Nash Healey Car club

NASH
HEALEY
NEWS

January/February 1984
Issue No. 19

KEEPING IT ORIGINAL

by Michael Feingold

Most of the 1951 Nash-Healeys this writer has seen, my own included, do not have a grille emblem. Were all originally so equipped by the factory? Did owners remove them for the sake of improved appearance? It seems that the likely answer to both questions is "yes".

For reasons of personal preference the grille of my Nash-Healey has, until recently, remained bare. However, former member Leonard McGrady presented me with what he claims was the extremely rare optional deluxe grille emblem for the 1951 Nash-Healey, thereby winning me over.

CLASSIFIED

TRADE: One NOS Edmunds manifold cover in original box. Trade for four wire wheel covers in NOS or like condition. Edmunds manifold is used with close carb. head. WANTED: Engine and trans. mounts for 1954 Nash-Healey: Bruce R. Sheaffer, Jr. - 509 Hummingbird Dr. - Lititz, PA 17543 (717) 627-4104

WANTED: 1952 or 1953 Nash-Healey roadster. Restore, number 1 or 2 condition, needing nothing except tender loving care. Would consider possible cosmetically-deficient mechanically-perfect gem. Give price wanted in first letter. Send clear photos which I will promptly return. Also wish to purchase photos, literature, dealer signs, manuals and advertisements for above years: Arthur Axelman - 19652 Weeburn Lane -Tarzana, CA 91356

ROSTER CORRECTIONS OR ADDITIONS

Corrections

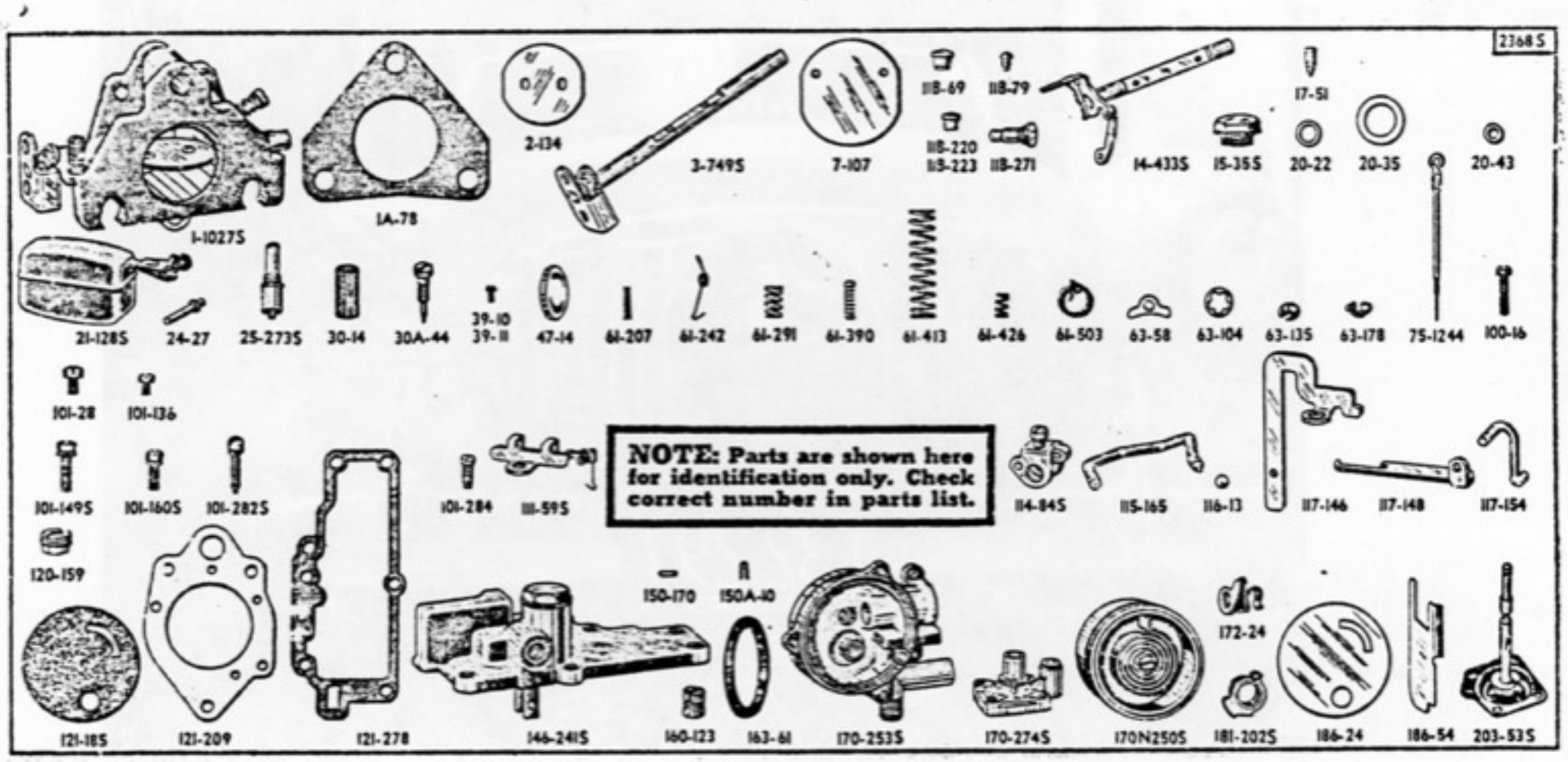
Barth, John A. - Area Code 608
Blumenschein, Jr. Charles - Road 31
Conde, John A. - Zip Code 48013
Davis, John M. - Area Code 703
Hutson, Don - Zip Code 38130
Johns, F. Winston - for 1953 roadster Body No. 12480
Paradiso, Jim & Mike - 1953 roadster
Thomas, Charles F. - for 1953 roadster Chassis No. 2352

