Your NEW 1942 NASH

— here's how to get the maximum
PERFORMANCE, SAFETY and ECONOMY
that is built into Your car!

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 chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased.

NASH MOTORS
DIVISION OF NASH-KELVINATOR CORPORATION
Kenosha, Wisconsin, U.S.A.

CAR IDENTIFICATION NUMBERS

In all communications about your car, state the mileage and always give the serial number and the service serial number. The service serial number on all models is on a "Caution Plate" attached to the left front body post, visible when the door is open.

AMBASSADOR "600." The serial number is on the plate attached to the right body to sill brace under the hood. The engine number is stamped on the left side of the cylinder block at the front of motor. The body identification plate with the body number, model number, trim number and paint number is on the right side of the cowl under the hood.

AMBASSADOR SIX AND EIGHT. The serial number is on the plate attached to the top of the chassis frame on the right side under the hood. The engine number is stamped on the right side of the cylinder block at the front of the motor. The body identification plate with the body number, model number, trim number and paint number is on the right side of the cowl under the hood.

The trim number and paint number are important when ordering trim material or repair enamel.

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YOU'RE GOING ON A WONDERFUL TRIP!

YOU'VE just bought a ticket to the most motoring fun and the biggest motoring savings in your life. You're the proud, practical owner of a "Million Dollar Beauty," a big, shiny 1942 Nash and you're starting out now on a wonderful trip, a trip that may take you the equivalent of around the world — two, three or four times. The boulevards, the highways and the months and years stretch out before you, inviting and promising. You'll drive thirty, forty, fifty or perhaps a hundred thousand miles. You'll go new places, see new things and enjoy a new kind of life in your Nash. And so, as you toe the throttle now for the first thousand miles of your journey, Nash bids you Bon Voyage and wishes you Happy Days at home on wheels.

Get Acquainted

WITH YOUR NEW COMPANION

IT'S FITTING and proper before you start out on a long journey to find out about your companion. You'll really appreciate your fellow-traveler and you'll get a great deal more out of your trip.

This little book is presented to introduce you to your new Nash, to help you understand the things that make the wheels go 'round and the things that you can do to protect your investment.

The instruments, the controls and all the different factors and features that combine to create this fine car, are described in simple, non-technical language. A few minutes with this book and you'll know what's going on under the hood, how to save gas and oil, what happens when you shift gears, why you're safer in your Nash, how to stay safe and a lot of other interesting, useful information. Take advantage of it. Read it through. Get acquainted with your car NOW and get the full measure of the performance, safety, comfort and economy built into the finest car that Nash ever produced.

OWNER'S SERVICE POLICY AND IDENTIFICATION CARD

Have you received your Owner's Service Policy and Identification Card? If not, be sure to get them from your dealer. **Read the policy carefully. Use the coupons as directed for the free inspections** and adjustments during the warranty period. Keep your policy with the car at all times. The Identification Card shows car ownership, identification and key numbers. Carry it on your person for convenient reference in case of an emergency, such as a stolen car, lost keys, etc. Also, be sure your dealer registers your **battery and tires with their respective manufacturers and dealers.**

AND YOU'LL GET A LOT MORE FUN OUT OF DRIVING

KEYS AND LOCKS

You have two sets of two keys with your new Nash. One key in each set operates the ignition lock. The other operates the glove compartment, the right front door and the trunk locks. The second set provides a spare set for your convenience. The keys are stamped with numbers, which correspond with the locks they open. Duplicates are supplied by number. If you lose a key, you'll find the number on your Identification Card or on your Service Policy.

On all series the ignition switch is mounted to the lower edge of the instrument panel and to the right of the steering post. The switch locks the ignition coil and the ignition is turned on or off by turning the key. Ignition keys on all series can only be removed when the ignition is off.

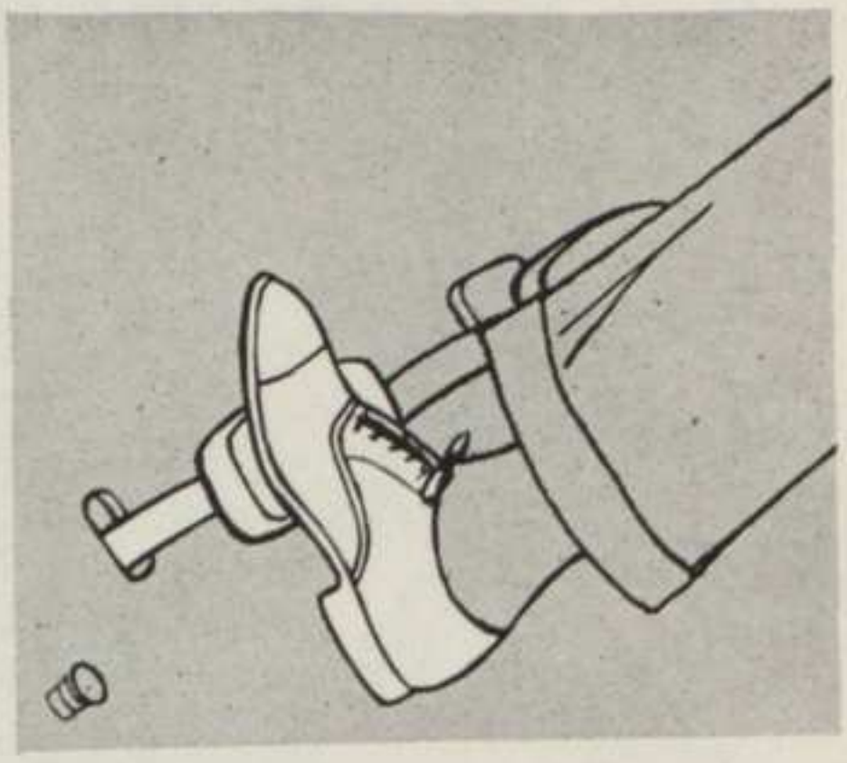
The rear doors have inside locks, operated by small knobs at the front of each door. To lock, push down. To unlock, pull up. The left front door is locked by raising the remote control handle from the inside. The right front door is locked with a key from the outside. Thus, it's impossible to lock your car and leave the keys inside.

HERE'S THE KEYBOARD TO MOTORING MAGIC

Instruments on the new Nash are arranged in this handsome panel directly in front of the driver. The speedometer registers speed and the odometer (incorporated with it) records the trip and total car mileage. The gasoline gauge records the amount of gasoline in the tank (when the ignition is on). The tank holds 20 gallons. The oil pressure gauge records oil pressure, not oil level. The charge indicator shows *plus* when the generator is supplying more current than is being used and *minus* when it is supplying less than is being used. The temperature gauge indicates engine temperature from 100 to 220 degrees, F.

STARTING, SHIFTING, STEERING AND STOPPING

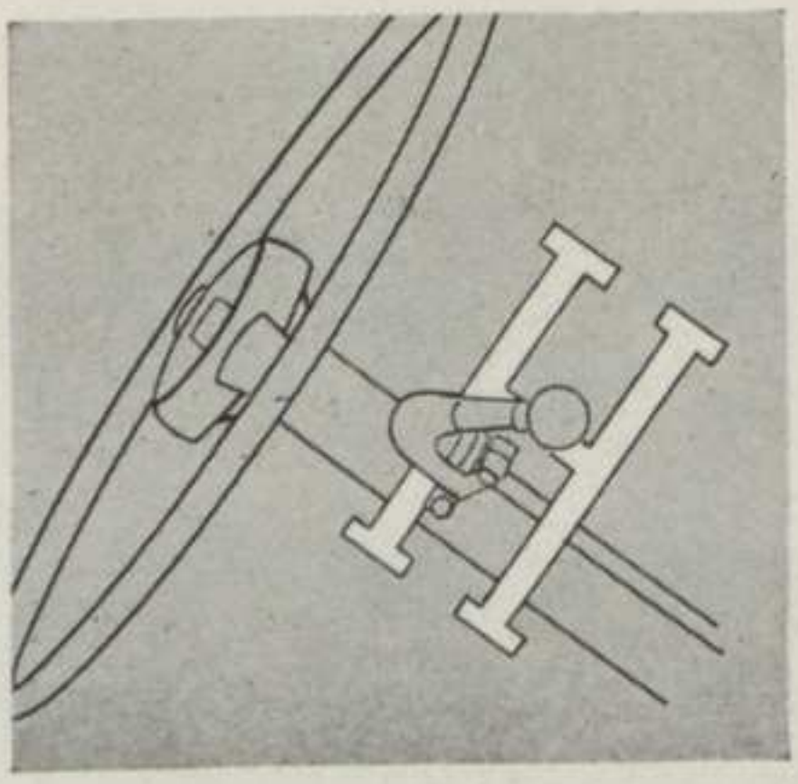
STEP ON THE CLUTCH AND START THE ENGINE



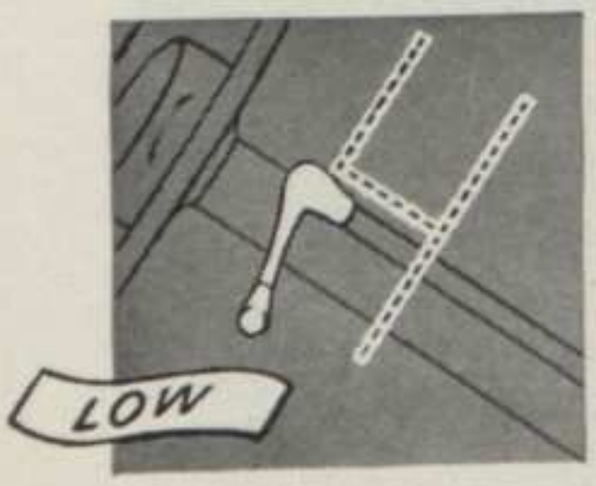
YOUR new Nash has the simplest, most practical method of engine starting yet devised. The starter is coincidental with the clutch. To start you simply switch on the ignition and step on the clutch pedal. You have both hands free and the right foot is available to operate the foot brake or accelerator. On the Six and Eight, to start, depress accelerator to floor once to close choke valve, after which remove foot while starter is engaged.

On the "600," press accelerator to open throttle part way and pull out choke control. When engine starts, adjust accelerator and choke to maintain operation. Be careful not to pump accelerator while starting, as this might flood the engine. If the engine does flood, push the accelerator to the floor and operate the starter.

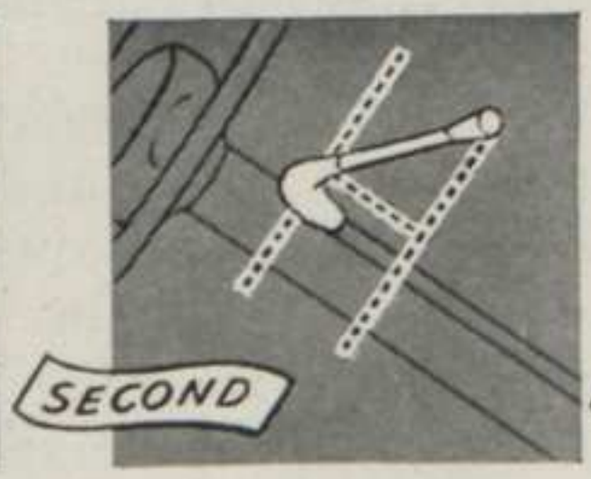
THE STANDARD "H" IS UP IN THE AIR



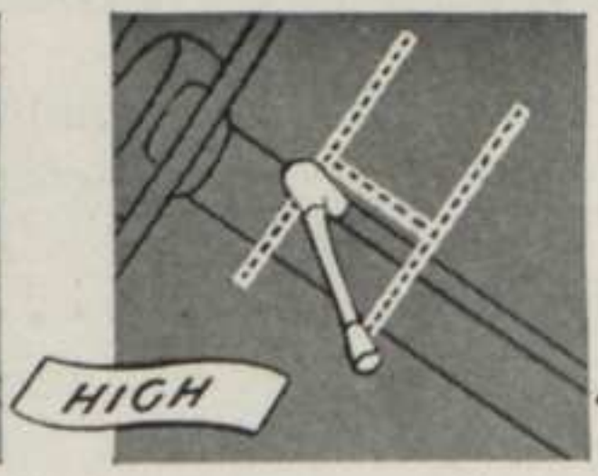
The new Nash steering post gear shift operates through the familiar "H" pattern, with no new driving motions to learn. The "H" is turned on its side and the lever is raised against soft spring pressure to place first or reverse gears in mesh, while second and "high" are located in the slot comprising the lower part of the "H." As a safety precaution, to prevent shifting into reverse accidentally, spring pressure will always "throw" the lever to the lower part of the "H," when the lever is moved out of first gear into the neutral position. This reduces driving effort and promotes smooth, rapid shifting.



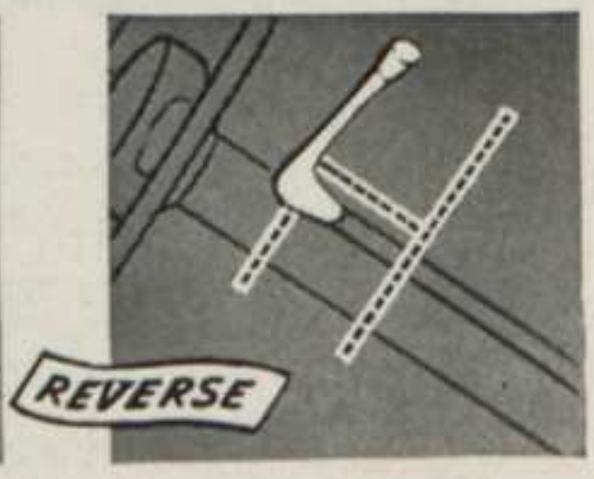
You lift the lever and pull it back into the lower left section.



You push the lever *up* into the upper right section.

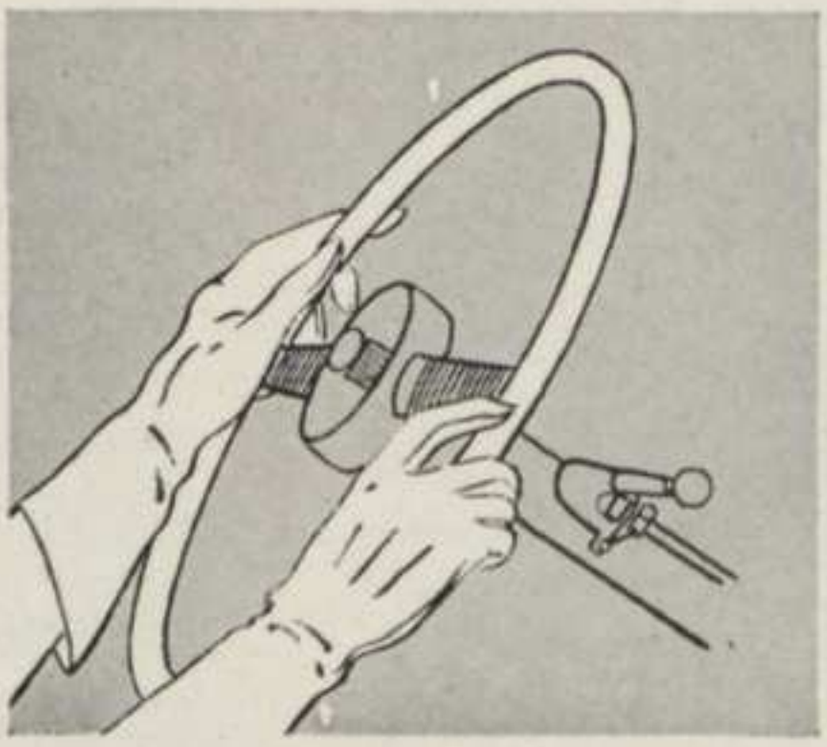


You slide the lever down into the lower right section.



You lift the lever up into the upper left section.

. . . . IT'S AS SIMPLE AS A-B-C AND D



FINGER TIP STEERING WITH BALL AND ROLLER BEARINGS

Steering is smooth, effortless and safe in your new Nash with ball and roller bearings incorporated in the steering mechanism. To steer, you simply point the car the direction you want to go. The car follows a true course, even on rough roads, with absolute freedom from steering wheel shimmy and car wander in crosswinds. "Shoehorn" parking is easy with the short Nash turning radius. The steering wheel itself is a new two-spoke safety type.

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PRESSURE ON THIS PEDAL IS PRESSURE ON FOUR BRAKE DRUMS

When you step on your new Nash brake pedal, you apply equal pressure on four big brake drums. Nash employs Super-Hydraulic Brakes, noted for their greater safety, ease of operation and equalized action for smooth, straight, hair-line stops. Wheel cylinders each contain two pistons to operate the individual brake shoes. Thick linings are used for high efficiency and longer life. The drums are made of cast iron to dissipate heat more rapidly.

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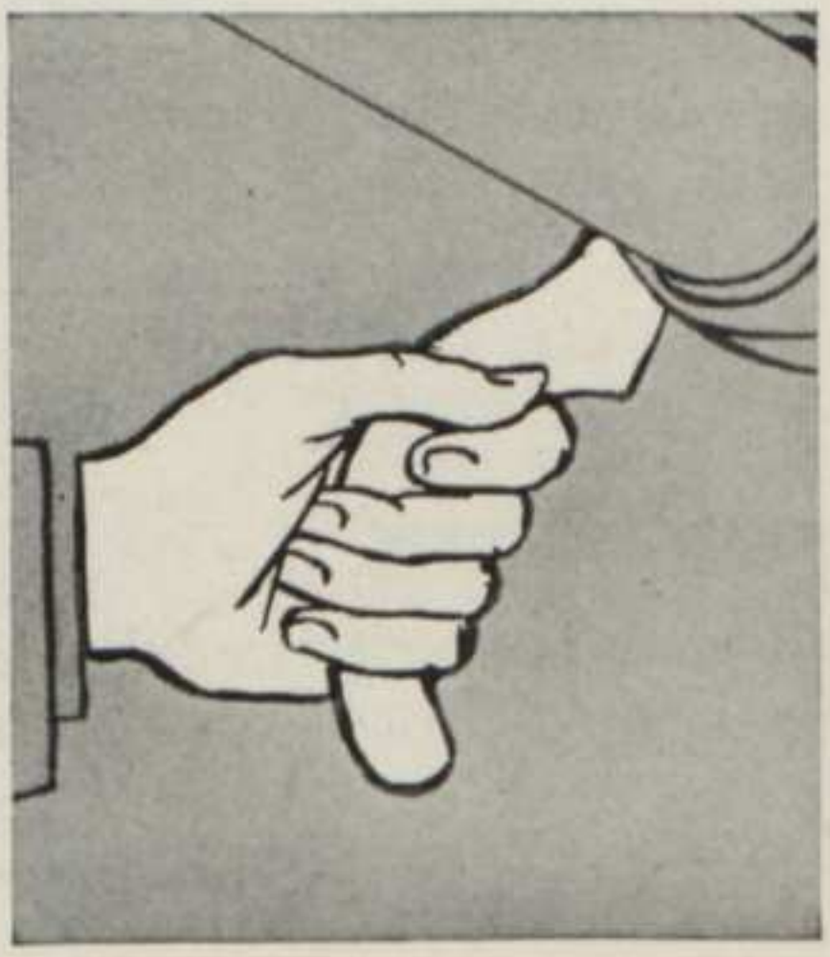

AND HERE'S THE PARKING BRAKE, OFF THE FLOOR, EASY TO REACH

In addition to the Super-Hydraulic service brakes, your new Nash is also equipped with mechanical brakes operating on the rear wheels for parking. Each system functions independently. Thus, the car has two separate and distinct braking systems. The parking brake lever is mounted below and to the left of the instrument panel. It's up off the floor, easy to reach when you need it and out of the way for normal driving.

YOU'RE PROUD NOW AND YOU CAN STAY

WHEN you step out and look at your "Million Dollar Beauty," you can't help but swell with pride. It's bright and shiny with its polished finish and gleaming chrome flashing in the sunlight.

And inside it's a luxurious club lounge on wheels. The soft, rich upholstery looks clean and inviting and the hardware fairly sparkles with newness.

You're filled with a desire to keep it that way — *and you can.*

BUILT TO STAY BEAUTIFUL

Nash cars are built to stay beautiful, year after year. The exterior finish is a new type enamel baked on over sheet metal parts that have been Bonderized to provide a tenacious bond and to retard rust. The Bonderizing prevents cracking, chipping and peeling due to shock or vibration.

This special Nash finish provides a high gloss. It is exceptionally durable. The interior upholstery and hardware are just as durable, just as impervious to time and wear.

But both the exterior finish and interior *DO* require a little care and attention. And to aid you in giving this care, Nash provides a complete line of approved cleaning and polishing materials, available through your dealer.

Be sure to get these materials when you clean and polish the car yourself. Or make certain they are used, if you have someone else do the job. Stay proud with a car that looks new all the time.

TRAILER HITCH RECOMMENDATIONS

Should you consider hauling a house trailer with your Nash, it is advisable that you follow recommendations covering weight limits, springs, tires, cooling, and hitches. A bulletin containing this information may be had by writing to Nash Motors, Service Department, Kenosha, Wisconsin. Request "1942 Trailer Hitch Bulletin."

PROUD WITH THESE "HOUSE-CLEANING" HINTS

OUTSIDE

WASHING. When you wash your car, use cold water and dry with a clean chamois. Never wash your car in the rays of the sun. If the car has been out in the sun and the sheet metal is hot, allow it to cool before washing.

POLISHING. Your car will maintain its high gloss for a long period, but at certain intervals (depending on climatic conditions) the finish should be cleaned with a Nash approved high quality liquid polish, available at your dealer's. This polish will harmlessly remove surface film that cannot be taken off by washing.

CLEANING GLASS. Windshield and windows should be cleaned often to promote comfort and safety in driving. This is a simple, easy matter with Nash Glass Cleaner, provided in convenient containers equipped with a sprayer. Never clean the glass with chamois or cloths that have been used to wash the car. Dirt and grit in the cloths often cause fine scratches in the glass.

