

DATSUN PICK-UP

OWNER'S
MANUAL

Model L521-TU(H)



NISSAN MOTOR CO., LTD.

TOKYO, JAPAN



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FOREWORD

Your purchase of a DATSUN PICK-UP places you in a distinguished family or company of automobile owners and drivers. The DATSUN is a quality product built to satisfy exacting demands as to styling, performance and driving characteristics.

The purpose of this book is to acquaint you with DATSUN features designed to add to your motoring pleasure.

Proper handling, maintenance, breaking-in and technical information are all provided to aid you in drawing full performance from your DATSUN.

Please read through this manual and keep it in the glove compartment so that you can readily refer to whenever necessary.

We hope you enjoy many miles of high performance and care free driving in your DATSUN.



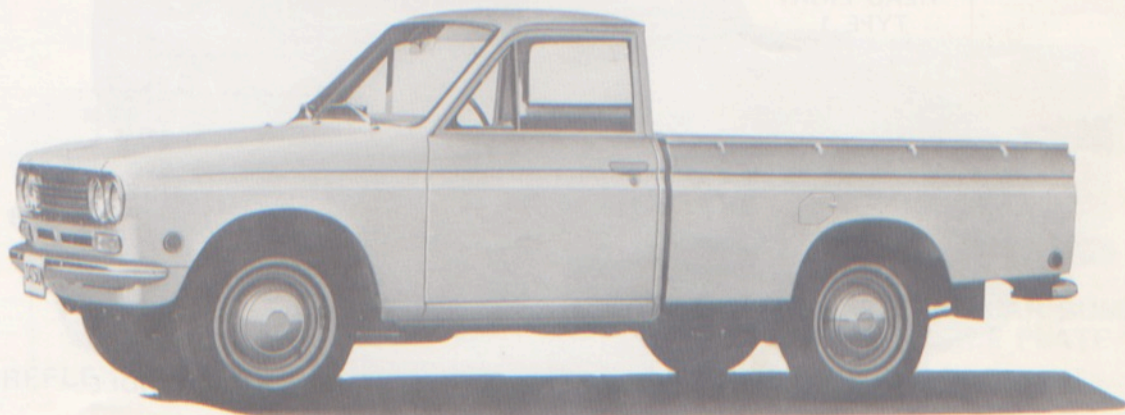
Service Engineering Section,
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Tokyo, Japan

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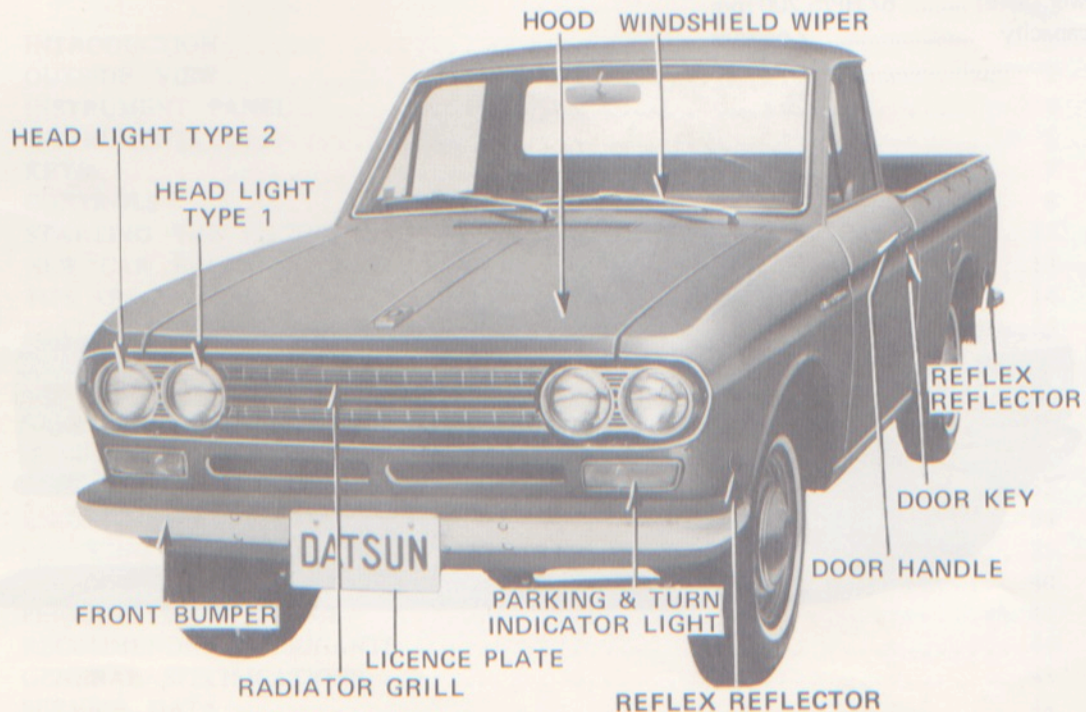
INTRODUCTION

Max. speed 125 km/h
Max. power (SAE) 67 HP/5,200 rpm
Seating capacity 2 persons
Payload 0,5 ton



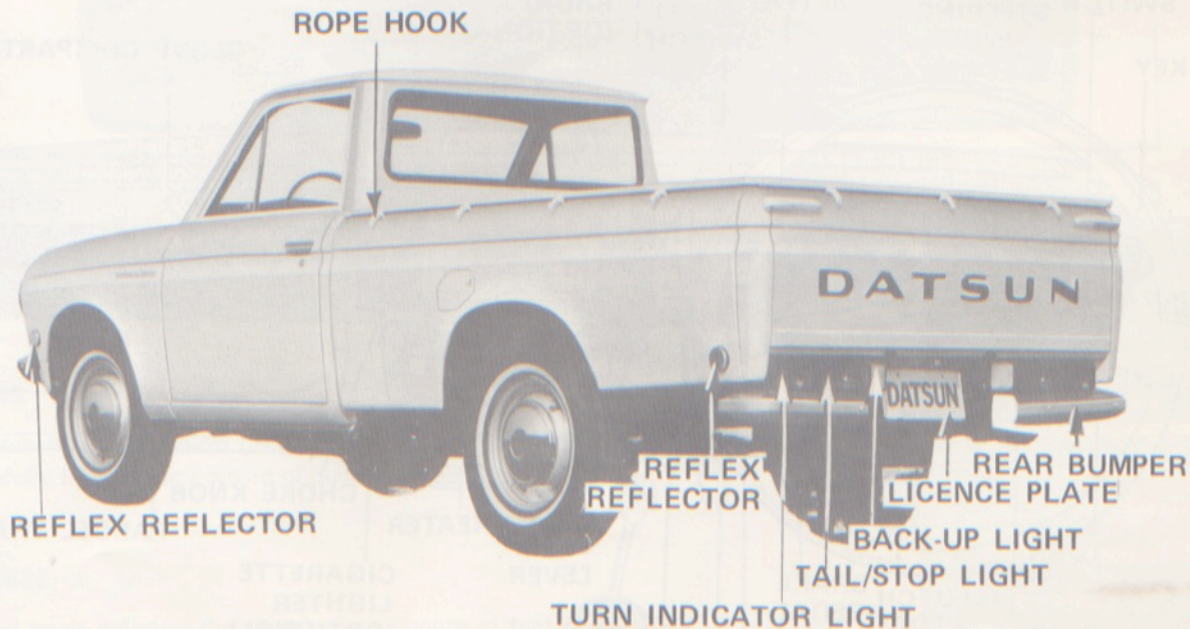
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OUTSIDE VIEW



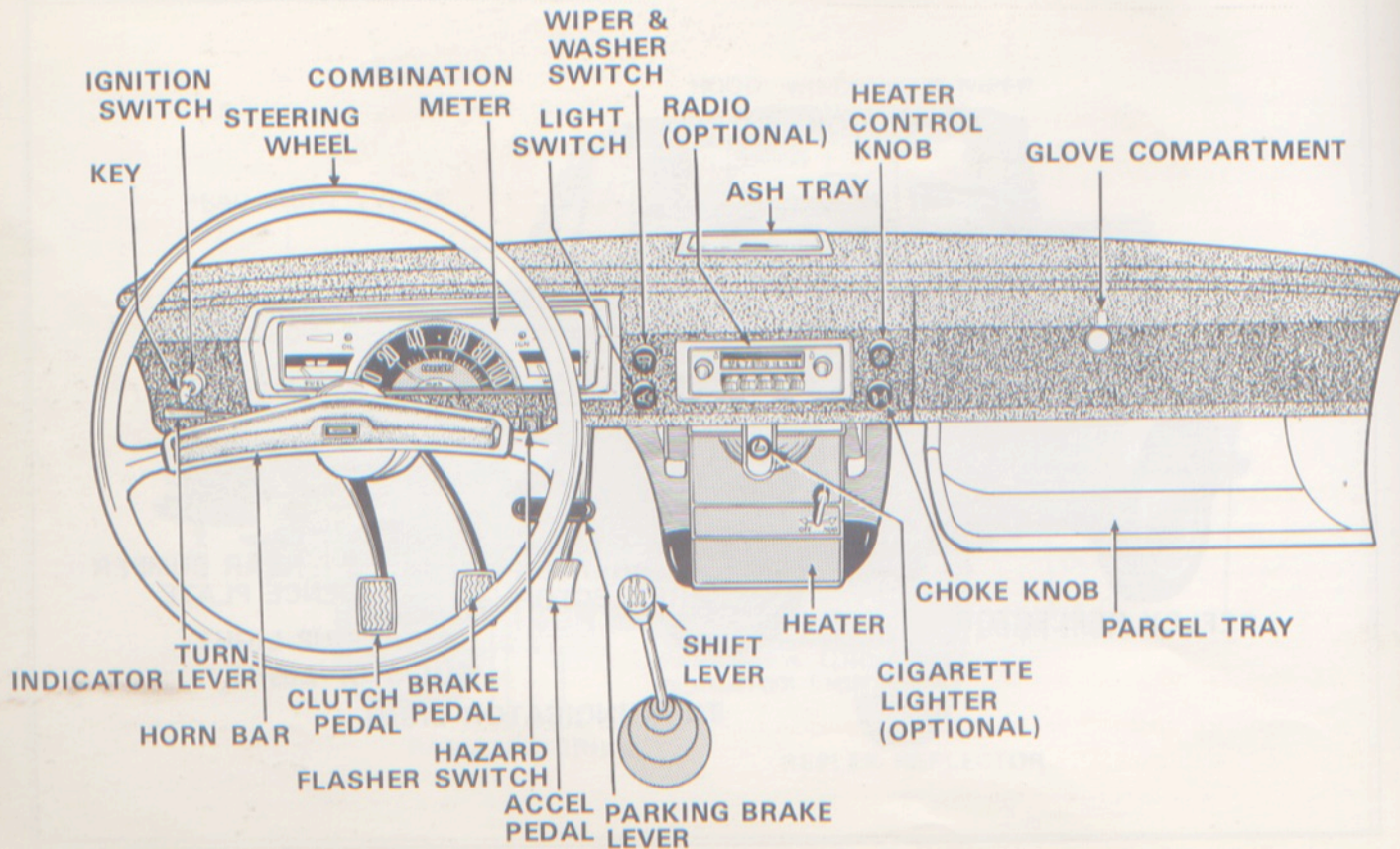
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OUTSIDE VIEW

