

# SERVICE MANUAL

## *Datsun*

MODEL 510 SERIES

CHASSIS and BODY



## SECTION BE

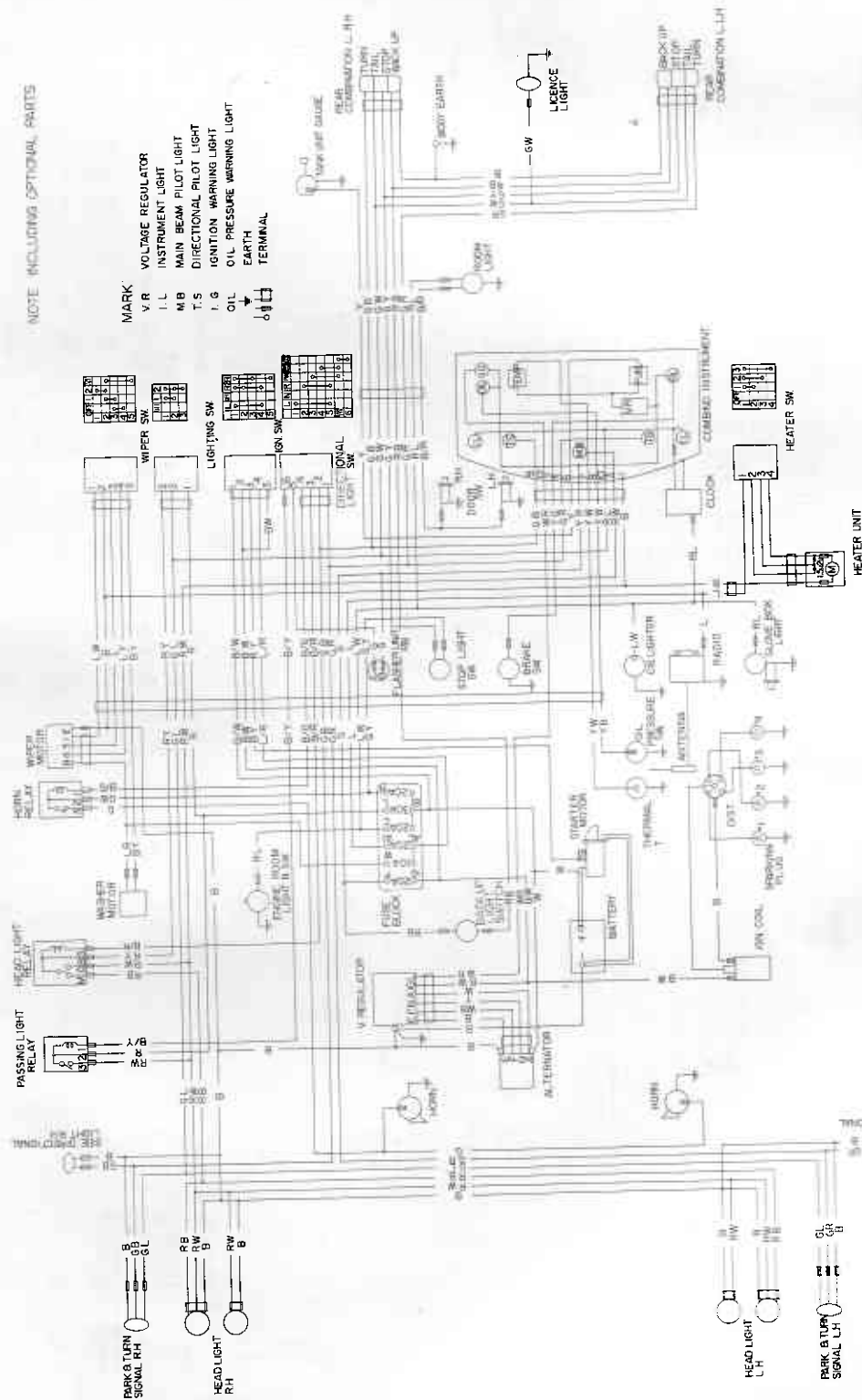
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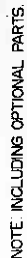
**BE**

## WIRING DIAGRAM PL510-A with passing light



**Fig. BE-1**

# WIRING DIAGRAM (P)(L)510-(U)(T)



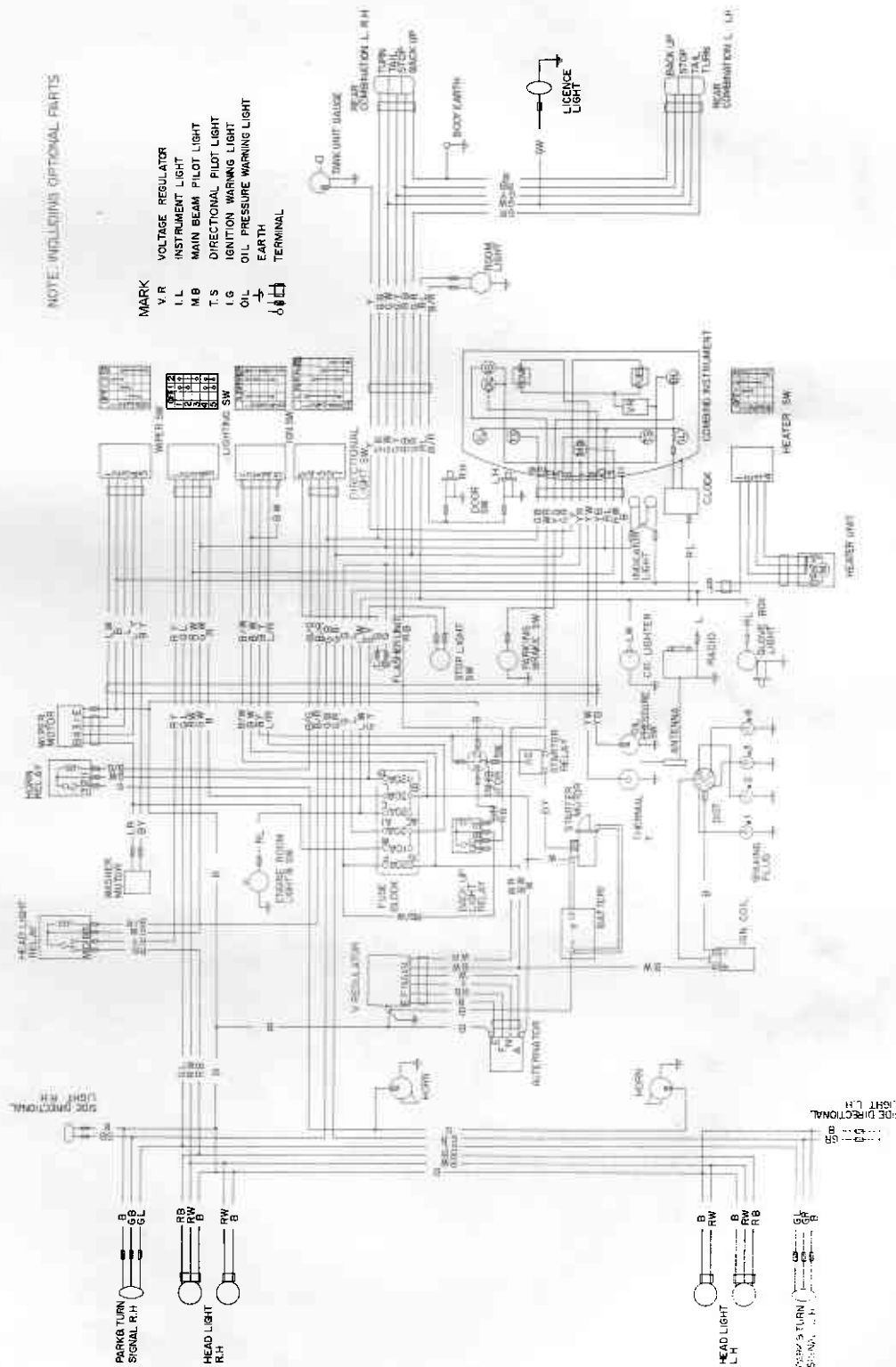
**MARK:**

V.R	VOLTAGE REGULATOR
I.L	INSTRUMENT LIGHT
M.B	MAIN BEAM PILOT LIGHT
T.S	DIRECTIONAL PILOT LIGHT
I.G	IGNITION WARNING LIGHT
OIL	OIL PRESSURE WARNING LIGHT
	EARTH
	TERMINAL

