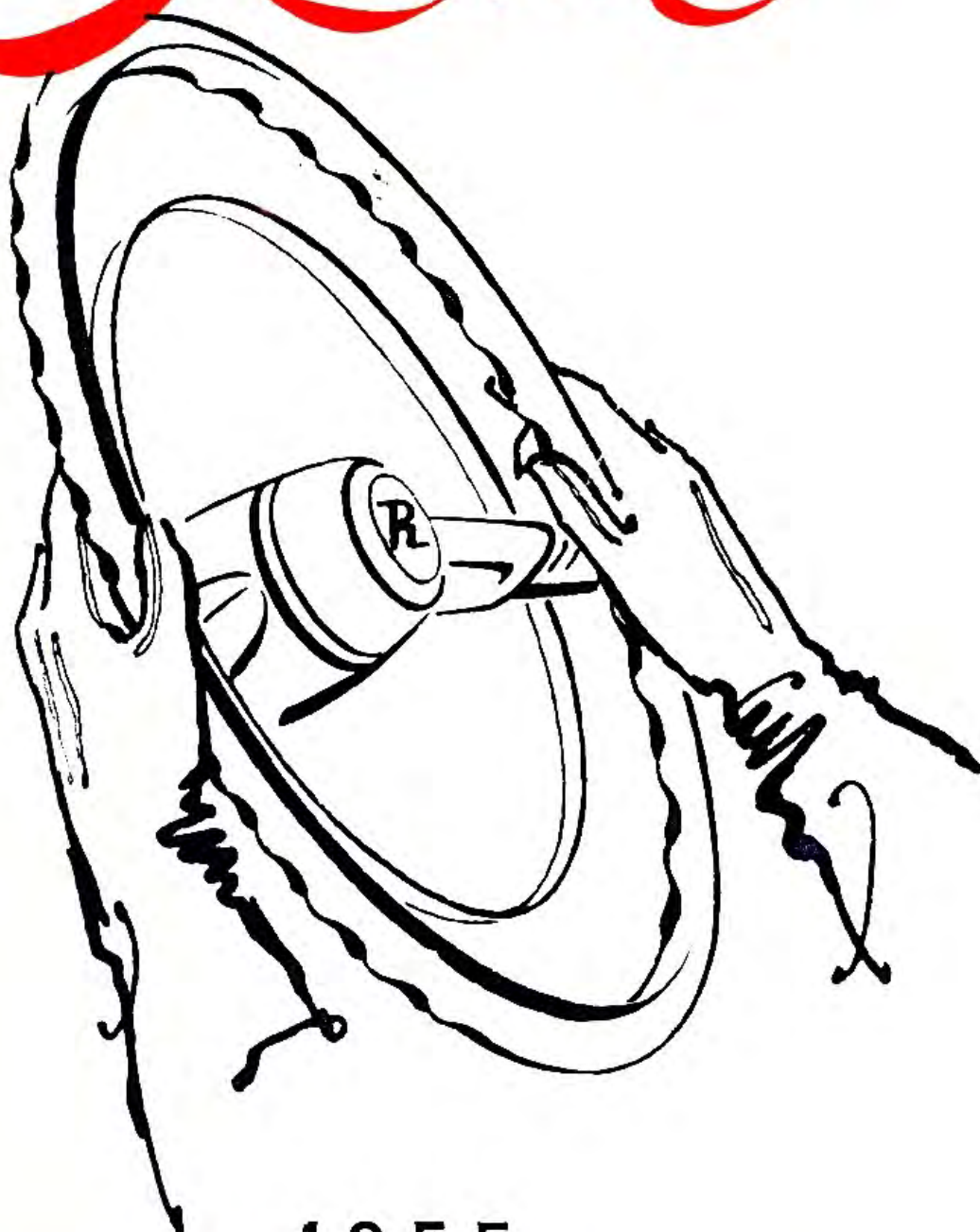


THE *Rambler*



1955

OWNER'S MANUAL

Read your Rambler Owner's Manual . . .

1955 REFERENCE DATA RECORD

Serial No. _____

Body No. _____

Model No. _____

Trim No. _____

Paint No. _____

*(Above information located under hood,
right side, body cowl)*

Engine Serial No. _____

(Right side, center of block)

Body Style _____

Taxable Horsepower _____

Weight — Shipping _____

Key No.—Ignition and Door _____

Trunk, Glove Box, and Spare Tire _____

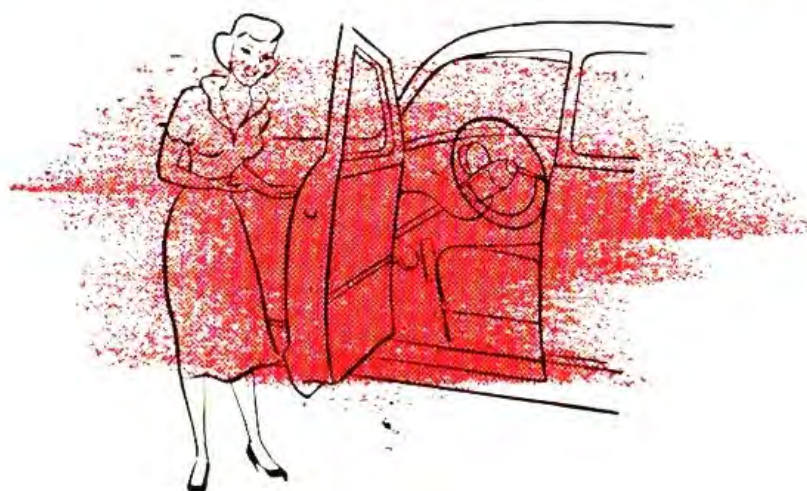
Cost of License Plates _____

License Plate No. _____

Purchase Date _____

IMPORTANT: Be sure to read Break-In instructions on page 27
before operating your new Rambler.

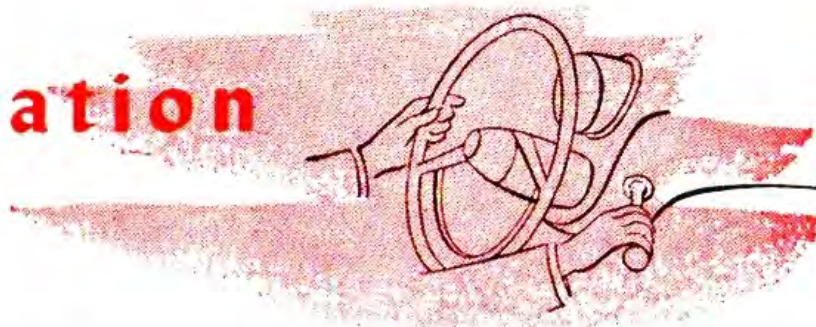
An Invitation to Happy Motoring . . .