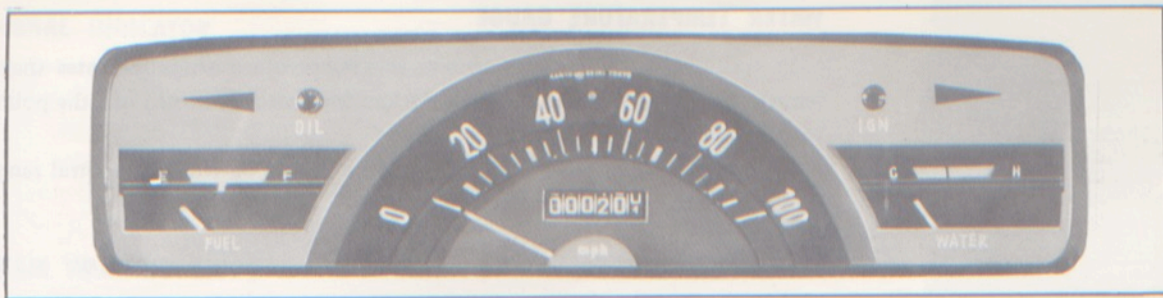


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INSTRUMENT PANEL



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SPEEDOMETER

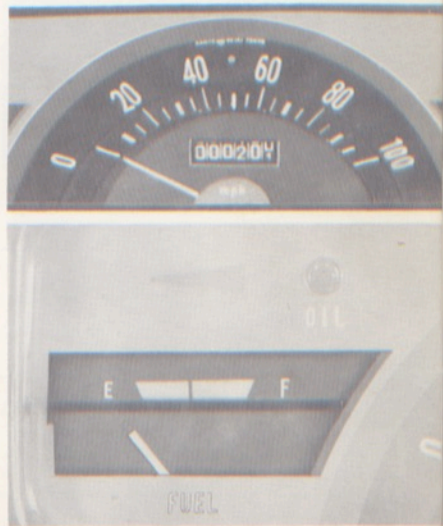
The speedometer indicates the car's forward speed in miles per hour.

ODOMETER

The odometer located below the speedometer, shows the total accumulated distance, and is useful for keeping a record of maintenance interval.

FUEL GAUGE

The fuel gauge indicates the approximate amount of fuel in the tank. It operates only when the ignition switch is on. The pointer points at 'E' when the tank is almost empty and 'F' when the tank is full.



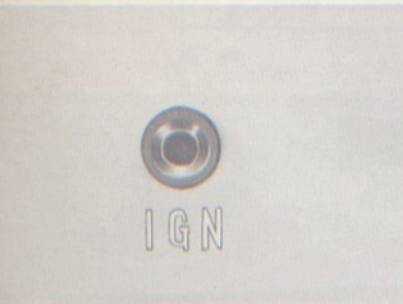
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WATER TEMPERATURE GAUGE

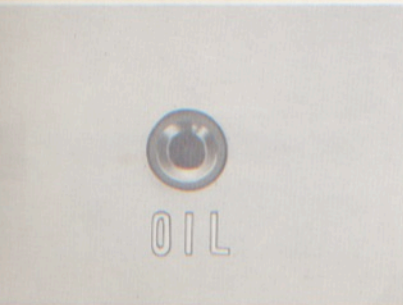
In turning on the ignition switch, the temperature gauge indicates the operating temperature of the coolant. When the ignition switch is turned off, the pointer moves to the cold position.

In normal driving conditions, the pointer should be within a central range of gray area.



ALTERNATOR INDICATOR

With the ignition switch on, the alternator indicator light glows red when the alternator is not supplying current to the electrical system. If the light remains on steadily at normal driving speeds, the alternator and electrical system should be checked as soon as possible.



OIL PRESSURE WARNING LIGHT

The light glows when the ignition is switched on and fades out after the engine has been started and the oil pressure has gone up. However, if the light remains on steadily while driving, stop the engine immediately and check the oil level or lubrication system.

Flickering light at engine idling speed does not mean the trouble in the lubricating system at all.

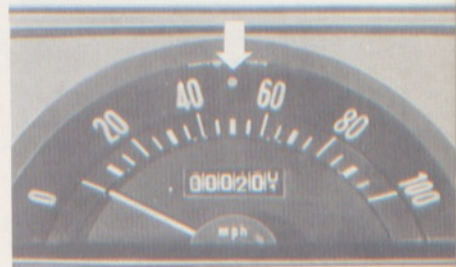
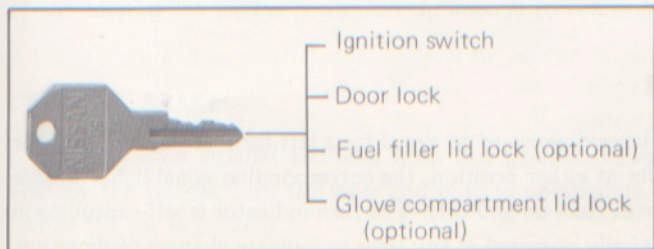
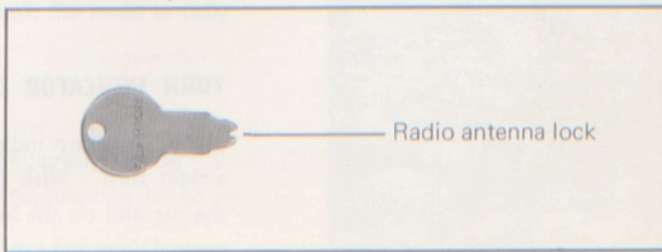


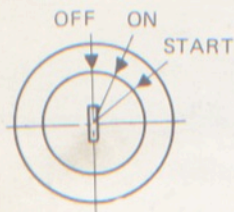
TURN SIGNAL INDICATOR

The orange arrow lights flash on and off to indicate the direction of turn.

**MAIN BEAM WARNING LIGHT**

When the high beams are being used, a small red indicator glows.

**KEYS****With radio (Optional)**

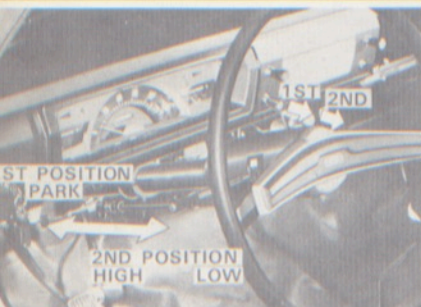


IGNITION SWITCH

This is used for starting and stopping the engine and supplying electric current to the car. Release the key immediately as soon as the engine starts.

LIGHT SWITCH

The lighting system is controlled by two switches. One switch is a two-stage, pull-type device, located on the instrument panel. The other is incorporated in the directional light switch. These switches function together in the following manner. The instrument panel switch in the first position controls the instrument lights as well as the tail, number-plate and parking lights. The second position controls the head lights with second switch, which is operated by the directional lever, providing high and low beam control. For high-beam lighting push the directional lever forward. For low-beams pull the lever backward.



TURN INDICATOR LEVER

Push the turn indicator lever downward to signal for a left turn, or push upward for a right turn. With the lever at either position, the corresponding signal lights outside the car and on the instrument flash on and off. The turn indicator is self-cancelling in normal turns and can be manually operated at any time to indicate changes of direction.

2-SPEED WIPER SWITCH & WASHER SWITCH (OPTIONAL)

This is a pull-type switch with two positions.

Pull the switch to start the wiper. The blades return to the original position automatically when the wiper switch is off. Be sure not to operate the wipers needlessly in the fair weather when the windshield glass is dusty. This may scratch the glass or spoil the motor. However, it is recommended to use the wipers in the fog.

As to the washer, by turning the switch clockwise, the two jets spray the fluid to the windshield.

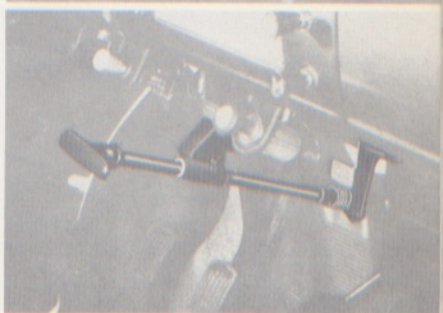
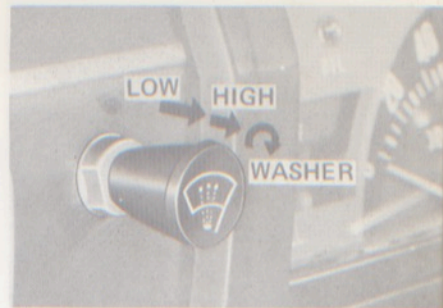
CHOKE CONTROL KNOB

The choke control knob is used only when starting the engine at cold weather and during the engine 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.

As soon as the engine is warmed up enough to run evenly, push the knob in fully.

PARKING BRAKE

Pull the lever straight and lock it on that position to apply the parking brakes. To release the brakes, turn the lever and push in completely. Please keep the brake on while the car is parking.



STEERING WHEEL AND HORN BAR

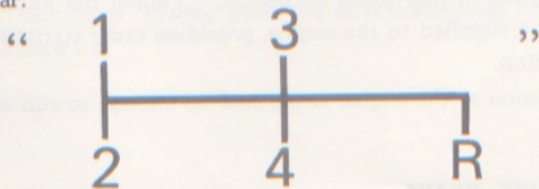
A steering wheel of large diameter provides very easy handling and the bar type horn is adopted for safety.

HAZARD FLASHER SWITCH

Pull out this switch to indicate an emergency situation or vehicle in distress. Pulling this switch will cause all turn indicator lights to flash simultaneously.

GEAR SHIFT LEVER

This transmission is fully synchronized for up and down shifts in all forward gears. The shift pattern is the familiar.



Important:

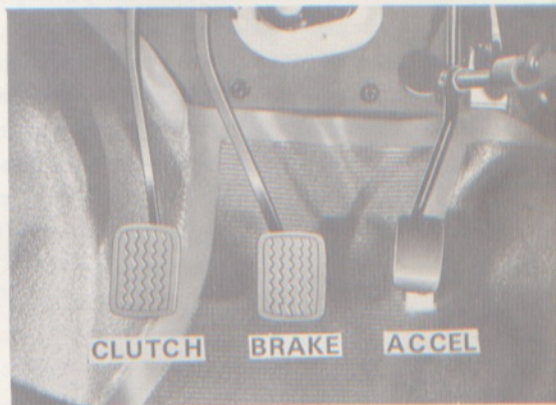
- ① The car must be stopped before shifting into reverse.
- ② When downshifting, always downshift 4th to 3rd to 2nd and to the low. Do not shift directly from 4th or 3rd to low.
- ③ To park the car in gear, use the reverse gear position and set the parking brake.

FOOT PEDALS

The pedals are arranged in the conventional position (from left to right, clutch pedal, brake pedal and accelerator pedal).

