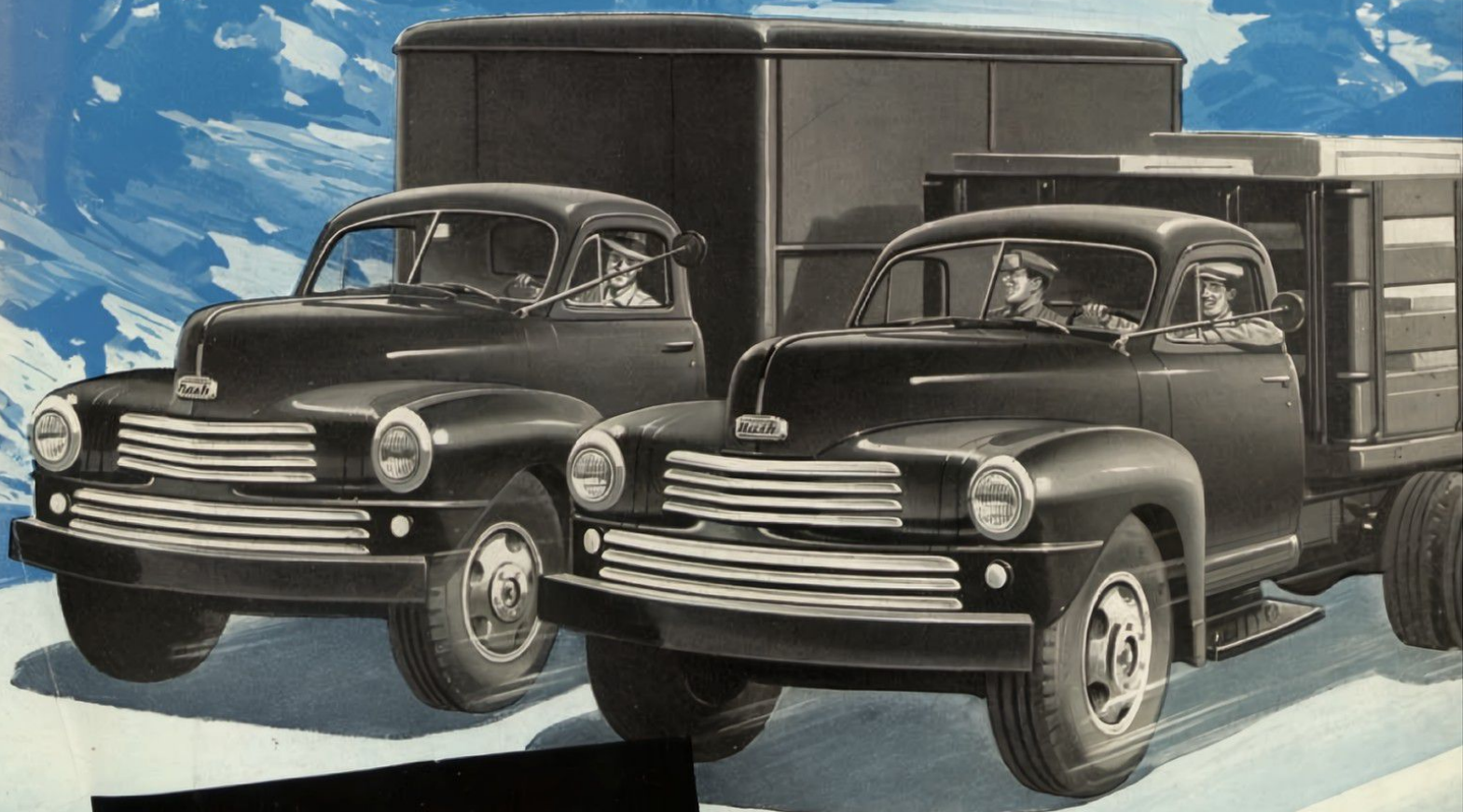


Nash *Haul Thrift* **TRUCKS**



**Dependable, Rugged,
Economical... Adaptable
To Your Hauling Jobs**



CHASSIS—Nash Truck Chassis with 133-inch wheelbase is especially adaptable to a wide variety of uses including service tow trucks, dump bodies and tractor trailer use.

