1965
RAMBLER CLASSIC
OWNER'S MANUAL



YOU WILL SOON RECEIVE BY MAIL AN . . . OWNER IDENTIFICATION CARD KEEP IT IN THIS HANDY POCKET AT ALL TIMES

AND, KEEP THIS OWNER'S MANUAL IN THE GLOVE BOX AT ALL TIMES! (YOUR DEALER CAN SERVE *YOU* BETTER IF YOU DO)



This card is designed for your protection. It will prove most helpful for both you and your dealer. When you receive this card, slip it into the handy pocket of this manual which should be kept in the glove box. 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. And, a review of the information in this manual will prove helpful in proper operation and maintenance of your car.

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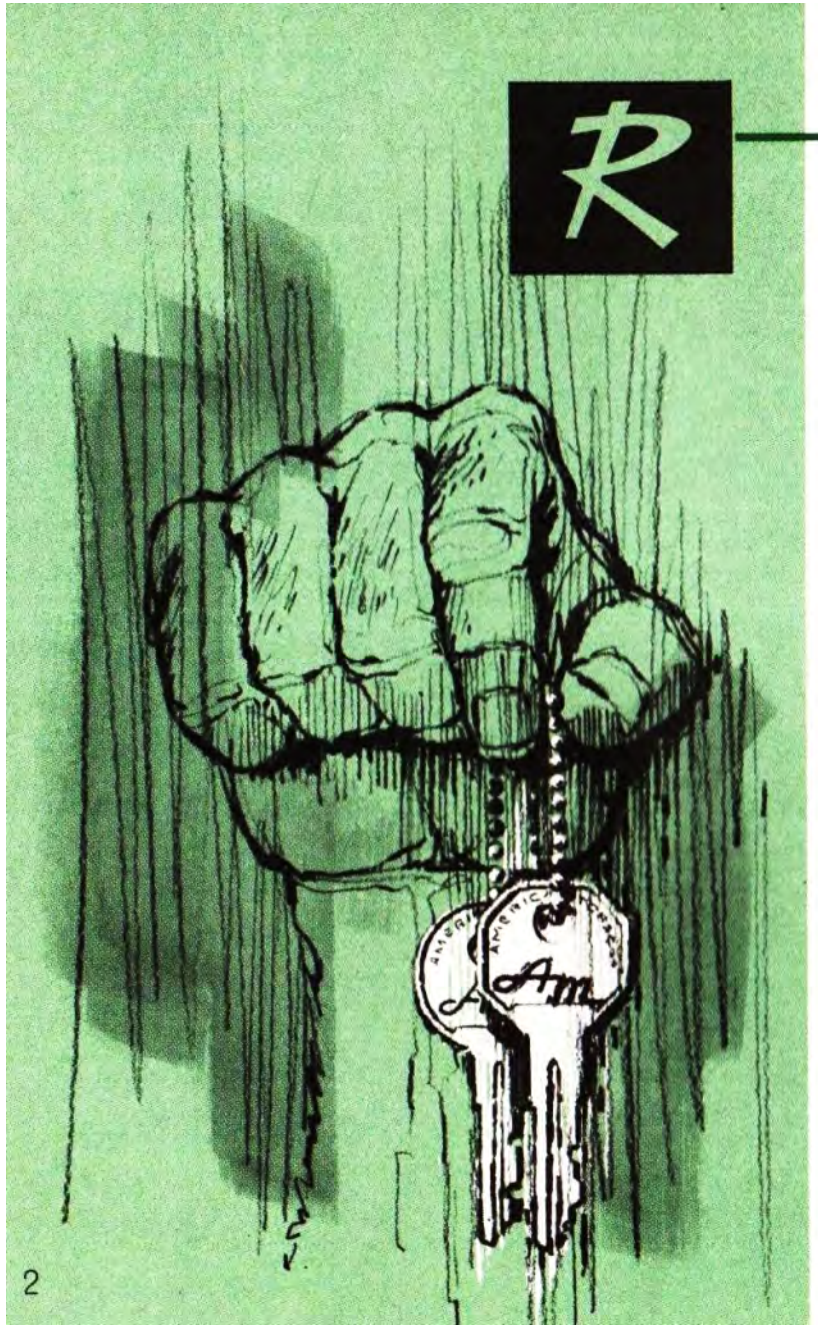
IMPORTANT: Please keep this manual in the glove compartment as the Inspection and Warranty coupons are required at time the services are performed.

Be sure to read Break-In Instructions on page 34 before operating your new car.



The Key to Your Rambler

Welcome to the ever-growing family of Rambler owners. We are pleased that you have selected one of our 1965 Rambler models as your new car. We are certain that you will enjoy your new Rambler and the motoring experiences ahead.

Your new car deserves the care and consideration that you would give to any valuable possession. This owner's manual has been designed to acquaint you with the necessary information on the operation, driving, and maintenance that will aid in extending economical and efficient operation.

There are many unique and convenient features engineered into your quality-built Rambler. We suggest you read the manual to fully acquaint yourself with the many interesting and noteworthy points on all phases of car care and operation.

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

AMERICAN MOTORS CORPORATION
14250 Plymouth Road
Detroit, Michigan 48232

"GREAT CARS SINCE 1902"

OPERATING INFORMATION

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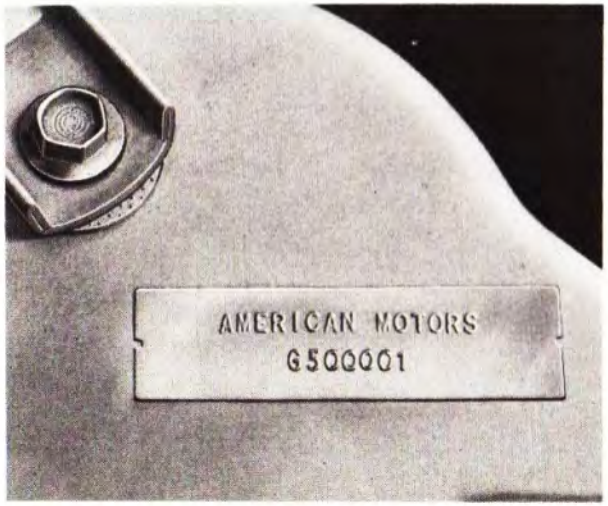
IDENTIFICATION

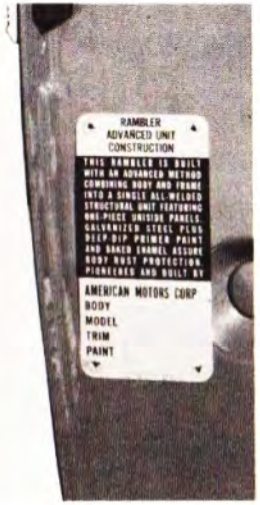
Serial and model numbers are provided for documentary and identification purposes.

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 rear edge of the left front door.

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





YOUR RAMBLER

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

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

KEYS

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



LOCKS AND HANDLES

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

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

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

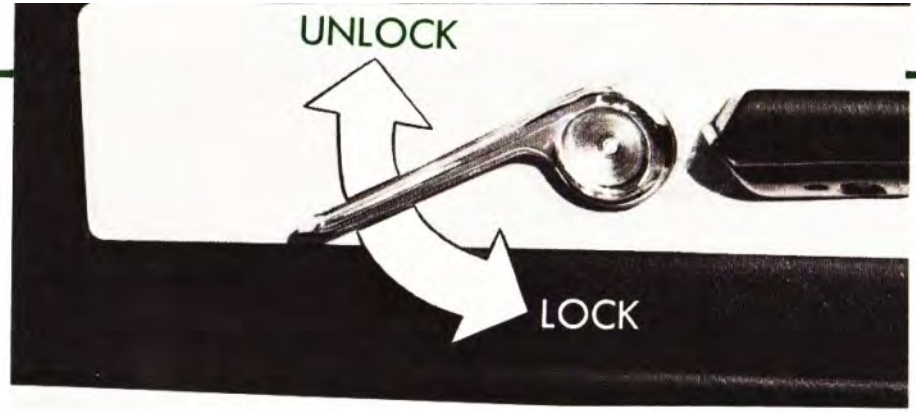
After leaving the car, lock the front door from the outside by inserting key in lock and turning toward rear of the car.

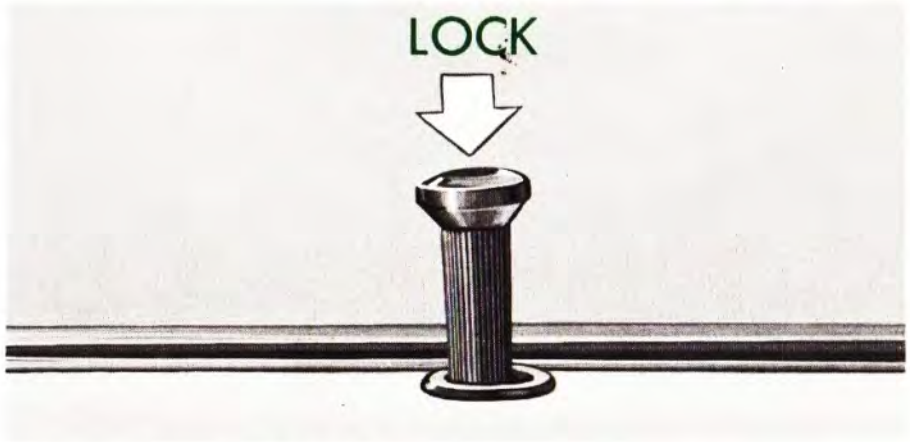
The rear doors may also be locked from the outside by pushing the lock button down when the door is open and then closing the door.