Important:

- 1 When shifting to 2nd, 3rd and 4th gears, release the clutch slowly for smooth engagements. The clutch must be completely disengaged (by fully depressing the clutch pedal) when shifting.
 - 2 Avoid resting the foot on the clutch pedal when not shifting gears. This can result in premature clutch failure.
- * Failure to observe the above instructions will result in unnecessary clutch wear or possible damage to the transmission.



STARTING THE ENGINE

To make sure that the car won't accidentally move when the starter is used, always set the parking brake and depress the clutch pedal while cranking the engine.

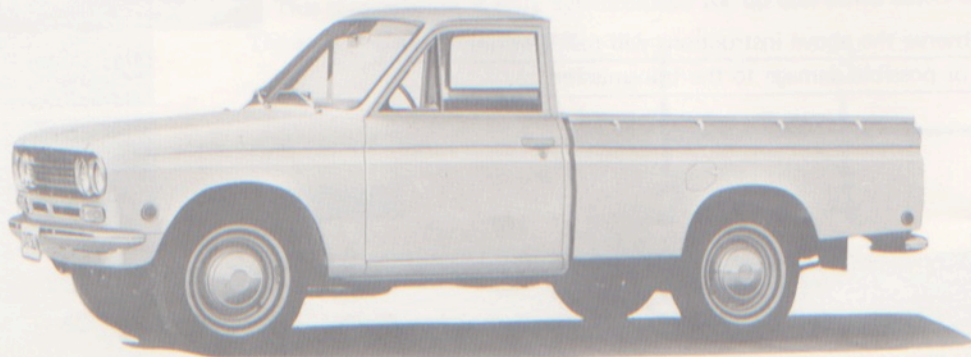
If the engine is cold, depress the accelerator pedal to the floor and pull the CHOKE knob out, then release the accelerator pedal. When starting a warm engine, depress the accelerator pedal half way, before turning the ignition key.

Turn the ignition key to the START position until the engine starts; then release the key. After the engine is

running, adjust the CHOKE knob, as required, to keep the engine operating smoothly.

When the temperature gauge pointer starts into its normal operating range, push the CHOKE knob in all the way. Driving with the CHOKE knob out only reduces your car's gasoline mileage.

To start a "flooded" engine, depress the accelerator pedal to the floor and hold in this position. (Do not pump the pedal.) Turn the key and hold at the START position until the engine runs, then release the key and accelerator pedal.



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Every new car requires a certain breaking-in period during which it should be driven with care. Pistons, cylinder bores and bearings need to be in operation for some time before they produce smooth and long-wearing surfaces. Placing too much strain on a new engine impedes this gradual bedding down process and is likely to shorten its working life.

During the first 2,000 miles (3,000 km) the car must not be driven at full throttle, nor should the speed exceed 45 m.p.h. (70 km/h) except for every short periods. However, this does not mean that the engine should be allowed to labor when going uphill, for example before shifting down. Always drive the car so that the engine turns over at a sufficiently high speed to prevent strain.

- * Avoid driving at full throttle for the first 2,000 miles (3,000 km).
- * Do not allow the engine to labor in any gear.
- * After starting the engine, be sure to warm up for a while regardless of summer or winter.
- * Do not race the engine.
- * Avoid sudden, hard stops or accelerations.

Maximum Speed Limit for the first 2,000 miles (3,000 km)

1st	2nd	3rd	4th
10 MPH (15 km/h)	15 MPH (25 km/h)	25 MPH (40 km/h)	45 MPH (70 km/h)



DRIVING UPHILL

When starting on a steep grade it is very difficult to operate the brake and clutch. The balance of operations among the hand brake, clutch pedal and accelerator pedal is very important.

Engine brake is most effective for descending hills. The shift lever is placed in the lower speed position prior to descending and clutch and accelerator pedal are released, but of course the ignition switch remains on.

When driving the car by coasting with a gear engaged, never release the clutch pedal suddenly, because it is apt to damage the driving mechanism.

SKID OR SLIP

Sudden braking, abrupt accelerating or turning on icy, slippery or loose road surface may cause skidding or slipping. In this case, take your foot off the pedal of brake or accelerator and turn the steering wheel to the skidding direction, and then recover the correct position.

WET BRAKES

After washing the car or when driving under extremely wet conditions, the brake linings sometimes get wet. In that case

depress the brake pedal at intervals while running at low speed to dry up the linings. Never drive at high speed until the functioning of the brakes are perfectly recovered.

FUEL ECONOMY

Operational economy is one of the conspicuous features of your DATSUN. However, by paying attention to the following points even greater economy will result.

1. Do not depress the accelerator pedal suddenly, but gently depress until the desired speed, then slightly release the pedal and try to maintain that speed.
 2. Always drive the car in the gear which properly suits the speed at which you are moving.
 3. Do not pump the accelerator.
 4. Keep the tires at their correct pressure.
 5. Pay attention to the idle mixture adjustment.
 6. Remember to push the choke control knob in as soon as the engine will run normally without it.
- If you follow the rules enumerated above, you will attain a remarkable saving in fuel.

IN HOT WEATHER**Parking:**

When the temperature exceeds 90°F (32°C), choose cool shady spots to park the car.

Check up:

See to the following: the amount of cooling water leakage in the whole cooling system, the function of the pressure type radiator cap and the amount and specific gravity of battery electrolyte.

Replacing the lubricant:

When the temperature stays over 90°F (32°C), the lubricating oil must be replaced with one of higher viscosity.

IN COLD WEATHER**Anti-freeze:**

In the winter when the temperature is anticipated to drop below 32°F (0°C), add anti-freeze to the cooling water according to "Direction of use for anti-freeze."

[Example]

Coolant capacity	Anti-freeze		
	0.26 US.gal. (1 ℓ)	0.53 US.gal. (2 ℓ)	0.79 US.gal. (3 ℓ)
5.6 ℓ (1.48 US.gal.)	18°F (-8°C)	4°F (-20°C)	-40°F (-40°C)

Battery:

Under extremely low temperatures, the efficiency of the battery drops markedly and may possibly cause the electrolyte to freeze and result in damage. Always check the electrolyte level and its specific gravity. A recharge may be necessary.

Draining of coolant water:

When the car is to be left outside without anti-freeze coolant, drain coolant by opening the two cocks under the radiator and the cylinder block side.

Replacing lubricant:

When the temperature drops below 10°F (-12°C), it is recommended that the lubricating oil be replaced with one of lower viscosity.





SEAT ADJUSTMENT

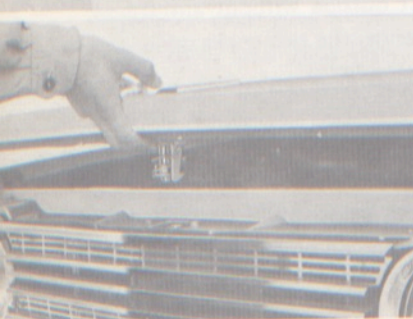
The lever at the lower front of the seat unlocks the seat for adjustment. To adjust the seat position, press the lever toward the driver's door, then hold it while you slide the seat forward or backward to the desired position. Release the lever to lock the seat in the position.

* Seat slide: 5.5 in (140 mm)



TO OPEN THE HOOD

Pull the hood lock handle located at the lower area of the instrument panel. Release the safety catch located under the center edge of the hood and raise the hood, and then support the hood by the stay.



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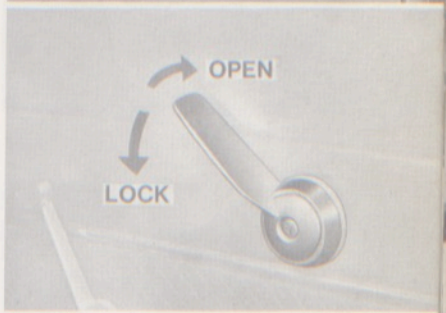
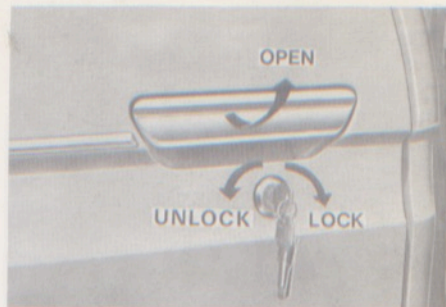
DOOR LOCKS

An unlocked door can be opened easily by pulling the outside door handle.

To lock the door, insert the key and turn it toward the rear of the car. Turn the key toward the front of the car to unlock the door.

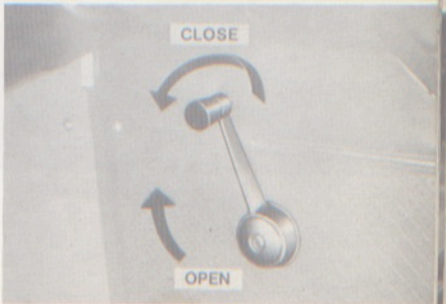
To lock the door from the interior, turn the inside handle forward. To unlock and open the door, rise it up toward the rear.

The front doors will not be locked, even if you turn the handle forward before you shut the door. These are so designed that you will not possibly lock all doors leaving your key inside.



TO OPEN THE DOOR WINDOW

To open the door window, turn the door window regulator counter-clockwise. To close, turn it clockwise.



GLOVE COMPARTMENT

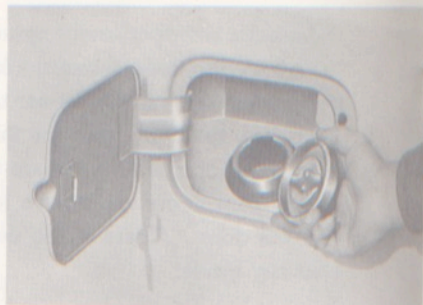
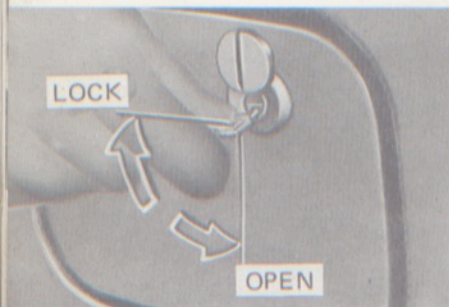
To open the unlocked glove compartment lid, pull the lever.



FUEL FILLER LID LOCK (OPTIONAL)

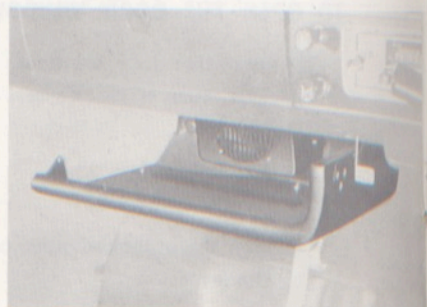
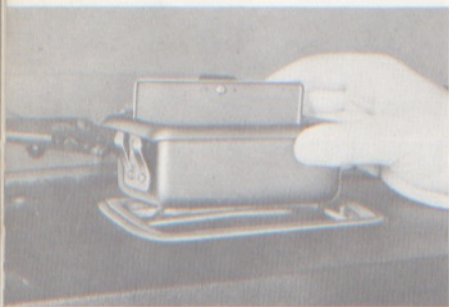
To open, insert the key and turn it counter-clockwise.