Additions

Schlang, Irene - telephone #
days (216)385-4088 evenings (216)385-7450
Funderburg, R. G. - Chassis No. N-2096

SPECIFICATION SHEET FOR IMPROVED VERSION OF DUAL JETFIRE CARBURETOR NO. 2369S
by Michael Feingold

On pages 3 & 4 is the specification sheets for the improved version of the Dual Jetfire carburetor, No. 2369S. It was used only on 1956 Nash Ambassador models with the LeMans option. Although it came too late for use as original equipment on the Nash-Healey note that it uses the "P" type choke coil, fuel bowl baffle plate and other performance modifications that should make it a very desirable substitute for the earlier version, 973S and 974S. Also on pages 5 & 6 is the specification sheets for the Nash-Healey YH Horizontal Climatic Control Carburetors No. 973S and 974S.



NASH

AMBASSADOR DUAL JET-FIRE

(Twin Installation)

1956

YH Horizontal Climatic® Control **Carbureter No. 2369S**

CARBURETER SPECIFICATIONS

For Nash 6 Cylinder Engine: 3½ Inch Bore, 4⅜ Inch Stroke

Dimensions: Flange size, 1¼ inch 3 bolt.
Primary venturi, 11/32 inch I. D.
Secondary venturi, 11/16 inch I. D.
Main venturi, 1-5/16 inch I. D.

Vents: Outside, none. Inside balance vent tube to air horn ahead of choke valve.

Gasoline Intake: Spring loaded needle. Size No. 51 (.067 inch) drill hole in needle seat.

Low Speed Jet Tube: Jet size No. 65 (.035 inch) drill.
By-pass in body, size No. 53 (.052 inch) drill.
Economizer, size No. 58 (.042 inch) drill.

Idle Ports: Upper port, slot type; length .167 inch. Width, .030 inch.

Idle Port Opening: Top of port: .124 to .128 inch, above top edge of valve with valve tightly closed. Lower port size: .0615 to .0655 inch diameter (for idle adjusting screw).

Set Idle Adjustment Screw: ¼ to 1¾ turns open. For richer mixture, turn screw out. Do not idle engine below 550 r.p.m. (std. and Overdrive Trans.); 475 r.p.m. (Hydramatic—in neutral). For cars with air conditioning set idle at 500 r.p.m. with compressor in operation.

