SERVICE BULLETIN

JULY 1963 VOL. 38

INTRODUCTION OF SPORTS CAR MODEL SP(L) 310

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

PREFACE

DATSUN SPORTS CAR 1500 is the typical one, the pride of NISSAN MOTOR CO., Ltd. Its acceleration and durability have already arrived at the top level of those produced cars in the wold countries.

This booklet explains the details of it and gives references for servicing.

The special features are shown below.

* High power engine

Adoption of the twin carburetor, increase of compression ratio and the highest hose power is 85 HP (S.A.E.) substaintially.

* Engine parts as listed suit to the highest H.P. and continuos driving for a long time.

Cylinder head, piston, camshaft, valve structure, manifold, cylinder block and etc.

* Transmission gear ratio mathced to the sports car.

With the high performance engine, the gear ratio of each speed is further closed, that is, a close ratio type.

* Adoption of AC generator

High efficiency AC generator ensures charges not only at idling, but at high speed revolution.

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MAJOR SPECIFICATION

Name & Model of Vehicle		Datsun SP(L)310	Classification		
Name of Manufacturer		NISSAN MOTOR CO., LTD.			
Name of Chassis & Model		Datsun SP(L)310	Kind of Vehicle		
Name of Body & Model			Purpose of Use		Passenger
Vehicle Weight (kg)		905	Name of Vehicle		Datsun
Seating Capacity		3	Series of Vehicle		SP(L)310
Max. Payload (kg)		—	Form of Vehicle		Passenger
Vehicle Gross Weight		1,075	Engine Model		G
Overall Length (m)		3.953	Total Piston Displacement 1r.		1.488
Overall Width (m)		1.495	Fuel		Gasoline
Overall Height (m)		1.275			
Interior size of Cargo Space (m)	Lenght	1.315	Wheel Base (m)		2.280
	Width	1.145	Overhang to the End of Rear Body (m)		0.883
	Height	0.975	Cargo Space off-set(m)		—
Distribution of Vehicle Weight (kg) Without Load	Front	490	Tire Size	Front	5.60-13-4P
	Rear	415		Rear	5.60-13-4P
Distribution of Vehicle Weight (kg) Without Load	Front	550	Proportion of Tire With Load	Front	87.5
	Rear	520		Rear	82.5
Proportion of Front Tire with Load (%)		51.5	Max. Inclination Angle	Right	51
				Left	51
Tread (m)	Front	1.213			
	Rear	1.198			

COMPARISON OF MAJOR SPECIFICATION

DIMENSION (mm)	Overall Length		3,953
	Overall Width		1,495
	Overall Height		1,275
	Interior Size of Cargo Space	Length	1,315
		Width	1,145
		Height	975
	Tread	Front	1,213
		Rear	1,198
	Wheel Base		2,280
	Minumum Road Clearance		160
	Floor Height		289
	Overhang to the End of Front Body (without bumper)		620
	Overhang to the End of Rear Body (without bumper)		883
	Overhang to the End of Front Frame		525
	Overhang to the End of Rear Frame		828
TIRE	Front		5.60-13-4P
	Rear		5.60-13-4P
WEIGHT (kg)	Vehicle Weight		905
	Seating Capacity		3
	Vehicle Gross Weight		1,075
	Distribution of Vehicle Weight (kg) Without Road	Front	490
		Rear	415
	Distribution of Vehicle Weight (kg) With Load	Front	550
		Rear	520

WEIGHT (kg)	Chassis Weight		490
	Distribution	Front	320
		Rear	170
	Height of Gravity Center (mm)		460
PERFORMANCE	Max. Speed (km-h)		155
	Fuel Consumption by Paved Flat Road WZ Max. Load (km/ℓ)		16.0
	Grade Ability Sin θ		0.460
	Min. Turning Radius (m)		4.9
	Brake Stopping Distance (50km/h)		14.3
ENGINE	Model		G
	Manufacturer		Nissan
	Classification		Gasoline Engine
	Cooling System		Water Forced Circulation
	No. of Cylinder & Arrang.		4 in Line
	Cycle		4
	Type of Burning Room		Wedge
	Valve Arrangement		Over Head
	Bore x Stroke (mm)		80 x 74
	Volume (ℓ)		1.488
	Compression Ratio		9.0
	Compression Pressure kg/cm^2 (rpm)		12.7 / 320
	Max. Exploding Pressure kg/cm^2 (rpm)		50 / 4000
	Max. Eficient Pressure kg/cm^2 (rpm)		10.0 / 4000
	Max. Horse Power HP/rpm (S.A.E.)		85 / 5600

ENGINE	Max. Torque kg-m/rpm (S.A.E.)		12.7/4400
	Min. Fuel Consumption at Full Loaded		285/3600
	Length x Width x Height (m)		.595x.650x.621
	Weight (kg)		155
	Position of Engine		Front
	Type of Piston		Autothermic
	Material of Piston		Aluminium Alloy
	No. of Piston Ring	Pressure	2
		Oil	1
	Valve Timing	Inlet Open	B.T.D.C. 20°
		Inlet Closes	B.T.D.C. 56°
		Exhaust Open	B.T.D.C. 58°
		Exhaust Closes	B.T.D.C. 18°
	Valve Clearance	Inlet (mm)	0.43
		Exhaust (mm)	0.43
IGNITION SYSTEM	Starting Method		Starter Motor
	Ignition Method		Battery Coil Type
	Ignition Timing B.T.D.C./rpm		16°/600
	Firing Order		1-3-4-2
Ignition Coil	Type		HN-12F·C14-50
	Manufacturer		Hanshin, Hitachi
Distributor	Type		D407-02
	Manufacturer		Hitachi
	Ign. Timing Advance System		Centrifugal weight & vacuum timing control
Spark Plug	Type		B-6, EL45
	Manufacturer		N.G.K.Hitachi
	Thread (mm)		14
	Gap (mm)		0.7~0.8
	Arche-Type		Side Draft Variational Ventury Type

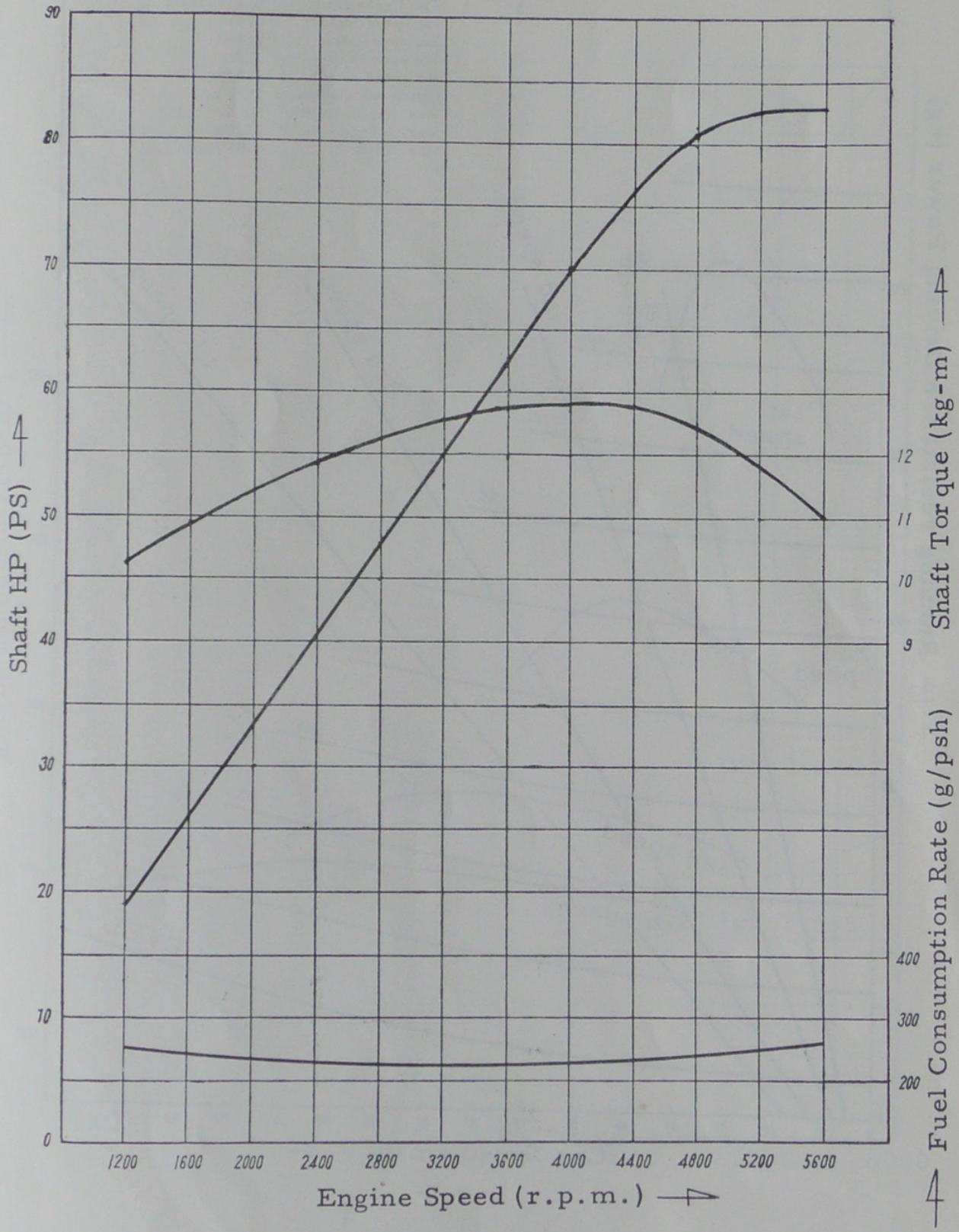
FUEL SYSTEM	Carburetor	Type & Number	HJB-38W-12ea.
		Manufacturer	Hitachi
		Throttle Valve Bore (mm)	38
		Venturi Size (mm)	Variational
		Main Jet	—
		Slow Jet	—
		Pump Jet	—
		Power Jet	—
		Air Draught	Side Draft
	Air Cleaner	Type & Number	Paper Filter 1
		Manufacturer	Tsuchiya Seisakusho
	Fuel Pump	Type	Diaphragm
		Manufacturer	Showa Seiki Kyosan Denki
	Fuel Tank	Capacity of Fuel Tank (ℓ)	43
LUBRICATION SYSTEM		Lubricating Method	Forced Type
		Oil Pump Type	Gear Type
		Oil Filter Type	Filter Paper Type
		Oil Pan Capacity (ℓ)	3.1
COOLING SYSTEM		Cooling Method	Water Cooling Type
		Type of Radiator	Maccord Closed Type
		Capacity of Cooling Water (ℓ)	6.5
		Type of Water Pump	Centrifugal Type
		Type of Thermostat	Wax Pellet Type

