CLASSIC 6 AND V-8...AMBASSADOR V-8

RAMBLER

OWNER'S MANUAL



- SECTION I OPERATING INFORMATION
- SECTION II TIPS ON DRIVING
- SECTION III RECOMMENDED RAMBLER SERVICE

1961 REFERENCE DATA RECORD

Serial No. _____

(Above information located on right hand wheelhouse panel)

Body No. _____

Model No. _____

Trim No. _____

Paint No. _____

Car Code No. _____

(Above information located on left hand body door pillar)

Engine Code No. _____

(6 cyl.: upper left front corner block)
(V-8: on generator bracket)

Body Style _____

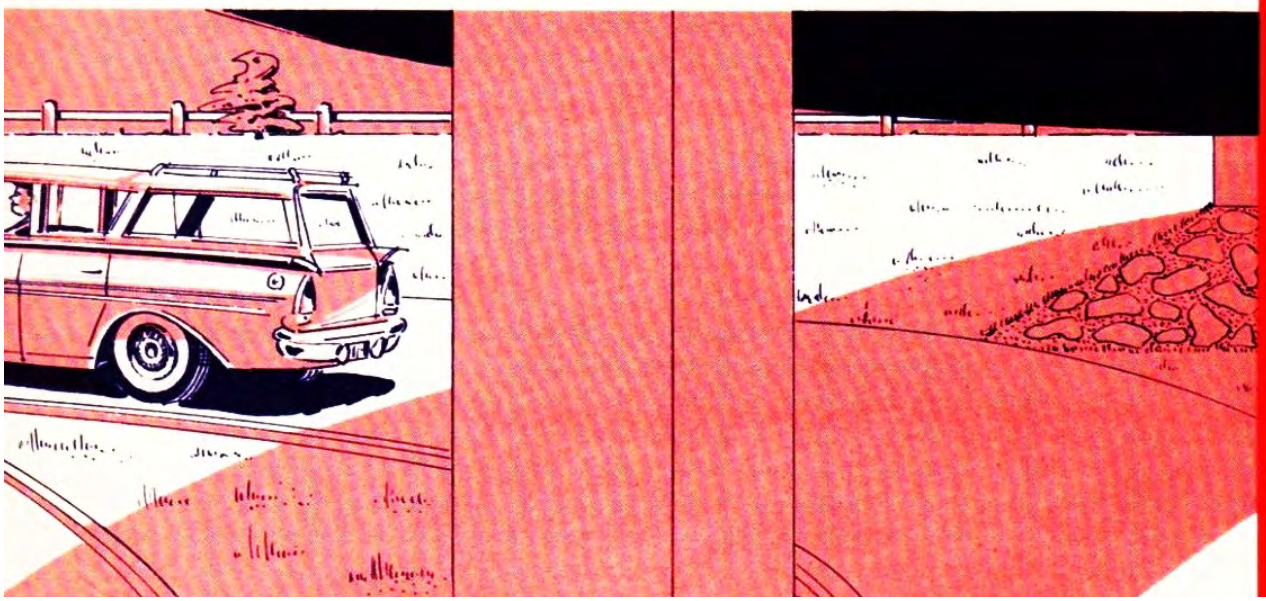
Taxable Horsepower: 6-Cyl. _____ 23.44
V-8—108" Wheelbase _____ 39.2
V-8—117" Wheelbase _____ 51.2

Key No.—Ignition, Doors, Tailgate, and Three Seat Wagon Rear Door _____

Trunk and Glove Box _____

License Plate No. _____

Purchase Date _____



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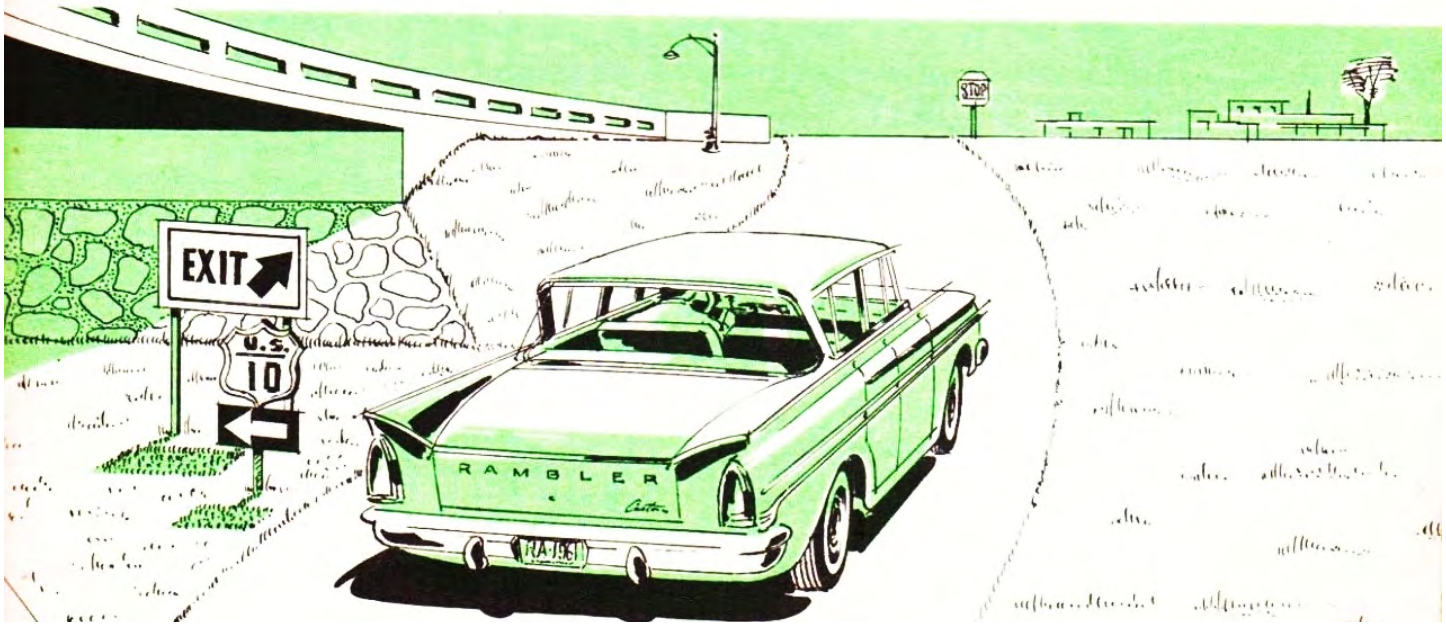
IMPORTANT: **Please keep this manual in the glove compartment as the Inspection and Warranty coupons are required at time the services are performed.**

Be sure to read Break-In instructions on page 24 before operating your new car.





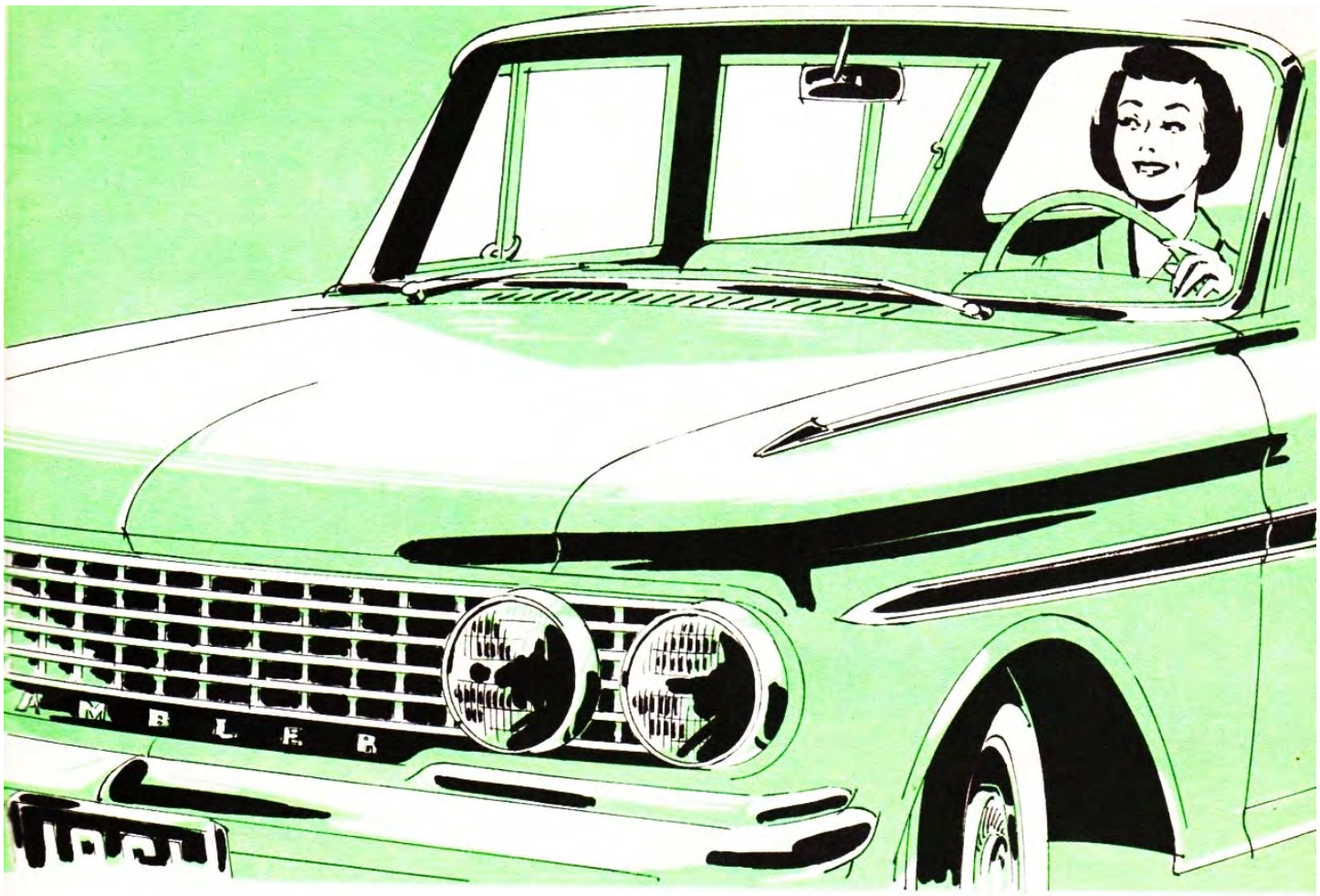
The Key to Your Rambler . . .

We are both proud and happy that you've selected one of our Rambler models as your new car, and we are confident that a new realm of motoring pleasure will be experienced in all of the many miles ahead. Smart styling, compact design, advanced construction, and roomy interiors combined with responsive performance and top fuel economy are among the many notable features engineered for your motoring requirements.

Your new American Motors car deserves the care and consideration that you would give any prized possession. This manual contains many hints on operation, driving, and maintenance that will increase reliability and add to your car's life. Use this information to assure efficient, economical operation and add to your safety and comfort.

When service is required, see your Authorized Rambler Dealer for he is interested in you and your new car. Your dealer knows our product best and he'll be glad to assist you in any way he can. Your dealer has factory trained personnel, factory approved equipment, parts and accessories insuring the best possible service for top performance.

AMERICAN MOTORS CORPORATION
"GREAT CARS SINCE 1902"



I Operating Information

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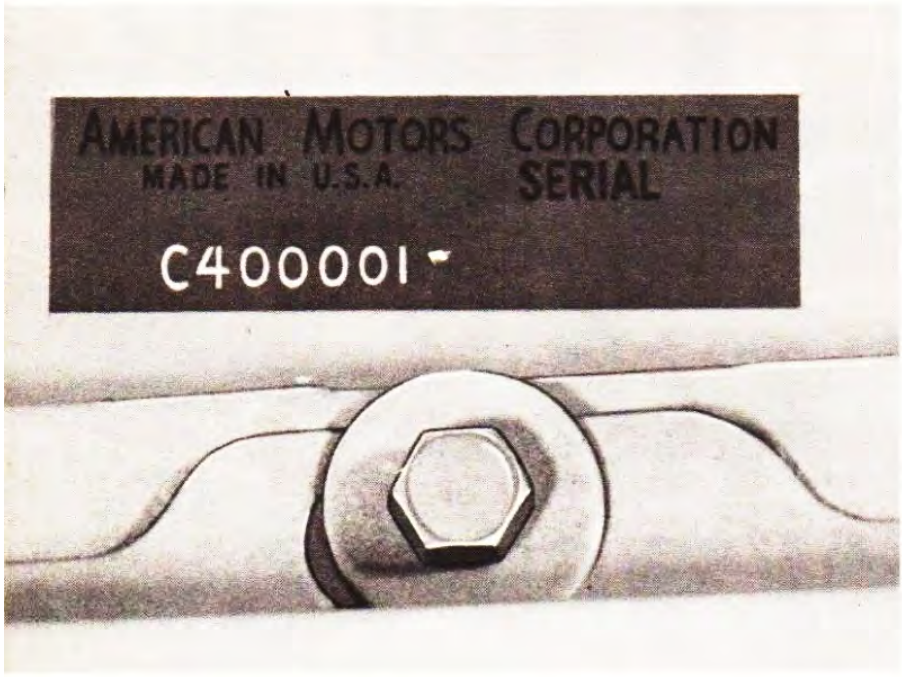
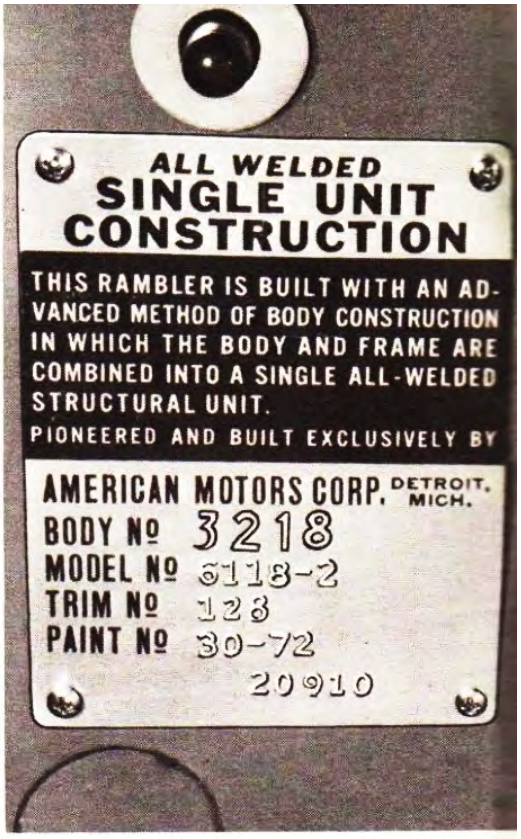




IDENTIFICATION • Serial and model numbers are provided for documentary and identification purposes.

The car serial number plate is located on the right hand wheelhouse panel.

The body, model, trim, paint, and code identification plate is located on the left hand body door pillar.

The engine code numbers are located on the upper left front corner of engine block on the six cylinder, and on the generator bracket on the V-8 models.

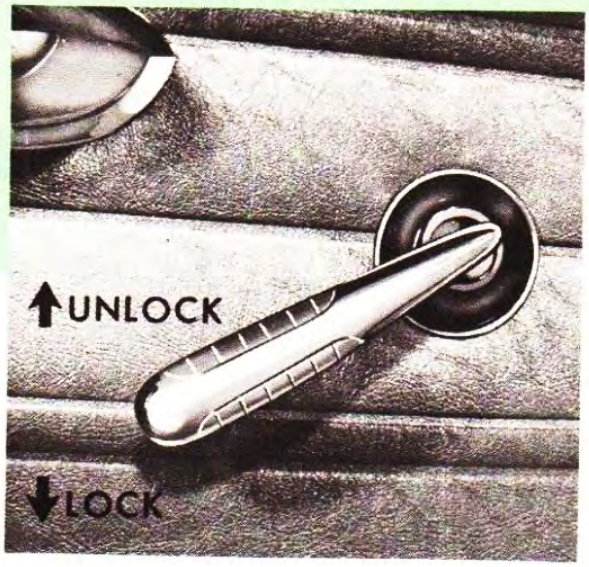
YOUR RAMBLER • You will want to become familiar with the controls and operation of your Rambler. So, sit behind the wheel of the car and with the aid of this manual familiarize yourself with the location of the various instruments and controls.

For safety's sake and your own convenience, become well acquainted with the function and operation of these instruments and controls.

