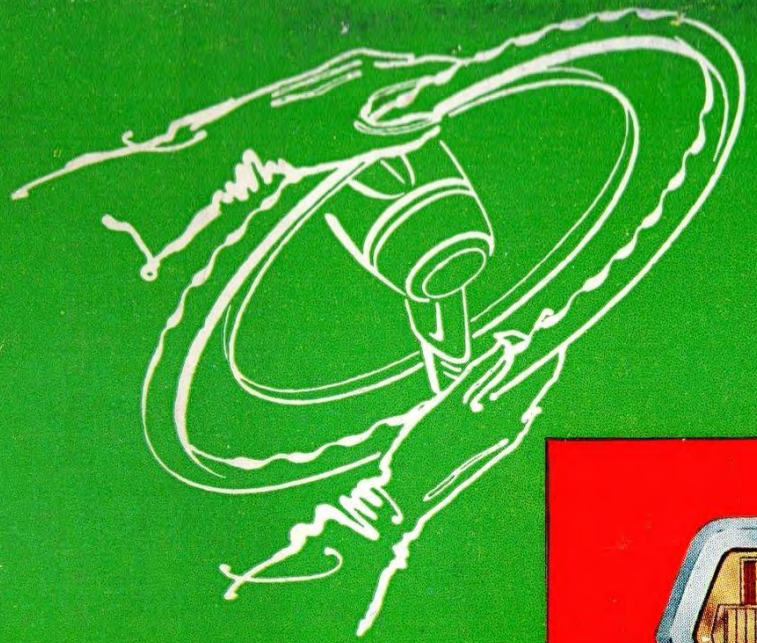


1956
Owner's
Manual

# Nash Ambassador

## READ YOUR NASH AMBASSADOR OWNER'S MANUAL . . .

## REFERENCE DATA RECORD

Serial No. _____

Model No. _____

Body No. _____

Trim No. _____

Paint No. _____

(Above Information Located Under
The Hood on Center of Dash)

Engine No. _____

(Right Front Side of 6-Cyl. Engine)
(Below Right Rear Exhaust Port, V-8 Engine)

Taxable Horsepower—6-Cyl. 29.4; V-8 51.2

Weight — Shipping _____

Key No's.—Ignition and Door _____

Trunk and Glove Box _____

Spare Tire _____

License No. _____

License Fee _____

Purchase Date _____

IMPORTANT: Be sure to read Break-in Instructions on Page 6 before operating your new Nash Ambassador.




## AN INVITATION TO HAPPY MOTORING . . .

Your 1956 Nash Ambassador is the culmination of over a half-century of building fine motor cars. From the 1902 Rambler—one of America's very first mass-produced automobiles—down to the modern Ambassador you are now driving, Nash has been consistently in the forefront with features and engineering advancements that mean greater motoring pleasure.

Your Nash Ambassador has many features not to be found in other cars—features that mean finer performance and greater comfort. It is one of the world's most modern cars and as such deserves the care and consideration you would give any prized possession.

We of American Motors are both proud and happy that you have chosen a Nash Ambassador and we are confident that this new motor car will open a new world of motoring pleasure and convenience.

The pages of this manual contain many hints about driving and car maintenance that increase reliability and add many years to the life of your Nash Ambassador. Use this information to assure efficient operation and add to your safety and comfort.

Nash Motors

*Division of*

AMERICAN MOTORS CORP.

# LOCKS AND KEYS

**KEYS**—The key with the octagonal handle operates the two front doors and the ignition. The round handled key fits the glove compartment and the trunk lid locks—a handy arrangement which permits locking parcels and luggage, while still allowing the car to be moved in public parking lots and garages.

**DOORS**—Door locks permit locking right or left hand front doors from the inside by reversing the normal movement of the inside control handles. On locking the car, the last door must be locked from the outside with the door-ignition key. This prevents locking oneself out accidentally. Either front door can be unlocked from the outside with the door-ignition key.

The rear doors are locked by pushing down on lock buttons conveniently located on the window mouldings. The lock button must be raised before the rear doors can be opened.

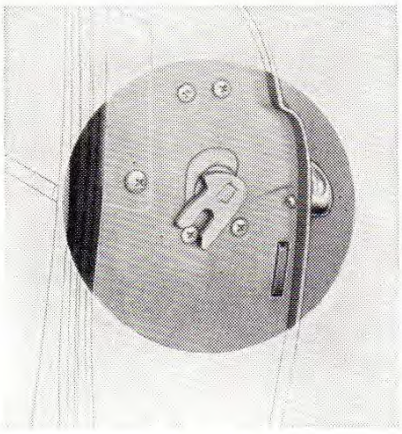


*Figure 1*

Figure 1 shows the spring loaded cam-type door lock—a feature which insures positive locking of the doors and yet permits easy operation while latching and unlatching. Your dealer can easily make adjustments if the doors do not close properly, or are noisy with car in motion.

**TRUNK**—To unlock, insert key and turn; the trunk lid will raise partially open, and may be fully opened by using the convenient hand-hold recessed beneath the Nash medallion. The trunk may be locked by returning the lid firmly to the fully closed position and returning the key to the vertical position.

**IGNITION**—The ignition key turns to the right (clockwise) for starting and normal operation of the car. When turned to left (counter-clockwise) only the electrical accessories (except clock) are connected, such as the Weather Eye blowers, radio, accessory lights. This position permits operating the accessories without causing excessive current drain on the battery or overheating the ignition coil.

## LIGHT SWITCHES

**HEADLIGHTS**—The light switch, mounted within easy reach at the left of the steering column is PULLED to turn on the parking and main headlights. The same knob is ROTATED to control the amount of light on the instruments for night driving.

The sealed-beam head lamps are so controlled that when on normal or "low-beam," the lighting is directed to the right side of the road and down away from oncoming drivers. When on "high-beam," the lighting pattern is wide and high for maximum night-driving visibility ahead. The usual foot-dimmer switch (G, Figure 2) controls the high and low-beam positions.

**DOME LIGHT**—The dome light is operated by a switch at the lamp assembly. In some models the dome light is actuated also by the automatic door switches.

**DIRECTIONAL SIGNAL**—The directional lights are actuated by the hand control directly beneath the wheel on the left side of the steering column. Push the control forward or up to indicate right turn, and back or down for left—remember that the lever is moved in the same direction as the steering wheel is to be turned. An automatic arrangement returns the lever to "off" when the wheel is turned back. If the turn is too gradual to trip

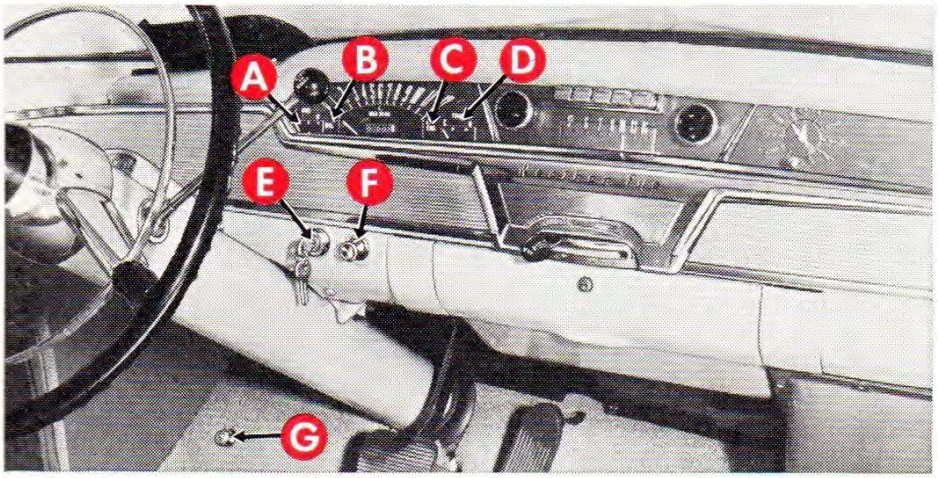



*Figure 2*

*A—Fuel Gauge*
*B—Oil-Pressure Warning Light*
*C—Generator-Charge Warning Light*
*D—Temperature Gauge*
*E—Ignition Switch*
*F—Cigarette Lighter*
*G—Headlight Foot Switch*

the switch, the signal light on the instrument panel continues to flash, notifying the driver to cancel the turn signals manually. Never hold lever in either extreme position while turning steering wheel.

## INSTRUMENTS

Besides the conventional gas gauge and engine temperature indicator, two simple indicators are provided—the "Gen.-Charge" and the "Low-Pressure" signals. The ruby light on the right warns if the generator is not charging and the one on the left warns when the oil pressure is too low. The "Gen.-Charge" and "Low-Pressure" signals give their own warning of a burned-out bulb —normally they should go on each time the switch is turned "on." If the "Low-Pressure" light goes on at engine speeds above idling, stop the engine and investigate.

The engine temperature indicator shows a center mark which indicates a normal operating range rather than specific temperatures. When the pointer is over any part of this "range," the temperature of the engine is satisfactory for most driving conditions.

