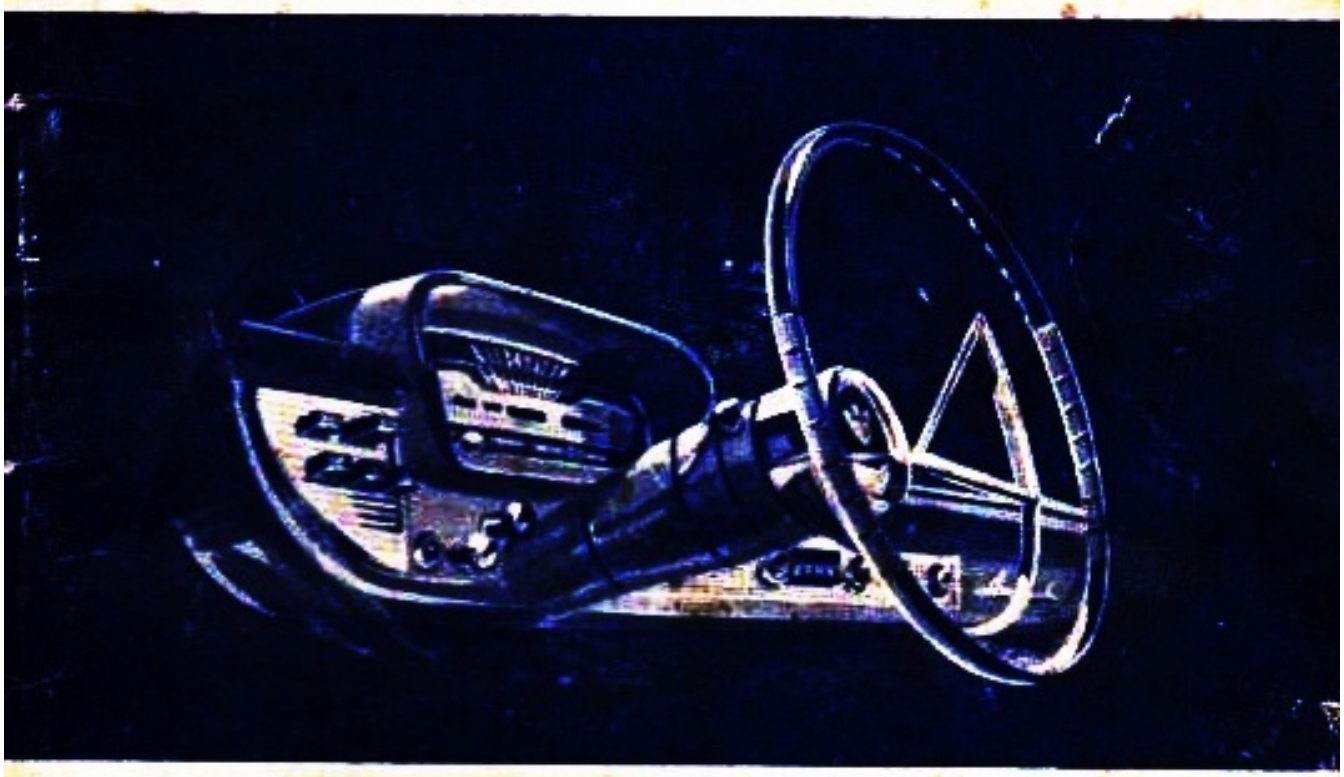
# RAMBLER '62

## CLASSIC-6...
## AMBASSADOR V-8



# OWNER'S MANUAL

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

READ YOUR OWNER'S MANUAL

## 1962 REFERENCE DATA RECORD

Serial No. _____
*(Above information located on right hand wheel-house 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 _____

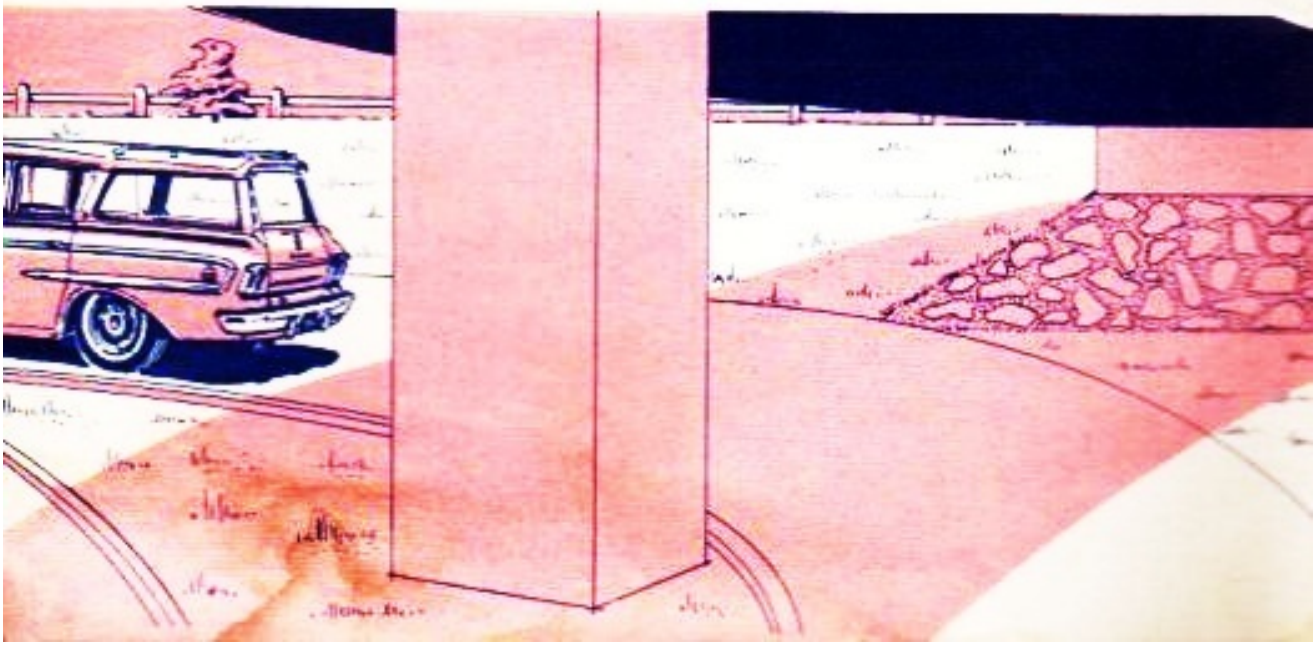
Taxable Horsepower: 6-Cyl. _____ 23.44
V-8 _____ 51.2

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

Trunk and Glove Box _____

License Plate No. _____

Purchase Date _____



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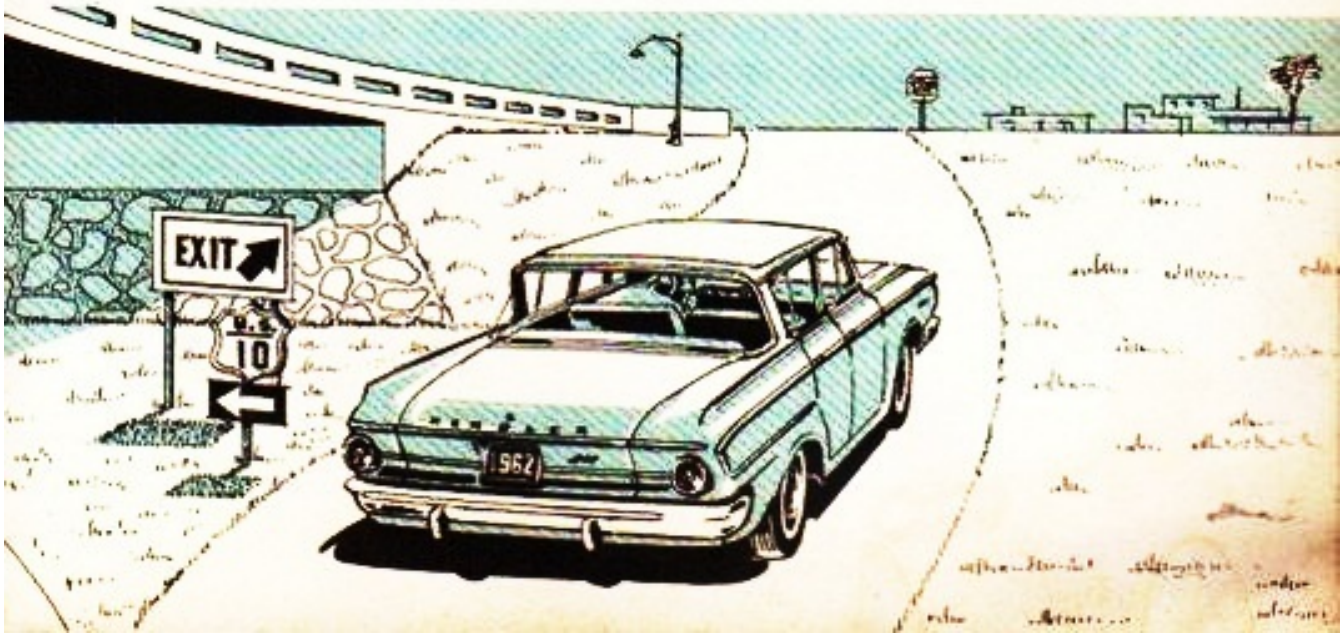
**IMPORTANT:** Please keep this manual in the glove compartment as the Inspection and Warranty coupons are required at time the services are performed.

Be sure to read Break-In Instructions on page 26 before operating your new car.





