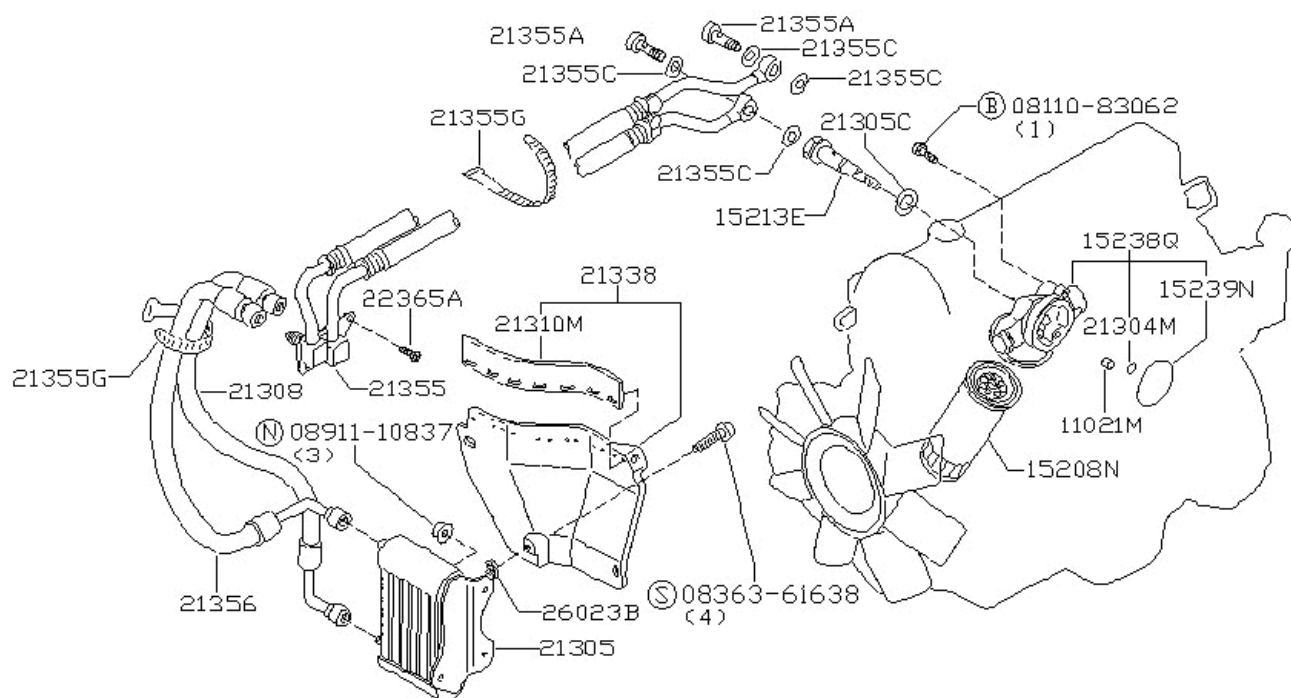


280ZX TURBO Auxiliary Oil Cooler

Illustration: L28ET



AP 3 0079

Part Number	Part Description	Comments	Part Detail Or Replacement PN
01552-00043	Band-Hose	Production Date: 12/1980-	Replaced by: 24216-10Y80
01552-00401	Band-Hose	Production Date: 12/1980-	Replaced by: 01552-00401KK
15238-P9000	Bracket-Oil Filter	--	--
21307-P9001	Cover Assy-Oil Cooler	--	--
15208-W1116	Element-Oil Filter	--	Replaced by: 15208-W1106
15215-P9000	Eyebolt	Location: Passenger Side & Driver Side	Require Quantity: 02
15214-P9000	Gasket-Eyebolt	Location: Passenger Side & Driver Side	Require Quantity: 04
21355-P9000	Hose Assy-Flexible	Production Date: 12/1980-	Replaced by: 21355-P9001
21355-P9001	Hose Assy-Flexible	Production Date: 12/1980-	--
21356-P9010	Hose Assy-Oil Cooler	--	--
21355-P9010	Hose-Water, Oil Cooler	--	Replaced by: B1355-P9010
01241-00301	Nut	--	Replaced by: 01241-00073
21305-P9000	Oil Cooler Assy	--	--
15213-P9000	Pipe-Suction, Oil Filter	--	--
21306-P9001	Plate-Cover	--	--
11022-69800	Plug-Taper	--	--
01461-00061	Screw	--	Require Quantity: 02
A5238-22001	Seal-O Ring	--	Replaced by: 21311-V0700 (1)
A5238-22000	Seal-O Ring, Oil Filter Bracket	--	Replaced by: 21334-R2400 (2)
15214-69800	Washer-Plain	--	--
08110-83062	BOLT	--	Replaced by: 08110-8301A
08911-10837	NUT	--	Replaced by: 08911-1082G
08363-61638	SCREW	--	Replaced by: 08363-6161G