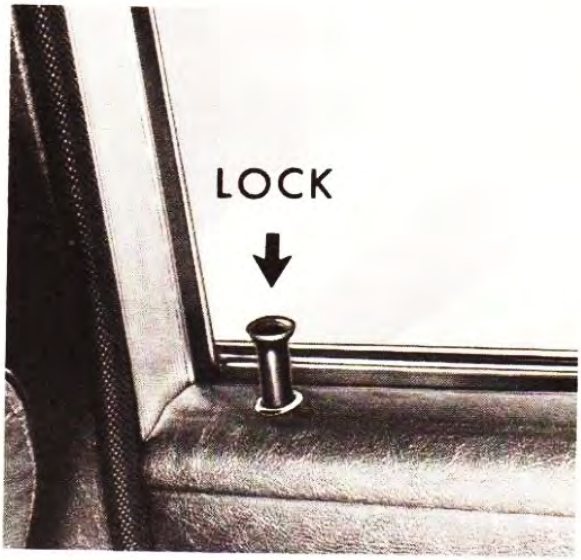
KEYS • You are provided with two sets of keys. Keep a record of your key code numbers with you at all times. If you should lose or break a key, or if you need an extra key, any American Motors Dealer and most locksmiths can quickly make another key for you by using the code number as a guide.



LOCKS AND HANDLES • You cannot lock yourself out of your new Rambler. The octagonal shaped key, also used for the ignition and starting, is used to lock the car doors. When leaving the car, push the inside door handle down on the opposite door. The handle will return to the normal position.

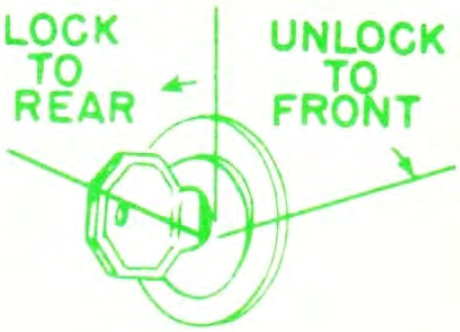


Push the rear door lock button down to lock the rear doors. Rear seat passengers are protected by the rear door lock which, once locked, may only be opened by moving the door lock buttons to the unlocked position. Front doors may be released simply by pulling the inside door handle upward to open.

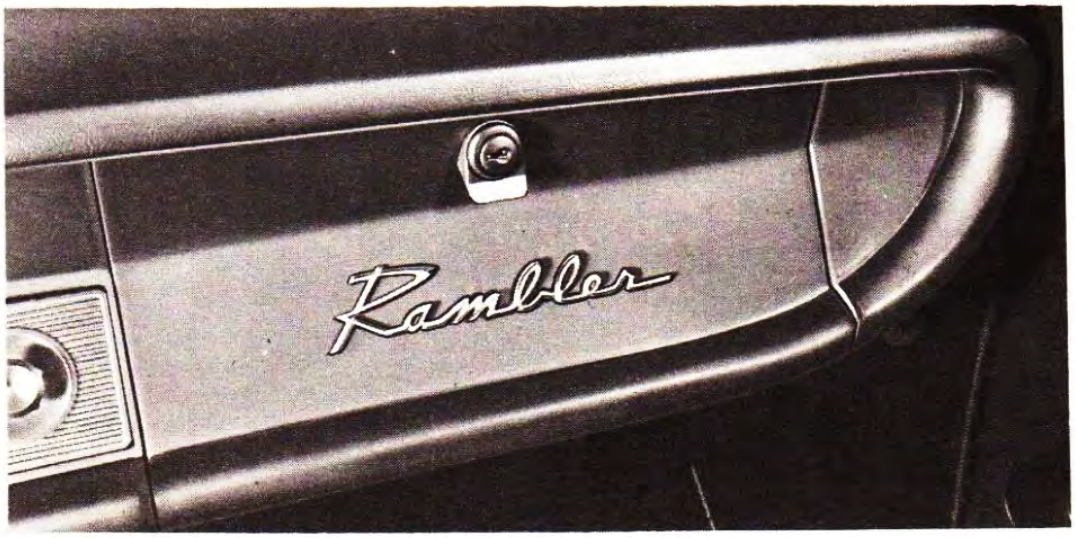


After leaving the car, lock the front door from the outside by inserting key in lock and turning toward rear of the car. The rear doors may also be locked from the outside by moving the door lock button to the lock position when the door is open and then closing the door.





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 Compartment Lock • Press the combination release button and lock to open the glove compartment door. To lock the door, insert the round-head key and turn key one-quarter turn counter-clockwise in the lock and remove the key.

Luggage or Cargo Compartment Lock • The round-head key is also used to lock the luggage compartment, tailgate, or door on the station wagon models. To open the luggage compartment, insert and turn key to right—the deck lid will "pop" open; then you can easily raise the lid with one hand. To close the deck lid, push down at the center until the lock clicks—do not attempt to "slam" shut.



Station Wagon Tailgate Lock • The tailgate window handle is folded on the two-seat model. Unfold crank to permit lowering the tailgate window and tailgate. It is necessary to lower the window completely to open the tailgate.





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

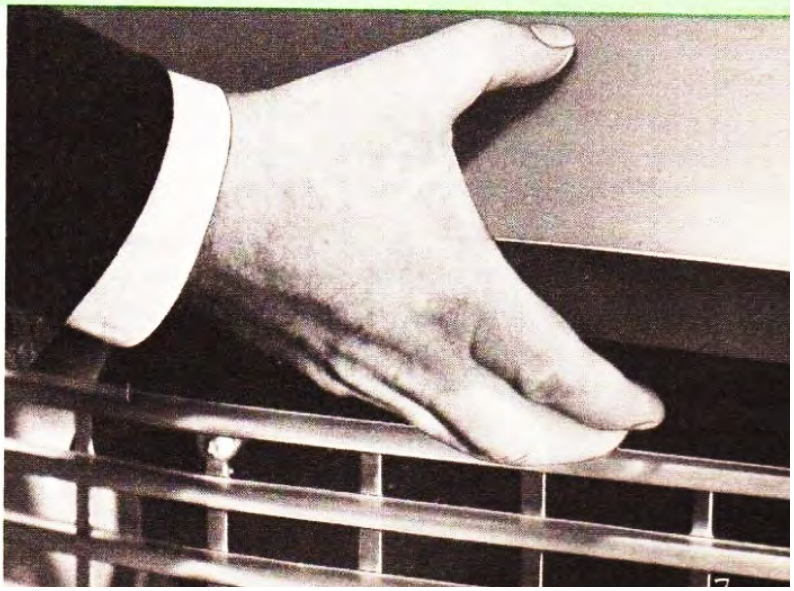
Release tailgate latch to lower the tailgate. The tailgate incorporates spring loaded cable to assist in opening and closing.

The three-seat model station wagon rear door is locked with the ignition key. The door opens to the left to permit access to the third seat. Door cannot be opened from the inside when locked with the key from the outside or if the inside handle is moved up to the lock position. The window is lowered from the inside by means of the regulator handle located at the inside center of the door. See Page 19 for additional information.

NOTE: Both fresh air vent controls should be opened (pull out) when driving with the tailgate window in any lowered position. Keep vent windows closed.

Hood Lock • The hood lock release lever is located at the front right center of the hood. To release hood, reach in and tip release lever upward with finger tips which will unlock hood catch and

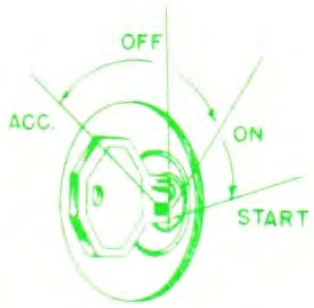


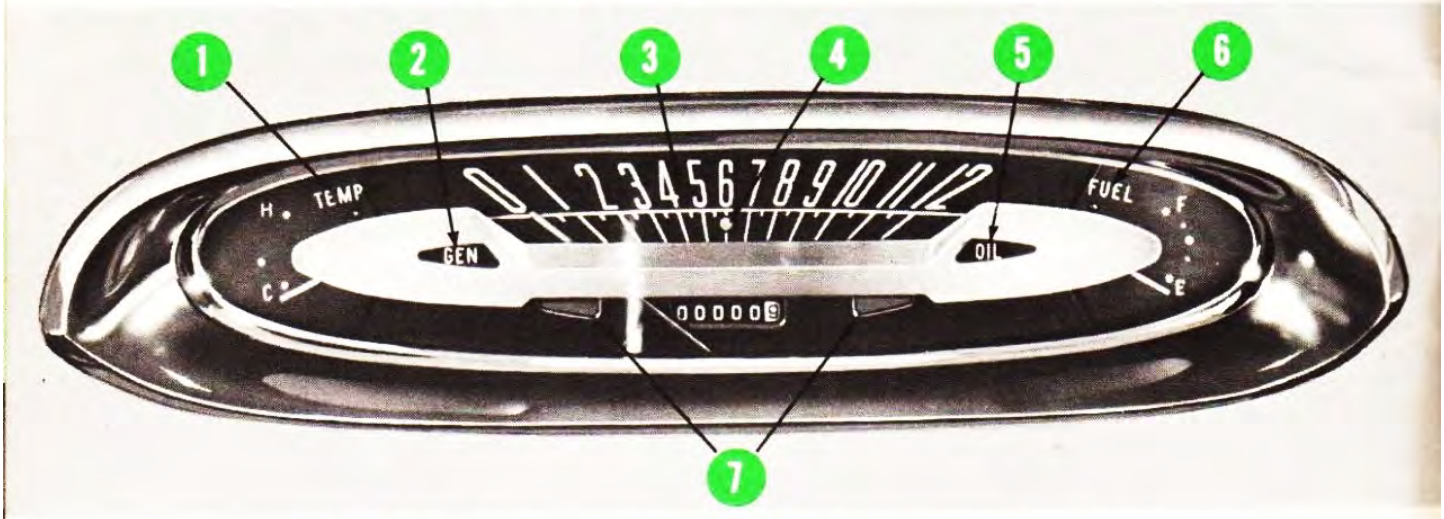


enable the hood to be raised. Counter balance springs will hold hood in raised position.

When closing, lower hood and push down **firmly** at center until hood lock "clicks." Pull up at hood front to insure whether completely locked.

Ignition Switch • The octagonal head ignition switch key is used to start the engine. *(Note: Place gear selector lever in Neutral before starting the engine on Standard and Overdrive equipped models.)* Turn key to the extreme right to start engine. Release the key to operating position. To start engine, when equipped with Flash-O-Matic transmission, insert key and turn to operating position and push Neutral-Start (N-START) selector button fully in. A lock out feature prevents starter engagement after engine is started should the button be pushed inadvertently. Turn key to left to allow accessory operation without running engine. See Page 13 and 24 "Starting."





1. Water Temperature Gauge
2. Generator "Charge" Light
3. Speedometer
4. Hi-Beam Indicator
5. Oil Pressure Warning Light
6. Fuel Gauge
7. Directional Signal Flasher

INSTRUMENTS • "Cluster" group contains speedometer, fuel, and temperature gauges. The water temperature gauge indicator will normally be about midway between center and the high marks.

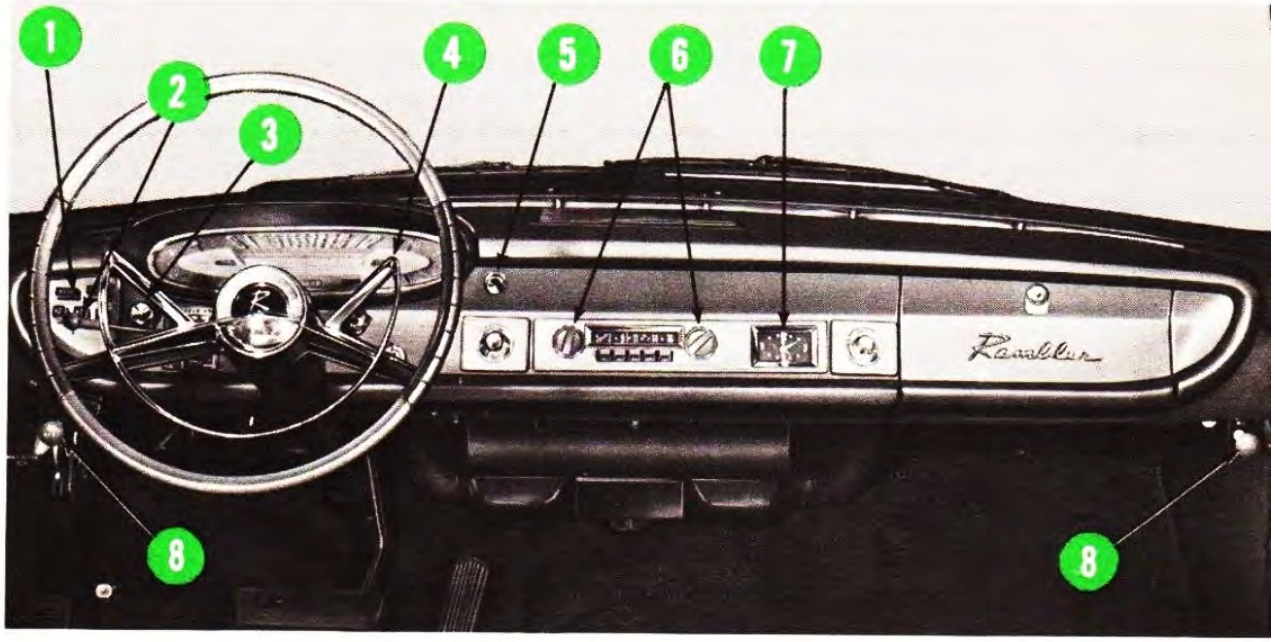
The green indicator lights 7 flash when the directional signal is being used to indicate right or left hand turn.

Push lever down for left hand turn, up for right hand turn. The lever will automatically return to the neutral position when turn is completed.

The red indicator light 4 is on when the Hi-Beam is on.

Oil Pressure • The LOW PRESSURE light 5 glows red as a warning if the engine oil pressure is too low. Under normal conditions, the warning light will light when the ignition is turned on. After the engine is started, the light should go out. There is no cause for concern if light glows at low idle speeds or sudden stops.

No Charge • The NO CHARGE warning light 2 glows red when the ignition is switched on to indicate that the battery is discharging. The light will go out when the engine is started.



DRIVER CONTROLS • 1 **Push Button Selector Console** • Shift selector for automatic transmission equipped cars. Page 13 outlines Operation Instructions.

2 **Directional Signal Control Lever** • Move lever down to indicate left turn, left hand green arrow indicator will flash on instrument cluster; move lever up to indicate right hand turn, right hand green arrow will flash on instrument cluster. The lever will automatically return when turn is completed.

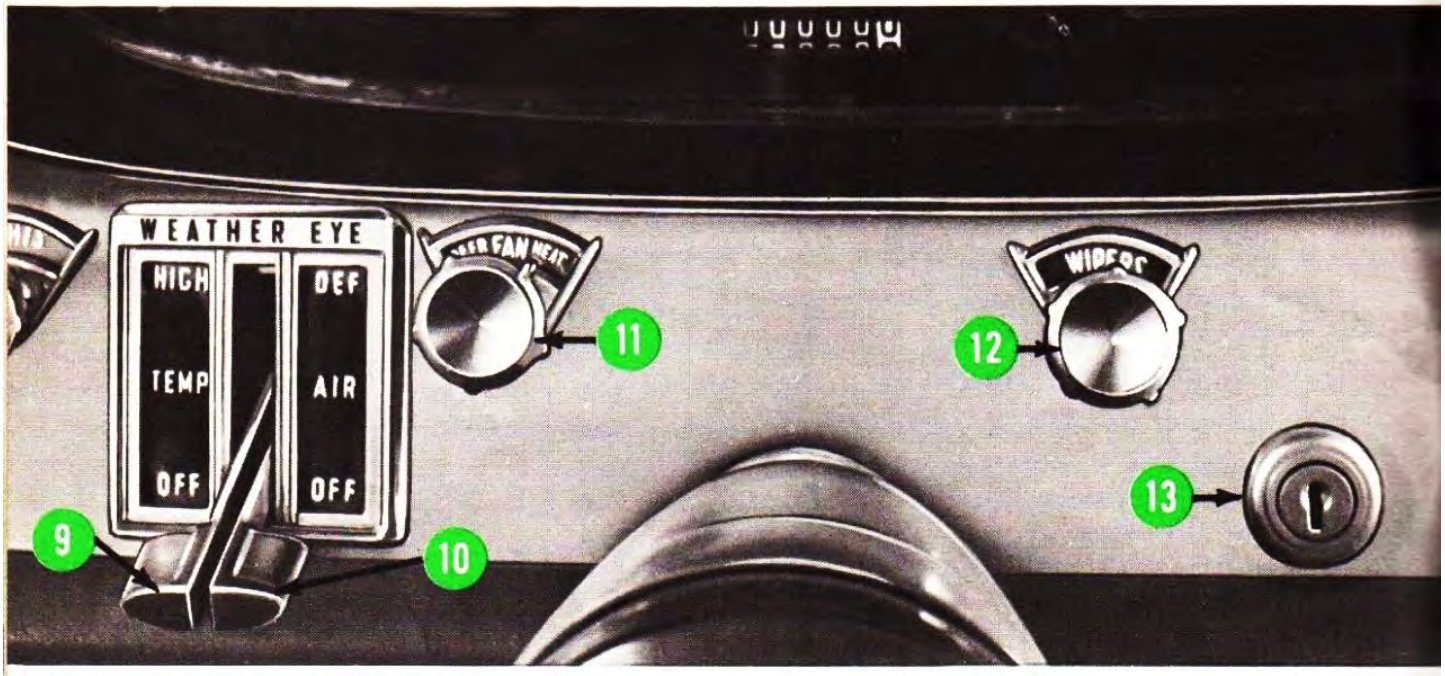
3 **Headlight Switch** • Pull control knob out to first position for parking lights; to second for headlights. Rotate the knob clockwise to vary instrument light brilliance. Rotate counterclockwise to turn on domelight. The foot control (Page 13) on the left hand side of the toe-board will control the "Hi" or "Lo" Beam.

