



AMBASSADOR MARLIN

1967
owner's
manual



Welcome to the American Motors family of owners

We are pleased that you have selected one of our 1967 models. We are certain that you will enjoy your new car and the motoring experiences ahead.

Your new car deserves the care and consideration that you would give to any valuable possession. There are many unique and convenient features engineered into your quality-built car.

This Owner's Manual will acquaint you with necessary information on operation, driving, and maintenance that will aid in extending economical and efficient operation.

The separate Protective Maintenance Booklet covers the warranty, plus a detailed maintenance schedule based on an easy-to-follow coupon system.

We suggest you read the Owner's Manual and the Protective Maintenance Booklet to fully acquaint yourself with all phases of operation and car care.

Your dealer is the key member of the team that is vitally interested in you and your new car. He knows your car best and his interest is in you and your new car. On his team are factory-trained personnel, factory-approved equipment, parts and accessories to assure the finest possible service.

AMERICAN MOTORS CORP. • 14250 Plymouth Road • Detroit, Michigan 48232

AMERICAN MOTORS (CANADA) LTD. • Kennedy Road So. • Brampton, Ontario





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***Please Read "BREAK-IN" Instructions on Page 34.**

You will soon receive by *mail* an *OWNER IDENTIFICATION CARD*. Keep the card handy in the special pocket located on the first page of the *PROTECTIVE MAINTENANCE BOOKLET*. The card will assure quick, positive identification for warranty or other service work at your American Motors Dealer. Thank you.

NOTE . . . The various subjects covered in this manual do *not* imply that all cars are so equipped since many are *options*.



OPERATING INFORMATION

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OPERATING INFORMATION

KNOW YOUR NEW CAR

We suggest that you get well acquainted with your new car. So, be seated behind the wheel, and with the aid of this manual, familiarize yourself with the instruments and controls.

For safety's sake and for your own satisfaction in knowing more about your new car, you will be glad you did!

KEYS

Two sets of keys are furnished with your new car. Keep a record of the key code numbers with you at all times. If you lose or break a key, or if you need an extra key, any American Motors Dealer and most locksmiths can quickly make another key for you by using the code number as a guide.



IDENTIFICATION

Serial and model numbers are provided for documentary and identification purposes.

The 13-digit vehicle identification number plate is located on the right-hand wheelhouse panel (lift hood).

The body, model, trim, paint, and vehicle identification plate is located on the rear edge of the left front door.

The engine code number is located at the upper right-side center of the six-cylinder engine block, and on the front of the right-hand valve cover for V-8 engines.



LOCKS AND HANDLES

Door Locks. The push-button door locking system provides an extra margin of passenger safety in securing front and rear door locks. With the push-down lock-button, the front and rear doors cannot be opened (from the inside) until the lock-button is pulled up.

Front doors can be locked from outside without a key simply by pushing the lock-button down (when the door is open), and holding the outside door-handle-button in while closing the door.

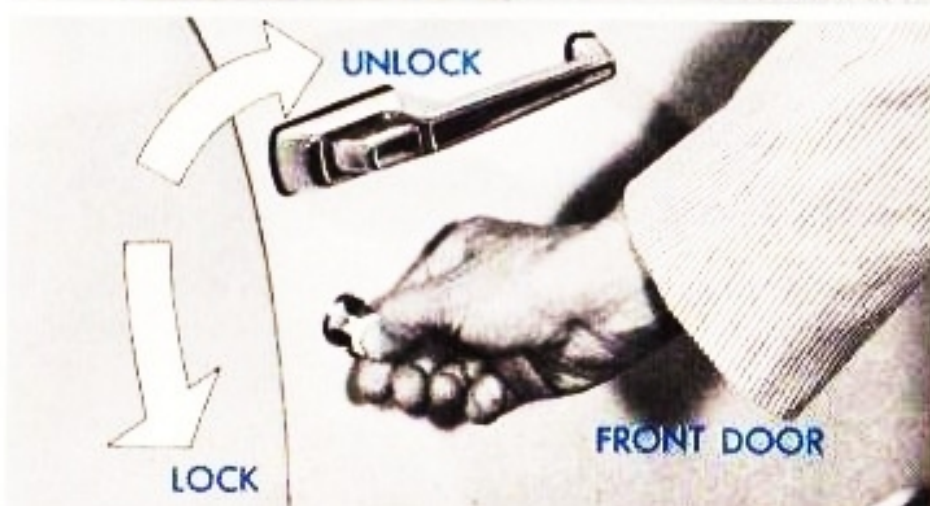
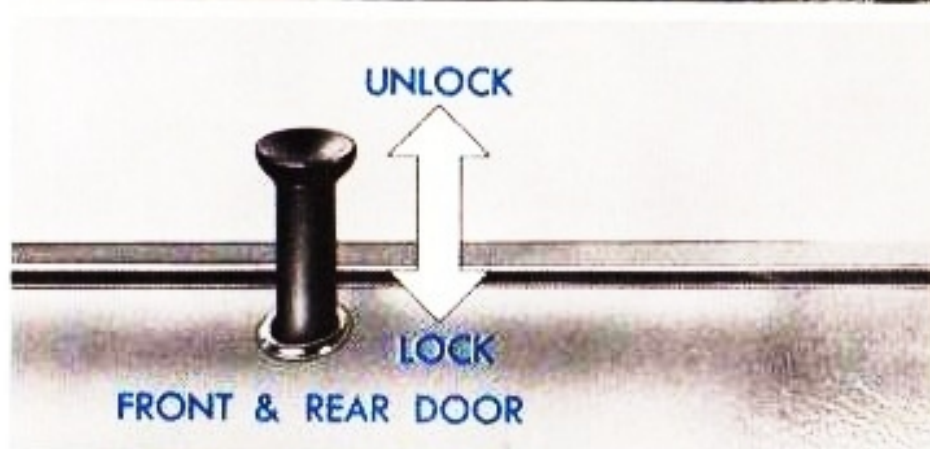
With the octagon-head ignition key, front doors can be locked from the outside by turning the key lock toward rear of the car.

The rear doors may also be locked from the outside by pushing the lock button down (when the door is open) and then closing the door.

For greater safety while driving, lock doors from inside.

If a door lock freezes in cold weather, heat the end of the key for a few seconds with a lighted match or cigarette lighter before you place it in a lock. Do not force the key to turn in the lock as the key may break off in the lock.

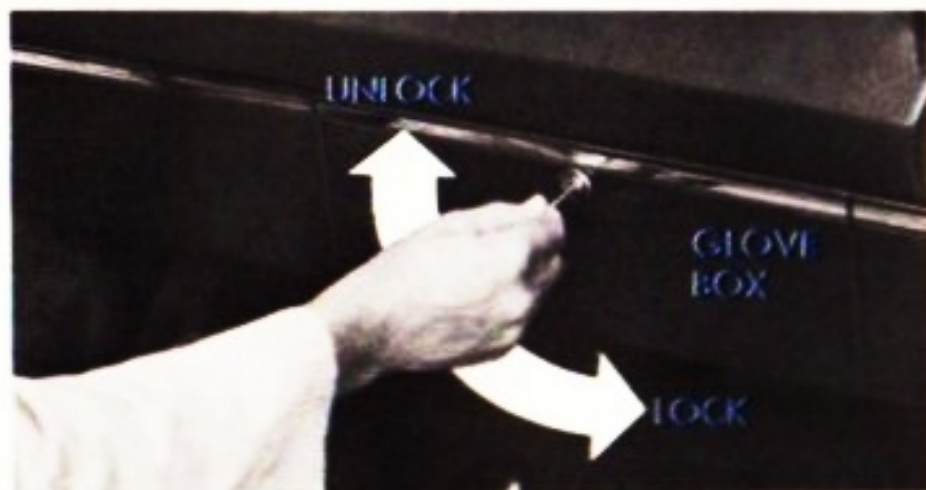
Glove Box Lock. Press the combination release button and lock to open the glove box door. To lock the door, insert the round-head key and turn key one-quarter turn counterclockwise and remove the key. Some models use a push-button release (less key lock).





OPERATING INFORMATION

There is an additional key locked compartment on console-equipped models (use glove box key). See page 28 for hidden compartment on station wagons.



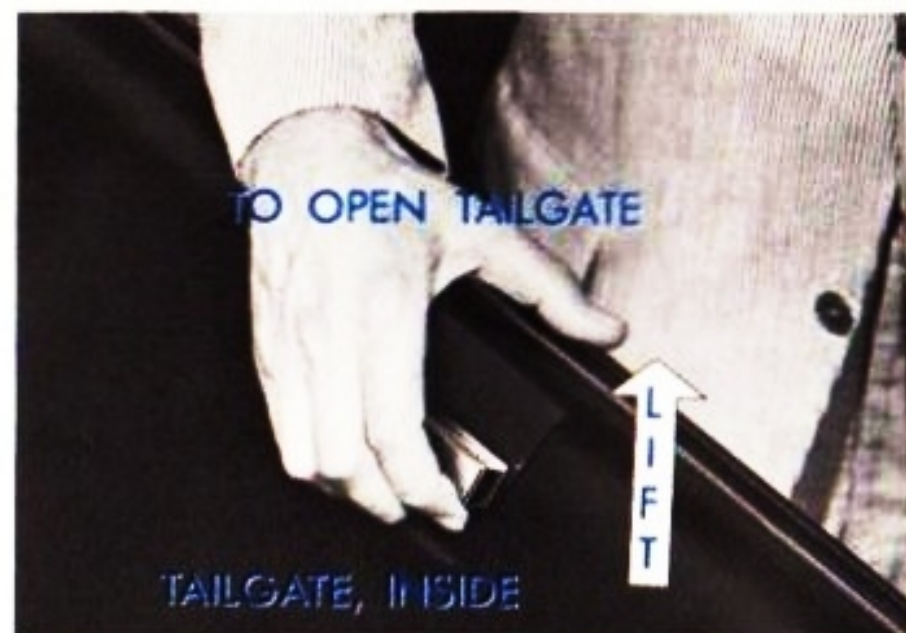
Trunk Lock. The round-head key is also used to unlock the trunk. To open, insert key and turn to right—the trunk lid will “pop” open; then you can easily raise the lid. To close the trunk lid, push down at the center until the lock clicks (key is not necessary).

Tailgate Lock. On two-seat models, unfold the window crank handle to permit unlocking of the tailgate with the ignition key, which then permits lowering of the window. It is necessary to lower the window *completely* to open the tailgate. For added safety, tailgate cannot be opened if window is raised about 1”.



Lift the inside tailgate handle to open the tailgate.

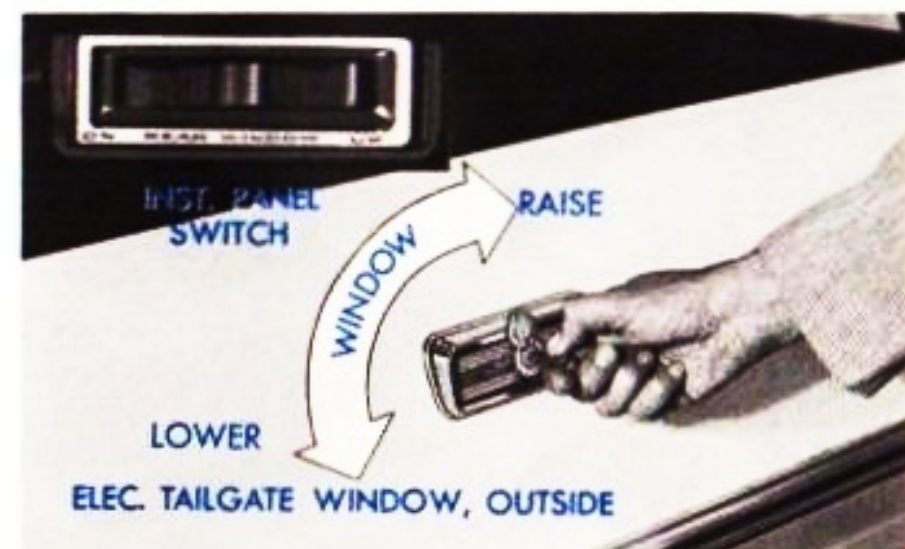
The window may be locked with the ignition key at any lowered position when crank handle is in a horizontal position with the crank knob to the left. Lock with the key and fold handle back into recess whenever it is desired to lock the tailgate.



CAUTION: When driving with tailgate window in any opened position, both fresh-air side vents should be fully open (pull control back). Front vent windows should also be turned full open to scoop in fresh air, or fully closed.

Power-Lift Tailgate Window. This feature (standard on 3-seat models) permits tailgate window operation from outside or inside. The remote control switch, located above the parking brake release, is marked DN—REAR WINDOW—UP. Push to left to lower, and to right to raise. For safety, the ignition switch must be on, or in accessory position.

With window full down, tailgate can be opened with inside handle. For 3rd seat passenger safety, tailgate cannot be opened if window is raised about 1".

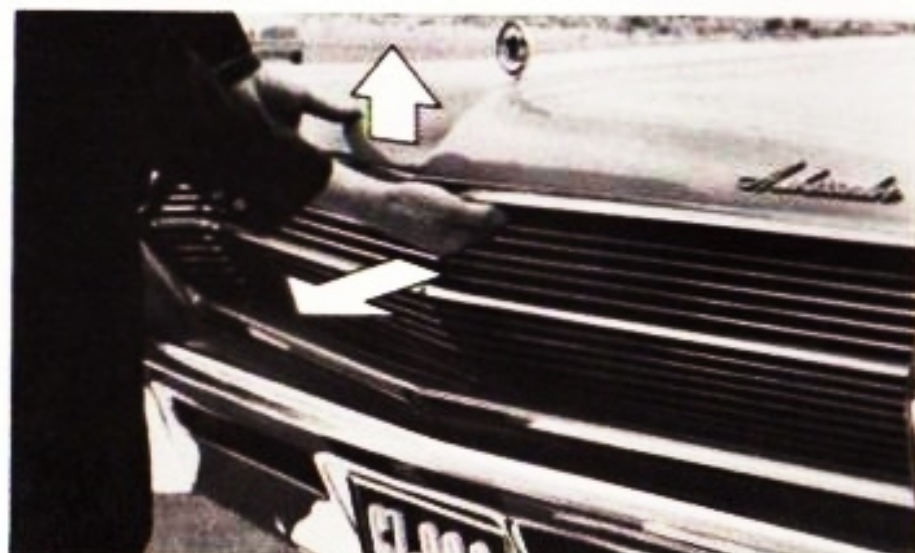


For direct control (independent of ignition switch) outside the car, insert ignition key in the tailgate switch; turn clockwise to raise or counterclockwise to lower.



