



TECHNICAL BULLETINS

January 1969 through December 1972

Technical Communications Dept. of Technical Engineering

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Nissan Motor Corporation in U.S.A.

FOREWORD

Technical Bulletins issued since January, 1969 have been reprinted in this volume with a few minor changes and updating. Some bulletins have been eliminated. For example, Technical Bulletins used as "cover letters" for the distribution of Service Manuals are not included, for obvious reasons. A few other bulletins which were totally outdated have been eliminated. But with these exceptions the bulletins are presented as they were originally published.

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**CLASSIFICATION OF
TECHNICAL BULLETINS**

Bulletin Number TS72-12	Date March 3, 1972
Classification Number G172-002	Section General Information
Models All	

Heretofore, Technical Bulletins have carried only a serial number to show the sequence of publication. Now, Technical Bulletins are classified according to subject and are identified by a two letter symbol.

The identification box in the upper right corner of the bulletins will be changed. It will look like this example:

TECHNICAL BULLETIN

Bulletin Number	Date
Classification Number	Section
Model	

Here's what you'll find:

- 1 A general serial number, as before.
- 2 A date
- 3 A classification (or subject) number, made up of two parts. A section symbol and a serial number, starting with -001.
- 4 The section (subject) name.
- 5 Applied vehicle model(s).

**DISTRIBUTION OF BINDERS AND
CLASSIFICATION INDEXES**

Bulletin Number TS72-30	Date April 11, 1972
Classification Number G172-010	Section General Information
Models All	

A three-ring binder and set of dividers will be supplied. Beginning with bulletin No. TS72-08, all Technical Bulletins will carry the two-letter "Section" symbol. The symbols are listed and defined on the Index page of the divider set. File Technical Bulletins behind the appropriate divider and enter their classification numbers and titles on the divider.

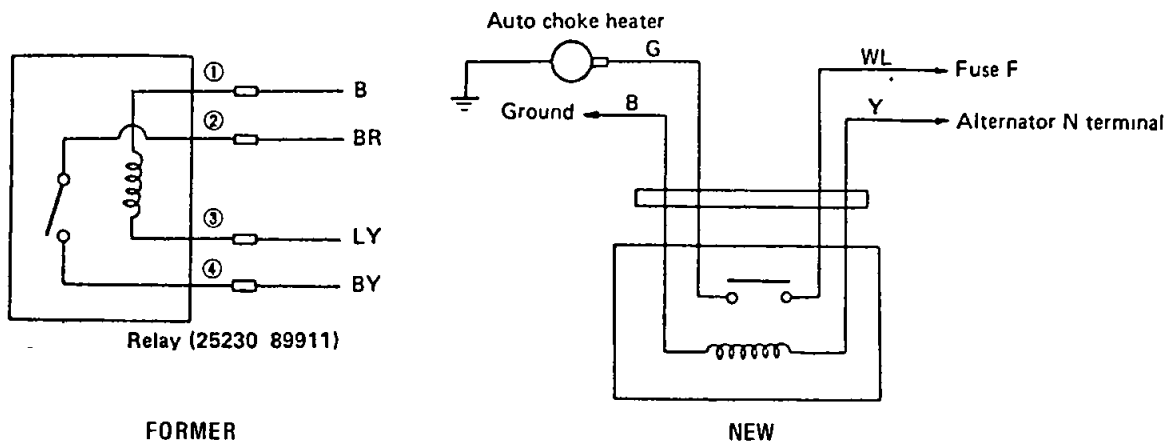
**CORRECTIONS FOR SERVICE
MANUAL, 1972 PL510 CHASSIS
AND BODY**

Bulletin Number TS72-22	Date April 3, 1972
Classification Number G172-007	Section General Information
Models 510 series	

The following corrections and revisions should be noted in the Model 510 Chassis and Body Service Manual, 1972 edition

On pages BR-10 and BR-21 of the brake section, the allowable run-out of the front brake rotor is incorrectly given as less than 0.06 mm (0.002 in). The correct allowance for run-out is less than 0.12 mm (0.005 in)

The third switch relay circuit is illustrated incorrectly in the wiring diagram on page BE-1. The correct illustration is shown below. It is important to wire this relay properly as mixing the wires can result in considerably reduced engine power. The wiring diagram for the automatic choke circuit is also included.