To close, turn it clockwise.



ASH TRAY & PARCEL TRAY

Ash tray, installed on the instrument panel, can be removed for cleaning by drawing out upwards.



ROOM LIGHT

To light on, push the switch forward. To light off, push it backward.

DOOR SWITCH (driver side only) (OPTIONAL)

When opening the door, the room light always lights on regardless of the position of the room light switch.

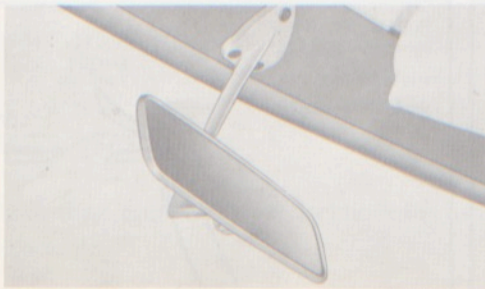
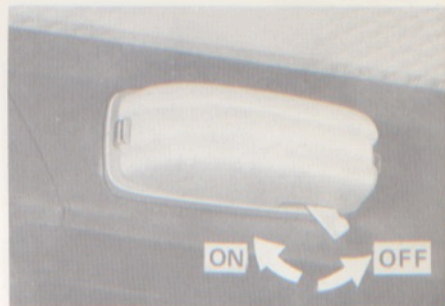
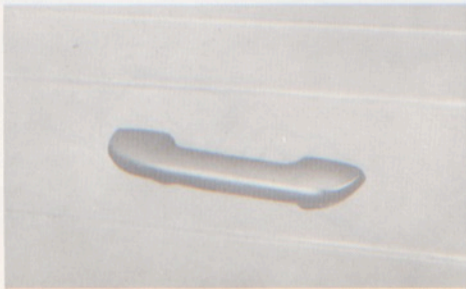
SUNVISOR

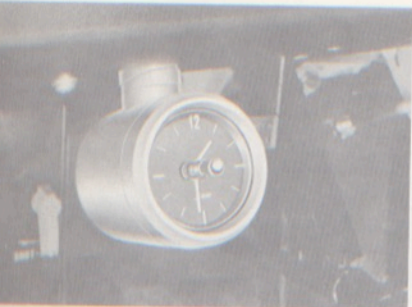
The sunvisor is installed above the windshield to protect the driver from glare. The fitting shaft is so pivoted that glare from the side as well as the front can be prevented.

The sunvisor for assistant seat is prepared as an optional.

INSIDE BACK MIRROR

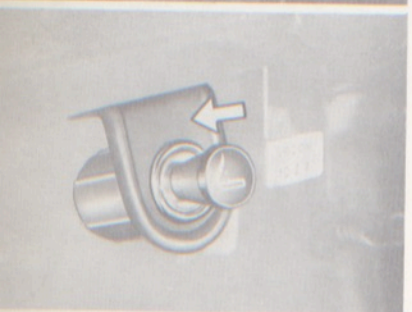
The mirror can be moved freely, so adjust it to easy-to-see position.

**ARM REST (OPTIONAL)**



CLOCK (OPTIONAL)

In setting the clock, pull the adjusting knob out and turn the knob clockwise to advance the clock hands and correct time lag; turn the knob counter-clockwise to correct time gain.



CIGARETTE LIGHTER (OPTIONAL)

Push the cigarette lighter knob in all the way. When it is hot, the lighter will automatically pop out to its normal position.

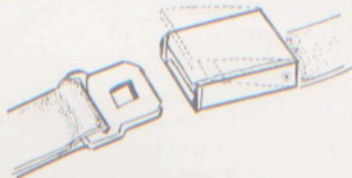
It should then be pulled completely out of its holder for use.

SAFETY SEAT BELTS

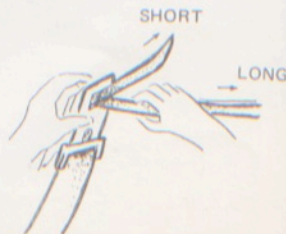
Insert to connect,



Lift to release.



Pull to lengthen or shorten with the buckle in vertical position.



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RADIO (OPTIONAL)

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

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.
2. After the station is clearly tuned in, push the selector button straight in until it stops, and then release it.

The antenna locates on the rear side of the front fender (L/H). Insert the key to the slit of the antenna, and you can easily draw out the antenna.

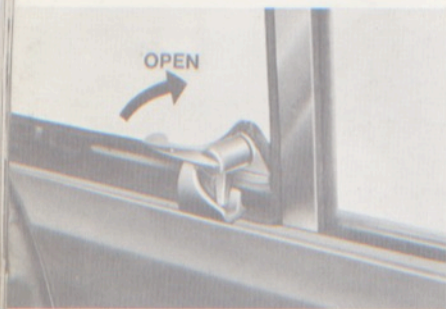
OTHER OPTIONS

DOUBLE-TONE HORN
WHITE SIDE-WALL TIRE
FOG LAMP
FENDER MIRROR

WINDSHIELD MOULDING
DOOR MIRROR
STABILIZER

As to these options, the explanations for handling are not described in this booklet.



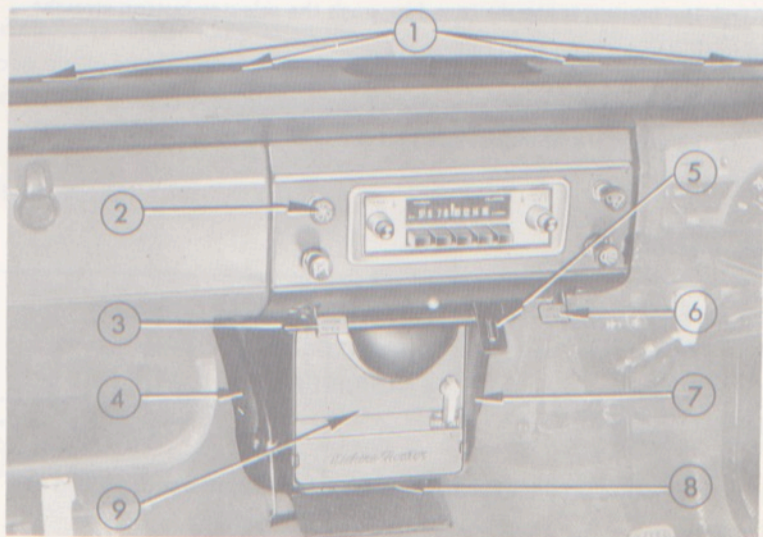


VENT WINDOW CONTROL

To open a front door vent window, turn the latch away from the vertical window frame. When you close the window, turn the latch so it locks against the frame.

VENTILATING AND HEATING CONTROLS

- ① Defroster (or Demister) nozzle
- ② Heater switch
- ③ Heat control lever
- ④ Defroster (or Demister) hose
- ⑤ Ventilator lever
- ⑥ Air control lever
- ⑦ Control cock
- ⑧ Heater vent
- ⑨ Heater unit



HEATER SWITCH

This heater switch ② has three speeds; high, medium and low. Pull the switch and control the fan speeds.

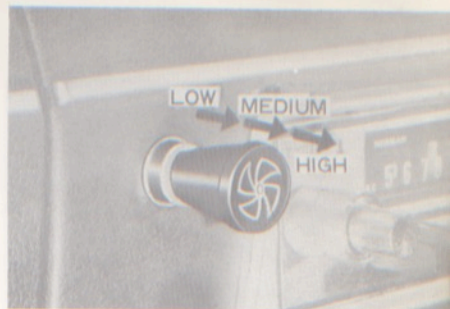
TO VENTILATE THE CAR (WITH HEATER)

When driving on rainy days, there are two ways letting fresh air in.

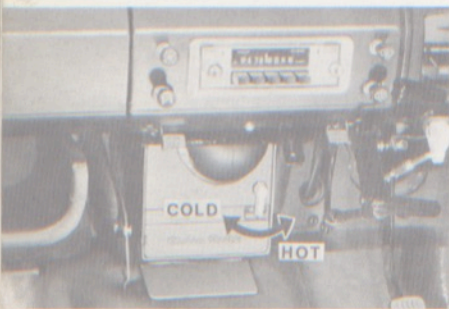
1. Much air

Put the air control lever ⑥ "SHUT" position by pulling the lever ⑥ forward, and pull the ventilator lever ⑤ forward.

2. Put the air control lever ⑥ "HEAT" by pushing in the lever ⑥ leaving the ventilator lever ⑤ shut. And then pull the heat control lever ③ forward to "ROOM" position. The air flows into room from the heater vent ⑧.



HEATER



TO HEAT THE ROOM

1. Close the fresh air vent.
2. Turn the control cock ⑦ to "HOT" position.
3. Push in the air control lever ⑥.
4. Pull the heater switch ② and control the fan speed.
5. Pull the heat control lever ③ forward.

* When you do not use the heater, the control cock should be turned to "SHUT" position.

TO ADJUST THE HEATER

After warming the room fully, adjust the room temperature as follows.

1. Turn the control cock ⑦ toward "COLD" position gradually, and adjust the flux of heat water.
2. Pull the heater switch ② and control the fan speed; high, medium and low.

TO DEFROST THE WINDSHIELD

Operate the heater in the manner mentioned at "TO HEAT THE ROOM". However push in the heat control lever ③ to set "DEF" position.



TO DEFOG THE WINDSHIELD

Use the same procedure as for defrosting action except set the control cock ⑦ to "COLD" position.



HEAD LIGHTS**Sealed beam unit replacement**

To replace a head light, remove the head light rim retaining screws and remove it. Then loosen, but do not remove, the three retaining ring screws shown in the illustration.

Rotate the head light retaining ring counter-clockwise and pull it forward so that the head light can be unplugged and removed. Plug in the new head light and install the retaining ring in position. Rotate the retaining ring clockwise on the three screws and tighten the screws. Then install the rim.

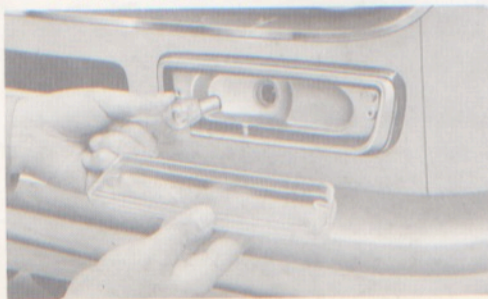
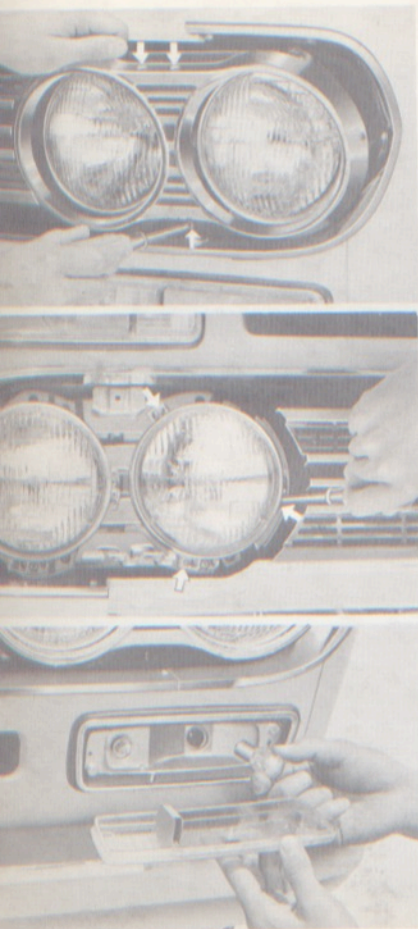
Sealed beam units	Inner units	[12V-37.5W]
	Outer units	[12V-37.5/50W]

TURN INDICATOR AND PARKING LIGHTS (FRONT)

Remove the two screws and then replace the bulbs.