Main Nozzle: In primary venturi, DO NOT REMOVE. Anti-percolating jet (in tube) to nozzle size No. 70 (.028 inch) drill.

Metering Rod (Diaphragm Type): Economy step, .071 inch diameter; middle step tapers to .063 inch diameter; power step .063 inch diameter.

Metering Rod Jet: .089 inch diameter.

Accelerating Pump: Diaphragm type, vacuum and mechanically operated. Discharge (pump) jet size No. 76 (.020 inch) drill. Intake ball check (in diaphragm housing) seat size .115-.120 inch diameter. Discharge needle check (in body) seat size .092 inch diameter. Vacuum passage restriction (plug in body) size No. 46 (.081 inch) drill. Vacuum bleed (to throttle bore) size No. 65 (.035 inch) drill.

Choke: Carter Climatic® Control; set two points lean. Butterfly type, offset choke valve. Choke heat suction hole in piston housing size No 42 (.0935 inch) drill.

Vaccum Spark Port: Slot type. Size .125 by .041 inch. Bottom of horizontal port .026 to .036 inch above top edge of valve in closed position.

Motor Tune-Up—Be Accurate! Always Use Feeler Gauges!

CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carbureter.

Spark Plug Gap	Breaker Point Setting	Ignition Timing Breaker Points to Open:	Valve Setting (Hot)	Float Setting	Idle Adjustment Screw Setting
.030"	.020"	4° A.T.D.C.	Intake .012" Exhaust .016"	7/16 Inch (Use Gauge T109-81)	¼ to 1¾ Std. and O'Drive 550 R.P.M. Hydramatic (In Neutral) 475 R.P.M.

CARBURETER ADJUSTMENTS

FLOAT ADJUSTMENT: With gasket removed, bowl cover assembly inverted and float resting on pin in seated needle, the distance from the bowl cover to the top of float should be 7/16 inch (gauge T109-81). Do not depress float lip against spring loaded pin in needle, but let float rest of its own weight. Adjust by bending float lever. Float setting must be checked with bowl cover held at eye height in a level position.

FLOAT DROP: With bowl cover assembly held in upright position, the distance between bottom of float (at free end) and bowl cover should be 2⅜". Adjust by bending stop tab on float arm.

METERING ROD ADJUSTMENT: This adjustment is important and should be checked each time the carbureter is reassembled. Insert gauge (Tool T109-104) in place of metering rod, seating tapered end of gauge in metering rod jet.

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Hold gauge vertical to insure seating in jet. With throttle valve tightly closed, press down on diaphragm shaft until metering rod arm contacts lifter link at diaphragm stem. With diaphragm shaft held in this position, metering rod pin must rest lightly on metering rod gauge. To adjust, bend metering rod arm. Use bending tool T109-22.

ACCELERATING PUMP: If acceleration is not satisfactory, remove pump housing, intake rivet plug and ball check. Examine diaphragm for wear or damage. Be sure intake check ball and discharge check needle seats are not clogged with lint or foreign matter. Intake ball check and discharge needle must seat, as a leak at these points will result in poor acceleration. Inspect and replace all worn parts, clean and blow out all passages with compressed air. Pump jet is permanently installed, do not remove.

FAST IDLE ADJUSTMENT: With thermostatic coil housing, gasket and baffle plate removed, partial open throttle, close choke valve and then close throttle valve. This will allow the fast idle cam to revolve to fast idle position. With choke valve held tightly closed and slight tension on throttle lever, there should be .018" (Gauge T109-44) clearance between throttle valve and bore of carbureter (side opposite idle port). Adjust by bending connector link at lower angle.

UNLOADER ADJUSTMENT: This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be ⅝ inch clearance between lower edge of choke valve (vent tube side) and inner wall of air horn (Gauge T109-85). Adjust by bending choke shaft unloader arm (Use bending tool T109-105).

