DATSUN SPORTS CAR
OWNER'S MANUAL

MODEL
SR(L)311
SP(L)311

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN.

DATSUN SPORTS CAR
OWNER'S MANUAL

MODEL
SR(L)311
SP(L)311

TABLE OF CONTENTS

PREFACE

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

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

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

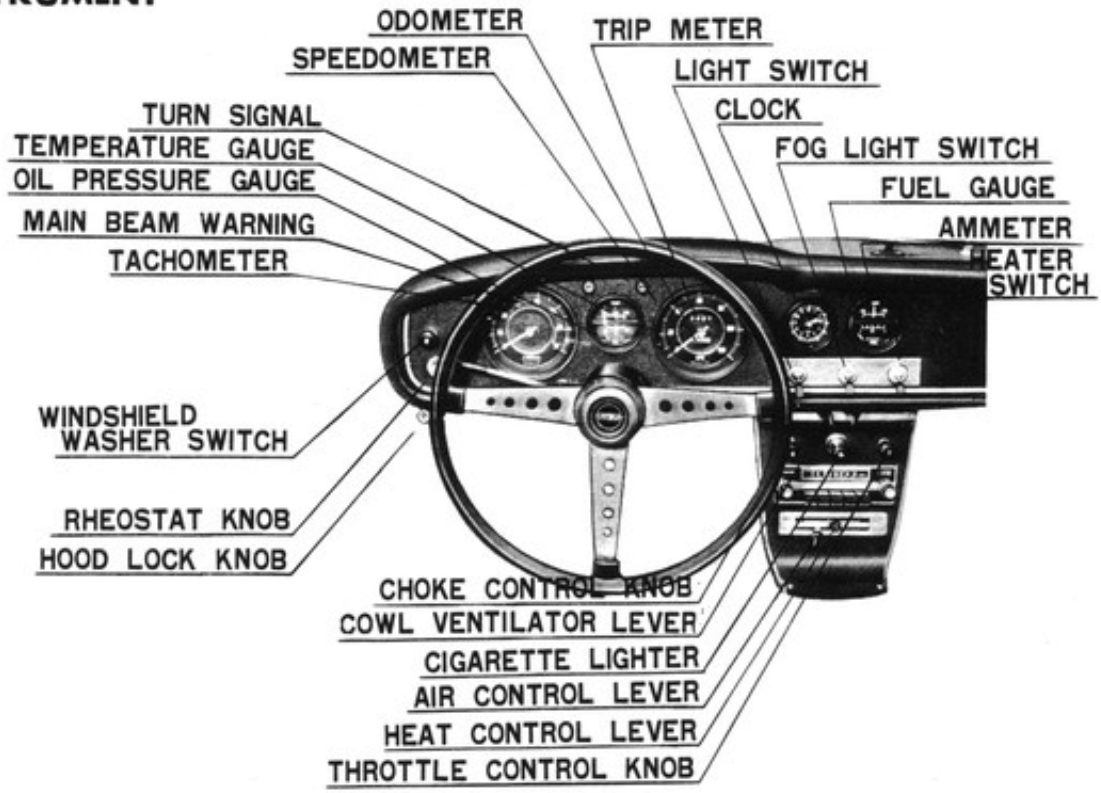
Whenever you have a question or problem concerning your new car, call on your DATSUN dealer. He is always ready to be of service.

PRESENTATION

The DATSUN SPORTS CAR is equipped with an O.H.V. 1600 cc engine or O.H.C. 2000 cc engine and SU twin or Solex (for racing) carburetors, it is also equipped with 5 gear with over drive transmission on 2000 cc cars, therefore, wonderful performance is provided at all times.

In order to protect the occupants from any possible risk, 3-point safety belts, hazard warning lights (optional), head restraints (optional), safety door lock system, tandem type brake master cylinder, soft top frame cover and other features are attached.

INSTRUMENT


ODOMETER
TRIP METER
SPEEDOMETER
LIGHT SWITCH
CLOCK
TURN SIGNAL
TEMPERATURE GAUGE
FOG LIGHT SWITCH
OIL PRESSURE GAUGE
FUEL GAUGE
MAIN BEAM WARNING
AMMETER
TACHOMETER
HEATER SWITCH
WINDSHIELD WASHER SWITCH
RHEOSTAT KNOB
HOOD LOCK KNOB
CHOKE CONTROL KNOB
COWL VENTILATOR LEVER
CIGARETTE LIGHTER
AIR CONTROL LEVER
HEAT CONTROL LEVER
THROTTLE CONTROL KNOB

OIL PRESSURE GAUGE

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

TEMPERATURE GAUGE

In turning on the ignition switch, the temperature gauge indicates the operating temperature of the coolant.

TACHOMETER

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

It is no good for the engine to revolve constantly on the yellow zone. Do not race up the revolutions up to the red zone.

SPEEDOMETER

The speedometer indicates the car's forward speed. The odometer, located in the speedometer, shows the total accumulated distance.

TURN SIGNAL

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

MAIN BEAM INDICATOR

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

AMMETER

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

FUEL GAUGE

The fuel gauge indicates the approximate level of the fuel in the tank.

CLOCK

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

LOCKS

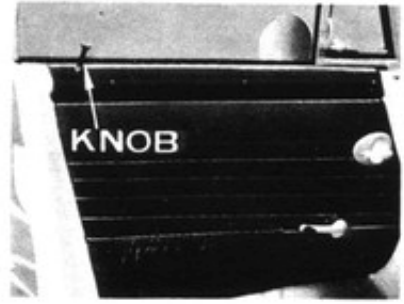
DOOR LOCKS

Outside Locks

To lock the door, insert the key and turn it clockwise then return it to the insert position for removal. To unlock the door, turn the key counter-clockwise.

Inside Locks

To lock the door from the inside, push the knob fully. To unlock the door, pull up the knob.