4 **Horn Ring** •

5 **Cigarette Lighter** • To operate, push in—it automatically "pops" out when ready.

6 **Radio Tuning Control** • The push buttons provide simplified preselected station tuning. "On-Off" and volume control is the inner left knob; the outer knob is tone control. Tune station manually with right hand knob. Ignition key must be either in accessory or operating position. Models with rear seat speaker have a "Mixer" control located directly below the radio on the instrument panel. (See Page 16.)

7 **Electric Wound Clock** • To reset hands, pull out knob and turn. After hands are set, release knob. Should the clock run fast or slow, reset to correct time. The self-regulating mechanism will automatically change the clock speed proportionately. (Read tag.)



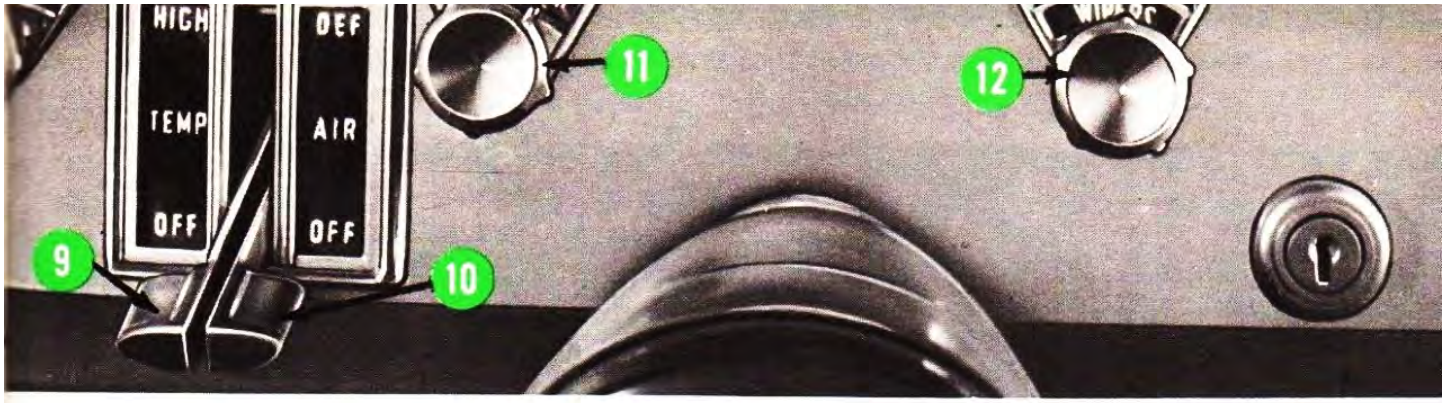
8 Fresh-Air Vent Control
9 Weather-Eye Temperature Control
10 Weather-Eye Air Control
11 Fan Control

12 **Windshield Wiper** • Pull the control knob out to obtain the wiper speed desired. If equipped with windshield washers, a foot-operated pump control is located near the headlight dimmer switch on the left side of the toe-board.

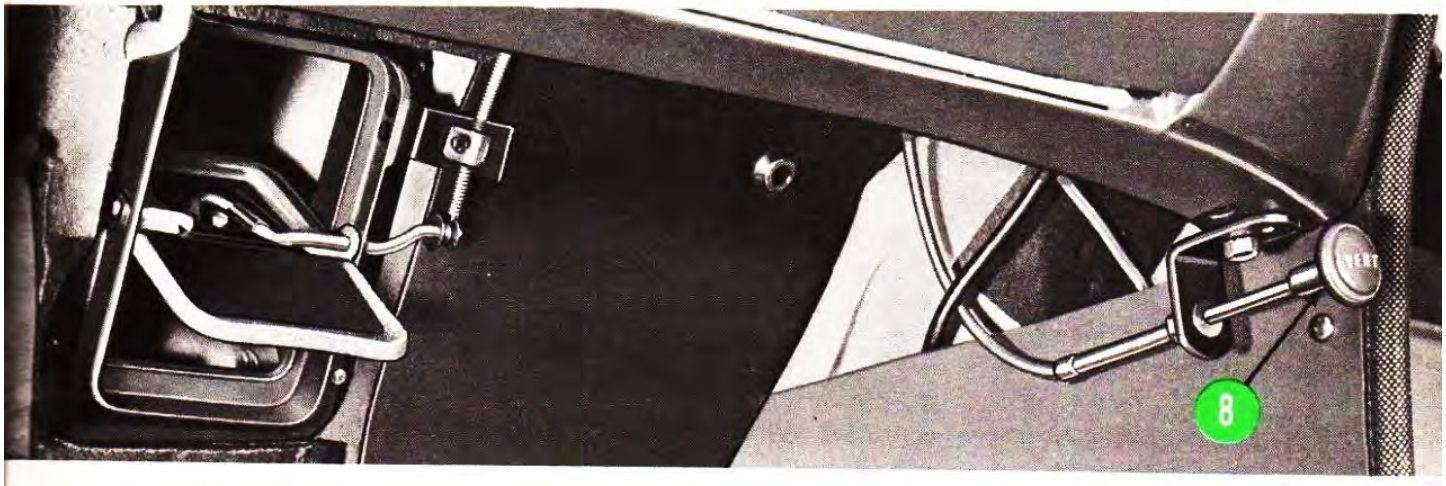
13 **Ignition Switch** • Operation outlined on Page 8.



Courtesy Light Switch • 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 domelight optional.



WEATHER-EYE • Fresh-Air Ventilation • **Pull out** VENT knob 8 located at extreme right and left hand sides under instrument panel. On air conditioned cars, right-hand knob is marked REFRIG-PULL.



For additional fresh air, move WEATHER-EYE AIR lever 10 on WEATHER EYE console to AIR position. For those who prefer ventilation from above the instrument panel, this lever may be moved to the DEF (Defroster) position.

Fresh-Air Heating • Both VENT knobs 8 must be pushed **in**. On air conditioned cars, right-hand knob is marked REFRIG-PULL.

Move WEATHER EYE AIR lever 10 on WEATHER EYE console to AIR position.

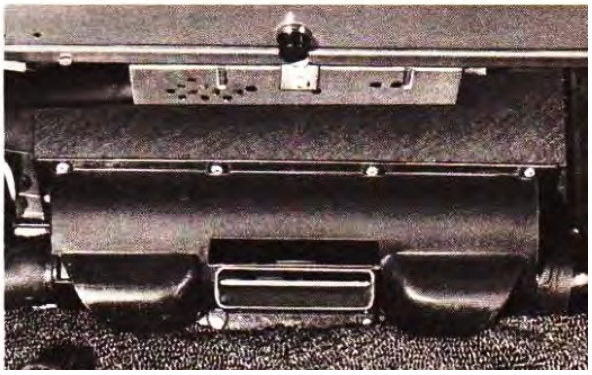
Move WEATHER EYE TEMP. lever 9 on console **up** towards HIGH as desired for thermostatically controlled heat.

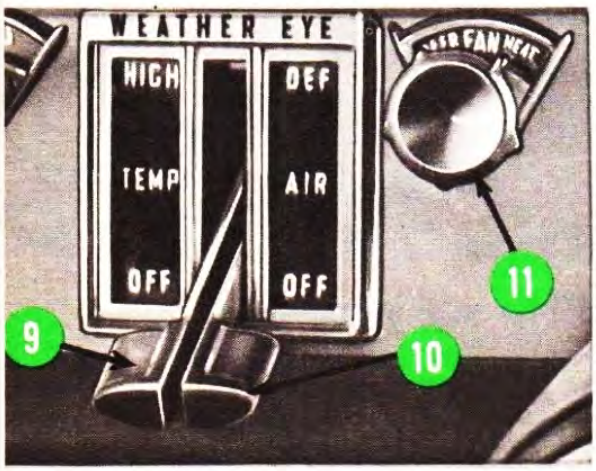
For most efficient heating, turn FAN knob 11 clockwise to high or low blower speed.

For windshield defrosting, move WEATHER-EYE AIR lever 10 **up** to DEF (Defroster) position and turn FAN knob 11 clockwise to high or low blower speed.

To direct all heat to front seat passengers, the deflector-door on the heater-duct may be partially closed manually (located at center under instrument panel).

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





ALL-SEASON AIR CONDITIONING • Start the engine before operating the air conditioning system to reduce the battery load and provide easier starting. Open the windows for a minute when starting to drive to expel the accumulated warm air when parked.

Left-hand VENT knob 8 must be pushed **in.** Right-hand knob 8 marked REFRIG-PULL must be pulled **out** which provides the required portion of fresh make-up air.

Move WEATHER-EYE AIR lever 10 in console **down** to OFF position.

Move WEATHER-EYE TEMP. lever 9 in console **down** to OFF position.

Turn FAN knob 11 counter-clockwise to high, medium or low blower speed.

Open two air discharge grilles on instrument panel. The air discharge grilles may be adjusted independently directing the air flow as desired. A partially open position provides maximum front seat passenger cooling while a fully open position is best suited for both front and rear overall cooling.

The radio speaker plays through the air-outlet grille, therefore for best reception, the grille doors should be opened.

During the winter, operating the air conditioner periodically for short intervals will assure oil circulation and lubrication to protect working parts. In spring, have your dealer inspect your air conditioner and its operation. Except for this inspection, there is no other service required.



FOOT CONTROLS • 1 **Parking Brake •** "Step-On" operated to holding position. At the same time, depress foot brake to assist setting the parking brake and maintain the applied pressure until brake holds. Tip "Brake Release" lever slightly upward to release brakes. See Page 21 for Park Brake Warning Light.





2 Headlight Dimmer Switch • The foot operated switch controls "Hi" and "Lo" beam position. The red indicator light in the instrument cluster indicates when the headlights are on Hi-Beam.

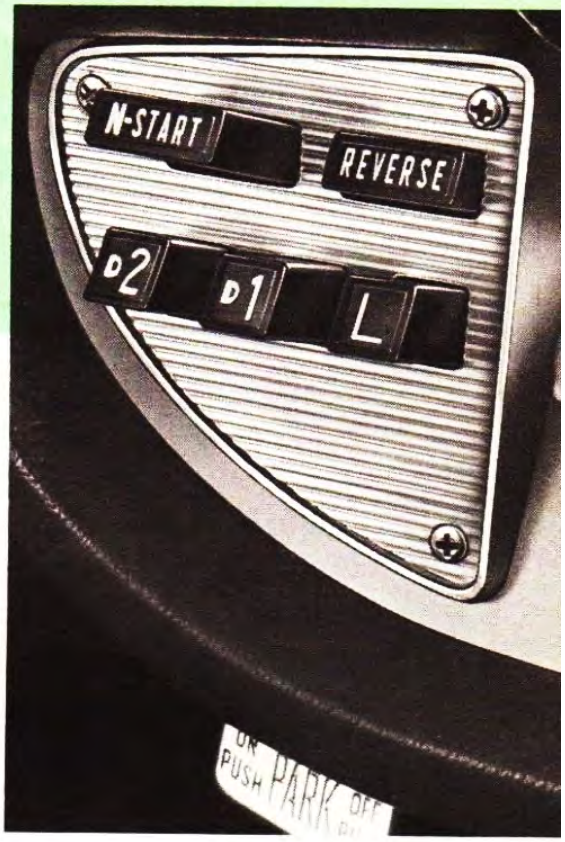
3 Clutch • **4 Foot Brake** • **5 Accelerator** •

FLASH-O-MATIC TRANSMISSION • The push-button selector console is located to the left on the instrument panel.

Safety factor built-in protection assures against careless operation of the selector buttons. For example, when "Park" is engaged, the drive selector buttons are inoperable. Before "Park" can be used, the Neutral-Start (N-START) button must be pushed in.

N-START—Neutral and Starting
REVERSE—Reverse Gear
D2—2nd Gear Start Drive Range
D1—Complete Drive Range
L—Low Drive Range, 1st Gear
PARK—Internal Transmission Lock for Parking

A hydraulic inter-lock automatically prevents use of **REVERSE** above 10 MPH. Should the button be inadvertently depressed at speeds above this, the transmission will shift to low range and as car speed is materially reduced as a result to below 10 MPH, the transmission will then automatically shift into reverse.



Starting the Engine • The engine is started by inserting the octagonal shaped ignition switch key and turning clockwise to the operating position and pushing the Neutral-Start (N-START) selector button fully in. Starting the engine while parked on an incline, if "Park" lever has been pushed in previously, merely start engine as above. Release "Park" and select desired drive position. A vacuum lock-out safety feature prevents starter engagement when engine is running.

Operating in the Driving Ranges • "D1" provides a complete driving range with a 1st gear start. "D2" provides a 2nd gear start. "D1 is recommended for all normal driving. "D2" is the same in every respect except that it eliminates 1st. gear. Since starting in 2nd. gear (D2) requires greater throttle opening for the same acceleration, more fuel would be used on starts in "D2".

While the "D1" and "D2" buttons can be moved 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.

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

The change from either of the two "D" range positions to low (L) range is made by depressing the "L" button. Release the accelerator pedal when moving the button to "L." This change can be made at any car speed. When the selector button is moved to "L" range above 20 MPH, an immediate downshift to second speed will occur. A shift into first gear will follow when speed is reduced below 20 MPH, with closed throttle.

CAUTION: The change from either of the two "D" positions to "L" should only be made on dry roads when traction is good. It is not recommended to change to "L" on slippery roads since this change could induce a skid. On slippery roads, safety demands that the car speed be reduced by judicious use of your brakes.

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

The Flash-O-Matic will downshift to second gear when driving in either range at speeds less than 56 MPH. A downshift to first gear will occur when driving in "D1" range at less than 18 MPH.

Operating in Reverse • Avoid engaging reverse at speeds above 10 MPH. Alternately pushing "L" (or "D1") and REVERSE selector buttons with light accelerator pedal pressure permits rocking the car when required to get out of snow, mud, or sand. Do not use "D2" in the rocking operation and limit to not more than ten minutes.

Parking • Neutral-Start (N-START) button must be pushed in before the "Park" actuator lever can be engaged. Push in completely to engage "Park." This lever engages an internal transmission lock for parking.

NOTE: At no time should "Park" be engaged when car is moving. Internal damage to transmission would result. When parked, and a possibility of being pushed exists, do not use "Park."

Holding Car on Hills • It is possible to hold the car stationary, for limited periods of time only, on slight upgrades by depressing accelerator pedal slightly with "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 in "Park" position to prevent rolling when parking brakes are released.

Pushing to Start Engine • Push car in Neutral-Start (N-START) with "Park" pulled out until 30 MPH or more is reached, turn on ignition, then push "D1" button (not "L"). Under these conditions, the engine will be engaged in gear and ordinarily will start.

Towing • If the transmission has been operating satisfactorily, the car may be towed with the gear selector button Neutral-Start (N-Start) pushed in at a reasonable speed.

The oil level must be at the proper level.

If the transmission has not been operating properly, the car should be towed ONLY with the rear wheels lifted off the ground.

Care and Maintenance • Check transmission fluid level every 1,000 miles. Drain and refill the Flash-O-Matic transmission every 15,000 miles.

