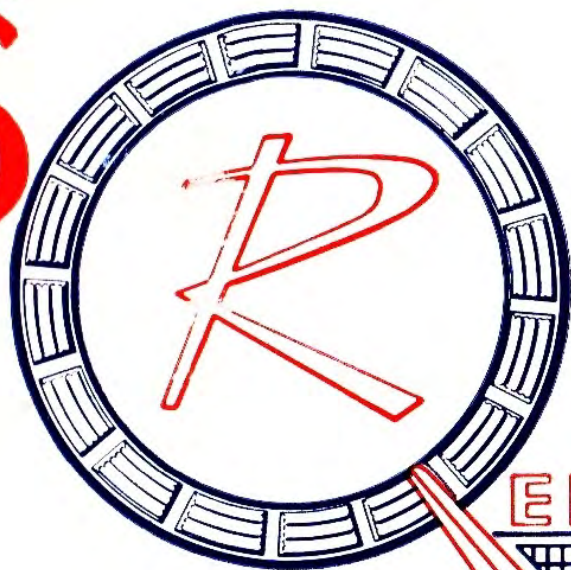
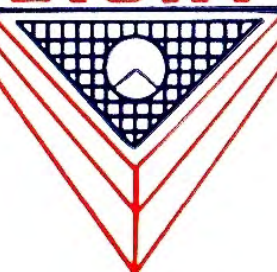


6



EIGHT



OWNER'S MANUAL

Your Key
To Measure
Motoring Pleasure



'57

Rambler

Read your Rambler Owner's Manual . . .

1957 REFERENCE DATA RECORD

Serial No. _____

Body No. _____

Model No. _____

Trim No. _____

Paint No. _____

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

Engine Serial No. _____

(6-Cyl.: Right side, front of block)

*(6-Cyl.: With air conditioning; left side, front
of block)*

(V-8: Lower right front corner of block)

Body Style _____

Taxable Horsepower, 6-Cyl. _____ 23.44

Taxable Horsepower, V-8 _____ 39.2

Weight — Shipping _____

Key No.—Ignition and Door _____

Trunk, Glove Box, and Spare Tire _____

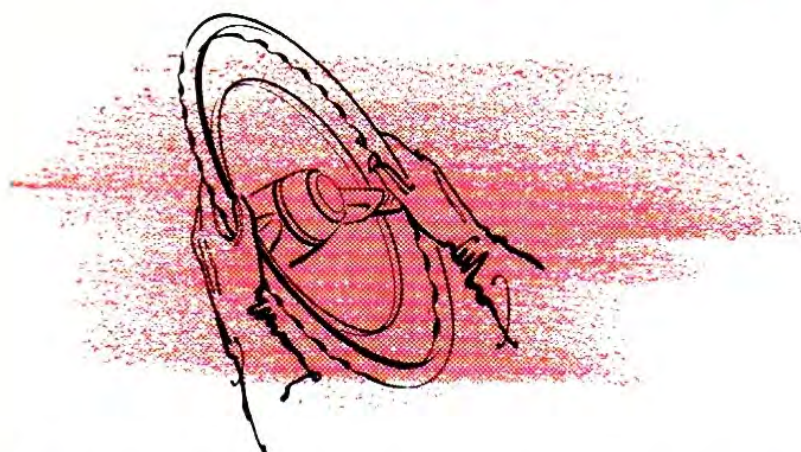
Cost of License Plates _____

License Plate No. _____

Purchase Date _____

IMPORTANT: Be sure to read Break-In instructions on page 26
before operating your new Rambler.

An Invitation to Happy Motoring . . .



The 1957 Rambler is an All-American design based on our fifty-five years' experience in building fine motor cars. Beginning with the 1902 Rambler—one of America's first mass-produced automobiles—the Rambler has become known as the new idea car with unique features and engineering advancements for greater motoring pleasure. Your Rambler is one of the world's finest motor cars, and as such deserves the care and consideration that you would give any prized possession.

We are both proud and happy that you've made the smart switch for '57, and we are confident that the Rambler will open a new world of motoring pleasure. This manual contains many hints on driving and maintenance that will increase reliability and add to your Rambler's life. Use this information to assure efficient, economical operation and add to your safety and comfort.

When your Rambler requires service attention, see your Authorized Dealer for he is interested in you and your Rambler. Your Dealer knows the Rambler best and he'll be glad to help you in any way he can.