Nash 6—1956—Carbureter No. 2369S

WHEN SERVICING, USE GASKET ASSORTMENT No. 284A

Part No.	PART NAME
1-1027S	Body flange assembly
2-134	Throttle valve
3-749S	Throttle shaft and lever assembly
7-107	Choke valve
11B-69	Rivet plug
11B-79	Rivet plug (3)
11B-220	Rivet plug
11B-223	Nozzle passage rivet plug
11B-271	Idle port rivet plug
14-433S	Choke piston lever, link and shaft assembly
15-35S	Strainer nut assembly
20-22	Needle seat gasket
20-35	Bowl strainer gasket
20-43	Piston housing gasket
21-128S	Float and lever assembly
24-27	Float lever pin
25-276S	Needle, pin, spring and seat assembly
30-14	Bowl strainer gauze
30A-44	Idle adjustment screw
39-10	Choke valve attaching screw (2)
39-11	Throttle valve attaching screw (2)
47-14	Welsh plug
61-242	Metering rod spring
61-291	Thottle lever adjusting screw spring
61-389	Pump diaphragm spring
61-426	Idle adjustment screw spring
61-503	Fast idle cam spring
61-504	Upper pump spring
61-512	Fast idle link spring
63-58	Coil housing retainer (3)
63-104	Throttle shaft retaining ring
63-135	Upper pump spring retainer
63-178	Diaphragm spring retainer

Part No.	PART NAME
75-1250	—Metering rod—Standard
100-16	Throttle lever adjusting screw
101-136	Coil housing attaching screw (3)
101-149S	Body flange attaching screw and washer assembly (3)
101-160S	Bowl cover attaching screw and washer assembly (6)
101-282S	Diaphragm housing attaching screw and washer assembly (4)
101-284	Piston housing attaching screw (3)
101-399	Throttle shaft arm attaching screw
111-59S	Metering rod arm assembly
114-121S	Throttle shaft arm assembly
115-165	Choke connector rod
116-13	Pump intake check ball
117-146	Pump lifter link
117-154	Throttle shaft arm connector link
117-167	Fast idle link
120-159	Metering rod jet
121-185	Coil housing gasket
121-209	Body flange gasket
121-278	—Body gasket
146-242S	—Bowl cover assembly
150-170	Choke piston pin
150A-10	Pin spring
160-123	Choke piston
170-253S	Piston housing and plug assembly
170-274S	Pump diaphragm housing assembly
170P-250S	Thermostatic coil and housing assembly
172-24	Choke connector rod retainer
181-202S	Fast idle cam and spring assembly
186-24	Choke baffle plate
186-54	—Fuel bowl baffle plate
203-53S	Pump diaphragm assembly

—Parts so marked are new and listed for the first time.

NOTE: Figures in parentheses indicate number of pieces used in one carbureter. Where no figure is shown, only one is used.

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NASH
HEALEY
MODEL "25260"
AMBASSADOR DUAL JET-FIRE
MODEL "5260"-"5360"
1952-1953

YH Horizontal Climatic Control Carbureters **Nos. 973S** (Front), **974S** (Rear)

CARBURETER SPECIFICATIONS

For Nash 6 Cylinder Engine: 3½ Inch Bore, 4⅜ Inch Stroke

Dimensions: Flange size, Special 1¼ inch 3 bolt.
Primary venturi, 11/32 inch I. D.
Secondary venturi, 11/16 inch I. D.
Main venturi, 1-5/16 inch I. D.

Float Level: See Adjustments.

Vents: Outside, none. Inside balance vent tube to air horn ahead of choke valve.

Gasoline Intake: Spring loaded, needle. Size No. 46 (.081 inch) drill, in needle seat.

Low Speed Jet Tube: Jet size No. 70 (.028 inch) drill. By-pass in body, size .0492 inch drill. Idle bleed size No. 58 (.042 inch) drill. Economizer, size No. 54 (.055 inch) drill.

Idle Port: Upper port, slot type; length .162 inch. Width, .030 inch.

Idle Port Opening: Top of port: .124 to .128 inch above top edge of valve with valve tightly closed.

Lower Port (For Idle Adjustment Screw): Size .0615 to .0655 inch diameter.

