from 6 to 8 in number.





New

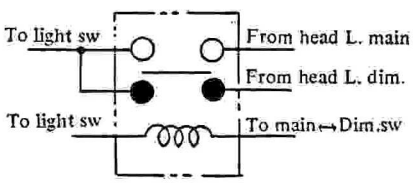
H: Horn
AI: Radio, Fan
W: Wiper
F: Flasher
B: Battery
AC: Accessary
IG: Ignition

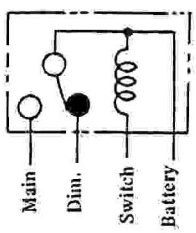
Former

HL: Head lamp (left)
HL: Head lamp (right)
PT: Park, Turn
C: Clock, cigar lighter
A: Ammeter
L: Head lamp

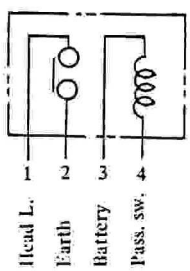
f. Head lamp relay and passing relay

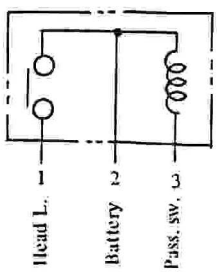
With the use of 2 separate fuse units in the head lamp circuit, a change has been made on the head lamp relay and passing relay.





New Head lamp relay Former





New Passing relay Former

3. MODEL VARIATIONS

Models		Engine	Carburetor (option)	Transmission	Final (option)
RHD	SP311-U	R	SU	4-speed	3.889 (4.111)
	SR311-U	U20	SU (Solex)	5-speed	3.700
LHD	SPL311	R	SU	4-speed	3.889 (4.111)
	SRL311	U20	SU (Solex)	5-speed	3.700
U.S.A. only	SPL311-U	R	SU	4-speed	3.889 (4.111)
	SRL311-U	U20	SU	5-speed	3.700

4. BODY COLOR AND UPHOLSTERY

Color code	Body color	Upholstery color
505	Black	Black or Red
531	Yellowish Gray (metallic)	
563	Sky Blue	
655	White	
664	Red	
665	Yellow	
666	Light Gray (metallic)	

5. EQUIPMENT VARIATIONS

Item	SP311 -U SPL311	SR311 -U SRL311	CANADA only		U.S.A. only	
			SPL311	SRL311	SPL311 -U	SRL311 -U
Fog lamp	O	O	O	O	X	X
Heater	Opt	Opt	O	O	O	O
Radio	Opt	Opt	Opt	Opt	Opt	Opt
Hazard switch	Opt	Opt	O	O	O	O
Side marker lamp	Opt	Opt	O	O	O	O
Outside rear view mirror on fender (R.H.D.)	O	O	X	X	X	X
on door (L.H.D.)	O	O	O	O	O	O
Over rider	O	O	O	O	O	O
Tonnean cover	O	O	O	O	O	O
Roll bar (with headrests)	Opt	Opt	Opt	Opt	Opt	Opt
Headrests	Opt	Opt	O	O	O	O
White side wall tire	O	Opt	O	Opt	O	Opt
Passing light R.H.D.	X	X	X	X	X	X
L.H.D.	Opt	Opt	Opt	Opt	Opt	Opt
Three point type seat belt	O	O	O	O	O	O
Cigarette lighter	O	O	O	O	O	O
2 sunvisors	O	O	O	O	O	O
Steering lock	O	O	O	O	O	O
Collapsible steering column	O	O	O	O	O	O
Electric clock	O	O	O	O	O	O