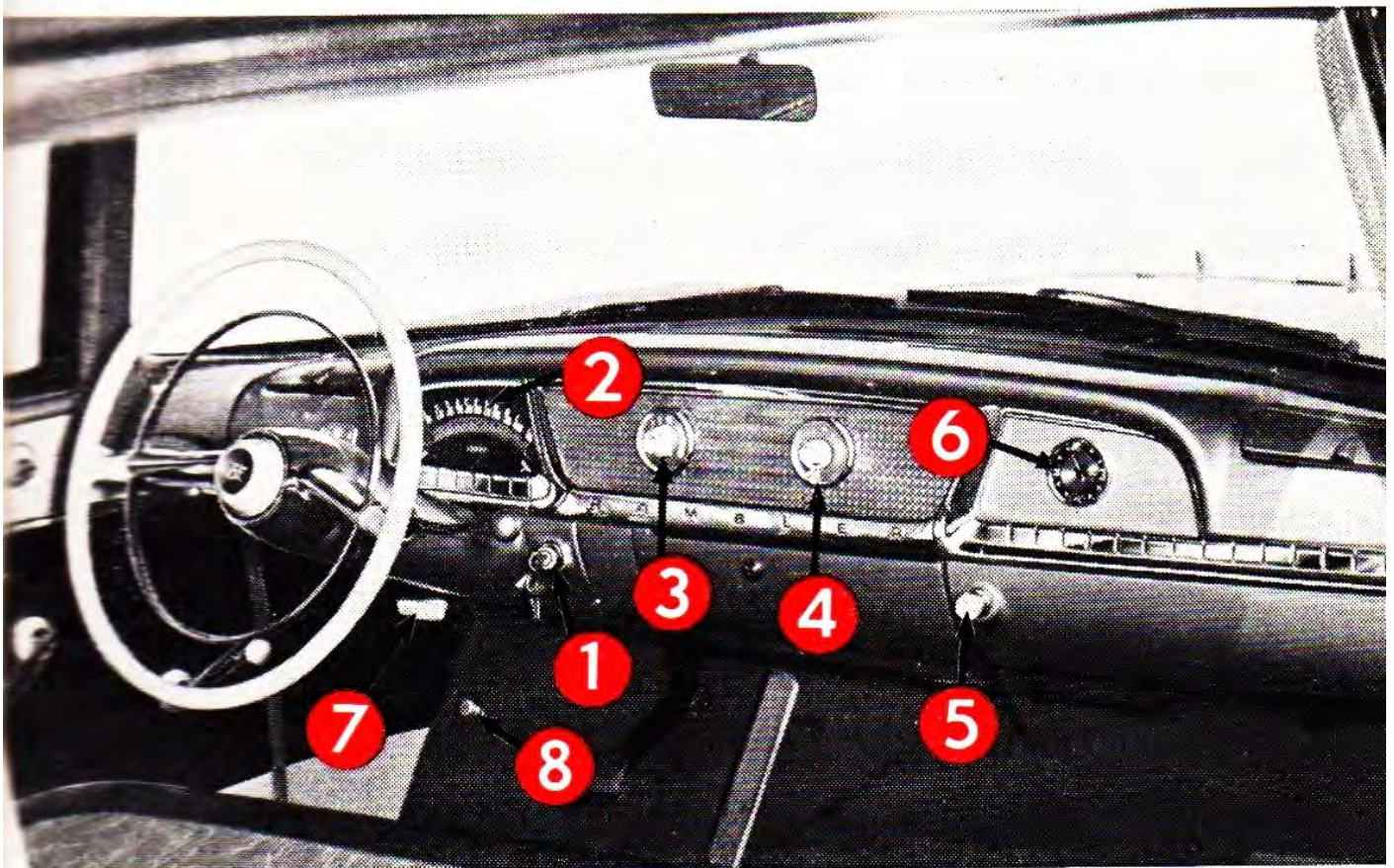
American Motors Corporation

Operation

- 1** **Ignition Switch** • Ignition switch is door-key (octagonal handle key) operated. Turn key to the right for starting and normal operation. Turn key to extreme right overcoming spring tension to start engine (except automatic transmission). Turning key to left operates accessories only.
- 2** **Instruments** • “Cluster” group contains speedometer, fuel gauge, and temperature gauge. Ruby lights indicate generator “charge,” low “oil pressure,” and “high beam.” Green arrows indicate directional signal operation.
- 3** **Radio Tuning Control** • Tune stations with left hand knob. Always tune carefully until you are exactly on the station; turning to either side will result in poor tone quality.
- 4** **Radio On-Off, Volume, and Tone Control** • Turn radio on by turning knob to the right until a “click” is heard. Continued rotation increases the volume. The small lever is turned for tone control.
- 5** **Cigarette Lighter** • To operate, push in—it automatically pops out when ready. (Read Tag)

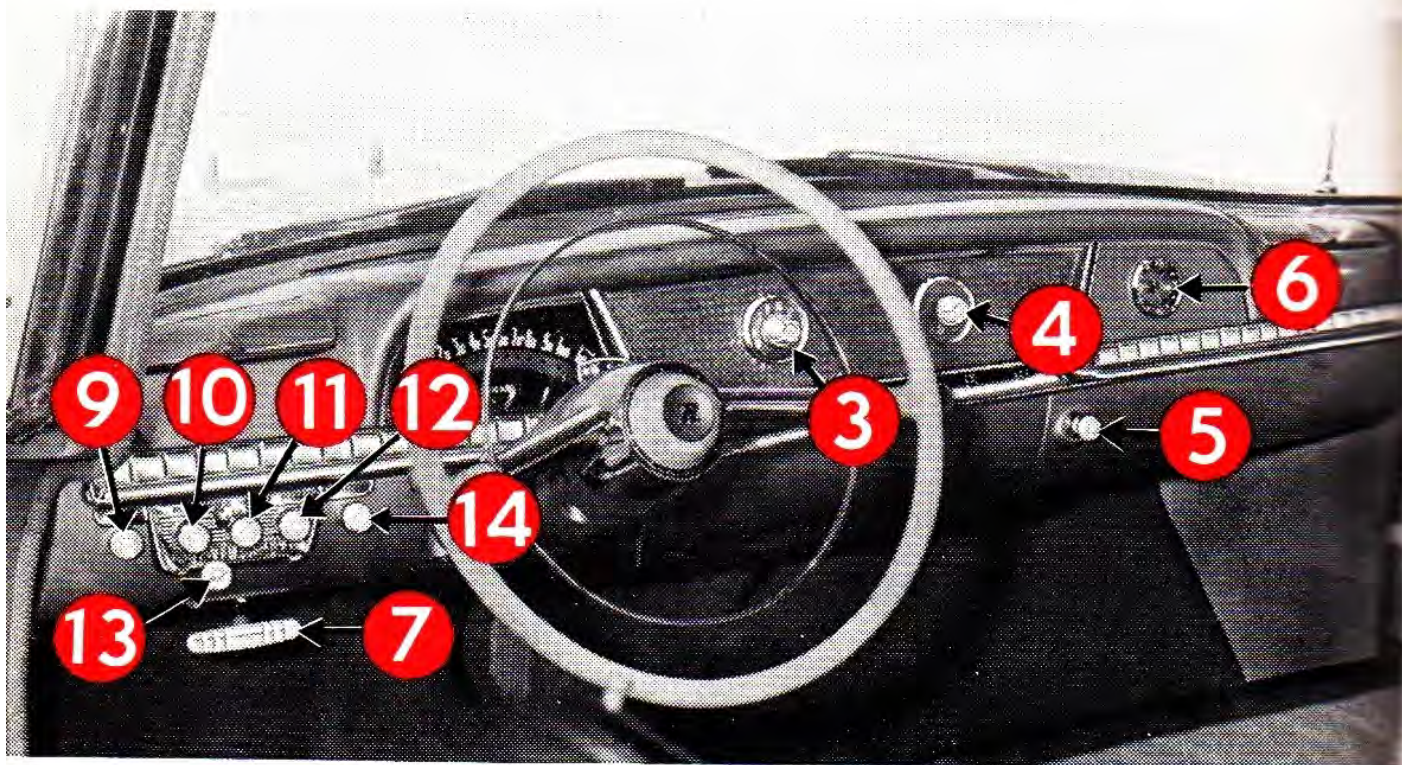
Operation

- 6 Clock** • To set hands, pull out and turn knob. A speed regulator is provided. (Read Tag)
- 7 Parking Brake** • Operate by pulling “T” handle—release by turning to the left. (See page 16)
- 8 Headlight Dimmer Switch** • The foot-operated switch controls high and low-beam position. Ruby indicator light in instrument cluster indicates when headlights are on “high-beam.”
- 9 Headlight Switch** • Pull out to first position for parking lights; to second position for headlights. Parking lights remain “on” with headlights. Turning the knob controls the instrument light brilliance.



Operation

- 10** **Vent** • Push “in” to open the cowl fresh air intake. Pull “out” for air conditioning or when car is being washed.
- 11** **Fan Control** • Pull “Fan” knob straight “out,” then turn clockwise to first position for “high blower”—turn clockwise to next position for “low blower.” To turn blower off, turn knob counterclockwise to neutral position—push knob “in” to close toe-board damper. With air conditioning, push knob “in” and turn counterclockwise for air conditioning and two-speed blower operation.
- 12** **Defroster Control** • Pulling knob “out” directs warm air from blower to the three windshield defroster outlets, while heater is operating.



Operation

- 13 Heater Control** • Moving the “Heat” knob laterally from the “off” towards the “high” position progressively increases the degree of thermostatically controlled heat. In the extreme positions, the water valve is full “on” or locked full “off.”
- 14 Windshield Wipers** • Turn control to the left to obtain the wiper speed desired. If equipped with windshield washers, a foot-operated pump control is located near headlight dimmer.

