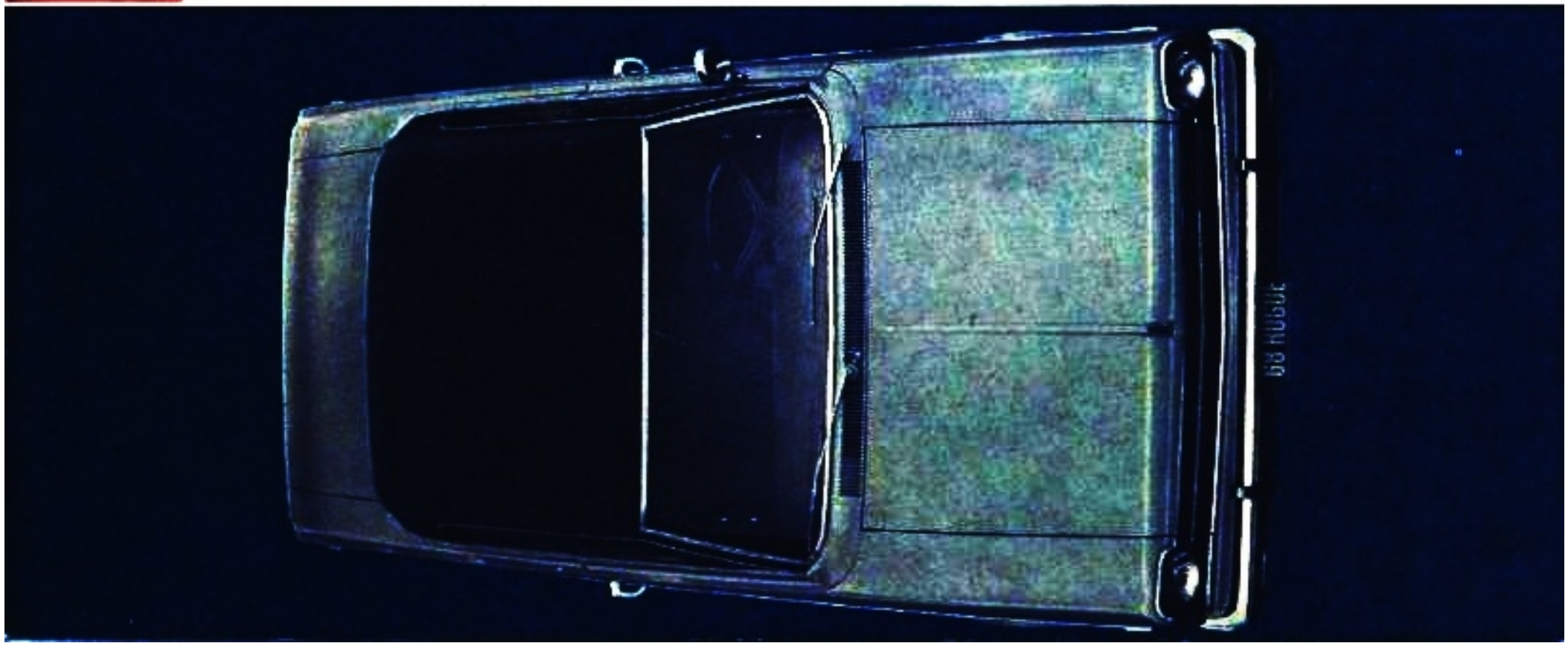
RAMBLER AMERICAN OWNER'S MANUAL





Welcome to the American Motors family of owners

We are pleased that you have selected one of our 1968 models. We are certain that you will enjoy your new car and the motoring experiences ahead.

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

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

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

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

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

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

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



AMERICAN MOTORS

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***Please Read "BREAK-IN" and "STARTING" on Pages 34 and 35.**

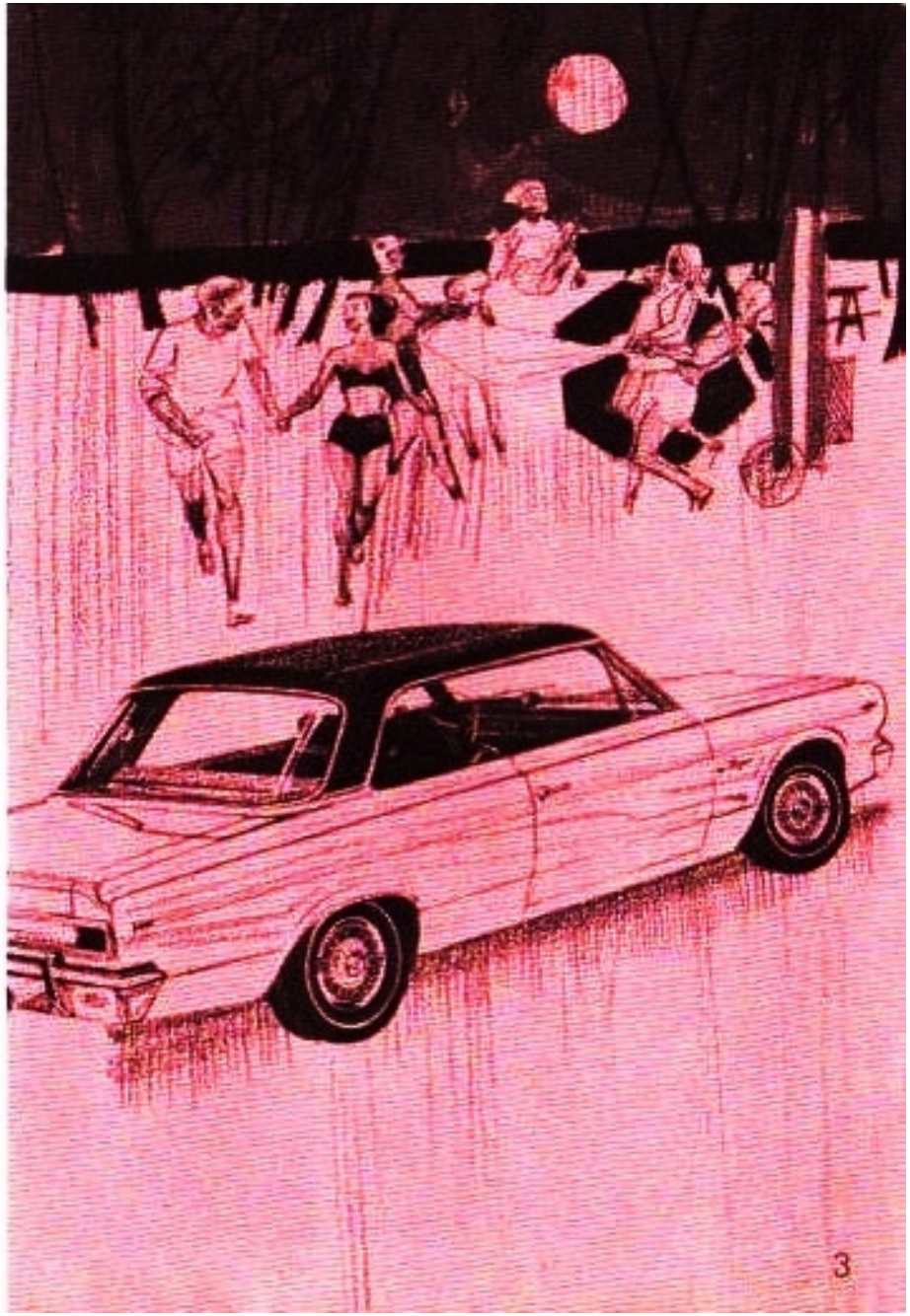
You will soon receive by *mail* an *OWNER IDENTIFICATION CARD*. Keep the card handy in the special pocket located on the first page of the *PROTECTIVE MAINTENANCE BOOKLET*. The card will assure quick, positive identification for warranty or other service work at your American Motors Dealer. Thank you.

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

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OPERATING INFORMATION

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AMERICAN MOTORS

OPERATING INFORMATION

KNOW YOUR NEW CAR

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

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

KEYS

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



IDENTIFICATION

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

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

The body, model, trim, paint, and vehicle identification plate is located on the rear edge of the left front door. This plate also lists the Federal Safety Standards, by number, that are built into your car.

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





LOCKS AND HANDLES

Door Locks. You cannot lock yourself out of your car. The octagon-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.

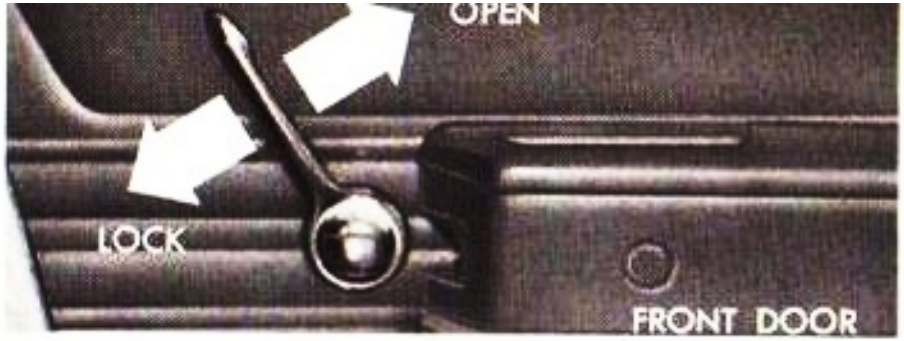
Push the rear-door lock buttons down to lock doors. Rear-seat passengers are protected by the rear door locks which, once locked, may be opened only by lifting the lock buttons to the unlocked position.

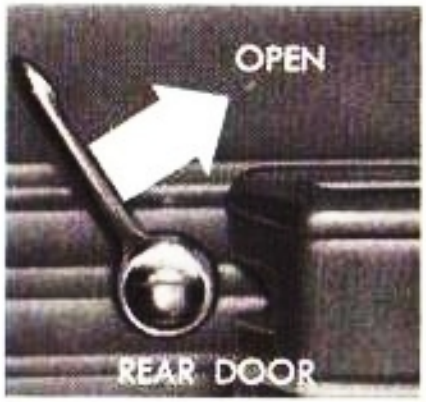
Front doors may be released (unlocked) simply by pulling the inside door handle upward to open.

After leaving the car, lock the front door from the outside by turning the key rearward until the lock "clicks". The rear doors may also be locked from the outside by pushing the lock button down (when the door is open) and then closing the door.

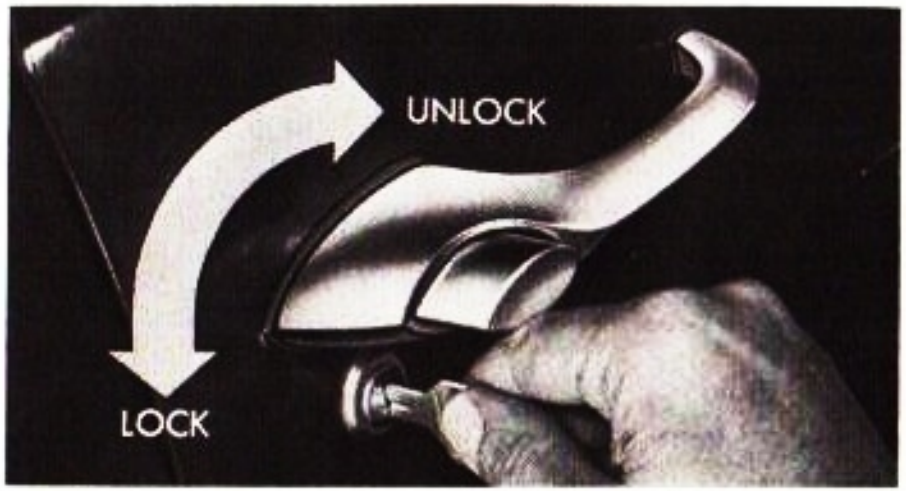
For greater safety while driving, lock doors from inside.