# The Key to Your Rambler . . .

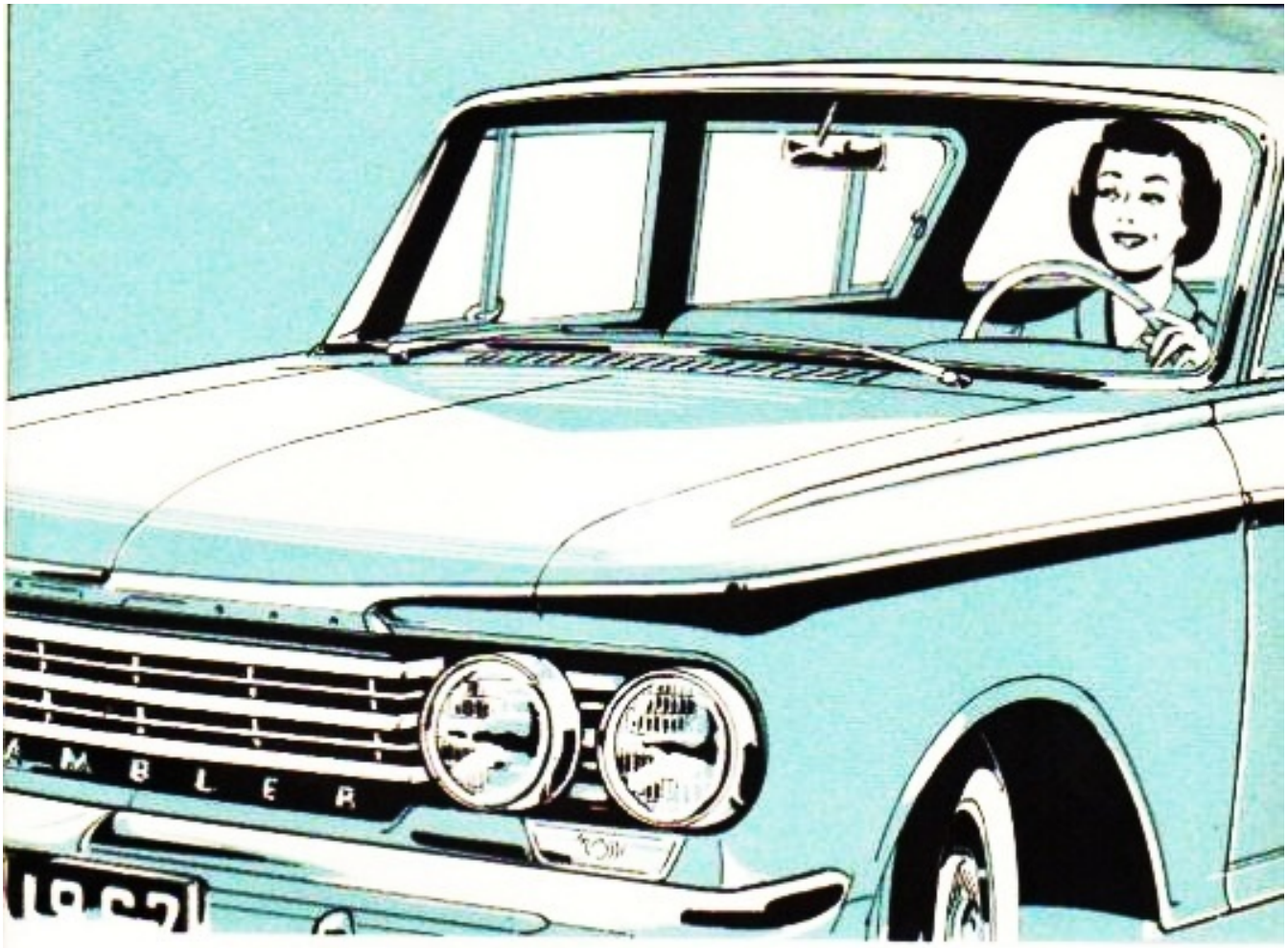
We are both proud and happy that you've selected one of our Rambler models as your new car, and we are confident that a new realm of motoring pleasure will be experienced in all of the many miles ahead. Smart styling, compact design, advanced construction, and roomy interiors combined with responsive 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**
**14250 Plymouth Road**
**Detroit 32, Michigan**

"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.

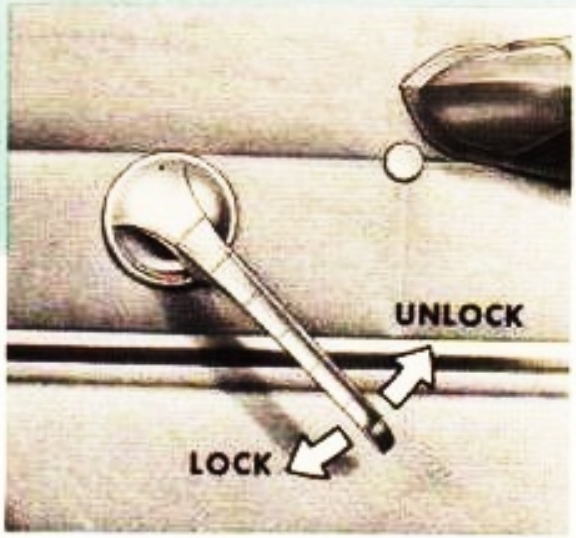
**YOUR RAMBLER** • You will want to become familiar with the controls and operation of your Rambler. So, sit behind the wheel of the car and with the aid of this manual familiarize yourself with the location of the various instruments and controls.

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

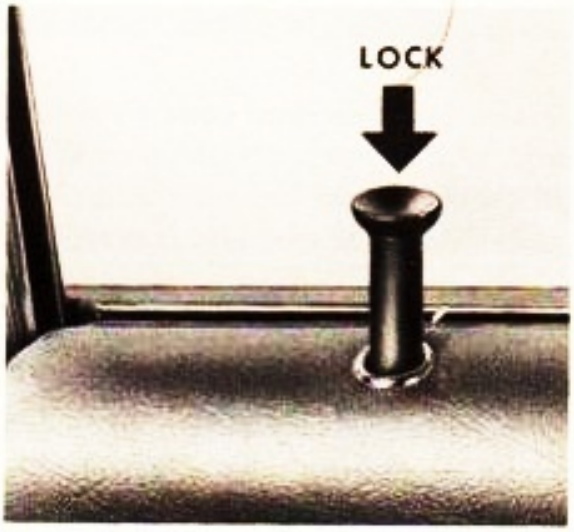
**KEYS** • You are provided with two sets of keys. Keep a record of your key code numbers with you at all times. If you should lose or break a key, or if you need an extra key, any American Motors Dealer and most locksmiths can quickly make another key for you by using the code number as a guide.



**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.



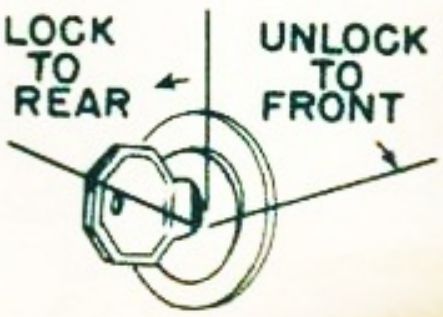

Push the rear door lock button down to lock the rear doors. Rear seat passengers are protected by the rear door lock which, once locked, may only be opened by moving the door lock buttons to the unlocked position. Front doors may be released simply by pulling the inside door handle upward to open.




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.

For greater safety while driving, lock doors from inside.



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

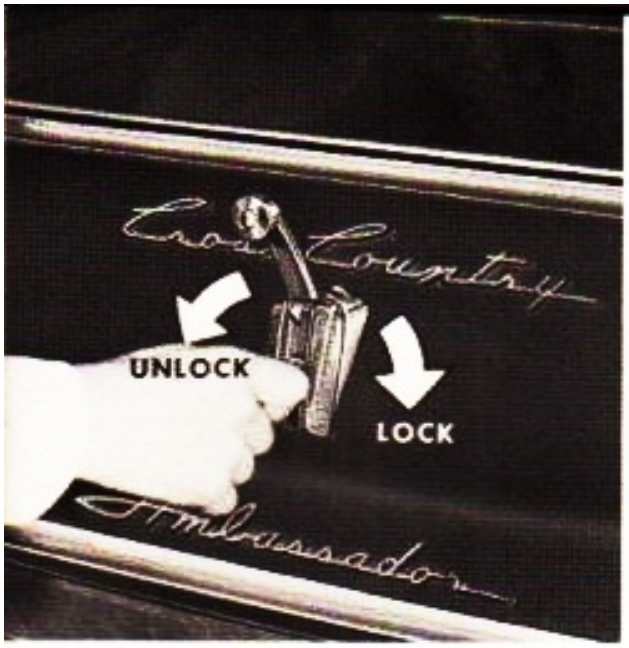



**Glove Compartment Lock** • Press the combination release button and lock to open the glove compartment door. To lock the door, insert the round-head key and turn key one-quarter turn counter-clockwise in the lock and remove the key. (On certain models only.)

**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.




**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.





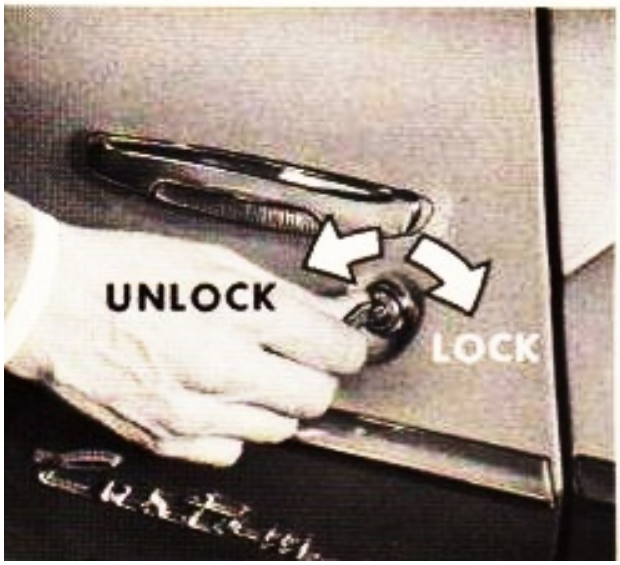

The window may be locked with the ignition key at lowered position when the crank handle is in a vertical position with the crank knob at the top. Lock with the key and fold handle back into recess whenever it is desired to lock the tailgate.

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 20 for additional information.

*CAUTION: When driving with tail-gate window in any opened position, both fresh air vents should be fully open (pull control out). Front vent windows should be fully closed or fully turned open so as to scoop in fresh air.*

**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

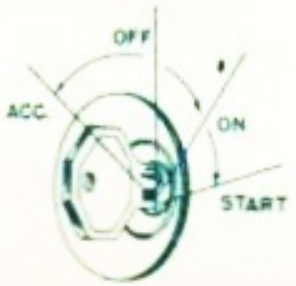


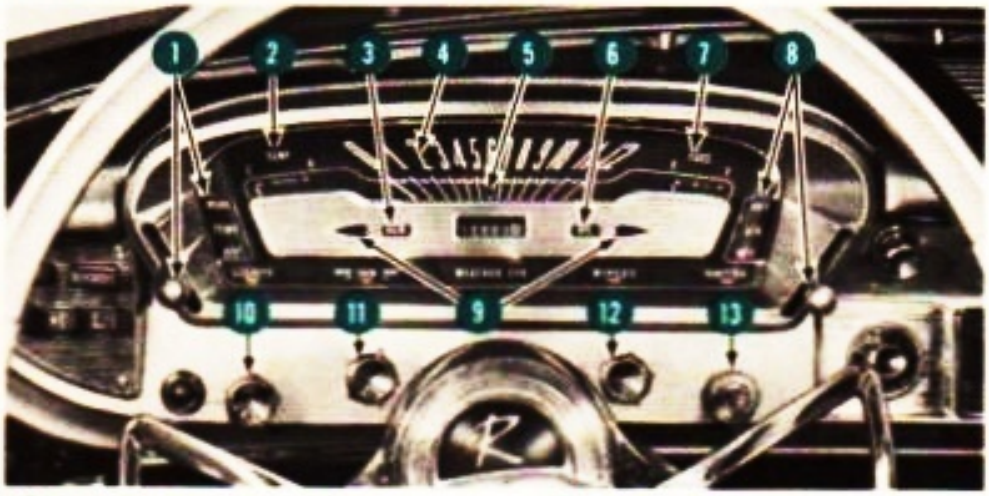



enable the hood to be raised. Counter balance springs will hold hood in raised position.

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 14 and 26 "Starting."