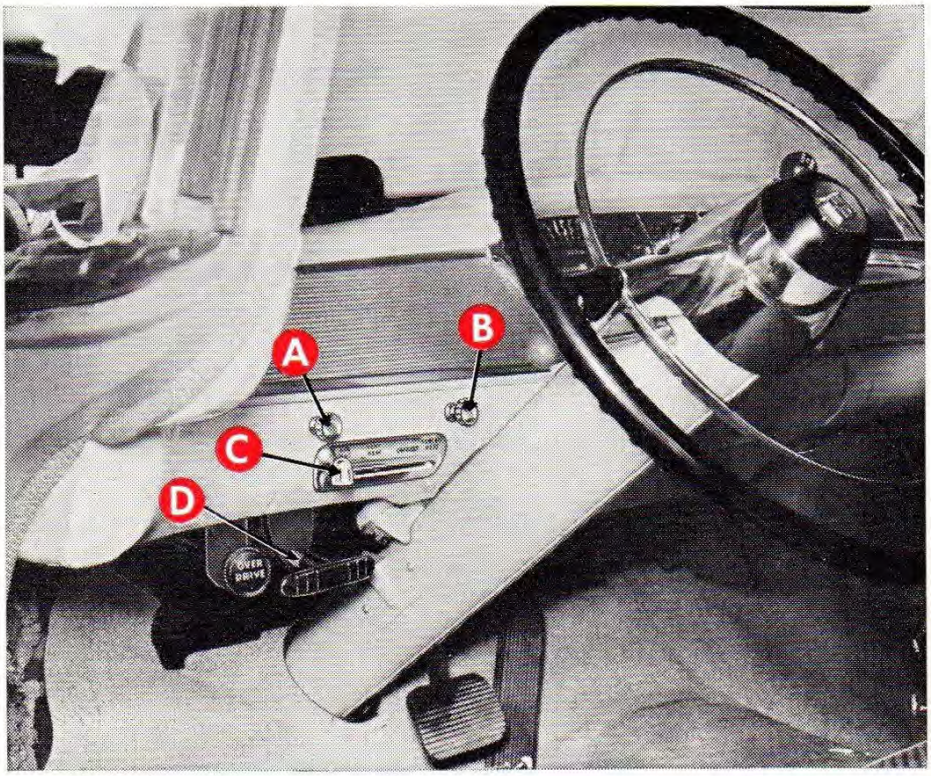



*Figure 3*

*A—Light Switch*
*B—Windshield Wipers*
*C—Weather Eye Vent Control*
*D—Parking Brake*

## WINDSHIELD WIPER

The Windshield Wiper Control, shown in Figure 3, is located to the left of the steering column. Turn control knob to the right for wiper operation—turn back gradually to reduce wiper blade speed. If equipped with washers, a foot operated pump is located near the dimmer switch.

## PARKING BRAKE

The rear brake shoes are applied when the parking brake handle is pulled. (See Figure 3.) The handle is released by turning it counter-clockwise. Both application and release are easier if foot pedal is depressed at the same time.

## HOOD OPENING

To release hood, reach in on left of grille center and pull lock lever. Next, pull safety catch above grille opening—hood is free to lift. The hood will lock automatically when lowered and firmly pushed downward.

## DRIVING YOUR NASH AMBASSADOR

Your Ambassador operates like any other motor car except that in many respects, it is simpler and easier. To start the engine:

1. Be sure the shift lever is in neutral.
2. Depress the clutch pedal fully.
3. Engage the starting motor by turning the ignition key to the extreme right; spring tension must be overcome to obtain starter operation.

If your Nash Ambassador has been equipped with a Dual-Range Hydra-Matic transmission, the selector lever must be in "N" to start the engine—in all other positions, the starting linkage is inoperative, thus preventing the possibility of accidentally starting "in gear." When equipped with Twin-Ultramatic, the selector lever must be in the "P" or "N" position.

Turn on the ignition key and raise the selector lever toward the steering wheel. This action engages the starter—the exclusive "Selecto-Lift" starting system.

4. In cool weather, depress the accelerator slightly, and release before engaging the starter. This will release the choke valve if it has remained in the "warm operating" position.

**STARTING PRECAUTIONS**—Do not start a cold engine with throttle wide open (accelerator pedal fully depressed). This overrules the automatic choke and prevents the engine from breathing in a mixture rich enough to start.

If engine should flood (because of attempting to start with ignition off, or because of "pumping" accelerator) operate engine starter with accelerator pedal fully depressed. Press accelerator down slowly to reduce tendency for more raw gasoline to be pumped into the manifold. Opening throttle wide overrules choke mechanism and opens choke valve, thereby admitting more air so that starting becomes possible.

**THE BREAK-IN PERIOD**—The manner in which you drive your NASH for its initial mileage has a pronounced effect on its subsequent operation and life. Brakes, gears and working parts of the drive system last longer after careful break-in, as well as the engine.

For the first 50 miles avoid opening the throttle fully while accelerating or hill climbing. Use brakes gently. Keep under 50 miles per hour for the first 250 miles, but during the latter part of this mileage, short periods of acceleration at full throttle, in high or overdrive, are desirable to firmly "seat" the working parts.

After 250 miles, short periods at increasingly higher speeds are permissible. Step up speeds gradually as mileage accumulates —operation of the car at low speeds contributes little to effective break-in. Varying speeds, with some full throttle accelerations are better than steady speeds. A NASH engine that is intermittently "worked" during its early life gives longer service, with better economy of oil and gasoline, than one which is operated only at low speeds and loads.

Engine noise and oil consumption can be expected to reduce as break-in progresses and internal friction decreases. Light oil —preferably of the 10W viscosity grade—should be used to assure proper lubrication of closely fitted parts. The original oil installed in the engine at the factory is suitable, but it should be changed not later than at 1,000 miles (300 to 500 miles is better), to drain out the metal particles and other foreign material that accumulate faster during the break-in period.

## AUTOMATIC OVERDRIVE

**OPERATION**—To place the overdrive system in operation, push the control lever, Figure 4, to the "in" position. This can be done at any speed without releasing the clutch. To lock out the overdrive, however, the car preferably should be standing still. It is also possible to make this change with the car in motion. Depress the accelerator pedal fully and pull out the control knob. (Depressing pedal effects shift to conventional third if above 25 M.P.H. If below 25 M.P.H., depressing pedal assures

that the engine is driving car—NOT coasting—when third is engaged.)

With the overdrive control "in" and car moving at 25 M.P.H. or more, the shift to overdrive is made by momentarily releasing the accelerator. On slowing down, when the accelerator is released, at about 22 M.P.H., the drive changes automatically from overdrive to free-wheeling "third."

When descending steep hills, the overdrive should be locked out—pull the control "out" as described above. Then the engine is connected to the rear wheels in normal third gear; the resulting engine braking when accelerator pedal is released saves wear and overheating of the brakes. Some drivers also prefer to drive in traffic with overdrive similarly locked out, to provide engine braking on normal decelerations.

If on some occasion your car must be pushed or towed to start the engine, first pull the overdrive control "out," in order to enable an "in-gear" start.

**AUTOMATIC OVERTAKE**—When operating in overdrive, one simple operation permits the driver to return to conventional third speed with added power. This is accomplished by depressing the foot accelerator the full limit of its travel. The last portion of accelerator travel operates electrical controls which affect the shift to third gear. At speeds above or about 60 M.P.H. there is no performance advantage in making this "overtake" shift. When pedal is released, the shift to overdrive is made automatically if car speed is above 25 M.P.H.

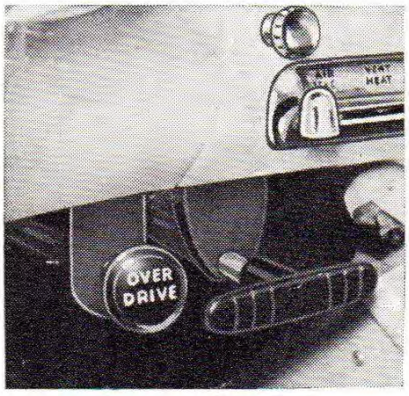


*Figure 4*

## DUAL-RANGE HYDRA-MATIC TRANSMISSION

This transmission consists fundamentally of an automatically shifted four-speed and reverse mechanism which relieves the driver of all concern about shifting gears and operating the clutch. All he needs to do is select the position for the desired driving operation.

A selector lever is located in the steering column occupying the normal position of the standard gear shift lever.

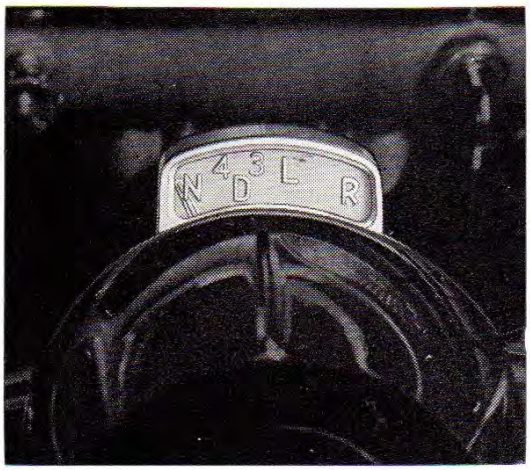



*Figure 5*

This lever has five positions, indicated by the selector dial on the steering column. These positions are:

*N (Neutral)*
*4 (Drive Range)*
*3 (Drive Range)*
*L (Low Range)*
*R (Reverse)*

**"D" RANGE OPERATION**—The D range has two driving positions marked by "3" and "4" on the indicator. The "4" position is for all normal forward driving—it reduces engine speed and improves fuel economy. The "3" position provides increased power and acceleration when driving in congested traffic or mountainous terrain. It also provides increased braking action when descending steep grades. The control lever can be moved from one D position to the other when traveling at any speed on dry roads.

**"L" RANGE**—L range (second speed) is provided for pulling through deep sand or snow, ascending or descending steep grades or where traffic signs call for placing the transmission in first or second gears. It also is best for getting the car in motion on icy roads.

The change from either of the two D positions to L is made by lifting the control lever and moving it to the L position. This change can be made at any car speed; however, L range will not actually engage until the car speed is reduced to below 50 M.P.H.

**CAUTION:** The change from either of the two D positions to L should only be made on dry roads when traction is good. It is not recommended to change to L on slippery roads since this change could induce a skid. On slippery roads, safety demands that the car speed be reduced by judicious use of your brakes.