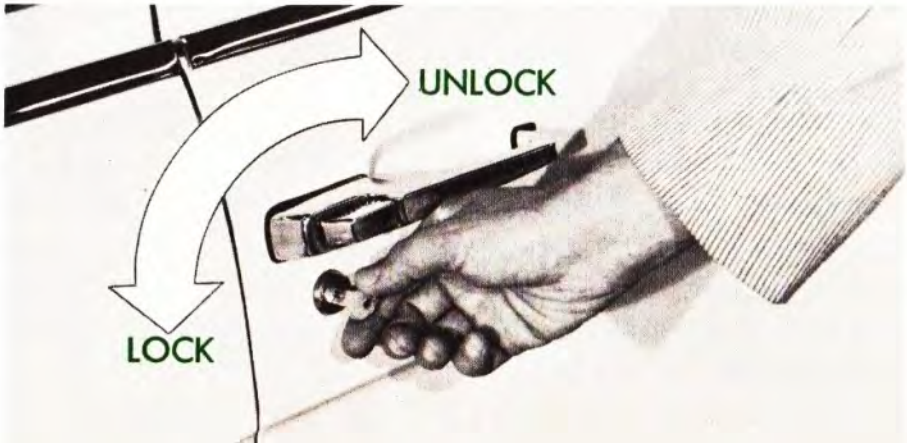
For greater safety while driving, lock doors from inside.

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

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 counterclockwise in the lock

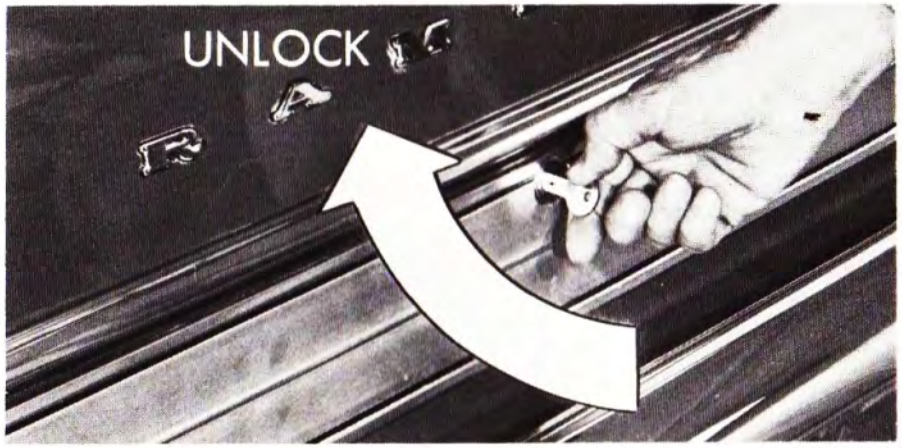






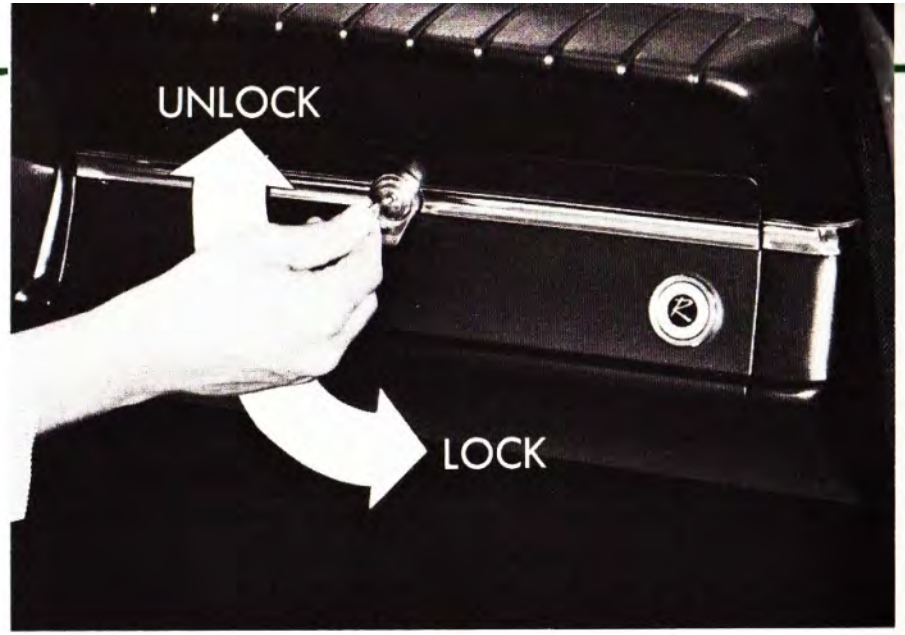
and remove the key. Some models use a push-button release (less key lock).

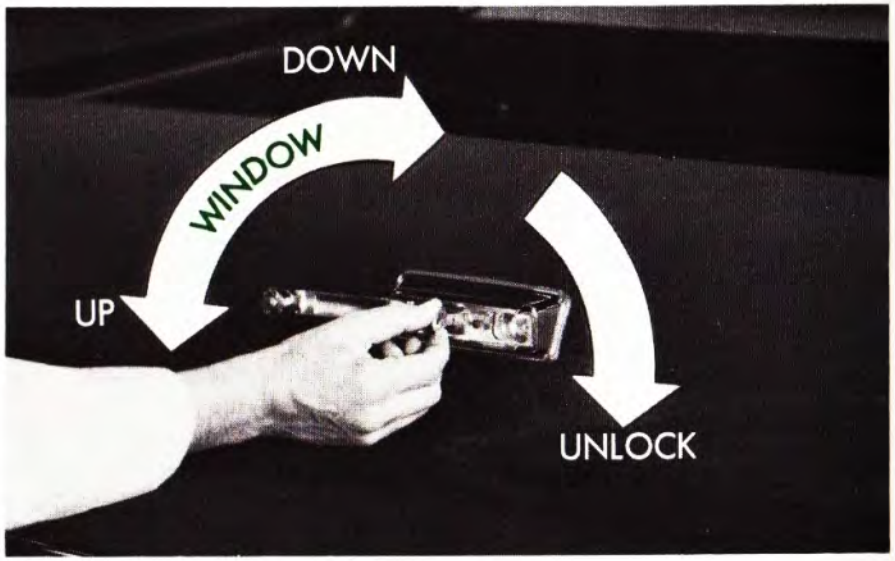
There is an additional key locked compartment on console equipped models (use glove box key). See page 28 for hidden compartment on station wagons.



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. To close the deck lid, push down at the center until the lock clicks.

Tailgate Lock. Unfold the window handle on two-seat models to permit unlocking of the tailgate with the ignition key, which then permits lowering of the window. It is necessary to lower the window completely to open the tailgate.



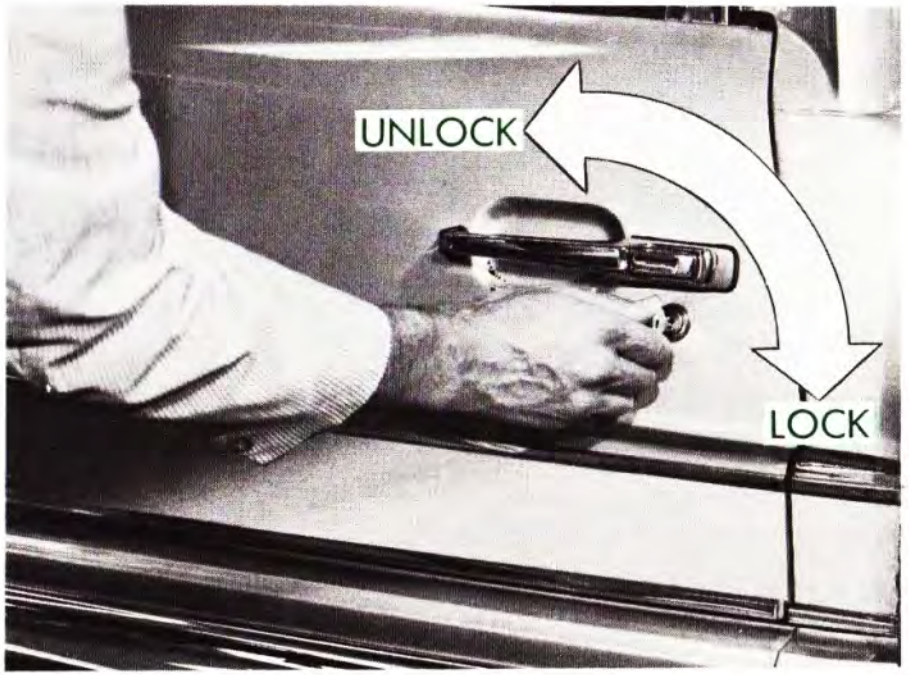


The window may be locked with the ignition key at any lowered position when crank handle is in a horizontal position with the crank knob to the left. Lock with the key and fold handle back into recess whenever it is desired to lock the tailgate.