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





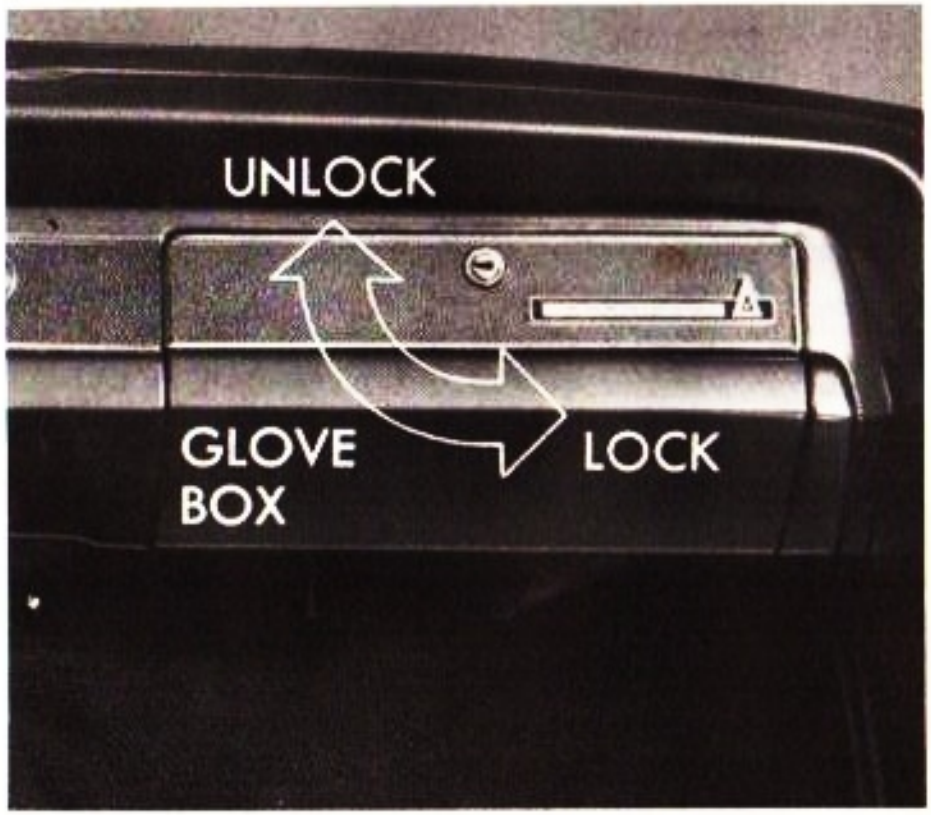




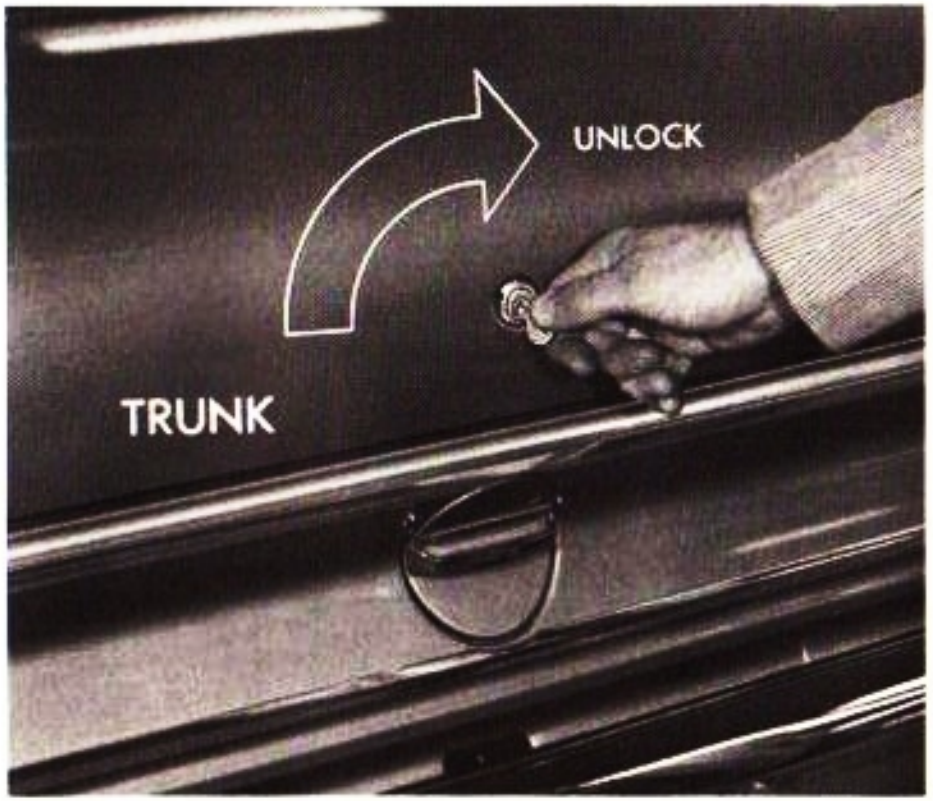
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OPERATING INFORMATION

Glove Box Lock. Press the combination release button and lock to open the glove box door. To lock the door, insert the round-head key and turn key one-quarter turn counterclockwise and remove the key. Some models use a push-button release (less key lock). See page 27 for hidden compartment on station wagons.



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

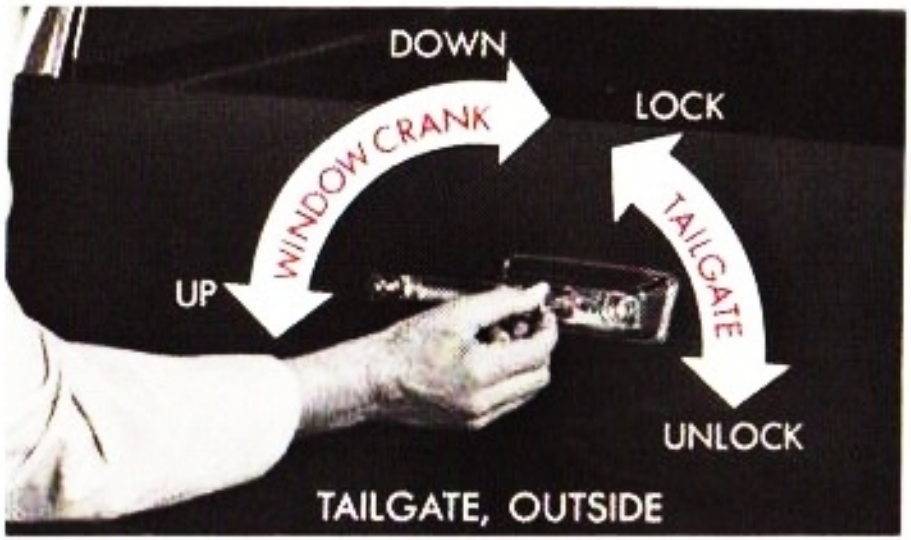


Tailgate Lock. Unfold the window crank handle to permit unlocking of the tailgate with the ignition key, which then permits lowering of the window. It is necessary to lower the window *completely* to open the tailgate.

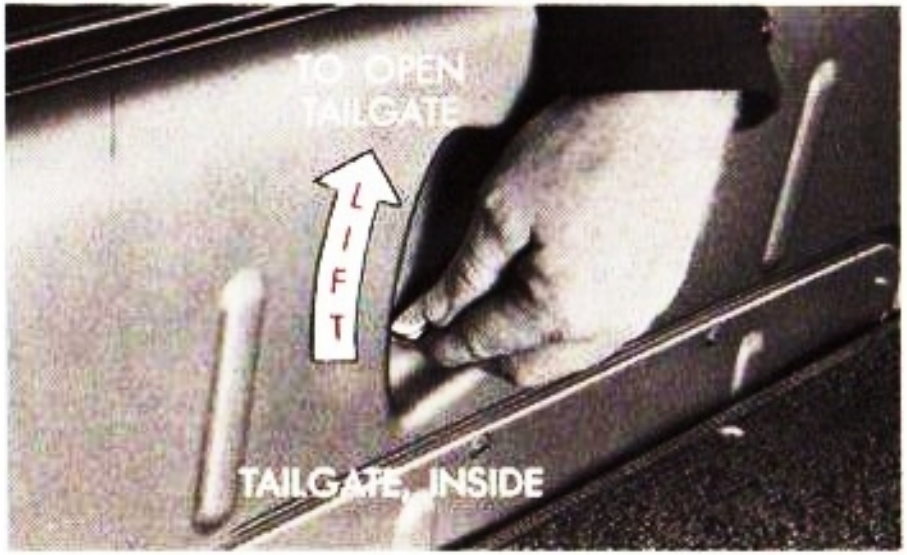
Lift the inside tailgate handle to open the tailgate.

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

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



TAILGATE, OUTSIDE



TAILGATE, INSIDE

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OPERATING INFORMATION

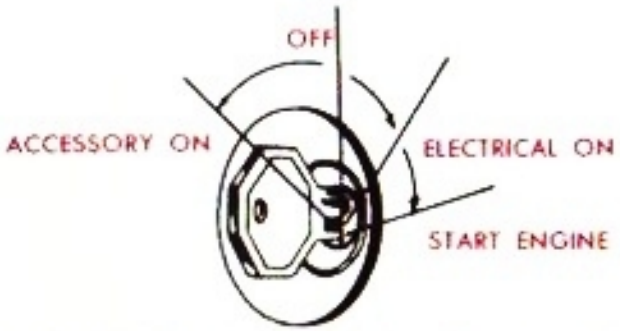
Hood Lock. The hood lock release lever is located at the center of the lower grille opening. To release hood, reach in and push the release lever to your right. The hood will snap partly open due to the spring loaded hood catch being released. Push the release lever all the way to the right which will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



