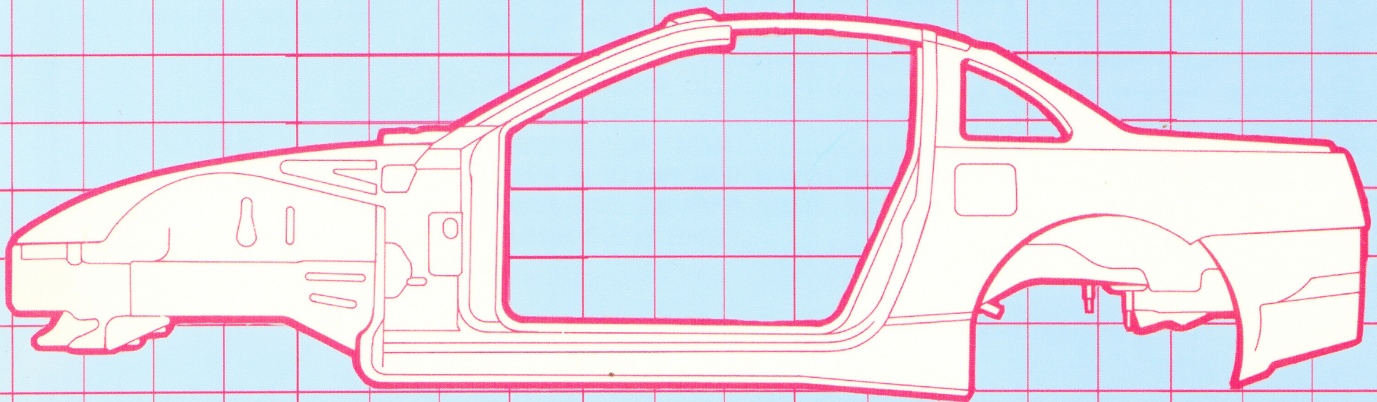




MODEL Z32 SERIES

NISSAN 300ZX

BODY REPAIR MANUAL



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HOW TO USE THIS MANUAL

REPLACEMENT OPERATIONS

HOODLEDGE

(Work after radiator core support has been removed.)

Service Joint

Portions to be welded

- a. Hoodedge reinforcement gusset
- b. Hoodedge reinforcement gusset & stiffener
- c. Hoodedge reinforcement gusset
- d. Hoodedge reinforcement gusset & cow top
- e. Cow top, side cow top & upper dash
- f. Crossmember
- g. Upper dash
- h. Stiffener
- i. Outer front pillar
- j. Upper dash & outer front pillar
- k. Hoodedge reinforcement patch
- l. Hoodedge reinforcement gusset, cow top & side cow top

- m. Front side member & front side member closing plate
- n. Hoodedge center front side member & front side member rear closing plate
- o. Front side member & front side member rear closing plate

REPLACEMENT OPERATIONS

HOODLEDGE

Portions to be welded

- m. Front side member & front side member rear closing plate
- n. Hoodedge center front side member & front side member rear closing plate
- o. Front side member & front side member rear closing plate
- p. Front side member & front side member rear closing plate
- q. Stiffener
- r. Cow top & stiffener
- s. Hoodedge reinforcement & stiffener
- t. Side cow top, upper dash gusset & lower dash
- u. Lower dash hoodedge reinforcement & stiffener

- v. Lower dash & outer front pillar
- w. Stiffener
- x. Hoodedge reinforcement & stiffener
- y. Hoodedge reinforcement & stiffener
- z. Suspension support
- aa. Stiffener
- ab. Lower dash
- ac. Lower dash & front side member closing plate

REMOVAL NOTES

- 1. Cut off damaged portion to facilitate removal. Be careful not to cut hoodedge reinforcement and stiffener.

- 2. To make it easy to cut welded portion (g) use a drill with a wide spot cutter and min. belt sander.

- 3. Spot cut completely through welded parts at portions (u) (v) and (w). Use these holes as M16 plug weld holes when installing service part.

- 50 -

- 51 -

(A) (Work after RADIATOR CORE SUPPORT has been removed):

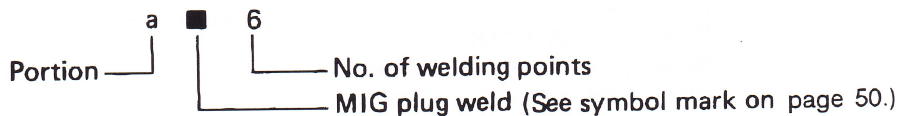
The replacement operation of the hoodledge panel is shown here, beginning from the condition where the radiator core support has already been removed. If the radiator core support and the hoodledge reinforcement are installed on the vehicle to be serviced, refer to "RADIATOR CORE SUPPORT" in REPLACEMENT OPERATIONS.

(B) SERVICE JOINT:

Welding methods and No. of welding points for performing body repair work are described (replacement of body parts).

To maintain the integrity of the vehicle body, work should be done, observing the instructions described here (particularly No. of welding points).

[Example]



© Symbols are used in illustrations to clearly identify welding methods. (See symbol mark on page 50.)

(D) PORTIONS TO BE WELDED:

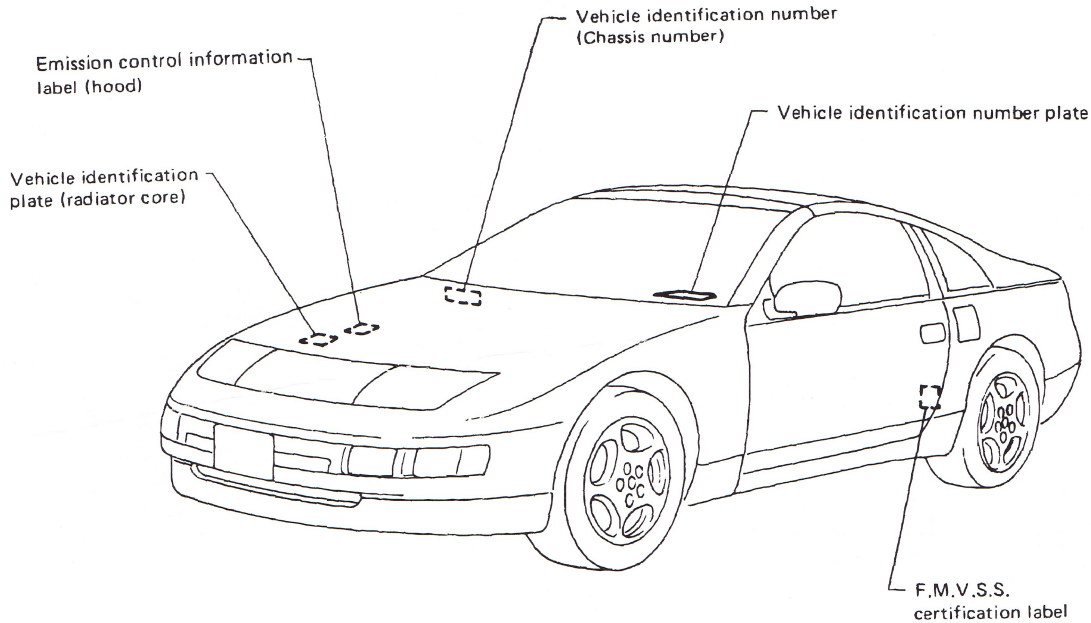
Portions to be welded are listed, including descriptions of those areas to which the portion under the subtitle (ex. Hoodledge panel) will be welded.

