# Owner's Manual

1963 RAMBLER MOTOR TREND MAGAZINE "CAR OF THE YEAR"

# 1963

# RAMBLER AMERICAN



# OWNER IDENTIFICATION CARD

AMERICAN MOTORS CORPORATION

**RAMBLER**
**PROTECTIVE MAINTENANCE**
**OWNER IDENTIFICATION CARD**

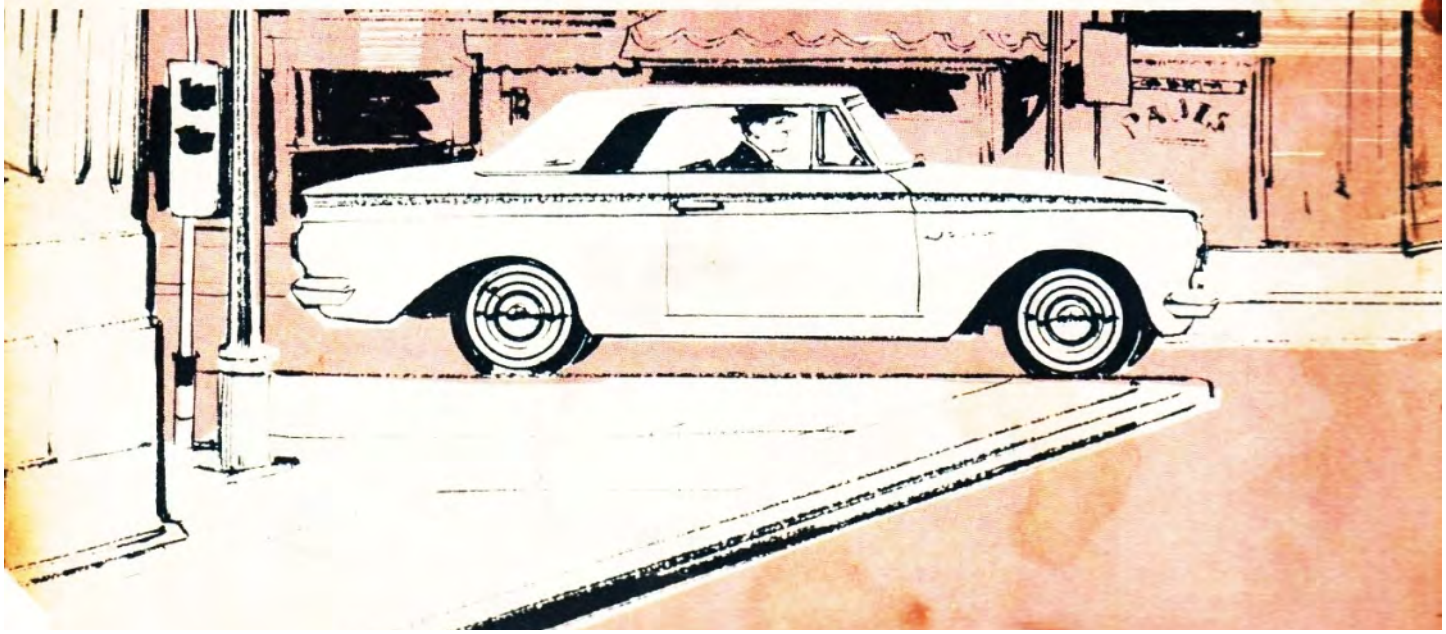
R Protective Maintenance

YOUR NAME
YOUR STREET ADDRESS
YOUR HOMETOWN

C292786 20503 132102 102962
6315 2 20504 226987 265001

YOUR RAMBLER DEALER'S NAME

This card is designed for your protection. It will prove most helpful for both you and your dealer. Always present this card to your dealer whenever warranty inspections and protective maintenance servicing are required. The series of code numbers on the card identify your new Rambler's serial number, model, engine, transmission and other vital information. When you receive this card, keep it handy with this owner's manual in your glove box. And, a review of the information in this manual will prove helpful in proper operation and maintenance of your car.



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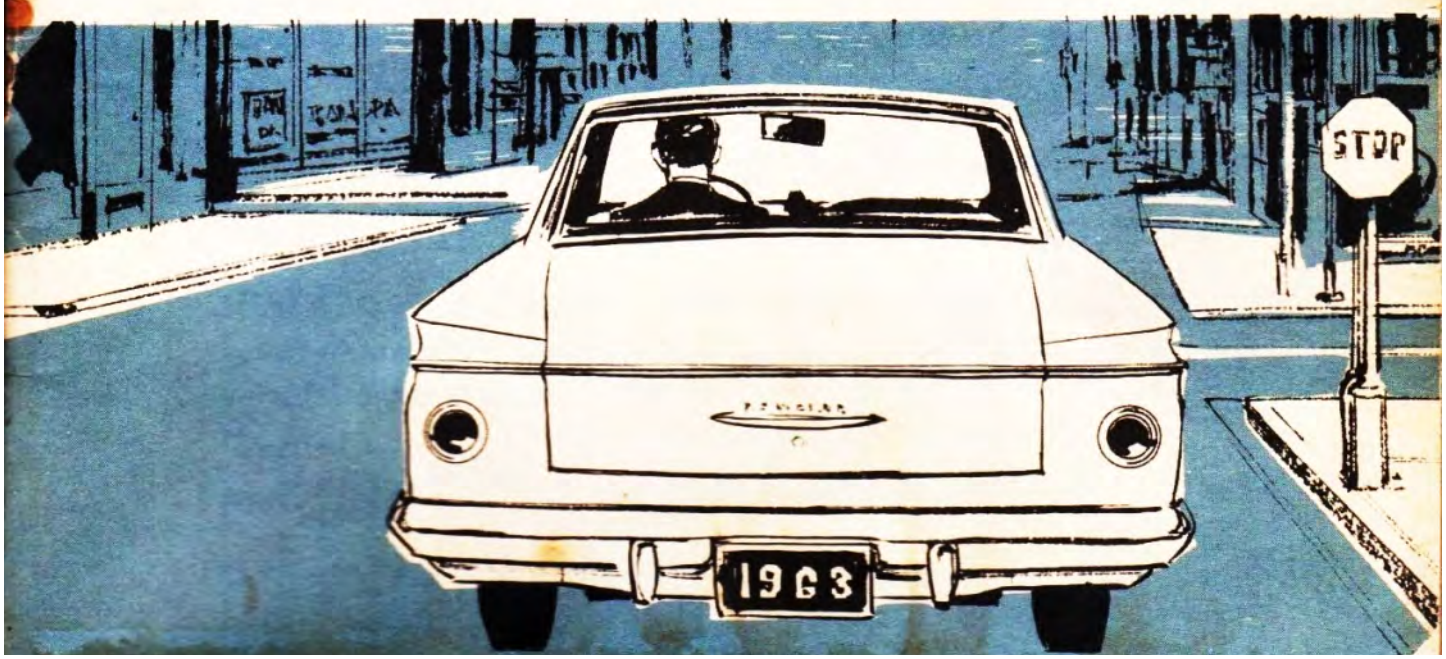
**IMPORTANT:** Please keep this manual in the glove compartment as the Inspection and Warranty coupons are required at time the services are performed.

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





# The Key to Your Rambler...

We are both proud and happy that you've selected one of our 1963 Rambler models as your new car, and we are confident that a new realm of motoring pleasure will be experienced in all of the many miles ahead. Modern styling, compact design, advanced construction, and roomy interiors combined with responsive performance, top fuel economy and handling ease are among the many notable features engineered for your motoring requirements.

Your 1963 Rambler is a quality product deserving the care and consideration that you would give any prized possession. This manual contains helpful information on operation, driving, and maintenance that will increase reliability and car life. Use this information to assure efficient, economical operation which will add to your safety and comfort.

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

**AMERICAN MOTORS CORPORATION**
**14250 Plymouth Road**
**Detroit 32, Michigan**

"GREAT CARS SINCE 1902"



# I Operating Information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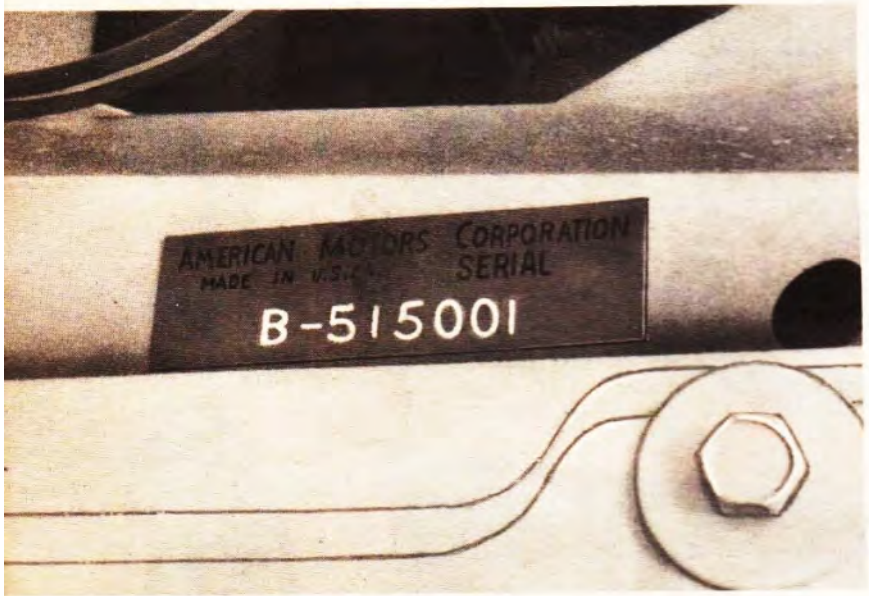
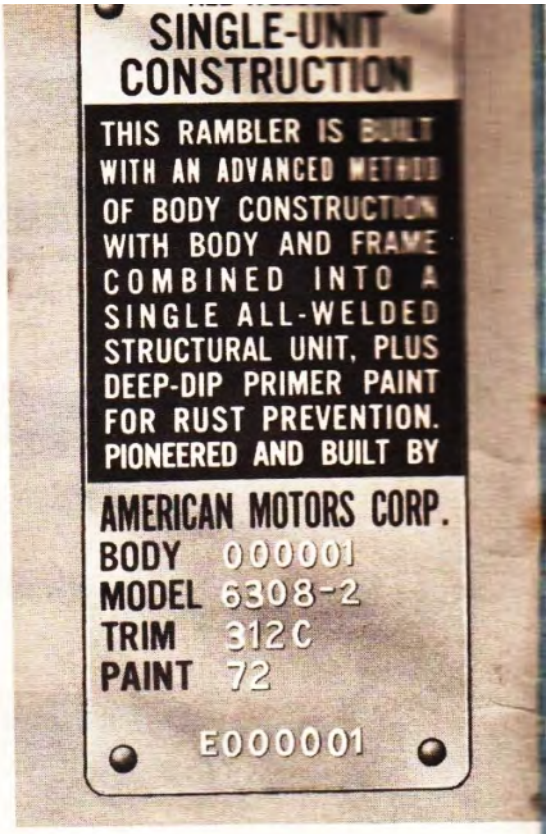



**IDENTIFICATION** • Serial and model numbers are provided for documentary and identification purposes.

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

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

The engine code numbers are located on the upper left front corner of engine block.

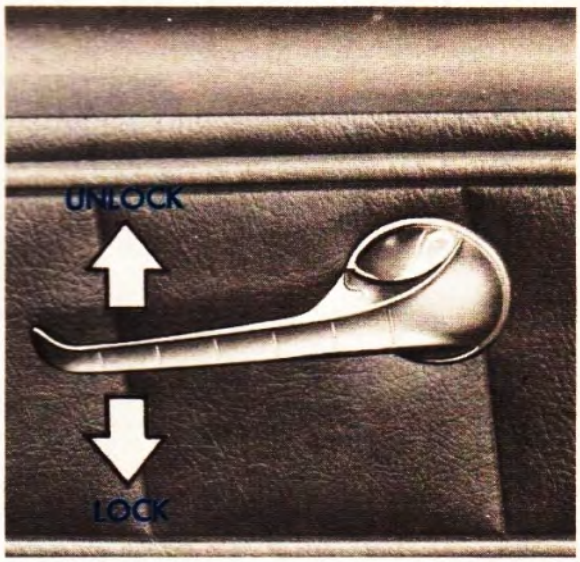
**YOUR RAMBLER** • You will want to become familiar with the controls and operation of your Rambler American. So, sit behind the wheel of the car and with the aid of this manual familiarize yourself with the location of the various instruments and controls.

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

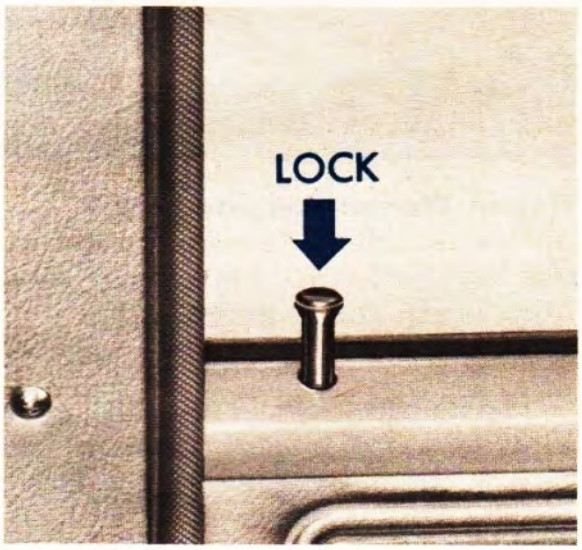
**KEYS** • You are provided with two sets of keys. Keep a record of your key code numbers with you at all times. If you should lose or break a key, or if you need an extra key, any American Motors Dealer and most locksmiths can quickly make another key for you by using the code number as a guide.



