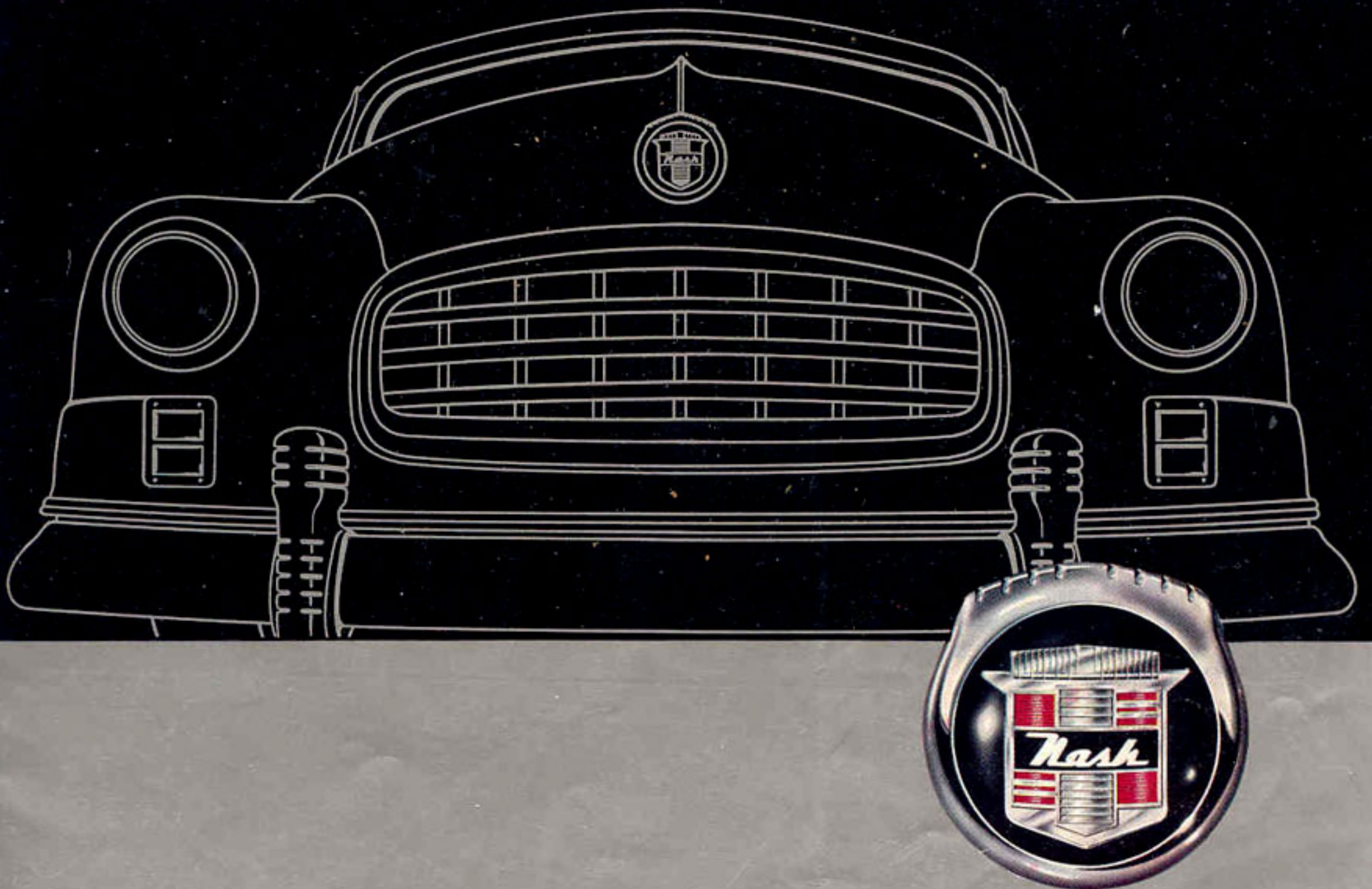


*This is it!*  
*This is Nash!*



# YES\_NASH GOES

*in style!*

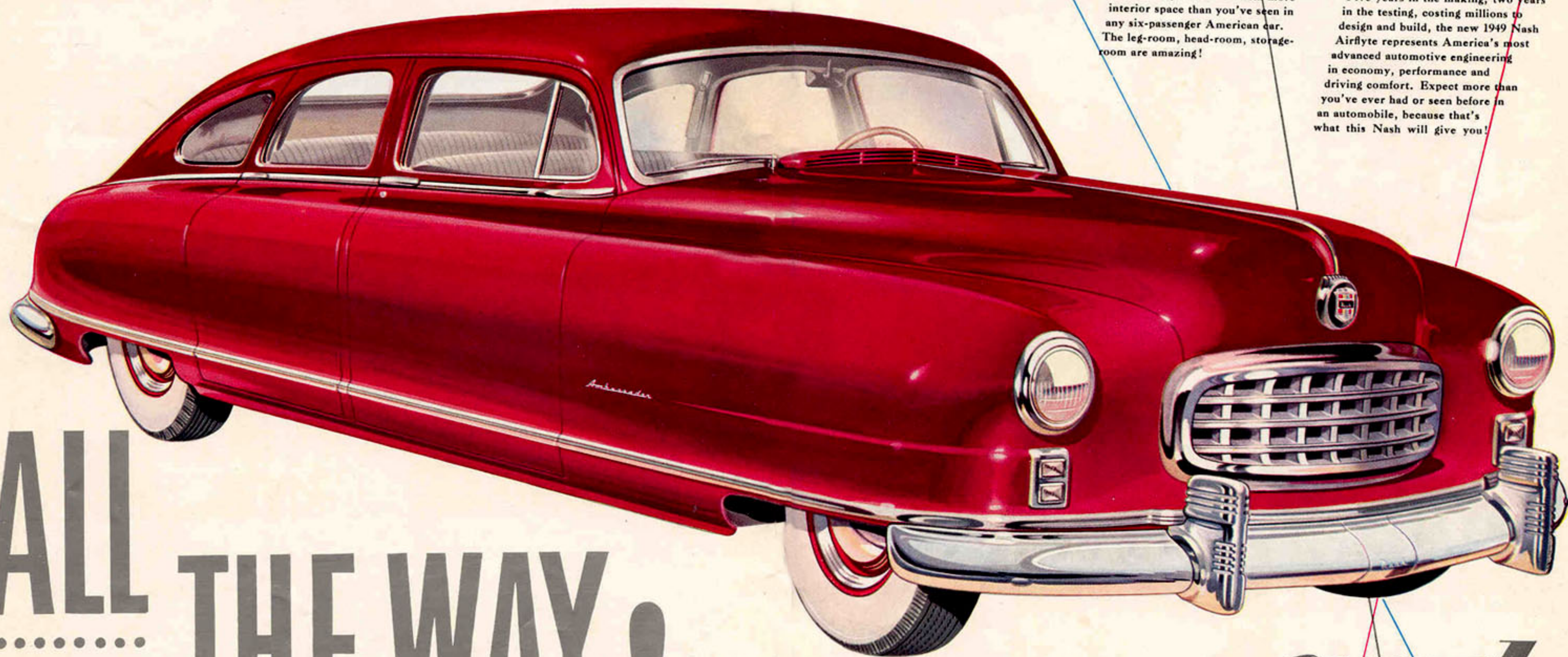
Now you've seen EVERYTHING in postwar styling! No more ugly fender openings! Now a complete sweep of racing curves from massive front to perfect tear-drop back . . . from road to roof . . . and inside and out! Every line sings with action! There's nothing like it on the road.

*in size!*

Nearly eighteen feet long . . . a brawny 6½ feet wide . . . but it comes just to your shoulder! That's Nash... that's the Airflyte! And inside, too, it's *super-size* . . . with more interior space than you've seen in any six-passenger American car. The leg-room, head-room, storage-room are amazing!

*in engineering!*

