

NASH OWNER'S MANUAL



Export Edition

THE STANDARD EIGHT
SERIES 1130

THE NASH MOTORS COMPANY
KENOSHA, WISCONSIN, U. S. A.

To the Owner of this Nash

We are pleased that your judgment of motor car value led to the purchase of this Nash. You will find the car simply and substantially constructed. Your purchase will be justified by the many miles of economical service and pleasure you will receive.

In preparing this Manual for you we have made a conscientious effort to handle the subject in a manner that will enable you to understand thoroughly the construction of your car and the simple maintenance necessary to obtain the results you expect. We cannot urge you too strongly, in your own interests, to follow with exactness the directions given in this book on the care of the car.

Visit Authorized Nash Service Stations for all maintenance and repair service. Their mechanics are factory trained and understand well the construction, lubrication and adjustment of the car.

Authorized Nash Service Stations everywhere are prepared to render quick, courteous service to the Nash owner away from home. They will appreciate your call on them for any information or service you may need while you are touring.

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

We share your pride in the Nash and covet for you, as you become more familiar with the car and the service it will give, a continuance of this high regard both for the car and for its makers.

THE NASH MOTORS COMPANY
KENOSHA, WIS., U.S.A.

A Message from Your Dealer—

Your car is new. Its purchase will not go unnoticed by other concerns. You will be solicited for all kinds of services and supplies for which you may or may not have need.

It is not so with us. Here you will be asked 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 the car.

Our interest in the satisfactory economical future service your car gives transcends by far any momentary profit we might make from the sale of unnecessary and ill-advised repairs or parts. We know that our ultimate success depends upon the goodwill of our owners.

Our Service Department is maintained for your convenience and economy. We are at your command.

We receive frequent confidential letters and bulletins from the factory that are of essential assistance in Nash service and maintenance. This information is available only to Nash Authorized Service Stations. Genuine Nash parts are always used.

It is our desire to carry out to the full the terms of the Nash Warranty and Service Policy, and to continue to render excellent service to you for the full length of time you drive the car. We appreciate your business and know that with your co-operation to the extent of calling on us regularly for inspections and maintenance we can make our relations mutually satisfactory and advantageous.



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License Data

CAR SERIAL NUMBER—On frame on right side under hood.

ENGINE SERIAL NUMBER—On plate on engine at rear below valve cover plate.

BODY NUMBER—On dash right side under hood.

CYLINDER BORE—3".

PISTON STROKE—4 $\frac{3}{8}$ ".

NUMBER OF CYLINDERS—8.

S.A.E. (N.A.C.C.) HORSEPOWER RATING—28.8.

PISTON DISPLACEMENT—247 cubic inches.

WHEELBASE—116 $\frac{1}{4}$ ".

WEIGHT—5-Passenger Sedan—3,200 pounds.

Technical Information

Engine

TYPE—L-head—8 cylinders in line cast en bloc.

DEVELOPED HORSEPOWER—80 at 3200 R.P.M.

COMPRESSION RATIO—5.1 to 1.

FIRING ORDER—1-6-2-5-8-3-7-4.

OIL PAN CAPACITY—7 quarts.

CRANKSHAFT—9—Main Bearings—Hollow Crank Pins—statically and dynamically balanced.

MAIN BEARINGS—Steel backed babbit lined shells. Replaceable without removing crankshaft. No reaming or scraping.

MAIN BEARING CLEARANCE—.002"

MAIN BEARING END PLAY—Center Main—.004" to .007".

VIBRATION DAMPENER—Inertia type—Non-adjustable.

FLYWHEEL—Cast iron—steel starter gear—balanced as a unit with crankshaft and vibration dampener.

CONNECTING RODS—Forged Steel.

LOWER BEARINGS—Steel backed babbit lined shells—Easily replaceable—No reaming or scraping.

LOWER BEARING CLEARANCE—.001" to .003". One shim on camshaft side only. Do not file caps.

LOWER BEARING SIDE CLEARANCE—.008" to .012".

CONNECTING ROD UPPER BUSHING—Bronze.

PISTON PIN FIT IN CONNECTING ROD BUSHING—Light push fit—both parts cold.

PISTONS—Aluminum with Invar Strut.

WEIGHT—14 $\frac{1}{4}$ ounces.

CLEARANCE IN CYLINDER AT SKIRT OF PISTON—.002" measured with Steel Thickness Gauge.

PISTON PIN FIT IN PISTON—Light push fit—piston heated.

PISTON RINGS—

- 2— $\frac{1}{8}$ " Compression Rings.
- 1— $\frac{1}{8}$ " Oil Control Ring.
- 1— $\frac{3}{16}$ " Oil Control Ring.

PISTON RING END GAP—.010"—.025".

CAMSHAFT—Forged Steel.

CAMSHAFT DRIVE—Non-adjustable double strand chain—2 sprockets.

CAMSHAFT BEARINGS—6—Babbitt lined steel shells—Replaceable.

VALVES—

- Exhaust—Silchrome No. 1 steel.
- Intake—Chrome nickel steel.

VALVE HEAD DIAMETER—

- Exhaust— $1-\frac{11}{32}$ ".
- Intake— $1-\frac{13}{32}$ ".

VALVE SEAT—45° angle— $\frac{1}{16}$ " wide.

VALVE TAPPET CLEARANCE—Intake and exhaust .008". Measure with engine hot or cold.

ENGINE LUBRICATION—Full pressure to main bearings, camshaft bearings, connecting rod bearings, piston pins, and full pressure spray to cylinder walls. Splash and gravity feed to all other parts.

OIL PUMP—Gear—Shaft driven from camshaft.

Cooling System

CIRCULATING PUMP—V belt drive.

RADIATOR—Turbo-Tube.

FAN—4 Blades—Fan shaft bearing lubricated by inbuilt oil circulating pump.

THERMOSTAT—Bellows type located in cylinder head water outlet connection.

COOLING SYSTEM CAPACITY—16 Quarts.

COOLING SYSTEM DRAINS—At bottom of water pump and at rear of engine block left side. Drain at both places to drain completely the cooling system.

Fuel System

CARBURETOR — Stromberg Down-Draft.

AIR CLEANER—Flame arrester, Silencer Type.

FUEL FEED—Fuel pump driven from camshaft.

FUEL LINES—Air cooled to prevent vapor lock.

GASOLINE TANK CAPACITY—15+ Gallons.

Electrical Units

IGNITER—Auto-Lite.

SPARK CONTROL—Full automatic.

IGNITION TIMING AND ADJUSTMENT—
(See page 21).

SPARK PLUG GAP—.022".

GENERATOR—Auto-Lite.

CHARGING RATE—Maximum—17 Amperes—generator hot.

CHARGING RATE REGULATION—Third brush.

FIELD FUSE—25 Amperes—Located under small cover ahead of brush cover band.

STARTING MOTOR—Auto-Lite.

CONTROL—Pull button on steering column bracket.

DRIVE—Bendix—Eclipse.

Ignition switch and wiring designed for easy installation of STARTIX.

Lamp Bulb Specifications

	C.P.	Base	Voltage	LIGHTING CIRCUIT FUSE—20 Amperes. On fuse block on light switch back of instrument panel.
Head	21	D.C.D.F.	6-8	
Fender	3	S.C.	6-8	
Rear) Stop)	1 bulb	2-21	D.C.D.F.	6-8
Dash	3	S.C.	6-8	
Dome	4	D.C.	6-8	

Battery

U.S.L.—13 Plate.

Clutch

TYPE—10" Single Plate. Cushioned. CLUTCH PEDAL—Free movement at toe board— $\frac{1}{2}$ " minimum.

Transmission

TYPE—Nash Synchro-Shift—Silent Second.

Free Wheeling Unit

TYPE—Roller clutch—dash controlled. Separate unit bolted to rear of transmission.

Universal Joints

FRONT AND REAR—Oversize—all metal. Lubricant sealed in. Assembled with slot in each flange in line.

Rear Axle

HOTCHKISS DRIVE—Semi-Floating axle drive shafts. Timken Bearings at outer end of axle shaft. Adjusted with shims under brake support plates.

AXLE DRIVE SHAFT END MOVEMENT—.003" to .006".

RING AND PINION GEARS—Spiral Bevel.

PINION SHAFT AND DIFFERENTIAL SIDE BEARINGS—Timken.

PINION SHAFT END PLAY—Zero—Adjusted with shims between outer bearing cone and spacer tube separating inner and outer bearings.

Front Axle

TYPE—One piece drop forged I beam. Reversed Elliott with 7° inclined knuckle pins.

KNUCKLE PIN BEARINGS—Upper and Lower—Bronze. Thrust—Ball Bearing.

CASTER ANGLE—2½°.

CAMBRE ANGLE—0° to 1½°.

FRONT WHEEL TOE-IN—1/8" maximum.

Brakes

TYPE—Single shoe—cable controlled. SIZE—11" Diameter.

AREA OF BRAKE LINING ON EACH WHEEL—49 square inches.

CLEARANCE AT ANCHOR PIN AT PRIMARY END OF SHOE—1/16".

Steering Gear

CAM AND LEVER.

TRUNNION SHAFT END PLAY—Zero when front wheels are straight ahead. Adjusting screw and locknut on back of steering gear housing cover.

STEERING COLUMN END PLAY—Zero—Adjustment at top of steering gear housing.

Tires

SIZE—17" x 5.50". Drop center rims. TIRE PRESSURE—35 pounds all.

DEMOUNTABLE WHEELS.

Car Keys

Number of each lock stamped on keys for that lock. Note your key number on license or identification cards. Duplicate keys supplied only by number.

Anti-Freeze Solutions

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

Radiator Capacity 16 Qts.	For protection down to 0° F. Add	For protection down to —10° F. Add	For protection down to —20° F. Add
Alcohol	6½ Qts.	7½ Qts.	8½ Qts.
Glycerine	10½ Qts.	12 Qts.	15 Qts.
50% Alcohol	} 6½ Qts.	} 7½ Qts.	} 8½ Qts.
50% Glycerine			
Ethylene Glycol	5½ Qts.	7 Qts.	8 Qts.

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

At the time anti-freeze solutions are added the cooling system should be thoroughly flushed out and all defective and leaking hose and connections repaired. The cooling system should also be flushed at the time anti-freeze solutions are drained out in the spring.

Driving Information

The operation of the clutch, transmission shift, brakes, and steering follows conventional practice. Should any difficulty be encountered in handling the car, consult with an authorized Nash Dealer.

FREE WHEELING is controlled by a push and pull button on the right side of the steering post bracket. Pulling the button out disengages free wheeling and restores the transmission to conventional drive. Pushing the button in engages free wheeling. The shift can be made easily and silently if the motor is running at car speed and the clutch is disengaged at the instant the control button is moved. Do not use free wheeling until the engine is thoroughly warmed.

THE HAND BRAKE can be applied more securely and released more easily if the foot brake pedal is depressed at the same time.

THE LIGHT SWITCH is located on the instrument panel and the lights are controlled by moving the button in or out. The dimmer switch is located on the toe board to the left of the clutch pedal. It is operated by pressing it with the foot.

STARTING COLD MOTOR is best accomplished by pulling out the throttle button on instrument panel far enough to give good motor speed, pulling choke button out all the way for 2 to 5 seconds while starter is engaged and then returning the choke button about $\frac{1}{2}$ inch. A little practice along this line will enable you to start the engine in the coldest weather without trouble.

Caution: When starting cold motor, do not race it or attempt high car speeds with motor cold. Cold oil is thick and may not lubricate properly some parts of the motor. Allow sufficient time for the oil to warm up before racing engine.

IGNITION SWITCH has two "ON" positions. The first one to the right of "OFF" is for normal use. Turning further to the right turns on the STARTIX if STARTIX is installed.

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.

CARBURETOR HEAT CONTROL valve is automatic, being controlled by a thermostat. The button on the instrument panel marked "HEAT" is a seasonal adjustment for the carburetor heat and need only be manipulated as the weather changes. In warm and hot weather operate the car with the button in against the panel. During cold weather run with the button pulled out. In moderately cold weather the car may operate to best advantage with the heat control set at some point between the positions recommended above for extremes of weather temperature.

Recommendations During Running-In Period

Drive with care. Avoid unnecessary speed in low and second gears. Avoid racing the engine.

First 250 miles: Do not exceed 30 M.P.H.

250 to 500 miles: Do not exceed 40 M.P.H.

500 to 1,000 miles: Do not exceed 50 M.P.H.

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

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 first 500 miles have free inspection rendered by dealer.

At end of first 1,500 miles have second free inspection and adjustment rendered by dealer.

Within 5 days after purchase of car have the storage battery registered at the local U.S.L. authorized battery service station. This will make the storage battery guarantee effective.

Fill storage battery with distilled water every two weeks.

Recommendations After Running-In Period

All services should be performed by an Authorized Nash Service Station using preferred equipment and following factory procedures.

Lubricate car every 1,000 miles.

Change engine oil every 1,000 miles.

Have dealer make free inspection every 1,000 miles.

Inflate tires every week.

Fill battery with distilled water every two weeks.

Check water in radiator and oil in motor at every filling of gasoline.

Clean air cleaner every 3,000 to 5,000 miles.

Clean gasoline strainer on fuel pump every 3,000 to 5,000 miles.

Check fan belt adjustment every 3,000 miles.

Change transmission and rear axle oil every 5,000 miles.

Tune motor and inspect all chassis parts for looseness, such as wheel bearings, etc., every 5,000 miles. Tighten car.

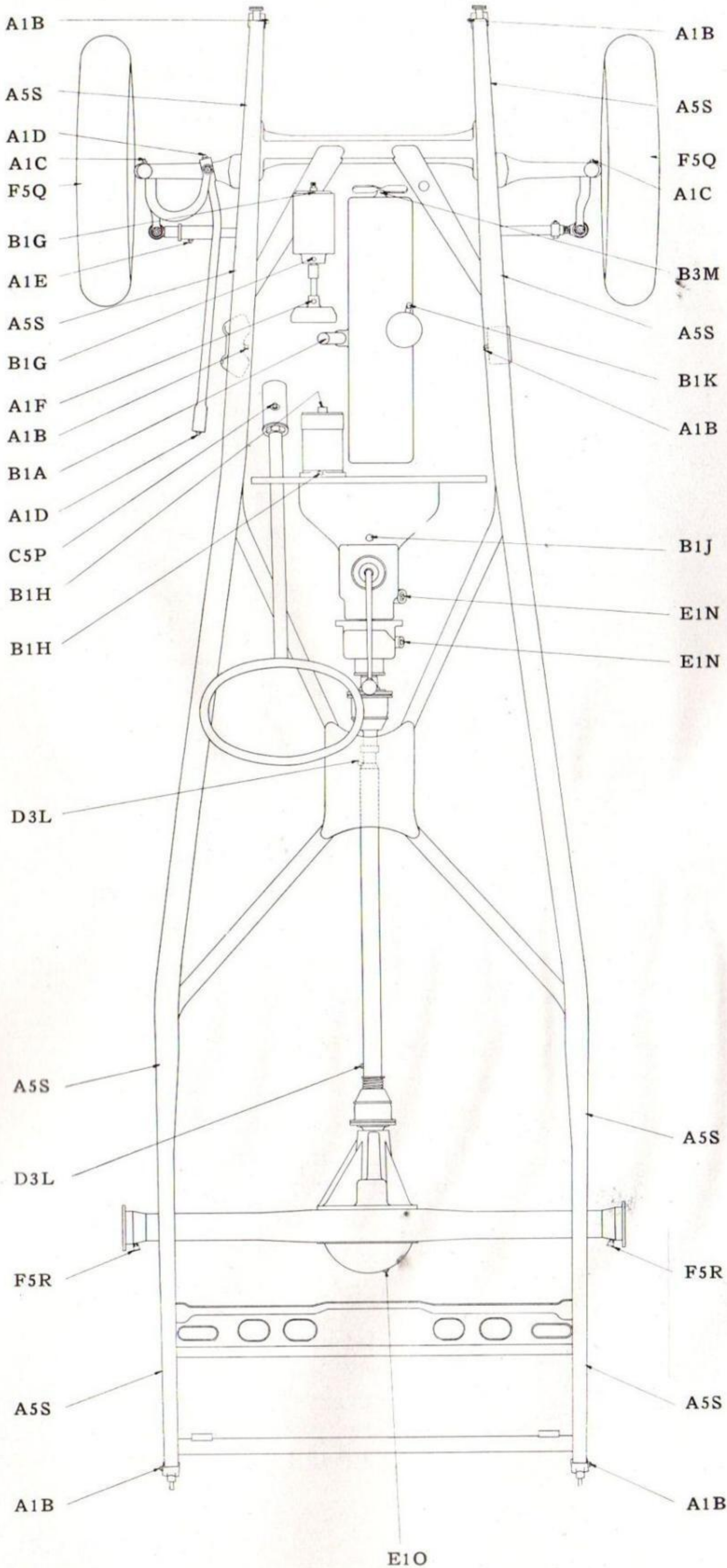
Flush and clean entire cooling system at least once a year.

Change oil filter every 8,000 to 10,000 miles.

Renew spark plugs every 10,000 miles.

In addition, immediately call to the attention of an Authorized Nash Service Station any unusual or peculiar condition of operation that becomes evident to you.

The above several suggestions are made with your interests in mind. A systematic plan for caring for the car will afford the most economical and satisfactory service from it.