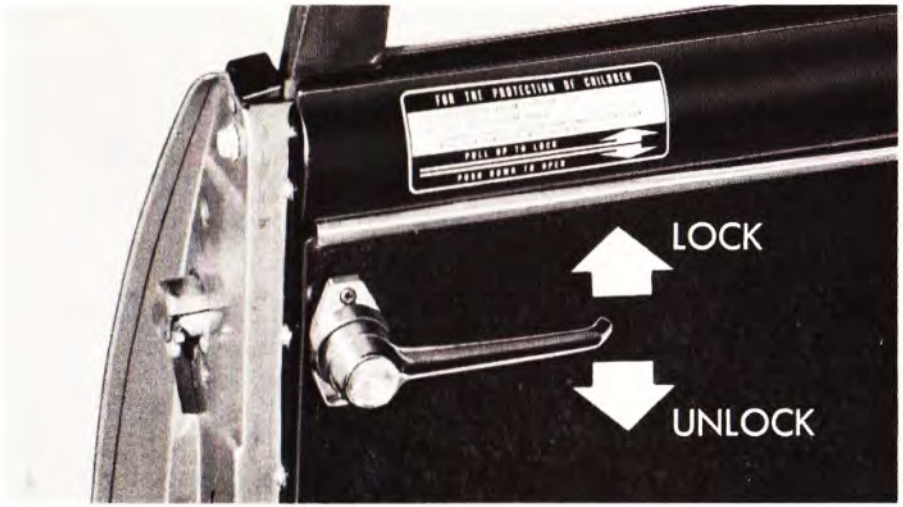
Release inside tailgate latch to lower the tailgate.



The side-hinged tailgate door on three-seat station wagons is locked with the ignition key. The door opens to the left to permit access to the third seat. Door cannot be opened from the inside when locked with the key from the outside or if the inside handle is moved up to the lock position. The window is lowered from the inside by means of the regulator handle located at the inside center of the door.



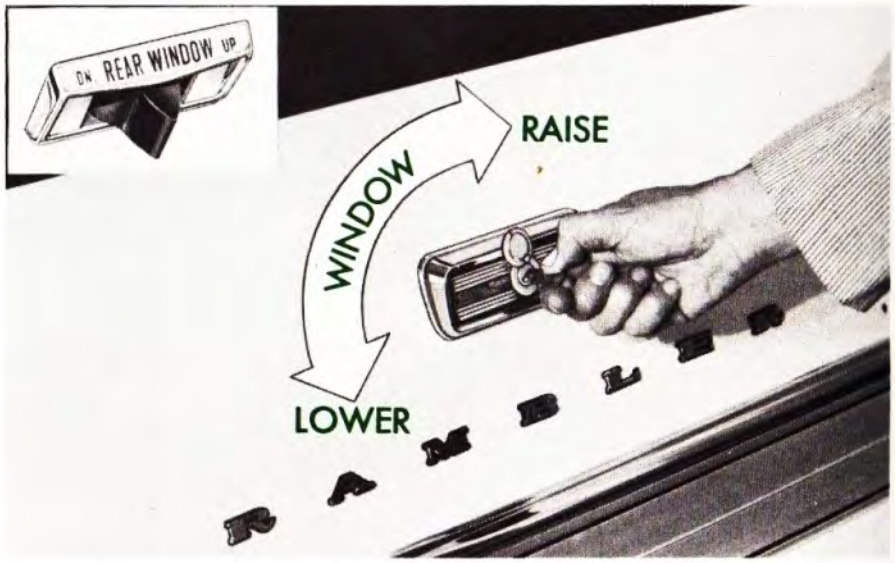
The door is equipped with a safety-lock feature for protection of the third seat passengers to prevent the door from being inadvertently opened from the inside. When locked from the outside with the ignition key, the safety-lock is automatically engaged and can only be opened with the key from outside.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



The window may be lowered with the crank located on the center of the inside panel.

CAUTION: When driving with 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 to scoop in fresh air.

Power-Lift Tailgate Window. This optional equipment feature for station wagons, permits tailgate window operation from inside the car. The remote control switch located on the instrument panel above the parking brake release is marked DN—REAR WINDOW—UP. Push to left to lower, and to right to raise. The ignition switch must be on, or in accessory position, handy only to the driver as a safety feature. The lower-hinged tailgate must be fully closed on two seat models before the window can be raised.



Direct control, independent of ignition switch, is possible outside the car for the lower-hinged tailgate by inserting ignition key in the tailgate key switch turning clockwise (to the right) to raise or counterclockwise (to the left) to lower.

Direct control is not used on the side-hinged tailgate door since the door is equipped with an outside handle and lock.

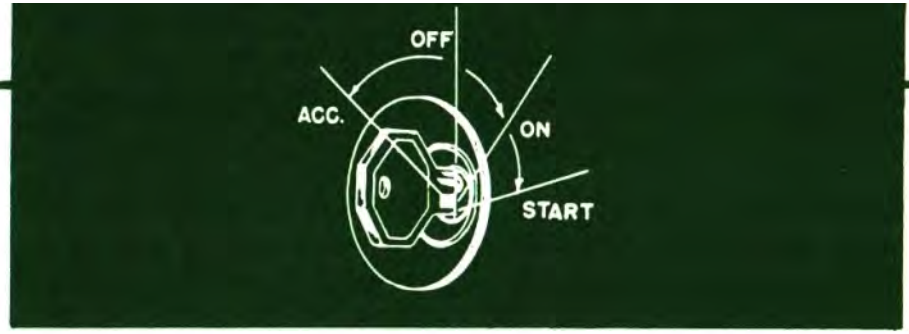
Hood Lock. The hood lock release lever is located in the opening below the center of the grille. To release hood, reach in and pull the release lever forward.

The hood will snap partly open due to the spring loaded hood catch being released. Pull the release lever all the way forward which will release the safety catch and enable the hood to be raised. Counterbalance springs will hold the hood in the full-raised position.



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

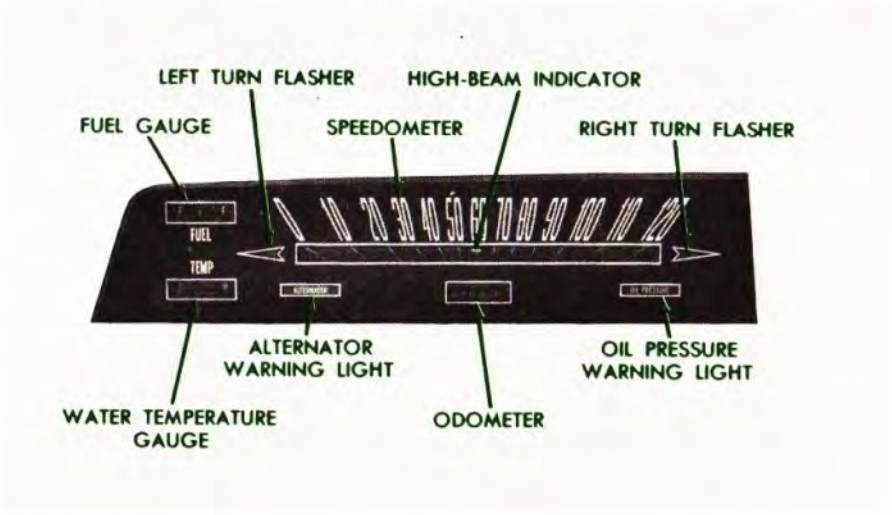
Ignition Switch. The octagonal head ignition switch key is used to start the engine. (NOTE): Place the gear selector lever in neutral (Park or neutral on automatic transmission equipped cars) before starting engine. Turn key to extreme right to start engine. Spring tension will

