

GREETINGS !!!

ISSUE 5

August 1987

I hope that everyone is enjoying their summer. As I write this, it is bright and sunny and about 95 degrees outside. perfect weather for the beach and other outdoor activities. There are some interesting items included in this newsletter which have been sent to me by other owners. Last month I was pleased to find a fellow 320 owner here in Escondido who is as enthusiastic about these trucks as I am. He is Kelly McKeirnan and he works for the Time-Advocate newspaper. Kelly is the proud owner of a '64 Sport Truck which he obtained from his grandparents who had purchased it new. He knew of other truck owners that I didn't know about and with our combined lists, we now know of 20 owners who have shown interest in the L-320 trucks. Kelly also provided me with a copy of an original sales brochure for the Sport Truck. He knew of Roger Kay, Dr. Mark Chintala, and Jim Wolf, all of whom have Sport Trucks, too. Jim Wolf is the owner of Import Auto Center in El Cajon and has an excellent modified '64 Sport Truck that was featured in MINI TRUCK magazine a couple of years ago. In fact, the editor of the magazine likes Jim's truck so much, he went out and got one for himself.

I hope that someday soon we will be able to get together and meet somewhere and talk trucks. Just think how many heads would turn if we had 10 or 15 L-320 trucks lined up in a parking lot.

There is a lot of information piling up on my desk for inclusion in future newsletters, but please send in anything of interest to others. I would particularly like to have personal stories of you and your truck, how you obtained it and what you do with it.

PHOTO FLASH !!!

I am now able to include pictures in the newsletter. If you have a photo of you and your truck, please send it in and I will put it in a future issue. I will return any picture undamaged in about 2 weeks. Black and White shots will turn out the best, however, color is ok as long as it is clear and not too dark.

PARTS INFO . . .

The following is a list of parts that I have tried to buy recently. Its too bad that they are no longer available.

Cab guard, 93101-08700; Window channel felt, 80334-04103; Windshield washer kit, 27400-08800; Heater kit, 27010-08800; Dashboard Knob "L", 25165-08800; Reverse light kit, 26220-02800. Lately it seems that the parts I am looking for have been discontinued in the last few months. Does anyone know where to find the window channel felt so the windows won't rattle in the frame? If you have parts info to share, let me know so it can be spread around.

Wolf in Sheep's Clothing

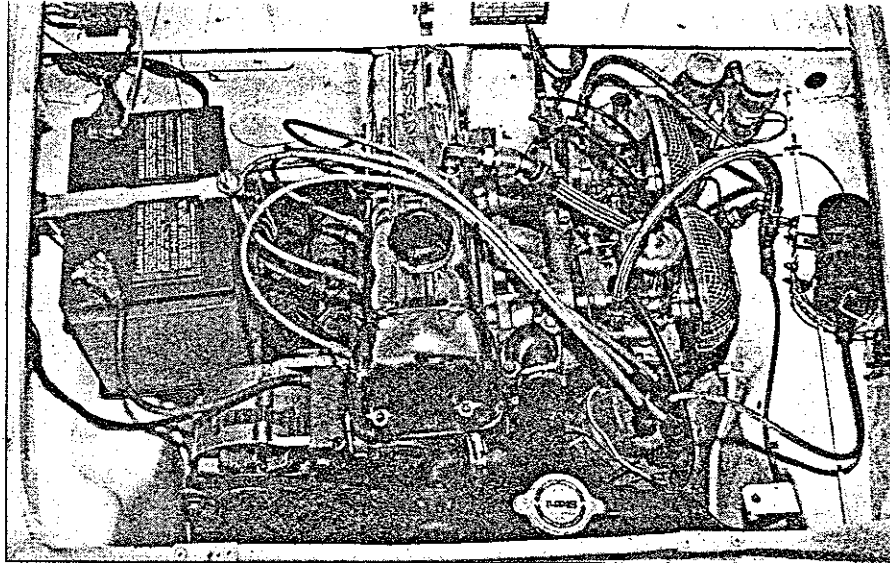
A SUPER-RARE '64 DATSUN
BY JOSEPH MOLLIS

Does anyone remember the "Japanese El Camino?" No? Then let us refresh your memory. During the early 1960's (you know, back when "mini" had something to do with skirts) Datsun decided to test the waters in the American truck/car market (i.e., El Camino, Ranchero). For this endeavor, Datsun combined a double-wall bed with their current PL312 sedan. The result was the 1964 NL-320 Sports Pickup. Unfortunately, the general public was still captivated by the full-size American trucks and therefore shunned the Sports Pickup. Of the 1000 trucks originally shipped to the U.S., only a few remain and it's doubtful any are as trick as the '64 pictured here.