Your new Rambler is the culmination of fifty-three years of experience in the building of fine motor cars. Beginning with the 1902 Rambler—one of America's first mass-produced automobiles—the Rambler has become known as the new idea car traditionally in the forefront with new features and engineering advancements that mean greater motoring pleasure. Your Rambler has been designed in accordance with the highest engineering standards and has been built with the best materials available. It is one of the world's finest motor cars, and as such deserves the same care and consideration that you would give any prized possession.

We are both proud and happy that you have chosen a Rambler, and we are confident that this new kind of a 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 will increase reliability and add many years to your Rambler's life. Use this information to assure efficient, economical operation and add to your motoring safety and comfort.

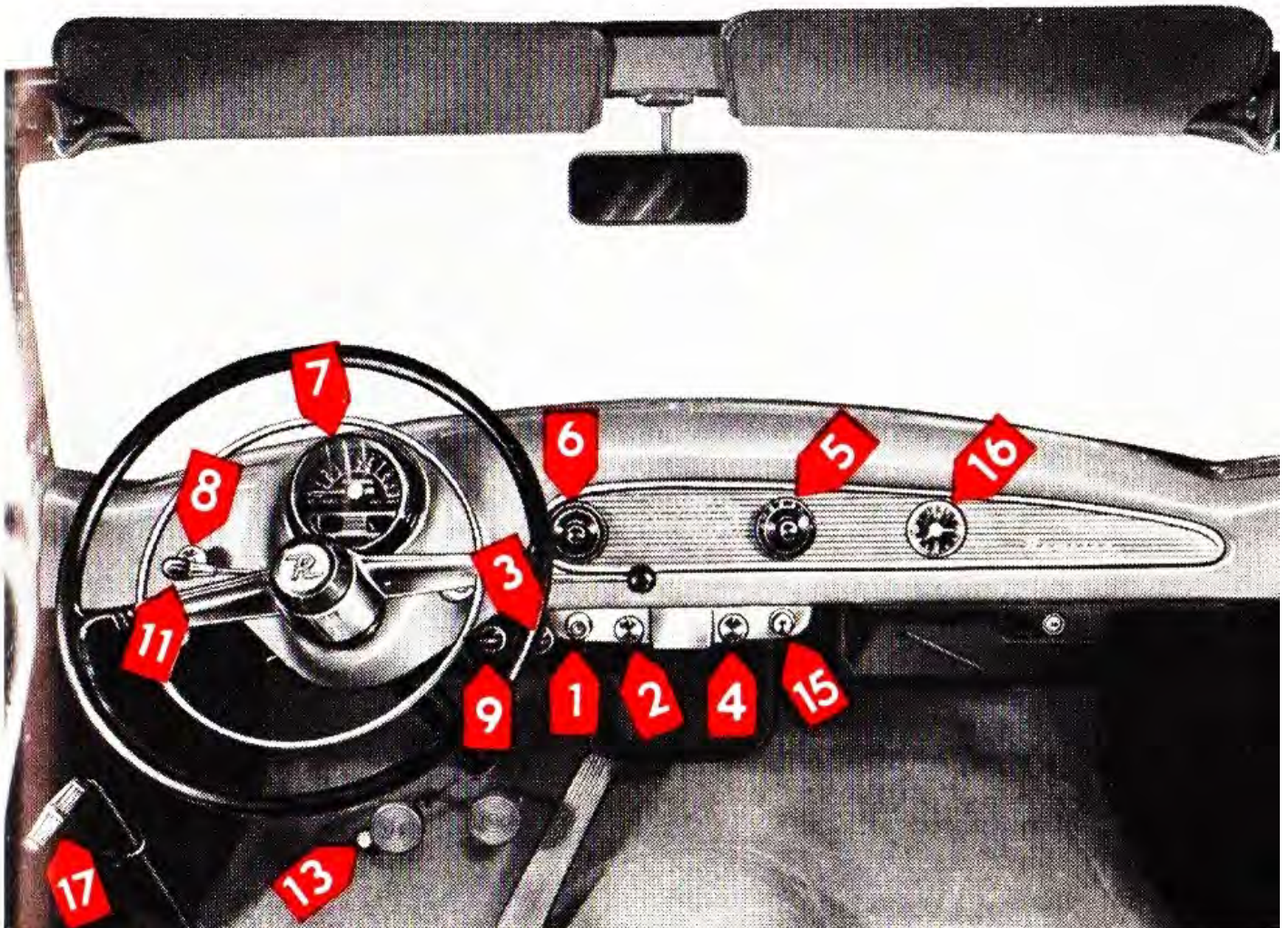
Operation

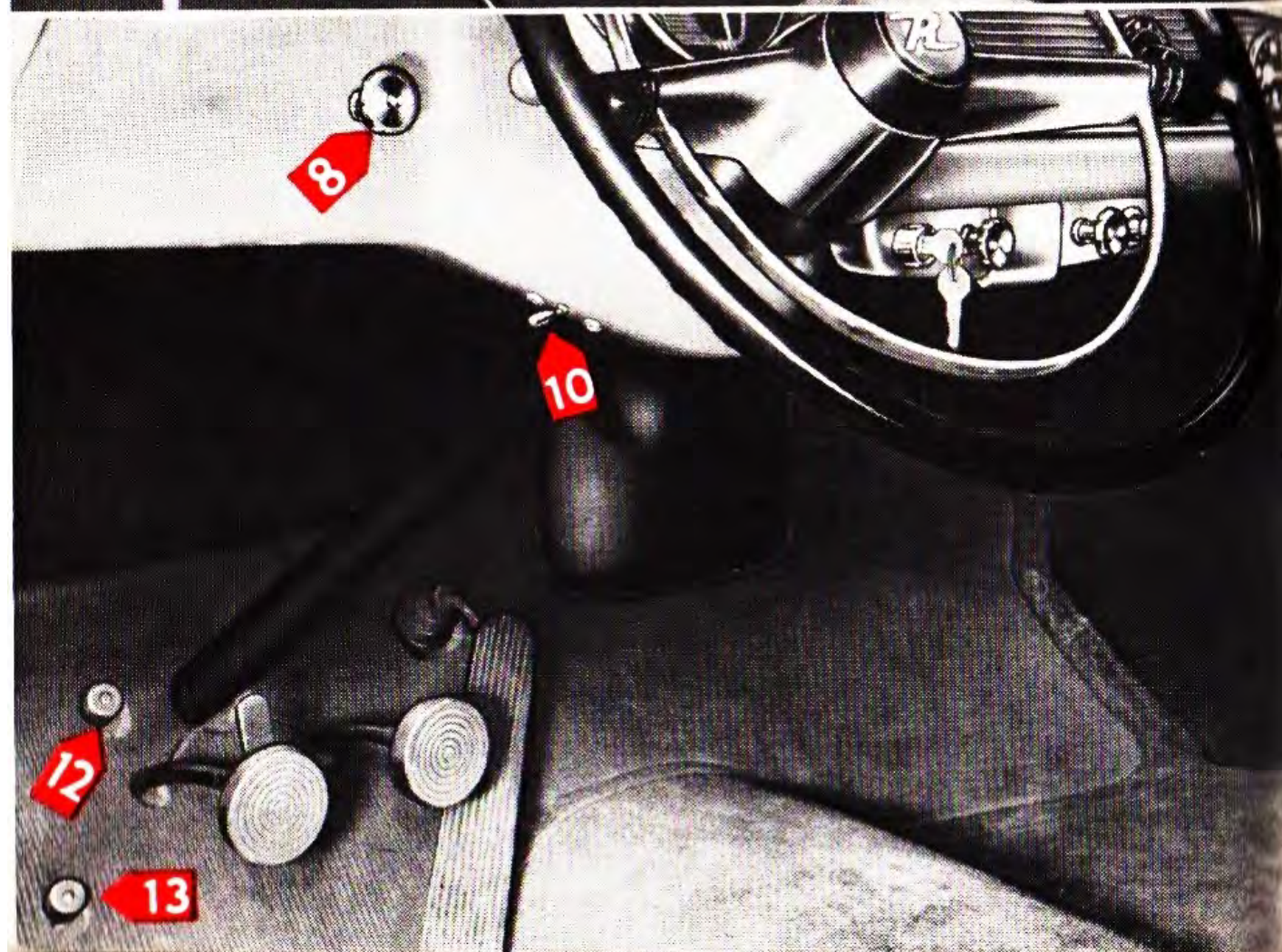