SIGNS AND LABELS. Certain adhesive materials used for pasting signs or labels on the glass cannot be removed without causing pits in the glass. Avoid any practice whereby the use of any object may come in contact with the glass edge causing it to chip, which may result in breakage. The practice of carrying coat hangers or the use of any hook over the edge of the glass is dangerous.

RUST. Your car is protected against rust by Bonderizing. Where enamel finish is damaged to expose the bare metal, the Bonderizing prevents the spread of rust to a greater area. However, in such a case you should have the damage repaired. Your dealer has the correct enamels for this type of work.

CHROMIUM. All Chromium plated parts should be wiped occasionally with a cloth dampened with light oil or kerosene. Spots or tarnish can be removed with the approved Nash chrome cleaning compound.

TAR, OIL, SALT AIR. A good standard brand of tar remover will remove tar or oil without damaging the finish. If tar has hardened, use butter or non-colored gasoline to soften. Extra care to the finish is advisable in salt air. Sea-shore owners should polish car every three months.

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INSIDE

UPHOLSTERY. The interior of your car — the upholstery and rugs — require the same attention given the furniture and rugs in your home. It's a good practice to brush or vacuum the upholstery and rugs at least once a month, or more frequently, if necessary.

STAINS. To remove stains follow the same general procedure commonly used in cleaning clothes. Dampen a clean cloth with Nash approved Fabric cleaning fluid and start rubbing lightly around the outside of the spot, gradually working toward the center. This keeps the spot from spreading.

NOTE: Rug material is set into a rubber base, and the use of any fabric cleaner or gasoline serves as a solvent which will cause the nap to be loosened and come out.

BATTERY ACID. Pour household ammonia on the spot and allow it to remain for one minute. Then rinse with cold water. Treatment should be applied at once. The acid will eat a hole in a few hours.

GREASE, OIL. If the fabric is saturated with oil, pour the cleaning fluid on the spot and soak it up with a white blotter. Then clean with cloth dampened with fluid.

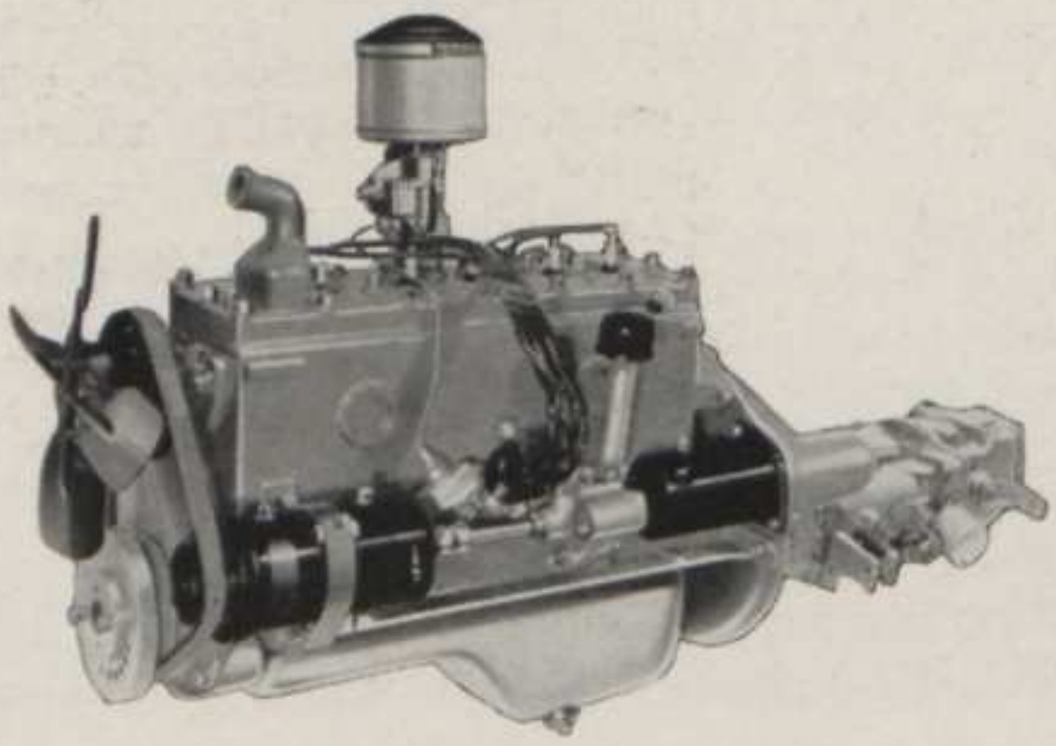
CANDY, FRUIT, BLOOD, LIPSTICK. Use hot water on all candy stains, except chocolate. If it's chocolate, rub out stain with clean cloth dampened with cleaning fluid. Rub fruit stains vigorously with cloth dampened in hot water. When dry, use cleaning fluid. Use cold water to remove blood stains. If unsuccessful, use ammonia. Never hot water. Use cleaning fluid and white blotter to remove lipstick.

MILK, NAUSEA, WATER. Use warm soapsuds to remove milk and nausea stains. Sponge until stained area is removed. Brush with fabric pile when wet and against pile when dry. To remove water spots, sponge the entire panel with cloth dampened with cold water. Then sponge spots with cleaning fluid.
Note: Complete instructions for use are printed on the container of all Nash Approved cleaning and polishing compounds.

THE HEART IS UNDER THE HOOD . . .

UNDERNEATH the long, sleek hood of your new Nash lies the secret of its power, performance and economy. The heart of the car is the big, precision-built, Manifold-Sealed engine, radio-balanced for smooth operation and filled with exclusive, expensive features to provide long life, low maintenance expense and big savings in gasoline, oil and repairs. Take care of this engine with regular inspections and you'll get the maximum performance and economy built into it.

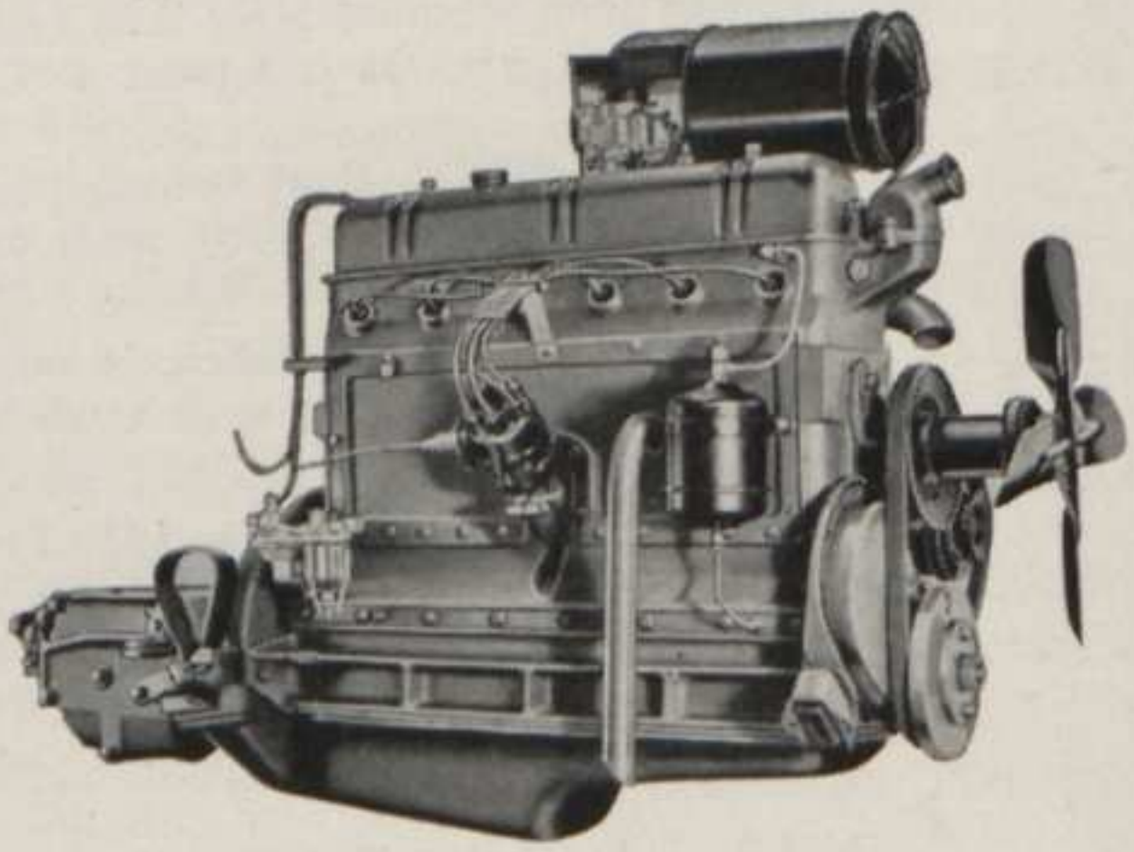
AMBASSADOR "600" ENGINE



With the New Ambassador "600," you have the most economical engine ever built for a big, full-size automobile. The engine, a six-cylinder "L"-head design, was created exclusively for the new "600," with every detail worked out to provide perfect balance between engine power and car weight. This engine, like the Ambassador Six and Eight engines, provides many high price features such as scuff-proof plated light-weight pistons, Full-Pressure Lubrication and full-length water jackets.

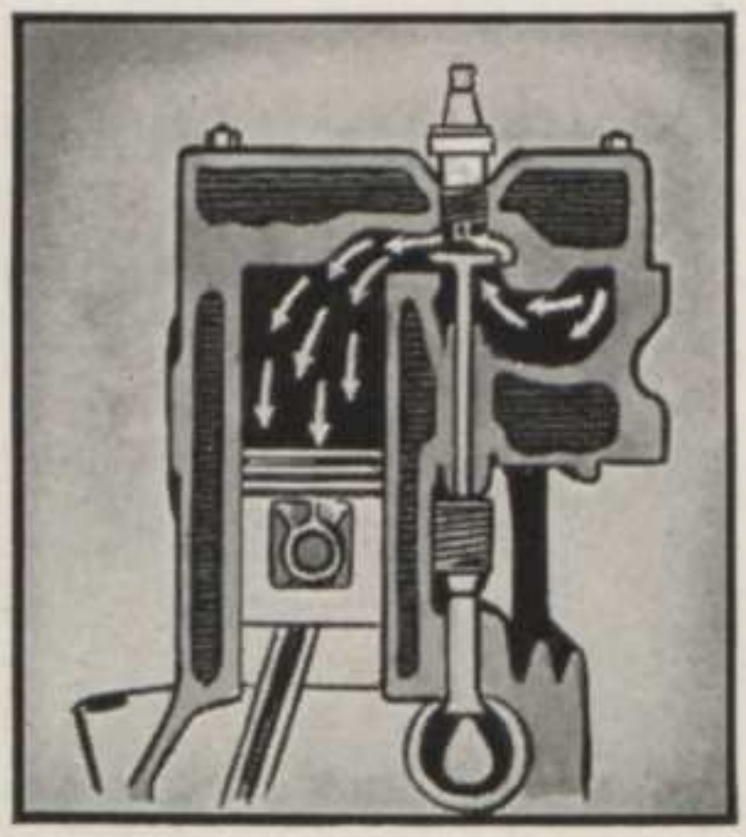
AMBASSADOR SIX AND EIGHT ENGINE

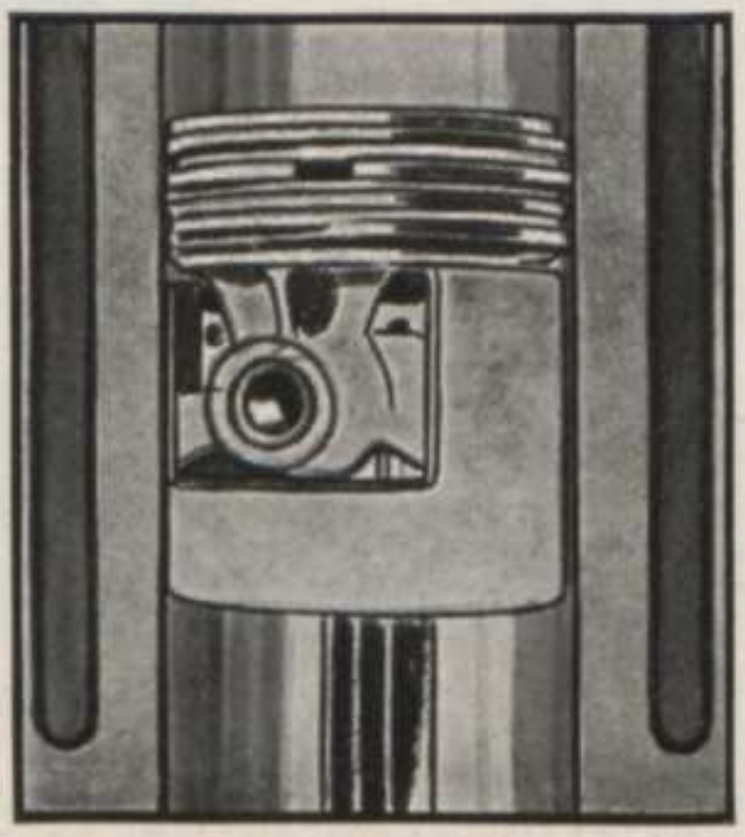
With the new Ambassador Six or Eight model, you have the finest automobile powerplant ever developed for a car of that size and weight. The engine is the famous Valve-in-Head design that holds all speed and endurance records on land, sea and in the air. The Six engine has a seven bearing crankshaft and the Eight has a nine bearing crankshaft.



AND HERE'S WHAT MAKES IT BEAT!

STEADILY, faithfully, thousands of times every mile you drive, your new Nash engine performs a perfectly synchronized series of operations. First, gasoline and air are mixed in the carburetor to form a vapor that is drawn into the cylinders as shown in the diagram upper right. Next, the vapor is compressed by the pistons as shown in the diagram left. Then, sparks from the spark plugs ignite the compressed vapor as you can see in the diagram below right. The resulting rapid combustion and expansion force the pistons downward. Connecting rods attached to the pistons convert this downward motion into the rotary or turning motion of the crankshaft. Basically simple, isn't it? But with *so* much happening *so* rapidly, it's highly important to make certain at periodic intervals that all the moving parts are in perfect operating condition.





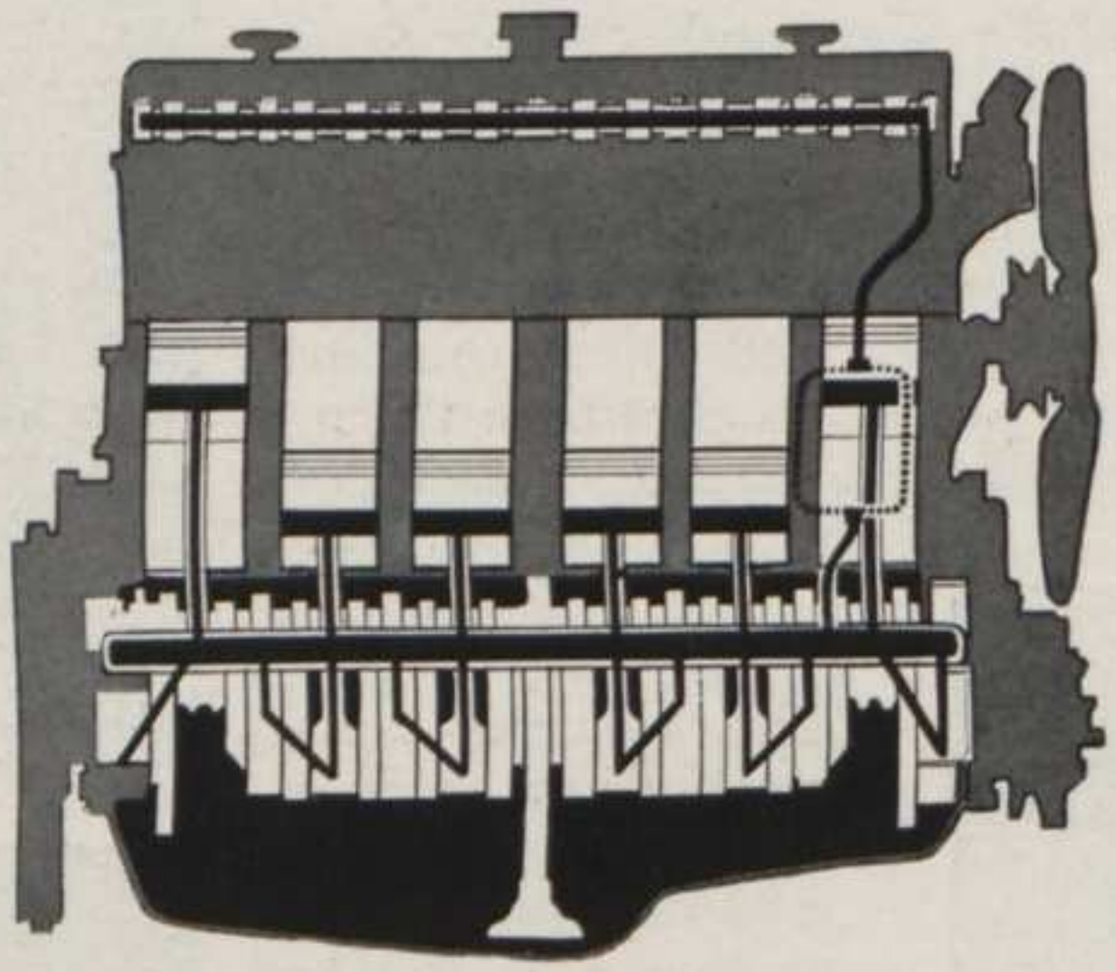
THE CARBURETOR on your new Nash engine was designed specifically for that engine and adjusted to give you maximum performance. To maintain this, it is recommended that you have the carburetor checked from time to time. Your dealer, familiar with the proper settings, is the man to see for this important periodic inspection.

SPARK PLUGS should be cleaned and "re-gapped" every time the engine is tuned, at least once every 5,000 miles. For maximum power and economy, the plugs should be replaced every 10,000 miles.

AIR CLEANERS of the standard production type, which are used in cities and territories free from dust, should be cleaned and oiled every 2,000 miles. To clean, remove the filter element and wash with gasoline. Allow it to dry and then re-oil with engine oil. Drain off excess oil and reassemble.

OIL BATH AIR CLEANERS are available to owners operating in dusty territories and should be used in these territories to prevent dust and other foreign matter from entering the engine. If you encounter frequent dust storms or drive over dusty roads, make certain that you have this type cleaner on your carburetor. Check it periodically to maintain proper efficiency. To clean, remove filter element, wash with gasoline, clean oil base and refill to indicated level.

HOW *OIL* PROTECTS YOUR ENGINE



LUBRICATING oil is the bodyguard of your engine. It flows between the closely-fitted, rapidly-moving parts to protect them against wear. Thus, the more efficient the lubricating system, the better the protection. In your Nash engine, oil is pumped from the crankcase reservoir and *forced under full pressure* to all the important moving parts. (This is an extra-value feature not ordinarily found in any but the most expensive cars) . Each cylinder, including the piston pin, is lubricated completely with every stroke of the piston. With this Full-Pressure Lubrication, your engine is built to give you maximum performance and long life. Nash engineers recommend a complete change of oil at the end of the first 1000 miles, and as often thereafter as it becomes contaminated with foreign matter, but not to exceed 2000 miles. Adverse road and driving conditions and winter operation may require more frequent draining and refilling.

OIL RECOMMENDATIONS. Select oils of recognized merit, made by reputable manufacturers. As most makers use the S.A.E. number system, classifying oil in terms of viscosity, you can use it, also, in selecting oil for varying temperatures. Use S.A.E. 20, for general summer, spring and fall driving; S.A.E. 10 for general winter driving and S.A.E. 10, plus 10% kerosene for extreme cold weather only.

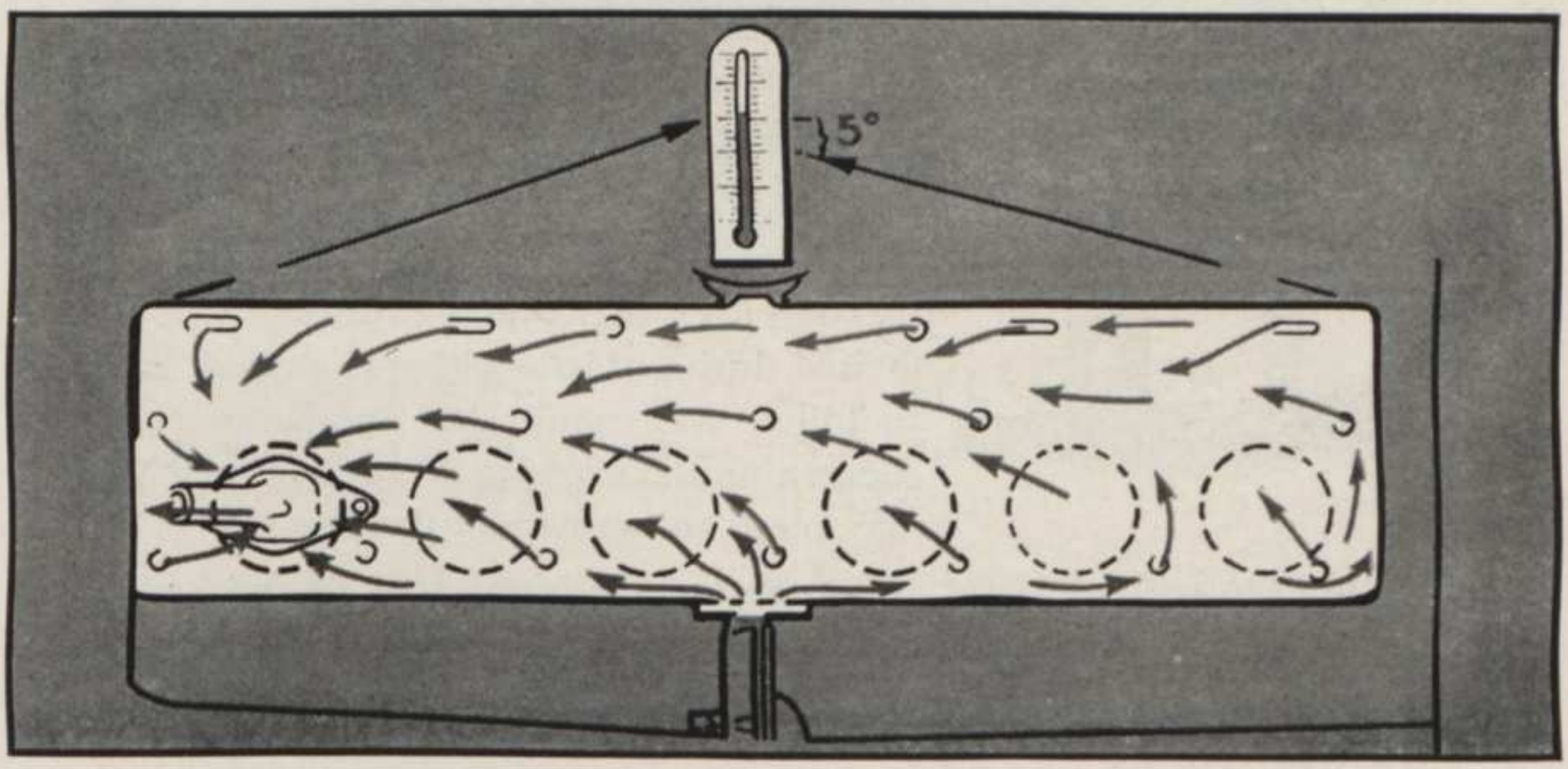
OIL FILTER. This device, on Ambassador Six and Eight engines, is designed to prevent carbon, road dust or other foreign matter from reaching the bearing surfaces. It is located on the right side of the engine. The cleansing ability of the filter is ineffective after 8000 miles. It should be renewed with a change of oil at that distance. Add one quart of oil to the regular capacity when filter is replaced. The oil filter is available for "600" models as an accessory item.

