



NISSAN MOTOR CORPORATION in U.S.A.

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June 29, 1987

8/V-098 (01)

SALES ENGINEERING DIVISION

1987 JUN -6 PM 2 22

RECEIVED

Mr. Michael Brownlee, Director
Office of Defects Investigation
Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Brownlee:

Nissan Motor Co., Ltd. has authorized us to submit this letter to you which relates to reports of unintended acceleration by some owners of 280ZX and 300ZX vehicles equipped with automatic transmission.

As you are well aware, NHTSA has over the course of the last ten or more years conducted various investigations into reports of unintended acceleration of vehicles produced by virtually every automobile manufacturer. Typically, the incidents are reported to have occurred when the driver is shifting from the "park" position. While in a small number of these investigations the Agency or the manufacturer has been able to identify a specific vehicle component or system which contains a specific defect and which may have caused or contributed to the reported incidents, in the vast majority of the investigations no defect of any kind has been identified, and the Agency's investigation has been closed.

Reports of unintended acceleration have been highly publicized over the course of the past year or so. Nissan and NHTSA have investigated the reported incidents on 280ZX and 300ZX models and have examined a variety of systems on these vehicles which conceivably could provide an explanation for the reports. The investigation confirms that no vehicle component, either alone or in combination with others, has been found to be the cause or a contributing factor to these reports. No general or specific vehicle defect has been found to exist by Nissan or NHTSA which can cause or result in unintended acceleration. Further, the investigation highlights the fact that the brake system in the 280ZX and 300ZX models is capable of overriding any increase in vehicle speed and controlling the vehicle.

Nevertheless, it is Nissan's desire to maintain the high level of consumer satisfaction and confidence in the safety of the 280ZX and 300ZX vehicles which these vehicles now enjoy. In order to accomplish this goal, Nissan engineers have developed a Shift Interlock System which prevents the transmission shift lever from being moved from the "park" position unless the brake pedal is depressed. The brake system is the safety feature of 280ZX and 300ZX vehicles which will override any increase in vehicle speed and will control the movement of the vehicle.

Page Two
Michael Brownlee, Director
June 29, 1987

87V-038 (02)

Nissan intends to notify owners of 1979 through 1987 280ZX and 300ZX vehicles equipped with automatic transmissions to inform them of the availability of the Shift Interlock System and to ask that they return their vehicles to their Nissan dealer for its installation without charge.

As indicated above, no defect exists in these vehicles which would require Nissan to comply with the notification and remedy provisions of the National Traffic and Motor Vehicle Safety Act. However, to demonstrate to owners our commitment and confidence in the safety of these vehicles, Nissan intends to conduct this voluntary notification program as a safety recall campaign.

Attached is Nissan's information report and a copy of the owner's notification letter. Should there be any questions, please feel free to contact the undersigned.

Sincerely,


Frank D. Slaveter
Technical Compliance Manager

FS/ms

att.

INFORMATION REPORT

MANUFACTURER: Nissan Motor Co., Ltd.

VEHICLES INVOLVED: 1979 through 1983 model year Datsun 280ZX vehicles and 1984 through 1987 (excluding June 1987 and later production) model year Nissan 300ZX vehicles with automatic transmission.

TOTAL NUMBER OF VEHICLES INVOLVED: 783,519.

PERCENTAGE OF VEHICLES: Not applicable.

DESCRIPTION: See cover letter.

CHRONOLOGY OF PRINCIPAL EVENTS: See cover letter.

DESCRIPTION OF ACTIONS TO BE TAKEN: All owners of the above described 280ZX and 300ZX vehicles will be notified by letter requesting that their vehicles be returned to Nissan dealers for the installation of a Shift Interlock System free-of-charge.

COPIES OF NOTICES: Copies of all notices will be provided to NHTSA as they become available.

1979-B7 280ZX AND 300ZX SHIFT INTERLOCK SYSTEM OWNER NOTIFICATION

Dear Nissan Owner:

This notice is sent to you under the provisions of the National Traffic and Motor Vehicle Safety Act.

Some owners of 280ZX and 300ZX model vehicles equipped with automatic transmission have reported incidents of unintended acceleration when shifting from the "park" position. Reports of unintended acceleration are not unique to Nissan but are known to involve many other automobile manufacturers.

In order to maintain the current high level of consumer satisfaction and confidence in the safety of 280ZX and 300ZX vehicles, Nissan engineers have developed a Shift Interlock System which prevents the transmission shift lever from being moved from the "park" position unless the brake pedal is pressed. The brake system in 280ZX and 300ZX vehicles is the safety feature capable of overriding any increase in vehicle speed and controlling the movements of the vehicle. Unintended acceleration can result in a collision.

Please take your vehicle to your Nissan dealer to have the Shift Interlock System installed free of charge. In addition, please observe the following procedures at all times:

- o When parking, make sure that you move the transmission shift lever into "park" and apply the hand brake.
- o When starting the engine, ensure the transmission shift lever is in "park" wherever possible.
- o After starting the engine, press the brake pedal before you shift out of "park".