The distance between body alignment check points (D to D) on page BF-4 should be 687.0 ± 2 mm in place of the 886.8 ± 2 mm measurement shown in the manual. The detail drawing, also on page BF-4, labelled Front Suspension Member Installing Hole (Rear) should be Front Suspension Installing Hole (Front).

**CHANGES IN FLAT RATE
SCHEDULE FOR THE 510
SERIES AND PL521 PICKUP**

Bulletin Number TS72-23	Date April 3, 1972
Classification Number G172-006	Section General Information
Models 510 series and PL521	

Changes in the "Flat Rate Schedule" for Datsun 1300 and 1600" and "Flat Rate Schedule for Datsun Pickup" are shown in the following table. Please write the changed rates in your schedule.

For PL510 Operation EL-001, Oil pan/Gasket—R & R, a new procedure, not requiring R & R engine assembly, is included. It also applies to Operation EL-104, Oil Strainer—R & R. The new times are effective immediately.

Operation	Description	Former Time	New Time	Remarks	Applied Model
EM-306	Flywheel—R & R	3 1	3 4	Includes R & R Converter (Automatic Transm only)	510
EM-401	Cylinder head ass'y/head Gasket—R & R	2 6	3 2	Complete operation	510, 521
EM-501	Engine front cover/Gasket—R & R	3 3	4 6	Includes R & R Oil Pan	510
EL-001	Oil pan/Gasket—R & R	4 2	1 8	Procedure attached	510
EL-104	Oil strainer—R & R	4 2	1 8	See EL-001 Procedure	510
FU-101	Carburetor ass'y/Insulator—R & R	0 5	0 8	Includes Emission Contr cks	510, 521
FU-303*	Manual choke control cable—R & R	0 1	0 3		510, 521
EE-101	Starter motor—R & R	0 4	0 6		510, 521
EE-401	Alternator ass'y—R & R	0 2**	0 6	Includes R & R Battery	510, 521

* 301 m PU Schedule

** 03 m PU Schedule

Model Series 510 Series	New Time 1 8 Hrs (add 0 5 Hrs if equipped with Frigiking Air Conditioning)	Former Time 510 Series 4 2 Hrs
Operation Number EL-001	Reason for Change When the procedure given here is used, engine assembly R & R is not required	
Operation Title Oil pan/Gasket—R & R	Comment Operation EL-104, Oil Strainer—R & R, is included Flat Rate Time is the same	
Schedule Title Flat Rate Schedule for Datsun 1300 & 1600		

New Procedure

CAR ON THE GROUND

- 1 Remove dipstick
- 2 Remove battery cable (+) from battery
- 3 Remove nut holding left motor mounting insulator to engine

CAR RAISED

- 4 Drain oil pan

- 5 Drop steering linkage from idler arm and steering box
- 6 Remove front splash shield
- 7 Remove clutch inspection cover or torque converter inspection cover
- 8 Remove nuts and bolts holding both front motor mounting insulators to front suspension member
- 9 Place block of wood on top of jack stand and place stand under the crankshaft pulley Raise engine 2 ½ inches ONLY
(Note Raise engine 3 inches if equipped with Frigiking Air Conditioner)
- 10 Remove left engine mounting insulator
- 11 Remove oil pan bolts and drop pan until it rests on the cross member
- 12 Remove the oil strainer pick-up unit, located inside the oil pan
- 13 Turn oil pan clockwise, move it back toward the transmission and lower it
- 14 Replace oil pan gasket
- 15 In reverse order of removal, return oil pan to rest on cross member
- 16 Re-install oil strainer pick-up unit and gasket
- 17 Secure the oil pan
- 18 Replace left motor mount
- 19 Lower engine into place
- 20 Install nuts and bolts on both motor mounting insulators
- 21 Install clutch or torque converter inspection cover
- 22 Replace front splash shield
- 23 Replace steering linkage
- 24 Replace oil pan drain plug