OPERATING INFORMATION

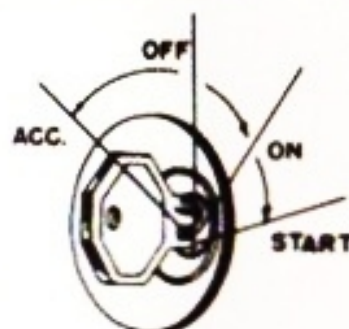
Hood Lock. The hood lock release lever is located in the opening above the center of the grille. To release hood, reach in and pull the release lever forward. The hood will snap partly open due to the spring loaded hood catch being released. Pull the release lever all the way forward which will release the safety catch and enable the hood to be raised. Counterbalance springs will hold the hood in the full-raised position.



When closing, lower hood and push down firmly until hood lock "clicks." Pull up hood to assure that it is completely locked.

INSTRUMENTS AND CONTROLS

Ignition Switch. Use the octagon-head ignition key to start the engine. Place the gear selector lever in neutral (Park or neutral on automatic transmission equipped cars) before starting engine. Turn key to extreme right to start engine. Spring tension will return key to normal

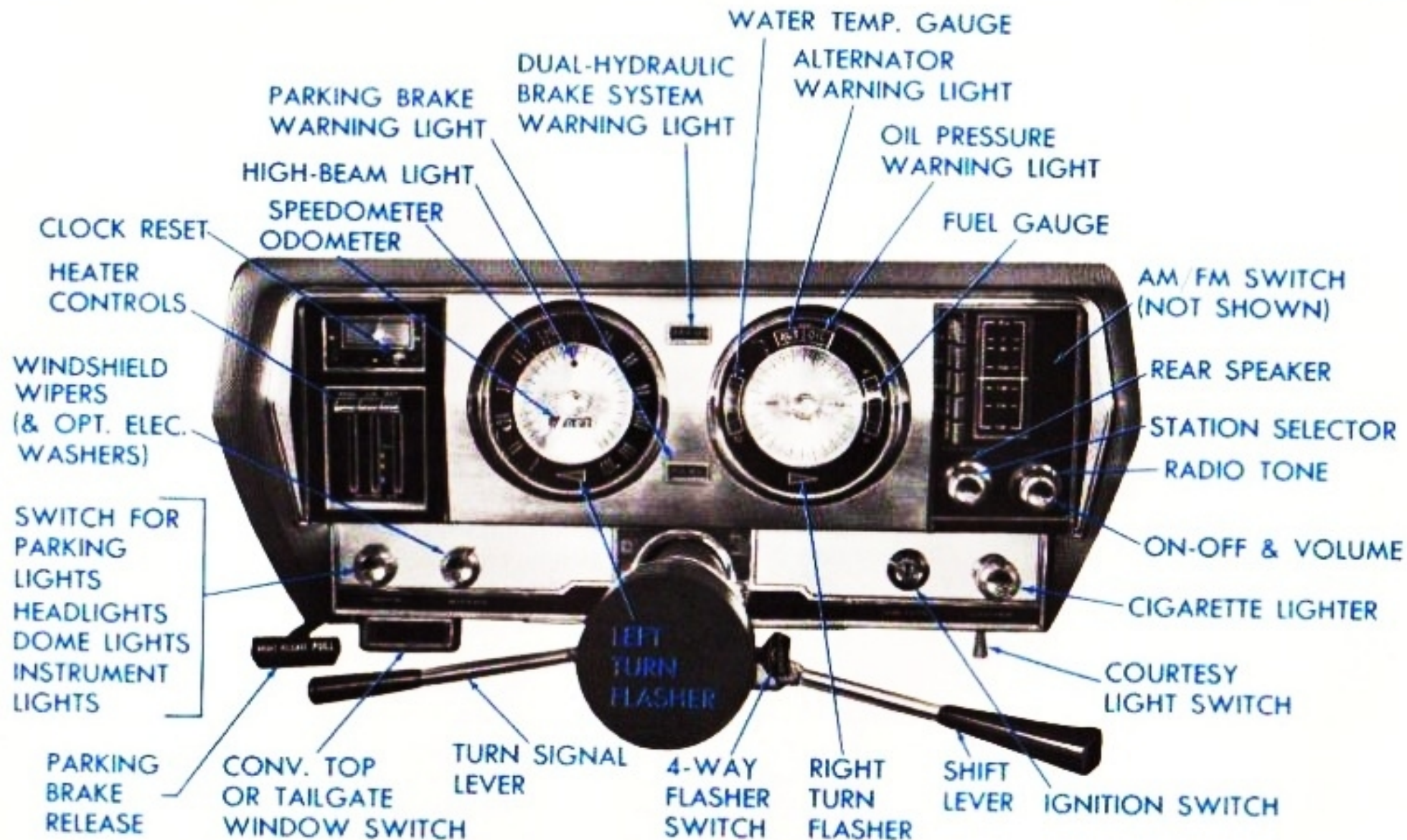


position. Turn key to left to allow accessory operation without running engine. See "Starting" on page 35 for choke setting.

Water Temperature Gauge will normally indicate within the mid-range marks ("C" means cold, "H" means hot).

Oil Pressure Warning Light glows red if the engine oil pressure becomes too low.

Alternator Warning Light glows red indicating alternator no-charge or battery discharge.





OPERATING INFORMATION

Oil Pressure and Alternator Lights should glow red when ignition is turned on (before starting). Both lights should go out after engine is started. There is no cause for concern if these lights glow or flicker at low idle speeds or sudden stops. If either light remains on when driving, immediate service attention is required. If either light remains off when ignition switch is turned on (before starting), have the burned-out bulb replaced.

Fuel Gauge indicates the *approximate* quantity of fuel in the tank. If the gauge is at or near "E" (for empty), play it safe and fill up as soon as possible so you won't run out of fuel. Approximate tank capacity is 21½ gallons (19 for 3-seat models). A locking gas cap is available as a dealer accessory.

Headlight Switch. Pull control knob out to first position for parking lights; to second for headlights. The dimmer switch on the left side of the toe-board controls high- or low-beam headlights. The red indicator light (in the instrument cluster) stays on when hi-beams are used. Rotate the knob clockwise to vary instrument light brilliance. Rotate counterclockwise to turn on domelight.

Turn Signals. Move the lever down to signal a left turn; left turn indicator will flash on-and-off (in instrument cluster). Move lever up to signal a right turn; right turn indicator will flash. Lever returns automatically after turning. Return lever manually on gradual turns.

A "lane-changer" feature is built into the turn-signal system. When the turn-signal lever is moved towards either left or right turn position, an intermediate stop position permits the turn signal lights to flash . . . helpful and handy for momentary lane changing maneuvers. When the lever is released, it will return to the off position.

4-Way Emergency Flashers. To operate the signals, push the button marked "Flasher" which is mounted directly on the right side of the steering column (opposite the normal turn-signal lever). Both front and rear turn signals plus both indicator lights in the instrument cluster will all flash on-and-off simultaneously when the 4-way system is engaged. The 4-way flasher system, which is self cancelling as the wheel is turned, is direct-wired so it will operate independent of the ignition switch (pull button to manually cancel). The 4-way flashers should normally be used *only* when parked

under emergency road-side conditions to warn other drivers that a possible hazard exists.

Windshield Wipers & Washers. With standard vacuum-powered wipers, pull knob out for speed desired. For optional electric wipers, rotate knob clockwise for speed desired. With manual windshield washers, a foot-operated pump control is located near the headlight dimmer switch on the left side of the toe-board.

To actuate optional electric windshield washers, simply push the electric wiper control knob on the panel face (left of steering column). This single control knob does both jobs . . . push for washers . . . rotate for wipers.

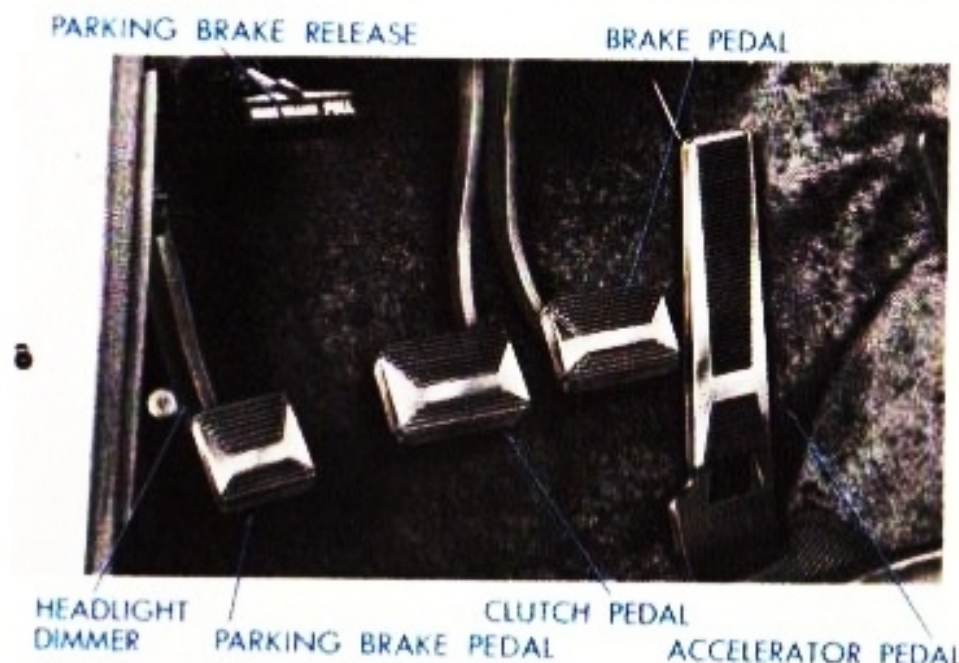
A.M. All-Seasons Washer Solvent mixed with water aids cleaning and assures against solution freezing in the system. In freezing weather, warm the windshield with defroster before using washers. Prior to driving, spray on A.M. Windshield De-Icer to ease removal of ice. Use scraper with plastic or hard rubber blade, and carefully free frozen wiper blades.

Mirrors. For extra safety, adjust and use both the outside and inside rear-view mirrors. The inside mirror can be adjusted for height by revolving it 180°.

Courtesy Lights. A light is located on each side of lower instrument panel. With doors closed, one position

of switch turns on both courtesy lights. With switch in other position, courtesy lights operate automatically as doors are opened, along with dome light. The switch is under the instrument panel, right of steering column.

Parking Brake. With left foot, step on pedal firmly and all the way down to apply parking brake—maintain applied pressure and push further if necessary until



brakes hold. To assist setting parking brakes, depress regular brake pedal at the same time with right foot. Pull the "Brake Release" lever to release brakes. Parking



OPERATING INFORMATION

brake warning light (marked "Park"), located in the instrument cluster, remains on flashing red until brake is released. The light operates when ignition key is on.

Double-Safety Brake System. This dual brake system provides extra safety in that the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of hydraulic brake failure in the front, the rear hydraulic brakes still operate and conversely, when a failure occurs in the rear brakes, the front brakes will still operate.

A red warning light (marked "BRAKE"), located in the instrument cluster will alert you if either of the hydraulic systems (front or rear) develop failure. In either event, the braking ability is reduced to a point that the driver would be readily aware of a malfunction by a marked increase in pedal travel. CAUTION: In this event, the brake system should be serviced at the earliest possible opportunity, preferably at your A.M. dealer.

Self-Adjusting Brakes. This feature maintains correct operating clearance between the linings by adjusting the brakes in small increments in direct proportion to lining wear. Periodic brake adjustments are not necessary. See your A.M. dealer if brakes require servicing.

During first hundred miles, avoid sudden stops since brake linings can set-in more uniformly with slow, gradual stops. (See pages 36, 42).

See Page 31 for Power Disc Brakes.

AM Radio. The radio is fully-transistorized for instant action. Five push buttons are used for station selection. The manual station selector is the inner left knob. On the right, a dual knob provides an on-off and volume control on the inner knob with tone control on the outer knob. The left outer knob is the "mixer" control for the rear-seat speaker. Provisions have been made to allow the installation of a rear-seat speaker on the package shelf of sedans and hardtops.

Setting Radio Push Buttons. Set tone control on center position and extend antenna to limit. Pull the top selector button out as far as it will go. Tune in the first station desired (at top of dial) with manual tuning knob. Push the button in firmly to lock the station in place. Continue setting push buttons in top-to-bottom sequence until all are adjusted to your favorite stations.

Antenna Trimmer. Park in an open area way from buildings, power lines, streetcar tracks, and anything

that might create interference. Extend the antenna full length. Select a weak signal station near the high end of the frequencies between 1400 and 1600 kilocycles. Adjust the antenna trimmer screw on the bottom of the radio chassis for maximum reception.

AM-FM Radio. A separate "change-over" switch (right of vertical dial) permits setting of all push-buttons on either AM or FM, or any combination of AM and FM stations. The separate AM/FM switch also makes it possible to determine visually which set of frequencies are being used. The push buttons may be set in the same manner described previously for the AM radio.