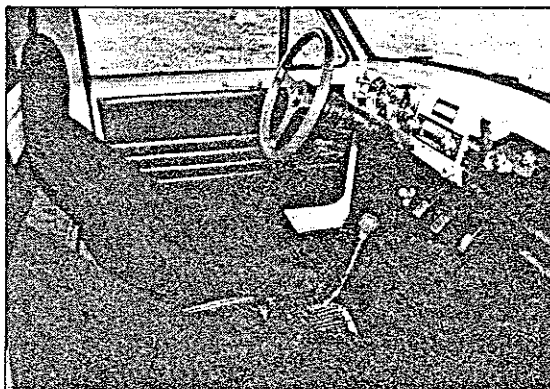
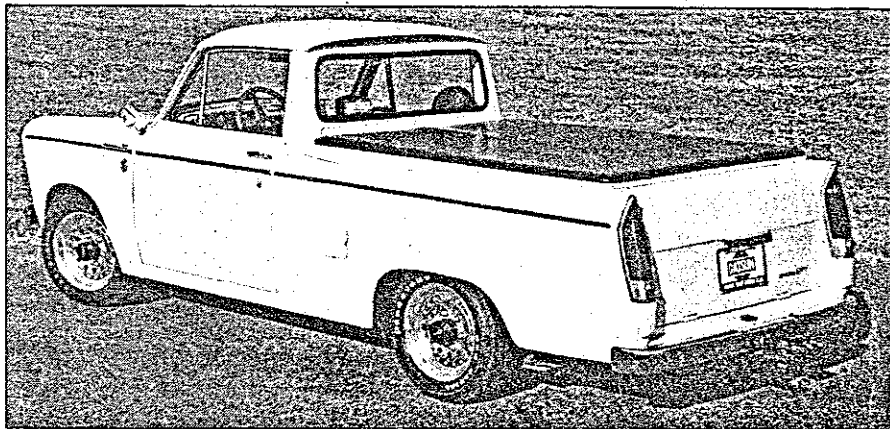
Jim Wolf, owner/operator of Import Auto Center in El Cajon, California, is the proud owner of this unique sport truck and the way he came into ownership is a story unto itself. Jim had been searching for a shop truck/parts runner that would act as a rolling advertisement for the high performance services his shop offers. When a Datsun representative casually showed Jim some old photos of the once-offered Datsun Sport Pickup, Jim knew he had found his project truck. Or did he? A '64 Sports Pickup is hardly a hot item on the used truck market, but Jim persevered and after a year-and-a-half of searching he found one in salvageable condition and less than 20 miles from his shop!

Once the truck was hauled over to Jim's shop, he and his crew wasted no time in stripping the truck to the bare frame. All useable chrome pieces were sent to the plating tanks while the missing and broken trim pieces were ordered from the factory. Fortunately, (for Jim) Datsun has an extensive dealer network, and through the cooperation of Datsun dealers from here to Japan, Jim's much-needed parts were finally located.

Since the truck would be used daily, the original 60hp, 1200cc four-banger was removed and carefully stored. Replacing the original engine is a well-massaged L-series Datsun motor (what else?). The L-20 block and head were cross-bred with a Z-22 crankshaft and 89mm pistons resulting in 2289cc of pure power. Dual sidedraft carburetors and custom-built exhaust headers round out the extensive engine modifications. All



The engine bay of this '64 is stuffed full of late-model, L-series Datsun. Generous amounts of chrome enhance the highly-detailed engine and serve notice this is no stocker.



ABOVE, the unique lines of this Sports Pickup remain basically stock. A mild lowering of the suspension greatly aids the looks and performance of this pint-sized street terror. LEFT, sporty interior is enhanced by the Corbeau bucket seats, custom door panels, Raid steering wheel and cut-pile carpeting.