(Note) O : Standard equipment

Opt: Factory optional equipment

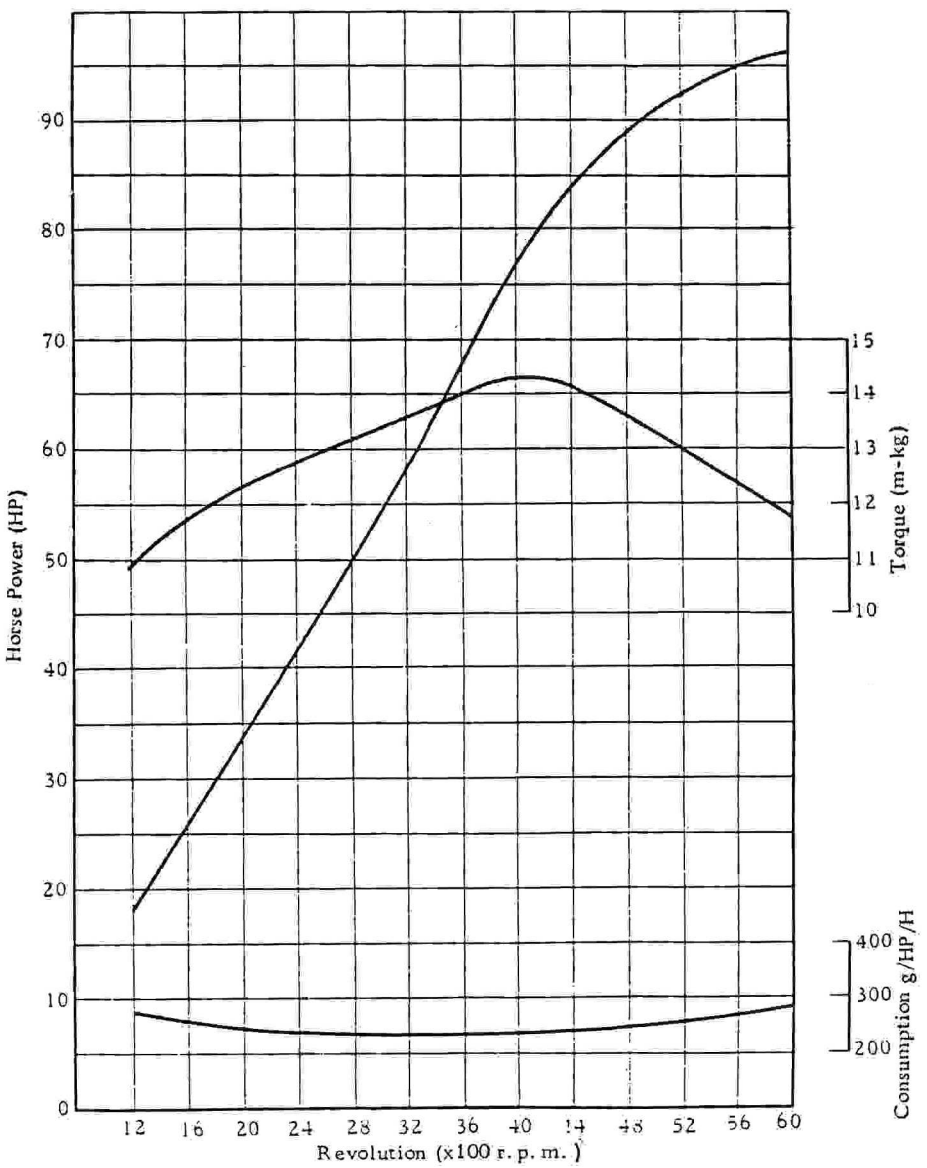
X : Not available

R.H.D.: Right hand drive

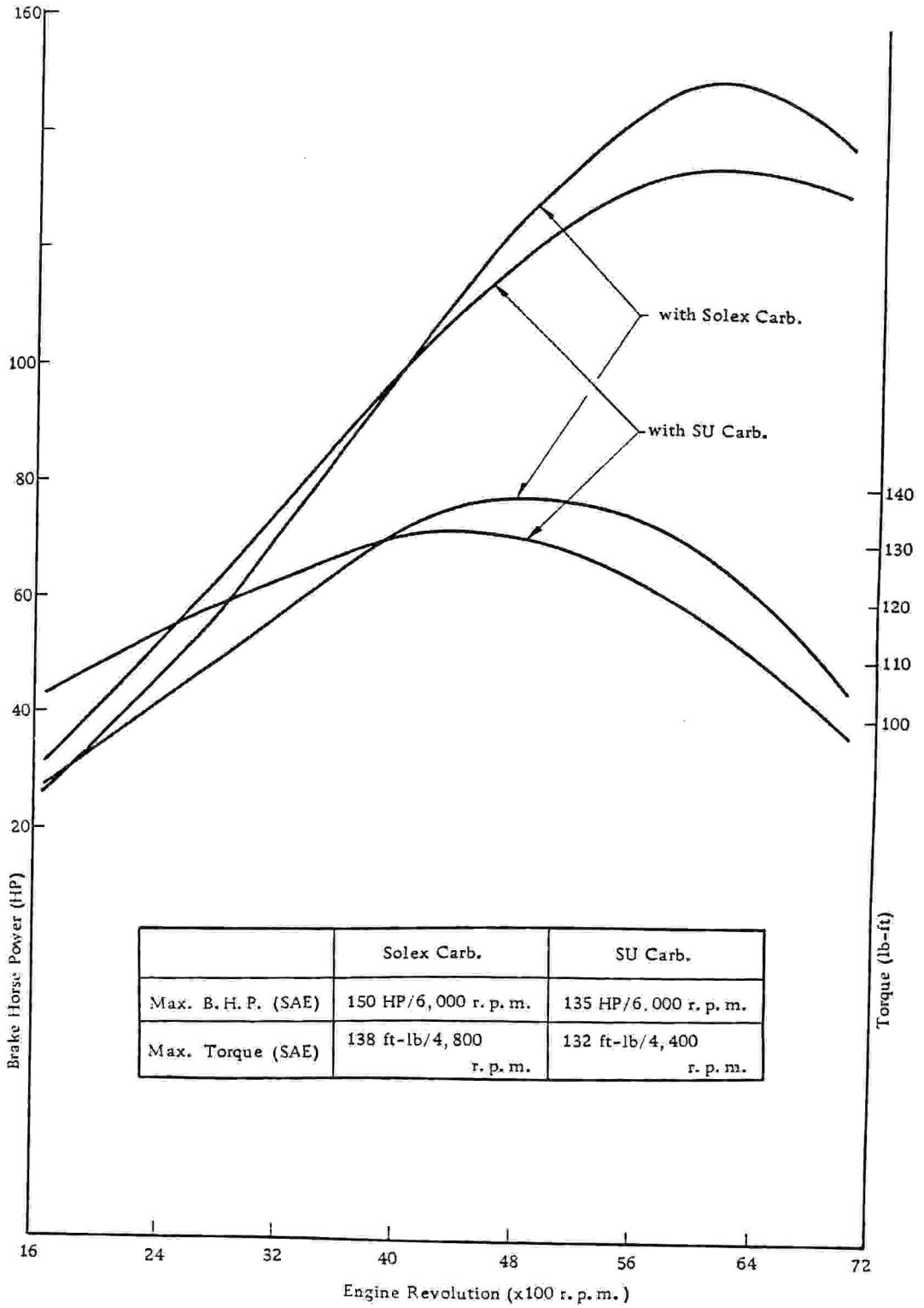
L.H.D.: Left hand drive

6. ENGINE PERFORMANCE CURVES

