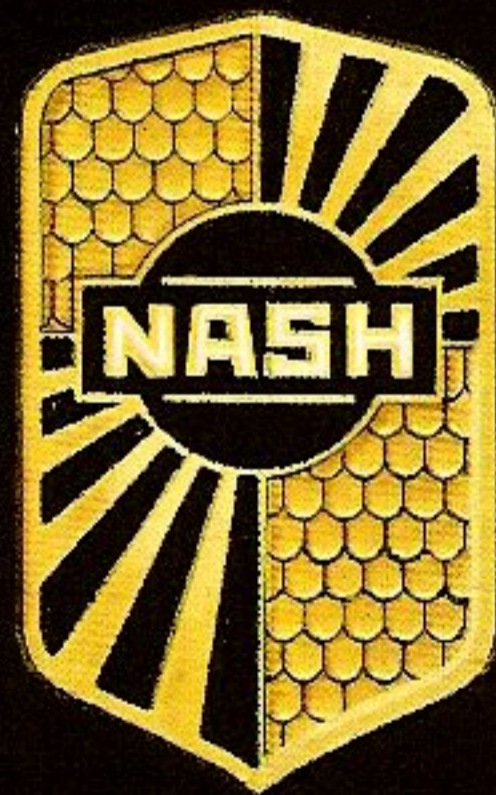


The
"400" series for 1930

SINGLE SIX SEDANS

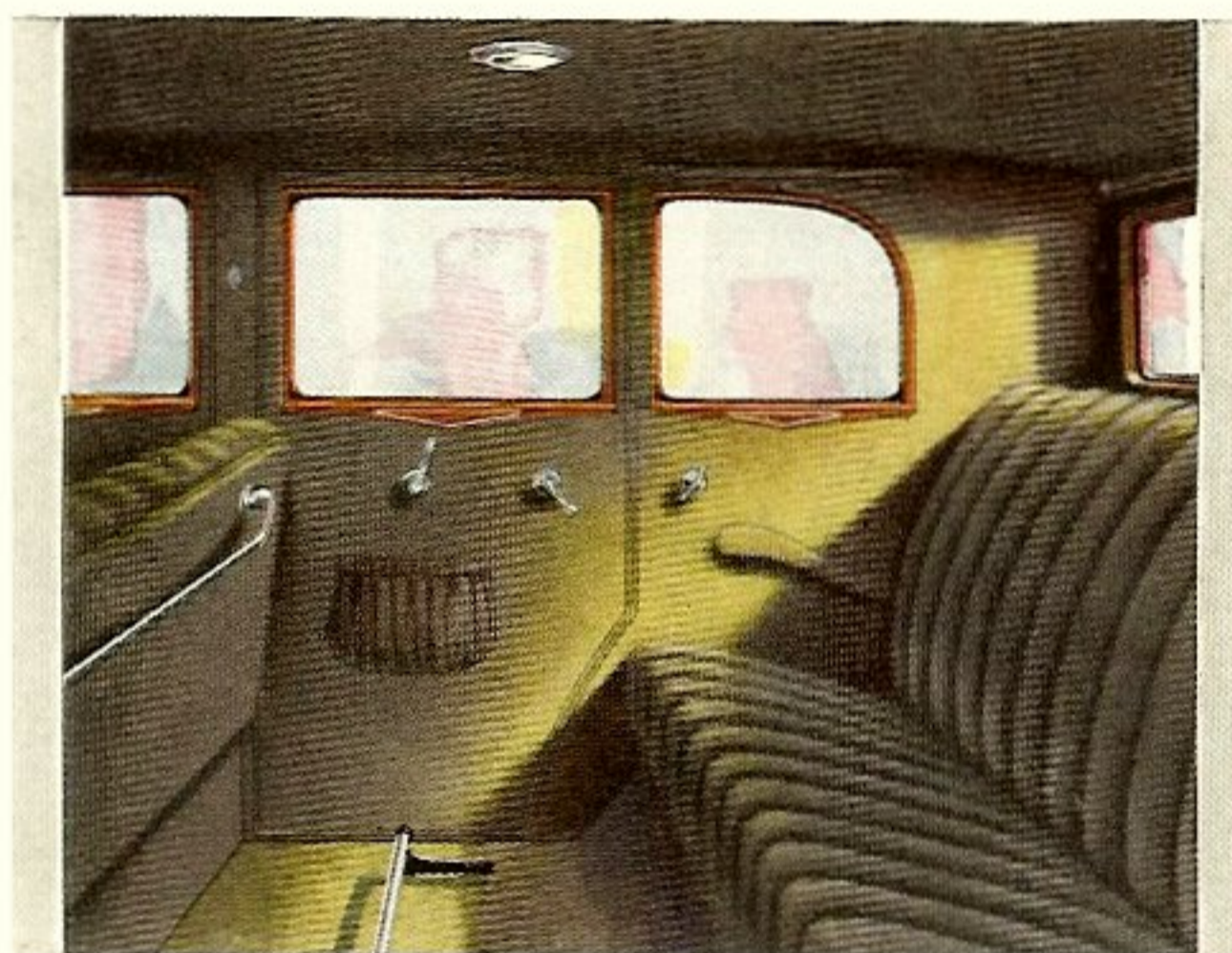
4 Door - 2 Door



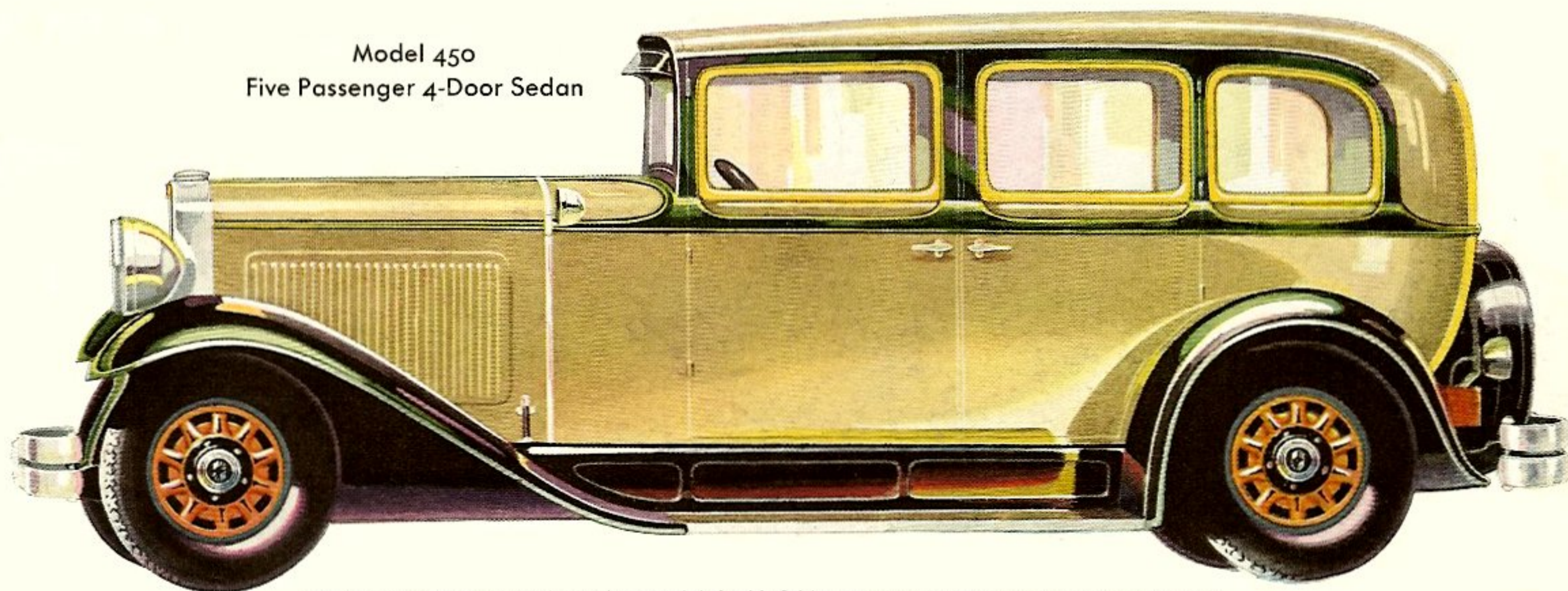
SINGLE SIX 4-DOOR SEDAN

A CAR that will fittingly grace any occasion is the new "400" 4-door Sedan of the Single Six Series. Every detail in its design contributes something to its smart, well-groomed look. It is longer in hood, in body and in wheelbase. The straight new hood line suggests the added power and speed in Single Six performance. The new, high, narrow-rim radiator is fitted with handsome ebonized built-in shutters, automatic in operation, indispensable for motor efficiency. Instrument board is patterned in a striking moderne design. Upholstery is done in becoming mohair, harmonized in tone with the body color. The frame is exceptionally wide at the rear to afford ample seating space. The new belt line skillfully contrasts body color with the tones in the belt moulding and in window reveals, a refreshing new note in body decoration. From either front or rear you

can see another very attractive Nash style origination — the upperstructure starts to arch at the lower line of the windows, replacing upperstructure bulkiness with grace and slenderness. The front seat of the Single Six 4-door Sedan is instantly adjustable either forward or backward — driving comfort for any driver.