CHASSIS LUBRICATION CODE

First Letter— Type of Lubricant	Type of Lubricant
A	Heavy Oil
B	Motor Oil
C	Steering Gear Oil
D	Universal Joint Grease
E	Nash Special Oil
F	Wheel Bearing Grease

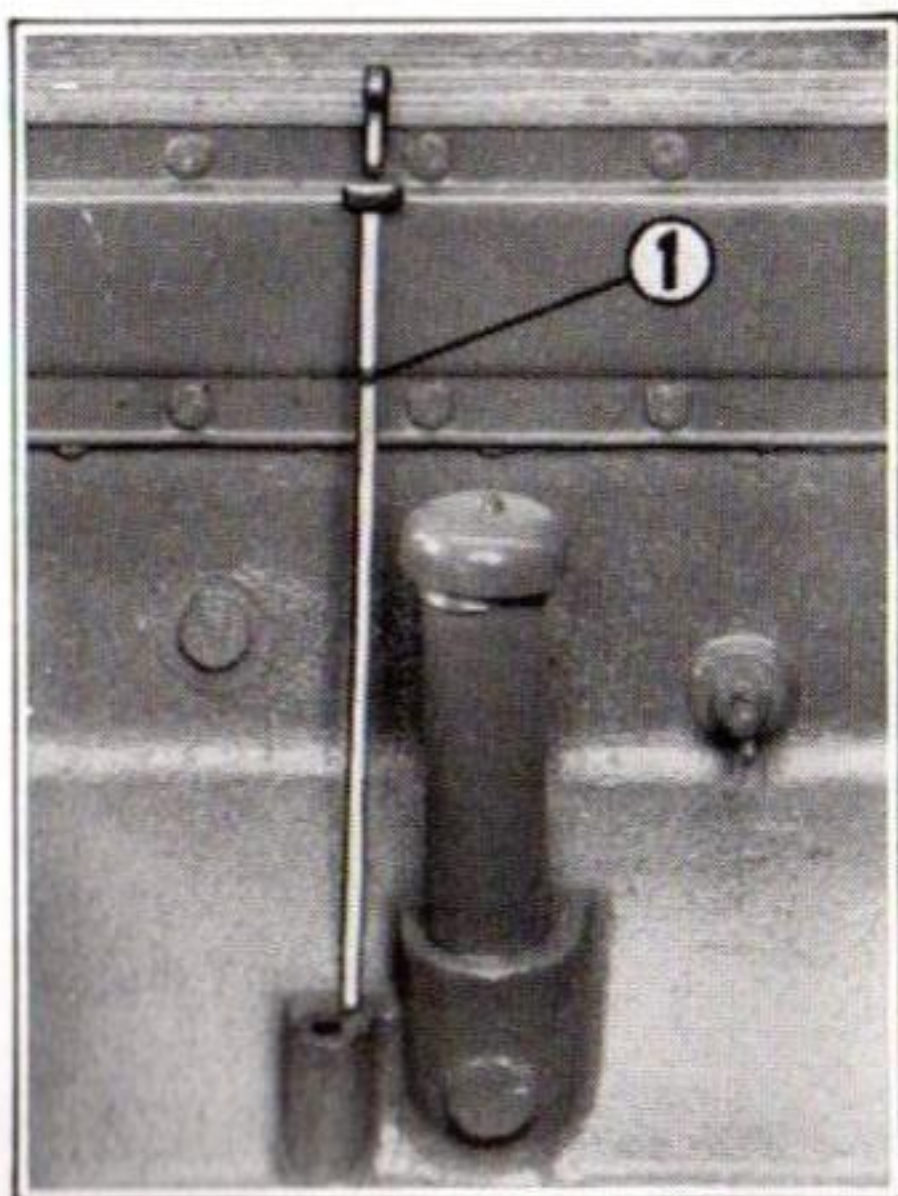
Numeral— Intervals of Mileage	Intervals of Mileage
1	1—1000 Miles
3	3—3000 Miles
5	5—5000 Miles

Third Letter—
See such paragraph in following
pages for complete information.

Lubrication

Motor Oil

—A—



Use S.A.E. No. 30 in warm and hot weather. Use S.A.E. No. 20 Low Cold Test in cold weather. Use S.A.E. No. 40 in very hot weather.

Always use recognized high quality oil. Consult your dealer if in doubt as to brand.

To check quantity of oil, stop engine, withdraw gauge blade (1), wipe off oil, reinsert and again withdraw gauge; note height of oil on gauge. Each quarter-inch drop below "FULL" indicates consumption of about one quart. Keep oil to "FULL" mark. Check oil in motor and water in radiator at every filling of gasoline.

Change oil every 1,000 miles. (500 miles in extremely cold weather if there is evidence of excessive gasoline in the old oil due to unusual use of the carburetor choke.)

Oil capacity—7 quarts.

It is not necessary to flush out engine oil pan or oiling system, but if you wish to do so use 2 quarts of light motor oil. Do not use kerosene.

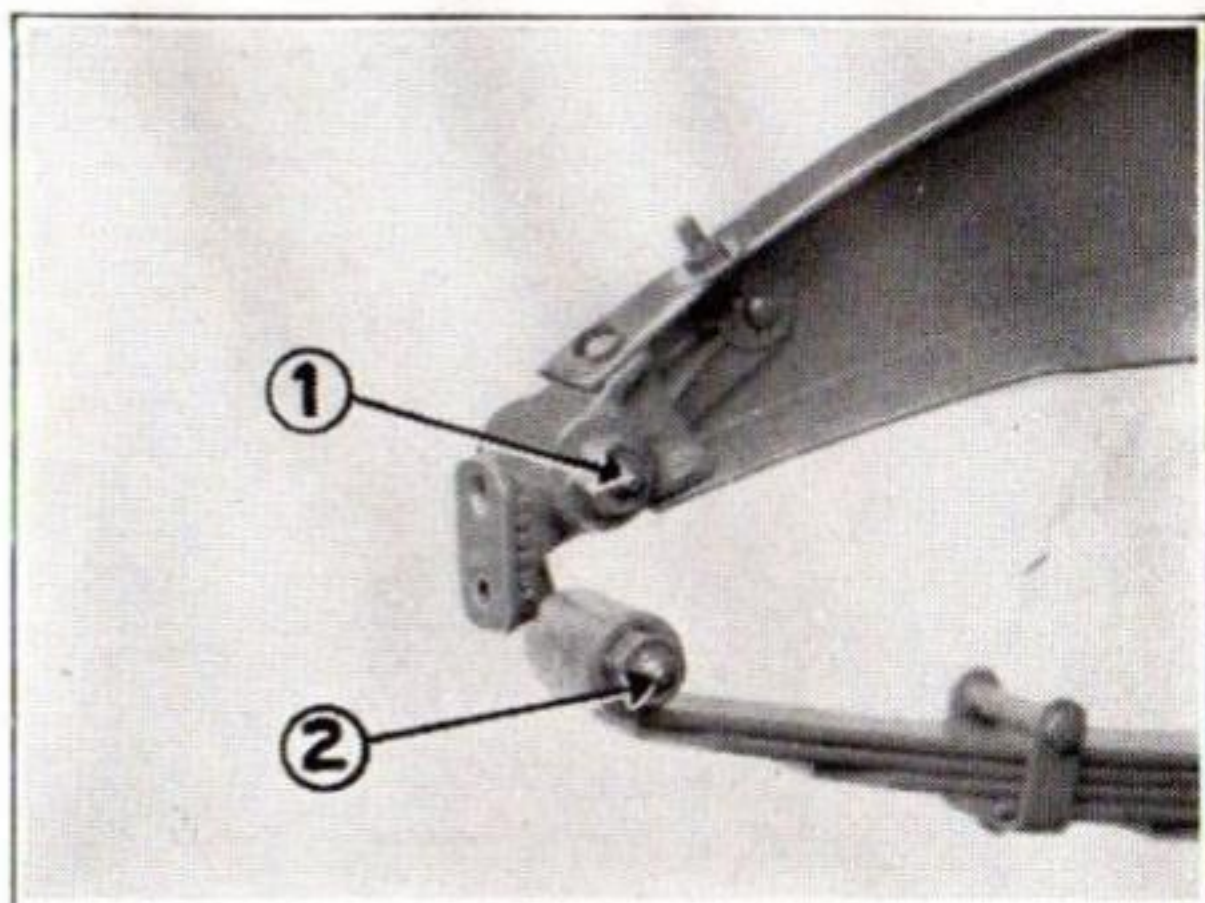
Remove oil pan and clean oil lines and pump screen every 10,000 miles.

Observe oil pressure gauge on instrument panel occasionally while driving. Pressure must show when engine is running.

Spring Shackles and Bolts

—B—

11 Points. Right front spring front shackle shown. Rear end of right front spring, one place. Front end of left front spring, two places. Rear end of left front spring, two places. Rear end of rear springs, two places each. The front end of the rear springs are supported by rubber and no lubrication is needed.



Lubricate every 1,000 miles.

Use heavy oil in pressure gun.

Steering Knuckles

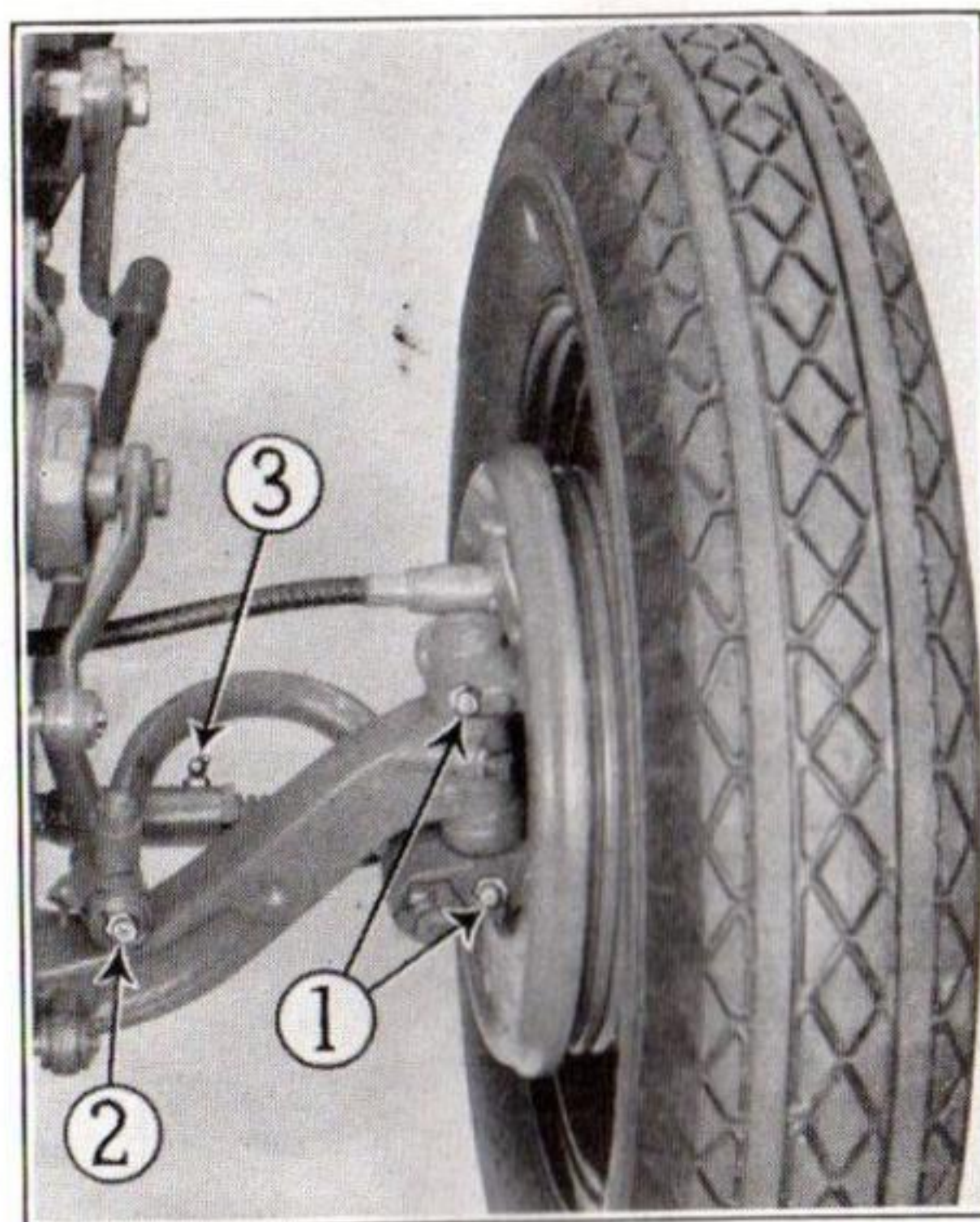
—C—

4 Points. (No. 1 on picture.)

Use heavy oil in pressure gun.

Lubricate every 1,000 miles.

More rapid results will be obtained if the wheels are jacked up when lubricating the steering knuckles. The wheels should be turned from right to left to free up the bearings if the oil does not carry through both the upper and lower bearings.



Drag Link Ball Joints

—D—

2 Points. (No. 2 on picture.)

Use heavy oil in pressure gun.

Lubricate every 1,000 miles.

The second fitting is located at the rear end of the drag link.

Tie-Rod Shock Eliminator

—E—

1 Point. (No. 3 on picture.) Use heavy oil in pressure gun.

Lubricate every 1,000 miles. Both ends of the tie-rod are supported in rubber and no lubrication is required.

Water Pump

—F—

1 Point. (No. 3 on picture.) Unscrew anti-leak cap from fitting.

Use heavy oil in pressure gun. Use oil sparingly at this point.

Too much oil will get into the water of the cooling system, emulsify and cause overheating. Should this occur, the efficiency of the cooling system can be restored by flushing with a good radiator cleaner.

Generator

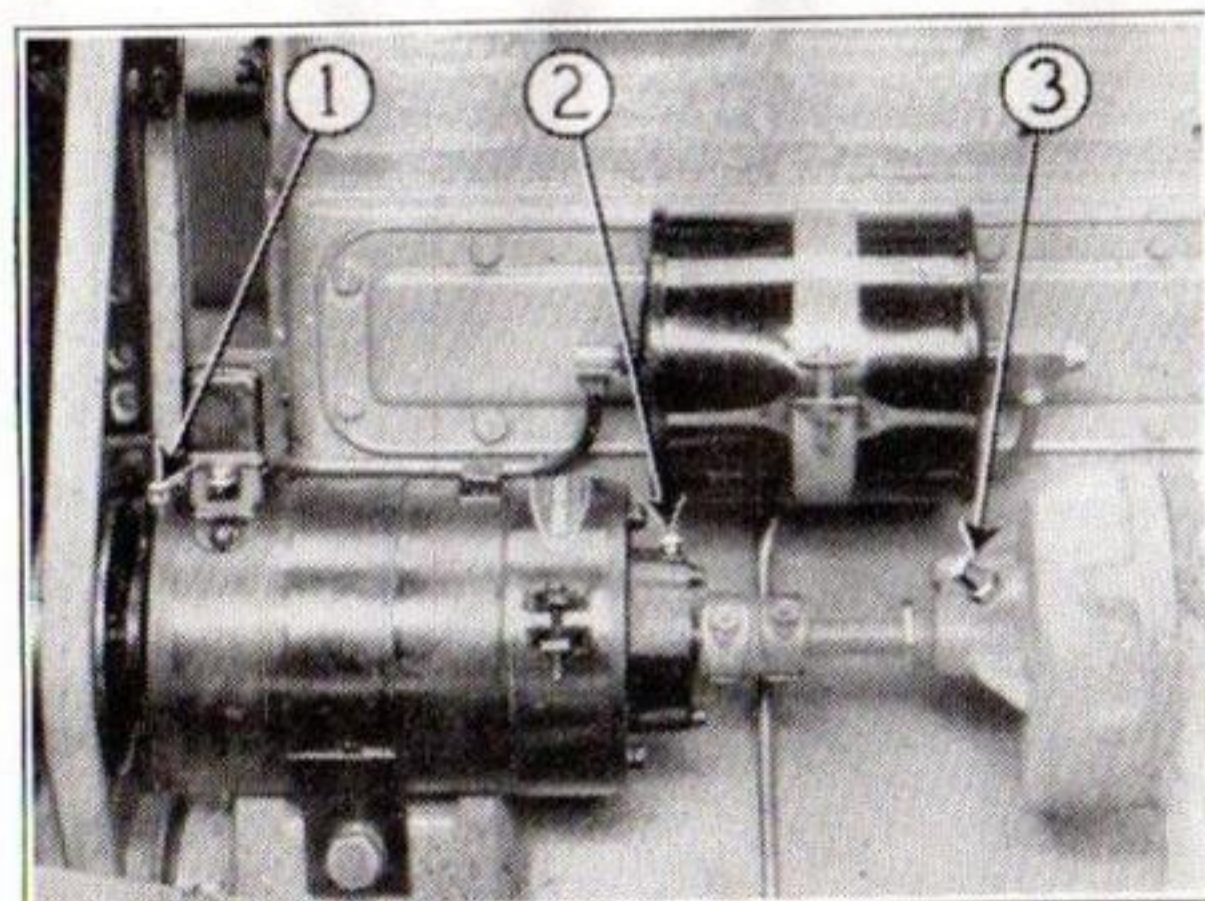
—G—

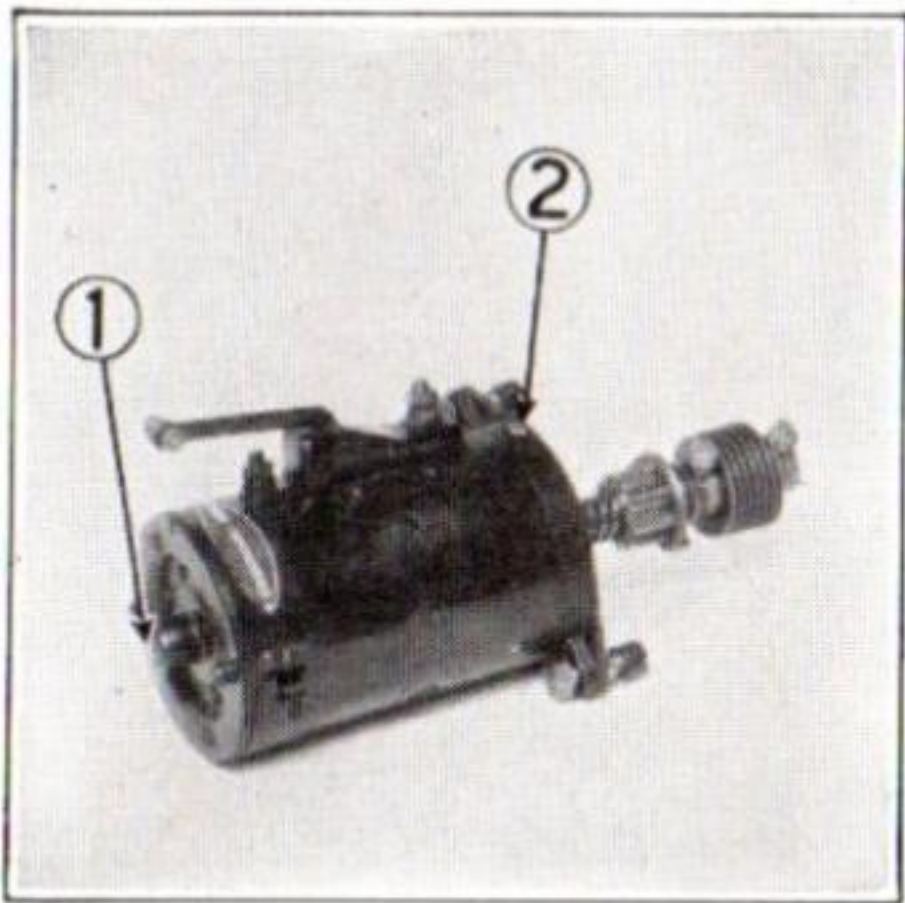
2 Points. (No. 1 and 2 on picture.)