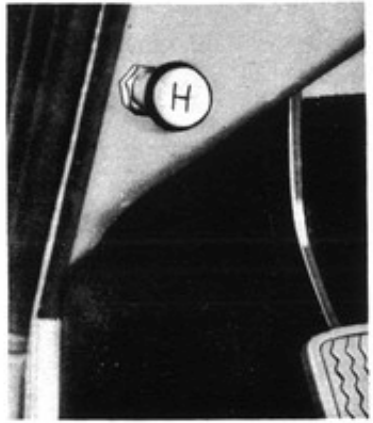
OTHER LOCKS

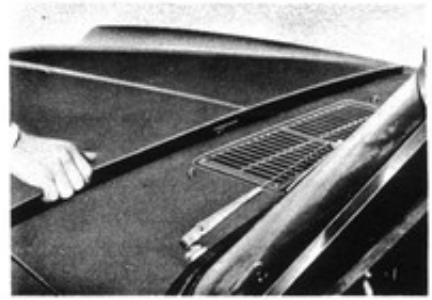
Luggage Compartment

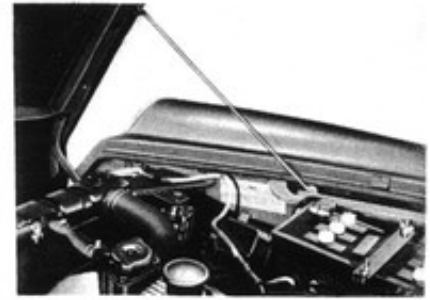
To open the luggage compartment insert the key and turn it clockwise then the lid will open by spring action and stay open. To lock it, just press on the lid and remove the key then it will be locked completely.

Hood Lock

Pull the hood lock knob located on the left side of the instrument panel and the hood will open slightly, then raise up the hood and the stay sustains the hood of itself.



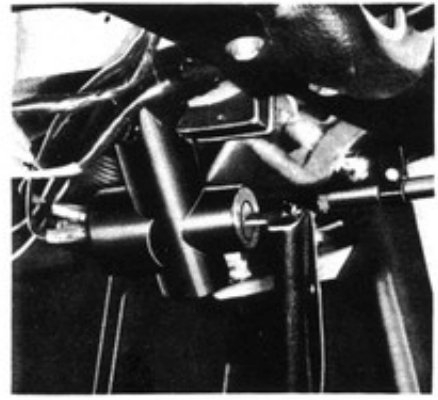




Steering Wheel Lock

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

The key can also be pulled out in the garage position but in this case the steering lock is not activated.



SWITCHES

LIGHT SWITCH

The first stage of the two-stage tumbler switch turns on the instrument panel, parking, tail and number plate lights and the second stage turns on the headlights.

HEATER SWITCH (OPTIONAL)

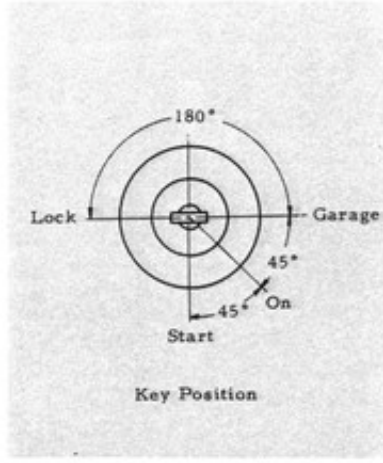
The two-stage switch operates the heater motor at two speeds.

IGNITION SWITCH

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

All accessories can be operated when the key is in the "ON" position without running the engine.

The engine can be started when the key is in the start position, and as soon as the engine starts, the key should be released.



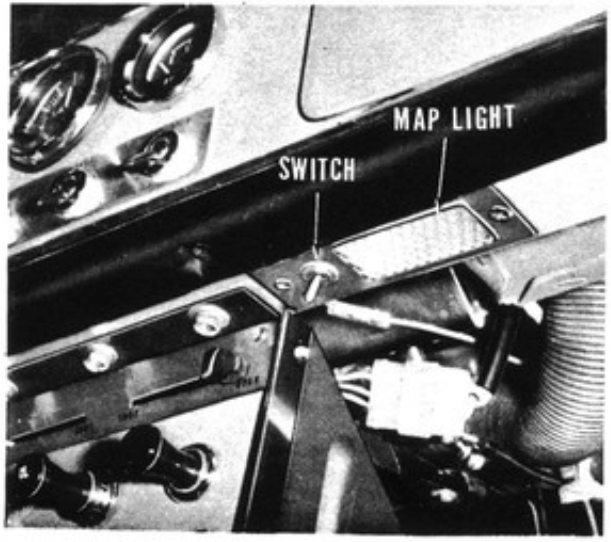
Key Position

WINDSHIELD WASHER & WIPER 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 windshield washer sprays the water by turning the same knob clockwise.

MAP LIGHT SWITCH

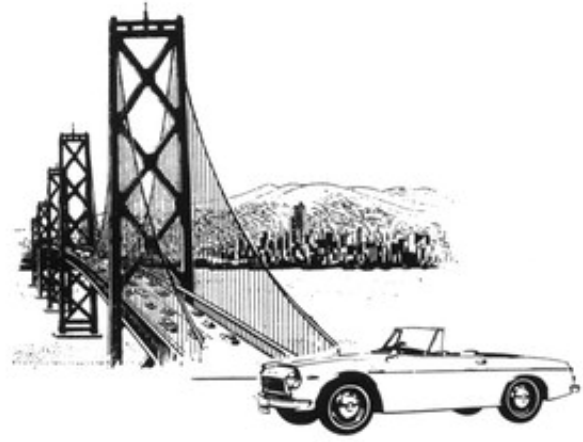
A map light switch is located under the instrument panel and at the right of the map light.



HAZARD WARNING SWITCH (OPTIONAL)

All directional lights flicker at the same time when the knob is pulled out to inform other cars that some troubles happens in your car.

In this case the two turn signals on the instrument panel flicker simultaneously with all directional lights.



CONTROLS & FITTINGS

CHOKE CONTROL KNOB

The choke control is used mainly when starting the engine and during the engine's warm-up period.

Pulling the knob outward enriches the fuel/air mixture supplied to the engine, providing easier starting and smoother engine warm-up operation.

CIGARETTE LIGHTER

Push the knob in and it will stay in this position until the filament is heated by electric current, then it will pop back out again into its original position. After that, it should be pulled completely out of its holder for use.

HEADLIGHT BEAM AND DIRECTIONAL LIGHT SELECTOR

Move the lever downward for a left turn and upward for a right turn. (on left hand drive cars)

Move the lever toward the steering wheel to dim the headlights.

RHEOSTAT KNOB

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

TRIP CANCELER KNOB

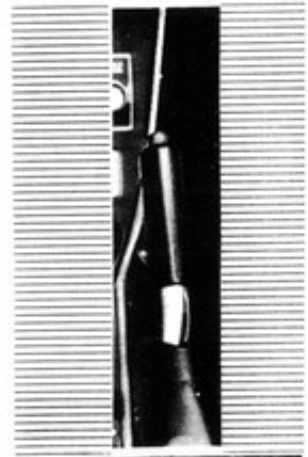
The trip recorder can be set to zero by operating the trip canceler knob.