Release the accelerator pedal when moving the selector lever from either of the two D positions to L.

**FORCED DOWNSHIFT**—To obtain extra power or acceleration when driving in either of the two D or L ranges, depress accelerator pedal completely.

When in the "4" position of D range and with a car speed of less than 60 M.P.H., transmission will shift down to third speed.

When in the "3" position of D range and with a car speed of less than 20 M.P.H., transmission will shift down to second speed.

When in L range and with a car speed of less than 10 M.P.H. transmission will shift down to first speed.

**REVERSE**—It is not necessary to bring the car to a complete stop before engaging reverse; simply raise control lever and move it to the R position. Moving lever between L and R with light accelerator pedal pressure permits rocking car when required to get out of deep snow, mud, or sand. Avoid engaging reverse at speeds above 5 M.P.H.

**PARKING**—For additional safety when parking, turn off ignition key and move selector lever to R position. When parking on an incline, hold car with foot brake a few seconds to permit full engagement of transmission.

**HOLDING CAR ON HILLS**—It is possible to hold the car stationary on slight upgrades by depressing accelerator pedal slightly with selector lever in a "D" range. The effect is the same as slipping a conventional clutch, with the difference that in the Hydra-Matic, the fluid coupling does the "slipping," without injury to the mechanism if done for only limited periods of time. For longer periods or on steep hills, this practice is not recommended.

**PUSHING TO START ENGINE**—If it should become necessary to start the engine by pushing the car, this can be done in a manner equivalent to that used in a car with 3 speed transmission. Push car in Neutral until a speed of 20 M.P.H. or more is reached, turn on the ignition, then move selector lever to a "D" range (not to "L"). Under these conditions, the engine will be engaged in fourth gear and ordinarily will start within a few seconds.

It is better to push than to tow the car, to avoid the possibility of sudden acceleration, after the engine starts, causing a collision with the car ahead.

**CAUTION**—If it becomes necessary to tow or push the car for distances greater than necessary to start a normally operating

engine, a speed between 15 and 25 M.P.H. should be maintained. Towing or pushing under these conditions will be satisfactory assuming the Hydra-Matic transmission has been operating satisfactorily AND assuming the car mileage is in excess of 1000. If transmission has not been operating properly, the car should be towed ONLY with rear wheels lifted off the ground.

**CARE AND MAINTENANCE**—The level of the fluid in the transmission should be checked every 1,000 miles, and the fluid should be changed every 25,000 miles. Level check should be made with engine idling, selector lever in "N," hand brake engaged, and as an added precaution with wheels blocked. The filler cap is located in the engine compartment on the right rear side. The dip stick is part of the filler cap.

Use only fluid specially provided for the Hydra-Matic transmission. Your Nash dealer has suitable fluid on hand. In addition, several of the larger oil companies are now marketing approved fluid for Hydra-Matics. To avoid the possibility of using non-authorized oils which may cause trouble, it is wise to check the sealed cans for the approved symbol "AQ-ATF." This symbol is embossed in the can itself, and means "Armour Qualification-Automatic Transmission Fluid, Type A."

The only other routine maintenance operation is a band adjustment, made at the 1,000 mile inspection.

**IDLING AND CREEPING**—As the engine breaks in and friction decreases, the idle speed tends to increase. At these higher idle speeds, the car will tend to "creep" because of the increased power transmitted by the fluid coupling. It may be necessary to have your dealer re-adjust the idle speed once or twice to overcome creeping tendencies, until engine friction stabilizes. This may require several thousand miles of operation. The correct idle speed to minimize creeping and stalling is 475 R.P.M. Some drivers find it convenient to keep their foot on the brake pedal at stoplights to avoid creep associated with a higher idle speed.

**COASTING—A CAUTION**—Do not coast with the transmission selector lever in "N." Safer driving results from having the engine always "in gear." In addition, damage to the transmission may result when coasting under a certain combination of conditions.

## TWIN-ULTRAMATIC TRANSMISSION

This transmission provides smooth automatic operation in a full range of forward speeds as well as reverse operation.

**OPERATION**—The manual selector lever is located on the steering column occupying the normal position of the standard gear shift lever.

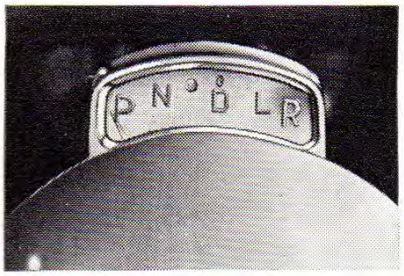



*Figure 6*

This lever has six positions indicated by the selector dial on the steering column. The positions are:

*P (Park)*
*N (Neutral)*
*D (Normal Drive Range)*
*D (Gear Start Drive Range)*
*L (Low Range)*
*R (Reverse)*

"P" park position provides a neutral as well as mechanical locking of the propeller shaft. The rear wheels are not free to turn.

NOTE: The selector lever should never be placed in the "P" park position while the car is in motion.

"N" neutral permits engine operation without car movement.

" D" drive range provides normal forward driving with smooth starting from a complete stop at reduced engine speed. This range is used for most driving and should be used for all country driving and when starting on ice and snow.

"D" drive range is provided for greater power and is normally used when rapid acceleration from a stop is desired. This range is most useful for city driving.

"L" low range is used in deep sand or heavy snow and on long heavy pulling where more power is required. It should also be used when ascending or descending steep grades.

"R" reverse operation is obtained by raising the selector lever before moving it from "L" to "R." The shift into reverse may be accomplished at very low car speeds to permit "rocking" the car to get out of deep snow, mud, or sand. Avoid shifting into reverse above 5 M.P.H.

Forced downshift to obtain extra power or acceleration when driving in D range is accomplished by fully depressing the accelerator at speeds of less than 60 M.P.H. Forced downshift in D range is not recommended if used for country driving.

**PUSHING TO START ENGINE**—If it should become necessary to start the engine by pushing the car, this can be done in a manner similar to that of a car with a conventional three speed

transmission. Push the car in Neutral with the ignition "ON" until a speed of 25 M.P.H. is reached. Then, place the selector lever in the " D" position. The engine will then turn over for starting.

It is better to push the car for starting than to tow, because when the engine starts, a sudden acceleration may cause a collision with the car ahead.

**TOWING PRECAUTIONS**—A disabled vehicle may be towed or pushed if the transmission is not damaged and no oil has been lost. The selector lever must be placed in Neutral "N" position to prevent possible damage. The towing speed should be limited to no more than 30 M.P.H. Long distance towing (over 300 miles) is not recommended.

In the event the selector lever cannot be placed in the "N" position as a result of transmission damage or if serious damage is suspected, it will be necessary to tow the vehicle with the rear wheels raised off the road.

## WEATHER EYE HEATING AND VENTILATING SYSTEM

The Weather Eye heating unit utilizes circulating hot water from the engine. The regular water pump forces the hot water through a thermostat control valve and then through the heating core of the Weather Eye unit. When desired temperature in the car is reached, the thermostat reduces the flow of hot water to maintain just the right temperature of air coming from the Weather Eye unit.

A single blower unit is provided for the defroster and auxiliary heater blower. The defroster and heater blower, which always operate simultaneously, are controlled by clockwise rotation of the Weather Eye control knob. The "high" fan speed is obtained

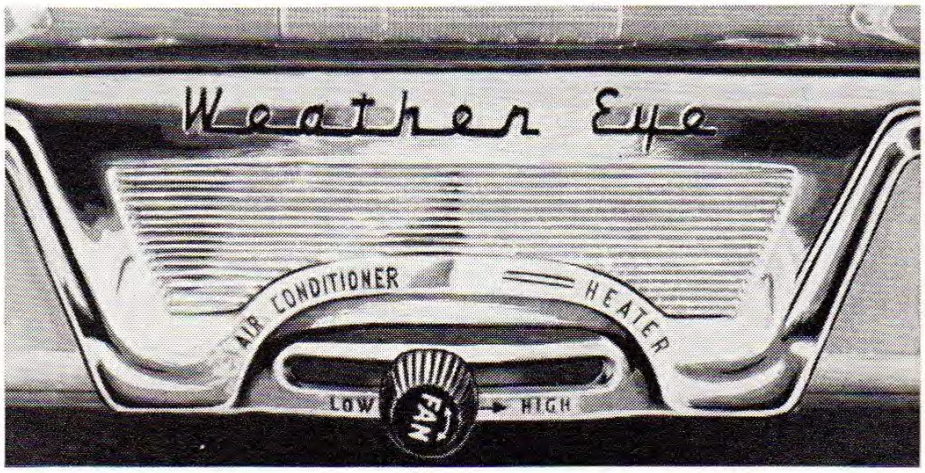



*Figure 7. Weather Eye Blower and Heat "On"*

by slight rotation, with lower speeds being obtained by continued clockwise rotation of the knob.

With heat control knob moved to extreme left, the heat is "off," and when moved to the right progressively increases the degree of thermostatically controlled heat.

The controls works like the thermostat in your home, except that when in the extreme positions the water valve is locked either full "ON" or full "OFF." Nearly all driving can be done with the fan switch in the "OFF" position—forward movement of the car usually is sufficient for ample air flow through the cowl ventilator and Weather Eye.

Be sure that the cowl damper on the air intake is open—however, when the car is being washed, the air damper to the left of the steering wheel (See Figure 3) is placed in "AIR COND." position.

In summer rain or dust, you can ride in comfort with the windows closed. The air filter should be replaced periodically depending on driving conditions, but at least once every year. Storm water is channeled off at the air intake on the cowl and is disposed of through suitable internal drains.

**SUMMER OPERATION AID**—In the spring and fall when the heat control is normally opened slightly, small particles of dirt may become lodged in the thermostatic valve thus preventing the valve from closing. The valve may be flushed by opening to the full "HIGH" position and accelerating the engine several moments and then moving the control to the "LOW" position.