For ordering information contact [Genuine Parts Group](#)

Notes:

1. This is the small o-ring for sealing the oil filter bracket. For turbo models equipped with an automatic transmission and factory oil cooler. One required per car.
2. This o-ring seals the oil filter bracket to the engine block on turbo models equipped with an automatic transmission and factory oil cooler. One required per car.

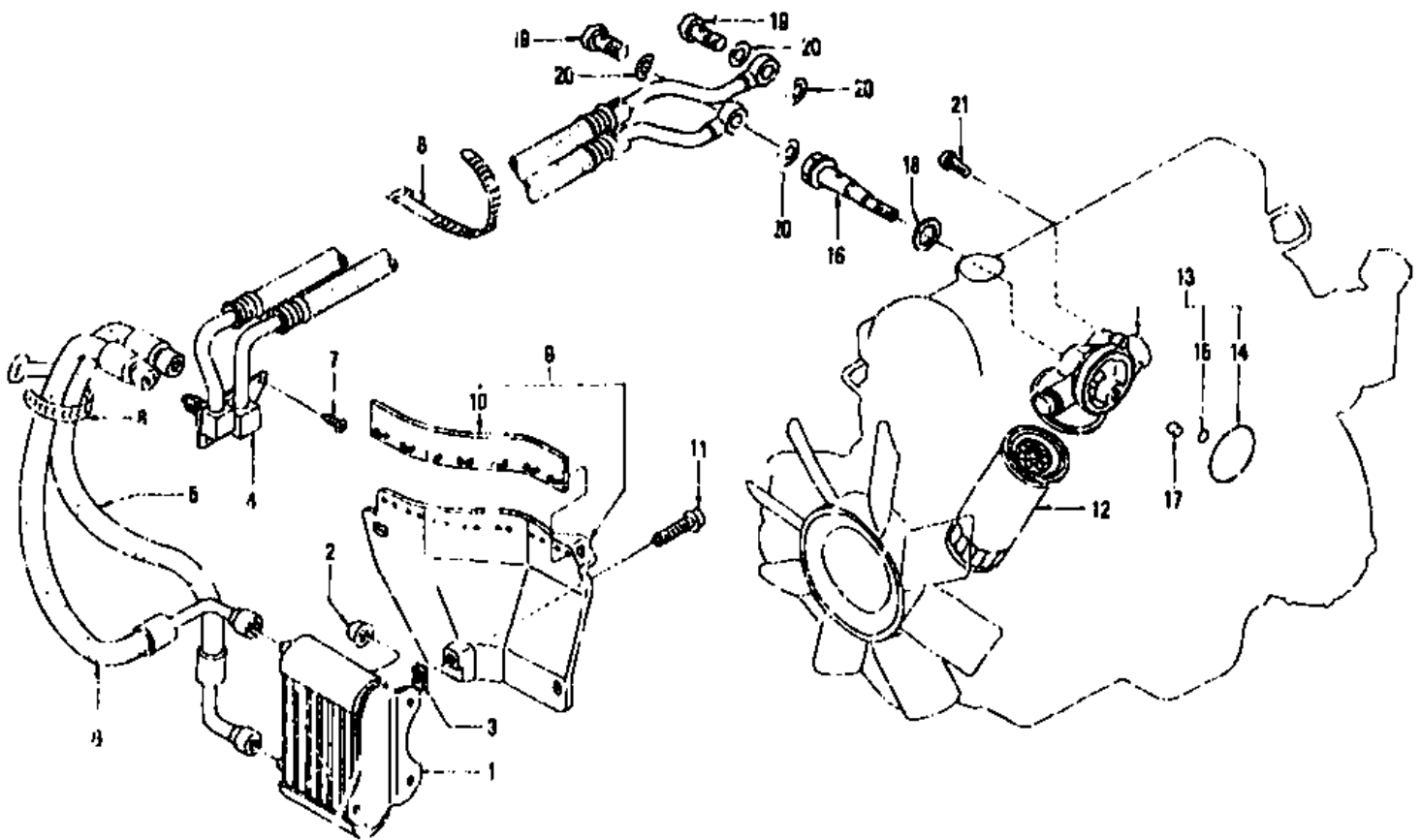
What models of the 280ZX Came with Oil Coolers?