HAND BRAKE LEVER

The parking brakes are applied by pulling the lever and locking it in that position and released by pushing down the lever while pushing the button.

THROTTLE CONTROL KNOB

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



SEAT ADJUSTMENT

The seat can be adjusted to the desirable position by operating the lever located under the seat.

On the back of the seat, the head restraints are attached as an optional part.

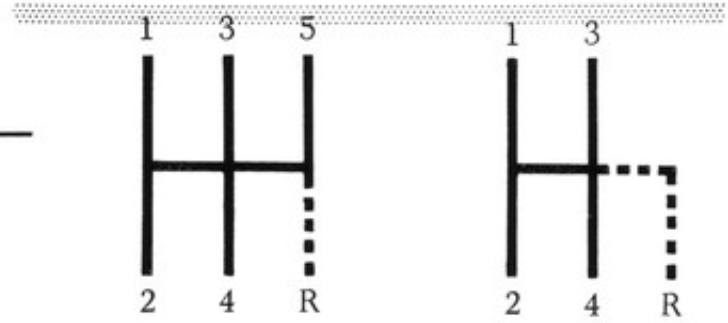
SEAT INCLINATION

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

SAFETY BELT

Three-point, shoulder type safety belt can protect the occupant in a collision.

GEAR POSITION



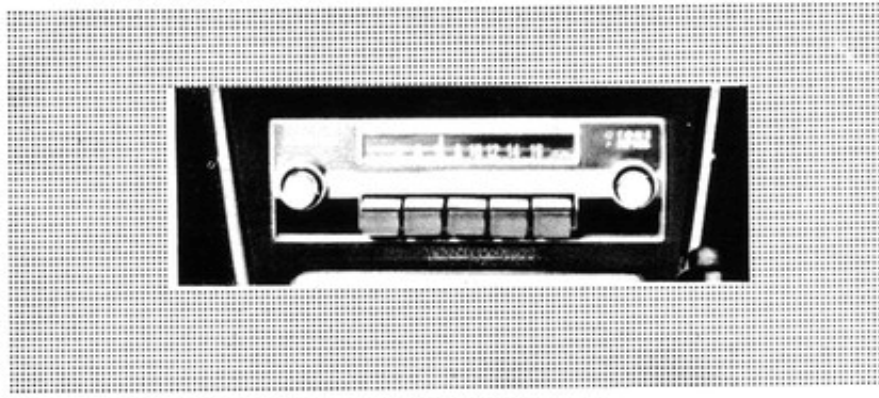
SR(L)311 SP(L)311

RADIO (OPTIONAL)

The radio has five push buttons for station selection. Other stations may be selected by the manual tuning knob, at the left side of the radio dial.

Adjust the push buttons as follows:

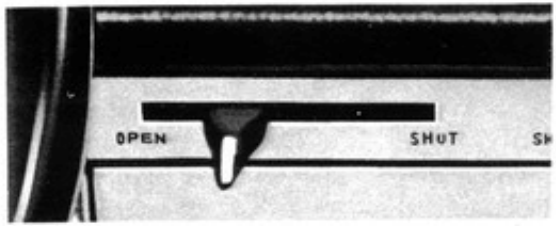
1. Pull the selector button straight out until it stops. Tune in the station you want with the manual tuning knob at the right side of the radio dial.
2. After the station is clearly tuned in, push the selector button straight in until it stops, then release it.
3. Repeat steps 1 and 2 with the remaining station selector buttons.



VENTILATION & HEATING CONTROLS

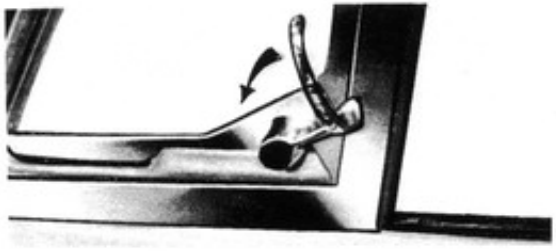
COWL VENTILATOR

The air flows into the interior of cab from the intake located just in front of the windshield by operating cowl ventilator lever.



WINDOW VENTILATOR

The triangular window ventilator can be opened by pushing down the lever.



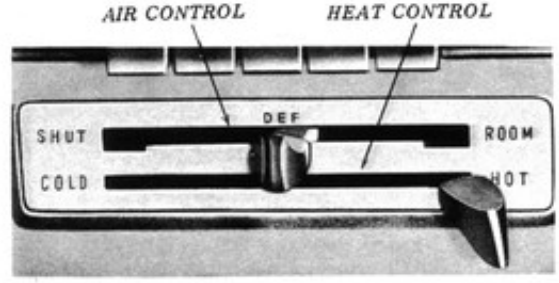
HEATER (OPTIONAL)

The operation of the heater system is controled by two levers (shown in the figure) and a two speed fan.

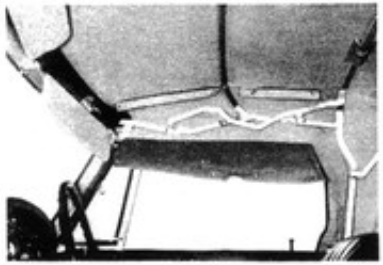
The temperature of the air can be controled by the heat control lever. If hot air does not come out from the heater, the heater cock in the engine room should be checked.

The supplying position of air can be changed to the front windshield for the defroster and to the floor for the interior heating by operating the air control lever.

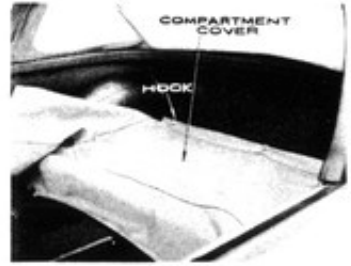
In the "SHUT" position hot air is not supplied.



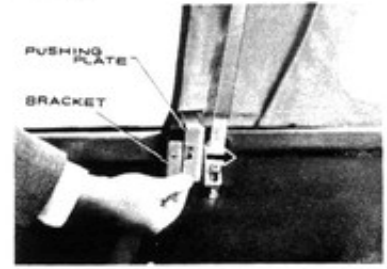
SOFT TOP (HOW TO OPERATE THE CANVAS TOP)



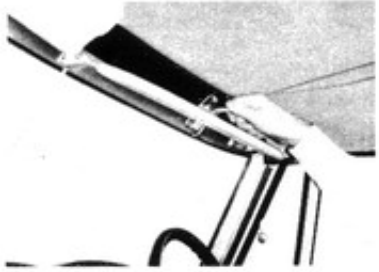
① Unfasten the upper hook of the soft top frame cover.