Set Idle Adjustment Screw: ¾ to 1¾ turns open. For richer mixture, turn screw out. Do not idle engine below 550 r.p.m. (Std. and Overdrive Trans.); 450 r.p.m. (Hydramatic — in neutral).

Main Nozzle: Nozzle is installed permanently. **Do Not Remove.**

Metering Rod: Economy step, .069 inch diameter; power step, .052 inch diameter.

Metering Rod Jet: .089 inch diameter.

Metering Rod Setting: See Adjustments.

Accelerating Pump: Diaphragm type, vacuum and mechanically operated. Discharge (pump) jet size No. 68 (.021 inch) drill (discharges in nozzle passage). Intake ball check (in diaphragm housing) seat size .115-.120 inch diameter. Discharge ball check (in body) seat size .115-.120 inch diameter. Vacuum passage restriction (in body) size No. 46 (.081 inch) drill. Vacuum bleed (to throttle bore) size No. 65 (.035 inch) drill.

Pump Adjustment: None.

Choke: Carter Climatic Control, set one point lean. Butterfly type, offset choke valve. Choke heat suction hole, size No. 42 (.0935 inch) drill.

Vacuum Spark Port: Slot type. Size .125 by .041 inch. Lower edge of port .026 to .036 inch above top edge of valve, with valve tightly closed.

Motor Tune-Up—Be Accurate! Always Use Feeler Gauges!

CAUTION: Change worn or leaky flange gaskets. Tighten manifold bolts and test compression before adjusting carbureter.

Spark Plug Gap	Breaker Point Setting	Ignition Timing Breaker Points to Open:	Valve Setting (Hot)	Float Setting	Idle Adjustment Screw Setting
.030"	.020"	T. D. C.	Intake .012" Exhaust .016"	7/16 Inch (Use Gauge T109-81)	¾ to 1¾ Turns Open

CARBURETER ADJUSTMENTS

FLOAT ADJUSTMENT: With gasket removed, bowl cover assembly inverted and float resting on pin in seated needle, the distance from the bowl cover to the top of float should be 7/16 inch (gauge T109-81). Do not depress float lip against spring loaded pin in needle, but let float rest of its own weight. Adjust by bending float lever. Float setting must be checked with bowl cover held at eye height in a level position.

FLOAT DROP: With bowl cover assembly held in upright position, the distance between float seam (at free end) and bowl cover should be 2 inches. Adjust by bending stop tab on float arm.

METERING ROD ADJUSTMENT: This adjustment is important and should be checked each time the carbureter is reassembled. Insert (gauge T109-104) in place of metering rod, seating tapered end of gauge in metering rod jet. Hold

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gauge vertical to insure seating in jet. With throttle valve tightly closed, press down on diaphragm shaft until metering rod arm contacts lifter link at diaphragm stem. With diaphragm shaft held in this position, metering rod pin must rest lightly on metering rod gauge. To adjust, bend metering rod arm. Use bending tool T109-22.
After adjusting, metering rod arm must contact lifter link at diaphragm shaft and at outer end of lifter link.

ACCELERATING PUMP: If acceleration is not satisfactory, remove pump housing, intake rivet plug and ball check. Then remove discharge ball check and spring. Examine diaphragm for wear or damage. Be sure intake check and discharge check are not clogged with lint or foreign matter. Intake and discharge ball checks must seat, as a leak at these points will result in poor acceleration. Inspect and replace all worn parts, clean and blow out all passages with compressed air. **Pump jet is permanently installed, do not remove.**

FAST IDLE ADJUSTMENT: With thermostatic coil housing, gasket and baffle plate removed, crack throttle valve, and hold choke valve fully closed, then close throttle valve. This will allow the fast idle cam to revolve to fast idle position. With choke valve held tightly closed and slight tension on throttle lever, there should be .030 inch (gauge T109-29) clearance between throttle valve and bore of carbureter (side opposite idle port). Adjust by bending connector link at lower angle. (Use tool T109-213).

UNLOADER ADJUSTMENT: This adjustment must be made after fast idle adjustment. Hold throttle valve in wide open position and close choke valve as far as possible without forcing. There should be ½ inch (gauge T109-83) clearance between lower edge of choke valve (vent tube side) and inner wall of air horn. Adjust by bending choke shaft unloader arm (Use Bending Tool T109-105).