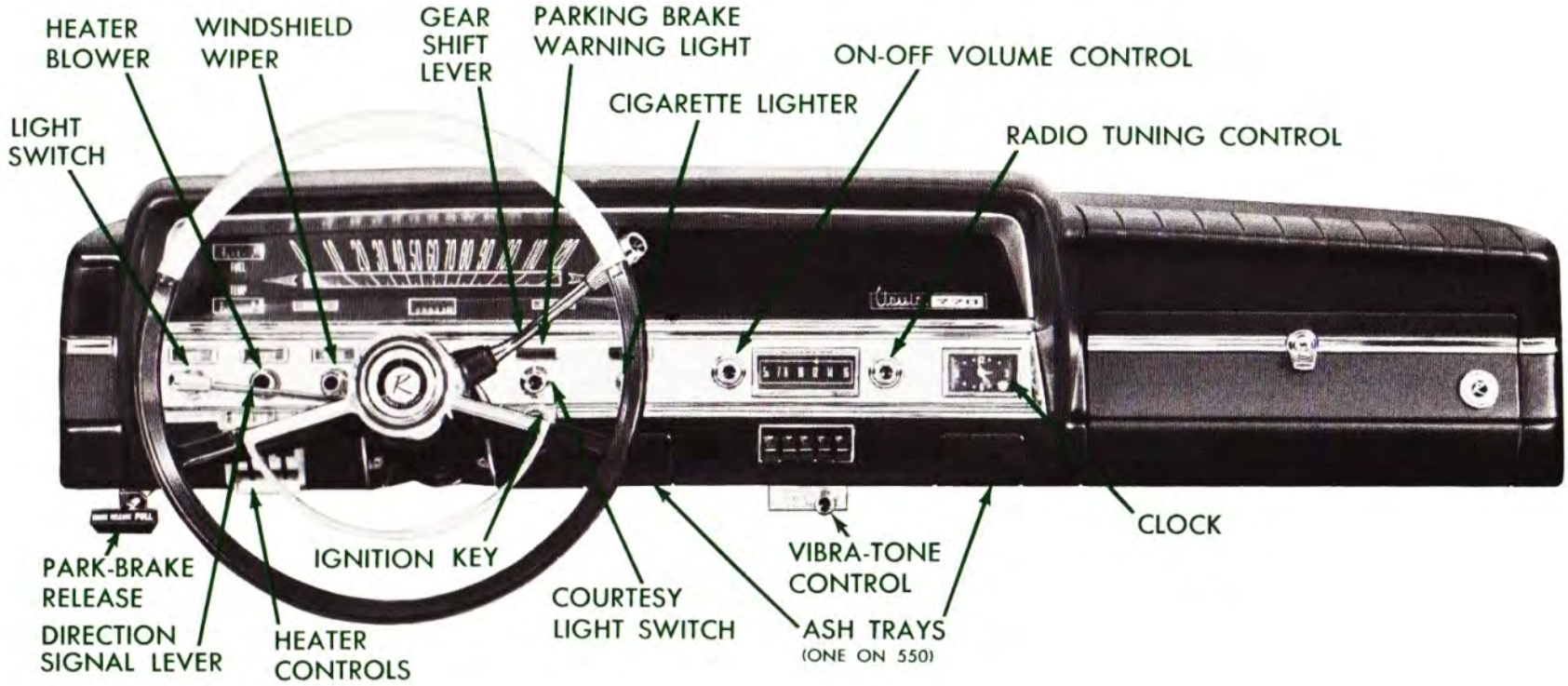


return key to normal position. Turn key to left to allow accessory operation without running engine. See "Starting" on page 35 for choke setting.

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 light flashes 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 OIL PRESSURE warning light glows red if the engine oil pressure is too low. The ALTERNATOR warning light glows red indicating alternator no-charge or battery discharge. Under all conditions, both warning lights should 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 13) controls high- or low-beam headlights.

Directional Signal Control Lever. Move lever down to indicate left turn; left turn indicator will flash on instrument cluster. Move lever up to indicate right turn; right turn indicator will flash. Lever returns automatically. Return lever manually on gradual turns.

Windshield Wiper. Vacuum . . . Pull knob out for speed desired. Electric (optional) . . . Rotate knob clockwise for speed desired. See page 40 regarding blades.

If equipped with windshield washers, a foot-operated pump control is located near the headlight dimmer switch on the left side of the toe-board. Rambler All-Seasons Washer Solvent mixed with water aids cleaning and assures against solution freezing in the system. In freezing weather, warm the windshield with defroster before using washers. Prior to driving, spray on Rambler Windshield De-Icer to ease removal of ice. Use scraper with plastic or rubber blade.

Mirror. The inside rear view mirror can be adjusted to one of two heights by revolving it 180°.

Gear Shift Selector Lever. Operation outlined on pages 18 to 25.

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

AM Radio. The fully-transistorized push-button radio, is designed to make your driving more pleasant. The speaker is located at the top center of the instrument panel. Provisions have been made to allow the installation of an additional speaker on the rear package shelf. A rear-seat speaker is optional on sedans and hardtops. The outer right control knob is the speaker "mixer" control when equipped with the Duo-Coustic rear seat speaker.

Five push buttons are used for station selection. The 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 tone control on the outer knob.

Setting the Push Buttons. Set the push buttons in daytime because interference from weak stations is stronger at night. Set tone control on center position, extend antenna to limit, and push the first left selector button up as far as it will go. Tune in the first station desired (at left of dial) with manual tuning knob. Press button firmly downward 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.

Antenna Trimmer. To properly trim the antenna to the radio, extend the antenna full length and park the car in an open area away from buildings, power lines, street car tracks, and anything that might create interference. Select a weak signal station near the high end of the frequencies between 1400 and 1600 kilocycles. Adjust the antenna trimmer knob on the back of radio chassis for maximum reception (recessed screw for AM/FM radio).

Vibra-Tone Sound System. This optional sound system for the rear seat speaker, designed to produce a unique vibrating-tone effect, is powered by an amplifier located in the trunk. The operating control is located under the center of the instrument panel. To operate the front speaker only, push knob in and rotate to extreme counterclockwise position; with the control rotated to the extreme clockwise position, only the rear speaker will operate; with the control set at various mid-positions, both speakers will operate with variable volume.

To operate as a VIBRA-TONE control, pull knob out and rotate until the desired effect is reached. Adjustment of this control will vary with personal taste and the type of program. For instance, when listening to voice, you would want a small amount of VIBRA-TONE effect; when

The amplifier is wired through the ignition switch, therefore, when radio is not in use, push speaker control in.

AM-FM Radio. Select AM stations of your choice with the two right hand push buttons, the three left hand push buttons are for the FM stations of your choice. The push buttons may be set in the same manner described previously for the AM radio.

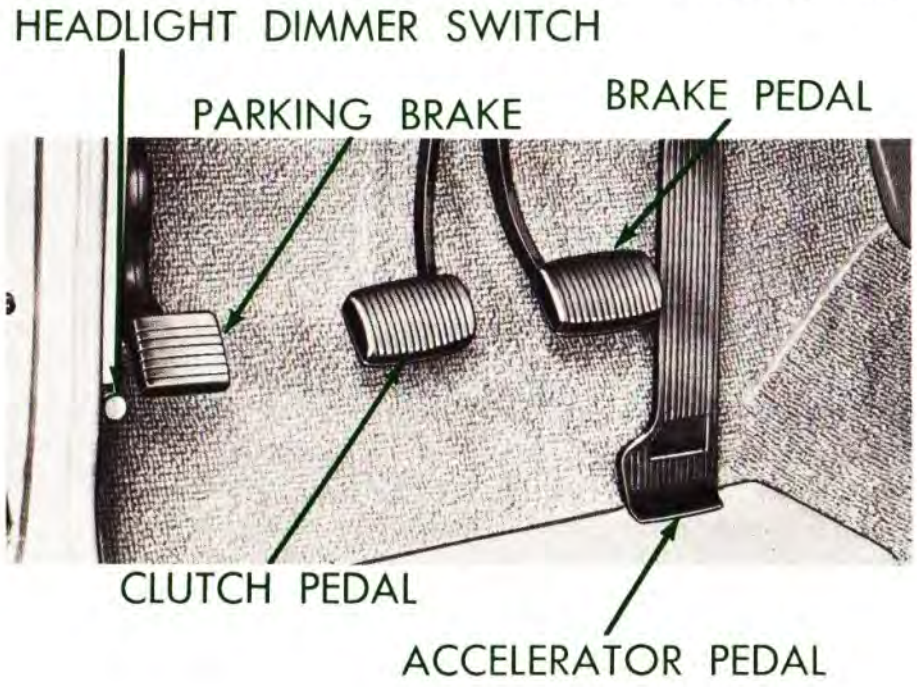
On the left, a dual knob provides on-off and volume control on the inner knob and tone control on the outer knob. The manual station selector knob is located on the right. To manually select an FM station, first push any FM button and select station desired with manual control. To manually select an AM station, first push either of the two buttons on the right and manually select the station desired.

FM range, is limited, therefore, reception may deteriorate in "fringe" areas while driving. Re-tuning the station may improve reception, if not, select a stronger station. For best FM reception, adjust the antenna height to about 30 inches from base to top.

Electric Wound Clock. (if so equipped) 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.

Courtesy Light Switch. (if so equipped) A light is located on each side of lower instrument panel. With doors closed, one position of switch turns on both courtesy lights. With switch in other position, courtesy lights operate automatically as doors are opened, along with domelight. The switch is on the face of the instrument panel, above the ignition key.

Parking Brake. With left foot, step on pedal firmly and all the way down to apply parking brake—maintain applied pressure and push further if necessary until brakes hold. To assist setting parking brakes, depress regular brake pedal at the same time with right foot. Pull "Brake Release" knob out to release brakes. An optional red warning light glows to indicate parking brake is set, when ignition key is turned 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.

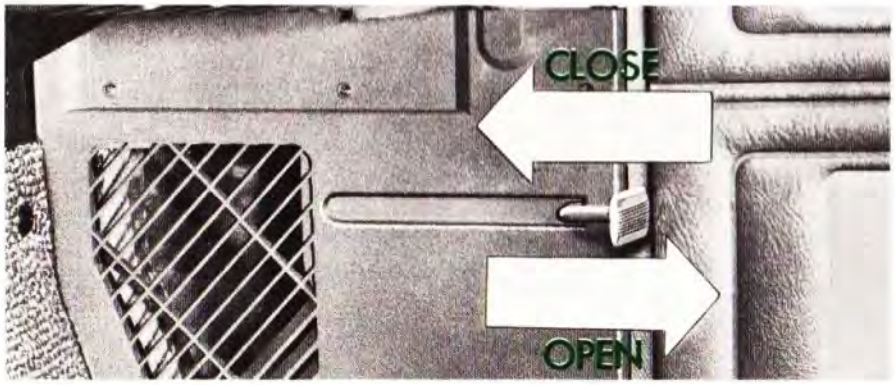
During first few hundred miles, avoid sudden stops since brake linings can set-in more uniformly with slow, gradual stops. (See pages 31, 36, 46).