On the right, a dual knob provides on-off and volume control on the inner knob with tone control on the outer knob. The manual station selector is the inner left knob. The left outer knob is the "mixer" control for the rear-seat speaker. To manually select an FM station, first push the change-over switch up, and select the station desired. To manually select an AM station, first push the change-over switch down, and select the station desired.

Since FM range is limited, reception may deteriorate in "fringe" areas. Re-tuning the station may improve reception, if not, select a stronger station. For best FM reception, extend antenna to about 30 inches.

Vibra-Tone Sound System. This unique sound system for the rear-seat speaker, designed to produce a unique vibrating-tone effect, is powered by an amplifier located in the trunk. The operating control is located under the center of the instrument panel. To operate the front speaker only, push knob in and rotate to extreme counterclockwise position; with the control rotated to the extreme clockwise position, only the rear speaker will operate; with the control set at various mid-positions, both speakers will operate with variable volume.

To operate as a VIBRA-TONE control, pull knob out and rotate until the desired effect is reached. Adjustment of this control will vary with personal taste and the type of program. For instance, when listening to voice, you would want a small amount of VIBRA-TONE effect; when listening to music, you would want a greater amount.

Electric Clock. To reset hands, pull out knob and turn. After hands are set, release knob. If the clock runs fast or slow, reset to correct time. The self-regulating mechanism will automatically change the clock speed proportionately.

Cigarette Lighter. To operate, the ignition key must be in either the accessory or operating positions. Push in, release, and it will automatically pop out when ready.



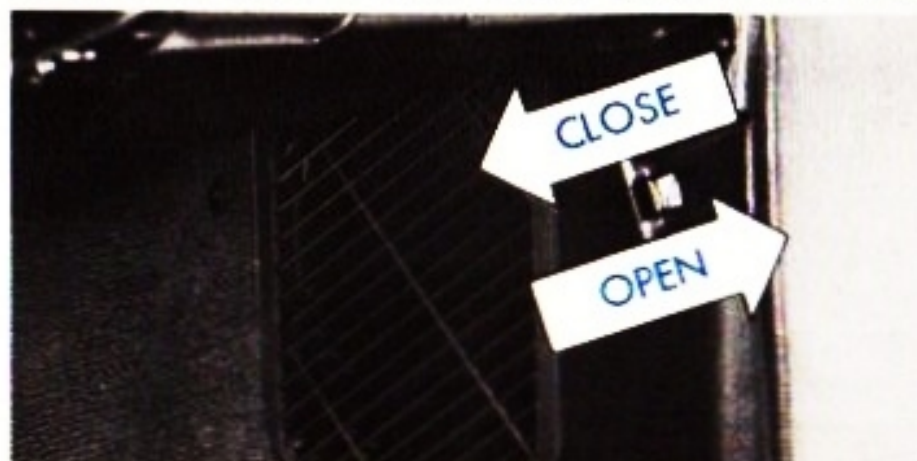
OPERATING INFORMATION

WEATHER-EYE VENT & HEAT SYSTEMS

Fresh-Air Ventilation. Fresh-Air vents are located on each side of the cowl near the floor. To open, pull back; to close, push forward. Each direct-control ventilator can be moved to vary the amount of air-flow into the passenger compartment.

Move TEMP lever on left side of control console up to full OFF position.

For additional fresh air, move AIR lever in center of control console to partial-down positions, as desired. To increase air-flow, move AIR lever 80% down or full down to engage low- or high-blower speeds respectively. If you prefer ventilation from above the instrument panel, move the DEF lever to the full down position.



Fresh-Air Heating. Both Fresh-Air vent controls must be pushed forward (near floor on each side).

Move AIR lever in center of control console to partial-down positions, as desired (no blower). For most efficient heating, move AIR lever to 80% down or full down to engage low- or high-blower speeds respectively. During engine warm-up (until temperature pointer moves), keep this lever in the up position to reduce cold drafts.

Move TEMP lever on left side of control console down to the degree desired for thermostatically-controlled heat.

For windshield defrosting, move DEF lever full down, and move AIR lever down to engage low- or high-blower speeds.

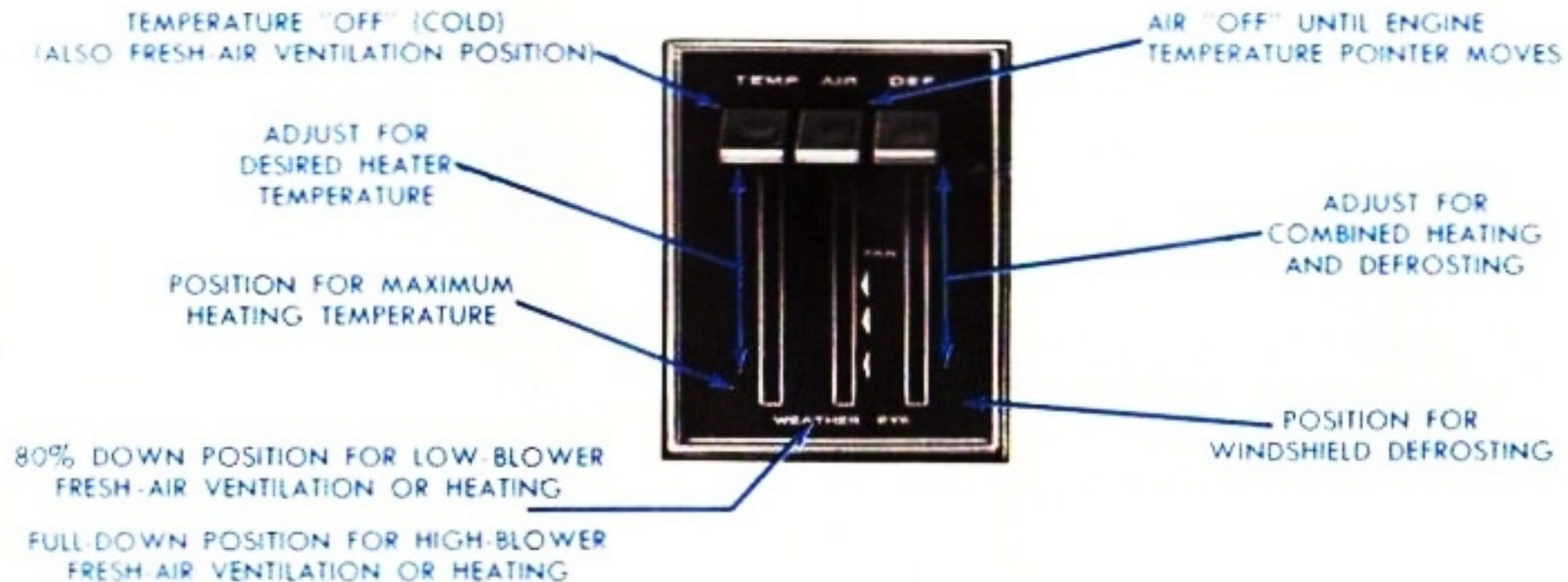
DEF lever may be moved to intermediate positions for combined defrosting and heating.

On cars with air-conditioning, the three grilles can also be used to direct warm air as desired. The controls in the console should be set for heater operation. Also set the A-C control lever all the way up. The air conditioning THERMOSTAT control knob (on the far left side) must be turned to the OFF position.

Note: During heavy snow conditions, accumulated snow must be brushed away from air-inlet grille in front of windshield before driving.

WEATHER-EYE OPERATION

For most efficient performance and to assure your comfort, the controls should be placed in the positions illustrated.





OPERATING INFORMATION

ALL-SEASON AIR CONDITIONING

The control console is on the left of the panel.

Start engine *before* engaging air conditioning system. Slide the outside AIR control to the OFF position. Turn the THERMOSTAT control to the OFF position.

Both Fresh-Air vent controls must be pushed forward (near floor on each side).

Expel accumulated warm air by opening front windows a few moments while driving, then close.

Move all four levers (A-C, TEMP, AIR and DEF) in the control console to the full up position (left of panel).

Then, slide the A-C air control lever down to engage LO, MED or HI blower-speed positions as desired for most efficient air conditioning. Use HI blower speed to accelerate initial cooling.

Turn air conditioning THERMOSTAT control (on the

far left side) clockwise to *start air-conditioning* (engages low-speed blower) and turn to desired temperature range for cooling.

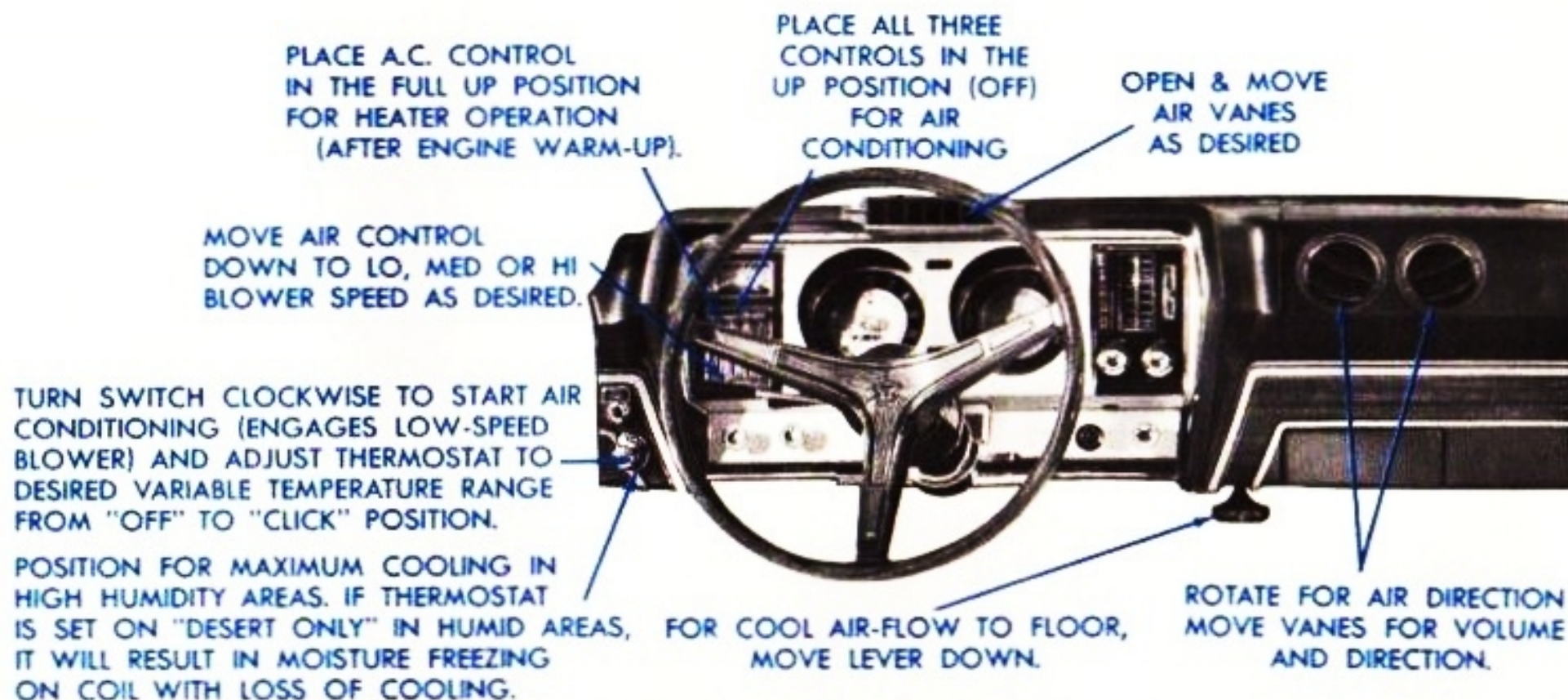
- a. Turn progressively clockwise (COLDER) for desired thermostatically-controlled cool air.
- b. In very low humidity, high temperature climates, such as in desert areas, turn further clockwise past click position to DESERT ONLY for continuous cooler air. Do not use this position in higher humidity conditions; coil freeze-up will result with loss of cooling.

Open the two round air-outlet grille ports in the panel center, plus the rectangular port in front of the steering wheel. Adjust air-flow at each of the three ports for spot or area cooling as desired.

To direct cool air on the floor, the FLOOR COOLING lever should be moved down (left of center, under panel). This feature can also be utilized when using the heater.

ALL-SEASON AIR CONDITIONING SYSTEM

For most efficient performance and to assure your comfort, the controls should be placed in the positions illustrated.



NOTE: Turn on A.C. system once a month for a moment or two to assure lubrication of compressor. Do this just after heater is operated so warmed thermostat will permit compressor clutch engagement.



OPERATING INFORMATION

FLASH-O-MATIC TRANSMISSION

The Flash-O-Matic transmission is offered as optional equipment. The following information describes in detail the operation of this 3-speed automatic transmission.

Starting the Engine. Place the gear selector lever in "P" (Park) or "N" (Neutral), and then turn the ignition key. When you are ready to drive, move the selector lever from "P" or "N" to the desired drive position. See "Starting" on page 35 for choke setting.

P—Park . . . Internal Transmission Lock for Parking

R—Reverse (use only when stopped)

N—Neutral

D2—2nd-Gear Start with Automatic Upshift to 3rd-Gear

D1—Complete Driving Range, 1st-Gear Start with Automatic Upshift to 2nd- and 3rd-Gear

L—Low-Range Drive, 1st-Gear Start with No Upshift



Parking. The "P" (Park) position provides an internal transmission lock for parking. The car should be brought to a complete stop before moving the gear selector lever to this position. The gear selector lever must be lifted up slightly to place in "P" (Park) position.

This position is also used when starting the car. Place the gear selector lever in "P" (Park) and start the car with key start. A safety switch is incorporated that is placed in circuit with the key start when the gear selector is placed in "P" or "N". This feature prevents accidentally starting the engine when the lever is in any of the driving ranges.