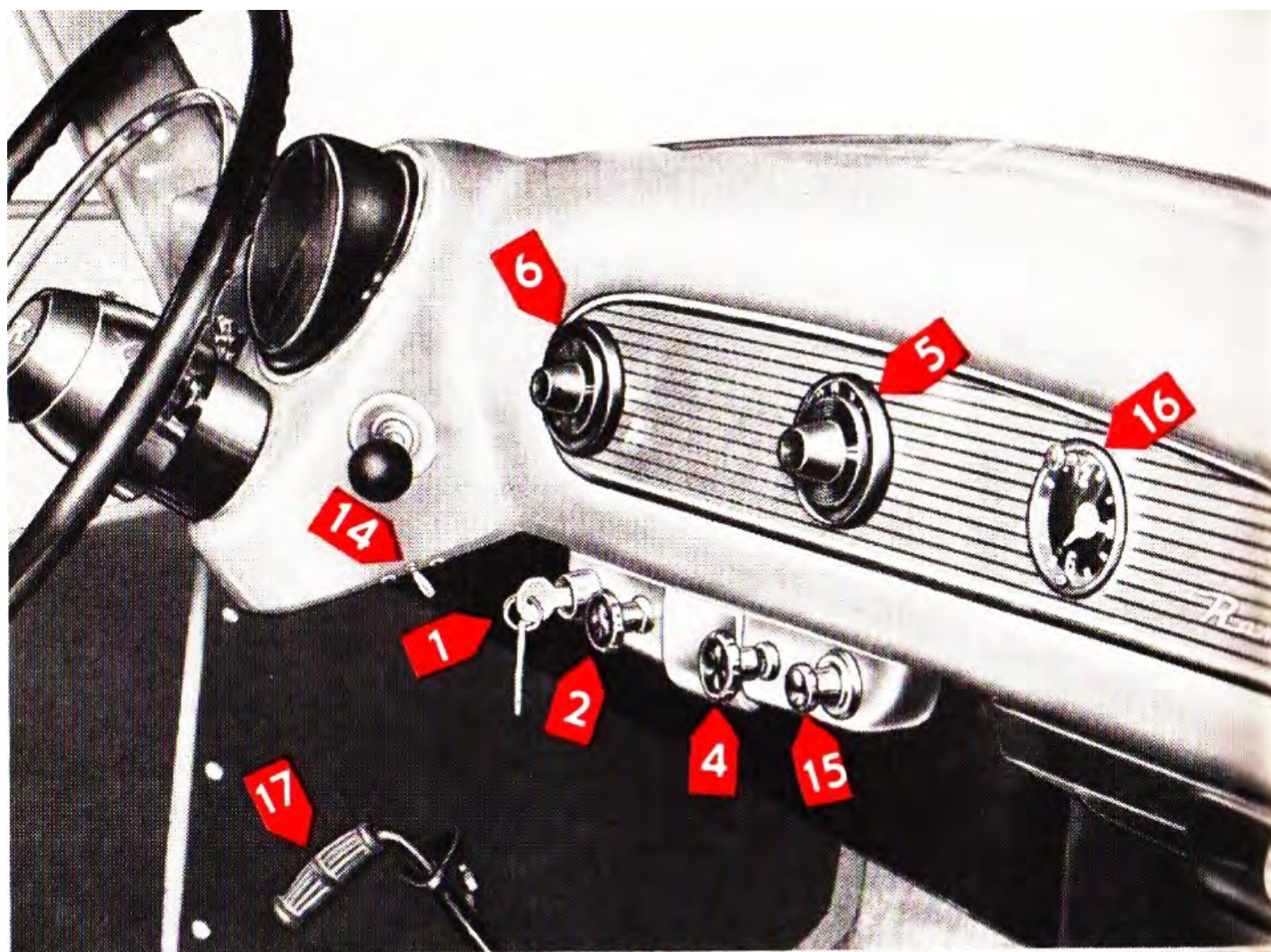


- 1 Ignition Switch** • Ignition switch is door-key operated. Turn key to the right for ignition, instruments and accessories.
- 2 Headlight Switch** • Pull out to first position for parking lights—second position for headlights.
- 3 Cowl Air Intake** • Pull out to shut off air intake to Weather Eye. Normal position is forward.
- 4 Weather Eye** • One simplified control—pull it out in proportion to heat desired. Once adjusted, setting does not need to be disturbed—heat is thermostatically controlled. Turn control to right for blower “high.” This position gives maximum defrosting. Turn further to right to reduce speed.
- 5 Tuning Control** • Tune stations with the right hand knob. Always tune carefully until you are exactly on the station; turning to either side will result in poor tone quality.
- 6 Radio On-Off and Volume Control** • Radio goes on by turning inner knob to right until a “click” is heard. Continued rotation will increase volume. To shut radio off, turn knob fully to left until “click” is heard. Outer ring is for tone control.