In the event you experience unintended acceleration, press hard on the brake pedal with both feet and shift the transmission into neutral. If the engine is racing, turn your ignition key to the off position. Do not pull out the key, as this will lock the steering.

All authorized Nissan dealers have service instructions and parts to install the Shift Interlock System in your vehicle. This free service will take approximately one hour. Please make an appointment with your dealer and bring this notice with you when you keep your service appointment. It contains pre-printed claim information designed to help Nissan satisfy record-keeping requirements specified by the Federal Government.

87V-098 (5)

Page 2
Owner Letter
July 7, 1987

If the dealer fails or is unable to install the Shift Interlock System free-of-charge, you should contact the Consumer Affairs Department of the appropriate Nissan regional office listed on the back of this notice. Or, you may contact the National Consumer Affairs Department, Nissan Motor Corporation in U.S.A. at P.O. Box 191, Gardena, CA. 90247, phone number (213) 532-3111.

You may also contact the Administrator of the National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590; or call the toll-free auto safety hotline at (800) 424-9393 (Washington, D.C. area residents may call 366-0123).

Thank you for your cooperation. We urge you to take advantage of this free service and regret any inconvenience it may cause.

NISSAN MOTOR CORPORATION IN U.S.A.

RECALL CAMPAIGN BULLETIN

Reference:

Campaign Identification No.: 87SIS

Date:

July 1, 1987 87SIS

87V-098

VOLUNTARY RECALL CAMPAIGN, 1979-87 280ZX and 300ZX SHIFT INTERLOCK SYSTEM

AUTHORIZATION

Nissan Motor Co., Ltd., Tokyo, Japan, authorizes Nissan Motor Corporation in U.S.A. (NMC) to conduct a voluntary recall campaign on all 1979-83 280ZX and 1984 through April 1987 production 300ZX vehicles equipped with automatic transmission.

INTRODUCTION

Some owners of 1979-1987 model 280ZX and 300ZX vehicles equipped with automatic transmission have reported incidents of unintended acceleration when shifting from the "Park" position. Reports of unintended acceleration are not unique to Nissan, but are known to involve many other automobile manufacturers.

Nissan has investigated these reports in 280ZX and 300ZX models and has confirmed that no general or specific vehicle defect exists. Nevertheless, in order to maintain the current high level of consumer satisfaction and confidence in the safety of 280ZX and 300ZX vehicles, Nissan Engineers have developed a Shift Interlock System which prevents the transmission shift lever from being moved from the "Park" position unless the brake pedal is pressed. The brake system in 280ZX and 300ZX vehicles is the safety feature capable of overriding any increase in vehicle speed and controlling the movement of the vehicle.

All owners of the affected vehicles will be notified by letter to bring their vehicles to a Nissan dealer to have a Shift Interlock System installed. This service will be performed free of charge. A copy of the owner's letter is shown on page 24 for your information.

IDENTIFICATION NUMBER

Nissan has assigned identification number 87SIS to the campaign. This number must appear on all communications and documentation of any nature dealing with this campaign.

Note: The small number to the right of the bulletin date is the number sequence of the documents published for this campaign.

SERIAL NUMBER AND MODEL AFFECTED

All 1979-83 280ZX and 1984 through April 1987 production 300ZX with automatic transmission. See details below for VINs.

DEALER RESPONSIBILITY

1. It is the dealer's responsibility to install a Shift Interlock System on each vehicle falling within the affected VIN range of this campaign which for any reason enters the service department. This includes vehicles purchased from private parties or presented by transient (tourist) owners and vehicles on dealer used car sales lots.
2. All owners of 1979-87 models within the affected VIN range will be notified on or after July 6, 1987.
3. The dealer must install a label under the hood (Figure 1), next to the Existing Emission Control Information label, when the correction has been completed.

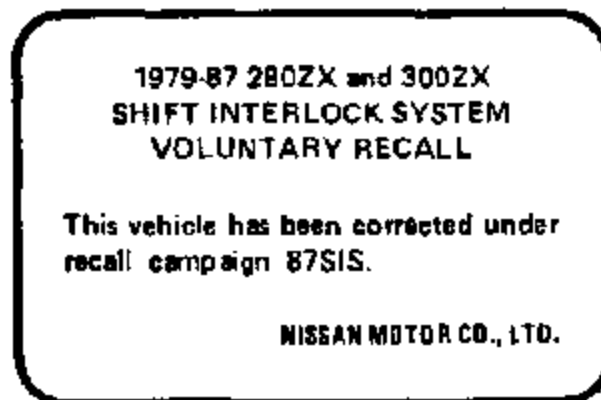


FIGURE 1

PARTS INFORMATION

Each Owner Notification identifies which kit applies to the vehicle. The kit identification letter designation follows the campaign number, e.g., 87SIS A, on the front of the notice. When an owner calls for an appointment, we suggest that you ask him to read the kit designation letter to you so that you can determine whether you have the appropriate kit in stock.

YEAR	MODEL	KIT	PART NUMBER
1979 1980 1981*	280ZX	A	34900-P7160
1981*	280ZX	E	34900-P7960
1981* 1982 1983	280ZX	B	34900-P9160
1984 1985	300ZX	C	34900-01P60
1986 1987	300ZX	D	34900-19P60

*Please see below for VIN information.

