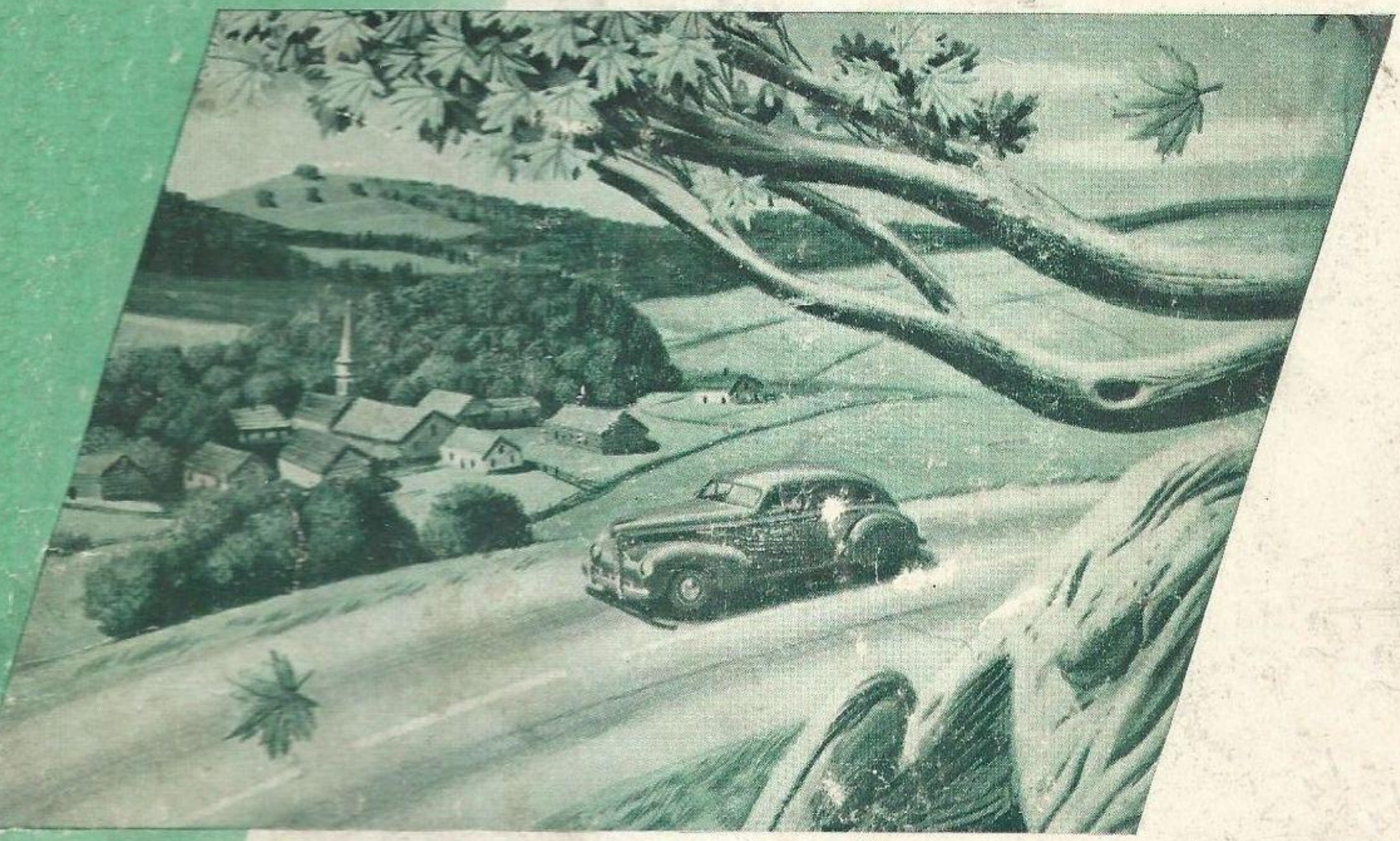
YOUR NEW NASH



How to Enjoy and Care for it

NASH

TO THE OWNER OF THIS CAR

We are pleased that your judgment of motor car value led to the purchase of one of our products.

We shall always be interested in the service, pleasure and the thousands of comfortable, economical miles of travel that you obtain from your car.

In preparing this manual we have covered such essential information that we believe will contribute to the comfortable and efficient operation of your car.

No attempt has been made to cover technical information on the mechanical construction or necessary mechanical adjustments or repairs.

For such maintenance adjustments, or repairs, we believe your best interests will be served by taking your car to an authorized Nash service station where factory trained mechanics have available special time-saving tools and equipment, and use genuine Nash parts.

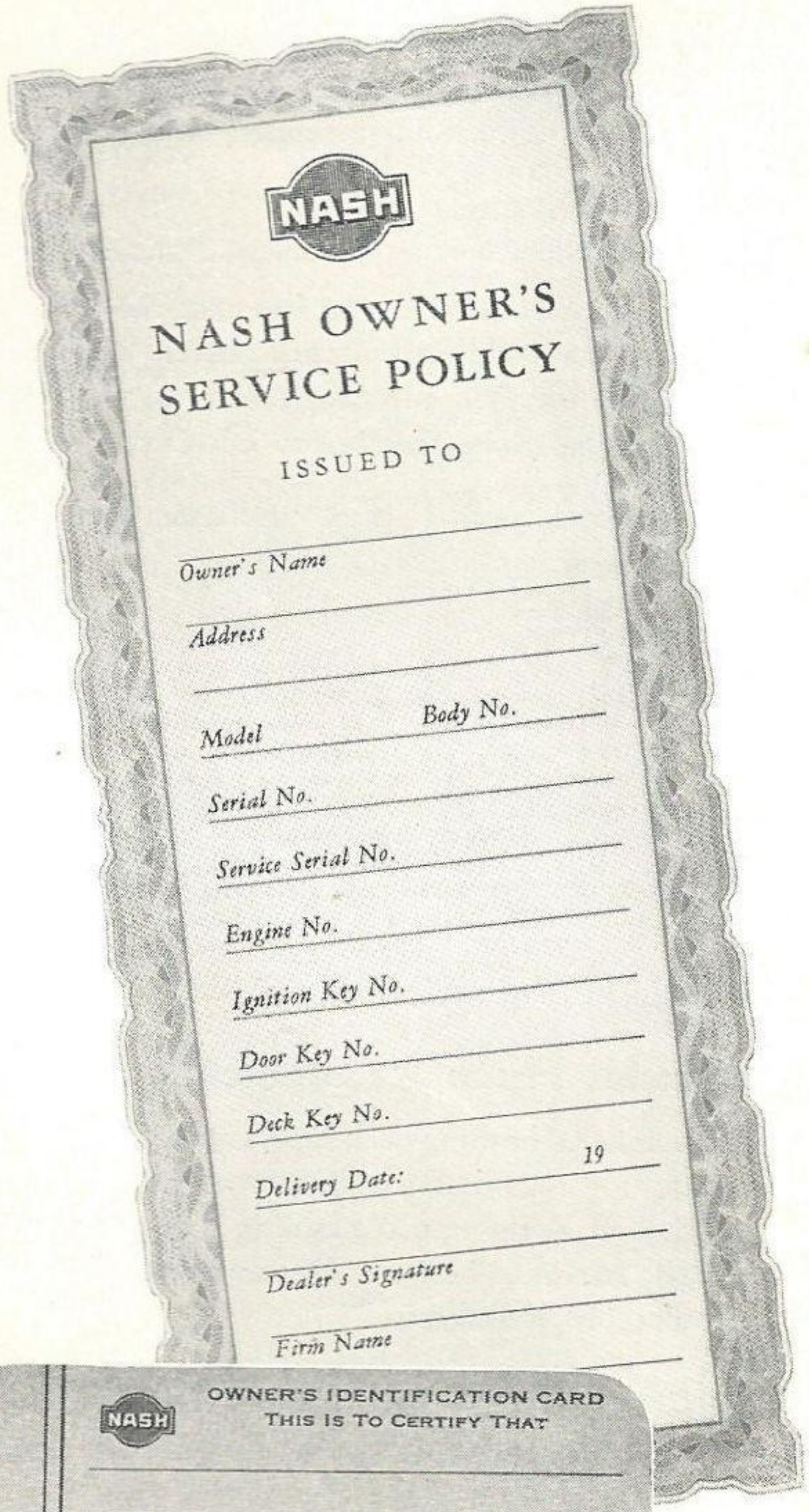
Proper lubrication is a most important factor in protecting the investment in your car.

May we suggest that you make it a habit to have your car properly lubricated and inspected every 1,000 miles.

NASH MOTORS
DIVISION OF NASH-KELVINATOR CORPORATION
KENOSHA, WISCONSIN
U. S. A.

INDEX

YOUR DEALER WILL FILL IN AND SUPPLY YOU WITH THESE IMPORTANT PAPERS



NASH

NASH OWNER'S SERVICE POLICY

ISSUED TO

Owner's Name _____

Address _____

Model _____ *Body No.* _____

Serial No. _____

Service Serial No. _____

Engine No. _____

Ignition Key No. _____

Door Key No. _____

Deck Key No. _____

Delivery Date: _____ 19

Dealer's Signature _____

Firm Name _____

NASH

OWNER'S IDENTIFICATION CARD
THIS IS TO CERTIFY THAT

_____

_____

TOOK DELIVERY OF MODEL _____

ON _____ DATE

AND IS ENTITLED TO RECEIVE PROMPT COURTEOUS SERVICE FROM ANY AUTHORIZED NASH SERVICE STATION.
UPON PRESENTATION OF THIS CARD IS ALSO ENTITLED TO RECEIVE SERVICE IN ACCORDANCE WITH THE TERMS OF THE SERVICE POLICY.

OWNER'S SIGNATURE

MEMORANDA

Warranty

"THE manufacturer warrants that each new motor vehicle (including original equipment placed thereon by the manufacturer, except tires), chassis or part manufactured by it is free from defects in material or workmanship under normal use or service, its obligations under the warranty being limited to making good at its factories any part or parts thereof which shall within ninety days after delivery of the vehicle to the original purchaser, or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to its factories with transportation charges prepaid, and which are determined by the manufacturer to have been defective in material or workmanship, or will put such parts in condition as good as new without charge.

"This warranty being expressly in lieu of all warranties, expressed or implied, and of all other obligations or liabilities on the part of the manufacturer, and the manufacturer neither assumes nor authorizes any person to assume for it any liability in connection with Nash motor vehicles, or the sale thereof, or any other matter.

"This warranty shall not apply to any Nash vehicle which shall have been altered or repaired outside of an authorized Nash service station in any way that in the judgment of the manufacturer would affect its stability or reliability or which has been subject to misuse, neglect, or accident."

The manufacturer reserves the right to make changes in design or add any improvements on motor vehicles and chasses at any time without incurring any obligation to install same on motor vehicles and chasses previously purchased.

NASH MOTORS

DIVISION OF NASH-KELVINATOR CORPORATION

KENOSHA, WISCONSIN

U. S. A.

The Nash Service Organization

The Nash Service Organization is maintained for your convenience and economy.

The purchase of any new car brings with it a written Service Policy and a Warranty. But warranties and service policies aren't the measure of the satisfaction you're going to get in the event that mechanical adjustments are necessary. That satisfaction depends on the interest felt by the dealer and the factory in you, our customer. Your relations with Nash are on the basis of man-to-man, and are handled with keen understanding, and complete fairness.

It is our desire to carry out the full terms of the service policy and warranty, and to continue to render excellent service to you for the full length of time you drive the car. If you will cooperate to the extent of calling on us regularly for inspections and maintenance, we know that we can make our relations mutually satisfactory and advantageous.

Various concerns may solicit you for all sorts of services and supplies. Consult the Nash service organization. Here you will be advised to buy only those items of maintenance, the purchase of which represents an ultimate saving of money, or an actual restoration of the original fine performance of your car.