CAUTION: At no time should "P" (Park) be engaged when car is moving. When parked, and a possibility of being pushed by another car exists, do not use "Park." Internal damage to transmission would result from either condition.

Operating in Reverse. The gear selector lever must be lifted up slightly to place in "R" (Reverse) gear.

The vehicle must come to a complete stop before moving the gear selector lever into "R" (Reverse) gear.

Operating in the Driving Ranges. "D1" is recommended for best fuel economy and for all normal driving since it provides a complete driving range with a 1st

gear start. "D2" is the same in every respect except that it provides a 2nd gear start (eliminating 1st gear) and therefore is helpful for starting on poor traction conditions. Since starting in 2nd gear (D2) requires greater throttle opening for the same acceleration, more fuel would be used on starts in "D2".

While selection of "D1" and "D2" can be made from one position to the other when traveling at any car speed, there is no reason to do so except to pre-select the other starting gear for your next start.

Forced Downshift. To obtain extra acceleration power when driving from about 25 MPH up to about 58 MPH in either of the two "D" ranges, depress accelerator pedal completely, beyond the added resistance which automatically downshifts the transmission from 3rd-to-2nd gear. Also, a forced downshift from 3rd-to-1st gear can be made in the same manner when driving in "D1" below speeds of about 24 MPH.

Part-Throttle Downshift. A 3rd-to-2nd gear downshift can be made when driving in either of the two "D" ranges at speeds up to about 25 MPH. This can be done by depressing the accelerator pedal to the point where the actuating resistance of the downshift control is felt.

Operating in "L" (Low) Range. The "L" (Low) range is provided for use in deep sand or snow, ascending or descending steep grades, or where traffic conditions

require low range gear. When descending long, steep mountain grades, the use of "L" range will aid in holding the car to a safe speed, and will also avoid the excessive use of brakes.

It is possible to change from either "D2" or "D1" selector positions to "L" position at any car speed. The gear selector lever must be lifted up slightly to place it in "L" (Low Range). When the gear selector lever is moved to "L" range above about 20 MPH, an immediate downshift from high range to intermediate range will occur. A further downshift to low range will follow when speed is reduced below about 20 MPH with closed throttle.

CAUTION: The changes from either "D2" or "D1" 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 could induce a skid. On slippery roads, safety demands that the car speed be reduced by judicious use of the car brakes.

Holding Car on Hill. It is possible to hold the car stationary, for limited periods of time only, on up grades by depressing accelerator pedal slightly while in "D1" or "L" ranges. For longer periods or on steep hills, this practice is not recommended.

When parked on a hill, start engine with transmission lever in "Park" position to prevent rolling when parking brakes are released.



OPERATING INFORMATION

Emergency Starting. If the engine cannot be turned over with the starter due to a run-down battery, cars with *automatic* transmission *cannot* be started by pushing. Therefore, an electrical assist using "jumper" cables is necessary. Be sure "polarity" is correct when attaching cables. Place transmission in neutral or park and set parking brake.

Towing. Your car may be towed on rear wheels at speeds under 35 MPH with selector lever in *neutral* position. NOTE: Transmission fluid must be at proper level.

CAUTION: Disconnect drive shaft or raise rear wheels if any of the following conditions are present:

1. Known or suspected transmission malfunction.
2. Car is to be towed over 50 miles.
3. Car is to be towed over 35 MPH.

Care and Maintenance. Check transmission fluid level every 4,000 miles. See pages 42 and 50.

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" more because of the increased power transmitted by the torque converter. See idle speed on page 51.

It may be necessary to have your dealer adjust the idle speed to minimize creeping tendencies until engine friction stabilizes. Some drivers find it convenient to keep their foot on the brake pedal at stop lights to avoid creeping, in the interest of safety.

Coasting. A Caution—Do not coast with the transmission in Neutral (N). Safer driving results from always having the engine "in gear."

SHIFT-COMMAND (automatic with manual control). This unique transmission for V-8's offers the convenience of automatic shifting coupled with the added feature of manually selecting the drive range desired for added performance.

Generally, the function of the floor-shift transmission compares with the column-shift Flash-O-Matic.

PRK—Park . . . Internal Transmission Lock for Parking

REV—Reverse (use only when stopped)

NLT—Neutral

DRV—Normal Driving Range, 1st-Gear Start with Automatic Upshift to 2nd- and 3rd-Gear.

2ND—2nd-Gear Start with No Upshift

1ST—1st-Gear Start with No Upshift

Push the button on top of the shift lever to permit movement between certain desired positions.



Starting the Engine. Place the gear selector lever in PRK (Park) or NTL (Neutral), and then turn the ignition key. When you are ready to drive, move the selector lever to the desired position. See "Starting" on page 35 for choke setting.

Parking. The PRK (Park) position provides an internal transmission lock for parking. The car should be brought

to a complete stop before moving the gear selector lever to this position.

CAUTION: At no time should PRK (Park) be engaged when car is moving. When parked, and a possibility of being pushed by another car exists, do not use Park. Internal damage to transmission would result from either condition.

This position is also used for starting the car. Place the gear selector lever in PRK (Park) and start the car with key start. A safety switch is incorporated that is placed in circuit with the key start when the gear selector is placed in PRK or NTL. This feature prevents accidentally starting the engine when the lever is in any of the driving ranges.

Operating in Reverse. The vehicle must come to a complete stop before moving the gear selector lever into REV (Reverse) gear.

DRV—Driving Range. Place the lever in DRV position after engine is started. This position provides a 1st-gear start followed by an upshift to 2nd and then 3rd gear, plus downshift to 2nd gear automatically. To obtain extra acceleration power from about 35 MPH up to about 65 MPH, depress accelerator pedal completely, beyond the added resistance, which actuates the downshift control from 3rd-to-2nd gear. The transmission will stay in



OPERATING INFORMATION

second until a speed of 63-72 MPH is reached or until the accelerator is momentarily released, upshift to third will occur automatically.

2ND—2nd-Gear Driving Range. When the selector lever is placed in 2ND, the car will start and remain in 2nd gear.

To obtain extra acceleration power at any speed below 63-72 MPH with the selector lever in DRV range, the transmission may be manually downshifted into 2nd gear by moving the lever to the 2ND position and depressing the accelerator for the performance desired.

The transmission will remain in 2nd gear until the selector lever is returned to DRV position at which time the transmission will upshift to 3rd gear, unless speed is below the automatic shift-point, which in this case when reached, the upshift will be automatic.

1ST—1st-Gear Driving Range. When the selector lever is placed in 1ST, the car will start and remain in 1st gear.

To obtain extra acceleration power with transmission in 2nd or 3rd gear, the transmission may be manually

downshifted at any speed below 35-39 MPH by placing the selector lever in the 1ST position and depressing the accelerator for the performance desired. The transmission will remain in 1st gear until the selector lever is returned to the position desired 2ND or DRV.

Manual Shifting. Start with selector lever in 1ST and manually upshift to 2ND and then to DRV while accelerating for the desired speed and performance. If selector lever is moved to DRV below speed at which automatic upshift would normally occur, the transmission will remain in 2nd gear until that speed is reached.

Downshifting is controlled by the transmission. If lever is moved from DRV to 2ND above speed of 63-72 MPH with the accelerator released, the transmission will remain in 3rd gear until 65-69 MPH is reached, at which time it will shift into 2nd gear. If lever is in 2ND and is moved to 1ST above 20-24 MPH, it will stay in 2nd gear until deceleration reaches 24-20 MPH, then it will shift into 1st gear.

If selector lever is moved to 1ST from DRV at speed above 63-72 MPH with accelerator released, the transmission will progressively downshift to 2nd gear and then to 1st gear.

Manual shifting to utilize engine braking on mountainous grades is possible by slowing car speed to below 65-69 MPH, and shifting from DRV to 2ND. The transmission will downshift automatically into 2nd gear and remain in until selector lever is returned to DRV.

If the grade is unusually steep and slower descent is required, slow speed to below 24-20 MPH, move the gear selector lever to 1ST. The transmission will automatically downshift into 1st gear and remain until selector lever position is changed to 2ND or DRV.

CAUTION: Do not drive car in 1ST or 2ND driving ranges for sustained periods at high speeds resulting in excessively high engine RPM's.

For other information, refer to Flash-O-Matic pages.

STANDARD 3-SPEED MANUAL TRANSMISSION

Three forward speeds plus reverse are easily controlled by standard "H" pattern movement of the gearshift lever. To operate, depress clutch pedal fully, place gearshift lever in first (low) position, then slowly release the clutch pedal fully as you step on the accelerator. Shift to second and third in the same manner. Engage first or reverse gears only when the car is not moving. To stop, release accelerator, depress brakes and as the car slows down, depress clutch pedal and move gear-

shift lever to neutral. To prevent excessive clutch wear, do not rest your foot on the clutch pedal except when shifting.

At slow speeds and in stop-and-go traffic, responsiveness is gained by using second gear. When climbing or descending steep grades, use second gear (or first if necessary).

OVERDRIVE MANUAL TRANSMISSION

Gear shifting procedure for overdrive is basically the same as standard transmission. To place overdrive in operation, push the control (under panel, adjacent to steering column) to the full forward 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 25-30 MPH) and pull out the control knob. Below 20-25 MPH, the engine must be driving car—NOT coasting—when this shift is made.

With the overdrive control "in" and car moving at 25-30 MPH or more, the shift to overdrive (in 2nd or 3rd gear) is made by momentarily releasing the accelerator.

On slowing down, when the accelerator is released, at about 25-20 MPH, the drive changes automatically from overdrive to standard drive.



OPERATING INFORMATION



With overdrive control "in", and at speeds from 25-30 MPH (before overdrive engagement), it is possible to shift from 1st to 2nd gear and between 2nd and 3rd gears without using the clutch.

When operating in overdrive, one simple operation permits return to conventional third speed with added power. This is accomplished by depressing the accelerator to the full limit which operates electrical controls to effect the shift to third. When pedal is released, the

shift back to overdrive occurs if car speed is above 25-30 MPH.

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

Emergency Push Starts for Manual Transmissions.

First, check bumper alignment. Turn off all electrical systems. Pull overdrive control out, if so equipped. Turn ignition key on. Shift to high gear and hold clutch pedal in. At about 15 MPH, signal pushing car to fall back, press accelerator pedal and slowly release clutch pedal . . . engine should then start. Until engine starts, *extra* manual effort will be required to operate power steering and power brakes! For "jumper" cable starts, see "Emergency Starting" in previous "Flash-O-Matic" section.

Note: When parked, and a possibility of being pushed exists, do not leave manual transmission in gear to prevent internal damage. Use neutral and set parking brake. To park in-gear with the overdrive control pushed in, move gear shift lever to reverse.

4-SPEED MANUAL TRANSMISSION

The fully-synchronized 4-speed transmission for V-8's permits smooth, quick, synchronized shifting, up and down through all forward speeds without clashing gears. This includes initial shifting into 1st gear and downshifting into 1st even when the car is moving at low speeds (see chart).

To operate, depress clutch pedal fully, shift to 1st gear, then slowly release clutch pedal as you step on the accelerator (repeat for other gears). Shift pattern is marked on the shift-lever knob (and console, if equipped).

Inadvertent reverse-gear engagement is prevented by means of a spring-loaded safety "T" release lever (located below the shift knob) which must be pulled up to permit shifting *into* reverse. *Do not* attempt to engage reverse while car is moving. To park securely, shift to reverse and set parking brake.

Downshifting can be used to help reduce car speed by utilizing "engine braking" (prolongs brake life). Downshifting is also good practice to gain pulling power (before engine "labors" in high gear) in climbing steep hills or at low speeds. When downshifting, progressively shift from 4th to 3rd to 2nd and then to 1st gear (do not skip gears). Overall flexibility is apparent when using 3rd as a powerful cruising gear to cope with hilly roads or heavily-congested traffic.



To minimize engine overspeed with resultant possible damage, observe the *maximum* safe speed limits while downshifting. Also, downshift before reaching the *minimum* low speeds to prevent engine laboring. The recommended downshift sequence at maximum and minimum car speeds is listed as follows:

Downshift Sequence	MPH (with 3.15 axle)*
4th to 3rd gear.....	60 max. to 30 min.
3rd to 2nd gear.....	45 max. to 20 min.
2nd to 1st gear.....	30 max. to 0
*reduce max. figures 5 MPH with 3.54:1 axle	

For your information, transmission ratios are as follows:

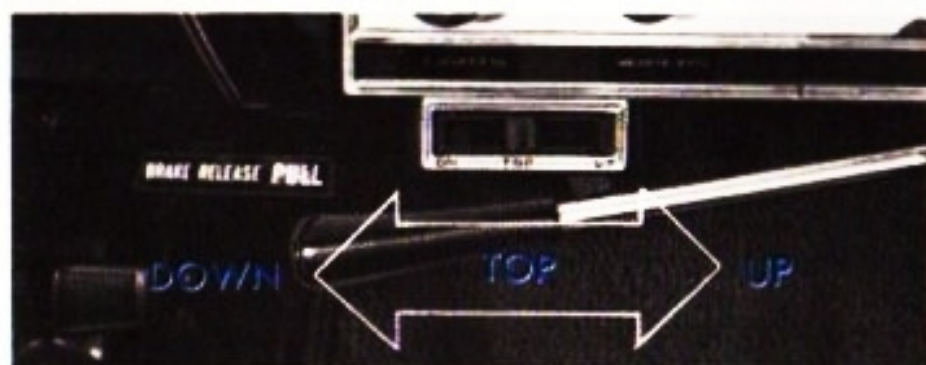
1st—2.64:1	3rd—1.60:1	
2nd—2.10:1	4th—1.00:1	Reverse—2.71:1



OPERATING INFORMATION

CONVERTIBLE TOP OPERATION

Lowering the Top. Stop the car and lower the side windows before you lower the top. Be sure the top-storage well is clear. To release the top from the windshield header, pull back each of the two latch-handles and check hook release. Unsnap the rear window retainer strap and *fully* open the zipper. Carefully place the *glass* rear window into the well behind the seat. Note: The top can also be lowered with the window *fully* zippered in place.



