

# **SERVICE BULLETIN**

**OCT. 1967**

**VOL. 86**

**MODIFICATIONS ON DATSUN 1000  
and  
INTRODUCTION OF  
NEW 4 DOOR SEDAN  
MODEL (V) B10 SERIES**



**NISSAN MOTOR CO., LTD.**

**T O K Y O , J A P A N**

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**SPECIFICATIONS**  
SP67—010

# FOREWORD

The "DATSUN 1000" has been welcomed all over the world for its superior performance and durability since its first appearance on the market.

The '68 model DATSUN 1000 (V)B10 Series have been improved in various points, including the modification of the radiator grille which was adopted precedingly from July production (refer to Service Journal BW67-005).

Furthermore, the highlight is the introduction of the new 4 door sedan B10F series. The major specifications of 4 door sedan are basically the same as those of 2 door sedan and in this bulletin only the special features of 4 door sedan are mentioned.

## NEW MODEL CHASSIS NUMBER

CHASSIS NUMBER:	B10(S)(T)U	}	B10-080000
	B10(S)(T)FU		
	LB10(S)T	}	LB10-002000
LB10(S)TF			
	VB10(S)(T)U	}	VB10 >-084001
	LVB10(S)T		

Whenever your order the spare parts, refer to the Spare Parts Bulletin No. S-67-750.

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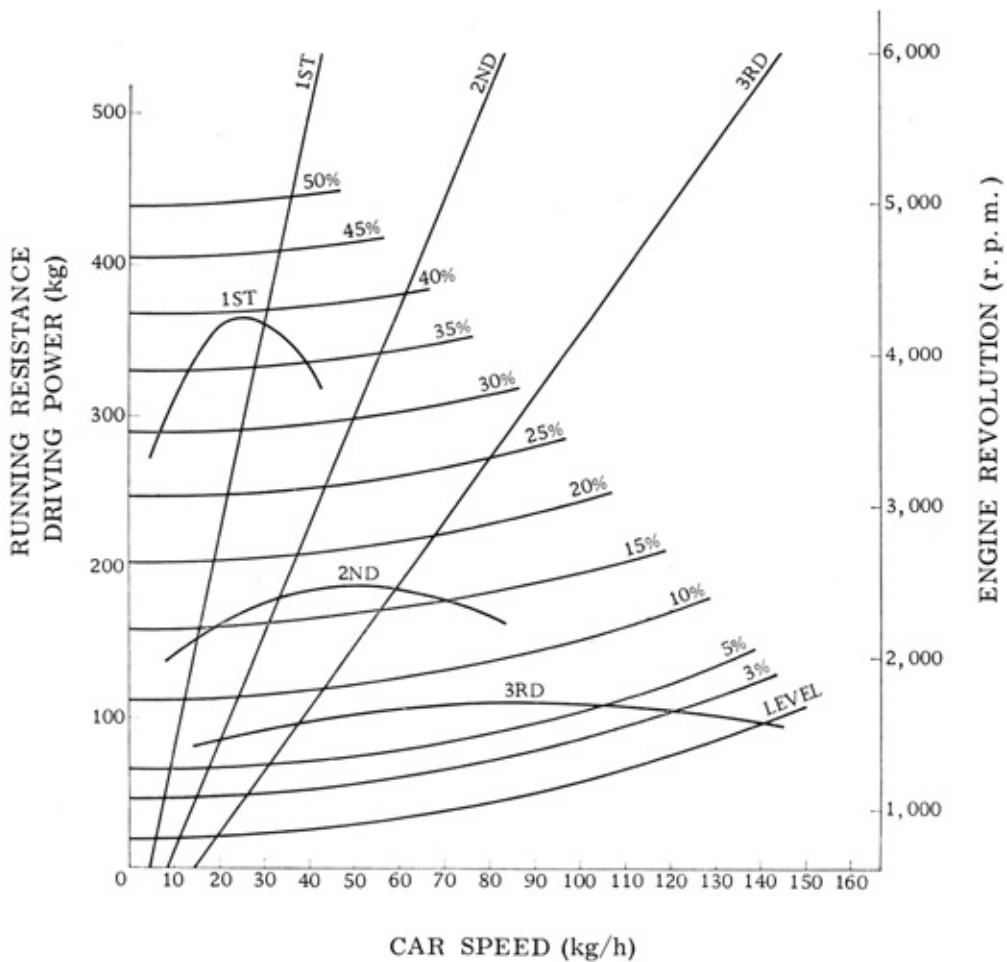
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## MAJOR SPECIFICATIONS OF 4 DOOR SEDAN