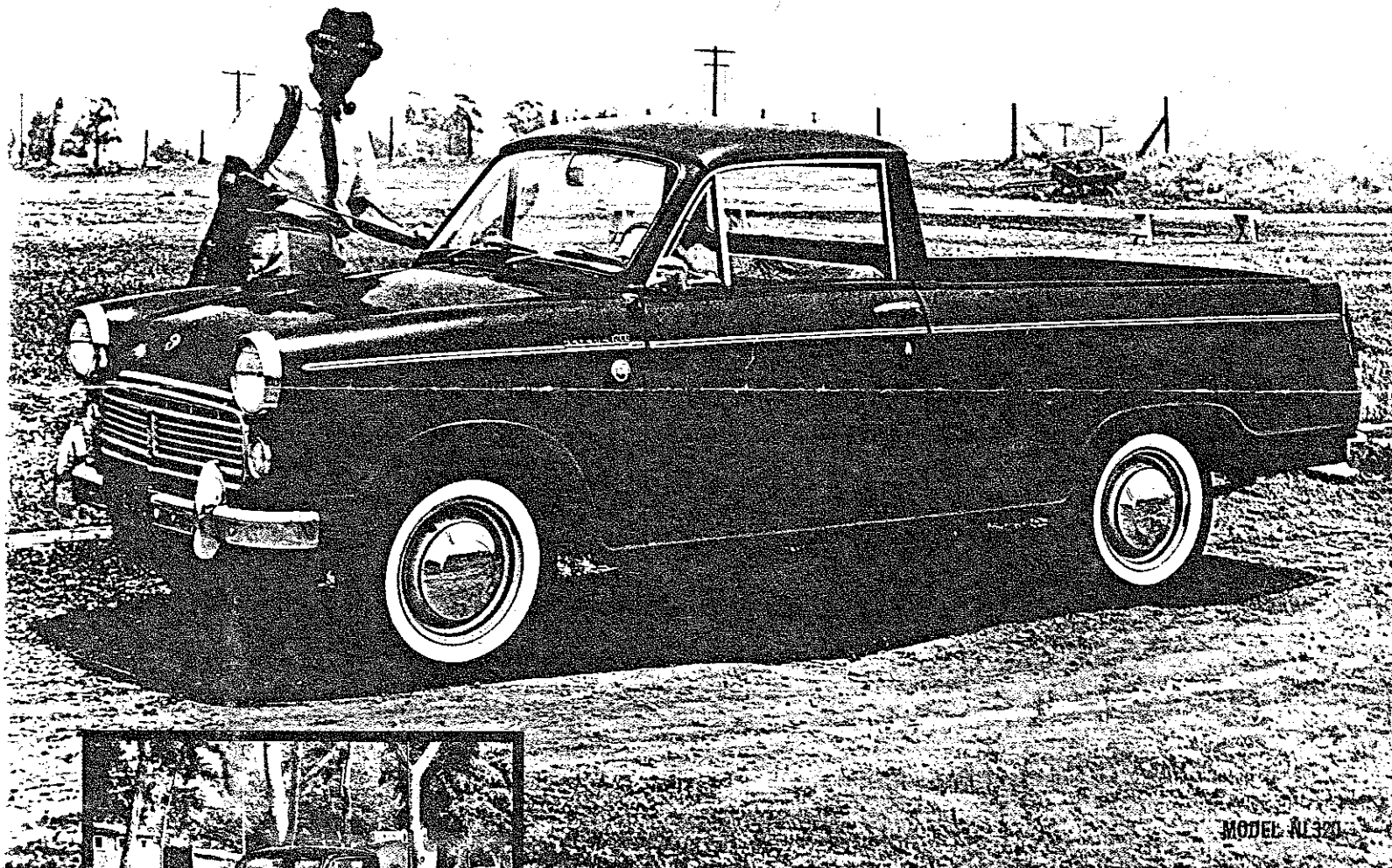
this power is routed through a much-modified five-speed transmission. The truck has been together and run daily for over two years and seems quite happy with twice the power output of its previous life.

For precise handling and control the front and rear suspensions were lowered and a set of polished Enkei wheels (14x6-in.) were combined with Firestone HPR tires (195/60-14-in.). All hydraulics were converted to late model pickup components as was the complete braking system.

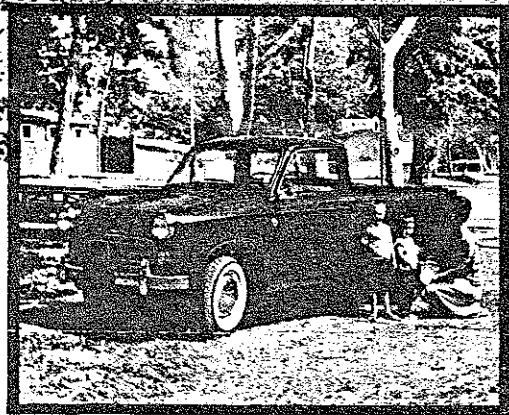
The classic interior of the '64 was enhanced with the addition of cut-pile carpeting, Corbeau GT bucket seats,

custom headliner and door panels, and topped off with a mahogany steering wheel from Raid.

Jim's truck is truly a unique piece of mini-truck history and we greatly appreciate the large amount of work his truck has received. Still, Jim is far from through with this '64. Future plans for the Datsun revolve around a complete restoration, including the reinstallation of the original engine as well as returning the body, interior and chassis to stock specifications. Until then, Jim will continue to delight in showing unsuspecting small truck enthusiasts the rapidly-fading view of this Datsun's tailend.