② Fasten the compartment cover with hooks.

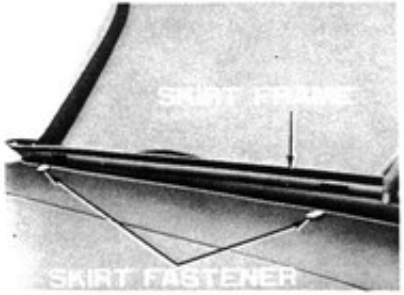


③ Detach the pushing plate from the bracket.



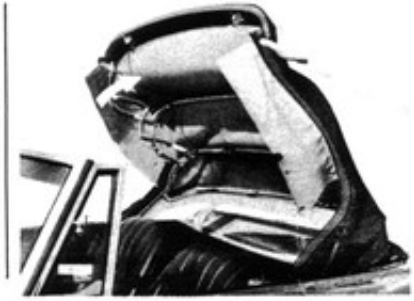
④ Unfasten the fastener.

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

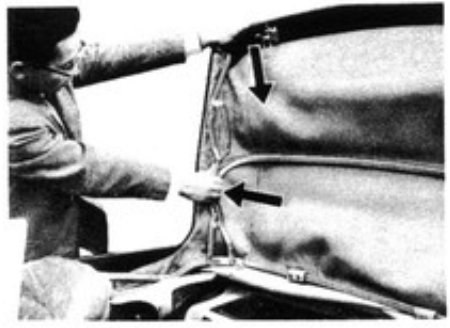


⑥ Take out the skirt frame from the skirt fastener.

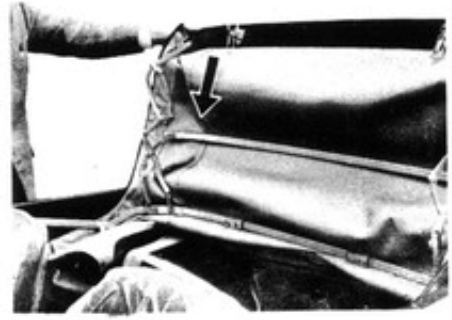
⑦ Take the canvas completely into the interior.



⑧ Raise the canvas backwards.



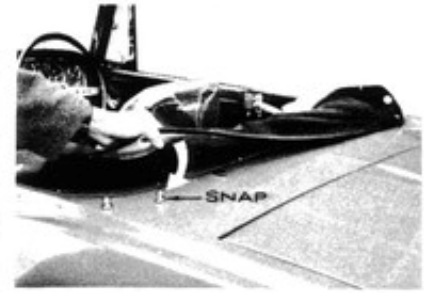
⑨ Fold down the canvas.



⑩ Fold down the canvas.

⑪ Press down the frame assembly evenly.

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



⑬ Fasten the cover with snaps covering the canvas.

⑭ Fasten the cover with four inner hooks at both right and left sides.

⑮ Adjust the canvas tention with the adjust screw.

Headlights

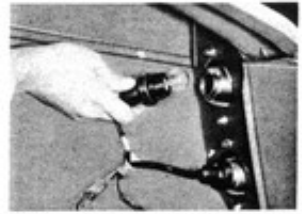
Sealed beam unit replacement

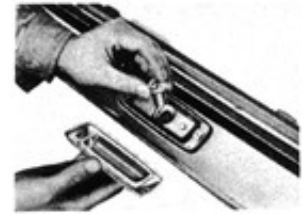
To replace a headlight, remove the headlight trim cover, then loosen the three retaining ring screws and rotate headlight retaining ring counter-clockwise and pull it forward.