Fig. BE-2

## BODY ELECTRICAL

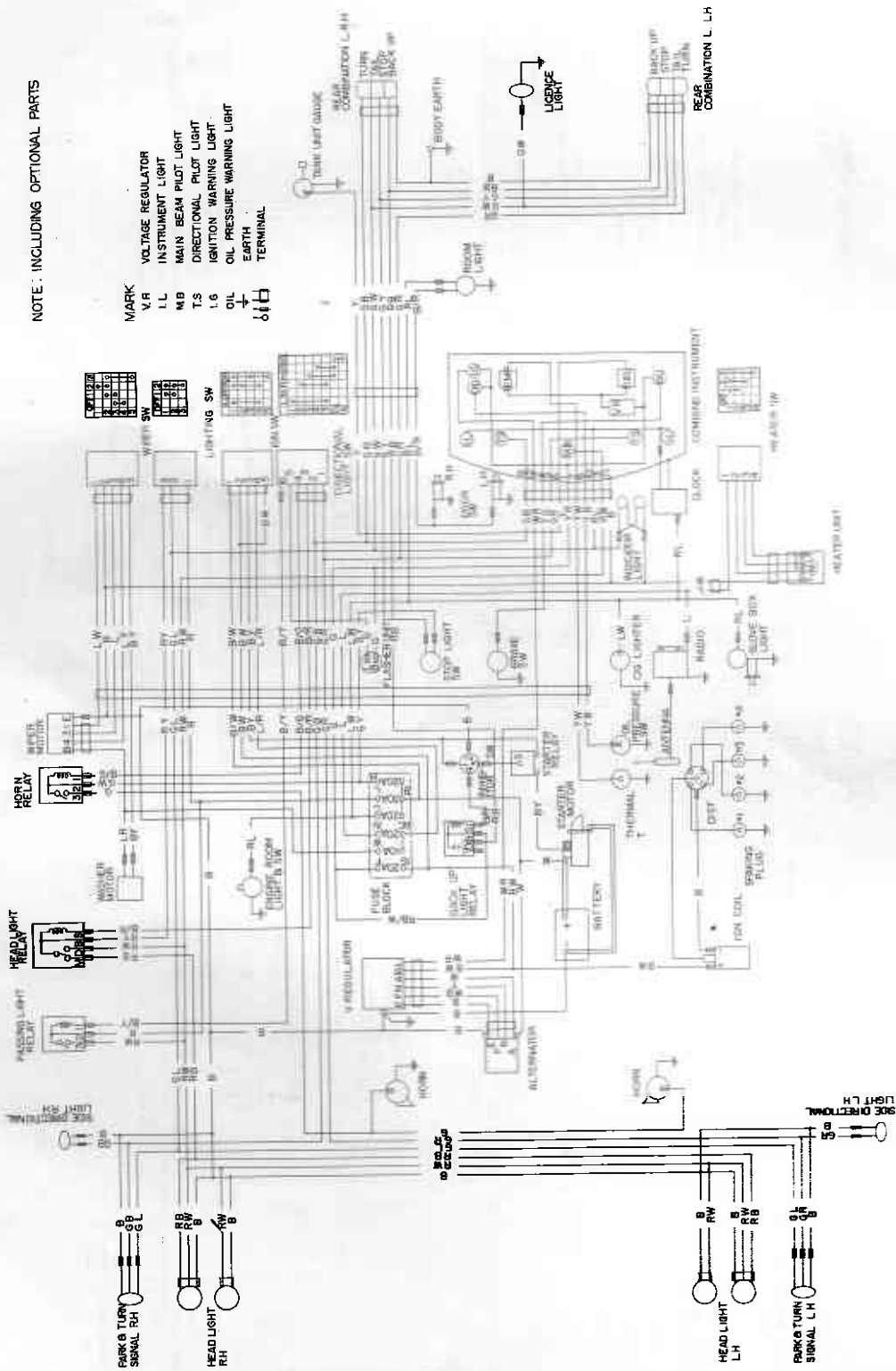
**WIRING DIAGRAM P(L)510-(U)A**



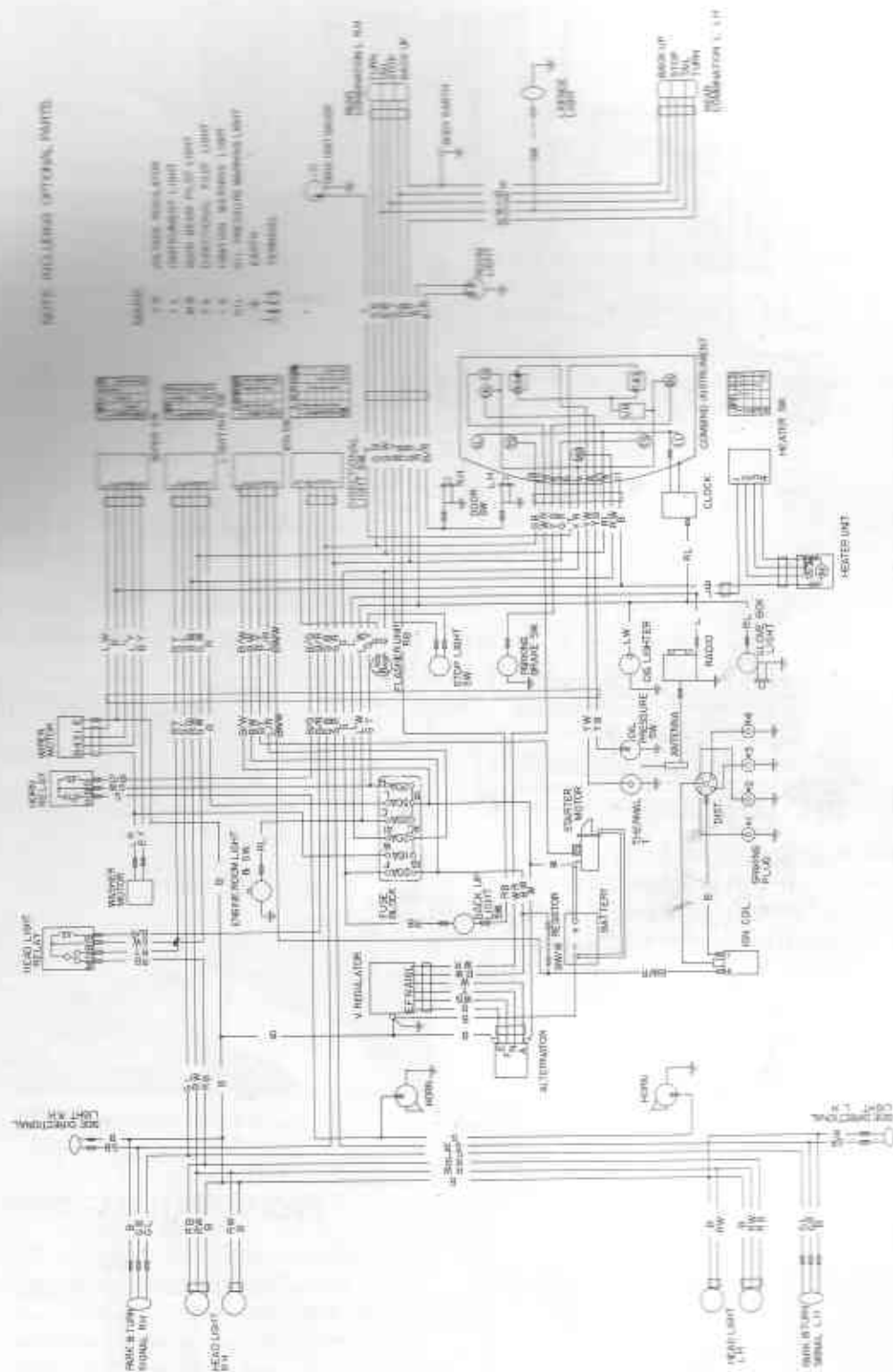
**Fig. BE-3**

## BE-4

Fig. BE-4



## WIRING DIAGRAM P(L)510-(U)TK



BE-5

# BODY

WIRING DIAGRAM PL510-TK with passing light

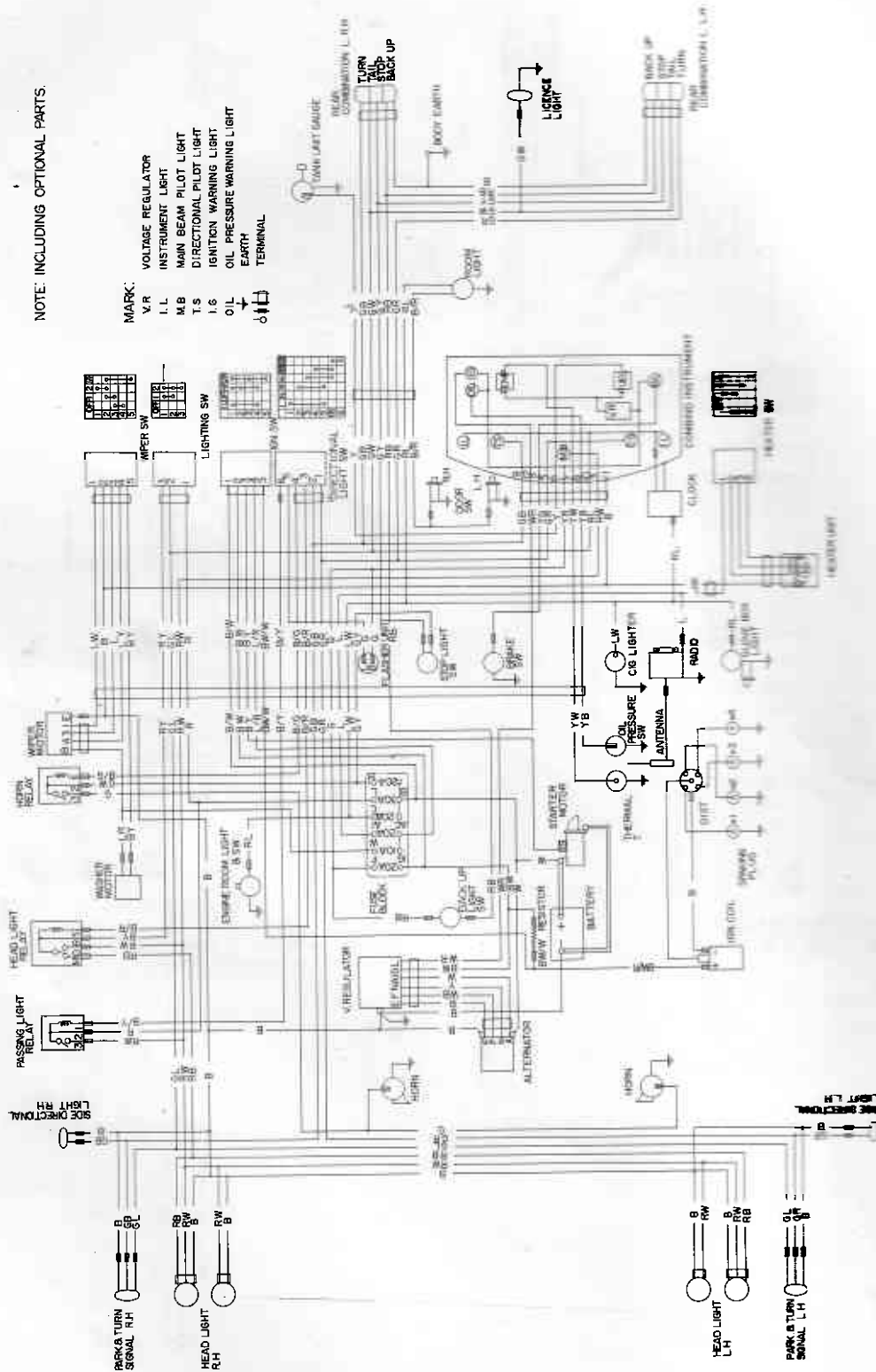


Fig. BL-6

## BODY ELECTRICAL

# LIGHTING SYSTEM

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## HEAD LIGHT REMOVAL AND INSTALLATION

Remove head light finisher and head light rim then pull out sealed beam unit.



Fig. BE-7 Removing sealed beam

## HEAD LIGHT ADJUSTMENT

Adjustment of beam direction may be made to agree with existing state of regulations by the method outlined below. For success to the adjustment screws of each sealed beam, it is only necessary to remove the head light finisher.

To obtain maximum results in road illumination and the safety that has been built into the

head lighting equipment the head lamp beams must be properly aimed.

