

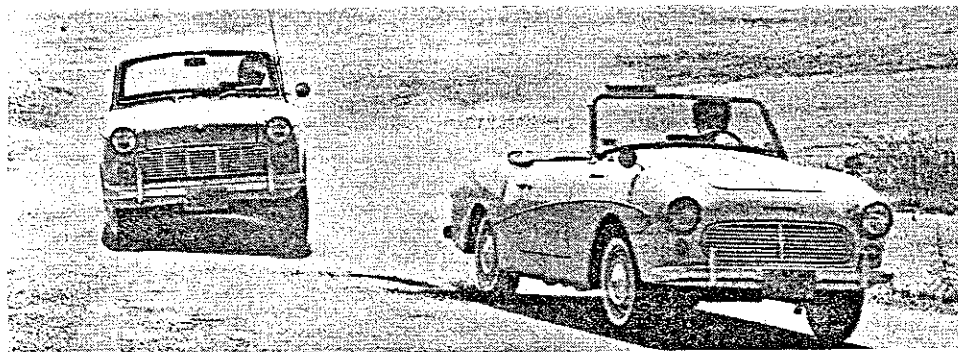
consumption figures are often poorer than they might be if the road portion of the test were run as a featherfoot derby. Gasoline mileage on the Fair Lady convertible worked out to a 23-26-mpg range; the Bluebird burned fractionally less gas under the same rigorous conditions, pushing its way almost to 27 mpg. There is one feature common to both cars that would definitely increase mileage if properly used. The carburetor is a two-throat with progressive linkage. Feeding the second throat requires slight extra pressure about two-thirds way down on the accelerator pedal. Using only the first stage, reserving full open for passing, would undoubtedly show up on mileage figures.

Most of us quickly ask one key question about a car—how much? The Bluebird has a suggested West Coast retail of \$1696, the Fair Lady is \$2132. These prices include everything we had on the cars except the radio. At these prices we feel that both are quite reasonable buys, depending upon requirements. The

sedan is bucking a couple of firmly entrenched economy sedans, although it has a definite horsepower advantage. The convertible truly fights no one, mainly because of its rear seat feature.

The Datsun organization is expanding its dealerships nationally as rapidly as possible. Already there are complete stocks of parts warehoused on both coasts. While they want a share of the U.S. market, it accounts for a very small part of their worldwide sales throughout Asia, Australia, South America and into Mexico, where an assembly plant is being opened. In spite of this, U.S. sales are important enough to the giant Nissan Motor Company to cause them to send engineers here, equipped with engine, body and chassis test equipment, to determine just how a car should be built for our widely varying roads.

With the proper approach and good cars they intend to make even better, Datsun will soon have quite a number of Americans driving cars marked Made In Japan. /MT



### DATSUN FAIR LADY CONVERTIBLE

4 passengers

OPTIONS ON CAR TESTED: Radio  
 ODOMETER READING AT START OF TEST: 700 miles  
 RECOMMENDED ENGINE RED LINE: 5000 rpm

#### PERFORMANCE

##### ACCELERATION (2 aboard)

0-30 mph.....	6.1 secs.
0-45 mph.....	13.9
0-60 mph.....	24.3

Standing start 1/4-mile 24.3 secs. and 60 mph

Speeds in gears @ 6000 rpm

1st.....	22 mph	3rd.....	58.5 mph
2nd.....	35 mph		

Speedometer Error on Test Car

Car's speedometer reading.....	28	42	47	56	66
Weston electric speedometer.....	30	45	50	60	70

Observed miles per hour per 1000 rpm in top gear.....14 mph

Stopping Distances — from 30 mph, 29 ft.; from 60 mph, 156 ft.

#### SPECIFICATIONS FROM MANUFACTURER

##### Engine

In-line ohv 4  
 Bore: 2.875 ins.  
 Stroke: 2.796 ins.  
 Displacement: 72.5 cubic inches  
 Compression ratio: 8.2:1  
 Horsepower: 60 @ 5000 rpm  
 Ignition: 12-volt battery/coil

Rear: Rigid with longitudinal semi-elliptic leaf springs, telescopic shocks

##### Wheels and Tires

Pressed steel disc wheels, 4J x 14  
 5.20 x 14 Bridgestone tires

##### Gearbox

Manual 4-speed, top 3 synchro, central floor lever

##### Brakes

Hydraulic drums  
 Front and rear: 10-inch dia. x 1.75-inch wide

##### Driveshaft

Open, with needle bearing U-joints

##### Body and Frame

Box section ladder-type frame, steel body  
 Wheelbase 86.6 ins.  
 Track, front 45.6 ins., rear 46.2 ins.  
 Overall length 158.5 ins.  
 Dry weight 1960 lbs.