**VENTILATION**—Front window ventilators actuated by cranks located on the door panels, provide added circulation during summer driving conditions. Vents and windows should be closed normally in cold weather but if needed, defrosting effect can be increased by opening the REAR windows or vents slightly.

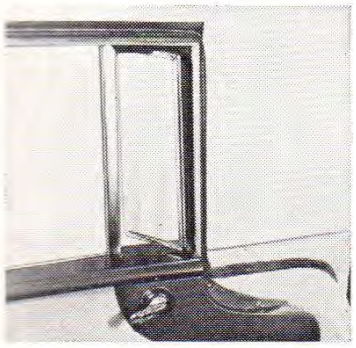
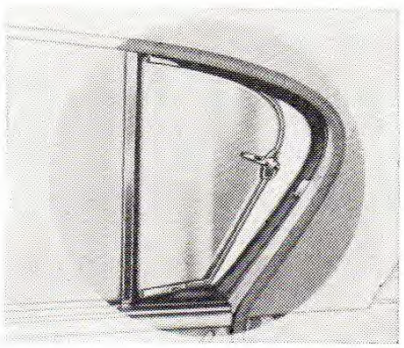


*Figure 8*



*The window vents also provide added circulation through the car.*

# ALL-SEASON AIR CONDITIONING SYSTEM

**AIR CONDITIONING**—Open the windows a minute when starting to drive to expel the accumulated heat of being parked in the sun. Then close all windows.

Start the engine before operating the Air Conditioning System to reduce the battery load and provide easier starting.

Move the damper control on the left side of the instrument panel to "Air Conditioning" and the control in the center panel to the "Low" position. Turn the "Fan" knob counter-clockwise which automatically starts the Air Conditioning System compressor and blower. A higher blower speed is obtained by turning the knob to the second counter-clockwise position.

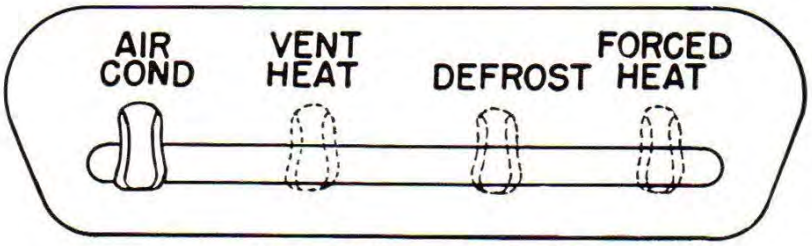



*Figure 9. Damper Control*

Open the large air-discharge deflectors mounted on both sides of the instrument panel. The deflectors may be adjusted independently directing the air flow where desired. The partially open position provides maximum front seat cooling and the full open position is best suited for over-all front and rear cooling.

The sun visors may also be used to control the distribution of the air. With the sun visors fully "up," air can be circulated more readily toward the rear. Tilting the visors down will direct the air toward the front seat area. When using the visors for control of the air flow, the large air-discharge deflectors must be in the full open position.

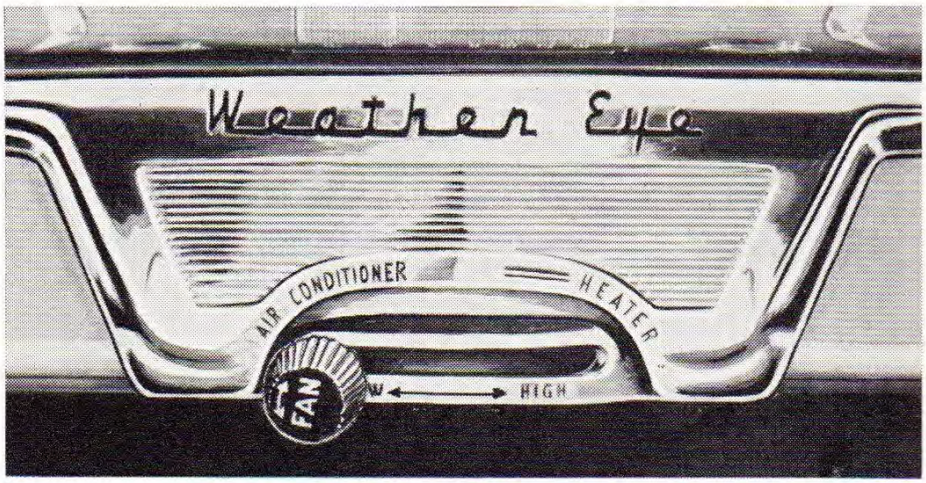



*Figure 10. Air Conditioning "On"*

During the winter, operating the air conditioner periodically for short intervals will assure oil circulation and lubrication to protect working parts.

In spring, have your dealer inspect your air conditioner and its operation. Except for this inspection, there is no other service required.

**FRESH AIR VENTILATION OR HEATING**—Move the damper control knob to the right to the "Vent-Heat" position and the "Fan" knob to the "Low" position to obtain fresh air ventilation.

The ventilating air volume entering the interior depends solely upon car speed. To obtain fresh air heating, the Fan Knob is moved laterally from "Low" toward "High"—this movement will increase the heated air temperature and maintain the temperature thermostatically.

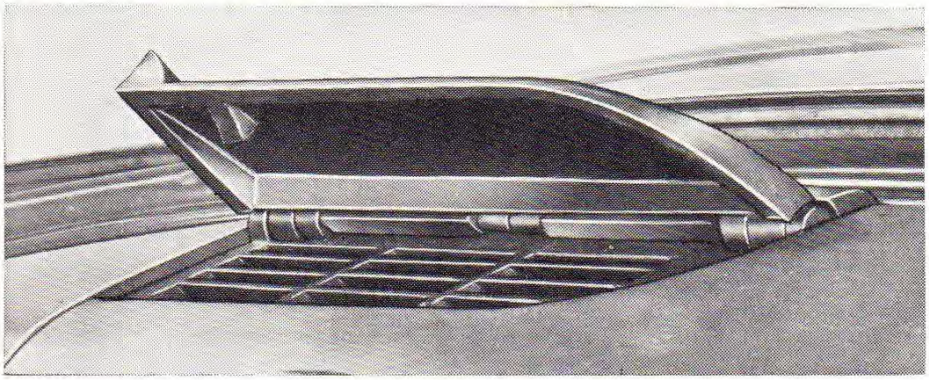


*Figure 11. Air-Discharge Deflector "Open"*

Closing the large air-discharge deflectors will direct a larger volume of air to the floor board of the car and will provide the best normal heating operation.

**WINDSHIELD DEFROSTING**—Windshield defrosting is obtained by moving the damper control to the "Defrost" position and turning the "Fan" knob clockwise to obtain the blower speed desired. The large air-discharge deflectors should be closed and the smaller defroster deflectors on the forward side should be opened.

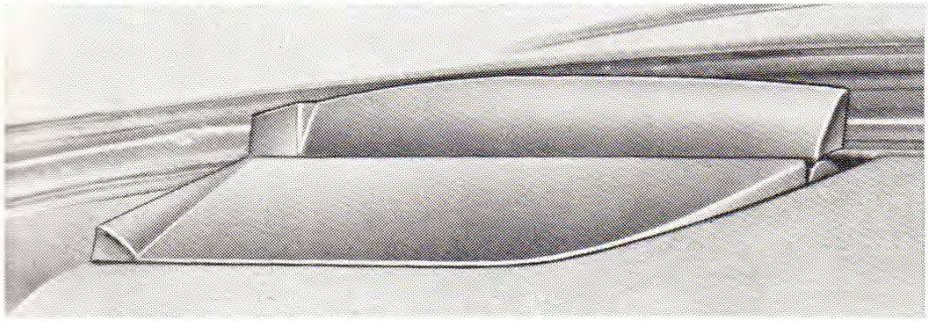
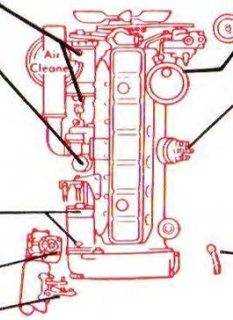


*Figure 12. Defroster "Open"*

**FRESH AIR HEATING WITH BLOWERS**—See page 18.

# 1956 "AMBASSADOR" 6 and V-8 Lubrication Service Chart

## Lubricate at each arrow point every 1,000 miles except as noted



Generator (2 oilers) ..... **EO**

**CRANKCASE** (check level) ..... **EO**
- Above +32° F. ..... SAE 20
- Above +10° F. ..... SAE 20W
- Above —10° F. ..... SAE 10W
- Below —10° F. ..... SAE 5W

Drain and refill every 2,000 miles

Oil Cap Filter—every 2,000 miles ..... **EO**
(Clean and re-oil)

Starter (2 oilers) every 5,000 miles ..... **EO**
(1 oiler) on Hydra-Matic models

Steering Gear (plug)—SAE 90 ..... **EPL**

Gear Shift Control Lever (fitting) ..... **CL**
Automatic transmission Model, no lubrication

Throttle linkage ..... **EO**
Felt wick and all pivot points

### ENGINE COMPARTMENT

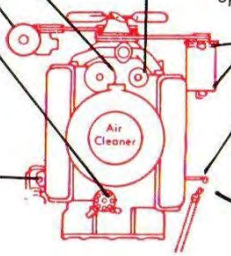
Oil Filter—Where so equipped, replace element every 5,000 miles, 6-cylinder. 4,000 miles on V-8

Power Steering Reservoir (check level). **ATF**
(6 cylinder) Fill to ½" from top
(V-8) Fill to 1¼" from top