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

INSTRUMENTS AND CONTROLS

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

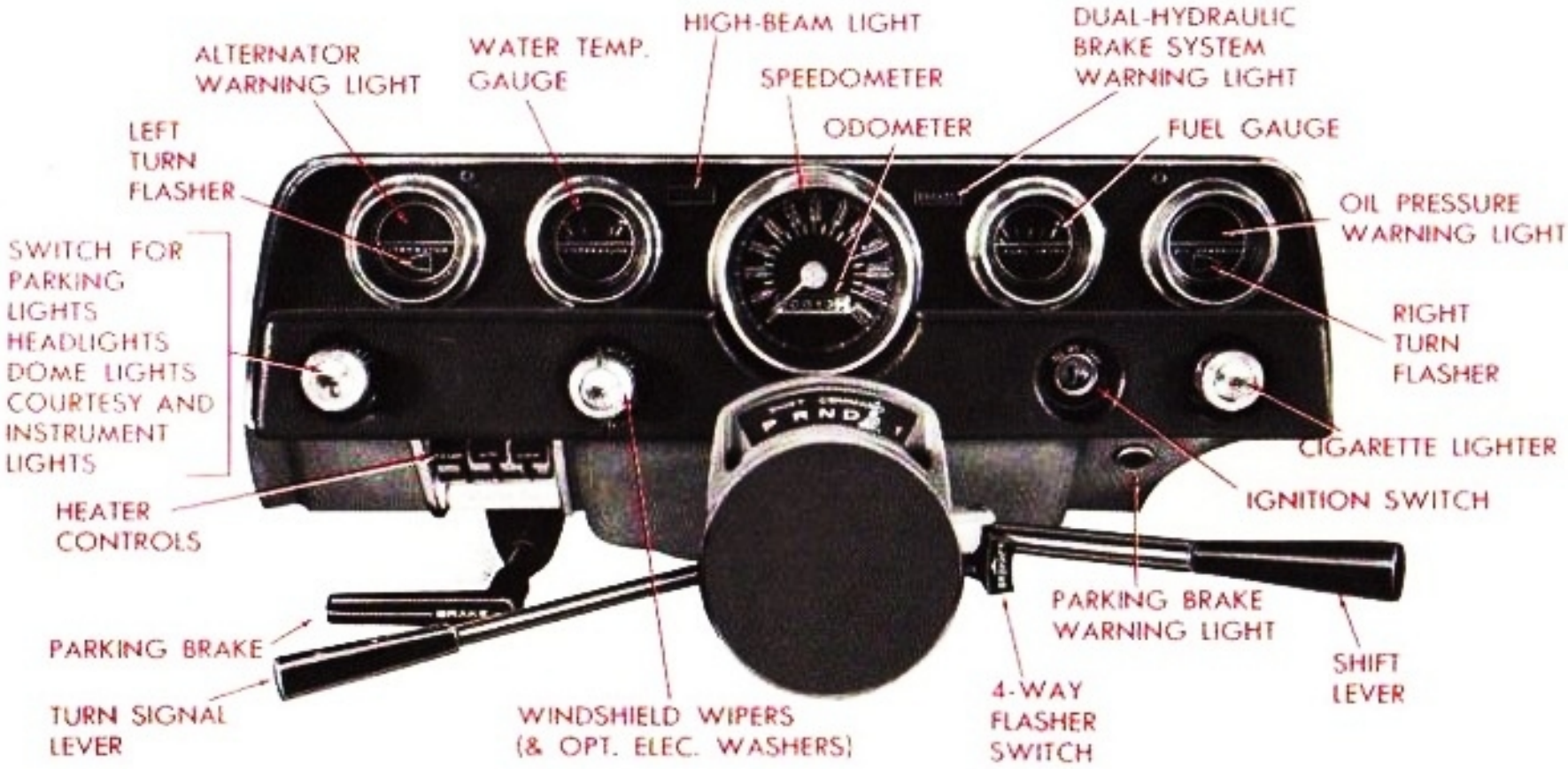


position. Turn key to left to allow accessory operation without running engine. See "Starting" on page 35 for choke setting.

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

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

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


ALTERNATOR WARNING LIGHT
WATER TEMP. GAUGE
HIGH-BEAM LIGHT
SPEEDOMETER
DUAL-HYDRAULIC BRAKE SYSTEM WARNING LIGHT
ODOMETER
FUEL GAUGE
LEFT TURN FLASHER
OIL PRESSURE WARNING LIGHT
SWITCH FOR PARKING LIGHTS HEADLIGHTS DOME LIGHTS COURTESY AND INSTRUMENT LIGHTS
RIGHT TURN FLASHER
CIGARETTE LIGHTER
IGNITION SWITCH
HEATER CONTROLS
PARKING BRAKE WARNING LIGHT
PARKING BRAKE
SHIFT LEVER
TURN SIGNAL LEVER
WINDSHIELD WIPERS (& OPT. ELEC. WASHERS)
4-WAY FLASHER SWITCH

OPERATING INFORMATION

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

Fuel Gauge indicates the *approximate* quantity of fuel in the tank. If the gauge is at or near "E" (for empty), play it safe and fill up as soon as possible so you won't run out of fuel. Approximate tank capacity is 16 gallons. A locking gas cap is available as a dealer accessory.

Headlight Switch. Pull control knob out to first position for parking lights; to second for headlights. The dimmer switch on the left side of the toe-board controls high- or low-beam headlights. The red indicator light (in the instrument cluster) stays on when hi-beams are used. Turn the knob clockwise to vary instrument light brilliance. Turn fully counterclockwise for domelight or side-pillar lights and courtesy lights. A warning "buzzer" sounds, if headlights are on when ignition key is off (if so equipped).

Courtesy Lights. A light is located on each side of lower instrument panel. With doors closed, turn headlight switch fully counterclockwise to operate both courtesy lights. Courtesy lights operate automatically as doors are opened, along with domelight.

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

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

4-Way Emergency Flashers. To operate the signals, push the button marked "Flasher" which is mounted directly on the right side of the steering column (opposite the normal turn-signal lever). Both front and rear turn signals plus both indicator lights in the instrument cluster will all flash on-and-off simultaneously when the 4-way

system is engaged. The 4-way flasher system, which is self-cancelling as the wheel is turned, is direct-wired so it will operate independent of the ignition switch (pull button to manually cancel). The 4-way flashers should normally be used *only* when parked under emergency road-side conditions to warn other drivers that a possible hazard exists.

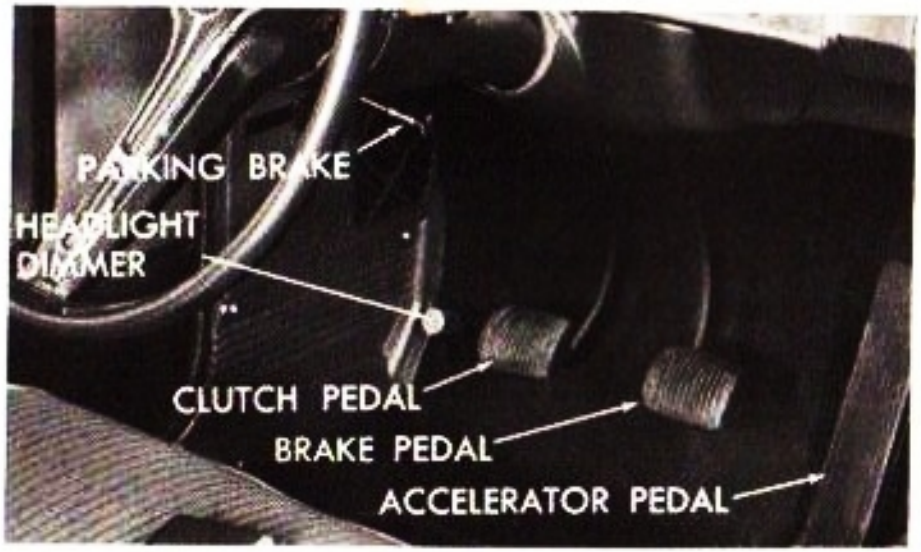
Windshield Wipers & Washers. With standard vacuum-powered wipers, pull knob out for speed desired. For optional electric wipers, rotate knob clockwise for speed desired. With manual windshield washers, a foot-operated pump control is located near the headlight dimmer switch on the left side of the toe-board.

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

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

Mirrors. For extra safety, adjust and use both the outside and inside rear-view mirrors. Adjust inside mirror in *day* position (lever to right). Once adjusted, the mirror can be tilted to absorb rear headlight glare at night (lever to left). Adjusting lever is on *front* of mirror.

Parking Brake. With left hand, pull handle out firmly and fully to apply parking brakes—pull further if necessary until brakes hold. To assist setting parking brakes,



depress regular brake pedal at the same time. To release, turn handle on the left and push full in. Parking brake warning light, located on the right side of steering column, remains on flashing red until brake is released. The light operates when ignition key is on.

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

A red warning light (marked "BRAKE"), located in the instrument cluster will alert you if either of the hydraulic systems (front or rear) develop failure. In either event, the braking ability is reduced to a point that the driver would be readily aware of a malfunction by a marked increase in pedal travel. CAUTION: In this event, the brake system should be serviced at the earliest possible opportunity, preferably at your A.M. dealer. NOTE: As a safety check, the light should glow red as the ignition is turned to start (if light does not glow, replace bulb). After engine is started, the light should go out (if not, check system for malfunction or failure).

Self-Adjusting Brakes. This feature maintains correct operating clearance between the linings by adjusting the brakes in small increments in direct proportion to lining wear. Periodic brake adjustments are not necessary. See your A.M. dealer if brakes require servicing. During first hundred miles, avoid sudden stops since brake linings can set in more uniformly with slow, gradual stops. (See pages 36, 43).

Power Disc Brakes. See Page 31.

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

AM Push-Button Radio. The radio is fully-transistorized for instant action. Five push buttons are used for station selection. The manual station selector is located on the right. On the left, a dual knob provides an on-off and volume control on the inner knob with tone control on the outer knob.

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

Antenna Trimmer. Park in an open area away from buildings, power lines, street car tracks, and anything that might create interference. Extend the antenna full length. Select a weak signal station near the high end of the frequencies between 1400 and 1600 kilocycles. Adjust the antenna trimmer screw on the right side of radio chassis for maximum reception.

Radio Installation. If your Rambler American is not equipped with a radio, a factory-engineered push-button radio (and antenna) can be quickly and economically



installed by your A.M. dealer. All A.M. radios feature all-transistor design for instant action (no warm-up needed) and reliability, and are custom-designed for perfect installation in your car.

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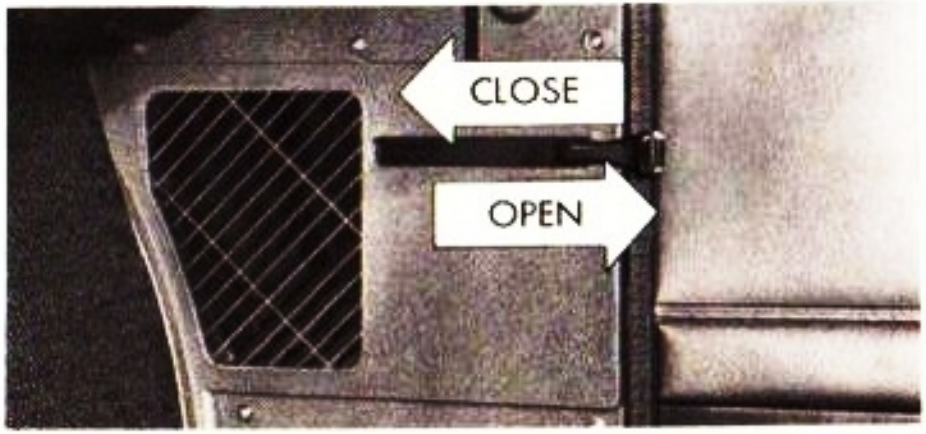
OPERATING INFORMATION

WEATHER-EYE VENT & HEAT SYSTEMS

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

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

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



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

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

Move TEMP lever on left side of control console down to obtain the desired degree of heat.