MODEL R ENGINE PERFORMANCE CURVE



MODEL U20 ENGINE PERFORMANCE CURVE

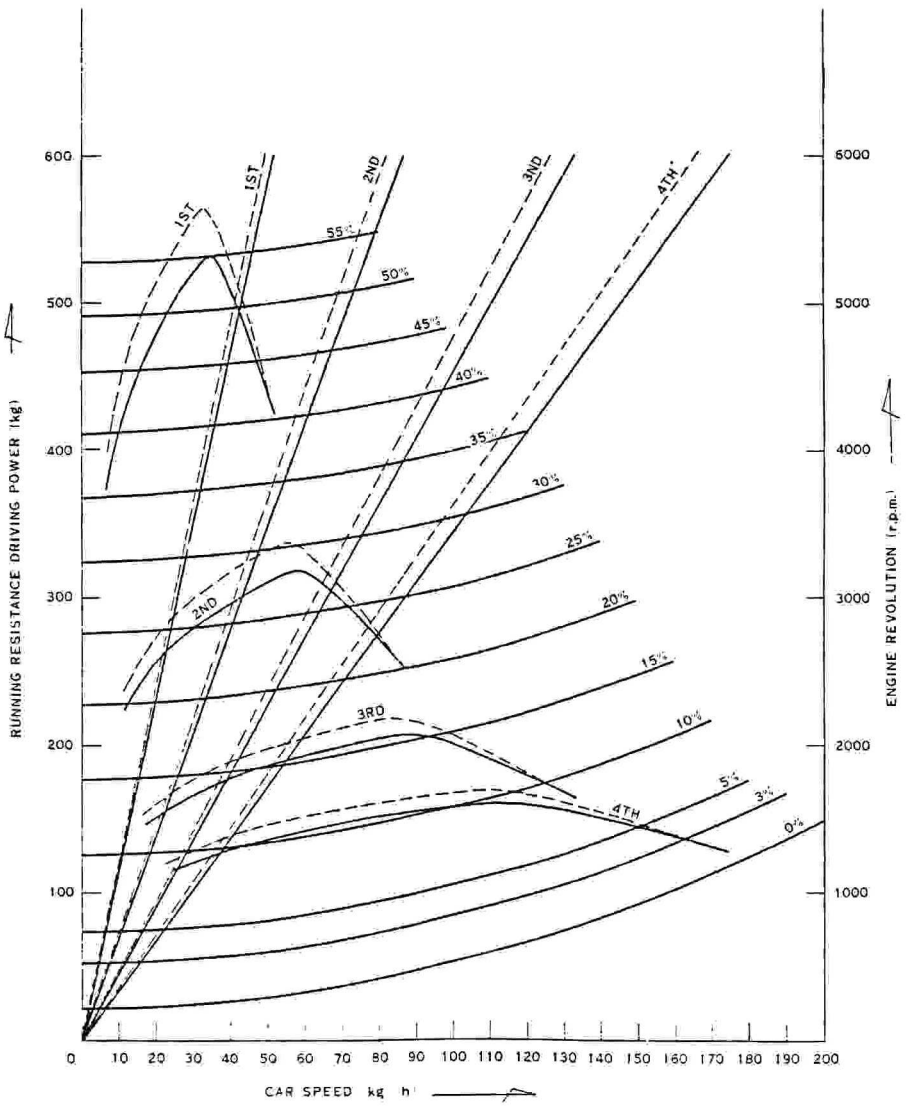


	Solex Carb.	SU Carb.
Max. B. H. P. (SAE)	150 HP/6,000 r. p. m.	135 HP/6.000 r. p. m.
Max. Torque (SAE)	138 ft-lb/4,800 r. p. m.	132 ft-lb/4,400 r. p. m.

