DATSUN 280ZX

Model \$130 Series

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WHEEL AND TIRE

MAINTENANCE

TIRE INFLATION

Correct tire pressure is very important for steering ease and riding comfort. Correct pressure also makes for a quieter ride and extends tire life.

If all tires are inspected frequently and maintained at correct pressure, any sharp objects in tread can be quickly detected and abnormal wear, which invites serious problems, can be avoided.

After inflating tires, valves should be checked for leakage. Without valve caps, leakage will occur due to dirt and water, resulting in underinflation. Accordingly, whenever tire pressure is checked, be sure to tighten valve caps firmly by hand.

TIRE WEAR

Tread wear indicator

Tires are provided with "tread wear indicator" at six places around tire circumference, indicating I.6 mm (1/6 in) tread depth. When tires wear and then marks appear, replace them with new ones.

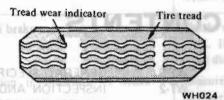


Fig. WT-1 Tread Wear Indicator









CORRECTIONS

Center wear



Uneven wear

Fig. WT-2 Abnormal Tire Wear

Toe-in or toe-out wear

When the front wheels are aligned in an excessive toe-in or toe-out condition, the tires will tend to scrape the tread rubber off and the tread will develop a feathered edge.

Center wear

Center wear is caused by overinflation of the tire.

Shoulder wear

This wear may be caused by underinflation, incorrect wheel camber, or continued excessive speed around curves. In general, the first two causes are the most common. Underinflation causes wear on both sides of treads, while camber causes wear on only one side of tread.

Uneven wear

Uneven wear is caused by incorrect camber or caster, malfunctioning suspension, unbalanced wheel, out-ofround brake drum, or other mechanical conditions. To stop this abnormal wear, correct the above faulty parts.

TIRE REPLACEMENT

CAUTION:

Different types of tires, such as bias, bias belted and radial tires, must not be mixed except in an emergency. Mixed use of different types of tires can adversely affect car handling and may cause driver to lose control.

Note:

- a. Be sure to check the wheel nut torque, after the wheel has been run for the first 1,000 km (600 miles) (also in cases of repairing flat tires, tire rotation, etc.) and every 10,000 km (6,000 miles) thereafter. Retighten if necessary.
- b. It is recommended that new tires be installed in pairs on the same axle. When replacing only one tire, it should be paired with the most tread, to equalize braking traction.
- c. When replacing original tires with those tires of an optional recommended size and of different diameter, the speedometer must be recalibrated.
- 1. To replace a tire with a jack in a safe manner, refer to Lifting Points (Section GI) for jacking up.

WARNING:

Never get under car while it is supported only by jack.

Always use safety stands to support side member of body construction when you must get beneath car.

2. To install wheel, tighten wheel nuts in criss-cross fashion.

As for aluminum wheels, proceed as follows: head defended by the day of the

- (1) Snugly tighten four nuts after wheel is positioned. See Fig. WT-3.
- (2) Slightly pull wheel back to properly align nuts with bolt holes in wheel, and tighten nuts as much as possible with your fingers.
- (3) Tighten four nuts evenly with a wheel wrench in criss-cross fashion. Adjust the tire, pressure persides the

placard with tire pressure gauge

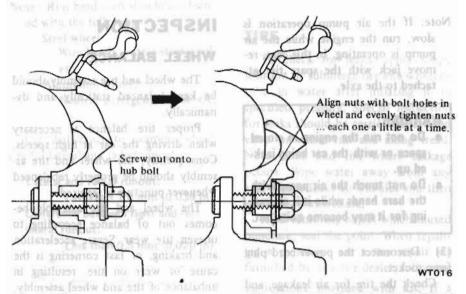


Fig. WT-3 Installing Aluminum Wheel damage house fabric, repair and and

Tightening torque: Wheel nut Steel wheel bila mumizaM 8.0 to 10.0 kg-m (58 to 72 ft-lb) Aluminum wheel 8.0 to 10.0 kg-m (58 to 72 ft-lb)

as hattings the Shake and steering roal-

Note: Be careful not to smear threaded portion of bolt and nut, and seat of nut with oil or grease. on the spanishings best to yi'l (2

Deflate tire by degreesing bustons

To exold personal injury, do not

inhale the gas which is vented while

Defintion

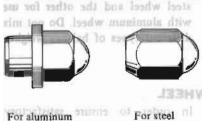
WARNINGS

the tire is defleting

Sale-leaver cataon fully nables wheel

CAUTION: NOTICE COLLECTION

Two types of wheel nuts are used; one is designed for use with steel wheel and the other for use with aluminum wheel. Do not mix different types of wheel nuts.