BATTERY		Type & Number	CF3-12K, M39-12 14M2, 14M2N
		Voltage (V)	12
		Capacity (A.H.)	40
GENERATOR		Type	AC300-12AR
		Manufacturer	Mitsubishi
		Generating Method	AC
		Voltage (V)	12
		Capacity (KW)	0.300
		Voltage Regulator Type	Tirrill Type RL-A1
STARTER MOTOR		Type	S114-71
		Manufacturer	Hitachi
		Voltage & Power V-HP	12-1.4
TRANSMITTING DEVICE	Clutch	Type	Dry Single Disc
		Number of Plate	(Facing)^2
		Facing Size (Outdia x India x Thickness)	203 x 146 x 3.2
		Total Friction Area cm^2	312.3
	Transmission	Type	Four Forward Speeds and a reverse synchro-mesh on 2nd, 3rd & top gears
		Operation Method	Hand Lever (Direct)
		Gear Ratio 1 st	3.515
		Gear Ratio 2 nd	2.140
		Gear Ratio 3 rd	1.328
		Gear Ratio 4 th	1.000
		Gear Ratio Reverse	4.597
PRO-PELLER SHAFT		Length x Outdia x India (mm)	920 x 63.5 x 60.3
		Universal Joint	Spicer Type
FINAL GEAR	1st Final Gear	Type of Gear	Hypoid
		Gear Ratio	3.889

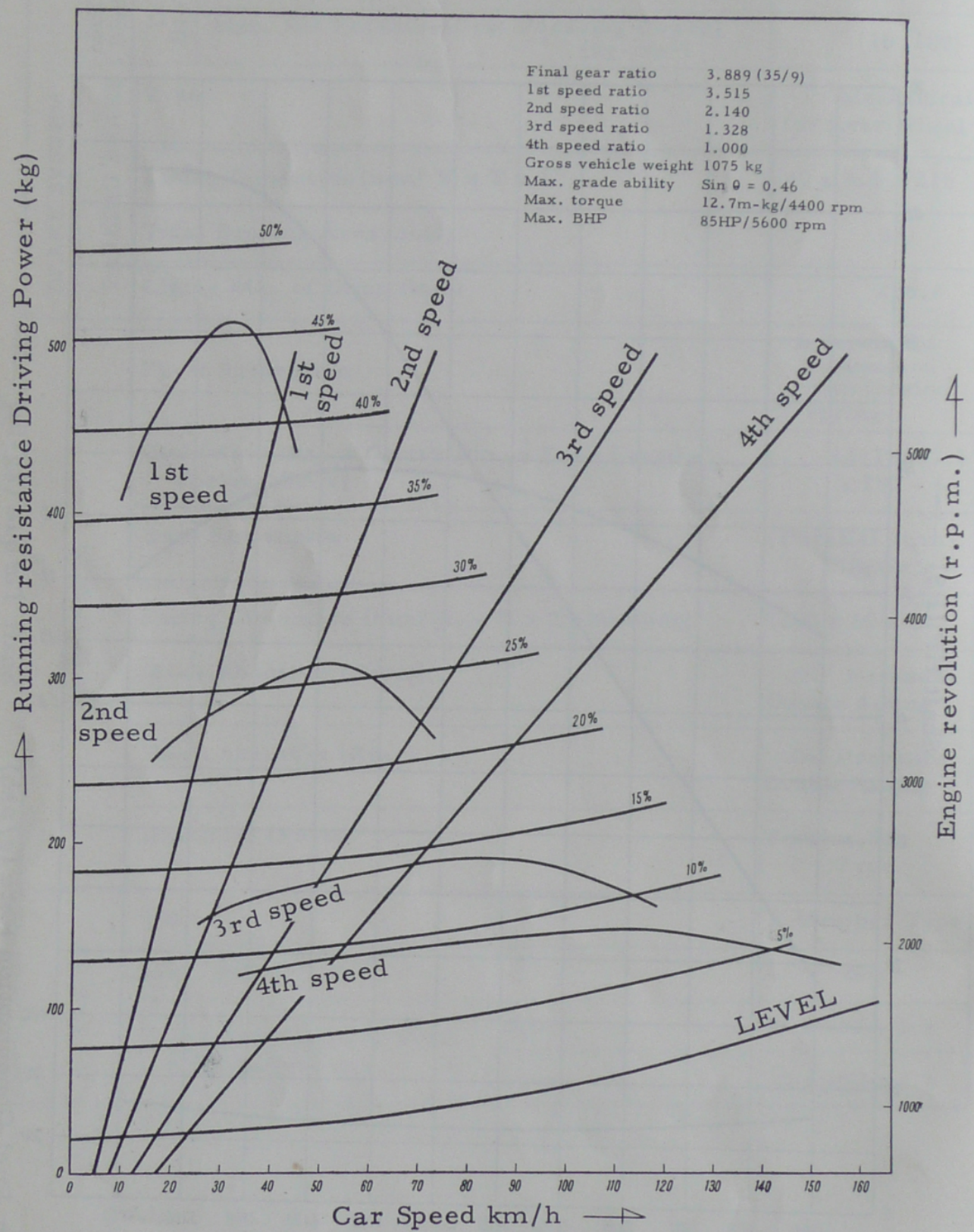
DIEI GEAR	Housing Gear		Banjo Type
	Type of Number of Gear		Straight Bevel Pinion- 2
STEERING SYSTEM	Type of Gear		Cam & Lever
	Gear Ratio		14.8
	Steering Angle	In	36°10'
		Out	28°20'
	Steering Wheel Dia. (m)		0.400
RUNNING SYSTEM	Wheel Arrangement		2 Front & 2 Rear
	Front Axle		Wish Bone Ball Joint Type
	Toe in (mm)		2 ~ 3
	Camber		1°26'
	Caster		1°30'
	Inclination Angle of Swivel Axle		6°34'
	Type of Rear Axle		Semi-Floating Type
BRAKE SYSTEM / MASTER BRAKE	Type		2 Leading(Front) Leading Trailing (Rear)
	Lining Dimension (Front) Wx T x L mm		40 x 4.5 x 215
	Lining Dimension (Rear) W x T x L mm		40 x 4.5 x 215
	Total Braking Area (Front) cm^2		351
	Total Braking Area (Rear) cm^2		351
	Drum Dia. (Front) mm		228.6
	Drum Dia. (Rear) mm		228.6
Oil Brake	Inner Dia. of Master Cyl.(mm)		22.22
	Inner Dia. of Wheel Cyl.(Front)mm		25.40
	Inner Dia. of Wheel Cyl.(Rear)mm		25.40