NASH ALL-STEEL SAFETY CAB

Driver comfort and driver protection are the keynotes of the roomy all-steel cabs. Driver and helper ride in a "fortress of steel", safeguarded at top, bottom and sides by welded steel panels.

Windshield and side windows have unusually large glass area for maximum visibility. Controls are conveniently placed for greatest efficiency. Deep, wide seats and seat backs are scientifically constructed to give proper body support and minimize fatigue even on all-day drives. The cab of the Nash Haul Thrift Truck is built to meet every safety and comfort need of the truck driver.



PERFORMANCE-PLUS ECONOMY!

NASH HAUL THRIFT TRUCKS combine the two features every operator looks for in the truck of his choice . . . Smooth,

powerful performance under every operating condition . . . Phenomenal economy in operation and upkeep. These are trucks

built to last . . . especially designed for superior service on your toughest hauling jobs . . . backed by Nash reliability.



VAN BODY—A 12-foot body of sturdy construction mounted on the 137-inch wheelbase Nash Truck Chassis. Available in both straight frame and wheelhousing type, in many combinations of side and rear door and tail gate arrangements.



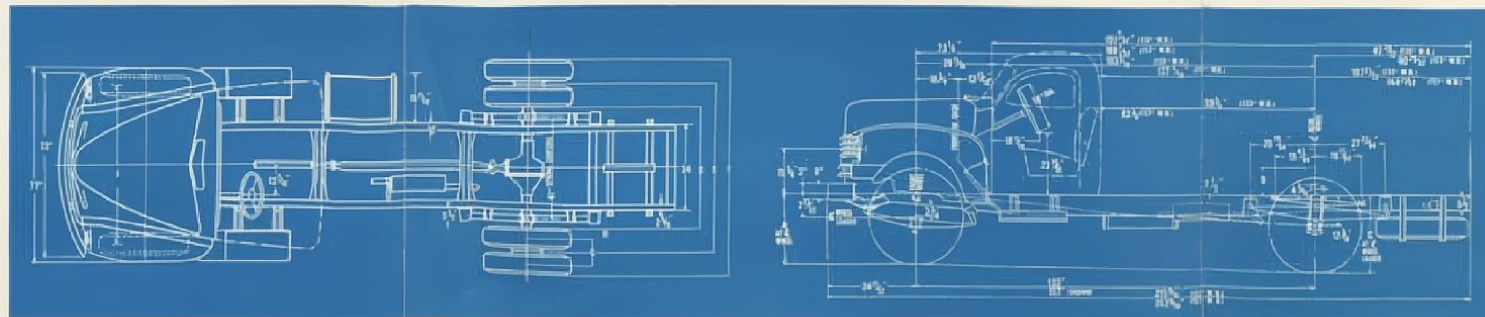
TOW TRUCK—The 133-inch wheelbase Nash Truck Chassis is ideally suited for adapting to this rugged automotive service department towing unit.



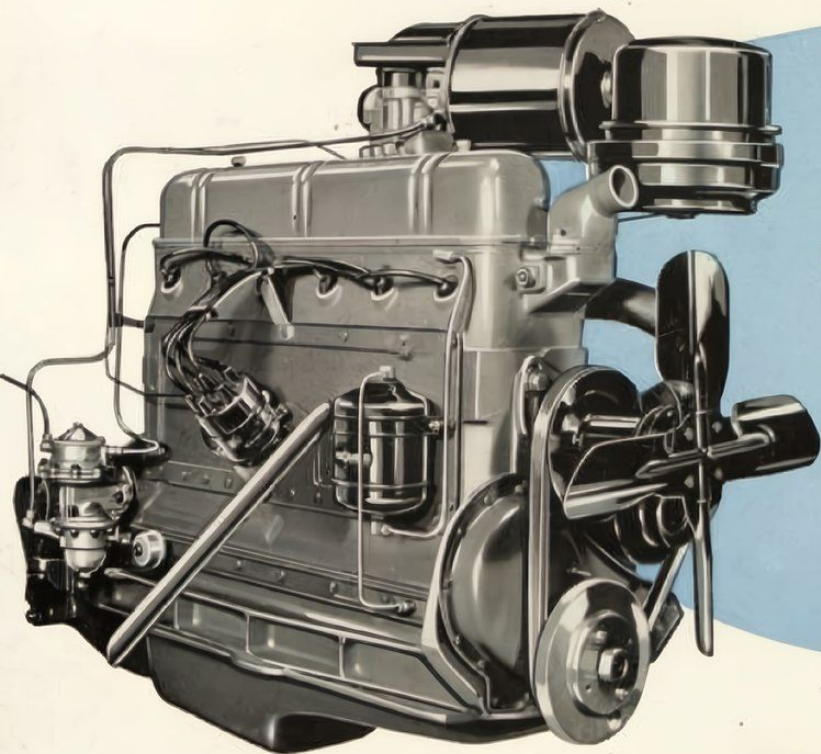
STAKE—Among the many applications possible with the new Nash Truck is the 12-foot stake platform mounted on the 137-inch chassis.