Turn ignition key to operating or accessory position. Operate TOP control switch, located on far left of instrument panel, until the top is in the full-down position. Slide front edge of boot (top cover) into channel on rear seat-back. Center the boot over the top and secure with snap fasteners.



Raising the Top. Stop the car and remove the boot. Lower side windows to prevent interference. Turn the ignition key to operating or accessory position. Operate the TOP control switch and the top will automatically raise and settle on the windshield frame. Before fastening the top latches above the windshield, lift rear window, snap the retainer strap, and close the zipper. Line-up the guide-studs with mating holes in the windshield frame. Press down on each of the two latch-handles making certain the hook is first engaged in the catch (lift handle to engage hook).

Convertible Top Care (& Vinyl-Covered Roof).

Wash vinyl top with clean water and mild soap. Rinse thoroughly with clean water. Wipe off excess water with absorbent cloth or sponge. Use AM Plastic and Leather Cleaner for hard-to-remove stains. Never lower a damp top. When the top is lowered, keep it covered with the protective vinyl boot.

The flexible-glass rear window can be washed and cleaned just like any other window in the car.

STATION WAGON

Cargo Space Conversion. First, release manual latches behind each side of the rear-seat back. Then fold the seat-back down on the seat cushion. Apply additional downward force to secure the seat-back down in place with the filler panel. To release, press down on the folded seat-back to permit releasing (lift-up) of the filler panel.



Three-Seat Station Wagon. This model provides a rear-facing seating arrangement for additional passenger accommodations. When the rear and third seats are lowered to the flat position, full cargo space is provided.

To place the third seat in cargo position, first pull the seat-cushion up with the assist strap and then rearward to rest on the rear panel lip. To fold the seat-back down, manually start the folding-action of the support arms located on both sides of the seat, and lower seat-back.

Additional hidden cargo space can be utilized under the third seat when folded down.





OPERATING INFORMATION



Aircraft-type nylon tie-down straps (shown), and luggage carriers, for the roof rack, are modest-cost accessories available at A.M. dealers. See page 46 for load-carrying capacity.

Hidden Compartment.

In addition to the space around the spare tire, a special hidden compartment for valuables, tools, chains, etc. is concealed to the right of the spare tire well on two-seat station wagons. It is on the left side of the seat in three-seat wagons. Open the compartment with the round-head key; push button for release on models without key.



for 2-Seat Models

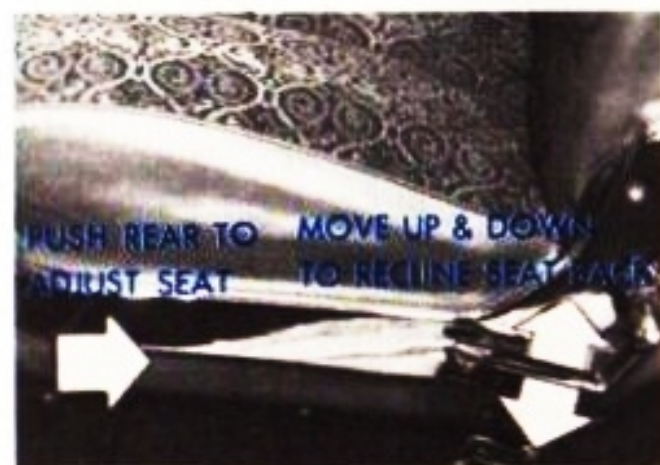


for 3-Seat Models

SEATING

Front Seat Adjustment. The adjusting lever is located at the front left corner of the seat base, and at each outer front corner of the divided seats (individual and bucket). Push knob to rear to adjust seat as desired.

Airliner Reclining Seats. Each front-seat back is independently adjustable to various reclining positions. The seat-back may be lowered one position at a time by moving the control lever *up and down*, progressively to the desired 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 seat-back. The seat-back is easily raised without use of the lever by simply pulling the seat-back up to the desired position.



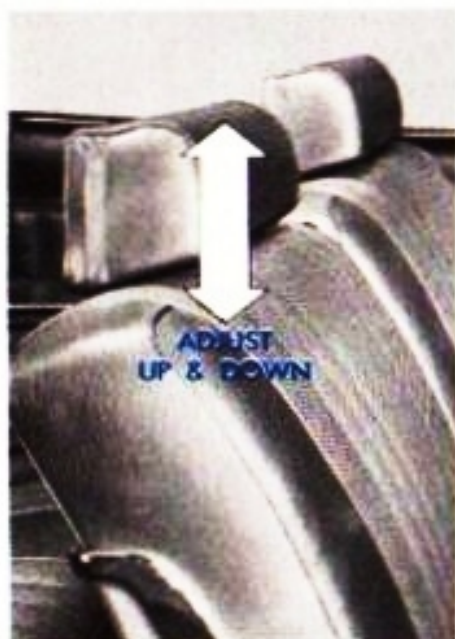
Reclining Seats for use as travel beds on certain models (see Note below): A pair of seat-back supports will be furnished by your dealer at no additional charge upon request if bed conversion is desired. Place the front seat or seats in the full forward position. Lift rear seat cushion, pull back floor cover and install front seat-back supports in floor brackets.

Lower the reclining front seat-back to the bed position. The use of pillows and bedding will help smooth out the seat contours for greater comfort. Window screens are available from your dealer for insect protection. NOTE: The seat-back cannot be lowered to the full-down bed position on models with bucket seats or floor-shift transmissions.



OPERATING INFORMATION

Adjustable Headrests. Individual positions provide added comfort by supporting the head when relaxing. If desired, headrests can be removed completely and carefully inserted (in pairs, back-to-back) between the individual front seat cushions (except slim bucket seats). This provides a handy storing position plus a comfortable armrest for driver and passenger.



**Headrests for
Regular Seats**



**Headrests for
Bucket Seats**

Seat Belts. Before fastening buckles, make sure belts are not twisted. Adjust belt length to hold you comfortably yet firmly in place, and wear belts low around hips. With optional retractable belts, the belt drum should be fully exposed to eliminate slack thus assuring tightness and safety. Remember, USE SEAT BELTS!

Shoulder Belts. Installation provisions are standard to accommodate front-seat shoulder belts which are offered as a dealer accessory. Special anchor plates for the outer shoulder belt are built into the upper roof rail behind the headliner (about midway between front and rear seats). A plastic clip (part of the accessory kit) is located forward on the roof rail to serve as a stowage clip for the belt when not in use. For convertibles, the attaching point for the outer shoulder belt is on the rear-quarter panel. The inner half of the shoulder belt uses the same attachment point for the regular seat belts. Shoulder belts should be adjusted with about 2" extra length when buckled.



OTHER EQUIPMENT

Power-Lift Side Windows. This power-assist equipment enables each side window to be operated by its own electric motor. An individual control button is provided for each side window, while a complete set of buttons on the driver's door enables remote control of all side windows including a fifth lock-out control which allows only the driver to operate the windows as a safety feature. Pressing a button up raises the window—pressing down lowers it. To operate windows, ignition must be "on" or in the accessory position.



Tachometer. The electric tach is mounted on top of the panel to the right of the steering wheel. The lighted dial has a 250° arc registering engine speed (0 to 6,000 RPM) with distributor-ignition impulses. The tach helps achieve optimum performance in shifting gears without overspeeding engine (indicated red beyond 5,000 RPM). The tachometer is available from A.M. Dealers.

Power Brakes. Power Brakes require less pedal effort and permit quicker application. The system employs a booster operating on engine vacuum. In event of engine stalling, about two brake applications remain before vacuum reserve is exhausted—added pedal effort is then required. To park on steep grades, set parking brake with foot brake assistance prior to stopping engine. Do not release park brake until engine is started. Check fluid reservoirs every 4,000 miles (see page 42).

Disc Brakes. The front disc brakes offer greater stopping ability plus anti-fade characteristics over a wide variety of conditions involving speeds, terrain and weather. Stopping ability is *directly* proportional to pedal effort, due to the unique characteristics of disc brakes which differ from regular drum brakes. Disc brakes provide maximum stopping ability and greater car control with less tendency of sliding tires. You will soon become familiarized with the capabilities and characteristics of the power disc brakes. Like regular brakes, disc brakes are self-adjusting and can be relined when required. Check fluid reservoirs every 4,000 miles (see page 42).



OPERATING INFORMATION

Adjust-O-Tilt Steering Wheel. The adjustable steering wheel can be placed in one of seven different positions by lifting the small lever located below the turn signal on the left side of the steering column. Move the steering wheel to the desired position and release the adjustment lever to lock the wheel in position.

The wheel position may be changed while driving. The Adjust-O-Tilt Steering Wheel permits selection of the most comfortable position to suit individual taste and provide ease of entry and exit. The steering wheel is spring loaded, lifting the lever automatically raises the wheel to the highest position.



Power Steering. Far less effort is required to park and steer with A.M. power steering. With the engine off, or if the power system fails, positive control can be maintained but with *increased* steering effort. Check fluid reservoir every 4,000 miles (see page 41).

"Twin-Grip" Differential. The "Twin-Grip" differential is designed to give positive traction to both rear wheels at all times, whereas one wheel would spin in a conventional differential whenever snow, ice, mud, or rough gravel roads are encountered.

The traction from the wheel that is spinning is equalized and transferred to the wheel that is not spinning, virtually locking both axles in positive drive.

If additional lubricant is required, use AM approved type available at AM dealers. Other brand lubricants, formulated for limited-slip differentials, can be used if refined and sold by a reputable concern (see page 41).

CAUTION: Cars equipped with "Twin-Grip" should not have the rear wheels balanced with an "on the car" type balancer. "Off the car" type balancers are recommended. The locking feature will cause the car to drive-off or throw the "chocks" used with this type balancer causing damage to the car or injury to the operator.

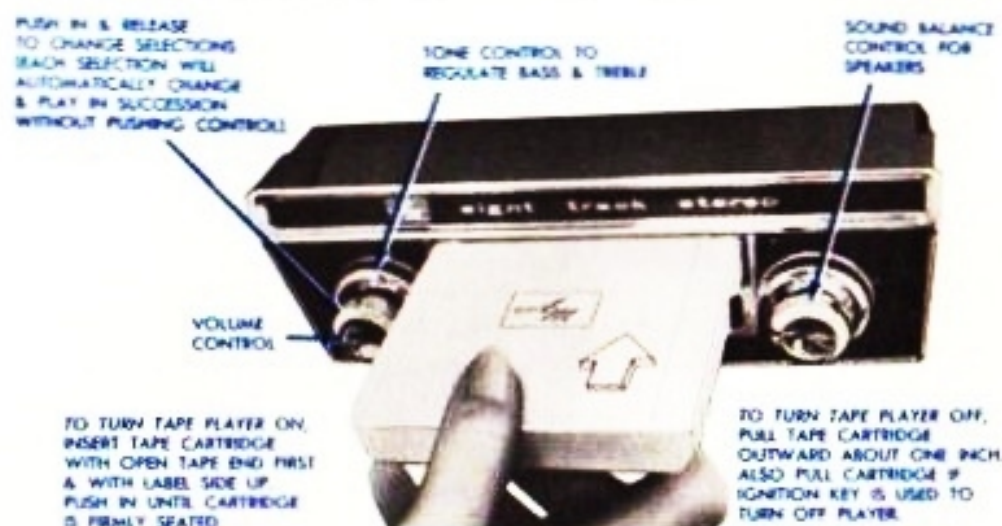
Cruise-Command (Automatic Speed Control). This electro-mechanical speed control system uses engine intake-manifold vacuum and the transmission to maintain a pre-set cruising speed by automatically regulating the accelerator. The system senses car speed to permit constant-speed cruising with your foot off the accelerator.

Cruise-Command control button is on the far left side of instrument panel. Any cruising speed can be set between 30 and 85 MPH. To engage speed control, lightly depress the control button while holding the accelerator at the desired speed, indicated by speedometer. Once set, the system maintains desired speed on level roads, plus up and down hills. The system will automatically disengage when the brake pedal is lightly depressed.

Cruise-Command can be set at a higher speed than initially selected by simply accelerating up to the new desired speed, and then completely depressing the control button and releasing same while maintaining car speed. A lower controlled speed can be achieved by completely depressing the control button (and holding it in) until the lower speed is reached, at which time, the control button should then be released.



8-Track Stereo-Tape Player. The stereo-tape player uses pre-recorded 4-dual channel (8 track) tape cartridges which are widely available at moderate cost. Ignition key must be turned to "on" or "accessory" position to permit operation of tape player. It is not necessary to operate radio to play tapes (completely separate systems). Store tape cartridges out of direct sun in a clean and dry place with open tape end downward.



Engine Heater. The engine-block heater cord (extends to the grille) should be connected to a standard 110-115 volt A.C. electrical outlet with an appropriate extension cord. Preheated engine coolant permits quicker starts with reduced engine wear, plus faster car heater output in extreme cold weather. The heater can be used as desired for indefinite periods.



TIPS ON DRIVING

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BREAK-IN PERIOD

Your new car was serviced by your dealer to be "ready for the road" upon delivery to you. Thanks to advanced engineering and manufacturing methods, and because of your dealer's final adjustments, your new car does not require a prolonged, low-speed break-in.

Naturally, the way you drive during initial mileage will have an effect on future operation. The engine and running gear, including transmission and brakes, will operate more efficiently if you follow a few simple rules.