"A" Kit: 1979, 1980, 1981 280ZX Part No. 34900-P7160

BODY STYLE	ENGINE	YEAR	VIN RANGE
Two-Seater	Non-Turbo	1979	HLS130-100050 thru 164009
		1980	HLS130-190017 thru 229913
		1981	JN1HZ04S()BX-250021 thru 279567 JN1HZ04S()BX-400001 thru 403120
	Turbo	1981	HLS130 } 250021 thru 279567 JN1CZ04S()BX } AND JN1CZ04S()BX-600001 thru 601076
Four-Seater	Non-Turbo	1979	HLS130-100059 thru 130260
		1980	HLS130-150020 thru 170351
		1981	HLS130 } 180040 thru 194629 JN1HZ06S()BX } AND JN1HZ06S()BX 400001 thru 401846

"E" Kit: 1981 280ZX

Part No. 34900-P7960

BODY STYLE	ENGINE	YEAR	VIN RANGE
Two-Seater	Non-Turbo	1981	JN1HZ04S()BX-403121 thru 412339
	Turbo	1981	JN1CZ04S()BX-601077 thru 604893
Four-Seater	Non-Turbo	1981	JN1HZ06S()BX-401847 thru 407548

"B" Kit: 1981, 1982, 1983 280ZX

Part No. 34900-P9160

BODY STYLE	ENGINE	YEAR	VIN RANGE
Two-Seater	Non-Turbo	1981	JN1HZ04S()BX-412340 thru 416757
		1982	JN1HZ04S()CX-430014 thru 466410
		1983	JN1HZ04S()DX-550006 thru 581753
	Turbo	1981	JN1CZ04S()BX-604894 thru 608101
		1982	JN1CZ04S()CX-620008 thru 629089
		1983	JN1CZ04S()DX-750006 thru 759059
Four-Seater	Non-Turbo	1981	JN1HZ06S()BX-407549 thru 411250
		1982	JN1HZ06S()CX-420007 thru 437225
		1983	JN1HZ06S()DX-500006 thru 512402
	Turbo	1982	JN1CZ06S()CX-600015 thru 604210
		1983	JN1CZ06S()DX-700012 thru 704118

"C" Kit: 1984, 1985 300ZX

Part No. 34900-01P60

BODY STYLE	ENGINE	YEAR	VIN RANGE
Two-Seater	Non-Turbo	1984	JN1HZ14S()EX-000019 thru 033060
		1985	JN1HZ14S()FX-060005 thru 104109
	Turbo	1984	JN1CZ14S()EX-000014 thru 022358
		1985	JN1CZ14S()FX-060012 thru 072440
Four-Seater	Non-Turbo	1984	JN1HZ16S()EX-000020 thru 023239
		1985	JN1HZ16S()FX-040004 thru 060369
	Turbo	1984	JN1CZ16S()EX-000019 thru 000622
		1985	JN1CZ16S()FX-010008 thru 010462

"D" Kit: 1986, 1987 300ZX

Part No. 34900-19P60

BODY STYLE	ENGINE	YEAR	VIN RANGE
Two-Seater	Non-Turbo	1986	JN1HZ14S()GX-130004 thru 167592
		1987	JN1HZ14S()HX-200009 thru 215331
	Turbo	1986	JN1CZ14S()GX-100007 thru 109202
		1987	JN1CZ14S()HX-150017 thru 152920
Four-Seater	Non-Turbo	1986	JN1HZ16S()GX-080002 thru 095903
		1987	JN1HZ16S()HX-120007 thru 126530
	Turbo	1986	JN1CZ16S()GX-020001 thru 020634
		1987	JN1CZ16S()HX-030004 thru 030167

PARTS ORDERING GUIDELINES

Because of the number of different kits, and to avoid parts shortage, each dealer is advised to make an initial order of 25 kits, proportioned as follows, for each 100 vehicles for which he is responsible:

<u>Kit</u>	<u>Number</u>
A	5
E	1
B	4
C	7
D	8

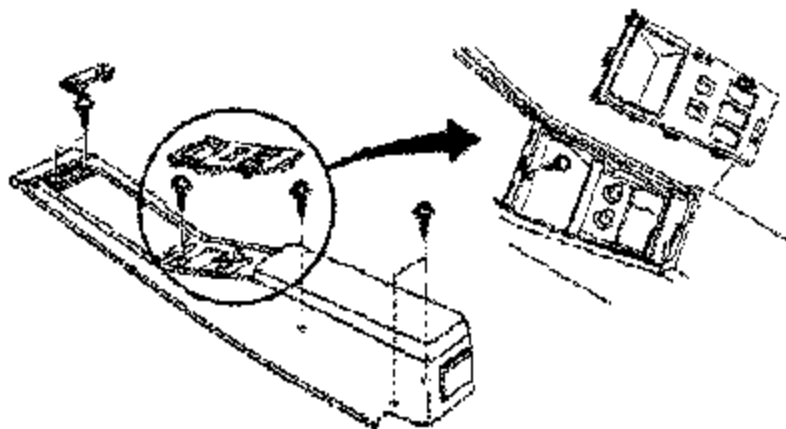
The dealer can determine the number of campaign vehicles assigned to him from the attached Recall Status Report, which also lists any other outstanding campaigns on these vehicles. Because of a limited supply of "E" kits, it is essential that each dealer order no more than one unless more than one owner of a vehicle needing an "E" kit makes an appointment. Initial demand may differ from the above proportions due to variations in dealer sales. Follow-up orders should be based on actual dealer demand and the number of customers who make appointments for service.