A few drops of light oil in oil cups.

Lubricate every 1,000 miles.

Do not over-lubricate as excess oil will get on commutator and destroy armature.





Starter

—H—

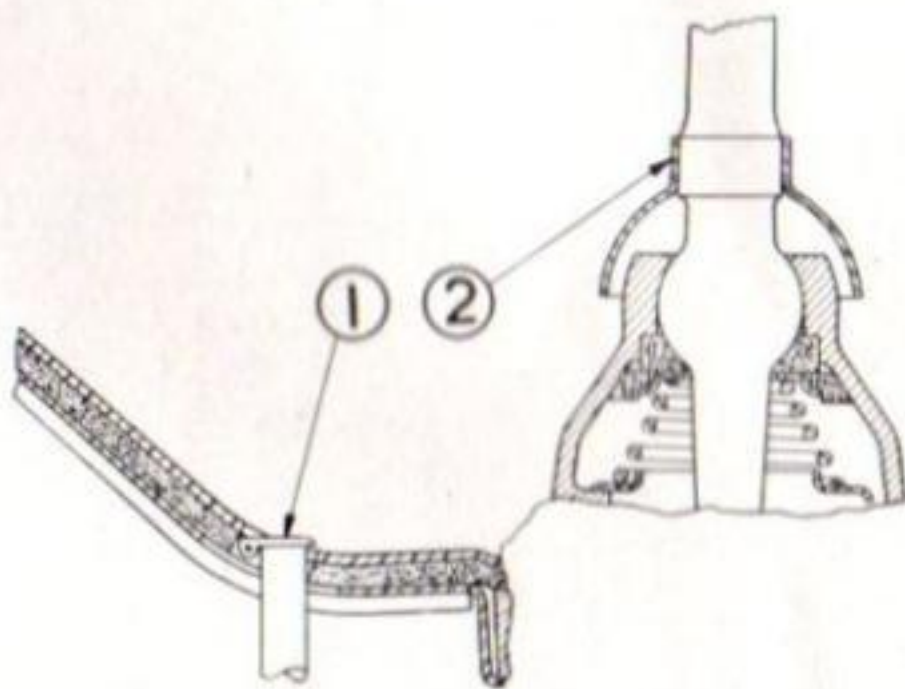
2 Points. (No. 1 and 2 on picture.)

A few drops of light oil in oil cups.

Lubricate every 1,000 miles.

Oil hole in end cap is covered with small plate which must be forced to one side with small screw driver. Do not over-oil.

The Bendix Starter mechanism, shown on the end of the starting motor, works better when not lubricated and when it is clean and dry. The use of oil may cause the Bendix gear to spin without engaging the starter gear on the flywheel.



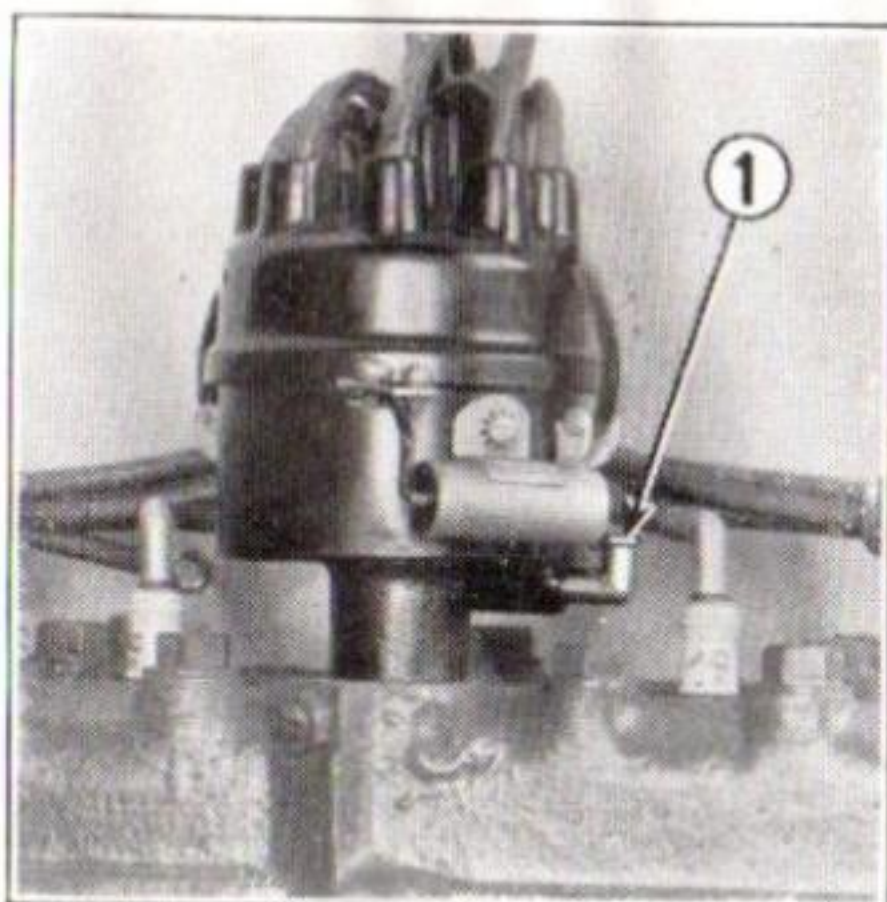
Clutch Bearing

—J—

A few drops of motor oil in oil cup (1).

Lubricate every 1,000 miles.

Oil cup is located just ahead of the gear-shift and is reached through a hole in the floor mat. Do not over-lubricate this bearing, as surplus oil may get on clutch facings and cause difficulty in operation.



Igniter

—K—

1 Point.

A few drops of light oil in oil cup.

Lubricate every 1,000 miles.

See also Page 21 for additional points requiring lubrication that are taken care of during ignition timing procedure. Provided the ignition points are adjusted and lubricated as often as recommended on Page 21 no attention is required, except the few drops of oil in the oil cup every 1,000 miles.

Universal Joints

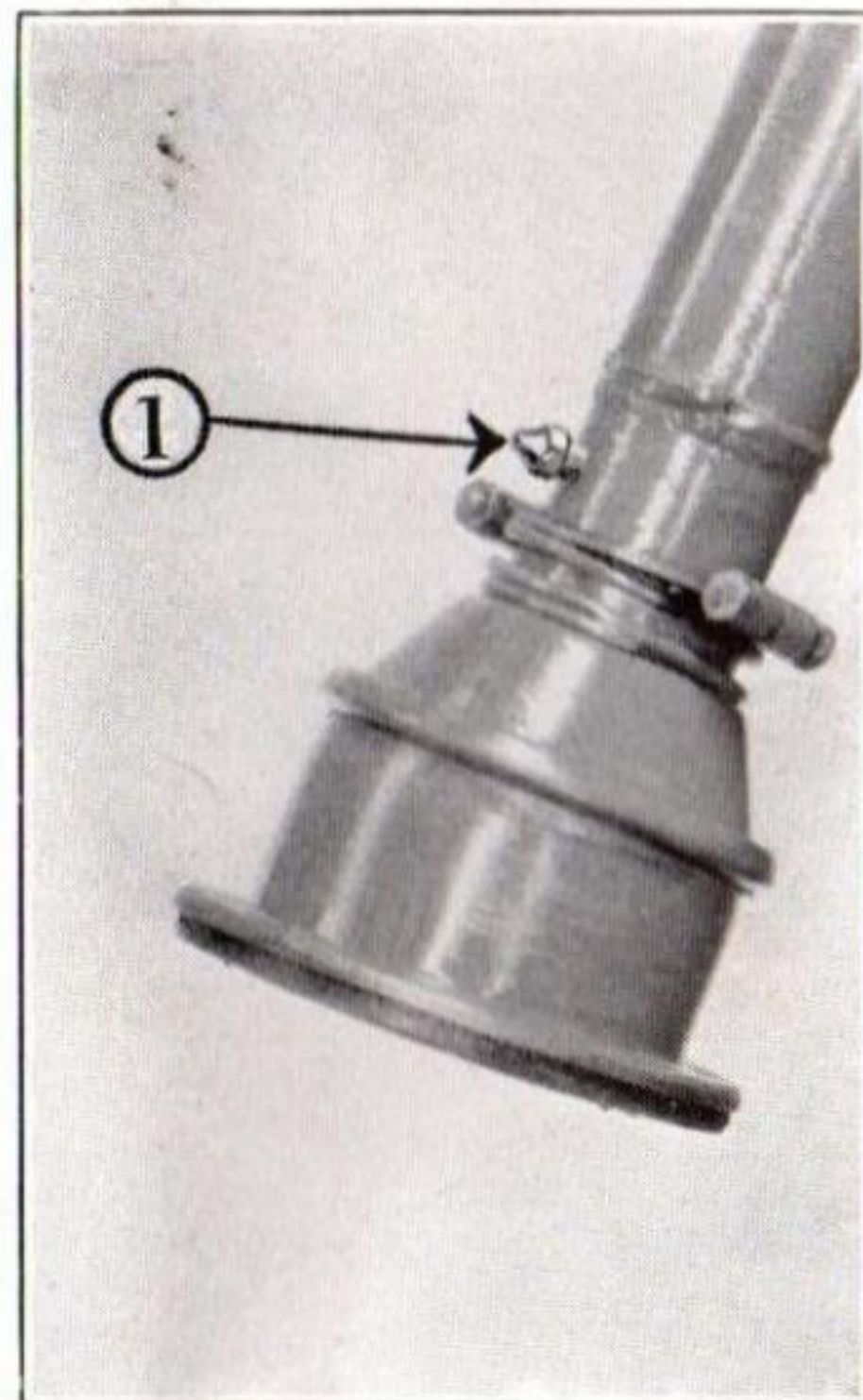
—L—

1 Fitting (1) on each joint.

Use Universal Joint Grease. Consult dealer.

Lubricate every 3,000 miles.

If too much grease is used or oil is used it will come out of vents on flange of joints and spatter on underside of floor boards. The vents are in the form of two rectangular slots in the flange of each joint. They permit the air in the joint to escape at the time grease is forced in through the lubricating fitting.



Fan Bearings

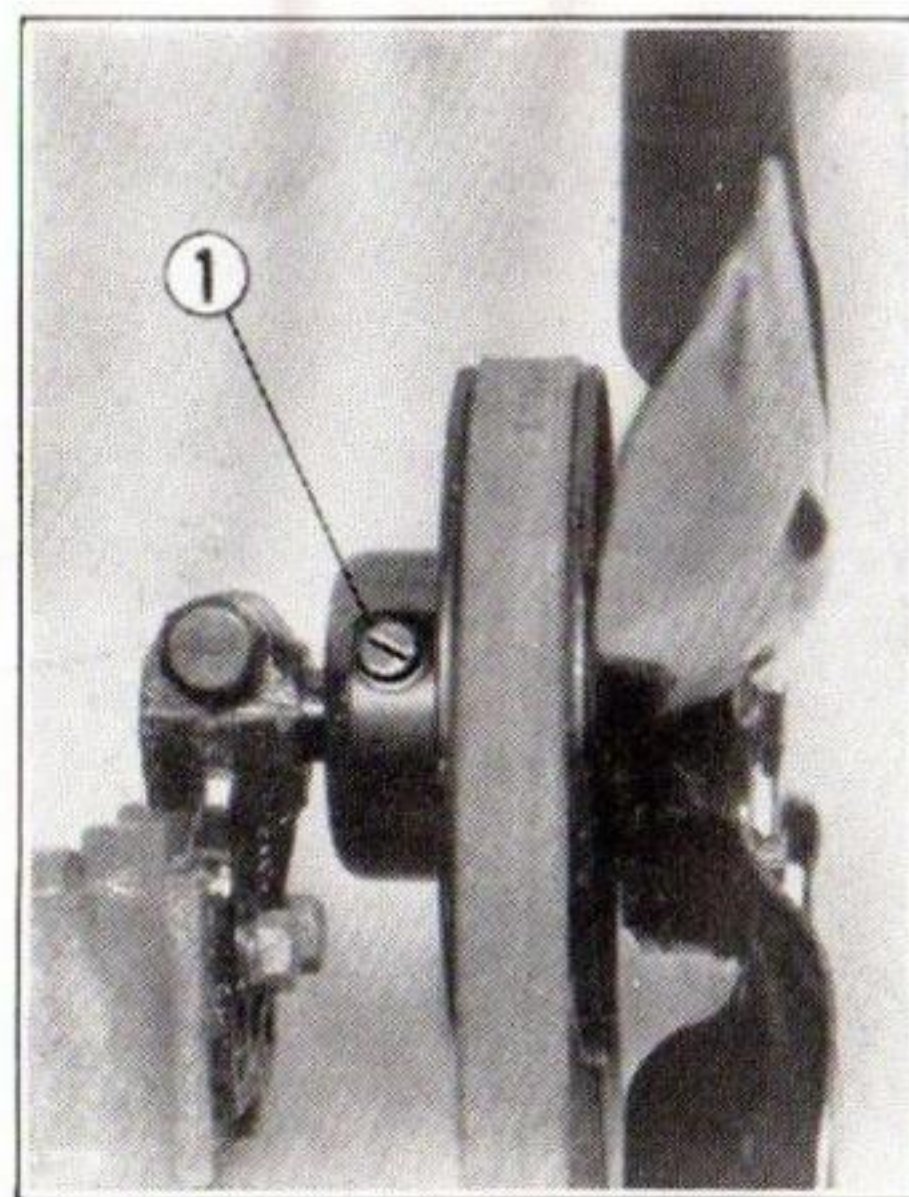
—M—

Use motor oil. Do not permit the use of non-fluid or thick viscous 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 (1). Slowly inject oil until it drips from the bottom of the shaft at the rear of the fan housing. Use nothing but motor oil in fan.

Lubricate every 3,000 miles.

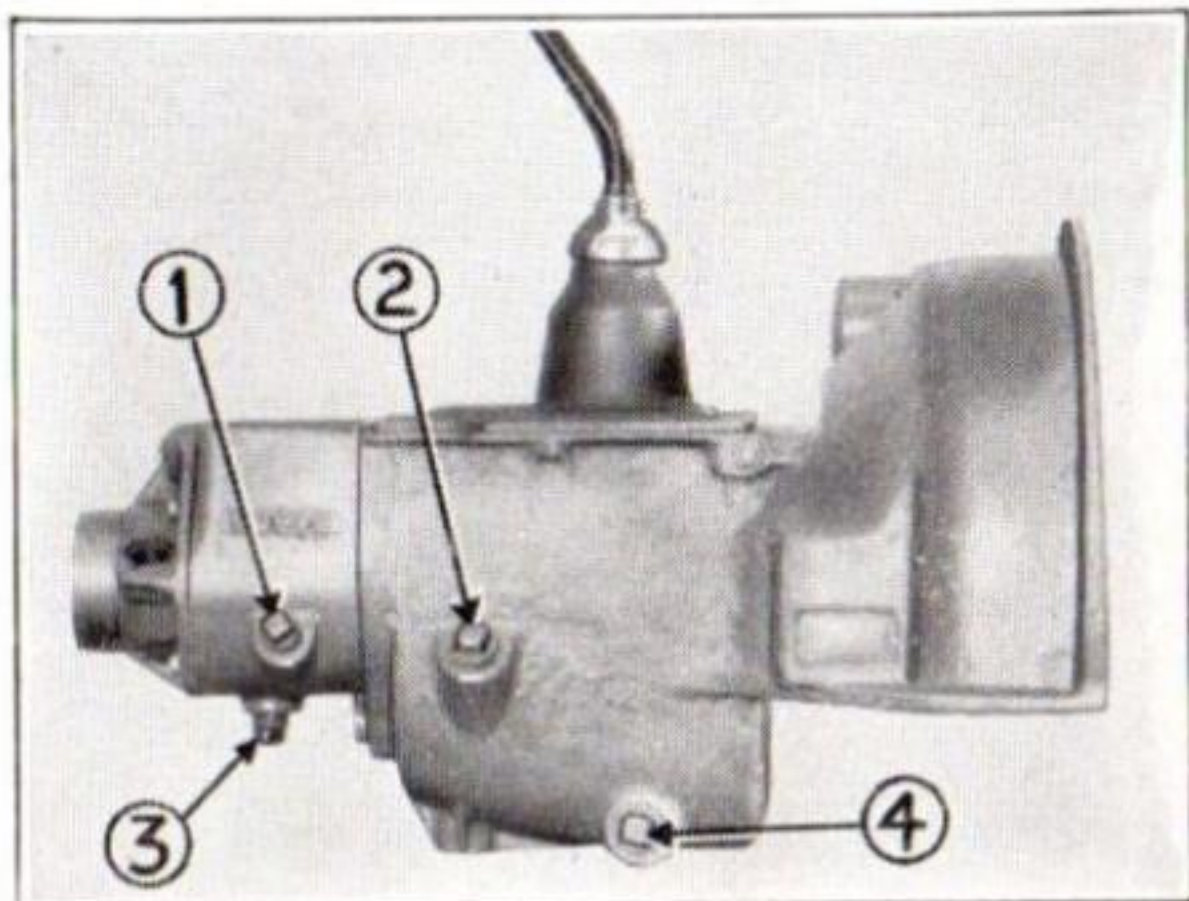
Occasionally tighten the bolt which clamps the fan shaft in the support bracket.



Transmission and Free Wheeling

—N—

Remove level plugs (1 and 2) and examine quantity and condition of oil every 1,000 miles.



Change oil every 5,000 miles.

Drain at plugs 3 and 4.