MODEL AL320



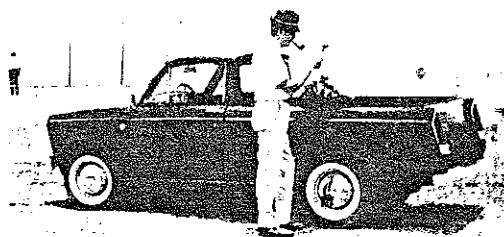
Perfect for Family Fun or Work

DATSUN

sports pickup

PERFORMANCE! ECONOMY! PASSENGER CAR STYLING!

Whether you're hauling a half ton of supplies or a half dozen small fry, get set to experience a new kind of driving pleasure with this exciting new "custom size" Datsun Pickup. Featuring a sleek, low silhouette and a new body design, the Sports Pickup takes its place beside Datsun's well known 1 ton pickup. Ideal for both business and pleasure driving, this rugged new beauty delivers all the riding comfort of a luxury sedan, yet offers the full versatility of a pickup! Compare the quality. Compare the ride. Compare all the extra Datsun features and you'll see why



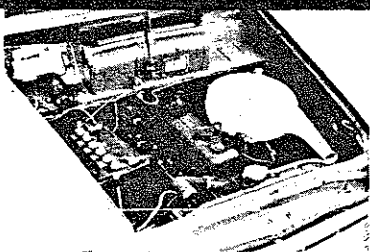
— own this beautiful, Sedan styled Pickup.

IN ITS PRICE CLASS . . . DATSUN DELIVERS MORE FOR YOU!

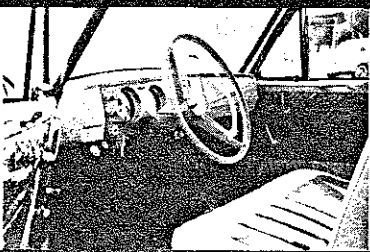
6 reasons why - you should test and compare **DATSUN**



1. **QUALITY.** Compare the specifications and you'll quickly see Datsun provides superior engineering and craftsmanship throughout. Its all welded, pressed steel box section frame is just one example of what we mean.



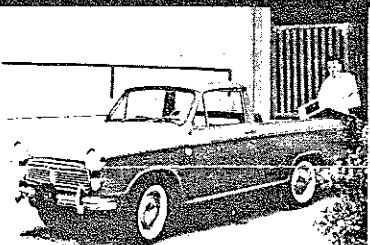
2. **PERFORMANCE.** Datsun's 60 h.p. overhead valve engine with 4-speed transmission has amazing power and pickup. Oversize brakes assure smooth, quick stops. 20.5' turning radius means maximum maneuverability in and out of traffic.



3. **COMFORT & RIDE.** Here, Datsun leaves the rest with extra roomy cab, deluxe interior extras and foam rubber seats. Independent torsion bar suspension and telescopic shock absorbers smooths out the roughest road for cargo and passengers!

EXTRAS

4. Many cars start at list price. With Datsun, list price is your delivered price, plus tax and license. Delivers loaded with extras: WSW tires, heater, defroster, factory undercoat, vinyl upholstery, gas filter, air cleaner, electric windshield wipers, turn signals, deluxe chrome and bumper guards.



5. **ECONOMY & LOW MAINTENANCE.** Delivers up to 30 miles per gallon. Datsun is more dependable, less costly to service. Parts are reasonably priced - example: Coil \$5.90. Points \$1.30. Clutch (disc) \$14.50. Fittings are standard S.A.E. - no special tools are needed.



6. **PARTS AVAILABILITY.** Parts are immediately available and stocked by a network of Datsun Dealers throughout the West, South and East. Huge inventories are maintained at multi-million dollar Parts Depots.

12 MONTHS - 12,000 MILE FACTORY WARRANTY

take a test drive --
prove it -- you'll be glad you did!

SPECIFICATIONS

MODEL NL 320 DIMENSIONS & WEIGHT:
Overall length, 164 in. Overall width, 59 in. Overall height, 60.3 in. Wheelbase, 97.3 in. Tread-front, 46.1 in. Tread-rear, 46.7 in. Vehicle weight, 2,100 lb. Seating capacity, 2 persons. Payload, 1,100 lb. Rear body interior length, 61.6 in. Rear body interior width, 49.4 in. Rear body interior height, 16.9 in. Min. road clearance, 7.1 in.

PERFORMANCE: Max. speed, 74.6 M.P.H. Max. grade ability, 30%. Min. turning radius, 20.5 ft.

ENGINE: Gasoline engine, water cooled, four cycle, O.H.V. four-cylinder in line; Bore 2.875 in., Stroke 2.796 in., Cubic capacity 72.5 cu. in., Max. 8 H.P. 60 HP at 5,000 r.p.m. (SAE), Max. torque 68.6 lb-ft at 3,600 r.p.m. (SAE), Compression ratio 8.2.