OIL CAPACITIES. The Nash Ambassador "600" engine holds five (U.S.) quarts of oil; the Ambassador Six, six quarts and the Ambassador Eight, seven quarts. Keep the oil to full level for maximum efficiency. Make it a practice to check the oil level at every filling of the gas tank. You won't require oil at each check, but the regular inspection will insure that the oil won't be overlooked.

OIL PRESSURE GAUGE. The gauge, located on the instrument panel, registers the number of pounds pressure at which the oil is being forced through the oil system. When running at 25 miles per hour, or faster, with the correct viscosity of oil, operating at normal temperature, the gauge should register a minimum of 25 pounds. If the gauge indicates no pressure, stop the engine and check the oil level. If there is plenty of oil in the system, have it checked by competent Nash mechanics.

AND *WATER* KEEPS IT COOL

WITH the parts moving in clearances of less than one thousandths of an inch and with the tremendous pressures built up by modern high compression design, your engine creates terrific heat, enough to warm a fair sized home in the dead of winter. The cooling system is designed to control this heat, to keep the engine from burning itself up. The better the cooling, the better the engine.



In your Nash, water is fan cooled in the radiator and pumped through the engine to flow around each cylinder. This uniform water circulation provides uniform cooling, with less than five degrees variation in temperature between the extreme ends of the engine. Cylinders stay round and retain compression seal. You save gasoline and oil. Excessive wear is avoided.

FILLING RADIATOR. Keep the radiator filled to the proper level at all times. Be sure that this is checked frequently, especially in warm weather. 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.

THE FAN, behind the radiator, draws air through the radiator core and thus cools the water as it is circulated through the radiator. It is important that the fan operates at all times to keep the motor from overheating. The belt that operates the fan also operates the generator and water pump. This belt needs adjustment, if you can depress it more than one and one-half inches by pressing lightly on it midway between the generator and fan. Periodic inspections are necessary.

WATER PUMP. Water is circulated through the cooling system by a centrifugal type of pump, located on the left hand side of the engine — and driven off the generator shaft. An occasional check is required to make sure that the packing is not allowing leakage of water.

THERMOSTAT. During the warm-up period water is held in the cylinder block until the water reaches a temperature of 150 to 160 degrees. Then the thermostat automatically opens and allows circulation through the radiator.

TEMPERATURE GAUGE. The temperature gauge on the instrument panel indicates the approximate temperature of the water in the cylinder block.

Take It Easy
FOR THE FIRST 2,000 MILES!

IT'S a real temptation to get out in your new Nash and "step on it" right away. But, it's a temptation you will resist, if you want to get maximum performance and economy out of your car during the months and years of driving that you have ahead of you.

The first 2,000 miles *can be* the hardest miles in your car's life, unless ordinary care is exercised during this breaking-in period. Failure to follow the simple, but fundamental rules concerning the working of any new machinery may result in permanent damage.

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

Nash-built engines are constructed with minimum friction at all points. Therefore, special "running-in" oil is not needed or recommended.

PROPER BREAKING-IN SPEEDS

To insure proper breaking-in, Nash engineers suggest the following speeds for the first 2,000 miles —

First 250 miles—Don't exceed 35 M.P.H., after a warm-up at slower speed.

250 to 500 miles—Don't exceed 45 M.P.H., after proper warm-up.

500 to 1,000 miles—Don't exceed 55 M.P.H., after proper warm-up.

1,000 to 2,000 miles—Don't exceed 65 M.P.H., after warm-up.

Avoid running with the throttle wide open until you have put at least 2,500 miles on the car.

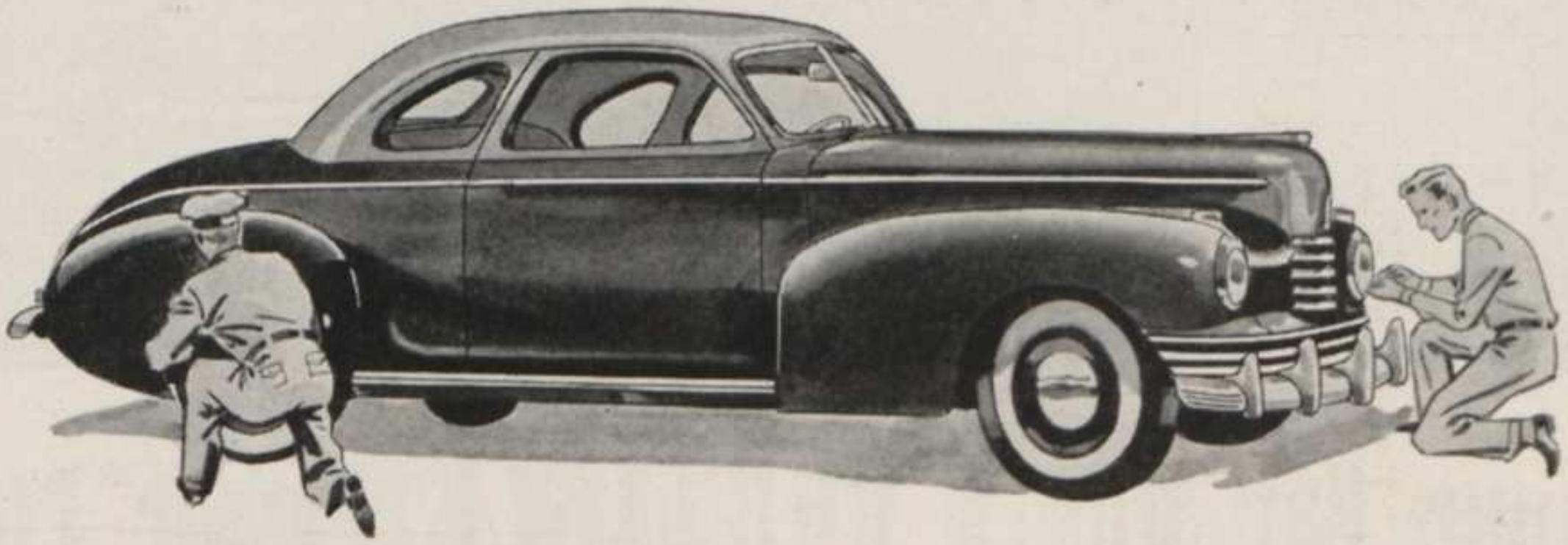
Inspect the water and oil daily or, on long trips, at every filling of gasoline.

Fill the storage battery to the correct level with distilled water every two weeks.

FREE INSPECTION AT 1,000 AND 2,000 MILES!

Your warranty is dependent on your first two inspections, provided free by authorized Nash dealers wherever you may be — through the tourist privilege. These must be made at 1,000 and 2,000 miles. Other inspections should be made at 1,000 mile intervals.

PERIODIC INSPECTIONS, LUBRICATIONS ARE IMPORTANT



EACH DAY

Check 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

Check battery and add distilled water as needed.

EVERY SIX MONTHS

Flush cooling system and treat with Nash Rust Resister Compound, unless anti-freeze compound contains inhibitor.

EVERY 1,000 MILES

Lubricate entire chassis. Have dealer's service station make free inspection of car. Check level of fluid in brake master cylinder.

EVERY 2,000 MILES

(Oftener under adverse conditions)

Change engine oil. Lubricate water pump. Re-oil standard type air cleaner on carburetor. Check transmission lubricant—add to correct level. Check rear axle lubricant—if not up to proper level, flush, and change. DO NOT ADD to present lubricant.

EVERY 5,000 MILES

Tune engine, including adjustment of valves, clean fuel screens, clean spark plugs, clean and set distributor points, check and set timing. Adjust fan belt. Lubricate starter and generator bearings. Re-oil heavy duty type air cleaner on carburetor. Tighten chassis bolts. Ambassador "600"—lubricate propeller shaft.

EVERY 8,000 MILES

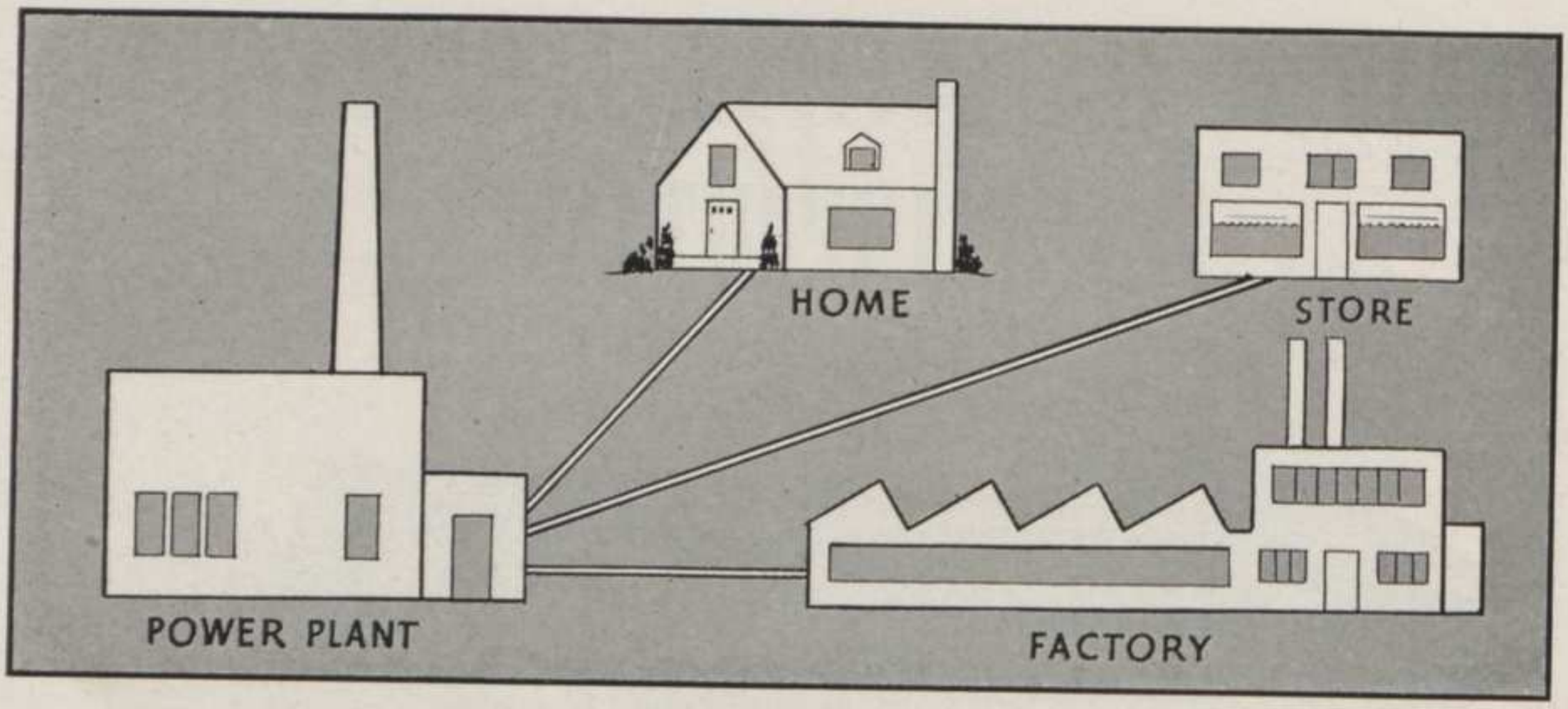
Renew oil cleaner — if so equipped.

EVERY 10,000 MILES OR TWICE A YEAR

Lubricate wheel bearings.
Flush transmission and rear axle and refill with new lubricant.
Renew spark plugs for maximum performance.

CAUTION PLATE

There's a Caution Plate on the left front corner post of the body and visible when the door is open. This 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.



Your Car Has A PORTABLE Power Plant

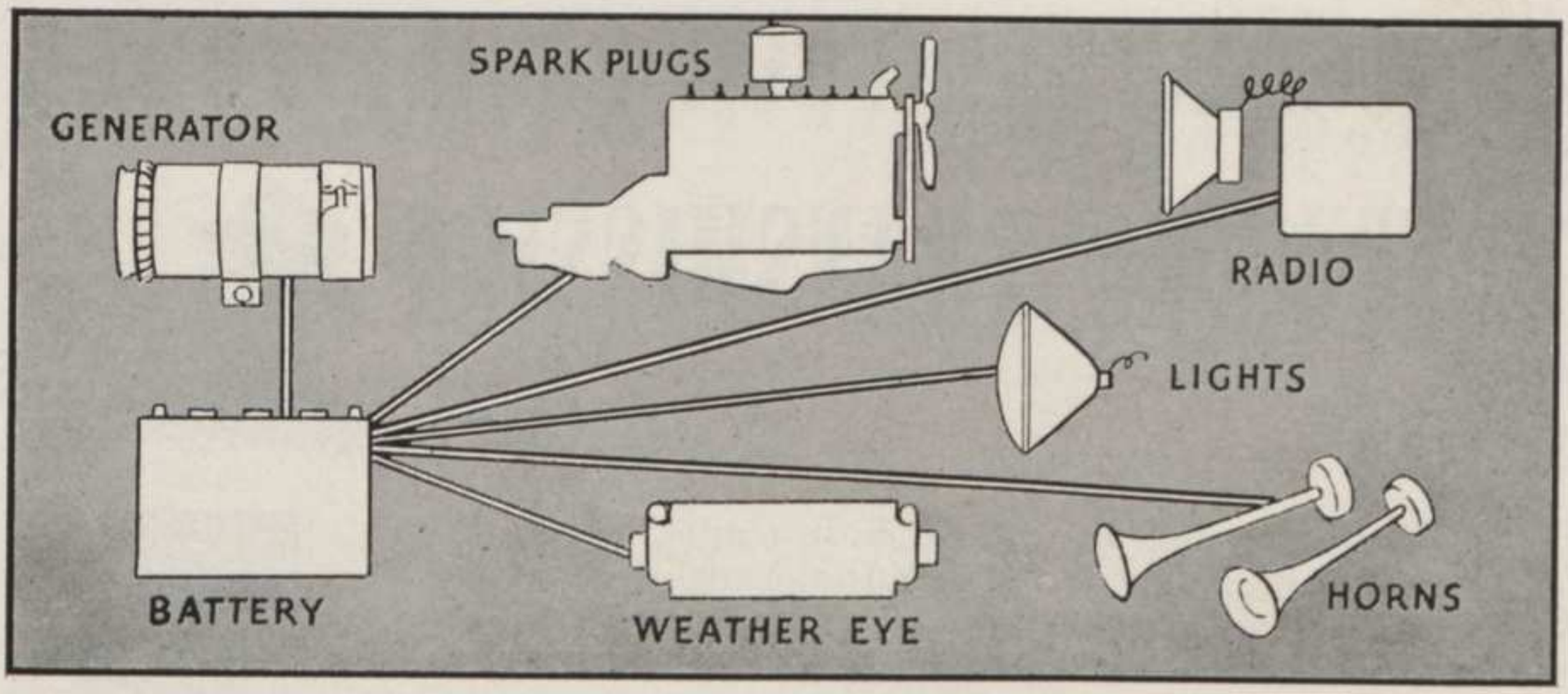
The electrical system in your automobile is a compact, portable reproduction of the electric power system in your home town. It provides virtually the same services for your "home on wheels" that the municipal system provides for your stationary home.

The battery and generator correspond to the municipal power plant. The battery is a storage reservoir for electrical energy, while the generator produces a constant flow of electric current to keep the reservoir charged with energy. Wires lead out from this portable power plant to carry the electricity where it is needed — to the distributor, the rotating switch that delivers current to the spark plugs, the radio, the lights, the Weather Eye, the cigar lighter and other electrical accessories.

Whereas the municipal system requires experts in constant attendance, the car system is built to take care of itself with comparatively little attention. Periodic inspections and adjustments are all that is necessary under normal driving conditions. But these inspections and adjustments are of vital importance to sustained efficient performance.

VOLTAGE REGULATOR. The generator output is controlled by a separate unit known as a voltage regulator. The charge the battery receives varies according to the state of the battery. Thus, if the ammeter shows a considerable variation in the reading one day, compared to the reading another day at the same speed, this is not an indication of generator trouble, but that the generator and regulator are functioning.

BATTERY CABLES and connections should be kept clean and tight. If corrosion of the cable terminals is evident, clean with ammonia and cover with vaseline. Inspect the ground cable from the battery to body and unit power plant at intervals, as looseness at these points is a major cause of burning out light bulbs and pitting of distributor points.



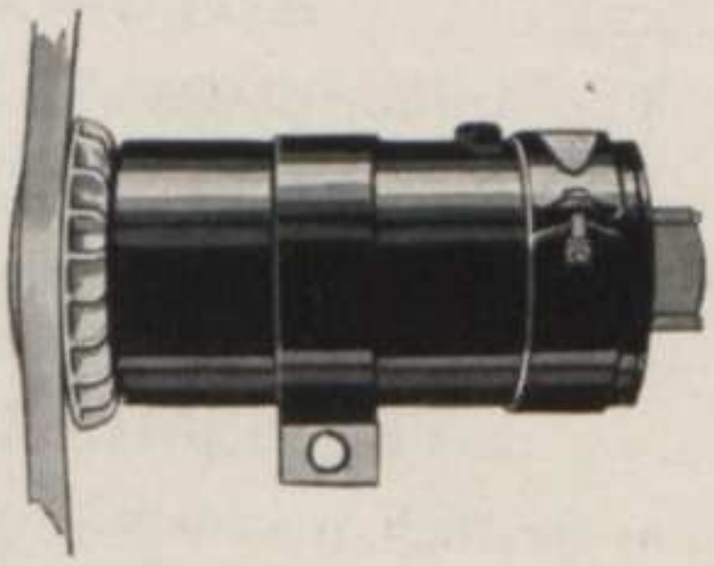
That's Built To TAKE IT With Little Care!

THE BATTERY AND ITS CARE

The battery in your new Nash is a large three cell unit, designed to provide extra storage capacity to take care of Nash-approved accessories. It's located under the front seat, easily accessible for inspection and maintenance. The electrolyte consists of a mixture of acid and water. Evaporation of the water makes regular inspections necessary. Distilled water should be added to each of the three cells to the proper level — 3/8" over the top of the plates. This should be done each week in summer and every two weeks in cold weather. After adding the water in winter the engine should be operated at charging speed for an hour to thoroughly mix the fresh water with the acid.

THE GENERATOR

Nash uses air-cooled generators to provide higher charging capacity without overheating. The generator on your car is located on the left side at the front of the engine and is operated by the fan belt which is driven by the crankshaft.



HYDROMETER READINGS. At periodic intervals hydrometer readings on your battery should be made at your Nash service station. A battery in good condition should register a hydrometer reading of not less than 1.250 in climates where freezing occurs and 1.180 in climates not subject to freezing. A competent battery man is the only one who should ever add any acid to your battery.

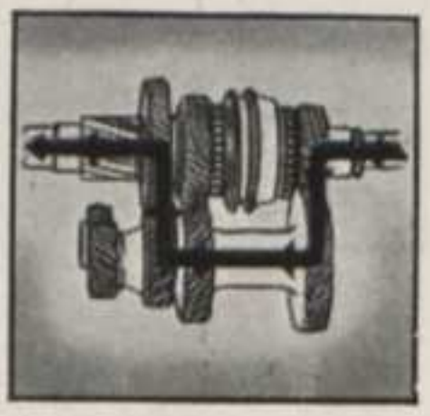
BATTERY CHARGE INDICATOR. The ammeter or battery charge indicator is located on the instrument panel and shows whether the battery is being charged or discharged. When the engine is not running and electrical current is being used, the needle will lean to the minus side of the dial. When the engine is running and the generator is supplying the necessary current, the needle point will lean to the plus side of the dial.

YOU CONTROL YOUR ENGINE POWER WITH THE TRANSMISSION

THE transmission in your car is, in reality, a lever on the engine. It enables you to step up the engine power in low speeds and permits you to back the car without reversing the engine.

Your new Nash is equipped with an improved Synchro-Shift transmission, for smooth, quiet, efficient operation.

Collars and cones are used to bring the meshing gears to the same rotating speed before the shift is made. This prevents gear clashing, adds to gear life.