1. Weather-Eye Temperature Control
2. Water Temperature Gauge
3. Generator Warning Light
4. Speedometer
5. Hi-Beam
6. Oil Pressure Warning Light
7. Fuel Gauge
8. Weather-Eye Air Control
9. Directional Signal Flasher
10. Headlight Switch
11. Heater or Air Conditioning Fan Control
12. Windshield Wiper
13. Ignition Switch

**INSTRUMENTS AND CONTROLS** • "Cluster" group contains speedometer, fuel, and temperature gauges. The water temperature gauge indicator will normally indicate within the operating arc.

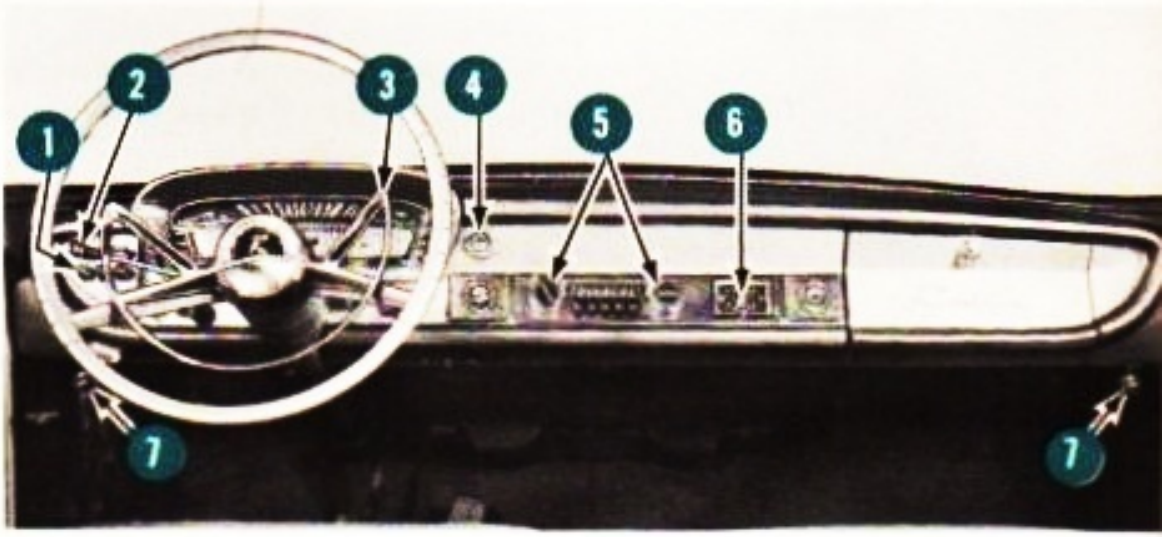
The green indicator lights 9 flash when the directional signal is being used to indicate right or left hand turn.

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. Return lever manually on gradual turns.

The red indicator light 5 is on when the Hi-Beam is on.

**Warning Lights** • The LOW PRESSURE warning light 6 glows red if the engine oil pressure is too low. The generator NO CHARGE warning light 3 glows red indicating battery discharge. Under normal conditions, both warning lights will glow red when ignition is turned on. Both lights should go out after the engine is started. There is no cause for concern if the lights glow or flicker at low idle speeds or sudden stops. If either light remains on when driving, *immediate* service attention is required. If either light remains off when ignition switch is turned on (before starting), have the burned-out bulb replaced.

**Headlight Switch** • Pull control knob 10 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.




DRIVER CONTROLS • **Push Button Selector Console** • Shift selector 1 for automatic transmission equipped cars. Page 14 outlines Operation Instructions.

**Directional Signal Control Lever** • Move lever 2 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.

**Horn** • 9 A second horn for Deluxe models is a dealer accessory.

**Cigarette Lighter** • To operate, push in 4 it automatically "pops" out when ready.

**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. 5 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 18.)

**Electric Wound Clock** • To reset hands, pull out knob 6 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.

**Windshield Wiper** • Pull the control knob 12 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.

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

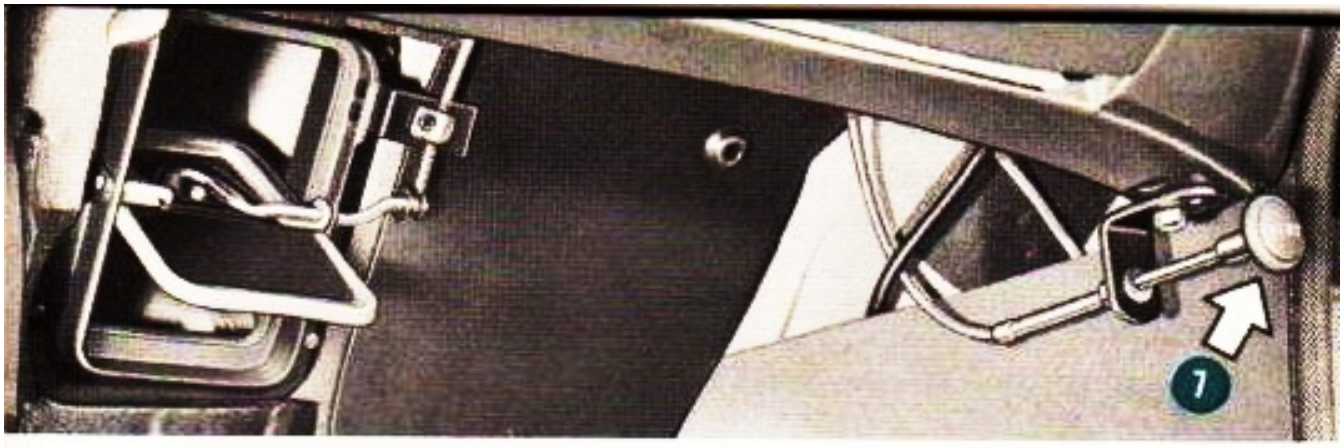


**Courtesy Light Switch** • A light is located on each side of lower instrument panel. With doors closed, one position of switch turns on both courtesy lights. With switch in other position, courtesy lights operate automatically as doors are opened, along with domelight (optional).

## WEATHER-EYE FOR FRESH-AIR VENTILATION:

Pull out knobs marked VENT 7 located at extreme right and left-hand sides under instrument panel. On air conditioned cars, right-hand knob is marked REFRIG-PULL. Move TEMP lever 1 on left side of instrument cluster down to OFF position.






For additional fresh air, move AIR lever 3 on right side of instrument cluster to AIR position. If you prefer ventilation from above the instrument panel, move this lever to the DEF position. To increase air-flow, turn FAN knob 2 clockwise to high or low blower speed.

**FOR FRESH-AIR HEATING:**

Both VENT knobs 7 must be pushed in. On air conditioned cars, right-hand knob is marked REFRIG-PULL.

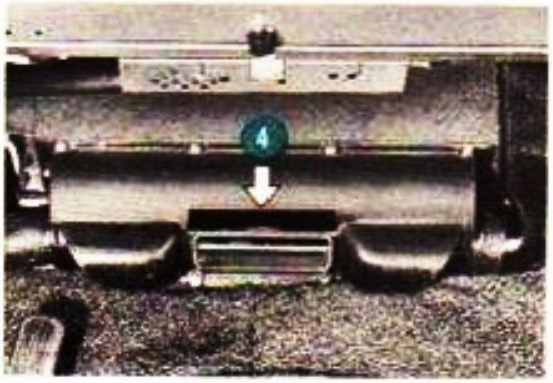
Move AIR lever 3 on right side of instrument cluster to AIR position. During engine warm-up (until temperature pointer moves) move lever to OFF or DEF to reduce cold drafts.

Move TEMP lever 1 on left side of instrument cluster up toward HIGH as desired for thermostatically controlled heat.

For most efficient heating, turn FAN knob 2 clockwise (toward HEAT) to high or low blower speed.

For windshield defrosting, move AIR lever 3 up to DEF position and turn FAN knob 2 clockwise to high or low blower speed.

To direct more heat to rear seat passengers, the deflector-door 4 on the heater-duct should be lifted open manually (at center, under the instrument panel, near floor).




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

## ALL-SEASON AIR CONDITIONED COOLING:

Start engine before engaging air conditioning system.

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

Left-hand VENT knob (7) must be pushed in. Right-hand knob marked REFRIG-PULL must be pulled out (if pushed in, car cools more but fresh air is eliminated).

Move AIR lever (3) on right side of instrument cluster down to OFF position.

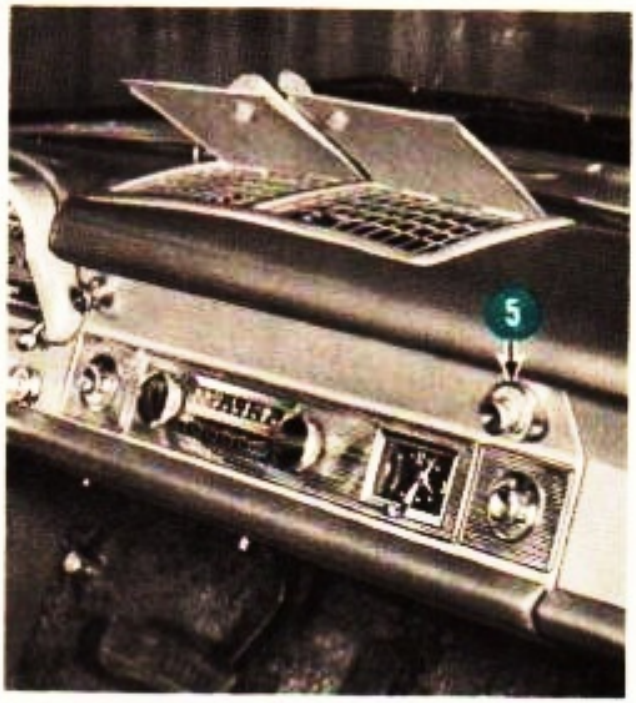
Move TEMP lever (1) on left side of instrument cluster down to OFF position.

Open both air-outlet grille doors on top of instrument panel and adjust for cool air-flow desired.

Turn FAN knob (2) counterclockwise (toward REFR) to high, medium or low blower speed which also engages the compressor.

The air conditioning adjustable thermostat (5) located over the right hand ash tray enables you to thermostatically control the range of cooling desired.

Turn progressively clockwise in "cooler" range for degree of thermostatically-controlled cool air desired.



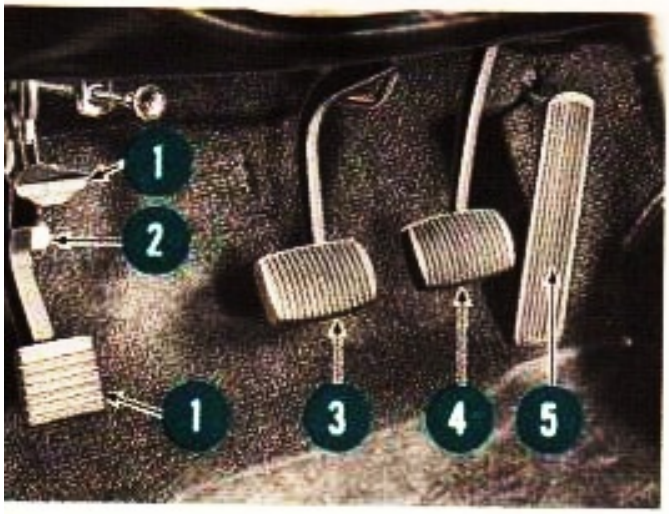

In very low humidity, high temperature climates, such as in desert areas, turn further clockwise past click position to "Desert Only" for continuous cooler air. *Do not* use this position in higher humidity conditions to prevent coil freeze-up resulting in loss of cooling.