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

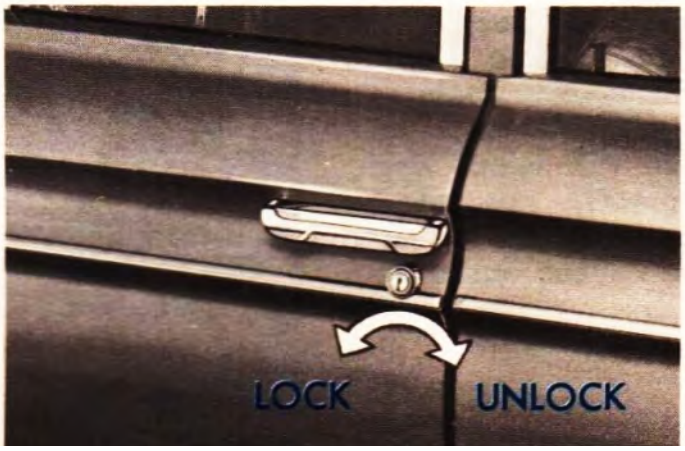



Push the rear door lock button down to lock the rear doors. Rear seat passengers are protected by the rear door lock which, once locked, may only be opened by moving the door lock buttons to the unlocked position. Front doors may be released simply by pulling the inside door handle upward to open.

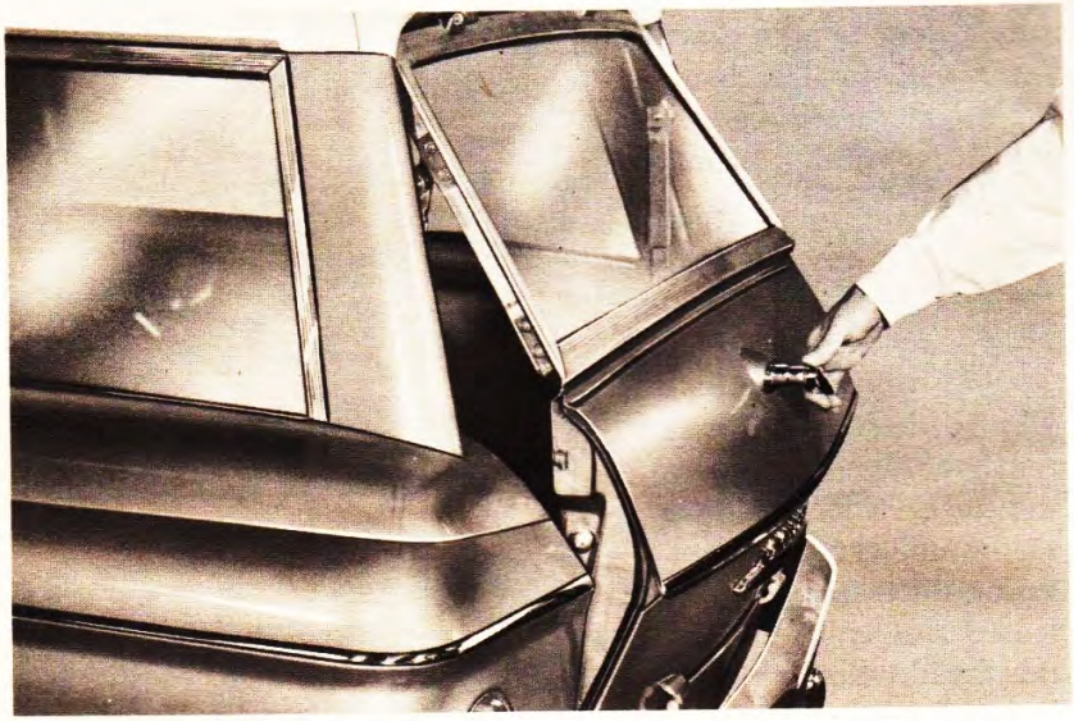



After leaving the car, lock the front door from the outside by inserting key in lock and turning toward rear of the car. The rear doors may also be locked from the outside by moving the door lock button to the lock position when the door is open and then closing the door.

For greater safety while driving, lock doors from inside.



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



**Station Wagon Tailgate Lock** • The ignition key is used to lock or unlock the tailgate—turn clockwise to lock. Release the tailgate by turning the handle counterclockwise. Then, pull toward the rear; this releases the liftgate window.

The lower tailgate must be closed before lowering the liftgate window. With outside handle at mid-position (4 o'clock), close lift gate firmly to engage center latch. Lock lift-gate to tailgate by turning handle clockwise to vertical position to engage locks.

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

**Trunk Compartment Lock** • The round-head key is also used to lock the trunk compartment. To open, insert and turn key to right —the deck lid will "pop" open; then you can easily raise the lid with one hand. To close the deck lid, push down at the center until the lock clicks.



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

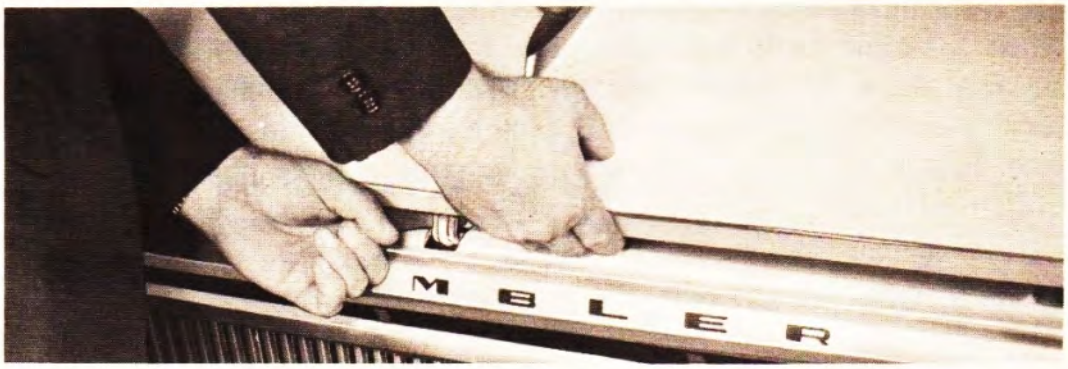
There is an additional key locked compartment on console equipped models.



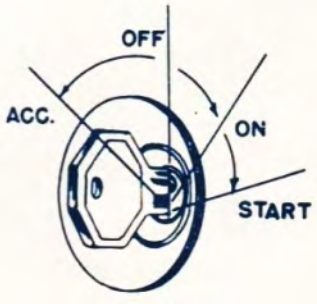
**Hood Lock** • The hood lock release lever is located at the front right center of the hood. To release hood, reach in and pull the release lever forward.

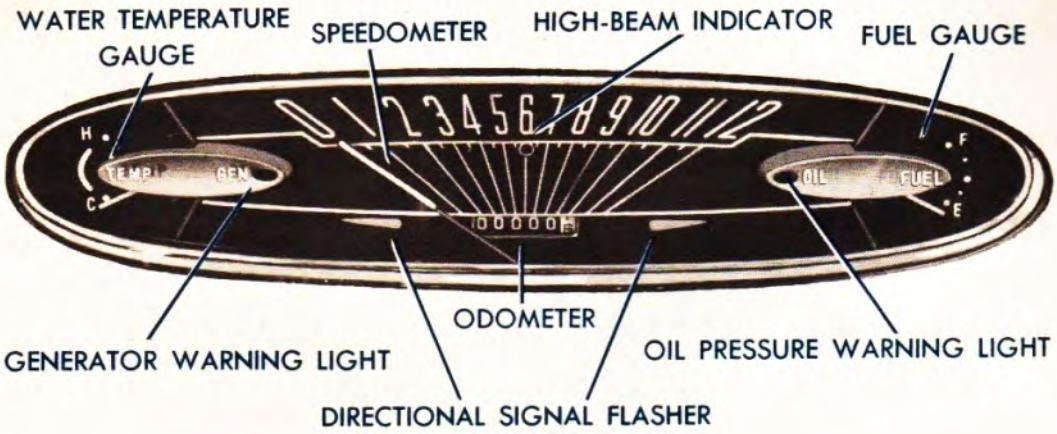
The hood will snap partly open due to the spring-loaded hood catch being released. The safety catch is located on the left of the hood catch. Reach in with hand or finger and pull safety catch forward to fully release hood.

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



**Ignition Switch** • The octagonal head ignition switch key is used to start the engine. (NOTE): *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 27 for choke setting.





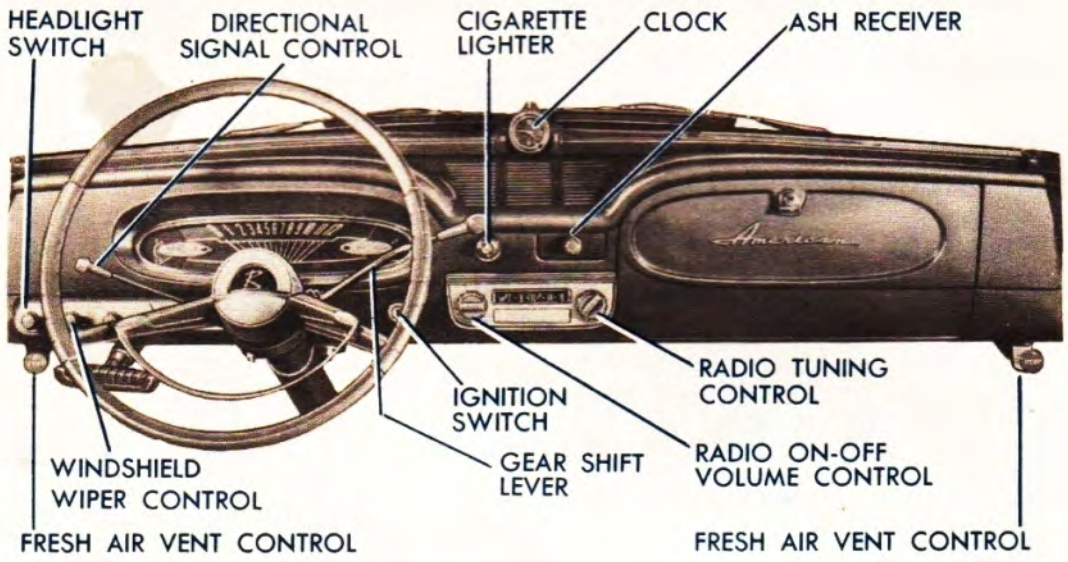

**INSTRUMENTS AND CONTROLS** • "Cluster" group contains speedometer, fuel, and temperature gauges. The water temperature gauge indicator will normally indicate within the operating arc.

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

The red indicator light is on when headlight hi-beams are on.

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

**DRIVER CONTROLS** •



**Headlight Switch** • Pull control knob out to first position for parking lights; to second for headlights. Rotate the knob clockwise to vary instrument light brilliance. Rotate counterclockwise to turn on domelight. The dimmer switch on the left side of the toe-board (Page 10) controls high-or low-beam headlights.

**Directional Signal Control Lever** • Move lever down to indicate left turn; left hand green indicator will flash on instrument cluster. Move lever up to indicate right hand turn; right hand indicator will flash on. The lever will automatically return when turn is completed. Return lever manually on gradual turns.

**Windshield Wiper Control** • Turn knob counterclockwise for wiper operation—rotate gradually to reduce wiper blade speed. If equipped with windshield washers, a foot-operated pump control is located near the headlight dimmer switch.

**Gear Shift Selector Lever** • Operation outlined on pages 12 to 17.

**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.

**RADIO** • Both the manual and the optional push button transistor-powered radios are designed to make your driving more pleasant. The speaker is located on the top center of the instrument panel.

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

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

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

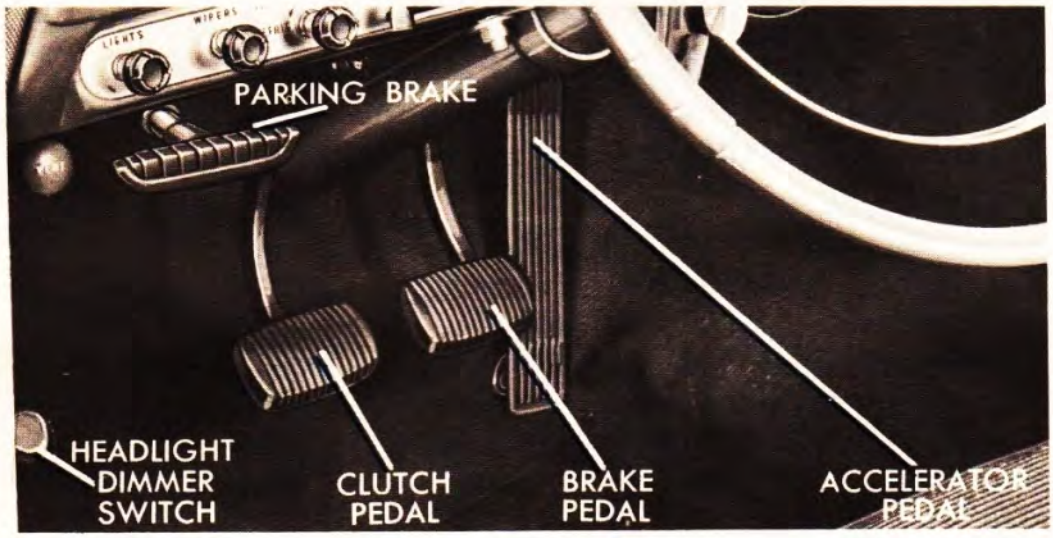
Select a weak signal station near the high end of the frequencies between 1400 and 1600 kilocycles. Adjust antenna trimmer screw on side of radio chassis for maximum reception.