### Preparation of vehicle for aiming

1. Before proceeding, equalize tire pressures.
2. Locate the vehicle on a flat, level surface.
3. Cars should be unloaded with no occupants in the car (except driver if required), no unusual load in luggage space and free of excessive accumulations of ice and mud.

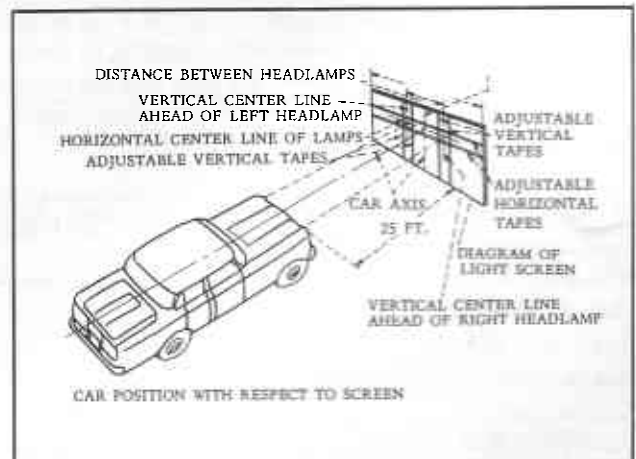


Fig. BE-8 Setting for headlight adjustment



## BODY

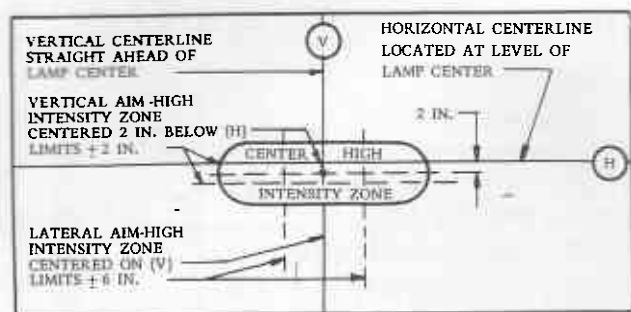


Fig. BE-9 Upper beam aiming

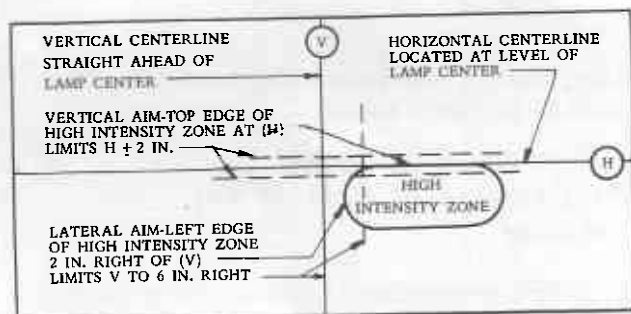


Fig. BE-10 Lower beam aiming

4. Clean head lamps, especially aiming pads if a mechanical aimer is used.

Where the recommended method of aiming the head lamps with mechanical aimers is used, be sure the aiming bosses on the sealed beam unit lenses have a flat surface, if damaged, replace.

5. Rock vehicle from side to side to equalize the springs and shock absorbers.

The 5 3/4 inches type 1,2 unit have been designed with the aiming pads at such an angle that no change need be made in the aimed manufacturer's specified setting when aiming.

### How to inspect head amps for proper aim

Where aim inspection, rather than adjusting and aiming, is undertaken, the objective is to make certain that the aim is within toleranced.

Followings are the toleranced specified in the SAE Recommended Practice "Lighting Inspection Code."

### Aiming with optical machines

First locate the vehicle in a darkened area so that it is square with a screen or wall having a non-reflecting white surface and with the front of the head lamps directly over a reference line twenty-five feet from the screen.

Next, locate the middle of the aiming screen so that it is in line with the center of the vehicle. This can be done by marking the center of the front and rear windows with narrow strips of marking tape. Use these "sights" to locate the center of the aiming screen directly in line with vehicle axis.

Measure the horizontal distance between the lamp centers.

Position a dark colored tape vertically to the right of car center-line at half this distance. Place another tape vertically to the left of the center-line a similar distance.

Measure distance from the center of each lamp to the surface on which the vehicle rests. Then provide a horizontal tape and locate each end to correspond with the respective height measurements of each lamp (to center of lamp).

Cover lamp not being aimed. Remove head lamp finishers. Turn vertical aiming screw located at top position of lamp housing counter-clockwise until beam has been considerably lowered. Then turn screw clockwise until the top edge of the high intensity portion of the lower beam is even with the horizontal line.

Turn the horizontal aiming screw located at the side of the lamp housing counter-clockwise, then clockwise, until left edge of high intensity area of lower beam is 2 inches to the right of the lamp center-line.

## BODY ELECTRICAL

**Always** bring beam into final position by turning aiming screws clockwise so that unit is held under proper tension when operation is completed.

Cover lamp that has been aimed and follow same procedure for the opposite lamp. Carefully install head lamp finisher.

### HEAD LIGHT TROUBLE -DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Remedies
Head lamps dim (engine idling or shut off)	Partly discharged battery.	Charge battery.
	Defective cells in battery.	Replace battery.
	High resistance in light circuit.	Check head lamp circuit including ground connection. Make necessary repairs.
	Faulty sealed beam units.	Replace sealed beam units.
Head lamps dim (engine running above idle)	High resistance in light circuit.	Check lighting circuit including ground connection. Make necessary repairs.
	Faulty sealed beam units.	Replace sealed beam units.
	Faulty voltage control unit.	Test voltage control and generator. Make necessary repairs.
Lights flicker	Loose connections or damaged wires in lighting circuit.	Tighten connections and check for damaged wiring.
	Light wiring insulation damaged producing momentary short.	Check light wiring and replace or tape damaged wires.
Lights burn out frequently	High voltage regulator setting.	Adjust voltage regulator.
	Loose connections in lighting circuit.	Check circuit for loose connections.
Light will not light	Discharged battery.	Recharge battery and correct cause.
	Loose connections in lighting circuit.	Tighten connections.
	Burned out bulbs.	Replace bulbs or sealed beam unit.
	Open or corroded contacts in lighting switch.	Replace lighting switch.
	Open or corroded contacts in turn signal and lighting switches.	Replace turn signal and lighting switches.

## BODY

Stop lamps will not light	Switch faulty.	Replace switch.
	Wires broken, disconnected or loose.	Make necessary repairs.
	Bulb burned out.	Replace bulb.
	Loose connection or poorly grounded lamp body.	Tighten loose connection or properly ground lamp body.
	Burned out fuse.	Check for shorts and replace fuse.
Turning signal lamps light without blinking	Faulty flasher unit.	Replace flasher unit.
	Burned out parking or tail lamp on that side.	Replace bulb.
Blinking on one side too fast	Loose contact of bulb.	Make necessary repair.
	Improper capacity of bulb.	Replace bulb.
Turn indicator lever does not return automatically	Faulty mechanism of turn signal switch.	Replace with new parts.

### FRONT PARK AND DIRECTIONAL INDICATOR

#### Standard type

##### Replacement of bulb

Remove fixing screws and lens then replace bulb.

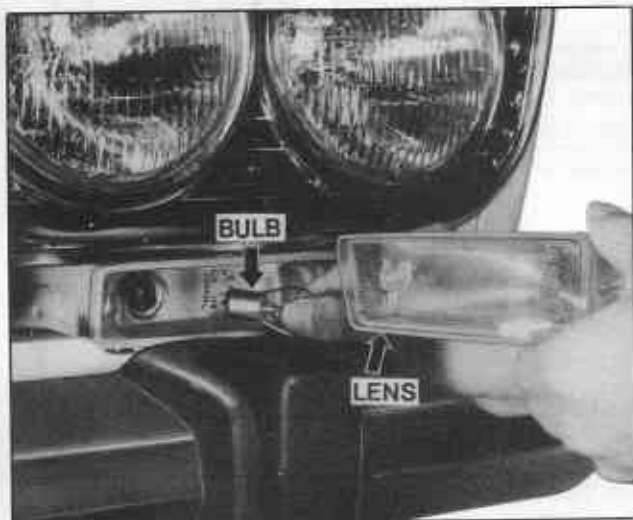


Fig. BE-11 Standard type

##### Removal of unit

Remove fixing nuts from radiator side and remove unit.

#### Separate type

Replacement of bulb and removal of unit is same procedure for standard type.



Fig. BE-12 Separate type

## BODY ELECTRICAL

### LIGHT SWITCH REMOVAL AND INSTALLATION

1. Remove light switch knob.
2. Unscrew light switch nut then remove light switch.



Fig. BE-13 Removing light switch

### REAR COMBINATION LIGHT REMOVAL AND INSTALLATION

#### Sedan

To replace bulb, twist and pull out the socket with bulb then replace the bulb with new one. To remove combination lamp unit, remove fixing nuts.

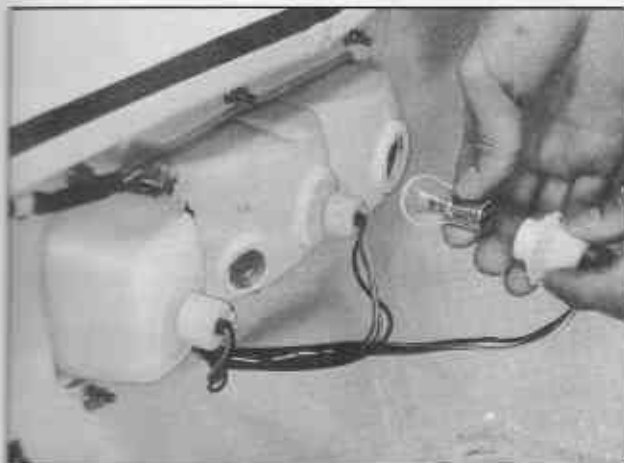


Fig. BE-14 Replacing the bulb (Sedan)

#### Wagon

To replace bulb, unscrew fixing screws from outside and remove lens and take out bulb. To remove lamp unit, release nuts from inside of cargo area and disconnect connector, then remove unit.