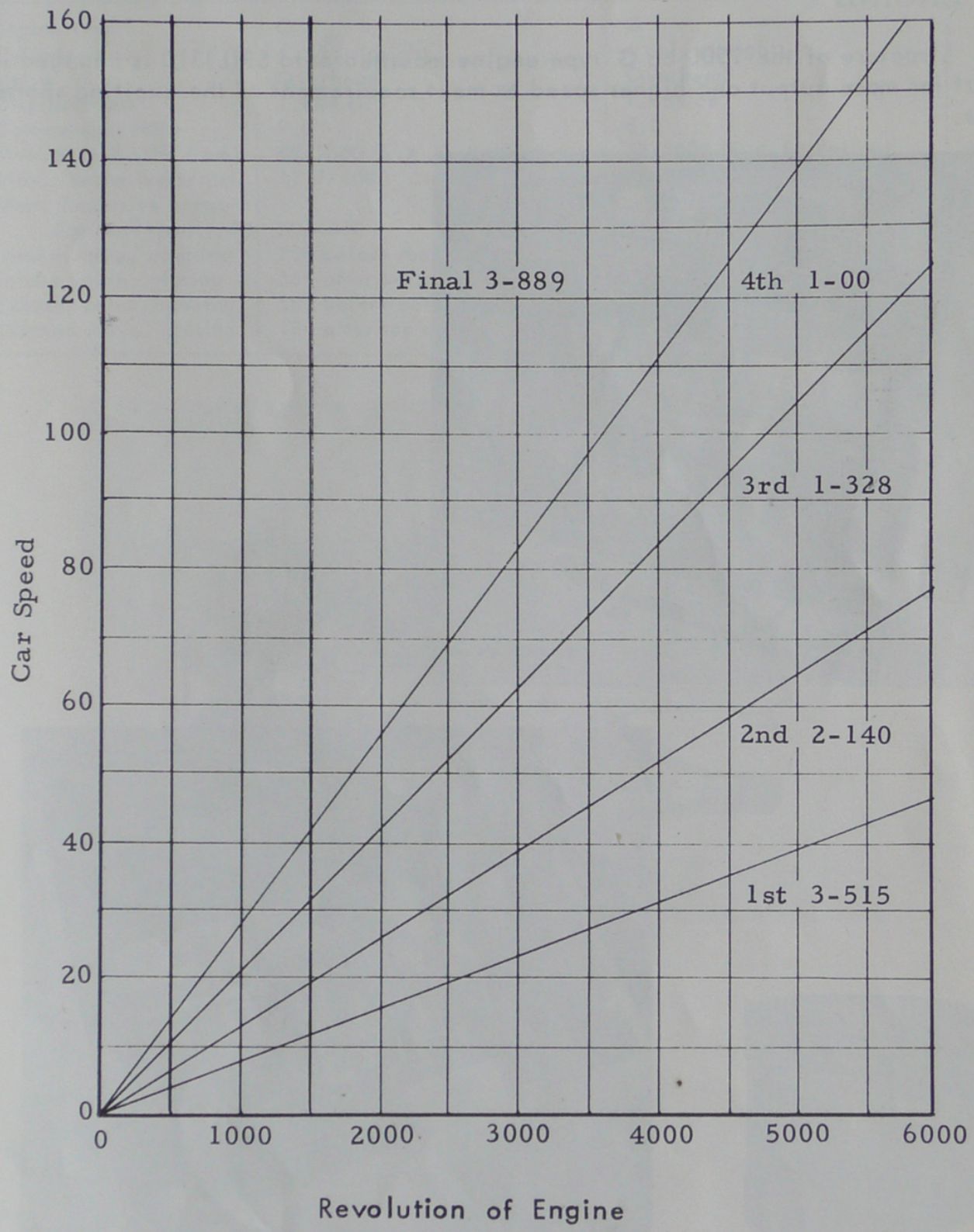
BRAKE SYSTEM	MASTER BRAKE	Oil Brake	Inner Dia. of Wheel Cyl.(Rear)mm	23.81
			Max. Oil Pressure(Foot Pressing Power) (kg-cm^2)	116 (100)
	PARKING BRAKE		Type	Mechanical for Rear Wheel
			Lining Dimension (mm) W x T x L	40 x 4.5 x 215
			Total Braking Area (cm2)	351
			Lining Dia. of Drum (mm)	228.6
SUSPENSION			Front Suspension	Independent suspension with torsion spring
			Coil (Wire Dia. x Center Dia. x Free Length-Working Coils)	12.7 x 87.5 x 290 - 6
			Rear Suspension	Parallel Semi-Elliptic
			Spring Dimension (mm) (L x W x T -Number)	1200 x 60 x 6-2
			Shock Absorber (Front)	Oil Pressure Double Acting
			Shock Absorber (Rear)	Oil Pressure Double Acting
			Stabilizer (Front)	Torsion Bar Type
FRAME			Type	X Member Type
			Max. Section	Box
			Dimension (Height x Width x Thickness) mm — Upper	75 x 100 x 1.6
			Dimension (Height x Width x Thickness) mm — Lower	25 x 100 x 2.3

MODEL G ENGINE PERFORMANCE CURVE



MODEL SP310 RUNNING PERFORMANCE CURVE

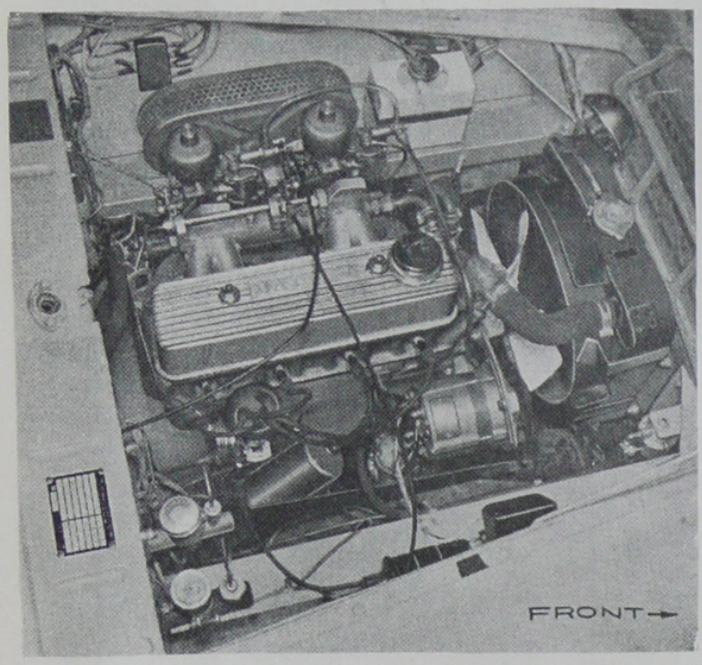


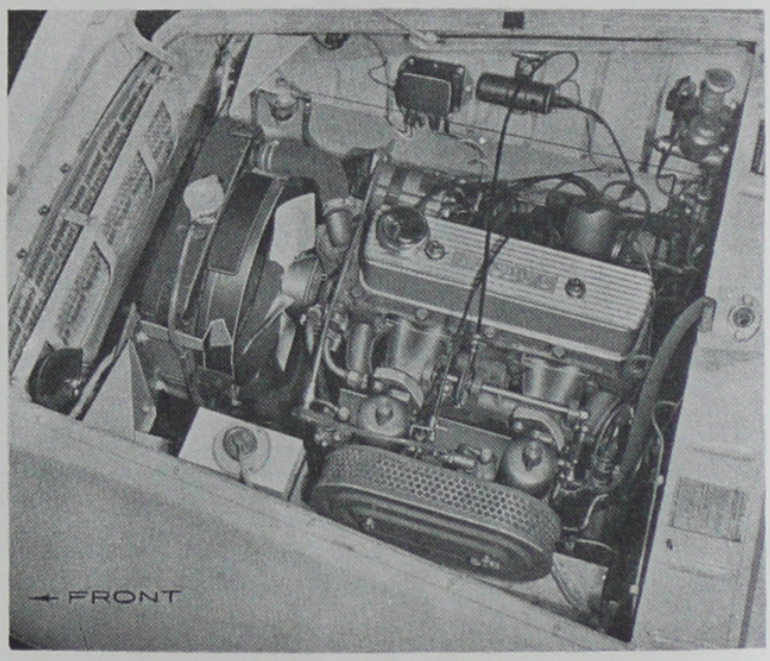

160
140
120
100
80
60
40
20
0
Car Speed
Final 3-889
4th 1-00
3rd 1-328
2nd 2-140
1st 3-515
0
1000
2000
3000
4000
5000
6000
Revolution of Engine

MAJOR IMPROVEMENTS

I ENGINE

Structure of the 1500 cc G type engine mounted onto SP(L)310 is changed in part for more output and higher speed to meet requirement of the exciting sports car.

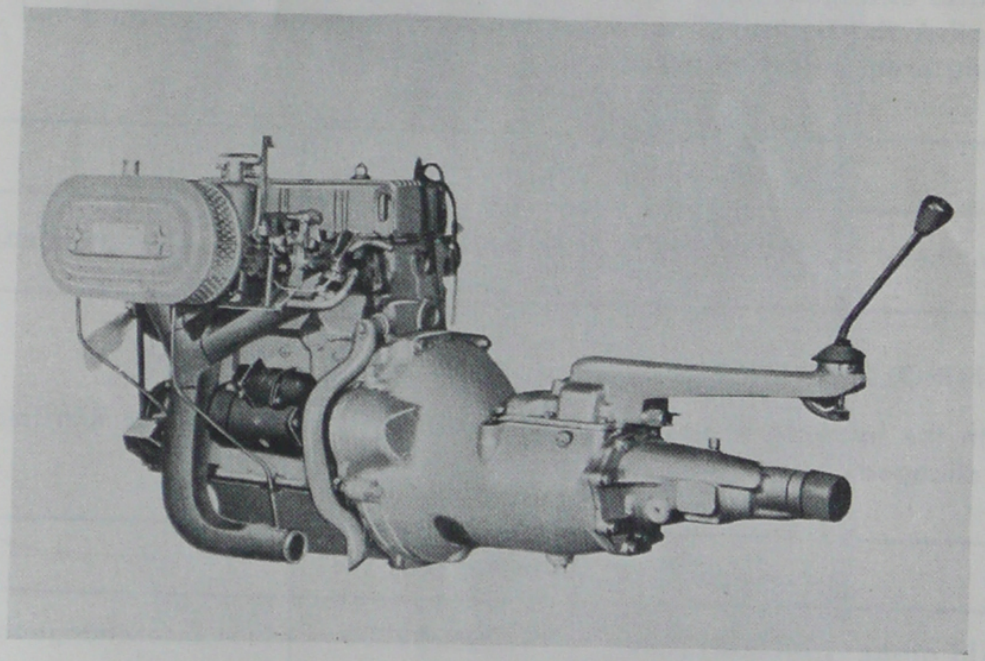




Within Engine Room

MAJOR ELEMENTS OF ENGINE

Type	New	Former
Engine type	G	G
Cylinder	4 cyl. straight	4 cyl. straight
Valve	Overhead	Overhead
Displacement	1.488 cc	1.488 cc
Compression ratio	9.0	8.0
Max. B.H.P. (HP/rpm)	85/5600 (S.A.E. Rating)	77/5000 (S.A.E. Rating)
Max. Torque (kgm/rpm)	12.7/4000	12.0/3200
Max. Explosive pressure (kg/cm^2 rpm)	50/4000	48/3200
Intake valve, opening	20° before top dead point	18° before top dead point
Intake valve, closing	56° after bottom dead point	58° after bottom dead point
Exhaust valve, opening	58° before bottom dead point	60° before bottom dead point
Exhaust valve, closing	18° after top dead point	16° after top dead point



G Type Engine (left side)

1. PISTON

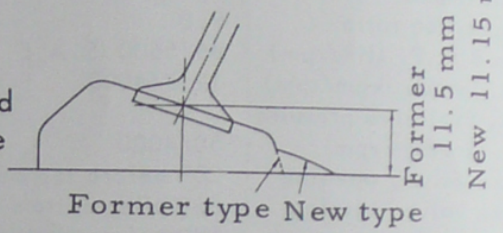
The carburetor of a twin type is adopted, compression ratio is increased to 9.0 and the piston head is altered to spherical. With increase of compression ratio, thickness of the piston rib is also increased to meet high explosive pressure.