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

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

**BRAKES** •

**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 brake pedal at the same time. To release turn handle on the left and push full in. Parking brake warning light (optional), located on the left side of instrument panel, remains on flashing red until brake is released. The light operates when ignition key is on.



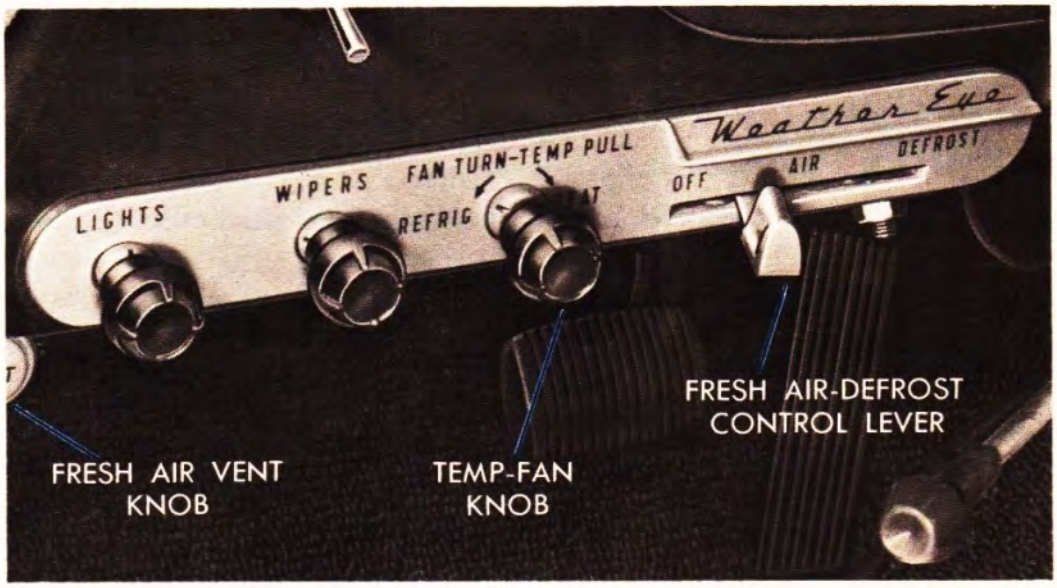

**Double-Safety Brake System** • This brake system provides safety in that the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of hydraulic brake failure in the front, the rear hydraulic brakes still operate and conversely, with a failure in the rear brakes, the front brakes are still operable. In either event, the braking ability is reduced to a point that the driver would be readily aware of a malfunction by a marked increase in pedal travel. CAUTION: In this event, the brake system should be serviced at the earliest possible opportunity.

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

During first few hundred miles, avoid sudden stops since brake linings can set-in more uniformly with slow, gradual stops. (See pages 21, 27, 35).

## WEATHER-EYE

**FRESH AIR VENTILATION** • Pull out knobs marked VENT located at extreme right- and left-hand sides under instrument panel. TEMP-FAN knob must be pushed in.




On air-conditioned cars, REFRIG-PUSH knob under air-outlet grille must be pulled out.

For additional fresh air, move WEATHER EYE lever to AIR position. If you prefer ventilation from above the instrument panel, move this lever to the DEFROST position. To increase air-flow, turn TEMP-FAN knob clockwise to high or low blower speed.

**FOR FRESH-AIR HEATING** • Both VENT knobs must be pushed in.

Move WEATHER EYE lever to AIR position. During engine warm-up (until temperature pointer moves) move lever to OFF or DEF to reduce cold drafts.

Pull TEMP-FAN knob out as desired for controlled heat.

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

For windshield defrosting, move WEATHER EYE lever to DEFROST position and turn TEMP-FAN knob clockwise to high or low blower speed.

On air-conditioned cars, REFRIG-PUSH knob under air-outlet grille must be pulled out.

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



## ALL-SEASON AIR CONDITIONED COOLING:

**FOR AIR CONDITIONED COOLING** • Start engine before engaging air conditioning system.

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

Left-hand VENT knob must be pushed in, and right-hand VENT knob pulled out.

Move WEATHER EYE lever to OFF position.

TEMP-FAN knob must be pushed in.

Open air-outlet grille doors under center of instrument panel and adjust for cool air-flow desired.

REFRIG-PUSH knob under air-outlet grille must be pushed in.

Turn TEMP-FAN knob counterclockwise (toward REFRIG) to high, medium or low blower speed which also engages the compressor. Use high blower speed to accelerate initial cooling.

Adjustable Thermostat Control is located to the lower left of instrument cluster:




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

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 to prevent coil freeze-up resulting in loss of cooling.

During 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.

**FLASH-O-MATIC TRANSMISSION** • You may have chosen the Flash-O-Matic transmission offered as optional equipment for your Rambler. The following information describes in detail the operation of this transmission. The illumination from the instrument cluster will provide the light for the shift quadrant while driving at night.

**Starting the Engine** • Place the gear selector lever in "P" (Park) or "N" (Neutral), and then turn the ignition key. When you are ready to drive, move the selector lever from "P" or "N" to the desired drive position. See "Starting" on page 27 for choke setting.

P—Park — Internal Transmission Lock for Parking

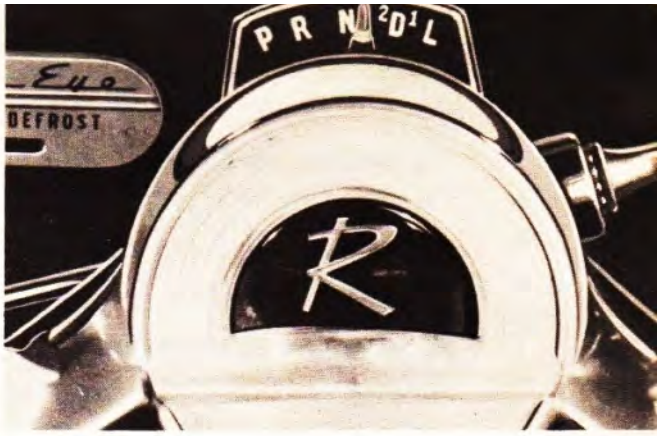
R—Reverse

N—Neutral

R2—2nd Gear Start Drive Range

D1—Complete Driving Range

L—Low Range Drive, 1st Gear




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

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

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

It is possible to change from either "2" or "1" selector positions to "L" position at any car speed. Release the accelerator pedal when moving gear selector lever to "L." The lever must be lifted up slightly to place in "L" (Low Range). When the gear selector lever is moved to "L" range above 20 MPH, an immediate downshift from high range to intermediate range will occur. A further downshift to low range will follow when speed is reduced below 20 MPH with closed throttle.

*CAUTION: The changes from either "2" or "1" 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 the car brakes.*

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

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

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

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

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

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

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

**Holding Car on Hill** • It is possible to hold the car stationary, for limited periods of time only, on slight up grades by depressing accelerator pedal slightly with "1" or "L" ranges. For longer periods or on steep hills, this practice is not recommended.

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

**Pushing to Start Engine** • Push car with gear selector in Neutral (N) until 20 MPH or more is reached, turn on ignition, then move gear selector lever to "1" position. Under these conditions, the engine will be engaged in gear and ordinarily will start.

**Towing** • If the transmission has been operating satisfactorily, the car may be towed with the gear selector lever in the N (Neutral) position at a reasonable speed.

The oil level must be at the proper level.

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

**Care and Maintenance** • Check transmission fluid level every 4,000 miles. Drain and refill periods not required, only in cases of major service.

**Idling and Creeping** • As the engine breaks in and friction decreases, the idle speed tends to increase. At these higher idle speeds, the car will tend to "creep" more because of the increased power transmitted by the torque converter. It may be necessary to have your dealer adjust the idle speed to minimize creeping tendencies until engine friction stabilizes. Some drivers find it convenient to keep their foot on the brake pedal at stop lights to avoid creeping, in the interest of safety.

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

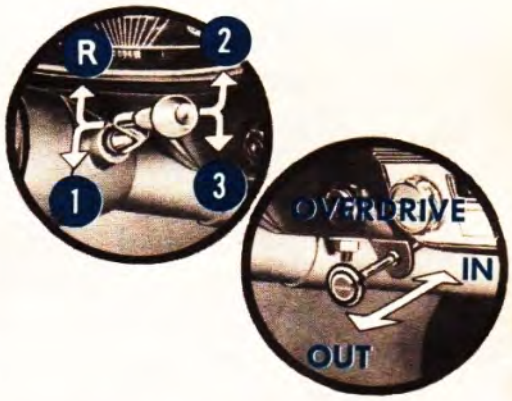
**Coasting** • A Caution—Do not coast with the transmission in Neutral (N). Safer driving results from always having the engine "in gear."

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

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

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

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




With the overdrive control "in" and car moving at 28 MPH or more, the shift to overdrive (in 2nd or 3rd gear) is made by momentarily releasing the accelerator. On slowing down, when the accelerator is released, at about 25 MPH, the drive changes automatically from overdrive to standard drive.

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

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

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

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

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

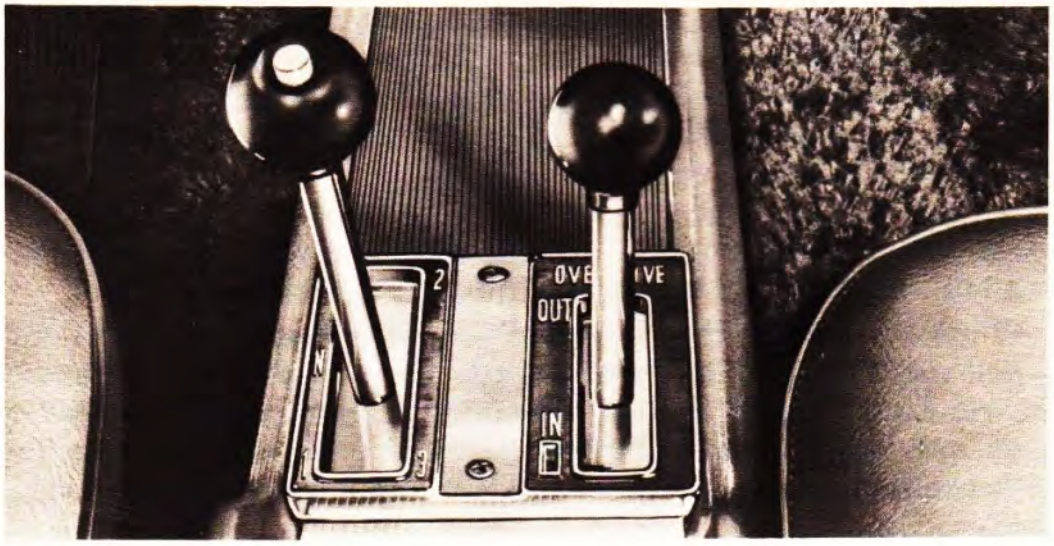
**Automatic Overtake** • When operating in overdrive, one simple operation permits return to conventional third speed with added power. This is accomplished by depressing the accelerator to the full limit of its travel which operates electrical controls to effect the shift to third. When pedal is released,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

**TWIN-STICK FLOOR-SHIFT** • Gear shifting procedure is basically the same as standard or overdrive transmissions. Gear shift lever travel is held to a minimum for quicker, more positive shifting action. Gear-shift lever is located on the console plus the overdrive "In-Out" control lever to the right.

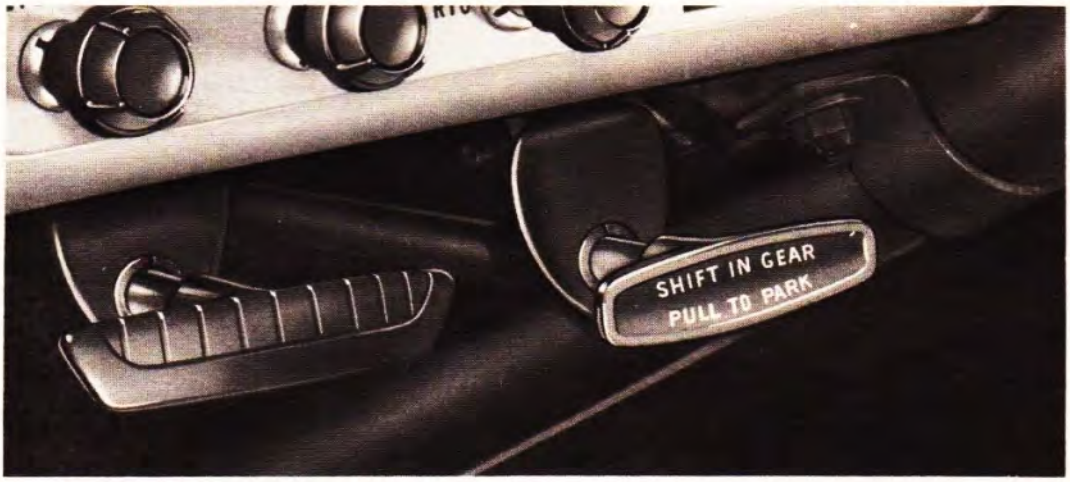
The plate at base of the shift levers is identified with positions "R, N, 1, 2, 3." On top of the gear shift lever, a spring-loaded button permits instant manual kick-down from overdrive to direct gear. The throttle does not actuate kick-down as on conventional column-shift overdrive.

Overdrive "In-Out" control lever also has a plate at base of lever marked "Overdrive-Out-In." Amber signal light just below the word "In" indicates overdrive engagement.