7. RUNNING PERFORMANCE CURVES

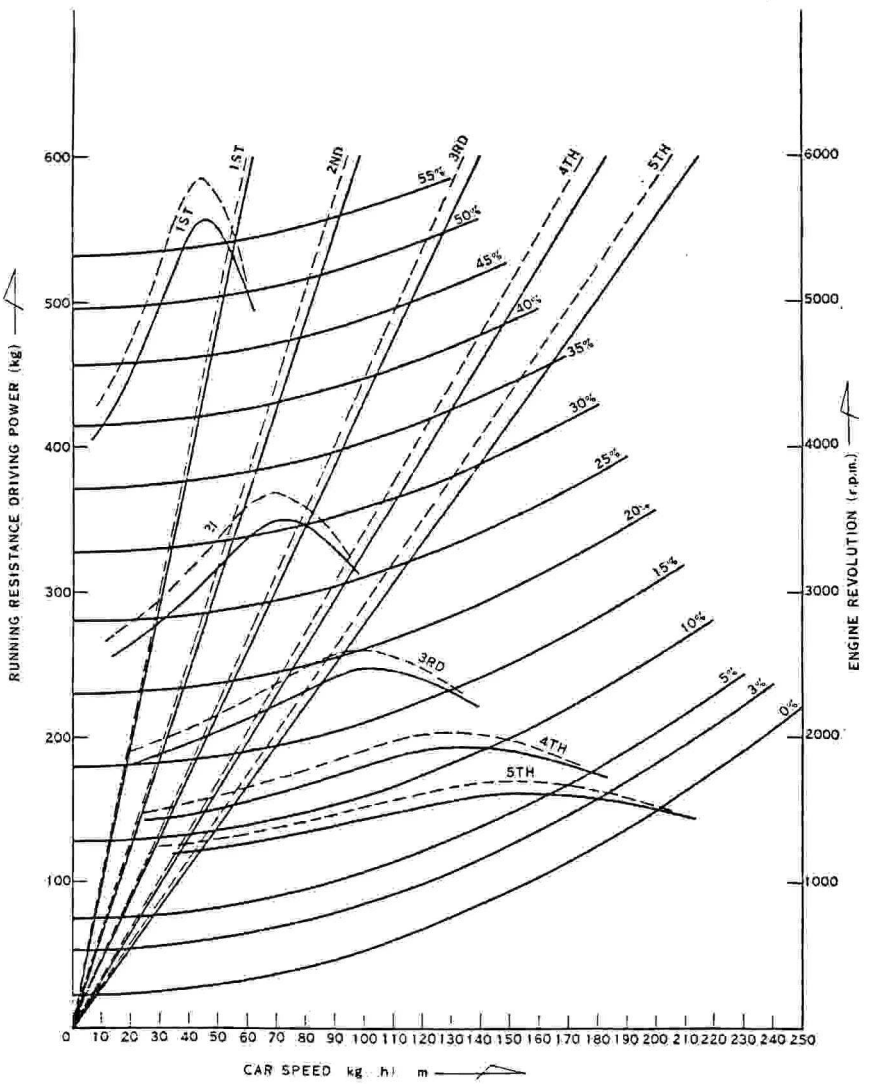
MODEL SP(L)311 RUNNING PERFORMANCE CURVES
(R Engine with SU Carburetor)

Final gear ratio	3.889
1st speed ratio	3.382
2nd speed ratio	2.013
3rd speed ratio	1.312
4th speed ratio	1.000
5th speed ratio	——
Max. grade ability	tan θ = 0.558
Max. torque (SAE)	14.3 m-kg/4,000 r.p.m.
Max. B.H.P. (SAE)	96 HP/6,000 r.p.m.