For the first 100 miles, keep under 50 MPH. For the next 150 miles, keep under 60 MPH. During these short periods, avoid all full-throttle accelerations, and avoid cruising at any steady speed.

After starting a cold engine, drive at moderate speeds until engine warms up. Try to avoid sudden stops so brake linings can seat in more uniformly.

After 250 miles, short periods at increasingly higher speeds are permissible. Step up speeds gradually as mileage accumulates to any reasonable speed within legal limits.

CAUTION: Do not run the engine with garage doors closed since the exhaust gases contain large quantities of deadly carbon monoxide.

Engine and gear noise, as well as fuel and oil consumption, can be expected to reduce as break-in mileage progresses and internal friction decreases. The original engine oil and filter should be changed at 4,000 miles. Correct viscosity and quality engine oil should then be used with a new filter (see page 39).

ADDITIVES

Your dealer has American Motors approved engine "additives" which are compatible with all engine parts, and can be used if desired. Consult your dealer for correct usage of the approved additives. The factory cannot assume responsibility if other brands are used.

FUELS

The six-cylinder and two-barrel carburetor V-8 engines are designed to operate efficiently on "regular" grade gasoline. Detonation or "fuel knock" are normally absent but can be encountered from a number of factors such as combustion chamber deposits, ignition timing, engine temperatures, atmospheric variables and other conditions.

Where necessary, retarding ignition timing slightly from initial recommended settings will usually eliminate "fuel-knock" problems. However, retarding timing as much as 5° will also reduce fuel economy and impair performance; therefore this change should be made only after a good quality regular-grade fuel has been tried.

For owners who elect to use premium grade fuel, an advance in ignition timing is suggested (see page 51).

On the high-compression-ratio V-8 engine with four-barrel carburetor, premium fuel is required.

STARTING

FOR ALL WEATHER CONDITIONS: Place manual transmission in neutral, and automatic transmission in neutral or park. Depress accelerator at least halfway and release to pre-set automatic choke. Next, turn ignition key to extreme right to start engine.

For 2-barrel 232 six equipped with "Engine Mod" exhaust emission control system for California: Before starting, depress accelerator fully to pre-set choke and return to about $\frac{1}{4}$ open position. Hold this accelerator position while starting.

ABOVE FREEZING: After warm-up, reduce engine speed by a sharp tap of the accelerator (before shifting).

BELOW FREEZING AND EXTREME COLD: After warm-up, it is not necessary to reduce engine speed prior to shifting unless speed is excessively high. If excessive, reduce engine speed by a sharp tap of the accelerator (before shifting). In extreme cold, it may be necessary to raise engine speed with accelerator after starting to keep engine running during warm-up.

NOTE: If engine does not start in a reasonable length of time and you suspect flooding, wait a few moments. Then, hold the accelerator fully open and continue starter engagement. To help prevent flooding, do not "pump" the accelerator.



TIPS ON DRIVING

IDLING

Avoid excessively long idling periods since this is not an ideal way to warm-up an engine, and it wastes gasoline.

Water condensation in the cylinders and engine wear both are accelerated under these conditions. Warm-up is accomplished more quickly and efficiently by driving at low-to-moderate speeds. Shut off the engine during a prolonged stop at either a railroad crossing or in a traffic jam—restarting takes a negligible amount of gasoline.

See page 51 for correct engine idle speed.

CITY DRIVING

The frequent starting and stopping, prolonged idling periods and perhaps a tendency to demonstrate fast accelerating ability all combine to waste gasoline and reduce overall 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 not harmful to a warmed-up engine. Fuel consumption, however, will be much greater than at lower speeds. After long, fast driving in extremely hot weather, let engine idle about $\frac{1}{2}$ minute before shutting off to reduce coolant boiling tendency in block.

Severe application of brakes at high speed is hard on the linings. For example, 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. Use a good grade of engine oil. Modern premium oils, drained at regular intervals keep your engine clean inside and prolong its life.

COLD WEATHER DRIVING

Cold weather driving probably imposes greater hardship on the engine and vehicle than any other natural operating condition. Fuel economy will be adversely affected during winter operation. Frequent starting and short trips in cold weather are particularly conducive to reducing

fuel economy, and 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 contaminants.

Drive at moderate speeds 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 in cold.

Keeping the gas tank full in cold weather will reduce the tendency toward water condensation in the tank and possible resultant fuel line freezing. Fill tank at end of each day's driving rather than at the start. Addition of American Motors Fuel System Antifreeze prevents fuel line freeze in severe weather.

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

ECONOMY DRIVING

Fuel economy is dependent on many important factors including driving technique, weather, car care, equipment, and car design. Moderation in driving is probably the greatest single-factor affecting maximum economy.

In addition to the mechanical strain and the accelerated wear produced by intemperate driving, gasoline consumption is materially increased. Miles per gallon decrease rapidly as speeds increase above 30 MPH. At 60, for example, only two-thirds as many miles per gallon can be obtained than at 30 MPH. Unnecessary acceleration, braking, and idling waste gas. Knowledge of all interrelated and variable factors will improve operating economy. This "Tips on Driving" section explains fuel economy in general. For a free copy of our "Fuel Economy" booklet, which contains more information, check item desired on the coupon-page in the Protective Maintenance Booklet.

TRAILERS

If you plan to tow a utility or house trailer, it is advisable that you follow our instructions covering rear axle tire load limits, springs, hitch specifications, etc. To obtain this free information, check item desired on the coupon-page in the Protective Maintenance Booklet.

SERVICE MANUAL

Although this Owner's Manual (and the Protective Maintenance Booklet) thoroughly covers the operation and lubrication recommendations for your car, more detailed technical information is available in the Technical Service Manual. To obtain a manual, please check correct block on the coupon-page in the Protective Maintenance Booklet, and enclose your check.



Protective Maintenance

*Service that's so good
you help us sell cars*

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PROTECTIVE MAINTENANCE

Your new car is designed to be easily serviced and maintained in like-new condition. The Protective Maintenance recommendations outlined in this section will assist in keeping your car operating at peak performance, at lower cost and with greater satisfaction, when performed at 4,000-mile intervals. American Motors Dealers are staffed with experienced mechanics who know your car thoroughly, and are equipped with the special tools and approved parts to make repairs and adjustments properly.

The separate Protective Maintenance Booklet, which also covers the Warranty, provides a detailed maintenance schedule based on an easy-to-follow coupon system.

ENGINE OIL CHANGES

The initial change of oil and oil filter should be made at the first 4000 miles. This mileage and mileages for subsequent drains are affected by a variety of conditions. No single mileage figure can apply to all types of driving (see Mileage Chart on next page). Under normally favorable conditions, draining at 4,000-mile intervals is a good practice. When changing oil, drain crankcase after engine has reached normal operating temperature to assure complete removal of used oil.

ENGINE OIL CHANGE MILEAGE CHART

AT FIRST 4000 MILES, drain break-in oil and change oil filter . . . then follow these recommendations for subsequent servicing:		EVERY 4000 MILES	EVERY 2000 MILES	EVERY 1000 MILES
ENGINE OIL DRAIN	Favorable Conditions (summer and winter) with over 10 miles average per trip:	X		
	Summer Conditions (over 32°F. average) with less than 10 miles average per trip:		X	
	Winter Conditions (below 32°F. average) with less than 10 miles average per trip:			X
	Predominantly Dusty Driving Conditions:			X
Change Oil Filter (every 2000 miles in predominantly dusty driving conditions):		X		

ENGINE OIL QUALITY

For maximum engine protection under all driving conditions encountered during the recommended oil change intervals shown above, it is necessary to use only "MS" certified sequence-tested oils. The term "MS" must appear on the oil container singly or in conjunction with other designations. "MS" designated oils are heavy-

duty detergent oils that are formulated to withstand all service conditions in modern powerplants. Engine oils designated only as "ML" and/or "MM" are not recommended and should not be used except in an emergency when "MS" oil is not available. Certified sequence-tested engine oils are described on their containers by such phrases as: meets, exceeds, excels, or has proven superior in the test requirements, test sequences, MS Service tests, standards, and service requirements, of automotive manufacturers, automakers, or car manufacturers for MS service or Service MS.

ENGINE OIL VISCOSITY

Single viscosity or multi-viscosity types of oil are equally acceptable if refined and sold by a reputable marketer. Refer to the following chart for oil viscosity number.

ENGINE OIL CHART

Oil Viscosity Number used should be determined by the lowest anticipated temperature before the next oil change period.

Lowest Temperature Anticipated	Recommended Single-Viscosity	Recommended Multi-Viscosity
Above + 32° F.	SAE 20W-20	SAE 10W-30
Above 0° F.	SAE 10W	SAE 10W-30
Below 0° F.	SAE 5W*	SAE 5W-20

*Sustained high speeds (above 65 MPH) should be avoided when using SAE 5W engine oil since oil consumption may be greater under this condition.



PROTECTIVE MAINTENANCE

ENGINE OIL LEVEL

Form the habit of having the oil level checked whenever fuel is purchased. Allow a few minutes for oil level to stabilize to assure an accurate check. This is especially true on a cold engine. If the oil level is down to the ADD oil mark on the oil level gauge, add one quart of oil to bring it up to the FULL mark. DO NOT OVERFILL past FULL mark to help prevent high consumption. It is not unusual to expect oil additions between oil changes due to varying conditions of car usage (one quart per 1000 miles is not excessive). Crankcase capacity is 5 quarts (4.2 Imperial quarts) with the recommended filter change.

ENGINE OIL FILTER

The filter should be changed at the initial drain period and every subsequent drain thereafter. To assure maximum efficiency and protection, insist on a genuine American Motors Oil Filter.

The throw-away filter can be removed by hand or strap-wrench. To assure proper installation, follow instructions printed on the filter.

A full-flow oil filter is mounted at the lower front right side on V-8 engines, and at the lower center right side on six-cylinder engines.

AMERICAN MOTORS MOTOR OIL

Certified sequence-tested MS oil of highest quality, in multi-viscosity SAE 10W-30 and SAE 5W-20, is available at your American Motors Dealer.



LUBRICATION

The front suspension system and certain other parts (see page 41) are designed to be lubricated normally every 32,000 miles or 3 years, whichever occurs first, (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year). Your American Motors dealer has factory trained personnel and is equipped to properly lubricate the required points of lubrication at the recommended interval.

PROTECTIVE MAINTENANCE LUBRICATION RECOMMENDATIONS

Engine Crankcase.....MS Certified Sequence-Tested Engine Oil (See pages 39 & 40).

*Manual Transmissions.....SAE 80 Gear Lubricant.

*Automatic Transmissions.....Automatic Transmission Fluid Type "A", "AQ-ATF", Suffix "A".

*Conventional Rear Axle.....SAE 80 Gear Lubricant of API-GL-4 quality to maintain level (use SAE 90 if 80 is not available).

*"Twin-Grip" Rear Axle.....Limited-Slip Gear Lubricant to maintain level. SAE 90 above 0°F. SAE 80 for sustained conditions below 0°F. See your A.M. dealer.

*Power Steering Pump Reservoir.....Automatic Transmission Fluid Type "A", "AQ-ATF", Suffix "A". Fill reservoir until oil level is half-way up filler neck on 6 cyl. models, 1" below top of reservoir on V-8 models.

*Manual Steering Gear.....Multi-Purpose Chassis Lubricant.

*Brake Master Cylinder.....Drum: SAE 70-R-3 Heavy-Duty Fluid. Disc: AM 8991860 (Dow Chemical Co. HD 50-4), High Boiling Point (550°F. min.)

Front Wheel Bearings.....Wheel Bearing Lubricant.

Exhaust Control Valve.....Graphite in kerosene or penetrating oil.

Parking Brake.....Apply "Lubriplate".

Accelerator Linkage.....Apply engine oil.

Distributor Cam.....Distributor Cam Grease (overhaul or point set replacement).

Front Suspension Ball Joints, Steering Linkage Ball Joints, Clutch Linkage, & Steering Column & Gear Shift Linkage.....Multi-Purpose Chassis Lubricant required normally every 32,000 miles or 3 years, whichever occurs first (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year). See your A.M. dealer.

Door & Window Weather Strips.....Clean sealer rubbers. Apply silicone oil (A.M. Silicone Lub Spray).

Key-Lock Cylinders.....Apply silicone oil to key and insert in lock cylinder, repeat several times.

Door, Hood, Trunk & Tailgate Lock Mechanisms...Apply "Lubriplate".

Door, Hood, Trunk & Tailgate Hinge Pivots.....Apply engine oil.

Glove Box Latch & Hinge.....Apply "Lubriplate".

Ashtray Slides.....Apply "Lubriplate".

*No drain or refill recommended—except when overhauled or serviced. Specifications apply to types to be used when adding to maintain recommended levels.

NOTE: Universal joints and rear wheel bearings require no periodic lubrication except in case of major service.



PROTECTIVE MAINTENANCE

FLASH-O-MATIC & SHIFT-COMMAND TRANS.

Fluid level should be checked every 4,000 miles. Changing fluid is normally not required, except for major service or tune-up (see below). Maintain level with Automatic Transmission Fluid Type "A", "AQ-ATF." Suffix "A".

Check fluid level with engine running at normal temperature, as follows: Set parking brake. Shift through all ranges to circulate oil, then place in neutral (N). Check level with dip stick (located on right rear of engine compartment). If necessary, add fluid via dip-stick tube to raise level to "F" mark on dip stick. Caution, do not overfill.

Once your car has entered the normal maintenance cycle (usually at 4,000 miles), if questionable automatic transmission performance is evident by your driving experience or by dealers road test, transmission tune-up service is suggested, as follows:

1. Adjust oil pressure and adjust linkage.
2. Adjust bands and replace fluid and filter.
3. Perform road test to verify results.