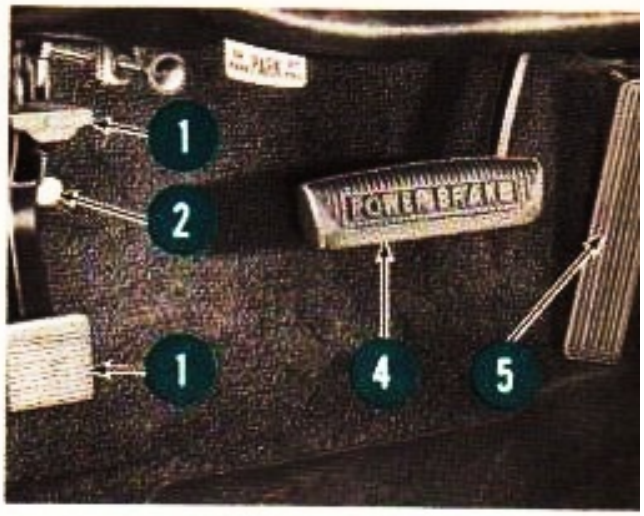
Open two air discharge grilles on instrument panel. The air discharge grilles may be adjusted independently directing the air flow as desired. A partially open position provides maximum front seat passenger cooling while a fully open position is best suited for both front and rear overall cooling.

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 •** With left foot, step on pedal firmly and all the way down to apply parking brake—maintain applied pressure and push further if necessary until brakes hold. To assist setting parking brakes, depress regular brake pedal at the same time with right foot. Tip "Brake Release" lever upward to release brakes. See Page 23 for Parking 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 Pedal • 4 Foot Brake Pedal • 5 Accelerator •**

During first few hundred miles, avoid sudden stops since brake linings can set-in more uniformly with slow, gradual stops. (See Pages 23, 25, 27, 37.)

**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" is recommended for best fuel economy and for all normal driving since it provides a complete driving range with a 1st gear start. "D2" is the same in every respect except that it provides a 2nd gear start, eliminates 1st gear, and therefore, is helpful for starting on poor traction conditions. Since starting in 2nd gear "D2" requires greater throttle opening for the same acceleration, more fuel would be used on starts in "D2."

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

**Part-Throttle Downshift** • A 3rd-to-2nd gear downshift can be made when driving in either of the two "D" ranges at speeds up to about 25 MPH (V-8, about 30 MPH). This can be done by depressing the accelerator pedal to the point where the actuating resistance of the downshift control is felt.

**Operating in 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. Limit this rocking operation to not more than ten minutes. Do not use "D2" in the rocking operation.

**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. When parked, and a possibility of being pushed exists, do not use "Park." Internal damage to transmission would result for either condition.*

**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 4,000 miles. Drain and refill the Flash-O-Matic transmission every 25,000 miles.

**Fluid Level Check Procedure** • Engage "Park" lever after pushing (N-START) button in and set park brake with car on a level surface. Run engine until temperature is normal, and allow engine to idle (off choke). Disengage "Park," engage D2, D1, L, REVERSE, then return 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" more because of the increased power transmitted by the torque converter. It may be necessary to have your dealer adjust the idle speed to minimize creeping tendencies until engine friction stabilizes. Some drivers find it convenient to keep their foot on the brake pedal at stop lights to avoid creeping, in the interest of safety.

The correct engine idle speed to minimize creeping and stalling is 500 RPM for Classic, and 475 RPM for Ambassador with transmission in neutral. (Set idle speed with air conditioner running.)

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

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

To stop, release accelerator, depress brakes and as the car slows down, depress clutch pedal and move gearshift lever to neutral. To prevent excessive clutch wear, don't rest your foot on the clutch pedal except when shifting.

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

**OVERDRIVE TRANSMISSION** • Gear shifting procedure for overdrive is basically the same as standard transmission. 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 to overdrive (in 2nd or 3rd gear) is made by momentarily releasing the accelerator. On slowing down, when the accelerator is released, at about 25 MPH, the drive changes automatically from overdrive to standard drive.

With overdrive control "in", and at speeds up to 28 MPH (before overdrive engagement), it is possible to shift from 1st to 2nd gear and between 2nd and 3rd gears without using the clutch.

When 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.

**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.

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

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

To park car in-gear with the overdrive control pushed in, move gear shift lever to reverse.

**RADIO** • The fully-transistorized push-button 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 and "400" Sedans, and optional on all other sedans, as factory equipment. 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.

To properly trim the antenna to the radio, extend the antenna full length and park the car in an open area away from buildings, power lines, street car tracks, and anything that might create interference.

Select a weak signal station near the high end of the frequencies between 1400 and 1600 kilocycles. Adjust antenna trimmer screw on side of radio chassis for maximum reception.

**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).**

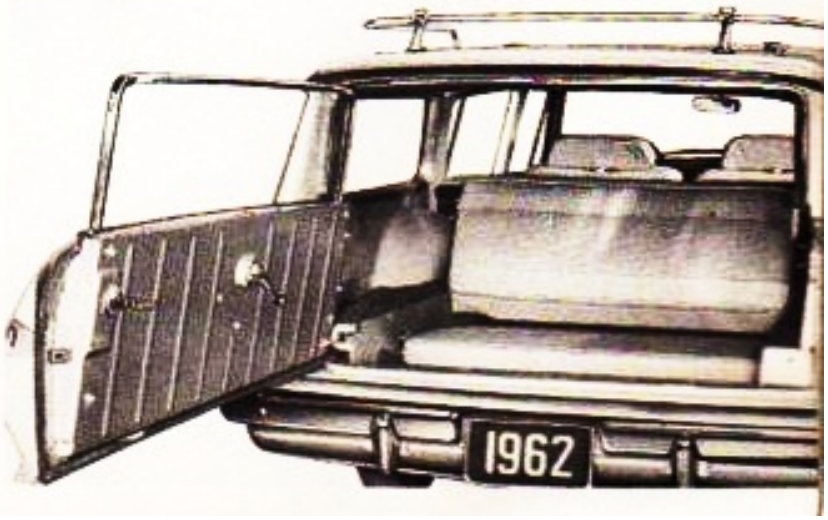
**STATION WAGON** • To increase the cargo compartment space, the rear seat-back folds forward and lies flat on the rear seat cushion.






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 "400" 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.

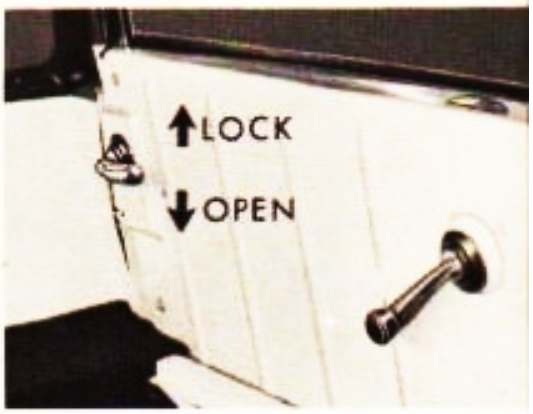
To place in cargo position, raise the rear filler panel and snap into place, pull the third seat cushion up and forward to rest on filler panel lip. Pull the seat back from catches on wheelhouse panel and fold the seat back down to rest on lip of seat cushion.

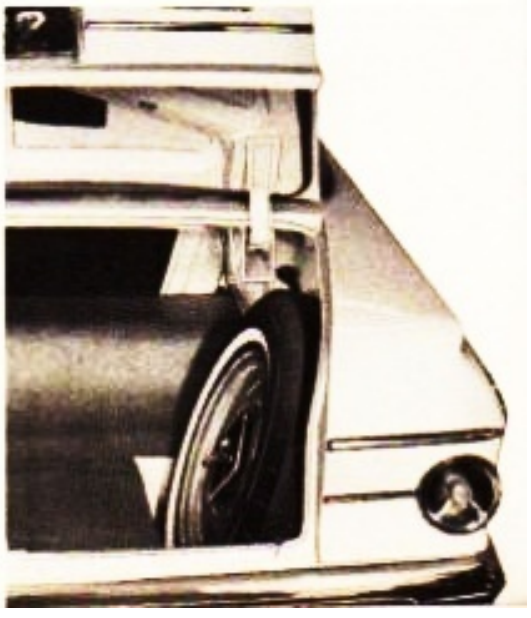



The regular rear seat is lowered and strapped as described for the conventional station wagon model. This provides the complete cargo space.

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.

*CAUTION: When driving with tail-gate window in any opened position, both fresh air vents should be fully open (pull control out). Front vent windows should be fully closed or fully turned open so as to scoop in fresh air.*

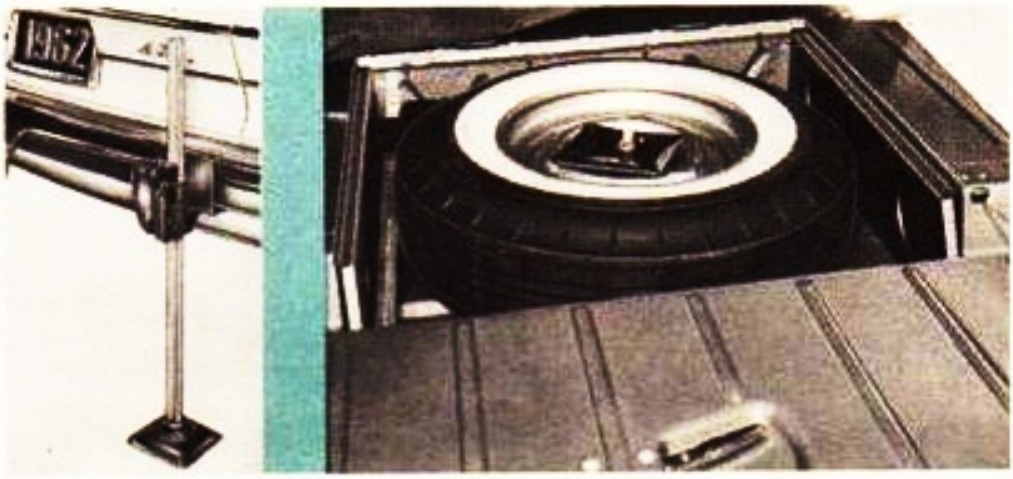


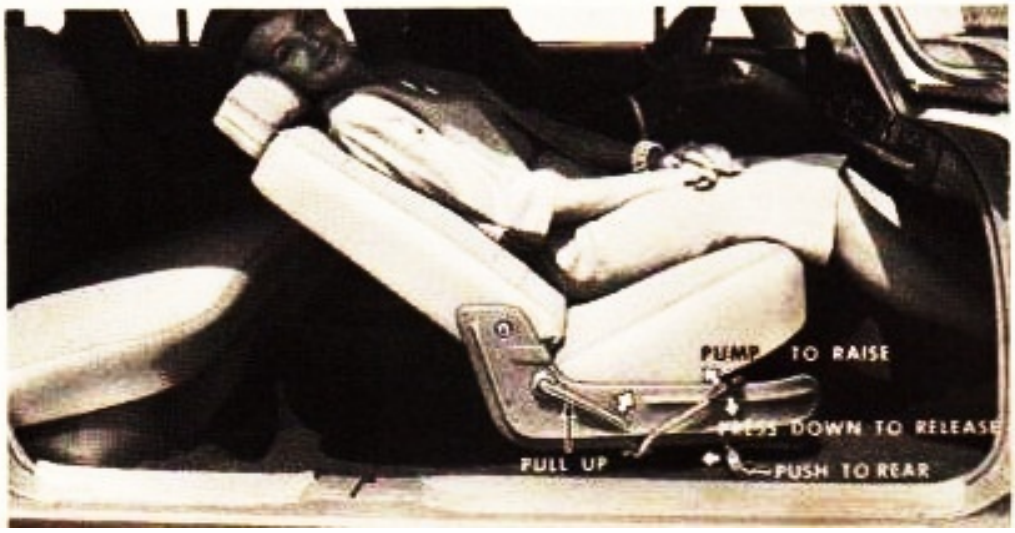
**SPARE TIRE and BUMPER JACK** • The spare tire is held upright in place in the luggage compartment on the right hand side by the bumper jack bottom support on all sedan models. The bumper jack is directly behind the tire and is held in place by the tire and a bracket on the wheelhouse panel.