Piston

	New part No.	Former part No.	
Piston Set w/piston pin	12010-12200	12010-32200	Not interchangeable

2 CYLINDER HEAD

With the change of Piston head, the underside of the cylinderhead is processed spherically to avoid interference with the piston head and made cutting to change height of the combustion chamber.



Grinding is made on the inside of the intake port to reduce intake resistance. Diameter of the valve stem is increased and the valve guide hole is also enlarged. 2ea of the intake manifold fitting stud are added to strengther the fitting. The rocker bracket base area is increased and the fitting area is also enlarged.

	New part No.	Former part No.	
Cylinder head	11041-12200	11041-10400	Not interchangeable

3 MANIFOLD GASKET

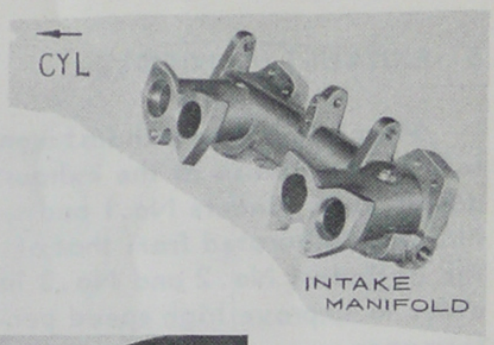
With the increase of holes for the manifold fitting studs, the manifold gasket is also changed.

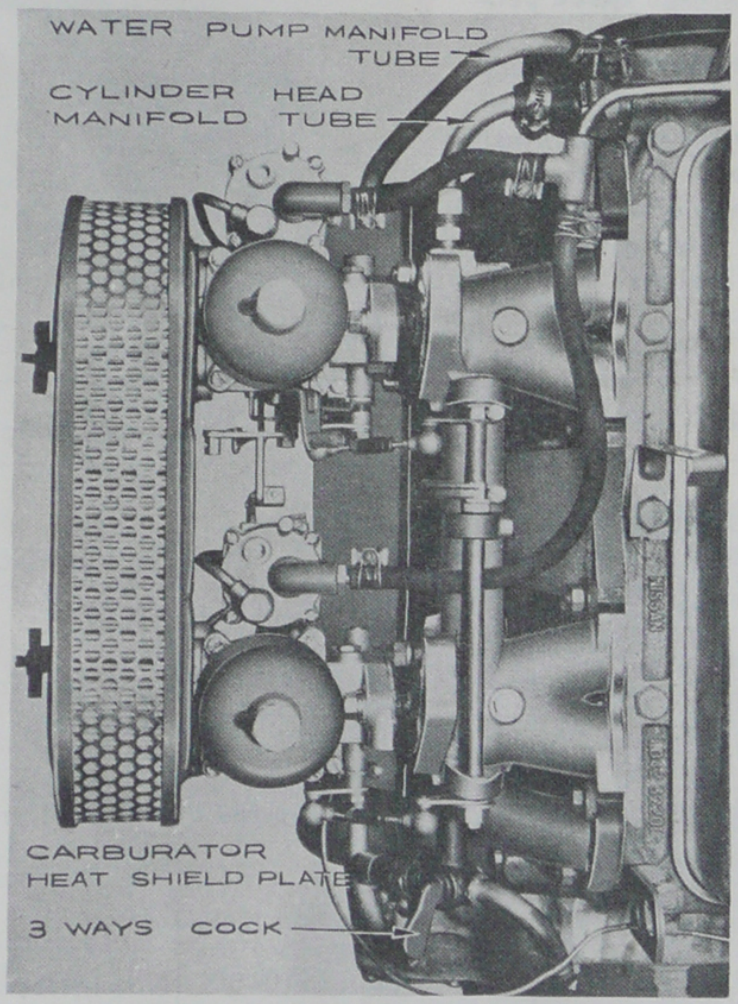
	New part No.	Former part No.	
Manifold gasket	14035-12200	14035-32200	Not interchangeable

4 INTAKE MANIFOLD

Accompanying with adoption of the twin carburettor, shope of the intake manifold is changed. As the result, bend of the intake manifold is almost eliminated and intake effect is improved, so that mixture gas can evenly distributed to each revolution and well-balanced combustion can be done.

The water jacket is provided underside the intake manifold to heighten carburetion of the intake mixture gas. For this purpose, the parts are changed and established as shown.



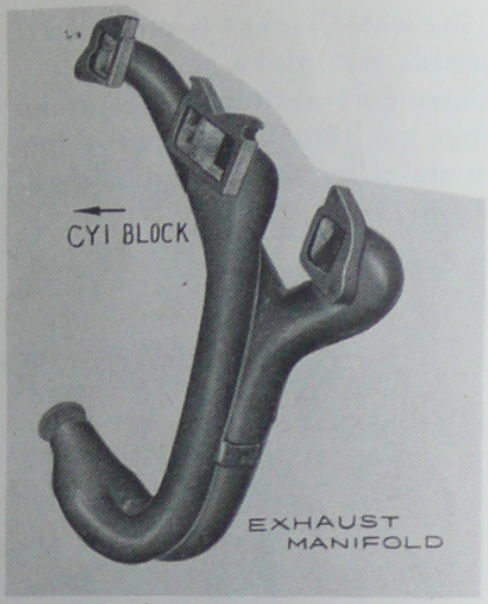


	New part No.	Former part No.	
Intake manifold assy	14003-12200	14003-10400	Not interchangeable
Carburettor heat shield plate	14330-12200	14330-10400	Not interchangeable
Three-way cock	14050-12200	——	Newly adopted
Cylinder head manifold tube	14053-12200	——	Newly adopted
Water pump manifold tube	14054-12200	——	Newly adopted
Water hose	14056-12200	——	Newly adopted

5 EXHAUST MANIFOLD

Structure of the exhaust manifold is changed so as the exhaust gas of the cylinders No.1 and No .4 is separated from that of the cylinders No.2 and No.3 in order to improve high speed performance.

The exhaust manifold so far used is made of cast iron, at the center of which the heat control valve is provided. This is changed to the structure of welded steel plate to reduce internal resistance and lighten the weight.



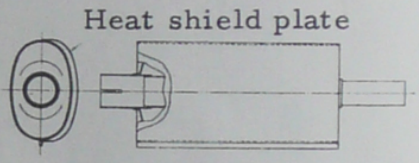
Exhaust Manifold

	New part No.	Former part No.	
Exhaust manifold	14004-12202	14004-10400	Not interchangeable

6 EXHAUST SYSTEM

(1) Front Exhaust Tube

With the change of exhaust manifold, shape and length of the tube are olso changed.



Muffler

(2) Muffler

The heat shield plote is provided on the upside of the muffler.

	New part No.	Former part No.	
Front exhaust tube	20011-12201	20011-10400	Not interchangeable
Muffler assy	20102-12200	20102-10400	Interchangeable

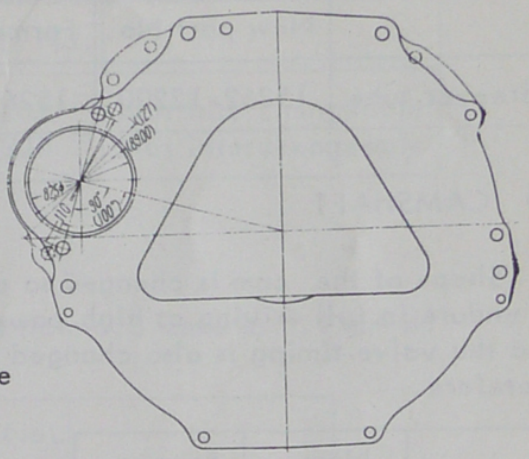
7 CYLINDER BLOCK

The ribs on the right and left sides of the cylinder block rear are thickened, shape of which is also changed so as to endure in full the excessive load of the engine.

	New part No.	Former part No.	
Cylinder block assy	11010-37000	11010-32225	Interchangeable

8 ENGINE REAR PLATE

With the change of starter motor and transmission case, the specifications of the fitting flange and the starter motor fitting holes are changed.

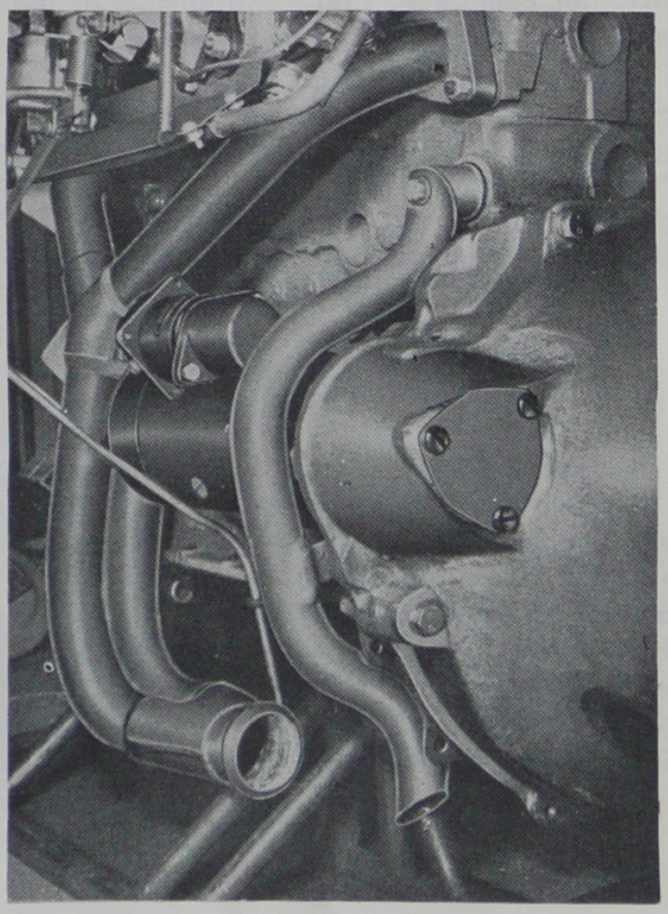


(Dimensions, ( ) and __, are former type)
Engine rear plate

	New part No.	Former part No.	
Engine rear plate	30411-38700	30411-32200	Not interchangeable

9 BREEZER TUBE

Shape of the breezer tube is changed as shown so as not to interfere with the starter motor and exhaust tube.



