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I have a 97 Nissan pickup so it does cover what I need to know for a garage type of mechanic. Mine was a special engine model. Good overall. The manual is supposed to describe models from 1980 to 1997 but the information on any model post 1985 or so is lacking. For example in the section describing how to adjust the idle on the carburetor the information does not indicate which model they are describing the adjustment on. So unless you are already familiar with the workings of the fuel system on your model you will not be able to adjust it correctly then again if you are that familiar with the vehicle you should not be buying this book. I promptly returned the book. It does not tell you anything more than a description of the timing chain, not all the stuff you have to do in order to get to it to remove it, and change it, like remove air conditioner pump, all accessories, radiator, distributor, and all the processes there in between. VAGUE to the 3rd degree even for a mechanically inclined veteran like me. Little better than an owner's manual! Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again Sorry, we failed to record your vote. Please try again In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. It was originally sold under the Datsun brand, but this was switched to Nissan in 1983. It was replaced in 1997 by the Frontier and Navara. In Japan, it was sold only in Nissan Bluebird Store locations. As the supply situation improved the new 2124 and 2225 took over in 1947 and 1948. This was built until the 1955 introduction of the all new 120 series truck. Delivery van, panel van 120 only, and double cab versions were available. Until 1959 it used the 25 hp, 860 cc Datsun Type 10 engine with a four-speed floor shift column shift for the 123 and later versions manual transmission.

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It was joined with a larger commercially focused vehicle called the Nissan Junior. After the introduction of the reengineered 220 series truck, a modernized low-cost option, the Datsun 124 was introduced in October 1957. While the 124 was still powered by the Type 10 engine, the 125 and 126

received an improved version of this engine called the B1, rated at 27 PS 20 kW. Largely unchanged in appearance from the 120 series, which continued to be built as a cheaper version, it was produced from 1957 to 1961. It can be identified by its different grille, featuring a more pronounced frame. The chassis was based on the 210 series sedans. Two engines were available the 37 hp Nissan C engine, and the 48 hp Nissan E engine. The E engine was originally only used in models sold on the export market. Double cab and delivery van versions were available. The 223 had a revised chassis and suspension system. The front I-beam suspension used on the 220, 221 and 222 was replaced with an independent front suspension with torsion bars. A long bed version was introduced with the 222. As a low cost option, a lightly changed model of the D10 sidevalve engine predecessor was introduced in October 1957 the Datsun 124, followed by the Datsun 125 in 1959 and finally the Datsun 126 in 1960. The 125 and 126 were powered by the B1, an improved version of the D10 with 27 PS 20 kW. It was the 220 series that established Datsun in the American market. It used the Nissan E1 engine. This engine produced 60 PS. Nissan updated the larger commercially focused Nissan Junior in 1962. Rear end gearing was a low 4.8751 along with a four-speed transmission; as a result, the 320 was not freeway friendly above 60 mph. Though described and taxed as a van in the Japanese market, the V320 is essentially a two-door station wagon. Its back half is greatly different than that of the standard, separate bed 320 pickup. It was also used for the new Silvia coupe.

After having adding the failed Light Stout, Toyota took over Hinos Briska and then continued with the Hilux. Mazda also competed in this segment, with the Mazda B Series. In 1960, Nissan assumed operations of the Minsei Diesel Industries, Ltd., renaming the company as Nissan Diesel Motor Co., Ltd now UD Trucks. It used the new 1.3 litre, 67 hp Nissan J13. In 1965 and 1966 the 520 had two single headlights. For 1967, the 520 was slightly redesigned and had twin headlights. This design was carried on until the end of 520 production. There was also a delivery van version, offered only in Japan. Naturally there were bare chassis models, and many importers installed locally made flat decks. It uses a shorter, fully integrated bed to allow comfortably seating four people. The U620 was essentially a 620 pickup from the doors forward, with the bed and rear end being the only difference. In 1977, the optional FS5W71B five-speed manual transmission became available. The 3N71 three-speed automatic became available as an option in mid-1972. This was the first series to offer an automatic transmission as an option all model series before the 620 only had manual transmissions. Final drive gearing was 4.3751. A four-door crew cab version of the 720 was available in most markets although not in North America. In addition, some overseas models continued with the early style beds in the later model years as well as the lower cost round headlamps, and included various combinations of Datsun and Nissan badging while retaining the Datsun name throughout all model years. There was also a revised dashboard with round instead of square gauges. The cabs of the King Cab versions were unchanged. In the Middle East, it was powered by Datsun's 1.8 L carbureted L18 engine. This dominated 720 sales in many markets and was also available in combination with 4WD. In the American market, the diesel engine was only available in the 2WD 720 from 1982 to 1985.

The Z24 was upgraded to Z24i single-point fuel injection for some 1986 ST models. The rest of the world had versions with the smaller 1.5 L J15, 1.6 L J16 or 1.8 L L18 carbureted engines. The 720 Series was never available with any of the Z22E or Z20E multiport fuel injected engines. The Datsun 720 was available in both 2WD and 4WD configurations, the latter having a divorced transfer case. The long wheelbase 2WD trucks King Cab, short bed, and regular cab, long bed had a two-piece driveshaft with a center support bearing. The dome light could fold rearward, to provide illumination to the bed. However, Nissan of Mexico continued to build the pickup until 1991, 1992 being its last official model year. They were exported to the whole of Latin America. They had single wall beds with outside rolled lips and rope ties, two faux hood vents some had real vents, and tail lights on the lower rear valance similar to the 620. These vehicles were badged with a small Datsun logo on the driver's side of the grill, a raised plastic Datsun badge on the front fenders, a large Datsun embossed

