

1962 SPORT PICKUP

APRIL 1987

Hello again! Here is the third Datsun L320 truck newsletter. I have been seeing more and more of these great workhorses as I get around to various places. My list of trucks is now up to 43 with about 18 of these flyers mailed to known owners. Speaking about owners, I just received a nice letter from Mr. and Mrs. Norman Hand of Spring Valley who are the original owners of a 1964 L320 pickup, serial 4-L320-03381C. They bought it new in November of 1964 from Ray Lemke who operated Economy Car Center in Mission Valley, which became San Diego Datsun. Mr. Hand really likes his truck and keeps it in good mechanical condition and is not ready to sell it, even at age 87!

I have been gathering a lot of material to include in future issues including road tests of similar model cars, parts book page copies, and of course more of the original owners manual pages. Those alone will take up 20 double sided pages. If you run across any information concerning 1965 or earlier Datsuns, please let me know so I can make a copy for this letter.

On a tip from a fellow L320 owner, I visited Gallants Truck Salvage in Oceanside in the middle of March. They have 2 L320 trucks, serials 4-L320-01068C and 5-L320-00572D. Both trucks do have some usable parts left. One of them has the original rear bumper set, which was two short bumpers, one on each side by the taillights. Their address is 1020 Airport Rd. Oceanside phone 433-4112. They are way out near the end of Airport Rd.

So, you think your truck is old? Ha ha, its just a newcomer when compared to Mr. Don Ulry's 1960 Datsun model 222 truck, of which only 253 were sold. Not only is it old, its still running strong. Mr. Ulry drives it from his home in north Escondido to his job in El Cajon everyday, a round trip of about 100 miles. I've only seen one other 222 model truck about 4 years ago in Jamul, serial 222K-05948 was cut up for scrap.

One other letter was sent to me lately. This one was from Mr. Leo Bodin of Lemon Grove who has a 1965 truck. I still need to contact him and arrange a visit.

There is lots of parts information on the following pages with special detail on the clutch hydraulic operating system, which I just did a lot of work on in my truck. I hope this information will help you also.

MEET THE NISSAN PRODUCTS!

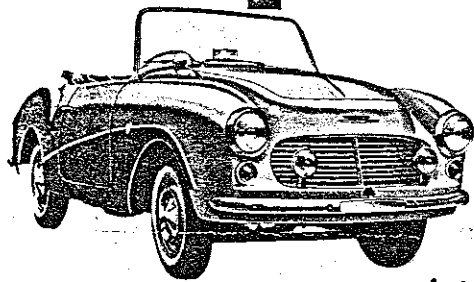
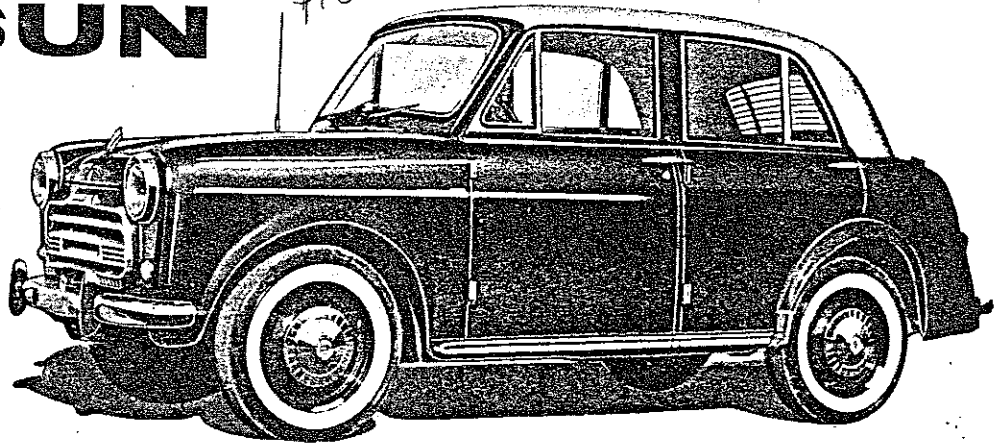
HERE ARE SOME OF THE FINE VEHICLES WE MAKE . . .