Operation

- 7 Instruments** • “Cluster” grouping places all instruments directly in front of driver, giving completely unobstructed view. Ruby lights warn of generator “no charge,” “low oil pressure” and “high beam.” Instrument lights are operated with toggle switch (noted as “10” on next page).
- 8 Windshield Wiper** • (This control located at arrow No. 4 on air conditioned cars.) Turn knob to right for wiper operation—turn back gradually to reduce wiper blade speed. If car is provided with windshield washer, press small button in center of knob to actuate washer.
- 9 Overdrive** • See page 15 for complete instructions.





Operation

- 10 Instrument Light** • Operated by small toggle switch in dash panel edge on left side of steering column.
- 11 Directional Signals** • Move lever in direction of intended turn. Lamp in the lever knob flashes in unison with exterior lights to inform driver that they are operating. Extra fast flashes indicate a burned-out bulb. Signal is automatically cancelled when turn is completed.
- 12 Clutch Pedal Starting** • Depress clutch pedal fully to close starter switch—this feature prevents accidental motion of car if in gear while starting.
- 13 Headlight Dimmer Switch** • Toe pressure on the dimmer switch transfers the headlights to the opposite beam each time it is operated. Ruby indicating light in the instrument cluster warns the driver when the headlights are on “high beam.”
- 14 Map Light** • Small lamp, recessed in panel edge—operated by small toggle switch in dash panel edge on right side of steering column.
- 15 Cigarette Lighter** • To operate, push in—it automatically pops out when ready. (Read Tag)
- 16 Clock** • To set hands, pull out and turn knob—clock starts. A speed regulator is provided. (Read Tag)
- 17 Parking Brake** • Operate by pulling handle up. To release, turn handle counterclockwise.



Station Wagon • Rear seat cushion folds forward to act as a forward wall in luggage compartment. Rear seat back folds down to form an extension of luggage compartment floor. See that loops on seat back engage clips on folded seat cushion assembly to prevent rattles.

Props for the upper section of the rear door are provided with adjustable friction type hinges. Be sure that the props on both sides are holding the door securely while loading or unloading the luggage compartment. Spare tire and tools are accessible through hinged floor of luggage compartment.

Operation

Door Locks • Front doors lock with the ignition key. To lock doors, turn key toward rear of car and return to vertical position. To unlock, turn key toward front and return to vertical position. Front doors may be locked from inside by depressing door handles—handles will return to normal position. Rear doors employ a lock button to prevent opening from either inside or outside. Front doors may be key-locked or unlocked from the outside regardless of whether or not they are locked from the inside. The last door must be key-locked from the outside.

Dash Locker and Trunk Compartment Locks • 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 parking lots and garages. To unlock trunk, swing out the outside mounted spare tire, insert and turn key to left—the lock will release, allowing the trunk lid to spring ajar. To lock trunk—remove key and close trunk lid firmly.

Hood Opening • Reach in on left of grille center and pull lock lever. Next, pull safety catch above grille—hood is free to lift.

Operation

“ABC” INSTRUCTIONS FOR OPERATING THE RAMBLER ALL-SEASON AIR CONDITIONING SYSTEM

Initially, the “Fan” control should be “off” before starting the engine in order to relieve the battery load and provide easier starting.

Before washing your car, pull-out both control knobs located just below dash panel on left side.

Air Conditioning • When parked in the sun, the interior may become very warm—it is recommended to open windows a minute to allow accumulated heated air to be expelled, then close all windows.

A. The left control knob should be pushed-in, and the right control knob should be pulled-out, as indicated by markings on each knob.

B. Move “Fan” control knob to the far left position, marked “Low.” Rotate knob *counterclockwise* for blower operation. Knob rotation will automatically start the blower fan and engage the compressor.

C. Open the large air-inlet deflectors mounted on both sides of the dash, and close the small defroster deflectors. The large deflectors can be adjusted independently in open positions, directing the air-flow as desired. A partially open position is for maximum front seat passenger cooling, while a fully open position is best suited for both front and rear overall cooling. In addition, the sun visors may be adjusted to vary air circulation. With visors fully “up,” air can be more readily circulated to the rear. Downward adjustments will direct air toward the occupants of the front seat.

Operation

Fresh Air Ventilation Only •

A. Both control knobs should be pushed-in.

B. Move “Fan” control knob to the far left position, marked “Low.” Rotate knob *clockwise* for blower operation. If this “Fan” control is “off,” the ventilation air volume entering the interior will depend solely upon car speed.

C. Open the large air-inlet deflectors mounted on both sides of the dash and adjust as desired. If these deflectors are closed, ventilation air will enter only through the shroud under the instrument panel.

Fresh Air Heating and Windshield Defrosting •

A. The left control knob should be pulled-out and the right control pushed-in. For maximum defrosting, the right control should be pulled-out.

B. Move “Fan” control knob from “Low” towards “High”—this movement will increase the heated air temperature and maintain the desired temperature thermostatically. Rotate knob *clockwise* for blower operation. If this “Fan” control is “off,” the heated air volume entering the interior will depend solely upon car speed.

C. For maximum interior heat, open the air-inlet deflectors and adjust as desired. If these deflectors are closed, heated air will enter only through the shroud under the instrument panel.

For defrosting, close or partially close the large deflectors, and open the smaller defroster deflectors on the forward side.

Operation

DUAL-RANGE HYDRA-MATIC

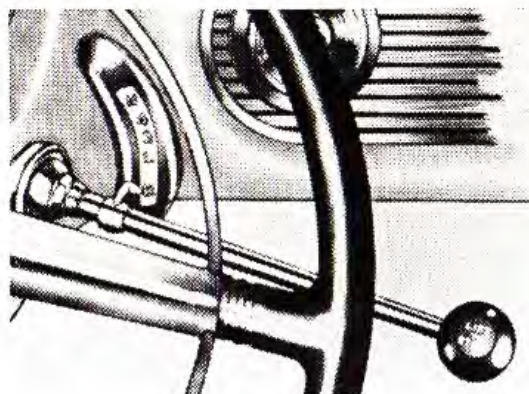
N—(Neutral)

4—(Drive Range)

3—(Drive Range)

L—(Low Range)

R—(Reverse)



Starting the Engine • Turn on the ignition key, place the selector lever in “N,” and raise the end of the selector lever toward the steering wheel. This action engages the starter—the exclusive “Selecto-Lift” starting system.

Operating In the Driving Ranges • The two driving ranges are 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

Operation

position to the other when traveling at any car speed on dry roads.

Operating In "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. Release the accelerator pedal when moving the selector lever from either of the two D positions to L. This change can be made at any car speed; however, L range will not engage until the car speed is reduced to below 50 MPH.