FUEL SYSTEM: Mechanical type diaphragm pump; air cleaner; Fuel tank capacity 9.2 gallons.

LUBRICATION SYSTEM: Pressure feed with full flow filter; Oil pan cap. 3.3 qt.

IGNITION SYSTEM: Coil and distributor with automatic control.

COOLING SYSTEM: Pressurized radiator with centrifugal pump, thermostat and fan; Capacity 1.4 gallons.

ELECTRIC SYSTEM: 12 volt, 50 ampere-hour battery, 200 watt generator with voltage regulator; 1.4 H.P. starter motor.

CLUTCH: Single dry disc with cushioning spring; Diameter 7.24 in.

TRANSMISSION: 4 speeds forward and 1 reverse; Synchronesh on 2nd, 3rd and 4th; Gear ratio 1st 3.94, 2nd 2.40, 3rd 1.49 4th 1.00 and reverse 5.16; Gear shift lever on steering column.

REAR AXLE: Hypoid bevel, semi-floating; Gear ratio 4.875.

FRONT SUSPENSION: Independent torsion bar type; Telescopic shock absorbers.

REAR SUSPENSION: Longitudinal semi-elliptic springs, 5 leaves; Telescopic shock absorbers.

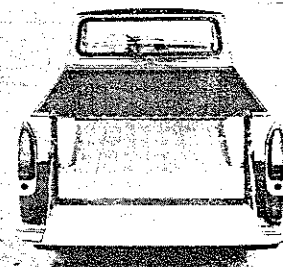
BRAKES: Hydraulic; Uniservo type for front; duoservo type for rear; Parking brake mechanically operated on rear wheels.

FRAME: Pressed steel box section, all welded.

WHEELS & TIRES: Steel disc wheels; 5.50-14 6 P tires.

INSTRUMENTS: Speedometer; Fuel gauge; Water temperature gauge; Oil pressure warning pilot lamp; Ignition warning pilot lamp; Mainbeam warning pilot lamp. Instrument panel includes ignition and starter switch, lighting switch, choke control knob and glove box lid.

BODY WORK AND STANDARD EQUIPMENT. All steel cab upholstered with vinyl leather; Forward hinged doors with full opening down window; Adjustable seat; Inside back mirror; Safety glass windshield; Driver sunvisor; Dual windshield wipers; front overrider, heater, defroster, WSW tires, tool set, spare wheel and tire.



Roomy 4ft x 5ft bed
carries up to 1/2 ton payload.

**NISSAN MOTOR CORP.,
IN U.S.A.**

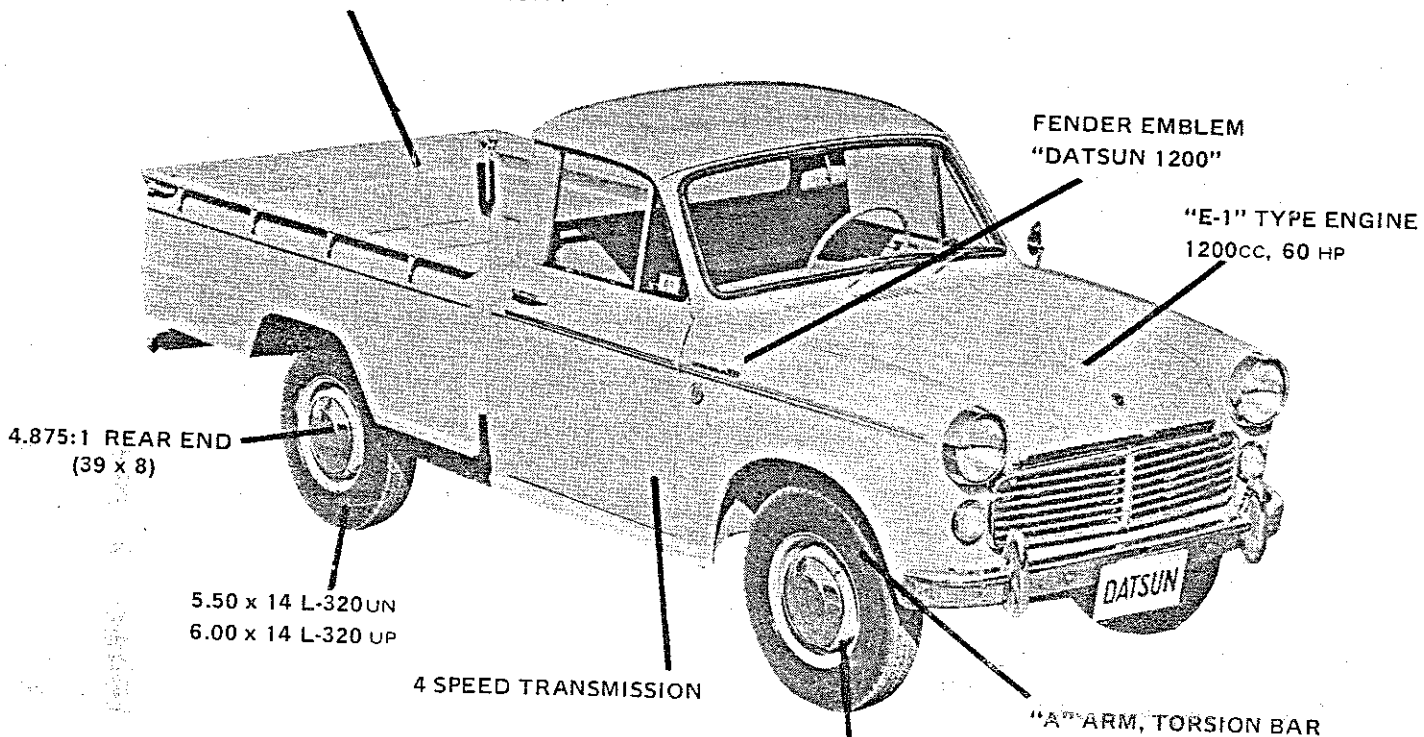
137 E. Alondra Blvd.,
Gardena, California