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

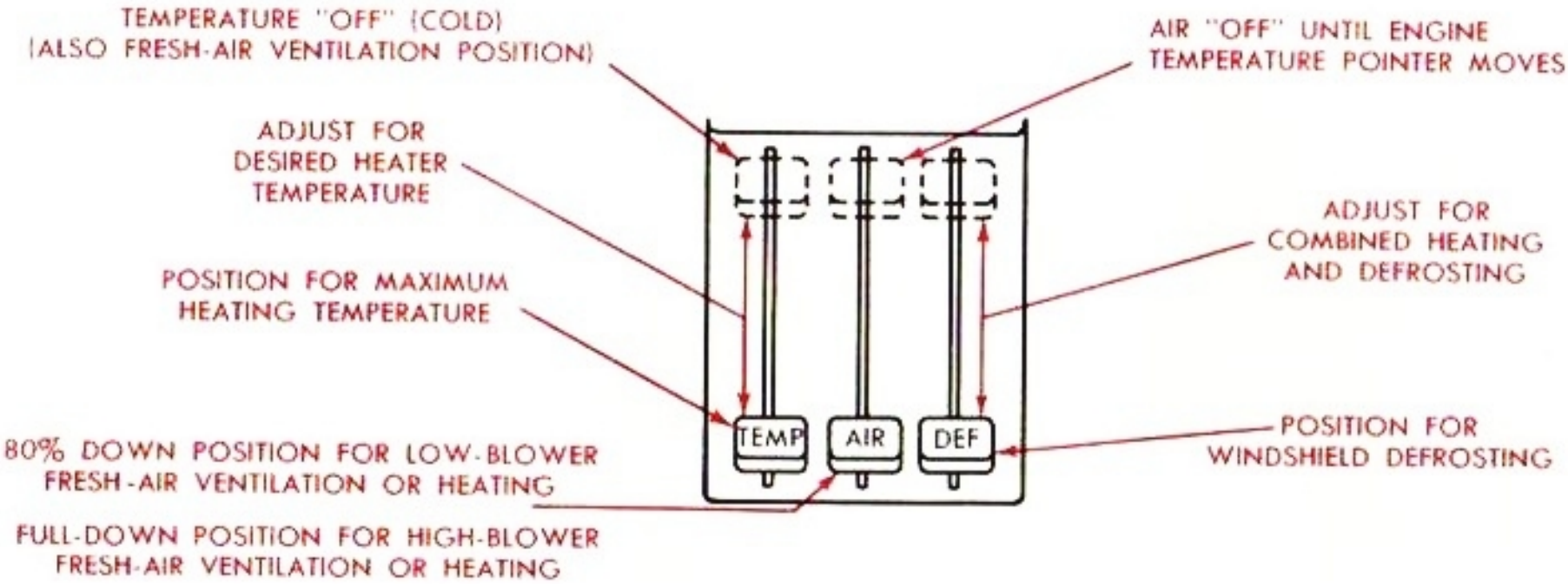
DEF lever may be moved to intermediate positions for combined defrosting and heating.

On cars with air conditioning, the three round grilles can also be used to direct warm air as desired. The controls on the center-lower console should be set in the position for heater operation. The slide-control lever must be all the way to the left and the air conditioning THERMOSTAT control knob must be turned to the OFF position.

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

WEATHER-EYE OPERATION

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



OPERATING INFORMATION

ALL-SEASON AIR CONDITIONING

All basic controls are in the lower, center console.

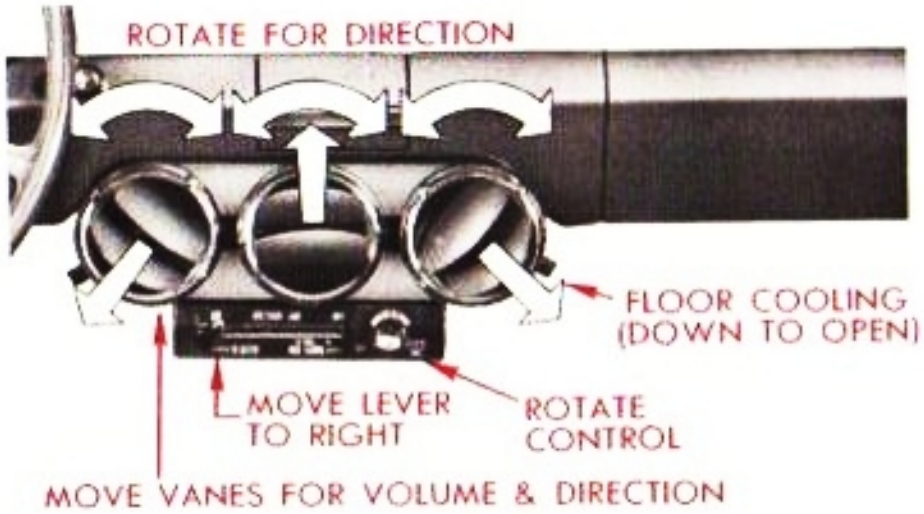
Slide the outside AIR control to the OFF position.

Turn the THERMOSTAT control to the OFF position.

Move all three levers (TEMP, AIR and DEF) in the control console to the full up position (on far left of panel).

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

Start engine *before* engaging air conditioning system to reduce electrical-system load (conserves battery).



Then slide the OUTSIDE AIR control to the right, to LO, MED or HI blower-speed positions as desired for air conditioning. Use Hi blower speed to accelerate initial cooling.

Turn air conditioning THERMOSTAT control clockwise to *start air-conditioning* (engages low-speed blower) and turn to desired temperature range for cooling.

a. Turn progressively clockwise (COLDER) for desired thermostatically-controlled cool air.

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

Open the three air-outlet grille ports and adjust air-flow for spot or area cooling as desired.

Expel accumulated warm air by opening front windows a few moments, then close as cooling starts.

To direct cool air on the floor, the "Floor-Cooling" levers located on each side of ports should be moved down. This feature can also be utilized when using the heater.

ALL-SEASON AIR CONDITIONING SYSTEM

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

PLACE ALL THREE CONTROLS IN THE UP POSITION (OFF) FOR AIR CONDITIONING



POSITION FOR HEATER OPERATION (AFTER ENGINE WARM-UP).

ROTATE FOR AIR DIRECTION MOVE VANES FOR VOLUME AND DIRECTION.

SET ON LO, MED OR HI BLOWER SPEED AS DESIRED.

CLOSED POSITION

TURN SWITCH CLOCKWISE TO START AIR CONDITIONING (ENGAGES LOW-SPEED BLOWER) AND ADJUST THERMOSTAT TO DESIRED VARIABLE TEMPERATURE RANGE FROM "OFF" TO "CLICK" POSITION.

FLOOR COOLING CONTROL (ONE LOCATED ON EACH SIDE OF OUTLETS).



POSITION FOR MAXIMUM COOLING IN HIGH HUMIDITY AREAS. IF THERMOSTAT IS SET ON "DESERT ONLY" IN HUMID AREAS, IT WILL RESULT IN MOISTURE FREEZING ON COIL WITH LOSS OF COOLING.

OPEN POSITION FOR AIR-CONDITIONED AIR-FLOW TO FLOOR.

POSITION FOR MAXIMUM COOLING IN *DRY CLIMATES ONLY*.

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

SHIFT-COMMAND TRANSMISSION

The "Shift-Command" automatic transmission combines the smooth cushioning power-flow of a torque-converter with the efficiency of a 3-speed planetary gearbox. The transmission can be operated as a fully-automatic unit for normal driving, or can be manually shifted (direct control for either upshifting or downshifting) for extra performance and controlability as desired to meet driving conditions. The transmission actions are as follows:

SELECTED TRANSMISSION ACTION		GEAR CONTROL LEVER POSITION
PARK	Engine Starting plus Internal Transmission Lock for Parking (use *only* when stopped).....	P
REVERSE	Use Reverse Gear *only* when stopped.....	R
NEUTRAL	Engine Starting.....	N
DRIVE	Normal Driving Range with 1st-Gear Start plus Automatic Upshifting to 2nd- and 3rd-Gear.....	D
SECOND	2nd-Gear Start with no Upshift.....	2
FIRST	1st-Gear Start with no Upshift.....	1



AMERICAN MOTORS

SHIFT-COMMAND TRANSMISSION

AMERICAN MOTORS

OPERATING INFORMATION

Starting the Engine. Place the control lever in PARK or NEUTRAL and then turn the ignition key to the right to start engine. A safety switch is incorporated in the circuit with the key start when the gear control is placed in PARK or NEUTRAL. This prevents starting of the engine when the lever is in any of the *driving* ranges. When you are ready to drive, move the control lever to the desired position. See "Starting" on page 35 for choke setting.

Parking. PARK position provides an internal transmission lock for parking. The car should be brought to a complete stop before moving the control lever to this position.

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

Operating in Reverse. The vehicle must come to a complete stop before moving the control lever into REVERSE. The column shift gear control lever must be lifted up slightly to select reverse gear.

Operating in the Driving Ranges. DRIVE range is recommended for best fuel economy and for all normal driving since it provides a complete driving range with a 1st gear start. SECOND provides a 2nd gear start (eliminating 1st gear) and therefore is helpful for starting under poor traction conditions. Since starting in 2nd gear requires greater throttle opening for the same acceleration, more fuel would be used on starts in SECOND.

DRIVE Range. Place the control lever in the DRIVE position after the engine is started. This position provides a 1st-gear start followed by an automatic upshift to 2nd and then 3rd gear. It is recommended for best all-around normal driving and best fuel economy. To obtain extra acceleration power while in DRIVE range, a part-throttle or full-throttle downshift is provided by depressing the accelerator pedal.

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

Full-Throttle Downshift. To obtain extra acceleration power when driving from about 25 MPH up to about 58 MPH in DRIVE range, depress accelerator pedal completely beyond the added resistance. This automatically

downshifts the transmission from 3rd to 2nd gear. Also, a forced downshift from 3rd to 1st gear can be made in the same manner when traveling in DRIVE below a speed range of about 15-20 MPH.

SECOND Drive Range. When the control lever is placed in the SECOND position, the car will start moving in 2nd gear, and *will remain in 2nd gear*. The transmisson will remain in 2nd gear until the control lever is moved to DRIVE position, at which time the transmission will upshift to 3rd gear (no upshift will occur if car speed is below the automatic shift point).

FIRST Drive Range. When the control lever is placed in the FIRST position, the car will start moving in 1st gear, and *will remain in 1st gear*. The transmission will remain in 1st gear until the control lever is moved to either SECOND or DRIVE (no upshift will occur if car speed is below the automatic shift point). FIRST range is provided for use in deep sand or snow, ascending or descending steep grades, or where traffic conditions require low gear. When descending long, steep mountain grades, the use of FIRST (also SECOND) range will aid in holding the car to a safe speed, and will also avoid the excessive use of brakes.

It is possible to shift to FIRST from either SECOND or DRIVE at any car speed. When the gear control lever is moved from DRIVE to FIRST above about 20 MPH, an immediate downshift to 2nd gear will occur. A further downshift to 1st gear will follow when speed is reduced below about 20 MPH with closed throttle.

CAUTION: Downshifting to SECOND or FIRST is not recommended on slippery roads since safety demands that the car speed be reduced by careful use of the car brakes.

Manual Shifting. Start with control lever in FIRST and manually upshift to SECOND and then to DRIVE while accelerating for the desired speed and performance. If the control lever is moved to SECOND or DRIVE below the speed at which an automatic upshift would normally occur, the transmission will remain in the same gear until that speed is reached.

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

If control lever is moved to FIRST from DRIVE at speed above 63-72 MPH with accelerator released, the transmission will downshift to 2nd gear and then to 1st gear as described above.

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

If the grade is unusually steep and slower descent is required, slow speed to below 24-20 MPH, and move the gear control lever to FIRST. The transmission will automatically downshift into 1st gear and remain there until the control lever is moved to SECOND or DRIVE.

CAUTION: Do not drive in FIRST or SECOND ranges for sustained periods at high speeds which would result in excessively high engine speeds and transmission oil temperatures.