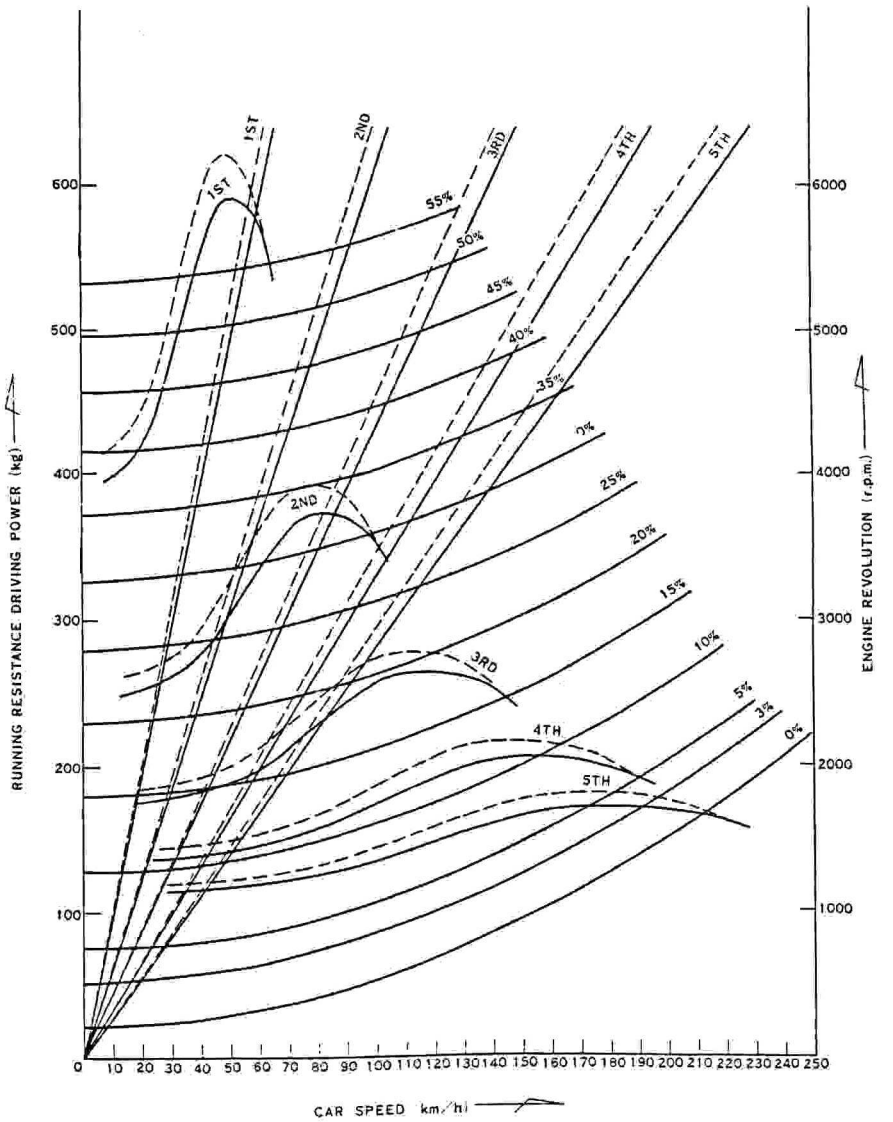
MODEL SR(L)311 RUNNING PERFORMANCE CURVES
(U20 Engine with SU Carburetor)

Final gear ratio	3.700
1st speed ratio	2.957
2nd speed ratio	1.858
3rd speed ratio	1.311
4th speed ratio	1.000
5th speed ratio	0.852
Max. grade ability	$\tan\theta = 0.587$
Max. torque (SAE)	18.2 m-kg/4,400 r.p.m.
Max. B.H.P. (SAE)	135 HP/6,000 r.p.m.



MODEL SR(L)311 RUNNING PERFORMANCE CURVES
(U20 Engine with Solex Carburetor)

Final gear ratio	3.700
1st speed ratio	2.957
2nd speed ratio	1.858
3rd speed ratio	1.311
4th speed ratio	1.000
5th speed ratio	0.852
Max. grade ability	$\tan\theta = 0.637$
Max. torque (SAE)	19.1 m-kg/4,800 r.p.m.
Max. B.H.P. (SAE)	150 HP/6,000 r.p.m.



8. SPECIFICATIONS

Item		Model	SP311-U SPL311	SPL311-U	SR311-U SRL311		SRL311-U
Dimensions	Vehicel overall length mm (in)		3,955 (155.7)		←		
	Vehicle overall width mm (in)		1,495 (58.9)		←		
	Vehicle overall height mm (in)		1,325 (52.2)		←		
	Interior size of cargo space	Overall length mm (in)	750 (29.5)		←		
		Overall width mm (in)	1,275 (50.2)		←		
		Overall height mm (in)	990 (39.0)		←		
	Tread	Front mm (in)	1,275 (50.2)		←		
		Rear mm (in)	1,200 (47.2)		←		
	Wheel base mm (in)		2,280 (89.8)		←		
	Min. road clearance mm (in)		140 (5.5)		←		
	Floor height						
	Overhang to the front end (without bumper) mm (in)		620 (24.4)		←		
	Overhang to the rear end (without bumper) mm (in)		885 (34.8)		←		
	Frame overhang to the front end mm (in)		525 (20.7)		←		
	Frame overhang to the rear end mm (in)		830 (32.7)		←		
Tire size	Front		5.60S14-4		←		
	Rear		5.60S14-4		←		
Weight	Vehicle weight kg (lb)		940(2,072.7)	945(2,083.7)	950(2,094.8)		960(2,116.8)
	Front		525(1,576.6)	530(1,168.7)	535(1,179.7)		545(1,201.7)
	Rear		415(915.0)	415(915.0)	415(915.0)		415(915.0)
	Vehicle gross weight		1,050(2,315.3)	1,055(2,326.3)	1,060(2,337.3)		1,070(2,359.4)
	Front kg (lb)		575(1,267.9)	580(1,278.9)	585(1,289.9)		595(1,312.0)
	Rear kg (lb)		475(1,047.4)	475(1,047.4)	475(1,047.4)		475(1,047.4)
Performance	Max. speed km/h (mile/h)		170(105.6)	165(102.5)	SOLEX CARB 200 (124.3)	SU CARB. 190 (118.0)	SU CARB 190(118.0)