Nash 6—1952—Carbureters Nos. 973S-974S

WHEN SERVICING, USE GASKET ASSORTMENT No. 227

Part No.	PART NAME
1-874S	Body flange assembly (Sup. by 1-1027S)
1-1027S	—Body flange assembly
2-134	Throttle valve
3-749S	Throttle shaft and lever assembly
7-107	Choke valve
11-202S	Low speed jet assembly
11B-33	Pipe plug
11B-69	Rivet plug
11B-79	Rivet plug (3)
11B-220	Rivet plug
11B-223	Nozzle passage rivet plug
11B-253	Pump discharge plug
11B-271	Idle port rivet plug
14-433S	Choke piston lever, link and shaft assembly
15-35S	Strainer nut assembly
20-22	Needle seat gasket
20-35	Bowl strainer gasket
20-43	Piston housing gasket
21-128S	Float and lever assembly
24-27	Float lever pin
25-228S	Needle, pin, spring and seat assembly
30-14	Bowl strainer gauze
30A-44	Idle adjustment screw
39-10	Choke valve attaching screw (2)
39-11	Throttle valve attaching screw (2)
47-14	Welsh plug
61-207	Intake needle spring
61-242	Metering rod spring
61-291	Throttle lever adjusting screw spring
61-298	Fast idle cam spring
61-390	Upper pump spring
61-426	Idle adjustment screw spring
61-463	Pump diaphragm spring
61-464	Pump discharge spring
63-58	Coil housing retainer (3)
63-104	Throttle shaft retaining ring
63-135	Upper pump spring retainer
63-178	Diaphragm spring retainer
75-845	—Metering rod—standard
75-894	—Metering rod—1 size lean
75-895	—Metering rod—2 sizes lean
100-16	Throttle lever adjusting screw
101-28	Throttle shaft arm attaching screw
101-136	Coil housing attaching screw (3)
101-149S	Body flange attaching screw and washer assembly (3)
101-160S	Bowl cover attaching screw and washer assembly (6)
101-282S	Diaphragm housing attaching screw and washer assembly (4)
101-284	Piston housing attaching screw (3)
111-59S	Metering rod arm assembly
114-84S	Throttle shaft arm assembly (973S)
114-106S	—Throttle shaft arm assembly (974S)
115-165	Choke connector rod
116-13	Pump intake and discharge check ball (2)
117-146	Pump lifter link
117-148	Fast idle link
117-154	Throttle shaft arm connector link
120-159	Metering rod jet
121-183	Body gasket
121-185	Coil housing gasket
121-209	Body flange gasket
146-216S	Bowl cover assembly
150-62	Choke piston pin (Sup. by 150-170)
150-170	Choke piston pin
150A-10	Pin spring
160-116S	Choke piston and bushing assy. (Sup. by 160-123)
160-123	—Choke piston
170-253S	Piston housing and plug assembly
170-274S	—Pump diaphragm housing assembly
170N-250S	Thermostatic coil and housing assembly
172-24	Choke connector rod retainer
181-190S	Fast idle cam assembly
186-24	Choke baffle plate
186-35	Fuel bowl baffle plate
203-53S	Pump diaphragm assembly

—Parts so marked are new and listed for the first time.

NOTE: **Figures in parentheses indicate number of pieces used in one carbureter. Where no figure is shown, only one is used.**

December 7, 1983

Dear Joanne,

I have been going to write this letter since right after Hershey, but these things take a little time. Enclosed is a check for ten club patches that Ray dropped off at Carlisle. I had a GREAT TIME at both meets. The weather was great, best ever. .
Looking over the new roster, I was very sorry to see Leonard McGrady dropped out. I believe this is a loss to the rest of the club members, as it not only loses a contributing member it also shuts off a source of badly needed parts for a very limited market. Without a demand large enough to make a profit possible no one else will reproduce the things needed by the rest of the members, such as the GRILL MEDALION, BODY CHASSIS TAGS, HEALEY SCRIPTS.