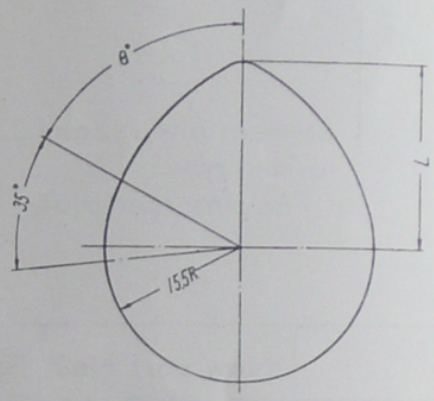
Breezer Tube

	New part No.	Former part No.	
Breezer tube	15262-12200	15262-10400	Not Interchangeable

10 CAMSHAFT

Shape of the cam is changed so as to endure in full driving at high power and the valve timing is also changed therefore.

	New	Former
Cam lift	5.7	5.3
L	21.513	21.180
Q	64°	64°



(Buffer curve)

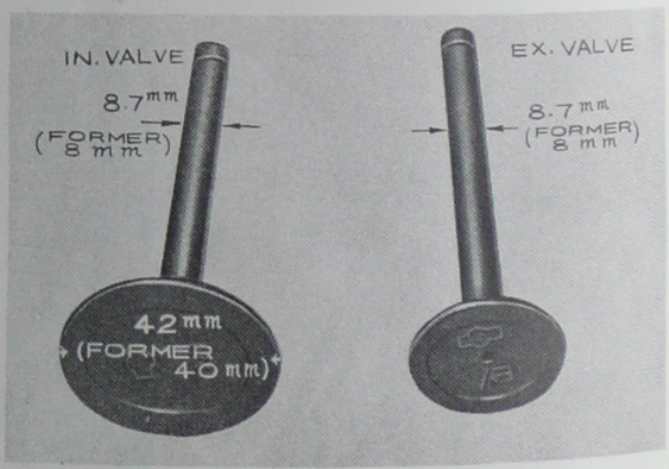
In order to increase engagement rate of the camshaft oil pump and distributor cam gear, shape and number of the gear teeth (9→14)are changed, so that the oil pump drive spindle is also changed.

	New part No.	Former part No.	
Camshaft	13001-12200	13001-10401	Interchangeable as a set.
Oil pump drive spindle	15041-61000	15041-32200	

11 VALVE STRUCTURE

(1) Valve

Diameter of the intake valve top is changed from 40 mm to 42 mm to promote sucking effect. Diameter of the intake and exhaust valve stems is also changed from 8 mm to 8.7 mm and the stems are hard chrome plated to heighten robustness and durability.



	New part No.	Former part No.	
Intake valve	13201-12200	13201-32203	Not interchangeable
Exhaust valve	13202-12200	13202-37900	Not interchangeable

(2) Push rod

Diameter of the push rod is increased from 6.3 mm ø to 7.1 mm ø.

	New part No.	Former part No.	
Push rod	13238-12200	13238-32200	Interchangeable

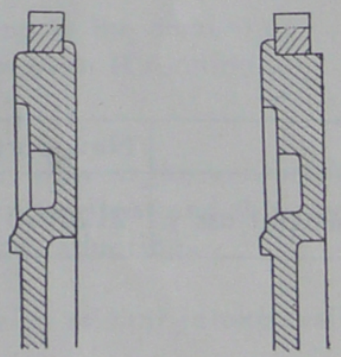
(3) Rocker Shaft Bracket and Valve Rocker

The rocker shaft bracket is changed its material from aluminium alloy to high grade cast iron. The base area is enlarged, diameter of the fitting bolt is increased from 3/8" to 7/16", the valve rocker rib is thickened. These changes ensure higher robustness and durability at high speed revolution

	New part No.	Former part No.	
Rocker shaft bracket	13222-12200	13222-32200	Not interchangeable
Rocker shaft bracket (tap)	13223-12200	13223-32200	Not interchangeable
Rocker bracket bolt	13224-12200	1-14670	Not interchangeable
Valve rocker (right)	13258-12200	13258-32200	Interchangeable
Valve rocker (left)	13259-12200	13259-32200	Interchangeable

12 FLYWHEEL

With adoption of the magnet shift type starter motor, the flywheel and ring gear are changed as shown.



New type Former type

	New part No.	Former part No	
Flywheel comp.	12310-37000	12310-32201	Not interchangeable
Ring gear	12312-61000	12312-08700	Not interchangeable

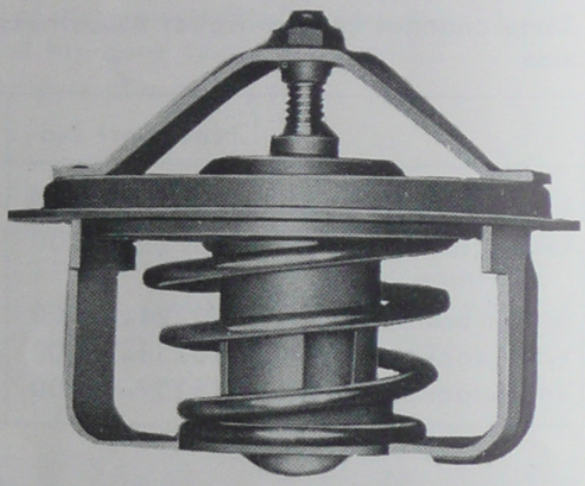
13 OIL PUMP

Position of the oil intake hole is chamged from right to center to prevent decrease of oil intake with fluctuation of oil level in the oil pan at rapid starting.

	New part No.	Former part No.	
Oil pump assy	15010-12200	15010-32200	Interchangeable

14 THERMOSTAT

Bellows type is changed to Vellet type which has already been used for Nissan Cedric 50. This type is free from variation of pressure of the cooling system and ensures stable flows.



Vellet Thermostat

	New part No.	Former part No.	
Thermostat ass'y	21200-61000	21200-08001	Interchangeable

15 VALVE ROCKER COVER

Changed from chrome plated steel plate to elegant diecast aluminium. The oil filler cap is also changed to a round type.

	New part No.	Former part No.	
Valve rocker cover assy	13264-12200	13264-10400	Interchangeable

II FUEL SYSTEM

1 CARBURETOR

The twin carburetor, two each in parallel, of a sideways ventilating, variable venturi type, made exclusively for Datsun 1500 sports car.

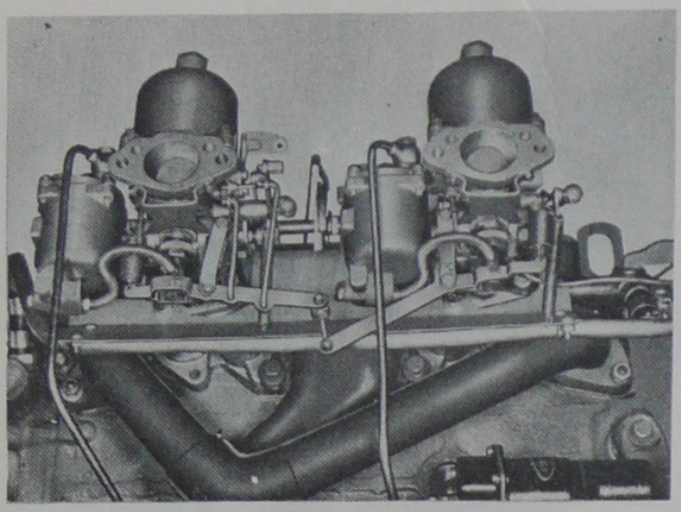
The one on the front side is responsible for the lst and 2nd cylinders and the other on the back side for the 3rd and 4th cylinders and they have the same performance, however links for connection are different.

Special Features

(1) The venturi area varies automatically according to the amount of intake air of the engine, so that air flow is always even if running condition of the engine is changed.

(2) Therefore, even when driving at low speed, air flow at the venturi is rapid, so atomization and distribution of fuel are excellent and this saves fuel consumption and yet smoothes acceleration and reduction.

(3) At high speed driving, the venturi opens widely, so that intake resistance is small and larger power can be obtained.

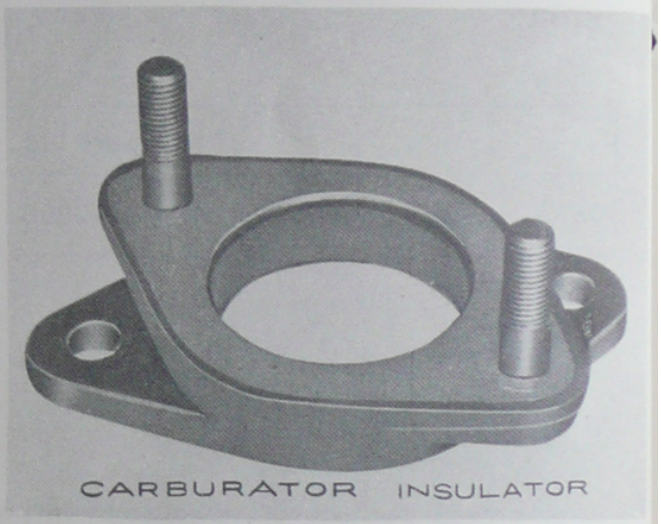


(4) The two each are used in parallel, so the venturi area is large and larger power and acceleration can be obtained.