Item		Model	SP311-U SPL311	SPL311-U	SR311-U SRL311		SRL311-U
Performance	Acceleration	0 ~ 400 m (1/4 mile) sec.	17.9	18.5	16.0	16.9	17.0
		0 ~ 80 km/h (50 mile/h) sec.	——	——	6.4	8.2	8.5
	Grade ability (sin θ)		0.487	0.485	0.537	0.506	0.501
	Min. truning radius m (ft)		4.9 (16.08)		←		
	Seating capacity		2		←		
	Brake stopping distance (50 km/h)		13.5 (44.3)		←		
Engine	Model		R	←	U20		←
	Manufacturer		Nissan		←		
	Classification of fuel		Gasoline		←		
	Cooling system		Water forced circulation		←		
	No. of cylinder & arrange		4 in line		←		
	Cycle		4		←		
	Combustion chamber		Wedge type		←		
	Bore x stroke mm (in)		82.7×66.8 (3.433×2.630)	←	87.2×83 (3.433×3.267)		←
	Displacement (cu.in)		1,595(97.32)	←	1,982(120.92)		←
	Compression ratio		9.0	←	9.5		←
	Compression pressure kg/cm^2 (lb/in^2)/r.p.m.		12.7 (180.6)/ 320	←	11.7(166.02)/ 350		←
	Max. mean effective kg/cm^2 (lb/in^2)/r.p.m.		50 (711.2)/ 4000	←	54 (766.26)/ 5600		←
	Max. mean effective kg/cm^2 (lb/in^2)/r.p.m.		10.6 (150.8)/ 4000	←	11.5(163.1)/ 4800		←
	Max. power B.H.P./r.p.m. (SAE)		96/6000	←	SOLEX 150. 6000	SU 135 ·6000	SU 135/6000
	Max. torque m-kg (ft-lb)/r.p.m.(SAE)		14.3 (103)/ 4000	←	19.1(138) 4800	18.2(132) 4400	18.2 (132)/ 4400
	Length×width×height mm (in)		635 x 650 x 623 (25 x 25.6 x 24.5)	666 x 664 x 623 (26x 25.4x24.5)	692 x 641 x 678 (27.2x25.2x26.7)		681 x 668 x 678 (26.8x26x26.7)
	Weight kg (lb)		150 (330.8)	157 (346.2)	160 (352.3)		167 (368.2)
	Position of engine		Front		←		
	Type of piston		Auto thermic type		←		
	Material of piston		LO-EX		←		
	No. of piston ring	Pressure	2		←		
		Oil	1		←		

Item		Model	SP311-U SPL311	SPL311-U	SP311-U SPL311		SRL311-U
Engine	Valve timing	Intake open B.T.D.C.	20°	←	SOLEX CARB. 30°	SU CARB. 18°	SU CARB. 18°
		Intake close A.B.D.C.	56°	←	70°	58°	58°
		Exhaust open B.B.D.C.	58°	←	70°	58°	58°
		Exhaust close A.T.D.C.	18°	←	30°	18°	18°
	Valve clearance	Intake mm (in)	0.43 (0,0169)	←	0.2 (0,007874)		←
		Exhaust mm (in)	0.43 (0,0169)	←	0.3 (0,011811)		←
Ignition system	Starting method		Magnetic starting system		←		
	Ignition method		Battery coil type		←		
	Ignition timing B.T.D.C./r.p.m.		16°/600	0°/700	SOLEX CARB. 20°/700	SU CARB. 16° 700	SU CARB. 0°/700
	Firing order		1-3-4-2		←		
	Ignition coil	Type	Coil : Resistor C6R-50 : 5650R-1500 (HV-13Y : RA-16)		←		
		Manufacturer	HITACHI (HANSHIN)		←		
	Distributor	Type	D407-51	D417-57	D407-52		D417-56
		Manufacturer	HITACHI		←		
		Ignition timing advance system	Vacuum and governor		←		
		Type	B-6E (L-45)	BP-6E	B-6E (L-45)		BP-6E
	Spark plug	Manufacturer	Nihon tokushu togyo (HITACHI)		←		
		Thread mm (in)	14 (0.551)		←		
		Gap mm (in)	0.7 ~ 0.8 (0.027 ~ 0.031)		←		
Fuel system	Carburetor	Type	HJB38W-3A (SU)	HJB38W-5 (SU)	44PHH-2 (SOLEX)	HJG46W-1A (SU)	HJG46W-5 (SU)
		Manufacturer	HITACHI	←	MIKUNI	HITACHI	HITACHI
		Throttle valve bore mm (in)	38	←	44	46	46
		Venturi size mm (in)	Variable	←	OUTER 37 INNER 10	Variable	Variable
		Main jet			#180		
		Pilot jet			# 60		
		Pump jet mm (in)			0.30 (0.0118)		