DATSUN 1000 Sedan

Stylish, comfortable and powerful sedan with beautiful hand finished details. Easy to drive, economical to own.

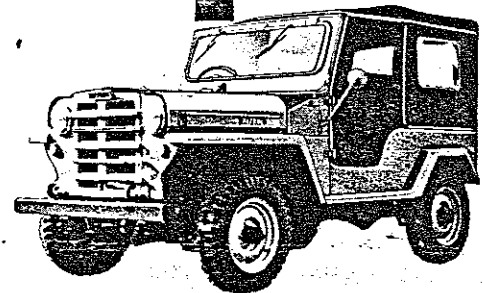
MODEL 210-U

\$1616

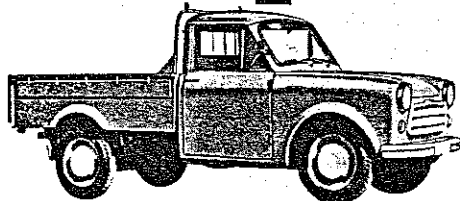


DATSUN SPORTS CAR MODEL 212

1960

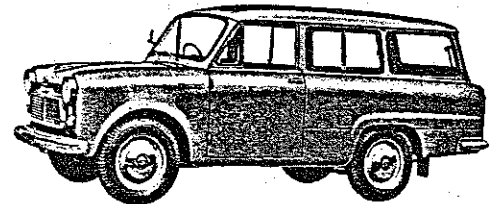


NISSAN PATROL

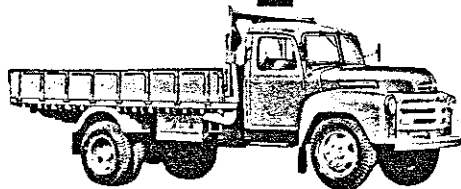


DATSUN TRUCK MODEL 221

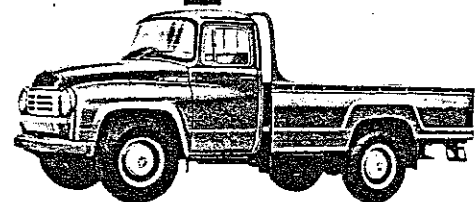
- Powerful
- Durable
- Economical
- Dependable



DATSUN 1000 LIGHT VAN



NISSAN TRUCK



NISSAN JUNIOR



NISSAN MOTOR CO., LTD. /TOKYO, JAPAN/SINCE 1926

HAWAII : Von Hamm-Young Co., Ltd.
 CALIFORNIA : Woolverton Motors
 NEW YORK : Luby Datsun Distributors, Ltd.
 TEXAS : Clarence Talley Auto. Co.

P.O. 2630, Honolulu 3
 5967 Lankershim Blvd., North Hollywood
 107-36 Queens Blvd., Forest Hills 75, New York City
 2112 North Harwood Street, Dallas

CLUTCH OPERATING SYSTEM REPAIR

I recently did a few repairs to the clutch hydraulic system which made a big difference in the way it works and feels. Mine seemed to have a lot of free play in the pedal and sometimes the clutch would engage itself even with the pedal still pushed in. To rebuild the master cylinder all you need is kit 30611-10625 which costs \$9.22. When removing the master cylinder from the firewall, do not lose the shims between the cylinder and the firewall. After finishing the master cylinder, rebuild the slave cylinder with kit 30620-08027, \$3.46. Also, the push rod and pivot pin on the slave cylinder will probably be extremely worn down and need renewal. New push rod is 30628-30001 for \$4.26, and the pin is 36541-30100, 59¢. After replacing everything, have an assistant help you with bleeding the air out of the system. I have found that it takes a lot of new brake fluid before all the air is purged from the lines. When you have finished with these repairs, your clutch pedal will be firm with no slop.

MORE FIX-ITS

LOWER RADIATOR HOSE- The original water pumps on E-1 engines has no provisions to attach one of the heater hose to it. What they usually did was to attach the heater hose to the lower radiator hose with a type of connector that went through the wall of the hose and was tightened with a nut. I have found this to be a constant source of leaks and corrosion. I found out that the lower radiator hose for the 71-73 Datsun B-110 1200 sedan uses a built in metal collector to connect the heater hose. Part number is 21506-H1101, \$8.95. To make it fit the 320 pickup, you need to unclamp the metal collector piece and shorten and rearrange the two hose pieces. With a little careful trimming and patience, the result will be very good.