DUMP BODY—Mounted on Nash Chassis with 133-inch wheelbase. Expanded load carrying capacity and greater flexibility is gained with a two-speed rear axle available on all models as optional equipment.



TIRE SIZE				
	7.00 x 30 8 Ply	7.00 x 30 10 Ply	7.50 x 30 8 Ply	7.50 x 30 10 Ply
A	24 ¹ / ₄	24 ¹ / ₂	25 ¹ / ₂	25 ³ / ₄
B	10 ¹ / ₂	10 ¹ / ₂	10 ³ / ₄	11 ¹ / ₄
C	29 ¹ / ₄	28 ³ / ₄	29 ³ / ₄	29 ¹ / ₂
D	49 ¹ / ₄	49 ¹ / ₄	48 ³ / ₄	47 ³ / ₄
E	67	67	67	67
F	84 ¹ / ₄	84 ¹ / ₄	85 ¹ / ₂	86 ¹ / ₄
G	10	10	10	11
H	2 ¹ / ₄	2 ¹ / ₄	2 ³ / ₄	2 ³ / ₄
J	61 ³ / ₄	61 ³ / ₄	61 ³ / ₄	60 ³ / ₄



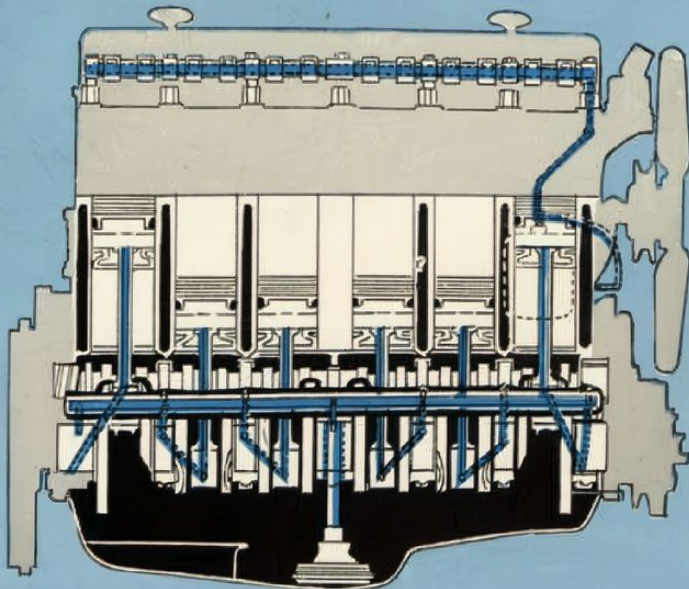
Nash

VALVE-IN-HEAD HIGH-TORQUE ECONOMY ENGINE

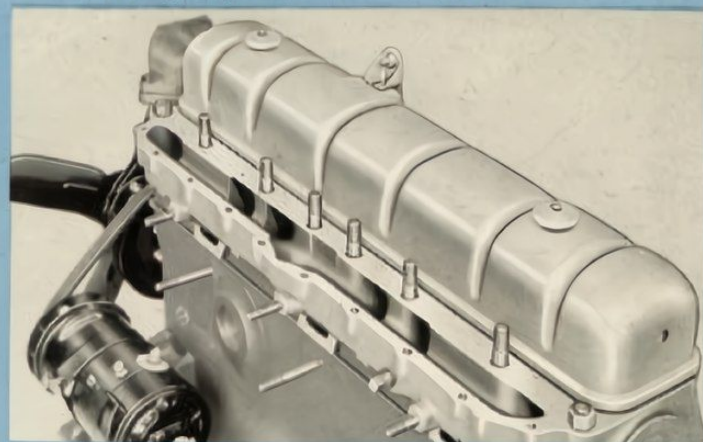
With intake manifold sealed inside the cylinder head and block for greater performance and economy, Nash gives you the world's most efficient truck power plant. The famous Nash