WEATHER EYE

Ventilation and Heater Operation • The “Vent” control is pushed “in” to provide for fresh air ventilation. Forward car movement provides ram-air flow through the cowl air intake. The “Fan” knob must be in the “off” position for heat or ventilation with ram-air only. When the “Heat” control is moved laterally to the right, it progressively increases the degree of heat. The thermostatic control maintains the degree of heat selected.

Fan Operation • Use for forced-air heat or vent. Pull “Fan” knob straight “out,” then turn clockwise to first position for “high blower”—turn clockwise to next position for “low blower.” To turn blower off, turn knob counterclockwise to neutral position—push knob “in” to close toe-board damper.

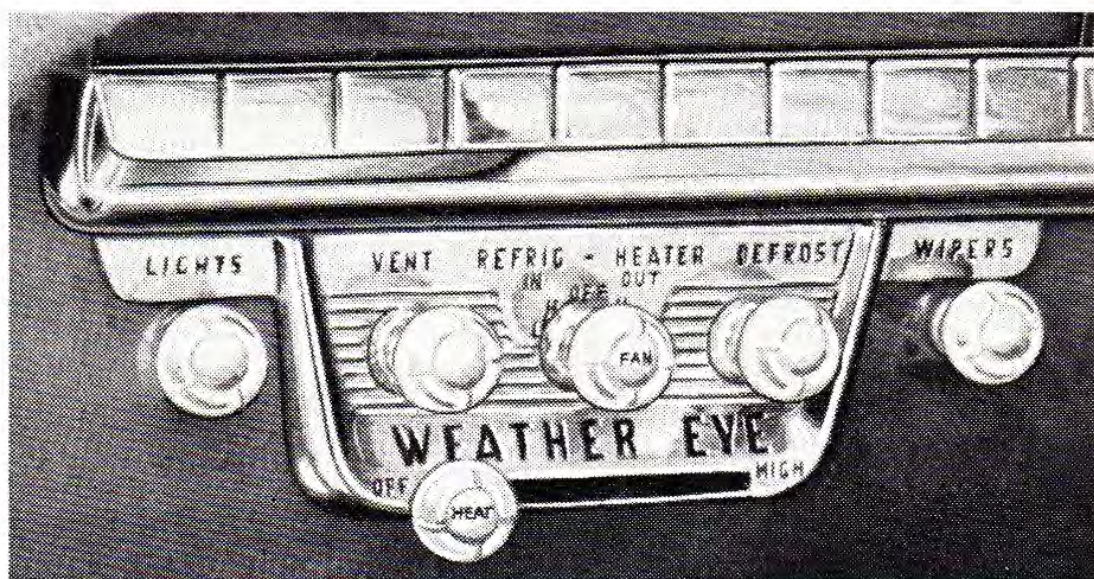
Defroster Operation • Pull defroster control to direct warm air to the three windshield outlets.

Operation

ALL-SEASON AIR CONDITIONING

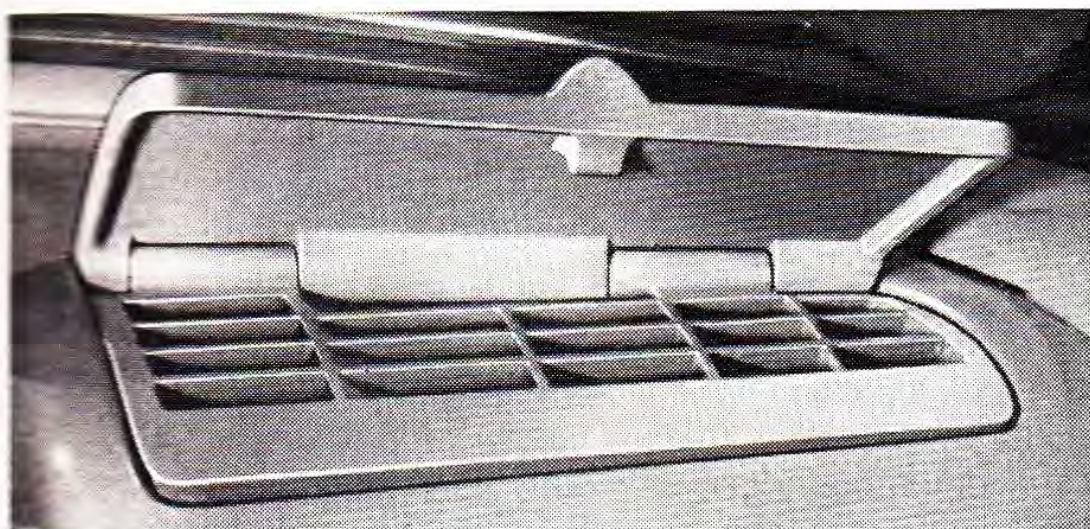
Air Conditioning • Start the engine before operating the air conditioning system to reduce the battery load and provide easier starting. Open the windows for a minute when starting to drive to expel the accumulated heat when parked in the sun, then close ALL windows.

The “Vent” control should be pulled “out” and the “Heat” control moved to full “off” position. Note: To control degree of cool air, push vent control partially “in” as desired. This will increase outside air intake, thereby increasing inside air



temperatures. The “Fan” control is pushed “in” and turned counterclockwise to engage the air conditioning and to turn on the high or low blower speed.