DATSUN MODEL GUIDE

MODEL L-320 UN, L-320 UP, PICK-UP

½ TON LOAD CAPACITY L-320 UN

1 TON LOAD CAPACITY L-320 UP & L-320VPT



4.875:1 REAR END
(39 x 8)

5.50 x 14 L-320 UN
6.00 x 14 L-320 UP

4 SPEED TRANSMISSION

14" WHEEL
10" BRAKE

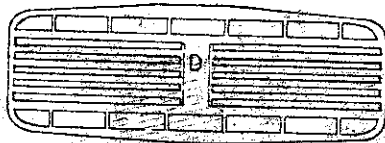
"A" ARM, TORSION BAR

YEARLY GRILL VARIATIONS

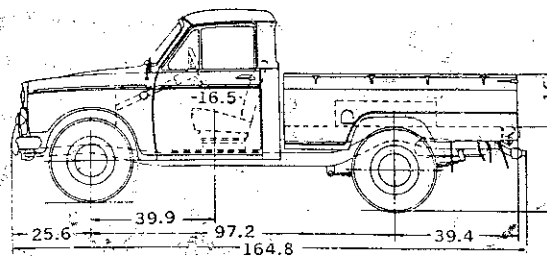
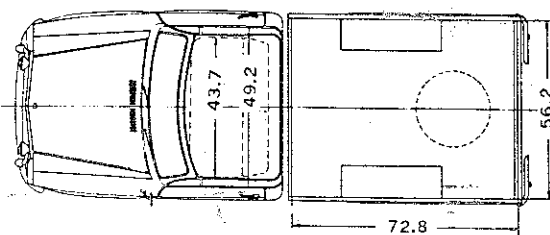
1962



1963



1964



YEAR SOLD



1961 1962 1963 1964 1965

APPROXIMATELY 8232 L-320 UN & UP REGISTERED

CLARIFICATION:

In prior issues I reported on the availability of new rear turn signal lenses. Now that I have installed my own, there are a couple of important details that I need to pass on. The first concerns the screws that hold the lenses to the frame. There are eight very small screws that are used to sandwich the lense, rubber gasket, and frame together. These screws are probably going to be corroded and you need to be extremely careful when removing them. I was lucky enough to get spares out of my parts truck after I broke 4 of mine. I don't know the size of them, and the Datsun dealers don't carry them anymore. After you manage to get the new lense and frame assemblies put together, the next problem is the fact that the replacement square inner lense is orange instead of red. This presents a problem since the square inner lenses are the stop lights, and of course, orange stop lights are a no-no. My solution to this is to simply reconnect the wiring connector immediately behind the light cluster. Clean off the wires and unplug the green wire and the green-yellow wire. Switch the plugs around and plug the wires back in. You need to do this for both sides of the truck. When you make the correct modification, the stop lights will be the outer red rectangular lense and the turn signals will be the inner orange square lenses. Mine came out looking and working good, and I hope yours do, too.

INFLATION AT WORK:

I reported last year that the carburetor major repair kit was still available for about \$30. The good news is that it is still available, but the price is now up to \$42.99. This kit has everything to overhaul the original 2 barrel carb.