on the rear tailgate, as well as Datsun stickers on the bottom left of the tailgate, and model designation on the right. The owners manual and service manuals retained the Datsun name. It was a barebones truck that was only available as a regular cab with a 1.8 m 6 ft bed, and was discontinued after 1982. Unlike the others it had only a driver side mirror, single walled bed, vinyl bench seat, and other bare bone accommodations. What really set this model apart was its drive train. It featured the 2.0L Z20 motor that was fed by a carburetor. Its compression ratio was at a high 9.4 to 1, and produced 95 hp 71 kW and 112 lbft 152 Nm of torque. It was able to do this because it featured a knock sensor that would retard the timing by about 10 degrees to prevent the engine from knocking. This resulted in excellent fuel economy but at the cost of emissions.

For that reason this truck was not sold in the California market. It had optional factory airconditioning and contained a simple gauge cluster with speedometer, fuel, and water temperature gauges with blank faces in place of the tachometer and clock, as well as sliding glass rear window. A radio and cruise control were options installed by the dealership. Both drivetrain options had single and King Cab variants. Beds both long and short were available. In addition, there were rollbar and bumperbrush guard options for the 4WD variant that were installed by the dealership with mounting points for offroad and fog lights. Switches for these were placed in the center console below 1980 to pre-1983.5 and above Post 1983.5 to 1986 the voltmeter and oil pressure gauges. For the exterior, it came with a two tone paint job, chrome bumpers, mirrors and grille. It also had Nissan brand hexagonal hubcaps, whitewall tires, and sun roof. For the interior, this top of the line model came with full carpeting, bucket seats, tachometer, quartz clock, intermittent wipers, center console, and woodgrain accents on the dash and door. Like the other trucks, it was powered by the Z24 and offered both a 5speed manual or 3speed automatic. The sport truck package also was the only package with standard power windows and locks all other packages only received manual locks and windows, as well as a tilting sunroof. ST stickers were placed on the end of the rear quarter panels. Ironically, the ST package had no performance modifications, however in the 1986 model year it had an optional Z24i singleport fuel injected engine. It was created from a King Cab 4WD model, welding the cab and bed of the truck together along with a custom bed topper which increased the height of the whole vehicle. The interior was completely carpeted, and incorporated a rear folding bench seat similar to the first generation Toyota 4Runner. The name Navara was used in some markets such as Australia.

In a few countries, such as Australia, both versions were sold. The Hardbody was produced for the US market from November 1985 until 1997, and were direct competition to the Toyota compact pickup. The move from the 720 to the D21 Nissan series body style changed in January 1986 for the 1986. The Nissan Pathfinder was derived from the Hardbody Truck and started in the same model year with chassis code WD21. Bed lengths were standard 6foot 2 m and long seven foot. International markets also received the Crew Cab fourdoor version with a short four and a half foot bed. This model produces 101 PS 74 kW at 4800 rpm. For North America, this was replaced for the 1990 model year by the KA24E of similar displacement a SOHC engine of respectable performance. The sixcylinder 3.0litre VG30i early years or VG30E later years engine increased power and torque only modestly. Both rearwheeldrive 4x2 and fourwheeldrive 4x4 versions were made in quantity. A limited slip differential was standard on the top SE trim variants. There were several trims available including base, XE, and top of the line SE. The XE could be ordered with a value package starting in 1994 which included air conditioning, power mirrors, alloy wheels, and chrome on body trim such as the mirrors and bumpers. Changes were a new ergonomic dashboard and much improved interior for 1994. The V6 engine had a timing belt that requires replacement every 60K miles. The new VG33E V6 had new, larger, 10 mm exhaust manifold studs in an attempt to decrease the risk of premature exhaust manifold stud failure, but still had limited success. Earlydatsun.com. Archived from the original on 26 May 2017. Retrieved 18 November 2017. Earlydatsun.com. Archived from the original on 24 August 2012. Retrieved 27 June 2012. Earlydatsun.com. Archived from the original on 22

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If the noise is verified, disassemble the transmission. 3. Replace the counter and main gears with new parts. When installing the transmission case, note the following changes to the transmission case and fluid levels. CAUTION When installing the subgear and counter gear, make sure they are correctly aligned. I cleaned it once a few years ago and the whole transmission is covered again. It is always wet, but never have any drips in my driveway. That's one reason I just found out about and checked to make sure the breather tube was clear. I will be measuring how much comes out, then I am only going to fill it to the fill hole, if that. Then I will run it for a little bit checking for leaks before attempting to overfill it. I wish it was easier to get the shifter and boot off without messing up the carpet because I would like to suck out as much of the old oil as I can. Any idea which angle the truck could be jacked up to drain the most amount of oil? Raise the rear to get more out. Si continuas navegando por ese sitio web, aceptas el uso de cookies. Consulta nuestras Condiciones de uso y nuestra Política de privacidad para más información. Si continuas navegando por ese sitio web, aceptas el uso de cookies. Consulta nuestra Política de privacidad y nuestras Condiciones de uso para más información. Además, se aplicarán las condiciones generales de uso y la política de privacidad de Scribd. Si quieres darte de baja, cierra tu cuenta de SlideShare. Más información Puedes cambiar tus preferencias de publicidad en cualquier momento. He now uses the Demolisher system to generate income. Hoy lo retome y di con tu aporte, gracias. Ahora puedes personalizar el nombre de un tablero de recortes para guardar tus recortes.

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