

GENERAL SPECIFICATIONS

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ITEM		MODEL	B10		VB10	
			S. T. D.	Deluxe	S. T. D.	Deluxe
Overall length			3, 800 mm (149.6 in.)	3, 820 mm (150.4 in.)	3, 800 mm (149.6 in.)	3, 820 mm (150.4 in.)
Overall width			1, 445 mm (56.9 in.)		1, 445 mm (56.9 in.)	
Overall height			1, 345 mm (53.0 in.)		1, 385 mm (54.5 in.)	
Wheel base			2, 280 mm (89.8 in.)		2, 280 mm (93.7 in.)	
Room space	I. L.		1, 630 mm (64.2 in.)		1, 285 mm (50.6 in.)	
	I. W.		1, 255 mm (48.2 in.)		1, 160 mm (45.7 in.)	
	I. H.		1, 100 mm (43.3 in.)		830 mm (32.7 in.)	
Tread	Front		1, 190 mm (46.9 in.)		1, 190 mm (46.9 in.)	
	Rear		1, 180 mm (46.6 in.)		1, 180 mm (46.6 in.)	
Min. road clea.			160 mm (6.3 in.)		170 mm (6.7 in.)	
O. H. to the F. E. w/o. B.			580 mm (22.8 in.)		585 mm (23.0 in.)	
O. H. to the R. E. w/o. B.			875 mm (3.4 in.)		850 mm (3.3 in.)	
Vehicle weight			625 kg (1378 lb.)	645 kg (1422 lb.)	645 kg (1422 lb.)	665 kg (1466 lb.)
Max. I. A.	Right		49°		49°	
	Left		49°		49°	
Max. speed			135 km (100 MPH)	135 km (100 MPH)	130 km (97 MPH)	130 km (97 MPH)

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Grade ability $\sin \theta$	0.387	0.379	0.306	0.301
Min. turning radius	4.0 m (13.1 ft.)		4.0 m (13.1 ft.)	
ENGINE	Model	A10		
	Manufacturer	NISSAN MOTOR CO., LTD.		
	Classification	Gasoline		
	Cooling system	Water cooled		
	No. of cylinder & arrangement	4 in line		
	Cycle	4		
	Combustion chamber	Wedge		
	Valve arrangement	O. H. V.		
	Bore \times Stroke	mm	73 \times 59 (2.87 \times 2.32 in.)	
	Displacement	<i>l</i>	0.988 (60.3 cu. in.)	
	Compression ratio	8.5		
	Compression pressure kg/cm (r. p. m.)	12.0/350		
	Max. exploding pressure kg/cm (r. p. m.)	48/4,000		
	Max. mean effective pressure kg/cm (r. p. m.)	9.75/3,600		
	Max. power HP/r. p. m. (SAE)	62/6,000		
	Max. torque (SAE) m-kg/r. p. m.	8.5/4,000 (61.5 ft-lb/4000 r. p. m.)		
	Length \times Width \times Height	mm	547 \times 553 \times 590	
	Weight	kg	91.5	
	Position	Front		
	Type of piston	T Slot		
Material of piston	LO-EX			
No. of Piston ring	Pressure Oil	2 1		

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ENGINE	Valve timing	Intake open	12° B. T. D. C.			
		Intake close	48° A. B. D. C.			
		Exhaust open	50° B. T. D. C.			
		Exhaust close	10° A. T. D. C.			
	Valve Clearance	Intake	mm	0.35		
		Exhaust	mm	0.35		
Starting method			Starter Motor			
IGNITION SYSTEM	Firing Method			Battery coil type		
	Ignition timing B. T. D. C./r. p. m.			8°/600		
	Ignition order			1-3-4-2		
	Ignition coil	Type		C14-51		
		Manufacturer		HITACHI		
	Distributor	Type		D412-53		
		Manufacturer		HITACHI		
		Type		L45		
IGNITION	Spark Plug	Manufacturer		HITACHI		
		Thread	mm	14		
		Cap	mm	0.7 ~ 0.8		
FUEL SYSTEM	Carburetor	Type		DCG286-3		
		Manufacturer		HITACHI		
		Throttle vlv bore	mm	26	28	
		Venturi size	mm	20 × 7		24 × 7
		Main jet	mm	0.95	1.40	
		Slow jet	mm	0.80	0	
		Power jet	mm	0.60		
		Air Draught		Down		