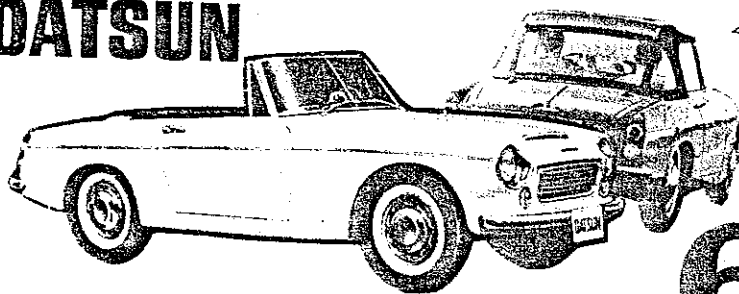
COOL BREEZE ON YOUR KNEES?

When you are driving your truck does the wind blow through the center vent? Mine did so I took it apart to see why the air was always getting by the flapper. I found out that the air flapper is an oval shaped piece of sheet metal with rubber bonded all the way around the edge. This flapper fits snugly in the air duct just like the butterfly throttle plates in a carburetor. Anyway, the rubber edge had cracked and broken off in spots. I checked with the Datsun dealer and of course this item is no longer available. I was able to repair the rubber edge with silicone rubber by spreading the silicone around the rubber edge, following the curves. I put it on pretty thick and after a couple of days, I turned it over and covered the other side. Then I was able to reinstall the flapper and sure enough, now the air doesn't blow through. The only hard part is putting in and taking out some of the small nuts and bolts on the air duct and the flapper.

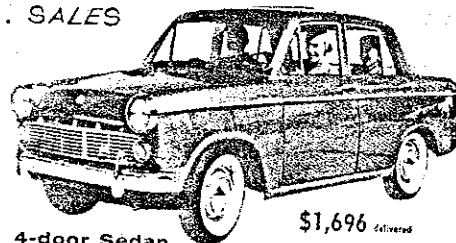
PARTS FOR SALE: I am still parting out a '63 L-320 pickup. The only bad parts are the engine block and a lot of the front sheet metal. If you need something, give me a call and I might know where you can find your part.

DATSUN

4707 U.S. SALES



new DATSUN SPL-310

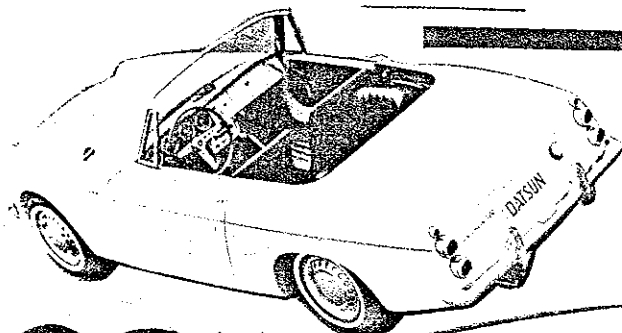


4-door Sedan

\$1,696 delivered

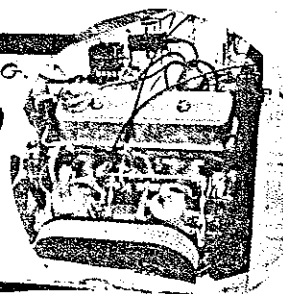
63

DATSUN the name you "AUTO" know

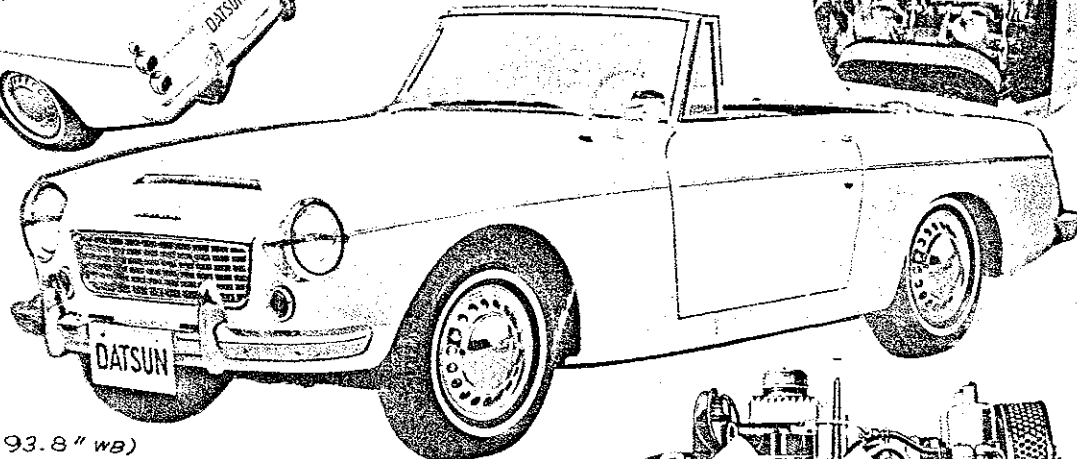


DATSUN Sports 1500

ENG.



