

IMPORTANT INFORMATION FOR THE NEW FIGARO OWNER

Firstly NEVER run a Fig with an obvious problem – get it checked out! e.g. rough running, smoking, nasty noises, overheating etc. They WONT go away & can cost £000's as some owners have discovered.

FIND A GOOD MECHANIC: Most owners are keen to keep their Figs in good condition, but have trouble finding a garage competent to do the servicing at a reasonable rate.

Do take the time to get a list of local independent garages - Yellow Pages- & check whether they've been awarded accolades for fair trading etc. Check your local Trading Standards office for the same thing. It might be worth looking for classic car specialists who would take an interest in a Figaro.

GET THE ROCKER SHAFT BOLTS SECURED. The rocker shaft bolts on the Figaro are prone to loosening – it occurs on similar Nissan engines, but the problem is widespread on the Figaro. This can result in the shaft snapping or cracking and the threads in the alloy head being damaged. Sometimes more serious damage occurs but usually the engine loses power and grinds to a halt before more damage takes place. A kit is available which comes with comprehensive instructions - this will eliminate the possibility of the rocker shaft coming adrift in the future.

GET THE TIMING BELT AND WATER PUMP CHECKED:

Nissan recommend that the timing belt be replaced at 60000mile intervals. The Figaro has what's known as an "interference engine" Failure of the belt will result in valves being bent and if this occurs at high engine speed then piston crowns can also be damaged – essentially necessitating a full engine rebuild. Nissan's recommendation is based on cars covering around 10000 miles per year so for cars covering less mileage the belt should be changed every 5 – 6 years. Therefore if there is no clear evidence as to when the belt was last changed – the job should be done ASAP. At the same time as changing the belt – the tensioner pulley should be checked for wear and changed if necessary. One cause of belt failure other than old age is failure of the water pump and it's recommended that the water pump be changed each time the belt is changed. It extends the job by about 20 minutes and is cheap insurance against the water pump leaking before the next belt change is due.

CHECK FOR RUST: Have the chassis checked for rust which in most cases is easily treated if caught in time.

If the Fig hasn't been Waxoiled get it done, as most rust starts from inside the chassis & the first sign is when a hole appears. Waxoil is injected into the chassis where the salty deposits gather through the convertible construction & it seals the seams. Not cheap but if you want your Fig to last its well worth it.

Undersealing is coating the underside of the car - the Figaro already has a fair amount of undersealing from new. It's worth checking the underside of the car once a year and just touching in areas, which have been subject to abrasion.

Look under Vehicle Rustproofing in Yellow Pages or contact garages who sell classic cars.

CHECK AND CLEAR DRAINHOLES & pipes around the boot, the roof drains in the gutters at the front, & the slots in the sills under the car. Check for water & rust in the lower boot under the spare wheel.

With the top boot open lift up the rubber seal under the back window & check the metal gutter. This corrodes badly as it's not visible, & 50% of Figs arriving in the UK have this problem.

Drain checks should be conducted every three or four months.

GET THE CAR SERVICED! If there's no service history – start off with a major service. The Figaro requires a minor service at 6000miles (or 6 months whichever comes first) and a full service at 12000miles or 12 months. We'll cover servicing as a separate topic in future. As well as routine servicing – there are a number of self checks that need to be carried out on a weekly / monthly basis. We'll cover these under Servicing.