To obtain overdrive operation, move the overdrive "In-Out" control lever to the full rear position, marked "IN." This can be accomplished at any car speed or at standstill. As car speed is increased to a point higher than the cut-in speed as determined by the overdrive governor, approximately 28 MPH, the overdrive solenoid is energized electrically (an audible "click" can be heard). Release the accelerator momentarily to allow the overdrive to engage.



To lock out overdrive, move overdrive control lever to the full forward position, marked "OUT." This can be done either when the car is in motion, or preferably when standing still. If the car is in motion, and in overdrive (above about 28 MPH), depress the kick-down button on top of shift lever while maintaining accelerator pressure to permit the change to direct drive . . . then the overdrive lever can be pushed forward to lock out overdrive. Below about 28 MPH, the engine must also be driving the car, not coasting, to accomplish the lock-out procedure.




**E-STICK TRANSMISSION** • The transmission is operated in the same manner as the conventional 3-speed standard shift transmission (with or without overdrive) except that the clutch pedal is eliminated. A manual clutch control facilitates in-gear parking and push-starts.

With shift lever in neutral, start engine by turning ignition key to the extreme right.

The manual clutch control handle, located on left side of steering column, must be pushed in fully (turn left to unlock). Release parking brake.

Always start driving in 1st gear. Clutch operates automatically when moving shift lever from neutral to or between any desired gear, and also when down-shifting. Release accelerator pedal when shifting. If the motion of the shift lever is started simultaneously with releasing of accelerator pedal, a smoother shift will result. Except when shifting, hand should be kept free of shift lever to prevent clutch slipping. Always use 2nd gear below about 15 MPH to avoid undue clutch wear.

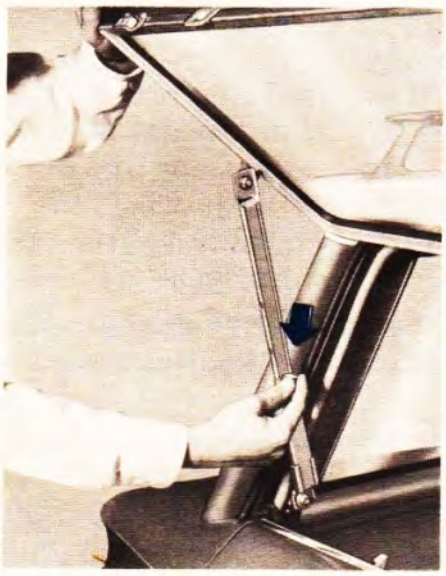
Use park brake for parking. If desired to park car in gear by utilizing engine-off braking, turn ignition off. Shift into gear (use reverse, with overdrive engaged) then pull the manual clutch control handle out fully to lock.

If the car must be pushed to start the engine, follow this procedure; Place shift lever in 2nd gear. The manual clutch control handle must be pushed in fully (turn left to unlock). Turn ignition key on. Push car at 5 to 10 MPH. When free of assisting car, pull out the manual clutch control firmly, and after the engine starts push this control back in. (With overdrive, pull overdrive control out before attempting a push-start.)

**STATION WAGON •** To increase the cargo compartment space, the rear seat-back folds forward and lays flat on the rear seat cushion. It is held in place by one strap fastened to the seat-back anchor pin.

The anchor strap is stored by snap fasteners to the front of the seat base. Remove strap from fasteners, lay seat-back on seat cushion. Press down on seat-back. Hook strap on anchor pin and then snap fastener on the seat base.



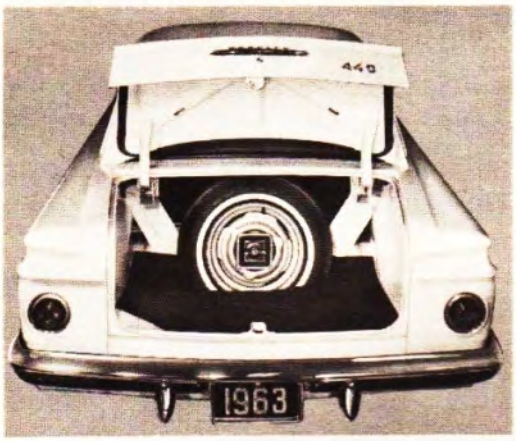
Props for the lift gate are provided with stop catches and a positive latch for three different raised positions. Be sure the props on both sides are holding the lift gate securely. Spare tire and car jack are accessible through hinged floor of cargo compartment.

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

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

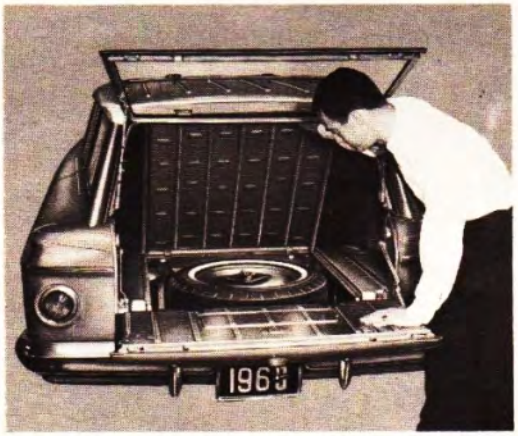
The spare tire and bumper jack on the conventional station wagon model is stored under the rear cargo floor panel which is easily removed after the hold down wing nut is removed.

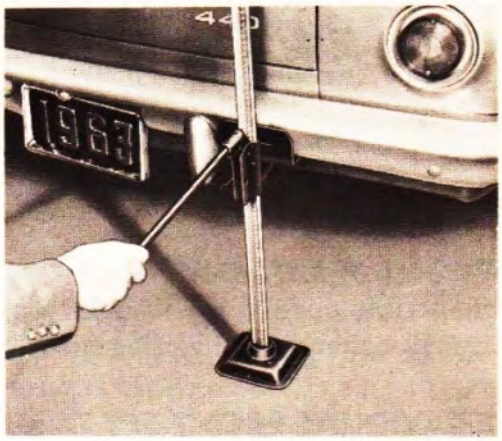
Install the jack into the jack base and place in the proper location, which is next to the bumper guard and inclined slightly toward the bumper, to prevent the jack from slipping out of place.




Place control lever on jack body in desired position, "up" or "down." Operate jack with combined handle and wheel-nut wrench. See page 35.

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

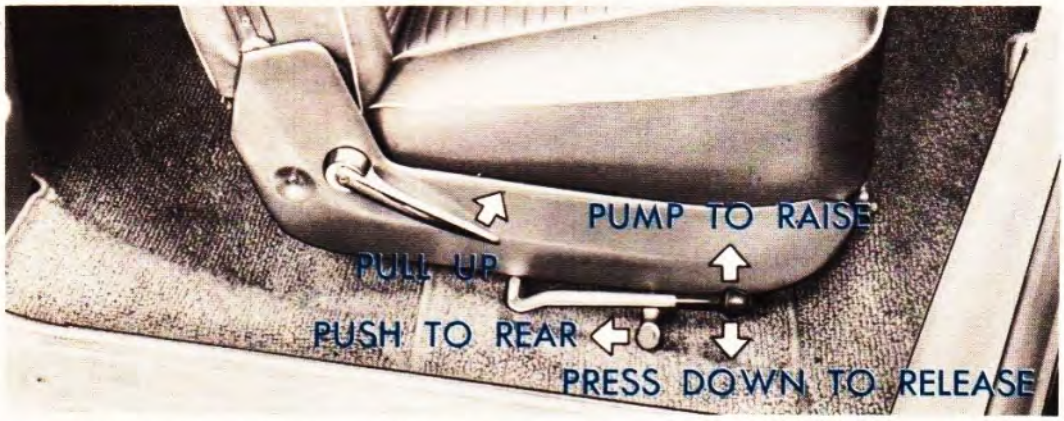



**AIRLINER RECLINING SEAT** • Each side of the front seat-back is independently adjustable to five positions. The seat-back may be lowered to the next position by leaning forward slightly, raising the control lever, and then releasing the lever as the cushion falls into position. The mechanism is designed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

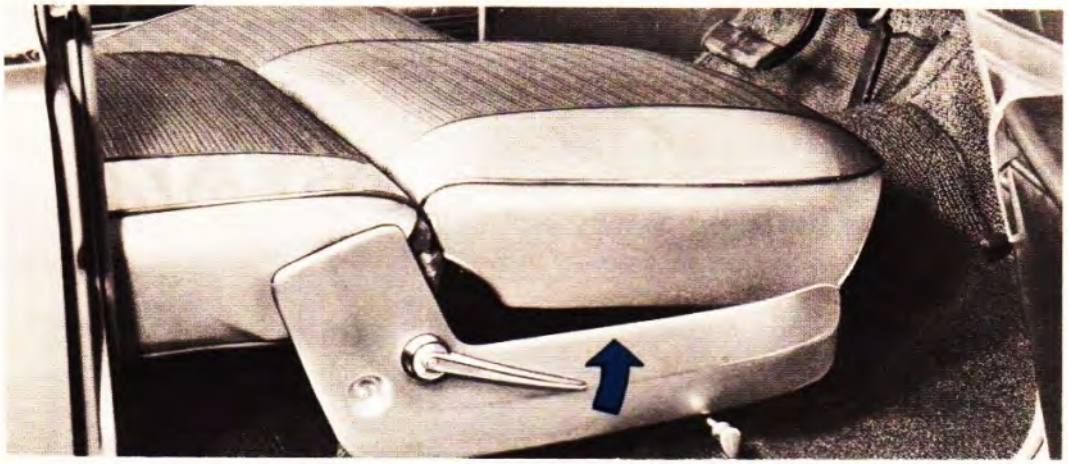


**LOUNGE-TILT SEAT** • This combination option of the tilt cushion and headrest for either seat on individually adjustable or bucket type seats provides added comfort in supporting the legs above the knees. A handle on the outer side of the seat actuates a hydraulic cylinder which raises the front cushion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

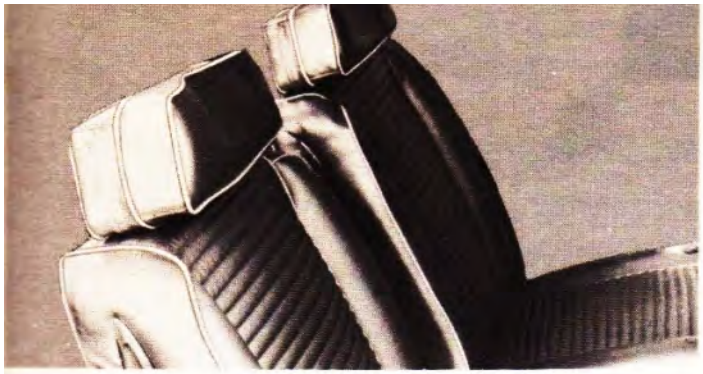


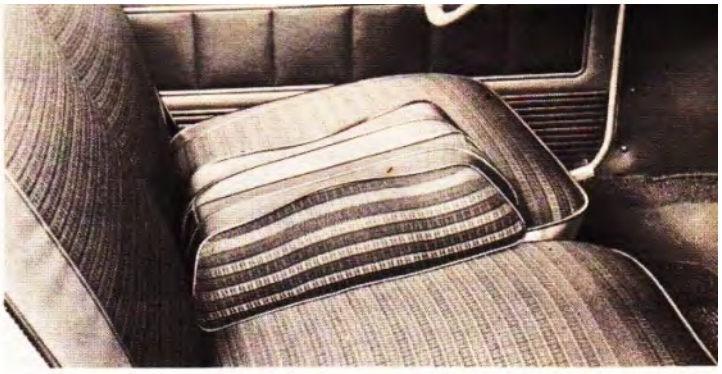

**FRONT SEAT ADJUSTMENT** • The adjusting lever is located at the front left corner of the seat base, and at each outer front corner of the divided seats. Push knob to rear to adjust seat as desired.

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

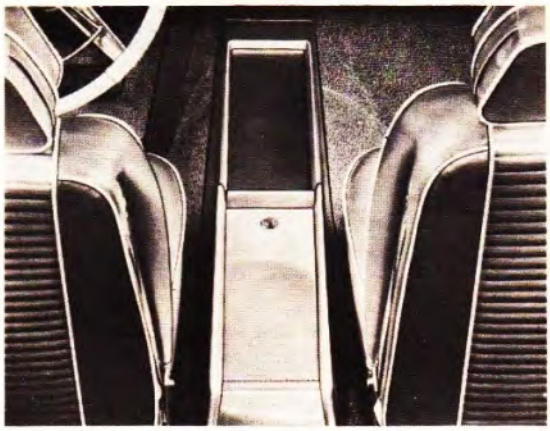


**TWIN TRAVEL BED** • Place the front seat or seats in the full forward position. Install the supports provided on rear seat-cushion base and then lower reclining front seat to the bed position. Lift front seat cushion and turn-up bed prop brackets located on seat frame. This provides a raised support for the rear of seat cushion for level bed contour. Suggestion for added comfort: Before lowering front seat, pull the rear seat-cushion up and wedge it against rear seat-back to better serve as a head rest. To protect upholstery, insert a length of cloth between rear seat-cushion and rear seat-back. The Convertible and 440-H Hardtop models do not make up into beds.





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



**CONSOLE** • The console compartment is locked with the glove box key. The hinged door can be utilized as a tray for the rear seat passengers with three round depressions for cups (similar to the glove box door).

## OTHER OPTIONS

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

**POWER BRAKES** • Power Brakes require far less pedal effort and permit quicker applications. The system employs a booster operating on engine vacuum. In event of engine stalling, about two brake applications remain before vacuum reserve is exhausted—added pedal effort is then required. To park on steep grades, set park brake with foot brake assistance prior to stopping engine. Do not release park brake until engine is started. Check fluid reservoirs every 4,000 miles. (See page 35 )

**POWER STEERING** • Far less effort is required to park and steer with American Motors direct-acting, linkage-type Power Steering. Should power fail, positive control can be maintained with increased steering effort. Check fluid reservoir every 4,000 miles.