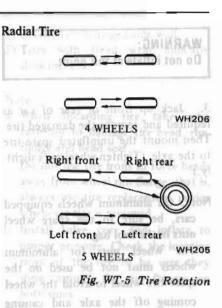
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wollot ur besond will and Fig. WT-4 Wheel Nut

TIRE ROTATION

Tires tend to wear unevenly and become unbalanced after a certain running distance. Uneven tire wear often results in tire noise which is attributed to rear axle gears, bearing, etc. Front tires also tend to wear unevenly because of improperly aligned front wheels.

Accordingly, to equalize tire wear, it is necessary to rotate tires periodically as recommended in the "Periodic



Note: Do not include the Space Saver Spare tire or the Foldable Spare tire in tire rotation. 1) With tire valve at 6:67:811618 (4)

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SPARE TIRE I me bachd and nagoral

This model is equipped with the Space Saver Spare tire or the Foldable Spare tire.

The spare tire is designed for emergency use only. It is stored in a deflated condition.

An inflator (canister or air pump) has been provided to inflate the spare.

The spare tire can be used repeatedly for emergency situations. However, the canister must be replaced after each inflation.

Be sure to obtain the proper size canister for spare tire size.

CAUTION:

The spare tire is restricted in driving speed up to a maximum of 80 km/h (50 MPH) for short distances and emergency use only.

b. In cold weather, the tire may not

look fully inflated, Inflation with slowly for the fi approved inflator

- Before changing tire, carefully read the caution and directions affixed on both the inflator and the spare tire.
- Remove the uninflated spare tire and the inflator from rear compartspare life and securely connect thinsm

WARNING:

Do not inflate at this point.

3. Jack up front or rear of car as required and remove the damaged tire. Then mount the uninflated spare tire to the axle. (Tighten wheel nuts slightly.) Constant for a

Note: On aluminum wheels equipped cars, be sure to use spare wheel nuts in the tool bag.

The wheel nuts for aluminum wheels must not be used on the spare tire wheel to avoid the wheel coming off the axle and causing personal injury.

4. Using Canister

(1) With tire valve at 6 o'clock position, inflate the spare tire with the canister. Place tire canister on the tire inflation valve and push squarely until gas can be heard entering the tire. It takes about 3 minutes

WARNING:

equipped with the

The metal parts of the canister become extremely cold during inflation and can cause frost bite. Therefore, avoid contact with the metal, use a glove or other means of protection. and manager to the or enlegency lituations. However

(2) To ensure complete emptying of the canister, hold the canister in position for one minute after sound stops.

igt, mugif be replaced after

Note:

- a. If temperature is below -10°C (14°F), the canister must be warmed on the windshield defroster for five to ten minutes to provide tire inflation.
- b. In cold weather, the tire may not look fully inflated. Therefore, drive slowly for the first mile, as the tire temperature rises the pressure will increase. All animound 510158

read the caution and directions affixed

Using Air Pump out and avoined

(1) Remove the valve cap from the spare tire and securely connect the air

pump hose in its place.

(2) Connect the power cord plug of the air pump to the cigarette lighter socket. The spare tire may be inflated to the recommended pressure 2.0 kg/cm² (28 psi) in about 6 minutes. Adjust the tire pressure per the tire placard with tire pressure gauge.

at an places around tire

Note: If the air pump operation is slow, run the engine while the air pump is operating. In this case, remove jack with the spare tire attached to the axle.

WARNING:

- Do not run the engine in closed space or with the car being jack-
- . Do not touch the air pump with the bare hands while it is operating for it may become quite hot.
- (3) Disconnect the power cord plug from socket.

Check the tire for air leakage, and then securely install and tighten the valve cap.

5. Lower car and fully tighten wheel Note: Be careful not to amear the stun

Note: Do not install the wheel cover on the spare tire.