Distributor
- Shaft Oil Cup ..... **EO**
- Wick under Rotor ..... **EO**
  Initial lubrication at 2,500 and 5,000 miles
  Every 10,000 miles thereafter
- Cam (coat surface lightly) ..... **PJ**
- Breaker Pivot—Every 10,000 miles. . **EO**

Steering Gear (plug)—SAE 90 ..... **EPL**

Automatic Transmission (dip stick check level)



Oil Cap Filter—every 2,000 miles ..... **EO**
(Clean and re-oil)

**AIR CLEANER** ..... **EO**
Clean and re-oil at crankcase drain intervals
Oil Bath
- Capacity 1 Pint
- Summer—SAE 50
- Winter—SAE 20

Wire Gauze Type
Spray with crankcase grade oil

Generator (2 oilers) ..... **EO**

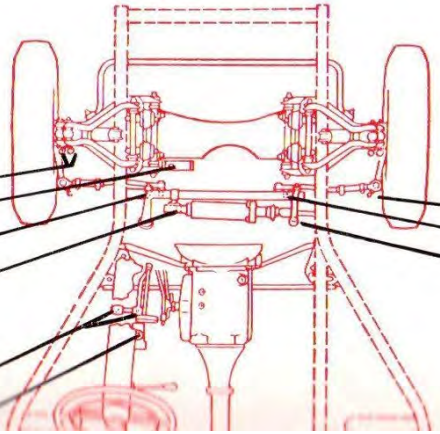
**CRANKCASE** (check level) ..... **EO**
- Above +32° F. ..... SAE 20
- Above +10° F. ..... SAE 20W
- Above —10° F. ..... SAE 10W
- Below —10° F. ..... SAE 5W

Drain and refill every 2,000 miles

Automatic Transmission (dip stick check level)

Throttle linkage ..... **EO**
Felt wick and all pivot points

### UNDER CHASSIS



Control Arms (2 fittings on each side) ..... **CL**

Clutch Beam Lever (fitting) ..... **CL**
Not on automatic transmission models

Pitman Arm (fitting) ..... **CL**
Power steering models only

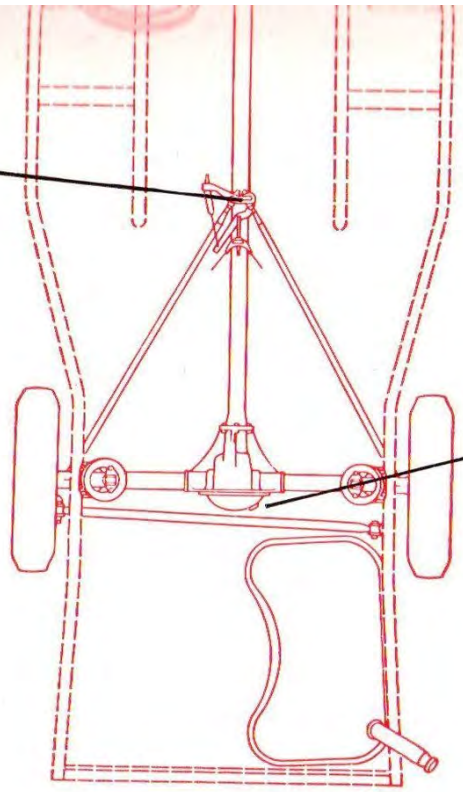
Power Cylinder (fitting) ..... **CL**
"Ambassador 6" power steering models only

Tie Rod (fitting on each side) ..... **CL**

Drag Link (fitting on each side) ..... **CL**

Steering Idler Arm (fitting) ..... **CL**
Not on V-8 models with power steering

Clutch and Brake Pedal Shaft (2 fittings) ..... **CL**
Automatic transmission models (1 fitting)
Brake Master Cylinder (check level) ..... **HBF**
Accessible through hole in floor
Hand Brake Bell Crank ..... **EO**
Power Brake Air Cleaner (clean every 10,000 miles)



**TRANSMISSION** (check level)
Synchromesh and Overdrive ..... **MGL**
Above +32° F. ..... SAE 90
Below +32° F. ..... SAE 80
Drain and refill every 10,000 miles
Overdrive drained and refilled through separate plugs
Automatic—Drain and refill every 25,000 miles.. **ATF**

**DIFFERENTIAL** (check level) SAE 90 ..... **HGL**
Drain and refill every 10,000 miles

Wheel Bearings (repack) ..... **WBL**
Front, every 10,000 miles
Rear, when dismantled for other service reasons

**TIRE PRESSURE (COLD)**
Front and Rear ..... **24 Lbs.**

**ALL-SEASON AIR CONDITIONING SYSTEM**
Once a year, leak test, check oil level in compressor, recharge system if necessary

## LUBRICANT SYMBOLS

**ATF** Automatic Transmission Fluid, Type A, AQ, ATF
**CL** Chassis Lubricant
**EPL** Extreme Pressure Gear Lubricant
**MGL** Mineral Gear Lubricant
**HBF** Hydraulic Brake Fluid, Lockheed 21B (SAE 70-R-1)
**HGL** Hypoid Gear Lubricant—Suitable Type
**EO** Engine Oil
**WBL** Wheel Bearing Lubricant
**PJ** Petroleum Jelly

## CAPACITIES

| MEASURE SYSTEM | CRANKCASE | | TRANSMISSION | | | DIFFERENTIAL | COOLING SYSTEM | | | | GAS TANK |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Automatic | Synchromesh | With Overdrive | | "Ambassador" 6 | | "Ambassador" V-8 | | |
| | "Ambassador" 6 | "Ambassador" V-8 | | | | | With Heater | Without Heater | With Heater | Without Heater | |
| | Quarts | Quarts | Quarts | Pints | Pints | Pints | Quarts | Quarts | Quarts | Quarts | Gallons |
| U.S.A. | 6 | 5 | 11 | 2.25 | 3.50 | 4 | 18 | 17 | 28 | 27 | 20 |
| British Imperial | 5 | 4.2 | 9.2 | 1.9 | 2.9 | 3.3 | 15 | 14.2 | 23.3 | 22.5 | 16.7 |

**FRESH AIR HEATING WITH BLOWERS**—When driving slowly, the volume of incoming fresh air is reduced; therefore, blower operation may be desired to force the air to enter and circulate. Move the damper control to the "Forced Heat" position and rotate the "Fan" knob clockwise to obtain the blower speed desired.

## ADDITIONAL OPTIONAL FEATURES

**AIRLINER RECLINING SEAT AND TWIN TRAVEL BED**—The Airliner Reclining Seat and the Twin Travel Bed features are combined into a single "package."

Control handles placed on either side of the front seat permit individual adjustment of each back cushion to three intermediate angles between the vertical and horizontal positions. To adjust a back cushion, lean forward slightly, pull upward on the control handle, and then release. The cushion will move to the next position only; thus it is impossible to inadvertently "flop" the seat-back to the full down position.

When raising the seat-back from any reclined position, do not operate the handle. Slowly lift the seat-back to the position desired—DO NOT PULL THE SEAT-BACK UP RAPIDLY.

To utilize the Travel Bed, first install the front seat-back supports into the holes provided in the rear seat cushion base.

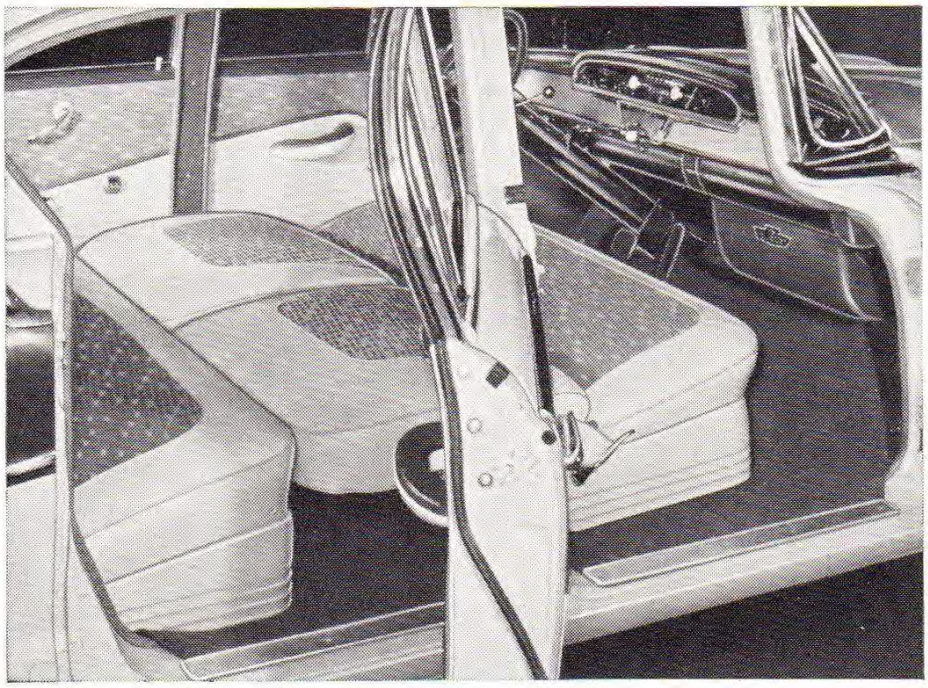


*Figure 13*

Next, lower the front seat-backs until they are resting on the front seat-back supports. The supports may be left in place when the bed is not in use or removed and stored in the glove drawer.

With beds made up it is desirable to sleep with the head at the rear of the car to avoid interference with the steering wheel.

Screens are available from Nash Dealers to permit opening the windows for fresh air and yet keep out mosquitoes and bugs. They slip over the door frames and permit the window to be raised or lowered inside the screens.

Special air mattresses are also available as a nominal cost accessory to further add to the comfort of the unique bed feature.