Fluid Level Check Procedure • Engage "Park" lever after pushing (N-START) button in and set park brake with car on a level surface. To warm fluid, run engine until temperature is normal, and let engine idle. Disengage "Park," push in REVERSE, then to N-START and check level. Do not overfill. The filler cap dipstick is located in the engine compartment on the right rear side.

Use fluid specially provided for automatic transmissions. Your dealer has American Motors Automatic Transmission Fluid. In addition, several oil companies are marketing approved fluid. Avoid using non-authorized oils which may cause trouble. It is wise to check the cans for the approved symbol Type "A", AQ-ATF-Suffix "A". This symbol is shown on the can, and means "Armour Qualification—Automatic Transmission Fluid, Suffix "A".

Idling and Creeping • As the engine breaks in and friction decreases, the idle speed tends to increase. At these higher idle speeds, the car will tend to "creep" because of the increased power transmitted by the torque converter. It may be necessary to have your dealer adjust the idle speed to overcome creeping tendencies, until engine friction stabilizes.

The correct idle speed to minimize creeping and stalling is 475 RPM (500 with air conditioning on) for Six cylinder models and 475 RPM for V-8 models.

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

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



With the overdrive control "in" and car moving at 28 MPH or more, the shift is made by momentarily releasing the accelerator. On slowing down, when the accelerator is released, at about 25 MPH, the drive changes automatically from overdrive to "third."

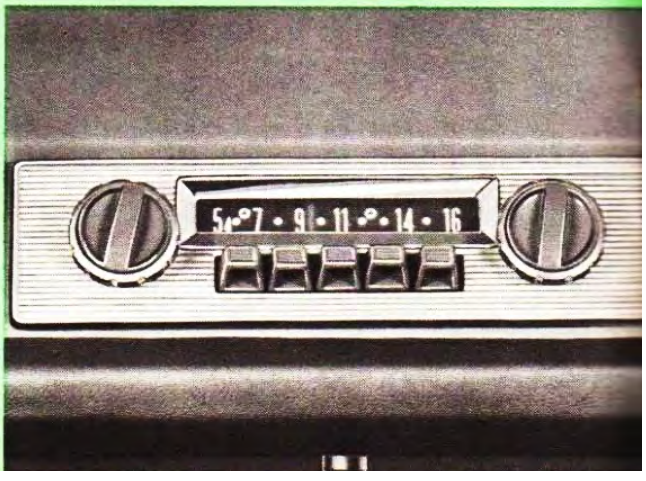
When descending steep hills, the overdrive should be locked out—pull the control "out" as described. Then in normal third gear, the resulting engine braking when accelerator pedal is released saves wear and overheating of brakes. Some prefer to drive in traffic with overdrive locked out, to provide engine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

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

Automatic Overtake • When operating in overdrive, one simple operation permits return to conventional third speed with added power. This is accomplished by depressing the accelerator to the full limit of its travel which operates electrical controls to effect the shift to third. When pedal is released, the shift to overdrive is made automatically if car speed is above 28 MPH.

NOTE: When parked, and a possibility of being pushed exists, do not leave transmission in gear. Use Neutral and engage "Park" brake.

RADIO • The push button transistor-powered radio, is designed to make your driving more pleasant The speaker is located on the top center of the instrument panel. Provisions have been made to allow the installation of an additional speaker on the rear package shelf.



Dual-speakers are standard on Ambassador Custom Sedan. The control knob directly below the radio is a speaker "mixer" control when equipped with rear seat speaker.

NOTE: On Air Conditioned equipped models, the speaker is located in the air duct. Grille doors should be open when radio is in use.

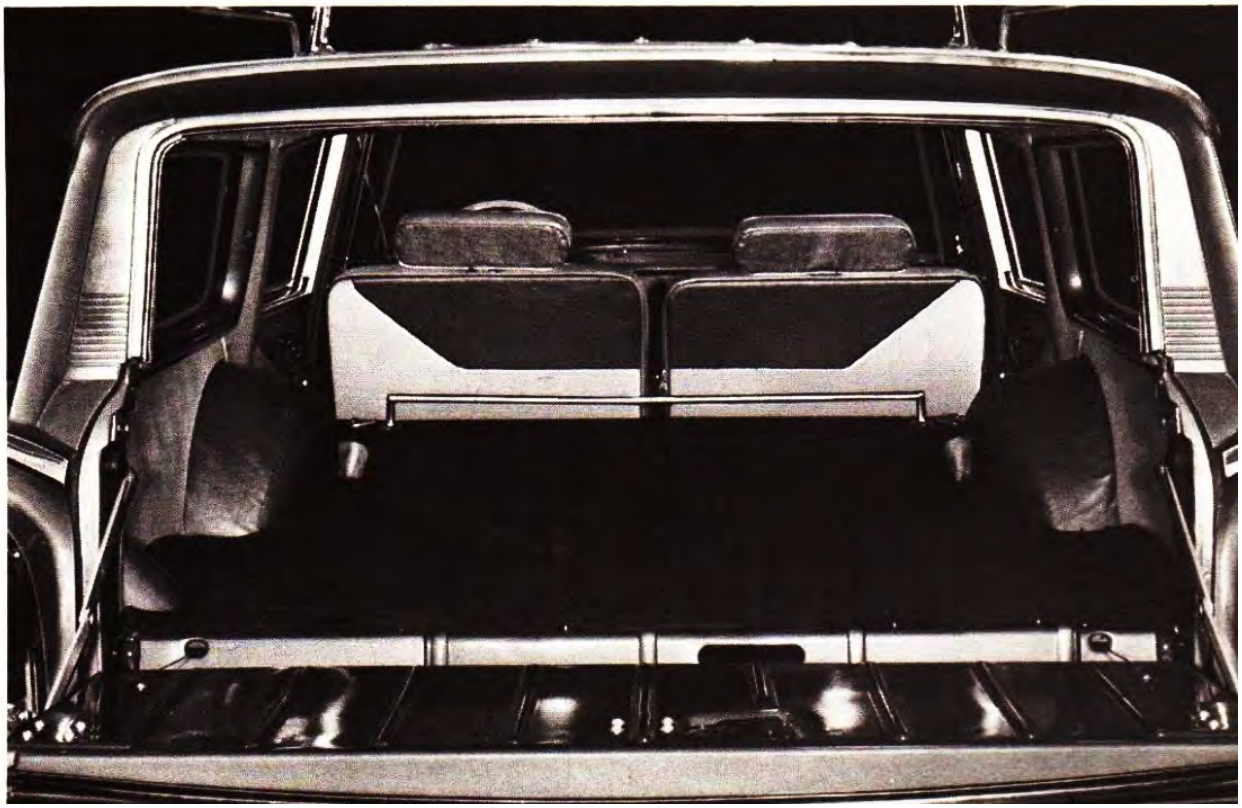
Five push buttons are used for station selection. A manual station selector is located on the right of the console. On the left, a dual knob provides an On-Off and volume control on the inner knob with bass-treble control on the outer knob.

Setting the Push Buttons • Set the push buttons in daytime because interference from weak stations is stronger at night. Allow radio to warm up a few minutes. Set tone control on center position, extend antenna to limit, and pull the first left selector button to the left and outward as far as it will go. Tune in the first station desired (at left of dial) with manual tuning knob. Then press button firmly inward to lock it in place on the station tuned.

Continue setting push buttons in sequence to the right until all are adjusted to your favorite stations. See your dealer for proper antenna trimming to improve performance.

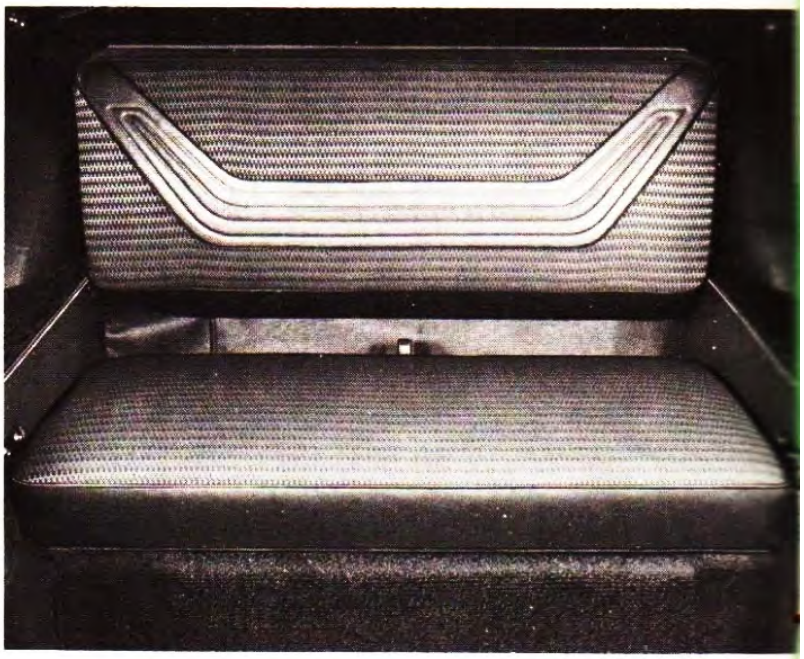
Important • In the event of a National Emergency, tune in Civil Defense Broadcast by setting radio dial pointer at 640 or 1240 Kilocycles. These settings are identified on the dial of your radio by the Civilian Defense Insignia (triangle in a circle).

STATION WAGON • To increase the cargo compartment space, the rear seat-back folds forward and lies flat on the rear seat cushion.





It is held in place by two straps fastened to the seat-back anchor pins. The anchor strap is stored by snap fasteners to the front of the seat base. Remove strap from fasteners, lay seat-back on seat cushion. Press down on seat-back. Hook strap on anchor pins and then snap fastener on the seat base. The robe-rail acts as a cargo stop on custom models.



Three-Seat Station Wagon • This model provides an observation type seating arrangement and additional passenger accommodations and in turn will also function as cargo space as in the conventional station wagon model when the rear and third seats are lowered to the flat position.

To place in cargo position, raise the rear filler panel and snap into place, pull the third seat cushion up and forward to rest on filler panel lip. Pull the seat back from catches on wheelhouse panel and fold the seat back down to rest on lip of seat cushion.

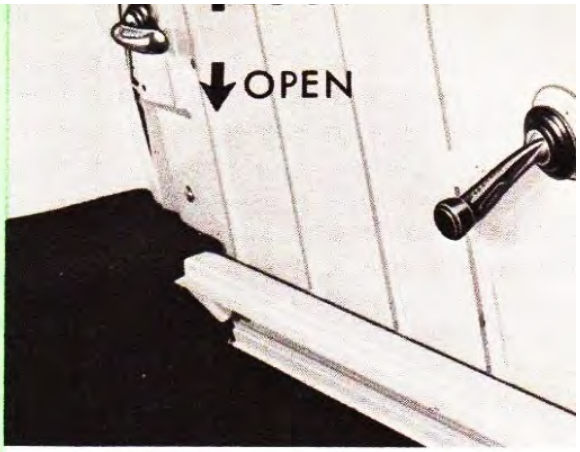


The regular rear seat is lowered and strapped as described for the conventional station wagon

model. This provides the complete cargo space.

The door is equipped with a "Safety-Lock" feature for protection of the third seat passengers to prevent the door from being opened from the inside inadvertently. When locked from the outside with the ignition key, the "Safety-Lock" is automatically engaged and can only be opened with the key from outside. Also, when the inside handle is pushed up to the lock position, the door can only be opened from the outside after unlocking with the key (read decal). The window may be lowered with the crank located on the center of the inside panel.

NOTE: Both fresh air vent controls should be opened (pulled out) when driving with the tail-gate window in any lowered position. Keep vent windows closed.



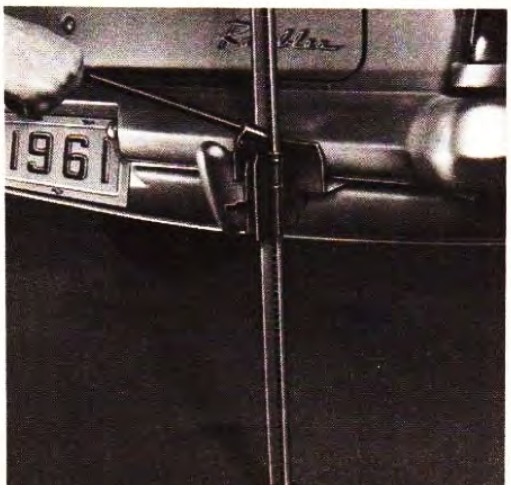


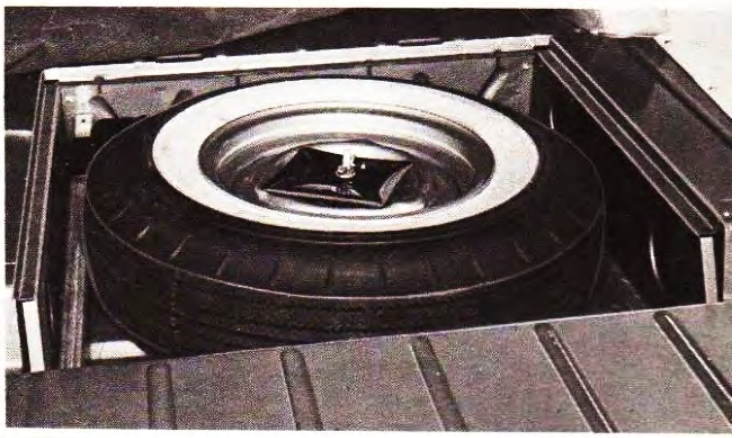
SPARE TIRE and BUMPER JACK • The spare tire is held upright in place in the luggage compartment on the right hand side by the bumper jack bottom support on all sedan models. The bumper jack is directly behind the tire and is held in place by the tire and a bracket on the wheelhouse panel.

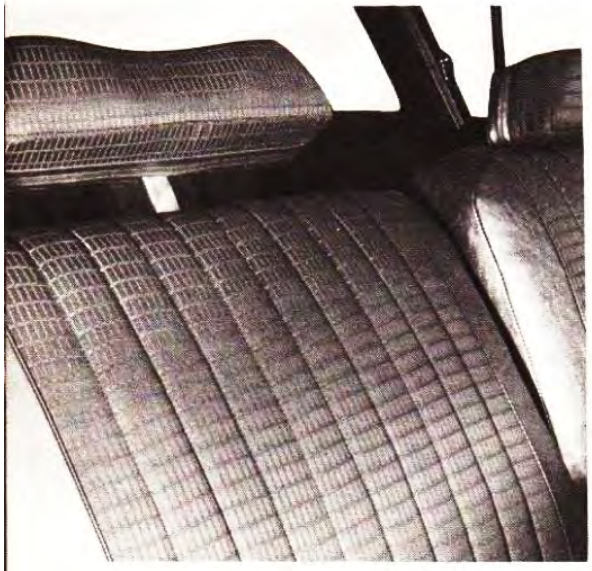
The spare tire and bumper jack on the conventional station wagon model is stored under the rear cargo floor panel which is easily removed after the hold down wing nut is removed.

On three-seat station wagons, the jack is located under the front rear seat cushion.

To jack the car up to remove a wheel, place the bumper jack pad against the side of the bumper vertical bar and under the lower lip of the bumper. This will prevent the bumper jack from slipping.





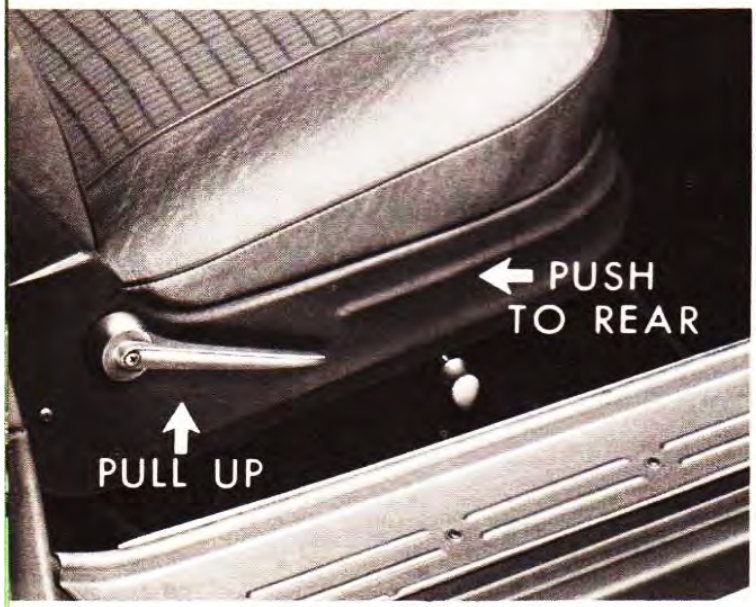


AIRLINER RECLINING SEAT • Each side of the front seat-back is independently adjustable to five positions. The seat-back may be lowered to the next position by leaning forward slightly, raising the control lever, and then releasing the lever as the cushion falls into position. The mechanism is designed to make it impossible to move the lever to lower the seat-back when the weight of the occupant is against the back cushions. This safety feature prevents inadvertent lowering of the seat-back. The seat-back is easily returned forward without use of the lever. Slowly lift the seat-back to the next position desired, one "click" at a time—Do not pull the seat-back up rapidly.