Five years in the making, two years in the testing, costing millions to design and build, the new 1949 Nash Airflyte represents America's most advanced automotive engineering in economy, performance and driving comfort. Expect more than you've ever had or seen before in an automobile, because that's what this Nash will give you!



ALL THE WAY!

*and....*

# THE WORLD'S FIRST CARS

*with*  
**all these Features!**

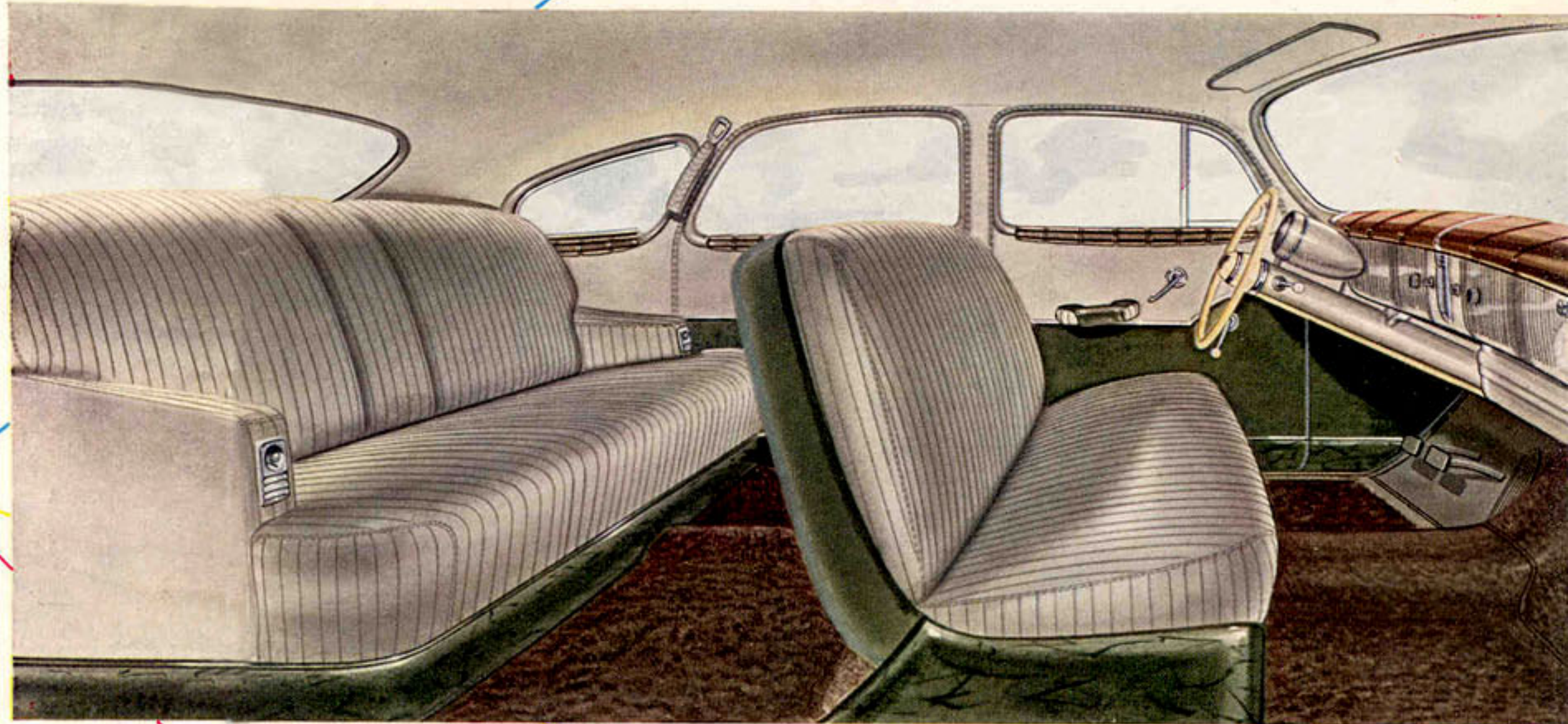
## **Now! Cockpit Control!**

See a new world through the great, one-piece Nash windshield that curves around you ...no center post to block your sight. Look through wide side windows angled for reflection-free vision. Drive in new safety in a cockpit-shaped front compartment. No need ever to take your eyes off the road ... all instrument dials are grouped just below eye-level, on your steering post. That's the *Uniscope*.