##### Differential

Semi-floating, hypoid bevel  
 Standard ratio 4.625:1

##### Suspension

Front: independent with double wishbones and longitudinal torsion bars, stabilizer bar, telescopic shocks

### DATSUN BLUEBIRD

4-door, 4-5-passenger sedan

OPTIONS ON CAR TESTED: Radio  
 ODOMETER READING AT START OF TEST: 3850 miles  
 RECOMMENDED ENGINE RED LINE: 5000 rpm

#### PERFORMANCE

##### ACCELERATION (2 aboard)

0-30 mph.....	6.8 secs.
0-45 mph.....	13.1
0-60 mph.....	25.1

Standing start 1/4-mile 24.3 secs. and 59 mph

Speeds in gears @ 6000 rpm

1st.....	24 mph	2nd.....	51 mph
----------	--------	----------	--------

Speedometer Error on Test Car

Car's speedometer reading.....	29	44	49	58	69
Weston electric speedometer.....	30	45	50	60	70

Observed miles per hour per 1000 rpm in top gear.....14 mph

Stopping Distances — from 30 mph, 36 ft.; from 60 mph, 163 ft.

#### SPECIFICATIONS FROM MANUFACTURER

##### Engine

In-line ohv 4  
 Bore: 2.875 ins.  
 Stroke: 2.796 ins.  
 Displacement: 72.5 cubic inches  
 Compression ratio: 8.2:1  
 Horsepower: 60 @ 5000 rpm  
 Ignition: 12-volt battery/coil

Rear: Rigid with longitudinal semi-elliptic leaf springs, telescopic shocks

##### Wheels and Tires

Pressed steel disc wheels, 4J x 13  
 5.60 x 13 Bridgestone tires

##### Gearbox

Manual 3-speed, all-synchro, column shift

##### Brakes

Hydraulic drums  
 Front and rear: 8-inch dia. x 1.4-inch wide

##### Driveshaft

Open, with needle bearing U-joints

##### Differential

Semi-floating, hypoid bevel  
 Standard ratio 4.625:1

##### Body and Frame

Box section ladder-type frame, steel body  
 Wheelbase 88.9 ins.  
 Track, front 47.2 ins., rear 46.6 ins.  
 Overall length 153.9 ins.  
 Dry weight 1960 lbs.

##### Suspension

Front: independent with double wishbones, coil springs, telescopic shocks, stabilizer bar

## DRIVING

The care to be taken during the first 3000 km. (2,000 miles) of driving of a new vehicle is described on Page 9 so it will not be repeated here. In the following pages, the principal points to be observed during general driving will be described.

### CARE BEFORE STARTING THE ENGINE

Please form the habit of checking the following items before starting each day's driving. In addition, please refer also to the care to be taken before each day's driving as described on Page 41.

First, open the hood and make the following checks.

#### 1. Engine lubricating oil level

Pull out the oil level gauge, which is located in front of the distributor on the right side of the engine. Wipe off the oil at the tip of the gauge rod with a piece of waste or rag, and re-insert the rod fully. Then pull the rod out again and check the indicated level. The level must be maintained between the MAX and MIN marks on this oil level gauge rod.

In general, the oil level check should be made with the vehicle in a level position and several minutes after the engine has been stopped. After adding oil wait a few minutes before making this check.

After a long time of use, the oil may become diluted with gasoline or water, or it may become contaminated with metallic particles or carbon. Therefore, the quality of the oil should be checked at the same time the level is.

The oil capacity is 3.0 litres. (0.79 U.S. gal.)

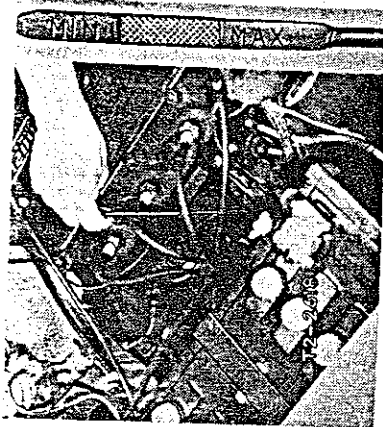


Fig. 15

Engine oil level gauge

The level of the engine lubricating oil is measured with the vehicle in a level position and with the engine stopped. Before taking a reading, wipe the level gauge rod.