Holding Car on Hill. It is possible to hold the car stationary for limited periods of time on up grades. To do so, depress accelerator pedal slightly while in forward drive. For longer periods or on steep hills, this practice is not recommended.

When parked on a hill, start engine with control lever in PARK and parking brakes applied to prevent rolling.

Idling and Creeping. With engine idling and transmission in any drive range, apply brakes to avoid "creeping". As the engine breaks in and friction decreases, the idle speed tends to increase. It may be necessary to have your dealer adjust the idle speed to minimize creeping. See idle speed on page 51.

Coasting. Caution, do not coast with the transmission in NEUTRAL. Safer driving results from always having the engine "in gear".

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

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

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

1. Known or suspected transmission malfunction.

2. Car is to be towed over 50 miles.

3. Car is to be towed over 35 MPH.

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

STANDARD 3-SPEED MANUAL TRANSMISSION

Three fully synchronized forward speeds plus reverse are easily controlled by standard "H" pattern movement of the gearshift lever. For the "199" Six, only second and third gears are synchronized. 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 reverse gear 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, do not rest your foot on the clutch pedal except when shifting.

At slow speeds and in stop-and-go traffic, responsiveness is gained by using second gear. When climbing or descending steep grades, use second gear (or first if necessary) for greater uphill power, and downhill engine braking. For Sixes, use second gear to accelerate from speeds starting below 20 MPH.

OVERDRIVE MANUAL TRANSMISSION

Gear shifting procedure for overdrive is basically the same as standard transmission. To place overdrive in operation, push the control (under panel, adjacent to steering column) to the full forward position. This can be done at any speed without releasing the clutch. To lock out the overdrive, however, the car should preferably be standing still. It is possible to make this change with the car in motion. Depress accelerator pedal fully to shift into conventional third if above 34-37 MPH and pull out the control knob. Below 27-29 MPH, the engine must be driving car—NOT coasting—when this shift is made.

With the overdrive control "in" and car moving at 34-37 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 27-29 MPH, the drive changes automatically from overdrive to standard drive.

OPERATING INFORMATION



With overdrive control "in", and at speeds from 34-37 MPH (before overdrive engagement), it is possible to shift from 1st to 2nd gear and between 2nd and 3rd gears without using the clutch.

When operating in overdrive, one simple operation permits return to conventional third speed with added power. This is accomplished by depressing the accelerator to the full limit which operates electrical controls to effect the shift to third. When pedal is released, the shift back to overdrive occurs if car speed is above 34-37 MPH.

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

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

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

4-SPEED MANUAL TRANSMISSION

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

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

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

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



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

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

*reduce max. figures 5 MPH with 3.54:1 axle

For your information, transmission ratios are as follows:

1st—2.64:1	3rd—1.46:1	
2nd—2.10:1	4th—1.00:1	Reverse—2.55:1

STATION WAGON

Cargo Space Conversion. First, release manual latches behind each side of the rear-seat back.



Then fold the seat-back down on the seat cushion.





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

Hidden Compartment. The spare tire well, under the rear cargo floor cover, can be utilized as a handy hidden compartment for storing valuables, tools, chairs, etc., in the space around the spare tire.



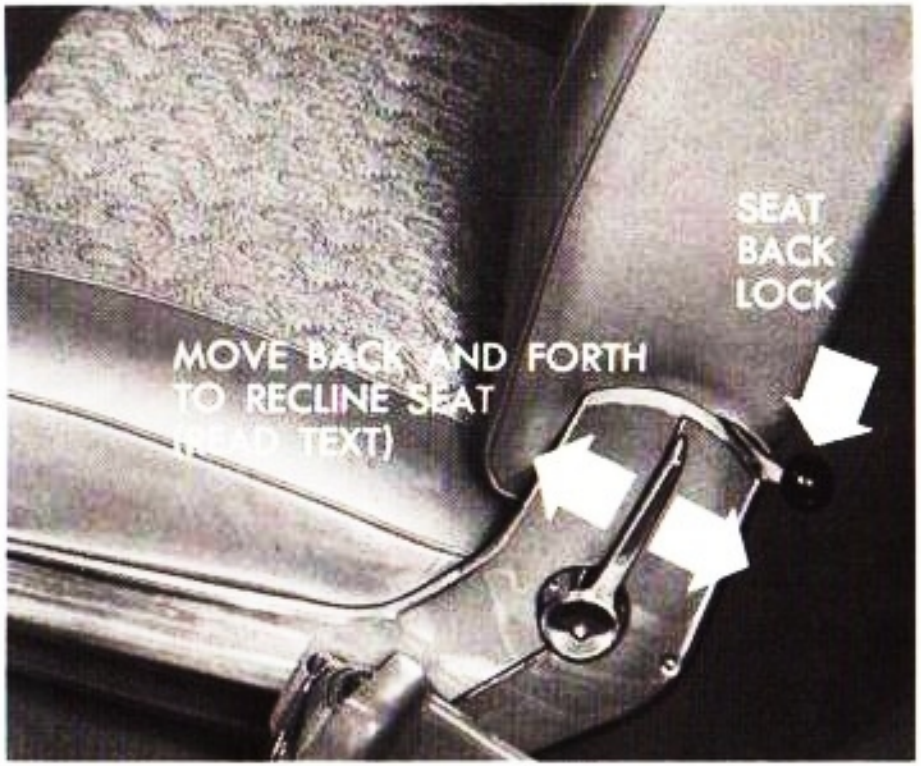


SEATING

Front Seat Adjustment. The fore-'n-aft seat adjusting lever is located under the front of the cushion base near the left corner of bench or divided seats. Push knob to rear to adjust seat as desired.

Airliner Reclining Seats. Each front-seat back is independently adjustable to various reclining positions. The seat-back may be lowered one position at a time by moving the control lever *first* rearward, then forward, progressively to the desired position. There must be *no occupant weight* against the seat back in order to permit reclining. The seat-back is easily raised without use of the lever by simply pulling the seat-back up to the desired position.

Seat-Back Lock. On 2-door models, a safety lock prevents the front seat back from tilting forward. For rear seat entry and exit, push lock lever down to release seat (on rear lower edge of seat back).



Adjustable Headrests. Headrests are particularly comfortable when used with the reclining seat, and are useful in preventing neck injury due to rear-end collision. The vertically-adjustable headrests may be removed by pulling them out of the socket.



LAP & SHOULDER BELTS— GENERAL INSTRUCTIONS

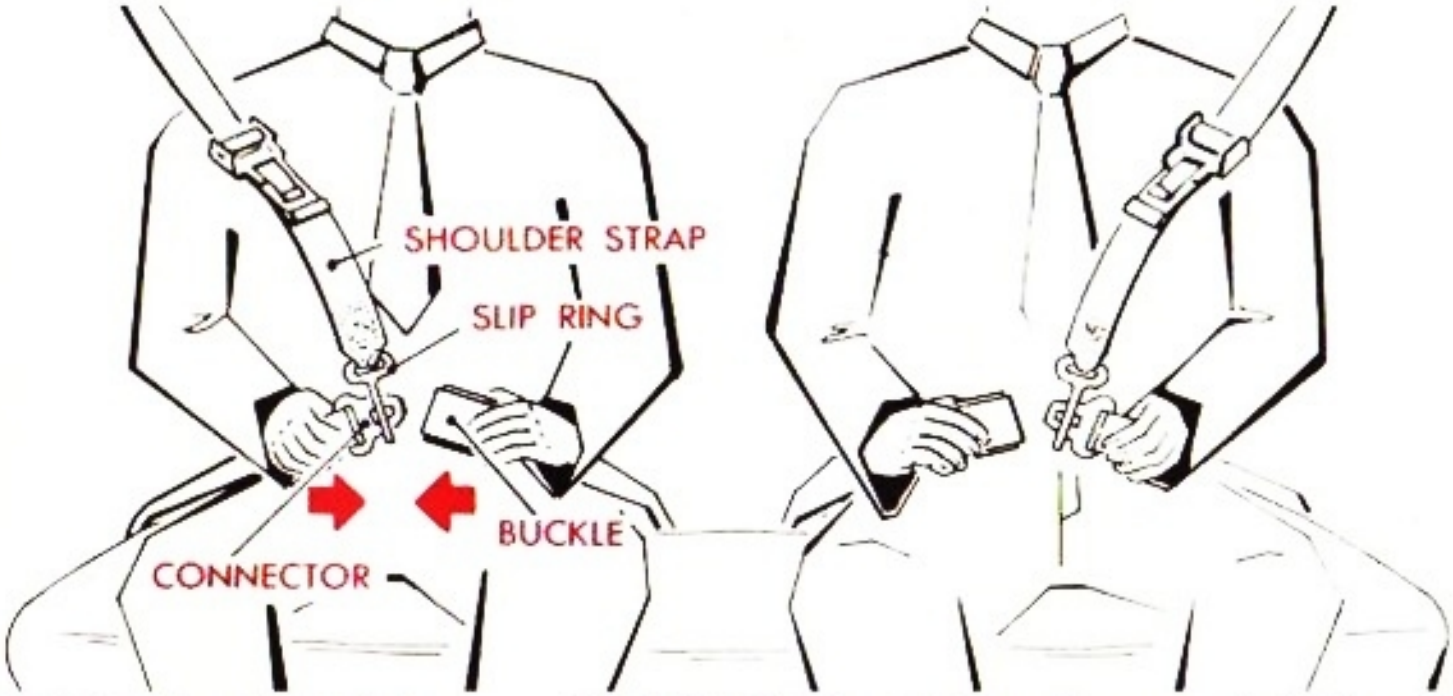
Please also refer to the illustrated instruction folder specifically devoted to the use of lap and shoulder belts (in glove box).

1. All occupants should wear belts for their protection.
2. A belt set should be used by only one person.
3. Lap belts and combination lap-shoulder belts are designed and recommended for persons weighing over 50 pounds. An optional child restraint harness is available for small children.
4. All belts not in use should be fastened or stored.
5. Belts should be inspected periodically to insure that the mounting bolts are tight and that the webbing is not cut or excessively frayed (replace if necessary.)
6. Belts subjected to collision loads should be replaced.
7. To clean, hand wash with warm water and mild soap, rinse thoroughly and dry in the shade. CAUTION: Do not bleach or re-dye belt as such processing may reduce strength.

Lap Belts—Usage Instructions

1. Adjust seat to normal driving or riding position.
2. Remove twists from lap belt and fasten buckle. Adjust length as necessary.
3. Pull lap belt forward and adjust length until comfortably snug and low around hips. CAUTION: Proper lap belt tightness can only be achieved when the retractor spool (if so equipped) is fully visible and free of webbing.
4. To unfasten belt, lift cover on buckle.

Combination Lap-Shoulder Belts— Usage Instructions



1. Adjust seat to normal driving or riding position.
2. Remove twists from shoulder belt and place diagonally across chest.
3. Remove twists from lap belt, place connector of lap belt through the shoulder belt slip ring, and fasten buckle.
4. Loosen shoulder belt by pulling upward on small tab sewn to adjuster.
5. Pull lap belt forward and adjust length until comfortably snug and low around hips. CAUTION: With combination lap-shoulder belt, the lap belt must be worn snugly. Proper lap belt tightness can only be achieved when the retractor spool is fully visible and free of webbing.
6. To tighten shoulder belt, pull downward on free end of webbing, adjust until comfortably snug with one fist placed between chest and the shoulder webbing. CAUTION: The lap belt must be properly tightened *before* the shoulder belt is adjusted.
7. To unfasten belts, lift cover on buckle.
8. When not in use, the shoulder belt should be stored by inserting the webbing and the slip ring in the clip located on the center pillar or rear side panel.