## **Now! Girder-Built Unitized Frame and Body!**

In Nash, the husky steel chassis girders run up and enclose the passenger compartment. Frame and body become one completely welded unit, far stronger, and lastingly free of rattles and squeaks. It's Unitized construction, another Nash exclusive—pioneered by Nash and proved by 7 billion driving miles.



## **Now! Super-Lounge Interiors!**

At last, a car interior that's been designed with as much good taste as your living room at home. No senseless ornamentation, no glittering geegaws or gadgets. Instead, a clean, simple, modern, functional lounge, with everything designed for your comfort and safety.

Note the front compartment deliberately designed to be recessive in tone, restful, no distracting halations.

No protruding panel cramming against you in front. There's room here to cross your knees and completely relax if you like. That's new—that's introduced by Nash.

Note the cleanness of design. Everything that could be has been *built in*, out-of-sight. Behind the baffle is your complete Weather Eye Conditioned Air System.

No sharp corners, only soft rolled cushions. That's new—that's introduced by Nash.

Note the curve of walls into ceiling—for safety and sound-proofing. That's new—introduced by Nash.

Note the level floor. No dangerous sills to trip over. And note those wide, wide, seats—63 inches of elbow room in front, 61 in the rear.

# 1949

*Nash "600"  
Series*

# OVER 25 MILES TO THE GALLON

*at average highway speed!*

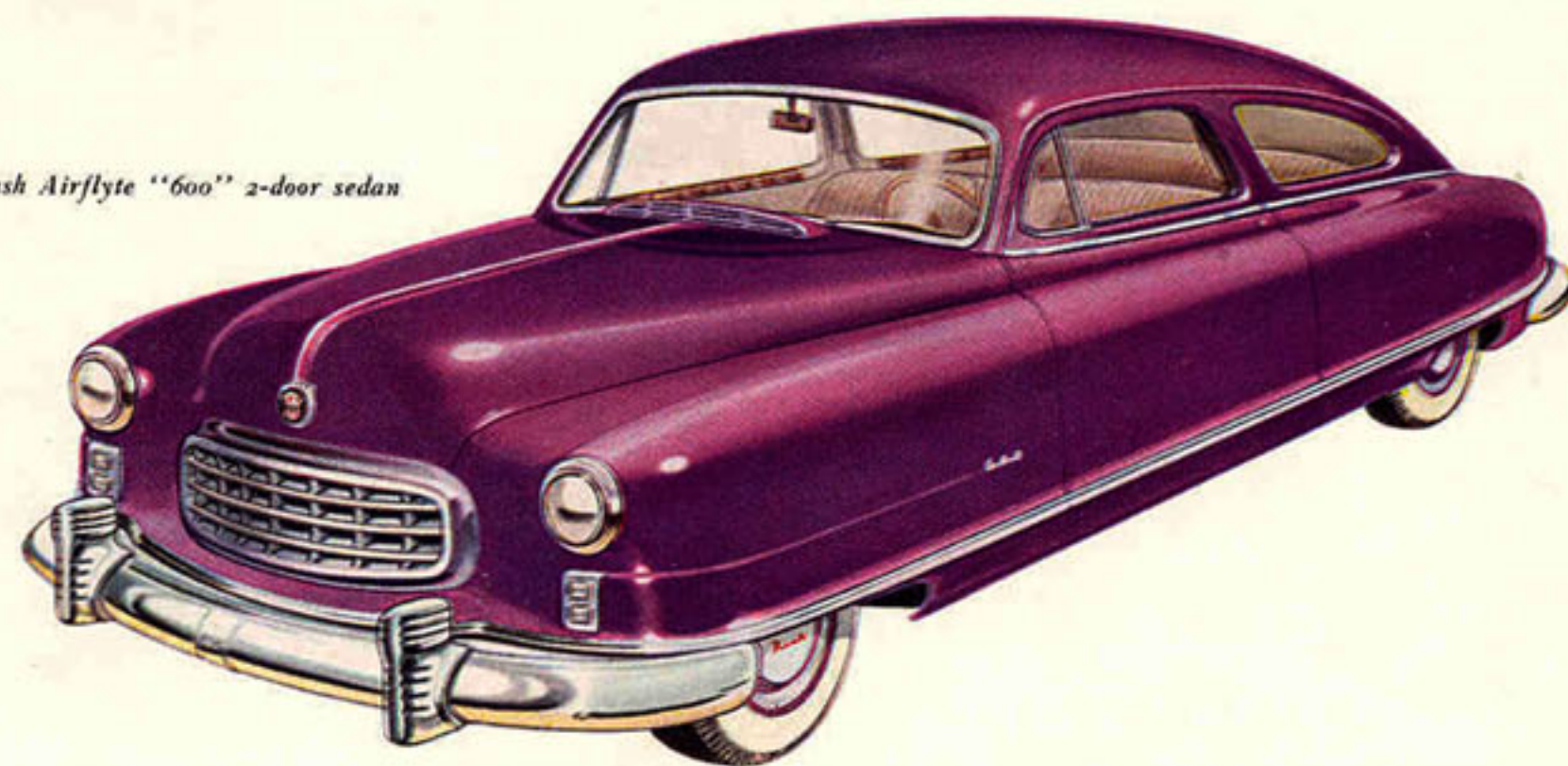
*Nash Airflyte "600" 4-door sedan*



*Nash Airflyte "600" Brougham*



*Nash Airflyte "600" 2-door sedan*



Imagine it, if you can . . . a car of the magnificent size of the Nash "600" Airflyte attaining the efficiency of 25 and more miles to the gallon, over 500 miles on a tankful, at average highway speed.