(5) Various fuel systems for the carburetor so for used are not necessary. Only the main fuel line gathers functions as the fuel systems for idling, low speed, acceleration, power and the structure therefore is very simple.

2 CARBURETOR INSULATOR

To prevent the carburetor from vibratcon when high speed driving, the carburetor insulator is provided with mounting rubber inserted between.



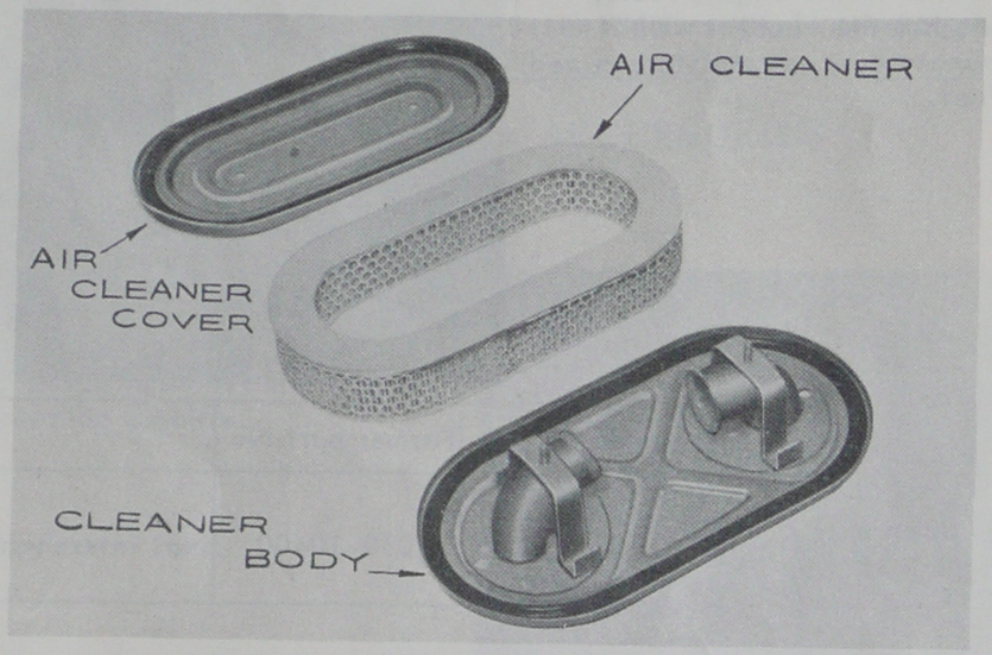
Carburetor Insulator

	New part No.	Former part No.	
Carburetor Insulator	17174-12202	16174-10401	Not interchangeable

3 AIR CLEANER

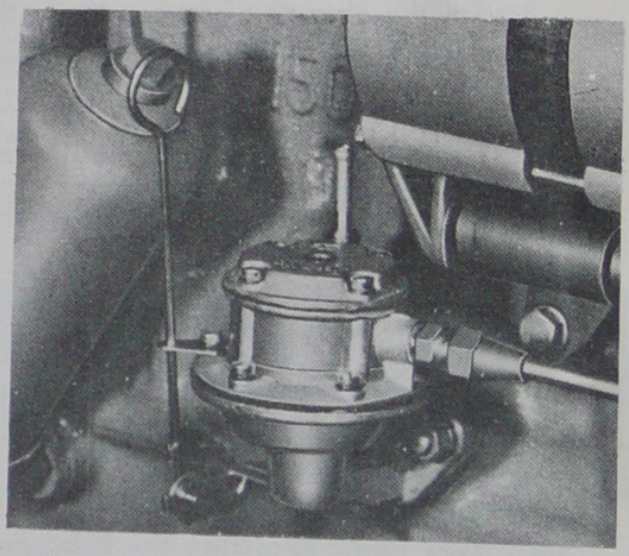
	New part No.	Former part No.	
Air cleaner ass'y	16500-12200	16500-10400	Not interchangeable

With adoption of the new type carburetor, shape of the air cleaner is changed. The air cleaner element can easily be cleaned and replaced by removing 2 each of the wing nut.



4 FUEL PUMP AND STRAINER

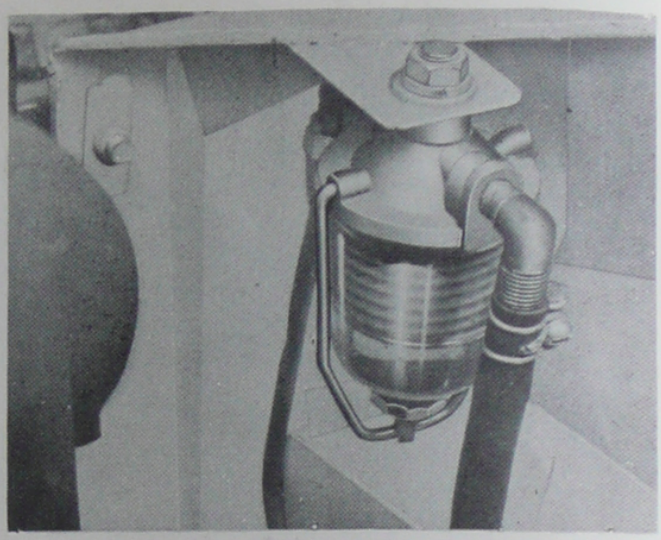
The fuel pump and the strainer have so far been unitized, which this time is separated. The fuel pump with sufficient pumping performance to meet the engine power is adopted.



Fuel pump

Maximum discharge	850 cc/min. up
Maximum discharge pressure	less than 0.3 down
Cam revoltion	2400 rpm
Sucking height	at 500mm

The independent strainer is installed at the piping line on the right side in the engine room, which has the element within to eliminate dust and moisture mixed in fuel.



	New part No.	Former part No.	
Fuel pump ass'y Gasoline strainer ass'y	17010-12200 16420-10600	17010-10400	Not interchangeable.

5 ACCEL. WIRE

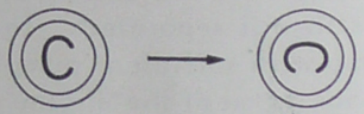
With the change of carburettor, the accelerator wire is changed from 1025 mm to 950 mm.

	New part No.	Former part No.	
Accel. wire ass'y	18100-12200	18100-10400	Not interchangeable

6 CHOKE WIRE

The choke wire is changed from steel wire to twisted wire to give robustness and ease operation. This change causes change in handling as follows.

Choke knob: Position the knob pull up to wanted position and turn 90 clockwise and lock it. If the knob is released leaving it pulled out, it will return and not operate perfect choking. To release choking, return the knob 90 anticlockwise to the original position and push in.



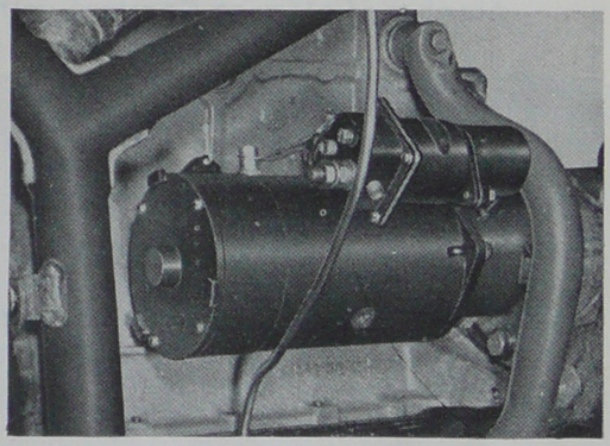
Normal Locked

	New part No.	Former part No.	
Choke control wire comp.	18410-12200	18410-10400	Not interchangeable

III ELECTRIC EQUIPMET & ACCESSORIES

1 STARTER MOTOR

The starter motor is of a pinion push-in type based on the magnet shift, which improves starting in the freezing climate.

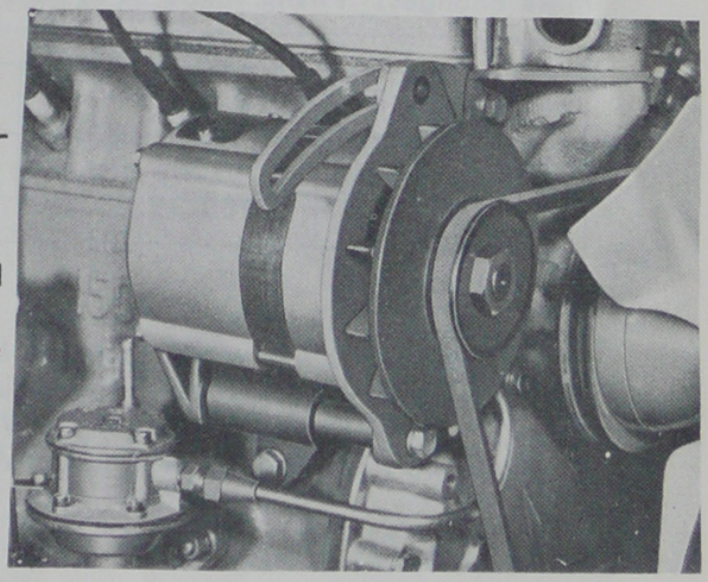


Starter Motor

Type	S114-71 "Hitachi"
Pinion mesh	Magnet shift
Output	12v- 1.0 kw
Binding torque	1.14 kgm
Part No.	23300-36900 (Former 23300-30100)

2 GENERATOR

The 300 w AC generator, location of which is changed onto the right side of the engine. By use of diode, this generator does not need the charging switch relay and the current control relay necessary for the DC generator. Wear of the brush and noises of the radio are very little. It can charge battery form idling to high speed revolution of the engine and this prolongs life of the battery.