Licence Plate Light

Front Directional and Parking Light

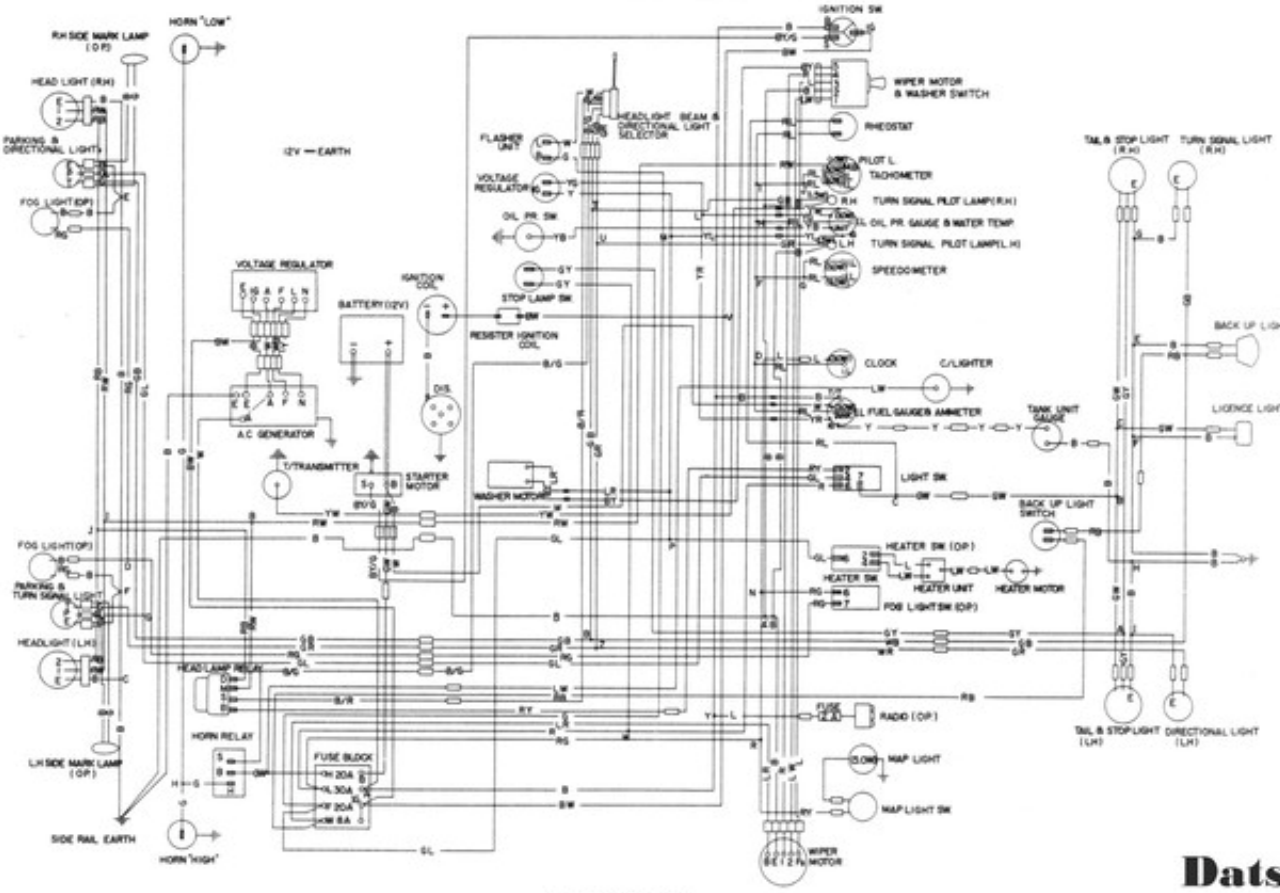
Rear Directional and Tail & Stop Light





Back Up Light

WIRING DIAGRAM



OP ..... OPTIONAL PARTS

SPARE WHEEL & TOOLS

The spare wheel is stored in the rear luggage compartment fixed with a spare wheel clamp.

The tool bag and jack are also stored in the luggage compartment.

TIRE PRESSURE

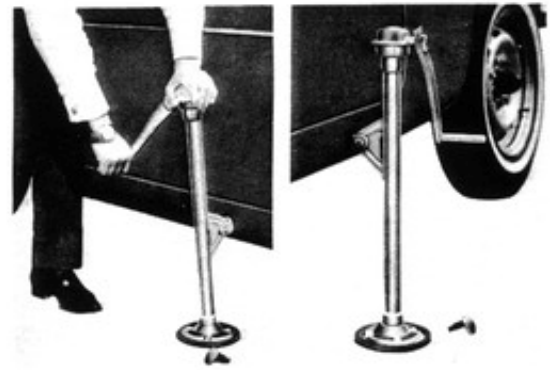
1.5 kg/cm^2 (22 lb/in^2) - Under 150 km/H (93.2 mil/H)

1.8 kg/cm^2 (25.5 lb/in^2) - Under 175 km/H (108.7 mil/H)

MAX. ALLOWABLE SPEED FOR 5.60S14-4PR TIRE 175 km/H (108.7 mil/H)

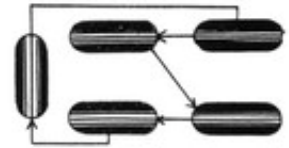
JACK UP OF THE BODY

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 illustrated in the figure, and set the jack handle on the top of the jack then turn it clockwise.



TIRE ROTATION

Change Alternately



GENERAL DESCRIPTION

Every type of the car has its own special characteristics and even the same make and type of car may show considerable individual variations according to their mechanical condition. Wheel alignment, steering mechanism, brakes, tires, shock absorbers, etc., should therefore always be kept well trimmed and in good condition if the car is to perform in the manner intended by its design.

There are, however, a number of other significant factors which come into play hear, such as load distribution, the state of the road and the driver.

The following instructions have thus been compiled solely with reference to the actual mechanical construction of the car.

STARTING THE ENGINE

Before turn on the ignition switch, put the transmission gears in neutral to prevent the car from accidentally moving when the engine starts. Fully depress the clutch pedal to eliminate the drag of the gears while you start up, especially in cold weather.

DATSUN engine has a manually operated choke control on the instrument panel mentioned before. If the engine is relatively warm, it may not need to use the choke control at all.

To start the engine, turn the key in the ignition switch all the way clockwise, and when the engine starts release the key and it will spring back to the "On" position.

With a cold engine, pull the CHOKE control out all the way, in this case do not press the accelerator pedal down, and then start the engine. As soon as the engine starts, push the CHOKE control in far enough to keep the engine running smoothly. Then push it in all the way when the temperature gauge pointer begins to move toward its normal operating range.

Do not drive steadily with the CHOKE control pulled out.

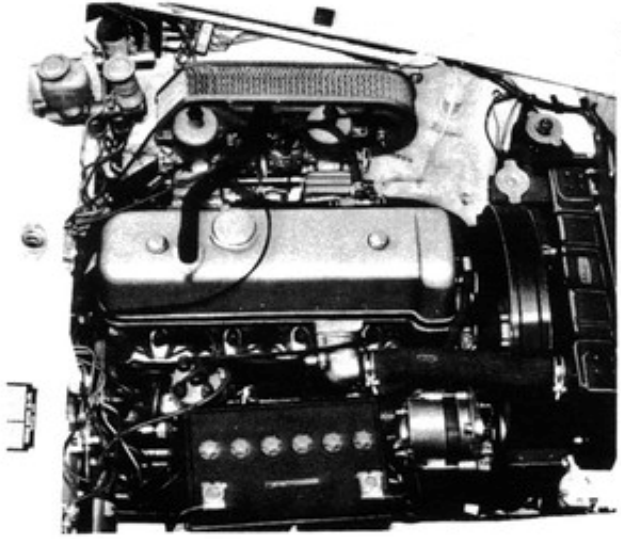
NEW CAR BREAK-IN

The DATSUN SPORTS is precision made, but to drive your car in accordance with the break-in procedure will surely benefit your new car's machine finishing surfaces and smoother, quieter operation and a longer life will be had from your new DATSUN SPORTS.
In principle the car speed should be kept as limited in the following tables.