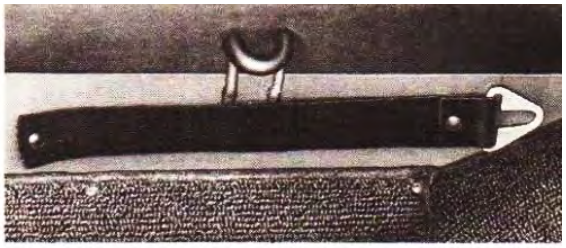
INDIVIDUAL FRONT SEATS • Individually adjustable separate seats are fitted with separate sets of tracks which provide individual fore and aft adjustment for the driver and front seat passenger. In addition each seat provides the Airliner Reclining adjustments.

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. This provides a handy storing position plus a comfortable armrest for driver and passenger.

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. Push knob to rear to adjust seat as desired.







TWIN TRAVEL BED • Place the front seat or seats in the full forward position. Install the supports provided on rear seat-cushion base and then lower reclining front seat to the bed position. Lift front seat cushion and turn-up bed prop brackets located on seat frame. This provides a raised support for the rear of seat cushion for level bed contour. Suggestion for added comfort: Before lowering front seat, pull the rear seat-cushion up and wedge it against rear seat-back to better serve as a head rest. To protect upholstery, insert a length of cloth between rear seat-cushion and rear seat-back.

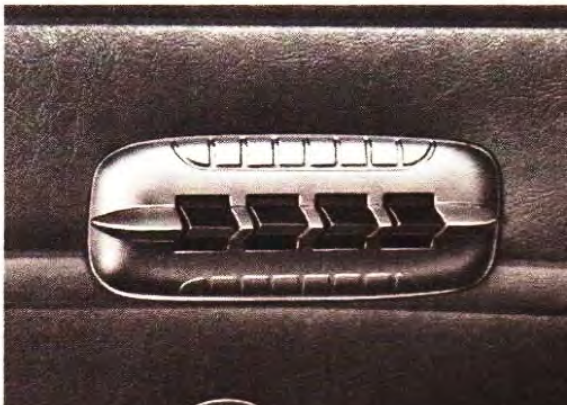
OTHER OPTIONS • **POWR-SAVER FAN** • The Powr-Saver (Optional on Amb.) automatically limits or reduces the fan speed in relation to engine speed. This is accomplished by an automatically controlled viscous flow coupling on the fan hub, which requires no driver or service attention. The reduction in fan speed greatly reduces fan noise and fan horsepower losses, thereby offering efficiency gains in performance and fuel economy.

SELF-ADJUSTING BRAKES • This optional feature maintains correct operating clearance between the brake linings by adjusting the brakes in small increments in direct proportion to lining wear. Periodic brake adjustments are not necessary, see your authorized AM dealer should the brakes require servicing.

PARKING BRAKE WARNING LIGHT • A red light is located on the lower left side of instrument panel. The light remains on until parking brake is released. The light operates when ignition key is on.

POWER BRAKES • Power Brakes require far less pedal effort and permit quicker applications. 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 park brake with foot brake assistance prior to stopping engine. Do not release park brake until engine is started. Check fluid reservoir every 1,000 miles. (See page 32.)

POWER STEERING • Far less effort is required to park and steer with American Motors direct-acting, linkage-type Power Steering. Should power fail, positive control can be maintained with increased steering effort. Check fluid reservoir every 1,000 miles.



POWER-LIFT WINDOWS • This power-assist equipment enables each window

to be operated by its own electric motor. An individual control button is provided for each window, while a complete set of four buttons on the driver's door enables remote control of all windows. Pressing a button up raises the window—pressing down lowers it. To operate windows, ignition must be "on" or in the accessory position.

"TWIN-GRIP" DIFFERENTIAL • The "Twin-Grip" differential (optional) is designed to give positive tractive drive to both rear wheels at all times, whereas one wheel would spin in a conventional type differential whenever snow, ice, mud, or rough gravel roads are encountered. The positive drive feature is possible by the cone clutches and friction drive plates in the differential assembly. The tractive drive from the wheel that is spinning is equalized and transferred to the wheel that is not spinning, virtually locking both axles in positive drive.

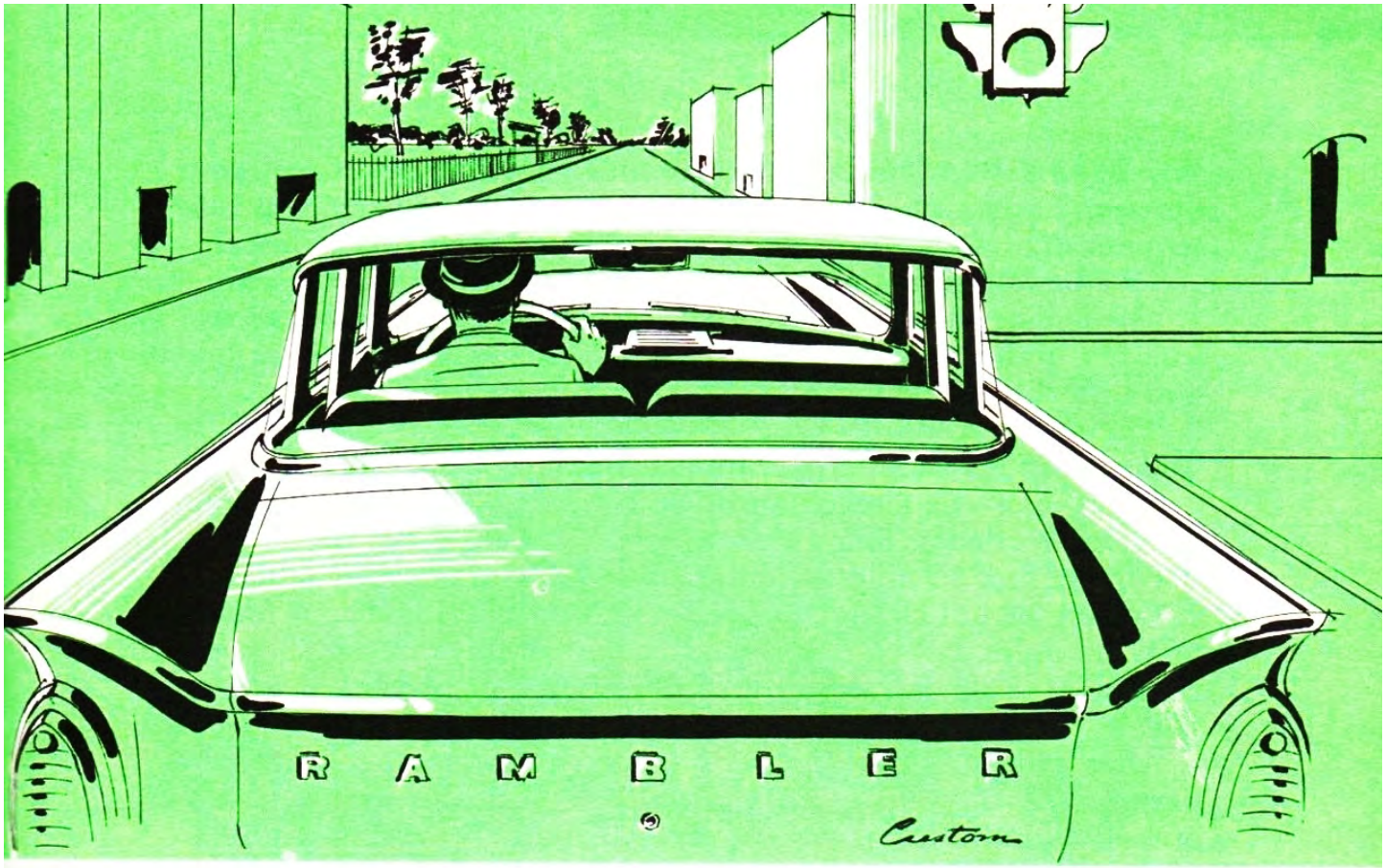
Completely automatic, requiring no driver attention, this provides a new measure of added control and safety for all driving. If additional lubricant is required, use AM approved type available at Rambler dealers.

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 seriously injuring the operator.

LOCK-O-MATIC DOOR LOCKING SYSTEM • This system provides constant vacuum-powered door locks with engine running, control switch in locked position (down) and driver seated. The control switch is located below instrument panel to the left of steering column. The seat valve, mounted under the driver's seat, automatically energizes the system with driver seated and engine running.



With control switch in locked position (down) all doors will automatically lock with start of engine. Rear doors cannot be unlocked or opened until engine is turned off, or switch placed in unlocked (up) position. With engine off or driver seat unoccupied, door locks revert to manual system, regardless of switch position.



II Tips on Driving

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24	IDLING
25	CITY DRIVING
25	COUNTRY DRIVING
25	HOT WEATHER DRIVING
25	COLD WEATHER DRIVING
26	ECONOMY DRIVING
26	TRAILERS

THE BREAK-IN PERIOD • The manner in which you drive your new car for its initial mileage has a pronounced effect on its subsequent operation.

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

1. The engine should be "worked" by intermittent running at reasonably high speeds. However, too much speed can be harmful and must be avoided.
2. The engine requires progressive break-in at various speeds or steps before it is safe to operate continuously at all speeds.

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

For the first 50 miles avoid opening the throttle fully while accelerating or hill climbing. Keep under 50 miles per hour for the first 250 miles, but during the latter part of this mileage short periods of acceleration at full throttle, in high or overdrive, are desirable.

After 250 miles, short periods at increasingly higher speeds are permissible. Step up speeds gradually as mileage accumulates—operation of the car at low speeds contributes little, if anything, to effective break-in at higher speeds. Varying speeds, with some full throttle accelerations, are better than steady speeds.

Engine noise, fuel, and oil consumption can be expected to reduce as break-in mileage progresses and internal friction decreases. Correct viscosity engine oil should be used. The original oil installed in the engine at the factory is suitable, but it should be changed not later than at 1,000 miles (400 to 600 miles is better), to drain out the metal particles and other foreign material that accumulate faster during this period. An extra chassis lubrication around 500 miles will insure lubrication to suspension parts during the critical break-in period.

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 for damage if other brands are used.

STARTING • To start a cold engine, depress accelerator at least half way and release, which moves choke from warm operating position.

When starting a hot engine, or an engine which has been flooded, depress the accelerator fully and hold while starting.

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. Shut off the engine when waiting at a railroad crossing or in a traffic jam—restarting takes a negligible

amount of gasoline. Do not run the engine with garage doors closed. During warmup the exhaust gases contain large quantities of deadly carbon monoxide.

Standard or overdrive engine idle speed is 550 RPM. (See page 15 for automatic.)

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 far less injurious to car and engine than is commonly assumed. Fuel consumption, however, will be much greater than at lower speeds. After a hard run in extreme hot weather, let engine idle about ½ minute before shutting off to reduce water 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. AM Sealer Lubricant and Rust Inhibitor added to the radiator in summer driving will forestall accumulation of rust and scale. Use a good grade of engine oil. Modern premium oils, drained at regular intervals keep your engine clean inside and prolong its life.

IMPORTANT • Hot weather driving is frequently accompanied by dusty operating conditions. Cellulose-Fibre or Oil-Bath carburetor air cleaners must be cleaned and serviced periodically as specified on the label. (See Lubrication Chart.) Do not overlook the crankcase ventilating intake cap in dusty operation. Examine its condition, clean and re-oil if necessary, when checking engine oil.

COLD WEATHER DRIVING • (See Page 28) 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 reduring 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 slowly until the engine reaches normal operating temperature, to avoid wear on engine parts slow to receive lubrication because of relatively high oil viscosity in cold weather. Use a low-viscosity, free-flowing engine oil as specified to assure lubrication during the critical warmup period.

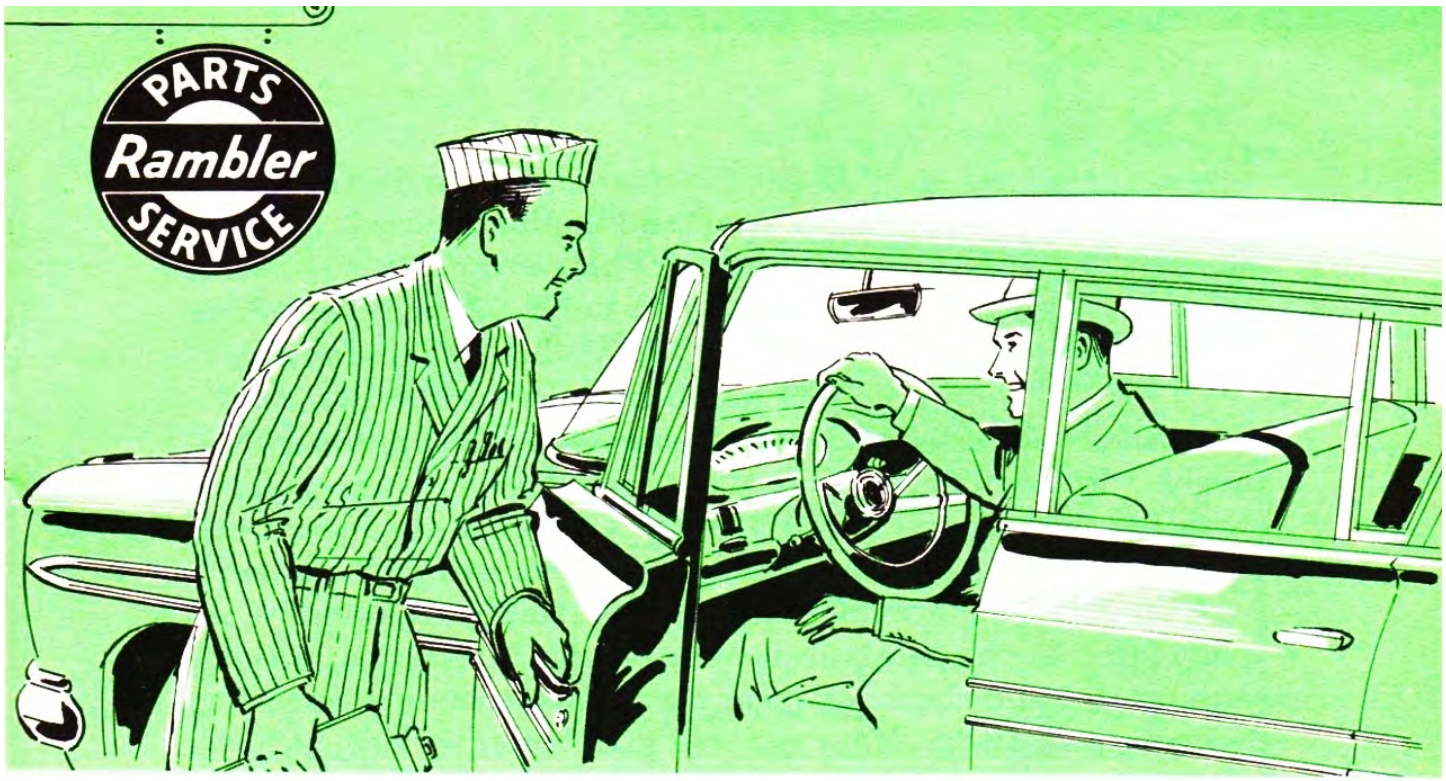
Keeping the gas tank full in cold weather will reduce the tendency toward water condensation in the tank and possible resultant fuel line freezing. Fill tank at end of each day's driving rather than at the start. Drain fuel-filter chamber of fuel pump every 2,000 miles to avoid freeze-up in winter. Replace the fuel filter element every 12,000 miles.

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. Knowledge of all interrelated and variable factors will improve operating economy. This "Tips on Driving" section and outer back cover of this manual explains fuel economy in general. For a copy of our "Fuel Economy" booklet, which contains more information, check items desired on tear-out envelope contained in this manual.

TRAILERS • Should you contemplate hauling 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 information, check items desired on tear-out envelope contained in this manual.

SERVICE MANUAL • Although this owner's manual thoroughly covers the operation and lubrication recommendations for your Rambler, more detailed technical information is available in the Technical Service Manual. To obtain a manual, please check correct block on the tear-out envelope contained in this manual, enclose your certified check or money order payable to American Motors Corp. for $5.00.