SERVICE PROCEDURE, 1984-1987 300ZX Models

1. Write down the frequency numbers of all customer-selected, pre-programmed radio stations on the electronic tune radio.



2. Remove the negative battery cable from the battery terminal.
3. Remove the center console box and finisher. Be especially careful to use a thin pry tool to remove the finishers—avoid scratching or otherwise damaging the surface.



4. Disconnect the harness connectors for the shift position lamp and the O.D. indicator lamp.



5. Remove the control lever and gear indicator assemblies as a unit. Do not remove the shift lever knob at this time.
 - A. Remove the screws from the gear indicator assembly and slide it back and forth to give access to the control lever assembly screws.

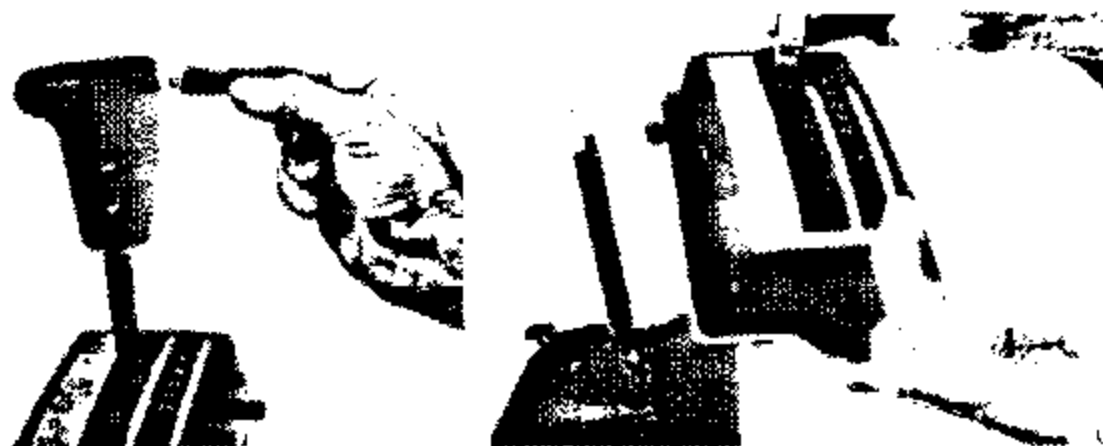


8. Remove the rear nut from the shift rod to release the control lever assembly. Do not remove the cotter pin. The linkage will have to be re-adjusted upon reassembly.



6. Take the control lever assembly to the bench. Use a fender cover or other pad to prevent scratches or damage to the parts as they are disassembled. Remove the shift knob and gear indicator assembly from the control lever assembly.

CAUTION: The shift button or its return spring may pop out when the knob is removed. Be sure you do not lose parts.



NOTE: The following three steps under "Install the harness guide" apply only to 1986-1987 vehicles. In 1984 and 1985 models, the OD lamp is located in the console instead of the shift lever.

7. Install the "harness guide" onto the O.D. harness as follows:

- a. Measure the O.D. indicator lamp wires to establish a harness guide location that is exactly 115mm (4.50 in.) down from the shift knob, as shown in the illustration.



- b. Install the harness guide onto the wires. Wrap the assembly with vinyl electrical tape as shown.



8. Assemble the gear indicator assembly and the shift knob to the new control lever assembly. Carefully route the O.D. harness in the control lever assembly as shown in the following illustration. Check to make sure no wires interfere with the movement of the levers.



CAUTION: Be sure the shift shaft goes properly through the hole in the shift indicator pointer. Otherwise the pointer will be damaged when the lever is moved. Apply grease to the plastic wedge at the top of the shift control lever. Torque the shift knob screws to 26 kg/cm (22 in/lb)



9. With clean hands, place the interlock information label onto the top of the gear indicator assembly as shown in the illustration below. It should be placed so that it may be read easily from the driver's seat, 8mm (5/16") up from the rear edge and 5mm (3/16") from the passenger side edge.



10. Put a small bead of High Temperature RTV sealant, about 2mm (3/16") in diameter, all around the shift control assembly gasket.



11. Check around the shift control assembly mounting screw holes in the vehicle to see if the sheet metal has been pulled up or deformed. If there are bulges in the metal, use a small hammer to pound them flat.

Install the new shift control assembly back into the vehicle. Be sure the shift indicator lamp harness is routed properly on the under side of the indicator assembly. Place the shift rod into the shift lever and install the nut, but do not tighten. The rod must be adjusted from beneath the vehicle. Use the screws with sealant coated threads from the kit to bolt the shift control assembly back in place.