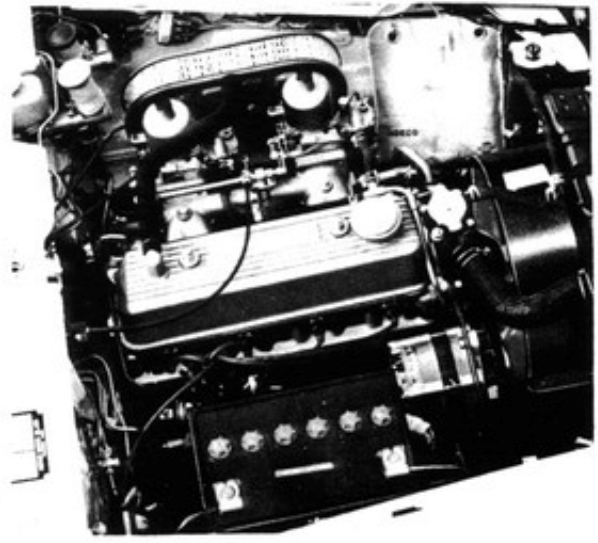
Max. Speed Limit for New Car (1600)						
Term \ Gear		1st	2nd	3rd	Top	
First	800 km	20	35	55	75	K/H
	500 mile	12	22	34	45	M/H
Second	800 km	35	55	85	115	K/H
	500 mile	22	34	53	72	M/H
After breaking in period		50	85	130	170 (Min.40)	K/H
		30	53	80	106 (Min.25)	M/H

Max. Speed Limit for New Car (2000)							
Term \ Gear		1st	2nd	3rd	4th	5th	
First	1,000 km	30	50	70	90	110	K/H
	620 mile	20	30	45	55	70	M/H
Second	2,000 km	55	85	125	155	180	K/H
	1,250 mile	32	55	75	95	115	M/H
After breaking in period		60	100	145	180	205	K/H
		37	62	90	110	127	M/H

ENGINE COMPARTMENT



SR(L)311

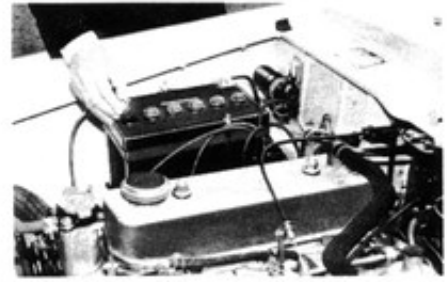


SP(L)311

BATTERY

The electrolyte level, the vent hole of cap and the terminal of the battery should be checked frequently.

If the liquid level is found to be low, distilled water should be added to each cell until the electrolyte level rises to 10 mm above the top of the pole plate.



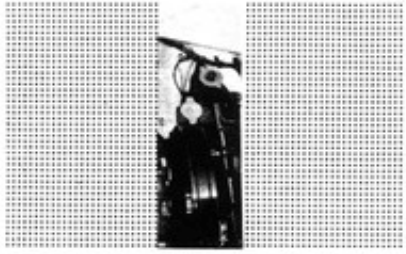
BRAKES

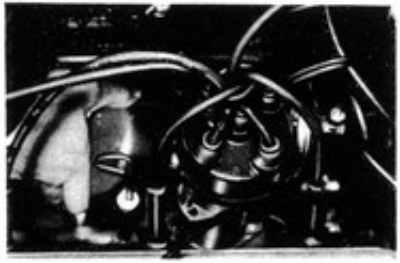
The brake and clutch fluid should be kept at the normal level marked on the master cylinder reservoir tank.

OIL LEVEL

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

The level is between High and Low mark line, neither going above the High line nor under the Low line. If the level is found to be low, add oil by removing the filler cap.





COOLING WATER

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

If it is necessary to check the cooling water even with a hot engine, push the release button of the reservoir tank at first, and then remove the cap completely.

As the L.L.C. has anti-freeze characteristic in proportion to the mixing rate (30% fits for -15°C), the mixing rate should be determined by considering the lowest atomospheric temperature of each user's territory.

OIL FILTER

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

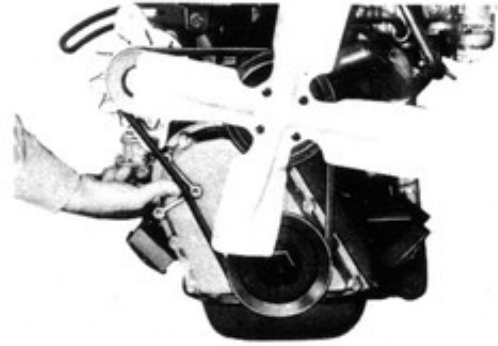
Refer to the chart of recommended oil.

In this first period of 2,000 miles (3,000 km), the oil filter cartridge should be replaced by a new one.

After that, the cartridge should be removed after every 6,000 miles (10,000 km) of driving.

FAN BELT

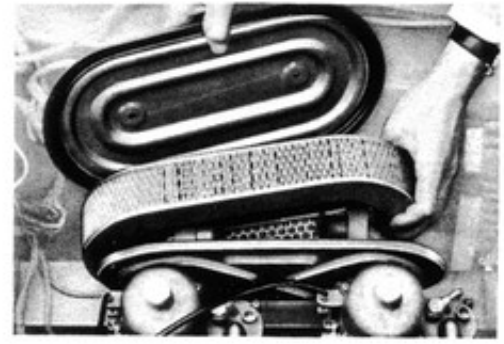
To tighten the belt, loosen the adjusting and tightening bolt and pull the alternator outwards. Correct tension is attained when the belt can be pressed inwards about 0.6 ~ 0.8 inch (15 ~ 20 mm) half way between the pulleys.



AIR CLEANER

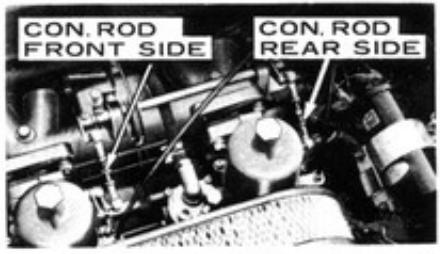
The element is paper filter type. As this viscous type element is an improved type, it is quite unnecessary to clean the element up to 24,000 miles (40,000 km) and after that, the element should be replaced at every 24,000 miles (40,000 km).

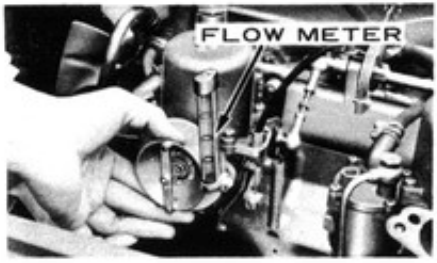
But in dusty areas, the element should be replaced more often.



FUEL STRAINER

Loosen the tightening nut and remove the glass bowl and clean out any dirt. Replace the element if it is defective. At the time of the installation, ensure that the glass bowl is fixed flush to the bracket.





CARBURETOR (SU)

1) Throttle valve full-close adjustment

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

Throttle valve full-close adjustment is done by changing that of rear side connecting rod. (standard measurement of connecting rod L = about 70 mm)

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

(b) Next, loosen the lock nut of front side connecting rod. Do not loosen it on rear side.