NOTE: Rear-seat shoulder belts are available as a dealer accessory.

OTHER EQUIPMENT

Tachometer. The electric tachometer is mounted on top of the instrument panel to the right of the steering wheel in a highly visible position. The circular dial face (lighted) has a full-sweep reading covering a 250° arc. The tachometer registers engine speed (0 to 8,000 RPM) by picking up ignition impulses from the distributor. The tachometer is especially useful for the driving enthusiast interested in optimum or maximum performance while shifting through gears without overspeeding (overreving) the engine (indicated red beyond 5,000 RPM). The tachometer is available from A.M. Dealers at modest cost.



Power Brakes. Power Brakes require less pedal effort and permit quicker application. The system employs a booster operating on engine vacuum. In event of engine stalling, about two brake applications remain before vacuum reserve is exhausted—added pedal effort is then required. To park on steep grades, set 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 43).

Disc Brakes. The front disc brakes offer greater stopping ability plus anti-fade characteristics over a wide variety of conditions involving speeds, terrain and weather. Stopping ability is *directly* proportional to pedal effort, due to the unique characteristics of disc brakes which differ from regular drum brakes. Disc brakes provide maximum stopping ability and greater car control with less tendency of sliding tires. You will soon become familiarized with the capabilities and characteristics of the power disc brakes. Like regular brakes, disc brakes are self-adjusting and can be relined when required. Check fluid reservoirs every 4,000 miles (see page 43).

OPERATING INFORMATION

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

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



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

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

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

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

Genuine American Motors Accessories add to your motoring pleasure. Be assured the accessories you buy are as quality built as your new car. The Accessory Catalog covers all items with a few shown here.



LITTER BASKET & TISSUE DISPENSER



WHEEL DISCS

WIRE-WHEEL COVERS



TURBO-CAST WHEEL COVERS



FLOOR MATS



LOCKING GAS CAP



BUMPER GUARDS

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TIPS ON DRIVING

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BREAK-IN PERIOD

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

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

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

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

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

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

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

ADDITIVES

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

FUELS

The six-cylinder and two-barrel carburetor V-8 engines are designed to operate efficiently on "regular" grade gasoline. On the high-compression-ratio V-8 engine with four-barrel carburetor, "premium" fuel is required.

Detonation or "fuel knock" are normally absent but can be encountered from a number of factors such as combustion chamber deposits, ignition timing, engine temperatures, atmospheric variables and other conditions. Where necessary, retarding ignition timing slightly from initial recommended settings will usually eliminate "fuel-knock" problems. However, retarding timing as much as 5° will also reduce fuel economy and impair performance; therefore this change should be made only after a good quality regular-grade fuel has been tried.

Ignition timing is an important factor for efficient operation and performance. Timing figures are listed on page 51.

STARTING & INITIAL WARM-UP

FOR ALL WEATHER CONDITIONS: Place manual transmission in neutral, and automatic transmission in neutral or park. Depress accelerator at least halfway and release to pre-set automatic choke. Next, turn ignition key to extreme right to start engine. In extreme cold, it may be necessary to raise engine speed with accelerator after starting to keep engine running during warm-up.

ABOVE FREEZING: After start, run engine about 20 seconds, then reduce engine speed by a light tap of the accelerator (before shifting).

BELOW FREEZING AND EXTREME COLD: After start, run engine about 20 seconds. It is not necessary to reduce engine speed prier to shifting unless speed is excessively high. If excessive, reduce engine speed by a light tap of the accelerator (before shifting).

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

TIPS ON DRIVING

IDLING

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

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

See page 51 for correct engine idle speed.

CITY DRIVING

The frequent starting and stopping, prolonged idling periods and perhaps a tendency to demonstrate fast accelerating ability all combine to waste gasoline and reduce overall operating economy.

Remember that your engine does considerable work in overcoming inertia in starting and in building up momentum. Use this developed momentum to drive your car—do not dissipate it in unnecessary braking.

Accommodate your driving to established traffic flow and drive at an even speed to coincide with the timing of traffic lights. Avoid street car tracks and chuck holes; turn corners slowly and do not scuff tires against the curb when parking.

COUNTRY DRIVING

High speed driving—50 to 70 MPH when road and traffic conditions permit—is not harmful to a warmed-up engine. Fuel consumption, however, will be much greater than at lower speeds. After long, fast driving in extremely hot weather, let engine idle about ½ minute before shutting off to reduce coolant boiling tendency in block.

Severe application of brakes at high speed is hard on the linings. For example, a brake stop at 60 is four times as severe on the brakes as at 30 MPH.

HOT WEATHER DRIVING

Hot weather driving places a heavy load on the cooling and engine lubricating systems. Make sure there is sufficient coolant in the system—that there is no accumulation of insects or other debris at the radiator core. Use a good grade of engine oil. Modern premium oils, drained at regular intervals keep your engine clean inside and prolong its life.

COLD WEATHER DRIVING

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

fuel economy, and to the accumulation of condensation and sludge, and to the dilution of engine oil.

An occasional driving period of sufficient duration and speed to thoroughly heat the engine to summer operating temperature will "boil off" condensation and contaminants.

Drive at moderate speeds until the engine reaches normal operating temperature, to avoid wear on engine parts slow to receive lubrication because of relatively high oil viscosity in cold weather. Use a low-viscosity, free-flowing engine oil as specified to assure lubrication during the critical warm-up period in cold.

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

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

ECONOMY DRIVING

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

TRAILERS

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

SERVICE MANUAL

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

AMERICAN MOTORS

Protective Maintenance

Service that's so good you help us sell cars

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PROTECTIVE MAINTENANCE

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

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

ENGINE OIL & FILTER CHANGE

Engine oil and oil filter changes should be made in accordance with the adjacent chart. The mileages and periods for changes are affected by a variety of conditions. No single interval can apply to all types of driving. Under normally favorable conditions, draining at 4,000-mile intervals or 4 months (whichever occurs first) is a good practice. When changing oil, drain crankcase after engine has reached normal operating temperature to assure complete removal of used oil.

ENGINE OIL & FILTER CHANGE CHART

Change engine oil and oil filter at 4,000-mile intervals or 4 months (whichever occurs first), except under these **special driving conditions:**	For **special driving conditions,** change engine oil and oil filter every 2 months or at these mileage intervals (whichever occurs first):	
	EVERY 2,000 MILES	EVERY 1,000 MILES
Summer Conditions (over 32°F. average) with less than 10 miles average per trip:	X	
Winter Conditions (below 32°F. average) with less than 10 miles average per trip:		X
Predominantly Dusty Driving Conditions:		X

ENGINE OIL QUALITY

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

ENGINE OIL VISCOSITY

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

ENGINE OIL CHART

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

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

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

PROTECTIVE MAINTENANCE

ENGINE OIL LEVEL

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

ENGINE OIL FILTER

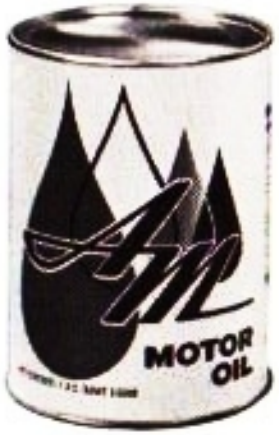
The filter should be changed at the initial drain period and every subsequent drain thereafter. To assure maximum efficiency and protection, insist on a genuine American Motors Oil Filter.

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

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

AMERICAN MOTORS MOTOR OIL

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



LUBRICATION

The front suspension system and certain other parts (see pages 41 and 50) are designed to be inspected and lubricated normally at 24,000-mile intervals. Under severe dust or wet driving conditions, inspect and lubricate at 12,000-mile intervals. Your American Motors dealer has factory trained personnel and is equipped to properly service the required points of lubrication at the recommended interval.

PROTECTIVE MAINTENANCE LUBRICATION RECOMMENDATIONS

Engine Crankcase	MS Certified Sequence-Tested Engine Oil (See pages 39 & 40).
*Manual Transmissions	SAE 80 Gear Lubricant.
Automatic Transmissions	Automatic Transmission Fluid; "Dexron" or "Type A, AQ-ATF, Suffix A".
*Conventional Rear Axle	SAE 80 Gear Lubricant of API-GL-5 quality to maintain level (use SAE 90 if 80 is not available).
*"Twin-Grip" Rear Axle	Limited-Slip Gear Lubricant to maintain level. SAE 90 above 0°F. SAE 80 for sustained conditions below 0°F. See your A.M. dealer.
*Power Steering Pump Reservoir	Automatic Transmission Fluid: "Dexron" or "Type A, AQ-ATF, Suffix A". Fill reservoir until oil level is half-way up filler neck on 6 cyl. models, 1" below top of reservoir on V-8 models.
*Manual Steering Gear	Multi-Purpose Chassis Lubricant.
*Brake Master Cylinder	Drum: SAE 70-R-3 Heavy-Duty Fluid. Disc: AM 8991860 (Dow Chemical Co. HD 50-4), High Boiling Point (550° F. min.)
Front Wheel Bearings	Wheel Bearing Lubricant.
Exhaust Control Valve	Graphite in kerosene or penetrating oil.
Parking Brake	Apply "Lubriplate".
Accelerator Linkage	Apply engine oil.
Distributor Cam	Distributor Cam Grease (overhaul or point set replacement).
Front Suspension Ball Joints, Steering Linkage Ball Joints, Clutch Linkage, & Steering Column & Gear Shift Linkage	Multi-Purpose Chassis Lubricant required normally every 24,000 miles (under severe dust or wet driving conditions, lubricate as often as 12,000 miles). See your A.M. dealer.
Door & Window Weather Strips	Clean sealer rubbers. Apply silicone oil (A.M. Silicone Lub Spray).
Key-Lock Cylinders	Apply silicone oil to key and insert in lock cylinder, repeat several times.
Door, Hood, Trunk & Tailgate Lock Mechanisms	Apply "Lubriplate".
Door, Hood, Trunk & Tailgate Hinge Pivots	Apply engine oil.
Glove Box Latch & Hinge	Apply "Lubriplate".
Ashtray Slides	Apply "Lubriplate".

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

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

AMERICAN MOTORS

PROTECTIVE MAINTENANCE

SHIFT-COMMAND TRANSMISSION

Check fluid level every 4,000 miles. Maintain level with Automatic Transmission Fluid ("Type A, AQ-ATF, Suffix A" or "Dexron").

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

After the first 4,000 miles of driving, adjust rear band. The following transmission "tune-up" is *required* at 24,000-mile intervals (more often for heavy-duty uses):

1. Check oil pressure and linkage adjustment (correct if necessary).
2. Verify band adjustments (correct if necessary), clean screen and change gear-box fluid.
3. Perform road test to verify results.

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

POSITIVE CRANKCASE VENTILATION (PCV)

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

The PCV valve should be changed every 12,000 miles. For six-cylinder engines, clean the PCV wire-gauze filter (in hose carburetor air cleaner) every 12,000 miles.

Your A.M. dealer is experienced in the proper servicing of this PCV system and the following Exhaust Emission Control systems. Proper maintenance is required to obtain continued effectiveness.