Generator

Generator :	"Mitsubishi" (Part No. 23100-12200)
Type Name	AC 300/12 AR
Output	12v- 300w
Output current	1500 rpm 14v 15.0 A up (normal temp.)
	2500 rpm 14v 24.5 A up (normal temp.)
	2500 rpm 14v 21.5 A up (high temp.)
Pulley ratio	1 :1.7
Regulator :	"Mitsubishi" (Part No. 23500-12200)
Type Name	RL-A1
Type	Tirrill type (Plate spring)
Number of element	Constant voltage relay (3 contact points)
	Pilot lamp relay (3 contact points)

3 FAN BELT

With adoption of the AC generator, load on the fan belt becomes severe (increase of the pulley ratio), so that the fan belt with excellent durability is newly used, which must be used for AC generator. This is not interchangeable as length is different.

	New part No.	Former part No.	
Fan belt	21067-10800	21067-12200	Not interchangeable

4 DISTRIBUTOR

With change of the combustion chamber and compression ratio, advance is also changed, so that the distributor is changed to meet these changes. Firing timing is to be adjusted at 16°/600rpm.

	New part No.	Former part No.	
Distributor ass'y	D407-02 Hitachi 22100-12200	S415-08 Hitachi 22100-10400	Not inter-changeable

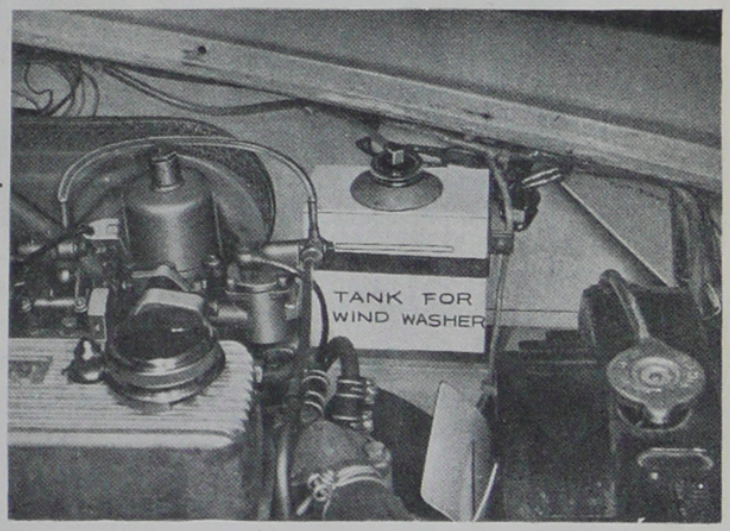
5 WIPER DRIVE

The wiper is of a auto-stop type to ease handling.

	New part No.	Former part No.	
Wiper drive assy	26340-12200	26340-10400	Interchangeable, but provided that wiring is changed.

6 WINDSHIELD WASHER TANK

The windshield washer tank is relocated from the left hand side of the dash panel to the left side front of the hood ridge, and capacity is increased from 1ℓ to 1.5ℓ.



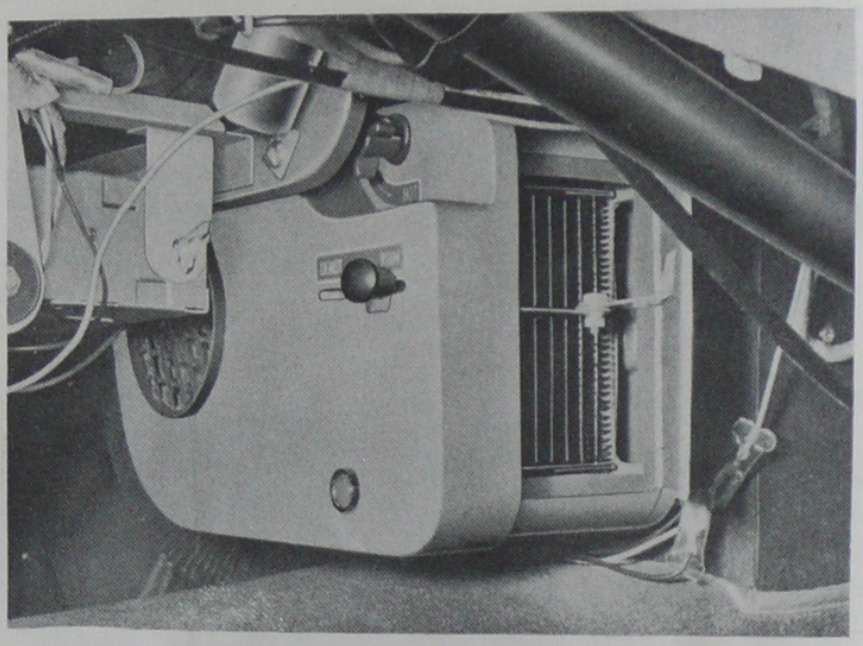
Windshield Washer Tank

	New part No.	Former part No.	
Windshield washer kit	27400-12200	27400-10400	Interchangeable as a kit.
Windshield washer tank assy	27410-12200	27410-10400	

7 ROOM HEATER

The square room heater is installed at the center of the dash panel. The intake of warm air has been provided on the right side (drivers side), which is added also on the left side. When the knob is turned to ① (room), warm air will come in through the intakes on both sides of the

heater and when turned to ② , it will clear mist on the window panel.



	New part No.	Former part No.	
Room heater kit	27010-12200	27010-10401	Interchangeable

IV CHASSIS

1 TRANSMISSION

The transmission is altered exclusively for the sport car SP310, that is, a direct shift type (change on the floor) with the mechanism, 4 speed foreard, one reverse and 2nd, 3rd and 4th speed synchronized. The gear ratio is the same as Model 30, however the teeth and ratio of the main drive gear and counter drive gear are changed to be a close ratio type where smooth shifting can be done from the low through the top.

Type	2 nd, 3 rd, 4 th synchromeshed 4 speed forward, 1 reverse		same
Operation method	Direct on floor		same
Gear ratio	Ist speed	3.515	3.945
	2 nd speed	2.140	2.402
	3 rd speed	1.328	1.490
	4 th speed	1.000	1.000
	Reverse	4.597	5.159

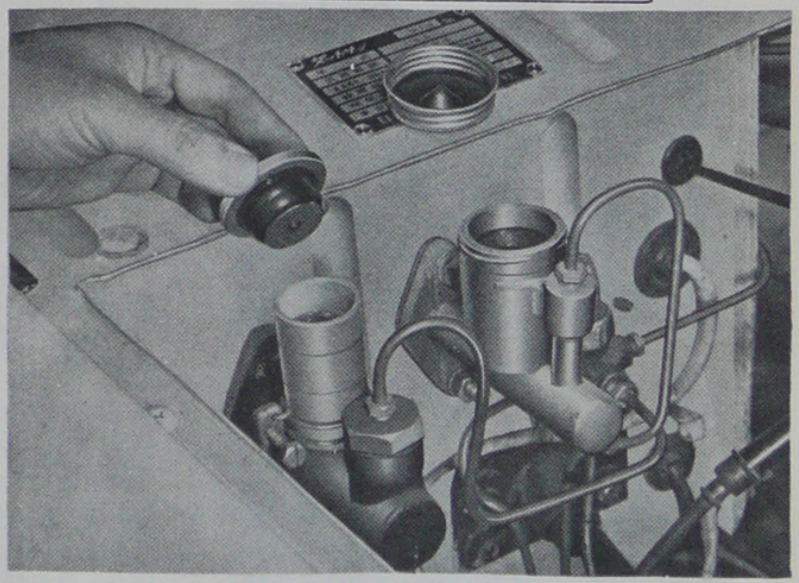
Gear teeth		
Main drive gear	21	20
Main shaft 3rd gear	25	same
Main shaft 2nd gear	31	same
Main shaft 1st gear	28	same
Counter drive gear	29	31
Counter drive gear	26	same
Counter 2nd gear	20	same
Counter 1st gear	11	same
Reverse gear	13	same
Reverse idler gear	17	same

With odoption of the magnetic starter motor, setting portion of the rtarter motor within the transmission case is changed.

	New part No.	Former part No.	
Transmission assy	32010-12200	32010-10400	Not interchangeable
Transmission case	32101-12200	32101-10400	Not interchangeable
Main drive gear	32201-12200	32201-12200	Interchangeable as a set
Counter shaft gear	32213-12200	32213-27160	

2 BRAKE MASTER CYLINDER

To ease handling and inspection, the reservoir tank is changed to the plastic make and the shape is also changed as shown.



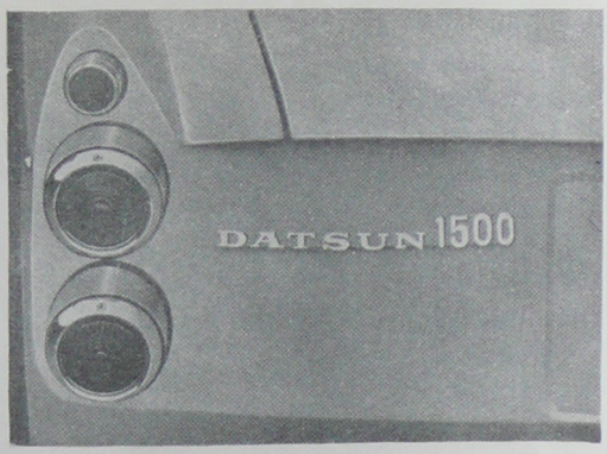
Brake Master Cylinder

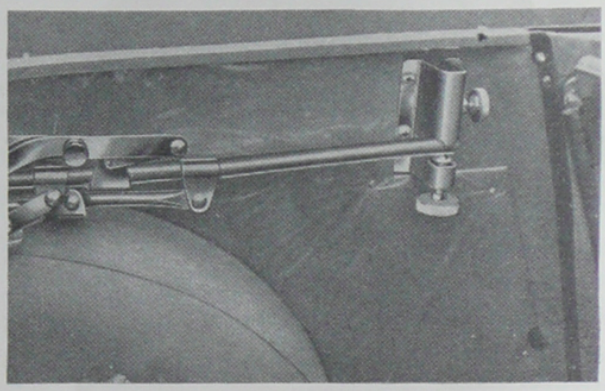
	New part No.	Former part No.	
Brake master cylinder assy	46010-12200	46010-07400	Interchangeable as a set