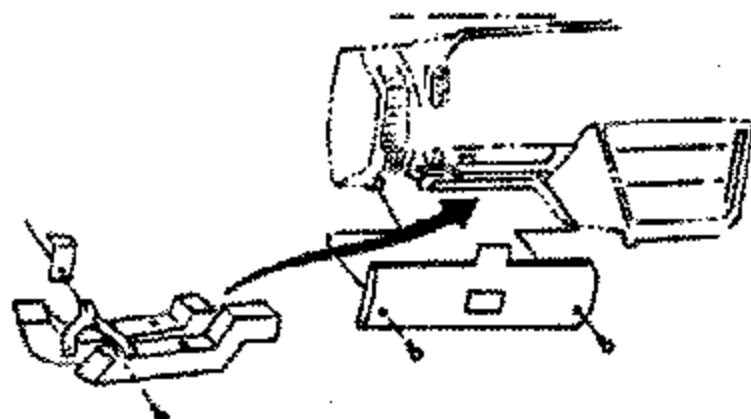


Sealant coated screw for bolting down shift control assembly.

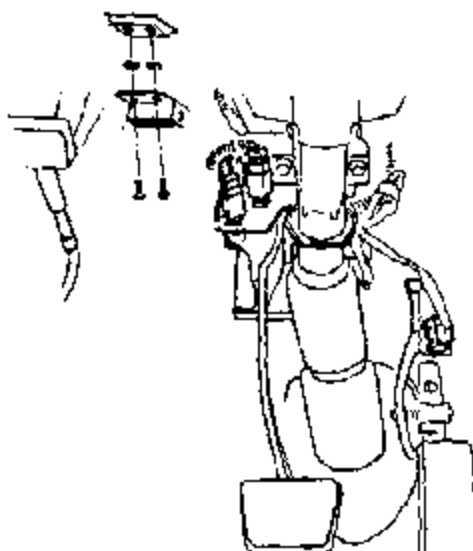
12. Remove the instrument lower cover on the driver's side.



13. Remove the side and foot air ducts.

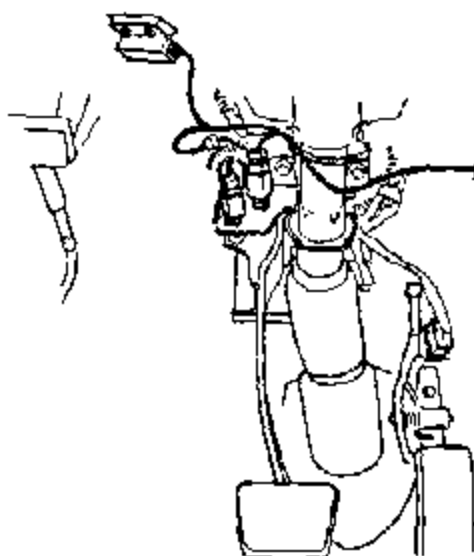


14. Locate the two threaded holes, high and to the left under the dash, for the A/T controller. Use the fiber speed nuts to hold the new bolts in the controller bracket for installation. Install the controller.



15. Disconnect the brake switch connector.

16. Install the A/T control harness as shown in the following illustration. Plug the upper end connector into the controller. Plug one connector into the brake switch and the other into the brake harness connector. Route the A/T control harness down the steering column and install a tie wrap. Re-install the side and foot air ducts.



From the steering column, the harness should be routed across the side and foot ducts. Install another tie wrap as shown.



Bring the harness back along the driver's side of the transmission tunnel and tape it down firmly with the one-sided tape strips supplied in the kit.

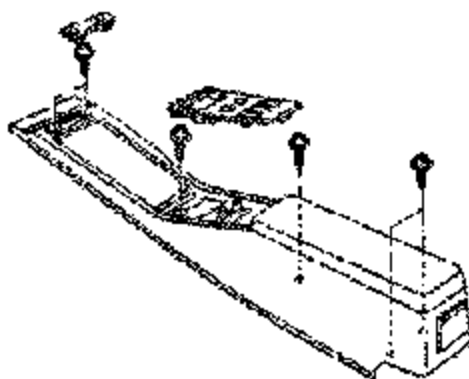
CAUTION: Be careful when you pull up the carpet, especially the section under the radio at the top of the tunnel. It is held in place by Velcro, which could pull up with the carpet.



17. Plug the A/T control harness connectors in at the shift console. Make sure that wires and connectors will not interfere with the installation of the console box and finishers.



18. Re-install the console box and finishers. Make sure the carpeting is replaced firmly against the tunnel and that it is clean and flat.



19. Raise the vehicle on a hoist and adjust the shift rod according to the procedure given in the appropriate service manual.
20. Bring the vehicle back down. Attach the negative cable to the battery.