EXHAUST EMISSION CONTROL SYSTEMS

All engines are equipped with either the "Air-Guard" (V-8 with manual transmission) or "Engine-Mod" (for all others) systems to control exhaust emissions as required by Federal law. Also required is the "positive crankcase ventilation system" (mentioned above) to prevent the escape of engine blow-by (a product of combustion) into the atmosphere.

Continued effectiveness of these systems, as they effect efficient engine performance and successful control of objectionable engine emissions into the atmosphere, depends upon regular maintenance as listed in the "AM Protective Maintenance Guide" shown on page 50.

BRAKES

Check master cylinder fluid level every 4,000 miles. Maintain level ¼" from top (both reservoirs) using *only* hydraulic brake fluids as specified on page 41. Other fluids must *not* be used. (See "Washing" on page 49.)

FUEL FILTER & AIR CLEANER

Replace the fuel-filter element in the fuel pump at 24,000-mile intervals (or 12,000 miles depending upon car operation). Clean the carburetor air cleaner element at 8,000-mile intervals, and replace at 24,000-mile intervals, or sooner, depending on driving conditions (read instructions on air cleaner).

WIPER BLADES

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

BATTERY (12 VOLTS)

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

CAPACITIES

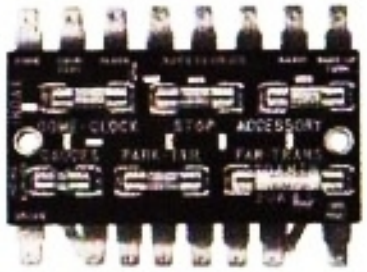
	U.S.A. Measure	British Imperial
ENGINE OIL (includes 1 qt. for filter change)	5 Quarts	4.2
COOLING SYSTEM (includes 1 qt. for heater)		
Six	10.5 Quarts	8.7
V-8	14 Quarts	11.7
MANUAL 3-SPEED TRANS.		
Six	1.5 Pints	1.25
V-8	2.5 Pints	2.1
MANUAL 3-SPEED with OVERDRIVE TRANSMISSION		
Six	2.75 Pints	2.3
MANUAL 4-SPEED TRANS., V-8	3.5 Pints	2.9
AUTOMATIC TRANSMISSION		
Six	9 Quarts	7.5
V-8	9 Quarts	7.5
REAR AXLE		
Six	3 Pints	2.5
V-8	4 Pints	3.3
GAS TANK (Approx.)	16 Gallons	13.3

FUSES & CIRCUIT BREAKERS

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

Circuit	Fuse or Circuit Breaker	Part Number	Rated Amps	Fuse or C.B. Location	No. of Bulbs & Bulb No.
Headlights	C-1		20	In Switch	2-6012
Hi-Beam Indicator					1-158
Lights-On Warning					
Gauges	F-1	GM147682	4	Fuse Panel	1-158
Alternator Light		(SAE-4)			1-158
Oil Pressure Light					1-158
Brake System Light					1-158
Parking Brake Light					1-257
Stop, Tail & Rear Turn Signals	F-2	GM147684	9	Fuse Panel	2-1157
Front Park & Front Turn Signals		(SAE-9)			2-1157
Instrument Lights					3-158
License Plate Light					1-67
Auto. Trans. Light					1-1445
Tachometer Light					1-1895
Dome Light	F-3	GM147694	9	Fuse Panel	1-1004 (1)
Cargo Light (Wagon)					1-1004
Courtesy Lights					2-94
Glove Box Light					1-57
Trunk Light					1-89
Heater Motor	F-4	GM106653	20 (2)	Fuse Panel	
Air Cond. Clutch					
Overdrive Trans.					
Automatic Trans.					
Stop Lights	F-5	GM147684	9	Fuse Panel	2-1157
4-Way Flashers					4-1157
4-Way Flasher Ind.					2-158
Turn Signals	F-6	GM147684	9	Fuse Panel	2-1157
Turn Signal Indicators					2-158
Radio Feed & Dial Light					1-1892
Spotlight Feed					1-4405
Backup Lights					2-1156
Windshield Wipers	C-3		6	In Switch	

(1) 2-211 for Hardtops. (2) 30 Amps. for Air Conditioning.

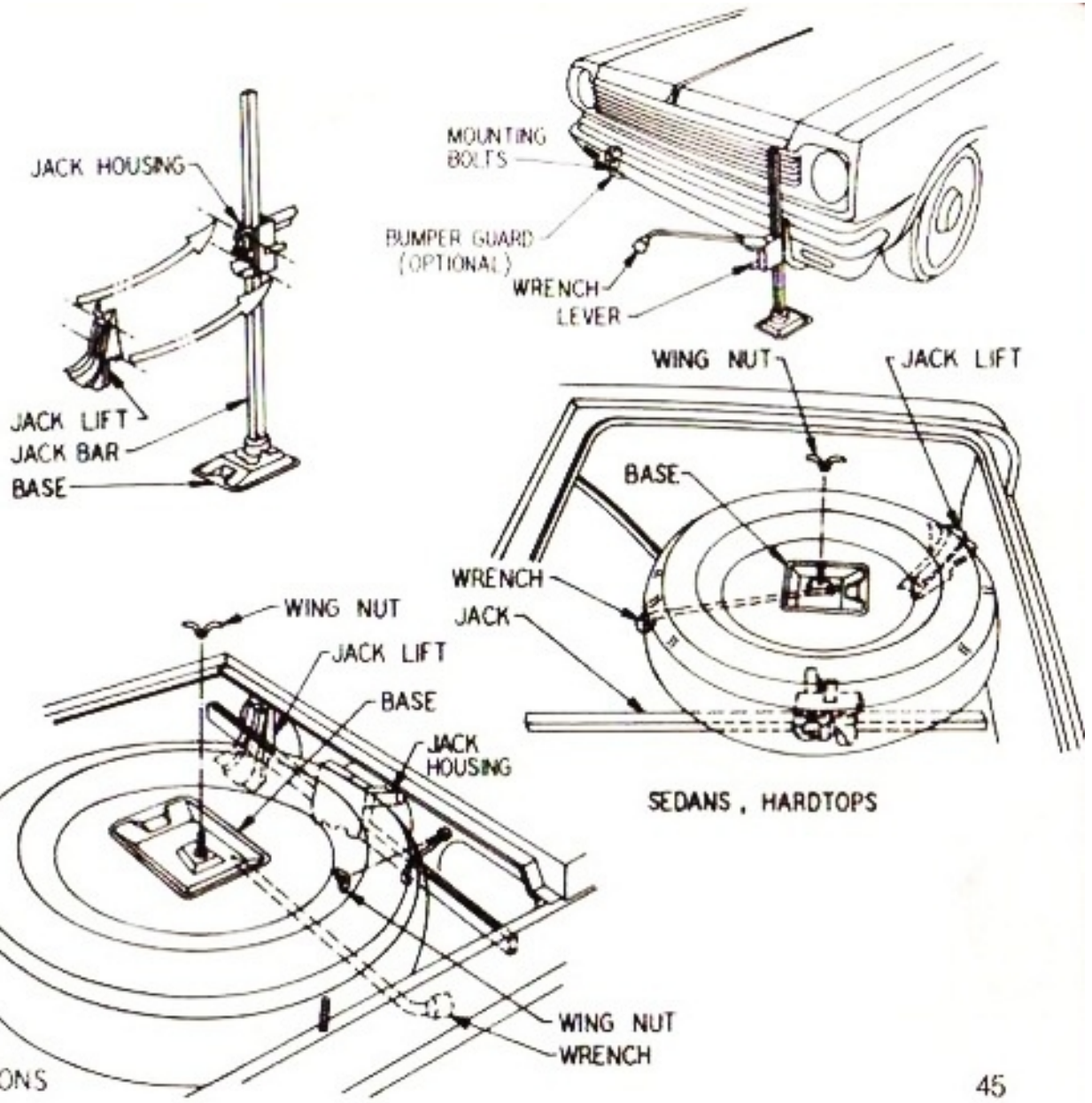


TIRES

Tire Changes. Park on a level and firm spot if at all possible when changing tires and wheels or installing tire chains. Set parking brake securely. Place automatic transmission in Park, and manual transmission in Reverse (lock out overdrive if so equipped). Block the wheel diagonally opposite the one to be removed against both forward and rearward movement. For the front and rear, locate bumper jack about 4" *outboard* of bumper mounting bolts (or guards). Engage the jack-lift firmly in place under edge of bumper to prevent slipping out of place. Place small control lever on jack body in desired "up" or "down" position. Operate jack with combined handle and wheel-nut wrench. Assemble jack as illustrated.

Before raising car, loosen wheel nuts just slightly. Before lowering car, snug-up wheel nuts lightly but firmly. After lowering, tighten wheel nuts securely. Be sure wheel trim is snapped firmly in place.

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



TIRE PRESSURE AND VEHICLE CAPACITY

The recommended tire inflation pressures are listed below:

(Each passenger is considered to be 150 pounds.)

Recommended Tire Inflation Pressures—Pounds per Square Inch (Cold)

(Do not reduce pressures if tires are warm.)

RAMBLER AMERICAN	TIRE PLY RATING & No. of PLYS	STANDARD INFLATION FOR UP TO & INCLUDING FULL LOADS		OPTIONAL INFLATION FOR REDUCED LOADS (Except A/C Models)	
		1 to 6 Passengers +175 lbs. Luggage (1075 lbs. Load)		1 to 5 Passengers (750 lbs. Load)	
		Front	Rear	Front	Rear
ALL	4-Ply Rating, 2-Ply	28	28	26	26
	8-Ply Rating, 4-Ply	28	28	26	26

For sustained speeds over 75 MPH, add 4 PSI to the recommended pressures above.

For all models with air conditioning, 28 PSI (front & rear) is recommended for all load conditions.

TRAILER TOWING:

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

SNOW TIRES:

Snow tires should be operated at standard inflation pressures. Sustained speeds over 75 MPH for one hour or more are not recommended with snow tires.

STATION WAGONS:

Station wagon roof rack luggage, included in above capacity, should be limited to 150 pounds evenly distributed. Station wagon cargo should be placed as far forward as practical.

RECOMMENDED TIRE SIZES:

RAMBLER AMERICAN	STANDARD TIRE SIZE	OPTIONAL TIRE SIZE
SIXES EXCEPT WAGONS	6.45 x 14	6.95 x 14
V-8's EXCEPT WAGONS	6.95 x 14	7.35 x 14 & D70-14
ALL WAGONS	6.95 x 14	7.35 x 14

All tires listed are 4-Ply Rating, 2-Ply

Tire sizes 6.95 x 14 and 7.35 x 14 are available as special equipment in 8-Ply Rating, 4-Ply.

Tire Loading, Selection and Pressure. The original equipment 4-ply-rating 2-ply tires are designed and thoroughly tested to meet all normal operating requirements within the vehicle capacity (including full-load service) when inflated to pressures listed in the tire inflation table.

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

Optional oversize tires are available for extra service life. Also, optional 8-ply-rating 4-ply tires are offered. When continued full-load service is anticipated, these optional tires provide increased tread life to cope with the more severe operating conditions. For these special conditions, the tires should be inflated to the same pressures as shown in the inflation table. The stated full-load service capacity of the vehicle should *not* be exceeded.