V BODY

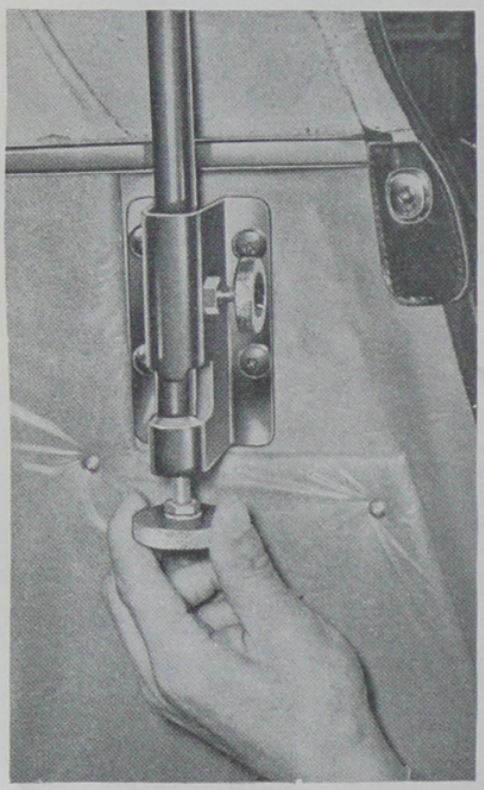
1 REAR EMBLEM

The rear emblem is changed from "Fair Lady" to "Datsun 1500"





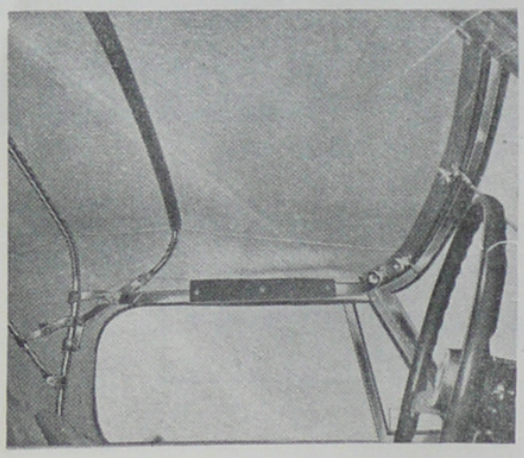
Clamp Screw
(Adjusting screw)



Set Screw

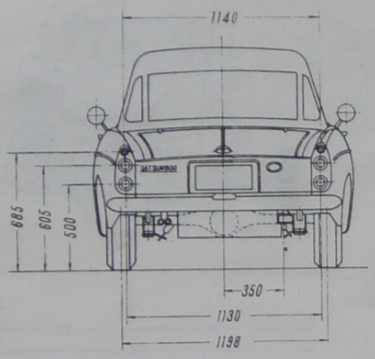
2 FOLDING TOP FITTING PARTS

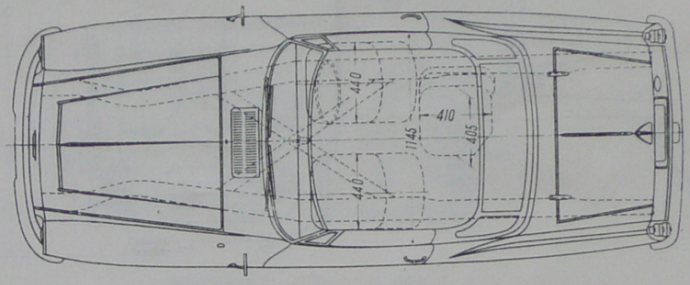
To fold and install the frame easily and exactly, cares will be taken as follows, (1) To fold the frame, insert the frame foot into the side of frame support and lock with screw.
(2) To install the top finely without rumples, adjust height with screw after inserting the from foot to the support hole, the front side of the frame is couered with rubber.

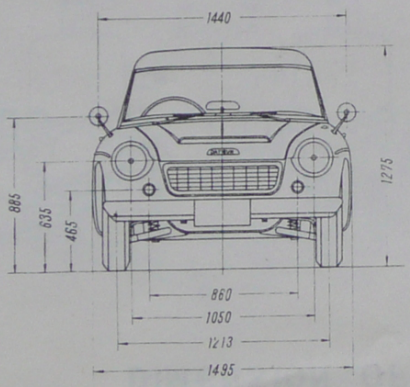


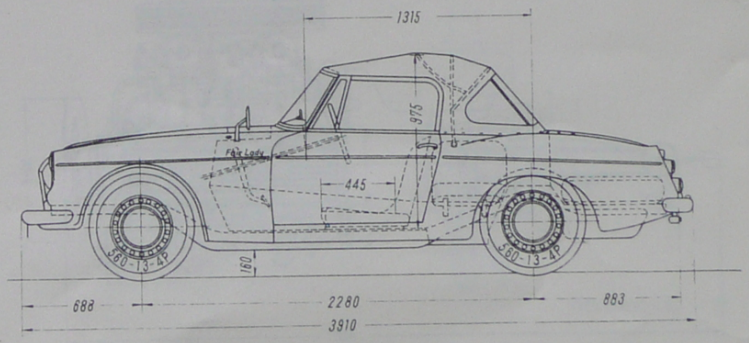
Rubber Cover

MODEL SP(L)310 GENERAL VIEW

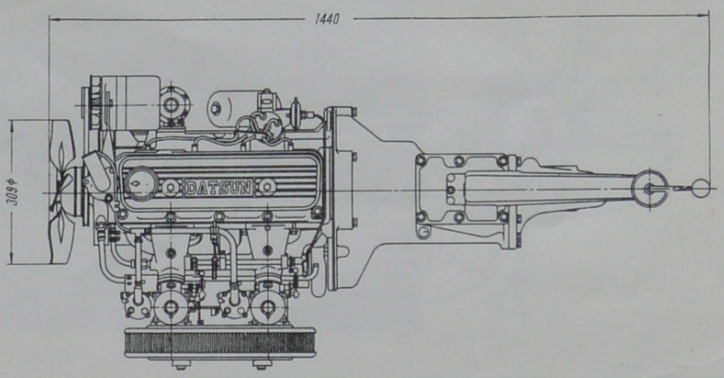


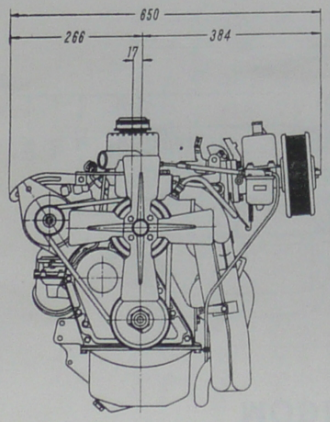


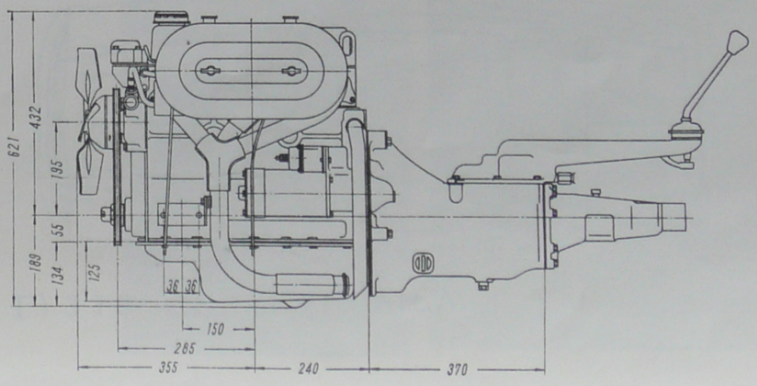




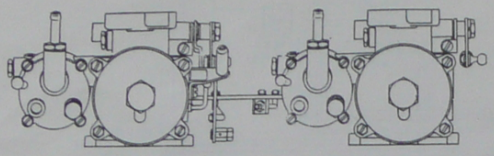
DIMENSION OF THE ENGINE WITH TRANSMISSION

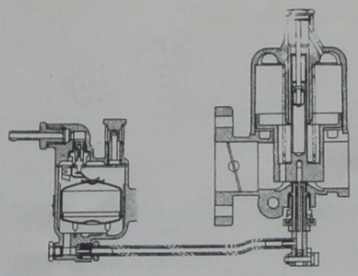




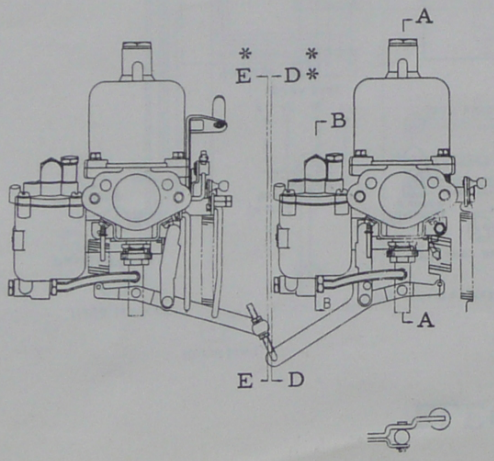


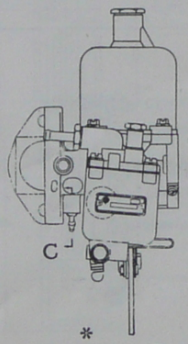
TWIN CARBURETOR (HJB 38W－1TYPE)

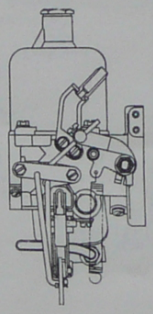




Section B - B Section A - A







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Section C - C

ELECTRIC WIRING DIAGRAM