BRAKES

Check master cylinder fluid level every 4,000 miles. Maintain level $\frac{1}{4}$ " from top (both reservoirs) using *only* hydraulic brake fluids as specified on page 41. Other fluids must *not* be used. (See "Washing" on page 49.)

POSITIVE CRANKCASE VENTILATION (PCV)

The PCV system removes fumes from the crankcase and prevents dilution of engine oil. In addition, it prevents discharge of crankcase fumes to the atmosphere.

The PCV valve should be changed every 12,000 miles. For the "232" engine *closed-system* PCV, the polyurethane pad (inside the carburetor air cleaner) should be cleaned every 12,000 miles.

Your A.M. dealer is experienced in the proper servicing of this PCV system and the following Exhaust Emission Control systems. Proper maintenance is required to obtain the advantages for which each system was designed.

EXHAUST EMISSION CONTROL SYSTEMS

Cars built for use in California are equipped with either the "Air-Guard" or "Engine-Mod" systems for exhaust emission control.

The "Air-Guard" system has an air pump directing compressed air to an air-distribution manifold, and then to injection tubes in the exhaust port at each exhaust valve. This directed air pressure (with normal oxygen content) reacts with incompletely-burned hot exhaust gases and permits further combustion, thus reducing exhaust emissions to the atmosphere. The air filter for "Air-Guard" should be changed every 12,000 miles. The filter is available at A.M. dealers.

The "Engine-Mod" system (special carburetor, distributor and head gasket) requires only normal maintenance (see page 51).

FUEL FILTER & AIR CLEANER

Replace fuel filter element (at fuel pump) first at 12,000 miles, then every 12,000 miles thereafter. Clean carburetor air cleaner element first at 4,000 miles, then every 4,000 miles thereafter, and replace at 24,000 miles, or sooner depending on driving conditions (read instructions on air cleaner).

WIPER BLADES

Wipers feature replaceable blades with neoprene rubber elements, easily changed. Correct blades are available at American Motors dealers.

BATTERY (12 VOLTS)

Check battery level every 3 months or 4,000 miles. In extremely hot weather, check more frequently. Maintain electrolyte level just above the plates with distilled water—do not overfill. Distilled water is preferred, however, drinking water free of high mineral content can be used. In freezing weather, water addition should be made just before driving to insure mixing with acid thus avoiding freezing. To prevent corrosion, clean terminals with a baking soda water solution, and coat with lubricant occasionally. Caution: Keep lighted cigarettes or flame away from vent caps since combustible gas is present.

CAPACITIES

	U.S.A. Measure	British Imperial
ENGINE OIL (includes 1 qt. for filter change)	5 Quarts	4.2
COOLING SYSTEM (includes 1 qt. for heater)		
Six.....	10.5 Quarts	8.7
290 V-8.....	14 Quarts	11.7
343 V-8.....	13 Quarts	10.8
MANUAL 3-SPEED TRANS.		
Six.....	1.5 Pints	1.25
290 V-8.....	2.5 Pints	2.1
MANUAL 3-SPEED with OVERDRIVE TRANSMISSION		
Six.....	2.75 Pints	2.3
290 V-8.....	3.75 Pints	3.1
MANUAL 4-SPEED TRANS., V-8..	3.5 Pints	2.9
AUTOMATIC TRANSMISSION		
Six.....	9 Quarts	7.5
290 V-8.....	9 Quarts	7.5
343 V-8.....	10 Quarts	8.3
REAR AXLE.....	4 Pints	3.3
GAS TANK (Approx.)		
All Except 3-Seat Wagon.....	21.5 Gallons	17.9
3-Seat Wagon.....	19 Gallons	15.8



PROTECTIVE MAINTENANCE

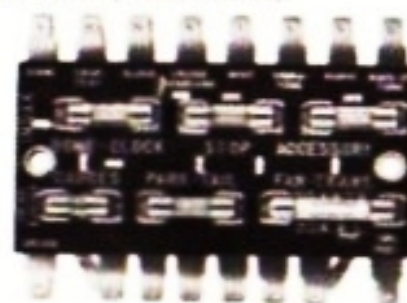
FUSES & CIRCUIT BREAKERS

Electrical circuits are protected with fuses that are mounted on a fuse panel which is located to the far left side under the instrument panel. Also, circuit breakers are used on some individual circuits.

Circuit	Fuse or Circuit Breaker	Part Number	Rated Amps	Fuse or C.B. Location	No. of Bulbs & Bulb No.
Headlight, Regular	C-1		20	In Switch	2-4001
Headlight, Hi Beam					2-4002
Hi-Beam Indicator					1-158
Gauges	F-1	GM147662 (SAE-4)	4	Fuse Panel	1-158
Alternator Light					1-158
Oil Pressure Light					1-158
Brake System Light					1-158
Parking Brake Light					1-257
Stop, Tail & Rear Turn Signals	F-2	GM147664 (SAE-9)	9	Fuse Panel	2-1157
Front Park & Front Turn Signals					2-1157 (3)
Instrument Lights					3-158
Headlight Switch & Windshield Wiper Switch Light					1-1445
Heater Control Light					1-1881
Ignition Switch & Cigarette Lighter Light					1-1445
Clock Light					1-57
License Plate Light					1-67
Auto. Trans. Light					1-1445
Cruise-Command Light					1-1445
A.C. Thermostat Light					1-1445
Radio Light					1-1893

Circuit	Fuse or Circuit Breaker	Part Number	Rated Amps	Fuse or C.B. Location	No. of Bulbs & Bulb No.
Tachometer Light					1-1895
Ashtray Light					1-1881
Dome Light	F-3	GM147664	9	Fuse Panel	1-1004 (1)
Cargo Light (Wagon)					1-1004
Courtesy Lights					2-94
Courtesy Lights (Conv.)					2-89
Clock Feed					1-1816
Glove Box Light					1-57
Trunk Light					1-89
Heater Motor	F-4	GM106653	20(2)	Fuse Panel	
Air Cond. Clutch					
Overdrive Trans. Automatic Trans.					
Stop Lights	F-5	GM147664	9	Fuse Panel	2-1157
4-Way Flashers					4-1157
4-Way Flasher Ind.					2-158
Turn Signals	F-6	GM147664	9	Fuse Panel	2-1157
Turn Signal Indicators					2-158
Vibra-Tone Feed					
Cruise-Command Feed					
Spotlight Feed					1-4405
Backup Lights					2-1156
Radio Feed					
Convertible Top	C-2	3121130	30	Inst. Panel	
Windshield Wipers	C-3		6	In Switch	
Electric Windows	C-4		20	Inst. Panel	
Tailgate, Front Switch	C-5		20	Inst. Panel	
Tailgate, Rear Switch	C-6		20	Inst. Panel	

(1) 2-1004 for Hardtops, 1-211 for Marlin. (2) 30 Amps for Air Conditioning.
(3) 2-1157A for DPL & Marlin (Amber bulbs).

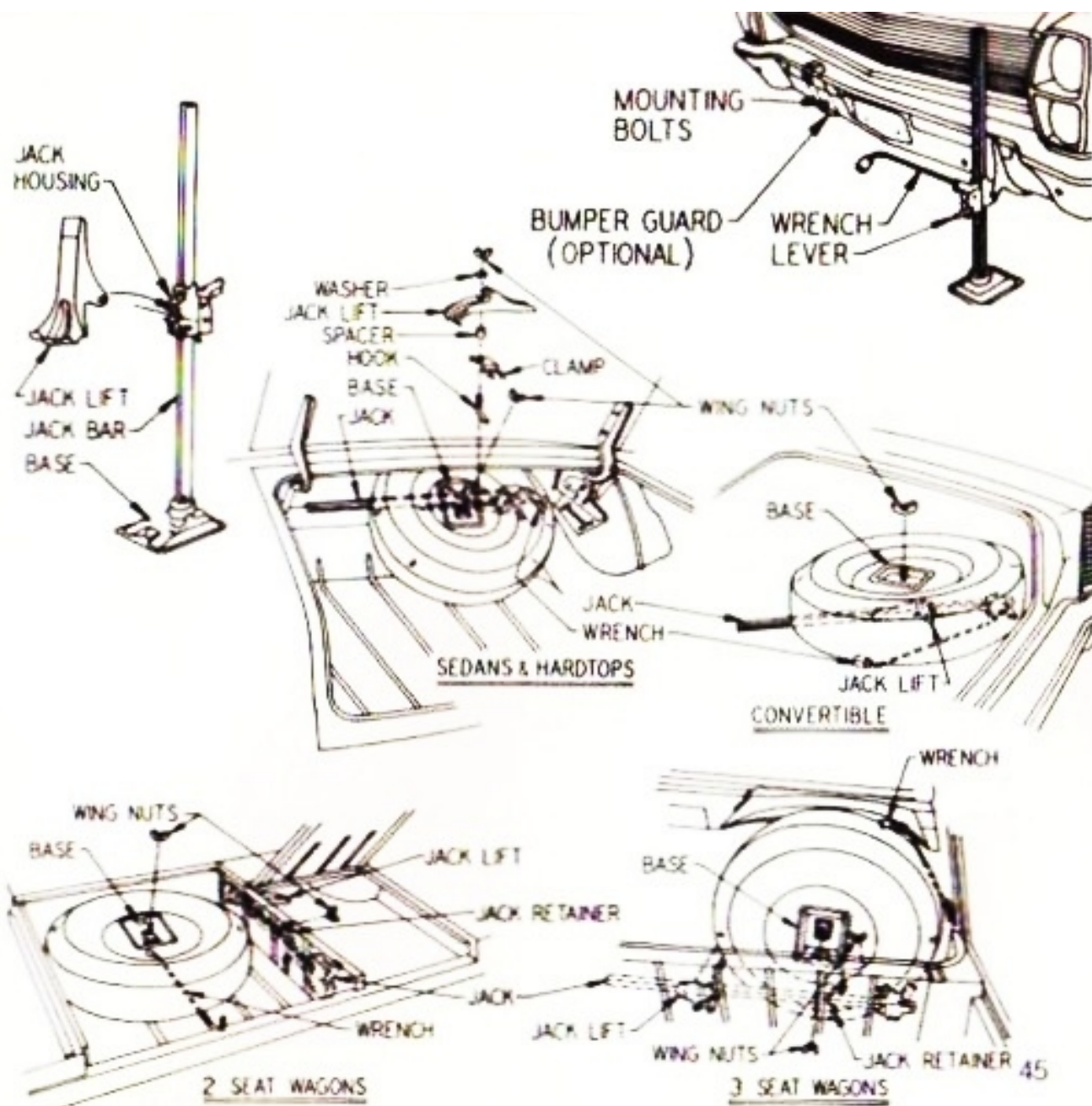


TIRES

Tire Changes. When changing tires and wheels or installing tire chains, set parking brake securely, and block the wheel diagonally opposite the one to be removed against both forward and rearward movement. For the front, locate bumper jack about 4½" outboard of bumper mounting bolts (or guards). For the rear, locate bumper jack about 4½" inboard of bumper mounting bolts (or guards). Engage the jack-lift firmly in place under edge of bumper to prevent slipping out of place. Place small control lever on jack body in desired "up" or "down" position. Operate jack with combined handle and wheel-nut wrench. Assemble jack as illustrated.

Before raising car, loosen wheel nuts just slightly. Before lowering car, snug-up wheel nuts lightly but firmly. After lowering, tighten wheel nuts securely. Replace hubcap or disc—be sure it is snapped into place.

CAUTION: Never work under a car supported only with bumper-jack. Always use safety stands.





PROTECTIVE MAINTENANCE

Tire Pressure. The recommended tire inflation pressures are listed as follows:

Pounds (PSI), Cold, Before Running. Do not reduce tire pressure if tires are warm.

NORMAL INFLATION PRESSURES for up to & including Full-Load Service (under 75 MPH)

	<u>Front</u>	<u>Rear</u>
All (except Wagons)	24	26
Station Wagons	24	28

For sustained speeds over 75 MPH, add 4 pounds pressure to the pressures listed above.

Tire Loading, Selection and Pressure.

The original equipment 4-ply-rated 2-ply tires are designed and thoroughly tested to meet all normal operating requirements within the vehicle capacity (including full-load service) when inflated to pressures listed in the above table.

The inflation table (above) shows the recommended tire pressures for service up to and including full-load service conditions under 75 MPH. When properly inflated, the original equipment, standard-size tires will give satisfactory service for full-load conditions with passengers and luggage, which is listed (at right) for each model for your guidance.

Optional oversize tires are available for extra service life. Also, optional 8-ply-rated 4-ply tires are offered. When continued full-load service is anticipated, these optional tires provide increased tread life to cope with the more

Full-Load Service of the car is:

(each passenger is considered 150 lbs.)

All Models

Except Station Wagons: 1100 lbs.

{ 3 passengers, front seat
3 passengers, rear seat
200 lbs. luggage

2-Seat Station Wagons: 1200 lbs.

{ 3 passengers, front seat
3 passengers, rear seat
300 lbs. of luggage

3-Seat Station Wagons: 1200 lbs.

{ 3 passengers, front seat
3 passengers, second seat
2 passengers, third seat
or 300 lbs. luggage.

NOTE: Station wagon roof rack luggage should be limited to 150 lbs. evenly distributed included in above capacity.

When towing trailers, the allowable passenger and cargo load must be reduced by an amount equivalent to the trailer tongue load.

Continued . . .

severe operating conditions. For these special conditions, the tires should be inflated to the same pressures as shown in the inflation table (at left). The stated full-load service capacity of the vehicle should *not* be exceeded.