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

(d) At mid-position of RH and LH turns where the turning force of turnbuckle lightest, tighten the lock nut to fix the length of connecting rod.
This is the procedure of throttle valve close adjustment. If the connecting rod is adjusted too short, front side valve remains open even when rear side valve is closed.
If too long, rear side valve remains open even when front side valve is closed. If you measure air inlet volume on front and rear side, with flow meter you can adjust the interlocking of throttle valves more precisely.

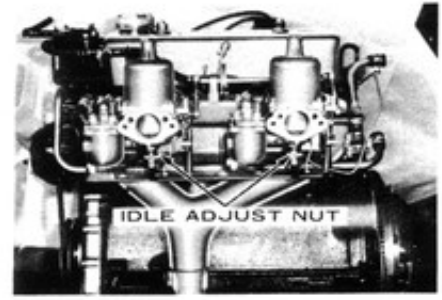
2) Idle adjustment

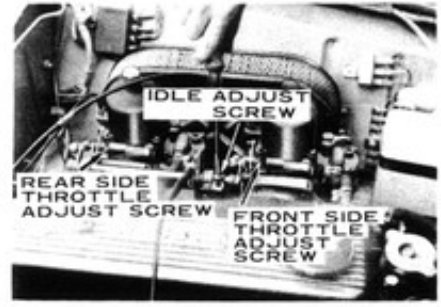
Idle adjustment is done by throttle adjust screw and idle adjust nut after the engine is warmed up. When idle adjust nut is turned to the right and screwed in, the fuel flow is decreased and when it is turned to the left and loosened, it is increased.

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

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

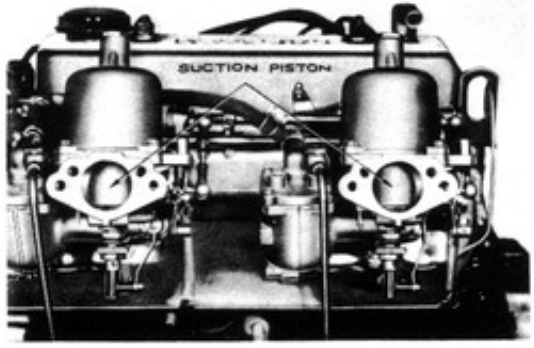
(c) Screw in idle adjust nuts on both front and rear side each by 1/8 turn in turn to find the point where engine revolution is the fastest and steadiest, and fix the





nuts there. If you can not find this point where engine revolution is the fastest and steadiest by screwing in, return the idle adjust nuts to the original place and begin loosening them on front and rear side in 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.)

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



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

(1) Move the auxiliary shaft of manifold to race engine a few times.
(2) Ensure the suction piston lifts on front and rear side of carburetors are same.
(3) If not same, fasten carburetor throttle adjust screw slightly on the less lifted side and loosen it slightly on more lifted side.

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

SOLEX (OPTIONAL)

Start the adjustment after the engine is fully warmed up. Also be sure when two carburetors are equipped, to start the adjustment after confirming that the throttle valves of all carburetors are opened in uniform degree. For this, adjust all throttle valves so that they can fully close under the condition of all the throttle stop screws being loosened. Then, return each pilot screws for about one round from the complete close, screw the throttle stop screw in a little degree and let the engine start. Then, after setting the engine r.p.m. to about the required idling r.p.m. by the throttle stop screws, set it to the highest r.p.m. by opening and closing each pilot screws for about 1/4 rounds separately. After obtaining a little higher engine r.p.m. by doing so, set it to the required idling r.p.m. again by adjusting the throttle stop screws.

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

PERIODIC MAINTENANCE CHECK & LUBRICATION

The periodic checks for your DATSUN are designed to give you lasting driving pleasure. It will be enough for you just to drive your car into a DATSUN service shop. However, the Checking Chart and the Lubrication Chart are provided for your own interests.

Of the periodic checks, those related directly to the "break-in" are extremely important to cover the problems that may occur in the early stage of the car's life.

You should go to the service shop authorized by this company to check your car. Consult them on any defects you may notice.

USE OF CHART

After 600 miles and 2,000 miles perform all of the checks indicated by the "O" in the 1,000 miles column.

Detailed processing of checking is illustrated in the chart and the location to be checked is shown in LUBRICATION DIAGRAM attached.

Maintenance interval of each item is shown on the left hand side of the chart for reference.

RECOMMENDED LUBRICANT

Correct lubrication ensures the long life of parts and cuts down the wear caused by friction. If the parts do not wear your car will be in perfect running order. Since these parts carry out different functions it is important to select the most suitable lubricant for each of them.

Engine Oil :

1. The viscosity must remain constant over a wide range of temperature.
2. It must not be frothy nor corrosive to the metal parts. Normally the oil called Class MS or DG will satisfy the requirement.

Gear Oil :

The gears in the transmission and differential are subjected to a high frictional pressure, especially in the differential, which is provided with the high efficiency hypoid gears. For these gears, a gear oil of a high tension is required.

Normally the oil called Class MP or EP is used.

Grease :

Lubrication is also extremely important to the suspensions, wheel bearings and various joints. If they become dry, wear will be excessive. For these parts, lubricants with high vicosity and with more resistance to pressure and water should be used.

Oil Viscosity :

Good quality lubricants able to function in a wide temperature range should be used. If you use the oils with the S.A.E. numbers recommended, the viscosity will match the season.

LUBRICANTS CHART

Temperature °C (°F)	Engine Oil (MS)	Gear Oil (MP)
Over 32°(90°)	SAE 10W-30, 30W	SAE 140
0° ~ 32° (32° ~ 90°)	SAE 10W-30, 20, 20W	SAE 90
-12° ~ 0° (10° ~ 32°)	SAE 10W-30, 10W	SAE 90
under -12° (10°)	SAE 10W-30, 10W	SAE 80

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

LUBRICATION CHART

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

○ = Clean, check or supply
● = Change

CHECKING CHART I

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

○ = Clean, check or supply
● = Change

CHECKING CHART II

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

GENERAL SPECIFICATIONS

MODEL:	SP(L)311-(U)	SR(L)311-(U)
DIMENSIONS AND WEIGHT:		
Overall Length	3,955 mm (155.7 in.)	3,955 mm (155.7 in.)
Overall Width	1,495 mm (58.9 in.)	1,495 mm (58.9 in.)
Overall Height	1,300 mm (51.6 in.)	1,300 mm (51.6 in.)
Wheelbase	2,280 mm (89.8 in.)	2,280 mm (89.8 in.)
Tread Front	1,275 mm (50.2 in.)	1,275 mm (50.2 in.)
Tread Rear	1,200 mm (47.2 in.)	1,200 mm (47.2 in.)
Vehicle Weight	900 kg (1,984.1 lb.)	910 kg (2,006 lb.)
Seating Capacity	2	2
Min. Road Clearance	145 mm (5.7 in.)	145 mm (5.7 in.)
PERFORMANCE:		
Acceleration SS400 m (ss1/4 mile)	17.9	about 15 SEC
Max. Speed	170 km/h (106 MPH)	200 km/h (124.3 MPH) *Solex
Max. Grade Ability (Sin θ)	0.497	0.56
Min. Turning Radius	4.9 m (16.08 ft.)	4.9 m (16.08 ft.)