Model  Item		B10FU		(L)B10TFU	
		with 3-speed transmission		with 4-speed transmission	
		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.)			
Overall height		1,345 mm (53.0 in.)			
Wheel base		2,280 mm (89.8 in.)			
Room space	length	1,630 mm (64.2 in.)			
	width	1,255 mm (48.2 in.)			
	height	1,100 mm (43.3 in.)			
Tread	front	1,190 mm (46.9 in.)			
	rear	1,180 mm (46.6 in.)			
Min. road clearance		160 mm ( 6.3 in.)			
Overhang to rear end (without bumper)		875 mm (34.4 in.)			
Vehicle weight		645 kg (1,422 lb.)	665 kg (1,466 lb.)	645 kg (1,422 lb.)	665 kg (1,466 lb.)
Distribution	front	350 kg (772 lb.)	365 kg (805 lb.)	350 kg (772 lb.)	365 kg (805 lb.)
	rear	295 kg (650 lb.)	300 kg (661 lb.)	295 kg (650 lb.)	300 kg (661 lb.)
Max. speed		135 km/h (100 MPH)			
Grade ability ( $\sin \theta$ )		0.380	0.370	0.422	0.413
Min. turning radius		4.0 m (13.1 ft)			

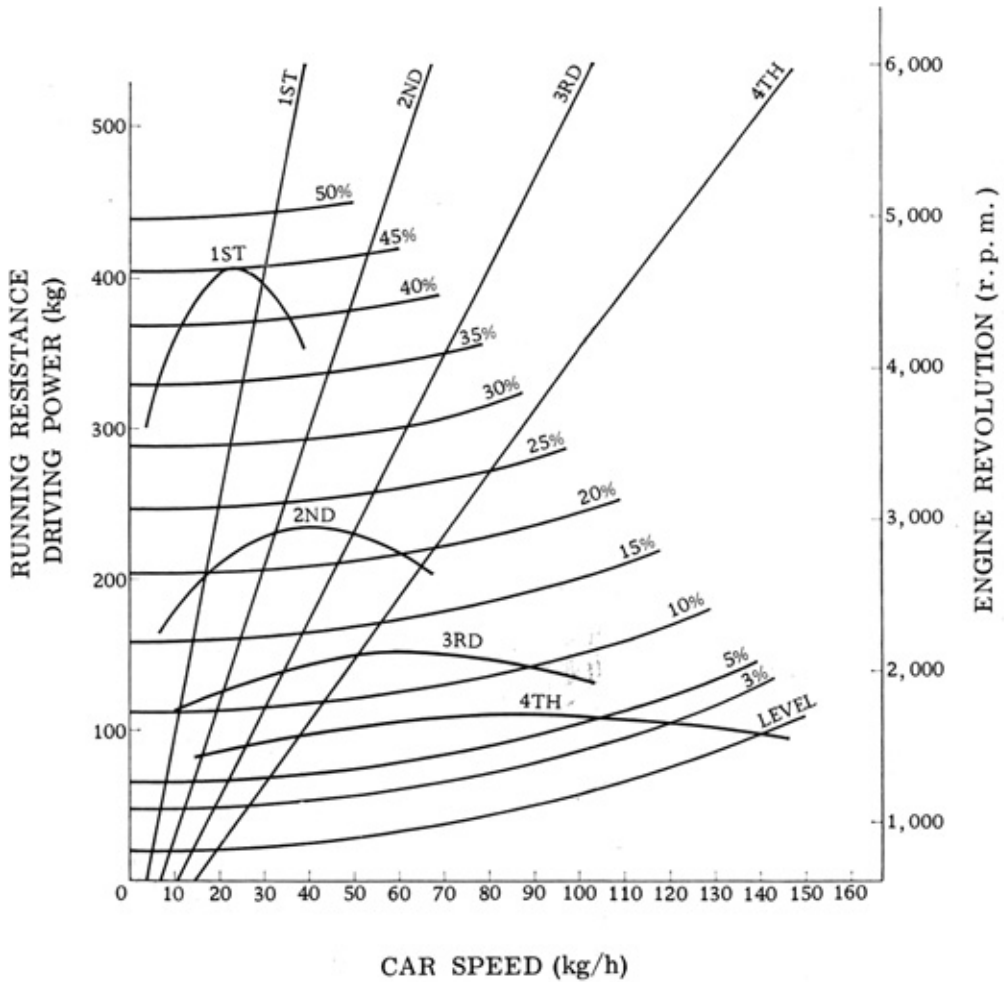
**MODEL B10FU RUNNING  
PERFORMANCE CURVES**