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

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

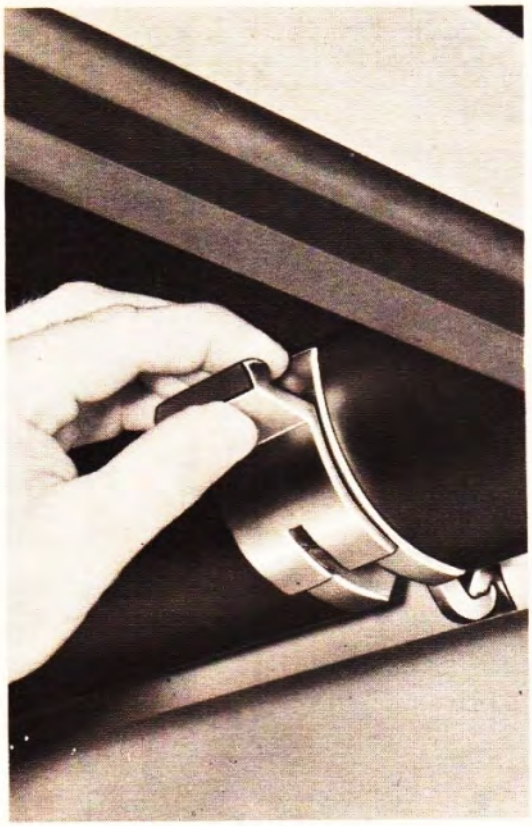
*CAUTION • Cars equipped with "Twin Grip" should not have the rear wheels balanced with an "on the car" type balancer. "Off the car" type balancers are recommended. The locking feature will cause the car to drive-off or throw the "chocks" used with this type balancer causing damage to the car or seriously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

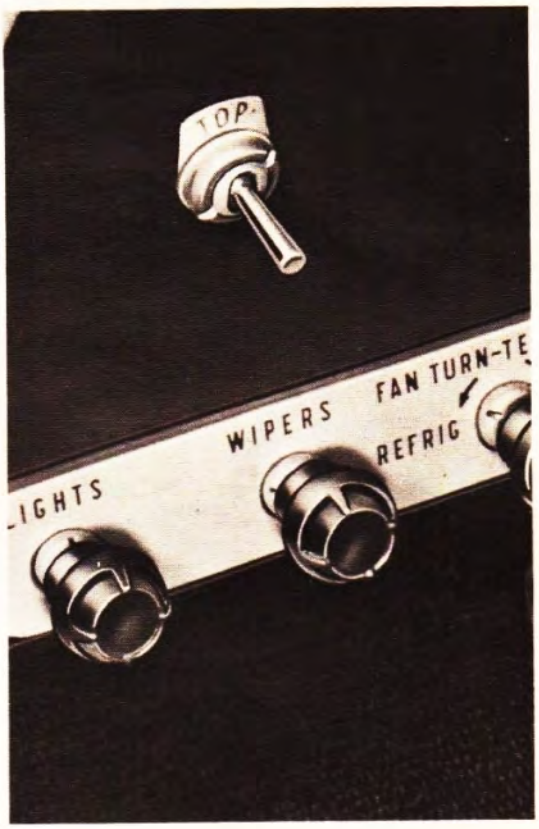
**SEAT BELTS** • If your car is not equipped with optional seat belts, they can be easily installed with an American Motors belt kit available at your dealer. Front seat belt attaching plates and rear seat location indentations are standard on all models to facilitate installation. Before you fasten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

**CONVERTIBLE • Lowering the Top** • Stop the car. Lower the side windows before you lower the top. Be sure the top-storage well is clear and trunk lid is closed.

To release the top from the windshield header, pull back each of the two latch handles and check hook release. Unsnap the rear window retainer strap and open the zipper. Carefully place the rear window into the storage well.

Turn ignition key to operating or accessory position. Operate TOP control switch, located on far left of instrument panel, until top is about 8 inches from full-down position. Pull top material and padding rearward from between the operating arms, then operate switch again until top is fully lowered. Smooth out top material and fold forward. Cover top with vinyl boot using snap fasteners to secure it in place.






**Raising the Top** • Stop the car. Remove the boot. Lower side windows to prevent interference. Trunk lid must be closed. Turn the ignition key to operating or accessory position. Push *up* on the TOP control switch and the top will automatically raise and settle on the windshield header bar. Before fastening the windshield latches, close rear window zipper. Press down on each of the two latch handles making certain the hook is engaged in the catch.

A fastener, adjacent to each rear side window, secures top to the folding side arm. The fastener automatically disengages as the top is lowered, and it should be manually engaged to overcome side-flutter when the top is up.

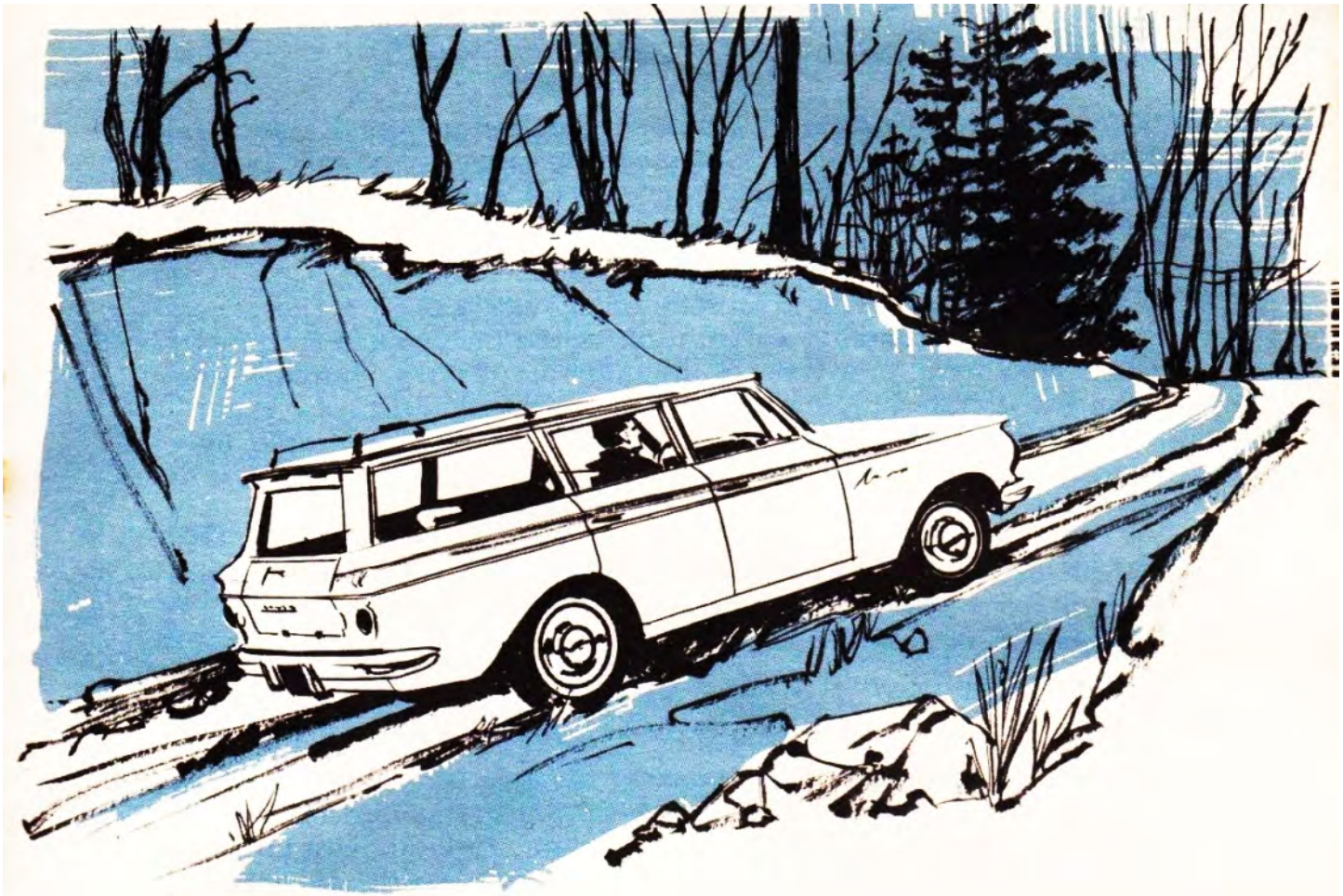
**Top Care** • Never lower a damp top. When the top is lowered, keep it covered with the protective vinyl boot.

Wash vinyl top with warm or cold water and a mild soap. Rinse thoroughly with clean water. Wipe off excess water with absorbent cloth or sponge. Use AM Plastic and Leather Cleaner for hard-to-remove stains.

The plastic rear window can be washed with warm water and a *mild* soap. Rinse the window with clean water and wipe it dry with a clean, soft cloth or sponge. *Do not use a dry cloth to clean the plastic rear window as dirt particles will permanently scratch the surface.*

# TRIP AND SERVICE LOG

| Date | From | To | Mileage | | Total Miles | Gas | M.P.G. | Oil | Lubrication |
|---|---|---|---|---|---|---|---|---|---|
| | | | Start | Finish | | | | | |
| | | | | | | | | | |



# II Tips on Driving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27 . . . . . IDLING

27 . . . . . CITY DRIVING

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27 . . . . . HOT WEATHER DRIVING

28 . . . . . COLD WEATHER DRIVING

28 . . . . . ECONOMY DRIVING

28 . . . . . TRAILERS

28 . . . . . SERVICE MANUALS

Economy of operation, originally designed into your Rambler, is dependent to a large degree upon recognition of the factors that govern economy. Proper maintenance is important. The malfunction of any mechanical system will be reflected in increased cost of operation.

Moderation in driving is probably the greatest single factor affecting maximum economy. In addition to the mechanical strain and accelerated wear produced by intemperate driving, gasoline consumption is materially increased. Miles per gallon decrease rapidly as speeds increase above 30 miles per hour. At 60, for example, only two-thirds as many miles per gallon can be obtained as at 30. Unnecessary acceleration, braking, and idling waste gas.

**BREAK-IN PERIOD** • The manner in which you drive during initial mileage has a pronounced effect on subsequent operation.

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

A simple break-in program is recommended as follows:

For the first 50 miles avoid opening the throttle fully while accelerating or hill climbing. Keep under 50 miles per hour for the first 250 miles. Avoid full throttle accelerations. Occasionally lift your foot off the accelerator, if driving at steady speeds, to improve engine lubrication during break-in.

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

Engine noise, fuel, and oil consumption can be expected to reduce as break-in mileage progresses and internal friction decreases. Correct viscosity engine oil should be used. The original oil installed in the engine at the factory is suitable, but it should be changed not later than at 1,000 miles to drain out the metal particles and other foreign material that accumulate faster during this period.

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

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

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

See page 54 for correct ignition timing specifications.

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

**STARTING** • Depress accelerator at least halfway and release to pre-set automatic choke. Next, turn ignition key to extreme right to start engine. After warm-up, slow engine speed by a sharp tap of the accelerator (do this before shifting). Pumping accelerator floods engine.

Should flooding occur, hold accelerator fully open while starting engine.

**IDLING** • Avoid excessively long idling periods since this is not an ideal way to warm-up an engine, and it wastes gasoline. Water condensation in the cylinders and engine wear both are accelerated under these conditions. Warm-up is accomplished more quickly and efficiently by driving at low-to-moderate speeds. Shut off the engine during a prolonged stop at either a railroad crossing or in a traffic jam—restarting takes a negligible amount of gasoline. *Do not run the engine with garage doors closed. During warm-up the exhaust gases contain large quantities of deadly carbon monoxide.*

Standard or overdrive engine idle speed is 550 RPM. (Set idle speed at 500 RPM with air conditioner running.) See page 15 for automatic transmission.

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

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

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

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

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

**COLD WEATHER DRIVING** • (See Page 30.) Cold weather driving probably imposes greater hardship on the engine and vehicle than any other natural operating condition. Fuel economy will be adversely affected during winter operation. Frequent starting and short trips in cold weather are particularly conducive to reducing fuel economy, and to the accumulation of condensation and sludge, and to the dilution of engine oil. An occasional driving period of sufficient duration and speed to thoroughly heat the engine to summer operating temperature will "boil off" condensation and contaminants.