LOWER CAR TO GROUND

- 25 Replace left motor mounting insulator nut
- 26 Replace battery cable (+)
- 27 Replace dipstick
- 28 Refill with oil

FLAT RATE CHANGES

Bulletin Number TS71-46	Date October 4, 1971
Classification Number _	Section General Information
Models PL510, HLS30	

Flat rate times for the following operations have been changed

Models	Operation No	Operation Title
HLS30	EM-302	Crankshaft Rear Oil Seal – R & R
HLS30	EM-105	Crankshaft Bearing Cap Side Seal – R & R
PL510	EM-105	Crankshaft Bearing Cap Side Seal – R & R

Times shown on the Flat Rate Change sheets should be entered in your Flat Rate Schedules
Where necessary, we have included procedures on the Change Sheets

Model Series HLS30 Sports	New Time 1.5 hrs. (Do not add 0 3)	Former Time 9 0 hrs.
Operation Number EM-105	Reason for Change When the procedure given here is used, removing and replacing the engine is not required	
Operation Title Crankshaft Bearing Cap Side Seal - R & R		
Schedule Title Flat Rate Schedule for 240-Z		

New Procedure

- 1 Drain oil from oil pan
- 2 Remove oil pan securing bolts and oil pan
- 3 Remove rear main bearing cap Use special tool No ST165-00000 (Puller) and No 99995-00058 (Adapter)
- 4 Replace side seals in main bearing cap
- 5 Replace main bearing cap and torque to 39 ft-lbs
- 6 Clean and replace oil pan using new gasket
- 7 Refill with oil

Model Series PL510 - Sedan WPL510 - Station Wagon	New Time 2.0 hrs. (Do not add 0.3)	Former Time 8.8 hrs.
Operation Number EM-105	Reason for Change When the procedure given here is used, removing and replacing the engine is not required.	
Operation Title Crankshaft Bearing Cap Side Seal - R & R		
Schedule Title Flat Rate Schedule for Datsun 1300 & 1600		

New Procedure

CAR ON THE GROUND

- 1 Loosen the front bolts on both motor mounts
- 2 Remove rear and center mounting bolts and nuts

CAR RAISED

- 3 Drain oil pan
- 4 Drop steering linkage from idler arm and steering box
- 5 Remove front splash pan
- 6 Jack up engine from the underside, taking care to guide fan blades outside the radiator cowl
- 7 Remove oil pan bolts and drop pan until it rests on the cross member
- 8 Remove the oil strainer pick-up unit, located inside the oil pan
- 9 Turn oil pan clockwise and swivel mounts for clearance. Then move the oil pan back toward the transmission and lower it
- 10 Remove rear main bearing cap. Use special tool No. ST165-00000 (Puller), No. 99995-0058 (Adapter)
- 11 Replace side seals in main bearing cap
- 12 Replace main bearing cap and torque to 32.5 to 39.8 ft-lbs
- 13 In the reverse order of removal, reinstall oil pan, using a new gasket
- 14 Replace oil strainer pick-up unit
- 15 Secure the oil pan
- 16 Mount engine and start bolts. Lower to normal position. Remove Jack
- 17 Replace front splash pan
- 18 Replace steering linkage

LOWER CAR TO GROUND

- 19 Tighten engine mounting nuts and bolts
- 20 Refill with oil

Model Series HLS30 Sports	New Time 3.6 hrs	Former Time 9.0 hrs.
Operation Number EM-302	Reason for Change For vehicles equipped with either manual or automatic transmissions, removing the engine is not necessary	
Operation Title Crankshaft Rear Oil Seal - R & R		
Schedule Title Flat Rate Schedule for 240-Z		

New Procedure

The procedure is unchanged except that the engine is not removed

INSTALLATION OF 1971 AIR CONDITIONING KIT IN 1972 VEHICLES

Bulletin Number TS72-05	Date January 11, 1972
Classification Number	Section General Information
Models All	

Frigiking Air Conditioning units are redesigned annually for each model Datsun vehicle. Never attempt to install a 1971 model air conditioning unit on a 1972 model vehicle, nor a unit designed for one model vehicle on a different model vehicle. The units are not interchangeable, either from year to year or from model to model.