Final gear ratio	4.111 (37/9)
1st speed ratio	3.380
2nd speed ratio	1.743
3rd speed ratio	1.000
Gross vehicle weight	940 kg
Max. grade ability	$\tan = 0.397$ ( $\sin = 0.370$ )
Tire effective radius	0.263 m
Max. torque (SAE)	8.5 mkg/4,000 rpm
Max. B.H.P. (SAE)	62 HP/6,000 rpm



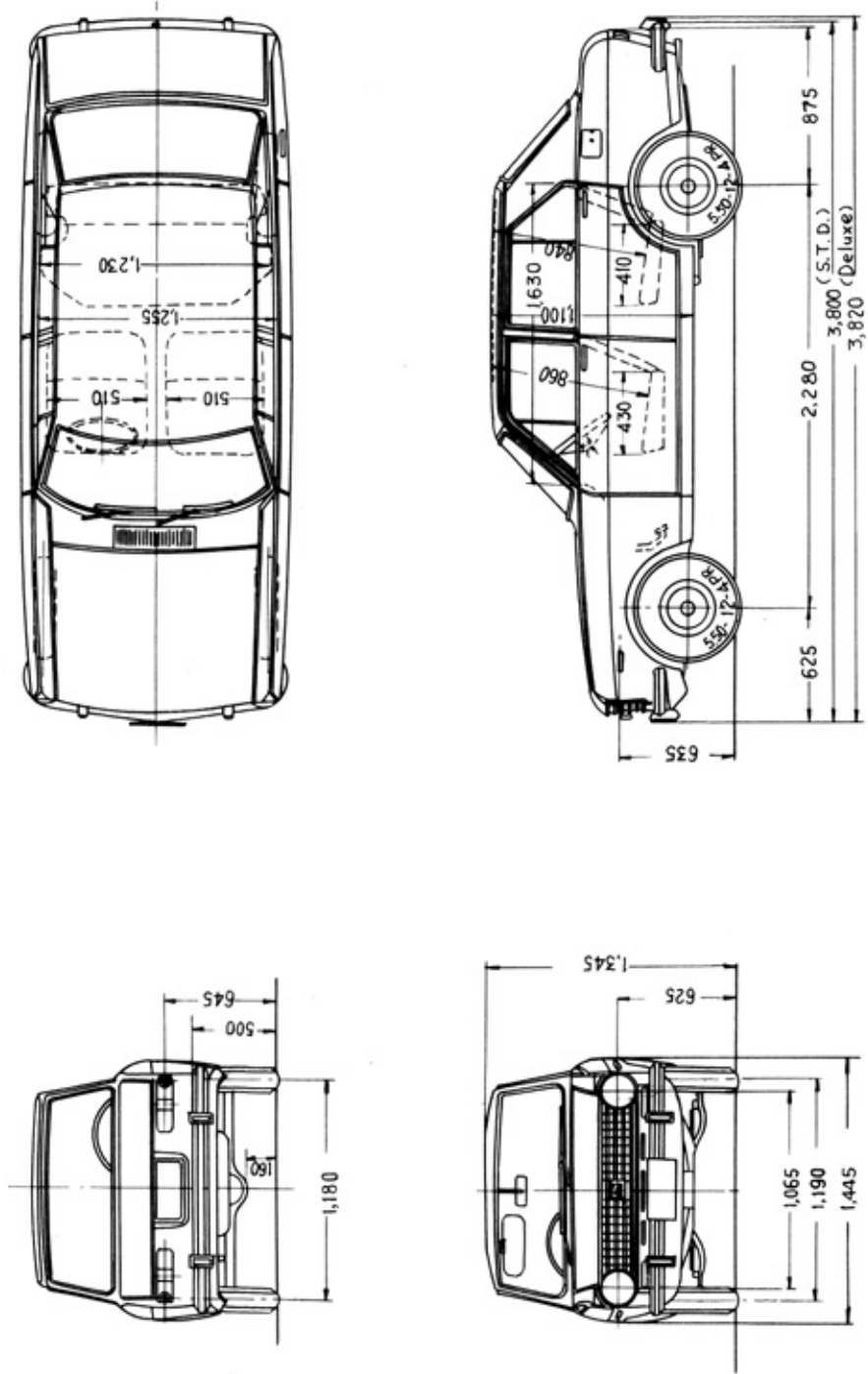
**MODEL (L)B10TF RUNNING  
PERFORMANCE CURVES**