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.

Forced Downshift • To obtain extra power or acceleration when driving in either of the two D or L ranges, depress accelerator pedal completely.

Operation

When in the “4” position of D range and a car speed of less than 60 MPH, transmission will shift down to third speed.

When in the “3” position of D range and a car speed of less than 20 MPH, transmission will shift down to second speed.

When in L range and a car speed of less than 10 MPH, transmission will shift down to first speed.

Operating in Reverse • It is not necessary to bring the car to a complete stop before engaging reverse, simply raise control lever and move it to 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 MPH.

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, for limited periods of time only, on slight upgrades by depressing accelerator pedal slightly with selector lever in “D” range. For longer

Operation

periods or on steep hills this practice is not recommended.

Pushing to Start Engine • Push car in Neutral until a speed of 20 miles per hour 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.

Caution • If it becomes necessary to tow or push the car for distances greater than necessary to start a normally operating engine, a speed of 15 and 25 mph. 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.

Operation

The filler cap is reached through an opening under the front mat. Dip stick is part of the filler cap.

Use only fluid specially provided for the Hydra-Matic Transmission. Your 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" followed by a Serial Number in the 100 or 200 Series. 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 readjust 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 RPM. Some drivers find it convenient to keep their foot on the brake

Operation

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.

AUTOMATIC OVERDRIVE

To place the overdrive in operation, push the control (at right of steering column) to the “in” position. This can be done at any speed without releasing the clutch. To lock out the overdrive, however, the car should preferably be standing still. It is possible to make this change with the car in motion. Depress accelerator pedal fully (to shift into conventional third if above 28 miles per hour) and pull out the control knob. Below 28 miles per hour the engine must be driving car—NOT coasting—when this shift is made.

With the overdrive control “in” and car moving at 28 miles per hour or more the shift is made by momentarily releasing the accelerator. On slowing down, when the accelerator is released, at about 25 miles per hour the drive changes automatically from overdrive to normal “third” or high.

Operation

When descending steep hills the overdrive should be locked out—pull the control “out” as described. 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 foot brakes. Some prefer to drive in traffic with overdrive similarly locked out, to provide engine braking on normal decelerations.

If your car must be pushed or towed to start the engine, first pull overdrive control “out.”

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 effect the shift to third. At speeds above or about 60 miles per hour, 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 miles per hour.

The automatic overtake is of great value when an additional spurt of power is needed to pass cars or trucks or to climb long hills without loss of speed.

Operation

Airliner Reclining Seat • Each side of the front seat-back is independently adjustable to four positions. The seat-back may be lowered to the next position by leaning forward slightly, raising the control lever, and then releasing the lever as the cushion falls into position. The mechanism is designed to make it impossible to move the lever to lower the seat-back when the weight of the occupant is against the back cushions. This safety feature prevents inadvertent lowering of the seat-back. The seat-back is easily returned forward without use of the lever.

Twin Travel Bed • This feature, combined with the Airliner Reclining Seat, is available as optional equipment on 4-Door models. Place the front seat in the full forward position. Lower the reclining front seat-backs upon the supports provided on the rear seat cushion base. With both beds made-up, it is desirable to sleep with the head at the rear of the car to avoid steering wheel interference.

Continental Tire Carrier • (Country Club and Custom 4-Door Sedan). 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 three bolts. The outer rim of the tire cover may be removed by springing outward.

1955 *Rambler* Lubrication Service Chart

LUBRICATE AT EACH ARROW POINT EVERY 1,000 MILES EXCEPT AS NOTED

Consult Your Dealer

ENGINE COMPARTMENT

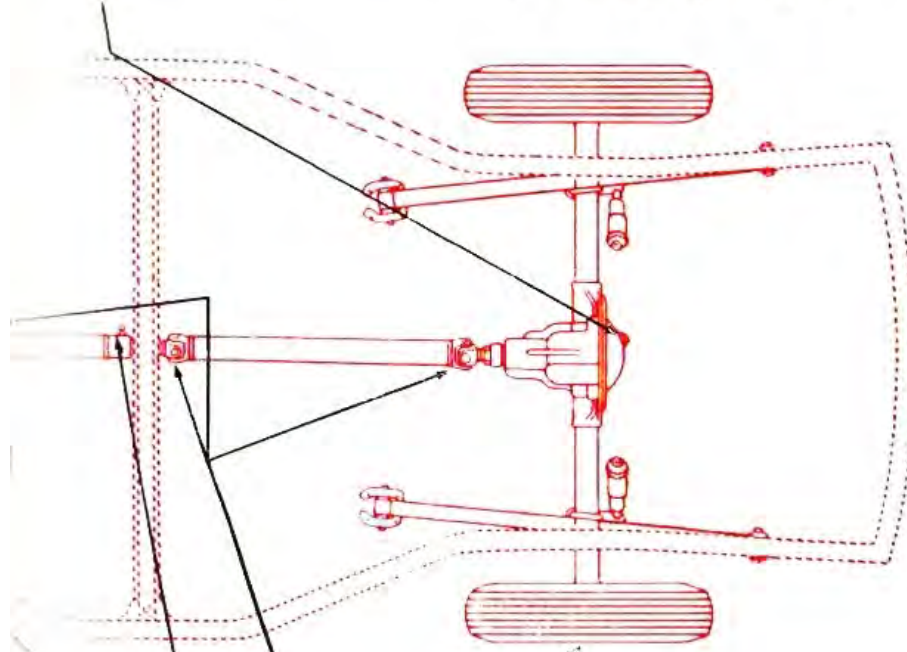
Distributor		
Cam (coat surface lightly).....	PJ	Oil Filter—Where so equipped, replace element every 5,000 miles.
Wick under rotor—every 5,000 miles.....	EO	
Reservoir (plug).....	SAE 10W EO	Generator (2 oilers)—every 5,000 miles.....EO
Lubricate at time of overhaul		
Steering Gear (plug)—every 3,000 miles.....	SAE 90 EPL	Air Cleaner (clean and re-oil).....EO
Throttle Bell Crank (fitting).....	CL	Oil Bath Type—every 5,000 miles. More frequently under severe conditions.
Hydra-Matic models only—every 5,000 miles		Summer—SAE 50
Throttle Linkage.....	EO	Winter—SAE 20
		Wire Gauze Type—every 2,000 miles
		Crankcase grade oil

UNDER CHASSIS

Gearshift Control Lever (fitting)—every 5,000 miles.....	CL	CRANKCASE (check level).....EO
Hydra-Matic models, no lubrication.		Above +32° F.....SAE 20-20W
Steering Idler Arm (fitting).....	CL	Below +32° F.....SAE 10W
Drag Link (fitting on each side).....	CL	Sub Zero.....SAE 5W
Tie Rod (fitting on each side).....	CL	Drain and refill every 2,000 miles
Control Arm, Upper (2 fittings on each side).....	CL	Oil Cap Filter (clean and re-oil)....EO
Control Arm, Lower (fitting on each side).....	CL	Starter (oiler)—every 5,000 miles ..EO

TRANSMISSION (check level)

Brake Master Cylinder (check level).....	HBF	Synchromesh and Overdrive.....MGL
Accessible through hole in floor		Above +32° F.....SAE 90
Pedal Shaft (fitting).....	CL	Below +32° F.....SAE 80
Hand Brake Bell Crank.....	EO	Drain and refill every 10,000 miles
		Overdrive drained and refilled through separate plugs
		Hydra-Matic.....ATF
		Drain and refill every 25,000 miles



Check Bearing Grease Filling
Not on Hydra-Matic models

Universal Joint Spline (fitting).....