Ⓔ REMOVAL/INSTALLATION NOTES

Main service points and special notes for body repair work are described.

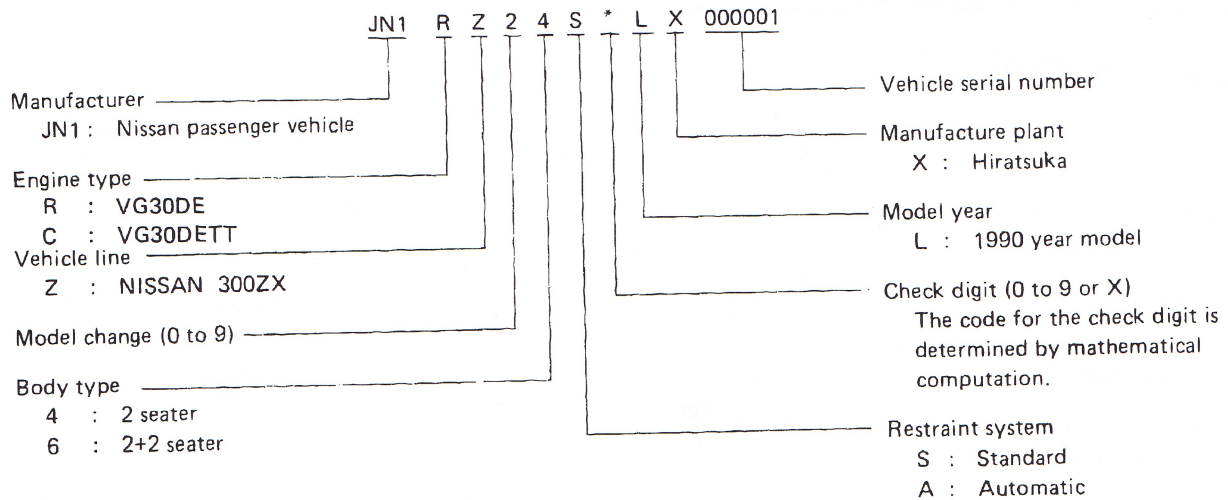
GENERAL INFORMATION

IDENTIFICATION NUMBERS (For U.S.A. & Canada)



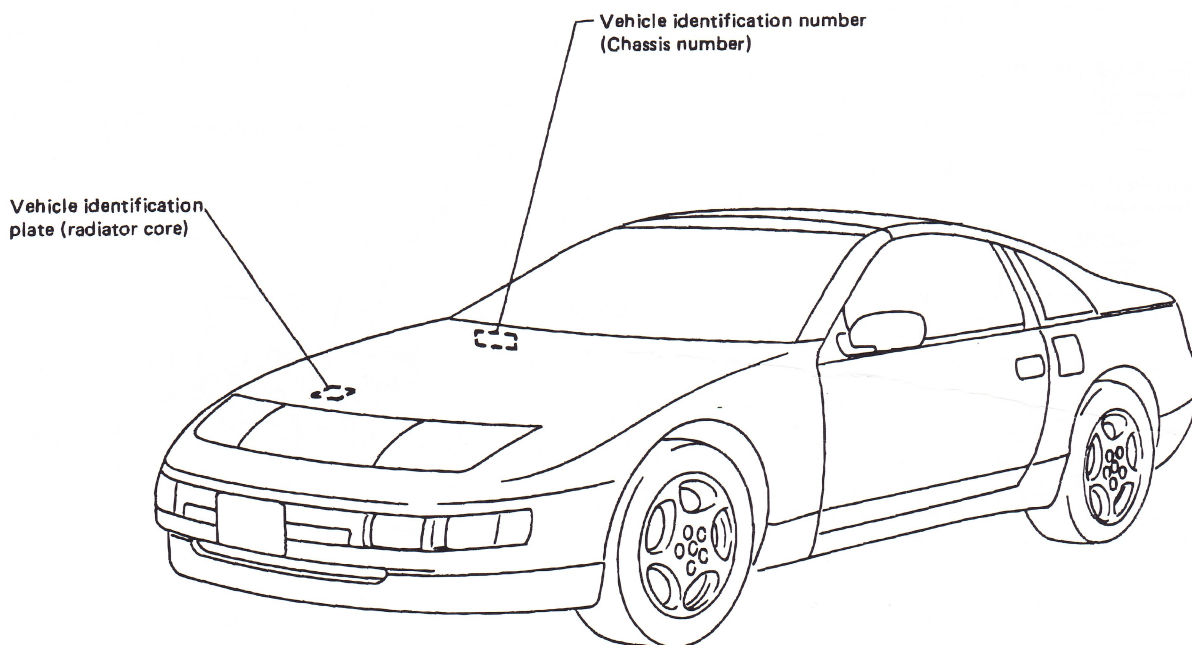
SG1617

VEHICLE IDENTIFICATION NUMBER ARRANGEMENT



GENERAL INFORMATION

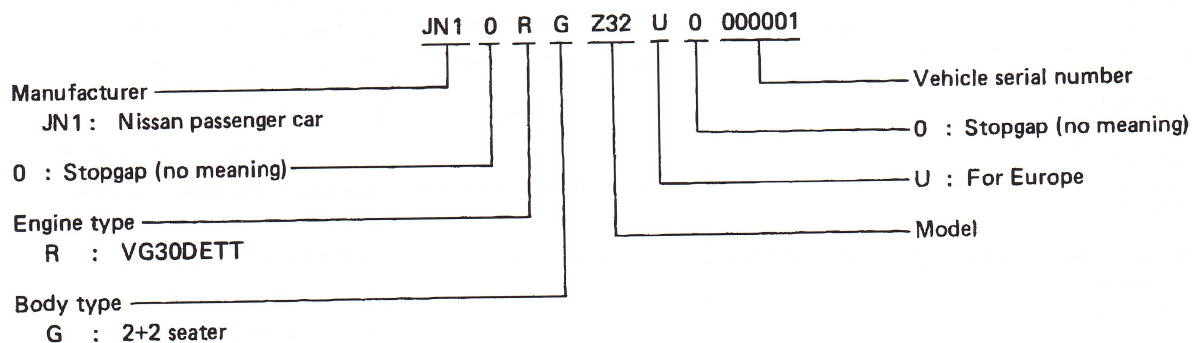
IDENTIFICATION NUMBERS (Except for U.S.A. & Canada)