Bulbs

Turn indicator lights	[12V-25W]
Parking lights	[12V-8 W]



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TAIL AND STOP LIGHTS, TURN INDICATOR LIGHTS**Bulb replacement**

Bulbs can be replaced by removing the socket from the back.

Bulbs

Tail and stop	[12V-25/8W]
Turn	[12V-25W]
Back-up	[12V-25W]

ROOM LIGHT

Pull out the cover, and replace the bulb.

<u>Bulb</u>	[12V-6W]
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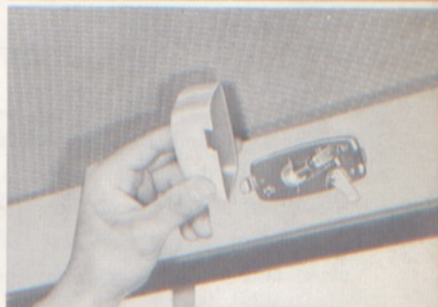
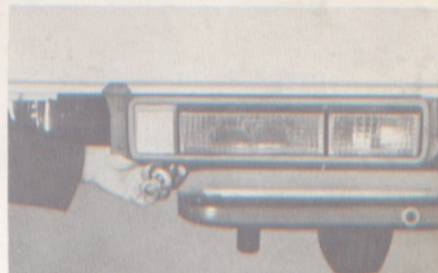
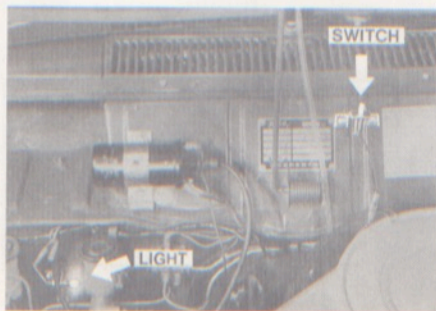
LICENCE PLATE LIGHT

Remove the cover, and replace the bulb.

<u>Bulb</u>	[12V-8W]
-------------	----------

INSPECTION LIGHT (ENGINE COMPARTMENT)

Pull the light switch (either first position or second position), and then open the hood. So, the engine compartment inspection light is lighted on automatically.



FUSES

Fuse box is located in the engine compartment. If a fuse needs to be replaced, refer to the specifications listed on the back of the fuse box cover.

BATTERY

Check the electrolyte level in the battery about once a month. If necessary add distilled water to bring the level up approximately 5 mm (0.197 in) above the plates. Do not overfill.

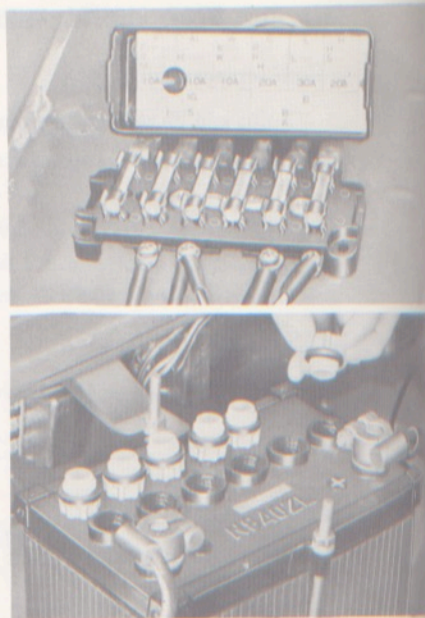
To prevent corrosion and leakage of current keep the top of battery clean and dry. Also keep the terminals clean and well covered with petroleum jelly.

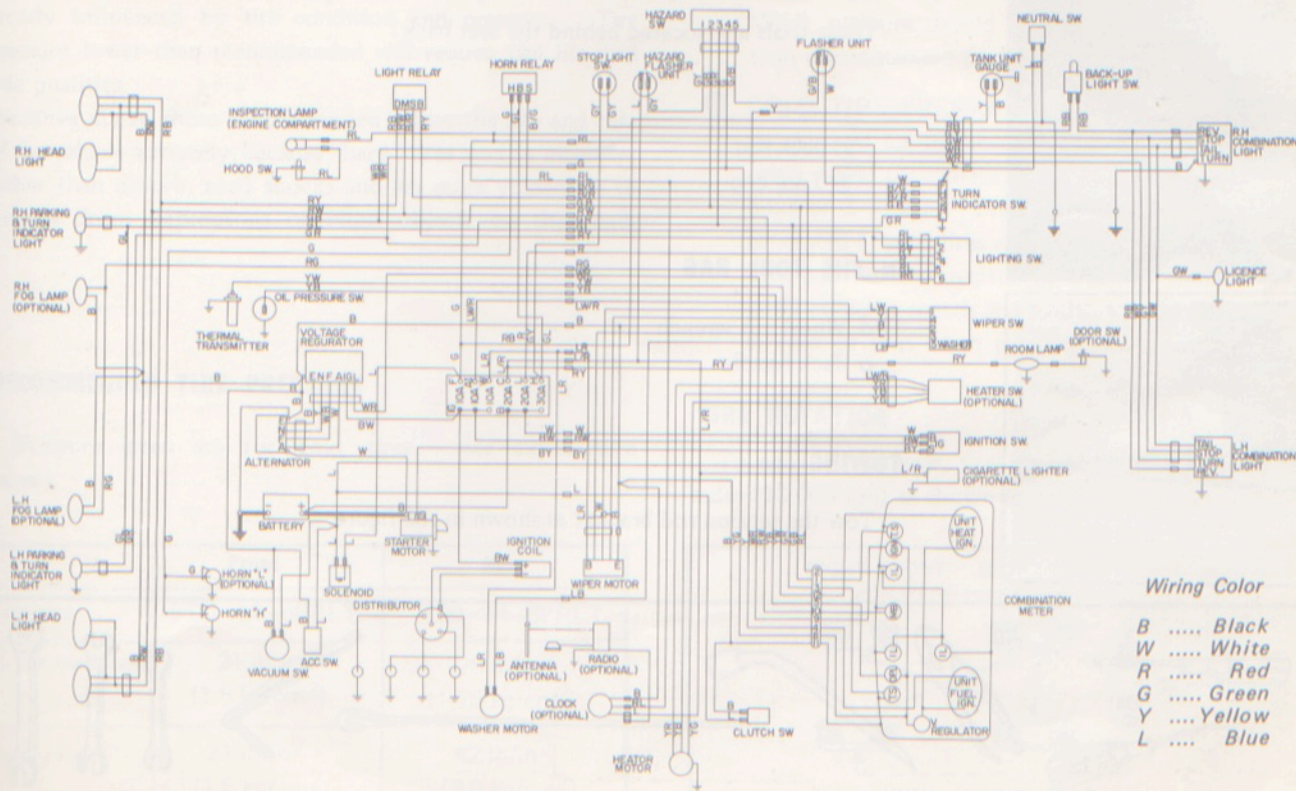
CHECKING SPECIFIC GRAVITY

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

Specific gravity should be as follows.

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





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Standard tools are provided for doing check and adjust of your car.
These tools are located behind the seat back.

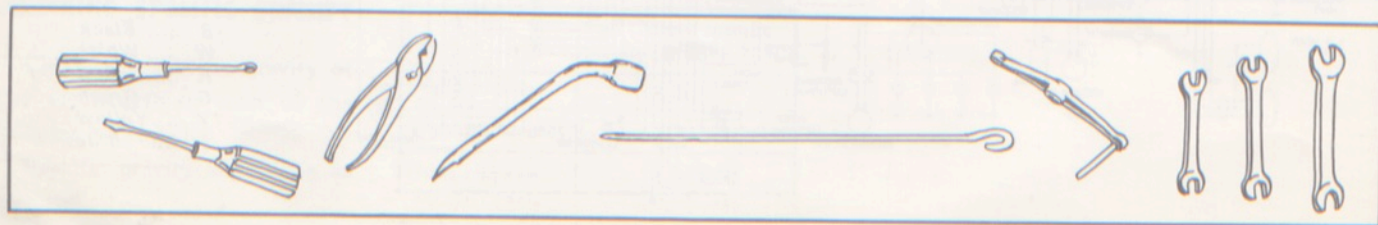
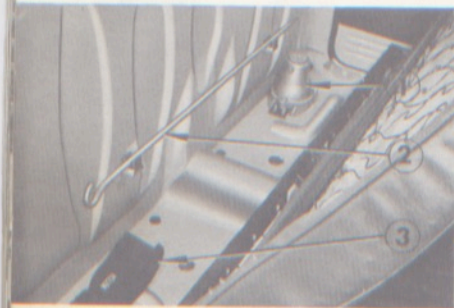
- ① Jack
- ② Jack rod
- ③ Tool bag

IN THE TOOL BAG

- Wheel nut wrench
- Jack handle

TOWING

Tow the tension rod bracket as shown in the figure.



Performance, ride and handling qualities of any car are greatly influenced by tire condition and pressure. Tire pressure lower than recommended will reduce tire life and ride qualities.

Pressures above those recommended affect the life and ride of the vehicle adversely, because "hard" tires tend to magnify, rather than absorb, road shocks and are more vulnerable to damage from depressions or blunt objects on the road.

RECOMMENDED TIRE PRESSURE

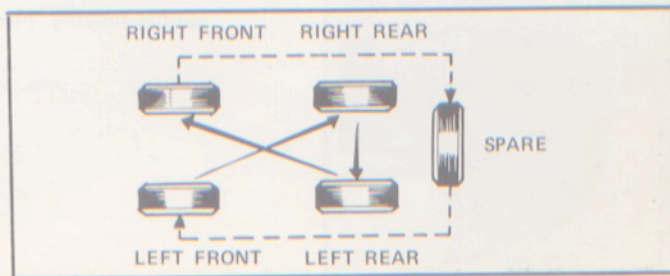
(Pressure given are for 'cold' tires - see explanation below).

	Front	Rear
Tire size	6.00-14-6PRLT	6.00-14-6PRLT
Moderated load	21 lb/in ² (1.5 kg/cm ²)	25 lb/in ² (1.75 kg/cm ²)
Heavy load	21 lb/in ² (1.5 kg/cm ²)	42 lb/in ² (3.0 kg/cm ²)

- 1 For driving at high speeds (more than 100 km/h or 60 MPH), pressure should be 4 lb/in² (0.3 kg/cm²) higher than recommended pressures.
- 2 **COLD TIRE PRESSURE:** It is important that tires be checked for the above pressures when tires are cool (after being parked for three hours or driven less than 5 km or 3 miles). Even at moderate speeds, the heat generated in your tires will tend to increase the pressure. This increase may register as much as 8 lb/in² (0.5 kg/cm²) at higher speeds and loads. Therefore, never bleed air out of tires when they are hot to adjust pressure.

