

## NASH-HEALEY NOTES

### Service Manuals:

Can be obtained by writing to Mr. H. Allen, American Motors Corporation, 14250 Plymouth Road, Detroit 32, Michigan. The manual is entitled, "Nash-Healey Technical Service Manual Supplement, 1952-1953". An earlier edition covering 1950-51 Healey bodied models is out-of-stock, but the later version (1952-53) can be used in part for the 1950-51 models. There is no charge for the supplement manual.

Overdrive vs. Horn Control: By crossing wires, it is possible to operate overdrive with the horn ring, and the horn with the overdrive center button. The two wires can be easily switched as they extend out of the steering gear box.

Spare Parts: Many spare parts are still in stock at our master parts warehouse in Milwaukee. The parts must be ordered through a Nash, Rambler, or Hudson dealer. The parts catalog is numbered F-2404. If a dealer does not have a parts catalog, he can get one through his zone office.

Many of the mechanical parts are identical to those used on various models of the 1950 to 55 Nash Ambassador-6 which are easily obtainable; i.e., engine, transmission, overdrive, rear axle housing and gears, brakes, etc. For example, the heater assembly is the same as 1955 and prior Rambler models (6-volts). The new 1958 Rambler American is also the same except for 12-volts. The front parking lamp assemblies are identical to 1955 and prior Ramblers, and the 1958 Rambler American (change 12-volt bulb to 6-volts).

### V-8 Conversion:

I have started work on my roadster by using the American Motors 327 cu. in. V-8 engine mated to the present Nash-Healey transmission by means of our 250 cu. in. V-8 bellhousing. More details in the future, if I ever get time to finish it! See attached Hot Rod Magazine article on the job accomplished by a friend of mine on the west coast, P. Venable, who is noted on the attached list.

In answer to your question, I know of a Dynaflo Buick V-8 conversion on a NHF roadster. I've driven the car, it's a rather good performer. His name and address is on the attached list.

5-1-58

Production Figures:

Healey Body:

December 1950, start of production .....36  
January, February, March 1951 .....68  
104

Farina Body:

January 1952, start of production, Roadster....150  
January 1953, Roadster and Hardtop.....162  
January 1954 through August 1954, Hardtop..... 90  
402

Total, Both Series.....506

C. Chakmakian

SCRATCHES - PLEXIGLAS WINDOWS  
SEVERAL PREPARATIONS ARE  
ON THE MARKET. THEIR USE IS  
PRIMARILY INTENDED FOR LIGHT  
AIRPLANES, AND ARE GENERALLY  
FOR SALE AT MOST AIRPORTS.

*Stinson*