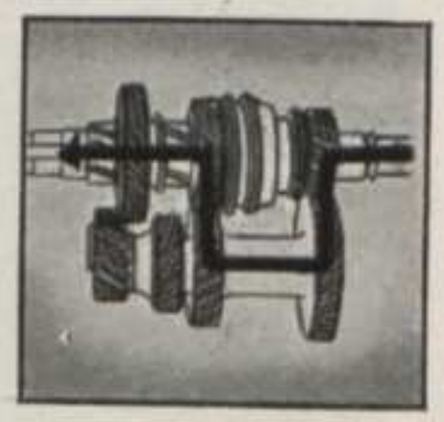
LOW

In low gear, the crankshaft turning motion is transmitted through the gears to the propeller shaft as indicated by these arrows.

FOURTH SPEED FORWARD

If your car is equipped with the famous Nash Fourth Speed Forward, you have an automatic cruising gear (overdrive).

This additional forward gear engages at 33 to 35 miles an hour to reduce engine speed (without reducing car speed) approximately 30 per cent. Thus, it increases gasoline mileage, adds proportionate savings in oil and prolongs engine life.

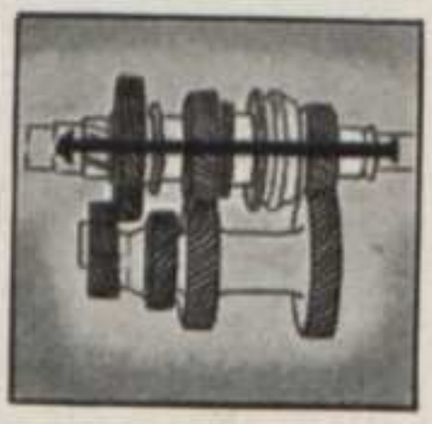


SECOND

In second gear, the turning motion follows the above course.

AUTOMATIC OVERTAKE

The Automatic Overtake, a unit of the Fourth Speed Forward, comes into play when you depress the accelerator to the floor. It gives you immediate, rapid acceleration for passing other cars and to climb steep hills quickly.

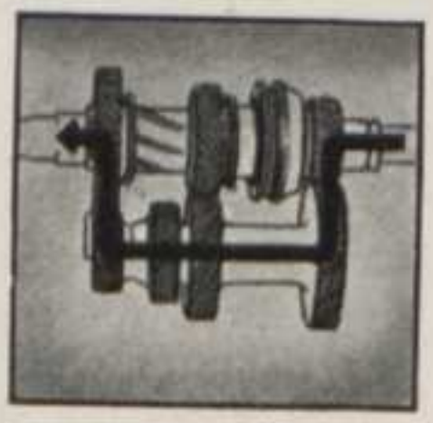


HIGH

In high gear, the crankshaft and propeller shaft revolve at the same speed.

TRANSMISSION LUBRICATIONS

As the Nash Synchro Mesh Transmission is precision built for silent, easy operation, the selection of correct lubricant is important. Your Nash transmission should be lubricated with No. 70 S.A.E. Motor Oil in hot weather and S.A.E. 50 Motor Oil in cold weather. In localities where motor oil of the above grades is not available, a bright stock gear oil S.A.E. 90 can be used for year-round use. In extreme cold weather this can be diluted with light engine oil. Never use extreme pressure lubricants or heavy transmission greases. The level of the oil should be checked every 2,000 miles and brought up to level if necessary. The filler and level plug is located on the right side of the transmission. The same recommendations apply to the cruising gear. Both the transmission and cruising gear should be drained, flushed and refilled with new lubricant twice a year or every 10,000 miles.



REVERSE

Reverse action is accomplished by bringing into operation an idler gear.

AND TURN IT OFF AND ON WITH THE CLUTCH

THE clutch in your car is the mechanism that transmits the engine power to the transmission. It consists of three major elements, the engine flywheel face, the driving disc and the pressure plate.

When the car is in operation, these three elements are pressed close together in frictional contact by springs back of the pressure plate. When you step on the clutch pedal, you release these springs and the three elements are disengaged. The flywheel revolves free of the driving disc.

Thus, the engine is disconnected from the transmission.

LARGE, COOL-RUNNING MECHANISM

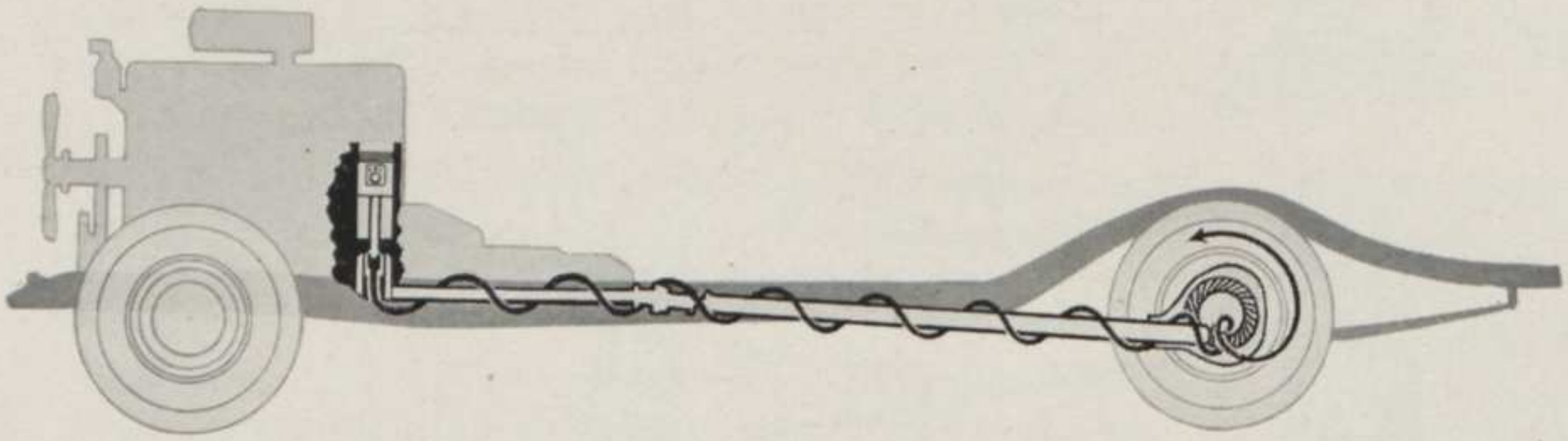
Your Nash clutch is an exceptionally large, efficient, cool-running mechanism of advanced design. It incorporates features that provide unusually smooth, chatter-free engagement and dependable, quiet operation.

CLUTCH USE AND CARE

You use your clutch every time you shift gears. It's one of the hardest-working mechanisms in the entire car. It is important that at all times sufficient play be maintained between the pedal and the floor board.

The clutch pedal should be adjusted so that there is not less than ½ inch free movement and not more than one inch free movement. Avoid "riding" or "slipping" your clutch in driving. This practice, common to many drivers, causes unnecessary wear.

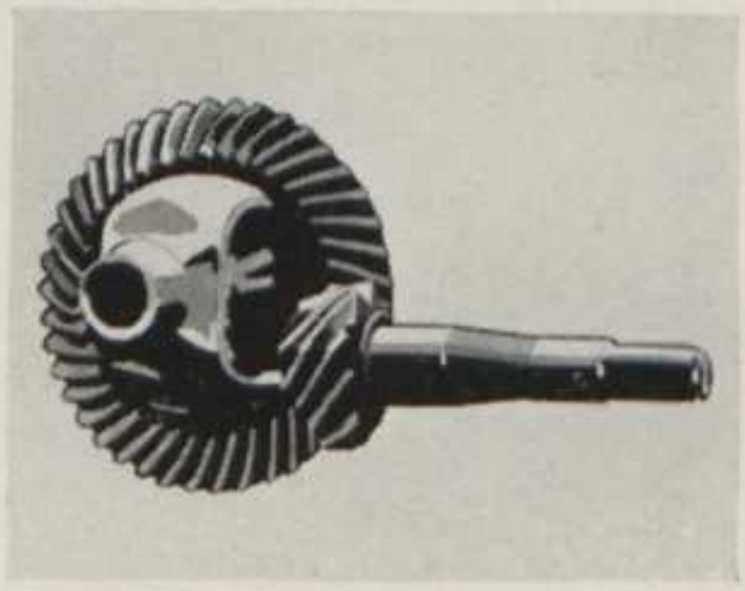
THE PROPELLER SHAFT CARRIES THE POWER TO THE REAR AXLE



THE propeller or drive shaft of your car is the connecting link between the engine and the rear (driving) wheels. It carries the turning motion created by the engine from the transmission back to the rear axle gears.

A pinion gear, attached to the rear end of the propeller shaft and turning in the same direction, meshes with and drives a ring gear inside the rear axle housing. The ring gear changes the direction of the turning at right angles (from sideways to forward) and turns the rear axle shafts, which propel the rear wheels.

HYPOID REAR AXLE



In your new Nash you have a precision-built semi-floating rear axle of simple, sturdy construction. The gears are precision machined and are carefully lapped and matched in sets to insure permanent quiet operation. Tapered roller bearings are used throughout.

All models are equipped with hypoid rear axle gears with the pinion gear mounted below the center of the ring to lower the propeller shaft, create a lower center of gravity . . . and at the same time allow sufficient clearance for soft spring action on rough roads.

FOLLOW RECOMMENDATIONS. For many years on older model cars, it was the general practice to use the same lubricants in the transmission and rear axle. Now this is not satisfactory. It's important to follow the recommendations on each unit.

REAR AXLE LUBRICATION. Use only Nash Approved Hypoid Gear Lubricant. See your dealer for information about this lubricant. The rear axle should be drained, flushed out and then refilled with approved Hypoid Gear lubricant every 10,000 miles.

FLUSHING REAR AXLE. The rear axle should be flushed out every time the lubricant is changed. Use only "flushing" oils. Do not use gasoline, kerosene, steam or other substitutes. This is of the utmost importance to the efficient operation you want.

NEVER ADD LUBRICANT. It's advisable to check the level of the rear axle lubricant every 2,000 miles. If the level has dropped due to leakage, the lubricant should be changed completely. Never add lubricant or mix one brand of lubricant with another.

COMMON SENSE SAVES COMMON COSTS

YOU have a great money-saver in your new Nash car. In fact, it's by far the most economical car you could have bought for its size, power and performance. You're going to save money every mile you drive and you can add to thi saving by observing a few, common-sense suggestions for practical operation

GAS SAVERS

1—Avoid racing your motor, after starting, to warm it up. You're just wasting gas. The engine will warm up without this.

2—Start out slowly in low gear, shift to second at 5 to 8 M.P.H. and to high at 10 to 15 M.P.H. Avoid rapid acceleration in low and second.

3—Coast toward a red traffic light, or when coming to a stop, with the throttle closed. This saves tires as well as gas.

4—Watch your tire pressure. Under-inflation causes premature wear and creates "drag" that will affect your gasoline mileage.

5—Switch your engine off when you stop. Avoid unnecessary idling when the car is not in motion.

6—Speed costs money. Gas consumption increases up to 50% when speed is increased from 20 to 60 miles an hour.

7—Use correct grade oil for the seasons. Keep the car lubricated. Keep the cooling system full. Use Nash radiator rust resistor every 6 months.

8—Drive at moderate speeds over rough roads to reduce strains on tires and other parts of the car.

9—A properly tuned engine is always the most economical. Have your engine tuned every 5,000 miles.

10—Make it a practice to take your car in to your dealer for regular inspections.

WHEN COLD WINDS BLOW . . .

WINTER, with sub-freezing temperatures, subjects your car to unusual stresses and strains. At the first indication of freezing weather, it's insurance against trouble to make certain that the car is protected.

The engine oil and lubricants should be changed to the correct winter grades and the cooling system should be drained, flushed out and filled with a reliable non-freezing solution. Denatured Alcohol or Ethylene Glycol (Prestone), used with water in the proper proportions, make good solutions.

The chart below gives you the proper proportions for varying temperatures.

ANTI-FREEZE SOLUTIONS

Ambassador "600"

Cooling Capacity 15 U. S. Qts. (13 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	6 U. S. (5 Br. Imp.)	7 U. S. (6 Br. Imp.)	8 U. S. (7 Br. Imp.)
Ethylene Glycol (Prestone) ..	5 U. S. (4½ Br. Imp.)	6 U. S. (5 Br. Imp.)	7 U. S. (6 Br. Imp.)

Ambassador 6

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.)	7 U. S. (6 Br. Imp.)	8 U. S. (7 Br. Imp.)

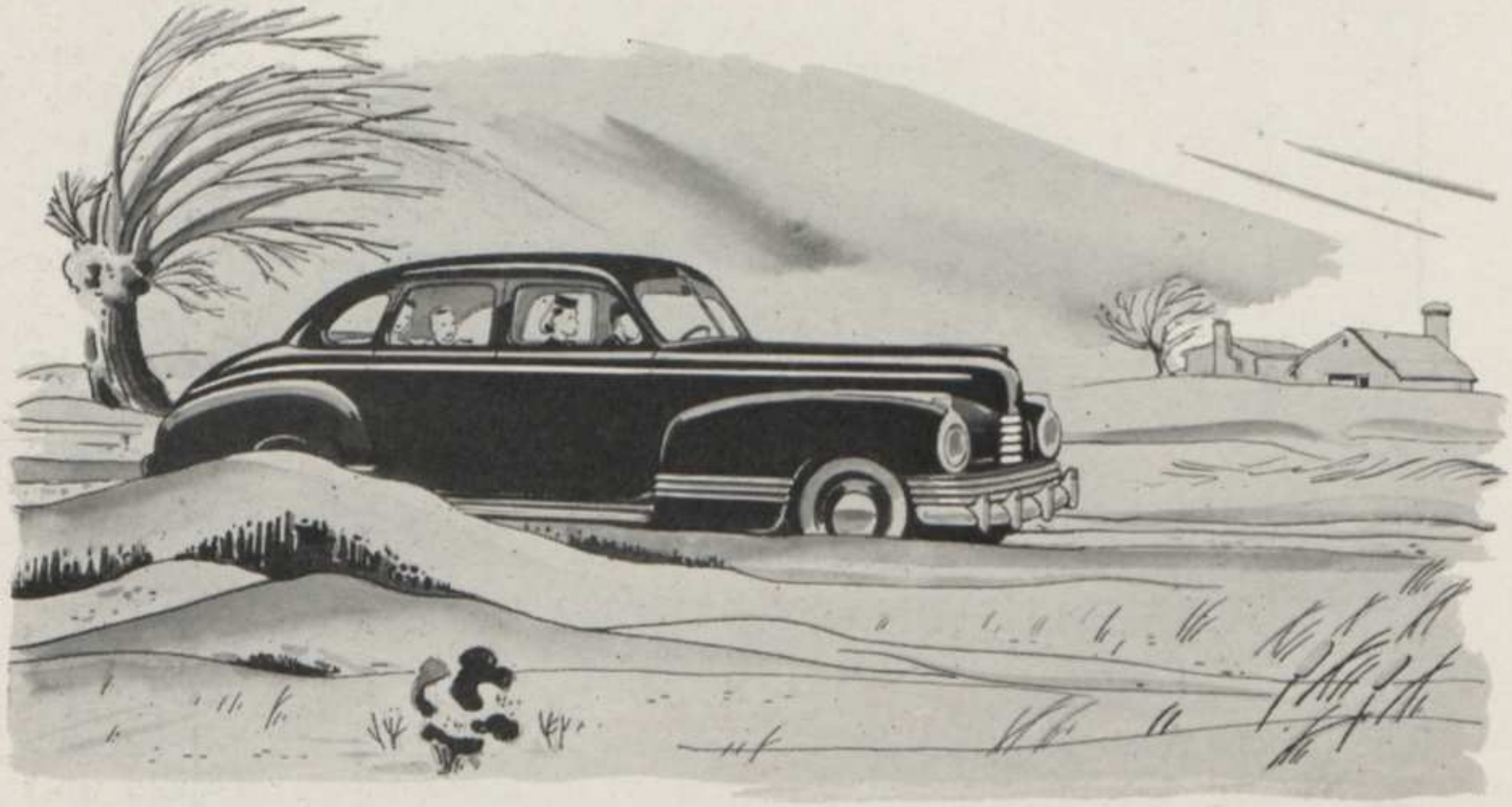
Ambassador 8

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.)

(Capacity shown includes One Quart for Weather Eye)

The temperatures given above are approximately the freezing point of the solution. Care should be taken in the use of alcohol solutions to prevent splashing on the car finish. The solutions will damage the finish. Tests should be made with reliable hydrometers at temperatures at which the hydrometers are calibrated. Freezing point hydrometers for the solutions mentioned above are not interchangeable, as different floats are required.

YOUR CAR NEEDS EXTRA ATTENTION!



RUST AND CORROSION PREVENTIVE

The cooling system should be protected with a good rust and corrosion preventive used at least once every six months . . . or when the system is drained for the winter and summer change-overs. Nash engineers recommend the use of Nash radiator rust resister for this purpose. This chemical can be used with types of anti-freeze solutions that do not contain rust preventatives. Ethylene glycol types of anti-freeze such as Prestone contain rust preventatives and the use of Nash Rust Resister is not required, when the cooling system is filled with such anti-freeze solutions.

CAUTIONS ON THE USE OF WATER

Water varies in different sections of the country. Chemicals in the water in some sections may damage the cooling system, unless certain simple precautions are taken. Your dealer is familiar with the situation in your community and will be glad to provide you with specific recommendations for the most efficient care of your car.

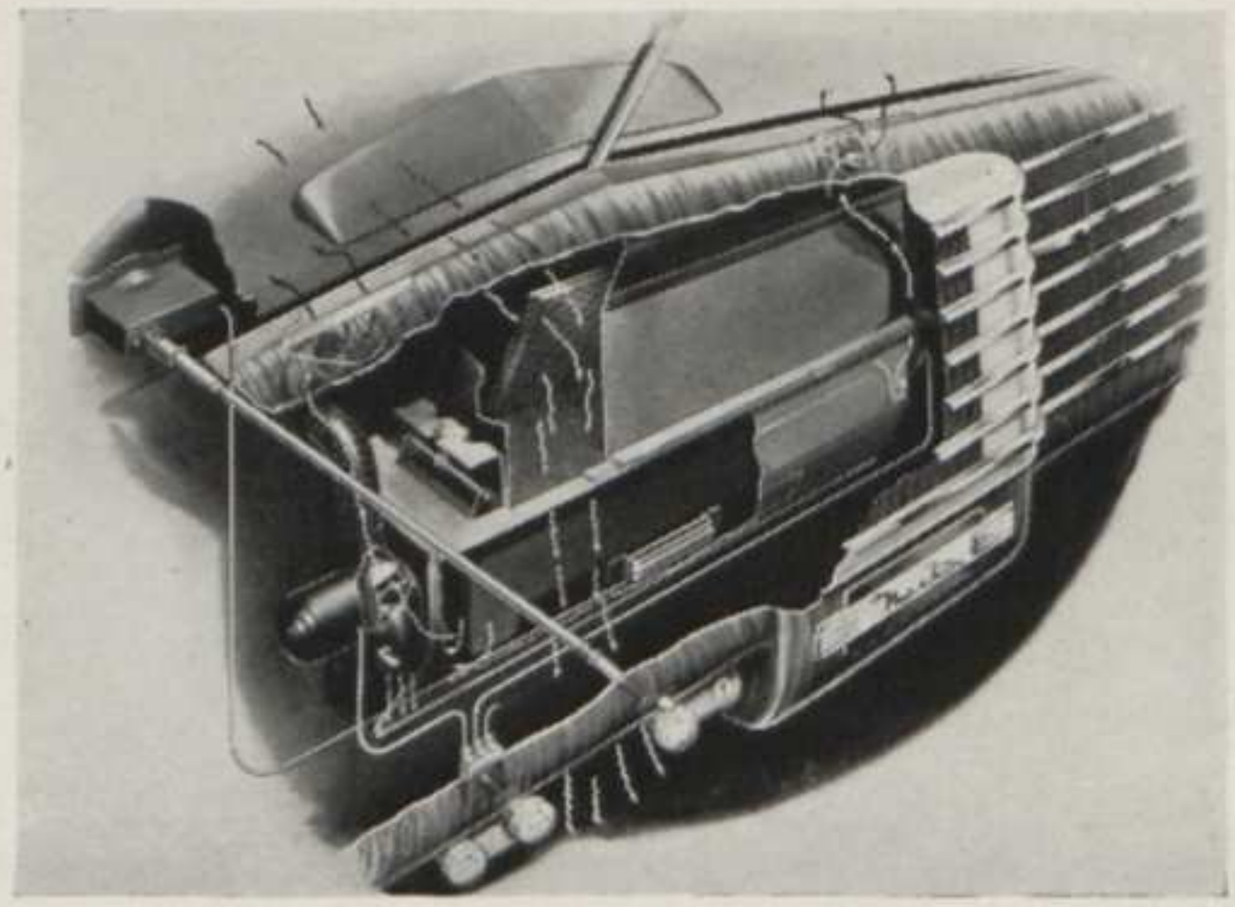
* * *

NEVER ALLOW COLD WATER TO BE POURED INTO THE RADIATOR WHEN THE ENGINE IS VERY HOT. CRACKING THE CYLINDER BLOCK OR OTHER DAMAGE MAY RESULT. LET THE ENGINE COOL OFF BEFORE ADDING WATER.

CARE OF FINISH

Salt or calcium chloride, used to melt ice and snow on the streets, will damage the finish, if allowed to stay on. The plated parts of the car — the bumpers, grille, headlamps and other trim — should be washed immediately.