LICENSE PLATE LAMP- If your truck is like mine, the license plate light assembly is a total wreck. But the complete replacement assembly is available for only \$6.46. The part number is 26510-08700 and is complete with all new housing, glass lense, rubber gasket, bulb, screws, and nuts. All you have to do is paint the housing to match your color. Its a heck of a deal.

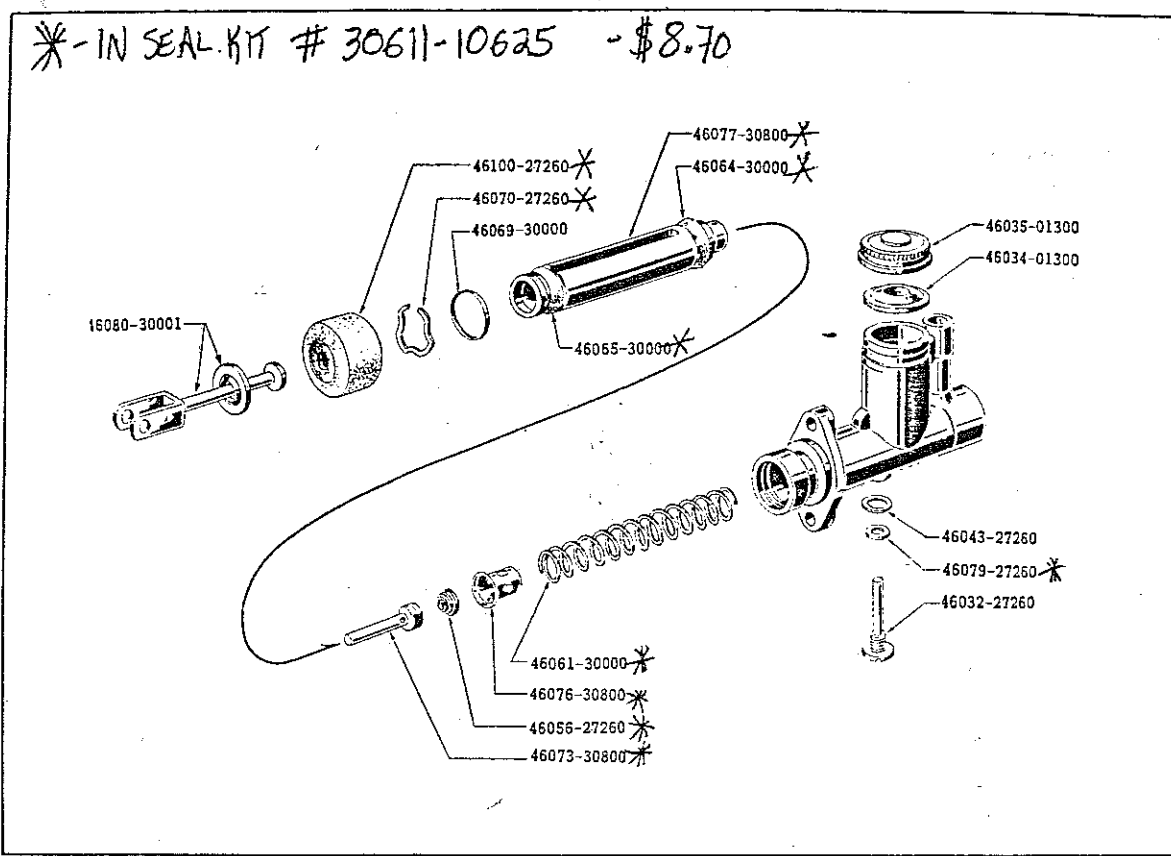
PROCEED WITH CARE!- If you are going to remove the steering wheel to work on the horn contact, the turn signal mechanism or anything under there, use caution and care when it comes apart. There are an awful lot of small parts, springs, steel balls, levers, hooks, rollers, and other items packed into a little area. I dismantled mine to lubricate the turn signal self cancelling mechanism and it took me about a half of an hour to get it bak together right.