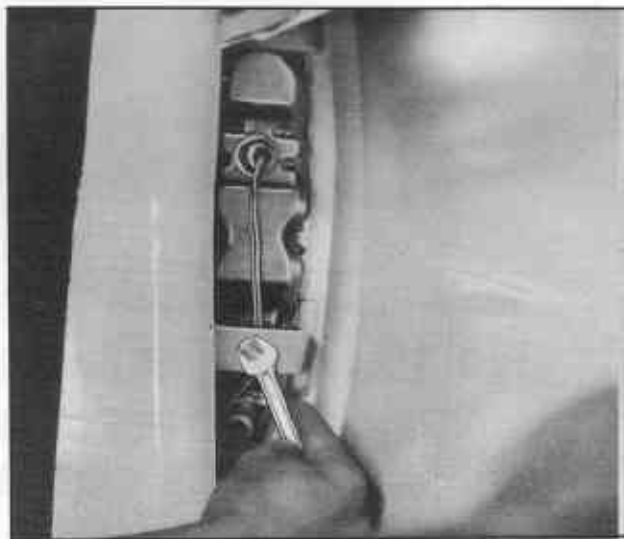


Fig. BE-15 Removing lamp unit (Wagon)

### ROOM LIGHT



Fig. BE-16 Removing room light

To remove room lamp unit, unscrew fixing screws with screwdriver and disconnect lines.

## LICENSE LIGHT

Remove lens and take out bulb.

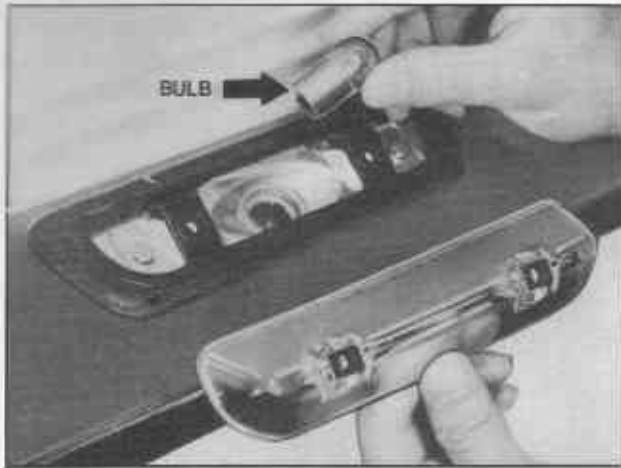


Fig. BE-17 Removing license light

## LAMP SPECIFICATION

Type-1 Sealed beam unit	37.5W x 2
Type-2 Sealed beam unit	37.5/50W x 2
Parking lamp	8W x 2
Front directional lamp	25W x 2
Side directional lamp	6W x 2
Engine well lamp	8W x 1
Room lamp	10W x 1
Rear directional lamp	25/8W x 2
Tail and stop lamp	25/8W x 2
Back-up lamp	25W x 2
License plate lamp	8W x 1 (50W)
Indicator on instrument panel	
upper directional,	
parking brake, oil pressure,	
ignition	3W x 6
Meter lamp	3W x 2

## DIRECTIONAL AND DIMMER COMBINATION SWITCH

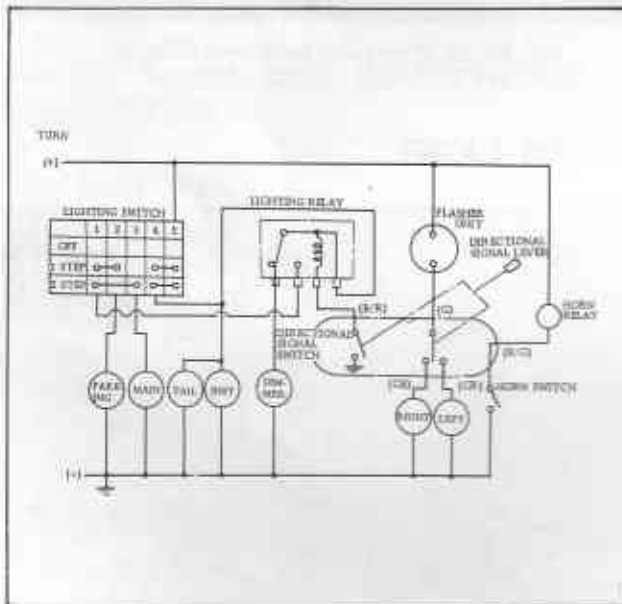


Fig. BE-18 Wiring

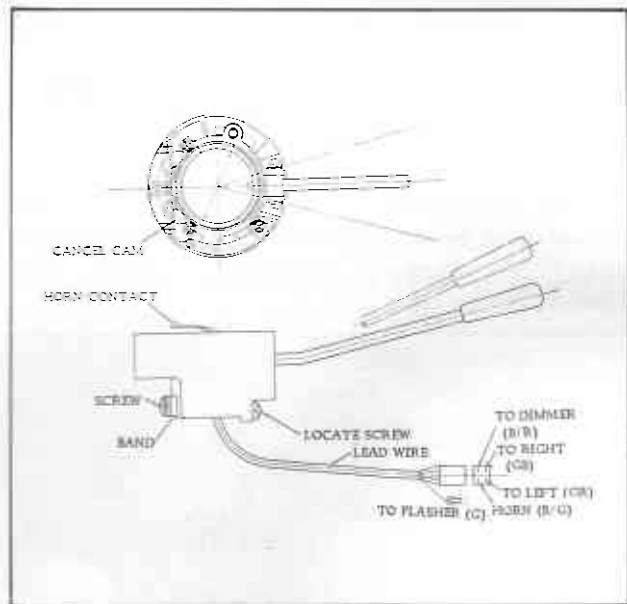


Fig. BE-19 Construction

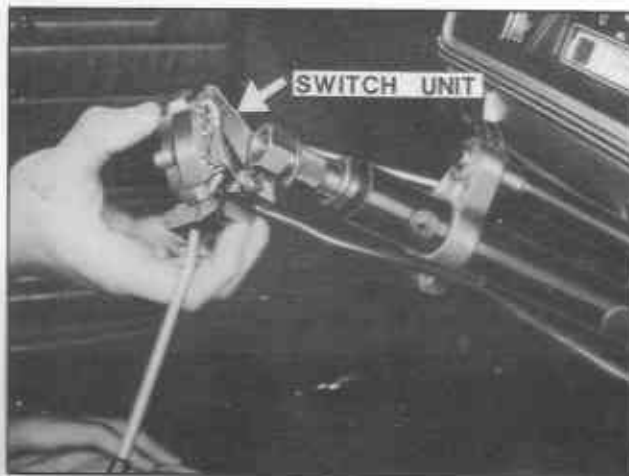
## REMOVAL AND INSTALLATION

1. Remove horn ring by pushing and turning.
2. Remove steering wheel fixing nut and remove steering wheel.

3. Remove shell cover by unscrewing fixing screws.

4. Unscrew locating screw and fixing screw, then remove switch unit.

## BODY ELECTRICAL

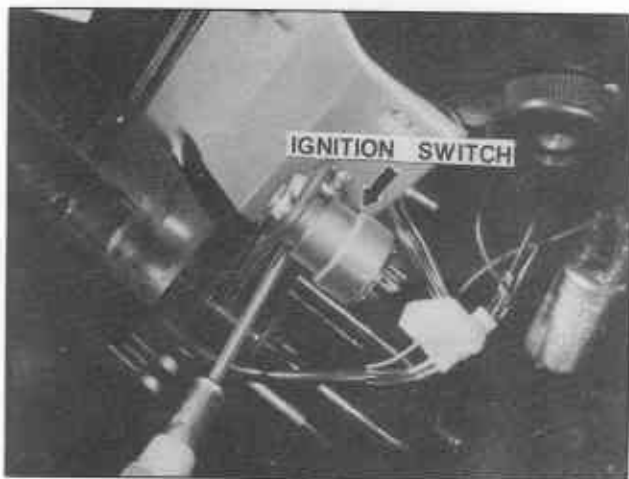


*Fig. BE-20 Removal*

## IGNITION SWITCH AND STEERING LOCK

### IGNITION SWITCH

To remove ignition switch, unscrew fixing screw and disconnect connector.



*Fig. BE-21 Removal*

### IGNITION SWITCH AND STEERING LOCK COMBINED UNIT (Optional)

This lock has a construction in which the spindle projects into the steering shaft and locks the shaft perfectly.

After tightening fixing bolt at installation, the head portion of fixing bolt should be broken so as to insure against removal which may result in theft.

Therefore, if the unit must be removed due to damage, the clamp should be pried open by a lever.



*Fig. BE-22 Steering lock*

## BODY

# ELECTIRC HORN

### REMOVAL

Disconnect connector and release fixing screws then remove electric horn unit.

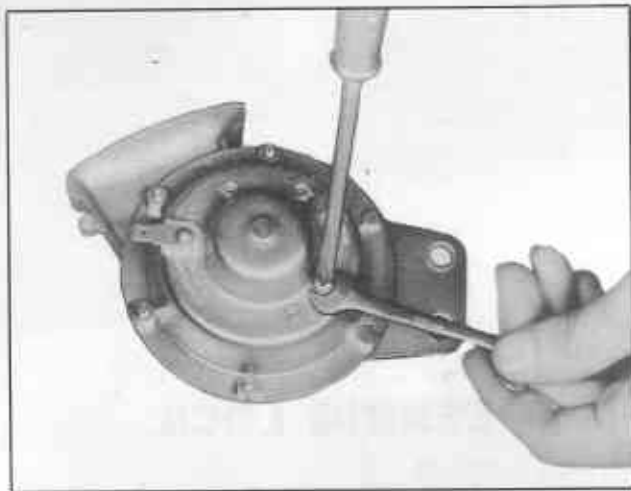


Fig. BE-23 Adjusting horn volume

### HORN ADJUSTMENT

To increase horn volume turn adjusting screw clockwise. To decrease turn counter-clockwise.

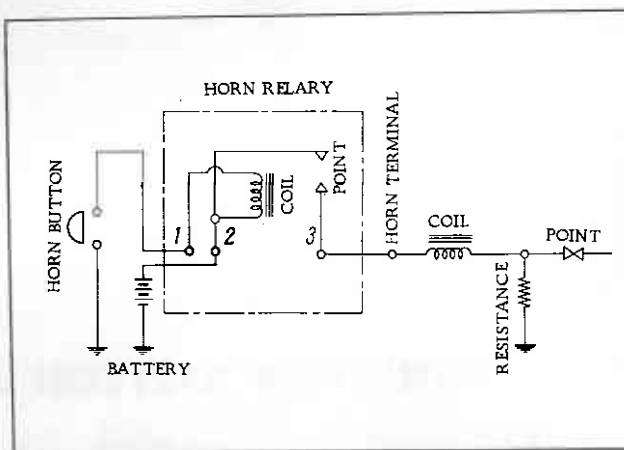


Fig. BE-24 Wiring

## TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Remedies
Horn does not operate	Fuse is burned out.	Replace fuse.
	Improper contact of horn button.	Check and repair horn button.
	Open circuit of harness.	Repair or replace harness.
	Improper contact of each terminal.	Correct each terminal.
	Dead battery.	Charge battery.
	Improper contact of horn relay point.	Correct.
	Open circuit or wrong ground connection of horn interior.	Replace or repair horn.
	Wear of horn point.	Adjust adjusting screw.
Low volume, improper tone	Improper contact of fuse or connector.	Correct contact.
	Open circuit of harness.	Repair.
	Improper contact of horn point.	Correct horn point.
	Wear of horn point.	Adjust adjusting screw.
	Crack in diaphragm.	Replace horn.