Operation

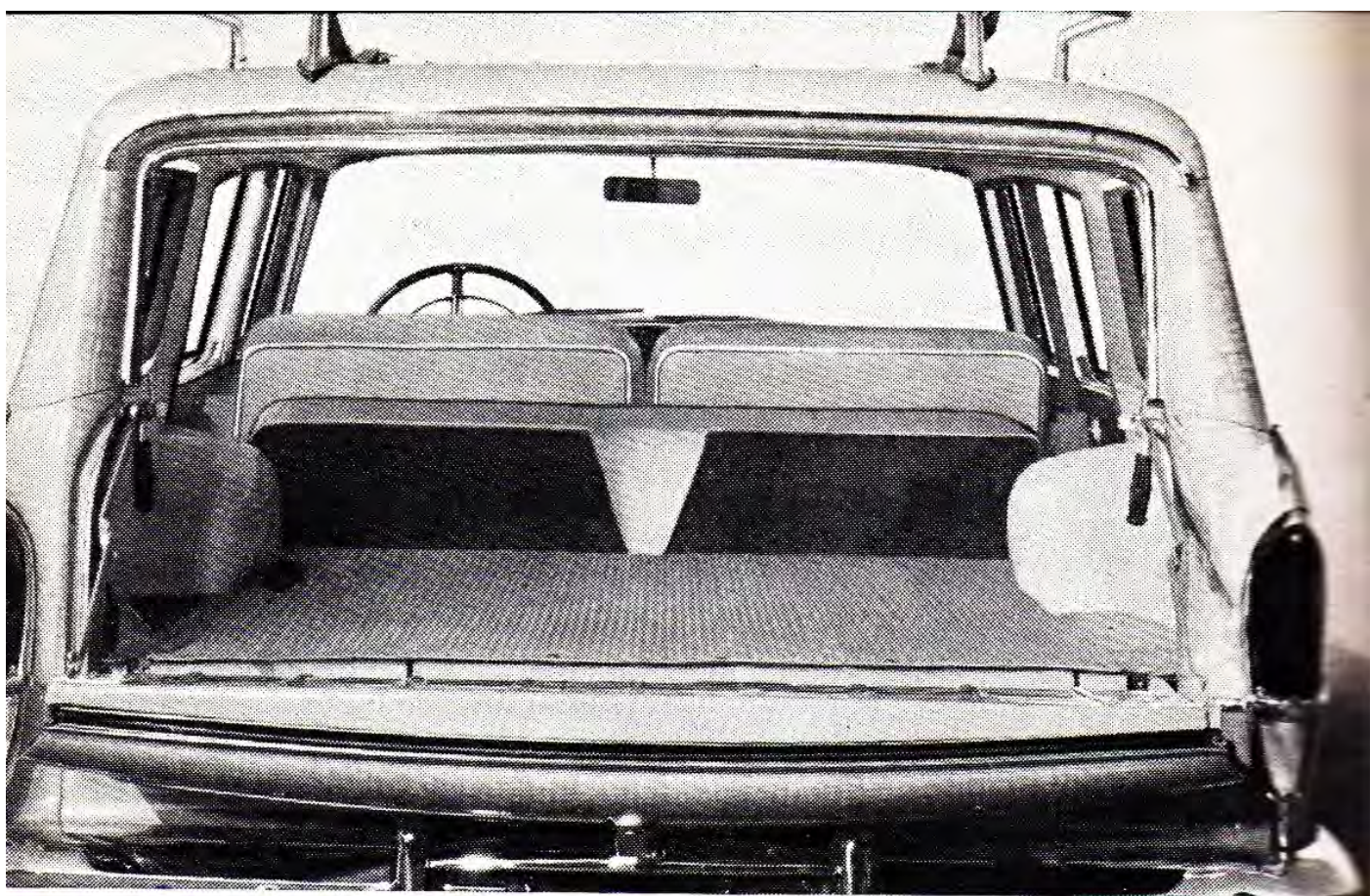


Open the large air-discharge deflectors mounted on each side of the instrument panel.

The deflectors 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 sun visors may also be used to control the distribution of the air. With the sun visors fully "up," air is circulated more readily toward the rear. Tilting the visors down will direct the air toward the front seat area. When using the visors for control of the air flow, the air-discharge deflectors must be in the full "open" position.

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.



Station Wagon • To increase the cargo compartment space, the rear seat-cushion folds forward to form a forward wall in the compartment. The rear seat-back folds forward and down. Loops on the seat-back must be carefully engaged in clips on the folded seat-cushion.

The tailgate window is lowered by means of an external key-locked crank handle. It is necessary to lower the window to open the tailgate.

The spare tire and tools are stored under the hinged floor of the cargo compartment.

Door Locks • The front doors may be locked from the inside by turning the handles down. The rear doors employ a lock button to prevent opening from either inside or outside. When locking the

Operation

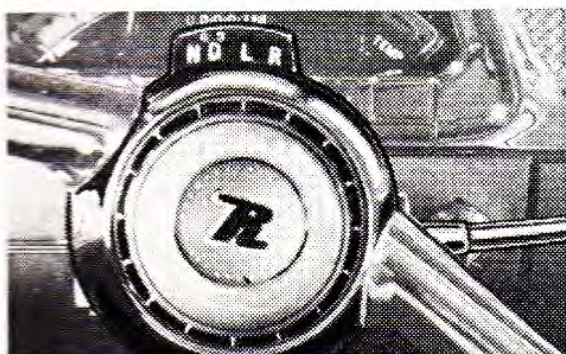
car, the last door must be locked from the outside with the door-ignition key (octagonal handle key).

Trunk or Tailgate and Glove Compartment Locks •

The round handle key fits the glove compartment, trunk or tailgate locks. To open the trunk, insert and turn key—the trunk lid will partially open. Unlock the tailgate window crank handle to permit lowering the tailgate window and tailgate.

Hood • Release the hood lock by reaching in on left of grille center and pulling lock lever. Next, release the safety catch by pulling to permit raising hood. To close, lower hood gently, then push hood down firmly to lock.

DUAL-RANGE AND FLASHAWAY HYDRA-MATIC



Dual-Range Hydra-Matic, 6-Cyl.

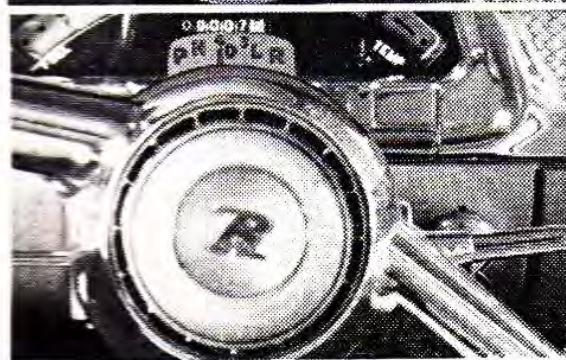
N—Neutral and Starting

⁴D—Normal Drive Range

D³—Power Drive Range

L—Low Drive Range

R—Reverse and Parking



Flashaway Hydra-Matic, V-8

P—Parking and Starting

N—Neutral and Starting

⁴D—Normal Drive Range

D³—Power Drive Range

L—Low Drive Range

R—Reverse

Operation

Starting the Engine • Turn on the ignition key. Place the selector lever in “N” for Dual-Range Hydra-Matic; “N” or “P” for Flashaway Hydra-Matic, and raise the end of the selector lever toward the steering wheel. This action engages the starter—the exclusive “Selecto-Lift” starting system.

Operating In the Driving Ranges • The two driving ranges are marked by “3” and “4” on the indicator. The “4” position is for all normal forward driving—it reduces engine speed and improves fuel economy. The “3” position provides increased power and acceleration when driving in congested traffic or mountainous terrain. It also provides increased braking action when descending steep grades. The control lever can be moved from one D position to the other when traveling at any car speed on dry roads.

Operating In “L” Range • L range (second speed) is provided for pulling through deep sand or snow, ascending or descending steep grades, or where traffic signs call for placing the transmission in first or second gears.

The change from either of the two D positions to L is made by lifting the control lever and moving it to the L position. Release the accelerator pedal when moving the selector lever from either of the

Operation

two D positions to L. This change can be made at any car speed; however, L range will not engage until the car speed is reduced to below 43 MPH.

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

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

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

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

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

Operating in Reverse • Avoid engaging reverse at speeds above 5 MPH. It is not necessary to bring the car to a complete stop before engaging reverse, simply raise control lever and move it to R position.

Operation

Moving lever between L and R with light accelerator pedal pressure permits rocking car when required to get out of deep snow, mud, or sand.

Parking, Dual-Range Hydra-Matic • For additional safety when parking, turn off ignition key and move selector lever to R position. When parking on an incline, hold car with foot brake a few seconds to permit full engagement of transmission.

Parking, Flashaway Hydra-Matic • “P” position is provided to permit mechanically locking the rear wheels of the car while the engine is operating. The position is useful when holding the car on steep grades for a period of time and also permits starting the engine while parked on an incline.

