

SERVICE MANUAL

DATSUN 240Z SPORTS
MODEL S30 SERIES
CHASSIS & BODY



NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION WT

WHEEL AND TIRE

WT

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WHEEL AND TIRE

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DESCRIPTION

The disc wheel dimensions are 14 × 4-1/2 J with 15 mm (0.59 in) wheel offset. The hub bolt hole pitch

diameter is 114.3 mm (4.5 in).

Tire size

Model	Tire size	Disc wheel
HLS30-U	175 SR-14 (Tubeless) 175 HR-14 (Tubeless) 6.45 H14-4PR (Tubeless)	14-4½J
HLS30 HS30-U	6.45 H14-4PR (Tubeless) 165 HR-14 (Tubeless) 6.95 H14-4PR (Tubeless)	14-4½J

Tire pressure (To be measure when tire are cold.)

	175 SR-14 175 HR-14 165 HR-14	6.45 H14 6.95 H14
Under 160 km/h (100 MPH)	2.0 kg/cm ² (28 lb/sq in)	1.7 kg/cm ² (2.4 lb/sq in)
Over 160 km/h (100 MPH)	2.3 kg/cm ² (32 lb/sq in)	2.3 kg/cm ² (32 lb/sq in)

PERIODICAL SERVICES

Inflation of tires

Tires with proper pressure improve riding comfort and steering stability, reduce driving sound to the minimum, and extend the service life.

The tires should be checked for proper pressure on monthly basis or more frequently depending on driving conditions, while the tires are cold.

Ordinarily, tire pressure rises 10 to 15% of that when the tire is cold during continuous driving under a constant speed due to the tire temperature rise. When measuring tire pressure accurately, first, find out whether the tire is hot or cold.

When tire valve caps are removed, be sure to reinstall

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them on the valves without fail. The valve caps assist in keeping air in the tire in case of a valve leak, and keep dust and water out of the valves.

When inflation pressure is too high, the following troubles will result:

1. Hard ride
2. Bruised tire or damaged carcass immediately inside the tread
3. Poor traction at rear wheel resulting in uneven wear
4. Rapid tread wear at center of tire

When inflation pressure is too low, the following troubles will result:

1. Tire squeal on turns
2. Hard steering
3. Rapid and uneven wear on tire tread edges
4. Bruised tire rim and various types of rupture
5. Tire cord fatigue or breakage
6. Tramp and shimmy troubles
7. Unusual tire temperature rise
8. Car roll while turning a corner or making a sharp swerve in traffic

Tighten wheel nuts to a torque of 8.0 to 9.0 kg-m (58 to 65 ft-lb).

Be sure to retighten wheel nuts after running 100 to 200 km (60 to 120 miles).

Radial tire

When comparing to the ordinary tires, camber power of a radial tire is lower and cornering power is higher, and consequently, toe-in increases excessively, causing unevenly worn tire and/or rapid tire wear. Thus, the front wheel alignment should be carried out carefully and correctly. (See Chapter FA.)

Characteristics of a radial tire differ from that of an

ordinary tire. Do not mingle radial tires with an ordinary tire or viceversa. When replacing a radial tire with an ordinary tire due to unavoidable reason, use ordinary tires for front tires.

Tire rotation

Service life of a tire is indicated by miles driven. The tires are provided with "tread wear indicator" [marks in six positions on the tire circumference, which indicate limit of 1.6 mm (0.06 in) tread depth]. When the tire is worn to the service life, the tread wear indicator appears. (In other words, when the indicator appears, the tire has reached its service life.) Generally speaking, service life of a tire is 40,000 km (24,000 miles).

When it is intended to use five tires including the spare tire evenly, conduct tire rotation in accordance with the tire shifting order shown in Figure WT-1 whenever the vehicle is driven 10,000 km (6,000 miles).