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.

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.



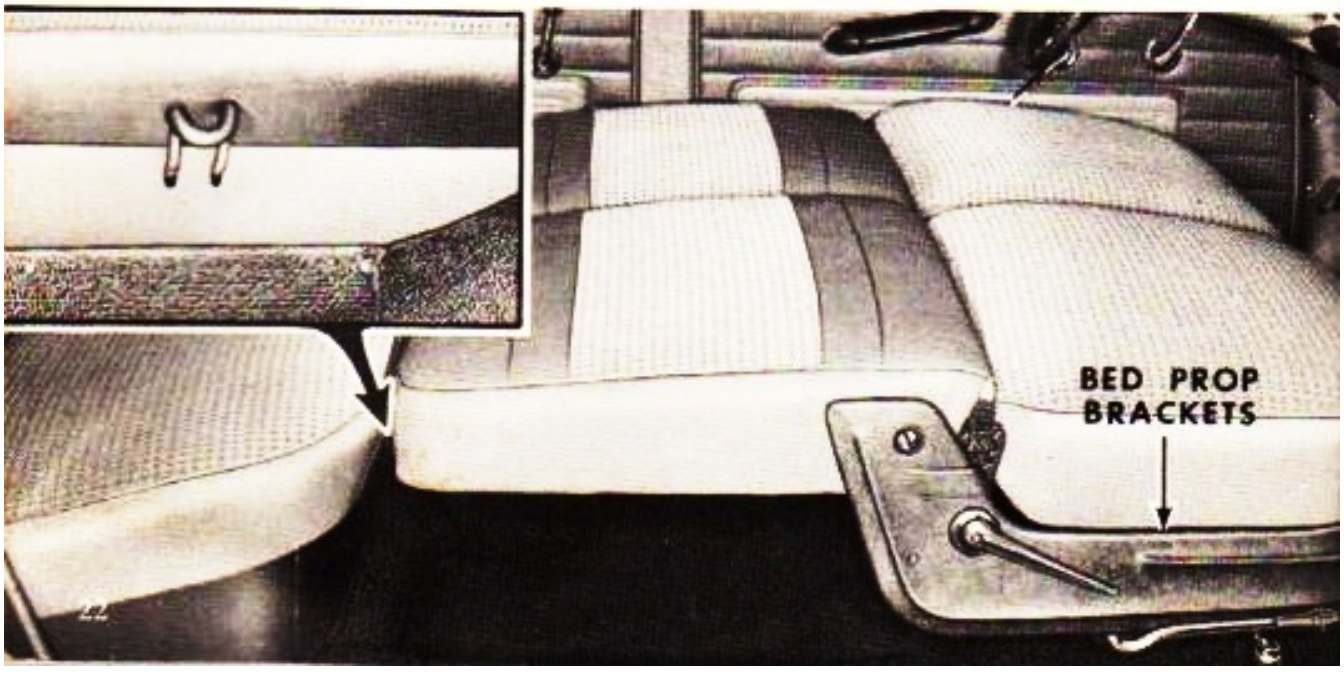
**INDIVIDUAL FRONT SEATS** • Individually adjustable separate seats (regular or bucket) are fitted with separate sets of tracks which provide individual fore and aft adjustment for the driver and front seat passenger. In addition,each seat provides the Airliner Reclining adjustments.

**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.



**LOUNGE-TILT SEAT** • This combination option of the tilt cushion and headrest for the right seat on individually adjustable or bucket type seats provides added comfort in supporting the legs above the knees. A handle on the right side of the passenger seat actuates a hydraulic cylinder which raises the front cushion to any desired degree in a tilting manner. Pump to raise the front of the cushion to the desired height. Depress fully to lower.

* **DOUBLE-SAFETY BRAKE SYSTEM** • This new brake system provides safety in that the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of hydraulic brake failure in the front, the rear hydraulic brakes still operate and conversely, with a failure in the rear brakes, the front brakes are still operable. In either event, the braking ability is reduced to a point that the driver would be readily aware of a malfunction.

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

**OTHER OPTIONS • POWR-SAVER FAN** • The Powr-Saver (Optional on V-8) 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.

**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 reservoirs every 4,000 miles. (See page 35.)

**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 4,000 miles.



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

*Standard Equipment

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 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.

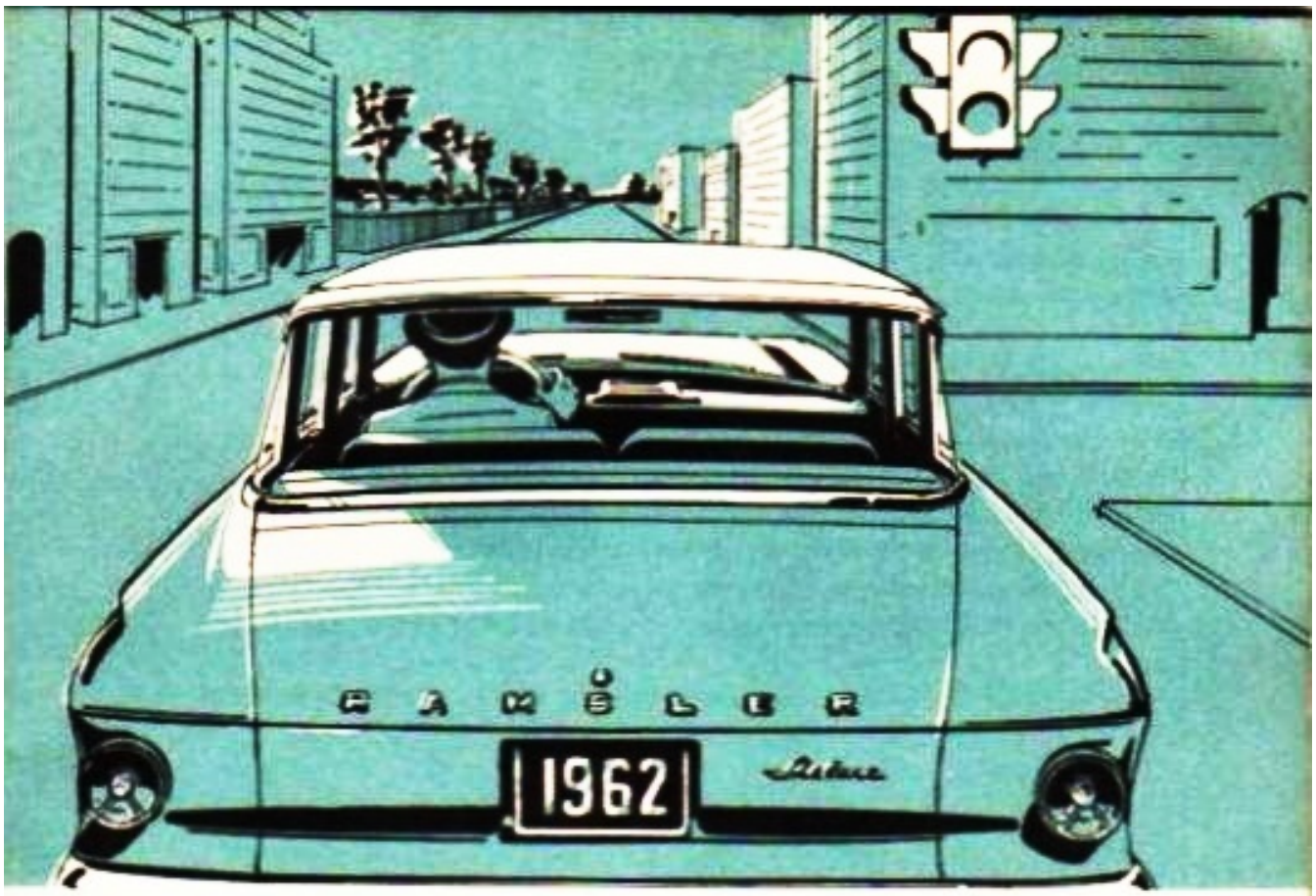
Completely automatic, requiring no driver attention, this provides a new measure of added control and safety for all driving. If additional lubricant is required, use AM approved type available at Rambler dealers. Other brand lubricants, formulated for limited-slip differentials, can be used if refined and sold by a reputable concern.

*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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**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.

The engine and rear axle require progressive break-in at various speeds or steps before it is safe to operate continuously at all speeds.

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. Avoid full throttle accelerations. Occasionally lift your foot off the accelerator, if driving at steady speeds, to improve engine lubrication during break-in.

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 are better than steady speeds during break-in.

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 to drain out the metal particles and other foreign material that accumulate faster during this 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. Warm-up is accomplished more quickly and efficiently by driving at low-to-moderate speeds. Shut off the engine during a prolonged stop at either a railroad crossing or in a traffic jam—restarting takes a negligible amount of gasoline. Do not run the engine with garage doors closed. During warm-up the exhaust gases contain large quantities of deadly carbon monoxide.

Standard or overdrive engine idle speed is 550 RPM. (Set idle

speed at 500 RPM with air conditioner running.) See page 16 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 not harmful to a warmed-up engine. Fuel consumption, however, will be much greater than at lower speeds. After a hard run in extremely 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. 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 carburetor air cleaners must be cleaned and serviced periodically as specified on the label. (See Periodic Service Guide.) 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 30.) Cold weather driving probably imposes greater hardship on the engine and vehicle than any other natural operating condition. Fuel economy will be adversely affected during winter operation. Frequent starting and short trips in cold weather are particularly conducive to reducing fuel economy, and to the accumulation of condensation and sludge, and to the dilution of engine oil. An occasional driving period of sufficient duration and speed to thoroughly

heat the engine to summer operating temperature will "boil off" condensation and contaminants.

Drive 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 warm-up period.

It is suggested that you consider having a tune-up, either major or minor, as recommended on the service coupons to better prepare for all driving conditions, especially prior to winter.