Holding Car On Hills • It is possible to hold the car stationary, for limited periods of time only, on slight upgrades by depressing accelerator pedal slightly with selector in “D” range. For longer periods or on steep hills this practice is not recommended.

Pushing to Start Engine • Push car in Neutral until 30 to 35 MPH or more is reached, turn on the ignition, then move selector lever to a “D” range

Operation

(not to "L"). Under these conditions the engine will be engaged in fourth gear and ordinarily will start.

Caution • If it becomes necessary to tow or push the car for distances greater than necessary to start a normally operating engine, a speed of 15 and 20 MPH should be maintained. Towing or pushing under these conditions will be satisfactory assuming the Hydra-Matic transmission has been operating satisfactorily AND assuming the car mileage is in excess of 1000. If transmission has not been operating properly, the car should be towed ONLY with rear wheels lifted off the ground.

Care and Maintenance • The level of the fluid in the transmission should be checked every 1,000 miles, and the fluid should be changed every 25,000 miles. Level check should be made with engine idling, selector lever in "N," hand brake engaged, and as an added precaution, with wheels blocked. The filler cap is located in the engine compartment on the right rear side. Dip stick is part of the filler cap.

Use fluid specially provided only for the Hydra-Matic Transmission. Your dealer has American Motors approved fluid on hand. In addition,

Operation

several oil companies are marketing approved fluid. Avoid using non-authorized oils which may cause trouble. It is wise to check the sealed cans for the approved symbol "AQ-ATF-401." This symbol is embossed in the can itself, and means "Armour Qualification — Automatic Transmission Fluid, Type A."

The only other routine maintenance operation is a band adjustment, made at the 1,000-mile inspection.

Idling and Creeping • As the engine breaks in and friction decreases, the idle speed tends to increase. At these higher idle speeds, the car will tend to "creep" because of the increased power transmitted by the fluid coupling. It may be necessary to have your dealer readjust the idle speed once or twice to overcome creeping tendencies, until engine friction stabilizes. This may require several thousand miles of operation. The correct idle speed to minimize creeping and stalling is 475 RPM. Some drivers find it convenient to keep their foot on the brake pedal at stoplights to avoid creeping.

Coasting—A Caution • Do not coast with the transmission selector lever in "N." Safer driving results from having the engine always "in gear." Damage to the transmission may result when coasting.

Operation

AUTOMATIC OVERDRIVE

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

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

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

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

Operation

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. At speeds above or about 60 MPH, there is no performance advantage in making this "overtake" shift. When pedal is released, the shift to overdrive is made automatically if car speed is above 25 MPH.

POWER BRAKES

Ramblers with 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 hand brake with foot brake assistance prior to stopping engine. Do not release hand brake until engine is started. Check fluid reservoir every 1000 miles.

POWER STEERING

If your Rambler is equipped with Power Steering, far less effort is required to park and steer. Should power fail, positive control can be maintained with increased steering effort. Check fluid reservoir every 1000 miles.

Operation

Airliner Reclining Seat • Each side of the front seat-back is independently adjustable to four positions. The seat-back may be lowered to the next position by leaning forward slightly, raising the control lever, and then releasing the lever as the cushion falls into position. The mechanism is designed to make it impossible to move the lever to lower the seat-back when the weight of the occupant is against the back cushions. This safety feature prevents inadvertent lowering of the seat-back. The seat-back is easily returned forward without use of the lever. Slowly lift the seat-back to the next position desired, one "click" at a time—DO NOT PULL THE SEAT-BACK UP RAPIDLY.

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

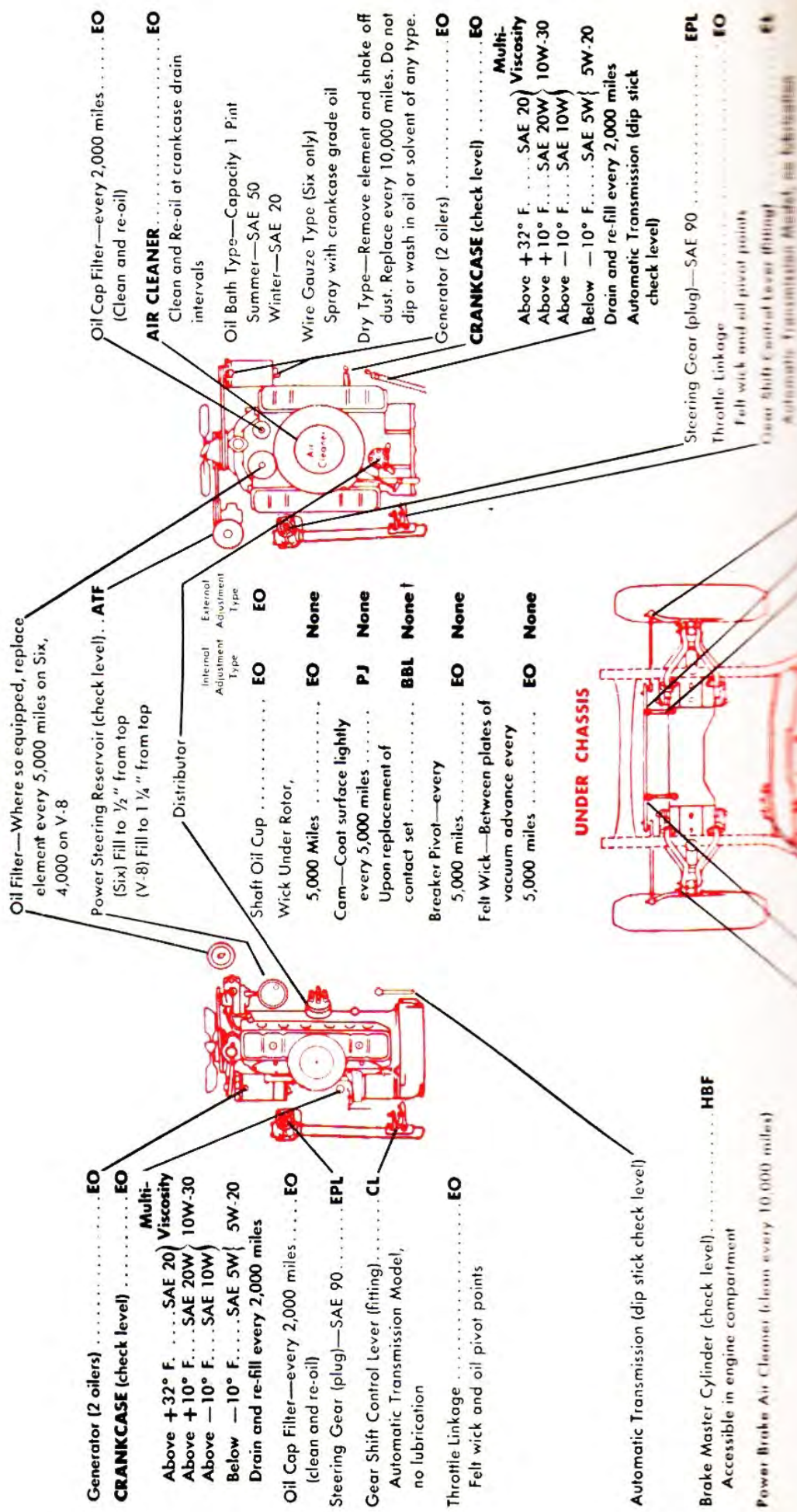
Continental Tire Carrier • The lever located just behind the tire releases the mechanism, allowing tire to swivel for easy trunk access. To remove the wheel, remove the hub-cap with jack handle (cloth-wrapped to prevent scratches) and take off the key lock and three bolts. The outer rim of the tire cover may be removed by springing outward.