Fill to level of plugs 1 and 2.

Use only Nash approved oil. This is important. Consult your dealer.

Capacity of transmission—3 pounds.

Capacity of free wheeling case—1 pound.

Rear Axle

—O—

Remove level plug (1) and examine quantity and condition of oil every 1,000 miles.

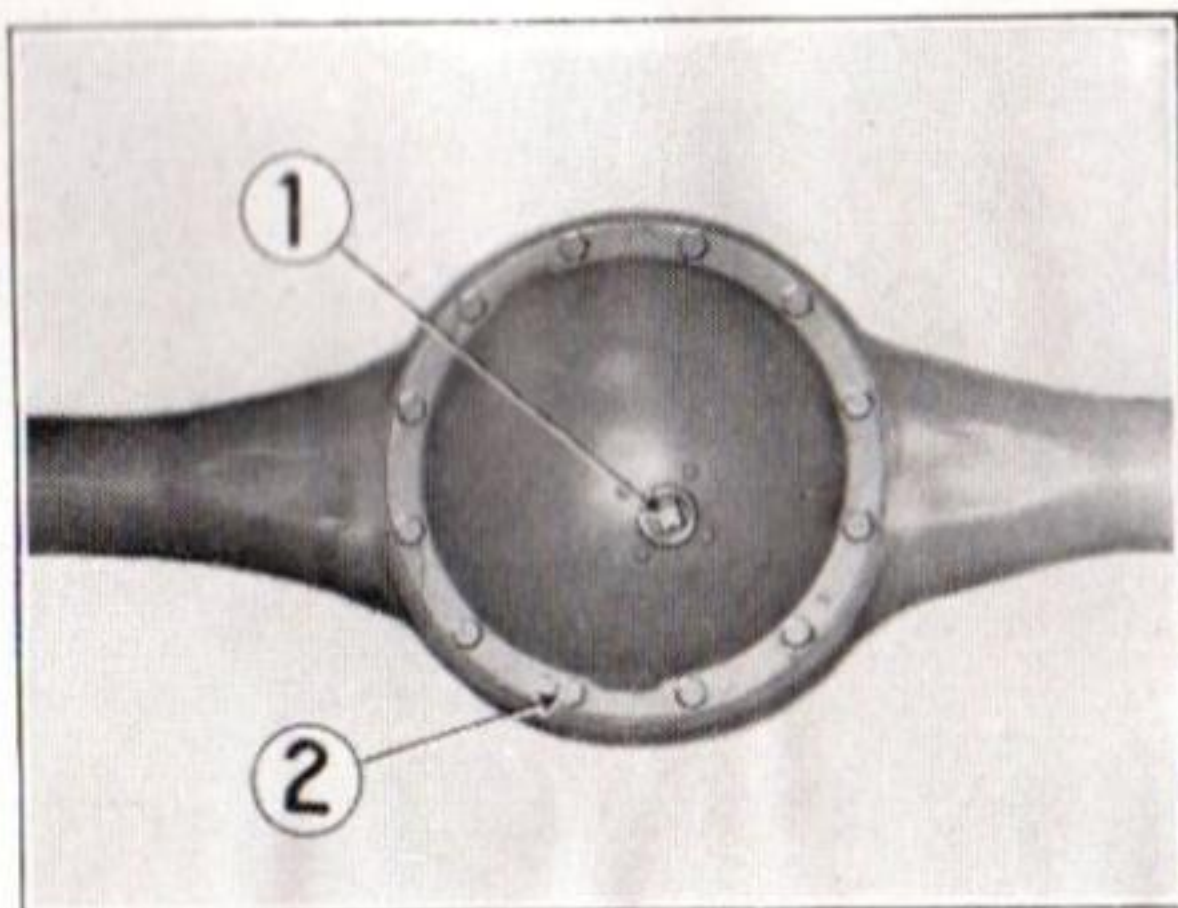
Change oil every 5,000 miles. Drain at screw (2).

Fill to level of plug (1).

Use only Nash approved oil. This is important. Consult your dealer.

Capacity of rear axle—6 pounds.

If for any reason the rear cover is removed be sure the vent screw is re-installed in the upper right hole in the cover.



Steering Gear

—P—

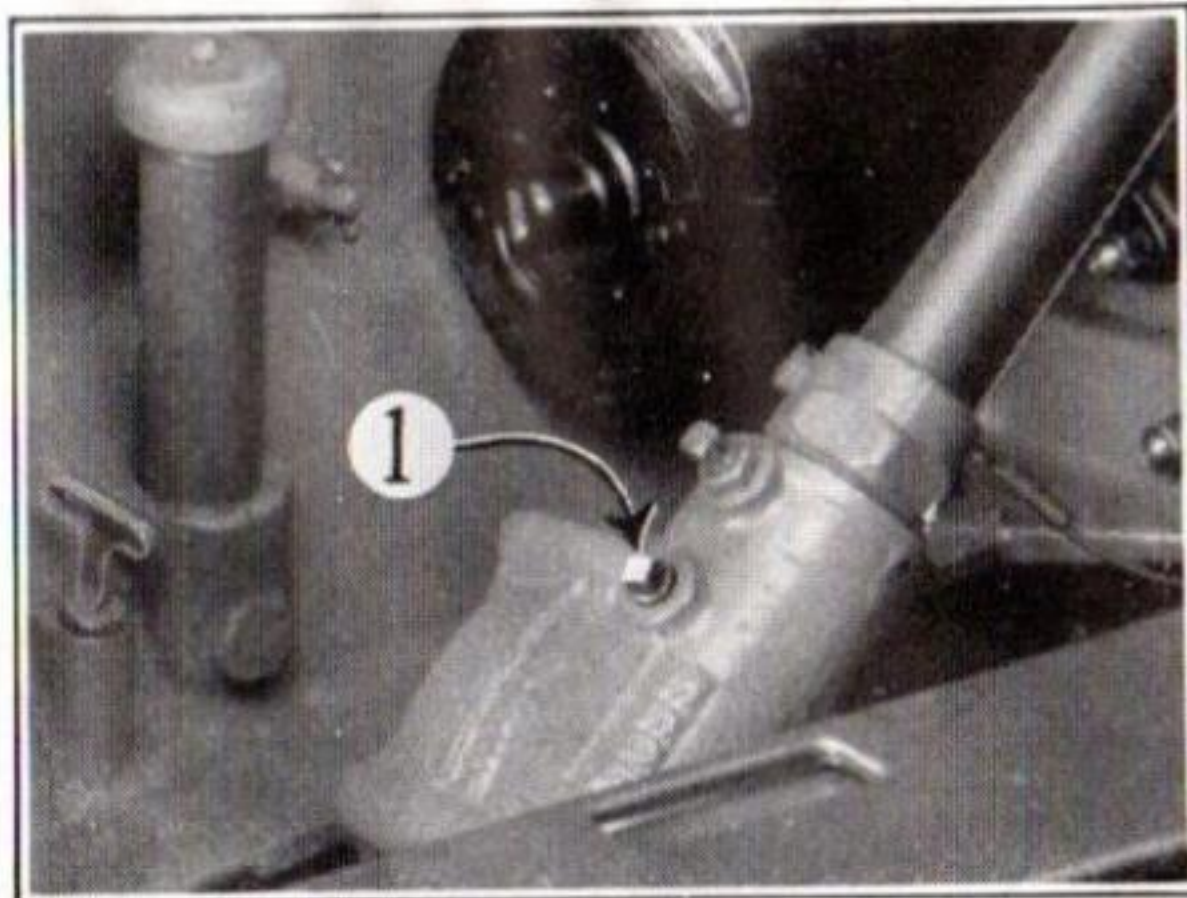
Use steering gear oil.

Fill through plug (1).

Lubricate every 5,000 miles.

If the oil in the steering gear gets too low a rattle may occur. Refilling to the level of the filler plug with correct lubricant will eliminate such noises. If the steering wheel turns excessively hard in extremely cold

weather it will indicate the oil in the steering gear is too heavy, and it can be thinned out by adding a small quantity of very light motor oil or a similar diluent.



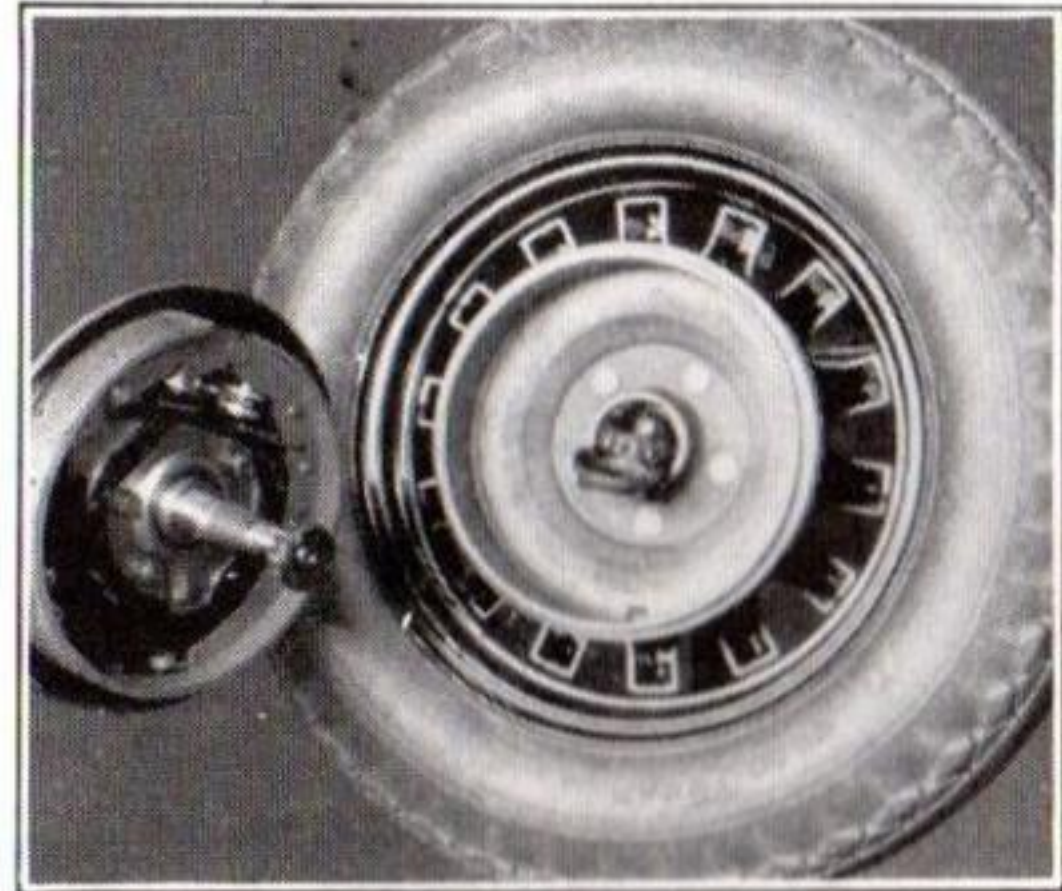
Front Wheel Bearings

—Q—

Use wheel bearing grease.

The inner bearing is retained by the steel grease retainer and the retainer and bearing must be driven out with a long punch extended through the hub. Both bearings should be removed and cleaned with gasoline and repacked with fresh grease. Do not place grease in hub caps as this does no good and may get onto the brake linings if there is too much of it.

Repack front wheel bearings every 5,000 miles.



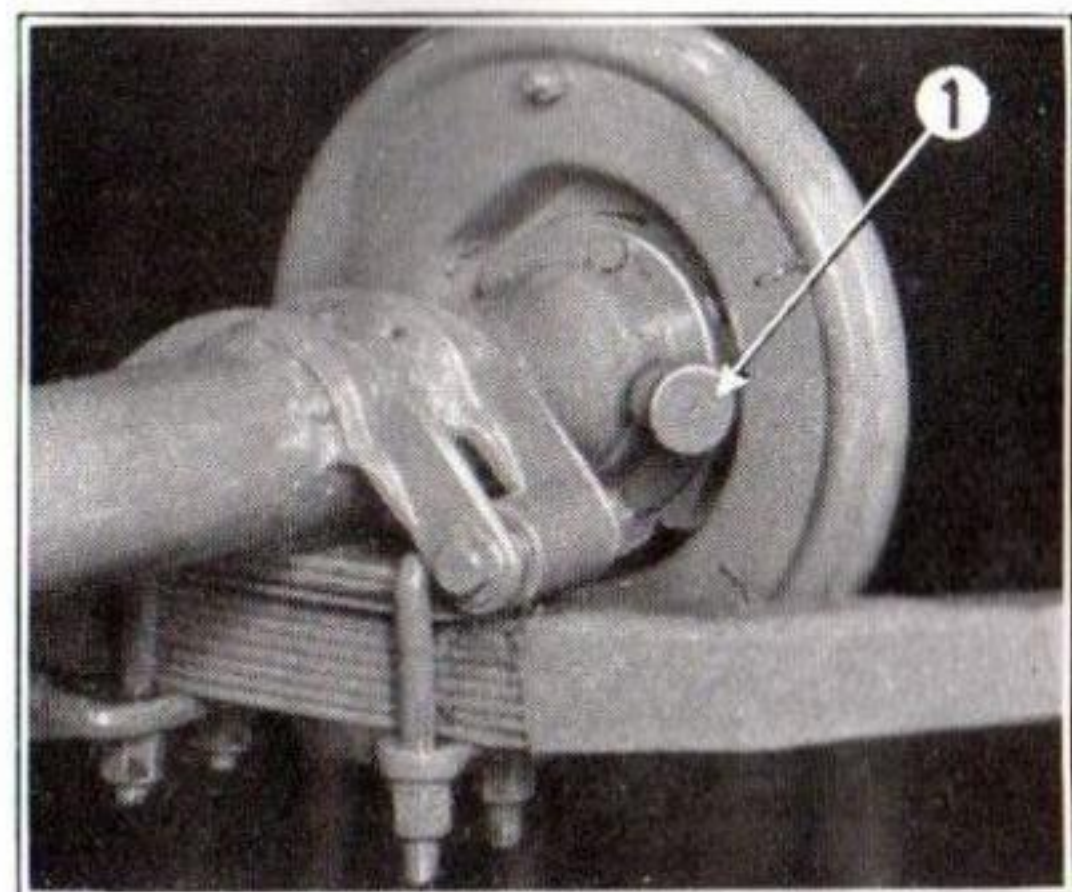
Rear Wheel Bearings

—R—

Use wheel bearing grease.

Fill grease cup (1) at each end of rear axle housing and screw down. One or two grease cupfuls should be sufficient.

Lubricate every 5,000 miles.



Spring Covers

—S—

2 places on each spring.

Lubricate at 5,000-mile intervals or more often if spring squeaks develop.

Miscellaneous

Occasionally lubricate the following parts:

Oil or grease hood lacing at radiator and dash.

Oil hood hinges.

Oil door hinges.

Use vaseline or soap on door strikers.

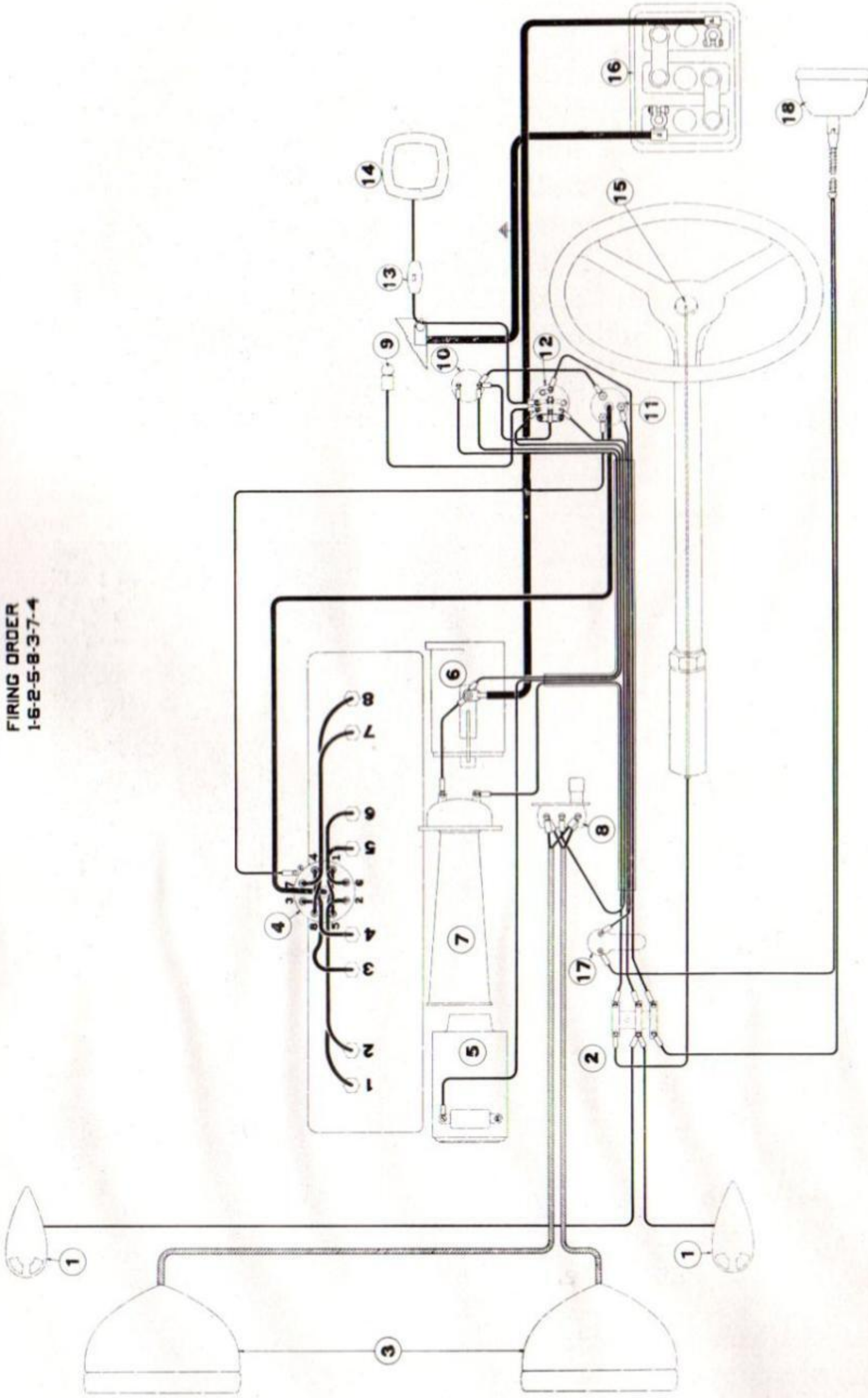
Oil all brake cable connections and brake cross shaft bearings.