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

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

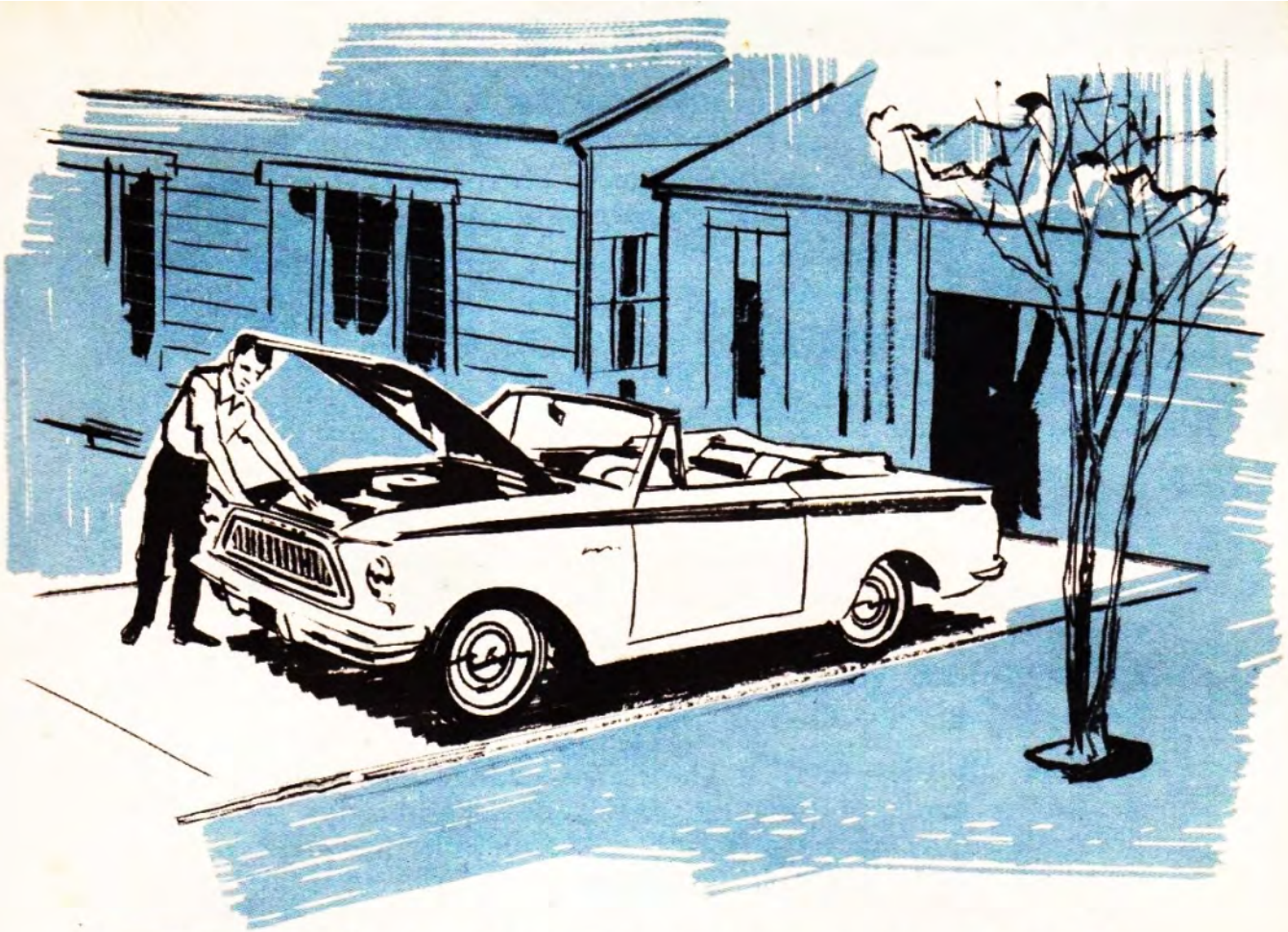
Keeping the gas tank full in cold weather will reduce the tendency toward water condensation in the tank and possible resultant fuel line freezing. Fill tank at end of each day's driving rather than at the start. Replace the fuel filter element initially at 13,000 miles and every 12,000 miles thereafter.

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

**ECONOMY DRIVING** • Fuel economy is dependent on many important factors including driving technique, weather, car care, equipment, and car design. Knowledge of all interrelated and variable factors will improve operating economy. This "Tips on Driving" section and inside back cover of this manual explain fuel economy in general. For a copy of our "Fuel Economy" booklet, which contains more information, check item desired on the envelope inserted in the back of this manual.

**TRAILERS** • Should you contemplate hauling a utility or house trailer, it is advisable that you follow our instructions covering rear axle tire load limits, springs, hitch specifications, etc. To obtain this information, check item desired on the envelope inserted in the back of this manual.

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



# III Recommended Rambler Service


| | | |
|---|---|---|
| Page 30 | . . . . . | OIL CHANGES |
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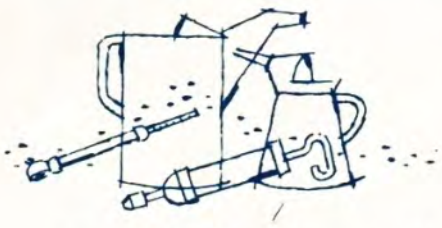
| 53 | . . . . . | PERIODIC SERVICE GUIDE |



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

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

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

**MILEAGE CHART**

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

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

**RAMBLER MOTOR OIL** • A certified sequence-tested MS oil of highest quality in multi-viscosity 10W-30, is available at your dealer.

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

**ENGINE OIL CHART**

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

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

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

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

**OIL FILTER** • A partial-flow oil filter is mounted on the upper left front corner of the engine.

The throw-away filter unit can be removed by hand or strap-wrench. To insure proper installation, follow instructions outlined on the Rambler replacement filter.

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

**LUBRICATION OF RUNNING GEAR** • Most of the working parts of the running gear should be lubricated at 2,000-mile intervals as shown on the lubrication chart. Note that a few points require attention at various mileage intervals. Refer to the Protective Service Guide for the mileage intervals and recommendations.

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.

## LUBRICATION RECOMMENDATIONS

| | |
|---|---|
| Door Lock Striker Plates | Apply stick wax to roller teeth, "Lubriplate" to slide. |
| Door Lock Cylinder | Apply silicone oil to key and insert in cyl., repeat several times. |
| Door and Window Weather Strips | Clean sealer rubbers and apply silicone oil. |
| Door Lock Rotors | Apply engine oil |
| Deck Lid Latch & Hinges | Apply "Lubriplate" |
| Station Wagon Tailgate Latch, Supports, and Hinges | Apply engine oil |
| Door, Hood, & Hinge Pivots | Apply engine oil |
| Glove Compartment Door Latch and Hinge | Apply "Lubriplate" |

# 1963 RAMBLER AMERICAN LUBRICATION SERVICE CHART
## LUBRICATE AT EACH ARROW POINT EVERY 2,000 MILES EXCEPT AS NOTED

(Initial chassis lub. at 1000 miles)

Distributor —
Cam — Coat surface lightly
Upon replacement of Point Set . . DCG

Gear Shift Linkage
Every 33,000 Miles or 3 years . . SCL

Drag Link (fitting on each side) . . CL

Power Steering Cylinder Pitman Arm Stud Every 33,000 Miles or 3 years (plug) . . . . . SCL

Steering Gear (plug) . . . . SAE 90 EPL

Control Arm Bushing, Lower (2 fittings on each side) . . . . . CL

Control Arm Bushing, Upper fitting on each side . . . . . CL

Lower Trunnion (fitting on bottom) . . . . . CL

Upper Trunnion (fitting on each side) . . . . . CL

Clutch Inner and Outer Idler Lever Pivots Every 33,000 Miles or 3 years (2 plugs) . . . . . SCL

Transmission Shift Levers (Std. and O.D.) . . . . . EO

Hand Brake Bell Crank . . . . . EO

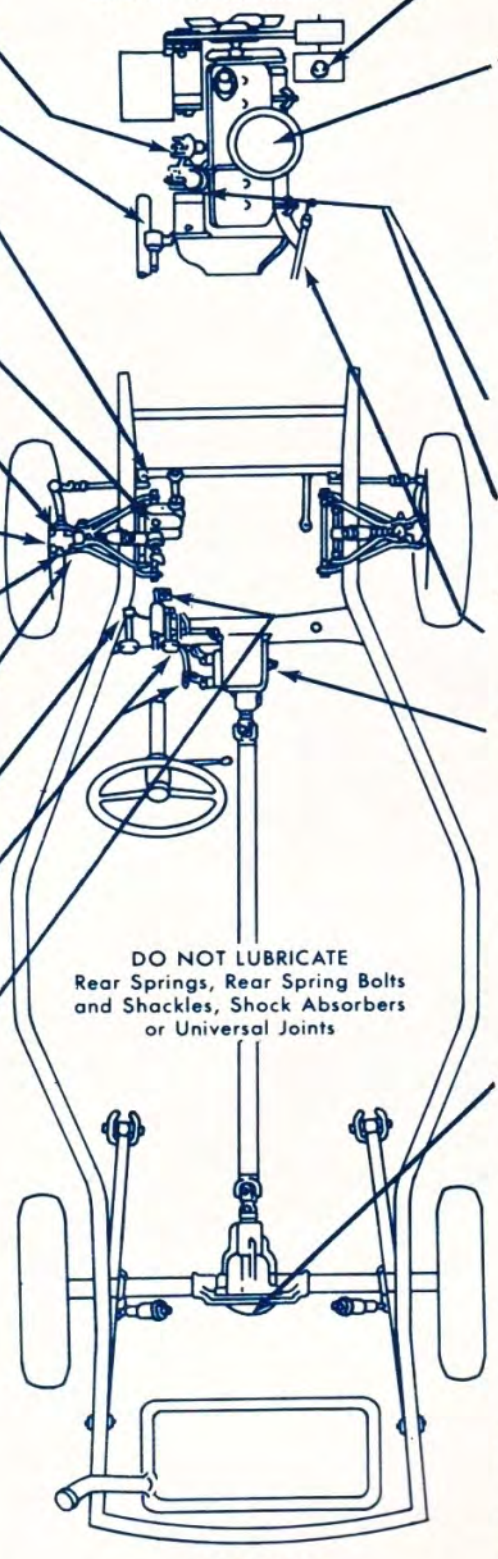
Brake Master Cylinder Reservoirs (check level ¼" from top of reservoir) . . . . . HBF

Accessible in engine compartment

Inspect and clean crankcase vent valve every 8,000 miles, if so equipped. Use metal cleaning solvent.

Replace fuel filter element every 12,000 miles

ENGINE COMPARTMENT



DO NOT LUBRICATE
Rear Springs, Rear Spring Bolts and Shackles, Shock Absorbers or Universal Joints

Power Steering — Fill to Halfway in Filler Neck . . . . . ATF

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

Air Cleaner — Oil Bath Type
Check and maintain oil level every 4,000 miles. Clean and refill every 12,000 miles . . . . . EO
Capacity — 1 Pt. Same Grade and Viscosity as engine oil. More frequently under severe conditions.

Dry Type—Remove element and shake off dust every 4,000 miles. Replace every 25,000 miles. Do not dip or wash in oil or solvent of any type.

Oil Cap Filter (clean every 8,000 miles) . . . . . EO

Crankcase (check level) . . . . . EO
Drain and Refill every 4,000 miles
(See Page 30)

TRANSMISSION (check level)
Flash-O-Matic . . . . . ATF
Drain and refill periods not required.

TRANSMISSION (check level)
Synchromesh and Overdrive
SAE 80 . . . . . GL
SAE 20W-20 or 10W-30 . . . EO
Automatic Trans. Fluid . . . . . ATF
Drain and refill periods not required.

Wheel Bearings (repack) . . . . . WBL
Front, every 25,000 miles.
Rear, when dismantled for other service.

DIFFERENTIAL (check) level) . . . . . SAE 90 MP
Drain and refill periods not required.

TWIN-GRIP — Use AM approved lubricant available at Rambler Dealers. (See Page 21).

### LUBRICANT SYMBOLS

| | |
|---|---|
| ATF | Automatic Tran. Fluid, Type A<br>AQ-ATF — Suffix A |
| CL | Chassis Lubricant |
| SCL | Special Chassis Lubricant (Lithium Base) |
| EPL | Extreme Pressure Gear Lubricant |
| GL | Gear Lubricant |
| HBF | Hydraulic Brake Fluid (SAE 70-R-3) |
| MP | Multi-Purpose Gear Lubricant |
| EO | Engine Oil |
| WBL | Wheel Bearing Lubricant |
| DCG | Distributor Cam Grease |

### TIRE PRESSURE (COLD)

Front and Rear . . . . . 24 lbs.

### CAPACITIES

| MEASURE SYSTEM | CRANKCASE Quarts | TRANSMISSION Flash-O-Matic Quarts | TRANSMISSION Synchromesh Pints | With Overdrive Pints | DIFFERENTIAL Pints | COOLING SYSTEM With Heater Quarts | COOLING SYSTEM Without Heater Quarts | GAS TANK Gallons |
|---|---|---|---|---|---|---|---|---|
| U.S.A. | 4* | 9 | 1.5 | 2.75 | 3 | 12, L-Head<br>11, OHV | 11, L-Head<br>10, OHV | 20 |
| British Imperial | 3.3* | 7.5 | 1.25 | 2.3 | 2.5 | 10, L-Head<br>9.2 OHV | 9.2, L-Head<br>8.3, OHV | 16.7 |

**WIPER BLADES** • Wipers feature replaceable rubber elements, easily changed. Correct blades are available at Rambler dealers.

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

**FUSES** • Electrical circuits are protected with fuses located under the left side of the instrument panel. The headlights are protected by a 20 Ampere circuit breaker.