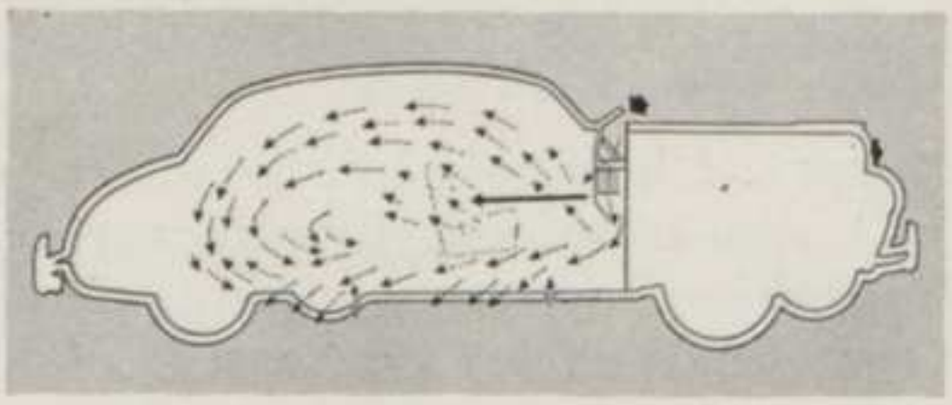
THE FAMOUS NASH CONDITIONED AIR SYSTEM



IT'S A REVOLUTIONARY SYSTEM OF HEATING AND VENTILATING!

The famous Nash Weather Eye Conditioned Air System, perfected for your 1942 Nash, is the finished product of years of research and development work by the first manufacturer to offer this greatest of all automobile comfort features. It's a revolutionary heating and ventilating system, built into the car to provide you with June warmth and clear vision in winter, cool, dustless ventilation in summer and draftless, fume-free health insurance all year. The unit is located (concealed) underneath the cowl. It contains one of the largest heating cores ever put in a car and big twin fans for defrosting in winter and extra ventilation in summer.

IT CREATES PRESSURE INSIDE TO EXPEL STALE AIR, FUMES!



The forward motion of your car forces air through the open cowl ventilator. This fresh air passes through a filter (removing dust, dirt, etc.) into a large heating core and is then diffused into the car through an 18-inch wide register just above the toe-board section of the floor. The constant flow of air (upward to 800 cubic feet a second) fills the whole car with uniform heat, forces out stale, stuffy air, cigarette smoke and dangerous carbon monoxide fumes.

IT'S AUTOMATIC! A THERMOSTAT KEEPS TEMPERATURE CONSTANT!

The whole system is completely automatic, just like the heating and ventilating systems in the latest homes. You simply set the Weather Eye Dial on the temperature you want. A concealed thermostat records the comfort level you select and automatically turns the heat on . . . or off . . . to maintain that temperature.

. . AND WHAT IT MEANS TO YOU!

JUNE MOTORING IN JANUARY!

Now you can go on long trips in winter and enjoy every minute and every mile. Your Weather Eye System will flood the interior of the car with fresh, filtered air, heated to the exact comfort level you select. You won't need an overcoat . . . even in a blizzard.

NO DRAFTS, NO FOGGY WINDOWS!

You'll drive with your window tightly closed, yet breathe fresh air all the time. No more icy drafts on the back of your neck. The windows will be free of fog and your windshield will be free of snow and ice.

NO DIRT, DUST, INSECTS IN SUMMER!

When summer comes, just turn off the heat. The rest of the system remains effective. Drive through dust storms or rain storms and still breathe fresh, filtered air. Shut out bugs, bees, insects, etc.

HOW TO TAKE FULL ADVANTAGE OF IT!

KEEP VENTILATOR OPEN

This is important in both winter and summer. It's the pressure of the air entering the car at normal car speeds that changes the air in the car. In winter, when the windows are closed, it's this inside pressure that prevents the entry of cold, dust, dirt and drafts.

KEEP WINDOWS CLOSED

The Weather Eye permits constantly circulating air under pressure throughout the entire body. There's never any danger of stuffy air and, therefore, no need of open windows, which create drafts.

OPERATION IN DUST STORMS

Keep the windows closed when passing through dust storms or traveling over dusty roads. The Weather Eye will provide you with clean filtered air for comfortable ventilation.

WINDSHIELD DEFROSTER

The windshield defroster is composed of two flexible tubes leading to the windshield from the Fan Units, which force the heated air to the windshield. A valve in the fan unit controls the passage of a portion of heated air either to the windshield or out into the car toward the toe and floor boards. The control valve is located in the fan unit at the base of the defroster tubes.

WEATHER EYE CONTROL

The control, located on the instrument panel, governs the amount of heat in the car in winter operation. Select the control setting according to your personal preference. The thermostat control above the instrument panel takes care of any temperature changes to maintain the constant temperature you select.

REPLACE FILTER UNIT

The filter unit stops dust, dirt and other foreign matter before it can enter the car. Therefore, it will in time become clogged. When this occurs, it will restrict the amount of air passing into the car and reduce the efficiency of the system. This inexpensive filter should be replaced under ordinary conditions at least twice a year — spring and fall — and more frequently where conditions warrant. At regular intervals the filter should be inspected and cleaned of large obstructions.

FAN CONTROL IN WINTER

With the Weather Eye (unlike other heaters), it is not necessary to use the fans constantly. In fact, it's only necessary to turn on the fan to eliminate frost from the windshield, or when the car is standing still or moving slowly in traffic to circulate air when the cowl ventilator is closed. The switch for the fans is located below the instrument panel.

FAN CONTROL IN SUMMER

In summer the fans can be used to great advantage to circulate the filtered air, especially when the windows are closed as when passing through a dust storm or driving on dusty roads.

YOUR SAFETY... and How To Maintain It!

WHEN you take your family out in your new Nash, rest assured that you are providing them with the finest protection in your power to obtain.

With Nash you have all of the great fundamental safety advantages, improved and perfected, plus new factors added to make the 1942 Ambassadors even safer for today's high speed traffic.

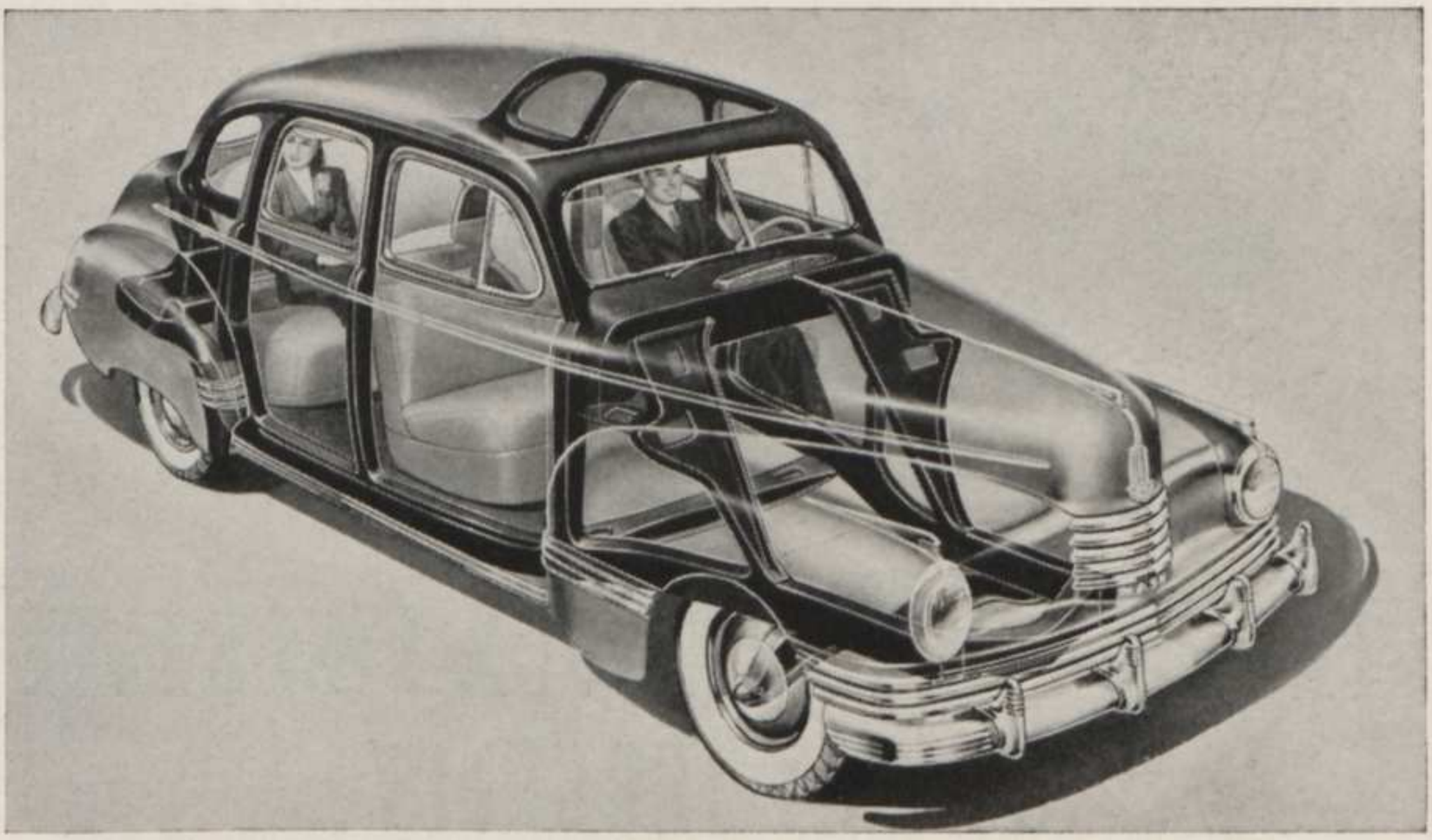
You're surrounded by an all-steel body of steel reinforced with steel. When you step on the brake pedal, you apply equal hydraulic pressure on four big brake drums for smooth, non-swerving stops. You look out through a wider, deeper windshield designed to give you greater visibility. And when night comes, you switch on Sealed Beam headlights of the very latest type.

Your Nash is the product of 26 years of safety engineering. As such, it's built to stay safe for years and years to come.

KEEP IT SAFER WITH CARE

But maximum safety is a matter of proper maintenance as well as superior engineering. The vital safety factors — the brakes, lights, tires and so forth — require attention, if they are to continue to give you the protection that Nash has engineered into them.

It's good insurance, therefore, to have these factors inspected at your Nash Service Station at regular intervals.



THE BODY AND FRAME ARE ONE

THE body and frame of your car are your protection in the event of a mishap. The stronger and sturdier their construction, the greater safety for you and your wife and your children.

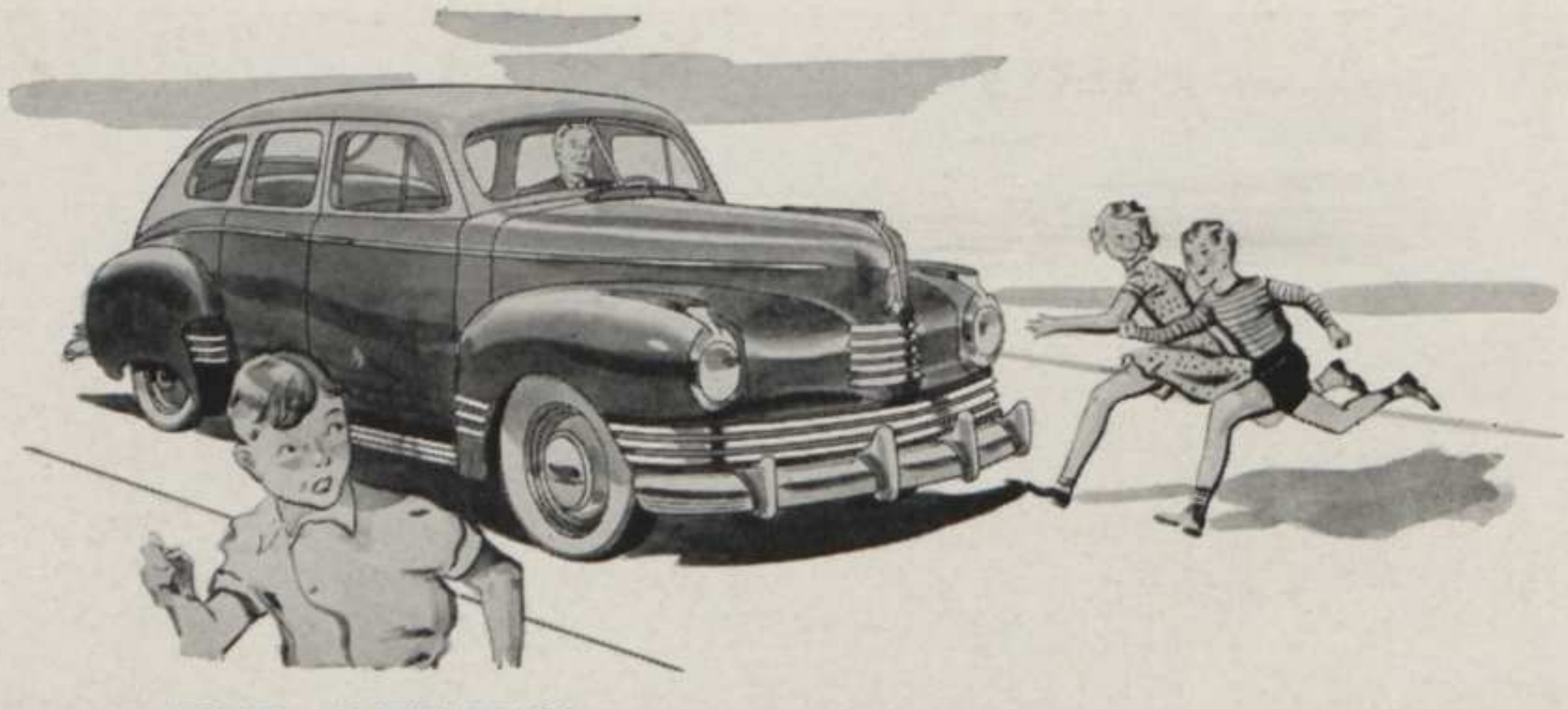
Nash bodies and frames, in all series, are the strongest ever built for their respective sizes and weights. They're built of steel, reinforced with steel, and they're fitted together to provide twist-proof unit structure.

AMBASSADOR "600" BODY-FRAME

With the Ambassador "600" models you have an entirely new type of "Unitized" body and frame construction, pioneered by streamliner trains. The body and frame are one single unit. Strong steel girders run around you, over you and under you to form a rigid skeleton for the steel sides, steel roof and steel floors. The new construction permits lowering the body (without sacrificing headroom) for a lower center of gravity. It's squeak-proof, rattle-proof, twist-proof, the strongest, pound for pound, in the industry.

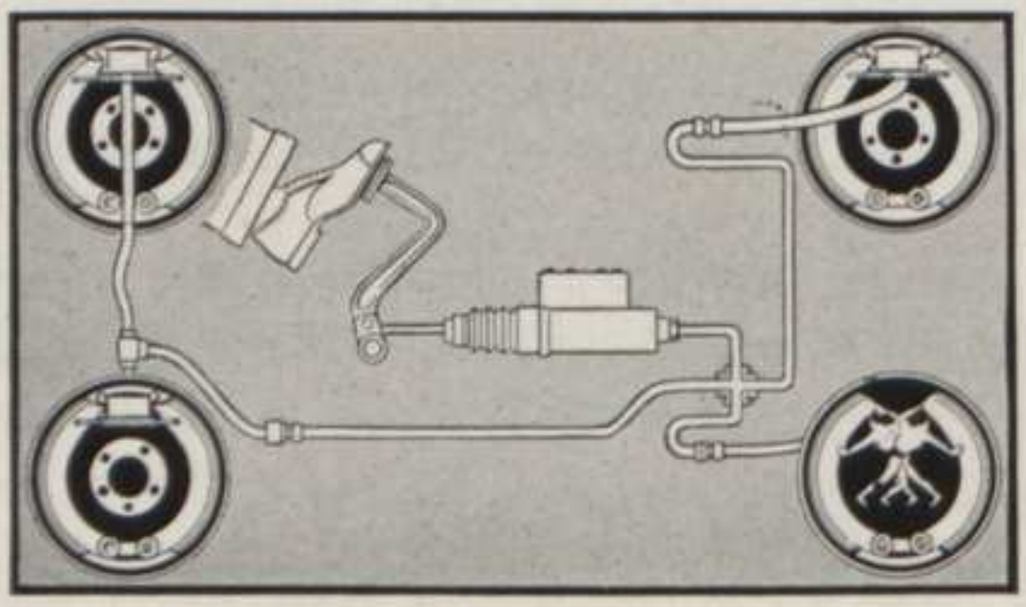
AMBASSADOR SIX AND EIGHT BODIES

Ambassador Six and Eight bodies are welded, one-piece, all-steel units with rugged all-steel floors, strong steel side panels and single stamped steel roofs, reinforced by super strong steel braces and pillars of girder type construction. The rugged dual frame is welded and riveted into a single unit to provide an extra-rigid, twist-proof foundation for the car. The body fits over and becomes part of this dual frame. Thus, the car really has a double frame.



THE BRAKES ARE YOUR INSURANCE IN AN EMERGENCY

IT'S impossible to overestimate the importance of your brakes in driving. Surveys show that in normal driving you use them four to five times every mile you travel. You rely on them every time you roll up to a traffic light. You depend on their efficiency when the "other fellow" fails to stop at a stop street. They are your first and your best insurance in an emergency.



DON'T LET THEM LAPSE!

It's vital to your safety to be absolutely sure that your brakes are in perfect operating condition all the time. Every part of the braking system should be inspected regularly and adjustments made periodically at your Nash Service Station for efficient brake operation.

MASTER CYLINDER

The master cylinder is located under the floor board at the left side. It is important that this cylinder be filled with brake fluid to the proper level at all times. Insufficient fluid may result in air entering the lines. If this happens, it will be necessary to "bleed" the system.

BRAKE RELINING

If, after you've accumulated considerable mileage, your brakes require relining, make certain that you obtain genuine Nash linings, supplied in Nash labeled cartons for your protection.

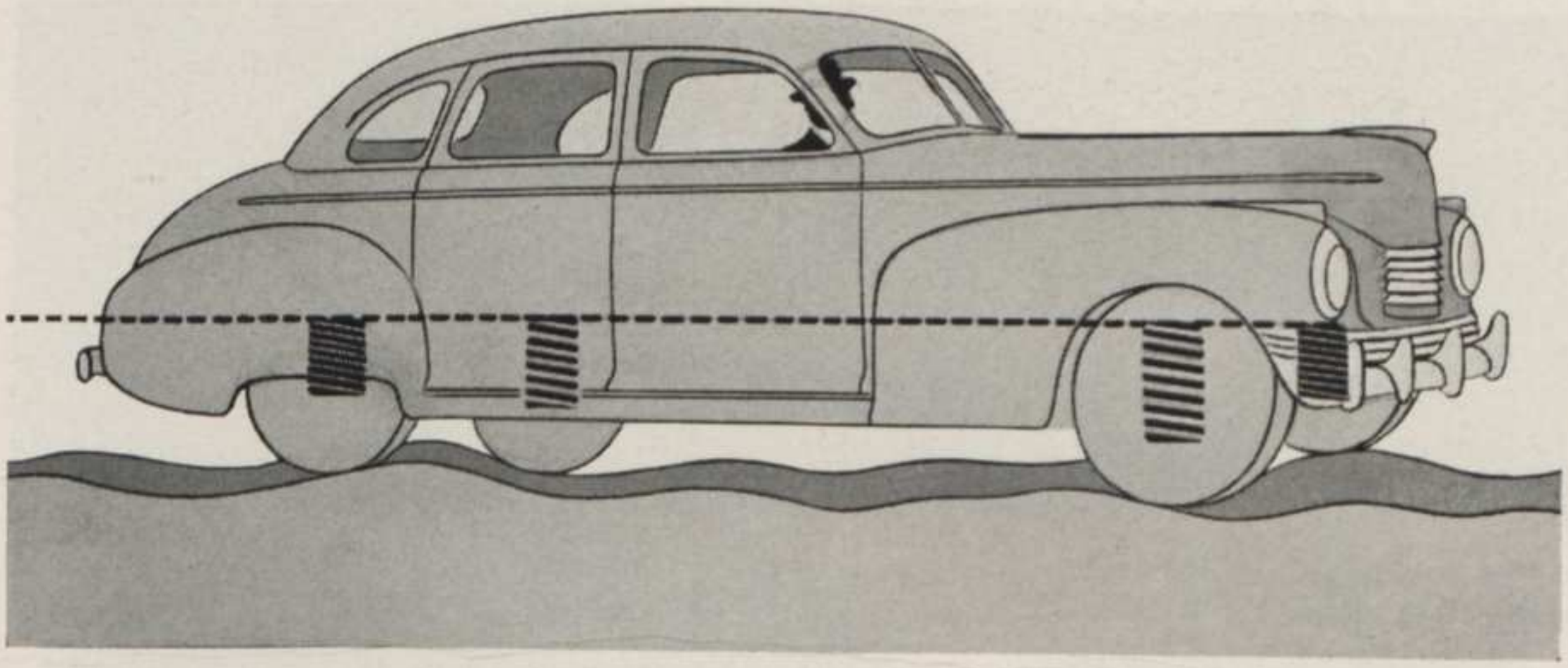
BRAKE FLUID

Use only genuine Lockheed brake fluid No. 21, in your brake system. Your Nash dealer has this fluid. When adding fluid, be sure that dirt does not enter the system. Questionable brake fluids will swell and destroy the rubber cups and other parts. Avoid this with the correct fluid.

FACTORY-LINED "SHOES"

In addition to the linings, your Nash dealer can also provide you with complete factory-lined "shoes," if and when you need them. This assembly provides new car breaking performance even if the car is several years old.

THE TIRES PROTECT THE CAR . . . and YOU!



THE tires are the only part of the car in actual contact with the road. As such, they are your first line of defense against skidding, slipping and road shocks. Their job, in providing safety and comfort, is to absorb the minor shocks and bumps and dampen the big ones to give the springs and shock absorbers a chance.

Your Nash is equipped with generous size tires with low air pressures to provide increased traction and cushioning. The tread is worked out to increase the amount of rubber on the road all the time and to reduce road noise and side skidding on slippery streets.

Proper attention to your tires adds safety, comfort and increased tire life.

HERE'S HOW TO TAKE CARE OF THEM!

Correct inflation is the most important factor in satisfactory tire service. The recommended pressures for Nash cars are: Ambassador "600" 28 pounds (if 16"x6.00—25 pounds); Ambassador Six 28 pounds (if 16"x6.50—26 pounds); Ambassador Eight 26 pounds.