In Europe, ALL 280ZX models had oil coolers and differential coolers, both automatic and standard transmission cars. They also had radiators of larger capacity than in the USA. In Europe, where serious speeds were encountered (and the engine was rated 20bhp higher due to fuel mapping and a .82 A/R housing) they ALL had them.

In the USA, only the 280ZX Turbo with the automatic transmission were factory equipped with an oil cooler. The USA cars were partially detuned and as a result they used the Oil Cooler only on the auto transmission cars---while true the auto transmission cars caused more work in the radiator, it was the smaller radiator that coupled with lower horsepower that made the decision to get the aux oil cooler implemented.

If you are running a 200BHP 280ZXT with a Manual, you should consider an oil cooler as Nissan started making them standard on the chassis at that power level.

This is seen on most Nissan components, take the R200 for example---see which Torque-HP was available to the axle, and you will quickly see the breakpoint at which Nissan used the R200 as opposed to the R180.



[Click here for larger image](#)

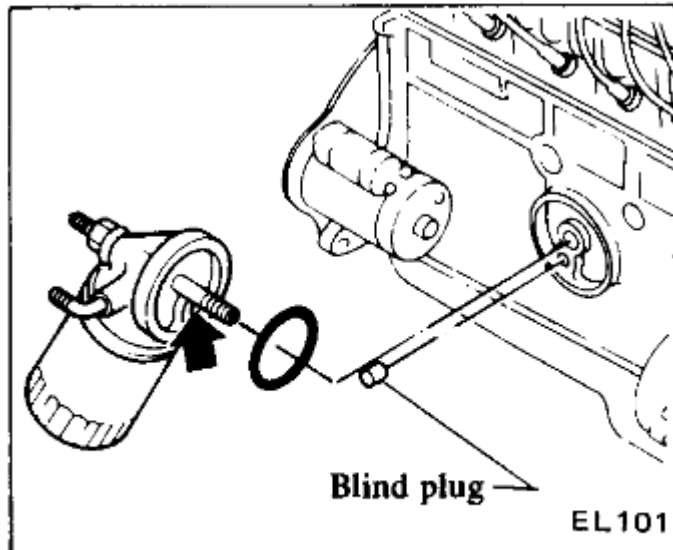
Equipped with oil cooler (With turbocharger)

1. Loosen oil filter stud and remove oil filter bracket.
2. Check oil pressure relief valve.

If necessary, replace it as an oil filter bracket assembly.

All 280ZX Turbo Models in the USA came with an oil cooler if equipped with an automatic transmission.

Source for picture at left and below, FSM.



ENGINE OIL COOLER (For turbocharger)

REMOVAL AND INSTALLATION

- When related parts of oil cooler are removed and installed, start engine after installing all parts and make sure that there are no oil leaks in oil passage.
- Check engine oil cooler relief valve in oil filter bracket. If necessary, replace it as an oil filter bracket assembly.