SG1575

VEHICLE IDENTIFICATION NUMBER ARRANGEMENT

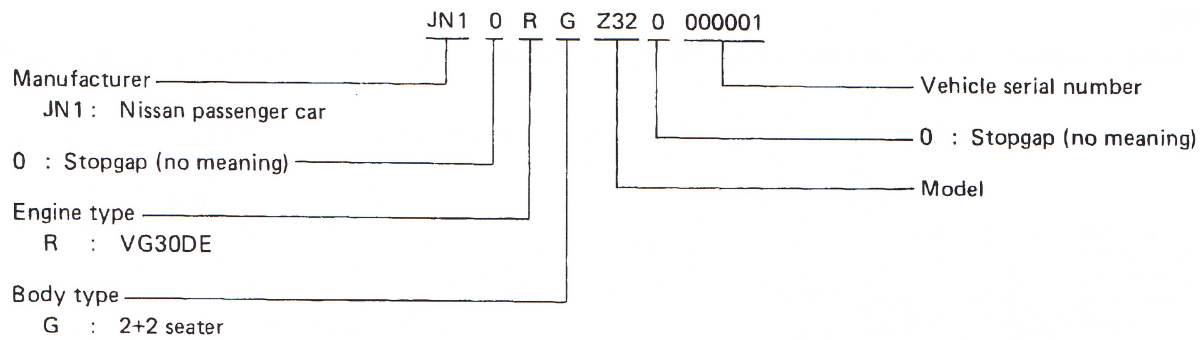
For Europe (LHD/RHD)



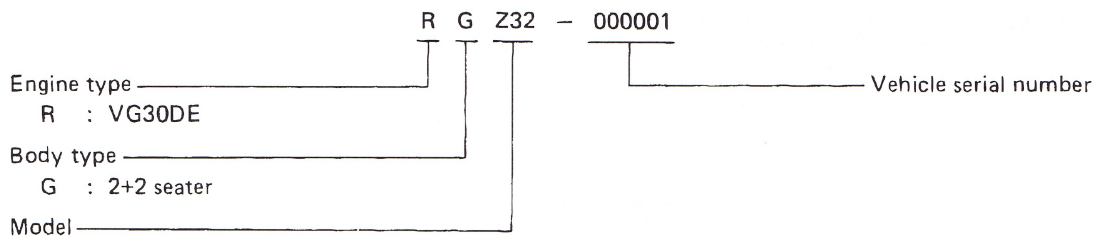
GENERAL INFORMATION

IDENTIFICATION NUMBERS (Except for U.S.A. & Canada)

For Australia



Except for Europe and Australia (LHD/RHD)



GENERAL INFORMATION

LIFTING POINTS

GARAGE JACK AND SAFETY STAND

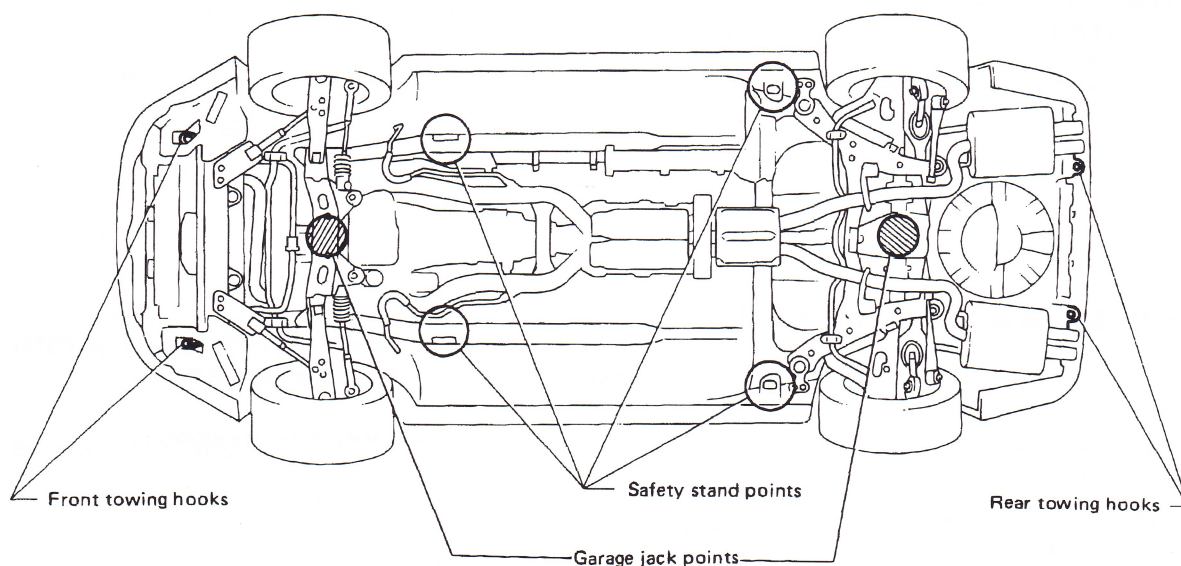
WARNING:

- a. When carrying out operations with the garage jack, be sure to support the vehicle with safety stands.
- b. Place wheel chocks at both front and back of the wheel, diagonally opposite the jack position.

CAUTION:

Always place a wooden block between safety stand and vehicle body when supporting body with safety stand.

Apply the garage jack and safety stand to the position indicated in the figure in a safe manner.



SG1609

GENERAL INFORMATION

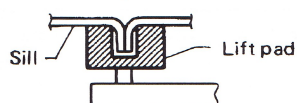
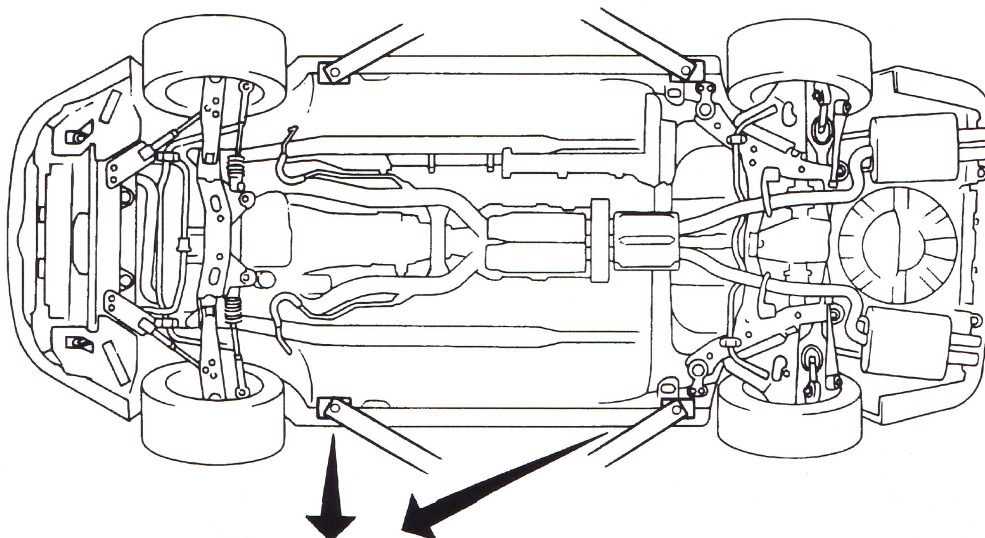
LIFTING POINTS

2-POLE LIFT

WARNING:

When lifting the vehicle, open the lift arms as wide as possible and ensure that the front and rear of the vehicle are well balanced.