I also noticed that a lot of body, chassis, and engine numbers are missing. If the ID tags are missing the numbers can be found on the car. The chassis numbers can be found on the front frame tube right in the middle, by scraping away the undercoating, it will begin with N- and have four digits.

The engine numbers can be found on the right front of the block (passenger side) just below the cylinder head, and in front of the engine side cover. This will begin with NHA- if it has the original engine.

Now for the body numbers. As far as I know there is no body number for the 1951 model with the all aluminum body made in England The Italian Farina Body 1952 to 1954 has the number in several places if the tag is missing. By opening the hood and looking up you will find the last three digits of the number right behind the latch pin. I also found the number stamped on the back of the bumper guards, on the bumper itself, as well as being stamped on the back of the grill surround, and grill crossbars, and headlamp buckets. This leads me to believe that these parts only fit the body they were made for without modification.I found this to be true when I took the hood from one Nash-Healey and tried to put it on another. I then tried two other hoods from two other cars. By removing the upholstery panel you will find the body number painted on the back of the panel. The last three digits are also stamped on the door itself on the front edge between the door hinges on the inside edge that is covered by the upholstery panel.

These tags are available blank from Leonard McGrady. They are perfect duplicates of the original and can be either stamped or engraved quite easily.

I recently had a new door skin made for a roadster and I'm in the middle of having a new hood skin made.

Keep up the <u>good work</u>.

Ed. Wingard

DONALD M. HEALEY - LIFETIME MEMBERSHIP
by Gordon McGregor

On Saturday, September 3, 1983 at the awards dinner of the Austin Healey Club Pacific Center, Sieg & Betty Wroebel with Gordon and Carolyn McGregor presented Donald M. Healey with the Lifetime Membership and plaque in the Nash-Healey Car Club.

THE MEET AND DONALD M. HEALEY

The Austin Healey Club Pacific Center held their annual West Coast meet in Eureka, California September 2 thru 4. There were 85½ Austin Healeys and two Nash-Healeys present. The ½ was a trailer made from the rear of an Austin Healey. The meet started Friday, September 2, with registration and dinner/dance at the historic Carson House in Eureka. Saturday, September 3, was a concourse tour to historic Ferndale, CA and a parade lap of Ferndale and tour. A display of the cars at the Ferndale Fairgrounds and lunch proceeded the tour of old homes, etc. The day concluded with a concourse awards dinner at the Eureka Inn. Sunday September 4 there was breakfast, lunch, sunset tour and dinner at Merryman's Beach House.

At the Friday night dinner I was seated at the head table next to Donald Healey as were representatives of the several Austin Healey regional clubs of the West Coast. During the course of the evening I had a long talk with Donald about the Nash-Healey venture.