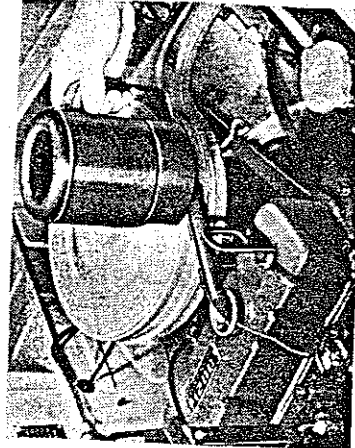


Fig. 16

Making up engine oil

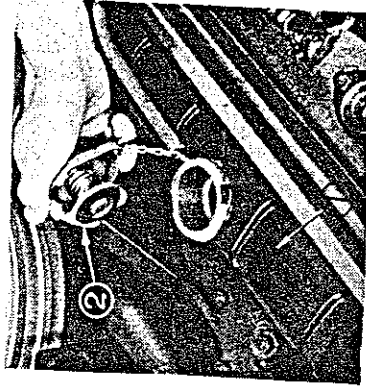


Fig. 17

Checking cooling water

- 1 Radiator
- 2 Cap

## 5. Tire pressure

Remove the radiator cap and check the water level, which should be maintained at about 1/2 inch below the filler port. The filler cap is of the pressure-tight type so that, as the water temperature rises, the pressure within the radiator rises. Consequently, even when the water temperature rises more than 100°C, (212°F) the water will not boil.

**WARNING:** Be careful not to open the radiator cap immediately after the engine has been stopped or while the engine is running. Otherwise, high-temperature steam is apt to blow out and cause burns.

Close the hood and carry out the following checks in the driver's seat.

## 3. Gasoline quantity remaining

Turn on the engine switch and observe the pointer of the fuel gauge. The capacity of the gasoline tank on the truck is 35 litres. (9.3 U.S. gal.)

In addition to the above three checks, the following items should be checked.

## 4. Battery electrolyte level

When the hood is opened, the battery is found on the left side, as viewed from the front in a position which enables easy checking. The electrolyte level should be approximately 10 mm. (0.4 in.) above the plates. Make up any deficiency with distilled water. Too much distilled water should never be added because this will cause dilution of the electrolyte and over flowing during driving.

The top of the battery should be kept clean.

The above four checks are extremely simple to carry out in actual practise, but because they have a great influence on the life and satisfactory operation of the vehicle they should be carried out faithfully.

Check to see that all tires have their proper pressures. Use the tire gauge provided as a standard tool.

The proper pressures for the truck: 22 lb./sq.in. for the front tires, and 60 lb./sq.in. for the rear tires. However, the rear tire pressure can be adjusted to suit the loading in order to obtain maximum riding comfort. For instance, if the truck normally carries a relatively light cargo (maximum up to 910 kg., 2000 lbs.), the rear tire pressure can be kept 45 lb./sq.in. In any case, however, the rear tire should be adjusted to the load, and should never be insufficient. This checking and maintaining the air pressure can be done at most gasoline service stations. Do not forget to re-fit the valve caps.

## STARTING THE ENGINE

Before starting the engine make sure that the gear shift lever is in neutral and the hand brake is applied. Switch on the ignition, ensure that the oil pressure warning light and the ignition warning light glow, then turn the key more to start the engine and release as soon as it fires.

Especially in cold weather, leave the choke knob in its fully pulled out position. When the ignition key is fully turned to the right, the start motor rotates to drive the engine, which should then start firing. At this stage do not step down on the accelerator pedal. As soon as the engine starts, release the starter key. Then, as the engine warms up, gradually, push back the choke knob.

For caution in the use of the starter key and choke knob, please refer to Page 15. When the engine starts, the red oil pressure warning light goes on; but the red ignition warning light will not go off while the engine speed is as low as idling. The ignition warning light will go off only when the engine speed is gradually brought up to the point at which the generator begins to charge the battery.

After the engine starts, it is run at low speed for some time for warming up. This procedure is especially important in cold weather. Immediately starting to drive may

**CAUSE THE ENGINE TO STOP.**

DATSUN 320 PICKUP OWNER

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