This is engineering efficiency equalled by no other full-size car in the world. And with it you'll discover a high performance range that's new in lower-price cars.

You'll have to drive a new Nash "600" to truly appreciate all the amazing advances attained in the new Airflyte series.

With all its famous easy handling, it has a new solid, road-hugging feel—the result of a new perfection in steering and riding, a new low center of gravity and weight distribution.

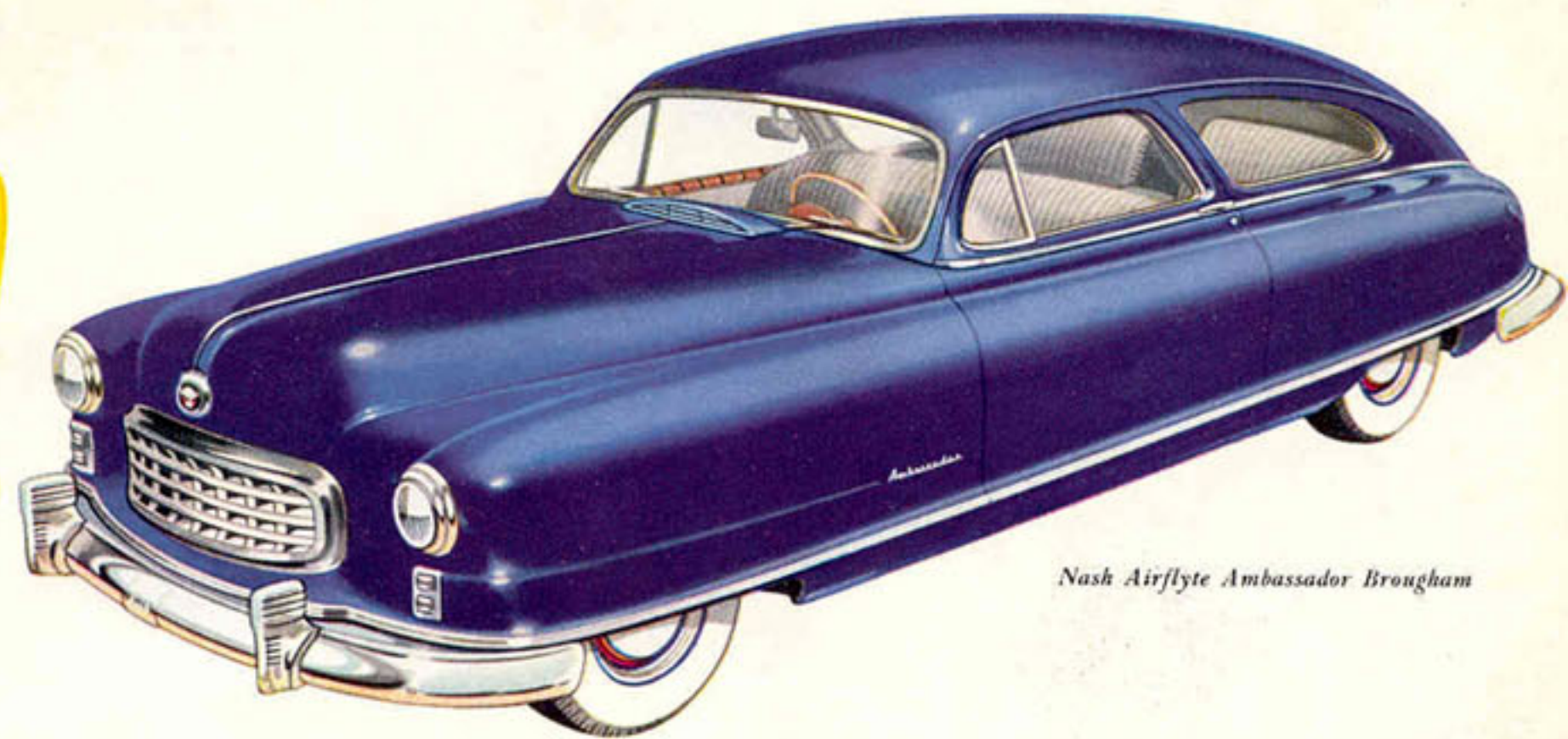
A Nash "600", for all its extra margin in size, performance, and with all the features that are exclusively Nash, is still one of America's lowest-priced automobiles.

