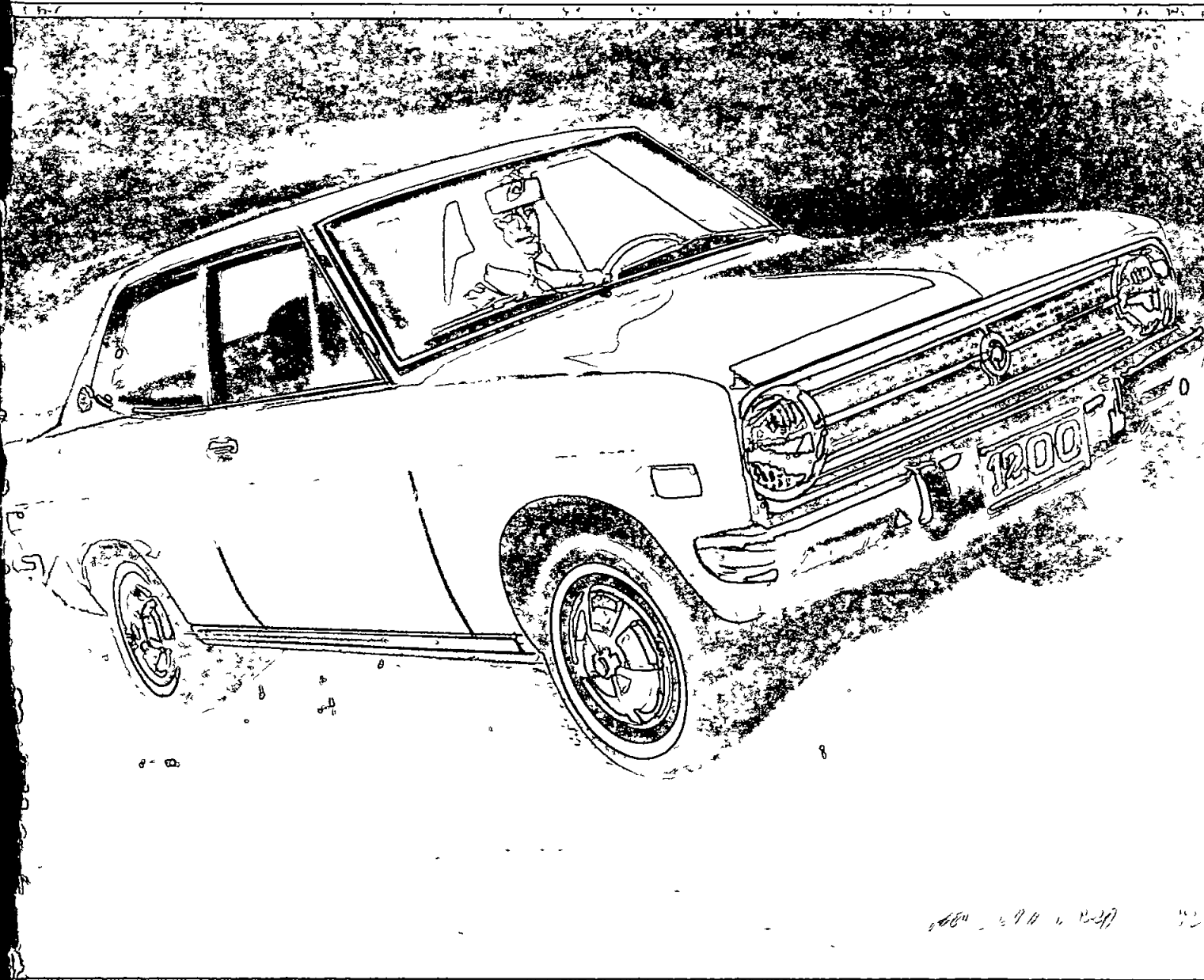


DATSUN 1200

RANGE: 1969-1973



WORKSHOP MAINTENANCE & REPAIR MANUAL

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DATSUN 1200

RANGE: 1971-1973

WORKSHOP MAINTENANCE & REPAIR MANUAL

BY DRAKE AUTOMOTIVE EDITORS

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The purpose of this manual is to provide the automobile owner and mechanic with a reference source with which he can perform normal service operations

We endeavor to incorporate the latest manufacturing design changes and up-to-date specifications at the time of publication. While every effort is made to attain accuracy, the Publisher cannot be held responsible for manufacturing changes, typographical errors or omissions.