ABOLISHMENT OF TOUCH-UP PAINT

Bulletin Number TS72-40	Date April 5, 1972
Classification Number G172-013	Section General Information
Models All	

Touch-up paint, formerly found in the glove compartment of Datsun vehicles, is no longer furnished.

Beginning Date. On or about April 1, 1972

Parts Information Touch-up paint and grey primer, in 6 oz aerosol containers, will be available through the Parts Department For details refer to National Parts Bulletin, NPD72-014, April 25, 1972

REMOVING POLYETHELENE COVERS

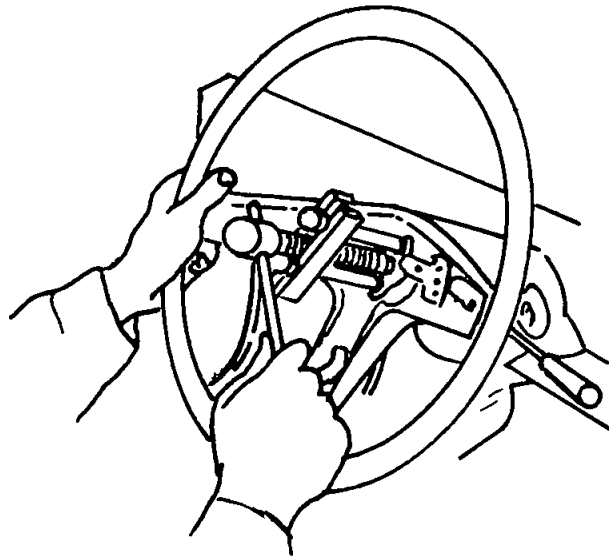
Bulletin Number TS72-37	Date April 28, 1972
Classification Number G172-011	Section General Information
Models All	

The federal government's safety regulations, as stated in MVSS No 302, require the removal of the thin polyethelene covers found on seat cushions, seat backs, seat belts and head restraints These coverings should be removed at the predelivery service or at the earliest opportunity

STEERING WHEEL PULLER

Bulletin Number TS72-48	Date June 6, 1972
Classification Number G172-016	Section General Information
Models (W)PL510, 1200, 240-Z	

Datsun passenger vehicles use a shock absorbing, collapsible steering shaft for safety The shaft collapses at the specified impact force in axial direction Therefore, the steering column shaft should never be hammered To remove the steering wheel use the special tool, Steering Wheel Puller, to prevent damage This tool is available for all Datsun passenger vehicles



Parts Information

Part Name	Part Number
Universal Steering Wheel Puller	99995-00059

ENGINE NUMBERS

Bulletin Number TS72-62	Date June 29, 1972
Classification Number G172-021	Section General Information
Models A12 engine	

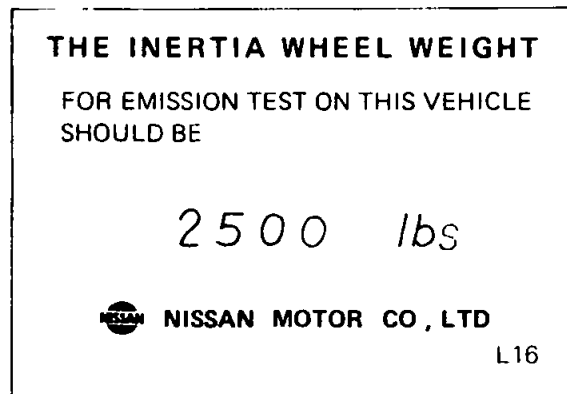
Modification Notice The range of numbers assigned to A12 engines has been exhausted. The numbering system will be returned to 000101 and started again.