TIRE ROTATION

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



CHECKING WHEELS AND JACKING-UP**1** Remove the spare tire

Insert the jack rod to the guide, and then turn it counter-clockwise.

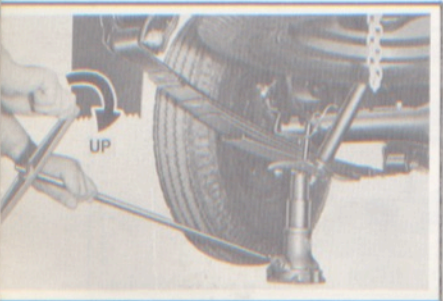
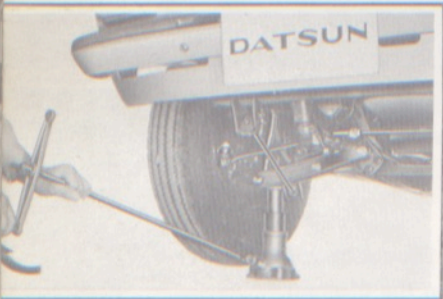
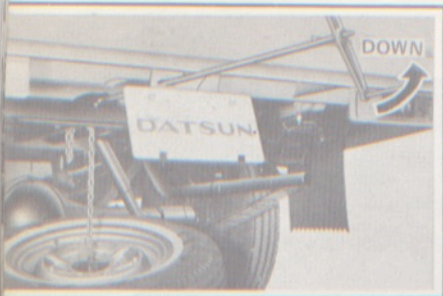
* When installing, tighten a little strong after lifting up and lock.

2 Jacking up

Place the jack under the lower link. (Front)

Place the jack under the rear spring seat. (Rear)

* Before the car is jacked up, apply the parking brakes and, as an added precaution against moving, place a large stone or block under the front and rear of one wheel.



- ③ Remove the wheel cap

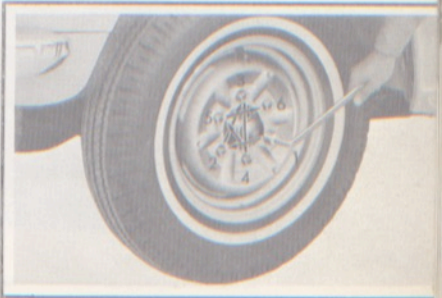
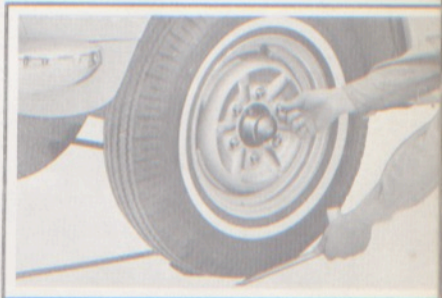
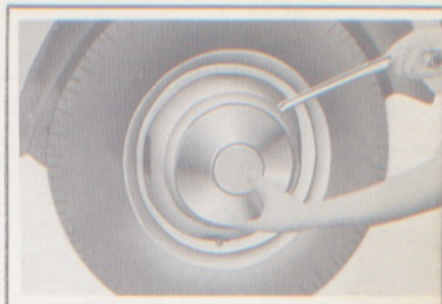
- ④ Loosen the wheel nuts

When loosening, turn the nuts counter-clockwise by wheel nut wrench.

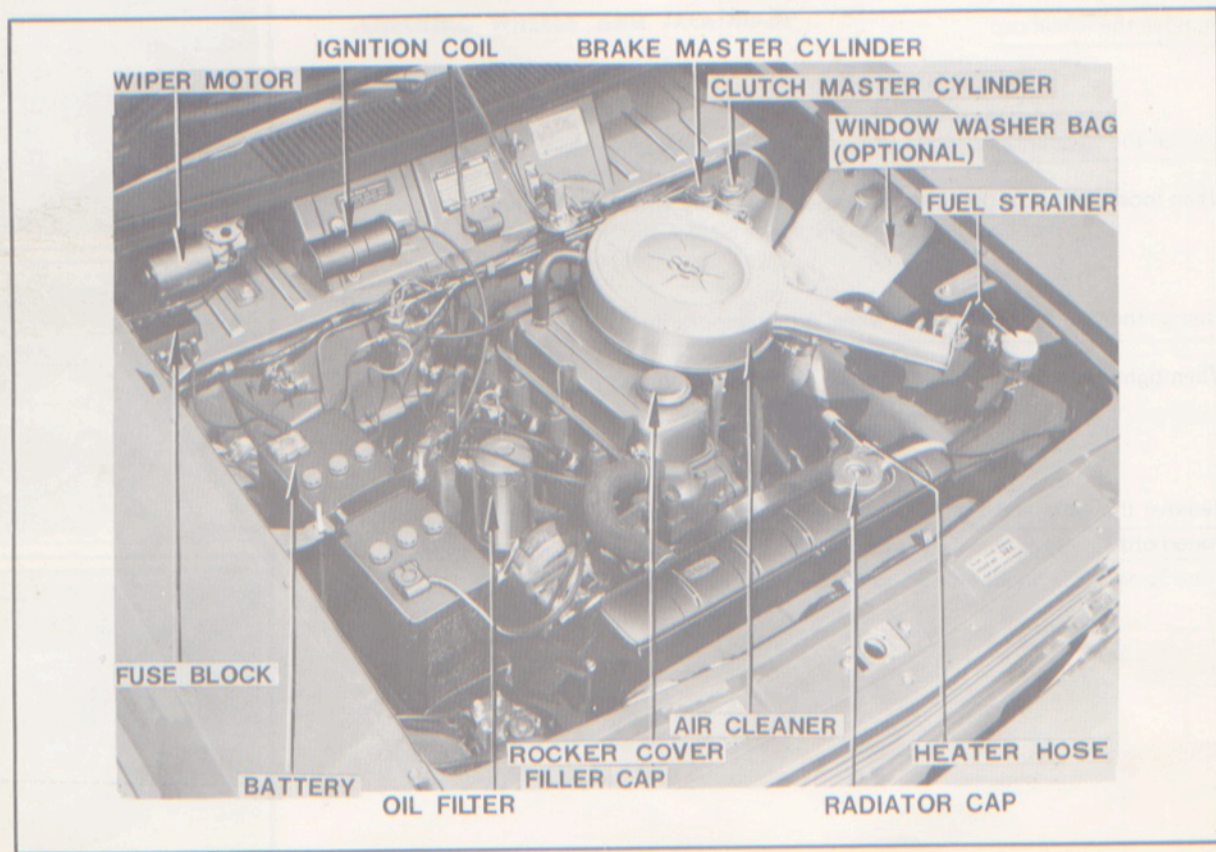
- ⑤ Change the tire, and tighten the wheel nuts temporarily

When tightening, be sure to follow the order shown in figure.

- ⑥ Remove the jack, and tightening the wheel nuts properly following the above mentioned order.



ENGINE COMPARTMENT

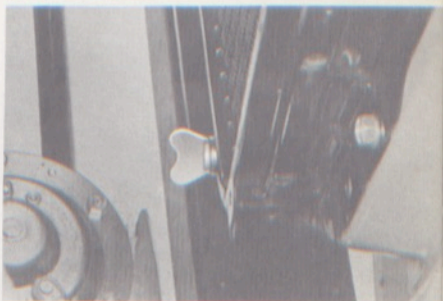
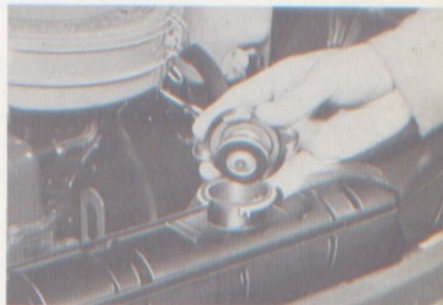
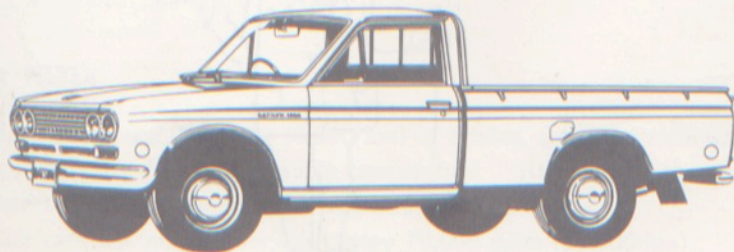


COOLING WATER

A pressurized, cooling system is used. A check should be made periodically to ensure that there has been no loss of coolant due to leakage.

However, do not check the coolant while the system is hot. Change the coolant every 6,000 miles (10,000 km).

If Nissan Long Life Coolant is used in the system, it should be changed every 24,000 miles (40,000 km). Nissan Long Life Coolant with a concentration of 30% will provide protection down to a temperature of -15°C (5°F) and with a 50% concentration -35°C (-31°F).

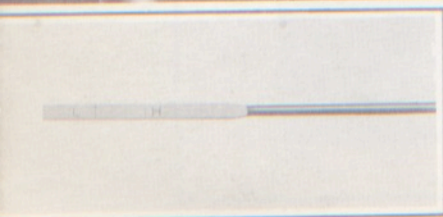


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ENGINE OIL LEVEL

The engine oil level should be checked prior to starting the engine with the car standing on level ground. Use the oil level gauge located on the right hand side of the engine. Pull out the dipstick, wipe off any traces of oil, reinsert fully and again withdraw it.

The oil level should be maintained between High and Low mark lines, neither going above the High line nor under the Low line. If the oil level is found to be low, fill the oil by removing the rocker cover filler cap.



BRAKE AND CLUTCH FLUID

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

Check the brake piping for any leaks, because it is very important parts to supply brake fluid to wheel cylinder.

FAN BELT TENSION

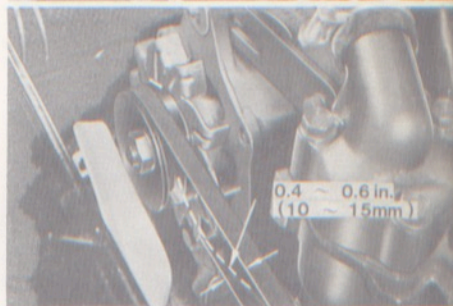
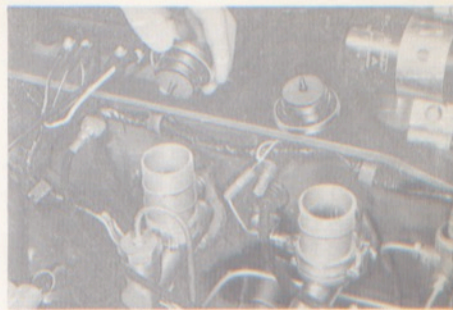
When it is necessary to check the fan belt tension, loosen the alternator adjusting link bolt and adjust the tension by moving the alternator.