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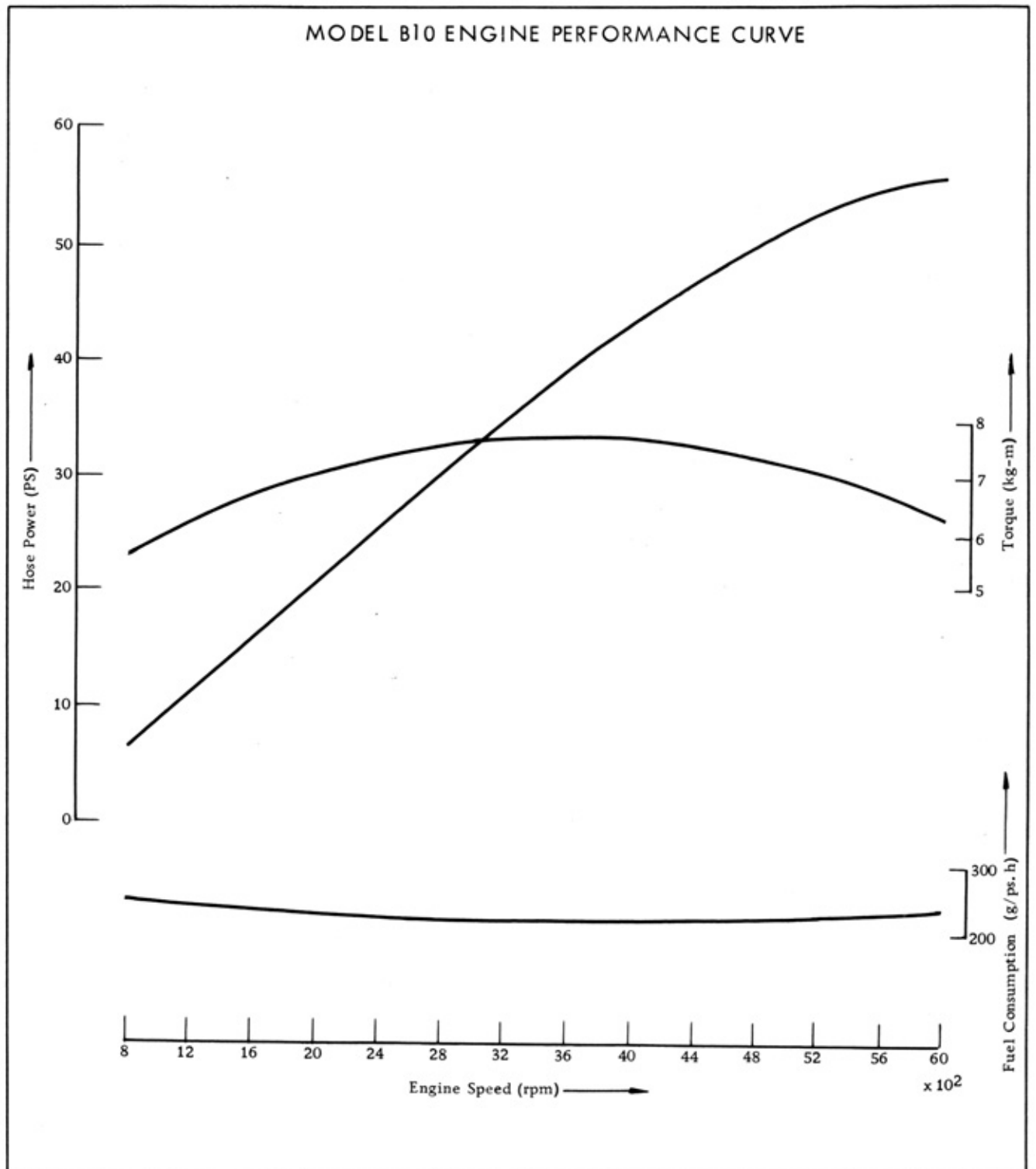
FUEL SYSTEM	Air cleaner	Type	Paper element
		Manufacturer	TSUCHIYA
	Fuel pump	Type	Diaphragm
		Manufacturer	SHOWASEIKI
		Fuel Tank Capacity	35 (for B10), 30 (for VB10)
Lubricating system	Lubrication method	Forced full flow	
	Oil pump type	Trochoid type	
	Oil filter	Paper filter	
	Oil pan capacity	2.5	
Cooling system	Type	Pressure feed water cooled	
	Radiator	Corugated fin & tube type	
	Capacity of cooling water	4.5	
	Type of water pump	Centrifugal type	
	Thermostat	Pellet type	
Battery	Type	N40L	
	Voltage V	12	
	Capacity A. H.	40	
Generator	Type	LT125-01	
	Manufacturer	HITACHI	
	Generating method	Alternator	
	Voltage V	12	
	Capacity W	250	
	Voltage regulator	TL1Z-10A	
Starter	Type	S114-87	
	Manufacturer	HITACHI	
	Voltage & power V-HP	12V-1.0	