valve-in-head engine gives quicker starting—uniformly brilliant performance under all conditions—with important savings on gas, oil and maintenance.



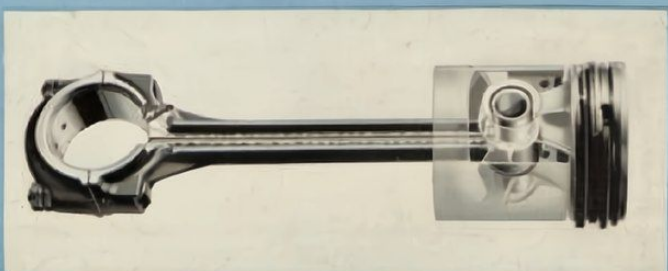
Nash valve-in-head engine design, with only two main castings—the head and the cylinder block—represents the utmost in simplicity, cuts maintenance costs.



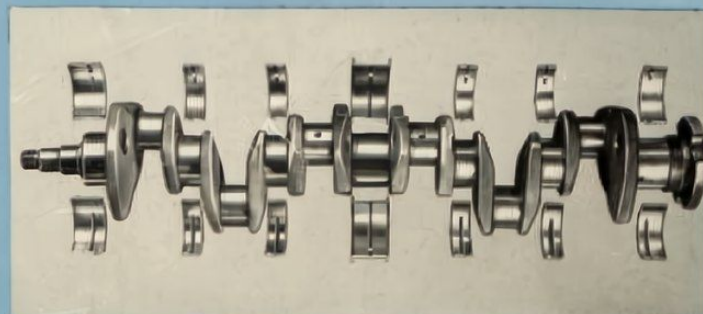
The Nash truck engine has full-pressure lubrication with an oiling system which insures that all vital engine parts are lubricated under pressure by a positive gear-type pump.



A paramount feature of the Nash truck engine is the intake manifold, integrally cast in the cylinder head. Individual ports lead direct to each combustion chamber.



Steel-strut aluminum alloy pistons—the finest type known to the industry—are used in the Nash truck engine, to assure longer life, and increase oil economy.