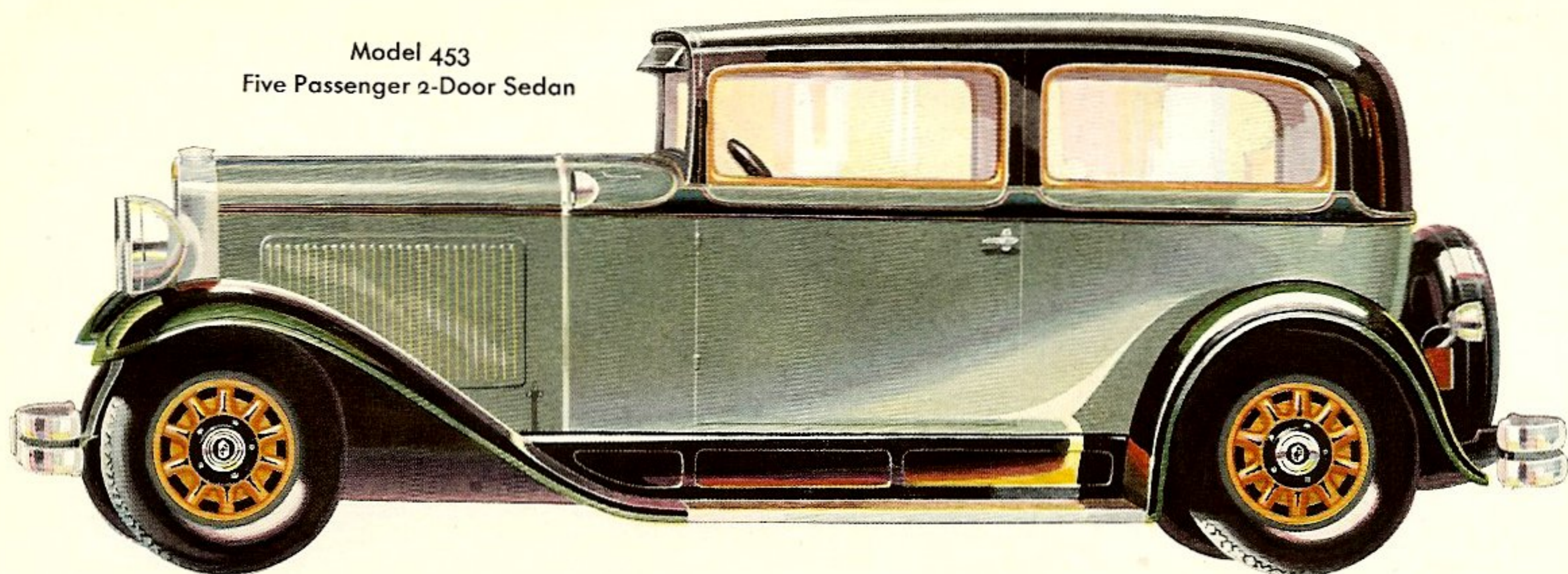


Model 450
Five Passenger 4-Door Sedan

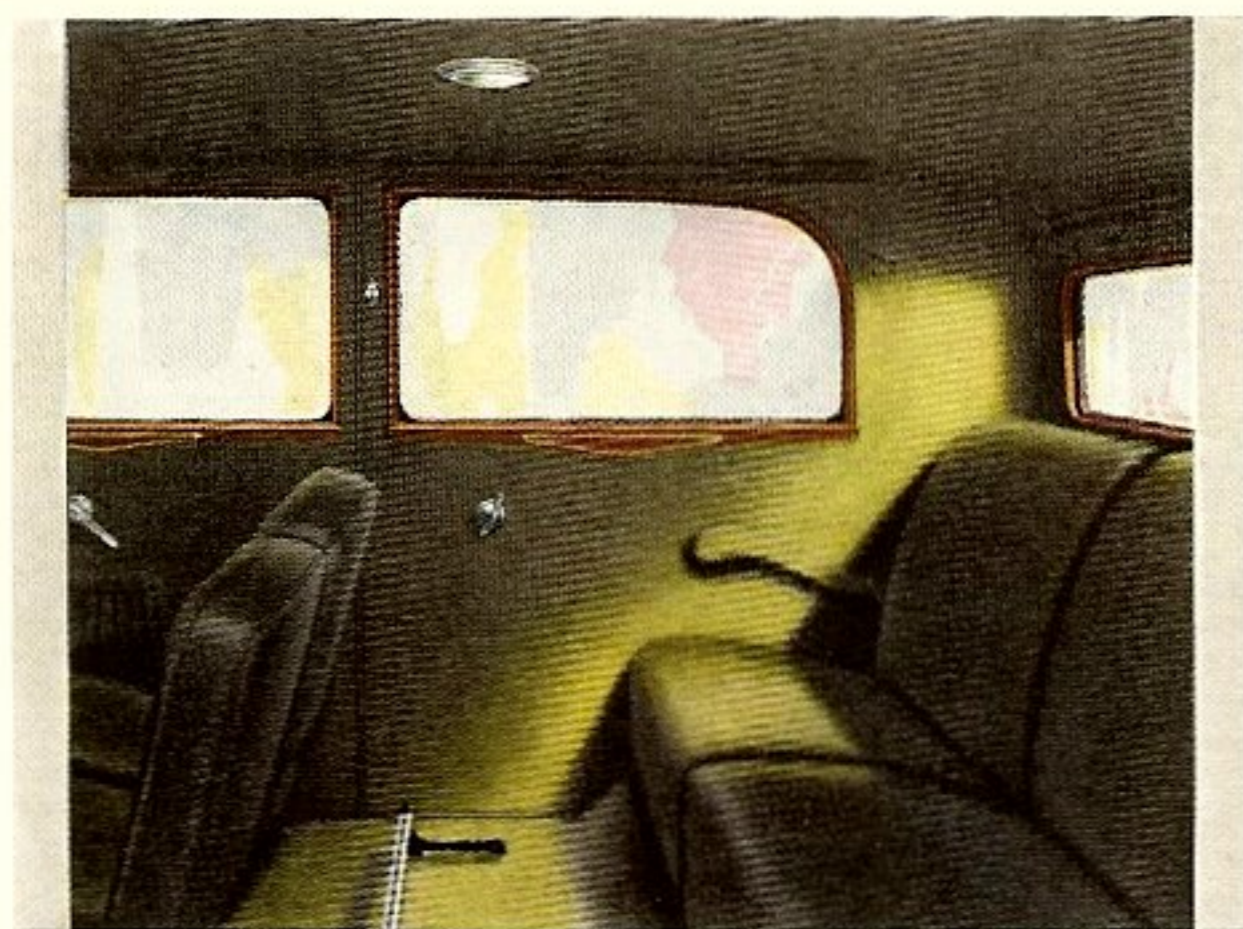


The body colors shown on the various models in this folder are not to be taken as the standard colors selected for 1930. The Nash Motors Company reserves the option of making frequent color changes

Model 453
Five Passenger 2-Door Sedan



SINGLE SIX 2-DOOR SEDAN



ANOTHER example of the striking refinement brought to motoring by the Nash "400" of 1930 is the Single Six Sedan for 5. Nash engineering has put everything of skill and experience it has into the new Nash Single Six. It is powered by a marvelous new, high-compression, 7-bearing motor—larger, more powerful, smoother and more vivid in its response. Power has been increased 20% by increased piston displace-

ment, improved Invar Strut aluminum alloy pistons, new hollow-crankpin, completely machined, 7-bearing crankshaft with torsional vibration damper, larger valves and more efficient carburetion and fuelization. ¶ A new fuel pump which always operates at engine speed, replaces the old-fashioned vacuum tank. Connecting rods are rifle bored, for high-pressure lubrication up to the piston pins, and have widened bearings at the crankshaft end. ¶ The new automatic radiator shutters, thermostatically controlled, quicken starting and warming-up, and aid in cooling by better distribution of the air flow. ¶ Automatic chassis lubrication, which constantly lubricates chassis bearing points, is another Single Six superiority. ¶ The new Single Six brakes are of a new, fully enclosed, internal expanding, self-energizing type. Hydraulic shock absorbers are now mounted directly to the frame, for increased efficiency and improved riding ease.