III Recommended Rambler Service

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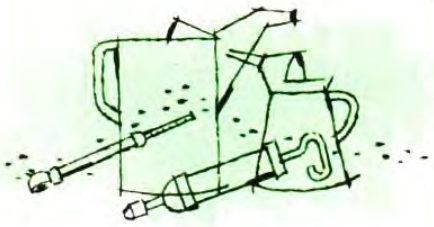
38	RAMBLER PROTECTIVE MAINTENANCE SERVICE



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

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

OIL CHANGES • The initial change should be made between 400 and 600 miles. The best periods for subsequent drains are affected by a variety of conditions; no single mileage figure can apply to all types of driving. (See Page 24)

Under normally favorable conditions draining at 2000-mile intervals is good practice. In summer, with other operating conditions favorable to oil life, 3000-mile drain periods are permissible. Oil changes in cold weather should be made more frequently—twice as often is suggested. In short run, start-and-stop winter service, when engine is not allowed to warm up properly, oil should be changed still more frequently—as often as every 700 to 1000 miles.

For economy, drain crankcase when level is low. Discard exhausted oil, not fresh lubricant. Always drain when oil is hot, after running.

ENGINE OIL • Form the habit of having the oil level checked whenever fuel is purchased. If the oil level is down to the ADD oil mark on the oil level gauge, oil should be added to bring it up to the FULL mark. DO NOT OVERFILL.

For maximum engine protection under all driving conditions, oils designated "For Service MS" are recommended. Oil companies have various markings on cans, but "MS" should appear either alone or in combination with other symbols. These oils are specifically formulated to provide satisfactory service in all engines, including those equipped with hydraulic valve lifters, under a wide range of conditions including severe (see page 25). Service MM oils are not recommended, but may be used at the driver's discretion, under less than severe operating conditions in engines not equipped with hydraulic valve lifters. "ML" oils should not be used under any circumstances.

Single viscosity or multi-viscosity types of oil are equally acceptable if refined and sold by a reputable marketer. If make-up oil is needed between oil changes, it is recommended that the new oil be of the same brand and grade. In this way, maximum benefit is realized from the additives blended into the oil and the possibility of incompatibility between oils is avoided.

OIL CHART

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

Grade used should be determined by the lowest anticipated temperature before the next oil change period.

NOTE: Where it is anticipated that the car will be driven for lengthy periods during temperature conditions of below 0° F. and engine coolant would reach what might be considered normal temperatures, SAE 10W or 10W-30 oil may be used.

OIL FILTER • A full-flow oil filter is mounted on the lower rear left side of the cylinder block on V-8 models and on the lower center right side (on oil pump) for the Six cylinder models.

The throw-away filter unit can be removed from the adapter by hand or strap-wrench. The replacement unit is turned on by hand until the gasket contacts the seat and then tightened an additional half-turn.

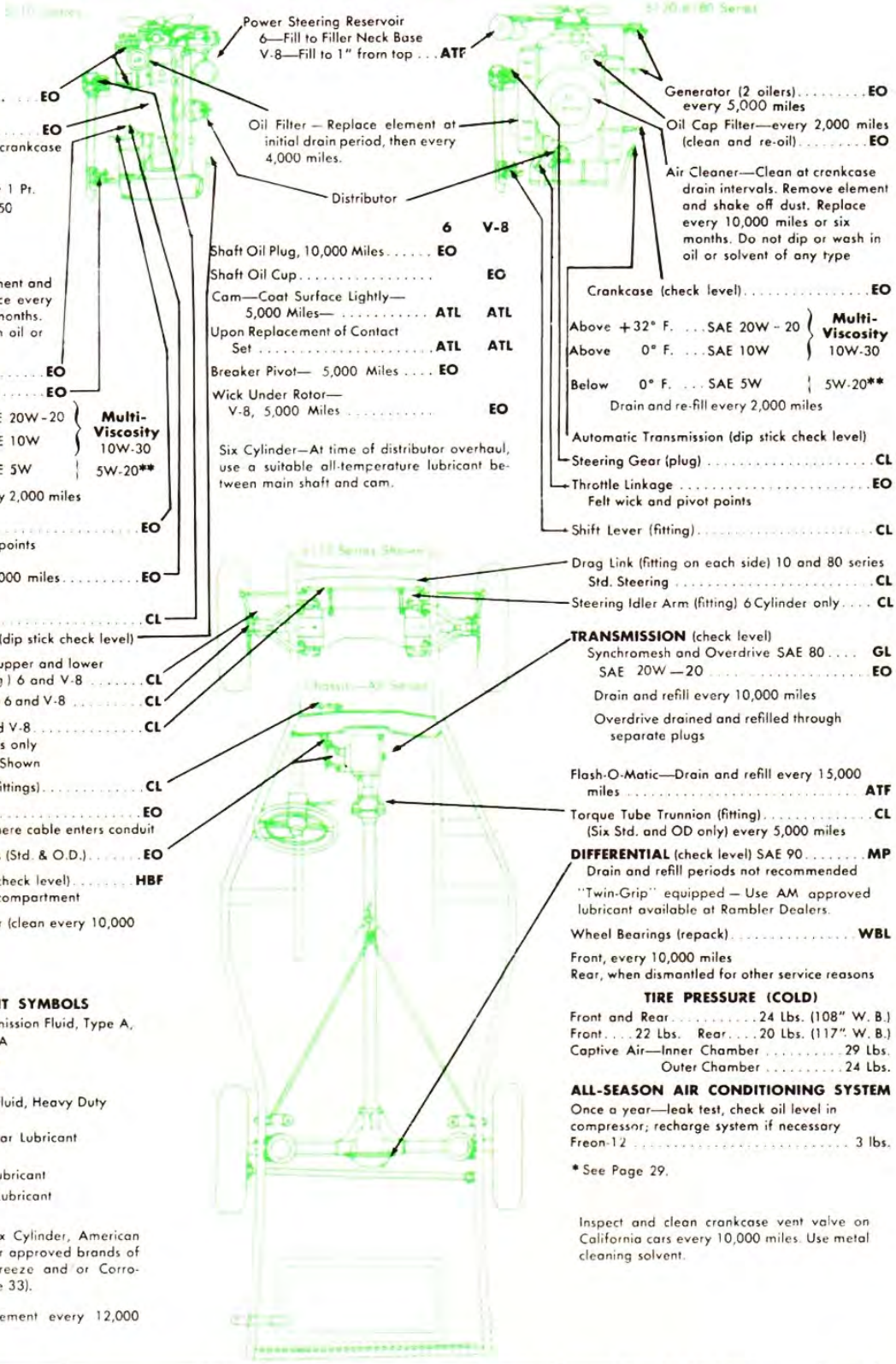
The oil filter unit should be changed at the initial drain period, and every 4,000 miles thereafter, available at Rambler Dealers. An additional quart of oil is required at this time.

LUBRICATION OF RUNNING GEAR • Most of the working parts of the running gear should be lubricated at 1,000-mile intervals, as shown by the chart on page 30. Note that a few points require attention only at 2,000, 3,000, 5,000, 10,000 or 15,000-mile intervals.

If the car is operated in dusty, wet or slushy weather, and particularly in mud, it is good practice to lubricate the running gear more frequently. Under these conditions the lubricant tends to be washed out of bearings exposed under the car. The best time to lubricate is immediately after operation under such adverse conditions, to flush out the water and foreign matter with fresh lubricant.

1961 SIX CYLINDER and V-8 Lubrication Service Chart

Lubricate at each arrow point every 1,000 miles except as noted
Consult your dealer regarding service recommendations



Power Steering Reservoir
6—Fill to Filler Neck Base
V-8—Fill to 1" from top . . . **ATF**

Generator (2 oilers) . . . . . **EO**
every 5,000 miles

Air Cleaner . . . . . **EO**
Clean and re-oil at crankcase drain intervals

Oil Bath Type—Capacity 1 Pt.
Summer—SAE 40 or 50
Above 32° F.
Winter—SAE 20
Below 32° F.

Dry Type—Remove element and shake off dust. Replace every 10,000 miles or six months. Do not dip or wash in oil or solvent of any type

Crankcase (check level) . . . . . **EO**

Shift Levers (fitting) . . . . . **EO**

Above + 32° F.	SAE 20W-20	Multi-Viscosity
Above 0° F.	SAE 10W	10W-30
Below 0° F.	SAE 5W	5W-20**

Drain and re-fill every 2,000 miles

Throttle Linkage . . . . . **EO**
Felt wick and oil pivot points

Oil Cap Filter—every 2,000 miles . . . . . **EO**
(clean and re-oil)

Steering Gear (plug) . . . . . **CL**

Automatic Transmission (dip stick check level)

Control Arms (fitting on upper and lower Front Trunnion Bushing) 6 and V-8 . . . . . **CL**

Lower Trunnion (fitting) 6 and V-8 . . . . . **CL**

Pitman Arm (fitting) 6 and V-8 . . . . . **CL**
Power Steering models only
6110 Shown

Clutch Release Shaft (2 fittings) . . . . . **CL**

Park Brake Cable . . . . . **EO**
Lubricate sparingly where cable enters conduit

Transmission Shift Levers (Std. & O.D.) . . . . . **EO**

Brake Master Cylinder (check level) . . . . . **HBF**
Accessible in engine compartment

Power Brake Air Cleaner (clean every 10,000 miles)

Oil Filter—Replace element at initial drain period, then every 4,000 miles.

Distributor

	6	V-8
Shaft Oil Plug, 10,000 Miles	**EO**	
Shaft Oil Cup		**EO**
Cam—Coat Surface Lightly—5,000 Miles—	**ATL**	**ATL**
Upon Replacement of Contact Set	**ATL**	**ATL**
Breaker Pivot— 5,000 Miles	**EO**	
Wick Under Rotor—V-8, 5,000 Miles		**EO**

Six Cylinder—At time of distributor overhaul, use a suitable all-temperature lubricant between main shaft and cam.

Generator (2 oilers) . . . . . **EO**
every 5,000 miles

Oil Cap Filter—every 2,000 miles (clean and re-oil) . . . . . **EO**

Air Cleaner—Clean at crankcase drain intervals. Remove element and shake off dust. Replace every 10,000 miles or six months. Do not dip or wash in oil or solvent of any type

Crankcase (check level) . . . . . **EO**

Above + 32° F.	SAE 20W - 20	Multi-Viscosity
Above 0° F.	SAE 10W	10W-30
Below 0° F.	SAE 5W	5W-20**

Drain and re-fill every 2,000 miles

Automatic Transmission (dip stick check level)

Steering Gear (plug) . . . . . **CL**

Throttle Linkage . . . . . **EO**
Felt wick and pivot points

Shift Lever (fitting) . . . . . **CL**

Drag Link (fitting on each side) 10 and 80 series
Std. Steering . . . . . **CL**

Steering Idler Arm (fitting) 6 Cylinder only . . . . **CL**

TRANSMISSION (check level)
Synchromesh and Overdrive SAE 80 . . . . **GL**
SAE 20W—20 . . . . . **EO**
Drain and refill every 10,000 miles
Overdrive drained and refilled through separate plugs

Flash-O-Matic—Drain and refill every 15,000 miles . . . . . **ATF**

Torque Tube Trunnion (fitting) . . . . . **CL**
(Six Std. and OD only) every 5,000 miles

DIFFERENTIAL (check level) SAE 90 . . . . . **MP**
Drain and refill periods not recommended
"Twin-Grip" equipped—Use AM approved lubricant available at Rambler Dealers.

Wheel Bearings (repack) . . . . . **WBL**
Front, every 10,000 miles
Rear, when dismantled for other service reasons

TIRE PRESSURE (COLD)
Front and Rear . . . . . 24 Lbs. (108" W. B.)
Front . . . . 22 Lbs. Rear . . . . 20 Lbs. (117" W. B.)
Captive Air—Inner Chamber . . . . . 29 Lbs.
Outer Chamber . . . . . 24 Lbs.

ALL-SEASON AIR CONDITIONING SYSTEM
Once a year—leak test, check oil level in compressor; recharge system if necessary
Freon-12 . . . . . 3 lbs.

* See Page 29.

Inspect and clean crankcase vent valve on California cars every 10,000 miles. Use metal cleaning solvent.

LUBRICANT SYMBOLS

ATF Automatic Transmission Fluid, Type A, AQ-ATF—Suffix A
CL Chassis Lubricant
GL Gear Lubricant
HBF Hydraulic Brake Fluid, Heavy Duty (SAE 70-R-3)
MP Multi-Purpose Gear Lubricant
EO Engine Oil
WBL Wheel Bearing Lubricant
ATL All Temperature Lubricant

COOLING SYSTEM—Six Cylinder, American Motors "All Winter" or approved brands of permanent type anti-freeze and/or Corrosion Inhibitor (See Page 33).

Replace Fuel Filter Element every 12,000 miles.

MEASURE SYSTEM	CRANKCASE		TRANSMISSION									DIFFERENTIAL		COOLING SYSTEM						GAS TANK
			Flash-O-Matic			Synchromesh			Overdrive					Without Heater			With Heater			
	Quarts		Quarts			Pints			Pints			Pints		Quarts			Quarts			Gallons
				V-8			V-8			V-8					V-8			V-8		
	Six	V-8	Six	108" W. B.	117" W. B.	Six	108" W. B.	117" W. B.	Six	108" W. B.	117" W. B.	Six	V-8	Six	108" W. B.	117" W. B.	Six	108" W. B.	117" W. B.	
U.S.A.	4*	4*	10	10	11	1.5	2.25	4	2.75	3.5	4	3	4	9.5	19	18	10.5	20	19	20
British Imperial	3.3	3.3	8.3	8.3	9.2	1.25	1.9	3.3	2.3	2.9	3.3	2.5	3.3	7.9	15.8	15.0	8.7	16.7	15.8	16.7

WIPER BLADES • Wipers feature replaceable rubber elements, easily changed at low-cost.

12-VOLT BATTERY • Check weekly and maintain electrolyte level above plates with distilled water—do not overfill. To prevent corrosion, clean terminals with a baking soda water solution, and coat with lubricant occasionally. Caution: Keep lighted cigarettes or flame away from top of open battery cells as a combustible gas is always present.

FUSES • Electrical circuits are protected with fuses and circuit breakers, located as follows:

Circuit	Ampere Rating	Location
Headlights, Hi-Beam Signal	18	Cir. Brk. . . . . Part of headlight switch
Park, Tail License, Glove Box, Instrument, Dome Lights	12	Cir. Brk. . . . . Part of headlight switch
Stop, Turn Signals, Heating and Air Cond.	30	Cir. Brk. . . . . Inside body cowl, left side
Overdrive Relay	15	Fuse . . . . . Under hood, on O.D. relay
Radio	5	Fuse . . . . . In radio power line
Power Windows—One 30 . . . . . Four	15	Cir. Brk. . . . . Inside body cowl; left side 15 Ampere—each window motor

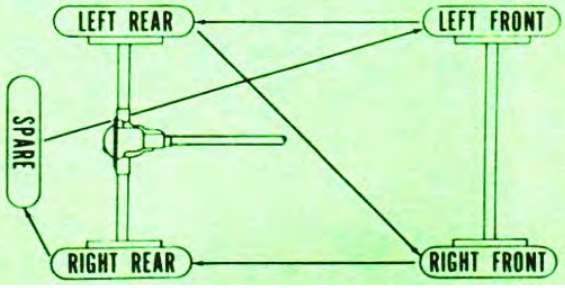
TIRES • **Tire Changes** • When changing tires and wheels or installing tire chains, set parking brake or block wheels. Proper location of the bumper jack is next to the bumper guards, and inclined slightly toward the bumper guards to prevent slipping out of place. Place small control lever on jack body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

Tubeless Tires • Recommended pressure for normal service is 24 lbs. on 108" wheelbase and 22 lbs. front, 20 lbs. rear on 117" wheelbase. Do not bleed tires down to recommended pressure if tires are warm.

For cars driven at sustained rates of high speed or on trips where above average speeds or loads are maintained, tire pressures may be increased up to 30 lbs. (cold before running). The higher pressure will increase stability with some sacrifice of riding quality. The higher pressure will also improve fuel economy under *all* driving conditions.

Check tires daily for visible underinflation and for signs of uneven wear, also occasionally for alignment and balance.

In accordance with this diagram, rotate your tires within the first 2,500 miles, again at 5,000, and



every 5,000 thereafter. It is not necessary to remove tires from the wheels. If no spare tire is used, move right rear to left front.