Throughout the United States and Canada, factory trained Nash Service Supervisors travel to keep Nash Dealers informed of the latest and most efficient service procedure, and to recommend the latest types of service equipment. Schools and meetings are held to instruct every Nash Mechanic in the efficient maintenance of Nash cars.

Each Nash Dealer is supplied by the Nash Factory with complete technical information and illustrated maintenance procedures which should be followed. In addition there are bulletins and general service letters containing up-to-the-minute information on mechanical adjustments, lubrication, special time saving tools, parts and accessories. This information is available only to the Nash Service Organization.

Your car deserves proper maintenance. Avail yourself of this service through our factory trained men of the Nash Service Organization.

The Nash Service Organization
Where to Stop When You Go
Let This Sign Guide You
For

At Home Or Traveling
For
Information Or Maintenance
Lubrication Or Adjustments
Genuine Nash Parts
Or
Nash Engineered Accessories
By
Experienced, Conscientious Men

Car Identification Numbers

CAR SERIAL NUMBER:

Plate bearing this number is located on frame at right side under hood.

This number and the service serial number and the mileage should be given in any communication with reference to the car.

BODY SERIAL NUMBER:

Plate bearing this number is located on the dash at the right side under hood.

When communicating with reference to the car body, give this complete number and also the mileage on the car.

SERVICE SERIAL NUMBER:

You will find this on the "Caution Plate," which is located on the left front body post, and is visible when the door is open.

This number, together with the Car Serial Number and the mileage, should be given in any communication with reference to the car.

ENGINE SERIAL NUMBER:

On the AMBASSADOR "8" and AMBASSADOR "6" ENGINE you will find this number stamped on the motor block on the right hand side, at the front.

On "4010" L HEAD ENGINE this number is stamped on the motor block on the LEFT side near the front.

Specifications and License Data

	Model 4080	Model 4020	Model 4010
Wheel Base	125″	121″	117″
Tire Size	15″x7.00	16″x6.25	16″x6.00
Engine Cylinder Bore	3 1/8″	3 3/8″	3 3/8″
Engine Stroke	4 1/4″	4 3/8″	4 3/8″
Piston Displacement, Cu. Ins.	260.8	234	234
S.A.E. Horse Power	31.25	27.34	27.34
Firing Order	1-6-2-5-8-3-7-4	1-5-3-6-2-4	1-5-3-6-2-4

Capacity Chart

	Model 4080		Model 4020		Model 4010	
	U.S.	B.I.	U.S.	B.I.	U.S.	B.I.
Gasoline Tank	20 Gals.	16 2/3 Gals.	20 Gals.	16 2/3 Gals.	20 Gals.	16 2/3 Gals.
*Cooling Capacity	18 Qts.	15 Qts.	17 Qts.	14 Qts.	19 Qts.	16 Qts.
Transmission Lubricant						
—Regular	3 1/2 Pts.	3 Pts.	3 1/2 Pts.	3 Pts.	3 1/2 Pts.	3 Pts.
—with Overdrive	6 Pts.	5 Pts.	6 Pts.	5 Pts.	6 Pts.	5 Pts.
Rear Axle Lubricant						
—Hypoid	5 Pts.	4 1/2 Pts.	4 Pts.	3 1/3 Pts.	4 Pts.	3 1/3 Pts.
**Crank Case Oil	7 Qts.	6 Qts.	6 Qts.	5 Qts.	6 Qts.	5 Qts.

* Includes 1 Qt. with Weather-Eye heating.

** Add 1 Qt. engine oil when replacing oil filter.

Adjustments

		Model 4080	Model 4020	Model 4010
Tire Pressure, Front		26 Lbs.	27 Lbs.	28 Lbs.
Tire Pressure, Rear		26 Lbs.	27 Lbs.	28 Lbs.
Valve Tappet Clearance.	Intake	.015″	.015″	.015″
	Exhaust	.015″	.015″	.015″
Distributor Point Clearance		.017″	.020″	.020″
Spark Plug Clearance		.025″	.025″	.025″

CLUTCH PEDAL—Not less than 1/2″ free movement and not more than 1″.

BRAKE PEDAL—Not less than 1/4″ free movement and not more than 1/2″.

Car Keys and Operation of Locks

KEYS: The locks are controlled by two keys; one operating the ignition—steering lock; the other operating the glove compartment, right front door, and trunk locks. One extra set of keys is furnished with the car.

On each key is stamped a number which corresponds with the lock which the key will open. Duplicate keys are supplied by number. Should your keys be misplaced or lost, you will find on your Identification Card or on your Service Policy, the numbers of all keys. Give your Nash Dealer the number of the key lost or misplaced and he will supply duplicates.

IGNITION LOCK is located on the steering post. It locks both the IGNITION and the STEERING WHEEL. The key can be removed only when in a locked position.

Turning the key in the ignition lock does not turn the ignition on or off. This is done by means of the switch lever. The switch lever must be in the OFF position before the key can be operated.

Ignition lock illumination is provided on some models. This light operates by means of a two-way switch located on the bottom of the instrument panel. Turning this switch one way lights the ignition switch and the dome light; turning it the other way, lights the instrument panel.

Lock Your Car When Parking

REAR DOORS: Rear doors have inside locks which are operated by small knobs at the front of each door. To lock—push down. To unlock—pull up.

FRONT DOORS: Left front door is locked by raising the remote control handle on the inside of the door.

Right front door is locked with a key from the outside. For protection while driving the right front door can also be locked by raising the remote control handle.

> **NOTE:** The two rear doors and left front door must be locked from the inside with the doors closed. If the lock knob or the remote control handle is put in the locked position and the doors closed afterwards, the locks are automatically released.
>
> This method of door locking makes it impossible to lock your car and leave the keys on the inside.

KEY LOCKS: Some of the locks are exposed to the weather, permitting rain, snow, dust, etc. to enter. Occasional attention is required for continued satisfactory operation.

In dusty territories, exposed locks should be thoroughly cleansed with a solvent to carry off any foreign matter or gummy substance. Gasoline (one that does not contain lead) may be used, or the lock may be removed and cleaned with alcohol or benzol. Blow out with air hose and lubricate.

KEY LOCK LUBRICATION: Finely powdered graphite is recommended as a lubricant.

Driving Information

The carburetor is equipped with an automatic choke which provides the proper mixture ratio for starting the engine and operating it during the warm-up period.

To start engine, depress foot accelerator to the floor once and remove foot from pedal when the starter is engaged by fully depressing clutch pedal.

When engine starts it will idle faster than the normal rate until the choke is fully released by the automatic control or until the throttle is opened in the normal operation of the car.

Note: Do not pump accelerator pedal in starting engine as this might result in flooding the engine which will cause difficult starting.

Should the engine flood, push the accelerator pedal to the floor and operate the starter for a few seconds until the engine fires. Then remove foot from accelerator pedal and if the engine stalls through being flooded, operate the starter again with foot off of accelerator pedal.

The operation of the clutch, gear shifting, brakes and steering, follows conventional practice.

Nash gears are extremely easy to shift and experienced drivers know the importance of gear shifting to meet different conditions. Here are a few hints to the new driver:

It is wise to always start the car forward in low gear, after travelling a short distance, usually a little more than the car length, the gears can be shifted to second gear, unless you are starting on a hill.

After picking up speed in second gear it is best to shift into high at about 20 to 25 miles per hour. Following this procedure will save gasoline and make for longer tire wear.

If you are starting on an icy pavement—start in high gear as this reduces the possibility of spinning the tires.

CRUISING GEAR OPERATION (Automatic Fourth Forward Speed): On cars equipped with cruising gear, the control button will be found below the instrument panel, slightly to the right of the center.

The cruising gear unit makes possible a 30% reduction of engine speed in relation to the propeller shaft speeds, at car speeds of 32 to 35 miles per hour and up.

TO PLACE CRUISING GEAR IN OPERATION: The control button below the instrument panel is pushed "IN" or forward. This shift can be made at any speed or when the car is standing idle and it is NOT NECESSARY to release the clutch. When the car attains a speed from 32 to 35 miles per hour, a momentary, or few seconds release of the accelerator pedal automatically permits the engagement of the cruising gear unit. The cruising gear will remain in operation until the car speed reduces to approximately 28 miles per hour, and to again place the unit in cruising gear operation, it is only necessary to increase the speed to 32 to 35 miles per hour and momentarily release the accelerator pedal, provided, of course, that the control button position has not been changed.

FOR CONVENTIONAL DRIVE: For conventional drive operation the control button is moved "OUT" or to the rear. In moving this button to the "OUT" position, **this must only be done** when the car speed is **below 25 miles** per hour or when the car is standing still.

With the car operating on the road, below 25 miles per hour the accelerator pedal should be pressed sufficiently so that the engine is driving the car, or in other words so that the car is not free-wheeling.

In making this shift, we caution you to be sure that the car is operating below 25 miles per hour, then press on the accelerator so that the engine drives the car; and pull back the control button. Just at the moment of this shift being made the accelerator should be released, continuing to pull control button back to complete the shift.

AUTOMATIC OVERTAKE: If it is desired to accelerate rapidly while in the overdrive high gear, the foot accelerator pedal should be pushed completely down to the toe board. Through an electrical circuit, this action changes the transmission from the overdrive ratio to the conventional ratio.

The transmission will automatically remain in the conventional ratio until the accelerator pedal is released, at which time the overdrive engagement will again be made.

For Economical Operation

— Some Suggestions —

1. Depress foot accelerator easily and in proportion to speed required.

2. Avoid rapid acceleration in second gear. Acceleration over 20 to 30 miles per hour accomplishes very little in fast "pick up" but does use an excessive amount of gasoline.

3. Coast toward a red traffic light, or when coming to a stop, with throttle closed.

4. Under-inflated tires will cause unnecessary tire wear and the "drag" produced will affect gasoline economy.

5. Avoid unnecessary idling of engine when car is not in motion.

6. A properly tuned engine is always the most economical—tune engine every 5000 miles.

7. Use correct grade of oil for seasons, see page 22-23. Keep car well lubricated at all times.

8. Keep cooling system full, and use Nash radiator compound in system every 6 months. A clean cooling system saves gas and oil and protects working parts of engine. See page 29.

9. Drive at moderate speeds over rough roads to minimize strains on tires and other parts of car.

10. Have your car inspected at regular intervals.

Driving Car When New

Precautions During the First 2,000 Miles

To protect the investment in your car, care should be exercised in the first 2,000 miles of operation.

Failure to follow the simple but fundamental rules concerning the working of any new machinery may result in permanent injury.

Avoid racing the engine. Avoid unnecessary speed in low and second gear.

Nash-built engines are constructed with minimum friction at all points and special running-in oil is not needed or recommended. To assure the running-in of bearings and other parts of the car do not exceed 35 miles per hour for the first 250 miles. Speeds can then be increased as follows:

Up to 500 miles—do not exceed 45 miles per hour.

Up to 1,000 miles—do not exceed 55 miles per hour.

Do not run with wide open throttle and at top speed until at least 2,500 miles are on the car.

In all of the above recommendations, it should be noted that the speeds specified should only be attained after the engine has been thoroughly warmed up by driving at lower speeds for at least fifteen minutes.

Inspect water daily or, on long trips, at every filling of gasoline.

Inspect engine oil daily or, on long trips, at every filling of gasoline.

At end of 1,000 miles have free inspection rendered by dealer.

On your new car change engine oil after first 1,000 miles of operation.

At end of 2,000 miles have second free inspection and adjustment rendered by dealer.

Fill storage battery with distilled water every two weeks.

Periodic Inspections

Each Day .....Inspect oil level, or on long trips, with every filling of gasoline tank. Inspect level of water in radiator.

Each Week .....Check tires to recommended pressure.