Final gear ratio 4.111 (37/9)  
 1st speed ratio 3.757  
 2nd speed ratio 2.169  
 3rd speed ratio 1.404  
 4th speed ratio 1.000  
 Gross vehicle weight 940 kg  
 Max. grade ability  $\tan = 0.453$  ( $\sin = 0.413$ )  
 Tire effective radius 0.263 m  
 Max. torque (SAE) 8.5 mkg/4,000 rpm  
 Max. B. H. P. (SAE) 62 HP/6,000 rpm



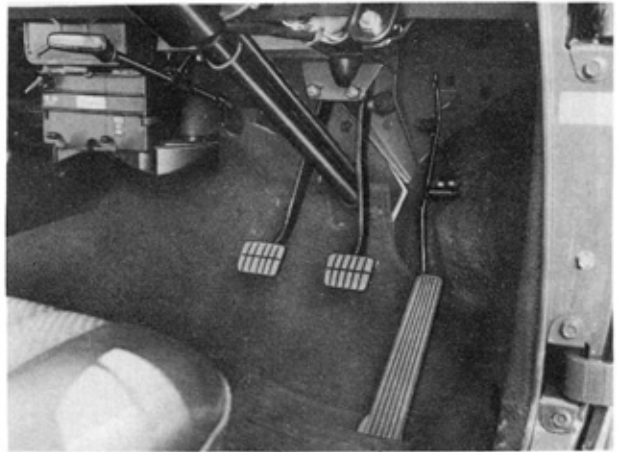
# GENERAL VIEW OF MODEL BIO (S)(T) FU

Unit : mm



# I . MAJOR MODIFICATION OF (V) B10 SERIES (2 DOOR)

The following modifications will be also applied to the newly introduced 4 door sedan.



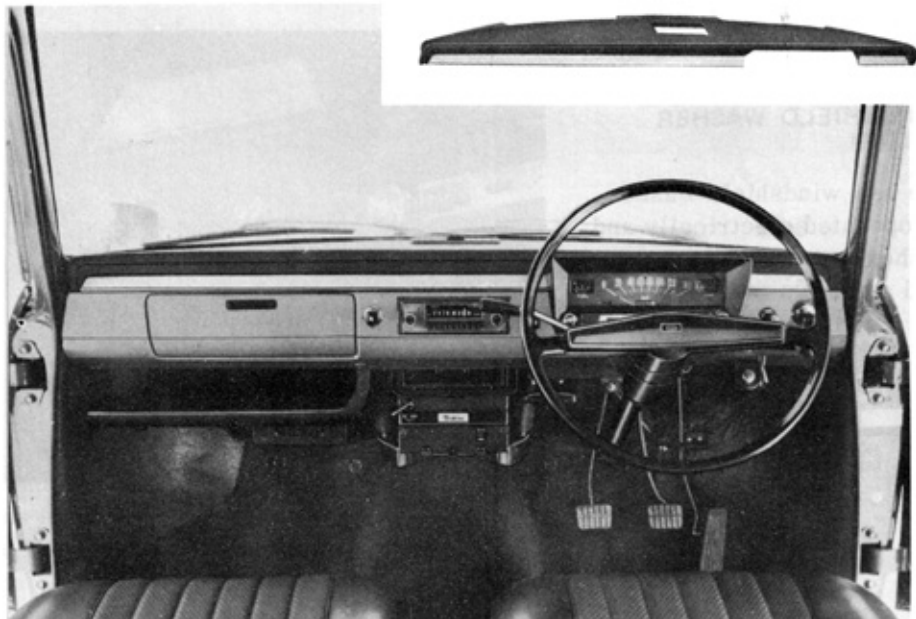
## I-1. ACCELERATOR PEDAL (only for R.H. drive)