## BODY ELECTRICAL

Horn does not stop blowing	Improper switching off of horn button.	Repair horn button.
	Short circuit of harness between horn button to S terminal.	Correct harness.
	Sticking of horn relay contacts.	Replace relay or burnish contact surface.

## WINDSHIELD WIPER

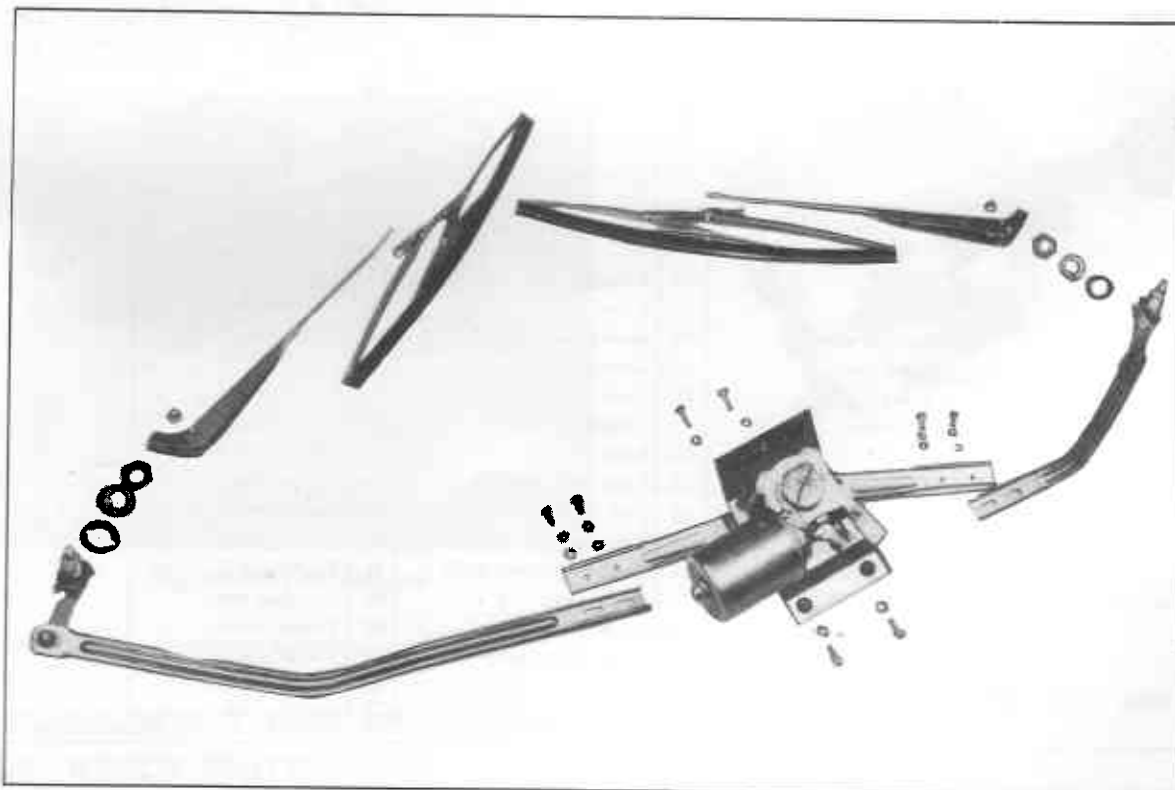
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### DESCRIPTION

The electrically operated wiper is controlled by a two step pull switches. The wiper arms are actuated by a link and pivot assembly

attached to the wiper motor. The wiper motor is mounted on the outside of the air intake chamber under the hood.



*Fig. BE-25 Wiper system*



# BODY

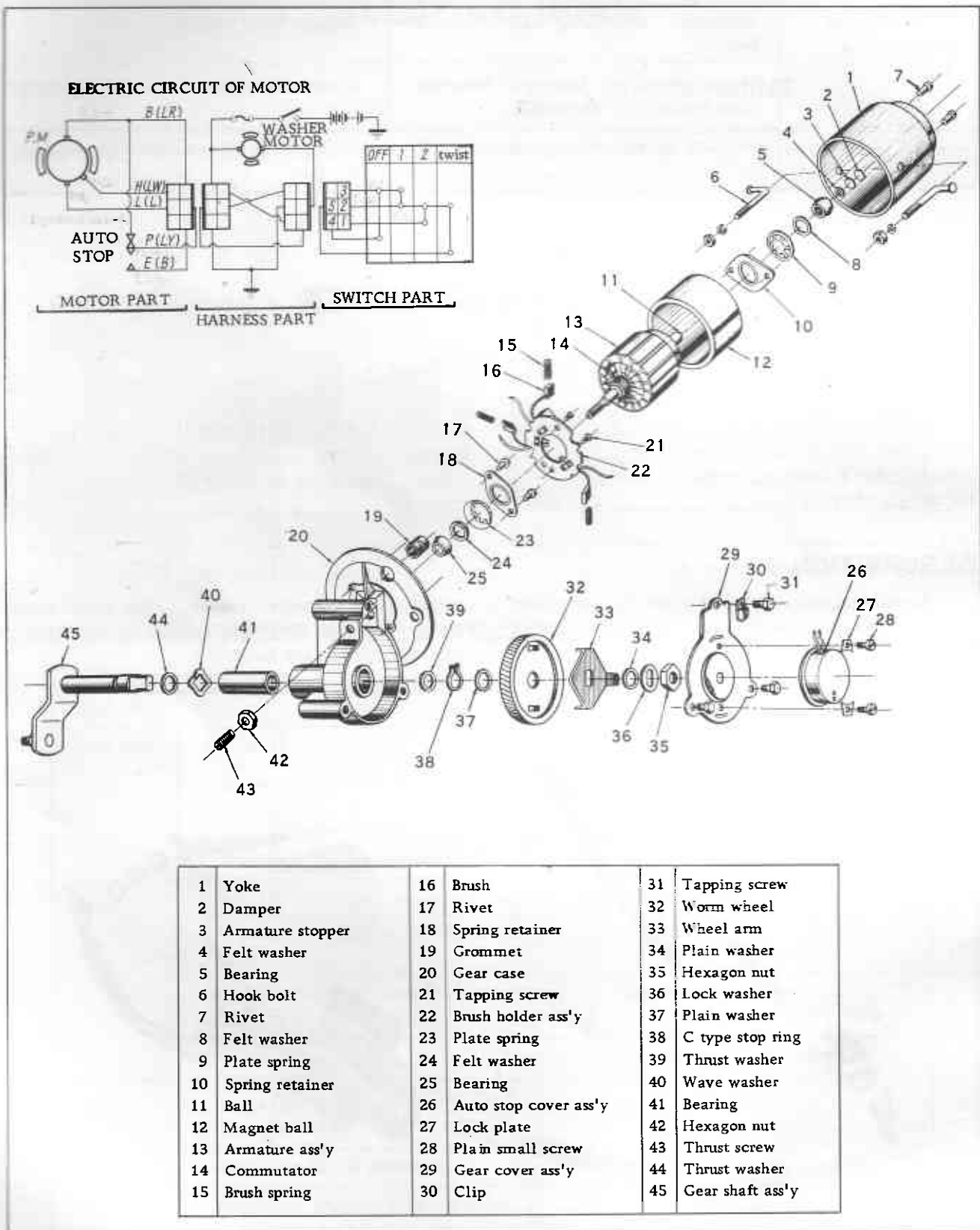


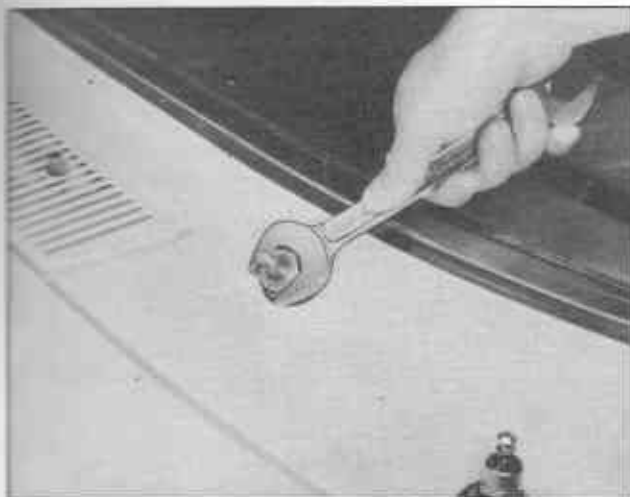
Fig. BE-26 Wiper system

## BODY ELECTRICAL

### REMOVAL AND INSTALLATION

1. Lift the arm up and remove arm fixing nut ~~then~~ detach the arm with blade.

2. Remove link fixing nut.



*Fig. BE-27 Nut removal*

3. Open hood and remove the four screws holding the motor to the dash panel.

4. Disconnect the connector and lift out wiper motor with linkage.



*Fig. BE-28 Unit removal*

5. To install, reverse removal procedure.

### DISASSEMBLY AND ASSEMBLY OF WIPER MOTOR

1. Remove linkage and bracket.

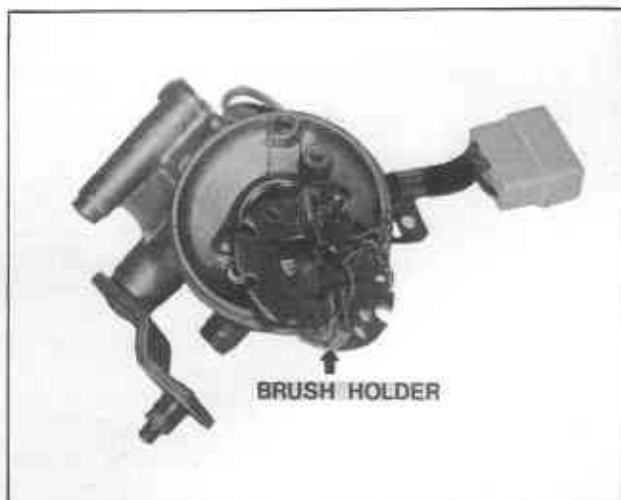
2. Remove hook bolt nuts, and separate magnetized yoke from gear case then pull out armature coil.