Every Two Weeks .....Test battery and add distilled water as needed.

Every Six Months .....Flush cooling system and treat with one package of an anti-rust and corrosion prevention chemical—we recommend PH-7 which can be obtained from Nash dealers.

Every 1000 Miles .....Lubricate entire chassis.
Have dealer's service station make free inspection of car.

Every 2000 Miles.....Re-oil air cleaner on carburetor. See page 31.
Change engine oil. See page 21.

Every 3000 Miles .....Check level of fluid in Brake Master Cylinder.
Lubricate water pump, vibration dampener and propeller shaft.

Every 5000 Miles .....Adjust fan belt.
Clean gas strainer.
Tighten chassis and body bolts.
Lubricate wheel bearings.
Tune engine, including adjustment of valves, clean spark plugs, clean and set distributor points, check and set timing.

Every 10,000 Miles .....Renew spark plugs.
Flush transmission and rear axle and refill with new lubricant. See page 23.

Every 12,000 Miles.....Renew oil cleaner—If so equipped. See page 20.

A CAUTION PLATE: On the left front corner post of the body and visible when the door is open is for your information and convenience. On it you may note in pencil the speedometer reading and date of the various services performed at definite intervals of either time or mileage.

Lubrication

Regular and systematic lubrication of your car, using the proper material, in the right quantities, is the most vital part in the maintenance of your car.

In this book has been outlined the procedure for this important operation.

We cannot urge too strongly, the fact that your best interests are served and your investment protected, by starting the operation of your new car with a definite plan in mind for regular lubrication.

Make it a habit to record your lubrications on the plate provided on the left front door. Have lubrication performed regularly as outlined in the Nash procedure, and have this important operation performed by Authorized Nash Dealers.

Engine Lubrication

Oil Capacities and Checking Oil Levels

ENGINE LUBRICATION: 4080 SERIES—OIL CAPACITY, 7 U. S. QUARTS (6 BR. IMP.): A gauge is provided on left side of engine—Figure 1. Each ¼" below the full level on the gauge indicates a consumption of about one quart—readings on this series should be taken when engine is running. Keep oil to full level.

4020 SERIES—OIL CAPACITY—6 U. S. QUARTS (5 BR. IMP.): To check quantity of oil, stop engine, withdraw blade—Figure 2, wipe off oil from blade, reinsert blade and again withdraw. Each quarter of inch below "full" indicates consumption of about one quart. Keep oil to full level.

4010 SERIES—OIL CAPACITY—6 U. S. QUARTS (5 BR. IMP.): To check quantity of oil, stop engine, withdraw blade—Figure 2, wipe off oil from blade, reinsert blade and again withdraw. Each quarter of inch below "full" indicates consumption of about one quart. Keep oil to full level.

NOTE: Make it a practice to check the oil level each day, or at every filling of the gasoline tank. You will of course not require oil at each check, but following a definite time will mean that it is not overlooked.

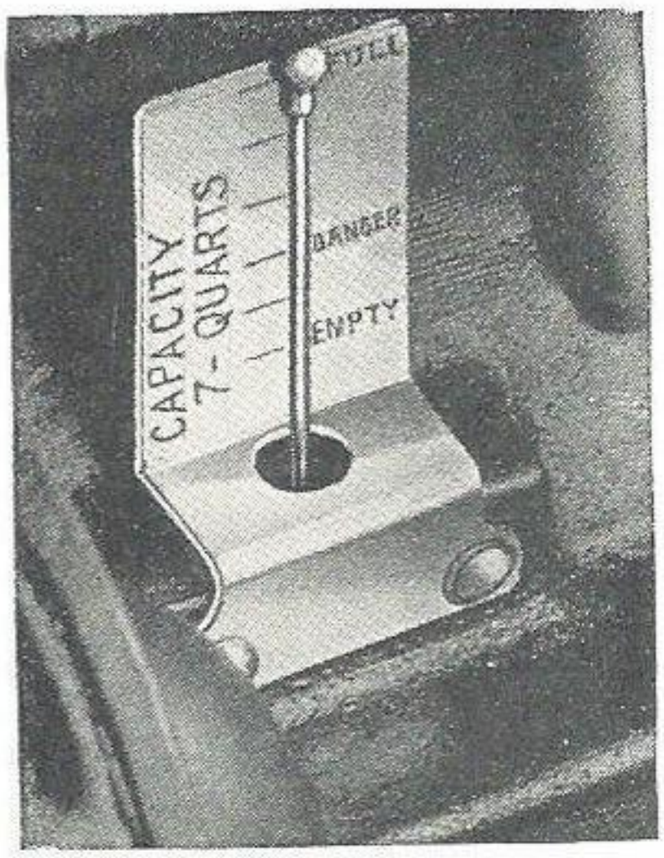


Figure 1
4080

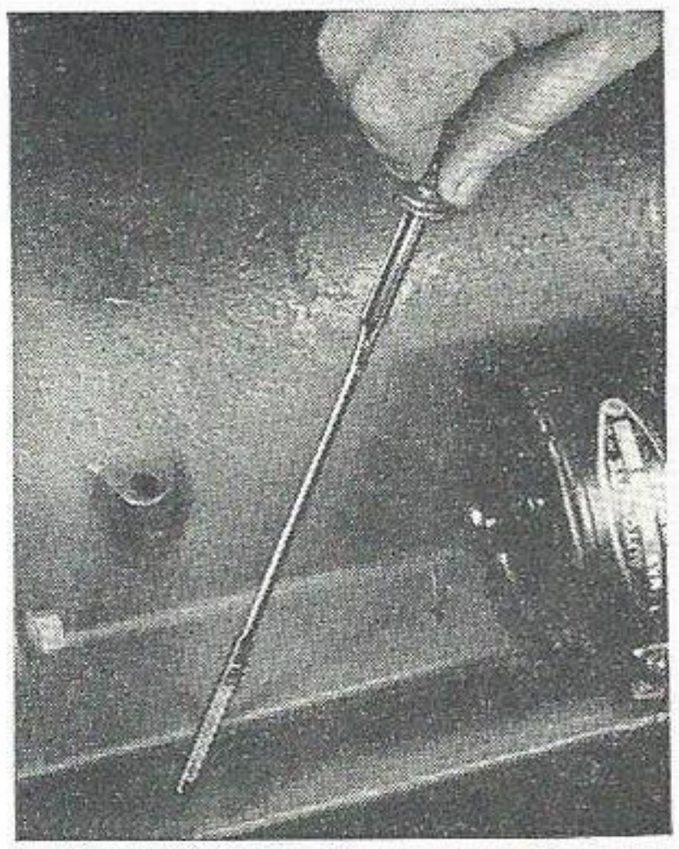


Figure 2
4020 and 4010

OIL FILTER: On the AMBASSADOR "8" and AMBASSADOR "6" models the oil filter is located on the right side of the engine. Its function is to remove from the oil the small particles of carbon, road dust or other solid foreign matter which may get by the air cleaner or be accidentally put

in the engine when using open oil containers to change or add oil. The removal of these small particles of carbon and other foreign matter protects the bearing surfaces of the various working parts, prolongs their life, and improves lubrication.

The oil filter will cease to function after a period of 10,000 to 12,000 miles of operation, at which time it should be renewed. When renewing the filter it is also advisable to drain the crankcase, flush the engine (with flushing oil), and put in new oil. One quart of oil should be added to the regular capacity when the oil filter is renewed.

ENGINE OIL PRESSURE GAUGE: When running at 25 miles per hour or faster, using the correct viscosity of oil, and with engine operating at normal temperature, the oil pressure gauge on the instrument panel will register from 25 to 35 pounds.

If, while the car is running, this gauge should indicate no pressure, immediately stop the engine. First check to see if there is plenty of oil in the crankcase. If there is, then before starting again, have the oil system checked by a competent mechanic to prevent the possibility of serious damage.

The oil pressure gauge on the instrument panel operates electrically in connection with a unit on the right side of the motor. This gauge only registers the number of pounds pressure at which the oil is being forced through the oil system. It should not be confused with the level of the oil in the crankcase.

Engine Oil

YOUR NEW CAR: It is not necessary or advisable to use special "running in" oils on your new car. Use a good brand of oil of the viscosity suitable to season as outlined below.

WHEN TO CHANGE OIL: Varying atmospheric and driving conditions, enter into the matter as to when oil should be changed. It is, however, recommended that on a new car, the oil be drained and new put in after 1000 miles of operation. Under average and favorable conditions, oil should be changed every 2,000 miles, with the following exceptions:

DUST STORMS: If car is driven through a heavy dust storm, the engine oil should be drained out, the engine flushed, new oil put in. The oil cleaner should also be renewed and the air cleaner should be cleaned and re-oiled.

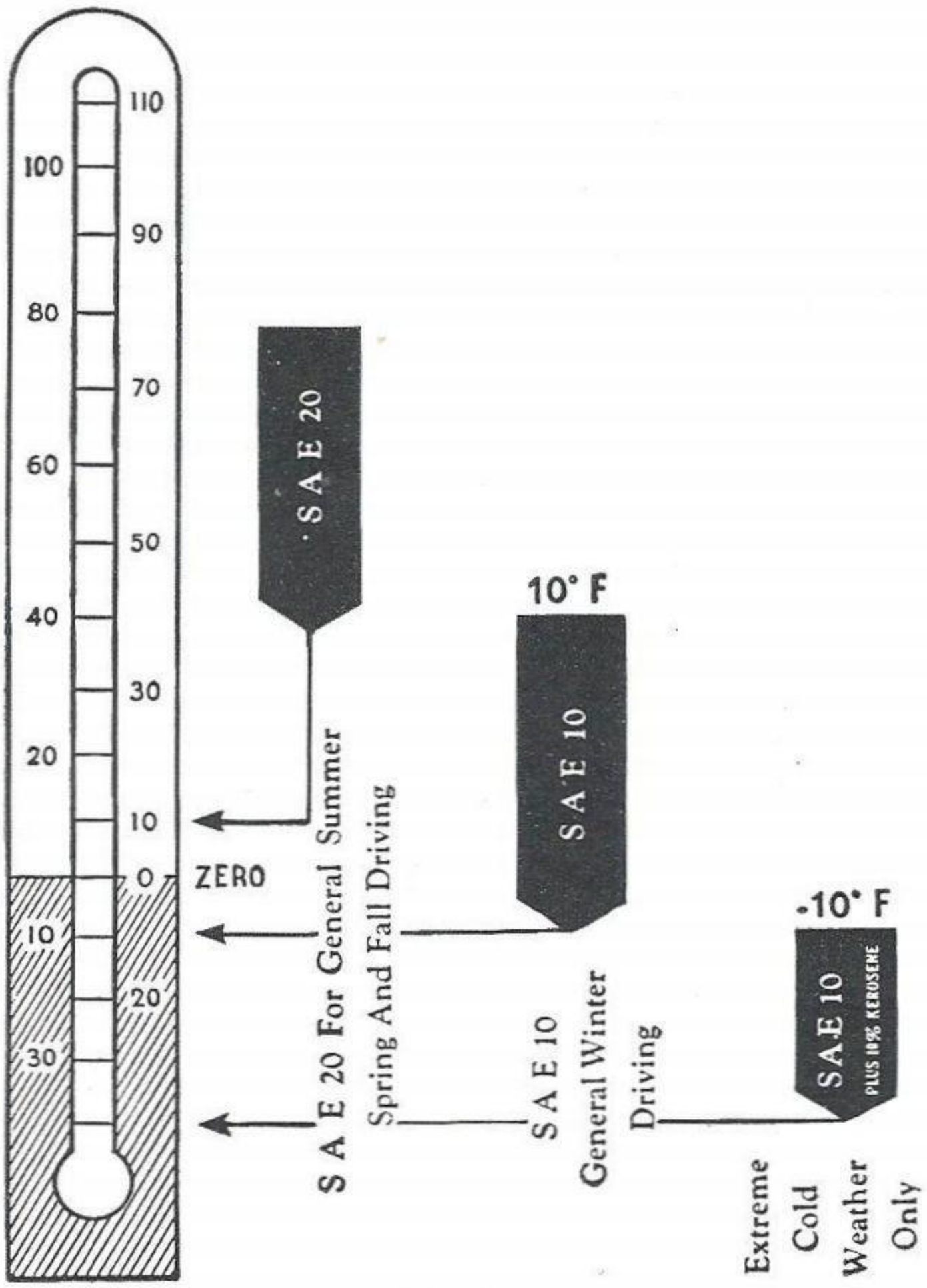
WINTER DRIVING: If car is operated in low temperatures, with frequent stops and starts, it is advisable to change oil every 1,000 miles.