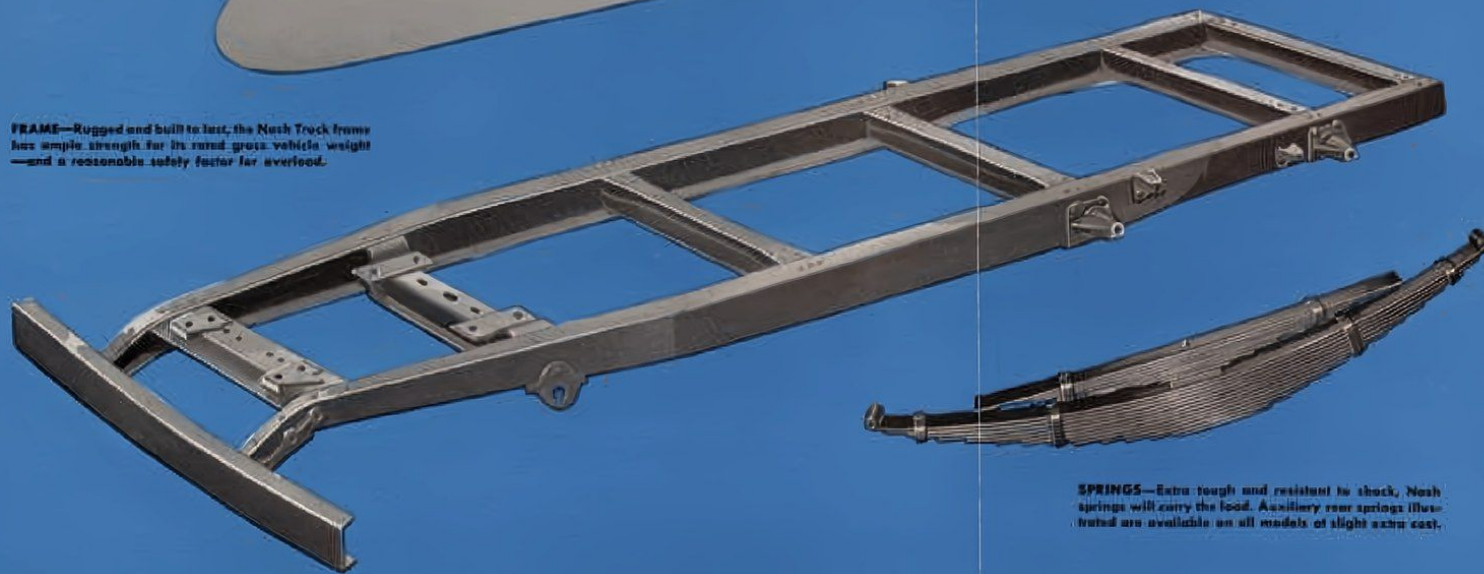


The seven main bearing crankshaft is statically and dynamically balanced to provide long-life, and smooth power. Shell type bearing liners are easily replaceable.

CHASSIS FEATURES THAT MEAN...

*Longer Life—
Finer Service*

FRAME—Rugged and built to last, the Nash Truck frame has ample strength for its rated gross vehicle weight—and a reasonable safety factor far overload.



SPRINGS—Extra tough and resistant to shock, Nash springs will carry the load. Auxiliary rear springs illustrated are available on all models at slight extra cost.



BRAKES—Internal Expanding Hydraulic Dual Primary type brakes represent a noteworthy advancement in braking. Hydrovac booster is optional.



CLUTCH—This long-life clutch is a single plate 11-inch diameter unit having a reserve of torque capacity to meet all operating conditions in heavy trucking.

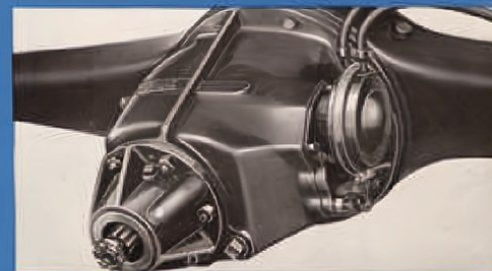


FRONT AXLE—Built to last under the toughest operating conditions, the drop-forged Nash truck front axle possesses load-carrying capacity to spare.

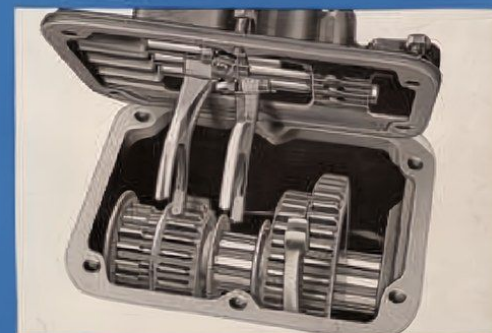
STEERING—Thanks to the heavy-duty Ross Cam and Lever type steering mechanism, you can wheel the big Nash Truck over the roughest roads with ease.



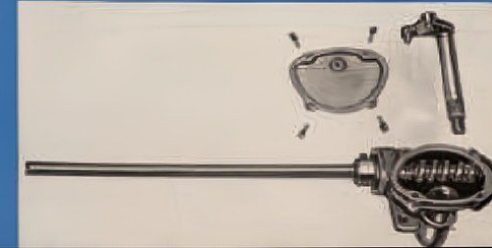
AXLE—The well-known Timken Axle used in Nash trucks is famous in the trucking industry for its ruggedness and dependability.



TWO-SPEED AXLE—For the heavier hauling jobs, Nash trucks can be equipped at extra cost with the Timken Two-Speed Double Reduction Hypoid Rear Axle.



TRANSMISSION—An outstanding mechanical feature is the heavy four-speed transmission that provides flexibility, long life and dependable operation under all conditions.



