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**DATSUN** PICK-UP

HELLO AGAIN!!! I hope that everyone is having a fine time at the end of summer. That thunderstorm that we had pass through a few weeks ago was sure different. That is more like midwest weather. But now it's back to sunny and warm days.

This newsletter is going to be a giant size issue to get alot of the information out right away. I still want and need input from all you guys out there about you and your trucks. I am currently working on my '63 320 charging system. I had a positive ground alternator working good for the last year, but the diodes are now burning out and the rectifier housing is cracking. I'm afraid that I will be forced to convert to negative ground and use a more modern alternator. Oh well. The other big story from me is that I finally bought a Sport Truck. I purchased a '63 NL-320 from a guy in Ramona. A few years ago he did some chrome, paint, and body work on it and drove it around until the engine threw a rod thru the block. Now I have it and eventually I will put another engine in it and drive it. I am stripping out the old engine and cleaning up the engine compartment right now. I'm glad to see that Kelly McKeirnan has his '64 Sport Truck up and running again. I've also signed up about 4 more truck owners for this newsletter. We need to think about having a get together somewhere one weekend and see everybodys trucks. There is lots of info in this letter, and I hope some of it helps you.

I still plan on including photos in the future. I have not used all the pictures on my first roll of black and white film. Send me photos of you and your truck.

## PARTS INFO. . . .

In the last 2 months I have tried to get a lot of parts. Here are the results of my quest for new parts:

STILL AVAILABLE; Accelerator cable, 19100-08000 \$4; rubber bushings for sway rod on front end, 56112-W5000, \$1.50; Clutch master cylinder kit, 30611-10625, \$7; Clutch slave cylinder kit, 30620-08027, \$2; Fuel Filter kit, 16404-68225, \$2.50; Fuel filter glass bowl gasket, 16407-87260, \$0.75; Distributor rotor, 22157-46502, \$3; Distributor points, 22145-58000, \$4; Distributor point wire, 22183-30100, \$1; Distributor wire terminal, 22195-03020, \$0.35; Distributor protector boot, 22172-30100, \$3.25; Thermostat, 21200-P7906, \$8; Thermostat outlet housing gasket, 11062-30000, \$0.45.

NO LONGER AVAILABLE: Vacuum advance control, 22301-08300; Hood hinge rubber seal, 65433-04100; Front fender splash shields, 64801-08700, 64802-08700; Steering tube firewall boot, 48338-01300; Do not use distributor condenser 22102-50002, it will not fit in the distributor.

## GOLD MINE IN ONTARIO

When we visit relatives in the Riverside area, I usually go around and look for trucks in some of the junk yards. Last month I went to the Pic-a-part wrecking yard in Ontario, which is a big, big yard with all the cars organized by make. They had an original 1963 Datsun Bluebird model 312 station wagon of which only 992 were built. I was very sad to see this nifty car going to scrap since it was not wrecked or beat up. There was oil in the engine, water in the radiator, gas in the carb, and air in all 4 tires. It's too bad that no one could have rescued this car before it was lost for good. Anyway, I saved a few items from it including the full chrome horn ring which was an option on the trucks, and the rubber air duct for the ventilator. Now that I am having problems with my own charging system, I wish I had pulled out the generator and regulator, but I didn't have a lot of money with me at the time. I only hope that it is still there the next time I go there.

## TRUCK YEAR DIFFERENCES

Just to look at them, it seems that all 320 trucks are the same from 1962 until 1965. However, I am becoming aware of various differences which seem to have been made between the 1963 and 1964 models. Here is a list of the changes discovered so far:

**TURN SIGNALS AND GRILL:** We all know that the front turn signal lenses and the radiator grills changed every model year.

**STARTER AND RELAY, VOLTAGE REGULATOR:** Early trucks use an inertia engagement starter with a separate magnetic relay switch mounted on the fender just behind the battery. The voltage regulator is mounted just in front of the battery. 1964 and later trucks use a more modern type starter with the relay solenoid built in and the voltage regulator located on the fender just behind the battery.

**RADIATOR:** Early trucks have a radiator top tank that comes up to the level of the front apron, 1964 and later trucks have a shorter tank with a tall filler neck. Both types use the same radiator cap.

**SUNVISORS, PACKAGE TRAY:** Early trucks have a purple plastic flip down sun visor while later trucks get a more modern vinyl visor that swing to the sides also. 1964 and later trucks were also given a package tray under the passenger side of the dash board.

**SIDE TRIM:** The chrome side strip that runs down the side of the fenders and doors is wider on the 1964 and later trucks.

**HEATER HOSE CONNECTION:** Somewhere along the way, when I do not know, the heater hose connection on the side of the head was changed from the bolt flange and gasket type to the threaded elbow type.