The accelerator pedal has been changed as shown in the figure (only for R. H. drive car).

With this slipper type foot pedal the driving comfort will be much increased.

## I-2. INSTRUMENT PANEL PAD

The newly designed instrument panel is heavily padded for safety. However, with the finisher newly adopted, the appearance of instrument panel becomes more stylish.





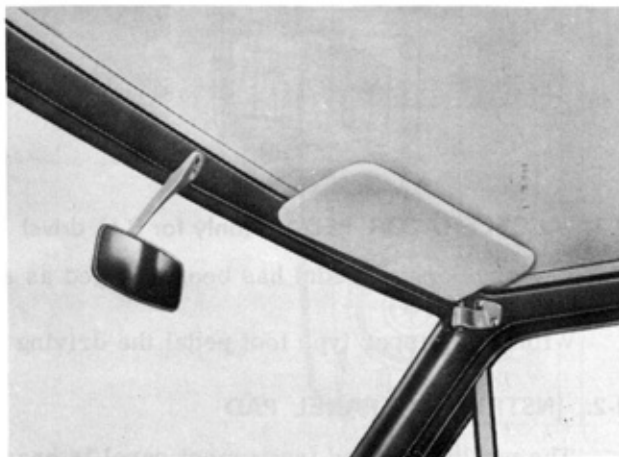
### I-3. COMBINED METER COVER

In connection with the modification of instrument panel, the combined meter cover has been newly designed. The combined meter itself and its mounting method are unchanged.



### I-4. HEADLINING

The headlining has been newly designed to get better looking.

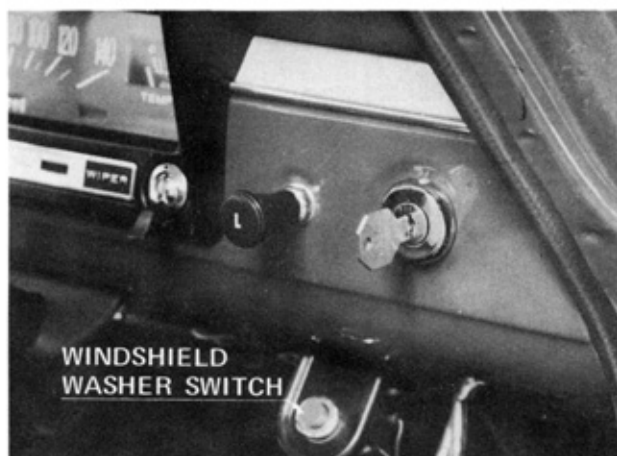


### I-5. SUNVISOR

The new sunvisor can be used as a side visor, too.

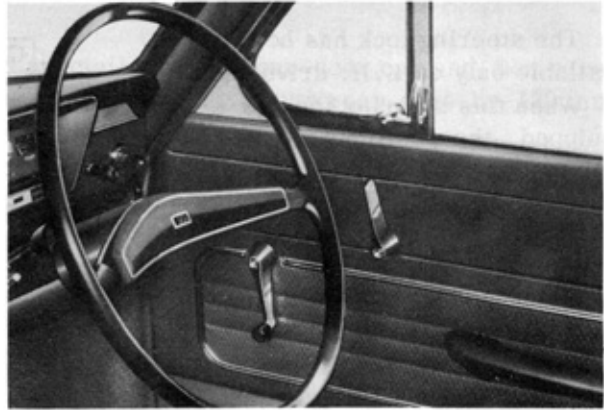
### I-6. WINDSHIELD WASHER SWITCH

The new windshield washer can be operated electrically and the washer switch has been changed as shown in the figure.