Tires should be checked frequently to insure that the pressure does not drop more than three pounds below the recommended pressure. Also, guard against over-inflation, as this causes rapid wear and reduces the tire's ability to stand up under road shocks.

FRONT WHEEL ALIGNMENT

Front wheels should toe-in at the front 0" to 1/16" on the Ambassador "600" and 1/32" to 3/32" on the Ambassador Six and Eight. Misalignment will cause tire wear, and alignment should be checked occasionally. It is also important that the caster and camber of the front wheels be checked.

REMOVING WHEELS

Instructions for jacking up the car and removing wheels are on a tag attached to the jack that is furnished for your car.

NIGHT DRIVING IS LIGHT DRIVING!

The headlights are operated by a simple rotary switch on the dashboard. The first notch to the right places the parking lights (immediately above the sealed beam unit) in operation. The second turns on the headlights. Country and traffic* beams are selected by a convenient foot switch to the left of the clutch pedal. A red beam indicator on the instrument panel shows when the country beam is on.

** WHEN MEETING OTHER CARS ON THE ROAD, ALWAYS USE YOUR TRAFFIC BEAM.*

HERMETICALLY SEALED UNITS

The lamps are all glass with the lens, reflectors and filaments hermetically sealed into a single fused unit. With this unit construction, sealing out moisture, corrosion and dirt, lighting efficiency is retained almost indefinitely. The lights include two beams, one for country driving and another for city driving and passing.

Reflectors retain their high lustre and powerful reflecting qualities with little or no change. Sturdy, more durable filaments have increased lamp bulb life.

LITTLE MAINTENANCE

The new Sealed Beam lights require little attention, but that little is vitally important. Many states and territories require periodic inspections, especially as applied to correct aiming or aligning of the beams in the interest of greater safety. Nash headlight bulbs are of the prefocused type, both beams incorporated in one bulb. Any adjustments necessary are caused by misalignment of the bulb in the fender headlamp base. Two adjusting screws are provided so that the lights may be focused in accordance with local laws. Your dealer is equipped to make these adjustments.

PARKING, REAR LIGHTS

The parking light consists of bulb and lens separate in construction and located above the Sealed Beam units. Rear lights are mounted on each side of the body. The stop light and license light is mounted in the center of the trunk lid.

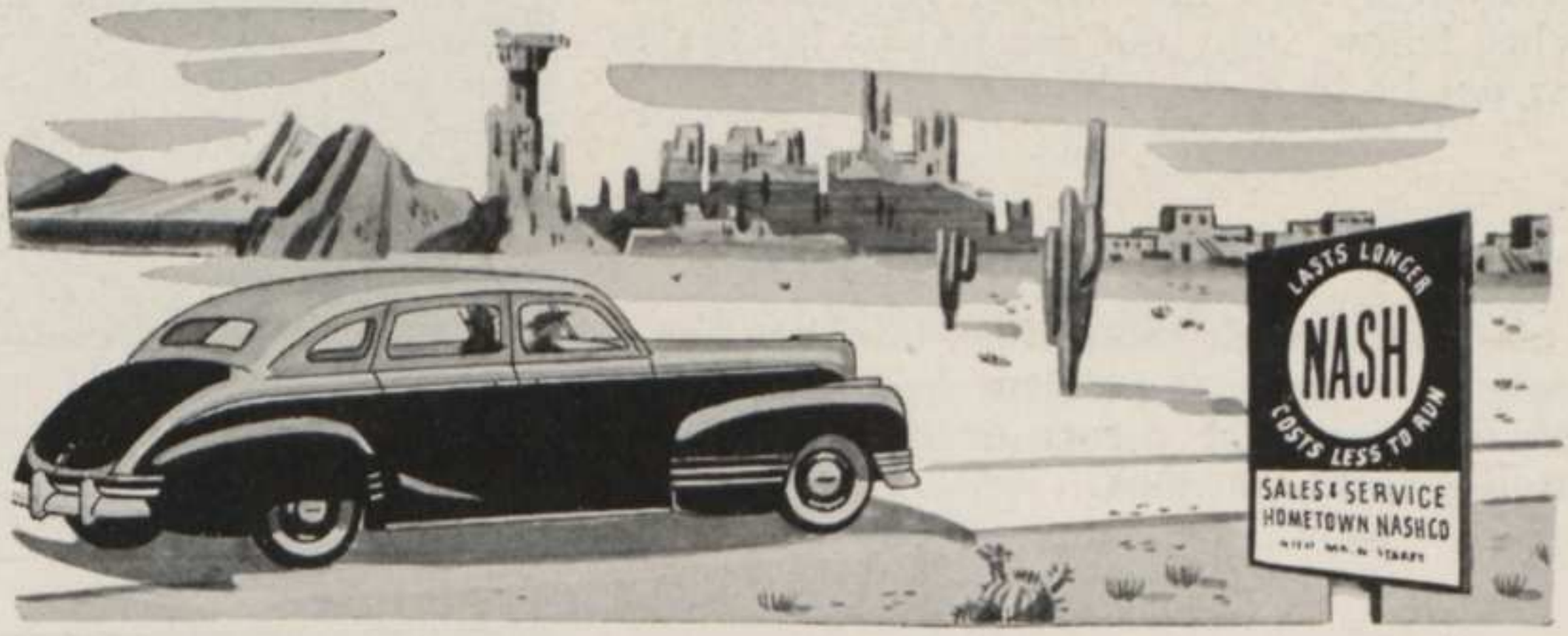
FUSES PREVENT DAMAGE

Fuses of 30 ampere capacity are inserted in the electrical circuit to prevent damage in event a ground occurs. They are mounted in a fuse block located under the hood on the left front side of the body. Normal current flow will not affect the fuses, but abnormal flow, such as would occur in event of a ground or short, would cause filaments in the fuses to melt, interrupting the current to the affected circuit. In this event, the ground should be located and the fuse replaced.

INSTRUMENT, READING LIGHTS

The instruments are illuminated by two bulbs inserted in snap sockets at the rear and on each side of the instrument cluster. They are easily replaced by pulling out the snap sockets from the back of the panel. On some models a reading lamp is provided.

You'll Save Money and Stay Happier with AUTHORIZED NASH SERVICE!



AT HOME! Your Nash dealer is more interested in your complete satisfaction than anyone else in town. Your goodwill and your good words about the car are the greatest asset he has in business. Consequently, he's ready now and always to do everything possible to help you get the full measure of performance built into the car.

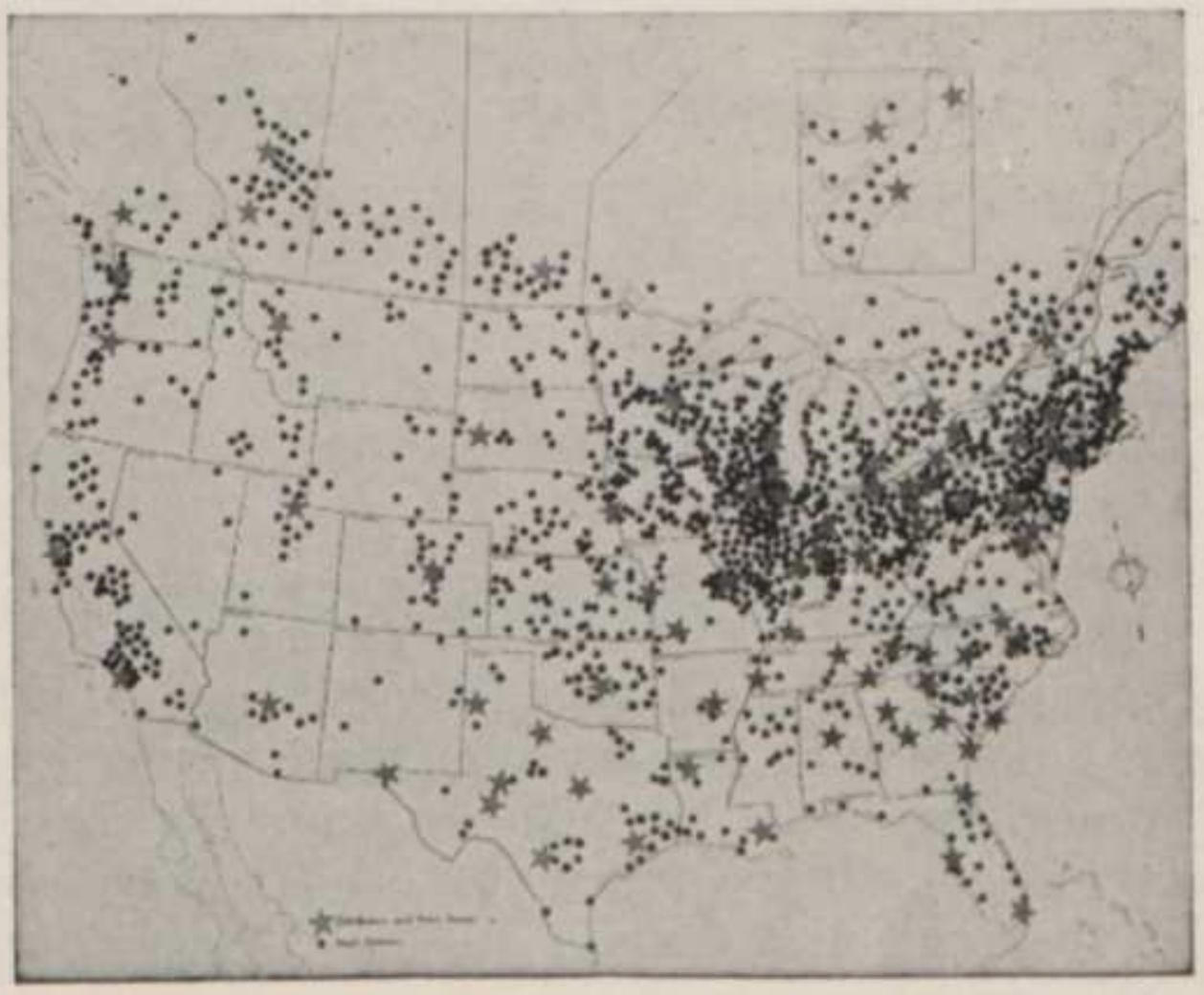
FACTORY-TRAINED MEN! He employs factory-trained men in his service department. In cooperation with traveling Nash Service Supervisors, holding schools and meetings, his men are informed on all the latest, most efficient service methods and procedures.

SPECIAL TOOLS! He provides his men with special tools and equipment designed for Nash cars. With these tools he's able to give you the best possible Nash maintenance work at the lowest possible prices. Remember this when you need work done!

GENUINE PARTS! He carries a supply of genuine Nash parts to save you time and trouble in event you need replacements. He receives complete technical information, special service bulletins and general service letters filled with the latest up-to-the-minute material on Nash service.

NATION-WIDE SERVICE

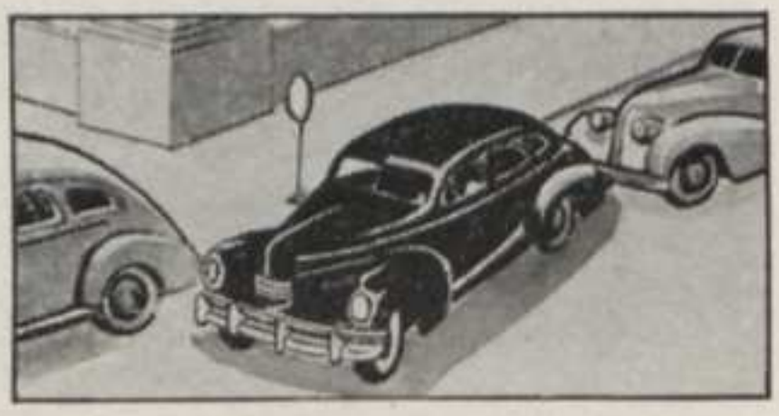
The Nash Service Organization maintains nation-wide Authorized Nash Service for your convenience. Nash has over 2,000 dealers in the United States and Canada, strategically located in cities and towns. And every one of them is manned with factory-trained men and equipped with special tools and carries genuine Nash parts.



Safety IS CARE AND COURTESY WITH

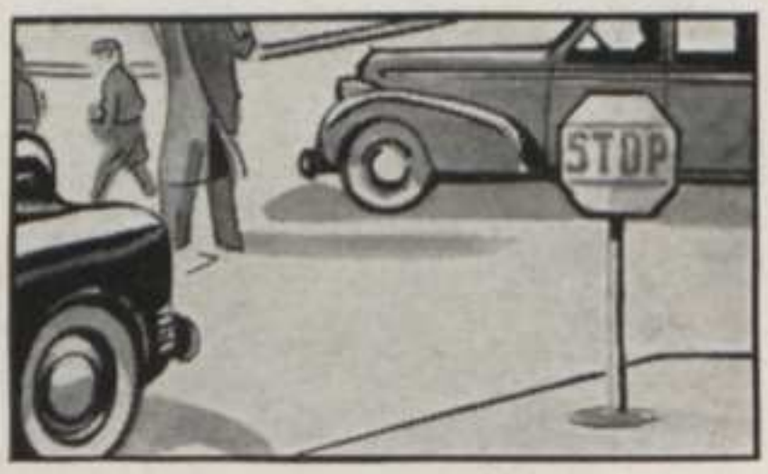
LOOK BEFORE YOU START

Glance back as well as ahead, before you pull out from a curb into traffic. Remember, the "other fellow" may not see you or his brakes may not be in tip-top shape.



BOTH WAYS AT CROSSINGS

It may take a little more time, but then again it may save you a bad accident. You never know who is around the corner or how fast he is traveling until you look.

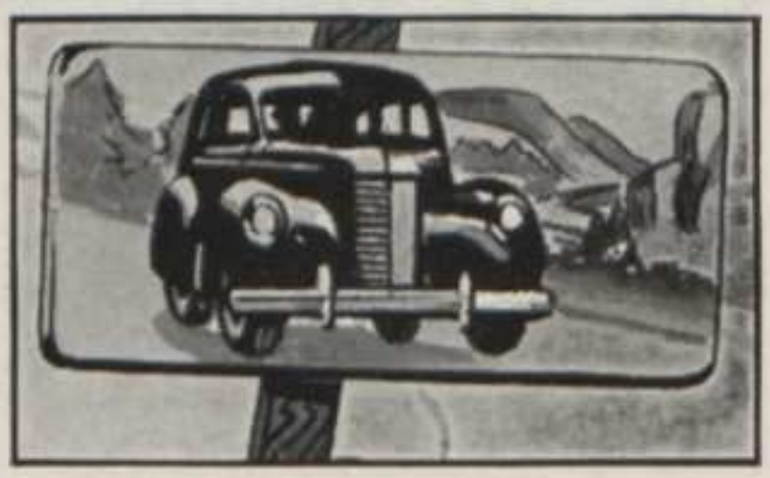


SURE THERE'S TIME TO CROSS

A minute spent waiting for traffic to clear at a crossing may be months saved in a hospital. Your car has plenty of power and pickup, but dodging through traffic is a foolish way to prove what it will do.

KNOW BEFORE YOU STOP

A glance in your rear view mirror before you stop may save you a crumpled fender or worse. Remember, the fellow back of you can't read your mind. Signal before you apply your brakes.

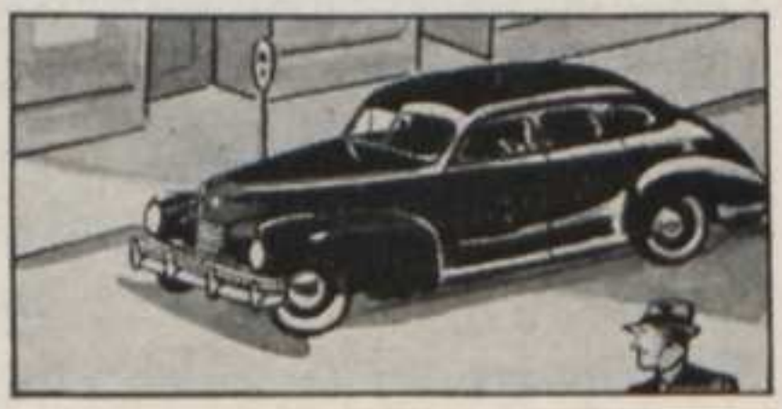


WALKING IN A CROWD

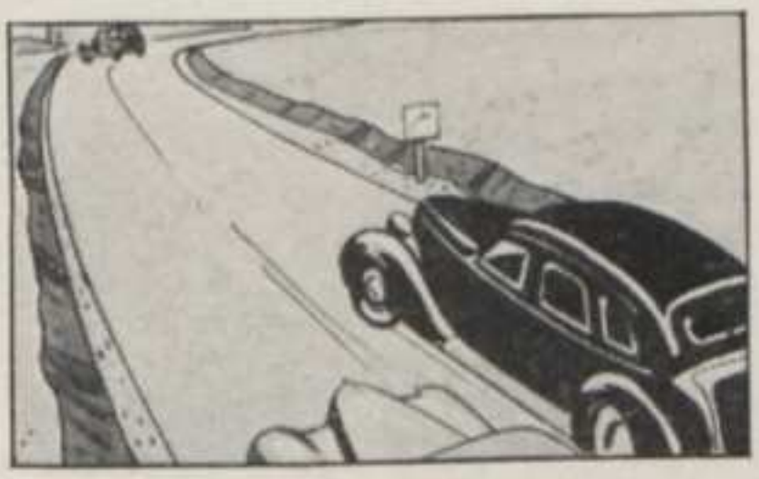
Driving in traffic is like walking in a crowd. You get in line and stay there, unless you want to get jostled. If you do decide to move into another line, be sure no one else wants to occupy the same space at the same time.

SAFE AND SANE SPEED

Safe speed is a relative factor. Seventy miles an hour may be safe on some roads under some conditions, while 20 miles an hour may be too fast under other conditions. Adjust your speed to the road and traffic.



THESE COMMON SENSE FUNDAMENTALS



PASSING ON THE ROAD

Before attempting to pass another car on the road, signal with your horn and make absolutely certain that you have room to spare for the operation. Remember, passing a car traveling 40 M.P.H., is the same as passing a stationary object several hundred feet long.

PASSING ON HILLS, CURVES

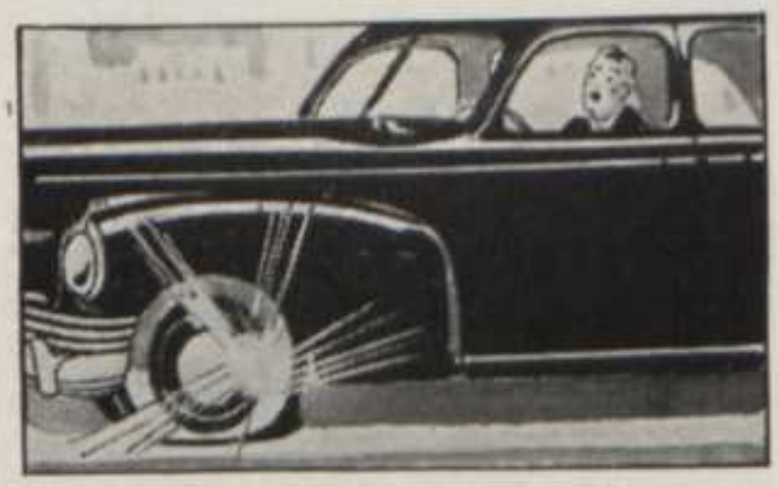
Your car isn't equipped with a periscope. Therefore, you can't tell what's over a hill — or around a curve — until you've topped the hill or rounded the curve. Chances are there might be a truck.

SLIPPERY STREETS

You can go just as fast on slippery streets as you can on dry streets, once you get started. BUT you can't STOP as fast. Remember this and also remember to keep your clutch pedal in an engaged position when stopping on ice.

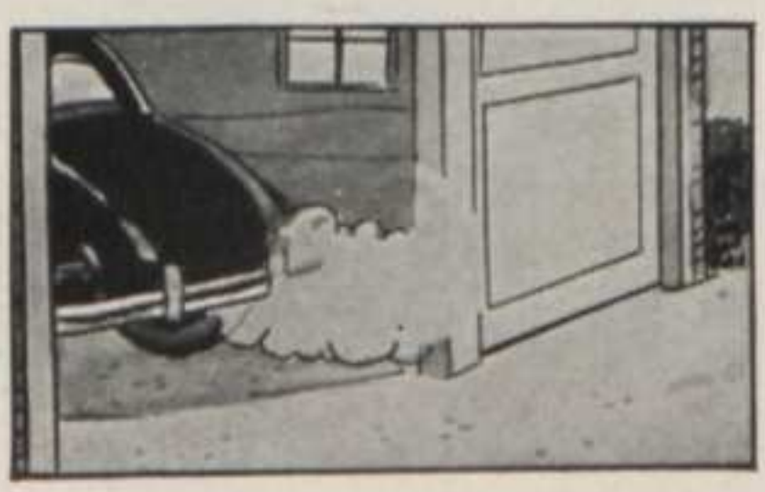
SKIDDING

If you start to skid on a slippery street, turn the front wheels in the direction of the skid and accelerate slightly. This will tend to pull the car out of the skid and give you traction to straighten up.



BLOW-OUTS

If a tire fails suddenly, hold on to the steering wheel securely and keep the front wheels straight. Don't jam on the brakes. Apply them slowly and bring the car to a safe, controlled stop as quickly as possible.



CARBON MONOXIDE

The exhaust fumes from a car (carbon monoxide) are colorless, tasteless and odorless. Yet they are extremely dangerous to inhale. Avoid running the engine of your car in closed quarters, such as in your garage.

NASH ENGINEERED ACCESSORIES GIVE YOU

The day has come when most of the comforts of home are available on wheels . . . to add extra style, convenience and safety to your car.

For instance, now when you go out for an evening drive, week-end trip . . . or long cross-country jaunt . . . in the conditioned-air comfort of your new Nash, you can take your favorite radio program along. You can anticipate the time with a handsome electric clock and tune in on the programs you want.