Deflation

1. Deflate tire by depressing button on tire inflation valve or by removing valve core.

WARNING:

To avoid personal injury, do not inhale the gas which is vented while the tire is deflating.

2. Flatten tire. The spare tire becomes folded gradually while deflatinger salle govern! Lagren saling wigni

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ston from tree one lend to water

Store tire in rear compartment.

Repair requiremi lo europe edenyeon. causes wear on both slendwiftership

Note: Only qualified tire experts are authorized to dismount the spare tire from its rim or repair it in any way. Improper service can result in

serious personal injury.

Contact authorized B.F. Goodrich dealers (for Space Saver Spare tire) authorized Bridgestone or DATSUN dealers (for Foldable Spare tire) if service is required.

pension, unbalanced wheel, out-of-

INSPECTION op this absorbed

dye faulty parts. WHEEL BALANCE

The wheel and tire assembly should be kept balanced statically and dynamically.

Proper tire balance is necessary when driving the car at high speeds. Consequently, the wheel and tire assembly should be properly rebalanced whenever puncture is repaired.

The wheel and tire assembly becomes out of balance according to uneven tire wear. Severe acceleration and braking, or fast cornering is the cause of wear on tire, resulting in unbalance of tire and wheel assembly.

The symptom of unbalance appears as tramps, car shake and steering malfunction, after the wheel has been

To correct unbalance, use proper wheel balancer.

Maximum allowable unbalance at rim flange:

10 gr (0.35 oz) thm Whey tires be

Balance weight:

10 to 60 gr (0.35 to 2.12 oz) at 10 gr (0.35 oz) interval

Note: Note:

- a. Be sure to place correct balance weights on inner edge of rim. See Fig. WT-6.
- b. Do not put more than two weights on each side.
- c. Two types of balance weights are used: one is designed for use with steel wheel and the other for use with aluminum wheel. Do not mix different types of balance weights.

WHEEL art seder car while

In order to ensure satisfactory steering condition as well as maximum tire life, proceed as follows.

Check wheel rim, especially rim

flange and bead seat, for rust, distortion, cracks or other faults which might cause air leaks. Function of tubeless tire depends on a good scal between tire bead and wheel rim. Thoroughly remove rust, dust, oxidized rubber or sand from wheel rim.

Note: Rim bead seats should be cleaned with the following.

Steel wheel:

Wire brush, coarse steel wool, etc.

Aluminum wheel:

Neutral detergent, cloth, etc.

Use dial gauge to examine wheel rim for lateral and radial runout.

Lateral and radial runout:

Less than 1.0 mm (0.039 in) Difference between right and left lateral runout:

Less than 0.5 mm (0.020 in)

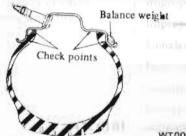


Fig. WT-6 Wheel Rim Runout Check

Less than 1.0 (0.039)

Points

Wheel must be replaced when any

- 1) Bent, dented or heavily rusted
- 2) Elongated bolt holes
- 3) Excessive lateral or radial runout
- 4) Air leaks through welds
- 5) Wheel nuts won't stay tight

TIRE

To check for leaks, apply soapy solution or submerge tire and wheel or tube in water after inflating it to specified pressure. Special inspection for leaks should be carried out around valve or wheel rim and along tread. Note bead and rim where leakage occurs. Wipe water away from any area which leaks air bubbles and then mark place with chalk.

After removing object which caused puncture, seal the point. When repairing a puncture, use a tire repair kit furnished by any tire dealer, following instructions provided with kit. If a puncture is too large or there is some damage to tire fabric, repair should be carried out by authorized tire dealer.

Discard when any of the following problems occurs:

- 1) Broken or damaged bead wire.
- 2) Ply or tread separation.
- 3) Worn fabric damage on tubeless

- Cracked or damaged side wall.
- of the following problems occurs.

 5) Tires with tread wear indicator showing, etc.

Note:

(65.0) 54

a. When discarding tire, take extra care not to damage tire bead, rimflange and bead seat.

Do not use tire irons to force beads away from wheel rim-flange; that is, always use tire replacement device whenever tire is removed.

b. Install valve core and inflate to proper pressure. Check the locating rings of the tire to be sure they show around the rim flanges on both sides.