**CONTINENTAL TIRE CARRIER**—The lever located just behind the tire releases the mechanism, allowing tire to swivel for easy trunk access. To remove the wheel, remove the hub-cap with jack handle (cloth-wrapped to prevent scratches) and take off the key lock and four bolts. The outer rim of the tire cover may be removed by springing outward.

**RADIO**—The Duo-Coustic radio utilizes twin radio speakers located at the extreme ends of the instrument panel.

Four controls are used to operate the radio. The right knob outer ring is the volume control, the right knob center is the "On-Off" switch and tone control. The left knob is for manual tuning, and the push buttons provide simplified pre-selected station tuning.

The initial push button setting is accomplished by pulling out the desired button, carefully tuning in the station selected, and then pushing the button all the way "in" and releasing.

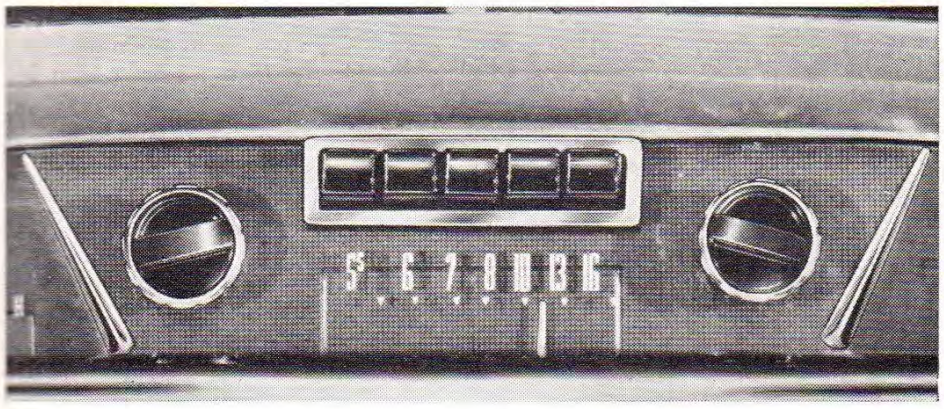


*Figure 14*

**POWER-LIFT WINDOWS**—This optional equipment enables each window mechanism to be operated by its own electric motor. An individual control button is provided for each window, while a complete set of four buttons on the driver's door enables remote control of all windows. Pressing a button up raises the windows—pressing down lowers it. To operate windows, ignition must be "on."

**POWER STEERING**—Nash Power Steering takes much of the effort out of the steering and parking and still enables you to retain that desirable "feel" and control of the steering wheel. Positive directional control is provided at all speeds and road conditions even with hydraulic power off. The fluid reservoir should be checked at 1,000 mile intervals to insure trouble-free operation.

**POWER BRAKES**—Cars equipped with Power Brakes require less foot pedal effort and permit quicker applications. The Hydraulic Brake System employs a vacuum booster operating on engine intake manifold vacuum. However, in the event of an engine stalling, approximately two brake applications remain before the vacuum power reserve is exhausted, then additional pedal effort will be required for stopping.

To park on steep grades, it is suggested the hand brake be "set" with foot brake assistance prior to shutting off the engine. By the same token, the hand brake should not be released until the engine is started.

## WHAT YOU SHOULD KNOW ABOUT LUBRICATION

The life of your car and your enjoyment as a NASH owner can best be protected by proper lubrication of the engine and running gear.

**OIL CHANGES**—The initial oil change should be made between 300 and 500 miles, as the oil is contaminated faster during the break-in period. Following the initial change, the best periods for crankcase drains are affected by a variety of conditions; no single mileage figure can apply to all types of driving to which a car may be subjected.

Under normally favorable conditions, draining at 2,000 mile intervals is good practice. In summer, with other operating con-

ditions favorable to oil life, 3,000 mile drain periods are permissible. Oil changes in cold weather should be made more frequently —twice as often is suggested. In short run, start-and-stop winter service, when the engine is not allowed to warm up properly, the oil should be changed still more frequently—as often as every 300 to 500 miles.

For economy, drain crankcase when level is low. Discard exhausted oil, not fresh lubricant. Always drain when oil is hot after running. Form the habit of having the oil level checked whenever fuel is purchased. If the oil level is down to the ADD OIL mark on the dip stick, oil should be added to bring it up to the FULL mark. DO NOT OVERFILL.

**ENGINE OIL**—Straight mineral oils designated as Regular (ML) are satisfactory for use under normal operating conditions. For more severe service, premium (MM) and Heavy Duty (MS) oils may be used if desired.

The engine should be lubricated with SAE 20, 20W, 10W, or 5W oils rather than the heavier SAE 30 or 40 oils. (W indicates oils specially suited for winter use.)

The grade used should be determined by the lowest anticipated temperature before the next oil change period.

**Above + 32° F.—SAE 20**
**Above + 10° F.—SAE 20W**
**Above — 10° F.—SAE 10W**
**Below — 10° F.—SAE 5W**

Special break-in oils and oil "dopes" are not necessary and the factory cannot assume responsibility for damage that may occur if they are used.

**LUBRICATION OF RUNNING GEAR**—Most of the working parts of the running gear should be lubricated at 1,000 mile intervals as shown on the Lubrication Chart. Note that a few points require attention only at 2,000, 5,000, or 10,000 mile intervals.

If the car is operated in dusty, wet, or slushy weather, and particularly in mud, it is good practice to lubricate the running gear more frequently. Under these conditions the lubricant tends to be washed out of bearings exposed under the car. The best time to lubricate is immediately after operation under such adverse conditions, to flush out the water and foreign matter and replace the lubricant for subsequent driving.

# GENERAL MAINTENANCE

**BATTERY**—Keep the electrolyte level above the plates, refilling with distilled water. Inspect weekly. Keep the terminals tight and free of corrosion, and the hold-down wing nuts finger tight to hold the battery securely without distorting the case.

**FUSES**—The major electric circuits are protected by fuses or self-resetting circuit breakers.

| CIRCUIT | AMPERE RATING | LOCATION |
|---|---|---|
| Main Lights | Circuit Breaker | In Light Switch. |
| Stop and Directional | Circuit Breaker | On Dash Behind Instrument Panel. |
| Radio | 5 Amp. Fuse | Behind Center of Instrument Panel in Radio Wire. |
| Overdrive | 15 Amp. Fuse | On Overdrive Relay Under Hood. |
| Power-Lift Windows | Circuit Breakers | One on Left Side of Dash Behind Instrument Panel. One on Right Side of Dash Under Inst. Panel. |
| Dome, Map & Glove Box | 7½ Amp. Fuse | Back of Light Switch |
| Park, Tail, License, Inst. | Circuit Breaker | In Light Switch |

**COOLING SYSTEM**—It is not necessary to check coolant level every time gas or oil is added. Coolant should be replenished only when the level has dropped to a point where it is not visible. Never add cold water when the engine is overheated as the cylinder block may be damaged. Do not overfill the radiator; a quart or so expansion space is necessary in a cold radiator. Overfilling will result in loss of anti-freeze solution due to expansion.

Inhibitors are recommended to reduce deposits, rust, and scale from forming. Most reputable anti-freezes contain such an inhibitor. Your Nash Dealer has available a complete line of chemicals to keep your cooling system in good condition. A coolant treatment is available to resist rust and corrosion. He also has an excellent Radiator Seal to seal minor leaks and Radiator Cleanser to maintain top efficiency in the cooling system throughout the life of your car.

**DRAINS**—The cooling system is provided with a drain on the lower tank of the radiator on 6-cylinder engines. The V-8 engine has 3 drains—one on the lower tank of radiator and two brass plug drains on the cylinder block, one located on left side lower center and one on the right lower rear side.

**THERMOSTAT**—A thermostat is installed in the outlet housing on the top front of the engine to provide more rapid engine warm-up and maintain a minimum operating temperature of 170°F.

NOTE: 150°F. and 180°F. thermostats are also available at your Nash Dealer. If alcohol anti-freeze is used, a 150°F. thermostat should be installed. If a 180°F. thermostat is installed for improved heater operation and engine performance, it is recommended that Ethylene-glycol base solutions be used.

**RADIATOR CAP**—The radiator cap is of the pressure type which opens to vent the cooling system only after the internal pressure exceeds seven pounds. This pressure system prevents the loss of coolant vapor by raising the boiling point.

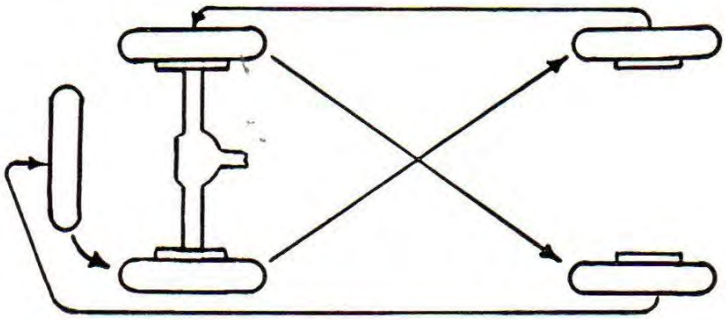
Pressure is maintained during normal operation due to the expansion of the heated liquid. This pressure is evident when removing the radiator cap. When removing the radiator cap, the pressure is reduced which also lowers the coolant boiling point and may result in the coolant boiling. This is a normal condition and does not mean that the system is overheating. Therefore, when removing the radiator cap after hard driving particularly if the coolant level should become low, be careful not to scald yourself. Turn the cap to the first stop which will allow pressure to safely dissipate. Only after this pressure is relieved should the cap be turned further and removed.

Your Nash Dealer is prepared to properly Winterize your car with either alcohol or Glycol type of anti-freeze. Before adding any anti-freeze solution, the system should be cleaned, checked for leaks, and the cylinder head bolts properly tightened. After installing the solution, the system should be checked regularly to insure against leakage.