WEATHER-EYE

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

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

For additional fresh air, move AIR lever in center of control console to the full down position. If you prefer ventilation from above the instrument panel, move the DEF lever to the full down position. To increase air-flow, turn FAN knob clockwise to low or high blower speed (plus mid-speed with air cond.).



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

Move AIR lever in center of control console to the full down position. During engine warm-up (until temperature pointer moves), keep this lever in the up position to reduce cold drafts.

Move TEMP lever on left side of control console down to the degree desired for thermostatically-controlled heat. For most efficient heating, turn FAN knob clockwise to low or high speed (plus mid-speed with air cond.).

For windshield defrosting, move AIR and DEF levers full down and turn FAN knob clockwise to low or high blower speed (plus mid-speed with air cond.).

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

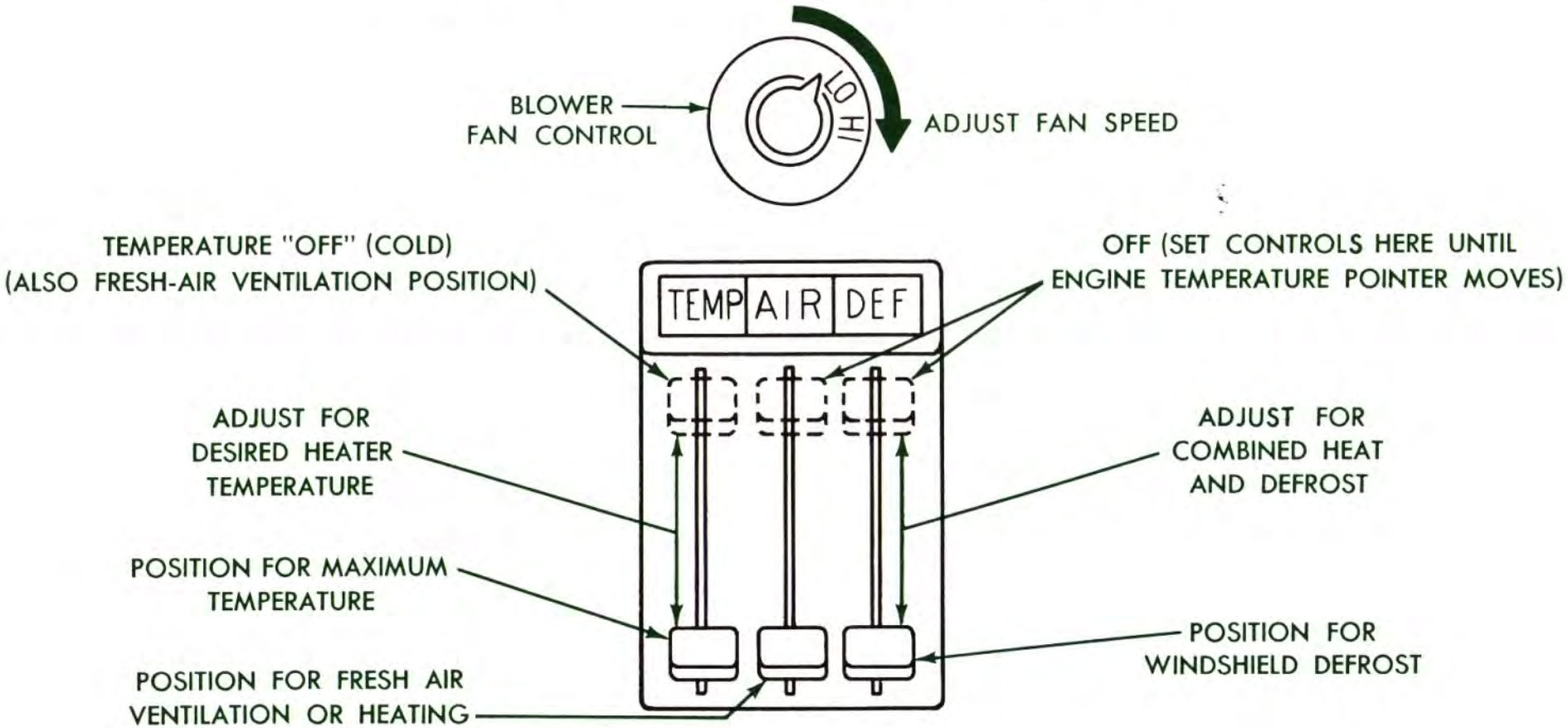
To direct more heat to rear seat passengers, the warm-up door on the heater-duct should be lifted open manually (at center, under the instrument panel, near floor).

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

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

WEATHER-EYE OPERATION

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



FOR IMPROVED FRONT AND REAR SEAT HEATING, OPEN WARM-UP DOOR ON HEATER DUCT (AT CENTER, UNDER INSTRUMENT PANEL, NEAR FLOOR). FOR INDIVIDUAL COMFORT, THIS DOOR CAN BE MANUALLY ADJUSTED TO DIFFERENT POSITIONS.

ALL-SEASON AIR CONDITIONING

Start engine before engaging air conditioning system. Turn FAN knob to OFF position.

The THERMOSTAT control located in the console below the panel must be turned to the OFF position.

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

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

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



Move the OUTSIDE AIR slide-control lever, located in the center-lower console, to full OFF (AIR COND.) position for most efficient air conditioning. The lever may be placed in intermediate positions between ON and OFF to mix outside air with the recirculating air.

Rotate air conditioning THERMOSTAT control clockwise to *start air conditioning* (also turn FAN knob) and turn to desired temperature range for cooling.

a. Turn progressively clockwise in COOL or COLD 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; coil freeze-up will result with loss of cooling.

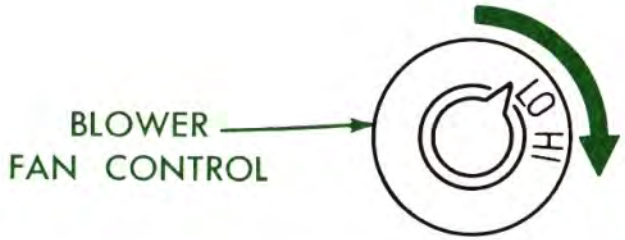
Turn FAN knob clockwise to low, medium or high blower speed. Use high blower speed to accelerate initial cooling.

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

To direct cool air on the floor, the FLOOR COOLING lever should be moved down manually (at center, under instrument panel, near floor). This feature can also be utilized when using the heater.

ALL-SEASON AIR CONDITIONING SYSTEM

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



ADJUST FAN SPEED & TO START SYSTEM

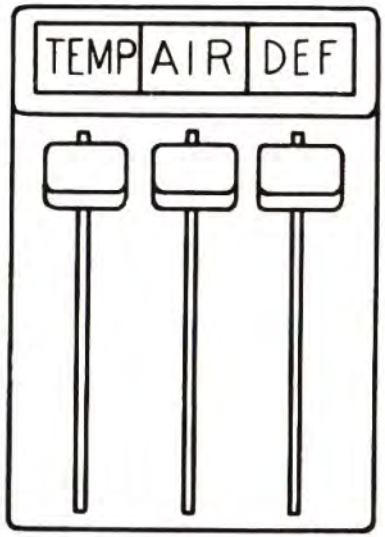
POSITION FOR HEATER OPERATION (AFTER ENGINE WARM-UP).

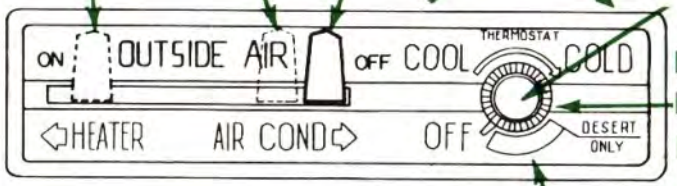
ADJUST TO BRING IN OUTSIDE AIR, TO MIX WITH COOL AIR AS DESIRED.

POSITION FOR MOST EFFICIENT AIR CONDITIONING.

ROTATE SWITCH CLOCKWISE TO START AIR CONDITIONING AND ADJUST THERMOSTAT TO DESIRED VARIABLE TEMPERATURE RANGE FROM "OFF" TO "CLICK" POSITION.

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





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



FOR AIR-CONDITIONED AIR-FLOW TO FLOOR, DEPRESS LEVER IN DIRECTION OF ARROW.

POSITION FOR MAXIMUM COOLING IN *DRY CLIMATES ONLY.*

FLASH-O-MATIC TRANSMISSION

The Flash-O-Matic transmission is offered as optional equipment. The following information describes in detail the operation of this 3-speed automatic transmission.

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 35 for choke setting.