"400" SERIES FOR 1930

Specifications—Nash Single Six

MOTOR—6 Cylinders; L head, high compression, high turbulence. 4 point suspension, mounted in rubber. 3 $\frac{1}{8}$ " bore. 4 $\frac{3}{8}$ " stroke.

PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Drop forged steel, double heat treated. Rifle bored for force feed lubrication direct to piston pins.

CAMSHAFT—One piece drop forging; 6 bearings.

MAIN BEARINGS—Bronze backed, babbitt lined; 7 in number. Bearing caps mortised into cylinder block.

CRANKSHAFT—Forged steel, 7 main bearings; machined all over; hollow crankpins; fitted with torsional vibration damper.

MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and piston pins. Positive feed to timing case. Oil filter.

COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 3-blade pressed steel fan. Water circulated by centrifugal pump.

FUEL SYSTEM—Gasoline pump—positive feed, operated from camshaft. Gasoline strainer.

CARBURETOR—Multiple jet type with adjustable heat control. Air cleaner, crankcase ventilator.

FRAME—Double drop type, extra deep channels; 5 cross members.

BRAKES—Service brakes—4-wheel internal expanding mechanical type, cable and rod operated. Parking brake acts on all four wheels.

DRIVE—Hotchkiss type, drive and torque through rear springs.

CHASSIS LUBRICATION—All points requiring frequent attention are lubricated by an automatic centralized system.

SPRINGS—Alloy steel; semi-elliptic; self adjusting spring shackles.

STEERING GEAR—Cam and lever type.

TIRES—29 x 5.00, full balloon.

WHEELBASE AND MODELS—5-pass. 4-door Sedan, 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass. 2-door Sedan, 5-pass. Landaulet, 4-pass. Roadster—rumble seat, 5-pass. 4-door De Luxe Sedan, 5-pass. Touring; all models 114 $\frac{1}{4}$ " wheelbase.

"400" SERIES FOR 1930

Nash Single Six—Standard Equipment and Appointments

All Single Six models feature the following Standard Equipment and Appointments:

Lovejoy single acting hydraulic shock absorbers, automatic centralized chassis lubricating system, automatic thermostatically controlled radiator shutters, oil filter, gasoline pump and strainer, air cleaner, crankcase ventilator and self-adjusting spring shackles.

Three-spoke steering wheel with steel core encased in hard rubber; carburetor throttle and lighting switch are mounted on steering wheel with horn button in center. Engine heat indicator, hydrostatic gasoline gauge, speedometer, oil pressure gauge, ammeter, starter button, carburetor heat control button and choke button conveniently mounted on directly lighted walnut finished instrument board. Coincidental ignition and transmission lock mounted on steering column bracket. Twin ventilators on top of cowl with operating levers directly underneath instrument board. Automatic windshield wiper, non-glare rear view mirror. Chromium-plated head lamps and standards, cowl lamps and combined stop and tail light. Cowl lamps have reflectors and lenses similar to the head lamps. Remote control door handles. Hardware, silver finished inside, chromium plated outside. One piece fenders.

All Sedan models are upholstered in mohair with the ex-

ception of the two-door Sedan which is upholstered in velour, and have adjustable driver's seat, ball-bearing crank operated windshield, shirred pockets in rear doors, arm rests, dome light, foot rest. Robe rail in 4-door Sedan. De Luxe and Landaulet Sedans are equipped with a built-in rear trunk, and have a chromium-plated head lamp cross bar.

All Coupes are upholstered in mohair, with leather optional, have adjustable driver's seat, ball-bearing crank operated windshield, compartment back of driver's seat and lock type door handle on the rear deck door. The Coupe with rumble seat has an adjustable rear window.

The Cabriolet is upholstered in leather, has a folding top, and a compartment back of the driver's seat. The windshield has slotted tilt arms with wing nuts on sides; lock type door handle on the rear deck rumble seat door.

The Roadster is upholstered in leather, has a folding windshield and folding top with boot, side curtains that open with the doors, large pockets in doors, and a lock type door handle on the rear deck rumble seat door.

The Touring car is upholstered in leather, has a folding windshield, folding top with boot, and side curtains that open with doors. The doors have large pockets and there is a foot rest and robe rail in the rear tonneau.