**BRAKES**—It is advisable to drain and flush the hydraulic system once a year with pure alcohol only. This will insure the system is free of dirt and corrosion causing moisture. Refill the system with Lockheed 21-B (SAE 70-R-1) heavy-duty hydraulic brake fluid *only*. Inferior fluids may fail in emergencies.

## TIRES

Recommended pressure for tubeless tires in normal service is 24 pounds; check pressure when tires are cold. Do not bleed tire pressure to 24 pounds when warm from operation. Visually inspect tires daily for inflation and uneven wear.



Wheel alignment and balance should be checked occasionally.

Rotate the tires and wheels in accordance with the diagram within the first 2,500 miles and every 5,000 miles thereafter to obtain maximum tire life.

**TIRE CHANGES**—When changing tires and wheels or installing chains, "set" the hand brake and block the wheels. Locate the bumper jack next to the bumper guard, tilting the jack toward the bumper guard slightly to prevent slipping. Place the small control lever on the jack body in the "up" or "down" position desired and operate the jack with the combined handle and wheel nut wrench.

Slightly loosen the wheel nuts before raising the wheel off the ground.

Be sure to tighten wheel nuts securely before replacing the hub cap or wheel cover.

**TIRE REPAIRS**—Reputable tire stations are equipped to properly repair punctures or other minor damage to your tubeless tires. Special repair equipment permits minor repairs without removing the tire from the wheel.

## DRIVING DIVIDENDS

**IDLING**—Avoid excessively long idling periods—this is not a good way to warm up an engine. Water condensation and engine wear both are accelerated under these conditions. Shut off the engine when waiting at a railroad crossing or in a traffic jam—restarting takes a negligible amount of gasoline. Do not run the engine with garage doors closed. During warm-up the exhaust gases contain large quantities of deadly carbon monoxide.

**CITY DRIVING**—The frequent starting and stopping, prolonged idling periods and perhaps a tendency to demonstrate accelerating ability all combine to reduce operating economy.

Remember that your engine does considerable work in overcoming inertia in starting and in building up momentum. Use this developed momentum to drive your car—do not dissipate it in unnecessary braking. Accommodate your driving to established traffic flow and drive at an even speed to coincide with the timing of traffic lights. Avoid street car tracks and chuck holes; turn corners slowly and do not scuff tires against the curb when parking.

**COUNTRY DRIVING**—High speed driving—50 to 70 M.P.H. when road and traffic conditions permit—is far less injurious to car and engine than is commonly assumed. Fuel consumption, however, will be greater than at lower speeds. Sudden decreases in engine speed cause undesirable temperature stresses—whenever possible, let engine slow down gradually. Shutting off engine immediately after a hard run also is undesirable—let it idle for as long as a half minute.

Severe application of brakes at high speed is hard on the linings. For equal deceleration rates, a brake stop at 60 is four times as severe on the brakes as at 30 M.P.H.

**HOT WEATHER DRIVING**—Hot weather driving places a heavy load on the cooling and engine lubricating systems. Make sure there is sufficient coolant in the system—that there is no accumulation of insects or other debris at the radiator core. A good rust inhibitor added to the radiator in summer driving will forestall accumulation of rust and scale. Use a good grade of engine oil. Modern premium oils, drained at regular intervals, keep your engine clean inside and prolong its life. Do not switch indiscriminately from one make or grade of oil to another.

Hot weather driving is frequently accompanied by dusty operating conditions. The carburetor air cleaner under normal conditions should be cleaned every 2,000 miles by washing the filter unit in kerosene or naphtha and then soaking in engine oil. Oil bath cleaners should be drained and re-oiled periodically as specified on the label.

Do not overlook the crankcase ventilating intake in dusty operation. Examine its condition and re-oil if necessary, when checking engine oil level.

**COLD WEATHER DRIVING**—Cold weather driving probably imposes greater hardship on the engine and vehicle than any

other natural operating condition. Frequent starting and short trips in cold weather are particularly conducive to the accumulation of condensation and sludge, and to the dilution of engine oil. An occasional driving period of sufficient duration and speed to thoroughly heat the engine to summer operating temperature will "boil off" condensation and volatile contaminants.

Drive slowly until the engine reaches normal operating temperature, to avoid wear on engine parts slow to receive lubrication because of relatively high oil viscosity in cold weather. Use a low viscosity, free flowing engine oil as specified to assure lubrication during the critical warm-up period; drain oil more frequently.

Keeping the gas tank full in cold weather will reduce the tendency toward condensation in the tank and possible resultant fuel line freezing. Fill tank at end of each day's driving rather than at the start. Drain sediment chamber of fuel pump every 2,000 miles to avoid freeze-up in winter.

Wash car frequently to reduce accelerated corrosion underneath the car caused by ice-removal agents.

A Nash Ambassador will deliver many years of reliable, low cost service even when many of the above suggestions are unintentionally overlooked. The Nash owner, however, is best served by following as far as practical these driving and maintenance hints.

## CAR CARE

**WASHING**—The enduring beauty of the baked enamel finish may be maintained by frequent washing with cold water. For best results, saturate the surface dirt thoroughly and then wash gently with a clean sponge, using running water. Dry to a high polish with a clean, damp, chamois skin.

NEVER USE HOT WATER AND AVOID WASHING THE CAR UNDER A HOT SUN OR WHEN ENAMEL SURFACES ARE HOT.

**POLISHING**—Stains and road film may be removed with Nash Polish and Cleaner. Avoid the use of compounds containing excessive amounts of abrasive materials. Your Nash Dealer is prepared to Lustur Seal your car. Consult him before putting wax or similar preparation on your car.

**CARE OF UPHOLSTERY**—Clean the inside of your Nash Ambassador often with whisk broom or vacuum cleaner. Nash Fabric Cleaner or Kar-Kleen are available to remove troublesome spots from cloth upholstery.

For cleaning genuine leather and vinyl upholstery, mild soap and lukewarm water will do a good job. Also, Kar-Kleen preparation can be used for leather or vinyl.

Apply a damp (not wet) cloth to mild soap and rub surface of leather briskly. Apply, in the same manner, a moist cloth without soap. Rub dry with clean, soft cloth. Such gloss as may disappear during the first two operations will be restored by the friction produced by the dry cloth.

**WARNING:** Never use gasoline, furniture polishes, oil, varnishes, or other prepared cleaners as many of these are harmful to this type of upholstery.

**CARE OF CHROME PARTS**—Keep chrome parts clean by washing frequently.

## CAR CARE MATERIALS

| | | |
|---|---|---|
| Anti-Freeze | Cooling System Sealer & Lub. | Kar-Kleen Cleaner |
| Polish and Cleaner | Fabric Cleaner | Chrome Cleaner |
| Lustur Seal | Radiator Cleanser | Chrome Protector Kit |
| Haze Cream | Windshield Washer Solvent | Chrome Protector Remover |

**These recommended car care materials are available at your Nash Dealer.**

## SPECIFICATIONS

| | |
|---|---|
| Wheelbase | 121¼" |
| Over-all Length | 209¼" |
| Continental Tire | 219¼" |
| Width | 78" |
| Height Loaded (5 Passengers) | 62¼" |
| Tread | |
| Front | 56 9/16" |
| Rear | 60½" |
| Turning Diameter (Approx.) | 44'4" |
| Road Clearance | |
| Rear Axle | 8" |
| Tire Size (Tubeless) (6 Cyl.) | 7.10 x 15 4-Ply |
| (V-8) | 7.60 x 15 4-Ply |
| Tire Pressure (Cold) | 24 Pounds |
| Engine Type | |
| Super Jetfire (Single, Side Draft Carburetor) | 6 Cyl. O.H.V. |
| LeMans Dual Jetfire (Dual, Side Draft Carburetors) | 6 Cyl. O.H.V. |
| V-8 Jetfire (Single, Dual Throat, Down Draft Carburetor) | 8 Cyl. O.H.V. |
| Horsepower | |
| Super Jetfire | 135 BHP at 3700 RPM |
| LeMans Dual Jetfire | 145 BHP at 4000 RPM |
| V-8 Jetfire | 220 BHP at 4600 RPM |

Taxable Horsepower
- Super Jetfire ..... 29.4
- LeMans Dual Jetfire ..... 29.4
- V-8 Jetfire ..... 51.2

Torque
- Super Jetfire ..... 220 Lb. Ft. at 1600 RPM
- LeMans Dual Jetfire ..... 230 Lb. Ft. at 2000 RPM
- V-8 Jetfire ..... 320 Lb. Ft. at 2200-2500 RPM

Bore and Stroke
- Super and LeMans Dual Jetfire ..... 3½" x 4⅜"
- V-8 Jetfire ..... 4" x 3½"

Displacement
- Super and LeMans Dual Jetfire ..... 252.6 Cu. In.
- V-8 Jetfire ..... 352 Cu. In.

Compression Ratio
- Super and LeMans Dual Jetfire ..... 7.6:1
- V-8 Jetfire ..... 9.55:1

Cooling System Capacity (With Heater)
- Super and LeMans Dual Jetfire ..... 18 Qts. (15 B. Imp.)
- V-8 Jetfire ..... 28 Qts. (23.3 B. Imp.)

Crankcase Capacity Oil
- Super and LeMans Dual Jetfire (Less Filter)... 6 Qts. (5 B. Imp.)
- V-8 Jetfire (With Filter Change Add 1 Qt.).. 5 Qts. (4.2 B. Imp.)

Fuel Tank Capacity ..... 20 Gal. (16.6 B. Imp.)