## CIRCUIT BREAKER AND FUSE CHART

| Circuit | Protection | Location |
|---|---|---|
| Headlight<br>Tail Light<br>Instrument Lights<br>Parking Lights<br>Clock (If so equipped) | Circuit Breaker<br>(12 and 18 Amp.) | Light Switch |
| Dome Light | 7½ Amp. Fuse | |
| Directional Signal Switch<br>Brake Light Switch<br>Ignition Switch | Circuit Breaker<br>(30 Amp.) | Dash Panel Adjacent to Flasher for Directional Signal |
| Overdrive Relay | Fuse (15 Amps.) | Relay Dash Panel Under Hood |
| Radio | Fuse (5 Amps.) | In Line Fuse |

## BULB CHART

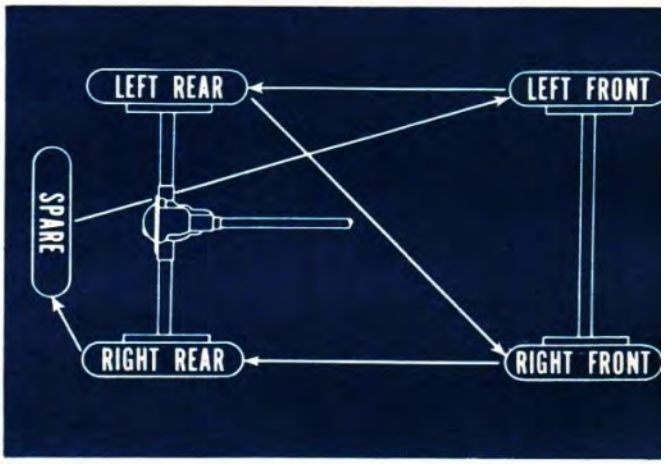
| Trade Number and Candle Power | American Motors Part Number | Location |
|---|---|---|
| 57, 2 C.P. | G127934 | Instrument Illumination<br>Headlamp Beam Indicator<br>Clock<br>Directional Signal Indicator<br>General Charge Indicator<br>Oil Pressure Signal<br>Glove Box Light |
| 67, 3 C.P. | G142450 | License |
| 1004, 15 C.P. | G455136 | Dome Light, Hardtop Rear Quarter Light |
| 1034, 32 & 4 C.P. | G454645 | Tail, Stop, Park and Directional Lights |
| 6012, 50 & 40 W | 3202092 | Headlight Sealed Unit |
| 1073, 32 C.P. | G454646 | Back-up Light (Optional) |
| 90, 6 C.P. | G142453 | Rear Arm Rest (Convertible) |
| 1445 1.5 C.P. | 3204552 | Overdrive Signal Light |

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

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

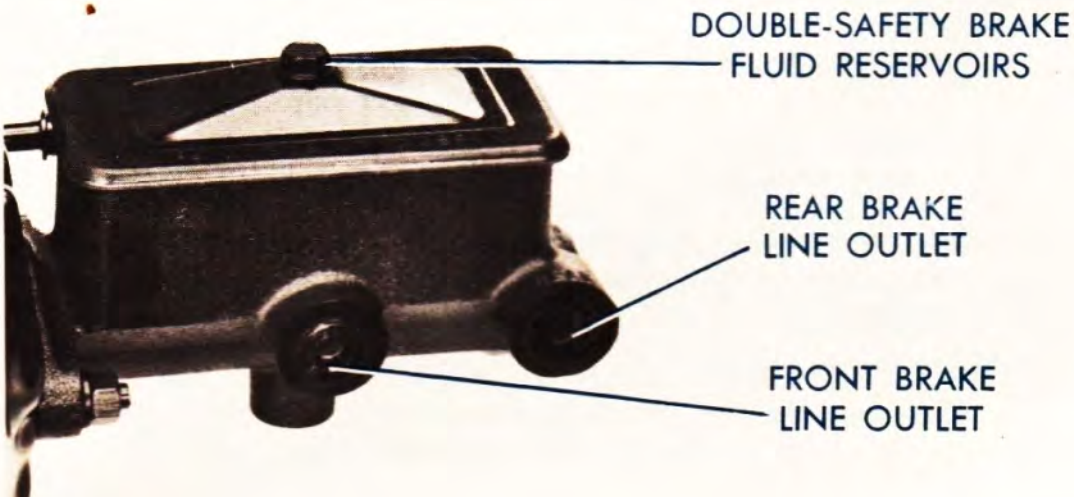
**Tubeless Tires •** Recommended pressure for normal service and smooth ride is 24 lbs. (cold before running). Do not reduce tire pressure if tires are warm.

For cars driven at sustained rates of high speed or on trips where above average speeds or loads are maintained, tire pressures may be increased up to 30 lbs. (cold before running). The higher pressure will increase stability with some sacrifice of riding quality. The higher pressure will also improve fuel economy under *all* driving conditions, and is also recommended when hauling heavy loads. Check tires often for visible underinflation and for signs of uneven wear, which may indicate need for front end alignment. Tire and wheel is precisely static-balanced at the factory.




In accordance with the diagram, rotating tires every 4,000 to 8,000 miles (normally) is recommended to assure longer overall tire life by equalizing wear. If no spare tire is used, move right rear to left front and follow balance of diagram.

**BRAKES •** Check master cylinder level every 4,000 miles, ¼" from top, both reservoirs. Add or refill with SAE 70-R-3 heavy duty hydraulic brake fluid only. Inferior fluids may fail in emergencies. (see washing page 37).



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

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

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

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

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

Radiator drain is located at bottom left side. Six-cylinder engine block drain is located on the left side.

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

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

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

**CAR CARE • Washing •** The baked Super Enamel finish should be maintained by frequent washing with water, and a mild soap or detergent can be used if desired. After a thorough rinsing, the surface may be dried to a high polish with a clean, damp chamois skin.

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

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

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

For cleaning vinyl upholstery, AM Plastic and Leather Cleaner is recommended. It is excellent for quickly cleaning leather and all vinyl, saran, and nylon plastics.

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

**Care of Headlining •** Clean the headlining with a clean rag dampened with a mild detergent or soap. AM Plastic and Leather Cleaner is also recommended.

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

# AMERICAN MOTORS DEALER WARRANTY



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

"Dealer warrants each new American Motors motor vehicle delivered by Dealer to original retail buyer to be free from defects in material and workmanship under normal use and service, Dealer's obligation under this warranty being limited to repairing or replacing, without charge, at Dealer's place of business any part or parts thereof, including all equipment or trade accessories supplied by American Motors Corporation, which shall, within 24 months from delivery of such motor vehicle to the original retail buyer or before such motor vehicle has been driven 24,000 miles, whichever event shall first occur, be returned to Dealer's place of business, and which shall be thus defective. This warranty shall not apply (1) to

tires (which are covered by the tire manufacturer's warranty), nor (2) to normal maintenance services (including, but not limited to, engine tune-up, fuel system cleaning and wheel, brake and clutch adjustments) and the normal replacement of service items (such as spark plugs, ignition points, filters, wiper blades and brake and clutch linings) and deterioration of soft trim and appearance items due to use or exposure, nor (3) to any such motor vehicle which shall have been repaired or altered outside of an authorized American Motors dealership in any way so as in the judgment of Dealer to affect adversely its performance or reliability, nor (4) to any such motor vehicle which has been subject to misuse, negligence or accident. This warranty is expressly in lieu of all other warranties, expressed or implied, including merchantability or fitness for a particular purpose, and all other obligations or liabilities on the part of Dealer or others, and Dealer neither assumes nor authorizes any other person to assume for it or others any other obligation or liability."

**Ceramic Armored Exhaust System**—The above warranty shall apply in all of its terms, conditions and restrictions to ceramic armored muffler and tailpipe equipment except only that the warranty shall be extended to the original retail buyer so long as the original retail buyer retains ownership of the American Motors motor vehicle covered by the warranty.

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

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

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

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

**Warranty Service**—The Warranty Service Coupons furnished in this manual implement the new car warranty, and together they provide for the furnishing of warranty repairs within the warranty period, without charge. A coupon must be surrendered to the dealer upon performance of warranty service on your car.

Since the Dealer from whom you purchased your Rambler has a continuing personal interest in you, it is recommended that the 1,000 Mile Inspection and any necessary warranty service be performed by him. If you are on tour or change your place of residence, however, these services will be performed by any Rambler Dealer in the United States or Canada.

**WARRANTY SERVICE**
PERFORMED AT

Miles_____

BY

_____
Dealership

_____
Town

_____
Date

_____
Initials

## WARRANTY SERVICE COUPON

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

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles_____

BY

_____
Dealership

_____
Town

_____
Date

_____
Initials

## WARRANTY SERVICE COUPON

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

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles_____

BY

_____
Dealership

_____
Town

_____
Date

_____
Initials

## WARRANTY SERVICE COUPON

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

• • •

**WARRANTY SERVICE**
PERFORMED AT

Miles_____

BY

_____
Dealership

_____
Town

_____
Date

_____

## WARRANTY SERVICE COUPON

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

• • •

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

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

• • •

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

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

• • •

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

Serial No._____ Mileage_____

Date_____ _____

Owner's Signature

• • •

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

Serial No._____ Mileage_____

Date_____ _____

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

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

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

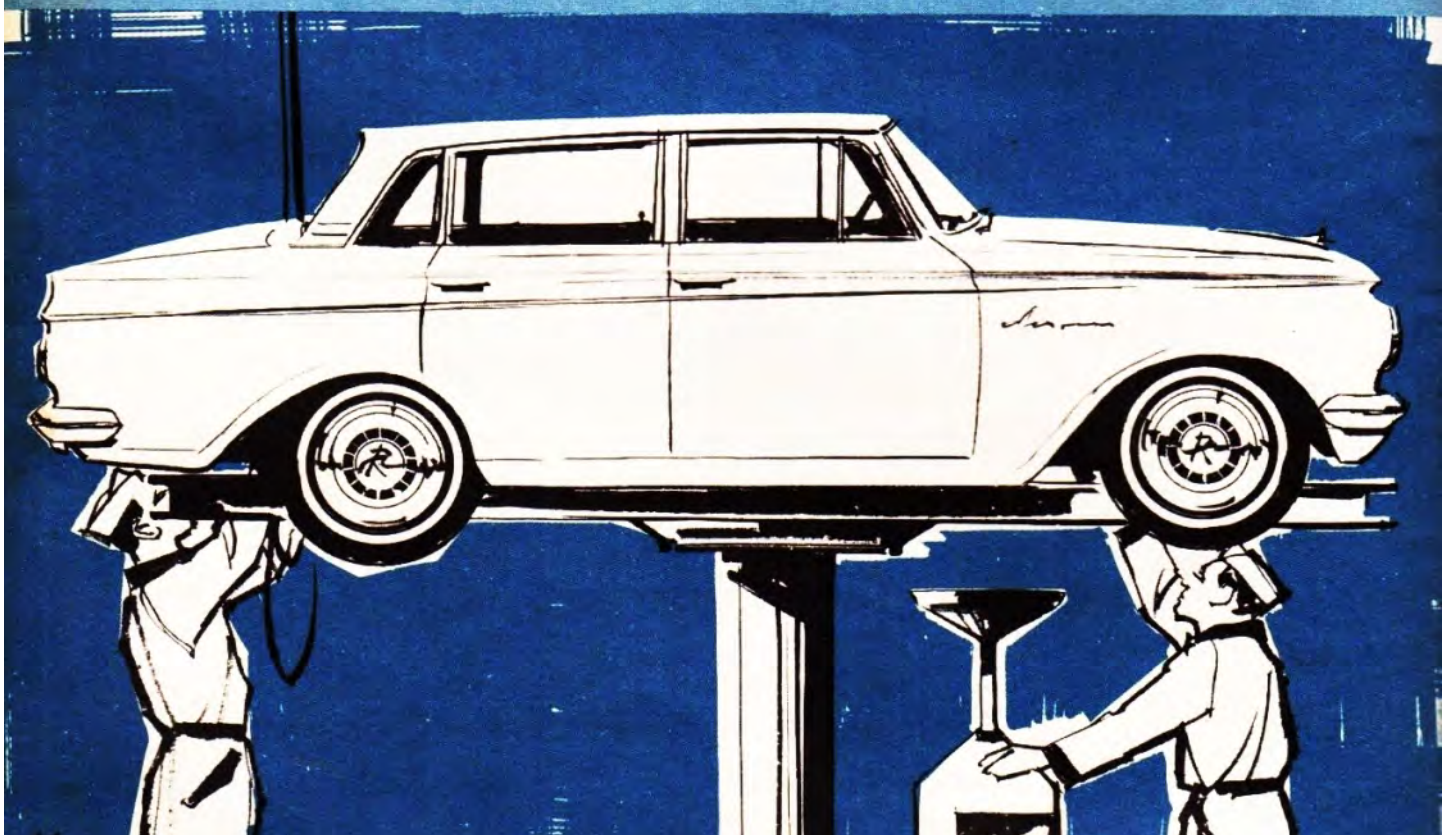
See "Cooling" for proper coolant and drain periods, and be sure that the oil filler cap is cleaned every 8,000 miles.

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

Your Rambler Dealer will be pleased to discuss your specific needs. He will thoroughly check your Rambler and advise you of any services that should be performed. Your Dealer is interested in making certain that your

Rambler performs to your satisfaction, and at the lowest possible cost. He is in the best position to offer you the finest in Rambler service because his personnel has the following advantages:

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



Owner's Name _____

Address _____

Town _____ State _____

Model No. _____ Serial No. _____ Engine No. _____

Ign. and Door Key No. _____ Glove Comp. and Trunk Key No. _____

Selling Dealer's Firm Name _____

Town _____ State _____

American Motors Zone _____

Delivery Date _____

Dealer's Signature

To Be Filled In By Servicing Dealer

_____

Servicing Dealer's Firm Name

_____

Address

_____

Town State

I hereby acknowledge receipt of the inspection and adjustment service called for on the back of this coupon.

_____

Owner's Signature

Approved By Dealer _____

Dealer's Signature

_____

This line for zone use

# 1,000 MILE INSPECTION AND ADJUSTMENT SERVICE COUPON

(Must Be Used Before 1,500 Miles)

This coupon, properly filled in, entitles the owner to the inspections and adjustments listed on the back of said coupon after the first 1,000 miles of driving.