When setting the lift arm, do not allow the arm to contact the brake tubes and fuel lines.



Put the sill in the recess of the lift pad to prevent the sill from deforming. If the pad does not have the recess, prepare a suitable attachment with a recess.

Note:
Lift-up points
are the same as
pantograph jack
points.

SG1610

VEHICLE DIMENSIONS

Unit: mm (in)

Model		2 seater	2+2
Item			
Overall length		4,305 (169.5)	4,520 (178.0)
Overall width		1,790 (70.5)	1,800 (70.9)
Overall height	T-bar roof	1,250 (49.2)	1,255 (49.4)
	Standard	1,245 (49.0)	—
Wheelbase		2,450 (96.5)	2,570 (101.2)
Tread	Front	1,495 (58.9)	1,495 (58.9)
	Rear	1,535 (60.4)	1,535 (60.4)

GENERAL INFORMATION

WHEEL ALIGNMENT

FRONT WHEEL ALIGNMENT (Unladen*1)

Camber	degree	$-1^{\circ}35'$ to $-0^{\circ}05'$
Caster	degree	$9^{\circ}00' - 10^{\circ}30'$
Toe-in	mm (in)	0 - 2 (0 - 0.08)
(Total toe-in angle)	degree	$0' - 5'$
Kingpin inclination	degree	$12^{\circ}10' - 13^{\circ}40'$
Front wheel turning angle		
Full turn	degree	$34^{\circ}30' - 38^{\circ}30'/28^{\circ} - 32^{\circ}$
Inside/outside		

*1: Tankful of fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools, mats in designated position.

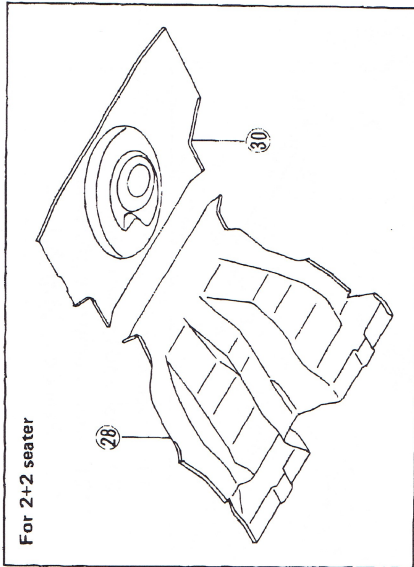
REAR WHEEL ALIGNMENT (Unladen*2)

Camber	degree	$-1^{\circ}36'$ to $-0^{\circ}36'$
Toe-in	mm (in)	0.4 - 4.4 (0.016 - 0.173)
(Total toe-in angle)	degree	$2.4' - 26.4'$

*2: Tankful of fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools, mats in designated position.

BODY COMPONENT PARTS

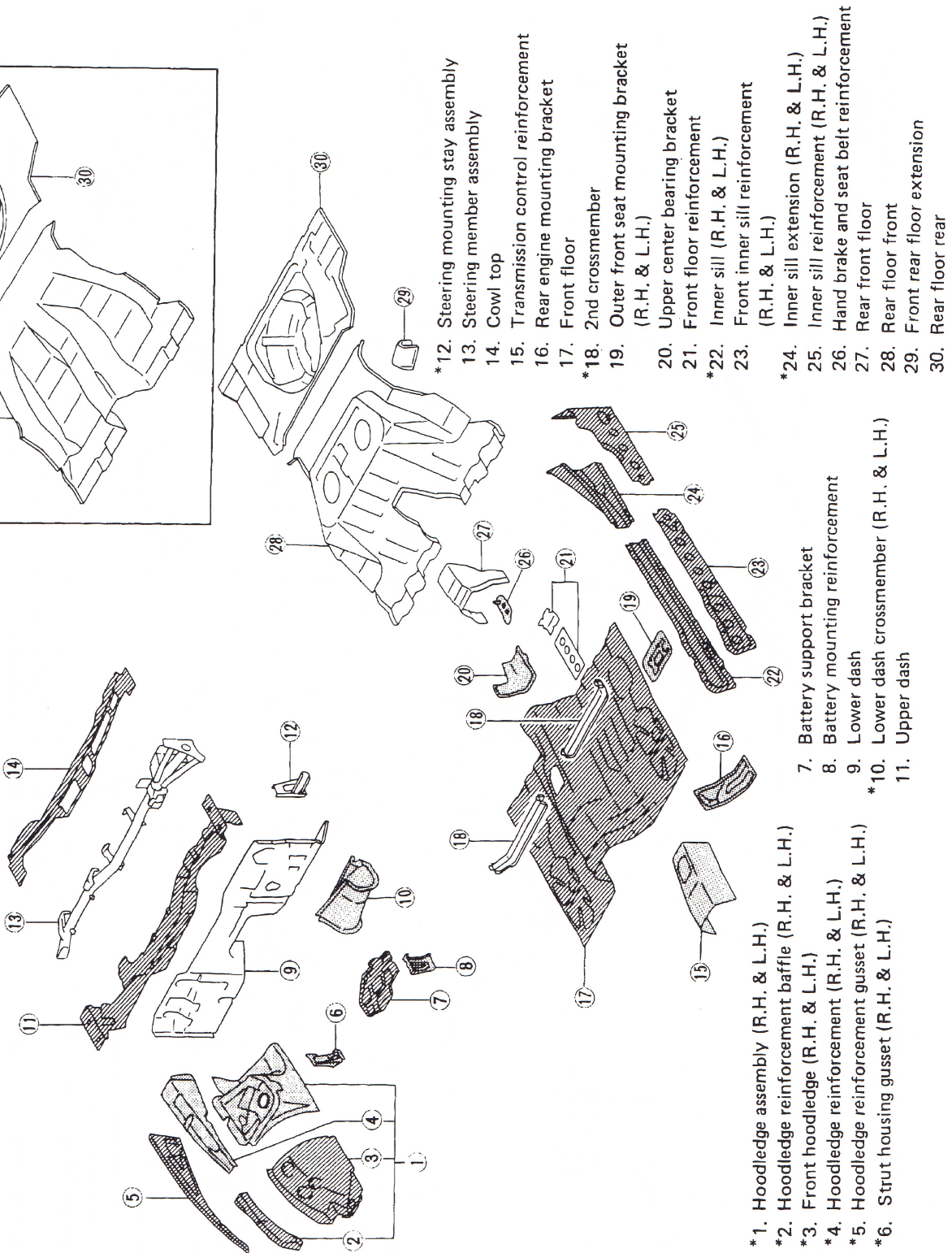
UNDERBODY COMPONENT PARTS



▨ : Indicates anti-corrosive precoated steel portions.