Engine Lubrication

OIL RECOMMENDATIONS: It is important to select oils of recognized merit, bearing the label of reputable oil makers. Practically all oil companies are now using the S.A.E. number system, which classifies the oil in terms of viscosity or fluidity. Oils with the lower numbers are lighter and flow more readily than the higher numbers. The chart below shows the grade best suited for your car at the temperatures indicated. With a little study this chart will be found to be a very simple method of determining the grade of oil to use for the various temperatures. Always select oils according to the temperatures likely to be encountered.

Selection of Engine Oil

1. Determine the lowest expected weather temperature, during period that oil will be in engine.
2. Locate on thermometer below, lowest temperature expected, and choose oil within the range shown.



Transmission Lubrication

Nash Synchro Mesh Transmissions are precision built for silent operation and easy shifting. The selection of the correct lubricant is important. All Nash Transmissions should be lubricated with No. 70 S.A.E. motor oil in hot weather, and with No. 50 S.A.E. motor oil in cold weather or S.A.E. 90 Bright stock gear oil. Dilute with light engine oil for extreme low temperatures.

CAUTION: Do not use extreme pressure lubricants or heavy transmission greases.

The level of the oil should be checked every 1000 miles and brought up to level if necessary. The Filler and Level Plug is located on the right side of the transmission.

TRANSMISSION WITH CRUISING GEAR: Both the Transmission and Cruising Gear Unit should be lubricated with No. 70 S.A.E. motor oil in hot weather and No. 50 S.A.E. motor oil in cold weather or S.A.E. 90 Bright stock gear oil. Dilute with light engine oil for extreme low temperatures. The level of the oil in both units should be checked every 1000 miles and brought to level if necessary. Filler and Level Plugs are on right side of each unit. Do not use extreme pressure lubricants or heavy Transmission greases.

WHEN TO CHANGE LUBRICANTS: Both the Transmission and Cruising Gear units should be drained, flushed and refilled with new lubricant, twice a year or every 10,000 miles.

Rear Axle Lubrication

Use only **Nash Approved Hypoid Gear Lubricant.** Your Nash Dealer has information regarding lubricants that have been approved.

It is extremely important that every 10,000 miles the rear axle be drained and flushed and refilled with Nash Approved Hypoid Lubricant. Check level every 1000 miles. If the level has dropped due to leakage, the lubricant should be changed, the rear axle flushed, and new lubricant put in.

Do Not Add Lubricant and Never Mix One Brand with Another.

FLUSHING REAR AXLES OR TRANSMISSIONS: Use only "Flushing" oils. Do not use gasoline, kerosene, steam, etc.

CAUTION—For many years on older model cars, it has been the practice to use the same lubricant in the transmission and rear axle, and this was quite satisfactory. However on your present day Nash car, it is important to follow the recommendations on both units as outlined above. Should you find it necessary to have the car lubricated at any place other than a Nash station, you should call particular attention to this.

TRANSMISSION

	All Models Regular		With Overdrive	
Capacity	**U.S.**	**B.I.**	**U.S.**	**B.I.**
	3½ Pts.	3 pts.	6 Pts.	5 Pts.

Check level of transmission. Change twice a year or every 10,000 miles, using only flushing oils; do not use gasoline, kerosene, steam, etc. Oils recommended are SAE-70 engine oil in hot weather and SAE-50 in cold weather **or SAE-90 Bright Stock gear oil.** No E.P. Dilute with light engine oil for extreme low temperatures.

REAR AXLE

	Model 4080		Model 4020-4010	
Capacity	**U.S.**	**B.I.**	**U.S.**	**B.I.**
	5 Pts.	4⅙ Pts.	4 Pts.	3⅓ Pts.

Check level every 1000 miles. If level has dropped due to leakage the rear axle should be drained, flushed, and new lubricant put in. Do not add lubricant and never mix one brand with another. **Important:** Use nothing but Nash approved hypoid gear lubricant.

HYDRAULIC BRAKES—Check level of fluid and fill if level is more than 1″ below top of cylinder. Use only No. 21 Lockheed brake fluid.

BATTERY—Test battery every 1000 miles for gravity reading. For best performance battery should have minimum reading of 1250 in cold weather and 1180 in warm weather. Water must be kept well over the plates. Terminals should be checked, cleaned and tightened, if corroded, for best battery performance.

BODY

Lubricate	Lubricant	How to Lubricate
Door Hinges	Light engine oil.....	Oil hole at top of hinge. Visible when door is opened.
Door Locks	Heavy engine oil....	Oil hole at side of door above lock bolt. Visible when door is opened.
Door Key Lock & Trunk Lock....	Powdered graphite..	Applied with small bellow type rubber gun.
Dove Tails & Strikers	Stainless Lub.	Remove lugs and pack boxes or use pressure gun in holes at bottom of lugs.
Door Check	Soft grease	Apply lubricant on link and swing door several times.
Hood	Light oil	Use light oil on hood and soft grease on lock brackets.

LUBRICATE EVERY 3000 MILES

CARBURETOR AIR CLEANER (Regular)—Wash and oil with No. 50 oil each 3000 miles. See instructions on body of cleaner.

WATER PUMP—Use water pump lubricant. 1 fitting on pump housing. Do not use high pressure gun. Use sparingly as over-lubrication will force lubricant into water system.

VIBRATION DAMPENER (Front Flywheel)—Use light engine oil. Remove two brass filler plugs on outside diameter of flywheel and fill with light oil.

PROPELLER SHAFT—Use chassis lubricant. Use pressure gun on fitting to lubricate spline at front of universal joint.

LUBRICATE EVERY 10,000 MILES

FRONT WHEEL BEARINGS—Use wheel bearing lubricant. Remove wheels, clean, and repack with wheel bearing lubricant and do not over-lubricate. Do not use light cup grease.

REAR WHEEL BEARINGS—Use wheel bearing lubricant. Fill grease cup and screw down cap. Do not use light cup grease.

EVERY 10,000 MILES OR TWICE A YEAR

AIR CLEANER (Heavy Duty)—Wash and oil with SAE-50 engine oil each 10,000 miles. See instructions on body of cleaner.

TRANSMISSION & REAR AXLE—Drain and flush, using only flushing oils. Do not use gasoline, kerosene, steam, etc. Refill with new lubricant.

Transmission—Use SAE-70 engine oil in hot weather.—Use SAE-50 engine oil in cold weather **or SAE-90 Bright stock gear oil.** Dilute with light engine oil for extreme low temperatures. No E.P.

Rear Axle—Use only Nash approved hypoid lubricant.

EVERY 12,000 MILES

OIL FILTER—On cars so equipped—renew oil filter.

Cooling System

WATER PUMP: Water is circulated through the cooling system by means of a centrifugal type of pump located on the left-hand side of the motor. A fan placed back of the radiator draws air through the air passages of the radiator.

The flow of water is controlled by a thermostat located in the outlet from the cylinder head. This thermostat holds the water in the cylinder block, while the engine attains normal operating temperatures. When water in block reaches normal temperature, the thermostat opens and allows circulation through radiator.

WATER PUMP PACKING: Do not tighten packing nut unless water is leaking through nut. Tighten nut just enough to stop leakage and tighten only with engine running at idle speed.

One quarter or one half turn is usually all that is required to stop any leaks. Undue tightening will cause friction and heating of the packing with resulting wear and possible loosening of coupling.

LUBRICATION OF PUMP: Unscrew cap from fitting. Use water pump lubricant. Use sparingly, for if too much lubricant is used it will get into the water. emulsify, and cause overheating. Lubricate every 3000 miles.

COOLING SYSTEM DRAINS: To completely drain the cooling system, open the petcock in the bottom of the radiator, on Nash 8 also remove drain plug at lower left of cylinder block at rear.

NOTE: In cold weather if the car is to be stored always drain the entire cooling system.

FILLING THE RADIATOR: Keep the radiator filled to the proper level at all times. Check this at each filling of gas.

The level of the water in the radiator should be even with the lower end of the filler neck. This will allow room for expansion when the water is heated.

FILLING THE RADIATOR AFTER THE SYSTEM HAS BEEN DRAINED: (1) Close all drain plugs. (2) Open "Weather-Eye" control

by turning right to hot position. (3) Pour about one gallon of water in the radiator. (4) Start the engine running at idle speed. (5) Continue filling radiator to bottom of radiator filler neck.

This procedure will permit the water to be circulated to all parts of the motor and heater unit and all air will be expelled.

RADIATOR CAP: The radiator cap is of the sealed cooling type which provides equal distribution of temperatures through the cylinder block. Care must be taken to see that the cap is firmly seated on the gasket and that when replacing cap, the valve in the cap is seated.

THERMOSTAT: During the warm-up period water is held in the cylinder block until the water reaches a temperature of 150° to 160°, at which time the thermostat automatically opens and allows circulation through the radiator. There are no repairs or adjustments on the thermostat, if it fails to operate it should be replaced.

The thermostat also serves to control the correct flow of water through the system, and cars should not be operated with the thermostat removed irrespective of climatic conditions.

FAN: A fan is placed back of the radiator to draw air through the air passages of the radiator core and thus cool the water as it is circulated from the top of the radiator to the bottom in a continuous flow. It is important that the fan operates at all times to keep the motor from overheating. The belt which operates the fan also operates the generator and water pump. The generator supplies electrical energy for charging the battery and operation of all electric units. Without this flow of electricity from the generator the battery would soon go "dead" and the car become inoperative. The water pump which is on the same shaft with the generator, circulates the water through the cooling system. The fan belt should always be kept in good condition and properly adjusted.

FAN BELT ADJUSTMENT: The fan belt is in need of adjustment if it can be depressed more than one and one-half inches by pressing lightly on it midway between generator and fan. Loosen cap screws on bracket holding fan to engine. Move bracket upward until fan belt can be depressed about one inch by finger and then tighten cap screws.

FAN LUBRICATION: Use Motor Oil. Do not permit the use of non-fluid or thick lubricants in the fan. The oil circulating pump which is built into the fan will not circulate an oil, less fluid than motor oil. Remove filler plug. Slowly inject oil from an oil can until it drops from the bottom of shaft at rear, and replace filler plug. Lubricate every 1000 miles.

WATER TEMPERATURE GAUGE:—Important: The temperature gauge located on the instrument panel indicates the approximate temperature of the water in the cylinder block.

NOTE: This is an electric gauge and is connected through the ignition switch circuit. When the ignition switch is "OFF" the temperature gauge is not in operation as the circuit is broken and therefore the temperature gauge is released and will read "212" with the switch "OFF." However, this must not be considered as the temperature of the water—it simply means the gauge is in the released position.

Important: Readings on the Temperature Gauge Should Only Be Considered with the Ignition Switch "On."

ANTI-FREEZE SOLUTIONS: At the first indication of freezing weather, the cooling system should be drained and flushed out and filled with a reliable non-freezing solution. Denatured Alcohol, and Ethylene Glycol (Prestone), used with water in the proper proportions make good anti-freeze solutions. Consult the chart below for the proper proportions for various temperatures.