On 4-door models without Hydra-Matic

Universal Joints (some models with fittings)

Use hand gun onlySAE 140 MGL

Models without fittings require no repacking unless dismantled for other service reasons.

Wheel Bearings (Repack).....

Front, every 10,000 miles

Rear, when dismantled for other service reasons.

WBL

DIFFERENTIAL (check level)

Drain and refill every 10,000 miles

SAE 90 HGL

TIRE PRESSURE (COLD)

Front and Rear 24 lbs.

LUBRICANT SYMBOLS

ATF Automatic Tran Fluid, Type A, AQ-ATF

CL Chassis Lubricant

EPL Extreme Pressure Gear Lubricant

MGL Mineral Gear Lubricant

HB Hydraulic Brake Fluid, Lockheed 21B

HGL Hypoid Gear Lubricant—Suitable Type

EO Engine Oil

WBL Wheel Bearing Lubricant

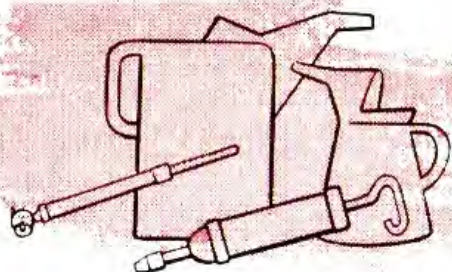
PJ Petroleum Jelly

CAPACITIES

MEASURE SYSTEM	CRANKCASE Quarts	TRANSMISSION			DIFFERENTIAL Pints	COOLING SYSTEM		GAS TANK Gallons
		Hydra-Matic Quarts	Synchromesh Pints	With Overdrive Pints		With Heater Quarts	Without Heater Quarts	
U.S.A.	4	8.5	1.5	2.75	3	12	11	20
British Imperial	3.3	7 1	1.25	2.3	2.5	10	9.2	16.6

DO NOT LUBRICATE

Rear Springs, Rear Spring Bolts and Shackles, Shock Absorbers



Maintenance

Your Rambler is designed to be easily serviced and maintained in like-new condition. There are many competent independent shops capable of handling minor repairs and adjustments. Authorized dealer service stations, however, are staffed with experienced mechanics who know your car thoroughly. In addition, only dealer service stations are equipped with the special tools and instruments which make repairs and adjustments easy and sure, at lowest over-all cost to the owner.

A few maintenance operations will forestall more extensive repairs later. Such operations involve routine lubrication, periodic adjustments and checks of major car components such as cooling system and battery. Your car will give better service, at lower cost and with greater satisfaction, if these operations receive proper attention.

Oil Changes • The initial change should be made between 300 and 500 miles. The best periods for subsequent drains are affected by a variety of conditions; no single mileage figure can apply to all types of driving.

Under normally favorable conditions draining at 2000-mile intervals is good practice. In summer, with other operating conditions favorable to oil life, 3000-mile drain periods are permissible. Oil changes

Maintenance

in cold weather should be made more frequently—twice as often is suggested. In short run, start-and-stop winter service, when engine is not allowed to warm up properly, 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.

Engine Oil • 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 oil level gauge, oil should be added to bring it up to the FULL mark. DO NOT OVERFILL.

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.

Your Rambler engine should be lubricated with SAE 20-20W, 10W, or 5W oils, rather than the heavier SAE 30 or SAE 40. (The “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.

TEMPERATURES ABOVE + 32° F.	SAE 20—20W
TEMPERATURES BELOW + 32° F.	SAE 10W
SUB-ZERO TEMPERATURES	SAE 5W

Maintenance

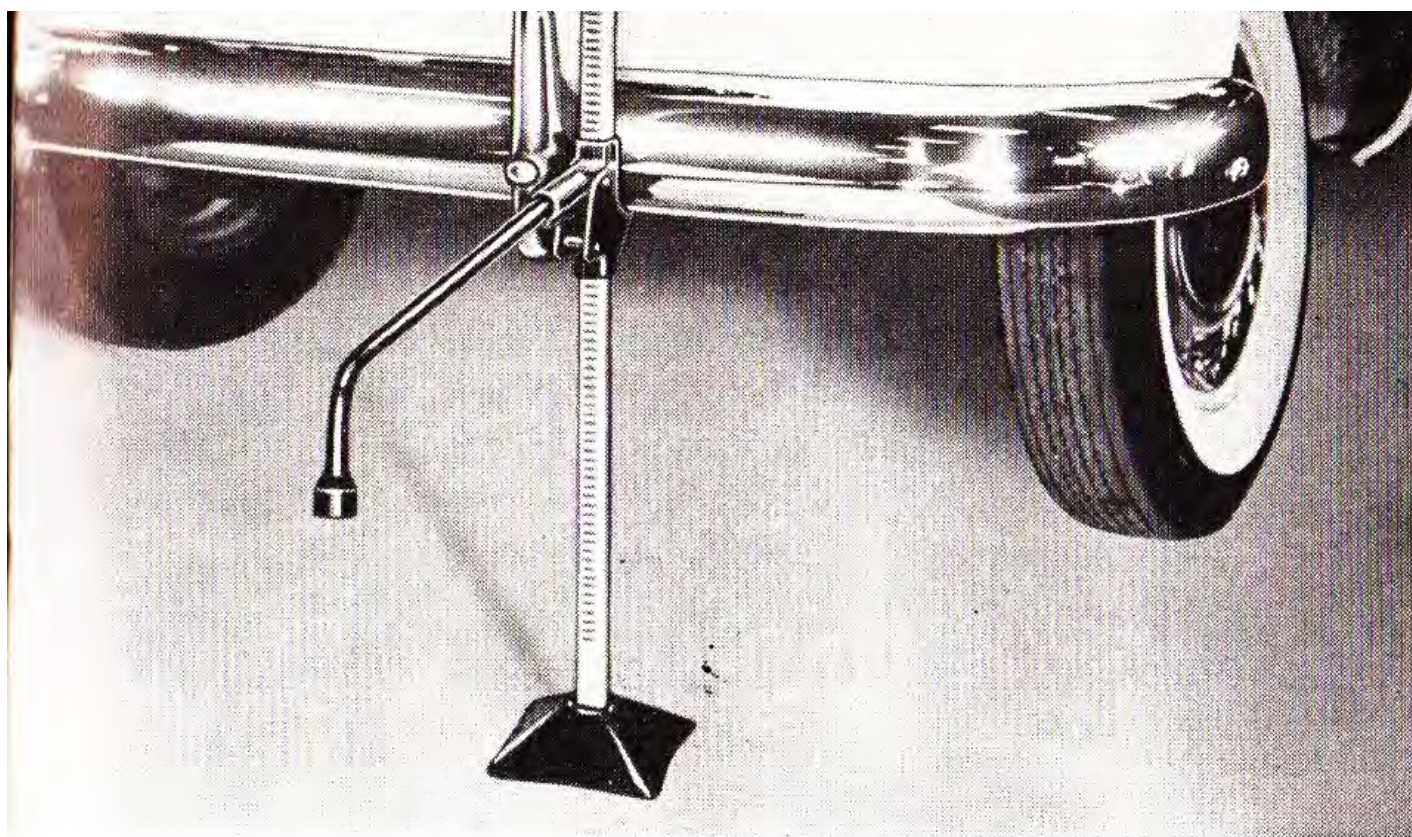
Avoid unknown brands and grades of oil. Do not switch brands indiscriminately—some oils tend to interact chemically when mixed. It is not advisable to add premium or heavy-duty oils after long periods of use with Regular.