1949

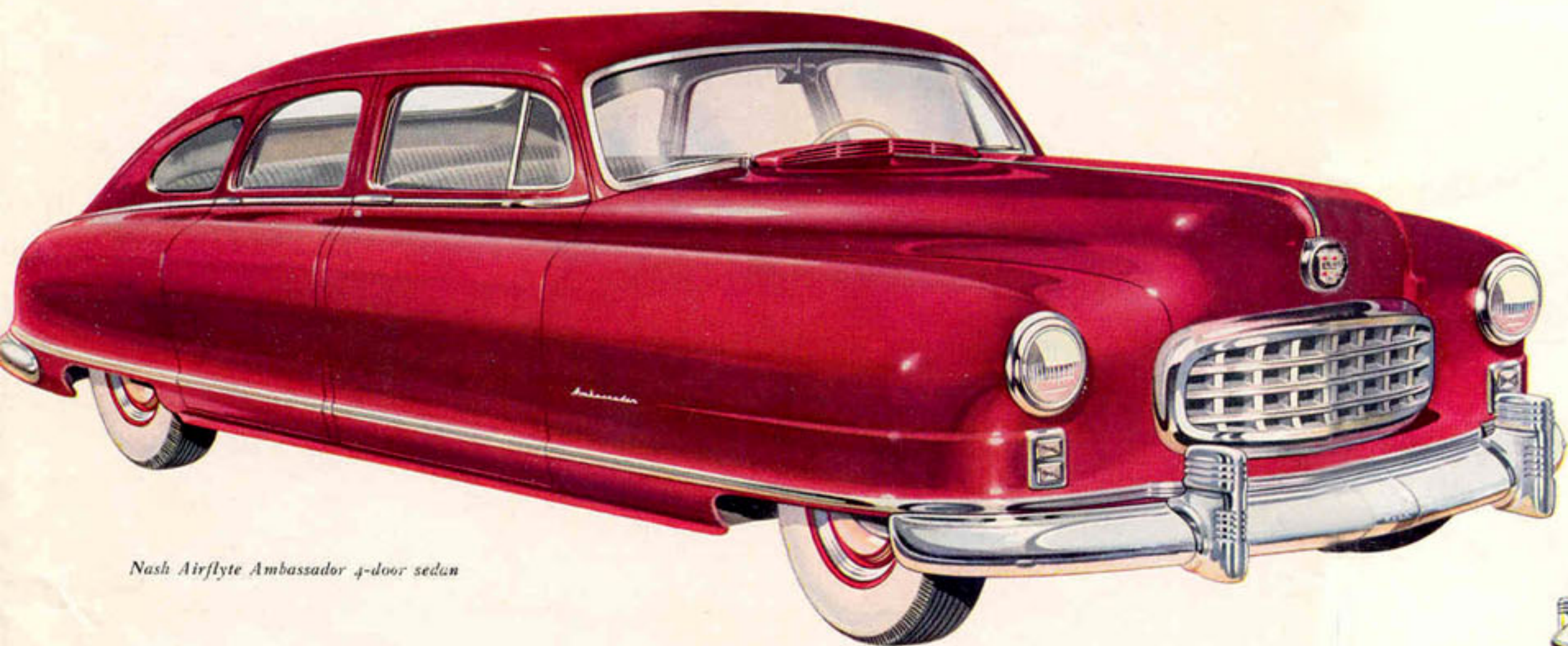
*Nash  
Ambassador  
Series*

# IT'S "ROCKET" PERFORMANCE

*In a Big, Nimble Luxury Automobile*



*Nash Airflyte Ambassador Brougham*



*Nash Airflyte Ambassador 4-door sedan*

Even those who have known the Nash Ambassador as America's finest all-around road car have a revelation in store when they drive their first 1949 Nash Ambassador Airflyte.

Something new has been added. Uniflo-Jet Carburetion! You'll find new brilliance in the surging power output of the great 112 hp. valve-in-head engine. New and unmatched smoothness in the perfection of coil springs at all four wheels. And new nimbleness in handling ease.

Here by far is the greatest, sturdiest, best-performing automobile in all Nash history.

Now, too, the Nash Ambassador offers Torque Tube drive . . . Girder-built body-and-frame construction . . . luxurious interiors that for comfort, beauty and spaciousness dwarf all your previous ideas of how *livable* an automobile can be.

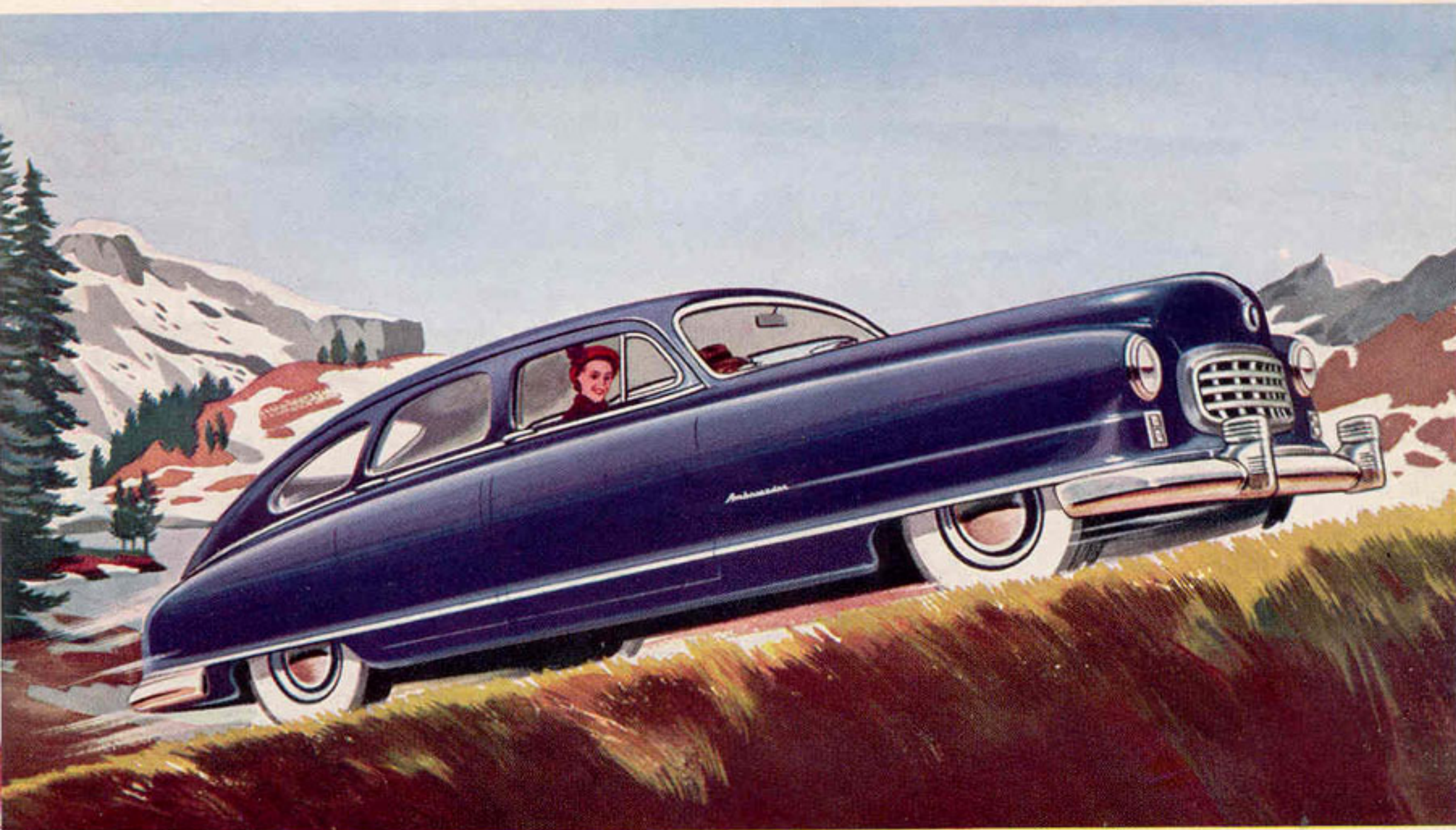
Get acquainted with the new Nash Ambassador Airflyte, and change all your ideas of what an automobile can do!