Upon compiling the information contained herein, we have tried to be brief and simple, relying on the combination of photographs, illustrations and text to make this manual a useful tool

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Maintenance & Tune-up

Maintenance & Tune-up

VALVE CLEARANCES

Valve clearance adjustment should be made while engine is stationary

To adjust proceed as follows

Start engine and run it until it is heated to operating temperature, or at least, more than 176° of engine oil temperature, then stop engine

Rotate crankshaft to bring No 1 cylinder in top dead center on its compression stroke

Remove valve rocker cover to gain access to valve operating mechanism

Adjust valve clearance at following four points while engine is still hot

- 1 Exhaust valve of No 1 cylinder
- 2 Intake valve of No 1 cylinder
- 3 Intake valve of No 2 cylinder
- 5 Exhaust valve of No 3 cylinder

Note: Numbers in parenthesis agree with those in accompanying sketch.

Again, rotate crankshaft one turn so that No 4 piston is in top dead center on its compression stroke Adjust following valves

- 4 Exhaust valve of No 2 cylinder
- 6 Intake valve of No 3 cylinder
- 7 Intake valve of No 4 cylinder
- 8 Exhaust valve of No 4 cylinder

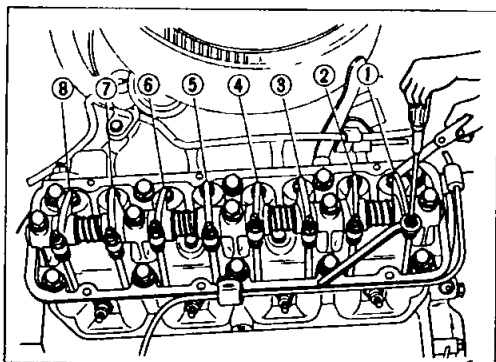


Fig 1 Adjusting valve clearance

Adjustment should be made while engine is hot After all valves have been adjusted correctly, tighten lock nut firmly to secure the adjustment

Checking and adjusting drive belt

Check for a cracked or damaged V-belt Replace if defective

Adjust the belt tension, if necessary Belt deflection when thumb pressure of 22 0 lb is applied midway between pulleys 0 394 to 0 590 in

ENGINE OIL

Oil capacity of engine (including oil filter)

Capacity

Maximum $\frac{7}{8}$ US gal, $\frac{3}{4}$ Imp gal

Minimum $\frac{5}{8}$ US gal, $\frac{1}{2}$ Imp gal

Make sure that engine oil is not deteriorated with cooling water or gasoline Drain and refill the oil, if necessary

Notes: a. A milky oil indicates the presence of cooling water.

Valve clearance

Hot	Intake	0 014 in
	Exhaust	

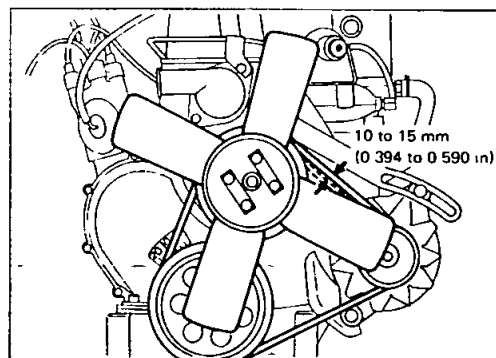


Fig. 2 Adjusting drive belt tension

Maintenance & Tune-up

Find the cause for necessary corrective action.

b. Oil with extremely low viscosity indicates dilution with gasoline.

Check oil level. If found below "L" mark, refill to "H" mark on gauge.

OIL FILTER

The oil filter is of a cartridge type.

Check for oil leaks through gasketed flange. If any leakage is found, retighten slightly. If necessary, replace filter as an assembly.

When installing an oil filter, tighten by hand.

Note: Do not overtighten oil filter, or oil leakage may result.