21. Test the interlock system by starting the engine with the transmission in "Park." Try to move the lever into "Reverse" and "Drive" with the foot brake applied. It should move. Then, with the engine at idle and the hand brake applied, try again to go from "Park" to "Reverse." The lever should not move. It should be possible to go from "Neutral" to "Drive" or "Reverse" without applying the foot brake. Make sure the shift lever has a normal "feel" as it moves from one gear to another. Turn on the air conditioning and check for air leaks at duct connections. Correct as necessary.
22. If the system works as it should, re-install the instrument lower cover. Check the interior over for any dirt or grease marks caused by the procedure. Clean as necessary.
23. Re-program the electronic tune radio stations as they were. Set the clock to the correct time.
24. Road test the vehicle to be sure no new squeaks or rattles were introduced by your procedure. Check carefully for any leaks of road or driveline noise or heat or vapors up through the console. Repair or re-fit as necessary.
25. Place the recall label under the hood next to the emissions label.

SERVICE PROCEDURE, 1979-1983 280ZX Models

The service procedure for installing the shift/brake interlock system on 280ZX models is very similar to that used for 300ZX models, with some important differences. Therefore, please refer to the 300ZX procedure in this bulletin for detailed information on each step called out below. Wherever the procedure is different, we will give full details and illustrations below.

1. Write down the frequency numbers of all customer-selected, pre-programmed radio stations on the electronic tune radio.
2. Remove the negative battery cable from the battery terminal.
3. Remove the center console box and finisher. Be especially careful to use a thin pry tool to remove the finishers--avoid scratching or otherwise damaging the surface.

4. Disconnect the harness connectors for the shift position lamp.



5. Remove the control lever and gear indicator assemblies as a unit. Do not remove the shift knob at this time.
- A. Remove the screws from the gear indicator assembly and slide it back and forth to give access to the control lever assembly screws.



- B. Remove the rear nut from the shift rod to release the control lever assembly. Do not remove the cotter pin. The linkage will have to be re-adjusted upon reassembly.
6. Take the control lever assembly to the bench. Use a fender cover or other pad to prevent scratches or damage to the parts as they are disassembled. Remove the shift knob and gear indicator assembly from the control lever assembly.

CAUTION: The shift button or its return spring may pop out when the knob is removed. Be sure you do not lose parts.

7. Use the adhesive backed metal clip to secure the shift indicator lamp wires to the side of the gear indicator as shown in the following photo. The idea is to make sure the wires are out of the way of the solenoid or mechanism in the control lever assembly.



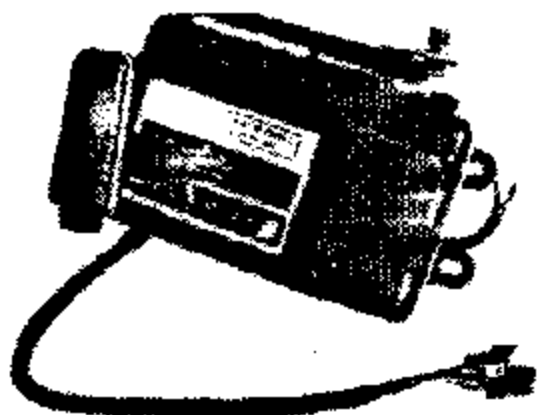
- A. In some 1983 models (82/7 through 83/7 production), the shift indicator lamp is placed into a location at the end of the indicator assembly. In this case, use the plastic wire holder provided in the kit to route the wires away from the mechanism as shown below.



8. Assemble the gear indicator assembly and the shift knob to the new control lever assembly. Check to make sure no wires interfere with the movement of the lever or solenoid.

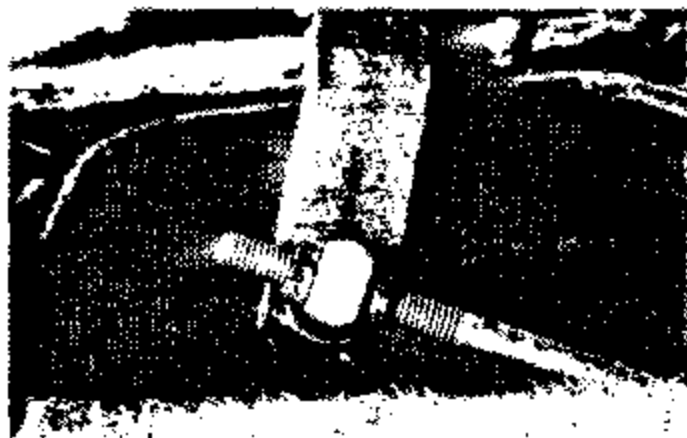
CAUTION: Be sure the shift lever goes properly through the hole in the shift indicator pointer. Otherwise, the pointer will be damaged when the lever is moved. Apply grease to the plastic wedge at the top of the shift control lever. Torque the shift knob screws to 26 kg/cm (22 in/lb).

9. With clean hands, place the interlock information label onto the top of the gear indicator assembly as shown in the illustration below. It should be placed so that it may be read easily from the driver's seat.



10. Put a small bead of High Temperature RTV sealant, about 2mm (3/16") in diameter, all around the shift control assembly gasket.
11. Check around the shift control assembly mounting screw holes in the vehicle to see if the sheet metal has been pulled up or deformed. If there are bulges in the metal, use a small hammer to pound them flat.