*Nash Airflyte Ambassador 2-door sedan*

## **NOW!** *Twin Beds!*

Now you can have the new Nash Twin Bed arrangement that gives you both day and night-time sleeping comfort. In a matter of seconds, a bed for day-time napping while on a trip, or at night, luxurious twin-bed comfort. All without need of disturbing luggage compartment. Special mattresses available at extra cost.



## **NOW!** *automatic fourth speed forward!*

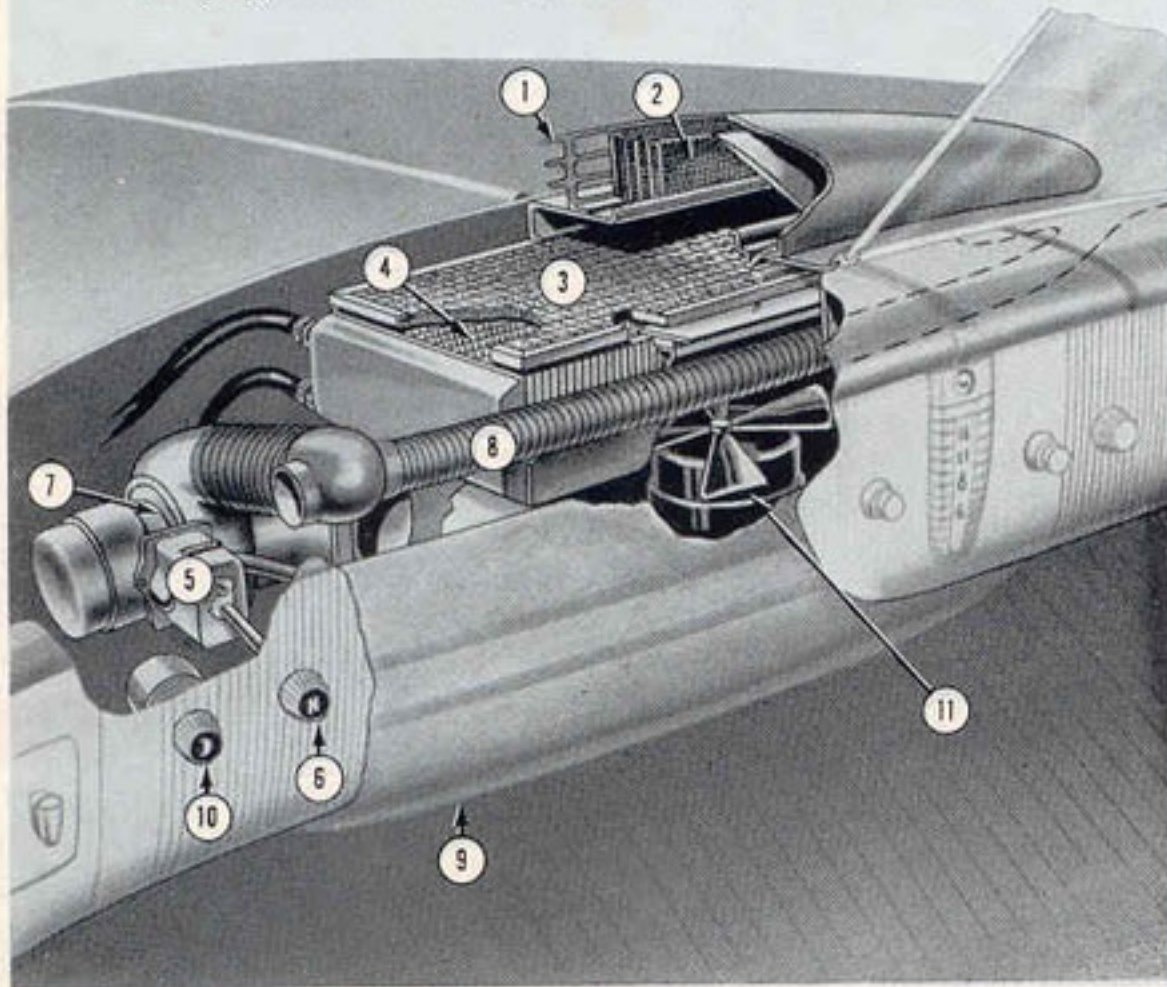
In Nash you have most of the conveniences of automatic transmission, *plus* the all-vital safety of *in-gear* control. The Automatic Fourth Speed Forward lets you cruise silently and without effort at highway speeds (at gas savings up to 20%). When you need it, a tap on the throttle gives you a brilliant new burst of power for passing or hill climbing. It costs little, as an accessory; pays for itself in savings. Dependability proved by billions of driving miles.