*Fig. BE-29 Hook bolt nut removal*

3. Pull out carbon brush from brush holder and remove brush spring.

4. Melt solder on holder case and remove carbon brush.



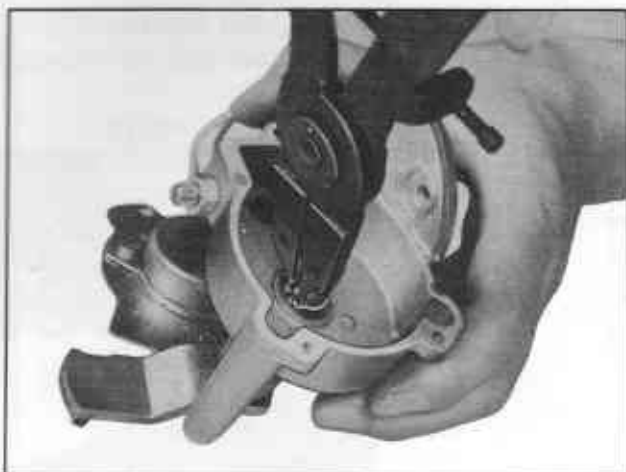
*Fig. BE-30 Removing brush*

5. Remove gear cover bolts and remove gear cover.

6. Remove gear fixing nut, then gear can be removed.

7. Remove snap ring by using snap ring remover and pull out gear shaft.

## BODY



*Fig. BE-31 Snap ring removal*

8. To assemble the motor, reverse disassembly procedure.

**Note:** Be sure the commutator fits with the carbon brush when installing magnetic yoke over the armature.

## TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Remedies
Wiper system does not operate	Open or short circuit of feed harness.	Repair harness.
	Blown or improper contact of fuse.	Replace or correct fuse position.
	Improper contact of connector.	Correct contact.
	Defective or inoperative control switch.	Replace control switch.
	Wear or lift of carbon brush.	Replace or repair.
	Open or short circuit of armature.	Replace armature.
	Dirt or removed solder on commutator.	Replace or repair commutator.
	Wear or fusing of metal caused by lack lubricant.	Replace or repair motor.
	Loosening of solder joints or burned inner relay parts.	Replace relay.
Slow rotation of wiper motor	Short circuit of armature.	Replace armature.
	Rotating part is out of lubricant.	Lubricate rotative part.
Wiper speed does not change.	Defective switch or improper contact of switch.	Replace or repair switch.

## BODY ELECTRICAL

Wiper does not stop.	Improper contact of switch.	Replace or repair switch.
	Improper ground of switch.	Repair.
	Improper adjustment of auto-stop point.	Adjust or replace point.
Noisy wiper motor	Crack of carbon brush.	Replace brush.
	Dirt or scratch of commutator.	Repair or replace commutator.
Improper stop position of wiper arm.	Improper set position of plate and arm.	Correct set position.
	Improper adjustment of auto-stop point.	Correct auto-stop point.
	Burning or wear of auto-stop point.	Correct or replace auto-stop point.
Improper wiping	Wear of rubber ribbon.	Replace rubber ribbon.
	Inadequate pressing force of wiper arm.	Replace wiper arm.

### ADJUSTMENT OF AUTO-STOP DEVICE

When the wiper arm does not stop at the correct position, adjust the auto-stop device of wiper motor according to the following procedure.

1. Loosen auto-stop fixing screw.
2. When wiper arms stop in fore position of turning back point, turn auto-stop cover counter-clockwise.

When wiper arms overrun the turning back point and stop, turn the auto-stop cover clockwise.



Fig. BE-32 Auto stop adjustment

## BODY

### WINDSHIELD WASHER

#### REMOVAL

1. Remove vinyl pipe at side of the wiper motor.
2. Remove cowl top grille and vinyl tube from nozzle.
3. Disconnect electric wires and remove washer tank from hood ledge.
4. Remove washer motor from washer tank.