If night overtakes you on the road, you don't have to look up lodgings. You can park at some pleasant spot near the highway, take a few minutes time and convert your sedan into a private sleeper. You can have mirrors, cigar lighters, cool seat covers and auxiliary lights of all kinds to contribute to the pleasure of your motoring.

Nash Engineered Accessories make all this possible at comparatively little cost. They're the extras, the plus qualities that give your car greater distinction and make the finest motoring even finer.

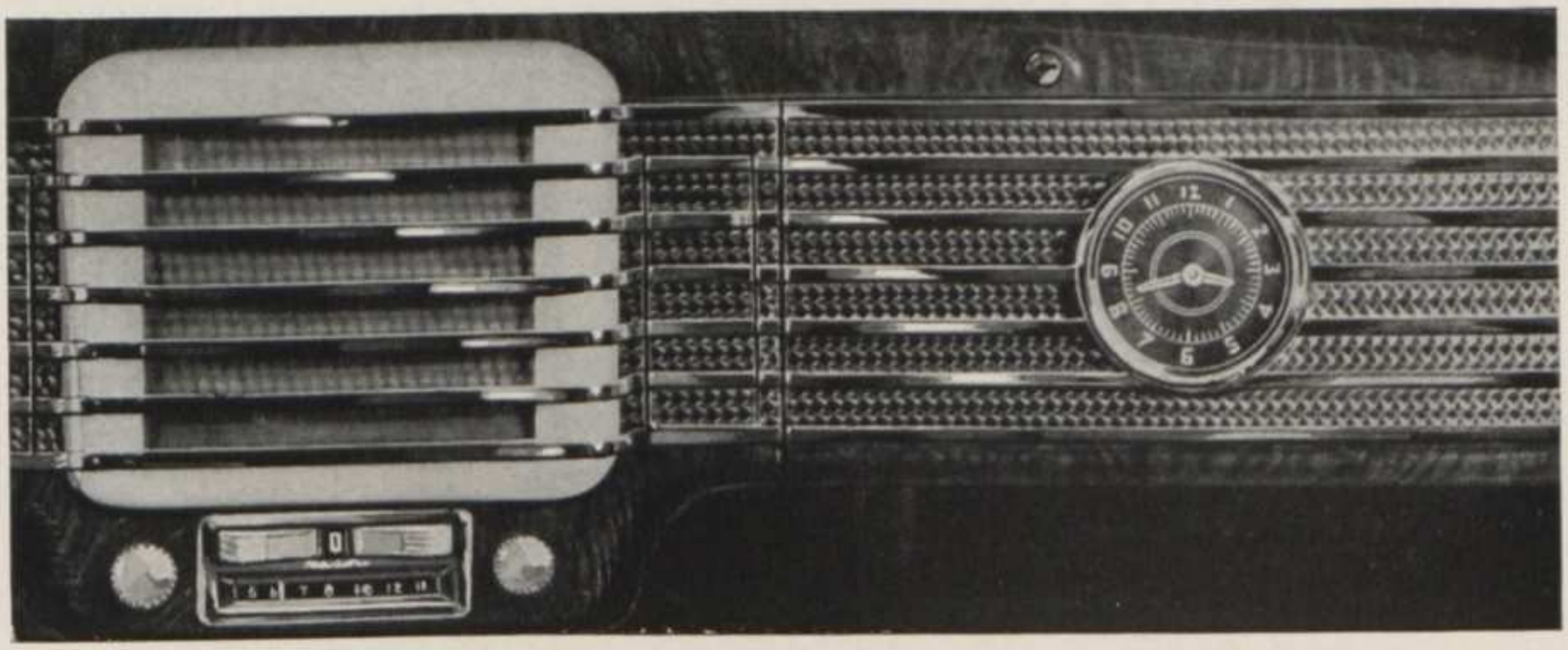
DESIGNED, TESTED AND APPROVED FOR NASH CARS!

The 1942 Nash Accessories, pictured and described on the following pages of this book, were designed *with* the car to match it in beauty, style and to perform properly in it.

As the result, your Nash dealer, the man who sold you your car, is able now to offer you the finest, most complete line of automobile accessories ever created for Nash. And his expert mechanics are trained to give prompt, low-cost installation.

Read all about these Nash Engineered Accessories and then see your dealer for details and demonstrations.

THE COMFORTS OF HOME . . . ON WHEELS



THE NEW 1942 NASH "LONG-DISTANCE" RADIO, WITH POPULAR SAFETY FOOT CONTROL AND OTHER FEATURES!

The New 1942 Nash "Long-Distance" radio is a masterpiece of engineering, styled and designed in close cooperation with Nash engineers.

In appearance, it dominates the instrument panel with every visible part functionally designed to harmonize with the overall beauty.

In performance, it dominates the air waves, reaching out to get more stations and bring them in with a new crystal clarity of tone. It's revolutionary, the easiest, safest radio to operate that any manufacturer ever offered.

THE SAFETY FOOT CONTROL!

This new feature has been accepted by the public as a great convenience and safety factor. It enables you to select and change stations or cut out a station and reduce volume without taking your hands from the wheel . . . or eyes from the road.

AUTOMATIC 5-STATION PUSH-BUTTON CONTROL!

Automatic electric pushbutton selection of five stations . . . plus full manual control when you want it. There's also a new simplified way for owners to adjust the automatic tuning.

NEW INDEPENDENT 8-INCH SPEAKER!

This new speaker has an increased acoustic range that carries the radio programs to the back seat passengers without discomfort to the front seat passengers. A new three-position push button offers easier tone control.

NEAT COWL-TYPE ANTENNA!

The neat custom-built antenna works up and down to provide greater selectivity and range in city and country driving. It's mounted on the cowl to blend in as part of the car.

SIX TUBE SUPERHETRODYNE CIRCUIT!

The Nash radio has a six tube, superhetrodyne circuit that gives you eight-tube performance. It's truly a fine, compact car radio.

NEW NASH ACCESSORY GROUP
To Help You Save Money!

Some accessories naturally belong together to supplement and complement each other and thus add to the distinguished appearance of the car and the comfort and convenience of travel. Nash has taken this fact into consideration this year and in addition to those accessories made available for installation at the time of delivery is offering these accessories in groups to help you order what you want and save you money.

Electric clock with light
Cigar lighter
Visor vanity mirror
Available on all models

Deluxe guards (front and rear for standard bumper)
License trim frames
Wheel trim rings
Available on all models

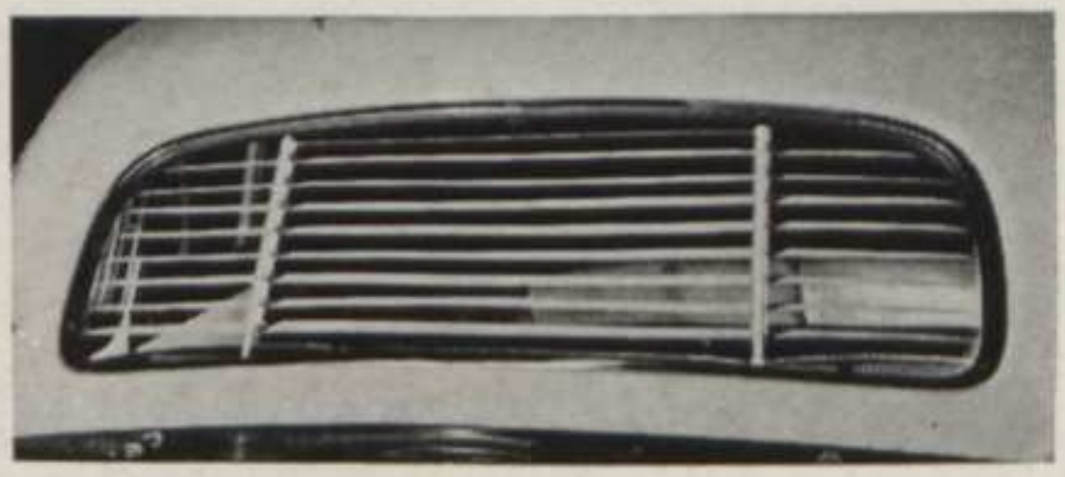
Wheel trim rings
Exhaust extension
Outside rear view mirror
Locking gas tank cap
Available on all models

★

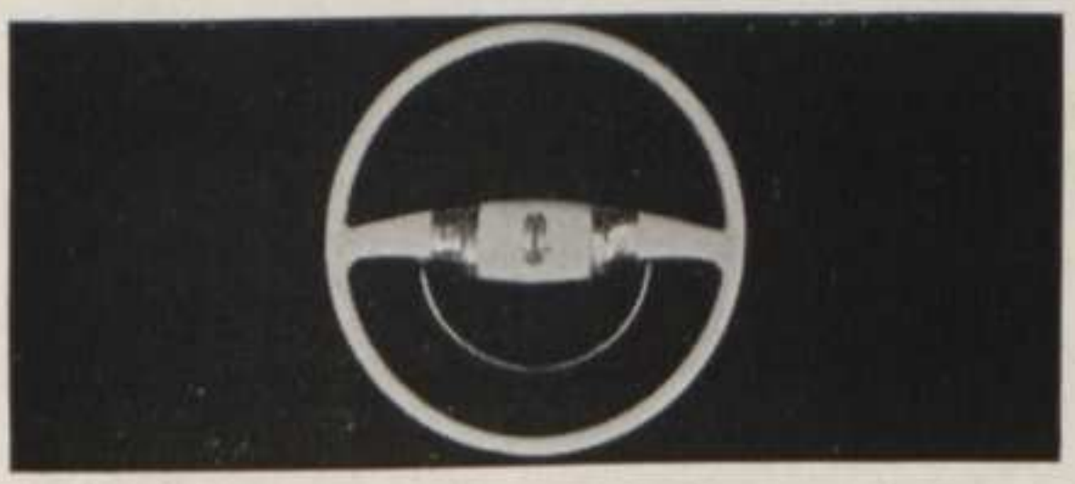
There are numerous other interesting accessories approved by Nash for installation on your car. Your Dealer will be glad to show them to you.

HERE ARE SOME USEFUL ACCESSORIES Available In Groups . . . Or Individually!

1. ELECTRIC CLOCK
A beautiful, precision-built time piece, styled to match other instruments on the new Nash panel.



2. REAR WINDOW SUN SHIELD
Protection for rear seat passengers without obstruction of vision or light. A new necessity for Slip Stream sedans.

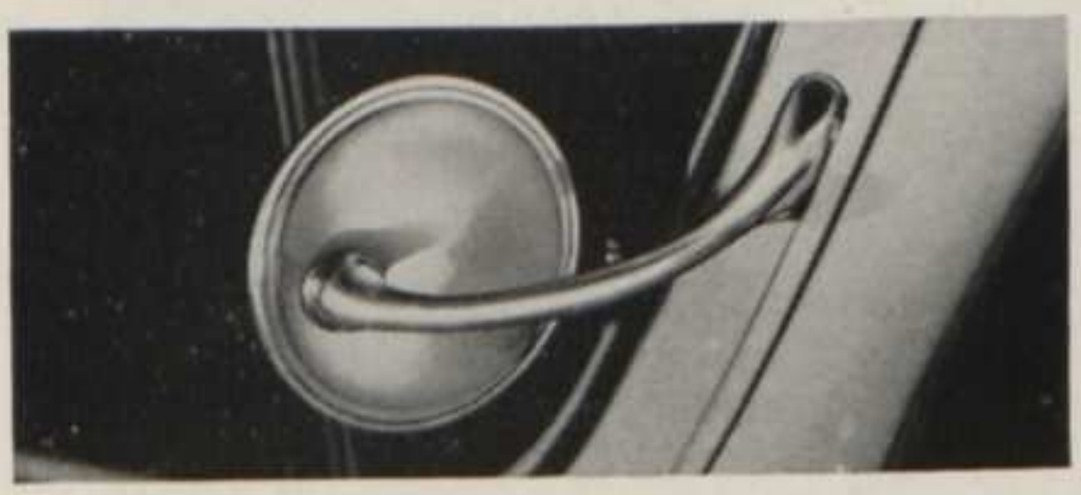


3. DELUXE STEERING WHEEL
Smart, new, distinctive white tenite wheel with a decorative cap in the center forming part of the design.

4. VISOR VANITY MIRROR
A handy, attractive, novel accessory. Clips securely on visor and folds out of sight when not in use.

5. LICENSE TRIM FRAMES
Neat, trim chrome frames. Prevent color clash. Hide rusty, uneven license edges.

6. EXHAUST EXTENSION
Useful, smart-looking accessory. Prevents discoloration of body and bumpers.



7. OUTSIDE REAR VIEW MIRROR
Completes driving vision. Eliminates "blind spot" close to the left of driver. Theft-proof when door is closed.

8. LOCKING GAS TANK CAP
Protection against gasoline theft. Limits mileage if car is stolen. Dust cover protects lock.

SEAT COVERS To Add To Your Comfort!

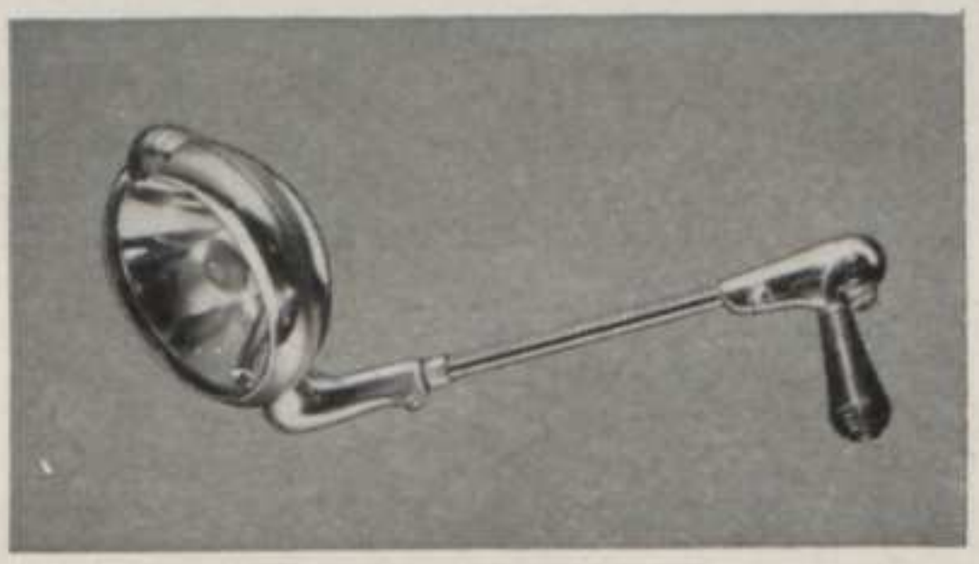
DELUXE STYLE COVERS

Extra beauty and wearing qualities for only a few dollars more. The gray plaid new moire matting and herringbone fabric are exceptionally smart and long-wearing. A heavy cord welt in neutral shade adds another beauty touch. The Deluxe covers are custom tailored to fit all 1942 models and to retain their fine appearance almost indefinitely. Side Shield covers and Scuff pads are available with these Deluxe sets at slight extra cost.

SPECIAL STYLE COVERS

These smart, durable, special open-back covers of brown plaid matting are tailored from Nash factory patterns to fit snugly on all new 1942 models. They'll add distinction — help you protect your upholstery and they'll add to your comfort in year around motoring. Never wrinkle or cling to clothing.

AUXILIARY LIGHTS To Add To Your Safety!



CONTROLLED SPOTLIGHT

This powerful spotlight can be aimed in any direction from the driver's seat. It throws a strong beam to enable you to spot hazards and signs out on the highway and locate and read street names and numbers in city driving.

SEALED BEAM FOG LIGHTS

You'll need . . . and want . . . these latest type sealed beam amber lights in fogs, heavy rains and dust storms. They're a great convenience and safety factor under difficult driving conditions. Chrome plated brass shells, styled to match the Nash spotlight.

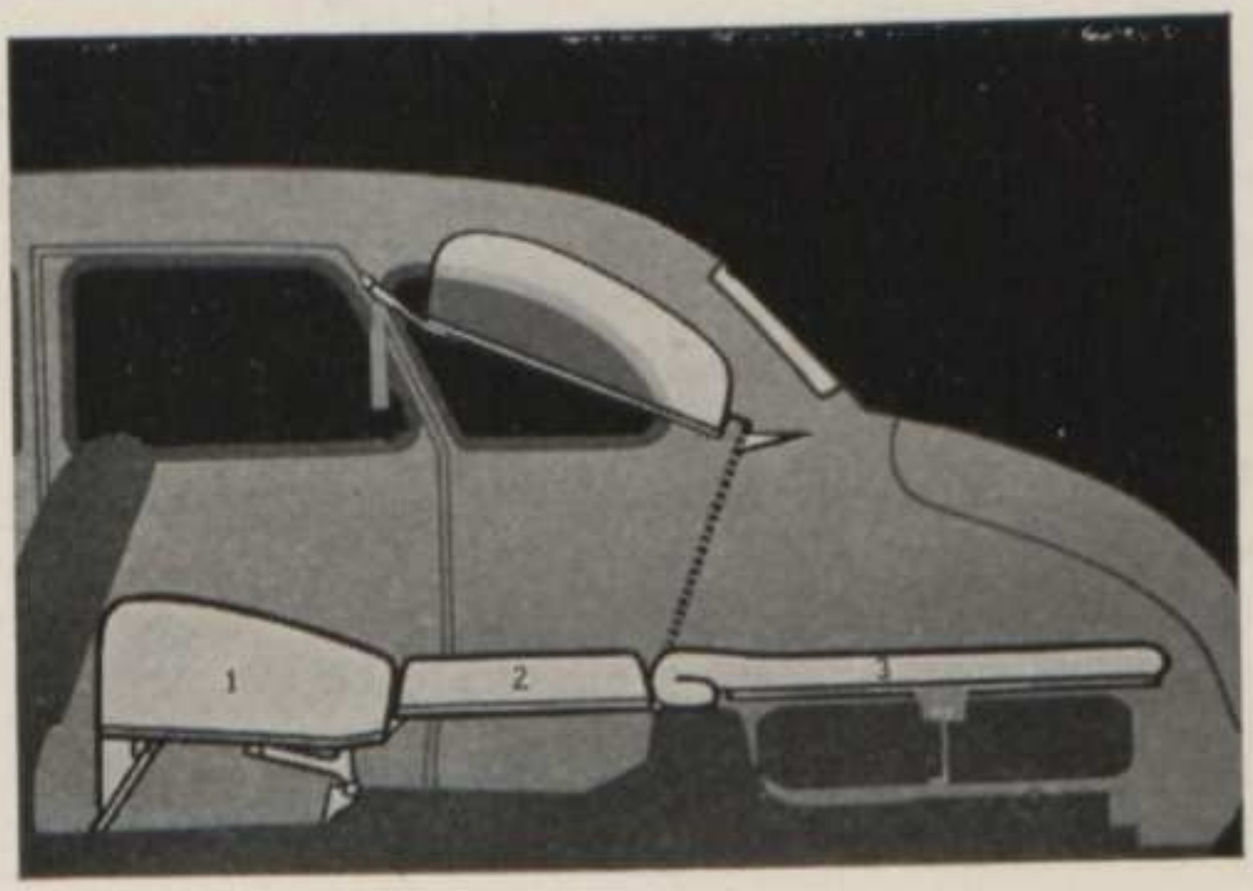
THE FAMOUS NASH BED for YOUR VACATION!

It's a Great Time-Saver and Money-Saver for Hunting, Fishing, Camping and Cross-Country Trips!

With the famous Nash Convertible Bed you can have your own private sleeping car, no matter where you go.

For instance, you're planning a hunting or fishing or camping trip. Or, possibly, a long jaunt across the country. No need to hunt up lodgings in a strange town. When you decide to go, you just start out . . . and when night comes, you simply park your car at some pleasant spot beside the road or trail, take a few minutes to make up your bed and slip beneath the covers for a real night's sleep. The bed car makes an ideal emergency ambulance for doctors, camp operators and police and fire departments. And it's perfect for traveling salesmen, too. Saves time, money and inconvenience on trips.

HERE'S HOW TO MAKE IT UP IN 3 MINUTES!



To make it up, lift rear seat back and attach as shown in diagram left. Pull rear seat forward on an extension set into car for that purpose. An auxiliary cushion with attached mattress swings down to replace seat cushion. Second mattress unit is provided to cover trunk platform over spare tire. Arrange sheets, pillows and blankets and bed is complete.

Special screens are available for windows to keep out insects.