Fuel Recommendations
- Super and LeMans Dual Jetfire.. Regular (88.5 Research Octane)
- V-8 Jetfire ..... Premium (95.9 Research Octane)

Transmission Capacities
- Standard ..... 2¼ Pts. (1.9 B. Imp.)
- Standard with Overdrive ..... 3½ Pts. (3 B. Imp.)
- Hydra-Matic ..... 22 Pts. (18.3 B. Imp.)
- Twin-Ultramatic ..... 22 Pts. (18.3 B. Imp.)
- Rear Axle ..... 4 Pts. (3.3 B. Imp.)

Spark Plug Gap
- Super and LeMans Dual Jetfire ..... .030"
- V-8 Jetfire ..... .035"

Distributor Point Gap
- Super and LeMans Dual Jetfire ..... .018" to .020"
- V-8 Jetfire ..... .015"-.018"

Ignition Timing
- Super and LeMans Dual Jetfire ..... 4° A.T.D.C.
- V-8 Jetfire ..... 5° B.T.D.C.

Cam Angle
- Super and LeMans Dual Jetfire ..... 36° to 42°
- V-8 Jetfire (Double Point Distributor) ..... 33° to 39°
- (Single Point Distributor) ..... 28° to 34°

Breaker Arm Tension

Super and LeMans Dual Jetfire ..... 17 to 20 Oz.

V-8 Jetfire ..... 19 to 23 Oz.

Electrical System ..... 12 Volts

Valve Clearance (Hot Engine Running)

Super and LeMans Dual Jetfire

Intake ..... .012″

Exhaust ..... .016″

V-8 Jetfire (Hydraulic Zero Lash Lifters)

Caster ..... 0° to +½°

With Power Steering ..... +½° to 1°

Camber ..... +¼° to —¼°

Toe-in ..... 1/16″ to 3/16″

| Light Bulbs | Quantity | Bulb No. | Candlepower |
|---|---|---|---|
| Headlight (Sealed Beam) ..... | 2 | 5400 | 50 & 40W |
| Tail, Parking, Stop and Directional Signal ..... | 4 | 1034 | 32 & 4 |
| License Plate ..... | 2 | 67 | 3 |
| Dome Light, Map & Courtesy ... | 2 | 89 | 6 |
| Instrument Panel, Generator-Charge, Oil-Pressure, and High Beam Dir. Signal, Indicator ..... | 9 | 57 | 2 |
| Glove Drawer ..... | 1 | 57 | 2 |
| Hydra-Matic Selector Pointer.... | 1 | 1891 | 2 |
| Back-O-Matic Lights ..... | 2 | 1073 | 32 |

SHIPPING WEIGHTS, POUNDS (Estimated)

Super—Four-Door Sedan (6 Cyl.) ..... 3570

Super—Four-Door Sedan (V-8) ..... 3830

Custom—Country Club Hardtop (V-8) ..... 3875

Four-Door Sedan (V-8) ..... 3860

ADD—Hydra-Matic ..... 115

Overdrive ..... 50

Radio ..... 18

Weather Eye ..... 18

All-Season Air Conditioning ..... 120

Power Steering ..... 50

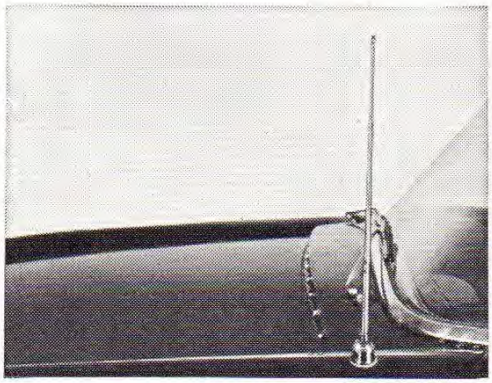
Power Brakes ..... 18

Power-Lift Windows ..... 12

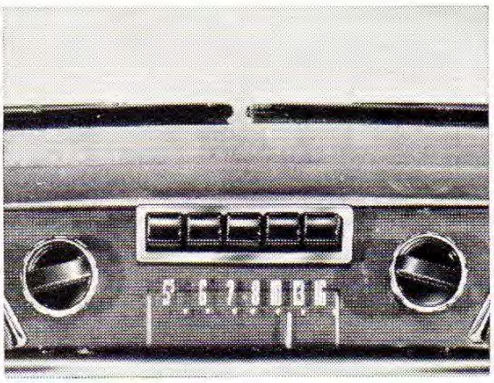
# Nash

# Select ACCESSORIES

Exclusively styled and designed for your 1956 Nash, available at your Nash Dealer.



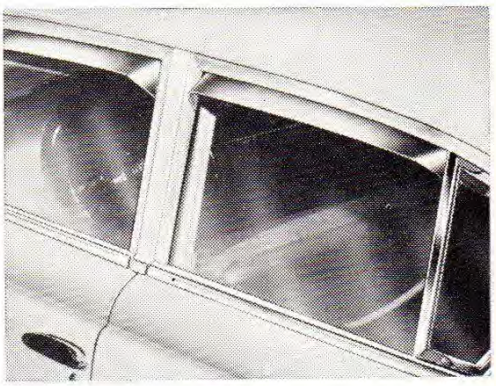
Telescopic Radio Antenna



Duo-Coustic Radio with Twin Speakers for Hi-Fi Listening Pleasure




Oil Filter



Ventshade



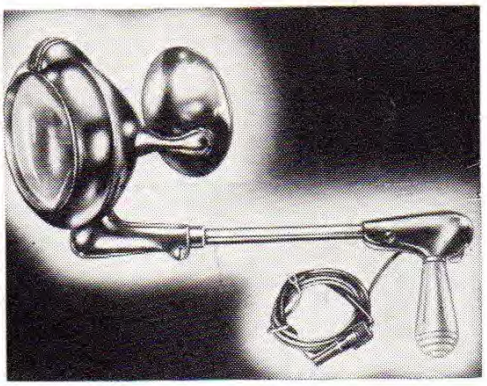
Non-Glare Mirror



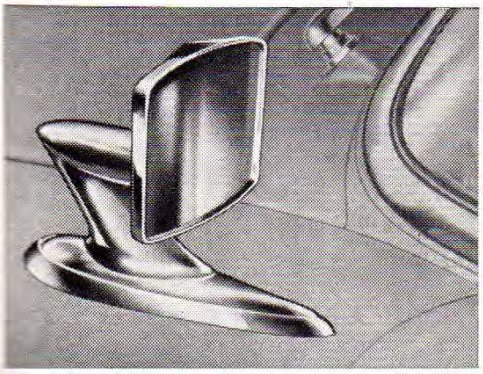
Windshield Washers



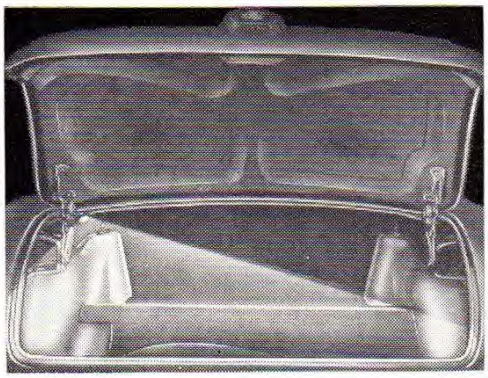
Back-O-Matic Lights



Spotlight with Rear View Mirror



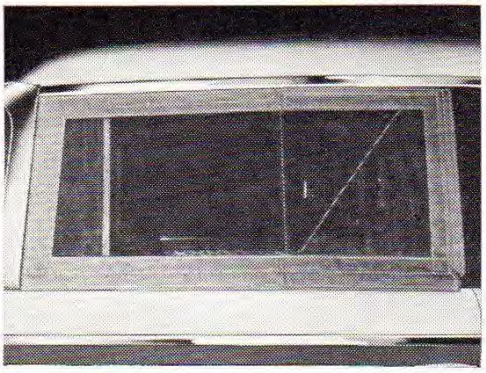
Custom Rear View Mirror, Two Styles



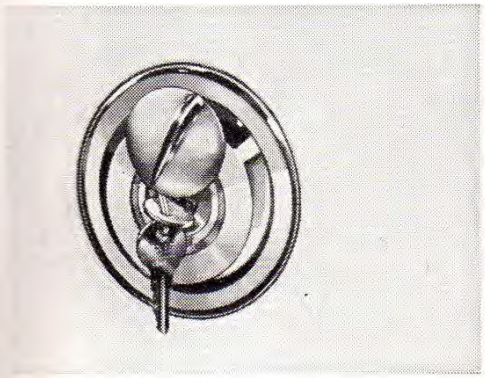
Trunk Light



Airmat, Twin Travel Bed



Insect Screens, 4-Dr. Sedan or Hardtop



Locking Gas Cap



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## A.M.A.—UNIFORM WARRANTY

"The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this Warranty being expressed in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sales of its vehicle.

"This Warranty shall not apply to any vehicle which shall have been repaired or altered outside of an Authorized Nash Service Station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

## RADIO

The radio set is guaranteed free of defects for a period of 90 days from the date of purchase of the car. In the event that the set is defective within warranty, or is not performing satisfactorily, the owner should return the car with the set to the Nash Dealer for adjustment.

## INSPECTIONS

Your Warranty is dependent on your first two inspections, provided free by NASH Dealers wherever you may be—through the tourist privilege. These are made at 1,000 and 2,000 miles. Other inspections are recommended at 5,000 mile intervals to obtain the best service from your car. Read your service policy.

*Nash Motors, Division of*
**AMERICAN MOTORS CORPORATION**
**Detroit 32, Michigan**
**U.S.A.**

**Nash Motors Division reserves the right to make changes in design or to make additions to or improvements in its products without imposing any obligation upon itself to install on its products previously manufactured.**


AMERICAN MOTORS
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