### I-7. STEERING WHEEL AND HORN BAR

The steering wheel and horn bar have been newly designed and the new horn bar is padded for safety.



### I-8. FUEL TANK FILLER CAP LOCK

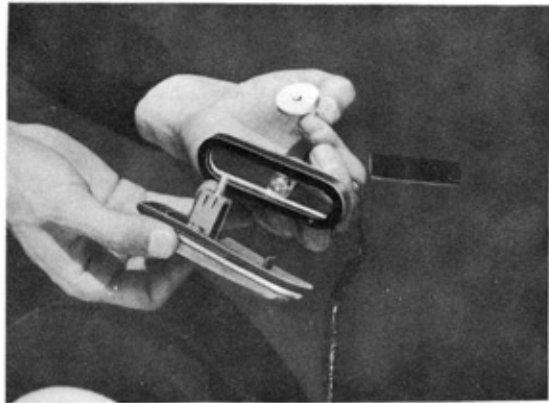
The filler cap lock has been adopted on (V)B10S series (Standard type) as a standard equipment.

Formerly this lock was equipped as a standard equipment on Deluxe type and as an optional on Standard type.

### I-9. SIDE MARKER LAMP

The side marker lamp has been newly designed.

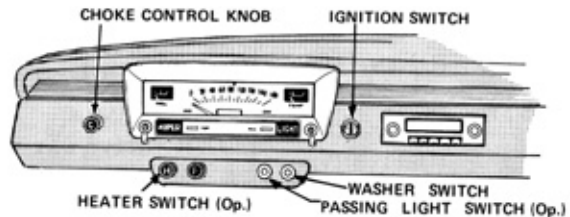
To replace a bulb; turn and remove the wing nut at the back of fender panel. The bulb socket can then be removed.



### I-10. PASSING LIGHT SWITCH (option for L.H. drive car)

For the safety when passing by other car, the passing light switch has been newly adopted as optional on L.H. drive car.

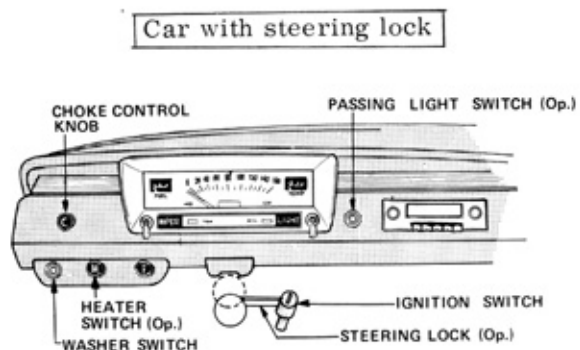
This switch is of the push type and by pushing and releasing the switch, the high beams of the head lights will be turned on and off.



### I-11. STEERING LOCK (option for L.H. drive car)

The steering lock has been available only on L.H. drive car.

When this steering lock is equipped, the positions of the instrument switches are changed as shown in the figure.



## II. INTRODUCTION OF FOUR DOOR SEDAN B10F SERIES



AVAILABLE MODELS ON 4 DOOR SEDAN

B10SFU (STD. type)	R.H. drive car with 3-forward speed transmission
B10FU (Deluxe type)	
B10STFU (STD. type)	R.H. drive car with 4-forward speed transmission
B10TFU (Deluxe type)	
LB10STF (STD. type)	L.H. drive car with 4-forward speed transmission
LB10TF (Deluxe type)	

### II-1. BODY CONSTRUCTION

The body of the four-door car is based on that of Model B 10 two door car, and is made sturdier in construction by designing and manufacturing by pressing its panel parts in enlarged sizes specially for the use of the four-door car and by adopting a unit construction system in which all these panel parts are welded into one solid unit.

## II-2. DOOR

### a) FRONT DOOR

The front door is designed specially for the four-door car and, compared with the door for the two-door car, is shorter at the rear edge by 130 mm (5.1 in.).

The type of the door sash and the fitting method and the shape of the cross section of the window regulator are the same as those for the two-door car.