Captive-Air Tire • The nylon Captive-Air safety tire has an inner "safety shield" which functions as a guard-tube by forming two air chambers. This four-ply cord, two of nylon and two of steel cord in the crown area, is suspended within the tire and securely locked between the tire and wheel rim head. The tire is unique in that each tire carries its own spare inside. If a puncture or blow-out occurs on the main tire body, the inner reserve air chamber permits the car to be driven safely at moderate speeds of 50 M.P.H. or less for 100 miles or more. The recommended tire pressure is 29 pounds in the inner chamber and 24 pounds in the outer chamber. The tire pressure should be increased to 35 pounds in the inner chamber and 30 pounds in the outer chamber when trips of fifty miles or more with a fully loaded car is anticipated. The inner chamber should be checked and filled with air first.

The Captive-Air safety tire is standard equipment on the three-seat station wagon model and is available as optional equipment in all sizes.

BRAKES • Check master cylinder level every 1,000 miles. Add or refill with SAE 70-R-3 heavy duty hydraulic brake fluid only. Inferior fluids may fail in emergencies. (see washing page 33).

FUELS • The Classic Six and V-8, and standard Ambassador V-8 engines will operate satisfactorily on "regular" grade gasoline. If knock does not occur using regular gasolines and with correct spark advance, no advantage can be gained by using premium gasolines. Should knocking or "pinging" occur at full throttle using regular gasoline, a change to premium fuel should eliminate the knock and improve efficiency. Retarding ignition timing from the factory setting will reduce or eliminate fuel knock, but tends toward losses in fuel economy and power.

On the optional high compression ratio Ambassador V-8 models, premium fuel is required.

See page 53 for correct ignition timing specifications.

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

COOLING • When removing the radiator cap while the engine is hot, first loosen cap to the first notch to reduce pressure. Do not overfill when cold; normal expansion when hot will waste anti-freeze.

To protect the cooling system, use American Motors "All-Winter" permanent type anti-freeze or an approved equivalent for use with aluminum block Six or cast-iron V-8. Consult your dealer for correct mixture quantities. American Motors "All-Winter" permanent type anti-freeze or an approved equivalent contains inhibitors which resist corrosion in the cooling system. For effective protection, the solution must be drained and replaced once each year.

Before adding anti-freeze solution, the cooling system should be inspected and serviced by your dealer for maximum protection. The system should be cleaned, checked for leaks, and the cylinder head bolts properly tightened. After adding solution, the system should be checked regularly to insure against leaks.

In climates where anti-freeze is not required, American Motors Cooling System Rust Inhibitor or an approved equivalent for use in aluminum Six engines should be used. The water used should not contain harmful impurities . . . only drinking water should be used.

A 195° F. thermostat for Six cylinder models, and a 180° F. for V-8's, provide efficient engine performance and better heater operation. The engine and cooling system are designed to operate with these thermostats, both summer and winter. The heat range necessitates the use of permanent type anti-freeze. Alcohol and methanol must not be used for the Six but are permissible for the V-8 by using a lower heat range thermostat.

The radiator drain is located at bottom left side. The six cylinder engine block drain is located on the left side. The V-8 engine has two drains, one on each side at lower center of block. To flush radiator and engine, use American Motors Radiator Kleen. Many radiator cleaners contain strong chemicals which are not approved for use in aluminum cylinder blocks.

CAR CARE • **Washing** • The baked Super 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.

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

Polishing • The baked Super-Enamel finish attains final hardness

upon leaving the factory. Stains and road film may be removed with American Motors Polish and Cleaner or Rambler 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 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 quickly cleaning leather and all vinyl, saran, and nylon plastics.

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 a rag dampened, not saturated, with American Motors Fabric Cleaner to clean the headlining. Brush smudged area in light fanning circular strokes. Be careful not to soak the area being cleaned. This will prevent leaving a ring when the cleaner dries.

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. It is a quick-acting, easy-to-use liquid for cleaning, polishing and restoring the original luster.

Chrome Protection • Salt and calcium chloride used on roads during winter as melting agents are especially destructive to chrome, as is salt air and spray in seaboard localities. To maintain the appearance of chrome parts, cleanliness is most important. A paste wax should be used as a protective coating on all chrome and bright work finishes which are subjected to severe exposure.

YOUR RAMBLER WARRANTY

Each new Rambler is warranted by American Motors Corporation, as Manufacturer, under the terms of the Automobile Manufacturers' Association Uniform Warranty. This warranty is extended through American Motors Sales Corporation to authorized Rambler Dealers in the United States, and through American Motors Ltd., Authorized Rambler Dealers in Canada. Your authorized Rambler Dealer, independently and not as agent of Manufacturer or American Motors Sales Corporation or American Motors (Canada), Ltd., extends to you as purchaser of a new Rambler a like warranty.

"The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this Warranty being expressly in

lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sales of its vehicle.

"This Warranty shall not apply to any vehicle which shall have been repaired or altered outside of an American Motors Authorized Dealer Service Station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

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

Ceramic Armored Muffler and Tail-pipe • The above Automobile Manufacturers' Association Uniform Warranty shall apply in all of its terms, conditions and restrictions to ceramic armored muffler and tail-pipe equipment *except* only that the warranty shall be extended to the original purchaser so long as the original purchaser retains ownership of the vehicle covered by the warranty.

Tires • The tires included as original equipment on Rambler cars are covered by the tire Manufacturer's Warranty. Your Dealer will assist you if a tire adjustment is necessary.

Battery • The battery included as original equipment in your Rambler is covered by the battery Manufacturer's Warranty. Should the battery fail within the Warranty period, it will be replaced on a no-charge basis. Should a defect become apparent after 90 days and within the battery adjustment period, it can be exchanged for a new battery of the same make on an adjusted or pro-rata basis. Your Rambler Dealer will handle this for you.

WARRANTY SERVICE • Preparing your new Rambler for Delivery • Your new Rambler has been inspected, lubricated and road tested in accordance with factory recommendations to make certain that it will give you the finest in performance and driving pleasure. Listed are some of the important operations performed.

- Complete engine tune-up.
- Inspect oil and coolant level; check for leaks. (Check anti-freeze for proper protection.)
- Inspect operation of all instruments, horn, windshield wipers, and accessories.
- Inspect operation and focus of headlights.
- Inspect transmission and shift linkage operation.
- Check master brake cylinder fluid level and service and parking brake adjustments.
- Inspect front wheel bearings for adjustment and lubrication.
- Tighten rear axle shaft nuts and all wheel nuts.
- Inspect steering gear adjustment.
- Inspect steering connections, turning radius and toe-in.
- Inspect and adjust caster and camber.
- Check power steering operation and fluid level.
- Inspect operation of hood and hood safety catch.
- Inspect all glass and operation of windows and ventilators.
- Complete lubrication.
- Road test car for acceleration, performance and noises. NOTE operation of all instruments and accessories.
- Wash car and inspect finish.

2,000 Mile Inspection and Adjustment Service • Any American Motors Dealer in the United States or Canada will provide, without charge to the owner, a thorough inspection of his car at the expiration of 2,000 miles of driving, in accordance with the inspection procedure listed on the 2,000-mile inspection coupon.

Engine oil drained and chassis lubrication performed during this inspection will be provided at the dealer's regular prices.

Warranty Service Coupons • Your Warranty Service Coupons, furnished in this manual, implement the new car warranty, and together they provide for the furnishing of warranty repairs within the warranty period, without charge, by any authorized Rambler Dealer in the United States or Canada. A Coupon must be surrendered to the dealer performing warranty service on your car.

Since the dealer from whom you purchased your Rambler has a continuing personal interest in you, it is recommended that any necessary warranty services be performed by him.

RAMBLER PROTECTIVE MAINTENANCE SERVICE •

Rambler Protective Maintenance Service is designed for protecting the investment you have made and for your pleasurable, economical driving. Regular maintenance service for your Rambler, performed by competent mechanics, will avoid conditions that could arise from neglect, which are not covered by the warranty.

Protective Maintenance, performed at regular intervals, is the key to long and trouble-free car life. The Protective Maintenance coupons in this manual are for your guidance in having the Protective Maintenance services performed. The services outlined on the coupons are those which experience and testing have indicated are the most likely needed, at the mileages indicated. However, driving habits, as well as geographical, climatic and road conditions, may alter the schedule for you. Your Rambler Dealer will be pleased to discuss your specific needs. He will thoroughly check your Rambler and advise you of any services that should be performed. Your Dealer is interested in making certain that your Rambler performs to your satisfaction, and at the lowest possible cost. He is in the best position to offer you the finest in Rambler service because his personnel has the following advantages:

- Specialized Rambler product training through mobile service training centers.
- Technical information from the factory covering the latest service methods and procedures.
- Regular, on-the-job training by local factory representatives.
- Genuine Rambler parts . . . made better to wear better and last longer.
- Special tools and equipment designed for Rambler.

400-600 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

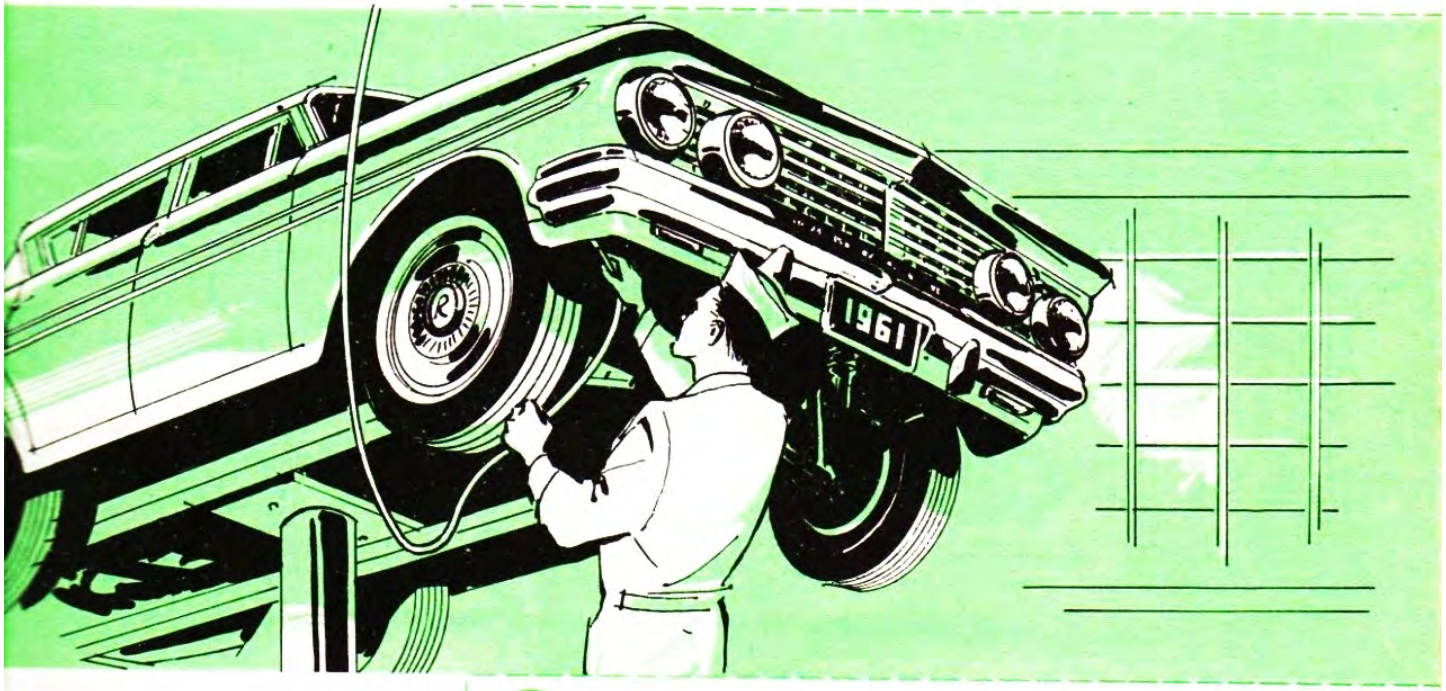
400-600 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19 _____

_____ Owner's Signature



1,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

1,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19 _____

_____ Owner's Signature

400-600 MILES

- Drain and replace engine oil. *
- Replace oil filter.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.



1,000 MILES

- Complete lubrication.
- Replace oil filter, if so equipped.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Check tire pressure.
- Check operation of all lights.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

FREE

2,000 MILE INSPECTION AND ADJUSTMENT SERVICE

Performed At

2096 Miles

BY

Dealership

Town

Date Initials

OWNER IDENTIFICATION

Owner's Name Paul B. Sherrill Stock # 934

Address 613 N. Park Drive

Town Evansville State Indiana

Model No. 6115-1 Serial No. C 441256 Engine No.

Ign. and Door Key No. N 1534 Glove Comp. and Trunk Key No. N 1509

Selling Dealer's Firm Name Hedin, Luck & Caddick, Inc.

Town Evansville State Indiana

American Motors Zone St. Louis

Delivery Date 2-18-61 Agent

Dealer's Signature

Ph. 39047

3,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

Miles

BY

Dealership

Town

Date Initials

3,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____, 19 _____

_____ Owner's Signature

2,000 MILES

- Clean and gap spark plugs.
- Check distributor dwell.
- Set ignition timing.
- Inspect for oil and coolant leaks.
- Inspect operation of horn and windshield wipers.
- Inspect operation of all instruments and accessories.
- Inspect pedals for clearance and operation.
- Inspect steering connections and turning radius, both sides.
- Adjust toe-in as necessary.
- Check power steering operation and fluid level (if so equipped).
- Automatic transmission inspection and adjustment (if so equipped).
- Complete lubrication.
- Drain and replace engine oil. *
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.
- Road test car for proper performance and operation, in accordance with factory specifications.

There will be no charge for the inspection and adjustments listed above except for chassis lubrication, engine oil, fluids, or anti-freeze used.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

3,000 MILES

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Check tire pressure.
- Check operation of all lights.
- Rotate tires.

4,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

4,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____, 19_____

_____ Owner's Signature

5,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

5,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____, 19_____

_____ Owner's Signature

6,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

6,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____, 19_____

_____ Owner's Signature

4,000 MILES

- Complete lubrication.
- Drain and replace engine oil. *
- Replace oil filter.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

5,000 MILES

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Engine tune-up (minor).
- Adjust brakes.
- Adjust clutch (if so equipped).
- Check wheel alignment.
- Rotate tires.

6,000 MILES

- Complete lubrication.
- Drain and replace engine oil. *
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.
- Check operation of all lights.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

7,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19 _____

_____ Owner's Signature

8,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

8,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19 _____

_____ Owner's Signature

9,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

9,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19 _____

_____ Owner's Signature

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.

7,000 MILES

- Complete lubrication.
- Drain and replace engine oil. *
- Replace oil filter.
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Check operation of all lights.

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

8,000 MILES

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.

9,000 MILES

10,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

10,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19_____

_____
Owner's Signature

11,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

11,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19_____

_____
Owner's Signature

12,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

12,000 MILE

PROTECTIVE MAINTENANCE SERVICE

I hereby authorize you to perform the operations listed on the back of this coupon, at your regular rate of charges.

DATE _____ , 19_____

_____
Owner's Signature

- Drain and replace engine oil. *
- Clean and re-oil oil filler cap.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cyl.
- Engine tune-up (major).
- Adjust brakes.
- Adjust clutch (if so equipped).
- Check wheel alignment.
- Rotate tires.
- Clean power brake air cleaner.
- Drain and flush transmission (Std. and O.D.).
- Clean and repack front wheel bearings.
- Replace carburetor air cleaner element.
- Inspect and clean crankcase vent valve (Calif. cars).

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

10,000 MILES

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.

11,000 MILES

- Complete lubrication.
- Drain and replace engine oil. *
- Replace oil filter.
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Check operation of all lights.
- Replace fuel filter element.

NOTE: For recommended maintenance services beyond 12,000 miles, refer to Lubrication Chart on page 30 and Protective Service Schedule on inside back cover.