63 1/2 - 64

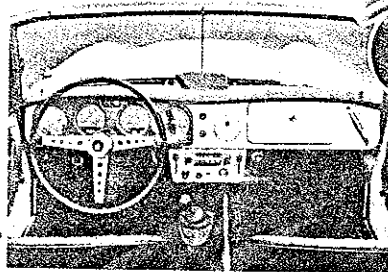
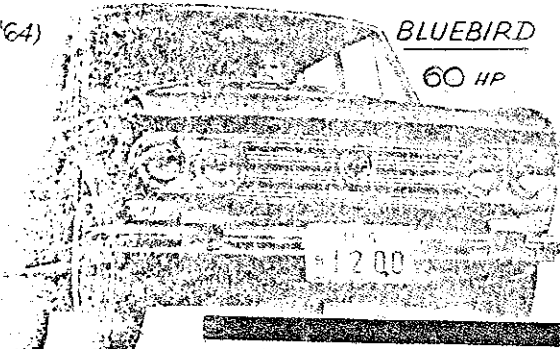


3/2 (89.8" WB) 410 (93.8" WB)

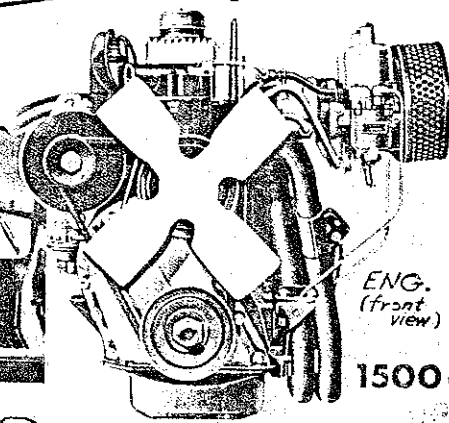
('64)

BLUEBIRD

60 HP



DASH (1500)



ENG. (front view)

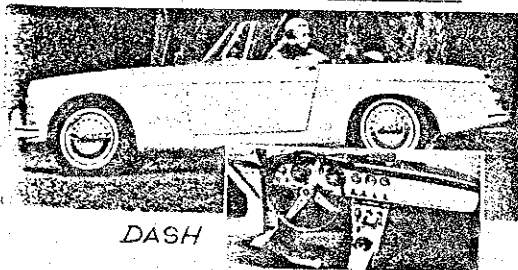
1500cc

ABOVE CAR CONT'D. INTO '65, '66

U.S. SALES
12,625 CARS
5,312 TRUCKS

\$2465. SPL-310

65



DASH

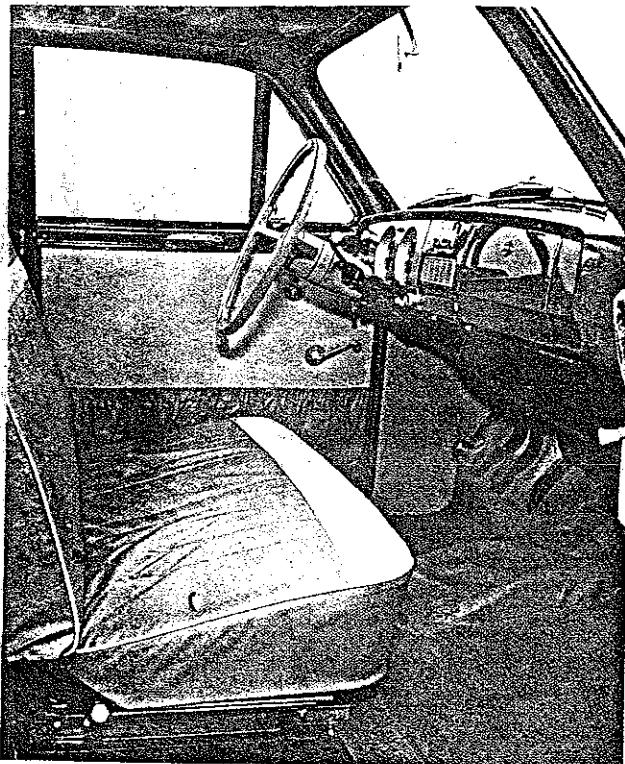


"410"

7

DATSUN 320 PICKUP OWNER

LARRY LE FEVRE
710 LINWOOD ST.
ESCONDIDO, CALIF. 92027-4046
(619) 741-8049



A pickup with the roomy interior of a passenger car. Fatigue-free foam rubbered bench seat. Easy-to-read instrument panel just in front of the cone-type steering wheel. Safety glass windshield. Self-cancelling turn signal indicator.



Large glove box with a convenient dented lid.