▨ : Indicates two-side anti-corrosive precoated steel portions.

* : Indicates high strength steel (HSS) portions.



* 1. Hood assembly (R.H. & L.H.)

* 2. Hood reinforcement baffle (R.H. & L.H.)

* 3. Front hood (R.H. & L.H.)

* 4. Hood reinforcement (R.H. & L.H.)

* 5. Hood reinforcement gusset (R.H. & L.H.)

* 6. Strut housing gusset (R.H. & L.H.)

7. Battery support bracket

8. Battery mounting reinforcement

9. Lower dash

* 10. Lower dash crossmember (R.H. & L.H.)

11. Upper dash

* 12. Steering mounting stay assembly

13. Steering member assembly

14. Cowl top

15. Transmission control reinforcement

16. Rear engine mounting bracket

17. Front floor

* 18. 2nd crossmember

19. Outer front seat mounting bracket (R.H. & L.H.)

20. Upper center bearing bracket

21. Front floor reinforcement

* 22. Inner sill (R.H. & L.H.)

23. Front inner sill reinforcement (R.H. & L.H.)

* 24. Inner sill extension (R.H. & L.H.)

25. Inner sill reinforcement (R.H. & L.H.)

26. Hand brake and seat belt reinforcement

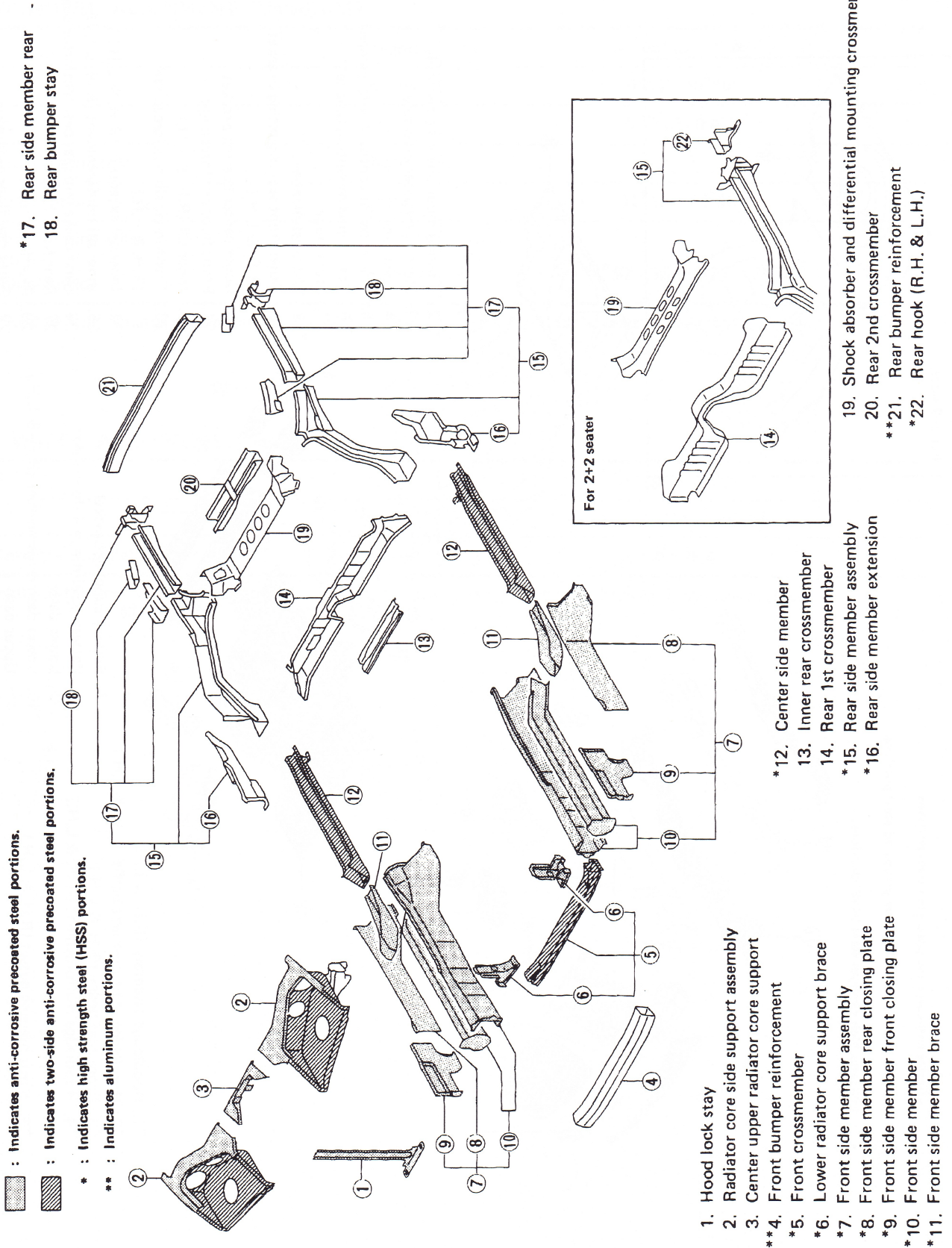
27. Rear front floor

28. Rear floor front

29. Front rear floor extension

30. Rear floor rear

UNDERBODY COMPONENT PARTS

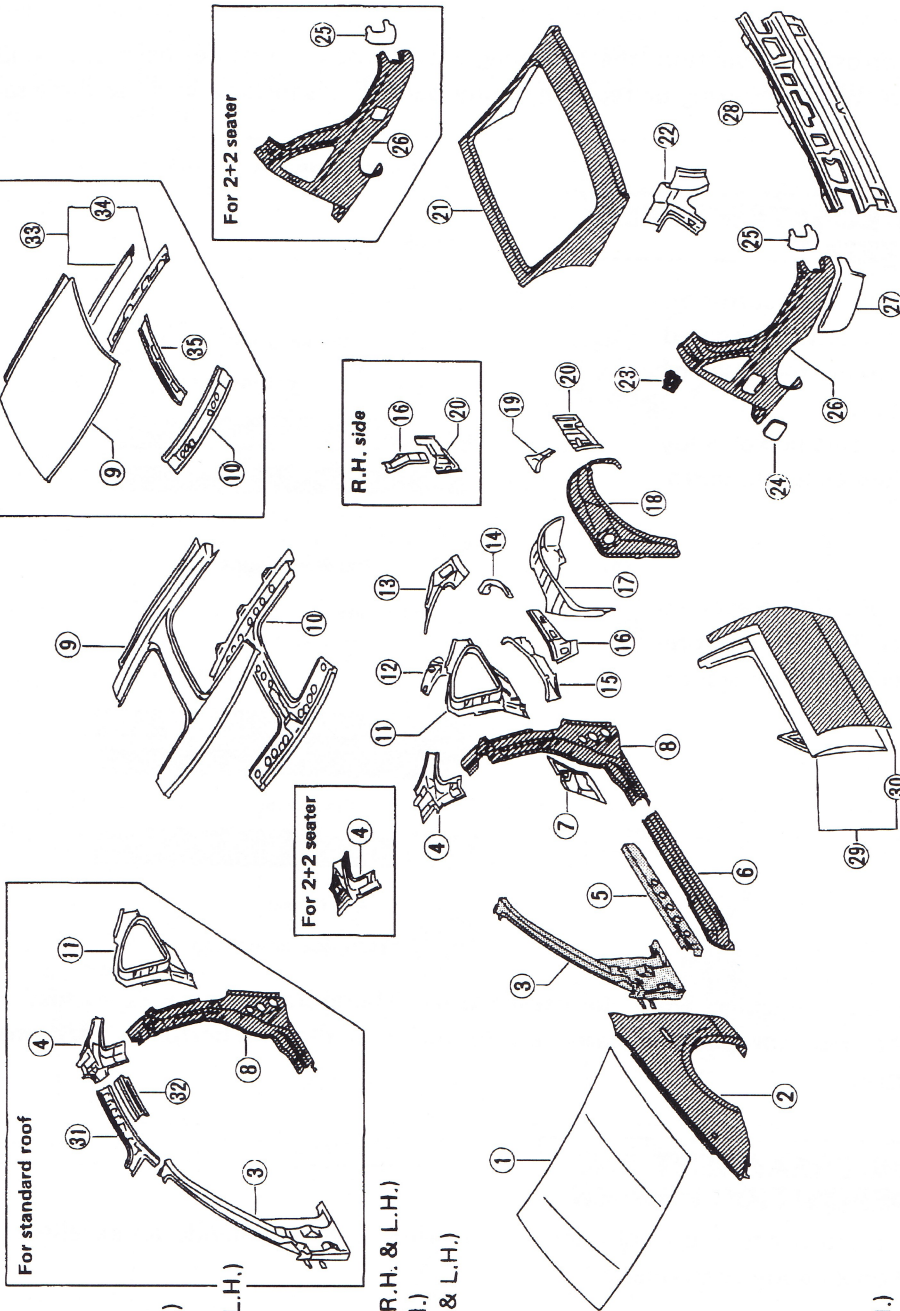


BODY COMPONENT PARTS

BODY COMPONENT PARTS

*: Indicates anti-corrosive precoated steel portions.
 **: Indicates two-side anti-corrosive precoated steel portions.

*: Indicates high strength steel (HSS) portions.
 **: Indicates aluminum portions.



- **1. Hood
2. Front fender (R.H. & L.H.)
- *3. Front pillar (R.H. & L.H.)
4. Upper inner rear pillar (R.H. & L.H.)
- *5. Outer sill reinforcement (R.H. & L.H.)
6. Outer sill (R.H. & L.H.)
7. Front lower inner side panel (R.H. & L.H.)
8. Inner center pillar (R.H. & L.H.)
9. Roof
10. Front roof rail
11. Inner side panel (R.H. & L.H.)
12. Rear seat belt anchor reinforcement (R.H. & L.H.)
13. Rear pillar reinforcement (R.H. & L.H.)
14. Rear inner side panel extension (R.H. & L.H.)
15. Rear inner side panel (R.H. & L.H.)
16. Side panel reinforcement