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. Replace the fuel filter element initially at 13,000 miles and every 12,000 miles thereafter.

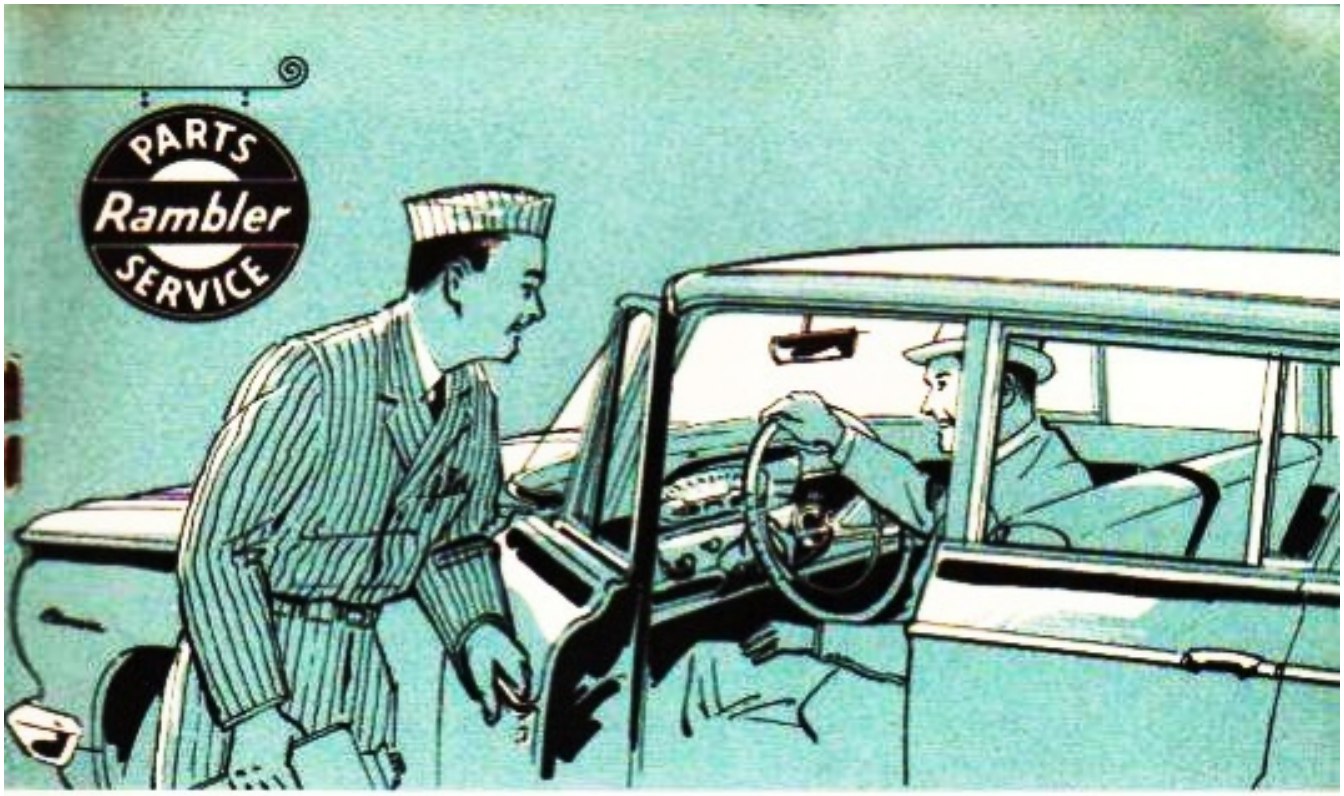
Wash car frequently to reduce accelerated corrosion underneath caused by ice-removal agents.

**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 inside back cover of this manual explain fuel economy in general. For a copy of our "Fuel Economy" booklet, which contains more information, check item desired on the envelope inserted in the back of 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 item desired on the envelope inserted in the back of 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 envelope inserted in the back of this manual, enclose your check or money order payable to American Motors Sales Corp. for $5.00.

**SEAT BELTS** • If your car is not equipped with optional seat belts, they can be easily installed with an American Motors belt kit available at your dealer. Front seat belt attaching plates and rear seat location indentations are standard on all models to facilitate installation. Before you fasten belts, make sure the two halves are not twisted. Adjust belt length to hold you comfortably yet firmly in place.




# III Recommended Rambler Service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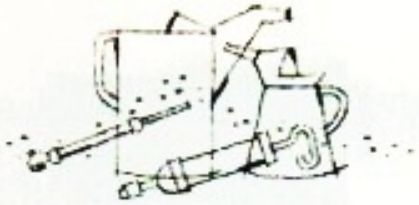


Your new car is designed to be easily serviced and maintained in like-new condition. There are many competent independent shops capable of handling minor repairs and adjustments. Authorized Rambler dealer facilities, however, are staffed with experienced mechanics who know your car thoroughly. In addition, 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.

**ENGINE OIL CHANGES** • The initial change of oil and oil filter should be made at the first 1000 miles. Periods for subsequent drains are affected by a variety of conditions; no single mileage figure can apply to all types of driving (see Mileage Chart below). Under normally favorable conditions, draining at 4,000 mile intervals is a good practice. When changing oil, drain crankcase after engine has reached normal operating temperature to insure complete removal of used oil.

## MILEAGE CHART

| AT FIRST 1000 MILES, drain break-in oil and change oil filter . . . then follow these recommendations for subsequent servicing: | | EVERY 4000 MILES | EVERY 2000 MILES | EVERY 1000 MILES |
|---|---|---|---|---|
| ENGINE OIL DRAIN | Favorable Conditions— (Over 10 miles average per trip) | X | | |
| | Summer (Over 32°F. average.) Less than 10 miles average per trip. | | X | |
| | Winter (Below 32°F. average) Less than 10 miles average per trip. | | | X |
| | Predominantly Dusty Driving Conditions. | | | X |
| | Change Oil Filter (every 2000 miles in Predominantly Dusty Driving Conditions.) | X | | |

**ENGINE OIL QUALITY** • For maximum engine protection under all driving conditions encountered during the recommended oil change intervals shown above, it is necessary to use *only* "MS" certified sequence-tested oils. The term "MS" must appear on the oil container singly or in conjunction with other designations. "MS" designated oils are heavy-duty detergent oils that are formulated to withstand all service conditions in modern powerplants. Engine oils designated *only* as "ML" and/or "MM" are not recommended and should not be used except in an emergency when "MS" oil is not available. Certified sequence-tested engine oils *are described* on their containers by such phrases as: meets, exceeds, excels, or has proven superior in the test requirements, test sequences, MS Service tests, standards, and service requirements, of automotive manufacturers, automakers, or car manufacturers for MS service or Service MS.

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

**ENGINE OIL CHART**

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

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

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

**ENGINE OIL LEVEL** • Form the habit of having the oil level checked whenever fuel is purchased. Allow a few moments for oil level to stabilize to assure an accurate check. This is especially true on a cold engine. If the oil level is down to the ADD oil mark on the oil level gauge, add one quart of oil to bring it up to the FULL mark. DO NOT OVERFILL past FULL mark. It is not unusual to expect oil additions between oil changes due to varying conditions of car usage. Crankcase capacity is 4 quarts (3.3 Imperial quarts). With filter change, capacity is 5 quarts (4.2 Imperial quarts).

**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, a partial-flow oil filter is mounted on the upper left front corner of the engine.

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

**LUBRICATION** • Your Rambler front suspension system is designed to be lubricated every 33,000 miles or 3 years, whichever occurs first. Your Rambler dealer has factory trained personnel and is equipped to properly lubricate the required points of lubrication at this mileage interval. Refer to the Protective Service Guide (page 53) for additional required and recommended intervals or other important factors regarding maintenance intervals.

## LUBRICATION RECOMMENDATIONS

| | |
|---|---|
| Engine Crankcase | MS Certified Sequence-Tested Engine Oil (See page 31). |
| Standard and Overdrive Transmission* | SAE 80 Gear Lubricant. SAE 20W-20 or SAE 10W-30 Engine Oil. Automatic Transmission Fluid, Type "A" "AQ-ATF", Suffix "A". |
| Flash-O-Matic Transmission | Automatic Transmission Fluid—Type "A" "AQ-ATF"—Suffix "A". |
| Rear Axle* | SAE 90 Hypoid or Multi-Purpose to maintain level. "TWIN-GRIP"—A. M. approved lube available at Rambler dealers. (See page 24). |
| Power Steering Pump Reservoir* | Automatic Transmission Fluid Type "AQ-ATF—Suffix "A". Fill to reservoir until oil level is half-way up filler neck on 6 cyl. models, 1" below top of reservoir on V-8 Models. |
| Brake Master Cylinder* | Hydraulic Brake Fluid, Heavy Duty (SAE 70-R-3) |
| Front Wheel Bearings | Wheel Bearing Lubricant |
| Steering Gear* | Chassis Grease |
| Engine Exhaust Control Valve | Graphite in kerosene or penetrating fluid. |

| | |
|---|---|
| Parking Brake and Gear Shift Linkage | "Lubriplate" 630AA |
| Accelerator Linkage | Engine Oil |
| Distributor Cam | Distributor Cam Grease (overhaul or point set replacement) |
| Front Suspension Ball Joints, Upper Trunnion Bearing, Clutch Linkage, Power Steering Cylinder, and Steering Column and Gear Shift Linkage | Special Lubrication—See your Rambler Dealer. |
| Door Lock Striker Plates | Apply stick wax to roller teeth, "Lubriplate" 630AA to slide. |
| Door Lock Cylinder | Apply silicone oil to key and insert in cyl., repeat several times. |
| Door and Window Weather Strips | Clean sealer rubbers and apply silicone oil. |
| Door Lock Rotors | Apply engine oil |
| Deck Lid Latch & Hinges | Apply "Lubriplate" 630AA. |
| Station Wagon Tailgate Latch, Supports, and Hinges | Apply engine oil |
| Door, Hood, & Hinge Pivots | Apply engine oil |
| Glove Compartment Door Latch and Hinge | Apply "Lubriplate" 630AA. |

*No Drain on refill recommended—only when overhauled or serviced. Specifications apply to types to be used when adding to maintain recommended levels.

## CAPACITIES

| MEASURE SYSTEM | CRANK-CASE | | TRANSMISSION | | | | | | DIFFER-ENTIAL | | COOLING SYSTEM | | | | GAS TANK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Flash-O-Matic | | Synchro-mesh | | Over-drive | | | | Without Heater | | With Heater | | |
| | Quarts | | Quarts | | Pints | | Pints | | Pints | | Quarts | | Quarts | | Gals. |
| | Six | V-8 | Six | V-8 | Six | V-8 | Six | V-8 | Six | V-8 | Six | V-8 | Six | V-8 | |
| U.S.A. | 4* | 4* | 9 | 11 | 1.5 | 4 | 2.75 | 4 | 3 | 4 | 9.5 | 18 | 10.5 | 19 | 20 |
| British Imperial | 3.3* | 3.3* | 7.5 | 9.2 | 1.25 | 3.3 | 2.3 | 3.3 | 2.5 | 3.3 | 7.9 | 15.0 | 8.7 | 15.8 | 16.7 |

*With Filter Change, Add 1 Qt.