WARNING:

When, while tire is being inflated, bead snaps over safety hump, it might break. Thus, to avoid serious personal injury, never stand over tire when inflating it. Never inflate to a pressure greater than 2.8 kg/cm2 (40 psi). If beads fail to seat at that pressure, deflate the tire, lubricate it again, and then reinflate it. If the tire is overinflated, the bead might break, possibly resulting in serious personal injury.

Wheel rim lateral and radial runous mm (iii)

		commended tire inflation pressure	
Prossure (grom ² (psi, ichs)	Car speed 'km/h' (MPH)	39(7)	
(00) 5(5) (0	Under 160 (100.)	107 (70) (10.1	
083/2012	Over 160(100)	195/70HR:14	
0000,000,03	Under 80 (50)	C78/14	

Note: Inflation pressure should be measured when tires are cold

TIGNTENING TORQUE

Wheel mut

Aluminum whiel

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vada ann ad5J-14 in ant 10	15 (0.59)	Steel wheel for Fold	able Spare tire or S	pace Saver Spare tire

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TIRE

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dead: smps avet stary hump; its might brook: Thus, to avoid serious general injury, moter stand aver-	C78-14 of this	Space Saver Spare tire or Foldable Spare tire
tire when inflating is. Nover inflately	then partyrsio	invallment corres the

INSPECTION AND ADJUSTMENT

to a pressure greater than 2.8

Wheel balance (Maximum allowable unbalance at rim flange)	problems occurs. If Broken or damaged bead with a series (so) ag		
Tire balancing weight	gr (oz)	WITH CHIEVE WART CHIEVE COURTS	10 to 60 (0.35 to 2.12) Spacing 10 (0.35)
Wheel rim lateral and radial runou	t mm (in)	Thildisca w	Less than 1.0 (0.039)
Difference between right and left	mm (in)		Less than 0.5 (0.020)

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damage to tire fabric, repair shoold be

Recommended tire inflation pressure

Tire	Car speed km/h (MPH)	Pressure kg/cm ² (psi, kPa)	
195/70HR-14	Under 160 (100)	2.0 (28, 200)	
	Over 160 (100)	2.3 (32, 230)	
C78-14	Under 80 (50)	2.0 (28, 200)	

whom's that the three lines are cold. Note: Inflation pressure should be measured when tires are cold.

TIGHTENING TORQUE

W	heel nut		
	Steel wheel	kg-m (ft-lb)	8.0 to 10.0 (58 to 72)
	Aluminum wheel	kg-m (ft-lb)	8.0 to 10.0 (58 to 72)

TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action	
Wheel wobbles.	Improper tire pressure.	Measure and adjust.	
Andrew Comments of the Comment	Damaged tire or distorted wheel rim.	Repair or replace.	
	Unbalanced wheel.	Balance.	
	Loose wheel nuts.	Tighten.	
	Worn or damaged wheel bearing, or excessive play in wheel bearing.	Correct play or replace wheel bearing.	
	Improper front wheel alignment.	Align.	
	Worn or damaged ball joint.	Replace.	
	Excessive steering linkage play or worn steering linkage.	Adjust or replace.	
ESSUE DALLONA AN	Loose steering linkage connection.	Tighten nuts to rated torque, or replace worn parts if any.	
171- N	Broken suspension spring.	Replace.	
OFFICE OF STREET	Faulty shock absorber.	Replace.	
Unevenly or exces-	Improper tire rotation.	Rotate tires periodically.	
sively worn tire.	Improper tire pressure.	Measure and adjust.	
do 1 mar	Unbalanced wheel.	Balance or replace.	
EERING LINKAGE	Improperly adjusted brake.	Adjust.	
pulpped with J.P.S. S	Improper wheel alignment.	Align.	
	Excessively distorted or improperly installed suspension link.	Repair, replace or, if necessary, reinstall.	
	High speed on curves.	Reduce speed.	
ų.	Sudden starts and improper speed due to rapid acceleration or improper brake application.	Drive in a proper manner.	
Tire squeals.	Improper tire pressure.	Measure and adjust.	
.5	Improper front wheel alignment.	Align.	
	Distorted knuckle or suspension link.	Repair or replace.	