## **NOW!** *four wheel coil springing!*

Now the greatest of all riding features is yours in *both* the Nash Ambassador and Nash "600". Combined with new forward-seating weight distribution and a new low center of gravity, these new super-soft springs give you a ride that's a revelation on *any road*.

Fresh air is forced through the cowl ventilator (1) at a rate as high as 700 cubic feet a minute, passes through the dehumidifying chamber (2), through dust and pollen filter (3), then through large heating core (4). Heat is controlled by thermostat (5), set by control knob (6). Air is forced by defroster fan (7), through conduits (8), to windshield area and passes around baffle (9), to passenger compartment. Switch (10), controls defroster fan and pressurizing fan (11), used for low speeds and while car is parked.



## **NOW!** *concealed Weather Eye Conditioned Air System!*

First car in the world to introduce automatic heating and ventilation control, Nash again strikes out years ahead of the industry with a new high-pressure system that's more efficient than ever, even at low speeds, and that's entirely concealed within the bulkhead of the car.

# *and*

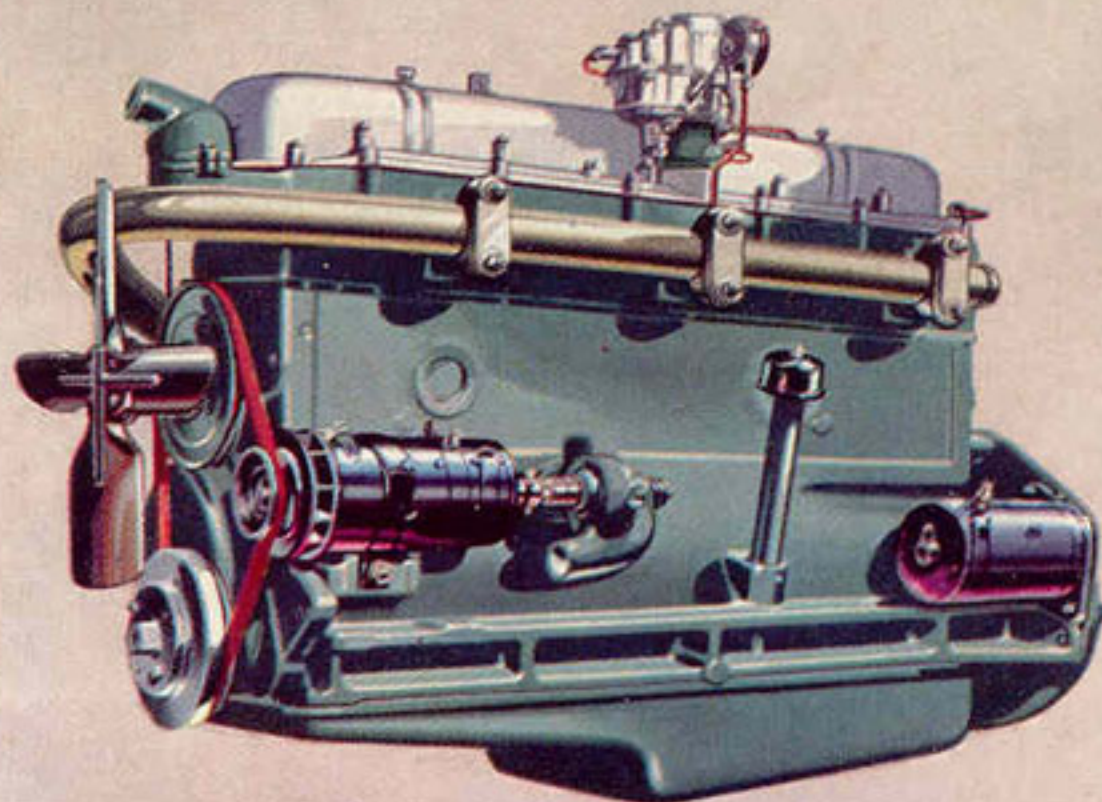
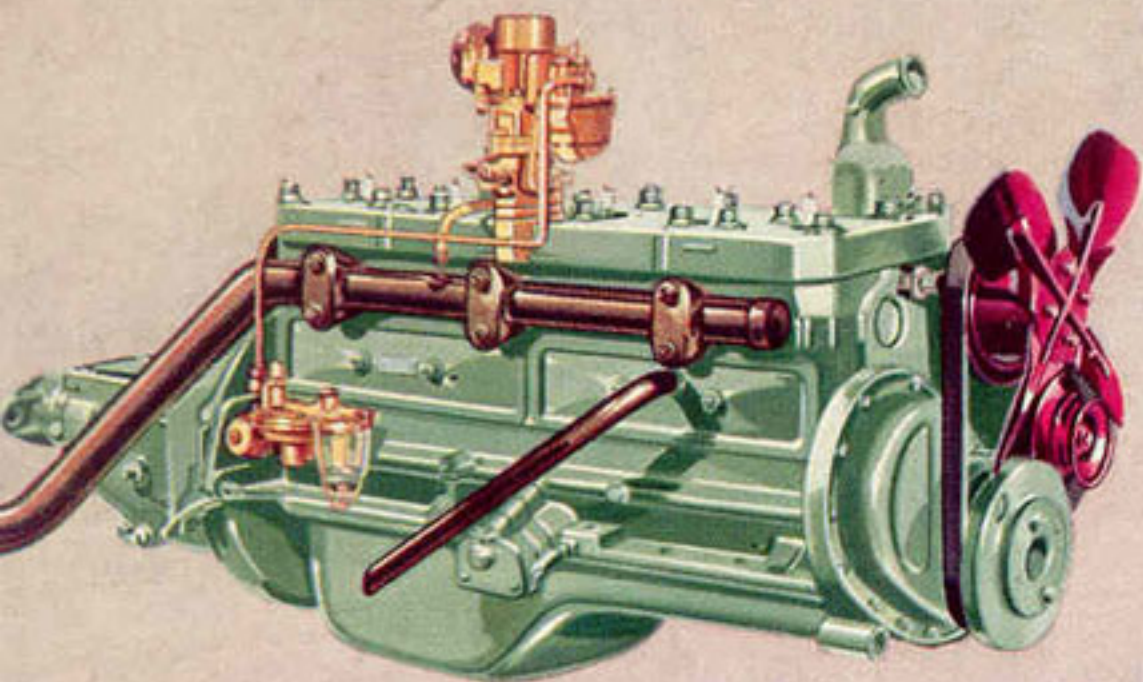
★ *New Concertone Radio Chamber* ★ *new*