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

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

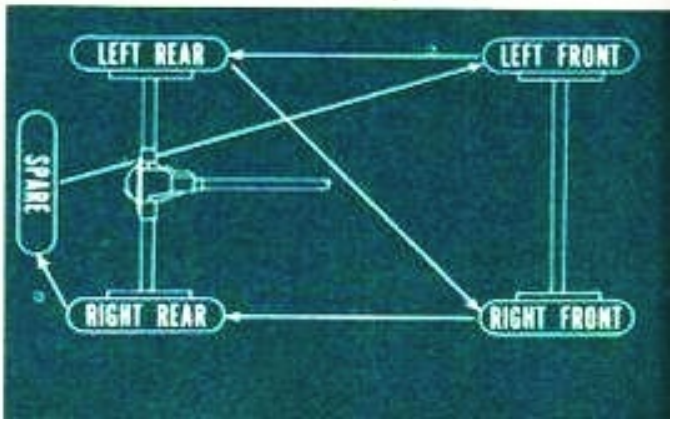
**FUSES** • Electrical circuits are protected with fuses and circuit breakers, located as follows:

| CIRCUIT | AMPERE RATING | | LOCATION |
|---|---|---|---|
| Headlights, Hi-Beam Signal | 18 | Cir. Brk. | Part of headlight switch |
| Park, Tail, License, Glove Box, Instrument | 12 | Cir. Brk. | Part of headlight switch |
| Dome Light | 7½ | Fuse | Part of headlight switch |
| Stop, Turn Signals, Heating, 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 securely, and block the wheel diagonally opposite the one to be removed against both forward and rearward movement. 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. *CAUTION: Never work under a car supported only with bumper jack. Always use safety stands.*

**Tubeless Tires** • Recommended pressure for normal service and smooth ride is 24 lbs. (cold before running). Do not reduce tire 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 often for visible under-inflation and for signs of uneven wear, which may indicate need for front end alignment. Tire and wheel is precisely static-balanced at the factory.




In accordance with the diagram, rotating tires every 4,000 to

8,000 miles (normally) is recommended to assure longer overall tire life by equalizing wear. If no spare tire is used, move right rear to left front and follow balance of diagram.

**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 4,000 miles. Add or refill with SAE 70-R-3 heavy duty hydraulic brake fluid only. Inferior fluids may fail in emergencies. (see washing page 37).

**FUELS** • The Classic Six and standard Ambassador V-8 engines are designed to operate efficiently on "regular" grade gasoline. Detonation or "fuel knock" normally absent, is influenced by a number of factors such as amount of combustion chamber deposits, ignition timing, engine temperatures, atmospheric variables and other conditions.

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

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

See page 54 for correct ignition timing specifications.

For owner's who elect to use premium grade fuel, an advance in ignition timing is suggested as listed on page 54.

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

DOWGARD® FULL-FILL® coolant is installed in new cars at the factory to offer maximum protection for the entire cooling system. If coolant level is low, add only DOWGARD FULL-FILL coolant. Cooling system should be drained every 24 months, and fresh DOWGARD FULL-FILL coolant installed. For maximum protection at that time, the cooling system should be checked and serviced by your dealer for leaks using a radiator pressure-tester, drained, and the cylinder head bolts properly tightened.

DOWGARD FULL-FILL coolant is a year 'round product, formulated to protect the engine against overheating during hot summer months as well as against freezing in winter (freeze protection, —40°F.). With this coolant in the system, rust and corrosion will not form and peak engine performance is assured. Adding water reduces the effectiveness of the original coolant.

Continued use of DOWGARD FULL-FILL coolant is recommended. However, if water is used as a *complete* refill, American Motors Cooling System Inhibitor is recommended to properly protect the cooling system. A mixture of water and permanent-type anti-freeze (ethylene-glycol) can also be used as a *complete* refill. The anti-freeze must be approved by the manufacturer for use in aluminum engines. The water should not contain harmful impurities and should be replaced once each year, together with the inhibitor. At that time, the system should be checked as outlined above.

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

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

**The factory-installed DOWGARD FULL-FILL coolant is guaranteed by your authorized American Motors Dealer to you as the original purchaser of the vehicle against loss of the coolant from the car's cooling system due to leaks or failure of parts within 24 months from delivery of the vehicle to you or before it has been driven 24,000 miles, whichever event shall first occur. The Dealer's obligation under this guarantee is limited to replacing, without charge, at Dealer's place of business any DOWGARD FULL-FILL coolant lost for the reasons specified. Any American Motors Dealers in the United States or Canada will honor this guarantee.**

**DOWGARD® FULL-FILL® Trademarks of The Dow Chemical Co. This same coolant is furnished in American Motors automobiles in Canada under the designation, RAMBLER-GARD.**

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

**CAR CARE • Washing •** The baked 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 only the approved American Motors Fabric Cleaner (#8990968) to clean the fiber glass headlining. Follow the instructions on the container to obtain optimum results.

**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.

# AMERICAN MOTORS DEALER WARRANTY

Your authorized American Motors Dealer, independently and not as Agent of American Motors Corporation or American Motors Sales Corporation or American Motors (Canada), Ltd., extends to you as the original retail buyer of a new American Motors motor vehicle the following warranty:

"Dealer warrants each new American Motors motor vehicle sold by Dealer to be free from defects in material and workmanship under normal use and service. Dealer's obligation under this warranty being limited to repairing or replacing, without charge, at Dealer's place of business any part or parts thereof, including all equipment or trade accessories supplied by American Motors Corporation, which shall within 12 months from delivery of such motor vehicle to the original retail buyer or before such motor vehicle has been driven 12,000 miles, whichever event shall first occur, be returned to Dealer's place of business, and which shall be thus defective. This warranty shall not apply (1) to tires, or (2) to normal service maintenance, including, but not limited to, normal replacement of such parts as filters, spark plugs, ignition points and wiper blades, or (3) to any such motor vehicle which shall have been repaired or

altered outside of an authorized American Motors dealership in any way so as in the judgment of Dealer to affect adversely its performance or reliability, or (4) to any such motor vehicle which has been subject to misuse, negligence or accident. This warranty is expressly in lieu of all other warranties, expressed or implied, including merchantability or fitness, and all other obligations or liabilities on Dealer's part, and Dealer neither assumes nor authorizes any other person to assume for it any other obligation or liability."

The above warranty shall apply in all of its terms, conditions and restrictions to the following items except as noted:

**Ceramic Armored Muffler and Tail-Pipe**—The warranty shall be extended to the original retail buyer so long as the original retail buyer retains ownership of the motor vehicle covered by the warranty.

**Battery**—The warranty shall apply for 24 months, or 24,000 miles, whichever event shall first occur, from delivery of the motor vehicle covered by the warranty to the original retail buyer.

**Tires** • The tires included as original equipment on your American Motors motor vehicle are covered by the tire Manufacturer's Warranty.

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.

**DEALER 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 lock and hood safety catch.
- Inspect all glass and operation of windows and ventilators.
- Road test car for acceleration, performance and noises. NOTE operation of all instruments and accessories.
- Wash car and inspect finish.

**1,000 Mile Inspection and Adjustment Service**—Your Rambler Dealer will provide a thorough inspection of your car after 1,000 miles of driving, in accordance with the inspection items listed on the 1,000 Mile Inspection and Adjustment Service Coupon.

**Warranty Service**—The 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. A coupon must be surrendered to the dealer upon performance of 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 the 1,000 Mile Inspection and any necessary warranty service be performed by him. If you are on tour or change your place of residence, however, these services will be performed by any Rambler Dealer in the United States or Canada.

**WARRANTY SERVICE**
PERFORMED AT

Miles

BY

Dealership

Town

Date

Initials

## WARRANTY SERVICE COUPON

Owner shall sign and surrender this Warranty Service Coupon to the servicing Dealer (see reverse side), in the event that service is required as outlined under the terms of the Warranty.

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles

BY

Dealership

Town

Date

Initials

WARRANTY SERVICE COUPON

Owner shall sign and surrender this Warranty Service Coupon to the servicing Dealer (see reverse side), in the event that service is required as outlined under the terms of the Warranty.

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles

BY

Dealership

Town

Date

Initials

WARRANTY SERVICE COUPON

Owner shall sign and surrender this Warranty Service Coupon to the servicing Dealer (see reverse side), in the event that service is required as outlined under the terms of the Warranty.

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles

BY

Dealership

Town

Date

Initials

WARRANTY SERVICE COUPON

Owner shall sign and surrender this Warranty Service Coupon to the servicing Dealer (see reverse side), in the event that service is required as outlined under the terms of the Warranty.

• • •

• • •

The owner, whose signature appears below, states that his Rambler has been properly maintained and that the authorized Rambler Dealer to whom this coupon is surrendered has explained to the undersigned the warranty services which have been performed.

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

---

• • •

The owner, whose signature appears below, states that his Rambler has been properly maintained and that the authorized Rambler Dealer to whom this coupon is surrendered has explained to the undersigned the warranty services which have been performed.

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

---

• • •

The owner, whose signature appears below, states that his Rambler has been properly maintained and that the authorized Rambler Dealer to whom this coupon is surrendered has explained to the undersigned the warranty services which have been performed.

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

---

• • •

The owner, whose signature appears below, states that his Rambler has been properly maintained and that the authorized Rambler Dealer to whom this coupon is surrendered has explained to the undersigned the warranty services which have been performed.

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

**RAMBLER PROTECTIVE SERVICE** • Designed for protecting the investment you have made and for your pleasurable, economical driving. Periodic service for your Rambler, performed by competent mechanics, will avoid conditions that could arise from neglect, which are not covered by the warranty.

Protective Service, performed at regular intervals, is the key to long and trouble-free car life. The Protective Service coupons in this manual are for your guidance in having the services performed.

The services outlined on the coupons are those which are *required*, and those *recommended*, at the mileages indicated. Driving habits, as well as geographical, climatic and road conditions, may alter the schedule for you. Refer, for example, to "Engine Oil Changes" for varying conditions affecting oil changes.