Anti-Freeze Solutions

For protection in cold weather the following anti-freeze solutions and the proportions to use are suggested:

Model — 4080

Cooling Capacity 18 U. S. Qts. (15 Br. Imp.)	For protection down to 0° F. Add Qts.	For protection down to —10° F. Add Qts.	For protection down to —20° F. Add Qts.
Alcohol	7 U. S. (6 Br. Imp.)	9 U. S. (7½ Br. Imp.)	12 U. S. (10 Br. Imp.)
Ethylene Glycol (Prestone)	6 U. S. (5 Br. Imp.)	7½ U. S. (6½ Br. Imp.)	8 U. S. (7 Br. Imp.)

Model — 4020

Cooling Capacity 17 U. S. Qts. (14 Br. Imp.)	For protection down to 0° F. Add Qts.	For protection down to —10° F. Add Qts.	For protection down to —20° F. Add Qts.
Alcohol	7 U. S. (6 Br. Imp.)	8½ U. S. (7 Br. Imp.)	11½ U. S. (10 Br. Imp.)
Ethylene Glycol (Prestone)	6 U. S. (5 Br. Imp.)	7 U. S. (6 Br. Imp.)	8 U. S. (7 Br. Imp.)

Model — 4010

Cooling Capacity 19 U. S. Qts. (16 Br. Imp.)	For protection down to 0° F. Add Qts.	For protection down to —10° F. Add Qts.	For protection down to —20° F. Add Qts.
Alcohol	8 U. S. (7 Br. Imp.)	10 U. S. (8½ Br. Imp.)	12½ U. S. (10½ Br. Imp.)
Ethylene Glycol (Prestone)	7 U. S. (6 Br. Imp.)	8 U. S. (7 Br. Imp.)	9 U. S. (7½ Br. Imp.)

Temperatures given are approximately the freezing point of the solution. Precaution should be taken in the use of alcohol solutions that they are not splashed on the car finish as they will damage it.

Tests should be made with reliable hydrometers at temperatures at which the hydrometer is calibrated. Freezing point hydrometers for the various solutions mentioned above are not interchangeable as different floats are required.

RUST & CORROSION PREVENTIVE: The cooling system should be protected at least every six months, or when the system is completely drained by adding one package of the Nash chemical known as PH-7. This rust and corrosion preventive can be used with any of the approved type of anti-freeze solutions. We urge the use of this material at intervals above specified as this material not only prevents rust and corrosion in the radiator and cylinder jackets, but means a more efficient and economical operation of the engine.

CAUTIONS

WATER: Various parts of the country have different kinds of water. The conditions that develop from the various kinds of water must be cared for to constantly keep this system clean and free from obstruction.

WINTER: Or in cold climates, anti-freeze must be added as a protection from freezing. Some anti-freezes contain certain ingredients that are harmful to the system and should not be used.

Do not wait for freezing weather to protect your car with a Nash recommended anti-freeze solution. Consult your Nash dealer.

NASH accessories include radiator covers neatly designed and tailor made for your car.

SUMMER: Or in warm climates protect your radiator from bugs and insects, which obstruct the air passages in your raditiator.

NASH accessories include radiator screens which do not obstruct the air yet protect radiator from insects.

CAUTION: DO NOT ALLOW COLD WATER TO BE POURED IN THE RADIATOR WHEN THE ENGINE IS VERY HOT OR THE WATER EXTREMELY COLD, AS CRACKING THE WATER JACKETS OR OTHER DAMAGE MAY RESULT. ALLOW THE ENGINE TO COOL OFF BEFORE ADDING WATER.

FUEL PUMP: This is located on the right side of the engine and is provided with a filter and sediment bowl through which the fuel must pass. The glass sediment bowl and filter should be removed and cleaned every 2,000 miles, or oftener, if the accumulation of water, dirt and foreign matter in the bowl necessitates it.

CLEANING FILTER: This protects the carburetor jets and needle seat from dirt and may preclude the possible necessity for cleaning the carburetor. Wipe off all dirt on outside of the unit. Loosen screw holding the glass bowl; clean the inside of the bowl and with air hose, clean the filter. Filter and bowl may be washed in alcohol or benzol to remove gum, then dried and cleaned by use of air hose.

In replacing, tighten the screw securely after making sure that gasket is in the proper position. Should the gasket or screen be damaged, replace them with new.

THE CARBURETOR is a device in which air and gasoline are mixed in proper ratio to serve an engine properly at each speed of operation, in various climates, and at various altitudes. The design must meet the requirements of the engine it is to serve for proper performance and economy under all the above conditions. Carburetors are of different models and with features that will apply to one type of engine and not to another. Each carburetor bears an identification number which must always be mentioned when ordering parts. This is necessary to assure getting the correct part for the particular carburetor.

Nash Engineers' performance standards for these engines are controlled by adjustments on the carburetor. These adjustments are determined by means of instruments which register the highest degree of efficiency and economy. To continue to receive this performance these standard settings must be maintained.

The proper performance of an engine depends not only on carburetion; compression and ignition are also important and should always be checked for correct operation before making changes in the standard carburetor adjustments.

Since Nash Service Men are familiar with the adjustments that may be necessary, and have the special tools and instruments required for checking, we urge that you always take your car to a Nash Service Station for this attention.

CLIMATIC CONTROL on the carburetor is an automatic choke feature, which provides the exact amount of choking required to obtain easy starting and operation of a cold motor.

The choke valve is operated by a thermostatic spring inclosed in an insulated housing on the carburetor, which is controlled by hot air drawn off the exhaust manifold. This flow of warm air heats the thermostatic spring and causes it to decrease its tension, the pull of the vacuum on the piston working against the decreasing tension of the spring, gradually opens the choke in such a way that it is fully open when the engine is warm enough to run on the regular idle mixture.

NOTE: If for any reason during the starting period, the engine is flooded, it is necessary to be able to hold the choke open sufficiently to allow the engine to clean the excessive gasoline out of the intake manifold.

This is accomplished by an arrangement of the throttle lever and choke linkage, whereby depressing the accelerating pedal to the floor forces the choke open sufficiently to allow the engine to clean out the intake manifold. This device is known as the unloader.

AIR CLEANERS AND SILENCERS ON CARBURETORS: The standard production air cleaners and silencers which are used in cities and territories free from dust should be cleaned and oiled at each 2,000 miles of operation, by removing the filter element and washing in gasoline. Allow filter to dry and then re-oil with engine oil. Drain off excess oil and reassemble.

OIL BATH AIR CLEANERS ON CARBURETORS: If the car is to be driven on dusty roads or in territories where dust storms are encountered, we suggest that you consult with your dealer, so that if the car was not equipped with the special oil bath air cleaner, arrangements be made for the installation. This is supplied at a slight charge and is important in dusty territories.

THE OIL BATH AIR CLEANERS ON CARBURETORS should be cleaned and the oil changed when necessary to maintain the proper efficiency. In dusty territories cars are operated under varying conditions, so a set time or mileage period for this important operation is not practical.

Remove filter element and wash off with gasoline, clean out oil base and refill to level indicated on outside. This will require approximately one pint of oil. Use SAE-50 oil in summer and SAE-20 oil in winter, drain off excess oil from filter element and reassemble.

STORAGE BATTERY: The battery is located under the floor of the body in a carrier which is mounted to the chassis frame. A floor cover plate under the front seat cushion makes this readily accessible for inspection and maintenance.

The battery, a unit for storing electrical energy and supplying electric current for the ignition, starting the engine, lighting and operating electrical accessories, requires little attention, yet the attention when required is very important.

The operation of the various electrical units would soon use the reserve supply of electricity in the battery. However, when the engine is running, the generator furnishes a constant flow of electricity, not only to the battery to bring it back to its capacity, but also to the various other units using electricity while running.

CARE OF THE BATTERY: The battery electrolyte consists of a mixture of acid and water. The evaporation of the water makes necessary regular periodic inspections and adding of distilled water in each of the three cells to the proper level. The proper level is 3/8" over the top of the plates, which are visible through the filler holes.

THIS SHOULD BE DONE EACH WEEK IN SUMMER AND EVERY TWO WEEKS IN COLD WEATHER at which time the car should be operated or the engine run at charging speed for an hour, so that fresh distilled water is thoroughly mixed with the acid, otherwise the water, not being mixed, may freeze and cause the battery to crack.

HYDROMETER READINGS should be made at intervals and this inspection will be made by any Nash Service Station. A battery in good condition should register a hydrometer reading of not less than 1.250 in climates where freezing occurs, or 1.180 in climates not subject to freezing.

Do not add acid to the battery, for, except in cases of broken jars or deterioration of the sealing compound, loss of acid will not occur, and should acid be required it indicates other repairs are necessary.

Owners are cautioned against the use of any so-called quick electrolytes.

In filling the battery see that the filler plugs are kept tight and the top of the battery is clean and dry.

The battery should be held firmly in the battery carrier. However, avoid excessive tightening of the hold down brackets, as this may result in cracked case and leaky cells.

Keep battery cable connections clean and tight. If corrosion of the cable terminals is evident, clean with ammonia and cover them with vaseline.

Inspect ground cable from battery to frame as looseness at this point is a major cause of burning out light blubs and pitting of distributor points.

The service received from a battery depends on the care given, and climate in which it is used.

High temperatures shorten battery life.

Freezing temperatures reduces battery efficiency.

The efficiency of a fully charged properly cared for battery at different temperatures is:

From 30 to 80 degrees above zero	100% efficient
From zero to 30 degrees above	80% efficient
From zero to 10 degrees below	60% efficient
At 20 degrees below zero is about	35% efficient

Have you registered the battery on your new car? This should be done within five days from date of car delivery to make warranty effective.

GENERATOR: A heavy duty air cooled generator is used. It is located on the left side and at the front of the engine, being operated by the fan belt which is driven by the crankshaft.

GENERATOR LUBRICATION: Lubricate every 1,000 miles with a few drops of light oil, at the front and rear bearings. Do not over lubricate as excess oil may get on the commutator and destroy the armature.

VOLTAGE REGULATOR: The output of the generator is controlled by a separate unit located on the left side of the dash and known as a voltage regulator.

The voltage regulator controls the voltage, and the amount of charge which the battery receives varies according to the state of the battery.

Therefore, if the ammeter shows a considerable variation in the reading on one day compared to another day at the same speed, this is not an indication of generator trouble, but that the generator and regulator are functioning correctly. As the extra current is required by switching on the various

electrical units, the generator output increases to take care of the load up to the limit of the generator capacity.

Repairs or adjustments should only be made at an authorized service station.

AMMETER OR BATTERY CHARGE INDICATOR: Located on the instrument panel shows to what degree the battery is being discharged. When the engine is not running and electrical current is being used, the needle point will lean to the minus side of the dial or discharge.

When the engine is running and the generator is supplying current to the battery and the operating units, the needle point will lean to the plus side of the dial, thus indicating that the battery is being charged and current supplied for the electrical units being operated. This may vary from one day to another as described above. If the needle point should flutter at times, this is an indication that the voltage regulator is operating and the battery is in a fully charged condition.

STARTING MOTOR: On the Ambassador (8) Series is located on the right side and at the rear of the engine. On the Ambassador (6) and 4010 series it is located on the left side and at the rear of the engine.

STARTER LUBRICATION: Lubricate each 1,000 miles with a few drops of light oil in the oil cups at the front and rear. The oil hole at the front cup is covered with a small plate which must be forced to one side to oil.

Do not lubricate Bendix Starter mechanism, as oil on this mechanism may cause the Bendix gear to spin without engaging the flywheel gear.

STARTER SWITCH: The starter switch on all models is mounted to the body floor directly under the clutch pedal, and is operated by fully depressing the clutch pedal. No adjustments are required. However, all wiring connections to the starter switch and starting motor should be kept tight.