1957 "RAMBLER" SIX and V-8 Lubrication Service Chart

Lubricate at each arrow point every 1,000 miles except as noted

Consult your dealer regarding service recommendations

ENGINE COMPARTMENT



Central Arms (filling on upper and lower front trunnion) CL

Pitman Arm (filling) CL
Power steering models only

Clutch Release Shaft (2 fittings) CL

Hand Brake Bell Crank EO

Pin Rod (filling on each side)
Bring Link (filling on each side)
Power steering models CL
Steering Idler Arm (filling)
None on cars equipped with Power Steering

TRANSMISSION (check level)
Synchronmesh and Overdrive MGL

Above +32° F. SAE 90
Below +32° F. SAE 80

Drain and refill every 10,000 miles

Overdrive drained and refilled through separate plugs
Automatic—Drain and refill every 25,000 miles ATF

Torque Tube Trunnion (filling) CL
(Six only) Every 5,000 miles

DIFFERENTIAL (check level) SAE 90 HGL

Drain and refill periods not recommended

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

TIRE PRESSURE (COLD)

Front and Rear 24 lbs.

ALL-SEASON AIR CONDITIONING SYSTEM

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

† No periodic lubrication required. Replace cam lubricator
wick when replacing contact set.

LUBRICANT SYMBOLS

ATF Automatic Transmission Fluid, Type A, AQ, ATF

BBL Ball Bearing Lubricant

CL Chassis Lubricant

EPL Extreme Pressure Gear Lubricant

MGL Mineral Gear Lubricant

HBF Hydraulic Brake Fluid, Heavy Duty (SAE 70-R-1)

HGL Hypoid Gear Lubricant—Suitable Type

EO Engine Oil

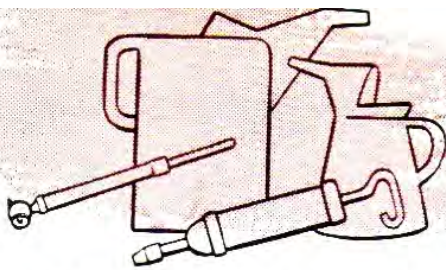
WBL Wheel Bearing Lubricant

PJ Petroleum Jelly

CAPACITIES

MEASURE SYSTEM	CRANKCASE	TRANSMISSION						DIFFERENTIAL	COOLING SYSTEM			GAS TANK			
		Automatic		Synchronmesh		Overdrive	Without Heater		With Heater						
		Quarts	Quarts	Pints	Pints										
	Quarts														
	Six	V-8	Six	V-8	Six	V-8	Six	V-8	Six	V-8	Six	V-8			
U.S.A.	4*	5*	8.5	11.5	2.25	4	3.5	4	3	4	10	20	11	21	20
	3.3	4.2	7.1	9.6	1.9	3.3	2.9	3.3	2.5	3.3	8.3	16.7	9.2	17.5	16.7

* With Filter Change Add 1 Qt.



Maintenance

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

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

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

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

Maintenance

in cold weather should be made more frequently—twice as often is suggested. In short run, start-and-stop winter service, when engine is not allowed to warm up properly, oil should be changed still more frequently—as often as every 700 to 1000 miles.

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

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

Premium (MM) oil is satisfactory for use under normal operating conditions. For more severe service, Heavy Duty (MS) oil may be used if desired.

Your Rambler engine should be lubricated with SAE 20, 20W, 10W, or 5W oils, rather than the heavier SAE 30 or SAE 40. (The “W” indicates oils specially suited for winter use.)

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

Multi-Viscosity		
ABOVE +32° F.	SAE 20	10W-30
ABOVE +10° F.	SAE 20W	
ABOVE -10° F.	SAE 10W	
BELOW -10° F.	SAE 5W	5W-20

Maintenance

Avoid unknown brands and grades of oil. Do not switch brands indiscriminately—some oils tend to interact chemically when mixed. Oils designated as regular (ML) are not recommended since MM and MS oils offer more protection under a greater variation in driving conditions.

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

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

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

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

Maintenance

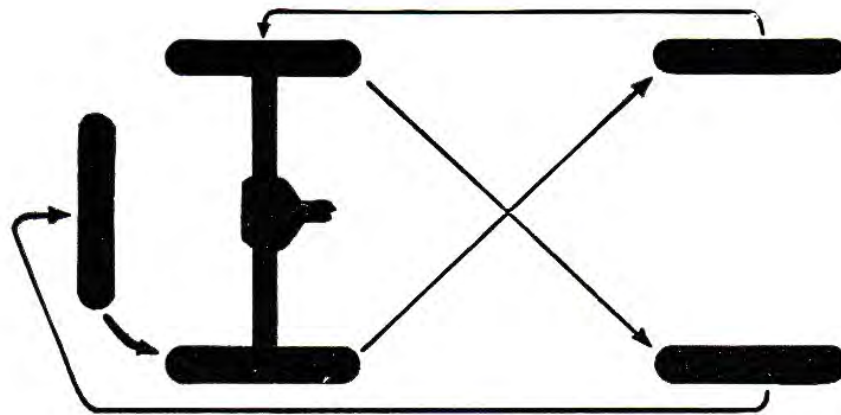
Fuses • Electrical circuits are protected with fuses and circuit breakers, located as follows:

Circuit	Ampere Rating	Location
Headlights, Hi-Beam Signal	12	Cir. Brk. . . . Part of headlight switch
Park, Tail, License, Instrument Lights	12	Cir. Brk. . . . Part of headlight switch
Stop, Turn Signals, Map, Oil Pressure, Charge Warning Lights	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
Dome, Glove Box, Courtesy Lights	7½	Fuse Rear of headlight switch

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

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

Maintenance



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

Brakes • It is advisable to drain and flush the hydraulic system once a year with pure alcohol only. This will insure the system is free of dirt and corrosion causing moisture. Refill the system with 21-B (SAE 70-R-1) heavy-duty hydraulic brake fluid *only*. Inferior fluids may fail in emergencies.

Fuels • Your engine will operate satisfactorily on good “regular” gasoline—88.5 octane number (Research) or above. If knock does not occur using regular gasolines and with correct spark advance, no advantage can be gained by using premium gasolines. Should knocking or “pinging” occur at full throttle using regular gasoline, a change to premium fuel (about 95.9 Research octane number) should eliminate the knock and improve efficiency. Retarding ignition timing from the factory setting

Maintenance

will reduce or eliminate fuel knock, but tends toward losses in economy and power.