P—Park . . . Internal Transmission Lock for Parking

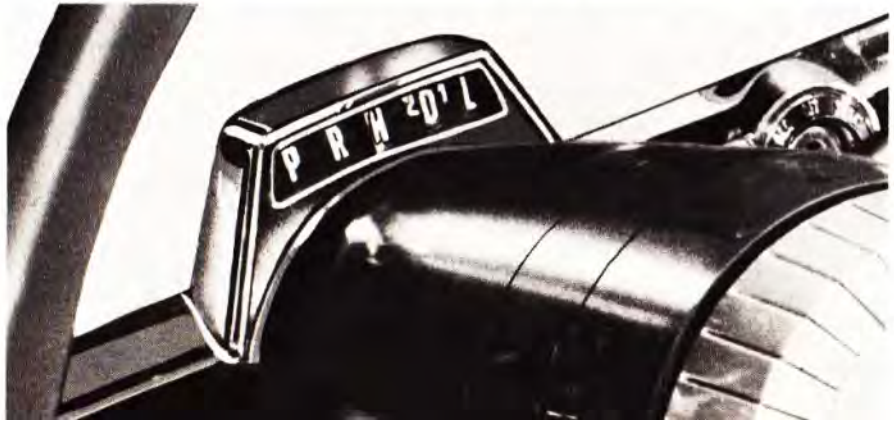
R—Reverse (use only when stopped)

N—Neutral

D2—2nd-Gear Start with Automatic Upshift to 3rd-Gear

D1—Complete Driving Range, 1st-Gear Start with Automatic Upshift to 2nd- and 3rd-Gear

L—Low-Range Drive, 1st-Gear Start with No Upshift



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 when 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.

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.

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.

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 automatically downshifts the transmission from 3rd-to-2nd gear. Also, a forced downshift from 3rd-to-1st gear can be made in the same manner when 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 "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. When descending long, steep mountain grades, the use of "L" range will aid in holding the car to a safe speed, and will also avoid the excessive use of brakes.

It is possible to change from either "D2" or "D1" selector positions to "L" position at any car speed. The gear selector lever must be lifted up slightly to place it in "L" (Low Range). When the gear selector lever is moved to "L" range above about 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 about 20 MPH with closed throttle.

CAUTION: The changes from either "D2" or "D1" 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 could induce a skid. On slippery roads, safety demands that the car speed be reduced by judicious use of the car brakes.

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 "D1" or "L" ranges. For longer periods or on steep hills, this practice is not recommended.

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

Pushing to Start Engine. Push car with gear selector in "N" (Neutral) until about 20 MPH or more is reached, turn on ignition, then move gear selector lever to "L" (Low) 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 transmission fluid 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, except 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 for the six and 475 RPM for the V-8 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."

SHIFT-COMMAND FLASH-O-MATIC

This option offers the convenience of automatic shifting coupled with the added feature of manually selecting the drive range desired for added performance.

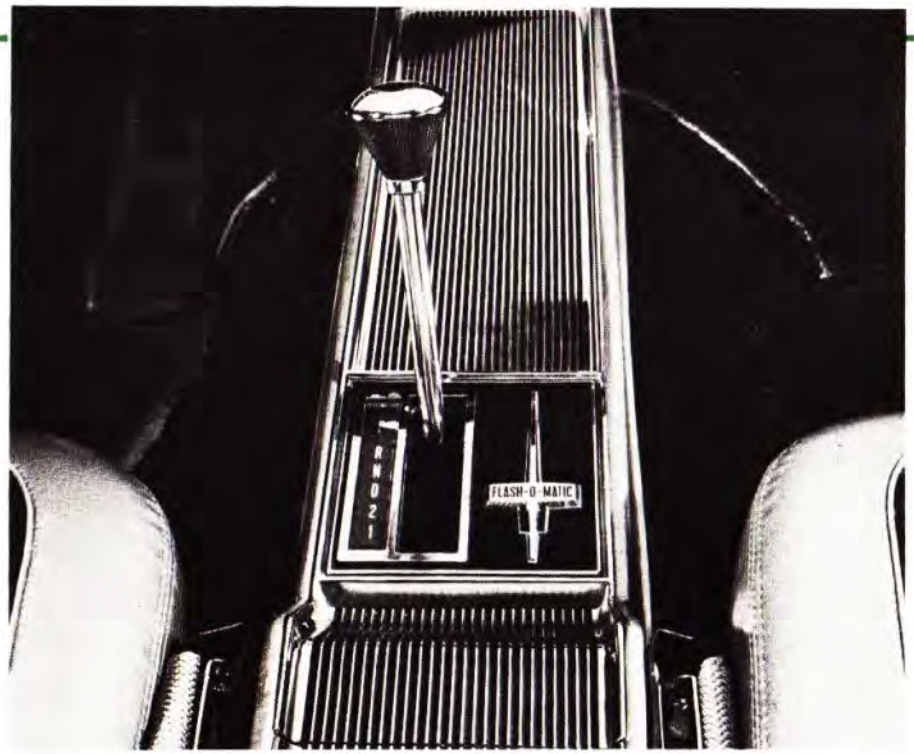
Generally, the function of the floor-shift transmission compares with the column-shift Flash-O-Matic.

P—Park . . . Internal Transmission Lock for Parking
R—Reverse (use only when stopped)
N—Neutral

D—Six: Normal Driving Range, 1st Gear Start with Automatic Upshift to 2nd- and 3rd-Gear.
D—V-8: Normal Driving Range, 2nd-Gear Start with Automatic Upshift to 3rd-Gear.

2—2nd-Gear Start with No Upshift
1—1st-Gear Start with No Upshift

The shift selector lever must be pressed slightly to the left to be moved into each desired shift or driving range.



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 position. See "Starting" on page 35 for choke setting.

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.

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.

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

"D"—Driving Range. Place the lever in "D" position after engine is started. On six-cylinder models, this position provides a 1st-gear start followed by an upshift to 2nd and then 3rd gear, plus downshift to 2nd gear automatically. On V-8's, this position provides a 2nd gear start followed by an upshift to high (3rd-gear), plus downshift to 2nd gear automatically. To obtain extra acceleration power from about 35 MPH up to about 65 MPH, depress accelerator pedal completely, beyond the added resistance, which actuates the downshift control from 3rd-to-2nd gear. The transmission will stay in

second until a speed of 63-72 MPH is reached or until the accelerator is momentarily released, upshift to third will occur automatically.

"2"—2nd Gear Driving Range. When the selector lever is placed in "2" the car will start and remain in 2nd gear.

To obtain extra acceleration power at any speed below 63-72 MPH with the selector lever in "D" range the transmission may be manually downshifted into 2nd gear by moving the lever to the "2" position and depressing the accelerator for the performance desired.

The transmission will remain in 2nd gear until the selector lever is returned to "D" position at which time the transmission will upshift to 3rd gear, unless speed is below the automatic shift-point, which in this case when reached, the upshift will be automatic.

"1"—1st Gear Driving Range. When the selector lever is placed in "1" the car will start and remain in 1st gear.

To obtain extra acceleration power with transmission in 2nd or 3rd gear, the transmission may be manually downshifted at any speed below 35-39 MPH by placing the selector lever in the "1" position and depressing the accelerator for the performance desired. The transmission will remain in 1st gear until the selector lever is returned to the position desired "2" or "D".

Manual Shifting. Start with selector lever in "1" and manually upshift to "2" and then to "D" while accelerating for the desired speed and performance. If selector lever is moved to "D" below speed at which automatic upshift would normally occur, the transmission will remain in 2nd gear until that speed is reached.

Downshifting is controlled by the transmission. If lever is moved from "D" to "2" above speed of 63-72 MPH with the accelerator released, the transmission will remain in 3rd gear until 65-59 MPH is reached, at which time it will shift into 2nd gear. If lever is in "2" and is moved to "1" above 20-24 MPH, it will stay in 2nd gear until deceleration reaches 24-20 MPH, then it will shift into 1st gear.

If selector lever is moved to "1" from "D" at speed above 63-72 MPH with accelerator released the transmission will progressively downshift to 2nd gear and then to 1st gear.

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

If the grade is unusually steep and slower descent is required, slow speed to below 24-20 MPH, move the gear selector lever to "1." The transmission will automatically downshift into 1st gear and remain until selector lever position is changed to "2" or "D."

CAUTION: Do not drive car in "1" or "2" driving ranges for sustained periods at high speeds resulting in excessively high engine RPM's.

For other information, refer to Flash-O-Matic pages.

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.

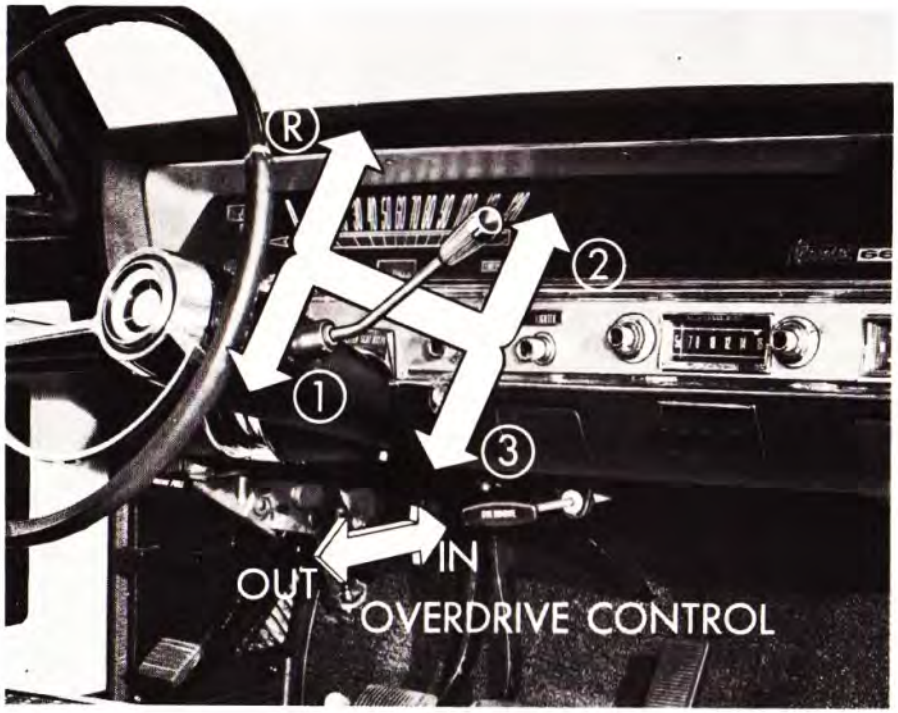
To stop, release accelerator, depress brakes and as the car slows down, depress clutch pedal and move gearshift lever to neutral. To prevent excessive clutch wear, do not rest your foot on the clutch pedal except when shifting.