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TRANSMISSION DEVICE	CLUTCH	Type		Single dry disc			
		Number of place		1 (Facing 2)			
		Out. dia. × In. dia. × Thickness mm		160 × 110 × 3.2			
		Total friction area cm ²		212			
	TRANSMISSION	Type		3 Forward 1 reverse all synchro-mesh on forward gears	4 Forward 1 reverse all synchro-mesh on forward gears		
		Operating method		Remote control	Floor shift		
		Gear ratio	1st		3.38	3.76	
			2nd		1.73	2.17	
			3rd		1.00	1.40	
			4th			1.00	
Reverse			3.64	3.64			
Propeller shaft Length × Out. dia. × In. dia. mm		1.178 × 63.5 × 60.3					
Type of universal joint		Spicer					
Final gear		Type of gear	Hypoid				
		Gear ratio	4.111 (B10), 4.375 (VB10)				
Differential gear		Housing type	Banjo type				
		Type & number of gear	Straight bevel pinion 2 each				
STEERING	Type of gear		Recirculating ball type				
	Gear ratio		15 : 1				
	Steering angle	Inner Outer	45° 36°36'				
RUNNING DEVICE	Steering wheel diameter mm		400				
	Wheel arrangement	Front Rear	2 wheels 2 wheels				
	Front axle		Wishbone ball joint type				
	Toe-in (unloaded)		2 ~ 3 mm				

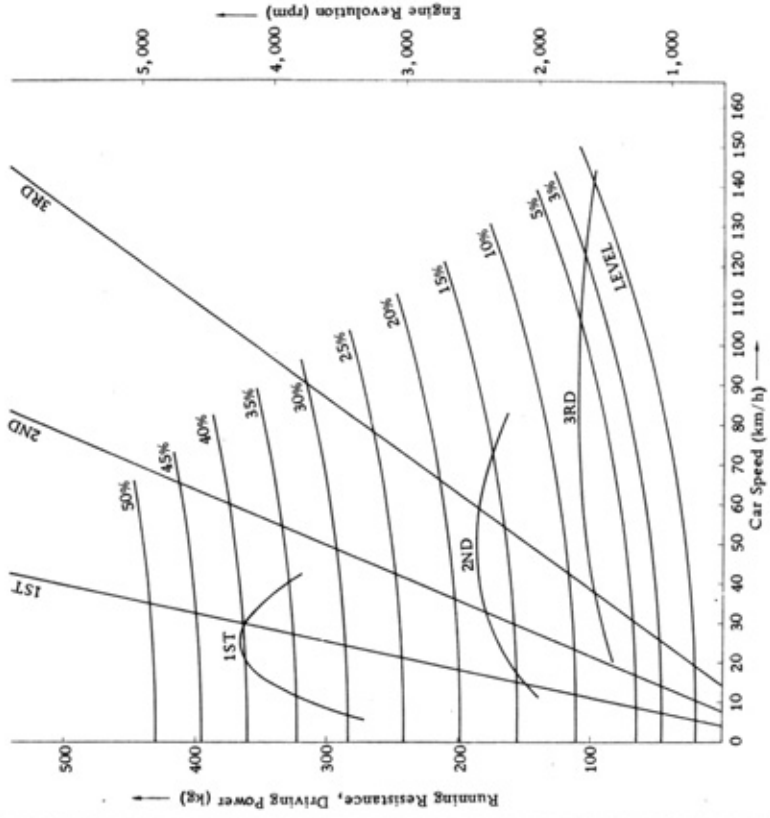
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RUNNING DEVICE	Camber (unloaded)		1°45'
	Caster (unloaded)		2°15'
	Inclination angle of king pin		6°30'
	Type of rear axle		Semi-floating type
BRAKE SYSTEM	MASTER BRAKE	Type	Front: 2 leading Rear : leading and trailing
		Lining dimension (front) mm	35 × 4.8 × 195
		Lining dimension (rear) mm	35 × 4.8 × 195
		Total braking area (front) cm ²	273
		Total braking area (rear) cm ²	273
		Inner dia. of drum (front & rear) mm	203.2
	OIL BRAKE	Inner dia. of master cylinder mm	17.46
		Inner dia. of wheel cylinder front mm	20.64
		Inner dia. of wheel cylinder rear mm	20.64
		Max. oil pressure kg/cm ²	175
BRAKE	PARKING BRAKE	Type	Mechanical for ear wheels
		Lining dimension mm	35 × 4.8 × 195
		Total braking area cm ²	273
		Inner dia. of drum mm	203.2
SUSPENSION	Front		Transverse leaf spring
	Spring size	Out. dia. × Length mm	976 × 50 × 4-6
	Rear		Semi-elliptic leaf spring
	Spring size	Length × Width × Thickness - No.	1, 150 × 50 × 7-2 (B10) 50 × 7-2 1, 150 × 50 × 5-1 (VB10) 50 × 11-1
	Helper spring	mm	
	Shock absorber	(Front)	Telescopic type double action
	Shock absorber	(Rear)	Telescopic type double action



MODEL B10 RUNNING

Final gear ratio	4.111
1st speed ratio	3.380
2nd speed ratio	1.734
3rd speed ratio	1.000
Max. grade ability	920 kg
Max. torque	7.7 kg-m/3,600 r. p. m.
Max. B. H. P.	56PS/6,000 r. p. m.



MODEL VB10 RUNNING

Final gear ratio	4.375
1st speed ratio	3.380
2nd speed ratio	1.734
3rd speed ratio	1.000
Max. grade ability	1,175 kg
Max. torque	7.7 kg-m/3,600 r. p. m.
Max. B. H. P.	56PS/6,000 r. p. m.