FUEL FILTER-I still have the original glass bowl fuel filter assembly on my truck and does it do a good job of catching the junk in the gas. I take mine apart about every month to dump out the fine sediment, rust and sometimes water that collects in the bowl. I find it hard to believe that anyone would want to remove this valuable piece of equipment and just use a small throw away metal type inline filter. Replacement filter elements are still available, part number 16403-50000.

Surely you guys out there are making repairs on your trucks, please let me know of anything that I can include in here.

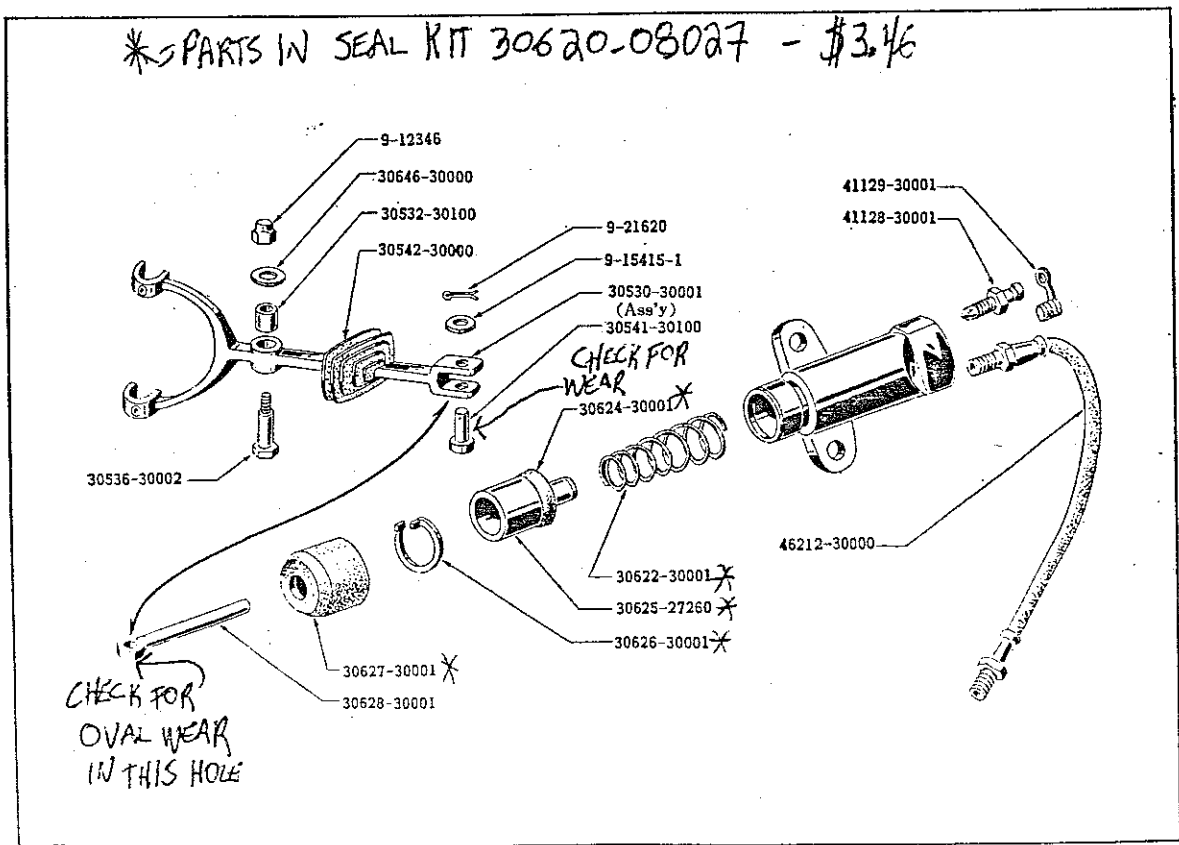
FIG. 48

CLUTCH MASTER CYLINDER



CLUTCH OPERATING

Fig. 49



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