12,000 MILES

WARRANTY SERVICE

PERFORMED AT

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date

_____
Initials

IFICATIONS

	Classic		Ambassador
	Six	V-8	V-8
	108.0″	108.0″	117.0″
	189.8″	189.8″	199.0″
	72.4″	72.4″	73.6″
	57.3″	57.1″	56.9″
	57.4″	—	—
	57.5″	57.3″	57.1″
	57.6″	—	—
	57¾″	58¾″	57¾″
	58″	59⅛″	59⅛″
	6.50 x 15	7.50 x 14	8.00 x 14
	6.70 x 15	—	—
	24	24	22 (Front) 20 (Rear)
	29 Lbs.	29 Lbs.	29 Lbs.
	24 Lbs.	24 Lbs.	24 Lbs.
	127 @ 4200	—	—
	138 @ 4500	200 @ 4900	250 @ 4700
	—	215 @ 4900	270 @ 4700
	180 @ 1600	—	—
	185 @ 1800	245 @ 2500	340 @ 2600
	—	260 @ 2500	360 @ 2600
	3⅛ x 4¼	3½ x 3¼	4 x 3¼
	195.6	250	327
	8.7:1	8.7:1	8.7:1
	—	—	9.7:1
	Regular	Regular	Regular
	—	—	Premium
	13	13	13
	12 Volt	12 Volt	12 Volt
	Auto Lite Champion	AL-7, ARL-82, AL82 H-10, H-18Y	All Series
	.033″-.037″	.033″-.037″	.033″-.037″
	.016″	.014″ to .019″	.014″ to .019″
	8° B.T.D.C.	T.D.C.	T.D.C. (5° B.T.D.C.*)
	8° B.T.D.C.	5° B.T.D.C.	5° B.T.D.C.
	28° to 35°	28° to 32°	28° to 32°
	19 to 23 Oz.	17 to 22 Oz.	17 to 22 Oz.
	Hydraulic Lifters	.012″	Hydraulic Lifters
	Hydraulic Lifters	.014″	Hydraulic Lifters
	0 to +½ Deg. (½° Desired)		
	+½ to +1 Deg. (1° Desired)		
	+¼ to −¼ Deg. (0° Desired)		
	1/16″ to 3/16″ (3/16″ Desired on V-8's)		

WARRANTY SERVICE

PERFORMED AT

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date

_____
Initials

- Clean and re-oil oil filler cap.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cyl.
- Engine tune-up (major).
- Adjust brakes.
- Adjust clutch (if so equipped).
- Check wheel alignment.
- Rotate tires.
- Clean power brake air cleaner.
- Drain and flush transmission (Std. and O.D.).
- Clean and repack front wheel bearings.
- Replace carburetor air cleaner element.
- Inspect and clean crankcase vent valve (Calif. cars).

* See Owner's Manual section "Oil Changes" for recommended oil change mileage intervals.

- Complete lubrication.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.

- Complete lubrication.
- Drain and replace engine oil. *
- Replace oil filter.
- Clean and re-oil oil filler cap.
- Clean carburetor air cleaner element.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir and Brake Master Cylinder.
- Check operation of all lights.
- Replace fuel filter element.

NOTE: For recommended maintenance services beyond 72,000 miles, refer to Lubrication Chart on page 30 and Protective Service Schedule on inside back cover.

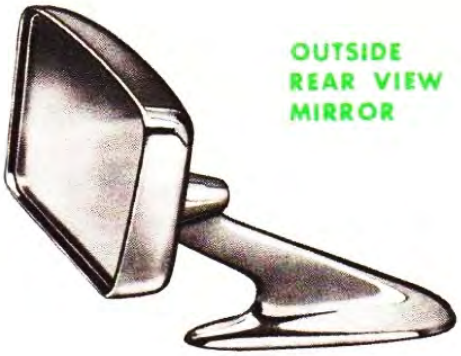
SPECIFICATIONS

	Classic		Ambassador
	Six	V-8	V-8
Wheelbase	108.0"	108.0"	117.0"
Overall Length	189.8"	189.8"	199.0"
Width	72.4"	72.4"	73.6"
Height	57.3"	57.1"	56.9"
With Optional Tires	57.4"	—	—
Cross Country	57.5"	57.3"	57.1"
With Optional Tires	57.6"	—	—
Tread—Front	57¾"	58¾"	57¾"
Rear	58"	59⅛"	59⅛"
Tire Size, Standard	6.50 x 15	7.50 x 14	8.00 x 14
Optional	6.70 x 15	—	—
Tire Pressure Lbs., Cold			22 (Front)
(See Pages 31 & 32)	24	24	20 (Rear)
Captive-Air			
Inner Chamber	29 Lbs.	29 Lbs.	29 Lbs.
Outer Chamber	24 Lbs.	24 Lbs.	24 Lbs.
Horsepower, Brake			
Single Throat Carburetor	127 @ 4200	—	—
Dual Throat Carburetor	138 @ 4500	200 @ 4900	250 @ 4700
Four Barrel Carburetor	—	215 @ 4900	270 @ 4700
Torque, Lb. Ft.			
Single Throat Carburetor	180 @ 1600	—	—
Dual Throat Carburetor	185 @ 1800	245 @ 2500	340 @ 2600
Four Barrel Carburetor	—	260 @ 2500	360 @ 2600
Bore and Stroke	3⅛ x 4¼	3½ x 3¼	4 x 3¼
Displacement, Cu. In.	195.6	250	327
Compression Ratio	8.7:1	8.7:1	8.7:1
Optional	—	—	9.7:1
Gasoline Grade	Regular	Regular	Regular
Optional	—	—	Premium
Radiator Cap Pressure	13	13	13
Capacities—See Page 30			
Electrical System	12 Volt	12 Volt	12 Volt
Spark Plugs	Auto Lite / Champion	AL-7, ARL-82, AL82 / H-10, H-18Y	All Series
Spark Plug Gap	.033"-.037"	.033"-.037"	.033"-.037"
Distributor Point Gap	.016"	.014" to .019"	.014" to .019"
Ignition Timing			T.D.C.
Std. & O.D.	8° B.T.D.C.	T.D.C.	(5° B.T.D.C.*)
Automatic	8° B.T.D.C.	5° B.T.D.C.	5° B.T.D.C.
Cam Dwell Angle	28° to 35°	28° to 32°	28° to 32°
Breaker Arm Tension	19 to 23 Oz.	17 to 22 Oz.	17 to 22 Oz.
Valve Clearance (Hot)			
Intake	Hydraulic Lifters	.012"	Hydraulic Lifters
Exhaust	Hydraulic Lifters	.014"	Hydraulic Lifters
Caster	0 to +½ Deg. (½° Desired)		
Power Steering	+½ to +1 Deg. (1° Desired)		
Camber	+¼ to −¼ Deg. (0° Desired)		
Toe-In	1/16" to 3/16" (3/16" Desired on V-8's)		

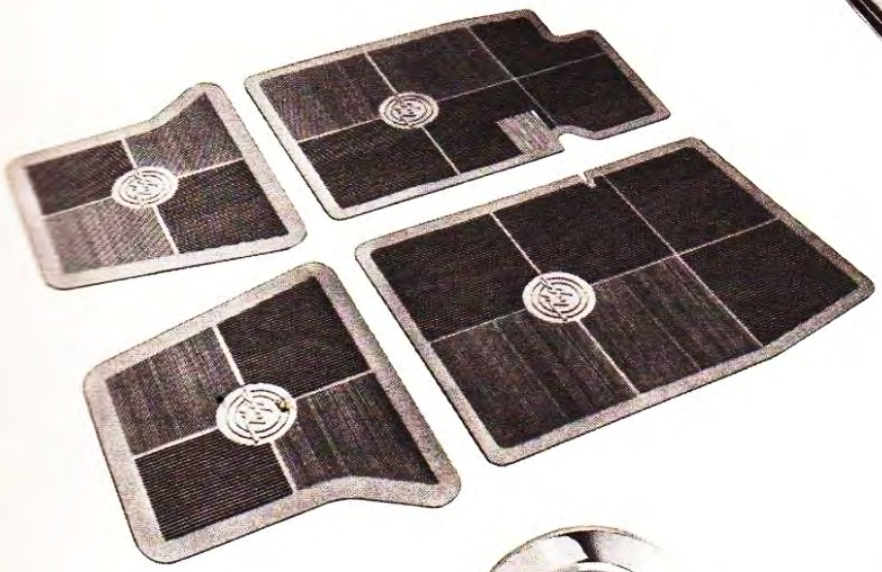
*Opt. Ambassador V-8.


AMERICAN MOTORS
Plastic & LEATHER CLEANER
AMERICAN MOTORS
Rust Remover
AMERICAN MOTORS
HEAVY Brake Fluid DUTY
AMERICAN MOTORS
Chrome CLEANER
AMERICAN MOTORS
Fabric CLEANER & SPOT REMOVER
AMERICAN MOTORS
Auto POLISH & CLEANER
Polishes as it cleans
AMERICAN MOTORS
Radiator Kleen
AMERICAN MOTORS
SEALER-LUBRICANT and RUST INHIBITOR
AMERICAN MOTORS
Kleen-n-Tune
AMERICAN MOTORS
All Seasons WASHER SOLVENT
AMERICAN MOTORS
Sta-Tune GASOLINE ADDITIVE
AMERICAN MOTORS
Vel-Oil ENGINE OIL ADDITIVE
AMERICAN MOTORS
All-Winter ANTIFREEZE
ETHYLENE GLYCOL BASE
PROTECTS AGAINST
SEEPAGE · RUST-CORROSION · FOAMING
ENGINEER APPROVED
AMERICAN MOTORS CORPORATION · DETROIT 32, MICHIGAN · U.S.A.
BRUSH TOUCH-UP KIT
Rambler
Haze Cream
AMERICAN MOTORS
Americolor TOUCH-UP PAINT

Designed to add to your enjoyment, safety, and convenience—these accessories will enhance the beauty and utility of your car. There are many more items which your dealer will be happy to show and demonstrate to you.



OUTSIDE REAR VIEW MIRROR

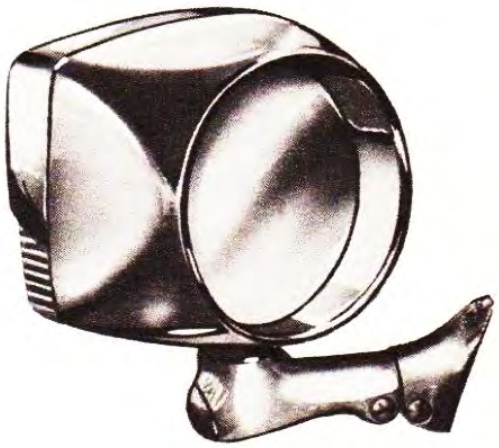


FLOOR MATS

SPOT LIGHT



LOCKING GAS CAP

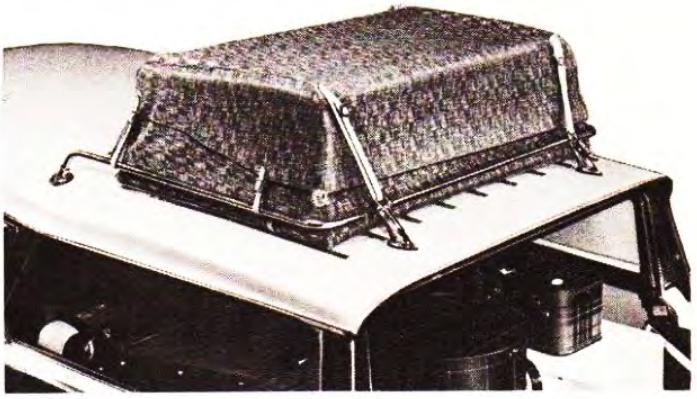




VENTSHADES



TISSUE DISPENSER



LUGGAGE CARRIER

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IMPORTANT NEW INFORMATION
for your 1961 Owner's Manual or Handbook

YOUR RAMBLER WARRANTY
THIS SUPERSEDES THE WARRANTY PRINTED IN THIS BOOK

Each new Rambler is warranted by American Motors Corporation, as Manufacturer. This warranty is extended through American Motors Sales Corporation to authorized Rambler Dealers in the United States, and through American Motors Ltd., Authorized Rambler Dealers in Canada. Your authorized Rambler Dealer, independently and not as agent of Manufacturer or American Motors Sales Corporation or American Motors (Canada), Ltd., extends to you as purchaser of a new Rambler a like warranty.

"The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires, battery, and normal service maintenance operations) supplied by the Motor Vehicle Manufacturer, which shall, within 12 months after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 12,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this Warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sales of its vehicle.

"This Warranty shall not apply to any vehicle which shall have been repaired or altered outside of an American Motors Authorized Dealer Service Station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

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

Ceramic Armored Muffler and Tail-pipe • The above Warranty shall apply in all of its terms, conditions and restrictions to ceramic armored muffler and tail-pipe equipment *except* only that the warranty shall be extended to the original purchaser so long as the original purchaser retains ownership of the vehicle covered by the warranty.

Tires • The tires included as original equipment on your Rambler are covered by the tire Manufacturer's Warranty. Your Dealer will assist you if a tire adjustment is necessary.

Battery • The battery included as original equipment in your Rambler is covered by the battery Manufacturer's Warranty which is 90 days after delivery of the new car to the original owner. Should the battery fail within this Warranty period, it will be replaced on a no-charge basis. Should a defect become apparent after 90 days and within the battery adjustment period, it can be exchanged for a new battery of the same make on an adjusted or pro-rata basis. Your Rambler Dealer will handle this for you.

Normal Maintenance Responsibility • The Warranty shall not apply for adjustments and parts replacements that should be performed as normal maintenance operations described and recommended in this book. (See Rambler Protective Maintenance Service.)

CHANGES FOR CLASSIC-AMBASSADOR OWNER'S MANUAL

1. **Change page 29 to read as follows:**

   Oil Filter • A full-flow oil filter is mounted on the lower rear left side of the cylinder block on V-8 models and on the lower center right side (on oil pump) for aluminum block Six cylinder models. On cast-iron block Six cylinder models, an *optional* partial-flow oil filter is mounted on the upper left front corner of the engine.

2. **Change page 33 to read as follows:**

   Alcohol and methanol must not be used for the aluminum block Six but are permissible for the cast-iron Six and V-8 by using a lower heat range thermostat.

3. **Change page 53 to read as follows for Classic Six:**

   Valve Clearance (Hot), Intake . . . . . .012"**
   Exhaust . . . . . .016"**

**Hydraulic Lifters for aluminum block.

Litho in U.S.A.

AMERICAN MOTORS

PARTS Rambler SERVICE

RECOMMENDED AND APPROVED

PROTECTIVE SERVICE

	1000	5000	10,000	15,000	20,000	25,000	30,000	35,000
COMPLETE CHASSIS LUBRICATION, REPEAT EVERY 1000 MILES	●							
ENGINE TUNE-UP REMOVE CARBON IF NECESSARY		●	●	●	●	●	●	●
ADJUST BRAKES*		●	●	●	●	●	●	●
ADJUST CLUTCH PEDAL		●	●	●	●	●	●	●
CHECK FRONT END, ALIGN IF NECESSARY, ROTATE TIRES		●	●	●	●	●	●	●
ADJUST STEERING GEAR			●		●		●	
DRAIN AND REFILL TRANSMISSION (STD. AND OVERDRIVE)			●		●		●	
DRAIN AND RE-FILL AUTOMATIC TRANSMISSION				●			●	
CLEAN AND REPACK FRONT WHEEL BEARINGS			●		●		●	
REMOVE BRAKE DRUMS AND INSPECT BRAKE PARTS AND LININGS				●			●	

● REPLACE OIL FILTER ELEMENT EVERY 4000 MILES.
REPLACE FUEL FILTER ELEMENT EVERY 12,000 MILES.

● CHECK ALL-SEASON AIR CONDITIONING SYSTEM ONCE A YEAR: LEAK TEST . . . CHECK OIL LEVEL IN COMPRESSOR . . . RECHARGE SYSTEM IF NECESSARY.

● WINTERIZING: CHECK CYLINDER HEAD TORQUE . . . CHECK COOLING SYSTEM FOR LEAKS . . . CHECK THERMOSTAT OPERATION . . . ADD SOLVENT TO WINDSHIELD WASHER.

● INSPECT AND CLEAN CRANKCASE VENT VALVE (Calif. cars) EVERY 10,000 MILES.

Except Self Adjusting

Part No. 3160979

KEY TIPS FOR TOP FUEL ECONOMY . . .

1. Have the engine properly tuned so that maximum efficiency may be obtained.

2. Drive at a steady pace and allow sufficient time for a trip so that excessive speeds will not be necessary.

3. Do not make quick starts and stops, and avoid jerky driving.

4. Watch stop lights. Plan ahead and adjust speed so that a stop for a red light will not be necessary.

5. Avoid long periods of engine idling—which is a real gas consumer.

6. Shift quickly into second and third gears to get the gasoline-savings of high-gear driving.

7. Do not use heavier lubricants than specified in the Owner's Manual. Heavy motor oil materially increases friction.

Remember: Top fuel economy
can only be obtained with
proper driving technique.

RAMBLER
American Motors
KELVINATOR