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

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

A 170° F. thermostat is standard. A 180° F. thermostat is available from your dealer for improved heater operation and engine performance in extremely cold weather. If a 180° F. thermostat is installed, use American Motors permanent-type anti-freeze (ethylene-glycol).

Before adding any anti-freeze solution, the cooling system should be inspected and serviced for winter by your dealer. The system should be cleaned, checked for leaks, and the cylinder head bolts properly tightened. After installing the solu-

Maintenance

tion, the system should be checked regularly to insure against leakage.

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

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

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

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

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

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

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

After 250 miles, short periods at increasingly higher speeds are permissible. Step up speeds gradually as mileage accumulates—operation of the car at

Driving Dividends

low speeds contributes little, if anything, to effective break-in at higher speeds. Varying speeds, with some full throttle accelerations, are better than steady speeds.

Engine noise and oil consumption can be expected to reduce as break-in progresses and internal friction decreases. Light oil—preferably of the 10W viscosity grade—should be used. The original oil installed in the engine at the factory is suitable, but it should be changed not later than at 1,000 miles (300 to 500 miles is better), to drain out the metal particles and other foreign material that accumulate faster during this period. An extra chassis lubrication around 500 miles will insure lubrication to suspension parts during the critical break-in period.

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

Idling • Avoid excessively long idling periods—this is not a good way to warm up an engine. Water condensation in the cylinders and engine wear both are accelerated under these conditions. Shut off the engine when waiting at a railroad crossing or in a traffic jam—restarting takes a negligible amount

Driving Dividends

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

City Driving • The frequent starting and stopping, prolonged idling periods and perhaps a tendency to demonstrate accelerating ability all combine to reduce operating economy.

Remember that your engine does considerable work in overcoming inertia in starting and in building up momentum. Use this developed momentum to drive your car—do not dissipate it in unnecessary braking. Accommodate your driving to established traffic flow and drive at an even speed to coincide with the timing of traffic lights. Avoid street car tracks and chuck holes; turn corners slowly and do not scuff tires against the curb when parking.

Country Driving • High speed driving—50 to 70 MPH when road and traffic conditions permit—is far less injurious to car and engine than is commonly assumed. Fuel consumption, however, will be greater than at lower speeds. Sudden decreases in engine speed cause undesirable temperature stresses—whenever possible let engine slow down gradually. Shutting off engine immediately after a hard run also is undesirable—let it idle for as long as a half minute.

Driving Dividends

Severe application of brakes at high speed is hard on the linings. For 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. A good rust inhibitor added to the radiator in summer driving will forestall accumulation of rust and scale. Use a good grade of engine oil. Modern premium oils, drained at regular intervals, keep your engine clean inside and prolong its life. Do not switch indiscriminately from one make or grade of oil to another.

Hot weather driving is frequently accompanied by dusty operating conditions. The carburetor air cleaner under normal conditions should be cleaned every 2,000 miles by washing the filter unit in kerosene or naphtha and then soaking in engine oil. Cellulose-Fibre or Oil-Bath air cleaners should be cleaned and serviced periodically as specified on the label.

Do not overlook the crankcase ventilating intake in dusty operation. Examine its condition, clean and re-oil if necessary, when checking engine oil.

Driving Dividends

Cold Weather Driving • (See Page 25) Cold weather driving probably imposes greater hardship on the engine and vehicle than any other natural operating condition. Frequent starting and short trips in cold weather are particularly conducive to the accumulation of condensation and sludge, and to the dilution of engine oil. An occasional driving period of sufficient duration and speed to thoroughly heat the engine to summer operating temperature will “boil off” condensation and contaminants.

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

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

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

Driving Dividends

Washing • The baked enamel finish may be maintained by frequent washing with cold water. Saturate the surface dirt thoroughly and then wash gently with a clean sponge, using running water. Dry to a high polish with a clean, damp chamois skin.

NEVER USE HOT WATER AND AVOID WASHING THE CAR UNDER A HOT SUN OR WHEN ENAMEL SURFACES ARE HOT.

Polishing • Stains and road film may be removed with factory-approved Polish and Cleaner. Avoid the use of compounds containing excessive amounts of abrasive material. Ask your dealer for his recommendations before using any preparations.

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

For cleaning genuine leather or vinyl upholstery, Kar-Kleen or mild soap and lukewarm water will do the best job and both are safe methods of cleaning.

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

Care of Chrome Parts • Keep chrome parts clean by washing frequently.

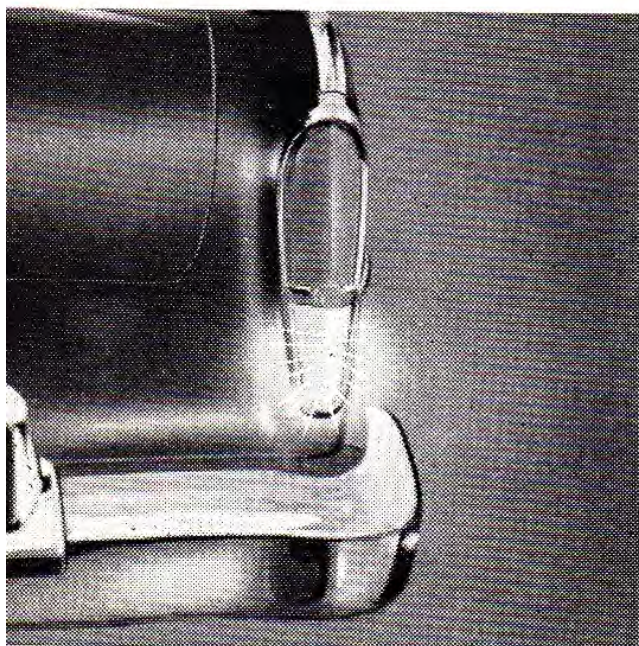
Rambler Select ACCESSORIES

The Select Accessories pictured here represent a part of the complete line of accessories designed to add additional beauty, safety, and convenience to your 1957 Rambler. All are available at your dealer.

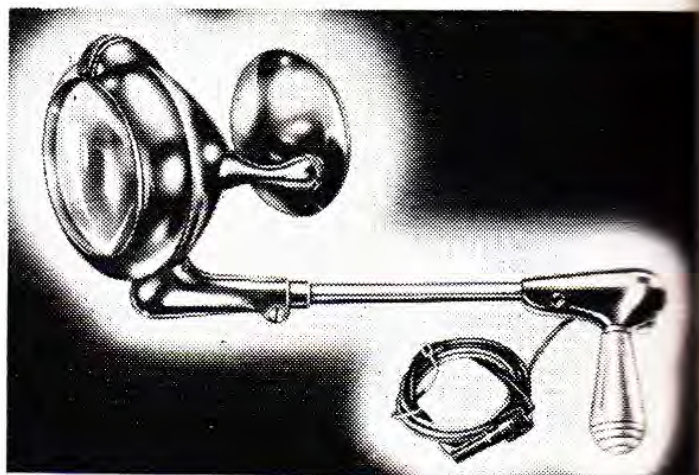
OIL FILTER ▼



APPROVED SEAT BELTS
Front and Rear ▼

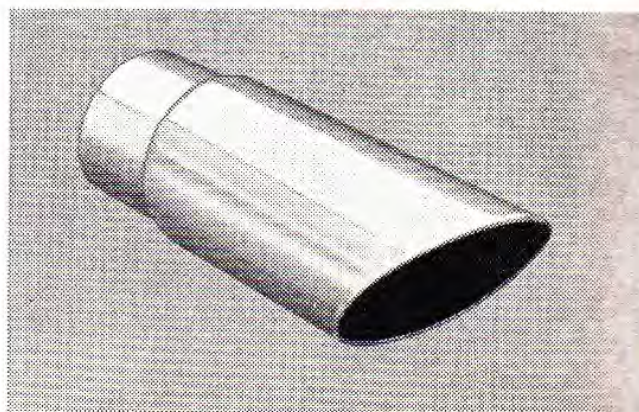


▲
BACK-O-MATIC LIGHTS
For safer backing-up at night. Completely automatic.