#### 1 Door lock

The door lock adopted is made much sturdier in construction for safety's sake. Both of the front doors are of the "unlocking type" and can be locked with a key; and its gear system is of a rack and pinion adjustment with a pinion having two teeth, same as for the rear doors.

#### 2 Door window regulator

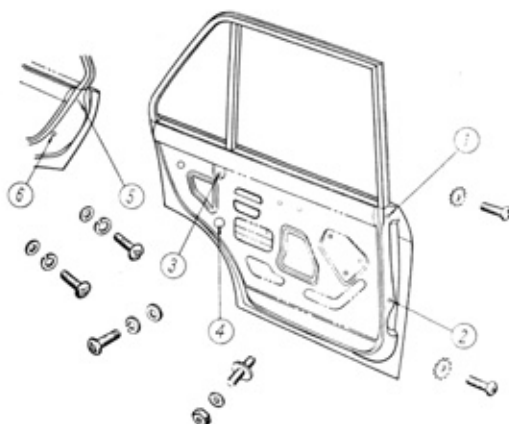
In accordance with the change in the dimensions of the front door, the size of the regulator is also changed. The regulator is of a single-arm type, same as for the two-door car; and it has the gear ratio of 12 : 1, ensuring a very light operation for raising or lowering the window glass. About three turns of the handle will suffice for raising or lowering the glass completely.

### b) REAR DOOR

#### 1 Door sash

The shape of the cross section of the door sash is the same as that of the door sash for the front door; and fitting the sash to the door is done by a separation system, i.e., by means of six bolts.

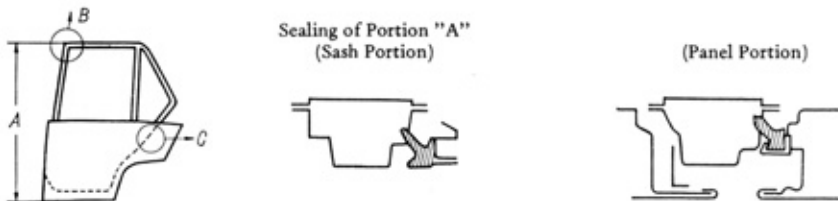
Fitting the rear sash



Fine adjustment of ④ is possible.

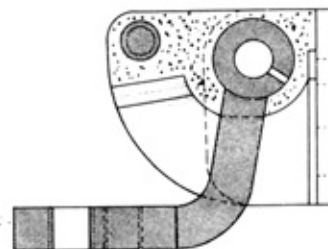
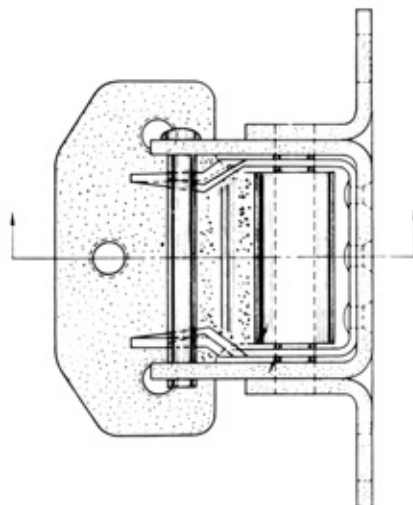
## 2 Sealing

The sponge rubber of weatherstrip, which is stuck around the outer edges of the door, is of the same type as that for the front door, except for portions "B" and "C" shown in the following sketches:



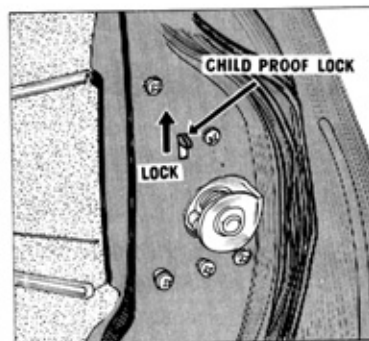
## 3 Door hinges

The upper hinges are equipped with a check mechanism to hold the door firmly when it is opened, and also a stopper is incorporated into the hinges. The tightening torque of these hinges is 1.4 kg-m (10.1 ft-lb). Adjustment of the door is carried out by the long hole of the center pillar in the up-and-down as well as the forward-and-backward directions, and by an adjusting shim in the left-and-right directions.