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

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 25-30 MPH) and pull out the control knob. Below 20-25 MPH, the engine must be driving car—NOT coasting—when this shift is made.

With the overdrive control "in" and car moving at 25-30 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 25-20 MPH, the drive changes automatically from overdrive to standard drive.

With overdrive control "in", and at speeds from 25-30 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".

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

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.

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 25-30 MPH.

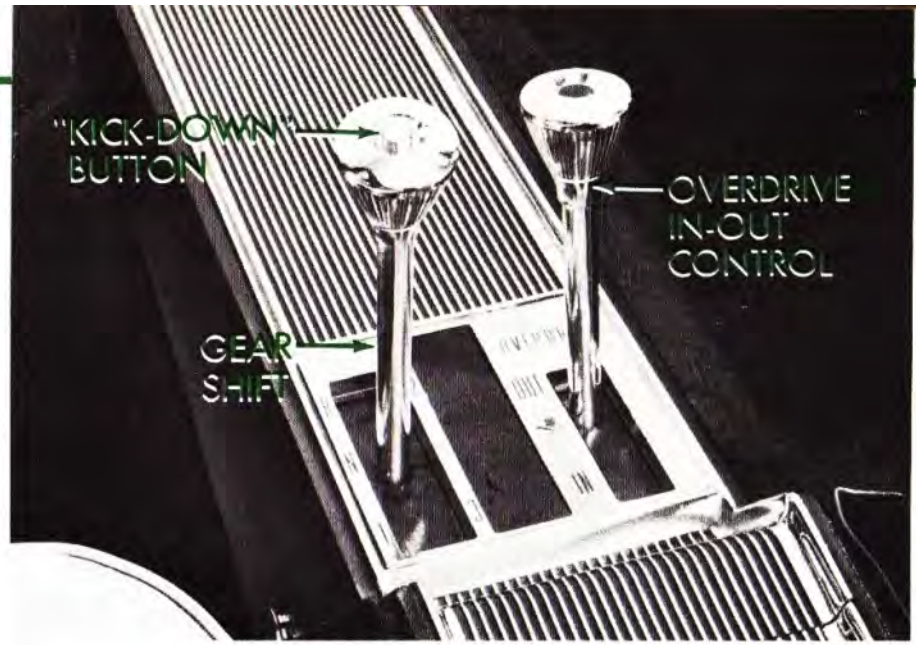
TWIN-STICK FLOOR-SHIFT

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 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 25-30 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 25-30 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 25-20 MPH, the engine must also be driving the car, not coasting, to accomplish the lock-out procedure.

CONVERTIBLE TOP OPERATION

Lowering the Powered Top. Stop the car and lower the side windows before you lower the top. Be sure the top-storage well is clear. 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 the top is nearly down. Pull top material and padding rearward from between the folding linkage. Then, lower top to full-down position. Slide front edge of boot (top cover) into channel on rear seat-back. Center the boot over the top and secure in place with snap fasteners.



Raising the Powered Top. Stop the car and remove the boot. Lower side windows to prevent interference. Turn the ignition key to operating or accessory position. Operate the TOP control switch and the top will automatically raise and settle on the windshield frame. Before fastening the top latches above the windshield, close rear window zipper. Push top down while lining-up the guide-studs with mating holes in the windshield frame. Press down on each of the two latch-handles making certain the hook is first engaged in the catch.

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.

STATION WAGON

To increase the cargo compartment space, the rear seat-back folds forward and lies flat on the rear seat cushion. Release manual latch behind each side of rear seat. Fold the seat-back down on the seat cushion.



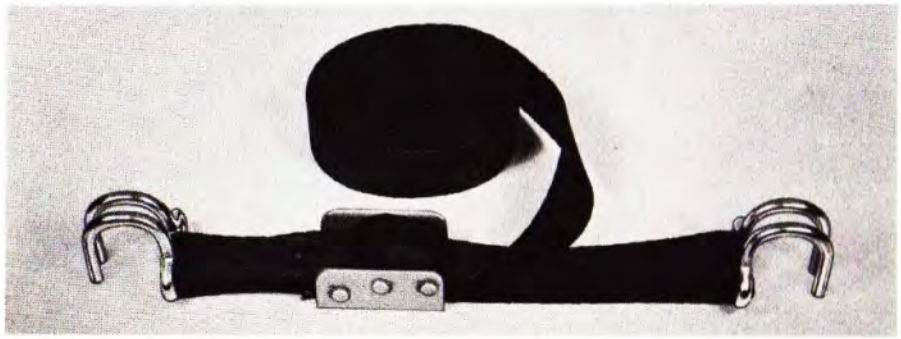
Three-Seat Station Wagon. This model provides a rear-facing seating arrangement for additional passenger accommodations. When the rear and third seats are lowered to the flat position, full cargo space is provided.

To place the third seat in cargo position, first pull the seat-cushion up with the assist strap and then rearward to rest on the rear panel lip. To fold the seat-back down, manually start the folding-action of the support arms located on both sides of the seat.

Additional hidden cargo space can be utilized under the third seat when folded down.







Aircraft-type nylon tie-down strips (shown), and luggage carriers, for the roof rack, are modest-cost accessories available at Rambler Dealers. See page 45 for load-carrying capacity.

An additional hidden storage compartment for valuables, tools, chains, etc. is concealed adjacent to the spare tire well, on the conventional station wagon model. It is next to the left side of the third seat in three seat models. On models with key lock, open in same manner as glove box with round-head key; models without key, push button for release.



Hidden Compartment for 2-Seat Models



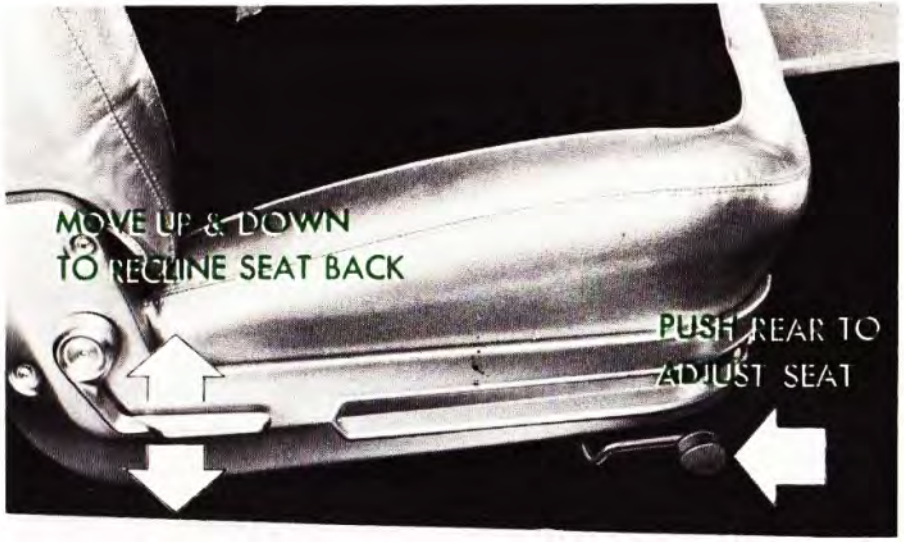
Hidden Compartment for 3-Seat Models

SEATING

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 slim bucket seats). This provides a handy storing position plus a comfortable armrest for driver and passenger.



Airliner Reclining Seat. Each of the front seat-backs are independently adjustable to seven positions. The seat-back may be lowered one position at a time by moving the control lever *up and down*, progressively to the desired 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



seat-back. The seat-back is easily raised without use of the lever by simply pulling the seat-back up to the desired position.

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-back provides reclining adjustments.

Reclining Seats for use as travel beds. A pair of seat-back supports will be furnished by your dealer at no additional charge upon request if bed conversion is desired. Place the front seat or seats in the full forward position. Lift rear seat cushion, pull back floor cover and install front seat-back supports in floor brackets.