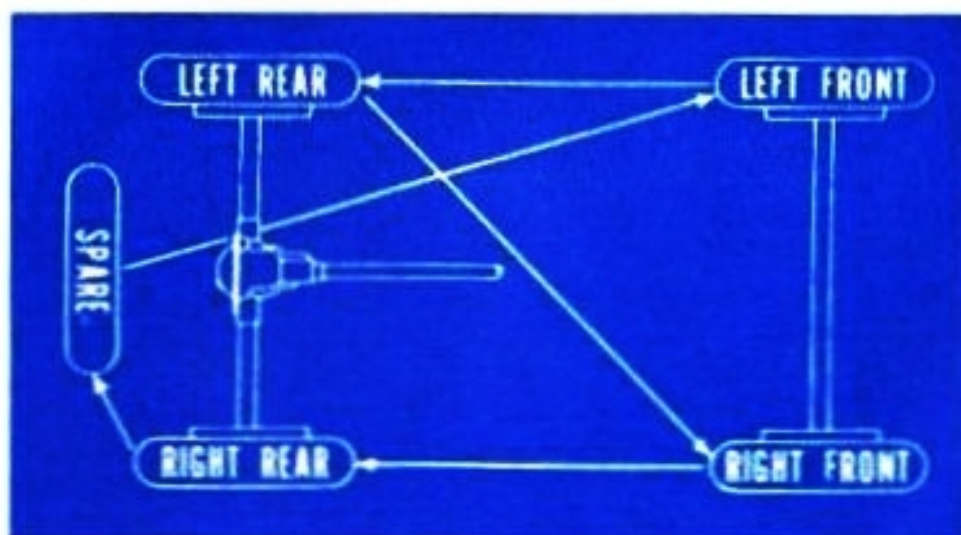
For cars driven at sustained high speeds over 75 mph, tire pressures should be increased by 4 PSI over the values listed in the table (at left). These higher pressures, incidentally, will improve fuel economy and stability under all driving conditions with some sacrifice in riding quality.

To achieve optimum riding smoothness, it is suggested that tire pressures be set at 24 PSI (front and rear) for conditions up to and including five-passenger loads without luggage, and at speeds under 75 MPH.

Tire Condition. Check tires often for visible under-inflation and for signs of uneven wear, which may indicate need for front-end alignment and/or wheel balancing, which are suggested services at 8,000 mile intervals.

As a further visible check of tire condition and wear, a *tread wear indicator* is molded into the bottom of the tread grooves on most tires. This indicator will appear as several $\frac{1}{8}$ -inch-wide bands across the tread when 1/16-inch tread depth remains.

Tire Rotation. In accordance with the diagram, rotating tires every 8,000 miles is recommended to assure longer overall tire life by equalizing wear. If no spare tire is used, move right rear to left front and follow balance of diagram.





PROTECTIVE MAINTENANCE

COOLING SYSTEM

Do not remove radiator cap while engine is hot. After a long hard drive or after driving during extremely hot weather, allow engine to cool a few moments by idling. When removing cap, turn slowly to the first notch to reduce pressure safely, then turn cap all the way off. Maintain coolant level about one inch below bottom of filler neck. Do not overfill when radiator is cold since normal expansion when hot will waste coolant.

Permanent-type anti-freeze coolant is installed in new cars at the factory to offer maximum protection against freezing and corrosion. If the coolant level is low, add a mixture of equal parts of American Motors All-Season Coolant or another quality-brand permanent-type anti-freeze (ethylene-glycol) and pure water. In an emergency, just water may be used, but have the freeze protection checked at an early opportunity as the addition of water will decrease the anti-freeze protection afforded by the coolant. The cooling system should be drained every 24 months, and refilled with fresh All-Season Coolant and water. For maximum protection at that time, the cooling system should be checked and serviced by your dealer for leaks using a radiator pressure-tester, and the cylinder head bolts properly tightened if needed.

All-Season Coolant is formulated to protect the engine against overheating during hot weather as well as against freezing in winter. Original factory-fill solution has freeze protection down to about -34°F . With the proper coolant in the system, peak engine performance is assured plus protection against rust and corrosion.

Continued use of the proper coolant is recommended. However, if water is used as a *complete* refill, American Motors Cooling System Inhibitor is recommended to properly protect the cooling system. The water should be free of harmful impurities and should be replaced once each year, together with the inhibitor. At that time, the system should be checked as outlined above.

A 195°F . thermostat provides efficient engine performance, quicker warm-up and better heater operation. The engine and cooling system are designed to operate with this thermostat, both summer and winter. With the 195°F . thermostat, *do not* use alcohol or methanol anti-freeze.

The radiator drain is located at the bottom on either the right or left side. Six-cylinder engine-block drain is located on the left side. The V-8 engine has two drains, one on each side of the block at lower center.

Minor leaks in the engine cooling system can be eliminated by the use of American Motors Sealer-Lubricant following directions as outlined on the container.

CAR CARE

Washing. The baked-enamel finish should be maintained by frequent washing with water, and a mild soap or detergent can be used if desired. After a thorough rinsing, the surface may be dried 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.

Check door drain holes periodically (located at bottom of door), keep open to allow ample drainage of water.

CAUTION: After washing or driving through water, dry out brakes by gentle, intermittent application.

Polishing. The baked-enamel finish attains final hardness upon leaving the factory. Stains and road film may be removed with American Motors Polish and Cleaner or Haze Cream. Avoid the use of abrasive liquids, waxes, and power buffing, which tends to shorten the life of the factory finish by promoting premature film failure.

Care of Chrome Parts. Chrome parts and bright work should be washed frequently. For discoloration and blemishes that washing will not remove, AM Chrome Cleaner or Rust Remover is recommended. A paste wax should be used as a protective coating on all chrome and bright work finishes which are subject to severe exposure.

Touch-Up Paint. "Americolor" Touch-Up Paint, in handy spray cans or brush applicators to match car colors, will cover up nicks and scratches.

Care of Upholstery. Clean the interior often using a whisk broom or vacuum cleaner. Use American Motors Fabric Cleaner to remove grease, oil, lipstick, and other stains from cloth.

For cleaning vinyl upholstery, AM Plastic and Leather Cleaner is recommended. It is excellent for cleaning leather, vinyl, nylon, and other miracle-fabric materials.

WARNING: Never use gasoline, furniture polishes, oils, varnishes, or other prepared cleaners as many of these may be harmful to this type of upholstery.

Care of Headlining. Use only the approved American Motors Fabric Cleaner (#8990068) to clean the fiber glass headlining. Follow the instructions on the container.

Marlin Headlining. For dirt and fingerprints, mix 2 oz. of white detergent powder in a gallon of water. Immerse clean sponge in solution, wring out but leave suds. Clean carefully then rinse with water (*do not* soak). For grease and oil, first clean with detergent suds (*do not* rinse suds). Then, use clean cloth dampened (*do not* soak) with rubbing alcohol (iso-propyl). Clean again with detergent suds then rinse with water.

Convertible Top & Vinyl-Covered Roof . . . See page 26.



PROTECTIVE MAINTENANCE GUIDE

R = Required Service O = Optional Service

MILEAGE INTERVALS

	4,000	8,000	12,000	16,000	20,000	24,000	28,000	32,000	36,000	40,000	44,000	48,000	52,000	56,000	60,000
Change engine oil and install new oil filter every six (6) months or at indicated mileage, whichever first occurs. (See Page 39 in Owner's Manual) (Suggest A.M. Motor Oil and A.M. Oil Filter.)	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Clean oil filter cap (filter type)	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Clean carburetor air cleaner element	R	R	R	R	R		R	R	R	R	R		R	R	R
Inspect and correct fluid levels	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Inspect and correct drive belts (condition and tension)	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Inspect and correct operation of exhaust manifold heat valve	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Replace positive crankcase ventilation (PCV) valve			R			R			R			R			R
Clean PCV valve filter on "199" cubic-inch engine			R			R			R			R			R
Clean polyurethane pad on "232" cubic-inch engine PCV system			R			R			R			R			R
Replace exhaust emission control system filter (Air-Guard System)			R			R			R			R			R
Tune automatic transmission (See Page 42 in Owner's Manual)			O	O	O	R	O	O	O	O	O	R	O	O	O
Replace carburetor air cleaner element (Suggest A.M. element)						R						R			
Replace engine coolant (Suggest A.M. All-Season Coolant)						Required every 24 months									
Inspect and lubricate chassis (See Page 40 in Owner's Manual)								R							
Perform factory-recommended road test to evaluate performance and handling	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Replace fuel filter element at fuel pump			O			O			O			O			O
Tune engine			O			O			O			O			O
Rotate distributor cam lubricator (6-Cyl. with Air-Guard System, and all V-8's)			O						O						O
Align front wheels		O		O		O		O		O		O		O	
Balance wheels		O		O		O		O		O		O		O	
Rotate tires		O		O		O		O		O		O		O	
Adjust clutch (except self-adjusting on 6-Cyl. Rebel, Ambassador and Marlin)		O		O		O		O		O		O		O	
Replace distributor cam lubricator (6-Cyl. with Air-Guard System and all V-8's)						O						O			
Check ignition timing	O	O		O	O		O	O		O	O		O	O	
Adjust carburetor idle speed and mixture	O	O		O	O		O	O		O	O		O	O	
Lubricate all body pivot points, door hinges, locks, etc.		O		O		O		O		O		O		O	
Apply A.M. Silicone Lubricant Spray to rubber body parts		O		O		O		O		O		O		O	
Inspect brake lining condition and parts				O				O				O			
Inspect and test air conditioning system															
Add solvent to windshield washer															

As indicated by car performance

1967 SPECIFICATIONS AMBASSADOR/MARLIN

232 SIX 290 V-8 343 V-8
145/155 HP 200 HP 235 HP

Starting Vehicle Ident. No. (Ambassador
(last 7 digits of 13 digits) Marlin)

P-100,001* N-100,001 R-100,001 Q-100,001
S-100,001** U-100,001 V-100,001 W-100,001

Wheelbase

118.0"

Length...

202.5" (203.0" Wagons, 201.5" Marlin)

Width

78.4"

Tread, Front

58.5"

Rear

58.5"

Tire Size, Standard (except wagon)

7.35 x 14 7.75 x 14 7.75 x 14 7.75 x 14

Standard, Wagon

8.25 x 14

Optional (except wagon)

7.75 x 14 8.25 x 14 8.25 x 14 8.25 x 14

Optional, Wagon

—

Tire Pressure

See Page 45-

Horsepower, Taxable

53.27

Horsepower, Brake

53.27

Single-Barrel Carburetor

145 @ 4300

Two-Barrel Carburetor

155 @ 4400 200 @ 4600 235 @ 4400

Four-Barrel Carburetor

— 280 @ 4800

Torque, Lb. Ft.

—

Single-Barrel Carburetor

215 @ 1600

Two-Barrel Carburetor

222 @ 1600

Four-Barrel Carburetor

— 365 @ 3000

Bore and Stroke

3.75" x 3.50" 3.75" x 3.28" 4.08" x 3.28" 4.08" x 3.28"

Displacement, Cu. In.

232 290 343

Compression Ratio

8.5:1 9.0:1 9.0:1 10.2:1

Gasoline Grade

Regular Regular Regular Premium

Radiator Cap & Thermostat

14 P.S.I. Cap & 195° F. Thermostat (See Page 48)

Capacities

See Page 43

Electrical System

12 Volts (See Page 43 & 44)

Spark Plugs, Champion

N-14Y N-12Y N-12Y N-12Y

Spark Plug Gap

.033" to .037"

Distributor Gap

Six: .016" (.017" to .022")
V-8: .016" (.014" to .019")
Six: 31° to 34° (36° to 42°)
V-8: 29° to 31° (26° to 32°)
17 to 21 Oz.

Cam Dwell Angle

Set Timing @ 500 RPM, Then Reset Idle Speed @ 600

Breaker Arm Tension

17 to 21 Oz.

Ignition Timing (See Page 35)

5° B.T.D.C. T.D.C. T.D.C. T.D.C.

Regular Fuel

5° B.T.D.C. T.D.C. T.D.C. T.D.C.

Premium Fuel

8° B.T.D.C. 3° B.T.D.C. 3° B.T.D.C. T.D.C.

T.D.C. (+ 1") all with "Air-Guard" or "Engine Mod" System, all fuels (Calif. exhaust emission control)

Engine Idle Speed (RPM)

600, All Engines (& with Air Cond. running)

Valve Clearance

Hydraulic Lifters

Caster, Manual Steering

— 1/2" to + 1/2"

Power Steering

+ 1/2" to + 1 1/2"

Camber

— 3/8" to + 3/8"

Toe-In

1/16" to 3/16", 1/8" Desired

*M-100,001 & **T-100,001 with 2-Barrel Carburetor.

†(Canadian-built cars sold in Canada)

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American Motors Zone Office Locations

ATLANTA

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area 617—Hillcrest 4-5130

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Buffalo, New York 14225
area 716—NF 4-0500

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4821 W. 67th Street
Chicago, Illinois 60638
area 312—Ludlow 5-6000

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Glendale-Milford & Chester Rds.
Cincinnati, Ohio 45215
area 513—Princeton 1-1900

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15919 Industrial Parkway
Cleveland, Ohio 44135
area 216—267-6070

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Dallas, Texas 75207
area 214—Melrose 1-5110

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Denver, Colorado 80216
area 303—Florida 5-1661

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Detroit, Michigan 48227
area 313—493-2211

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Houston, Texas 77008
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Box 90787 Airport Station
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area 213—Eastgate 2-0505

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Box 7335 North Station
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area 901—Jackson 7-7591

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4600 Olson Memorial Hwy.
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444 Saw Mill River Road
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Delaware County, Penna. 19079
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Pittsburgh, Pa. 15236
area 412—892-2500

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Portland, Oregon 97218
area 503—255-4220

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1101 Research Blvd.
St. Louis, Mo. 63132
area 314—Wydown 4-1100

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Your Dealer values you as a customer and will make every effort to satisfy you. In the event further assistance is needed beyond that rendered by your Dealer, counsel with him and request that he contact the American Motors Zone Office in his area.



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