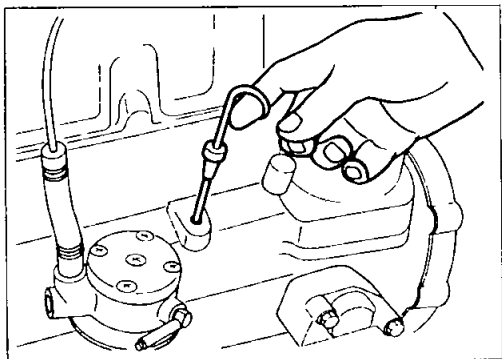


Fig 3 Checking engine oil level

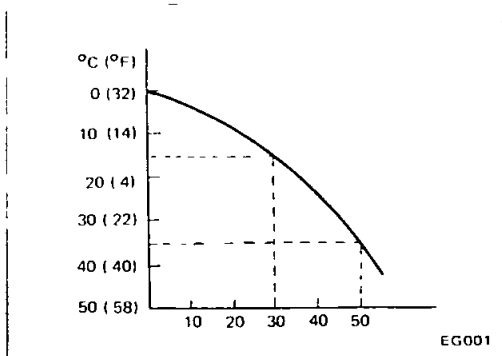


Fig 4 Protection concentration

COOLANT

LLC is an ethylene glycol base product containing chemical inhibitors to protect the cooling system from rusting and corrosion. The LLC does not contain any glycerine, ethyl or methyl alcohol. It will not evaporate or boil away and can be used with either high or low temperature thermostat. It flows freely, transfers heat efficiently, and will not clog the passages in the cooling system. The LLC must not be mixed with other products. This coolant can be used throughout the seasons of the year.

Whenever any coolant is changed, the cooling system should be flushed and refilled with a new coolant. Check the level.

COMPRESSION

Compression pressure test

Note: To test cylinder compression, remove all spark plugs and hold tester fit-

Percent concentration	Boiling point		Freeze protection
	Sea level	0.9 kg/cm ² cooling system pressure	
30%	221°F	255°F	5°F
50%	228°F	261°F	-31°F

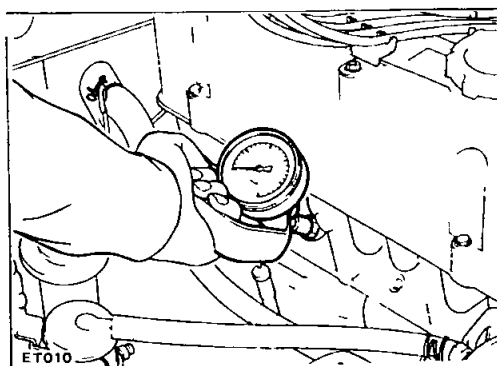


Fig 5 Testing compression pressure

Maintenance & Tune-up

ting tightly in spark plug hole of a cylinder

The tester is used to determine whether cylinder can hold compression, or whether there is excessive leakage past rings, etc

Test compression with engine warm, all spark plugs removed and throttle and choke valve opened. No cylinder compression should be less than 80% of highest cylinder's. Excessive variation between cylinders accompanied by low speed missing of the cylinder, usually indicates a valve not properly seating or a broken piston ring. Low pressures, even though uniform, may indicate worn rings. This may be accompanied by excessive oil consumption.

Test Conclusion

If one or more cylinders read low, inject about one tablespoon of engine oil on top of the pistons in low reading cylinders through spark plug hole. Repeat compression check on these cylinders.

If compression improves considerably, piston rings are defective.

If compression does not improve, valves are sticking or seating improperly.

If two adjacent cylinders indicate low compression and injecting oil on pistons does not increase compression, the cause may be a cylinder head gasket leak between the cylinders. Engine oil and coolant in cylinder could result from this problem.

Compression pressure
178 to 206 psi at 350 rpm

BATTERY

Check electrolyte level in each battery cell.

Unscrew each filler cap and inspect fluid level. If fluid level is low, add distilled water to bring level up to approximately 0.3937 to 0.7874 in above plates. Do not overfill.

Measure specific gravity of battery electrolyte.

Clean top of battery and terminals with a solution of baking soda and water. Rinse off and dry with compressed air. The top of battery must be clean to prevent current leakage between terminals and from positive terminal to hold-down clamp.

In addition to current leakage, prolonged accumulation of acid and dirt on the top of battery may cause blistering of the material covering connector straps and corrosion of straps. After tightening terminals, coat them with petrolatum (vaseline) to protect them from corrosion.

IGNITION TIMING

Check spark plugs and distributor breaker points for condition.

Thoroughly wipe off dirt and dust from timing marks on crank pulley and front cover.

Warm up engine sufficiently.

	Permissible value	Full charge value (at 68°F)
Frigid climates	Over 1.22	1.28
Tropical climates	Over 1.18	1.23
Other climates	Over 1.20	1.26

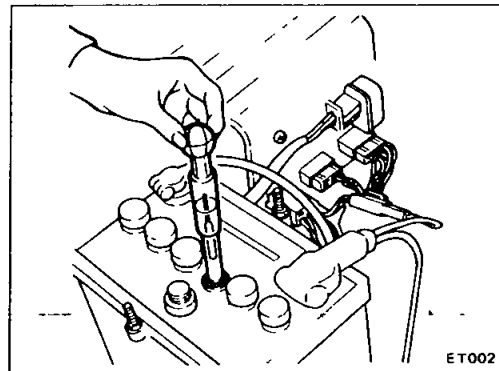


Fig 6 Checking the specific gravity of battery electrolyte