New	Former
A12 000101	A12 799999

INERTIA WEIGHT LABEL

Bulletin Number TS72-65	Date July 1, 1972
Classification Number G172-019	Section General Information
Models PL620	

Service Notice A label showing inertia weight for emission test conditions has been affixed to the upper center of the firewall in the engine compartment.



LUBRICANT SPECIFICATIONS

Bulletin Number TS72-82	Date August 5, 1972
Classification Number G172-026	Section General Information
Models All	

Service Information Use of the proper fluids and lubricants will add greatly to the performance, economy, and long life of a vehicle. Fluid and lubricant specifications for current Datsun vehicles are given below.

Item	Specifications	Remarks
Engine Oil	SAE classification SD or SE	For recommended viscosity table, refer to Service Manual & Owners Manual
Transmission and steering gear oil	API GL-4	
Differential gear oil	API GL-5	
Automatic transmission fluid	DEXRON	3N71B Automatic Trans
Multipurpose grease	NLG12	Lithium soap base
Brake and clutch fluid	DOT3	
Coolant antifreeze	Permanent coolant antifreeze	Ethylene glycol base

PRE-DELIVERY VEHICLE ALTERATION PROHIBITION

Bulletin Number TS72-87	Date August 10, 1972
Classification Number G172-027	Section General Information
Models All	

It has once again come to our attention that in some instances Datsun vehicles have been modified or altered prior to delivery to customers.

This practice is not only in violation of the National Traffic and Motor Vehicle Safety Act of 1966 but is also in violation of the Motor Vehicle Codes in most states. Since serious consequences can result from the modification or alteration of a new Datsun vehicle prior to delivery to the customer, we feel it necessary to restate our policy.

Nissan Motor Co. Ltd., the manufacturer of Datsun vehicles, is required by the National Traffic and Motor Vehicle Safety Act of 1966 to certify that each vehicle manufactured for sale in the United States conforms to all applicable Federal Motor Vehicle Safety Standards in effect on the date of manufacture and to permanently affix a label containing

such certification to each vehicle. This Nissan does after extensive tests and other procedures to assure that the vehicle meets the required safety standards.

It is unlawful to sell a vehicle which does not meet the safety standards. Most states also have vehicle codes which parallel the Federal Motor Vehicle Safety Standards. A dealer who sells a vehicle certified by the manufacturer without alteration is protected by the manufacturer's certification, but a dealer who sells a vehicle after altering it so that it does not conform to the Safety Standards, is subject to the penalties provided in the Safety Act (including a civil penalty of \$1,000 per offense) as well as those penalties imposed by state codes. This is in addition to any other civil liabilities.

Dealers will be held accountable for warranty liability to purchasers of vehicles modified or altered by their personnel, if such modifications or alterations would void the warranty if performed by the purchaser. Changes made to vehicles by lowering the suspension, modifying the exhaust system, modification, alteration or removal of the manufacturer's installed emission control devices etc., are the kind of alterations with which this bulletin is concerned. Any such modification, alteration or removal is hereby expressly disapproved.

USE OF KEENSERTS

Bulletin Number TS72-91	Date August 28, 1972
Classification Number G172-028	Section General Information
Models All	

New Parts Information The Nissan Parts Department is now stocking Keensert Repair and Refill kits for metric thread repair. (See Figure 1.) Repair kits contain special Keensert tools and inserts. Refill kits contain inserts only. The typical installation procedure for Keenserts is as follows:

1. Drill out the damaged threads. Keenserts instructions specify the drill size for each case. (See Figure 2.)

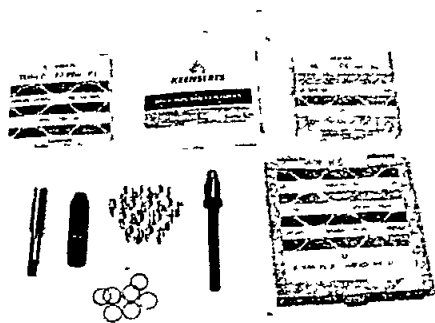


FIGURE 1



FIGURE 2