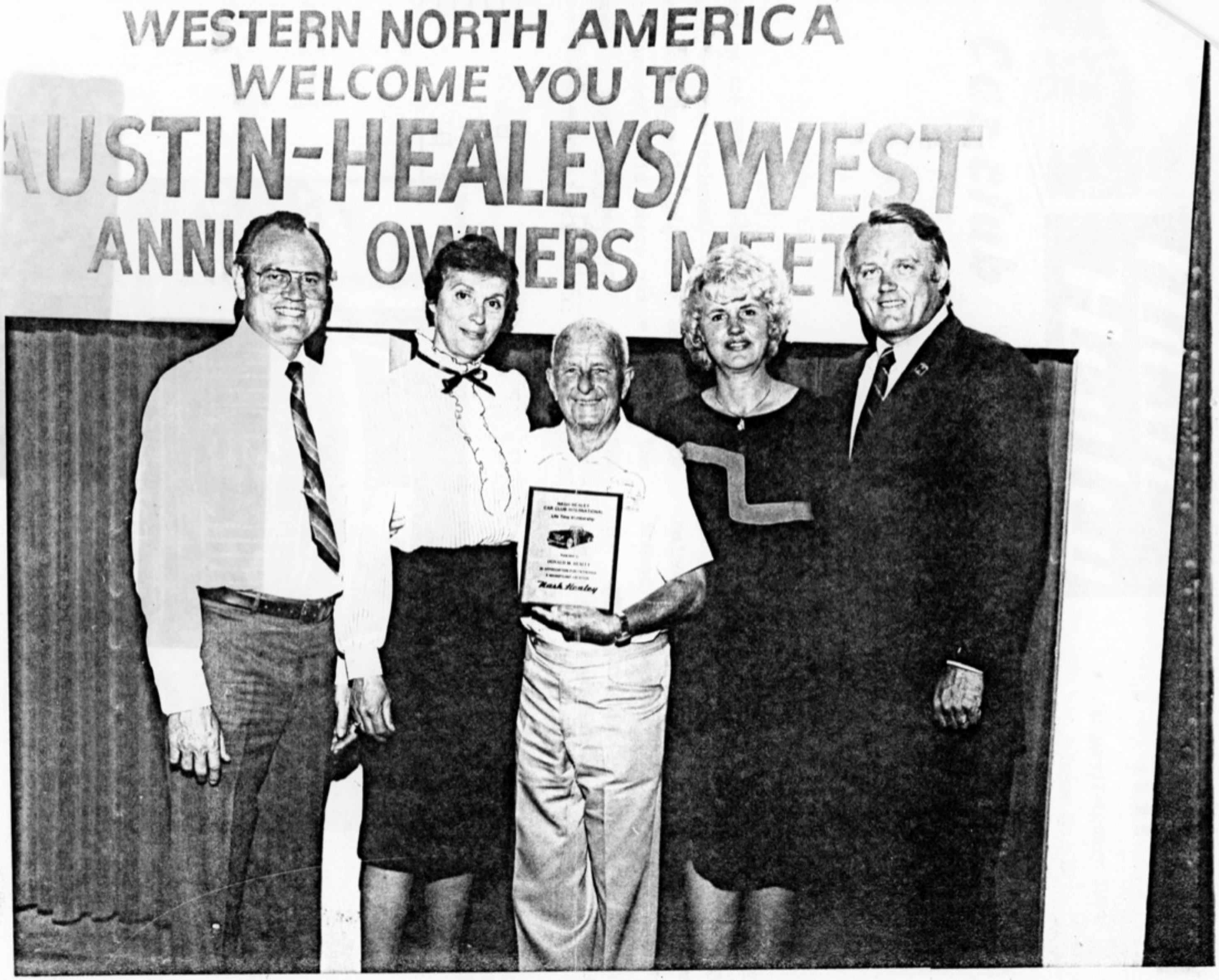
Donald told me of meeting George Mason on a boat from England to the U.S. George was taking some pictures with a new 3D camera. The camera was giving him a problem. Donald, a camera buff, noticed George was having problems with his camera and offered assistance. Donald suggested that they relocate to his cabin to work out the problem. George introduced himself as the President of the fourth largest car maker in America which Donald introduced himself as the smallest car maker in England. As for the 3D camera it used two rolls of 35mm film and took very good pictures but you needed a device to look at them with.

Donald told George that he was on his way to see Cadillac Motors to see if he could get a contract for Cadillac engines. He had already stuffed one in a Silverstone and found it a good performer. George told Donald he probably could not get any Cadillac engines because Cadillac was short of them themselves. George suggested that after Donald met with Cadillac he should come to see him at Nash. Needless to say the Nash venture came to be with the Nash-Healey.

I asked Donald how he felt about the switch in bodies from the English to the Italian. Donald responded that it was in everyones best interest. The English bodies were not satisfactory and were in fact made by a body works and not by him. He felt the Italian bodies of Pinnin Farina were much more superior.

All in all Donald had fond memories of George Mason and George Romney. He felt that George Mason was one of the finest men he had the pleasure to do business with.

On Saturday, I got Donald to pose between the two Nash-Healeys and next to mine for a memorable shot. Donald seemed to enjoy mingling with the Healey people and cars. He has many friends in the Austin Healey Club.



Gordon & Carolyn McGregor, Donald M. Healey, Betty & Sieg Wroebel