17. Inner rear wheelhouse (R.H. & L.H.)

18. Outer rear wheelhouse (R.H. & L.H.)
19. Rear side finisher retainer (R.H. & L.H.)
20. Rear lower inner side panel
21. Back door
22. Rear fender corner (R.H. & L.H.)
23. Fuel filler lid base
24. Fuel filler lid (PA) Polyamide (Nylon)
25. Rear fender patch (R.H. & L.H.)
26. Rear fender (R.H. & L.H.)
27. Rear fender extension (R.H. & L.H.)
28. Rear panel assembly
29. Front door (R.H. & L.H.)

- *30. Outer front door panel (R.H. & L.H.)
31. Inner side roof rail (R.H. & L.H.)
32. Outer side roof rail (R.H. & L.H.)
33. Rear roof rail
34. Inner tail rail
35. No. 1 roof bow

DESCRIPTION

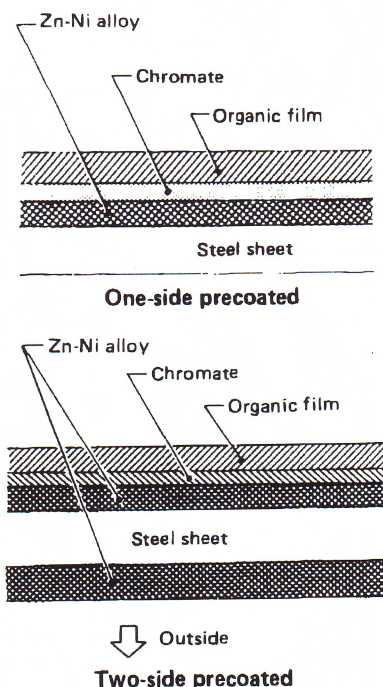
In order to provide improved corrosion prevention, the following anti-corrosive measures have been implemented in our production plants. When repairing or replacing body panels, it is necessary to use these same anti-corrosive measures.

ANTI-CORROSIVE PRECOATED STEEL (DURASTEEL)

In order to improve repairability and corrosion resistance, a new type of anti-corrosive precoated steel sheets have been adopted taking the place of conventional zinc-coated steel sheets.

This durasteel is electroplated, zinc-nickel alloy under organic film, which provides excellent corrosion resistance.

Durasteel is classified as either one-side precoated steel or two-side precoated steel. The two-side precoated steel provides excellent corrosion resistance.



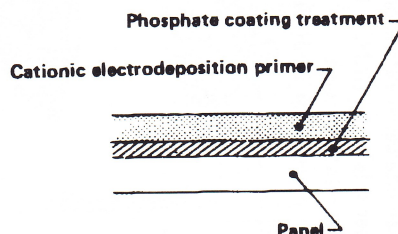
Nissan Genuine Service Parts are fabricated from durasteel sheets. Therefore, it is recommended that GENUINE NISSAN PARTS be used for panel replacement to maintain the anti-corrosive performance built into the vehicle at the factory.

PHOSPHATE COATING TREATMENT AND CATIONIC ELECTRODEPOSITION PRIMER

A phosphate coating treatment and a cationic electrodeposition primer, which provide an excellent anti-corrosion effect, are employed on all body components.

CAUTION:

Confine paint removal in the welding operation to the absolute minimum.