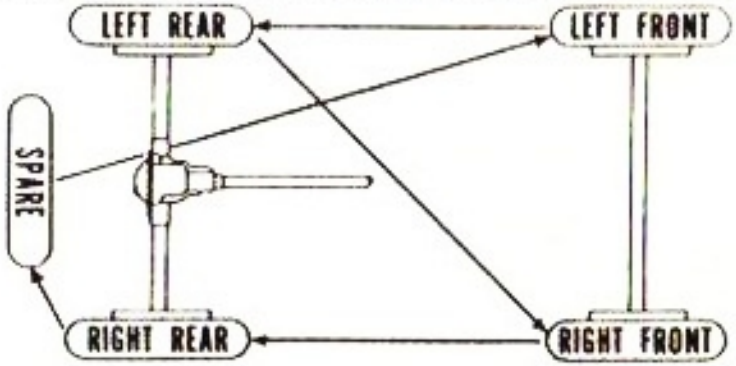
For cars driven at sustained high speeds over 75 mph, tire pressures should be increased—as noted below the tire inflation table. These higher pressures, incidentally, will improve fuel economy and stability under all driving conditions with some sacrifice in riding quality.

To achieve optimum riding smoothness, it is suggested that tire pressures be set at the optional inflation for conditions up to and including five-passenger loads without luggage, and at speeds under 75 MPH (see table).

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

As a further visible check of tire condition and wear, *tread wear indicators* are molded into the bottom of the tread grooves on most tires. These indicators will appear as several ½-inch-wide bands across the tread when 1/16-inch tread depth remains.

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



TIRES HAVE BEEN MARKED

AMERICAN MOTORS

PROTECTIVE MAINTENANCE

COOLING SYSTEM

Do not remove radiator cap while engine is hot. After a long hard drive or after driving during extremely hot weather, allow engine to cool a few moments by idling. When removing cap, turn slowly to the first notch to reduce pressure safely, then turn cap all the way off.

Maintain coolant level about one inch below bottom of filler neck. Do not overfill when radiator is cold since normal expansion when hot will waste coolant.

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

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

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

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

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

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

*206° F. in Rogue Hardtop with "232" Six

CAR CARE

Washing. The baked-enamel finish should be maintained by frequent washing with water, and a mild soap, detergent or AM All-Purpose Cleaner can be used if desired. After a thorough rinsing, the surface may be dried to a high polish with a clean, damp chamois skin.

Never use hot water and avoid washing the car under a hot sun or when enamel surfaces are hot.

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

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

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

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

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

Care of Upholstery. Clean the interior often using a whisk broom or vacuum cleaner. Use AM Fabric Cleaner or All-Purpose Cleaner to remove grease, oil, lipstick, and other stains from fabric upholstery.

For cleaning vinyl upholstery, use AM Plastic and Leather Cleaner or All-Purpose Cleaner . . . also excellent for cleaning leather, nylon, and other miracle-fabric materials.

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

Care of Headlining. Clean the headlining with a clean cloth or sponge dampened with a mild detergent or soap. AM All-Purpose Cleaner is also recommended.

Vinyl-Covered Roof. Wash vinyl top with clean water and mild soap or AM All-Purpose Cleaner. Rinse thoroughly with clean water. Wipe off excess water with absorbent cloth or sponge. Use AM All-Purpose Cleaner full strength for hard-to-remove stains.

PROTECTIVE MAINTENANCE GUIDE FOR 1968

AMERICAN MOTORS

W—Required for Warranty Validity
E—Required for Emission Control
O—Optional as Car Operation Service

	MILEAGE (ODOMETER READING)													
	4,000	8,000	12,000	16,000	20,000	24,000	28,000	32,000	36,000	40,000	44,000	48,000	52,000	56,000
***Change engine oil and install new oil filter EVERY 4 MONTHS or at indicated mileage, whichever first occurs (suggest A.M. Motor Oil and Oil Filter)**	W	W	W	W	W	W	W	W	W	W	W	W	W	W
Clean V-8 engine oil filler cap (E)	W	W	W	W	W	W	W	W	W	W	W	W	W	W
Clean 6 Cyl. engine Positive Crankcase Ventilation (PCV) wire-gauze filter (in hose at air cleaner) (E)			W			W			W			W		
Replace Positive Crankcase Ventilation (PCV) valve (E)			W			W			W			W		
Clean carburetor air cleaner element		W		W				W		W				W
Replace carburetor air cleaner element (suggest A.M. element)						W						W		
Replace fuel filter element at fuel pump (suggest A.M. element)			O			W			O			W		
Inspect and correct fluid levels (including battery)	W	W	W	W	W	W	W	W	W	W	W	W	W	W
Inspect and correct drive belts (condition and tension) (E)		W		W		W		W		W		W		W
Inspect and correct operation of exhaust manifold heat valve (E)		W		W		W		W		W		W		W
Adjust automatic transmission rear band	W													
*Tune automatic transmission		O	O	O	O	W	O	O	O	O	O	W	O	O
Verify manual transmission clutch adjustment to specifications				W				W				W		
*Inspect and lubricate chassis			O			W			O			W		
Replace engine coolant (suggest A.M. All Season Coolant)						W—Required Every 24 Months								
Inspect and adjust choke			E			E			E			E		
Adjust carburetor idle speed and mixture			E			E			E			E		
Check ignition timing			E			E			E			E		
Rotate distributor cam lubricator			E						E					
Replace distributor cam lubricator						E						E		
Inspect ignition points, and replace if required			E			E			E			E		
Inspect coil and spark plug wires, and replace if required			E			E			E			E		
Inspect spark plugs, clean and re gap (or replace) if required			E			E			E			E		
Inspect "Air-Guard" hose connections (V-8 engine with manual transmission)			E			E			E			E		
Perform factory recommended road test to evaluate performance and handling	O	O	O	O	O	O	O	O	O	O	O	O	O	O
*Verify tire pressure to specifications	O	O	O	O	O	O	O	O	O	O	O	O	O	O
Inspect brake lining condition and parts				O				O				O		
Align front suspension		O		O		O		O		O		O		O
Balance tires		O		O		O		O		O		O		O
Rotate tires		O		O		O		O		O		O		O
Lubricate all body pivot points, door hinges, locks, etc. Apply A.M. Silicone to all rubber body parts		O		O		O		O		O		O		O

*Refer to text in Owner's Manual or Owner Protective Maintenance Book, or both, for special conditions. (E) Also required, as indicated, for emission control.

1968 SPECIFICATIONS
RAMBLER AMERICAN

	199 SIX 128 HP	232 SIX 145 HP	290 V-8 200 HP	290 V-8 225 HP
Starting Vehicle Ident. No. (U.S. Built	A-100,001	B-100,001	M-100,001	N-100,001
(last 7 of 13 digits) (Canada	A-700,001	B-700,001	M-700,001	N-700,001
Wheelbase	106.0"			
Length	181.0"			
Width	70.8"			
Tread, Front	56.0"		56.4"	
Rear	55.0"		55.3"	
Tire Size, Standard (except wagon)	6.45 x 14		6.95 x 14	
Standard, Wagon	6.95 x 14		6.95 x 14	
Optional (except wagon)	6.95 x 14		7.35 x 14 (& D70 x 14 Wide Oval)	
Optional, Wagon	—		7.35 x 14	
Tire Pressure	See Page 46			
Horsepower, Taxable	33.75	33.75	45.00	45.00
Horsepower, Brake				
Single-Barrel Carburetor	128 @ 4400	145 @ 4300	—	—
Two-Barrel Carburetor	—	—	200 @ 4600	—
Four-Barrel Carburetor	—	—	—	225 @ 4700
Torque, Lb. Ft.				
Single-Barrel Carburetor	182 @ 1600	215 @ 1600	—	—
Two-Barrel Carburetor	—	—	285 @ 2800	—
Four-Barrel Carburetor	—	—	—	300 @ 3200
Bore and Stroke	3.75" x 3.00"	3.75" x 3.50"	3.75" x 3.28"	3.75" x 3.28"
Displacement, Cu. In.	199	232	290	290
Compression Ratio	8.5:1	8.5:1	9.0:1	10.0:1
Gasoline Grade	Regular	Regular	Regular	Premium
Radiator Cap & Thermostat	14 P.S.I. Cap & 195°F. Thermostat (See Page 48)			
Capacities	See Page 43			
Electrical System	12 Volts (See Page 43 & 44)			
Spark Plugs, Champion	N-14Y	N-14Y	N-12Y	N-12Y
Spark Plug Gap	.033" to .037"			
Distributor Gap	.016" (.017" to .022")#		.016" (.014" to .019")#	
Cam Dwell Angle	31° to 34° (36° to 42°)#		29° to 31° (26° to 32°)#	
Breaker Arm Tension	17 to 21 Oz.			
Ignition Timing	Set Timing @ 500 RPM or less, Then Reset Idle Speed			
See Page 35	TDC (± 1°)*		TDC (± 1°)	
Engine Idle Speed, Manual Trans.	600 RPM		650 RPM	
Auto. Trans.	525 RPM		550 RPM	
Set Idle Speed with Park Brake On, Air-Conditioning Off, and Auto. Trans. in Drive (Manual Trans. in Neutral)				
Valve Clearance	Hydraulic Lifters			
Caster, Manual Steering	−½° to +½°			
Power Steering	+½° to +1½°			
Camber	−⅜° to +⅜°			
Toe-In	1/16" to 3/16", ⅛" Desired			

*5°BTDC (± 1°) for Auto. Trans. "199" Six and Rogue Hardtop "232" Six.
#(Canadian-built cars sold in Canada)

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BECAUSE OF AMERICAN MOTORS CORPORATION'S POLICY OF CONTINUING PROGRESS TO IMPROVE OUR PRODUCTS, ALL INFORMATION AND SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

American Motors Sales Offices . . . Supporting Authorized Dealers

ATLANTA
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P. O. Box 10534
Atlanta, Georgia 30310
area 404—Plaza 5-1621

BOSTON
151 Third Avenue
Needham Heights, Mass. 02194
area 617—Hillcrest 4-5180

BUFFALO
4995 Genesee Street
Buffalo, New York 14225
area 716—NF 4-0930

CHICAGO
11222 W. Melrose St.
Franklin Park, Ill. 60131
area 312—625-0300

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

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

DALLAS
P.O. Box 47326
Dallas, Texas 75247
area 214—Melrose 1-5110

DENVER
4235 Kearney Street
Denver, Colorado 80216
area 303—Florida 5-1661

DETROIT
12727 Greenfield Road
Detroit, Michigan 48227
area 313—493-2211

HOUSTON
1331 Seamist Drive
P.O. Box 7477
Houston, Texas 77008
area 713—Underwood 9-3431

JACKSONVILLE
4600 Phillips Hwy. P.O. Box 2907
Jacksonville, Florida 32203
area 904—Flanders 9-2911

KANSAS CITY
P.O. Box 283
Shawnee Mission, Kansas 66201
area 913—Tuxedo 8-1050

LOS ANGELES
P.O. Box 90787 Airport Station
Los Angeles, Calif. 90009
area 213—Eastgate 2-0505

MEMPHIS
744 Royal Avenue
P.O. Box 7335 North Station
Memphis, Tennessee 38107
area 901—Jackson 7-7591

MILWAUKEE
10920 West Lincoln Ave.
West Allis, Wisconsin 53227
area 414—Fairview 1-6500

MINNEAPOLIS
4600 Olson Memorial Hwy.
Minneapolis, Minn. 55422
area 612—Juniper 8-2721

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444 Saw Mill River Road
P.O. Box 500
Elmsford, New York 10523
area 914—592-6000

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800 Chester Pike,
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