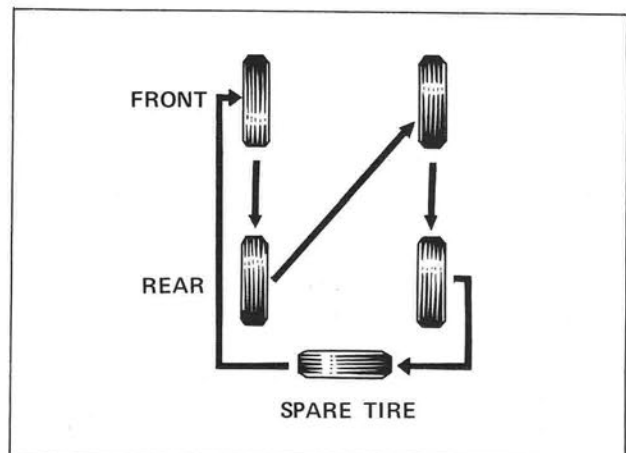


Fig. WT-1 Tire rotation

INSPECTION

Wheel balance

The permissible unbalance of wheel and tire assembly is 10 gr (0.35 oz) or less [190 gr-cm (2.64 in-oz) or less] at the rim circumference. In no event should a 100 gr (3.63 oz) or heavier balance weight be attached to the wheel. Balance weights are available from 10 gr to 100 gr (0.35 oz to 3.52 oz) with every 10 gr (0.35 oz) interval.

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Wheel

When the wheel deflections toward vertical and horizontal axes at the points indicated by the asterisk (*) in Figure WT-2 are 1.0 mm (0.04 in) or more, replace the wheel.

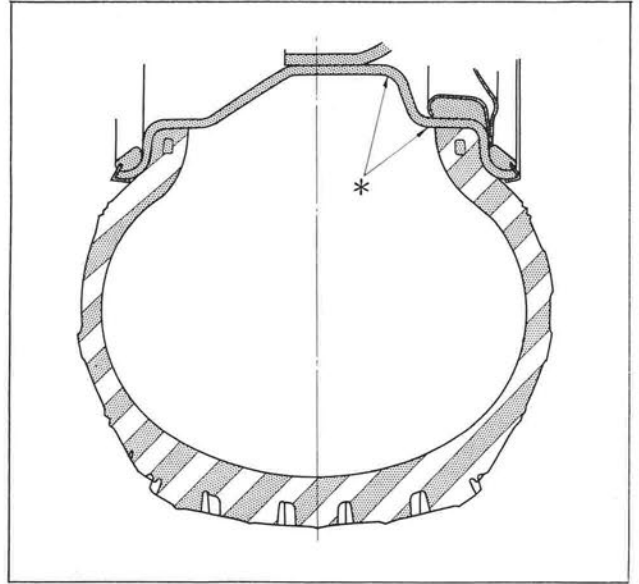


Fig. WT-2 Wheel rim run-out check points

TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Corrective action
Wheel wobbles.	Improper tire pressure	Measure and adjust correctly.
	Damaged tire or distorted wheel rim	Repair or replace.
	Unbalanced wheel	Balance correctly.
	Loose wheel nuts	Retighten.
	Worn or damaged wheel bearing, or excessive play of wheel bearing	Correct play or replace.
	Improper front wheel alignment	Adjust.
	Worn or damaged ball joint and link bushing	Replace.
	Excessive steering linkage play or worn steering linkage	Adjust or replace.
	Loose steering linkage connection	Retighten the nuts with the rated tightening torque, or replace worn parts if any.
	Broken suspension spring	Replace.
	Defective shock absorber	Replace.

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Unevenly or excessively worn tire	Improper tire rotation	Conduct tire rotation periodically. [Standard: Every 10,000 km (6,000 miles)]
	Improper tire pressure	Measure and adjust correctly.
	Unbalanced wheel	Balance or replace.
	Improperly adjusted brake	Readjust correctly.
	Improper wheel alignment	Realign.
	Excessively distorted or improperly installed suspension link	Repair correctly or replace if necessary, or reinstall correctly.
	High speed on curves	Reduce speed.
	Sudden start and improper speeding due to rapid acceleration or improper brake application	Follow correct and proper driving manner.
Tire squeals	Improper tire pressure	Measure and adjust correctly.
	Improper front wheel alignment	Realign correctly.
	Distorted knuckle or suspension link	Repair or replace if necessary.

SERVICE JOURNAL OR BULLETIN REFERENCE

DATE	JOURNAL or BULLETIN No.	PAGE No.	SUBJECT

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