ENGINE: ..... Model R; Gasoline engine, water cooled, four-cycle, O.H.V., four-cylinder in line; Bore 87.2 mm (3.43 in.); Stroke 66.8 mm (2.63 in.); Displacement 1,595 c.c. (97.3 cu.in.); Max. B.H.P. 96 HP at 6,000 r.p.m. (SAE); Max.

Model U20; Gasoline engine, water cooled, four-cycle, O.H.C., four-cylinder in line; Bore 87.2 mm (3.43 in.), Stroke 83 mm (3.26 in.); Displacement 1,982 c.c. (120.9 cu.in.); Max. B.H.P. 150 HP at 6,000 r.p.m. (SAE); Max.

	Torque 14.3 m-kg (103 ft-lb) at 4,000 r.p.m. (SAE); Compression Ratio 9.0 : 1.	Torque 19.7 m-kg (142 ft-lb) at 4,800 r.p.m. (SAE) for SOLEX carb.; Compression Ratio 9.5 : 1.
FUEL SYSTEM:	Variable venturi side draft (Opt. Solex horizontal) carburetors; Mechanical type diaphragm pump; Paper element type air cleaner; Fuel tank capacity 43 ℓ (11.36 U.S.gal.).	
LUBRICATION SYSTEM:	Pressure feed with full flow type oil filter; Gear type pump; Oil pan capacity 4.1 ℓ (1.08 U.S.gal.); (7.1 ℓ for Solex Carb.).	
IGNITION SYSTEM:	Coil and distributor with Automatic mechanical and vacuum controls.	
COOLING SYSTEM:	Pressurized radiator; Centrifugal pump; Pellet type thermostat and fan; Radiator capacity 8 ℓ (2.11 U.S.gal.)	Radiator capacity 8.5 ℓ (2.25 U.S.gal.)
ELECTRIC SYSTEM:	12 volt, 50 AH battery (40 AH battery for R/H car); 300 watt alternator with regulator; 1.4 HP magnetic shift starter motor (Negative wiring system)	50 AH battery for all; 300 watt alternator with regulator; 1.4 HP magnetic shift starter motor (Negative wiring system)

CLUTCH:	Single dry disc with diaphragm springs; Diameter 200 mm (7.87 in.)	
TRANSMISSION:	4 speed forward and 1 reverse; All synchromeshed on forward gears. Gear ratio 1st 3.382 2nd 2.013, 3rd 1.312, 4th 1.000 and reverse 3.365; Floor gear shift.	5 speed forward and 1 reverse; All synchromeshed on forward gears; Gear Ratio, 1st 2.957, 2nd 1.858, 3rd 1.311, 4th 1.000, 5th 0.852 and Reverse 2.922; Floor gear shift.
REAR AXLE:	Semi floating axle with torque rod; Hypoid bevel gear; Ratio 3.889 (Opt. 4.111)	Semi floating axle with torque rod; Hypoid bevel gear; Ratio 3.700
FRONT SUSPENSION:	Independent coil springs with hydraulic double acting type shock absorbers.	
REAR SUSPENSION:	Semi-elliptic leaf springs; 4 leaves with hydraulic double acting type shock absorbers.	

TECHNICAL ADJUSTMENT DATA

	R Engine	*U20 Engine*
Cylinder compression pressure:	12.7 kg/cm^2 (180.6 lb/in2)/ 320 r.p.m.	11.7 kg/cm^2 (166.02 lb/in^2)/ 350 r.p.m.
Valve clearance		
intake	0.43 mm (0.016921 in.)	0.2 mm (0.007874 in.) Warm
exhaust	0.43 mm (0.016921 in.)	0.3 mm (0.011811 in.) Warm
Fan belt slack	10 ~ 15 mm (0.4 ~ 0.6 in.)	
Firing order	1 - 3 - 4 - 2	
Ignition timing	16° B.T.D.C./600 r.p.m.	SOLEX CARB: 20° B.T.D.C./ 700 r.p.m. — SU CARB: 16° B.T.D.C./ 700 r.p.m.
Distributor breaker point gap	0.45 ~ 0.55 mm (0.017716 ~ 0.021653 in.)	
Spark plug gap	0.7 ~ 0.8 mm (0.0275 ~ 0.0314 in.)	
Specific gravity of battery electrolyte (changed)	1.28 (at 20° C - 68° F)	
Battery electrolyte level	10 mm (0.3937 in.) above pole plates	
Polarity of alternator	⊖ minus earth	
Front wheel		
toe-in	2 ~ 3 mm (0.07874 ~ 0.11811 in.)	
camber	1°25'	
caster	1°30'	
Brake pedal play	8 ~ 12 mm (0.314 ~ 0.472 in.)	

Brake pedal height above floor when fully depressed	30 mm (1.18 in.)	
Clutch pedal play	49 ~ 53 mm (1.93 ~ 2.09 in.)	
Tire pressure	1.5 kg/cm^2 (22 lb/in^2)	
Cooling water	8 ℓ (2.11 U.S.gal.)	8.5 ℓ (2.245 U.S.gal.)
Transmission oil	2.2 ℓ (0.58 U.S.gal.)	2.6 ℓ (0.68 U.S.gal.)
Differential gear case oil	0.93 ℓ (0.25 U.S.gal.)	
Steering gear case oil	0.25 ℓ (0.07 U.S.gal.)	

Bulbs

Headlight (sealed beam type)	50/40 W x 2
Front directional & parking light	25/8 W x 2
Licence light	8 W x 1
Map light	5 W x 1
Back up light	15 W x 1
Stop & tail light	25/8 W x 2

NISSAN MOTOR CO., LTD.

Printed in Japan Publication No. 17131 (20630080)