BRAKES: The foot-operated brakes are of the internal expanding type actuated by hydraulic pressure. The efficient operation of brakes is of vital importance and it is therefore recommended that all servicing of the braking system be done at authorized Nash service stations.

MASTER CYLINDER: The master cylinder is located under the floor board at the left side and it is important that at all times the cylinder be kept at least half full of fluid. Insufficient fluid may result in air entering the lines, in which case it will be necessary to bleed the system.

MEMORANDA

Headlights

HEADLIGHTS: The headlights are of a two unit type. Driving light unit and parking light unit.

DRIVING LIGHT UNIT: Consists of lens, reflector and filament assembled in one securely sealed unit, in which two beams are incorporated. The upper beam for country or clear road driving and the lower beam for city or when passing approaching cars.

When the filament burns out or the lens breaks, the entire unit is replaced with a new one.

PARKING LIGHT UNIT: Consists of bulb and lens separate in construction and located below the driving light unit.

REAR FENDER LIGHTS: The lights on each rear fender consists of rim, lens and a double filament bulb. One filament serves as a parking and driving tail light. The other filament serves as a stop light when the brakes are applied

LICENSE LIGHT located on the trunk or rear deck cover is operated by the same switch as the other lights.

LIGHT CONTROL: The lights are controlled by the switch button on the dash.

Turn switch to first position to light parking lights. This also lights the rear lights. Turn to second position to light headlights.

Dimmer lights for passing approaching cars are operated by pressing down with the foot on the dimmer switch which is located on floor board to left of clutch pedal.

It is not necessary to hold down the switch as switch remains in dimmer position until it is again pressed down.

BEAM INDICATOR. A red beam indicator is provided in the instrument panel, above the speedometer dial. This indicator beam is illuminated only when driving on the upper or clear road beam.

FUSES: The fuses are inserted in the electrical circuit to prevent damage in the event a ground occurs. They are mounted in a fuse block located back of the instrument panel to the left side. A normal amount of current flow will not affect the fuses but an abnormal heavy current flow, such as would occur in the case of a ground or short will cause the filaments in the fuses to melt, which interrupts the current flow to the affected circuit. In this event the ground should be located and the fuse replaced.

MAINTENANCE OF LIGHTING EQUIPMENT: Good lighting is essential to night driving and Nash has provided this in the dual beam lighting system. Lighting equipment requires very little maintenance, but that little is important. Many states and territories are now requiring periodical inspection of lighting equipment, especially as applied to correct aiming or aligning of the beams and in the interests of safety, we urge your full cooperation with the authorities. Nash main headlight bulbs are of the prefocused type, both beam lights being incorporated in one bulb, and any

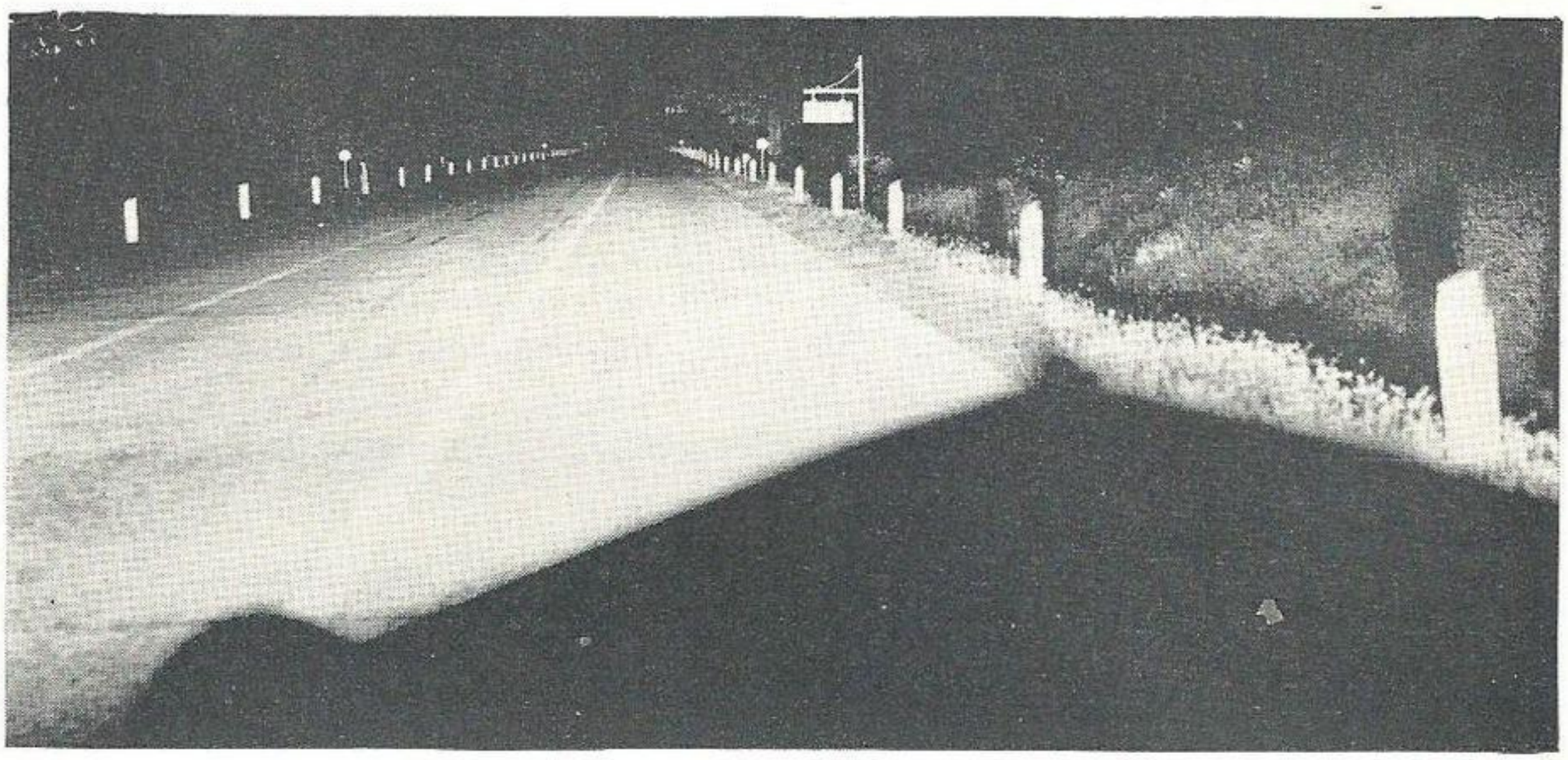


Figure 1
Upper Beam for Country or Clear Road Driving.

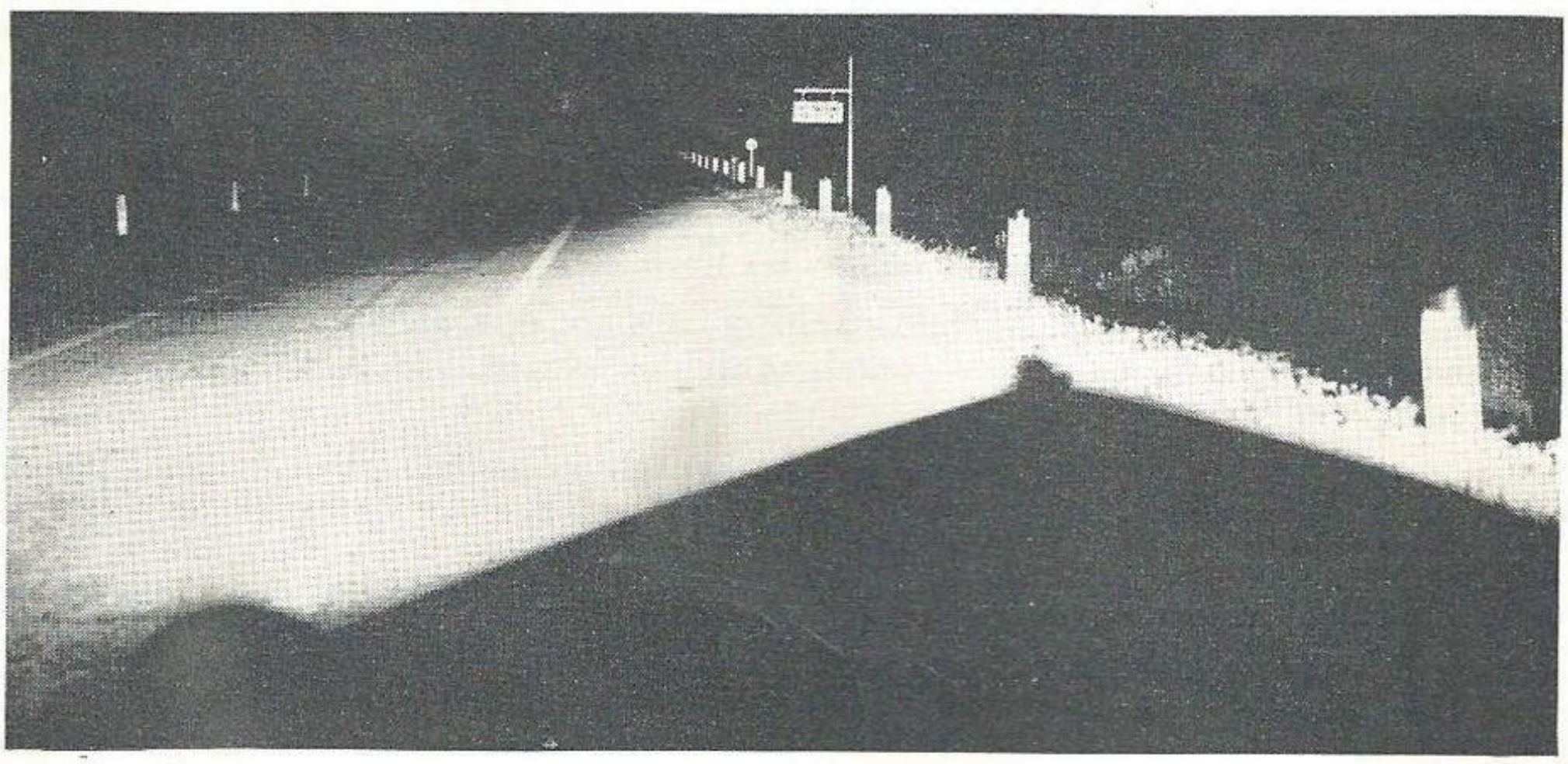


Figure 2
Lower Beam for City or When Passing Approaching Cars.
Note That Passing Beam, Drops Slightly and Shifts to Right.
Red Indicator on Dash On, When Country Driving.

adjustments necessary to the aiming of the beams, is caused by misalignment of the bulb in the fender headlamp base, for which two adjusting screws are provided that the headlights may be focused in accordance with the regulation of the state in which the car is operated. Nash service stations and other official light testing stations have screen and other equipment to correctly aim the beams and we suggest that you allow them to make tests at regular intervals as often headlights may be misaligned by slight collisions or other causes unknown to you.

The aiming of the beam is accomplished as follows:

1. Remove headlight door, by taking out screws at top and bottom of door.

2. With door removed, the two adjusting screws will be seen, one at the top of the lens for the vertical adjustment, and one screw at the side of the lens for the horizontal adjustment.

YOUR OWN CHECK-UP OF HEADLIGHTS: While it is suggested that you occasionally have your headlights tested at your Nash service station or an official testing station where they have the necessary screen equipment to make inspections or corrections to conform to local authority requirements, some owners may want to make it a practice to check in a simple way the headlight alignment.

If this is desired, we suggest that your car be placed on a level surface with the headlights aimed toward and 25 feet from a garage door or other reasonably light colored vertical surface. On the garage door or wall lay out a diagram as shown in Figure 3.