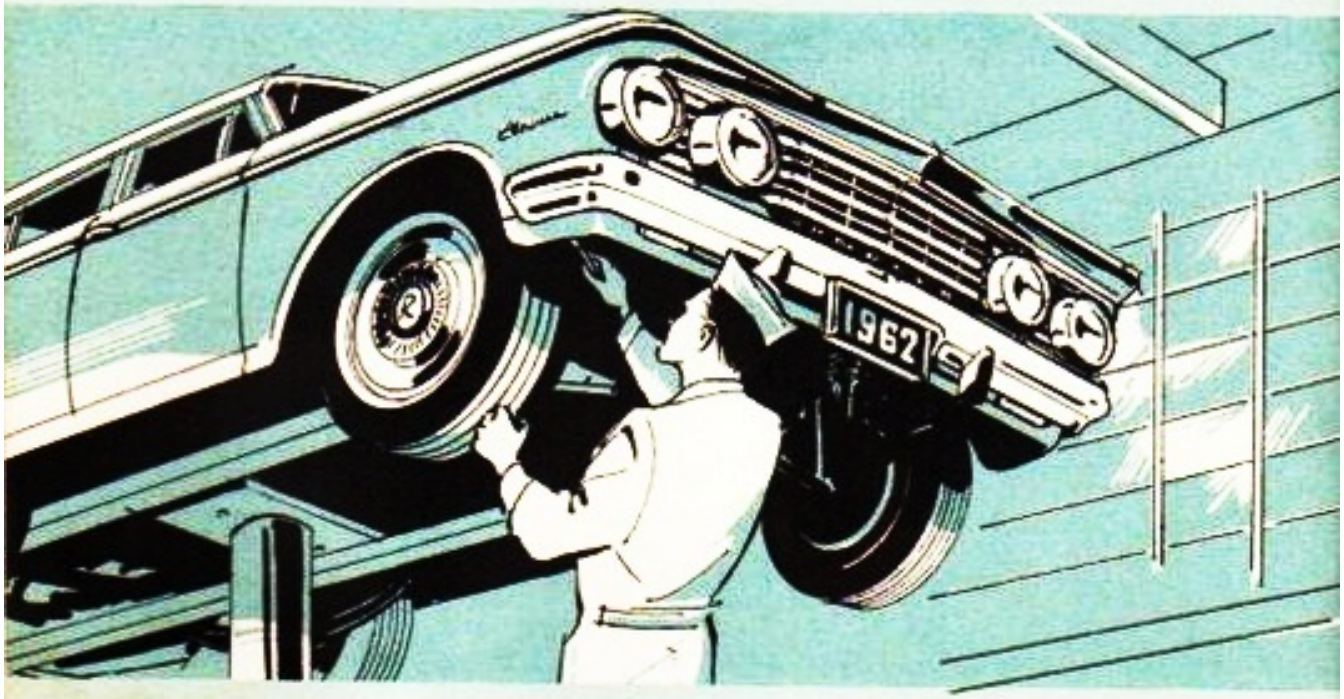
Cooling system care and cleaning the oil filler cap are not related to mileage. See "Cooling" for proper coolant and drain periods, and be sure that the oil filler cap is cleaned as necessary.

The guide following the Protective Service coupons outlines in condensed form the *required* and *recommended* Protective Services to be performed at the intervals shown. It will also serve as a reference for servicing your Rambler at mileages beyond those shown on the coupons.

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.



5,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

9,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

13,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

## 5,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19 _____

_____
Owner's Signature

## 9,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19 _____

_____
Owner's Signature

## 13,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19 _____

_____
Owner's Signature

## 5,000 MILES

### REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**

### RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (minor).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

## 9,000 MILES

### REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**

### RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (major).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).
- Clean crankcase vent valve (if so equipped).

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

## 13,000 MILES

### REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**
- Inspect front wheel bearings, adjust and lubricate if necessary.
- Replace fuel filter element.

### RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (minor).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).
- Inspect brake parts and linings.
- Check steering gear adjustment.

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

17,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 17,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19_____

_____
Owner's Signature

21,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 21,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19_____

_____
Owner's Signature

25,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 25,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19_____

_____
Owner's Signature

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**

## RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (major).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).
- Clean crankcase vent valve (if so equipped).

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

**17,000 MIL**

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**

## RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (minor).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

**21,000 MILE**

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Replace carburetor air cleaner element.
- Inspect front wheel bearings, adjust and lubricate if necessary.
- Drain and refill Flash-O-Matic transmission and adjust bands.
- Replace fuel filter element.

## RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (major).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).
- Clean crankcase vent valve (if so equipped).
- Inspect brake parts and linings.
- Check Steering gear adjustment.

* *See "Engine Oil Changes" for varying conditions.*
** *These services are to be performed free of charge.*

**25,000 MILE**

29,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 29,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19_____

_____
Owner's Signature



33,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 33,000 MILE

### PROTECTIVE SERVICE

Please perform the Required Services on the back of this coupon—as well as the Recommended Services that I have checked—at your regular rate of charge, except as otherwise noted.

DATE _____, 19_____

_____
Owner's Signature

## 29,000 MILE

### REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**

### RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (minor).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).

* *See "Engine Oil Changes" for varying conditions.*

** *These services are to be performed free of charge.*

## 33,000 MILE

### REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.**
- Check operation of exhaust control valve (8-cyl.).**
- Clean carburetor air cleaner.**
- Complete chassis lubrication (33,000 miles or 3 years, whichever occurs first)

### RECOMMENDED SERVICES AS NEEDED (Check Items Required)

- Engine tune-up (major).
- Adjust clutch pedal.
- Check front end, align if necessary, rotate tires (4,000-8,000 miles).
- Clean crankcase vent valve (if so equipped).

* *See "Engine Oil Changes" for varying conditions.*

** *These services are to be performed free of charge.*

# RAMBLER PROTECTIVE SERVICE GUIDE

| OPERATION | Mileage (and seasonal) Intervals, (after the 1,000 Mile inspection) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 4,000 | 8,000 | 12,000 | 25,000 | 33,000 | As Required | 12 mos. | 24 mos. | |
| Change engine oil.* | | X | | | | | | | |
| Change engine oil filter.* | | X | | | | | | | |
| Check level of fluids and lubricants. | | X | | | | | | | |
| Check operation of exhaust control valve. | | X | | | | | | | |
| Clean carburetor air cleaner. | | X | | | | | | | |
| Engine tune-up. | | X minor | X major | | | | | | |
| Adjust clutch pedal. | | X | | | | | | | |
| Check front end, align if necessary, rotate tires (4,000-8,000 miles) | | 4,000 8,000 | | | | | | | |
| Clean crankcase vent valve. | | | X | | | | | | |
| Inspect front wheel bearings, adjust and lubricate if necessary. | | | | X | | | | | |
| Replace fuel filter element | | | | X | | | | | |
| Inspect brake parts and linings. | | | | X | | | | | |
| Check steering gear adjustment. | | | | X | | | | | |
| Drain and refill Flash-O-Matic transmission and adjust bands. | | | | | X | | | | |
| Replace carburetor air cleaner element. | | | | | X | | | | |
| Complete Chassis Lubrication.** | | | | | | X | | | |
| Clean and re-oil filler cap. | | | | | | | X | | |
| Inspect and test air conditioning system. | | | | | | | | X | |
| Check cooling system, cylinder head torque, and thermostat. | | | | | | | | X | |
| Add solvent to windshield washer. | | | | | | | X | | |
| Drain cooling system and refill with DOWGARD FULL-FILL coolant.*** | | | | | | | | | X |

*See "Engine Oil Changes" for varying conditions.

**Or every 3 years, whichever occurs first.

***See "Cooling".

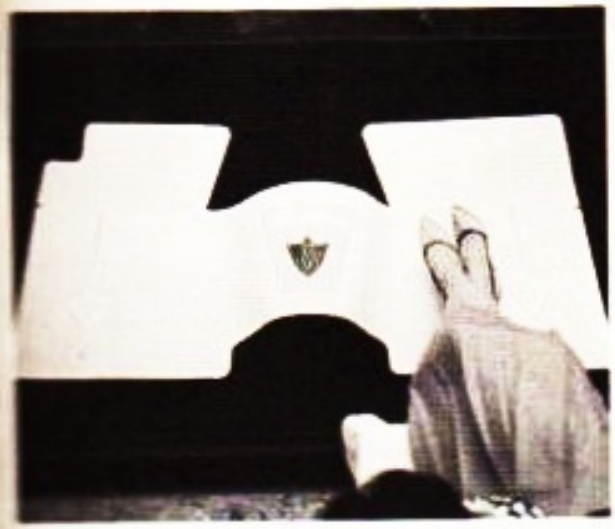
# SPECIFICATIONS

| | Classic Six | | Ambassador V-8 |
|---|---|---|---|
| Wheelbase | | 108.0" | |
| Overall Length | | 190.0" | |
| Width | | 72.4" | |
| Height | 57.5" | | 57.6" |
| With Optional Tires | 57.6" | | 57.7" |
| Cross Country | 57.7" | | 57.8" |
| With Optional Tires | 57.8" | | 57.9" |
| Tread—Front | 58.08" | | 58.58" |
| Rear | 58.0" | | 59.13" |
| Tire Size, Standard | 6.50 x 15 | | 7.50 x 14 |
| Optional | 6.70 x 15 | | 8.00 x 14 |
| Tire Pressure Lbs., Cold (See Pages 34 & 35) | | | |
| Tubeless | | 24 | |
| Captive Air | | | |
| Inner Chamber | | 29 lbs. | |
| Outer Chamber | | 24 lbs. | |
| Horsepower, Brake | | | |
| Single Barrel Carburetor | 127 @ 4200 | | |
| Two Barrel Carburetor | 138 @ 4500 | | 250 @ 4700 |
| Four Barrel Carburetor | | | 270 @ 4700 |
| Torque, Lb. Ft. | | | |
| Single Barrel Carburetor | 180 @ 1600 | | |
| Two Barrel Carburetor | 185 @ 1800 | | 340 @ 2600 |
| Four Barrel Carburetor | | | 360 @ 2600 |
| Bore and Stroke | 3⅛ x 4¼ | | 4 x 3¼ |
| Displacement, Cu. In. | 195.6 | | 327 |
| Compression Ratio | | 8.7:1 | |
| Optional | | | 9.7:1 |
| Gasoline Grade | | Regular | |
| Optional | | | Premium |
| Radiator Cap Pressure, P.S.I. | | 14 | |
| Capacities—See Page 33 | | | |
| Electrical System | | 12 Volt | |
| Spark Plugs | | Champion H-10, H-15Y All Series | |
| Spark Plug Gap | | .033"-.037" | |
| Distributor Point Gap | .016" | | .014" to .019" |
| Ignition Timing (See Page 35) | | Manual* | Auto.* |
| Regular Fuel | 5° B.T.D.C. | T.D.C. | 5° B.T.D.C. |
| Premium Fuel | 8° B.T.D.C. | 3° B.T.D.C. | 8° B.T.D.C. |
| Cam Dwell Angle | 28° to 35° | | 28° to 32° |
| Breaker Arm Tension | 19 to 23 Oz. | | 17 to 22 Oz. |
| Valve Clearance (Hot) | | | |
| Intake | .012"** | | Hydraulic Lifters |
| Exhaust | .016"** | | Hydraulic Lifters |
| Caster | | ± ¼°, 0° desired | |
| Power Steering | | + ½° to + 1°, + 1° desired | |
| Camber | | + ¼° to − ¼°, 0° desired right, + ¼° left | |
| Toe-In | | 1/16" to 3/16", ⅛" desired | |

*Premium fuel only for optional engine, 5° B.T.D.C. all transmissions.

**Hydraulic Lifters for aluminum block.

# AMERICAN MOTORS *Approved* CHEMICAL and APPEARANCE ACCESSORIES



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SPOTLIGHT WITH REAR VIEW MIRROR




RAMBLER POWR-GUARD "24" BATTERY



AMERICAN MOTORS CHEMICAL ACCESSORIES



OUTSIDE REAR VIEW MIRROR

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## 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. Start gently with automatic.

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

Part Number 3163254

# GREAT CARS SINCE 1902




# DRIVE SAFELY