Fig. BE-33 Cowl top grille removal

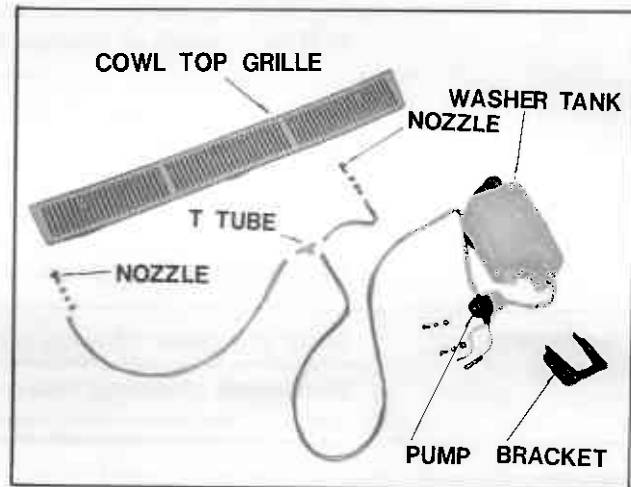


Fig. BE-34 Construction parts

### INSTRUMENT PANEL

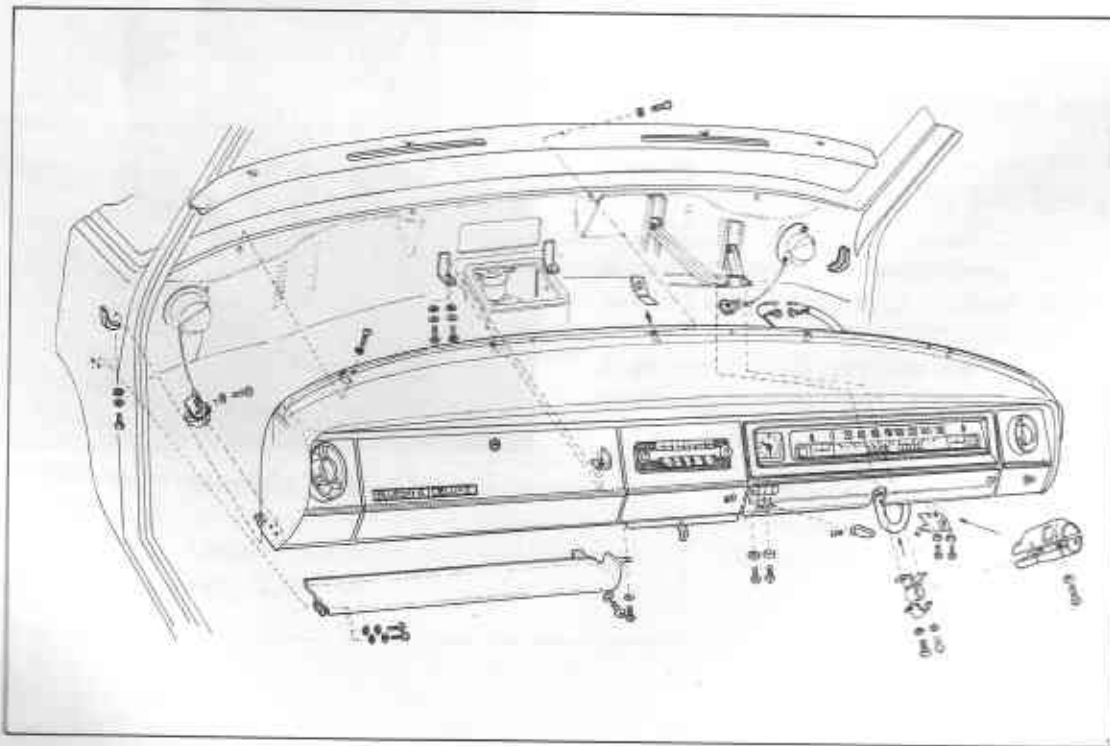


Fig. BE-35 Instrument panel fitting

## BODY ELECTRICAL

### REMOVAL AND INSTALLATION

1. Remove speedometer cable and disconnect ~~at~~ connector.

2. Remove instrument upper garnish and package tray.



*Fig. BE-36 Upper garnish removal*

3. Remove air ventilator control dial.



*Fig. BE-37 Control dial removal*

4. Remove heater control knob and remove heater controller.

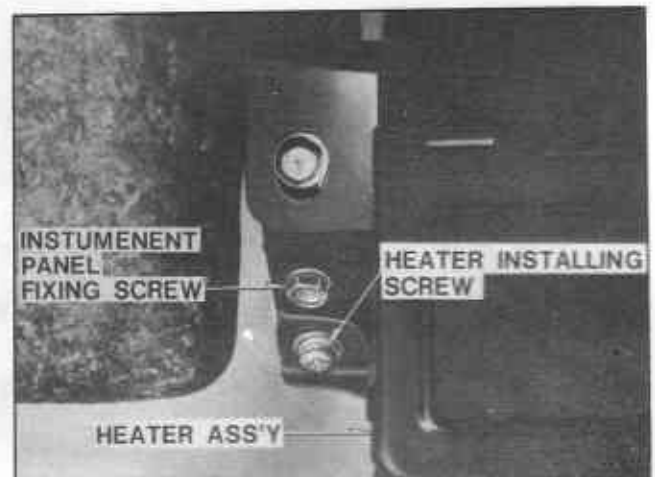


*Fig. BE-38 Heater controller removal*

5. Remove ignition switch bracket.

6. Remove steering shell cover.

7. Remove instrument panel to bracket fixing bolts which is located under the instrument panel.



*Fig. BE-39 Fixing bolts*

8. Remove steering column bracket fixing bolts.

## BODY



*Fig. BE-40 Bracket removal*

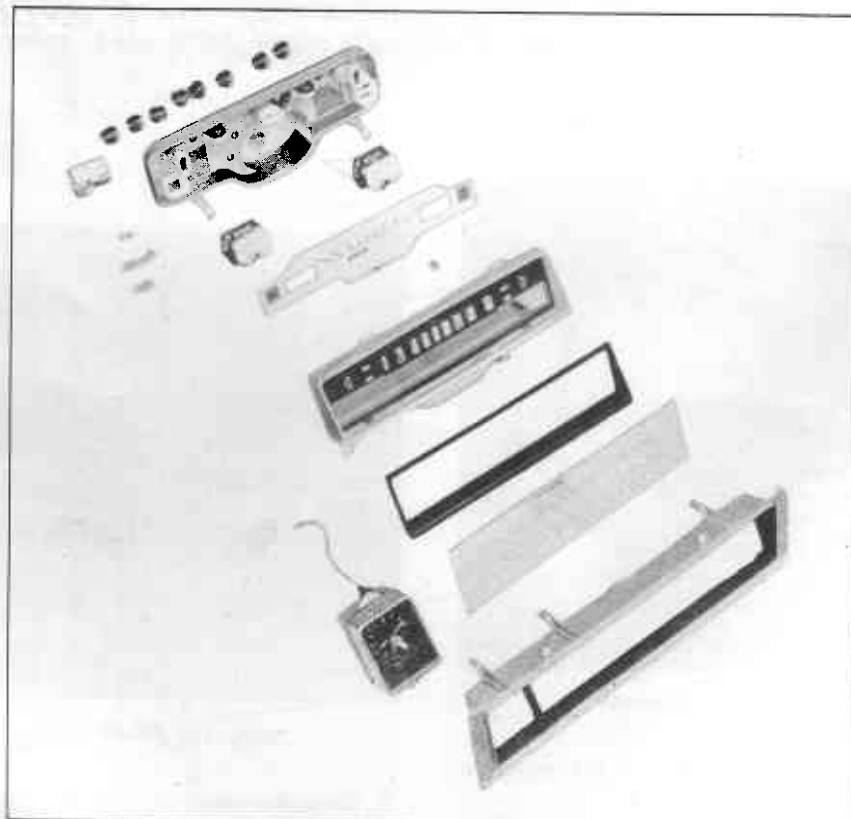


*Fig. BE-41 Instrument panel removal*

9. Remove instrument upper fixing screws.
10. Remove instrument side bolts, then remove instrument panel.

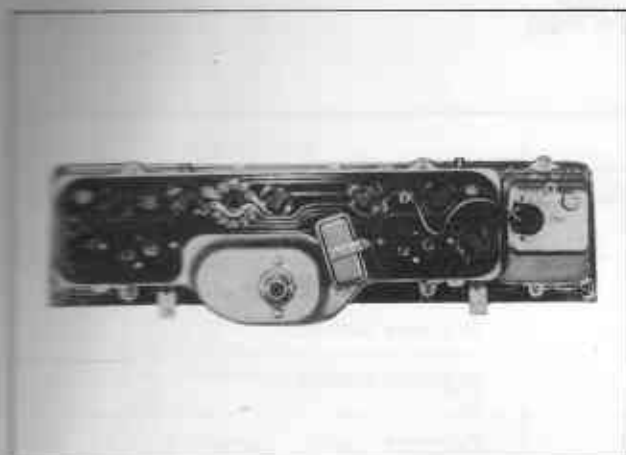
11. To install instrument panel, reverse removal procedure.

## METER AND GAUGE

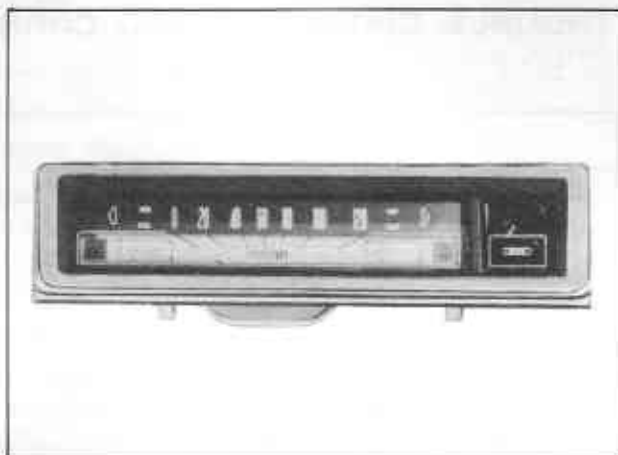


*Fig. BE-42 Combination meter construction*

## BODY ELECTRICAL



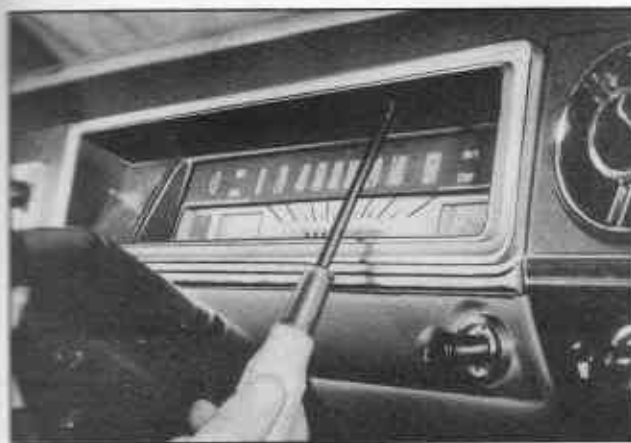
*Fig. BE-43 Rear side*



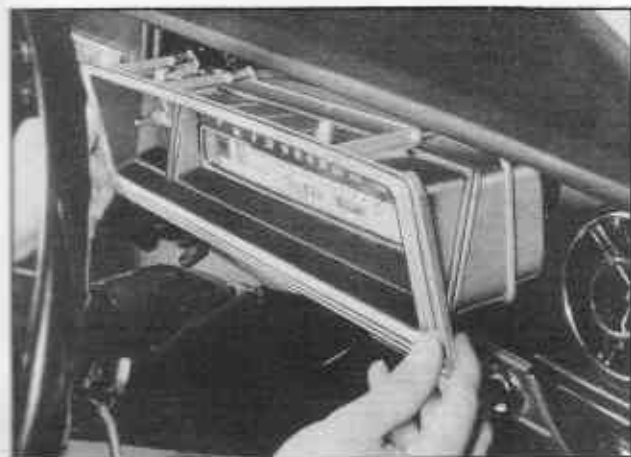
*Fig. BE-44 Front side*

### REMOVAL OF SPEEDOMETER AND GAUGES

1. Remove speedometer cable and meter fixing screws and take out meter unit from instrument panel.



*Fig. BE-45 Screw removal*



*Fig. BE-46 Meter removal*

2. Remove warning lamp and illumination lamps from combination meter unit.
3. Remove water temperature gauge and fuel meter.
4. Remove regulator.
5. Remove speedometer.

### REMOVAL OF SPEEDOMETER CABLE

1. Remove union nut at speedometer.
2. Remove penetrating part grommet of floor panel, then pull out the cable from grommet by pushing out the cable under floor.
3. Remove clamp at floor.
4. Remove union nut at transmission and remove speedometer cable.



*Fig. BE-47 Cable removal*



## BODY

### TROUBLE DIAGNOSES AND CORRECTIONS

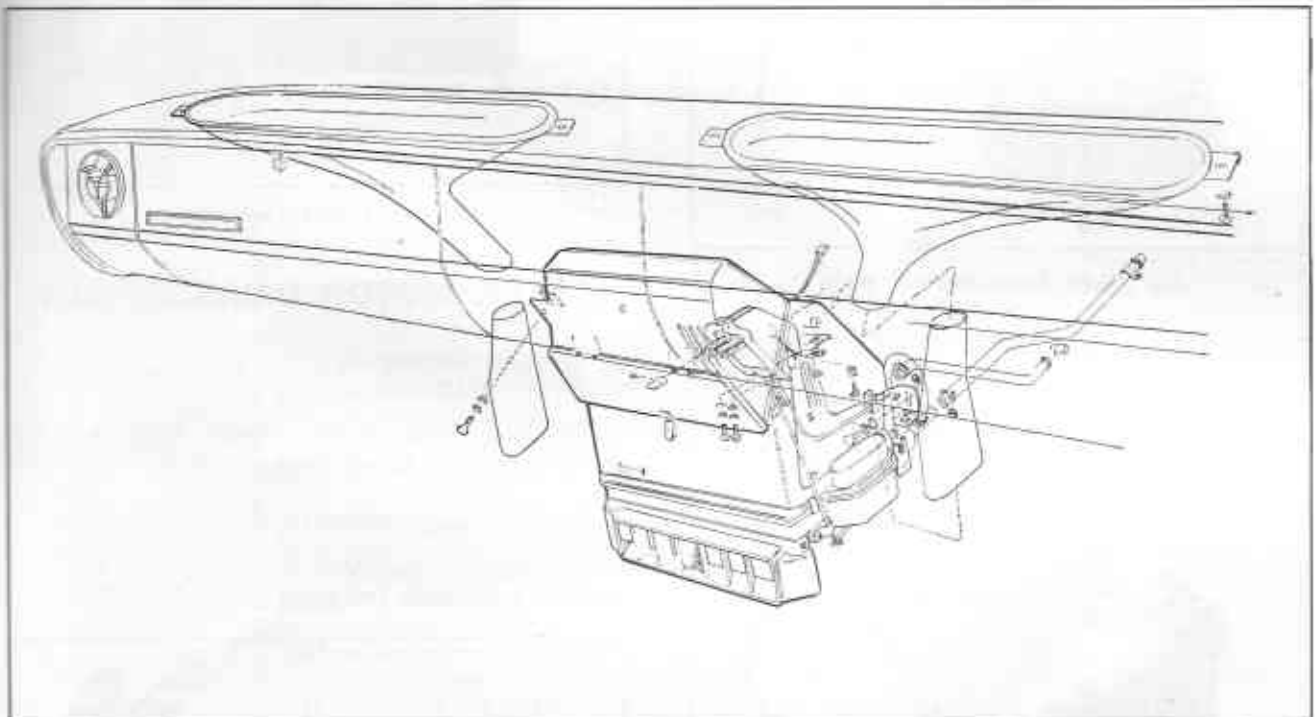
Troubles	Possible causes	Remedies
Speedometer does not operate	Improper setting of speedometer cable union nut.	Correct setting.
	Broken speedometer cable.	Replace cable.
	Broken speedometer drive gears.	Replace meter.
	Defective speedometer.	Replace meter.
Swing of pointer	Excessive bend in speedometer.	Correct cable installation or replace cable.
	Broken speedometer drive gear.	Replace speedometer.
	Defective speedometer.	Replace speedometer.
Unsteady pointer	Improper setting of speedometer cable union nut.	Correct setting.
	Defective speedometer cable.	Replace cable.
	Defective speedometer	Replace speedometer.
Strange sound synchronized with running speed	Excessive bend, lack of lubricant and twist of meter cable inner wire.	Replace or lubricate cable.
	Defective speedometer.	Replace speedometer.
Inaccurate indication of pointer.		Replace speedometer.
Defective odometer	Improper gearing of second and third gear in speedometer.	Replace speedometer.
	Improper feed caused by deformation of pinion carrier.	Replace speedometer.