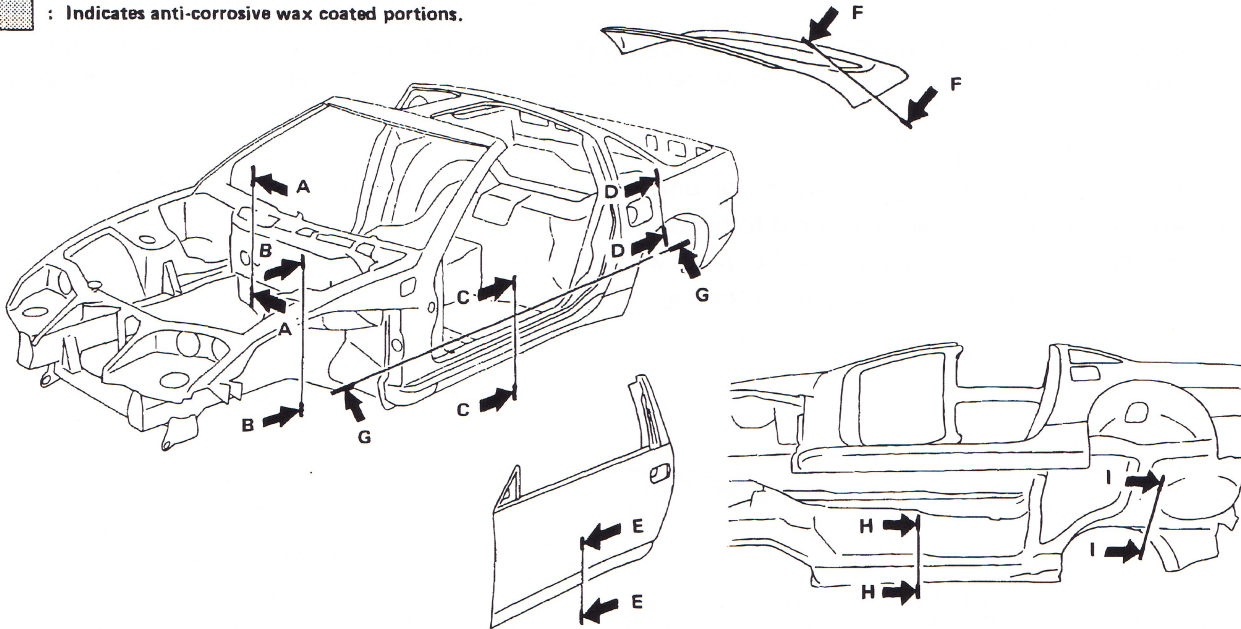
Nissan Genuine Service Parts also are treated in the same manner. Therefore, it is recommended that GENUINE NISSAN PARTS be used for panel replacement to maintain anti-corrosive performance built into the vehicle at the factory.

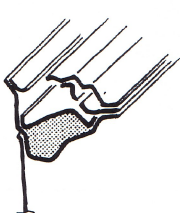
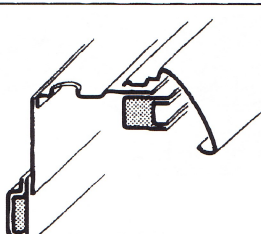
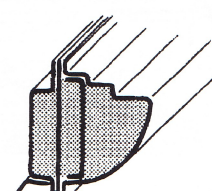
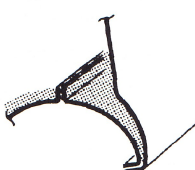
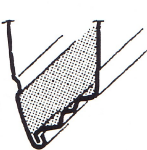



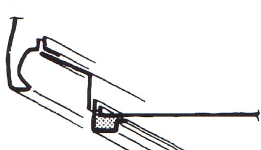
CORROSION PROTECTION

ANTI-CORROSIVE WAX

In order to improve corrosion resistance, anti-corrosive wax is applied inside the body sill and inside other closed sections. Accordingly, when replacing these parts, be sure to apply anti-corrosive wax to the appropriate areas of the new parts. Select an excellent anti-corrosive wax which will penetrate after application and has a long shelf life.

 : Indicates anti-corrosive wax coated portions.



Section A-A	Section B-B	Section C-C	Section D-D
			
Section E-E	Section F-F	Section G-G	
			
Section H-H	Section I-I		
			

UNDERCOATING

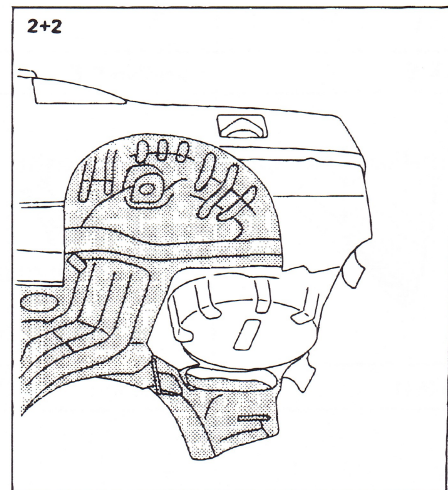
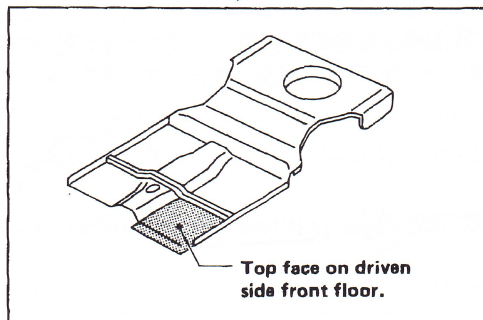
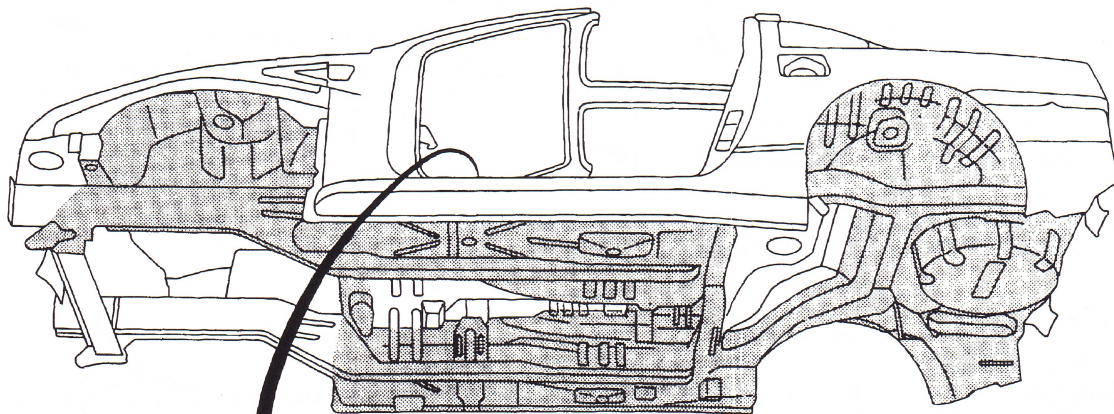
The undersides of the floor and wheelhouse are undercoated to prevent rust, vibration, noise and stone chipping.

Therefore, when such a panel is replaced or repaired, apply undercoating to that part. Use an undercoating with the following properties: rust preventive, soundproof, vibration-proof, shock-resistant, adhesive, and durable.