Oil clutch and brake pedal bearings and levers.

Oil throttle pulley bearings.

Oil hood lock mechanism.

FIRING ORDER
1-6-2-5-8-3-7-4



WIRING DIAGRAM

- | | | |
|------------------------|--------------------|----------------------|
| 1—Fender Lights | 7—Horn | 13—Dome Light Switch |
| 2—Lamp Wiring Junction | 8—Dimmer Switch | 14—Dome Light |
| 3—Headlights | 9—Instrument Light | 15—Horn Button |
| 4—Ignition Distributor | 10—Ammeter | 16—Battery |
| 5—Generator | 11—Coil | 17—Stop Light Switch |
| 6—Starter | 12—Light Switch | 18—Rear Light |

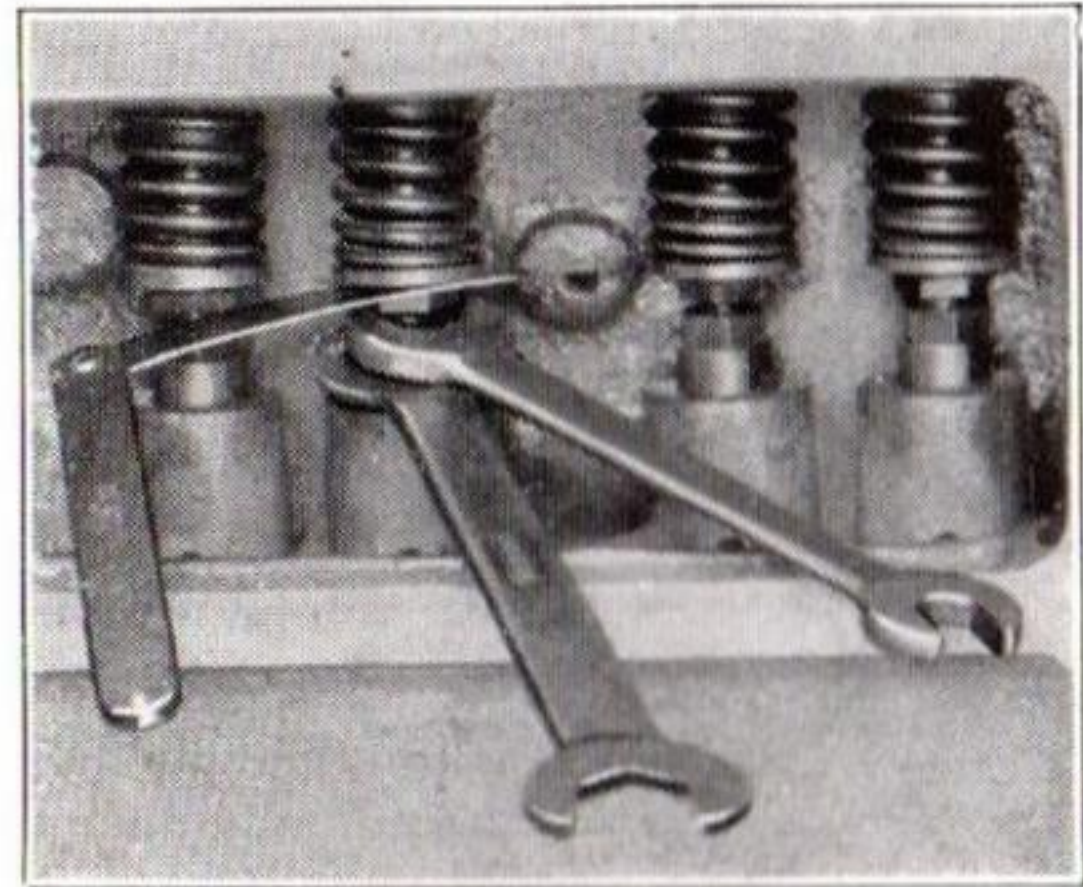
Maintenance and Adjustments

Valve Adjustment

Clearance—Intake and exhaust valves .008".

Engine hot or cold.

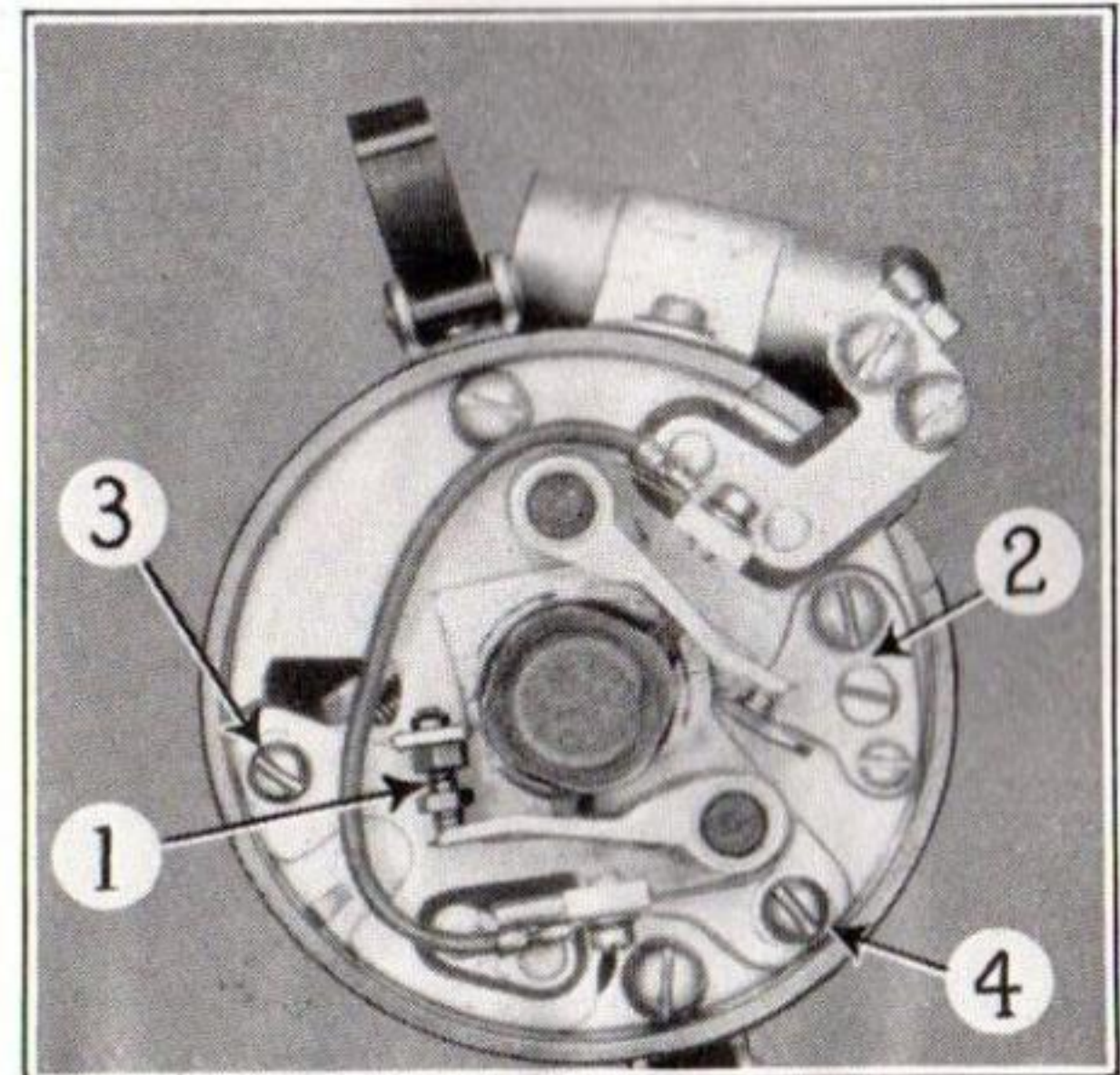
If making compression test, do so after valves are adjusted. Use compression gauge. Make test with all spark plugs removed, throttle open and at starter speed. Compression should not vary more than 10 pounds between any two cylinders.



Ignition Points

Ignition points must be free from pits and burns.

Turn motor until each set of points are opened to widest gap. Adjust gap with screw point (1) and fixed point eccentric plate (2) so gap is .020". Measure with thickness gauge. Place small piece of vaseline between contact arm fibre and cam. Place 1 drop of oil on contact arm pivot. Place 2 or 3 drops of oil on felt in top of distributor shaft.



Ignition Timing

Turn motor by hand crank until I.G.N. mark (1) on front vibration dampener is directly under pointer on chain cover.

Loosen set screw at Igniter base and shift distributor so fixed point is just ready to open.

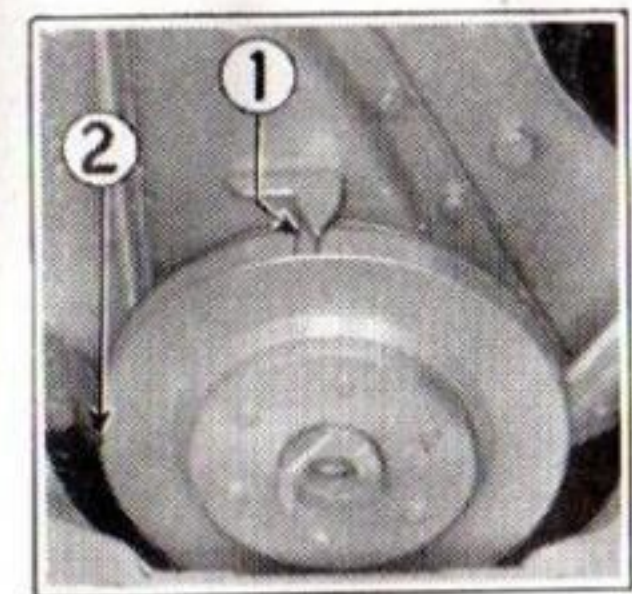
(Distributor shaft turns clockwise.)

Tighten set screw and lock nut.

Turn motor by hand crank until single mark (2) on front vibration dampener is directly under pointer on chain cover.

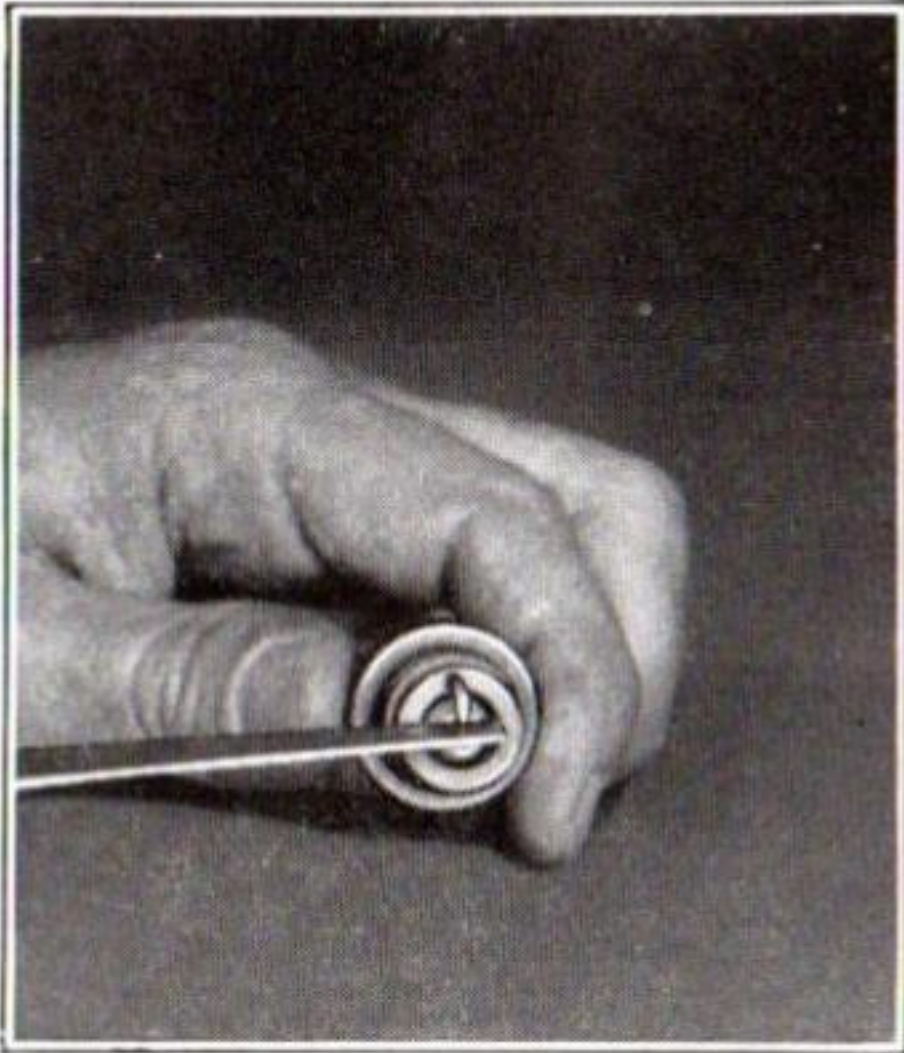
Loosen movable point plate screws (3 and 4) and shift movable point plate so movable points are just ready to open. Tighten screws.

Nash Ignition Timing Lights are recommended for this operation.



Spark Plugs

To Clean:—

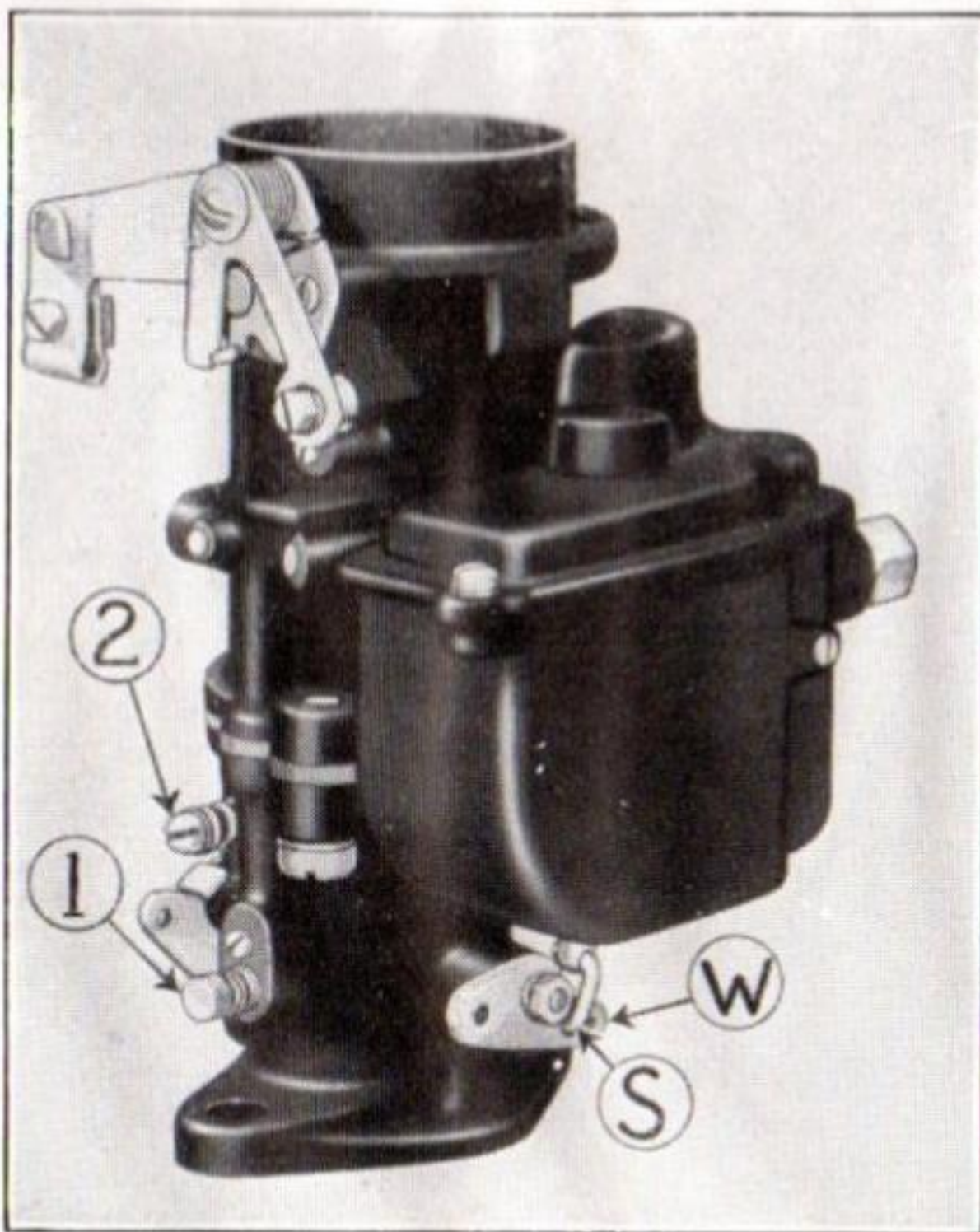


1. Fill lower part of plug with alcohol, liquid metal polish, or equal parts of ammonia and water and allow it to stand for a few seconds.
2. Rub carbon from insulator with a stiff wire or wooden peg covered with one thickness of cloth.
3. Wipe the plug dry.
4. Clean sparking points with emery cloth.
5. Space points to .022". Use thickness gauge.

Carburetor

IDLE ADJUSTMENT:

One adjustment (1) for idle engine speed. Adjust with engine at normal operating temperature. Screw in or out on idle screw (1) a little at a time until motor idles smoothly. Screwing in gives a "leaner" mixture; screwing out gives a "richer" mixture.



MOTOR SPEED:

Motor speed with throttle closed controlled by stop screw (2). Do not set for slower than 5 miles per hour car speed in high gear. If free wheeling is used continuously and the motor is inclined to stall when coasting it may be necessary to set the throttle stop screw so the motor will idle slightly faster, possibly to seven miles per hour car speed.