SPECIFICATIONS

Nash Haul Thrift TRUCK

MODELS 3148 and 3248

Maximum Gross Vehicle Weight Rating

Model 3148—	
133" W.B.	14500 lbs.
337.82 Cm.	6577 Kg.
Model 3148-A—	
133" W.B., 2 Speed	16000 lbs.
337.82 Cm.	7258 Kg.
Model 3248—	
157" W.B.	14500 lbs.
398.78 Cm.	6577 Kg.
Model 3248-A—	
157" W.B., 2 Speed	16000 lbs.
398.78 Cm.	6577 Kg.
Engine Model	Nash T-5060
Displacement—	
Cubic Inches	234.8
	3847 Cm. Cub.
Maximum Torque—	
Fl. Lbs.	200 @ 1500 R.P.M.
	27.65 Kg. M.
Maximum B.H.P.	109 @ 3700 R.P.M.
Compression Ratio	7.25:1
Clutch , Borg & Beck	11" Diameter
	27.94 Cm.
Transmission	Warner T 97
Ratios	1st—6.398-1
	2nd—3.092-1
	3rd—1.686-1
	4th—Direct
	Rev.—7.320-1
	Power take-off—
	Right Side
Propeller Shaft	Seamless Tubing
Universal Joints	Needle Bearing
Frame: Tapered Rails	7½" x 3" x ¼"
	19.05x7.62x.635 Cm.
Sectional Modulus	7.164
Front Axle	Timken 30012-H
Single Speed Rear Axle	Timken 53547
2 Speed Rear Axle, Optional	Timken E-300
Single Speed Rear Axle Ratios	Std. 6.67-1
	Opt. 5.67-1
2 Speed Rear Axle Ratios	6.13-8.10:1
Front Springs	42½" x 2"
	107.95x5.08 Cm.
No. of Leaves	9
Rear Springs, Standard	54" x 2½"
	137.16 x 6.35 Cm.
No. of Heavy Duty Leaves	13
Auxiliary Springs, Optional	37½" x 2½"
	95.25 x 6.35 Cm.
No. of Leaves	7

Brakes	Internal Hydraulic—
	Dual Primary on Rear
Brake Size—Front	14" x 2" x ¼"
	35.56x5.08x.635 Cm.
Brake Lining Area—	
Sq. In. Front	120
	774.00 Cm. Sq.
Brake Size—Rear	16¼" x 3" x ⅜"
	41.25x7.62x.9525 Cm.
Brake Lining Area—	
Sq. In. Rear	183
	1180 Cm. Sq.
Total Lining Area—	
Square Inches	303
	1954 Cm. Sq.
Booster	Optional
Steering Gear	Ross TA 21
Fuel Tank—on Right Side	
Capacity	20 Gal.
	75.70 liters
Wheels	Std. Budd 20 x 5.50
	50.80 x 13.97 Cm.
	Opt. Budd 20 x 6.00
	50.80 x 15.24 Cm.
Electric Generator	6 Volt—35 AMP.
Battery—	
Standard	15 Plate 105 AMP. HR
Optional	17 Plate 120 AMP. HR
Chassis Weight—	
Without cab	
133" Wheelbase	4335 lbs.
	1966 Kg.
With Cab	4810 lbs.
	2182 Kg.
Chassis Weight—	
Without Cab	
157" Wheelbase	4412 lbs.
	2001 Kg.
With Cab	4887 lbs.
	2217 Kg.
Tire Size	Std.: 7.00x20
	17.78 x 50.80 Cm.
	Optional: 7.50 x 20
	19.05 x 50.80 Cm.
	Optional: 8.25 x 20
	20.95 x 50.80 Cm.
Turning Radius	
to center line of tire	133" Wheelbase: 24'
	7.32 m
	157" Wheelbase: 27'
	8.23 m
Turning Radius	
to outside of bumper	133" Wheelbase: 25' 6"
	7.77 m
	157" Wheelbase: 28' 6"
	8.68 m

Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION, DETROIT, MICHIGAN

Nash Motors reserves the right to change all specifications, including design, without notice and without any responsibility on trucks previously manufactured or sold.

Prices in effect at time of shipment will be applicable to all orders.