Lubrication of Running Gear • Most of the working parts of the running gear should be lubricated at 1,000-mile intervals, as shown by the chart on pages 18 and 19. Note that a few points require attention only at 2,000, 3,000, 5,000, 10,000 or 25,000-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.

Weather Eye or Air Conditioning System Filter • Change filter yearly—more often if necessary.

Battery • Keep electrolyte level above plates with distilled water—do not overfill. Keep terminals free of corrosion and hold-downs finger-tight to hold battery securely without distorting case.



Fuses • Major electrical circuits are protected with fuses. Fuse sizes and locations are as follows:

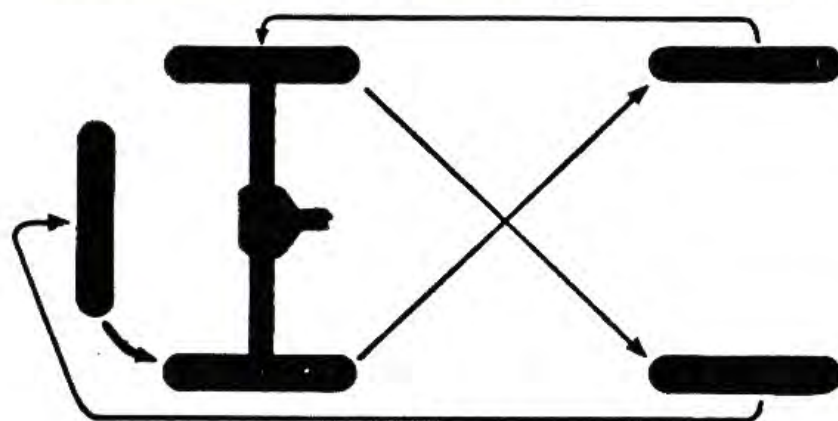
Circuit	Ampere Rating	Fuse Location
Main Lights	30	At Light Switch
Stop and Directional Lights	30	Under hood, near voltage regulator
Overdrive	30	Under hood, at O.D. relay
Radio	10	Lower L. H. corner radio chassis

Tire Changes • When changing tires and wheels or installing tire chains, set parking brake or block wheels. Proper location of the bumper jack is next to the bumper guards, as shown, inclined slightly toward the bumper guards to prevent slipping out of place. Place small control lever on jack body in desired position “up” or “down”; operate jack with combined handle and wheel-nut wrench. Tighten wheel nuts securely. Replace hubcap or disc—be sure it is snapped into place all around.

Maintenance

Tires • Recommended pressure for normal service is 24 pounds. Check tire pressure when cold and do not “bleed” tire pressure to normal if tires are warm. Check your tires daily for visible under-inflation and for signs of uneven wear.

Have your wheels checked occasionally for alignment and balance. Your dealer has the equipment and “know-how” for this important work.



In accordance with this diagram, rotate your tires within the first 2,500 miles, again at 5,000, and every 5,000 thereafter. It is not necessary to remove tires from the wheels.

Fuels • Your engine will operate satisfactorily on good “regular” gasoline—84 octane number (Research) or above. If knock does not occur using regular gasolines and with correct spark advance, no advantage can be gained by using premium gasolines. Should knocking or “pinging” occur at full throttle using regular gasoline, a change to premium fuel (about 91 Research octane number)

Maintenance

should eliminate the knock and improve efficiency. Retarding ignition timing from the factory setting will reduce or eliminate fuel knock, but tends toward losses in economy and power.

Detonation or “fuel knock,” normally absent, is influenced by a number of factors such as amount of combustion chamber deposits, ignition timing, atmospheric humidity, engine temperatures and other conditions. The most common cause is the relatively low octane rating of the particular gasoline used.

Cooling • When removing the radiator cap while the engine is hot, first loosen cap to the first notch to reduce pressure before removing the cap. Do not overfill when cold; normal expansion when hot will waste anti-freeze in winter. Adding rust inhibitor in summer will prevent corrosion—most anti-freeze solutions contain rust inhibitor. Use only alcohol or glycol base anti-freeze—consult your dealer for correct mixture quantities for your climate and cooling system capacity.

Before adding any anti-freeze solution, the cooling system should be inspected and serviced for winter by your dealer. 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.

Maintenance

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 factory-approved Polish and Cleaner. Avoid the use of compounds containing excessive amounts of abrasive material. Ask your dealer for his recommendations before putting wax or similar preparations on your Rambler.

Care of Upholstery • Clean the inside of your Rambler often, using a whisk broom or vacuum cleaner. Use factory-approved Fabric Cleaner to remove troublesome spots.

Care of Chrome Parts • The process for chrome plating some parts has been changed due to governmental restrictions for the conservation of critical materials.

Do not use metal polishes, strong soaps or detergents on chromed parts. Clean only with clear water.

Driving Dividends

The Break-In Period • The manner in which you drive your Rambler for its initial mileage has a pronounced effect on its subsequent operation.