ACCELERATING PUMP:

Two adjustments—S and W on arm of throttle.

Set rod in "S" hole in warm weather and "W" hole in winter.

If carburetor pops back or engine hesitates on rapid acceleration set in "W" hole.

If engine seems sluggish and slow to get away set in "S" hole.

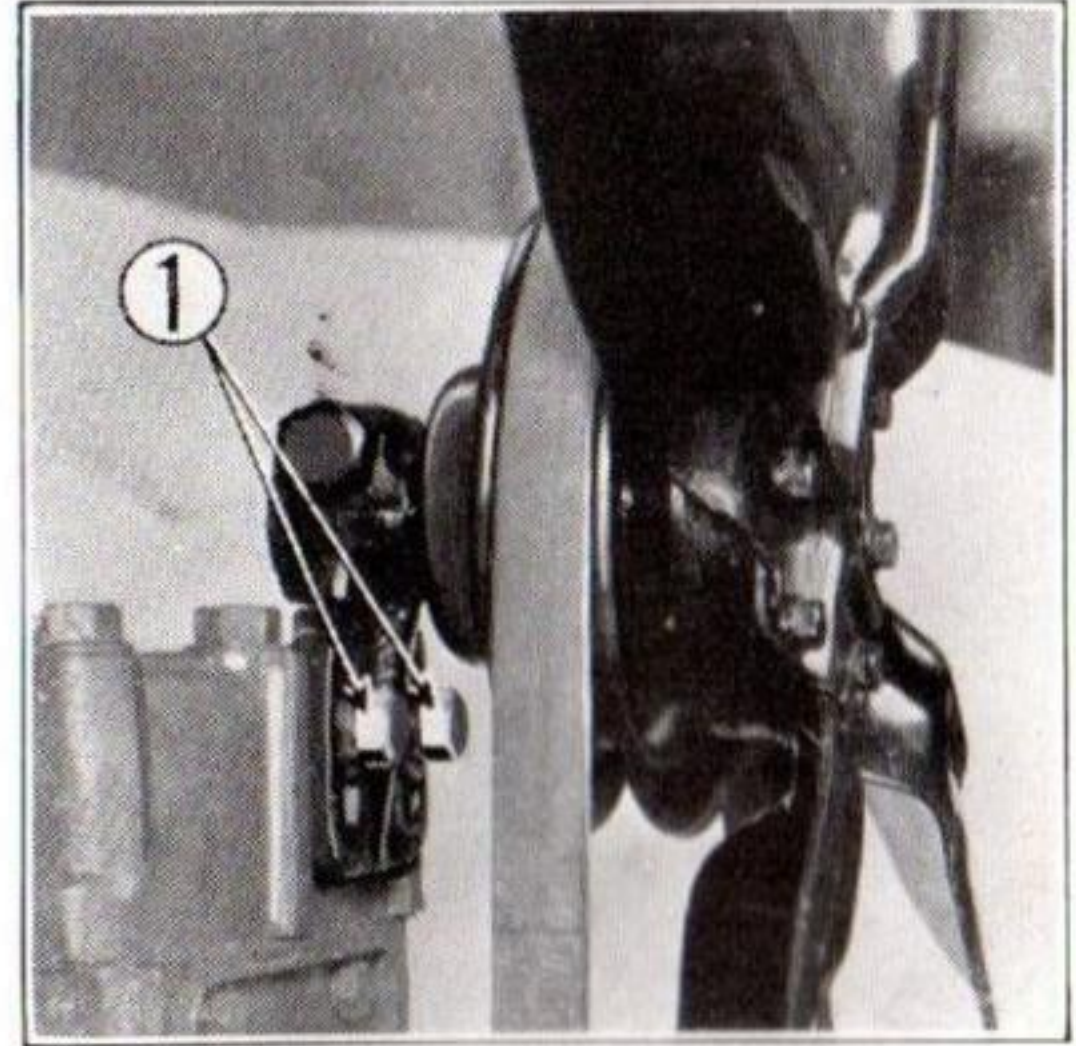
While the "S" and "W" holes are not marked on the throttle lever they are so designated for easy reference.

Fan Belt

The fan belt is in need of adjustment when the belt can be depressed more than one and one-half inches by pressing lightly on it midway between the generator and the fan.

Loosen capscrews (1) holding fan bracket to engine.

Move bracket upward until belt can be depressed about one inch by finger between fan pulley and generator pulley.

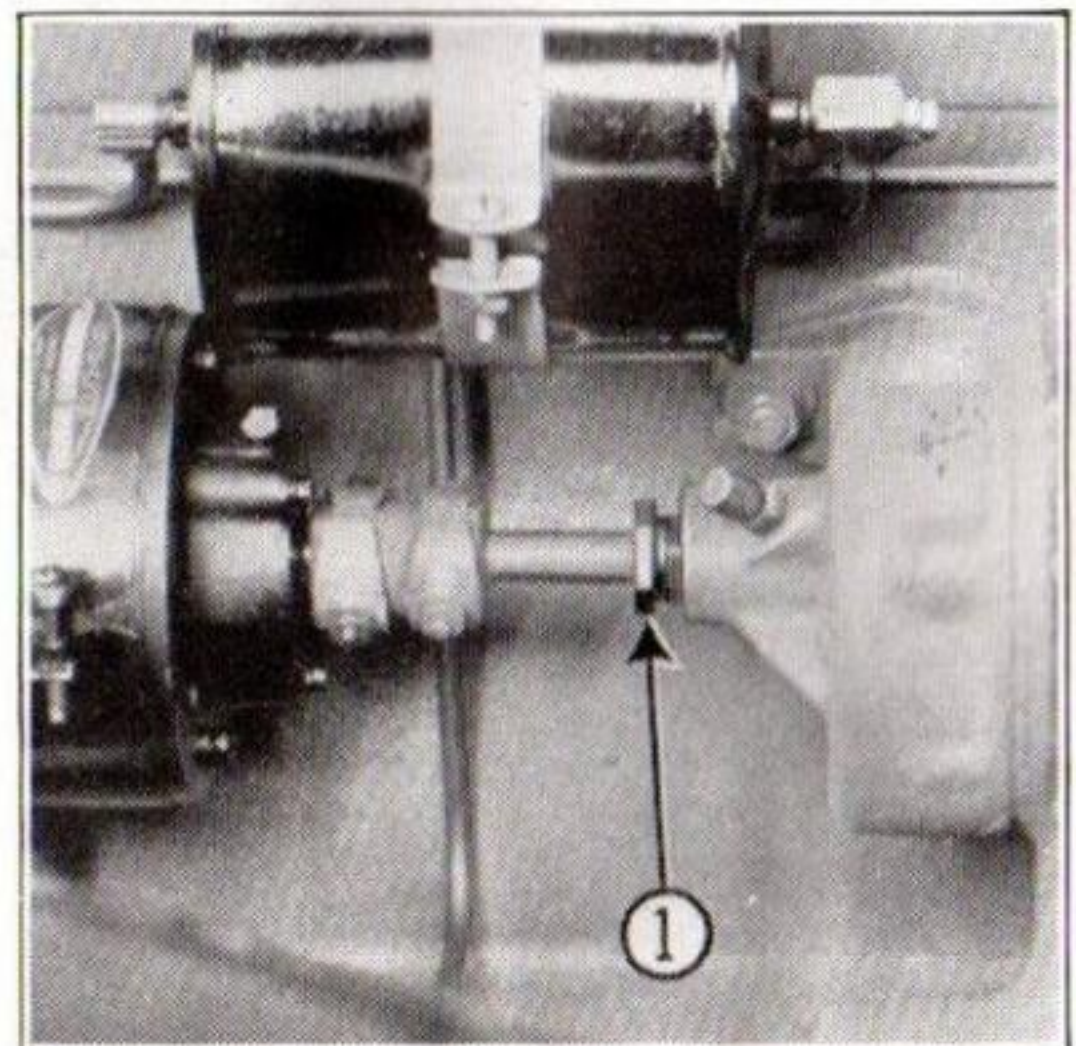


Water Pump Packing

Do not tighten unless water is leaking through nut (1).

Tighten nut (1) just enough to stop leakage. Motor should be running when nut is tightened. One-quarter to one-half turn is usually all that is required to stop any leaks that may occur.

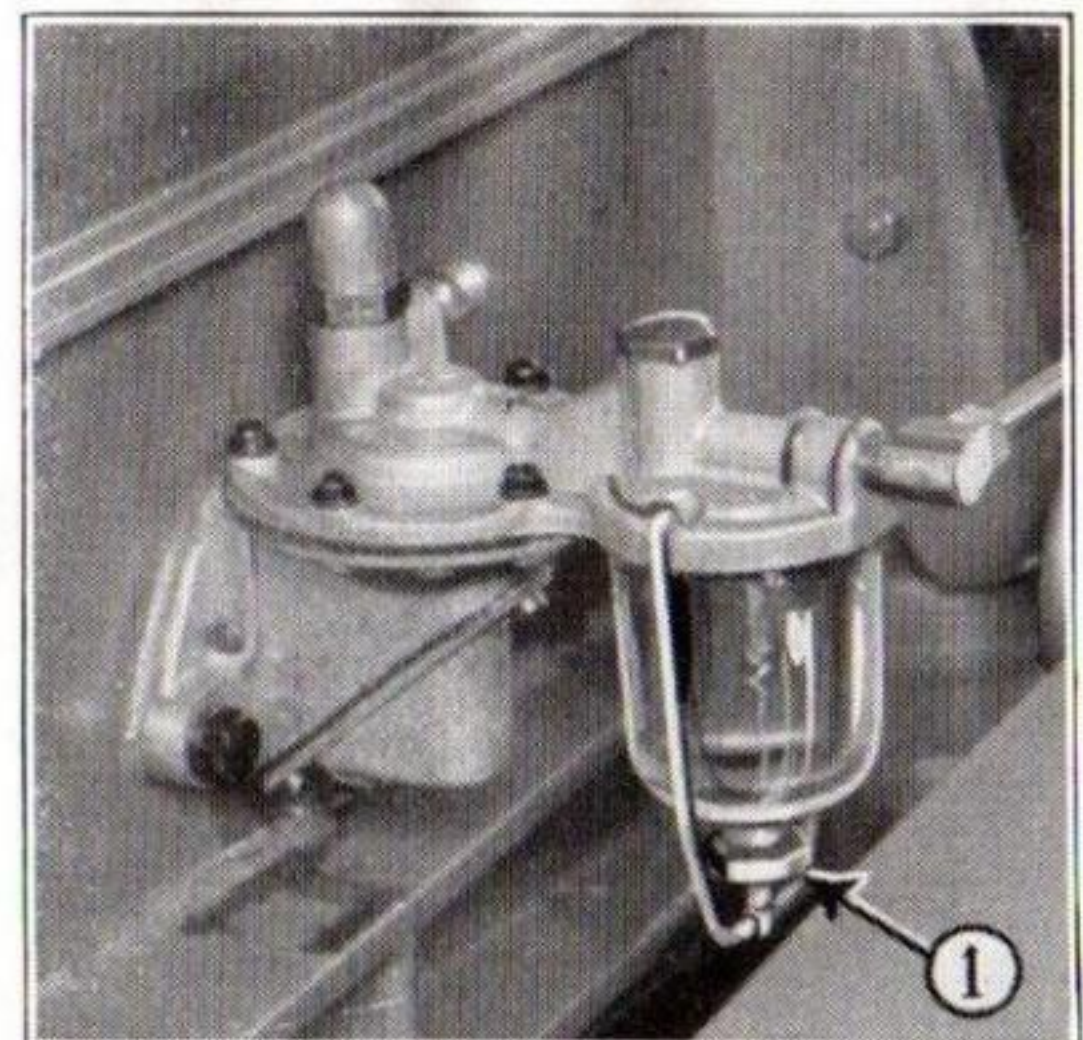
The pump packing should be replaced when, due to repeated adjustments, the packing nut is tightened up against the pump body.

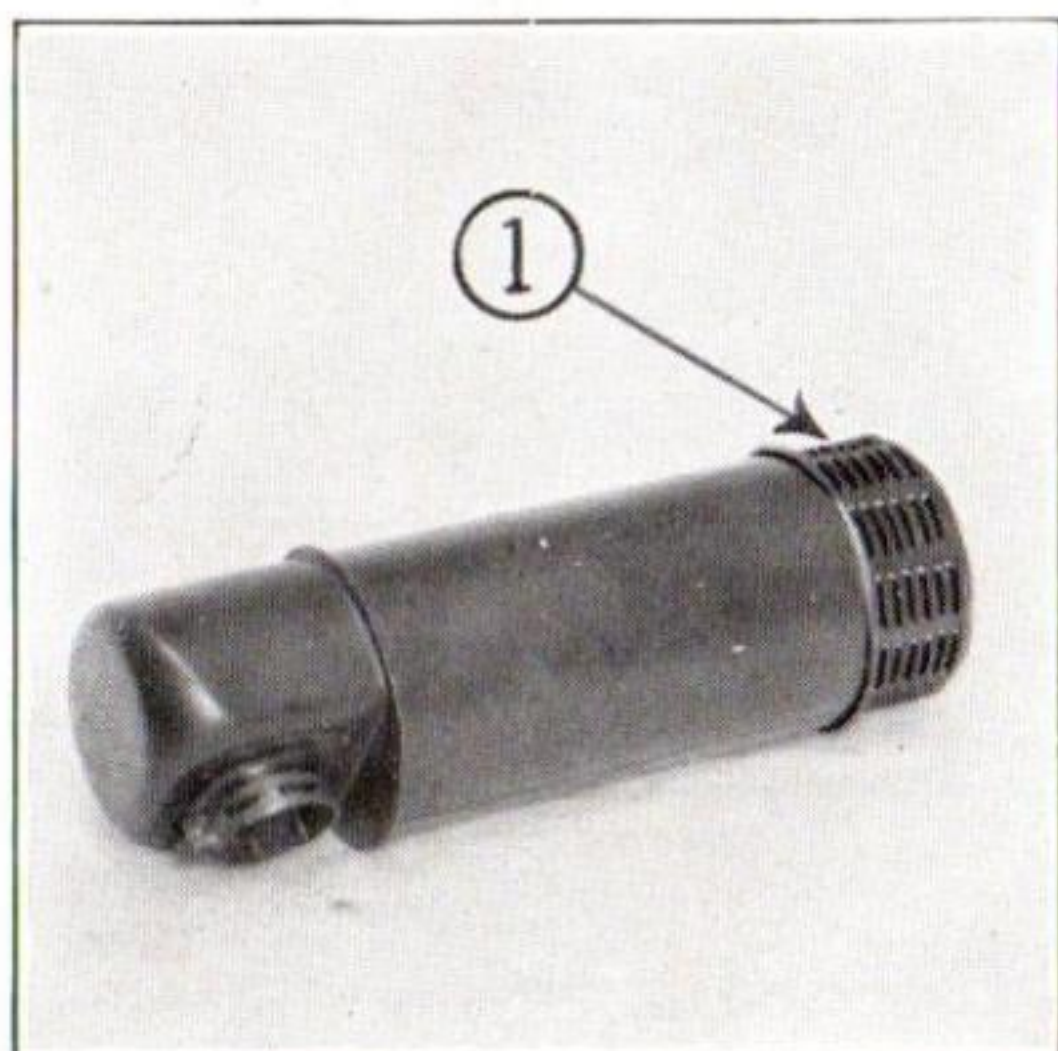


Fuel Strainer

Loosen nut (1) holding glass bowl bail in place.

Remove glass bowl and remove strainer gauze above bowl. Clean and replace. Tighten bail nut securely. Be sure the cork gasket at the top of the glass bowl is not damaged. If in doubt use a new gasket for a leaking gasket will cause the pump capacity to be seriously decreased.

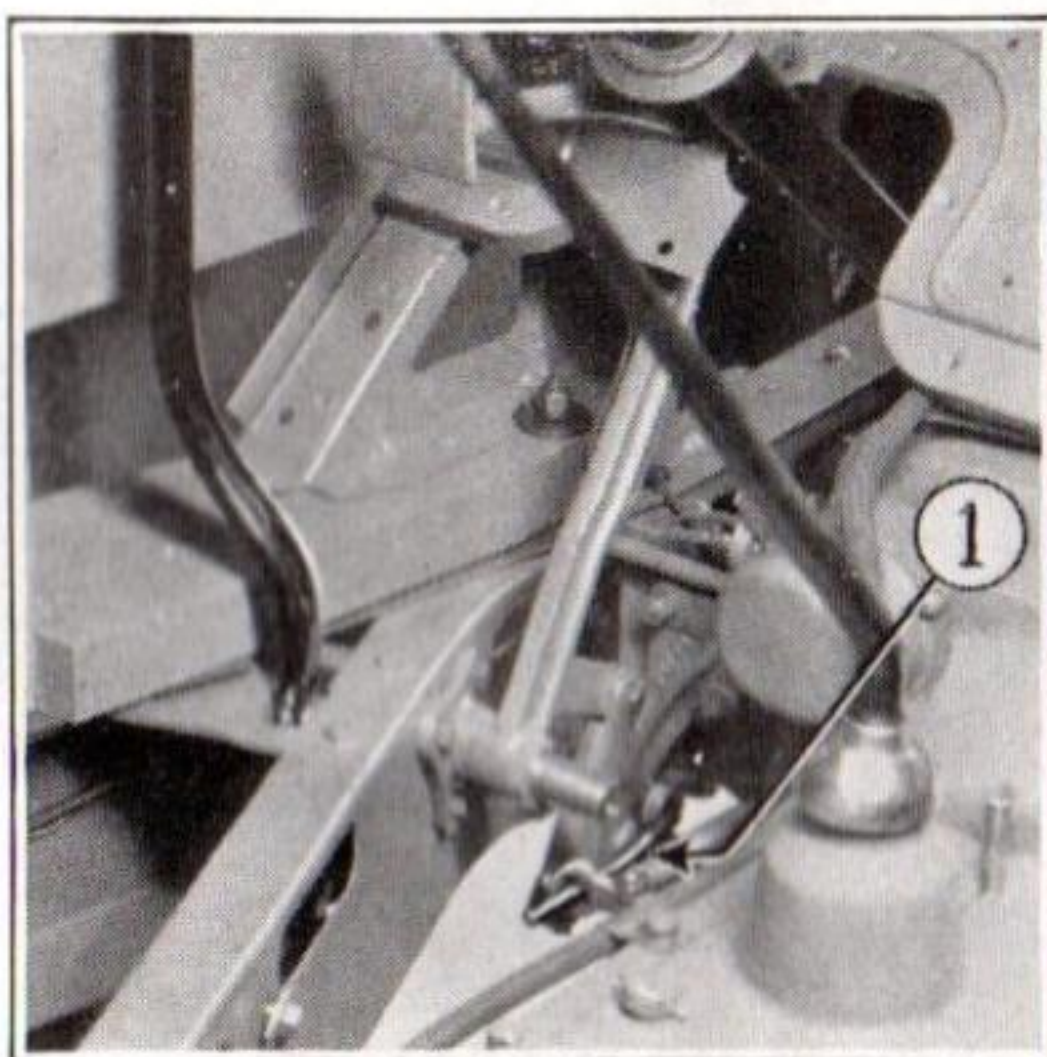




Air Cleaner

Remove from car. Shake cleaner end (1) in pan of gasoline until dust has been washed off of copper wool. Dry and dip in pan of motor oil. Drain and replace.