# FREE

## 1,000 MILE INSPECTION AND ADJUSTMENT SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## OWNER IDENTIFICATION

Owner's Name _____

Address _____

Town _____ State _____

Model No. _____ Serial No. _____ Engine No. _____

Ign. and Door Key No. _____ Glove Comp. and Trunk Key No. _____

Selling Dealer's Firm Name _____

Town _____ State _____

American Motors Zone _____

Delivery Date _____

Dealer's Signature

# 1,000 MILE INSPECTION AND ADJUSTMENT SERVICE

- Complete chassis lubrication.
- Check distributor dwell.
- Check ignition timing.
- Check carburetor idle speed.
- Inspect for oil and coolant leaks.
- Inspect operation of horn and windshield wipers.
- Inspect operation of all instruments and accessories.
- Inspect pedals for clearance and operation.
- Inspect steering connections.
- Check toe-in.
- Check power steering operations and fluid level.
- Check automatic transmission fluid level and inspect for leaks.
- Drain and replace engine oil.*
- Replace oil filter.*
- Road test car for proper performance and operation, in accordance with factory specifications.

There will be no charge for the inspection and adjustments listed above except for chassis lubrication, engine oil change, oil filter change and fluids used.

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

## 1,000 MILE INSPECTION AND ADJUSTMENT SERVICE

- Complete chassis lubrication.
- Check distributor dwell.
- Check ignition timing.
- Check carburetor idle speed.
- Inspect for oil and coolant leaks.
- Inspect operation of horn and windshield wipers.
- Inspect operation of all instruments and accessories.
- Inspect pedals for clearance and operation.
- Inspect steering connections.
- Check toe-in.
- Check power steering operations and fluid level.
- Check automatic transmission fluid level and inspect for leaks.
- Drain and replace engine oil.*
- Replace oil filter.*
- Road test car for proper performance and operation, in accordance with factory specifications.

**1,000 MILES**

There will be no charge for the inspection and adjustments listed above except for chassis lubrication, engine oil change, oil filter change and fluids used.

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

## 5,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 5,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## 9,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 9,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## 13,000 MILE PROTECTIVE MAINTENANCE SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 13,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type)**

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

## 5,000 MILES

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

** See "Engine Oil Changes" for varying conditions.*
*** This service is to be performed free of charge.*

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type)**
- Clean crankcase vent valve (if so equipped).
- Clean oil filler cap.

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

## 9,000 MILES

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

** See "Engine Oil Changes" for varying conditions.*
*** This service is to be performed free of charge.*

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type).**
- Replace fuel filter element.

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

## 13,000 MILES

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

** See "Engine Oil Changes" for varying conditions.*
*** This service is to be performed free of charge.*

17,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

21,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

25,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials



## 17,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## 21,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## 25,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type)**
- Clean crankcase vent valve (if so equipped).
- Clean oil filler cap.

RECOMMENDED SERVICES AS NEEDED:
(Check Items Required):

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

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

*** This service is to be performed free of charge.*

**17,000 MILES**

---

REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor (dry type).**

RECOMMENDED SERVICES AS NEEDED:
(Check Items Required):

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

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

*** This service is to be performed free of charge.*

**21,000 MILES**

---

REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder. (Repeat every 2,000 miles. See "Lubrication".)
- Replace carburetor air cleaner element (dry type).
- Clean and re-oil carburetor air cleaner (oil bath type).
- Inspect front wheel bearings, adjust and lubricate.
- Replace fuel filter element.
- Clean crankcase vent valve (if so equipped).
- Clean oil filler cap.

RECOMMENDED SERVICES AS NEEDED:
(Check Items Required):

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

**25,000 MILES**

29,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____ _____
Date Initials

## 29,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## Notice of New Car Tire Guarantee

(TO BE COMPLETED BY SELLING CAR DEALER)

*The tires on your new automobile are, in addition to the Manufacturer's Lifetime Tire Guarantee against defects in material and workmanship without limit as to time or mileage, guaranteed against normal road hazards for 24 months after delivery date of your automobile.*

*In case of tire difficulty, surrender this notice to any tire dealer representing the manufacturer of the tires on your automobile.*

*Owner's Name*_____ *Car Dealer*_____

*Delivery Date*_____ *City and State*_____

*Upon surrender of this notice to a tire dealer, he will issue a tire guarantee certificate covering all tires on your car.*

33,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____ Miles

BY

_____
Dealership

_____
Town

_____
Date Initials

## 33,000 MILE

### PROTECTIVE SERVICE

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

DATE_____, 19_____

_____
Owner's Signature

## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder (repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type).**

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

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

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

*** This service is to be performed free of charge.*

# 29,000 MILES



## REQUIRED SERVICES:

- Change engine oil.*
- Change engine oil filter.*
- Complete chassis lubrication, including check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear, Oil Bath Air Cleaner (if so equipped) and Brake Master Cylinder (Repeat every 2,000 miles. See "Lubrication".)
- Clean carburetor air cleaner (dry type).**
- Clean crankcase vent valve (if so equipped).
- Clean oil filler cap.

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

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

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

*** This service is to be performed free of charge.*

# 33,000 MILES

# RAMBLER PROTECTIVE SERVICE GUIDE

| OPERATION | Mileage (seasonal) Intervals (after the 1,000 Mile inspection) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2,000 | 4,000 | 8,000 | 12,000 | 25,000 | As Required | 12 mos. | 24 mos. |
| Complete chassis lubrication, including check for correct level of fluids and lubricants | X | | | | | | | |
| Change engine oil* | | X | | | | | | |
| Change engine oil filter* | | X | | | | | | |
| Clean carburetor air cleaner (dry type) | | X | | | | | | |
| Engine tune-up | | X minor | X major | | | | | |
| Adjust clutch pedal | | X | | | | | | |
| Check front end, align if necessary, rotate tires (4,000-8,000 miles) | | 4,000 8,000 | | | | | | |
| Clean crankcase vent valve (if so equipped) | | | X | | | | | |
| Clean oil filler cap | | | X | | | | | |
| Replace fuel filter element | | | | X | | | | |
| Inspect brakes parts and linings | | | | X | | | | |
| Check steering gear adjustment | | | | X | | | | |
| Clean and re-oil carb. air cleaner (oil bath type) | | | | X | | | | |
| Inspect front wheel bearings, adjust and lubricate | | | | | X | | | |
| Replace carburetor air cleaner element (dry type) | | | | | X | | | |
| Add solvent to windshield washer | | | | | | X | | |
| Inspect and test air conditioning system | | | | | | | X | |
| Check cooling system, cylinder head torque, and thermostat | | | | | | | X | |
| Drain cooling system and refill with DOW-GARD FULL-FILL coolant** | | | | | | | | X |

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

# SPECIFICATIONS

| | L-Head | OHV |
|---|---|---|
| Wheelbase | 100″ | |
| Length | 173.1″ | |
| Width | 70.0″ | |
| Height (Loaded) Sedan | 56.2″ | |
| Height (Loaded) Station Wagon | 56.4″ | |
| Tread—Front | 54.6″ | |
| Rear | 55.0″ | |
| Tire Size, Standard | 6.00 x 15 | |
| Optional | 6.50 x 15 | |
| Tire Pressure Lbs. Cold (See Page 35) | 24 lbs. | |
| Horsepower, Taxable | 23.44 | |
| Horsepower, Standard | 90 @ 3800 RPM | 125 @ 4200 RPM |
| Optional | | 138 @ 4500 RPM |
| Torque, Lb. Ft. Standard | 160 @ 1600 RPM | 180 @ 1600 RPM |
| Optional | | 185 @ 1800 RPM |
| Bore | 3⅛″ | |
| Stroke | 4¼″ | |
| Displacement, Cu. In. | 195.6 | |
| Compression Ratio | 8.0:1 | 8.7:1 |
| Capacities—See Page 00 | | |
| Spark Plug | H-10 (Champion), | H18Y (Champion) |
| Spark Plug Gap | .033″-.037″ | |
| Distributor Point Gap | .018″ | .016″ |
| Cam Dwell Angle | 31° to 34° | |
| Breaker Arm Tension | 17 to 21 Oz. | |
| Ignition Timing | | |
| Reg. Fuel, All Trans. | 3° B.T.D.C. | |
| Prem. Fuel, All Trans. | 6° B.T.D.C. | |
| Reg. Fuel, Manual Trans. | | 8° B.T.D.C. |
| Prem. Fuel, Manual Trans. | | 12° B.T.D.C. |
| Reg. Fuel, Auto. Trans. | | 10° B.T.D.C. |
| Prem. Fuel, Auto. Trans. | | 14° B.T.D.C. |
| Firing Order | 1, 5, 3, 6, 2, 4 | |
| Tappets | Solid | |
| Valve Clearance | .016″ Int—.018″ Ex. (cold) .012 Int.—.016″ Ex. (hot) | |
| Caster | ±¼°, 0° desired | |
| Power Steering | +1½° to +2°, +2° desired | |
| Camber | +¼° to −¼°, 0° desired right, +¼° left | |
| Toe-In | 1/16″ to 3/16″, ⅛″ desired | |

# Rambler Accessories




Ask your Rambler Dealer for a copy of the 1963 Accessory Catalog. See the complete line of approved accessories, car care materials, and chemical items to add beauty, safety, and convenience to your motoring pleasure.

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Litho in U.S

## KEY TIPS FOR TOP FUEL ECONOMY...

1. A properly tuned engine assures maximum efficiency.
2. Allow sufficient time for a trip to avoid excessive speed, a steady pace is more efficient.
3. Avoid quick starts, stops and erratic driving.
4. Look ahead and adjust speed for red lights to avoid unnecessary stops.
5. Avoid fuel-consuming, long engine idling periods.
6. Shift quickly into high gears to achieve further fuel savings. Start gently with automatic transmission.
7. Use the specified motor oils & lubricants to reduce unnecessary friction.

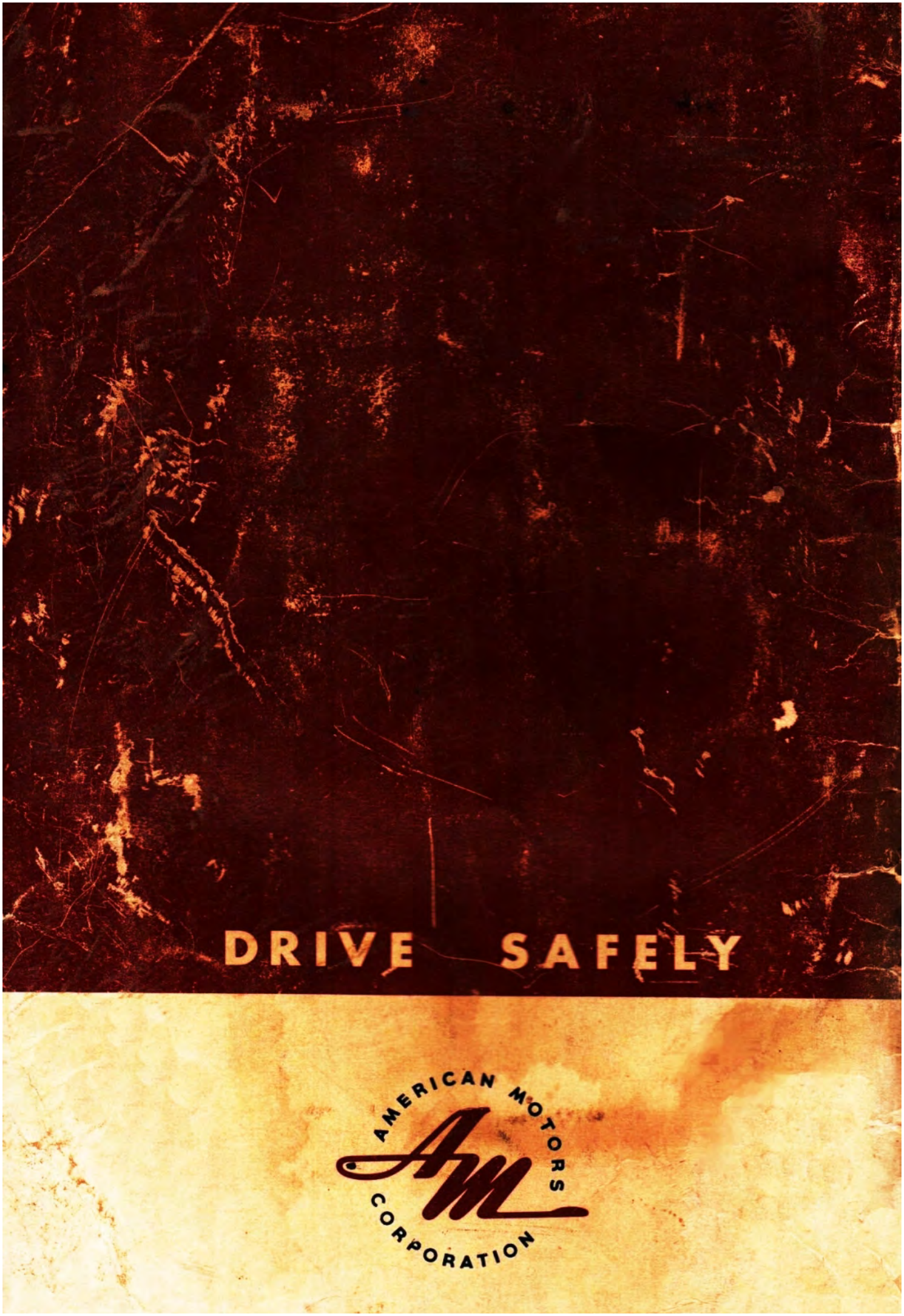
Remember: Top fuel economy can only be obtained with proper driving technique.

PARTS Rambler SERVICE

**GENUINE RAMBLER**

**PARTS & SERVICE,,,**

**your best value**


DRIVE SAFELY
AMERICAN MOTORS
CORPORATION