The lighting switch should then be placed in the "country driving posi-

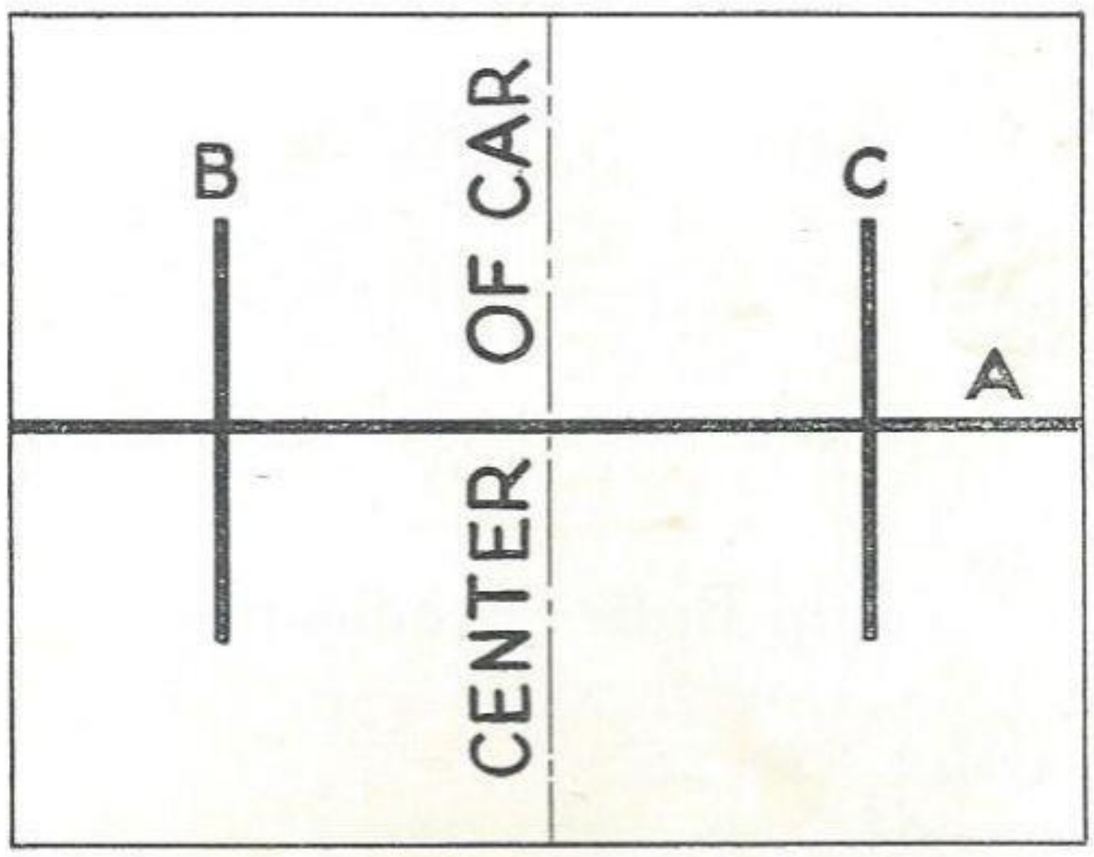


Figure 3
A—Horizontal Center Line of Headlights
B—Vertical Center Line of Left Headlight
C—Vertical Center Line of Right Headlight

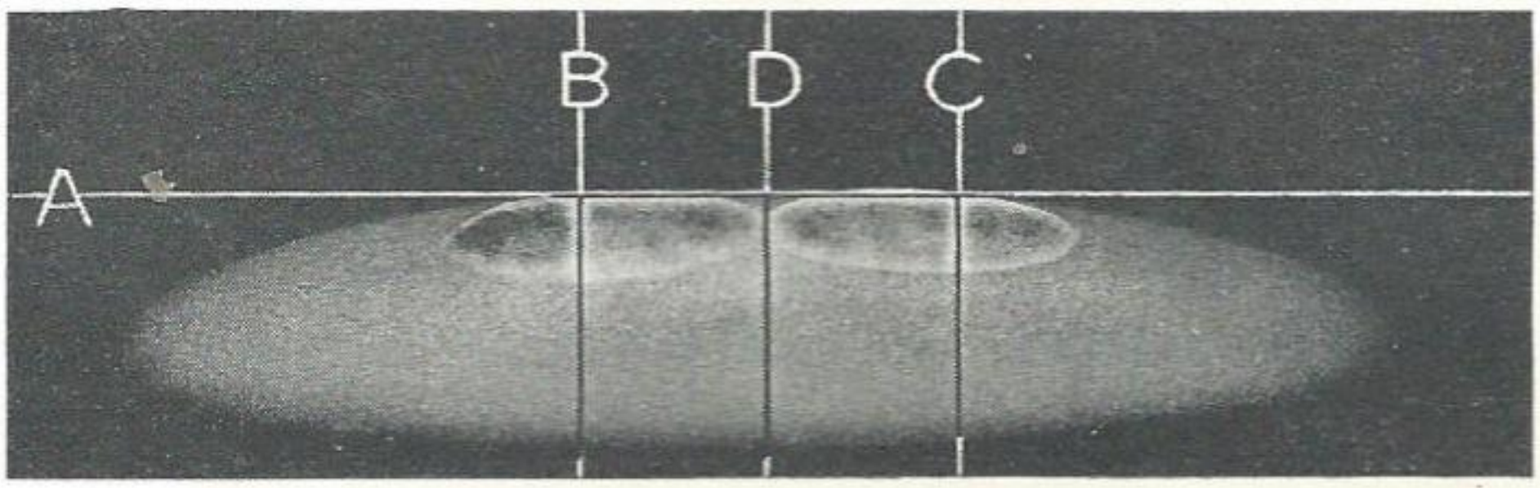


Figure 4
Country Driving Beam
A—Horizontal Center Line of Headlights
B—Vertical Center Line of Left Headlight
C—Vertical Center Line of Right Headlight
D—Center Line of Car

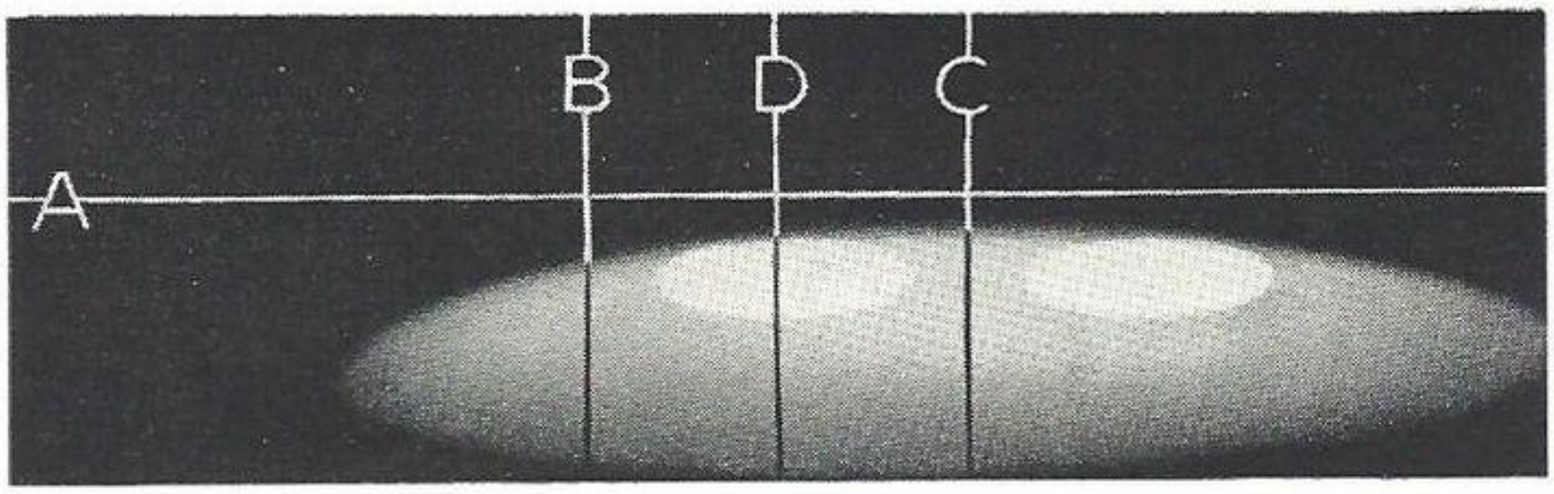


Figure 5
Passing or City Lighting Beam

tion." With headlights properly aimed, the "country driving beam" should appear as shown in Figure 4.

With headlights correctly aimed, the "passing or city driving beam" will be automatically correct as shown in Figure 5.

To replace bulbs, remove headlight door, by taking out screws at top and bottom of door. This will expose the parking light bulb. By pressing bulb in and turning to left it may be removed from the socket for replacement.

The headlight bulb consisting of lens, reflector and filament as one unit is held in place by an inner rim. Remove the screws from the inner rim pulling the bulb forward and disconnect the wires from the rear of the bulb assembly. replacing the complete unit.

Lamp Bulb Specifications

		C. P.	Base	Voltage
Head Lamp Bulb Unit — (Including lens and reflector)		—	—	—
Parking		3	S.C.	6-8
Rear / **Stop**	1 bulb	3-21	D.C.D.F.	6-8
Dash		1½	S.C.	6-8
Dome		6	S.C.	6-8
License Plate		3	S.C.	6-8

Interior Lighting

INSTRUMENT LIGHTS: The instruments are illuminated by two bulbs inserted in snap sockets at rear and on each side of the instrument cluster. They are easily replaced by pulling out the snap sockets from back of the instrument panel.

IGNITION KEY LOCK LIGHT: Located directly over the ignition key lock, is provided on some models. The cover is a press fit into a socket around the bulb and may be removed by lifting up, which exposes the bulb for replacement.

BODY READING LIGHTS: On some models a reading light is provided on each rear body pillar, while on other models a light is located over the rear window. The lenses of these lights are of a composition and not glass. They are a snap fit in the chrome rim of the light base and may be removed easily by inserting a putty knife or wide, thin instrument between the lens and the chrome rim. This exposes the bulb for replacement.

ELECTRIC CLOCK WITH BUILT-IN GLOVE COMPARTMENT LIGHT: May be secured as an accessory for cars not so equipped.

The clock is located in the instrument panel above the glove compartment door. It is equipped with one light which illuminates the clock dial and the glove compartment. It is controlled by the switch operating the instrument cluster lights. The bulb is inserted in a snap socket which may be pulled out for bulb replacement.

LIGHT CONTROL: On models equipped with the above lights a two way switch is provided on the bottom of the instrument panel to the left of the instrument cluster.

One side of the switch controls the ignition key light and the body reading lights. The other side of the switch controls the instrument cluster lights and the clock light, if so equipped.

INSTRUMENT LIGHT RHEOSTAT: On some models a rheostat is provided so that the instrument lights may be made dim or bright as desired. This is controlled by the first knob to the left of the radio grille. This control is to be operated only as a regulator after the lights have been turned on at the switch.

CENTER BODY PILLAR LIGHT SWITCH: On the right center body pillar of some models an additional switch is provided for lighting the reading lights only.

AUTOMATIC LIGHT SWITCH: On some models of the Ambassador Eight series a concealed switch is provided on the rear door body post. This switch operates independent of the other switches. The reading lights are lighted when the rear door is opened and will remain lighted until the door is closed.

THE "WEATHER-EYE" CONDITIONING SYSTEM

"An Entirely New Conception of Motoring Comfort"

That's what thousands of Nash owners say from actual experience with the Nash weather conditioning system. A sensation when introduced in 1938, now for 1940 Nash engineers have added refinements and improvements to bring you the "Weather Eye" conditioning system to truly revolutionize all previous conceptions of passenger comfort and safe driving.