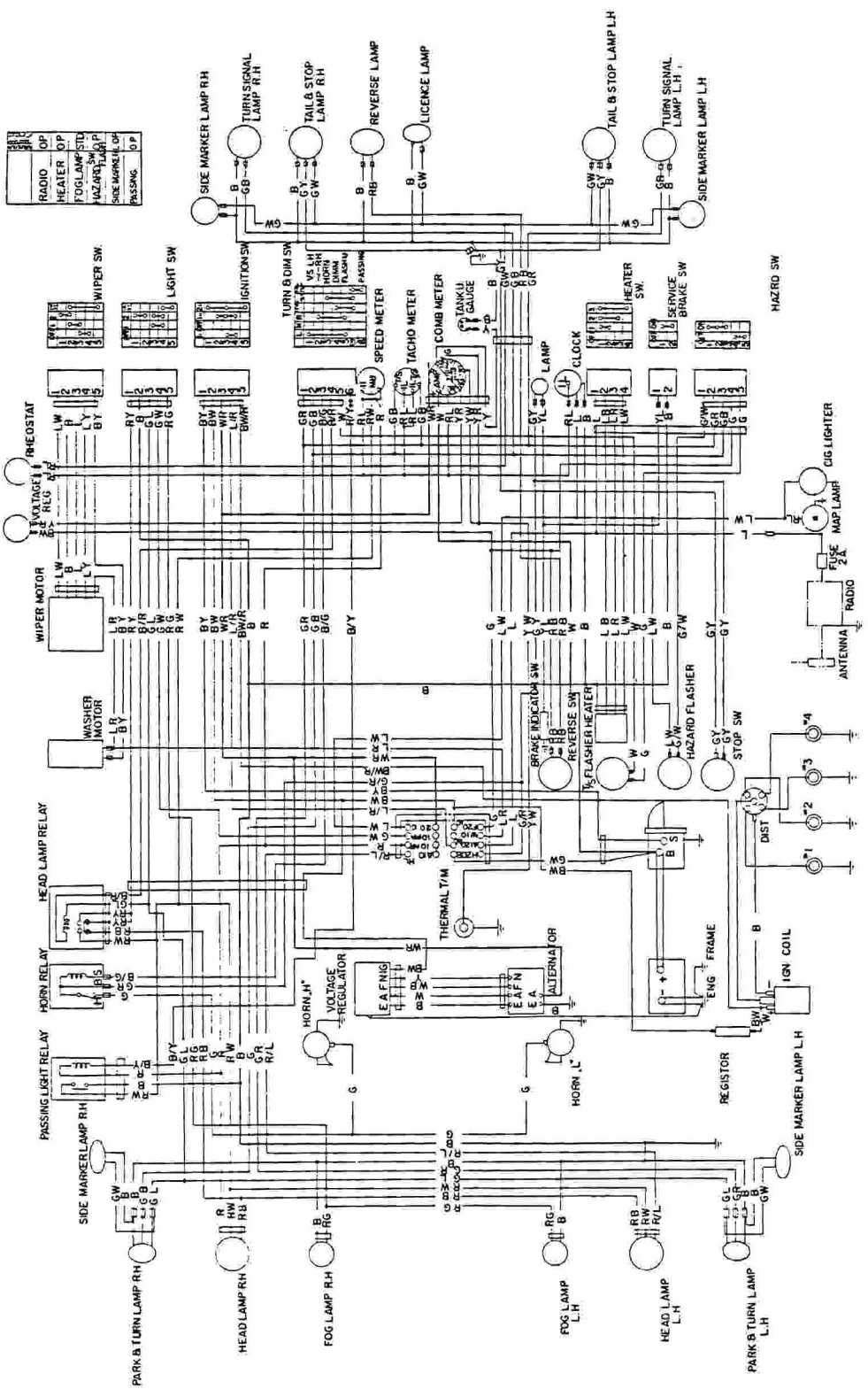
Item \ Model			SP311-U SPL311	SPL311-U	SR311-U SRL311		SRL311-U
Fuel system	Air cleaner	Type & No.	Paper type		Viscous type		
		Manufacturer	TSUCHIYA		←		
	Fuel pump	Type	Diaphragm		←		
		Manufacturer	Showa, kyosan		←		
	Fuel tank	Capacity of fuel tank ℓ	43 (11.36 U.S.gal.)		←		
Lubricating system	Lubricating method		Forced pressure type		←		
	Oil pump type		Gear type		←		
	Oil filter		Full flow type		←		
	Oil pan capacity ℓ (U.S.gal.)		4.1 (1.083)	←	SOLEX CARB. 7.2 (1.902)	SU CARB. 4.1 (1.902)	SU CARB. 4.1 (1.902)
Cooling system	Type		Water cooling closed type		←		
	Radiator		Corugated fin & tube type		←		
	Capacity of cooling water ℓ (U.S.gal.)		8 (2.11)	←	8.5 (2.245)		←
	Type of water pump		Centrifugal type		←		
	Thermostat		Pellet type		←		
Battery	Type		2SMB or corvair		←		
	Voltage V		12	←	←		←
	Capacity A.H.		50 (40 ... For R/H Car)	←	50		←
Generator	Type		AC300/12×2R	←	AS2030A2		←
	Manufacturer		MITSUBISHI		←		
	Generating method		Alternator		←		
	Voltage V		12		←		
	Capacity Kw		0.3		←		
	Voltage regulator		RL2220B5		←		
Starter	Type		S114-91	←	ME-Y2R		←
	Manufacturer		HITACHI	←	MITSUBISHI		←
	Voltage & power V-HP		12-1.4		←		
Transmitting device	Clutch	Type	Single dry disc hydraulic operation		←		
		Number of plate	(Facing)2		←		
		Outdia.×India.× Thickness mm (in)	200 × 130 × 3.5 (7.87 × 5.12 × 0,138)		←		