Precautions in undercoating


1. Do not apply undercoating to any place unless specified (such as the areas above the muffler and catalytic converter which are subjected to heat).
2. Do not undercoat the exhaust pipe, other parts which become hot, and rotary parts.
3. Apply bitumen wax after applying undercoating.

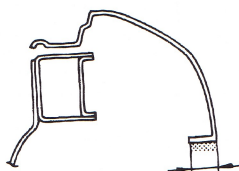
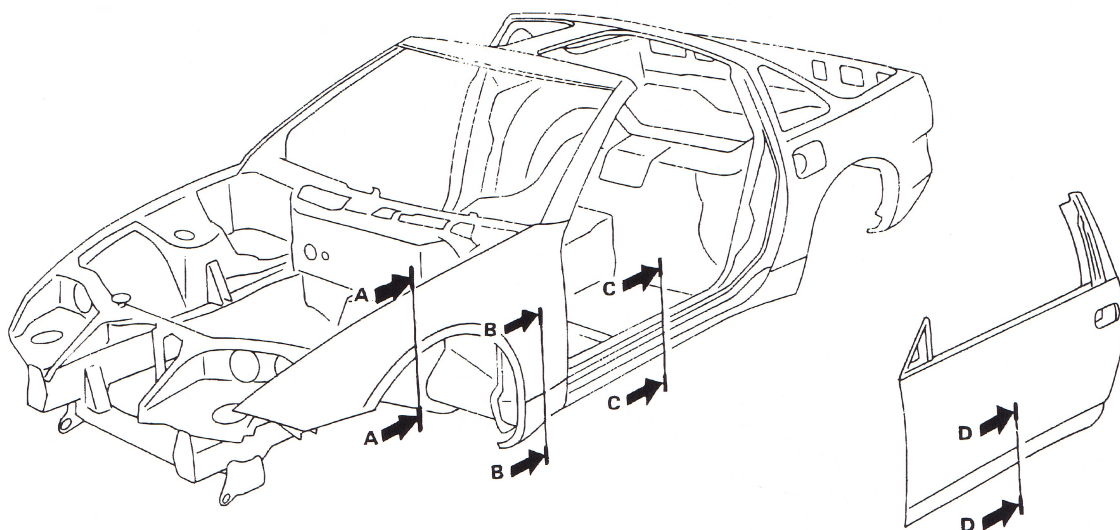
 : Indicates undercoated portions.



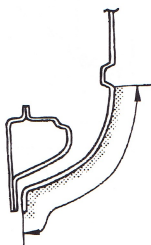
STONE GUARD COAT

In order to prevent damage caused by stones, the lower outer body panels (fender, door, etc.) have an additional layer of Stone Guard Coat over the ED primer coating. Thus, when replacing or repairing these panels, apply undercoat to the same portions as before. Use a coat which is rust preventive, durable, shock-resistant and has a long shelf life.

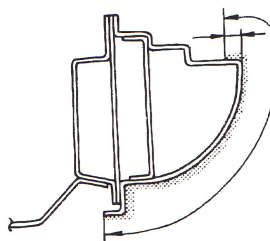
 : Indicates stone guard coat coated portions.



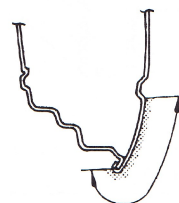
Section A-A



Section B-B



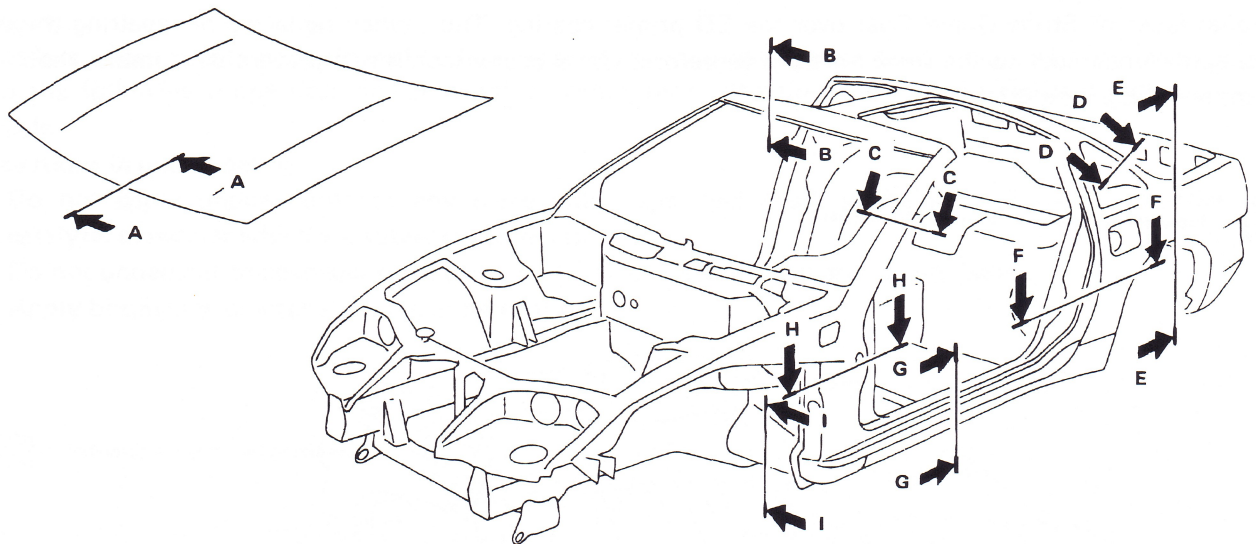
Section C-C


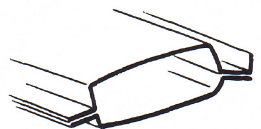
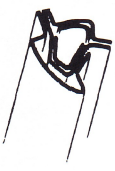

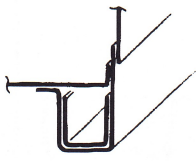
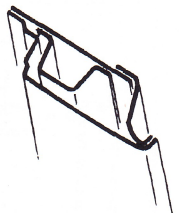
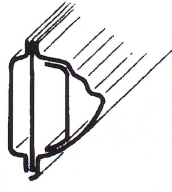
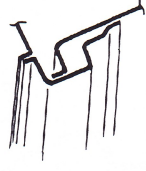
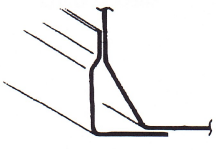


Section D-D

BODY CONSTRUCTION

BODY CONSTRUCTION



Section A-A	Section B-B	Section C-C	Section D-D
			
Section E-E	Section F-F	Section G-G	Section H-H
			
Section I-I			
			

BODY SEALING

DESCRIPTION

The following figure shows the areas which are sealed at the factory. Sealant which has been applied to these areas should be smooth and free from cuts or gaps.

Care should be taken not to apply an excess amount of sealant and not to allow other unaffected parts to come into contact with the sealant.