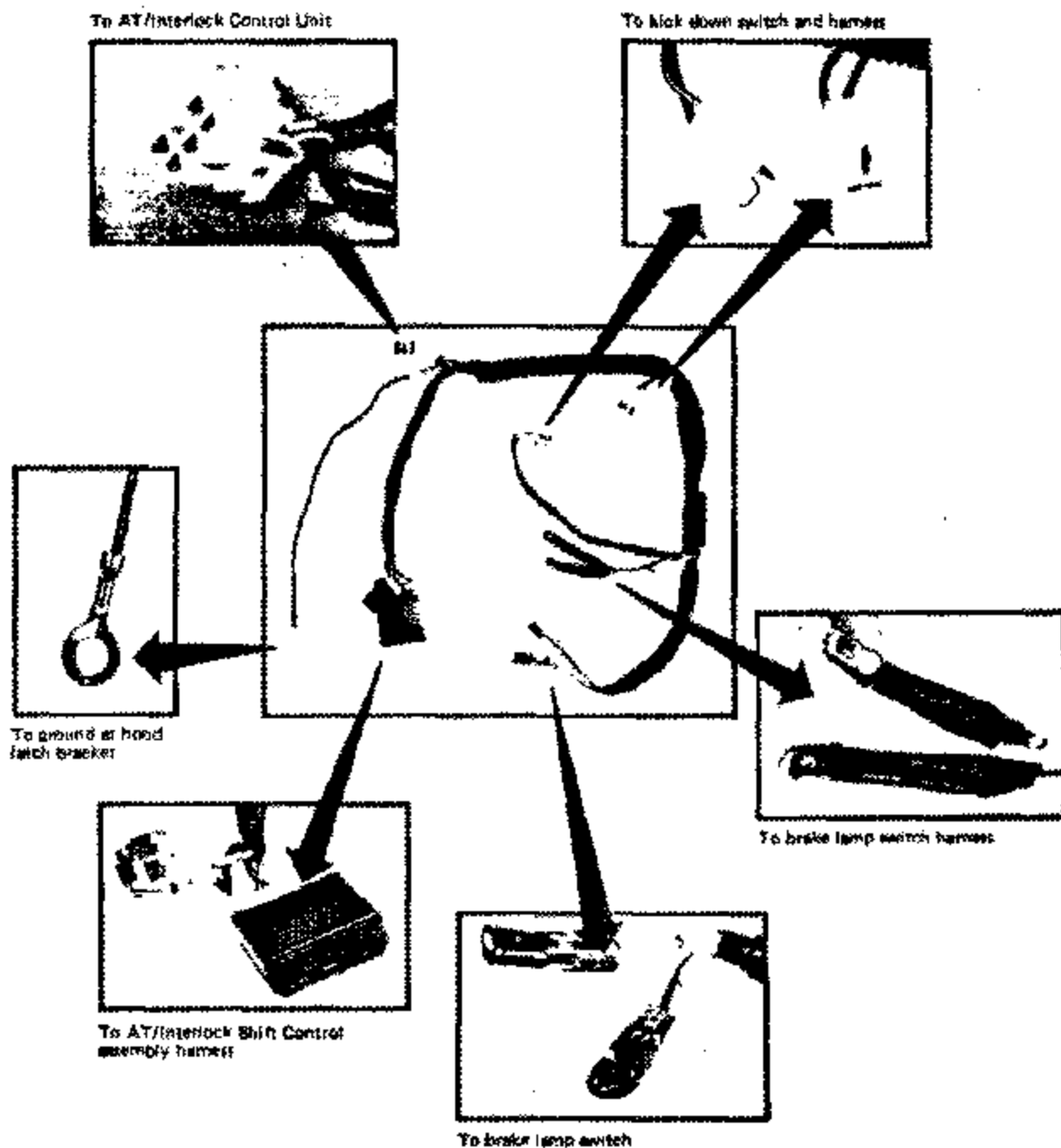
Install the new shift control assembly back into the vehicle. Be sure the shift indicator harness is routed properly on the under side of the indicator assembly and that the interlock harness is routed forward along the tunnel. Place the shift rod into the shift lever and install the nut. Center the lever in the shift rod threads as shown below and tighten the nut to 25-30 kg/cm (22-26 in/lb). (The shift rod may have to be adjusted again from beneath the vehicle.) Use the screws from the kit with blue sealant on the threads to bolt the shift control assembly back in place.



12. Remove the instrument lower cover on the driver's side.
13. Remove the driver's side foot air duct.

14. Install the A/T control harness as described in the following illustration.

280ZX PARK/BRAKE INTERLOCK HARNESS



The eyelet goes to ground at the mount bolt for the hood latch. The six pin connector will plug into the interlock control unit. The two pin connectors go into the kick down switch and its harness at the top of the throttle pedal. The single spade connectors go into the brake light switch and its harness. The last two connectors plug into the interlock harness that comes from the shift control assembly.

NOTE: A brake switch sub-harness is supplied with the "A" kit that will allow for a plug in at the brake light switch on certain models. When it is required, the sub harness plugs into the interlock harness as shown in the following photograph. Tape the female side of the harness spade connectors up out of the way as shown.