NASH 4200 SERIES

Brief Specifications

	4240	4260	4280
	MODEL — AMBASSADOR 600	AMBASSADOR 6	AMBASSADOR 8
Overall Length— Std. Bumper	196½″	205½″	205½″
Weight—Curb			
ENGINE	6 Cyl. L-Head	6 Cyl. Overhead	8 Cyl. Overhead
Compression Ratio	6.87 to 1	6.5 to 1	6.6 to 1
Bore	3⅛″	3⅜″	3⅛″
Stroke	3¾″	4⅜″	4¼″
Piston Displacement	172.6	234.8	260.8
Eng. Rev. Per Mile			
10:41 R. A. Ratio	3153	2989	2940
9:40 R. A. Ratio	3408	3240	3188
9:40 in Overdrive	2510	2339	2302
Crankshaft Main Diameter	2-31/64″	2-31/64″	2-31/64″
Crankshaft Pin Diameter	2″	2″	2″
Oper. Valve Clearance—Hot	.015″	.015″	.015″
Stem to Guide Clearance	.002″ to .003″	.002″ to .004″	.002″ to .004″
Stem Diameter	.3412″	.3725″	.3725″
Angle of Seat	45°	45°	45°
Lift	5/16″	11/32″	11/32″
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-6-2-5-8-3-7-4
Power	76 H.P.	105 H.P.	115 H.P.
Oil Capacity	5 qts.; B.I. 4¼ qts.	6 qts.; B.I. 5 qts.	7 qts.; B.I. 6 qts.
Rings per Piston	2 Comp.; 1 Oil	2 Comp.; 2 Oil	2 Comp.; 2 Oil
Cooling Capacity less Heater	14 qts. B.I. 11½ qts.	17 qts. B.I. 14¼ qts.	16 qts. B.I. 13¼ qts.
Nash Heater Capacity	1 qt.	1 qt.	1 qt.
Thermostat Open	160°	160°	160°
Fuel Tank	20 gal.; B.I. 16⅔	20 gal.; B.I. 16⅔	20 gal.; B.I. 16⅔

NASH 4200 SERIES

Brief Specifications

	4240	4260	4280
	MODEL — AMBASSADOR 600	**AMBASSADOR 6**	**AMBASSADOR 8**
Battery	Positive Ground	Positive Ground	Positive Ground
Generator	Volt-Cur. Control	Volt-Cur. Control	Volt-Cur. Control
Ignition	Single w/Vac. Con.	Single w/Vac. Con.	Single w/Vac. Con.
Ignition Timing	Open T.D. Center	4° before T.D. Ctr.	7° before T.D. Ctr.
Spark Plugs	14 m/m A.N. 7	14 m/m A.C. 45	14 m/m A.C. 45
Spark Plug Gap	.025″	.025″	.025″
Breaker Points	Gap .020″	Gap .020″	Gap .017″
Clutch	Single Plate 2 Dry Disc	Single Plate 2 Dry Disc	Single Plate 2 Dry Disc
Gear Shift	Mech. Linkage on Steering Column	Mech. Linkage on Steering Column	Mech. Linkage on Steering Column
Transmission	Synchro—2nd & 3rd Helical Gears	Synchro—2nd & 3rd Helical Gears	Synchro—2nd & 3rd Helical Gears
Trans. Oil Capacity	1 pt.	4 pts.	4 pts.
Trans. & O.D. Oil Capacity	3 pts.	6 pts. B.I. 5 pts.	6 pts. B.I. 5 pts.

SAE-70 Summer—SAE-50 Winter—or SAE-90 Bright Stock gear oil. DO NOT USE OIL OF EXTREME PRESSURE TYPE. Dilute for extreme low temperatures with light engine oil.

Propeller Shaft Joints	Sealed Initial Lub.	Sealed Initial Lub.	Sealed Initial Lub.
Rear Axle	Hypoid type	Hypoid type	Hypoid type
Rear Axle Oil	3 pts. SAE-90 Hypoid	4 pts. SAE-90 Hypoid	4 pts. SAE-90 Hypoid
Rear Axle Ratio	4.1 to 1	4.1 to 1	4.1 to 1
Overdrive	4.4 to 1 O.D.	4.4 to 1 O.D.	4.4 to 1 O.D.
Tire Size—Standard	16 x 5.50	16 x 6.25	16 x 6.50
Tire Pressure—Standard	28 pounds	28 pounds	26 pounds
Tire Optional Over-size	16 x 6.00	16 x 6.50	No option
Tire Pressure Over-size	25 pounds	26 pounds	No option

NASH 4200 SERIES

Brief Specifications

	4240	4260	4280
	MODEL — AMBASSADOR 600	**AMBASSADOR 6**	**AMBASSADOR 8**
Steering Gear	Worm & Roller 18.2 to 1	Worm & Roller 18.2 to 1	Worm & Roller 20.25 to 1
Steering Gear Oil	SAE-140 E.P.	SAE-140 E.P.	SAE-140 E.P.
Steering Control	Ind. Frt. Whl. Susp.	Ind. Frt. Whl. Susp.	Ind. Frt. Whl. Susp.
Caster	0 to Plus or Minus 1/4°	0 to Minus 1/2°	0 to Minus 1/2°
Camber	0° to 1/2°	1/4° to 3/4°	1/4° to 3/4°
Toe-in	0" to 1/16"	1/32" to 3/32"	1/32" to 3/32"
Pin Angle	5 1/2°	4 1/2°	4 1/2°
Knuckle Pin Oiler	None	Chassis Oil	Chassis Oil
Steering Linkage Oiler	Chassis Oil	Chassis Oil	Chassis Oil
Brakes	Hydraulic Bendix	Hydraulic Bendix	Hydraulic Bendix
Brakes	9" dia. x 1 3/4" wide	10" dia. x 2" wide	10" dia. x 2" wide
Brake Fluid	Wagner Lockheed No. 21	Wagner Lockheed No. 21	Wagner Lockheed No. 21
Springs—Front	Coil type	Coil type	Coil type
Springs—Rear	Coil type	Leaf type	Leaf type
Springs—Lubrication	None	Initial Sealed Lub.	Initial Sealed Lub.
Spring Shackles	None	Threaded type	Threaded type
Spring Shackle Oilers	None	Chassis Oil	Chassis Oil

INDEX

2000 MILE INSPECTION

1. Road test car for brakes, clutch, body and chassis noise, steering and engine operation.
2. Write up repair order on items not listed.
3. Check operation of all instruments.
4. Check operation of horn and windshield wipers.
5. Check operation of all accessories.
* 6. Fill radiator, check anti-freeze. Check for radiator rust preventative.
7. Test and fill battery.
8. Tune up engine.
9. Check fan belt tension.
10. Check charging rate.
11. Check operation of all lights.
12. Inflate tires (including spare) to proper pressure.
13. Check front wheel alignment.
*14. Lubricate chassis and body hardware.
15. Check lubricant level in transmission.
16. Check lubricant level in rear axle.
17. Check Master Brake Cylinder fluid level.
*18. Change engine oil.
*19. If oil bath cleaner—clean and refill.
20. Check lubricant level in steering gear.
21. General chassis tightening.
22. Final road test.

*Owner is to pay for items indicated by an asterisk.

1000 MILE INSPECTION

1. Road test car for brakes, clutch, body and chassis noise, steering and engine operation.
2. Write up repair order on items not listed.
3. Check operation of all instruments.
4. Check operation of horn and windshield wipers.
5. Check operation of all accessories.
* 6. Fill radiator, check anti-freeze. Check for radiator rust preventative.
7. Test and fill battery.
8. Tighten cylinder head, tighten manifold.
9. Check fan belt tension.
10. Check charging rate.
11. Check operation of all lights.
12. Inflate tires (including spare) to proper pressure.
*13. Lubricate chassis and body hardware.
14. Check lubricant level in transmission.
15. Check lubricant level in rear axle.
16. Check Master Brake Cylinder fluid level.
*17. Change engine oil.
18. Final road test.

*Owner is to pay for items indicated by an asterisk.

NASH

NASH OWNER'S SERVICE POLICY

ISSUED TO

Owner's Name _____

Address _____

_____

Model _____

Serial No. _____

Engine No. _____

Ignition Key No. _____

Door & Deck Key No. _____

Delivery Date: 194

_____

Distributor's Signature

_____

Firm Name

_____

Town *State*

_____

Dealer's Signature

_____

Firm Name

_____

Town *State*

Nash Distributors and Dealers in providing this Owner Policy acknowledge responsibility to Nash Owners for their continued satisfaction. Owners in turn may further increase this satisfaction by accepting the following recommendations:

Follow factory recommendations for operating speeds when the car is new.

Have all service contacts with Authorized Nash Dealers to insure experienced conscientious service and the use of Genuine Nash parts when needed.

MAINTENANCE SUGGESTIONS

1. Check motor oil at each filling of gas. Follow recommendations for complete lubrication. See Owner Manual for lubrication chart.
2. Have safety inspection made at regular intervals. (Brakes, lights, steering, horn and windshield wiper.)
3. Keep tires properly inflated.
4. Distilled water should be added to the battery at regular periods.
5. Keep radiator filled at all times. Provide proper anti-freeze solution during winter months. Rust and Corrosion Preventative at all times.

FORM 1442B LITHO. IN U. S. A.

NASH OWNER'S SERVICE POLICY

1. CONDITIONING THE NEW CAR—It is the duty of the Distributor or Dealer to properly prepare the car before delivery to the owner in accordance with the Nash Factory instructions.

2. SERVICE IDENTIFICATION—

A. At the time of delivery the owner is provided with a Service Identification Card which will introduce him to any Authorized Nash Dealer and entitle him to receive service in accordance with this policy. The owner should carry this card with him at all times.

B. This Service Policy properly filled in by the Nash Dealer selling the car, will, when presented by the owner to any Nash Dealer, serve as an additional identification and entitles the owner to receive service in accordance with this policy.

3. 1000 AND 2000 MILE INSPECTIONS AND ADJUSTMENTS—The attached coupons entitle the owner to the inspections and adjustments as listed on the back of said coupons. These services are to be given free (only by the Distributor or Dealer from whom the car was purchased). Except as otherwise provided in paragraph 6.

4. PARTS AND LABOR—90 DAYS OR 4000 MILES—For 90 days after delivery of the car to the original owner, or before the car has been driven 4000 miles, whichever event shall first occur, any parts (including all original equipment except tires) which under the Warranty have proven defective in either material or workmanship will be replaced or repaired by any Nash Dealer in the United States or Canada without charge to the Owner for material or labor.

5. INSPECTIONS—Throughout the life of the car the owner is entitled to have his car tested and inspected without charge every 30 days or 1000 miles by any Authorized Nash Dealer.

6. TOURIST AND CHANGE OF RESIDENCE PRIVILEGES—The Nash Distributor or Dealer from whom the car was purchased can best serve the service requirements. However, when an owner is touring or has moved from the place in which he bought his car to another town, city or metropolitan area, he may obtain the services outlined in paragraphs 3 and 4 from any Authorized Nash Dealer in the United States or Canada.

7. REGULAR MAINTENANCE AND SERVICE CHARGES—For the benefit of the owner, Nash Motors has provided established parts and labor prices on regular maintenance work. Genuine Nash parts are sold through Authorized Nash Dealers and can be secured anywhere in the United States or Canada at established prices.

8. MANUFACTURER'S WARRANTY—Owners are requested to familiarize themselves with the Manufacturer's Warranty which is set forth at length in the Owner's Manual.

Coupon No. 1 NASH 1000 MILE INSPECTION AND ADJUSTMENT WITHIN WARRANTY

NO CHARGE will be made for this inspection except for engine oil, anti-freeze and chassis lubrication. The inspection and adjustments as listed on the back hereof will be made after 1000 miles of operation upon presentation of this coupon to the selling dealer, or as provided in paragraph No. 6 of the Nash Owner's Service Policy, any authorized dealer in the United States or Canada will render the same service and accept this coupon as payment thereof.

To be filled in by selling dealer or distributor.

Model No......*Serial No.*.....*Engine No.*.....

OWNER'S NAME.....

Address.....*Town*.....*State*.....

SELLING DEALER'S FIRM NAME.....

Town.....*State*.....

DATE OF CAR SALE..... .....
Selling Dealer's Signature

DISTRIBUTOR'S FIRM NAME.....

City.....*State*.....

(In Ink).....
Distributor's Signature

To be filled in by servicing dealer.

.....
SERVICING DISTRIBUTOR OR DEALER'S FIRM NAME

Town.....*State*.....*Mileage*.....*Date Work Performed*.....

.....
Owner's Signature

.....
Approved by Distributor

I hereby acknowledge receipt of the inspection and adjustment service called for on the back of this coupon. BY (In Ink).....
Signature

Coupon No. 2 NASH 2000 MILE INSPECTION AND ADJUSTMENT WITHIN WARRANTY

NO CHARGE will be made for this inspection except for engine oil, anti-freeze and chassis lubrication. The inspection and adjustments as listed on the back hereof will be made after 2000 miles of operation upon presentation of this coupon to the selling dealer, or as provided in paragraph No. 6 of the Nash Owner's Service Policy, any authorized dealer in the United States or Canada will render the same service and accept this coupon as payment thereof.

To be filled in by selling dealer or distributor.

Model No......*Serial No.*.....*Engine No.*.....

OWNER'S NAME.....

Address.....*Town*.....*State*.....

SELLING DEALER'S FIRM NAME.....

Town.....*State*.....

DATE OF CAR SALE..... .....
Selling Dealer's Signature

DISTRIBUTOR'S FIRM NAME.....

City.....*State*.....

(In Ink).....
Distributor's Signature

To be filled in by servicing dealer.

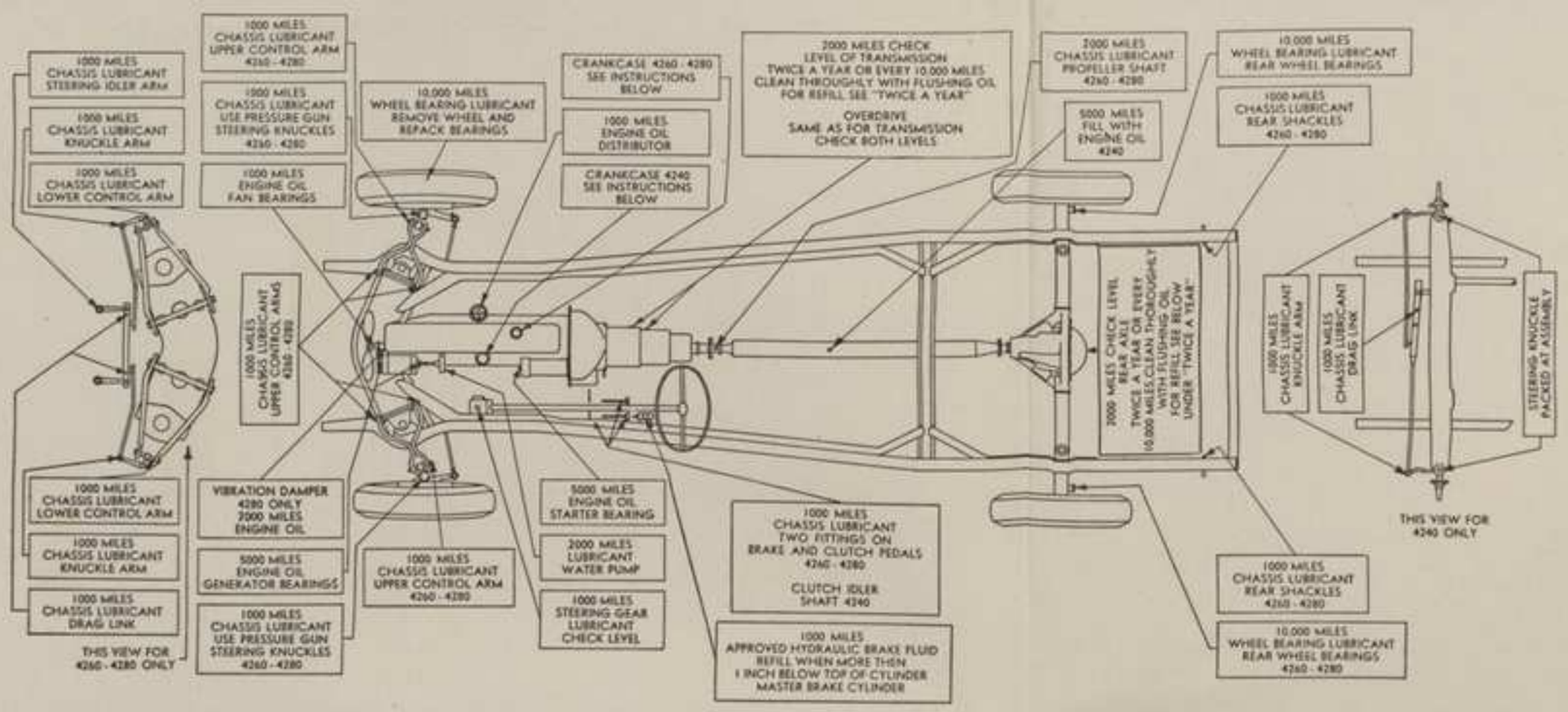
.....
SERVICING DISTRIBUTOR OR DEALER'S FIRM NAME

Town.....*State*.....*Mileage*.....*Date Work Performed*.....

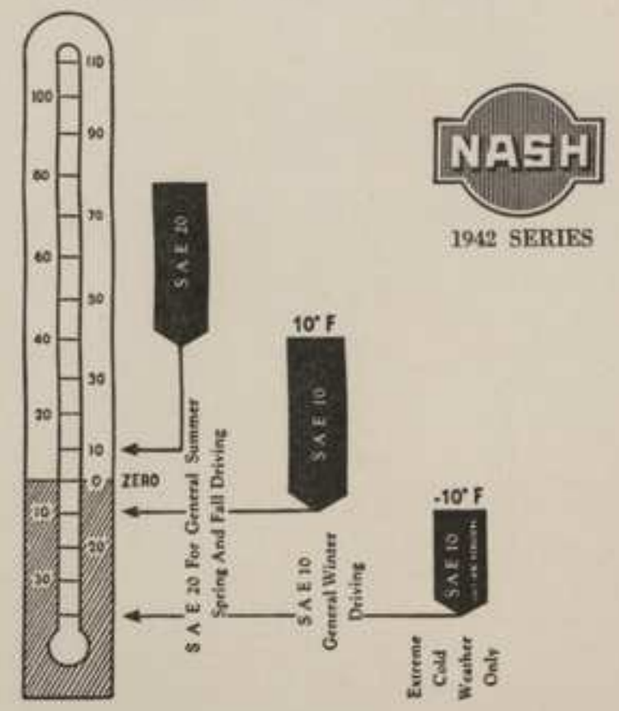
.....
Owner's Signature

.....
Approved by Distributor

I hereby acknowledge receipt of the inspection and adjustment service called for on the back of this coupon. BY (In Ink).....
Signature



TEMPERATURE CHART



NASH

1942 SERIES

LUBRICATION CHART

ENGINE

	Model 4240		Model 4260		Model 4280	
Crankcase Capacity	U.S.	B.I.	U.S.	B.I.	U.S.	B.I.
	5 Qts	4¼ Qts.	6 Qts.	5 Qts.	7 Qts.	6 Qts.

Add one quart engine oil when replacing oil filter. Completely drain and refill with new oil of proper viscosity at end of first 1000 miles and every 2000 miles thereafter. See temperature chart.

Adverse road and driving conditions may require more frequent draining and refilling.

See diagram in upper right hand corner for oils of proper viscosity.

Carburetor. Use light engine oil—a few drops of oil on the throttle linkage.

CHASSIS LUBRICATION WITH PRESSURE GUN EVERY 1000 MILES—Use good grade of water-resistant chassis lubricant at points indicated in lubrication diagram above.

Steering Gear	Strg. Gear Lubricant SAE-140	Remove filler plug on housing and check level. Do not use high pressure gun. Dilute with light engine oil in cold weather.
Clutch & Brake Pedals	Chassis Lubricant	Use pressure gun; 2 fittings on pedals, 4260-80 only. Clutch idler shaft, 4240.

4260-80—Use chassis lubricant every 1000 miles at front universal joint slip end. Lubrication fitting provided as shown on above diagram.

UNIVERSAL JOINTS—Universal joints should not require lubrication unless parts are dismantled for inspection or other operations. If universal joint end bearings are repacked, use chassis lubricant after thoroughly cleaning parts and replace cork seals.

ELECTRICAL

Distributor	Light Engine Oil	Fill oil cup on side 4260-80. Grease cup 4240. Place a few drops of oil on wick at top of cam. Apply small amount of petroleum jelly on distributor cam surface.

COOLING SYSTEM

	Model 4240		Model 4260		Model 4280	
Capacity (Add 1 qt. for Nash heater)	U.S.	B.I.	U.S.	B.I.	U.S.	B.I.
	14 Qts.	11⅝ Qts.	17 Qts.	14 Qts.	16 Qts.	13⅓ Qts.

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Lubricate	Lubricant	How to Lubricate
Fan	Light Engine Oil	Remove brass filler screw in housing. Slowly inject oil until oil drips from bottom of shaft at rear.

TRANSMISSION

	Regular				*Includes Overdrive*			
	Model 4240		4260-80		Model 4240		4260-80	
Capacity	U.S.	B.I.	U.S.	B.I.	U.S.	B.I.	U.S.	B.I.
	1 pt.	.85 pt.	4 pts.	3.3 pts.	3 pts	2.5 pts.	6 pts.	5 pts.

Check level of transmission and overdrive every 2000 miles. Where overdrive equipped, fill to level on right side of both units. 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 warm weather and SAE-50 engine oil in cold weather. As an alternate, **SAE-90 Bright Stock gear oil.** All seasons.

Do not use gear oil with EP or other compounding agents. For extreme low temperatures dilute with light engine oil.

REAR AXLE

	Model 4240		Model 4260-4280	
Capacity	U.S.	B.I.	U.S.	B.I.
	3 pts.	2⅛ pts.	4 pts.	3⅓ pts.

Check level every 2000 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 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 center of hinge. Visible when door is opened.
Door Locks	Heavy Engine Oil	Oil holes at side of door above lock rotor. Visible when door is opened.
Door Key Lock & Trunk Lock	Powdered Graphite	Applied with small bellow type rubber gun.

USE BRAKE FLUID, NOT OIL, ON RUBBER PARTS.

Strikers	Stainless Lub.	Lubricate both sides of striker.
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 2000 MILES

CARBURETOR AIR CLEANER (Regular)—Wash and oil with engine oil each 2000 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 cooling system.

VIBRATION DAMPENER (Front Flywheel)—Use light engine oil. Remove two brass filler plugs on outside diameter of flywheel and fill with light oil. 4280 only.

LUBRICATE EVERY 5000 MILES

Generator	Light Engine Oil	Fill cups each end of generator.
Starting Motor	Light Engine Oil	Fill cups each end of starter. 4260-80 only.

PROPELLER SHAFT—4240—Use engine oil and fill to overflowing every 5000 miles at point indicated on above diagram.

CARBURETOR AIR CLEANER (Oil Bath)—Wash and oil with engine oil each 5000 miles. See instructions on body of cleaner.

LUBRICATE EVERY 8000 MILES

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

EVERY 10,000 MILES OR TWICE A YEAR

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. 4260-80 only.

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.** No E.P. Dilute with light engine oil for extreme low temperatures.

Rear Axle—Use only SAE-90 hypoid lubricant. All seasons.

ISSUED AUGUST, 1941

FOR COMFORT AND SAFETY STOP AT THIS SIGN

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F1442

SECOND EDITION