Two basic principles, if followed, will assure proper break-in:

1. The engine should be “worked” by intermittent running at reasonably high speeds. However, too much speed can be harmful and must be avoided.

2. The engine requires progressive break-in at various speeds or steps before it is safe to operate continuously at all speeds of which the car is capable.

Based upon the foregoing principles, a simple practical break-in program is recommended as follows:

For the first 50 miles avoid opening the throttle fully while accelerating or hill climbing. 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.

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, if anything, to effective break-in at higher speeds. Varying speeds, with

Driving Dividends

some full throttle accelerations, are better than steady speeds.

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. 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 this period. An extra chassis lubrication around 500 miles will insure adequate lubrication to suspension parts during the critical break-in period. Special break-in oils and compounds to be added to crankcase or fuel tank are not recommended. The factory cannot assume responsibility for engine damage if they are used.

Idling • Avoid excessively long idling periods—this is not a good way to warm up an engine. Water condensation in the cylinders 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

Driving Dividends

closed. During warmup 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 mph. 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.

Driving Dividends

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 mph.

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.

Driving Dividends

Cold Weather Driving • (See Page 25) 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 warmup 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 caused by ice-removal agents.

Rambler Select ACCESSORIES

The Select Accessories pictured here represent a part of the complete line of accessories designed to add additional beauty, safety, and convenience to your 1955 Rambler. All are available at your dealer.

A few of the accessories not shown:

- Custom Seat Covers
- Wire Wheel Trim Discs
- Locking Gas Cap
- Insect Screens
- Power Brakes
- Door Edge Guards
- Oil Filter



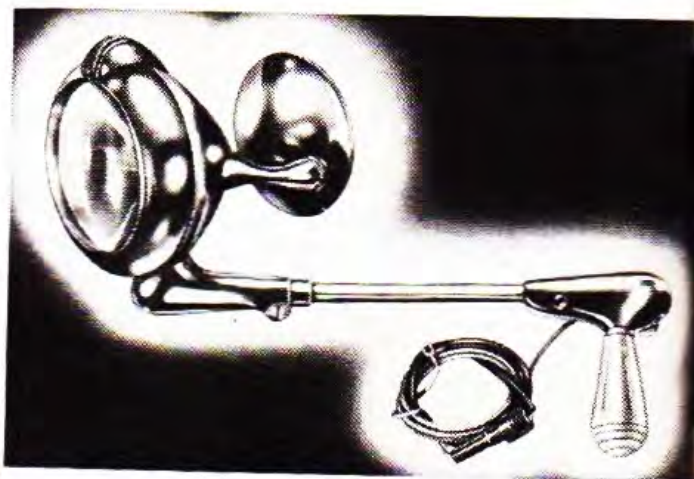
HOOD ORNAMENT

A new, distinctive PETTY creation for 1955.



GAS CAP FILLER NECK GUARD

Protection with a styling touch.



SPOTLIGHT WITH REAR VIEW MIRROR

Two convenient accessories in one.



EXHAUST EXTENSION

Protects chromed parts from engine exhaust. Two styles.

BACK-O-MATIC LIGHTS

For safer backing-up at night. Completely automatic.



**WINDSHIELD
WASHER**
To wash away dirt
and road splash
while you drive.



LUGGAGE CARRIER
Doubles the useful-
ness of America's
most practical car.



**CUSTOM REAR VIEW
MIRROR**
Designed for unob-
structed rear vision.



HAND SPOTLIGHT
Connects into cigarette
lighter, stores easily in
glove box.



**NON-GLARE
MIRROR**
Eliminates blinding
rear headlight glare
at night.

AIR MATTRESS
Designed especially for use with Twin
Travel Beds. Inflates in a jiffy.



Car Care Materials:

Polish & Cleaner
Fabric Cleaner
Glass Cleaner
Lustur Seal
Haze Cream

Radiator Seal
Radiator Rust Resistor
Radiator Cleanser
Sola-Cell

Windshield Washer Solvent
Chrome Cleaner
Chrome Protector Kit
Chrome Protector Remover

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 expressly 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 American Motors Authorized Dealer 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 Dealer for adjustment.

American Motors Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.

Specifications

	2-Door	4-Door
Wheelbase.....	100 In.	108 In.
Overall Length.....	178 $\frac{1}{4}$ In.	186 $\frac{1}{4}$ In.
(Continental Tire).....	185 $\frac{3}{8}$ In.	193 $\frac{3}{8}$ In.
Width.....		73 $\frac{1}{2}$ In.
Height.....	59 $\frac{3}{8}$ In. (60 $\frac{1}{2}$, Cross Country)	
Tread.....	(Front) 54 $\frac{5}{8}$ Inches, (Rear) 53 Inches	
Tire Size, Tubeless.....	6.40 x 15-4 Ply	
Tire Pressure (Cold).....	24 Lbs.	
Horsepower, Super Flying Scot.....	90 @ 3800 RPM	
Bore and Stroke.....	3 $\frac{1}{8}$ x 4 $\frac{1}{4}$ Inches	
Displacement.....	195.6 Cu. In.	
Compression Ratio.....	7.3:1	
Cooling System Capacity.....	11 Qts. (9.2 B. Imp.)	
Cooling System Capacity		
(With Weather Eye).....	12 Qts. (10 B. Imp.)	
Radiator Cap Pressure.....	7 PSI (14 with Air Conditioning)	
Crankcase Capacity.....	4 Qts. (3.3 B. Imp.)	
Fuel Tank Capacity.....	20 Gals. (16.6 B. Imp.)	
Additional Capacities (See Lubrication Chart)		
Spark Plug Gap.....	.030 In.	
Distributor Point Gap.....	.018 to .024 In.	
Ignition Timing.....	4° ATDC	
Cam Angle.....	31 to 37 Deg.	
Breaker Arm Tension.....	17 to 21 Oz.	
Valve Clearance (Int. & Exh.).....	.015 (Hot)	
Caster.....	+ $\frac{3}{4}$ to 1 $\frac{1}{4}$ Deg. (1 Deg. Desired)	
Camber.....	+ $\frac{1}{4}$ to $\frac{3}{4}$ Deg. ($\frac{1}{2}$ Deg. Desired)	
Toe In.....	$\frac{1}{8}$ to $\frac{1}{4}$ In. ($\frac{1}{4}$ Deg. Desired)	
Shipping Weight (Est.) Suburban.....	2520 Lbs.	
Club Sedan.....	2425 Lbs.	
Country Club.....	2515 Lbs.	
4-Door Sedan.....	2570 Lbs.	
Cross Country.....	2715 Lbs.	

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THE *Rambler*



AMERICA'S
NEW IDEA CAR