15. After all connections are made, use a tie wrap to support the harness at the steering column. Route the harness carefully along the tunnel and apply one sided tape to hold it in place under the carpeting.



16. Install the driver's side foot air duct. The interlock control unit bolts up to the duct support. Route the interlock harness along the top of the duct and tape it in place with one sided tape.

CAUTION: Be careful when you pull up the carpet, especially the section under the radio at the top of the tunnel. It is held in place by Velcro, which could pull up with the carpet.

17. Re-install the console box and finishers. Make sure the carpeting is replaced firmly against the tunnel and that it is clean and flat.
18. Check the gear shift by "feel" to see that the lever moves positively into "Park" and out, and into each gear as it should. If necessary, raise the vehicle on a hoist and adjust the shift rod according to the procedure given in the appropriate service manual.
19. Attach the negative cable to the battery.
20. Test the interlock system by starting the engine with the transmission in "Park." Try to move the lever into "Reverse" and "Drive" with the foot brake applied. It should move. Then, with the engine at idle and the hand brake applied, try again to go from "Park" to "Reverse." The lever should not move. It should be possible to go from "Neutral" to "Drive" or "Reverse" without applying the foot brakes. Make sure the shift lever has a normal "feel" as it moves from one gear to another. Turn on the air conditioning and check for air leaks at the ducts. Correct as necessary.
21. If the system works as it should, re-install the instrument lower cover. Check the interior over for any dirt or grease marks caused by the procedure. Clean as necessary.
22. Re-program the electronic tune radio stations as they were. Set the clock to the correct time.
23. Road test the vehicle to be sure no new squeaks or rattles were introduced by your procedure. Check carefully for any leaks of road or driveline noise or heat or vapors up through the console. Repair or re-fit as necessary.
24. Install the recall label under the hood next to the emissions label.

WARRANTY INSTRUCTIONS

With the direct entry capability of DATANET, special claim coupons will not be necessary. A peel-off label, imprinted with the owner's name, address, vehicle identification number, campaign description, and PNC replaces the campaign claim in the owner's notification package. Remove this label and apply it directly to the repair order to save the service writer's time and ensure accurate, readable information for entry to DATANET.

Dealers who are not using the DATANET system should submit a standard 5-1-5 Warranty Claim.

WARRANTY CLAIM INFORMATION

<u>Model</u>	<u>CS</u>	<u>PNC</u>	<u>CT</u>	<u>OP CODE</u>	<u>FLAT RATE</u>
1979-1983 280ZX	9Y	R7062	99	R70621	0.7/Hr.
1984-1987 300ZX	9Y	R7062	99	R70622	1.1/Hr.

NISSAN MOTOR CORPORATION IN U.S.A.
 Technical Compliance Department

1972-87 280ZX AND 300ZX SHIFT INTERLOCK SYSTEM OWNER NOTIFICATION

Dear Nissan Owner:

This notice is sent to you under the provisions of the National Traffic and Motor Vehicle Safety Act.

Some owners of 280ZX and 300ZX model vehicles equipped with automatic transmission have reported incidents of unintended acceleration when shifting from the "park" position. Reports of unintended acceleration are not unique to Nissan but are known to involve many other automobile manufacturers.

In order to maintain the current high level of consumer satisfaction and confidence in the safety of 280ZX and 300ZX vehicles, Nissan engineers have developed a Shift Interlock System which prevents the transmission shift lever from being moved from the "park" position unless the brake pedal is pressed. The brake system in 280ZX and 300ZX vehicles is the safety feature capable of overriding any increase in vehicle speed and controlling the movements of the vehicle. Unintended acceleration can result in a collision.

Please take your vehicle to your Nissan dealer to have the Shift Interlock System installed free of charge. In addition, please observe the following procedures at all times:

- o When parking, make sure that you move the transmission shift lever into "park" and apply the hand brake.
- o When starting the engine, ensure the transmission shift lever is in "park" wherever possible.
- o After starting the engine, press the brake pedal before you shift out of "park".

In the event you experience unintended acceleration, press hard on the brake pedal with both feet and shift the transmission into neutral. If the engine is racing, turn your ignition key to the off position. Do not pull out the key, as this will lock the steering.

All authorized Nissan dealers have service instructions and parts to install the Shift Interlock System in your vehicle. This free service will take approximately one hour. Please make an appointment with your dealer and bring this notice with you when you keep your service appointment. It contains pre-printed claim information designed to help Nissan satisfy record-keeping requirements specified by the Federal Government.

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If the dealer fails or is unable to install the Shift Interlock System free-of-charge, you should contact the Consumer Affairs Department of the appropriate Nissan regional office listed on the back of this notice. Or, you may contact the National Consumer Affairs Department, Nissan Motor Corporation in U.S.A. at P.O. Box 191, Gardena, CA. 90247, phone number (213) 532-3111.

You may also contact the Administrator of the National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590; or call the toll-free auto safety hotline at (800) 424-9393 (Washington, D.C. area residents may call 366-0123).

Thank you for your cooperation. We urge you to take advantage of this free service and regret any inconvenience it may cause.

NISSAN MOTOR CORPORATION IN U.S.A.