## BODY ELECTRICAL

### HEATER

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*Fig. BE-48 Heater system*

#### HEATER UNIT REMOVAL

1. Drain out coolant.
2. Disconnect connector of heater to engine well hot water pipe.
3. Remove defroster hose.
4. Disconnect connector for motor.
5. Remove the three heater control wires at heater unit.
6. Remove the two bolts and take out ventilator.
7. Remove the four heater unit fixing bolts and detach heater unit.

## BODY

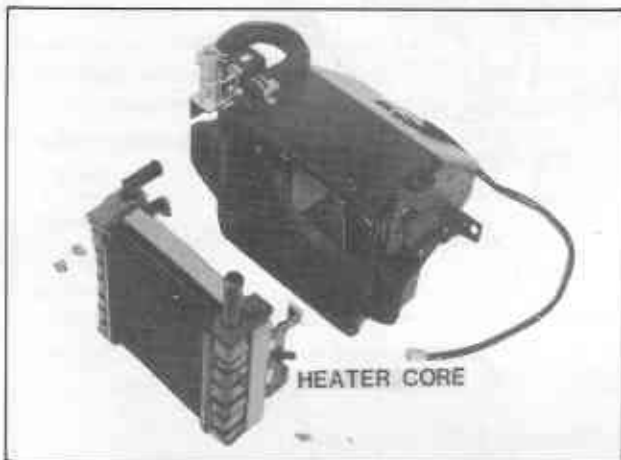
### HEATER CORE REMOVAL

1. Remove the four clips and separate lower cover.



*Fig. BE-49 Lower cover removal*

2. Remove the four heater core installing bolts and take off heater element.

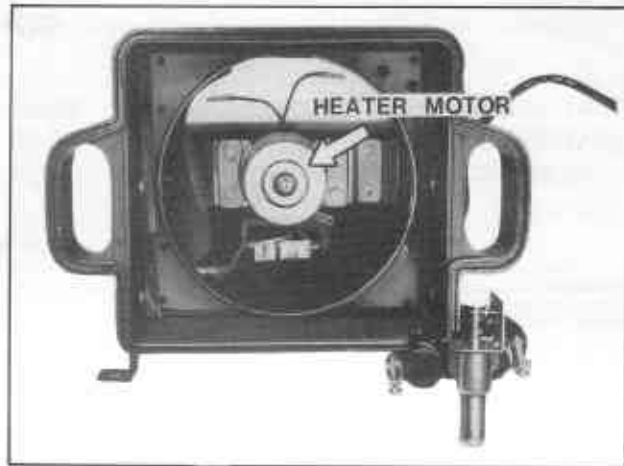


*Fig. BE-50 Heater element removal*

### HEATER MOTOR DISASSEMBLY

1. Remove the fan.

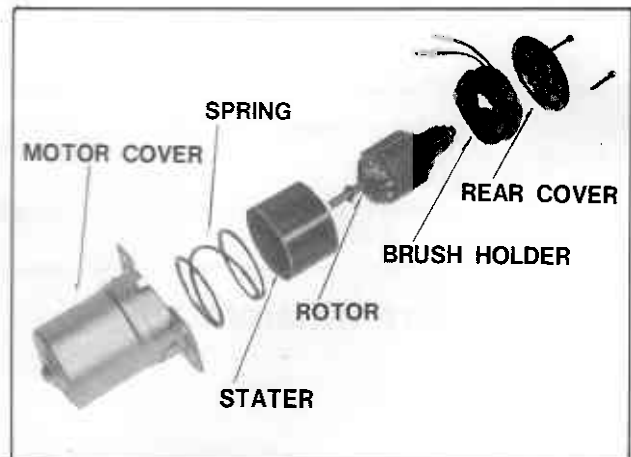
2. Remove the four heater motor installation bolts and take out heater motor.



*Fig. BE-51 Motor removal*

### HEATER MOTOR DISASSEMBLY

1. Remove rear cover.
2. Holding brush holder down, twist to right 45° and pull out brush holder.
3. Remove rotor.
4. Pull out stator (magnet).



*Fig. BE-52 Motor construction*

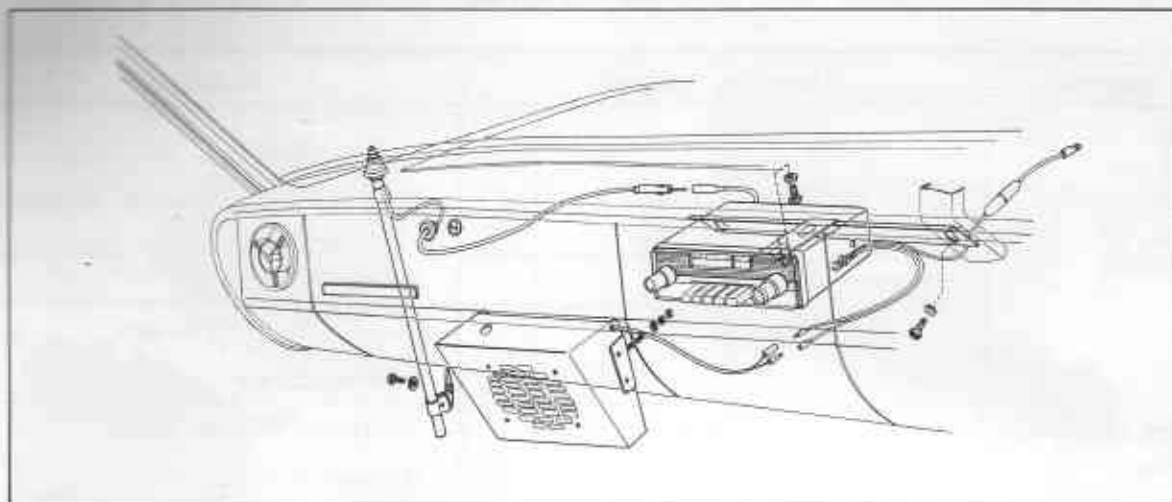
## BODY ELECTRICAL

### TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Remedies
<p>Hot air does not come out. Motor does not operate.</p> <p>Fan cannot be rotated smoothly by hand.</p> <p>Hot air does not come out nevertheless fan is rotating.</p>	Open or short circuit of feed harness.	Check and repair wiring harness.
	Defective switch.	Replace switch.
	Defective motor.	Check or replace brush. Replace motor
	Motor journal is out of lubricant or stick.	Lubricate journal. Replace motor.
	Fin is clogged.	Clean fin.
	Slow rotation of fan.	Check or replace brush. Replace motor.
	Looseness of fan installation.	Repair.
<p>Air temperature is low. Hot water does not circulate.</p> <p>Water temperature is low</p>	Defective water pump.	Repair water pump.
	Bending or clogging of connecting hose.	Checking or clean piping.
	Defective hot water cock.	Repair.
	Air is left in the hose.	Purge air out of hose.
	Defective thermostat.	Replace thermostat.
Water leakage from heater	Defective water hose.	Replace water hose.
	Loose clipping of water hose.	Retighten clip.
	Defective cylinder head gasket.	Replace gasket.
	Improper soldering of heater core.	Solder leaking position.
Defective defroster	Defroster hose is removed.	Correct connection.
	Bend or break of defroster hose.	Correct or replace.
Vibrating noise	Looseness of heater support.	Tighten completely.
	Looseness of each fixing screw.	Retighten each screw.

## BODY

# RADIO



*Fig. BE-53 Radio system*

### REMOVAL

1. Disconnect all connectors.
2. Remove turning knob and volume adjusting knob.
3. Unscrew fixing screws and remove radio.



*Fig. BE-54 Radio removal*

### TROUBLE DIAGNOSES AND CORRECTIONS

Troubles	Possible causes	Remedies
Pilot lamp does not light when switch is on.	Melt away fuse.	Replace.
	Improper connection of cable or connector.	Inspect and tighten.
	Broken pilot lamp.	Replace.
	Improper switch operation.	Repair or replace.
Pilot lamp lights but sound does not come out.	Improper connection of antenna.	Tighten.
	Improper connection of speaker.	Tighten.
	Improper circuit of radio itself.	Consult Service Shop of radio manufacturer.

## BODY ELECTRICAL

### NOISE PREVENTION CHART

Run the engine, and rise the antenna, and set broadcasting wave set the dial at medium point.  
at maximum point, and without catch a

Condition	Apparent cause	Repair
<b>Ignition system</b>  <b>Noise present synchronized with engine revolution.</b>	High tension code.	Do not worry about high tension code, because anti-noise cable is used.
	Ignition coil.	Apart choke wire from ignition coil as far as possible.  Set 0.5 $\mu$ F condenser at primary side B terminal of ignition coil.  <b>Note:</b> If set the condenser at secondary or primary breaker side, engine becomes improper.  Connect with bond wire between engine and ignition coil locating area of body.  Secure ground of ignition coil.
	Distributor.	Secure contact of carbon electric pole and rotor.  Eliminate excessive tips at rotor pole or cap pole scrubbing by driver.  Check stagger between rotor and starter.
<b>Charging system</b>  Sound of alternating current presents.    When press down or release accelerator pedal, noise presents.	Alternator.	Set 0.5 $\mu$ F condenser at charging terminal A.  <b>Note:</b> Do not add more condensor. If more condensor is added, alternator coil will be broken.
	Regulator.	Set 0.5 $\mu$ F condensor at "B" or "Bat" terminal of voltage regulator.
<b>Supplemental equipment</b>  When engine starts noise presents. Even engine stops noise still presents.	Operative noise of thermometer, fuel gauge and oil pressure gauge.	Set 0.1 $\mu$ F condensor between terminal and ground wire.  <b>Note:</b> If large capacity condensor is set, indication of meter will be improper.

## BODY

Noise presents when horn is blown.	Horn.	Set 0.5 $\mu$ F condensor at terminal of horn relay or horn switch.
Noise presents when directional lights operated.	Flasher unit.	Set 0.5 $\mu$ F condensor.

**Note:**

- a. Set condensor most near position of noise source.
- b. Cut lead wire as short as possible.
- c. Ground wire should be placed on the body completely.

**d. Secure installation and connection:**

e. Attention on indicated " $\oplus$ ", " $\ominus$ ", "IN" or "OUT" mark.

SERVICE JOURNAL OR BULLETIN REFERENCE

[illegible]

### SERVICE JOURNAL OR BULLETIN REFERENCE

BE-31



## SERVICE JOURNAL OF BULLETIN REFERENCE

BE-32