▲
SPOTLIGHT WITH REAR VIEW MIRROR
Two convenient accessories in one.

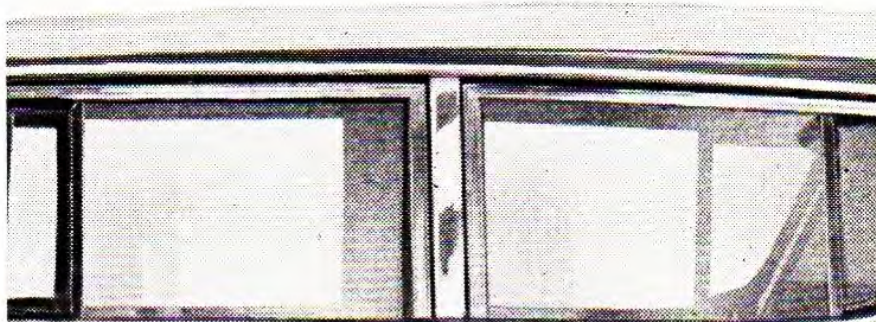
EXHAUST EXTENSION
Protects chromed parts from engine exhaust. ▼



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



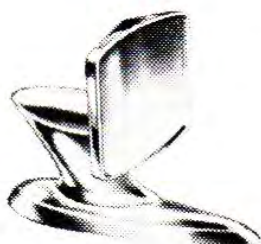
**CENTER PILLAR
OVERLAY TRIM**
4-Door Sedan or
Station Wagon.



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



LOCKING GAS CAP



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

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

INSECT SCREENS are also available as
an added feature.



Car Care Materials:

Polish & Cleaner

Fabric Cleaner

Kar-Kleen (all-purpose)

Lather Seal

Wax Cream

Regular Anti-Freeze

Permanent Anti-Freeze

Cooling System Sealer-Lub.

Radiator Cleanser

Tune-Up Additive Oils

Auto. Trans. &

Power Steering Fluid

Heavy-Duty Hyd. Brake Fluid

Windshield Washer Solvent

Chrome Cleaner

A.M.A.—UNIFORM WARRANTY

“The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this Warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sales of its vehicle.

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

RADIO

The radio set is guaranteed free of defects for a period of 90 days from the date of purchase of the car. In the event that the set is defective within warranty, or is not performing satisfactorily, the owner should return the car with the set to the Dealer for adjustment.

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

Specifications

Wheelbase.....	108 In.
Overall Length.....	191.14 In.
(Continental Tire).....	198.89 In.
(Cross Country).....	193.61 In.
Width.....	71.32 In.
Height, 6-Cyl.....	58 In. (58.57, Cross Country)
Height, V-8.....	58.4 In. (58.97, Cross Country)
Tread.....	Front 57.75 In., Rear 58 In.
Tire Size, Tubeless.....	6 Cyl. 6.40 x 15, V-8 6.70 x 15
Tire Pressure, Cold.....	24 Lbs.
Horsepower, Brake, 6-Cyl.....	125 @ 4200 RPM
(Optional Dual Throat).....	135 @ 4500 RPM
V-8.....	190 @ 4900 RPM
Torque, lb. ft., 6-Cyl.....	175 @ 1600 RPM
(Optional Dual Throat).....	180 @ 1800 RPM
V-8.....	240 @ 2500 RPM
Bore and Stroke.....	6-Cyl. 3 $\frac{1}{8}$ x 4 $\frac{1}{4}$, V-8 3 $\frac{1}{2}$ x 3 $\frac{1}{4}$
Displacement, Cu. In.....	6-Cyl. 195.6, V-8 250
Compression Ratio.....	6-Cyl. 8.25 to 1, V-8 8 to 1
Gasoline Grade (6 or 8)....	Regular (88.5 Research Octane)
Radiator Cap Pressure (6 or 8)..	7 PSI (13 with Air Cond.)
Capacities.....	See Page 19
Electrical System.....	12 Volt
Spark Plug Gap (6 or 8).....	.035 In.
Distributor Point Gap (6 or 8).....	.016 In.
Ignition Timing.....	6-Cyl. TDC, V-8 5° BTDC
Cam Dwell Angle.....	6-Cyl. 28° to 35°, V-8 26° to 33°
Breaker Arm Tension (6 or 8).....	19 to 23 Oz.
Valve Clearance, 6 (Hot, Running)...	Int. .012", Exh. .016"
V-8 (Cold).....	Int. .012", Exh. .014"
Caster.....	0 to + $\frac{1}{2}$ Deg.
Caster, Power Steering.....	+ $\frac{1}{2}$ to +1 Deg.
Camber.....	+ $\frac{1}{4}$ to - $\frac{1}{4}$ Deg.
Toe-In.....	$\frac{1}{16}$ to $\frac{3}{16}$ In.

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Service for your Rambler . . .

Factory authorized dealers have the shop facilities staffed by factory-trained personnel and equipped with the latest test equipment to keep your Rambler in top condition. Your local dealer has the know-how to service your car properly, and like other authorized dealers he offers and recommends maintenance—such as lubrication, inspections, and adjustments—which keep your car performance high. When traveling, you will find well-established dealers in our growing organization ready with prompt, courteous service in clean modern shops.

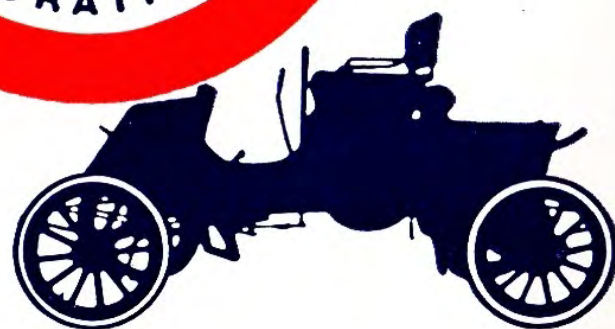
and remember . . .

Read and retain your Owner's Service Policy and this Owner's Manual for your protection, since both contain pertinent information for future reference.

American Motors Corporation
Detroit 32 • Michigan
U.S.A.

READ... AND KNOW YOUR '57

Rambler



**Great Cars
Since 1902**