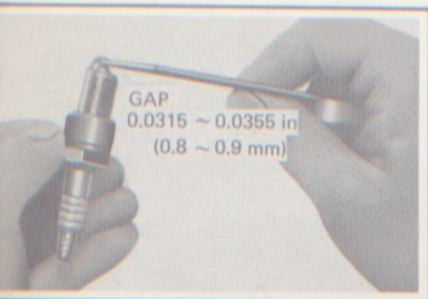
Check the belt slack between the alternator and the fan pulley, and adjust it to achieve a movement of 0.4 to 0.6 in (10 to 15 mm).

OIL FILTER

After the first 2,000 miles (3,000 km) of driving, drain and refill with an oil of the proper viscosity for the prevailing temperature. At this first change, the oil filter cartridge should be removed and replaced with a new one.

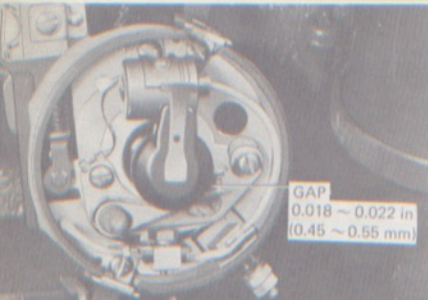
This cartridge must be renewed every 10,000 miles (15,000 km).





SPARK PLUGS

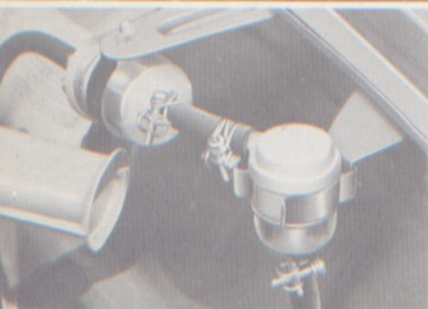
The spark plugs should be checked every 3,000 miles (5,000 km) and replaced every 12,000 miles (20,000 km), if the engine misses, is hard to start, or if fuel economy decreases.



CHECKING CONTACT POINTS

Contact points and gap should be inspected every 3,000 miles (5,000 km).

Be sure that the contact surfaces are clean and not so burned that they must be replaced. The correct gap of 0.018 to 0.022 in (0.45 to 0.55 mm) should be checked with a feeler gauge.



FUEL STRAINER

The two fuel strainers are of the cartridge type for further effective filtration and should be replaced at intervals not to exceed 24,000 miles (40,000 km).

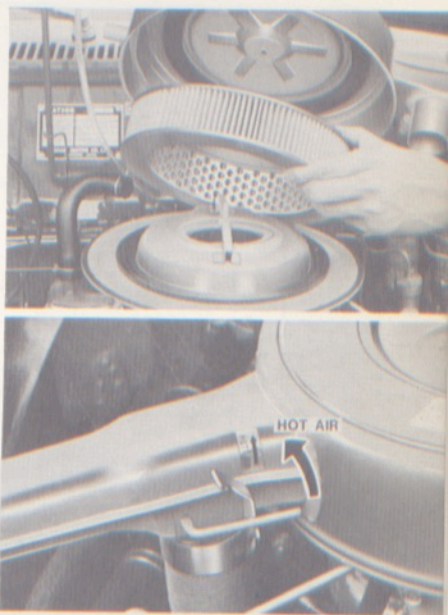
AIR CLEANER

The element is of the wet paper filter type. Since it has been specially treated there is no need to clean it but it should be replaced every 24,000 miles (40,000 km) under normal conditions.

Although the element may look very dirty, if you try to clean it you will make it less efficient as the filter paper is easily damaged.

INTAKE AIR CONTROL VALVE

This valve is provided for preventing from icing. The hot air flows by fixing the lever upper limit. And the cold air flows by fixing the lever lower limit,



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

- 1 Check the radiator coolant. (See page 35)
- 2 Check the engine oil. (See page 36)
- 3 Check the battery. (See page 28)

Unscrew each filler cap and check the fluid level. If necessary add distilled water to bring the level up to approximately 0.197 in (5 mm) above the plate.

- 4 Check tire pressure, wear and scars. (See page 31)
- 5 Check turn indicators, horn and all lights and switches for proper operation. (See pages 8, 9 and 10)
- 6 Check the windshield washer fluid level. (if equipped)
- 7 Check leakage and amount of fluid in brake and clutch master cylinders. (See page 37)
- 8 Check clutch and brake operation.
- 9 Check steering wheel play.

Wheel play : 1.0 to 1.4 in (25 to 35 mm)



PERIODIC MAINTENANCE

MAINTENANCE FREQUENCY EVERY					LUBRICATION	MAINTENANCE CALENDAR													
24000 mile (36000 km)	12000 mile (18000 km)	6000 mile (9000 km)	2000 mile (3000 km)			600 mile (1000 km)	2000 mile (3000 km)	4000 mile (6000 km)	6000 mile (9000 km)	8000 mile (12000 km)	10000 mile (15000 km)	12000 mile (18000 km)	14000 mile (21000 km)	16000 mile (24000 km)	18000 mile (27000 km)	20000 mile (30000 km)	22000 mile (33000 km)	24000 mile (36000 km)	
			●	Engine Oil	Change engine oil	●	●	●	●	●	●	●	●	●	●	●	●	●	
					Replace oil filter		●				●							●	
		○			Lubricate carburetor linkage					○					○			○	
		○			Lubricate linkage of accelerator, clutch and brake					○					○			○	
		○			Lubricate hand brake and shift lever					○					○			○	
		○			Lubricate door hinges, hood lock					○					○			○	
		○	○		Lubricate distributor rotor shaft and breaker arm shaft					○					○			○	
		○			Check transmission gear oil level, top-up if necessary			○	○	○	○	○	○	○	○	○	○	○	
●				Gear Oil	Change transmission gear oil	●												●	
			○		Check differential gear oil level, top-up if necessary			○	○	○	○	○	○	○	○	○	○	○	
●					Change differential gear oil	●													○
		○			Check steering gear oil, top-up if necessary					○					○				●
			○	Grease	Grease up all nipples		○	○	○	○	○	○	○	○	○	○	○	○	
	●				Change wheel bearing grease								●						●
○					Apply grease to brake shoe linkage														○
		○			Apply grease to distributor cam heel					○					○				○
		○			Grease up steering gear linkage and front suspension									○					○
○					Grease up propeller shaft joints														○

○ = Check or supply

● = Change



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MAINTENANCE FREQUENCY EVERY				CHECKING POINTS (ENGINE)	MAINTENANCE CALENDAR												
24000 mile (36000 km)	12000 mile (18000 km)	6000 mile (9000 km)	2000 mile (3000 km)		600 mile (1000 km)	2000 mile (3000 km)	4000 mile (6000 km)	6000 mile (9000 km)	8000 mile (12000 km)	10000 mile (15000 km)	12000 mile (18000 km)	14000 mile (21000 km)	16000 mile (24000 km)	18000 mile (27000 km)	20000 mile (30000 km)	22000 mile (33000 km)	24000 mile (36000 km)
				Re-tighten cylinder head, manifolds and exhaust pipe	○			○			○			○			○
			○	Adjust tappet clearance	○												○
			○	Check ignition timing	○												○
			○	Check fan-belt tension	○												○
			○	Check carburetor and retighten fitting parts	○	○	○	○	○	○	○	○	○	○	○	○	○
			○	Check leak from oil pan	○	○	○	○	○	○	○	○	○	○	○	○	○
				Re-tighten engine mountings	○												○
				Check amount of cooling water and leakage	○												○
			○	Check fuel leakage	○												○
			○	Check spark plugs (clean and check gap)	○	○	○	○	○	○	○	○	○	○	○	○	○
	●			Change spark plugs													●
		●		Change cooling water				●			●			●			●
			○	Check distributor cap, rotor and point		○	○	○	○	○	○	○	○	○	○	○	○
			○	Check engine idling		○	○	○	○	○	○	○	○	○	○	○	○
			○	Check air cleaner fitting													○
			○	Clean oil filter cap													○
			○	Check fuel strainer													○
			○	Check dirt of battery and terminals													○
			○	Check charging system operation													○
		○		Tighten mountings of engine and auxiliary parts													○
		○		Check alternator and regulator function													○
		○		Check starter motor operation and fittings													○
		○		Measure specific gravity of battery electrolyte													○
●				Change air cleaner element													○
○				Check fuel pump function													●
○				Measure compression pressure of cylinders													○
○				Clean jets and float chamber of carburetor													○
○				Check condenser function of distributor													○

○ = Check or supply

● = Change



MAINTENANCE FREQUENCY EVERY				CHECKING POINTS (CHASSIS, BODY)	MAINTENANCE CALENDAR												
24000 mile (36000 km)	12000 mile (18000 km)	6000 mile (9000 km)	2000 mile (3000 km)		600 mile (1000 km)	2000 mile (3000 km)	4000 mile (6000 km)	6000 mile (9000 km)	8000 mile (12000 km)	10000 mile (15000 km)	12000 mile (18000 km)	14000 mile (21000 km)	16000 mile (24000 km)	18000 mile (27000 km)	20000 mile (30000 km)	22000 mile (33000 km)	24000 mile (36000 km)
				Check clutch pedal play													
				Re-tighten steering idler													
				Check knuckle arm fittings													
				Re-tighten universal joint flanges													
				Re-tighten spring U-bolts													
				Re-tighten doors opening and closing													
				Re-tighten body mountings													
				Check clutch operation													
			○	Check steering linkage and wheel play													
			○	Check foot and hand brake operation													
			○	Check damage of pipes and hoses													
			○	Check tire wear and cleft													
		○		Check front and rear suspension													
		○		Check joints of propeller shaft													
		○		Check wear in front wheel bearings													
		○		Rotate tire position													
		○		Check damage of wheel discs													
		○		Measure wheel balance													
		○		Check damage of electric wiring connection													
		○		Road test													
		○		Re-tighten steering gear box													
	○			Check operational mechanism of transmission													
	○			Check shock absorbers													
	○			Re-tighten door hinges other fittings													
	○			Measure front wheel alignment													
	○			Check brake drums and linings													
	○			Tighten transmission													
	○			Tighten frame and body mountings													
	○			Check stabilizer													
○				Clean and check brake pipes and hoses													
○				Check exhaust pipe and muffler fittings													
○				Check headlight aiming and brightness													



RECOMMENDED LUBRICANTS

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

Temperature	* F	Under 10	10 ~ 90	Over 90
	* C	Under -12	-12 ~ 32	Over 32
Engine Oil (MS)		SAE 10W (MS)	SAE 20W (MS)	SAE 30W (MS)
Gear Oil	API GL-4	SAE 80 (MP)	SAE 90 (MP)	SAE 140 (MP)
	API GL-5	SAE 80 (MPS)	SAE 90 (MPS)	SAE 140 (MPS)