Item \ Model				SP311-U SPL311	SPL311-U	SR311-U SRL311	SRL311-U
Transmitting device	Clutch	Total friction area cm^2 (in^2)		364 (56.42)			
	Transmission	Type		F4C63L	←	FS5C71A	←
		Operating method		Direct floor shift		←	
		Gear ratio	1st	3.382	←	2.957	←
			2nd	2.013	←	1.858	←
			3rd	1.312	←	1.311	←
			4th	1.000	←	1.000	←
			5th			0.852	←
			Reverse	3.365	←	2.992	←
		Oil capacity (ℓ)		2.2	←	2.6	←
Propeller shaft	Length × outdia × thickness mm (in)			760×63×59.8 (29.92×2.48× 2.35)	←	838×63.5×1.6 (32.99×24.99× 0,06299)	←
	Type of universal joint			63H	←	←	←
Final gear	First gear	Type of gear		Hypoid		←	
		Gear ratio		3.889 (Option 4.111)	←	3.700	←
		Speedometer		16/5 (17/5)	←	18/6	←
Diff. gear	Housing type			Banjo		←	
	Type and number of gear			Straight bevel pinion 2 each		←	
Steering system	Type of gear			Cam and lever		←	
	Gear ratio			14.8		←	
	Steering angle In and Out.			36°16', 28°20'		←	
	Steering wheel dia. (in)			400 (15.75)		←	
Running device	Wheel arrangement			2 front, 2 rear		←	
	Front axle			Wishbone ball joint type		←	
	Toe-in mm			2 ~ 3		←	
	Camber			1° 25'		←	
	Caster			1° 30'		←	
	Inclination angle of king pin			6° 35'		←	
	Type of rear axle			Semi-floating type		←	

Item			Model	SP311-U SPL311	SPL311-U	SR311-U SRL311	SRL311-U
System of the brake	Master brake	Type	Front	Disc		←	
			Rear	Leading trailing		←	
		Lining dimension (front) mm (in)		47.5 × 16.7 × 53.98 (1.87 × 0.66 × 2.125)		←	
		Lining dimension (rear) mm (in)		40 × 4.5 × 215 (1.57 × 0.18 × 8.46)		←	
		Total braking area (front) cm^2 (in^2)		102.6 (15.9)		←	
		Total braking area (rear) cm^2 (in^2)		351 (54.4)		←	
		Dia. of disc (front) mm (in)		284 (11.18)		←	
		Dia. of drum (rear) mm (in)		228.6 (90)		←	
	Oil brake	Inner dia. of master cylinder mm (in)		19.05 (0.75)		←	
		In dia. of wheel cyl. (front) mm (in)		53.98 (2.125)		←	
		In dia. of wheel cyl. (rear) mm (in)		19.05 (0.75)		←	
		Max. oil pressure (lb/in^2) kg/cm^2		137 (1948.6)		←	
		Type		Mechanical for rear wheel		←	
		Lining dimension mm		40 × 4.5 × 215		←	
		Total braking area cm^2 (in^2)		351 (54.4)		←	
		In dia. of drum mm (in)		228.6 (90)		←	
Suspension	Front			Independent coil spring		←	
	Coil spring size wire dia. × in. dia. of coil × free length-No. mm (in)			12.7 × 87.5 × 290-6 (0.499 × 3.44 × 11.41-6)		←	
	Rear			Parallel semi elliptic		←	
	Spring size Length × width × thickness-No. mm (in)			$1200 \times 60 \times \begin{matrix}6\text{-}2\\5\text{-}2\end{matrix}$ (47.2 × 2.36 × 0.23)		←	
	Shock absorber (front)			Telescopic double action		←	
	Shock absorber (rear)			Telescopic double action		←	
	Stabilizer (front)			Torsion bar type		←	
	Stabilizer (rear)						

Item \ Model		SP311-U SPL311	SPL311-U	SR311-U SRL311	SRL311-U
Frame	Type	X member		←	
	Section	Box type		←	
	Dimension height × width thickness mm	Upper 75 × 100 × 1.6 Lower 25 × 100 × 2.3		←	

9. WIRING DIAGRAM



WIRING DIAGRAM (FOR USA AND CANADA ONLY)