*Uniflo-Jet Carburetion* ★ *new Vibra-Proof*

*Engine Mountings* ★ *new Pry-proof Luggage Compartment* ★ *New Deep-well*

*Fenders* ★ *new Heavi-bilt, counterbalanced Crankshafts* ★ *and 15 Other*

*Great New Engineering Features are yours in this Brilliant New Nash for '49!*



## SPECIFICATIONS

# Nash 600

# The Airflyte Nash Ambassador

**Girder-Built Unitized Body and Frame:** Exclusive Nash development makes frame and body one solid welded unit of heavy steel girders. Width at front seat 63 inches, rear seat 61 inches. Length of passenger compartment 112 inches. Overall width 77½ in. Height 61 in. Overall length 201 in.

**Suspension:** Coil springs at all four wheels eliminating variable inter-leaf friction. Independent suspension of parallel arm type at the front. Direct acting shock absorbers protected within the coil springs.

**Drive:** Torque tube drive. Rear springs entirely relieved of driving and braking loads. Drive transmitted from rear axle through torque tube to rear of engine. Road noises insulated from body by rubber between torque tube and engine, also between engine and body. Body held in alignment with axle by track bar, rubber-mounted at connections with body and axle. Torque tube encloses and shields propeller shaft and single universal joint.

**Engine:** L-head 82 hp., six cylinder engine makes possible 25 miles per gallon at normal highway speeds. Bore 3½ in. and stroke 3¾ in., corresponding to 172.6 cu. in. piston displacement. Compression ratio 7.0:1. Oil-saving 4 ring aluminum alloy pistons, replaceable steel-backed bearings at both main and connecting rods, sealed-in iso-thermal intake manifolds, full length water jackets, and sealed unit automatic water pump packing using chevron type sealing member.

**Overdrive:** Automatic overdrive available on special order. Greater economy when operating in overdrive, with greater power for acceleration immediately available in normal third.

**Tires:** Road-smoothing low pressure 6.40 x 15 super-cushion tires. Rims of the wide base type (4.50 in.) for greater stability.

**Weather Eye:** Fresh air thermostatically controlled heater. Blower fans, electrically driven, for extra air flow if needed at idle or low car speeds and for quick defrosting.

**Bed:** Two and four door sedans can be converted into a double bed by merely unlatching the backs of the divided front seats. Mattress available at extra cost.

**Unitized Body:** Width at front seat 63 inches, rear seat 61 inches. Length of passenger compartment 112 inches. Overall width 77½ in. Height 62 in. Overall length 210 in.

**Suspension:** Coil springs at all four wheels eliminating variable inter-leaf friction. Independent suspension of parallel arm type at front. Direct acting shock absorbers protected within coil springs.

**Drive:** Torque tube drive. Rear springs entirely relieved of driving and braking loads. Drive transmitted from rear axle through torque tube to rear of engine. Road noises insulated from body by rubber between torque tube and engine, also between engine and body. Body held in alignment with axle by track bar. Sway bar at front to resist body roll on turns.

**Engine:** A powerful overhead valve, 112 hp., six cylinder engine with 3½ in. bore and 4¾ in. stroke; displacement is 234.8 cu. in. and compression ratio 7.02:1. Oil-saving 4 ring aluminum alloy pistons, replaceable steel-backed bearings at both main and connecting rods, sealed-in iso-thermal intake manifolds, full length water jackets, and sealed unit water pump.

**Overdrive:** Automatic overdrive available on special order. Greater economy when operating in overdrive, with greater power and acceleration immediately available in normal third gear. Lower engine speeds in overdrive mean longer life, less noise, greater oil and gasoline economy.

**Tires:** Road-smoothing low pressure 7.10 x 15 super-cushion tires. Rims of the wide base type (5.00 in.) for greater stability.

**Weather Eye:** Fresh air type thermostatically controlled heater, which keeps passenger compartment under positive air pressure to eliminate chilling drafts at doors and windows. Blower fans, electrically driven, for extra air flow if needed at idle or low car speeds and for quick defrosting. The Weather Eye, pioneered by Nash in 1938, is now further refined for improved moisture elimination in wet weather, gives better heating at low car speeds and provides more uniform heat distribution.

**Bed:** Two and four door sedans can be converted into a double bed by merely unlatching the backs of the divided front seats. Mattress available at extra cost.

## Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION, DETROIT, MICHIGAN

*Nash Motors reserves the right to make changes at any time, without notice, in specifications, prices of models, and also to discontinue models.*