This operation should be performed at least every 3,000 miles in dusty territory. If neglected, the accumulation of dust will retard the flow of air to the carburetor, resulting in loss of speed and power and increased fuel consumption.



Clutch Adjustment

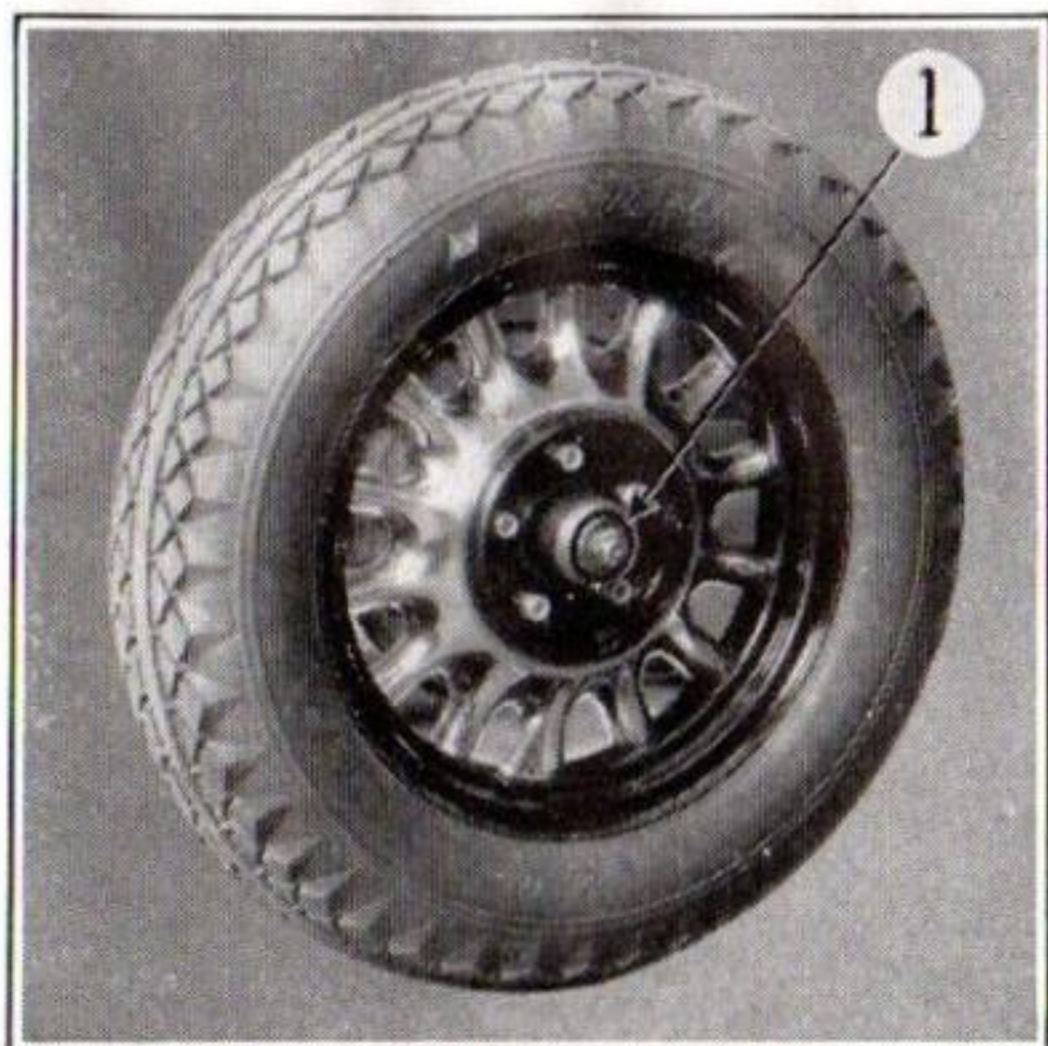
Adjust pedal link (1) so not less than $\frac{1}{2}$ " or more than $1\frac{1}{2}$ " free movement of pedal is evident. Never operate car with less than $\frac{1}{2}$ " free movement.

The adjustment can be easily made from under the car.

Front Wheel Bearings

Jack up front wheels.

Grasp tire at top and bottom and shake to disclose any looseness of bearings.



Remove wheel cap by snapping off of wheel.

Remove inner hub cap by tapping on it with a hammer.

Remove cotter pin from spindle nut (1).

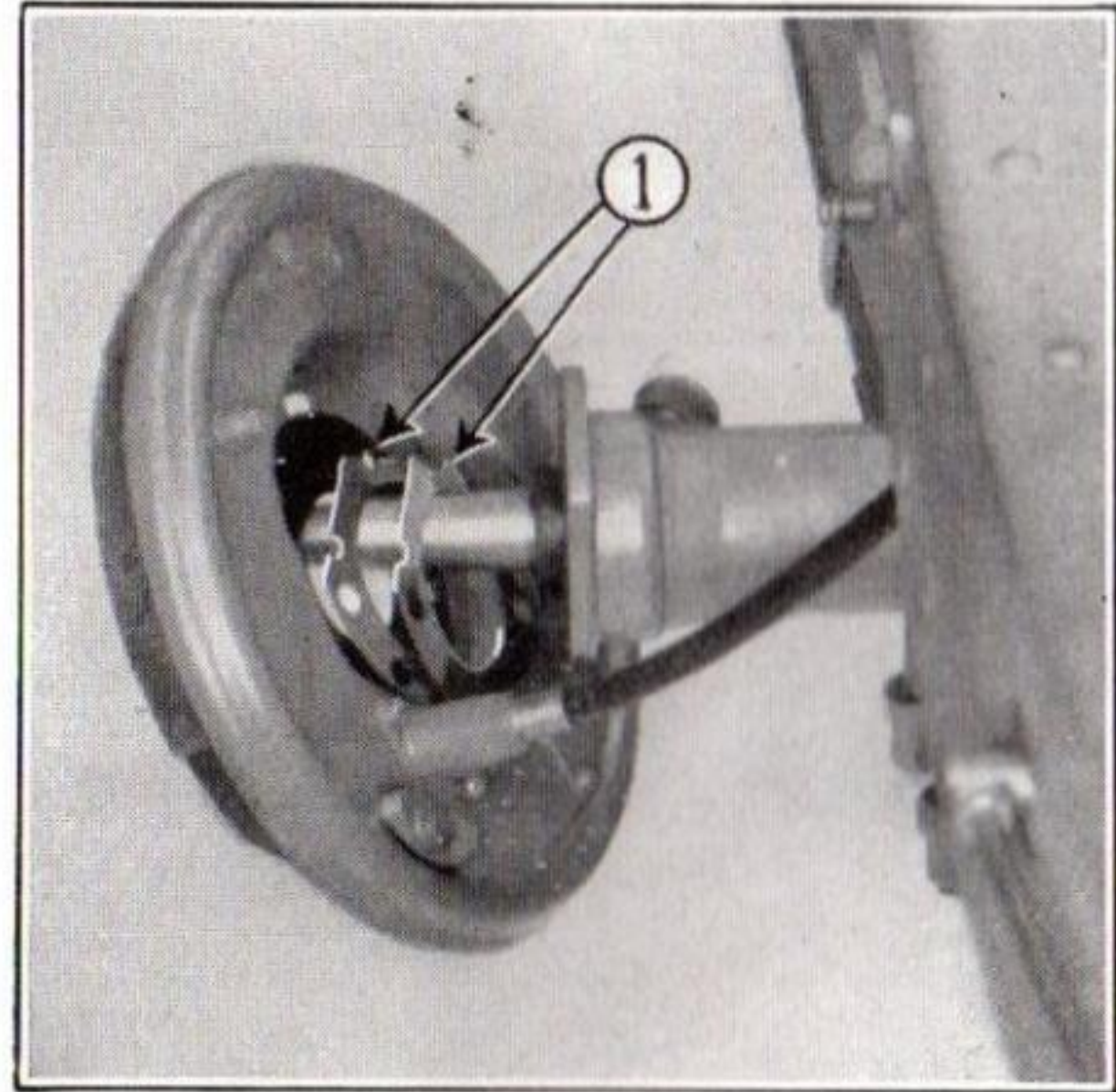
Tighten nut just enough to remove bearing looseness. Rotate wheel while tightening nut.

Front wheels must be absolutely free but with no looseness in bearings.

Rear Wheel Bearings

Jack up both rear wheels. Remove hub cap and axle shaft nut. Pull off rear wheel.

Remove screw holding brake support plate and end cap to axle tube. Adjusting shims (1) are back of brake support plate.



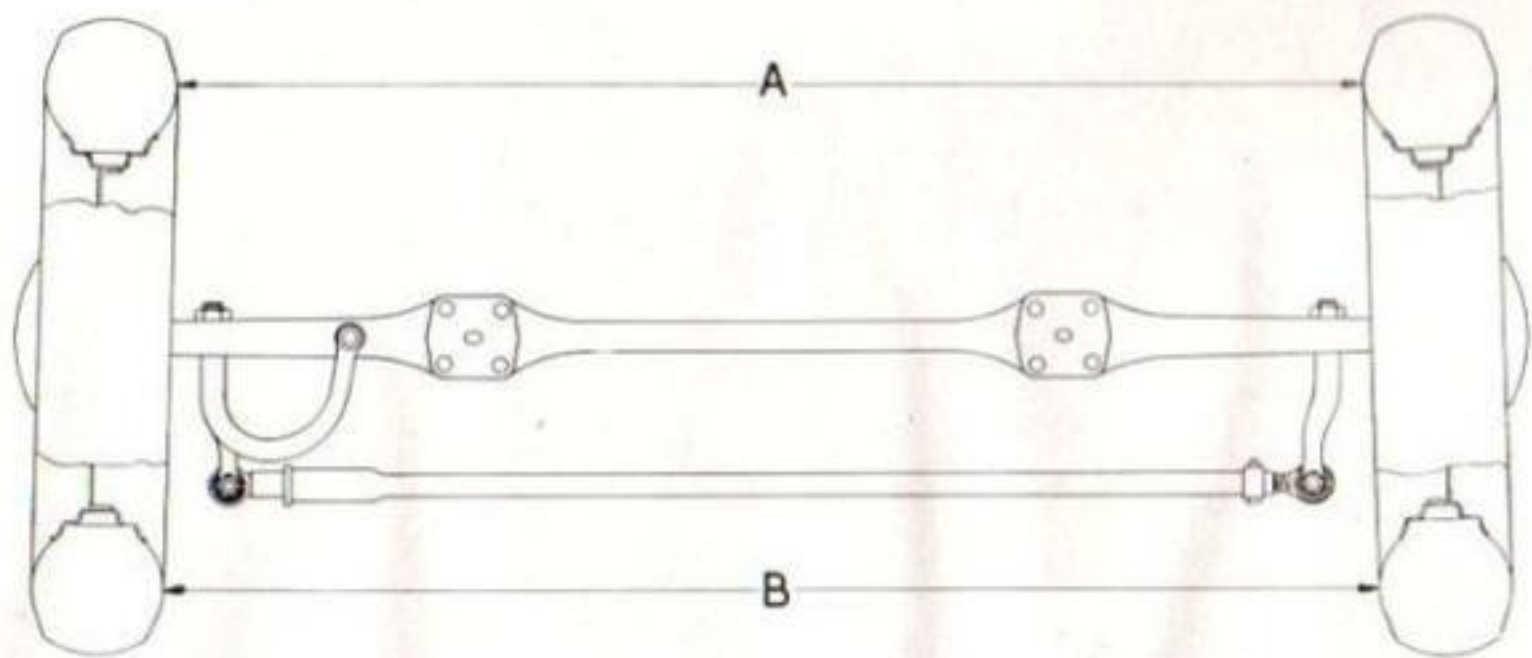
Remove shims so between .003" and .006" end play is evident in axle shaft when support plate and end cap are rebolted in place.

End play in both axle shafts removed from either side. A dial indicator should be used to measure the axle shaft end play so that the .003" to .006" may be determined accurately.

Front Wheel Toe-In

Wheels should toe-in at the front 0" to $\frac{1}{8}$ ".

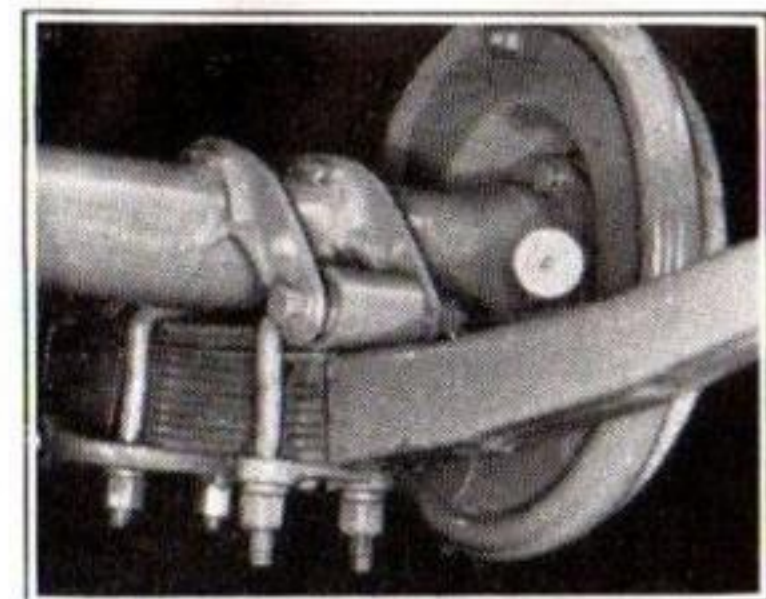
Measure with recommended toe-in gauge. If incorrect, adjust by loosening clamp at right end of tie-rod and screwing tie-rod in or out of end joint. In case of acci-



dent, or when from other causes axle misalignment is suspected, have an Authorized Nash Service Station make the necessary checks and tests, as they have full knowledge of the geometry of the front axle and the correct method of making these checks.

Spring Clips

Tighten front and rear spring clips securely. Use extra long wrench.