Manufacture	TEXACO INC.	CHEVRON OIL CO.	CALTEX	MOBIL	SHELL	ESSO	BP (British Petroleum)	CASTROL	
Engine oil	Multi-grade	Havoline Motor Oil 10W-30, 20W-40	RPM Supreme Motor Oil 10W-30,	Five Star Motor Oil 10W-30, 20W-40	Mobiloil Special (10W-30)	Shell X-100 10W-30, 20W-40	Esso Extra Motor Oil 10W-30, 10W-30	BP Super Viscostatic Motor Oil 5W-20, 10W-30	Castrolite 10W-30 Castrol XL20W-40
	Regular (Single grade or double grade)	Havoline Motor Oil 10W, 20W-40, 30, 40	RPM Special Motor Oil 10W, 20W-20, 30, 40	Five Star Motor Oil 10W, 20, 30, 40	Mobiloil 10W Artic(20) AF(40) A (30) BB(50)	Shell X-100 20W, 10W, 20, 30, 40, 50	Esso Motor Oil 20W-30, 10W, 40, 50	BP HD Motor Oil 10W, 20W, 30, 40, 50	Castrol 5WHD, 10WHD 20W-20HD, 30HD, 40HD, 50HD
Gear oil	APL GL-4	Universal Gear Lubricant EP80, 90	RPM Multi-Service Gear Lubricant 80, 90, 140	Universal Thuban 80, 90	Mobilube GX80, 90, 140, Mobilube EP80-90, 90, 140	Spirax 80EP, 90EP, 140EP	Esso Gear Oil GP80, 90, 140	BP Gear Oil 80EP, 90EP, 140EP	Castrol Hypoy 80 Castrol Hypoy 90
	APL GL-5	Multigear Lubricant EP80, 90, 140	RPM Universal Gear Lubricant 80, 90, 140	Multi Purpose Thuban EP80, 90, 140	Mobilube HD80-90, 90, 140	Spirax HD80, 90, 140	Esso Gear Oil GX80, 90, 140	BP Hypogear 90 Universal	Castrol Hypoy B90
Multi-purpose grease Chassis Wheel bearings	Marfak All Purpose Grease Marfak Multi Purpose Grease	RPM Multi-Motive Grease	Marfak All Purpose Grease Marfak Multi Purpose Grease	Mobil Grease MP	Retinax A	Esso Multi Purpose Grease	BP Energrease L2	Castrollease LM	
Automatic transmission fluid	Texamatic Fluid	—	Texamatic Fluid	Mobil Fluid 200 Type A	Donax T6	Esso ATF	BP ATF Type A Suffix A	Castrol TQ Type A Suffix A	
Brake fluid (SAE 70R3)	Texaco Brake Fluid Super Heavy Duty	Atlas Extra HD Brake Fluid 400	Caltex Brake Fluid Super Heavy Duty	Mobil Super Heavy Duty Brake Fluid	Shell Donax B	Esso Hydraulic Brake Fluid Heavy Duty 400	BP Brake Fluid	Castrol HD	
Disc brake fluid (SAE 70R3)	—	—	—	—	—	Esso Hydraulic Brake Fluid Heavy Duty 400	BP Disc Brake Fluid	Castrol Girling Brake and Clutch Fluids-Amber	
Anti-freeze coolant	Anti-Freeze Coolant	Atlas Perma-Guard Antifreeze and Coolant	Anti-Freeze Coolant	Mobil Freezone	Shellzone Shell Anti-Freeze	Atlas Perma-Guard Antifreeze and Coolant	—	Castrol Anti-Freeze	



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GENERAL SPECIFICATIONS

MODEL:

L521-TU(H)

DIMENSIONS & WEIGHT

Overall length	170.3 in (4,325 mm)
Overall width	62.0 in (1,575 mm)
Overall height	60.8 in (1,545 mm)
Wheelbase	99.6 in (2,530 mm)
Tread front	49.2 in (1,250 mm)
Tread rear	49.9 in (1,267 mm)
Payload	1,102 lb (500 kg)
Vehicle weight	2,116 lb (960 kg)
Min. road clearance	7.9 in (200 mm)
Rear body interior	
length	7.28 in (1,850 mm)
width	56.3 in (1,430 mm)
height	15.7 in (400 mm)
Seating capacity	2

PERFORMANCE

Max. speed	78 mph (125 km/h)
Grade ability (sin θ)	0.294
Min. turning radius	17.1 ft (5.2 m)

ENGINE

Model J; Gasoline engine; water cooled, four-cycle O.H.V.; Four-cylinder in line; Bore 2.87 in (73 mm); Stroke 3.06 in (77.6 mm); Piston displacement 79.3 cu in; (1,299 cc); Max. B.H.P. 5,200 rpm at 67 HP (SAE); Max. torque 76 7 ft-lb (10.6 m-kg) at 2,800 rpm (SAE); Compression ratio 8.2 : 1.

FUEL SYSTEM

"HITACHI" dual barrel, down draft type carburetor; Mechanical type diaphragm pump; Paper element type air cleaner;

LUBRICATION SYSTEM

Pressure feed with full flow type oil filter; Trochoid type pump;

IGNITION SYSTEM

Coil and distributor with mechanical and vacuum control;

COOLING SYSTEM

Pressurized radiator with centrifugal pump; Pellet type thermostat and fan;



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ELECTRIC SYSTEM

12 volt, 40 A.H. or 50 A.H. or 60 A.H. battery; 300 watt alternator with regulator; 1 KW (1.4 HP) magnetic shift starter. (NEGATIVE EARTH)

CLUTCH

Single dry disc with cushioning spring; Dia. 7.87 in (200 mm).

TRANSMISSION

4 forward speeds and 1 reverse; All synchromeshed on forward gears; Floor gear-change lever; Gear ratio 1st 3.657, 2nd 2.177, 3rd 1.419, 4th 1.000 and reverse 3.638

REAR AXLE

Semi-floating axle; Hypoid bevel final gear; Ratio 4.875;

FRONT SUSPENSION

Independent torsion bar type with tension rods, telescopic shock absorbers and stabilizer.

REAR SUSPENSION

Longitudinal semi-elliptic springs; 5 leaves; Telescopic shock absorbers

STEERING

Right or left hand drive; Recirculating ball type gear; Ratio 19.8 : 1

BRAKES

Hydraulic; Uniservo type for front; Duoservo type for rear; Parking brake mechanically operated on rear wheels only; Brake drum dia. 10 in (254 mm).

FRAME

Pressed steel box section

WHEELS & TIRES

Steel wheel disc size 4J x 14

Tire size 6.00-14-6PRLT

LIGHTS

Four head lights (sealed beam) with dipping; Two parking and front turn indicator lights; Two combined stop, tail and turn indicator and back up lights; Reflectors; Rear license light; Room lamp.

INSTRUMENTS

Speedometer; Fuel gauge; Water temperature gauge; Oil pressure warning light; Alternator indicator; Turn indicator warning light; Main beam warning light; Engine compartment light; On instrument panel, ignition and starter switch, lighting switch, choke control knob, windshield two speed wiper switch incorporated with washer switch.

BODY WORKS

All steel fully upholstered with vinyl leather; Interior back mirror; Floor mat; All steel pick up type rear body with horizontally hinged tail board; Spare tire carrier under cargo floor; Seat belts; Heater, Engine room inspection lamp; Instrument panel with soft pad.

Hazard flasher, Side reflex reflectors, Door mirror, Windshiled washer.

OPTIONAL EQUIPMENT

Guard frame; Additional sunvisor; Double-tone horn; Radio; Clock; White side wall tires; Cigarette lighter; Glove compartment lid lock; Windshield moulding; Gasoline filler cap with lock; Door Switch on driver side; Arm rests on both sides; 60 A.H. battery; Tire gauge.



ENGINE

Compression pressure at 350 rpm	163 lb/in ² (11.5 kg/cm ²)
Valve tappet clearance	0.0138 in (0.35 mm)
Float level from fuel surface to float chamber upper	0.75 in (19 mm)
Fan belt slackness	0.6 to 0.8 in (15 to 20 mm)

ELECTRICAL EQUIPMENT

Firing order	1-3-4-2
Ignition timing at 700 rpm	0° B.T.D.C.
Distributor point gap	0.018 to 0.022 in (0.45 to 0.55 mm)
Spark plug gap	0.0315 to 0.0355 in (0.8 to 0.9 mm)
Battery electrolyte	
Specific gravity at full charged	1.280 (20°C)
Level from pole plate	0.4 in (10 mm)
Voltage regulator	
Adjusting voltage at free load	14.5 ± 0.5V (Alternator 4,000 rpm)

CAPACITY

Fuel tank	41 ℓ (10.8 U.S.gal.)
Oil pan	3.0 ℓ (3.16 U.S.quarts)
Oil filter	0.63 ℓ (1.33 U.S.pints)
Transmission	2.0 ℓ (2.11 U.S.quarts)
Differential	0.83 ℓ (1.75 U.S.pints)
Coolant	5.6 ℓ (5.92 U.S.quarts)



SPECIAL MAINTENANCE FOR EMISSION CONTROL SYSTEM

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

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

[Special tune-up data for emission control system]

L521-TU 0° T.D.C. at 700 rpm



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MAINTENANCE FREQUENCY EVERY					CHECKING POINTS Engine equipped with emission control system	MAINTENANCE CALENDAR									
40000 km (24000 mile)	20000 km (12000 mile)	10000 km (6000 mile)	5000 km (3000 mile)			1000 km (600 mile)	3000 km (2000 mile)	6000 km (4000 mile)	10000 km (6000 mile)	15000 km (9000 mile)	20000 km (12000 mile)	25000 km (15000 mile)	30000 km (18000 mile)	35000 km (21000 mile)	40000 km (24000 mile)
			<input type="radio"/>	Engine	Check ignition timing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
			<input type="radio"/>	Engine	Check engine idling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>			Engine	Engine major tune-up					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>		<input type="radio"/>	Engine	Check spark plugs		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>			Engine	Replace spark plugs					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>		<input type="radio"/>	Engine	Check high tension cables					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>		<input type="radio"/>	Engine	Check for fitting and wear of distributor breaker point		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>			Engine	Replace distributor breaker points					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Engine	Apply grease to distributor rotor shaft					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Engine	Apply grease to distributor cam and wick					<input type="radio"/>				<input type="radio"/>	
<input type="radio"/>				Engine	Replace carburetor air cleaner element									<input type="radio"/>	
	<input type="radio"/>			Crank- case emission	Check for leaks of hoses and hose connections					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Crank- case emission	Check for proper function of solenoid valve					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Crank- case emission	Check for proper function of vacuum switch					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Exhaust emission	Check for proper function throttle valve switch					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Exhaust emission	Check for proper function of clutch switch					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Exhaust emission	Check for proper function of neutral switch					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Exhaust emission	Check for proper operation of vacuum control valve					<input type="radio"/>				<input type="radio"/>	
	<input type="radio"/>			Exhaust emission	Check for leaks of hoses and hose connections					<input type="radio"/>				<input type="radio"/>	

NOTE

Owner Name : _____

Owner Address: _____

Purchase Date : _____

Dealer Name : _____

Dealer Address: _____

Vehicle Model : _____

Chassis Number : _____

Engine Number : _____

Checking Date : _____





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