## 4 Door lock

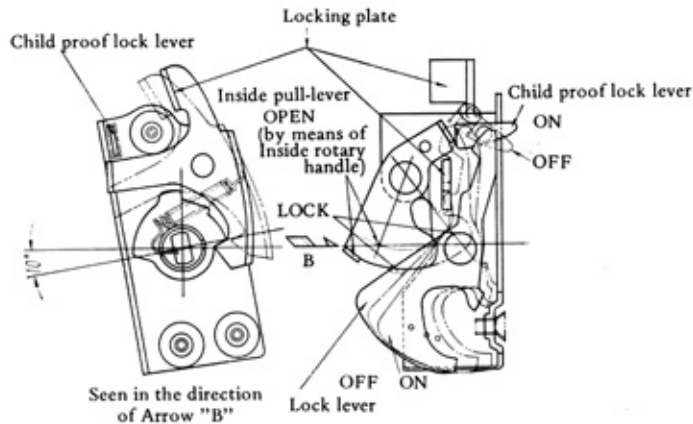
The door lock is of the rack and pinion type with a pinion having two teeth, same as for the front door. This lock incorporates in it a child-proof lock for the safety of a child or children sitting on the rear seat, which prevents them from tampering the inside door handle and opening the rear door inadvertently. This child-proof lock will be "ON" when



the lever on the surface, on which the door lock is fitted, is pushed up and will be "OFF" when the lever is pulled down.

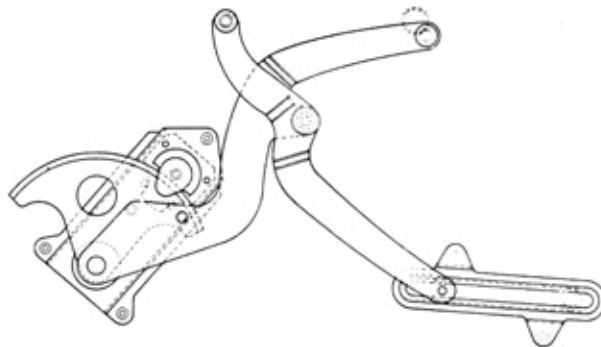
When the door is closed with this lock "ON", the door cannot be opened by the inside handle; in this condition the door can be opened only by operating the outside handle.

Also by pushing the inside handle forward, the lock on the rear door becomes "ON" and cannot be opened by operating the outside handle.



#### 5 Rear door window regulator

As the door sash is not fitted in parallel, the window regulator of the X-arm type is adopted. The regulator unit is made thin in order to give an ample width to the room; and its gear has the gear ratio of 12 : 1, same as in the case of the front door, to ensure light operation of the regulator.



Both the front and the rear doors have drain holes in the same way as the two-door car.

### II-3. SEAT

#### a) Front seat

The front seat is of the bucket-seat type, basically of the same design as for the two-door car.

The front seat is fixed to the floor, as the safety lock mechanism for enabling a passenger to get on to and off the rear seat in the case of the two-door car is now unnecessary.

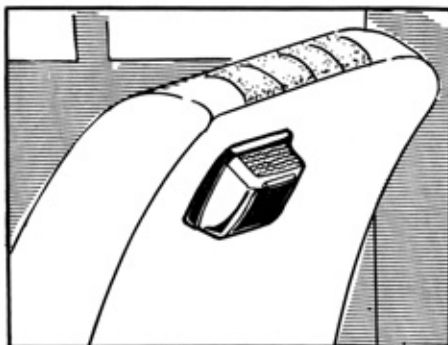
Also slide mechanism is adopted to the passenger's seat side in order to enable the passenger to take a comfortable posture in getting on to the front or the rear seat. The de luxe car has a reclining seat as a standard equipment, same as in the two-door car and the sliding distance is 140 mm, also same as in the two-door car.

#### b) Rear seat

The basic construction of the rear seat is the same as that of the two-door car and only the method of fitting the seat and the cushion is different.

### II-4. REAR ASH TRAY

An ash tray is fitted to the back of the front right side seat.



### II-5. WIRING HARNESS

As a result of the changes in construction of the rear of the body as well as the panels, the wiring method is changed and consequently the body harness is different from that of the two-door car.