Here's how it operates:

1. **CLEAN FRESH FILTERED AIR**—Fresh, clean air is taken into the car through the large cowl ventilator into a specially constructed hopper. In this hopper is incorporated a shedder, to deflect all rain or snow, which is passed out through tubes. Built into this shedder is also a very efficient replaceable filter, which prevents dirt, dust, insects or any other foreign matter from entering the car—only clean filtered air is allowed to enter.

Note the importance of this great contribution to comfort and safety—at average driving speeds the volume of fresh air is such that the air is completely changed every minute—no more stuffy rides—smoky air—or head aches due to lack of oxygen.

2. **HEATED FILTERED AIR**—After being filtered the air is passed through a specially designed hot water radiator core and heated to the temperature you desire and then scientifically and evenly distributed throughout the car under pressure.

3. **THE WEATHER EYE CONTROL**—Located conveniently below the instrument panel is the Nash "Weather Eye" Control Dial by which any degree of heat can be controlled. You simply set the control on "hot", "medium", or "cold" and automatically the control does the rest.

4. **THE WEATHER EYE**—Located above the radio grille on the instrument panel actuates the thermostatic control maintaining the temperature selected on the dial.

5. **WINDSHIELD DEFROSTER**—The windshield defroster is comprised of two flexible tubes leading to the windshield from the Serrocco Fan Unit, which forces the heated air to the windshield. A valve is provided in the unit at the base of the defroster tube on the passenger side to control the passage of heat either to the windshield or out into the car. The control for this valve is located on the unit at the base of the defroster tube.

OPERATION—To obtain all of the benefits built into this remarkable system, a few simple instructions should be followed:

1. **KEEP THE COWL VENTILATOR OPEN AT ALL TIMES**—This is important either in winter or summer for it's the pressure of the air coming into the car that rapidly changes the air in the car and in winter when all windows are closed it's this pressure that seals your Nash against cold, dust, dirt and drafts.

2. **IN WINTER KEEP ALL WINDOWS CLOSED**—Because fresh

heated filtered air is constantly being circulated under pressure there is never the danger of stuffy air and there's no need of open windows, for open windows create drafts.

3. **OPERATION IN DUST STORMS OR ON DUSTY ROADS**—Keep all windows closed when passing through dust storms or over dusty roads and allow the clean filtered air to provide you with comfortable ventilation.

4. **REPLACE FILTER UNIT**—Because the filter does keep out all dust, dirt, and other foreign matter it will in time become clogged. When this occurs, it will restrict the amount of air passing through the filter and full advantage will not be taken of constantly introducing fresh air into the car in the large quantities for which the system was designed. This inexpensive protector of the air you breathe should be replaced under ordinary conditions twice each year, spring and fall, and more frequently when local conditions warrant. At regular intervals the filter should be examined and cleaned of large obstructions by blowing out with an air hose. If badly clogged the filter should be replaced. A new one can be obtained at slight cost. The filter unit is easily replaced through the cowl ventilator.

5. **WINDSHIELD DEFROSTER**—The heat to the windshield defroster vent on the PASSENGER SIDE is controlled by a valve in the unit at the base of the defroster tube.

OPENING THE VALVE the heat will pass to the windshield.

CLOSING THE VALVE the heat normally used to defrost the passenger side of the windshield will pass directly into the car.

The heat to the windshield defroster on the DRIVER'S side is available at all times.

If the car has been standing and the windshield is heavily frosted the fan should be turned on to allow the heat under pressure to pass onto the windshield.

OPERATION OF THE "WEATHER EYE" CONTROL—The desired amount of heat in the car in winter operation is controlled by the "Weather Eye" Control located directly under the instrument panel. Three positions are indicated on the control—hot, medium, and cold—and personal preference according to the temperature will determine the position.

Should the outside temperature change the "Weather Eye" located above the radio grille on the instrument panel, actuates the automatic thermostatic valve and maintains the constant temperature you desire.

FAN CONTROL IN WINTER—Unlike other heaters, it is not necessary to use the fan constantly. In fact, it will be found that it will only be necessary to turn on the fan if the car is standing still, of if the car is moving slowly in traffic. The fan is also necessary for the operation of the defroster. The switch for the fan is located below the Weather Eye Control and when the fan switch is "ON" a light will illuminate the control. Fan is operative only when ignition switch is "ON."

FAN CONTROL IN SUMMER—In summer driving the fan can be used to great advantage to circulate the filtered air, especially in cases where the windows are closed if passing through dust storms or driving on dusty roads.

If you overlooked ordering this remarkable accessory when taking delivery of your new car, see your dealer today. He will be pleased to demonstrate and can make the installation quickly and efficiently.

Pride of Appearance

Nash-built cars have a new type of baked enamel finish, on both fenders and body, which is exceptionally durable and gives a beautiful high gloss. Under ordinary conditions the finish will require but little attention to preserve it for a long period.

WASHING—As the car becomes covered with grit or mud, it should be washed rather than cleaned with a dry cloth to avoid scratches to the finish. Wash the car only when out of the rays of the sun, and after the metal surface has been allowed to cool. Use cold water and dry with clean chamois.

POLISHING—While this type of finish will maintain high gloss for a long period, it will be necessary at certain intervals, depending entirely on climatic conditions to which the car is exposed, to clean the finish in a more thorough manner than merely washing. When the surface film, which will naturally accumulate, cannot be removed by washing, the finish should be cleaned with a high quality liquid polish, rubbing sufficiently to thoroughly clean the surface, following with a brisk circular motion with a soft dry cloth. Should it be necessary to use a paste cleaner, always follow with liquid polish or wax. Use only **light** abrasive material.

RUST—The body as well as other sheet metal parts are protected from the action of rust by a "Bonderizing" process. Where the paint finish may be damaged in such a way that bare metal is exposed, the "Bonderizing" prevents the spread of rust to a greater area. It is, however, to the advantage of the car owner to have any such damage properly repaired. For this reason a special line of paint material has been developed for repairing this type of finish. Consult a Nash dealer when paint is needed.

ROAD TAR OR OIL—The use of a good standard brand of tar remover, will remove oil or tar without injury to the finish. However, if the tar has hardened, it should be softened first with butter or gasoline. If gasoline is used, be sure that it does not contain coloring matter or Ethyl fluid. After removing the tar it is advisable to apply a little polish.

SALT AIR—A little extra attention should be given to cars operated near the seashore. The body and sheet metal should be polished carefully every three months. Chromium plating should also be cleaned at the same time.

CHROMIUM PLATED PARTS—Chromium plated parts should be wiped occasionally with a cloth dampened with light oil or kerosene. Rust spots or tarnish on chrome can be removed with any scouring powder suitable for use on porcelain, or a standard chrome plate cleaner.

CLEANING GLASS—A linen cloth is most suitable, for this will remove dirt and grease, and is comparatively free from lint. Cleaning glass is especially easy when Nash glass cleaner is used. This cleaner is furnished in convenient bottles equipped with a sprayer enabling one to clean glass without soiling the hands. See page 47.

CAUTION—The windshield wiper should not be operated unless the windshield is wet as operation with the glass dry may result in scratches on the glass from grit.

WINTER PRECAUTIONS—In many sections of the country where snow and ice is encountered, salt or calcium chloride is used on the streets to melt ice and snow. Under such conditions extra precautions are necessary to preserve lacquer and chrome finish.

Before the winter season starts, all rust spots should be attended to and the finish polished. Chrome parts should also be cleaned. Frequent washing to remove salt deposits will decrease the harmful effects.

Care of the Interior

Keeping the interior of your car clean and fresh requires about the same attention as you give the furniture and rugs of your home.

Once a month, or more frequently if necessary, it is good practice to take the dust out of the upholstery and rugs with a whisk broom and a vacuum cleaner.

CARE OF UPHOLSTERY: In cleaning, removing spots, or renovating upholstery it is necessary to know the type of fabric used. In general two types of upholstery are used in automobiles—flat fabrics, which include broadcloth, whipcord and leather. Mohair fabrics are pile fabrics.

A flat fabric is one that is woven in such a manner that the fibres lay flat, the sides of the many fibres forming the wearing surface. A pile fabric is woven so that the fibres stand erect, thousands of them to the square inch and these ends form the wearing surface of the material.

REMOVING STAINS: The following suggestions will be helpful in removing stains: Note: In using cleaning fluids always follow the procedure that is commonly used in cleaning clothes, that is to dampen a clean cloth with the fluid and start rubbing lightly around the **OUTSIDE** of the spot and gradually work to the center. This method keeps the spot from spreading and is less likely to leave a ring.

BATTERY ACID: Pour household ammonia directly on the spot and allow to remain for one minute. Rinse with cold water. It is essential that such treatment be applied at once as the acid will eat a hole in the fabric within a few hours.

GREASE & OIL STAINS: Use a good cleaning fluid. If the fabric is saturated with oil, pour the fluid on the spot and soak it up by pressing a white blotter on the spot, before cleaning with a cloth dampened with the fluid.

BLOOD STAINS: Use cold water. If this does not remove the entire stain, pour ammonia on spot and rub with a clean cloth.

Note: Never use hot water on a blood stain as this will only set the stain.

CANDY STAINS: Use hot water on all candy stains that do not contain chocolate. If a chocolate stain, first rub out the stain with a clean cloth dampened with cleaning fluid. Then scrape with a dull knife and rinse with cold water. In both cases after the spot has dried, it is advisable to finish the job by using a cleaning fluid.

CAUTION: Avoid the use of hot water except where specifically recommended.

FRUIT STAINS: Rub vigorously with a cloth dampened in hot water and when dry use a good cleaning fluid.

ICE CREAM: Follow the same procedure as for fruit stains.

LIPSTICK: Pour a small quantity of cleaning fluid directly on the spot. Press a clean white blotter over the stain. Repeat this process using a new blotter each time until no stain remains.

NAUSEA STAINS: Use warm soapsuds. Sponge the stained area until stain is removed. Brush with a whisk broom, with fabric pile when wet and against the pile when dry.

MILK STAINS: Follow the same procedure as for nausea stains.

WATER SPOTS: Sponge the entire panel with a cloth dampened with cold water, and then sponge the spots with cleaning fluid.

CHEWING GUM: Moisten the gum with cleaning fluid, remove with a dull knife and then finish with cleaning fluid.

RENOVATING MOHAIR UPHOLSTERY: If your car is trimmed with mohair upholstery, the fabric pile may, after a long period of time, become slightly flattened or "shiny." If this happens it is a very simple matter to restore the pile.

Dampen a clean cloth, and spread it over the pressed down portion of the upholstery. Then press a hot iron over the cloth lightly. This will drive the steam into the core of the resilient fibres and cause them to spring erect. Should the pile be crushed down badly, it may be necessary to repeat this several times.

SEAT COVERS: For protection of the upholstery, a decidedly practical addition to your car is the installation of a set of seat covers. The Nash Motors Accessory Dept. has made available custom built seat covers, individually tailored to each model. The material is such that it can be cleaned easily with a cloth dampened in soap suds, without removal from the car. Your Nash dealer will be pleased to demonstrate their comfort and usefulness.

When reference is made to cleaning fluids, use a good non-inflammable fluid of which carbon tetrachloride is the principal ingredient. Nash dealers can supply you with the Nash Fabric Cleaner in convenient cans. It is easy to use and produces remarkable results.

Nash Glass Cleaner with Sprayer, Makes Cleaning a Simple Procedure.

Clean Windshields and Windows Promote Safety.

PERMIT only the installation of Genuine Nash Parts.

All Nash Parts are manufactured with the same care and precision exercised in the production of parts from which your car was constructed.

That means exact dimensions, uniform hardness and the best materials.

Substitution may be dangerous.

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PRINTED IN U. S. A. THIRD EDITION—30M

4080—B-106300 4020—R-340000 4010—H-57000

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