Brake Adjustment

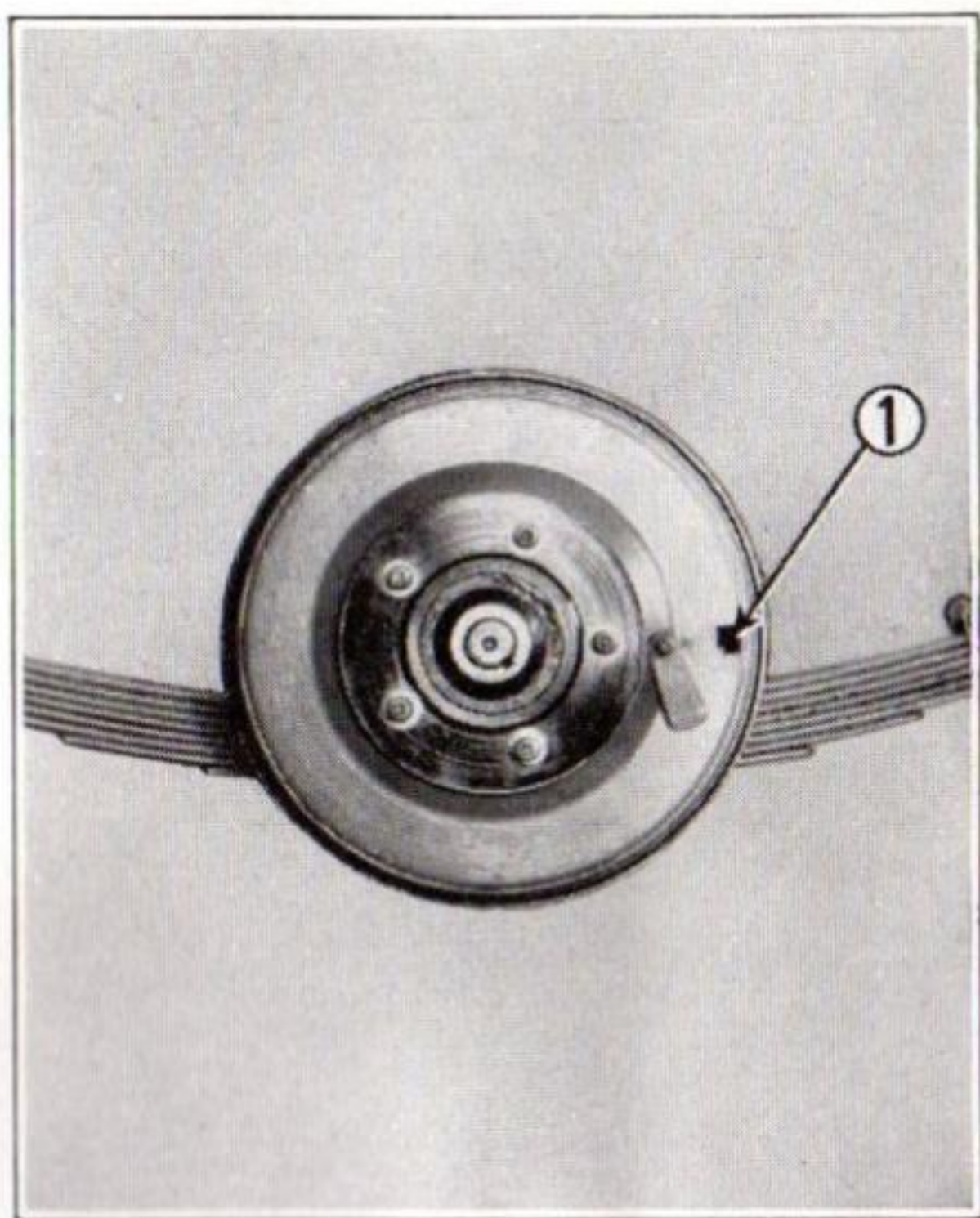


FIG. 1

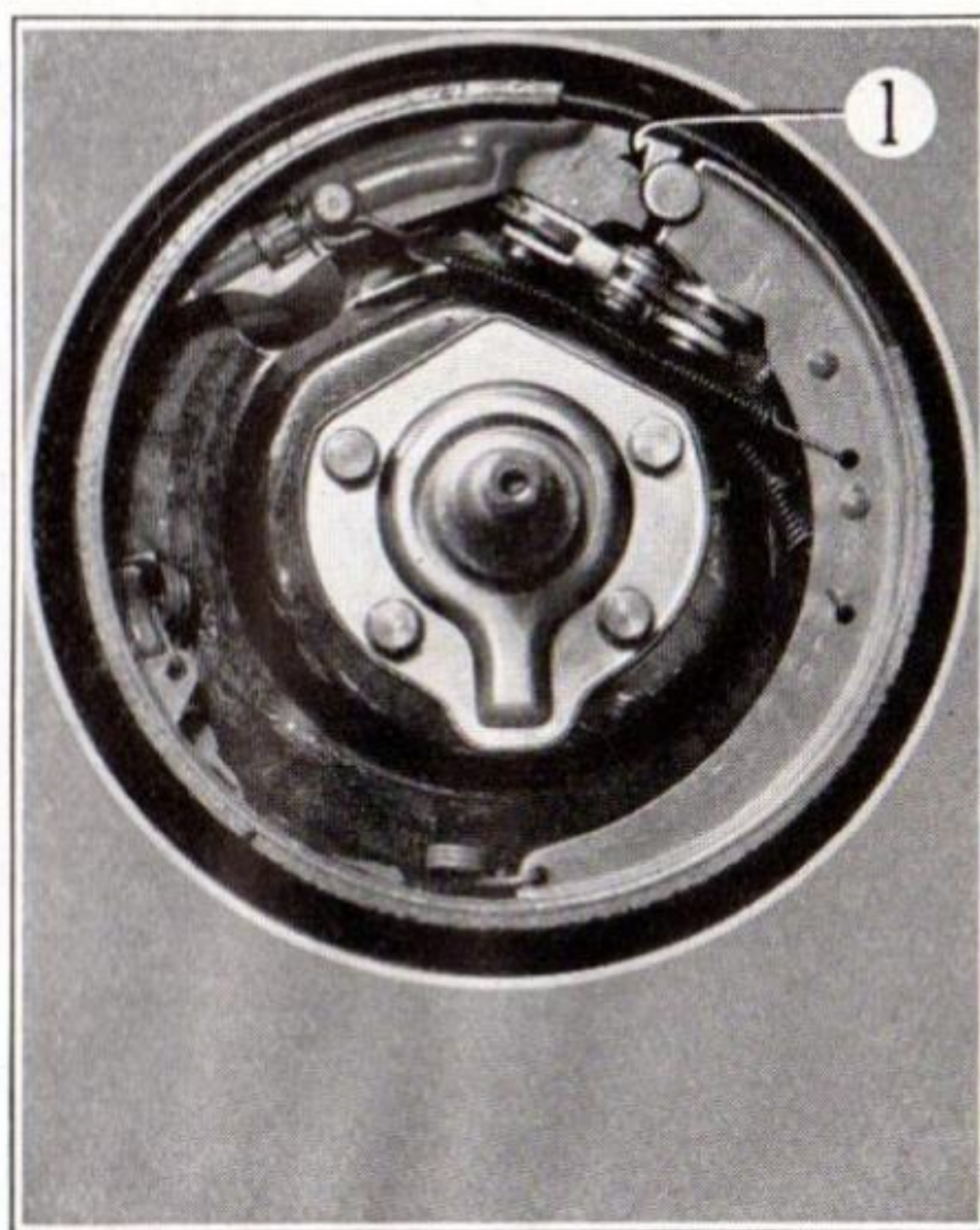


FIG. 2

(A) Brakes must be in released position.

Jack up all four wheels.

Open inspection hole in brake drum (1, Fig. 1) and measure clearance between anchor and primary end of shoe (1, Fig. 2). Should be $1/16''$. Loosen lock nut at cross shaft end of cable and screw rod (1, Fig. 3) in or out of sleeve (2, Fig. 3) until $1/16''$ clearance is established. This must be the same on all four brakes.

(B) Loosen lock nut and turn eccentric (1, Fig. 4) until $.025''$ clearance is established between lining at drum next to eccentric. To measure turn drum until inspection hole is opposite eccentric and measure through inspection hole with a $.025''$ thickness gauge.

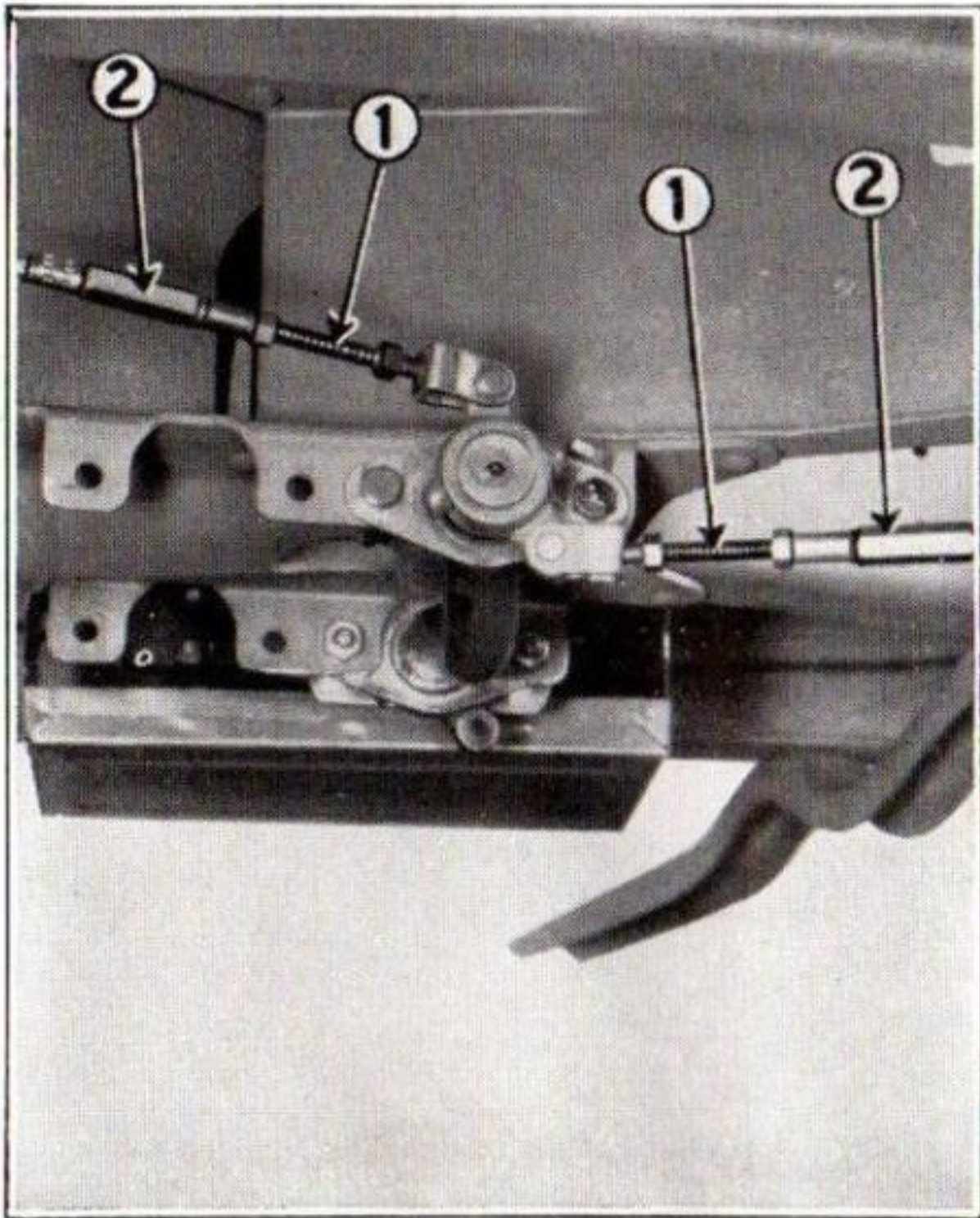


FIG. 3

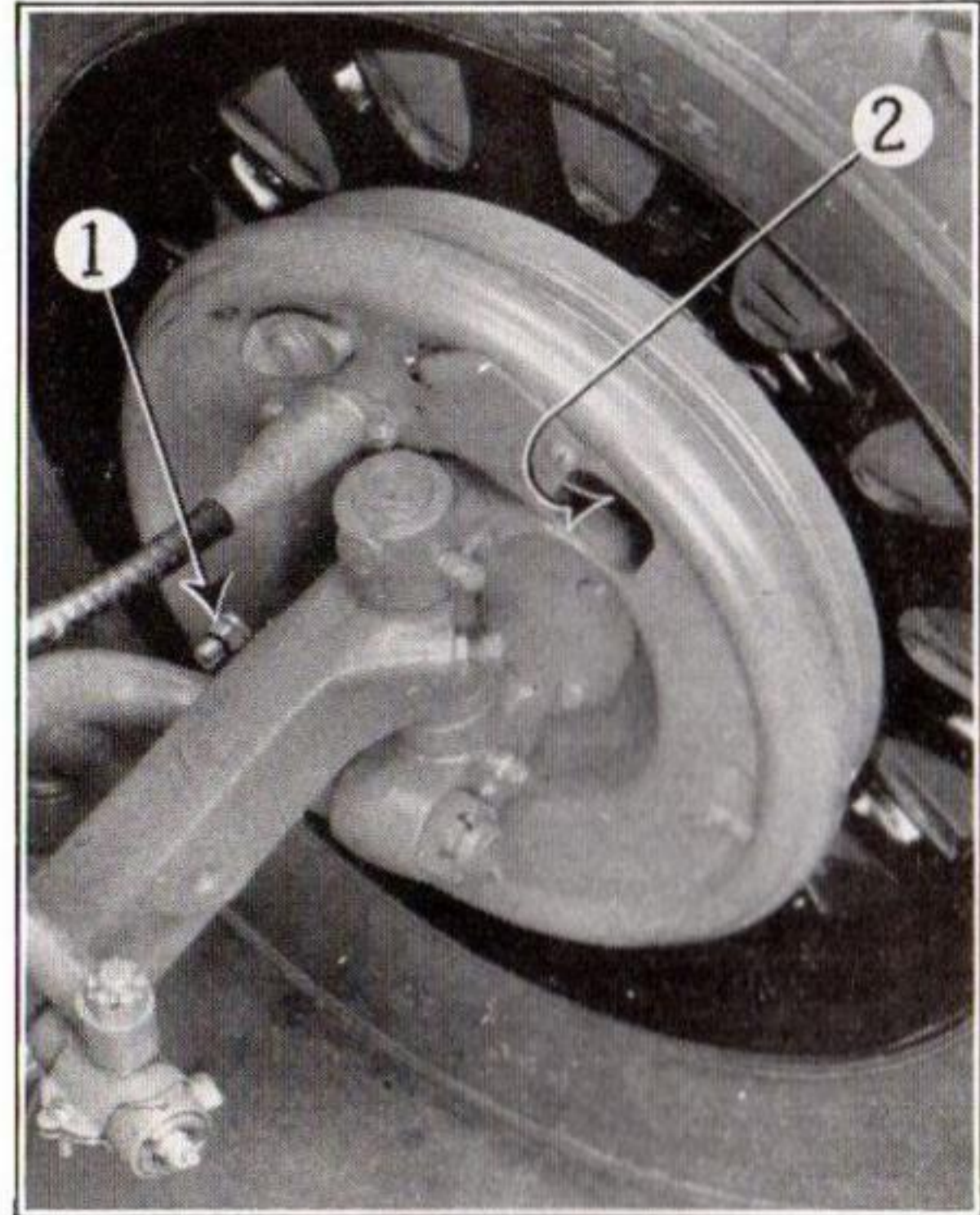


FIG. 4

(C) Block brake pedal down to 3" from toe board.

Using special pliers, working through cover plate on brake support plate, turn adjuster nut (2, Fig. 4) until heavy drag is evident when turning wheel by hand.

Adjust each brake so the drag is equal on each wheel.

Remove pedal block. All wheels should turn freely.

Do not apply brakes excessively when testing.

Relining

Do not permit the installation of other than Nash brake lining. Lining used by Nash is specially selected and accurately drilled and ground to fit the brake shoes and the brake drums. Consult with an Authorized Nash Service Station regarding this very important operation.

Shock Absorbers

The car is equipped with Gabriel Thermostatically Controlled full automatic shock absorbers. Inspect connecting links and attaching bolts occasionally and keep them tight.

The fluid in the shock absorber is Gabriel Processed Hydraulic Fluid and no other should be used. Inspect quantity of oil every 5,000 miles by removing filler plug in upper part of shock absorber body. Maintain to level of filler plug. Consult with your dealer for this service.

Changing Tires

REMOVING WHEEL

The nuts holding the wheel to the hub are exposed by inserting a screw driver between the hub cover and the wheel and forcing outward from the lock ring. To install simply press firmly into place with hands.

The removal of tires from the drop center type rims is very simple when the following methods are followed. Tires can be applied with the bare hands although ordinarily it is simpler to use a short tire tool about 10" long.

TO REMOVE TOP BEAD

Deflate tire completely and remove valve stem nut.

Loosen both beads from rim edges, using tool if necessary.

Stand on tire with both feet, about 15" apart, opposite valve, to force bead off bead seat.

Insert two tire tools about 8" apart between bead and rim flange rear valve and pry short lengths of bead over flange as shown. Then leaving one tool in position, follow around rim with the other tool to remove remainder of bead. Remove tube.



TO REMOVE BOTTOM BEAD

Stand wheel in upright position with bead head in well or rim at bottom. If soft soap is available apply around both sides of soft rubber tip.

Insert tool between bead and rim flange at top of wheel and pry wheel out of tire as shown.



Tire changing is made extremely easy by coating the inside and outside of the tire bead with soft soap. Do not use oil or grease.

TO APPLY BOTTOM BEAD

Inflate tube until barely rounded out and insert in tire.

Place tire on rim, guiding valve through valve hole.



Push bottom bead down into well at valve and force remaining portion of bead over rim flange.

Tire tool may be needed to pry last portion of bead over flange.

Apply valve nut loosely.

TO APPLY TOP BEAD

At point opposite valve insert tool between top bead and rim flange, prying bead over rim flange.

Holding tool in position continue prying with other tool, working around rim until bead is in place.

Remove valve nut and push valve back into casing to make certain that tube is not pinched under bead. Do not let go of valve stem while doing this.

Re-apply valve nut, inflate tire slowly, and see that tire is centered on rim on both sides.



BODY

The body on this car is finished with the best quality lacquer, applied under most modern conditions, and is given an original finish of very high lustre. The beauty of the finish can be maintained for indefinite periods if the care necessary to its preservation is given it.

Unless protected properly by waxing and polishing, repeated exposure of the lacquer to the elements will cause a lustreless chalk-like film to appear on the surface. This is easily removable and immediately the lacquer comes back to life, as beautiful as before.

Do not be alarmed if the water used in washing the car becomes tinted with the color of the lacquer. This is a natural condition and the original appearance of the car is easily restored by following the directions given below for maintaining a lacquer finish.

1. From time to time remove dust by rubbing vigorously with clean cheese cloth. This will, at the same time, have a polishing tendency.
2. Remove heavy mud by washing with clean cold water.
3. Remove road tar and oil with gasoline.
4. Polish the car every six weeks to two months with Nash Polish followed by Nash Wax. Your dealer can supply you.
5. If the finish has been neglected and traffic film and dirt have become imbedded in the lacquer, the finish can be restored by applying Nash Cleaner, followed by Nash Wax.



AC. 79

These and many other Nash approved supplies and accessories can be obtained from your Nash Authorized Service Station.



AC. 81



AC. 82

CAUTION

Non-freezing solutions containing alcohol will injure the lacquer if spilled or splashed on it.

Use considerable care when filling radiator and caution others to do so.

BODY BOLTS

Tighten all body to frame bolts occasionally.

WINDSHIELD CLEANER should not be operated unless the windshield is wet as operation with the glass dry may result in scratches on the glass from the dust.

THE UPHOLSTERY should be vacuum cleaned at intervals.

In cleaning spots from upholstery whether Mohair or Broadcloth, we suggest that a high grade of cleaner's naphtha or carbon tetrachloride be used. This can be applied with a cloth and followed by brushing with a whiskbroom. Do not use soap and water on the upholstery.

When filling the battery do not get any of the battery solution on the upholstery.

THE TOP should be treated with top dressing at least once a year. Nash Service Stations can do this with approved dressing at standard prices.

CHROMIUM PLATED parts should be wiped occasionally with a cloth dampened with kerosene. If badly tarnished and spotted, clean with a good chromium plate cleaner.

DOOR LOCKS are provided on all enclosed models. **THE LEFT FRONT DOOR** must be locked from inside with the *door closed*. Closing the door after moving the inside handle to the locked position will again unlock it. Lock right front door from outside with key provided.

NASH ACCESSORIES

Your Nash car has been exceptionally well equipped at the factory, yet due to personal preferences, there may be a desire on the part of the owner, to install additional accessories for extra adornment or to add to convenience and comfort. To assure quality and suitability of installation of such accessories, The Nash Motors Company have made available through Nash Dealers accessories designed and approved by Nash engineers.

Consideration has been given in the design so that accessories harmonize and are readily installed; as an example, Nash cars of this series are wired and equipped with aerial for radio installation.