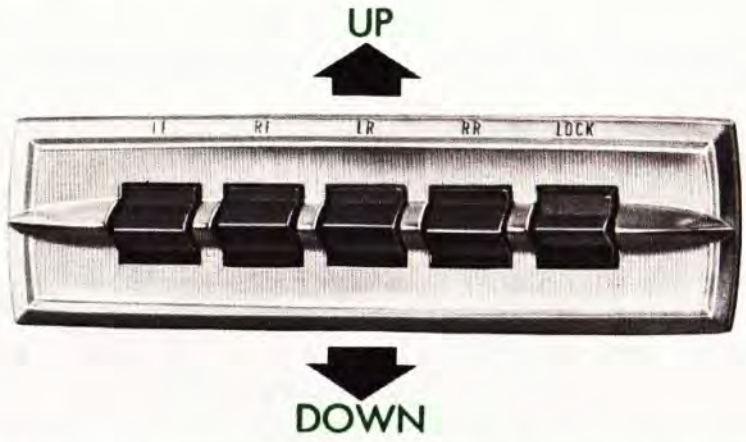
Lower the reclining front seat-back to the bed position. The use of pillows and bedding will help smooth out the seat contours. A special air mattress with built-in head-rest is available at modest cost from your dealer for greater comfort. Window screens are also available for insect protection. NOTE: The seat-back *cannot* be low-ered to the full-down bed position on hardtops or con-vertibles (except convertible with bucket seats).





OTHER OPTIONS

Power-Lift Side Windows. This power-assist equipment enables each side window to be operated by its own electric motor. An individual control button is provided for each side window, while a complete set of buttons on the driver's door enables remote control of all side windows including a fifth lock-out control which allows only the driver to operate the windows as a safety feature. Pressing a button up raises the window—pressing down lowers it. To operate windows, ignition must be "on" or in the accessory position.



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).

Powr-Saver V-8 Fan. The unit limits or reduces fan speed in relation to engine speed automatically with a viscous-flow coupling on the fan hub, which requires no driver or service attention. The reduction in fan speed reduces noise and horsepower losses, thereby offering efficiency gains in performance and fuel economy.

Parking Brake Warning Light. A "PARKING BRAKE" red light, located to the right of the steering column, remains on until park brake is released. Light operates only when ignition key is on.

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

Disc Brakes. The front disc brakes offer greater stopping ability plus anti-fade characteristics over a wide variety of conditions involving speeds, terrain and weather. You will soon become familiarized with the capabilities of the power disc brakes. Like regular brakes, disc brakes are self-adjusting and can be relined when required.

Road-Control Power Steering. Far less effort is required to park and steer with American Motors power steering. With the engine off, or if the power system fails, positive control can be maintained with increased steering effort. Check fluid reservoir every 4,000 miles.

Adjust-O-Tilt Steering Wheel. The adjustable steering wheel can be placed in one of seven different positions by lifting the small lever located below the turn signal on the left side of the steering column. Move the steering wheel to the desired position and release the adjustment lever to lock the wheel in position.

The wheel position may be changed while driving. The Adjust-O-Tilt Steering Wheel permits selection of the most comfortable position to suit individual taste and provide ease of entry and exit. The steering wheel is spring loaded, lifting the lever automatically raises the wheel to its uppermost position.



"Twin-Grip" Differential. The "Twin-Grip" differential 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.

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.

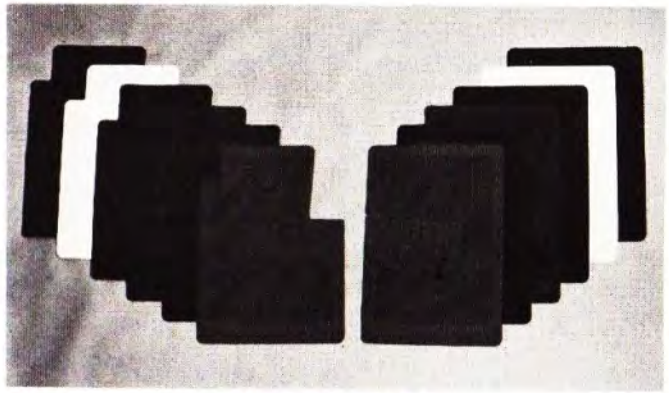
CAUTION: Cars equipped with "Twin-Grip" should not have the rear wheels balanced with an "on the car" type balancer. "Off the car" type balancers are recommended. The locking feature will cause the car to drive-off or throw the "chocks" used with this type balancer causing damage to the car or injury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

Seat Belts. Before fastening buckles, make sure belts are not twisted. Adjust belt length to hold you comfortably yet firmly in place, and wear belts low around hips. With optional retractable belts, the belt drum should be fully exposed to eliminate slack thus assuring tightness and safety. If your car is not equipped with seat belts, they can be easily installed by using *genuine* Rambler seat belts available at your dealer. Front seat belt attaching plates and rear seat location indentations are in your car to facilitate installation.

Adding to your motoring pleasure with genuine Rambler Accessories. Look for Rambler Identification . . . to be assured the accessories you buy are as quality built as your Rambler. Accessory Catalog shows all items with a few shown here.



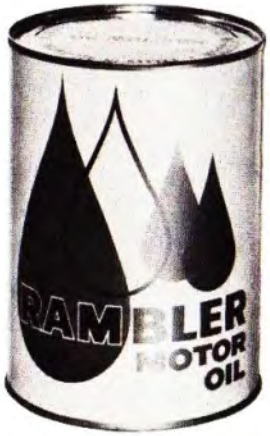
ALL-TRANSISTOR PUSH-BUTTON RADIO



FLOOR MATS



OUTSIDE MIRROR



RAMBLER MOTOR OIL



LOCKING GAS CAP

Only Rambler Dealers sell genuine Rambler Accessories

TIPS ON DRIVING

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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 the 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.

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

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

FUELS

The six-cylinder and two-barrel carburetor V-8 engines are designed to operate efficiently on "regular" grade gasoline. Detonation or "fuel knock" normally absent, is influenced by a number of factors such as amount of combustion chamber deposits, ignition timing, engine temperatures, atmospheric variables and other conditions.

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

On the high compression ratio V-8 engine with four-barrel carburetor (270 HP), premium fuel is required.

For owners who elect to use premium grade fuel, an advance in ignition timing is suggested (see page 60).

STARTING

FOR ALL WEATHER CONDITIONS: Place manual transmission in neutral, and automatic transmission in neutral or park. Depress accelerator at least halfway and release to pre-set automatic choke. Next, turn ignition key to extreme right to start engine.

ABOVE FREEZING: After warm-up, reduce engine speed by a sharp tap of the accelerator (before shifting).

BELOW FREEZING AND EXTREME COLD: After warm-up, it is not necessary to reduce engine speed prior to shifting unless speed is excessively high. If excessive, reduce engine speed by a sharp tap of the accelerator (before shifting). In extreme cold, it may be necessary to raise engine speed with accelerator after starting to keep engine running during warm-up.

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

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 since the exhaust gases contain large quantities of deadly carbon monoxide.

Standard or overdrive engine idle speed is 550 RPM for the Six, 500 RPM with air conditioning on. Idle speed for the V-8 is 475 RPM (also with air conditioning on). See page 20 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 39). 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. Addition of Rambler Fuel System Antifreeze prevents fuel line freeze in severe weather.

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

ECONOMY DRIVING

Fuel economy is dependent on many important factors including driving technique, weather, car care, equipment, and car design. 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 coupon-page 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 coupon-page 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 coupon-page in the back of this manual, and enclose your check or money order payable to American Motors Corp. for $5.00.

RECOMMENDED RAMBLER SERVICE

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

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

ENGINE OIL CHANGES

The initial change of oil and oil filter should be made at the first 4000 miles. This mileage and mileages for subsequent drains are affected by a variety of conditions. No single mileage figure can apply to all types of driving (see Mileage Chart on next page). 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 4000 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

Certified sequence-tested MS oils of highest quality, in multi-viscosity SAE 10W-30 and SAE 5W-20, are 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 minutes for oil level to stabilize to assure an accurate check. This is especially true on a cold engine. If the oil level is down to the ADD oil mark on the oil level gauge, add one quart of oil to bring it up to the FULL mark. DO NOT OVERFILL past FULL mark to help prevent high consumption. It is not unusual to expect oil additions between oil changes due to varying conditions of car usage. Crankcase capacity is 4 quarts (3.3 Imperial quarts). With the recommended filter change, capacity is 5 qts. (4.2 Imp. qts.).

OIL FILTER

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

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

The filter should be changed at the initial drain period, and every subsequent drain thereafter. The recommended Rambler Oil Filter Cartridge is available at Rambler Dealers.

POSITIVE CRANKCASE VENTILATION

Your Rambler is provided with a positive crankcase ventilation system which removes fumes from the crankcase and prevents dilution of the engine lubricating oil. In addition, it is designed to prevent the discharge of crankcase fumes into the atmosphere. Proper maintenance is required in order to maintain the advantages for which it was designed. Your authorized Rambler dealer is experienced in the proper servicing of this system. Refer to the Protective Service Guide (page 59) and the Protective Service coupon pages.

LUBRICATION

Your Rambler front suspension system and steering linkage are designed to be lubricated normally every 32,000 miles or 3 years, whichever occurs first, (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year). Your Rambler dealer has factory trained personnel and is equipped to properly lubricate the required points of lubrication at the recommended interval. Refer to the Protective Service Guide (page 59) and the Protective Service coupon pages for additional required and recommended intervals.

LUBRICATION RECOMMENDATIONS

Engine Crankcase	MS Certified Sequence-Tested Engine Oil (See page 39).
*Standard and Overdrive Transmission	SAE 80 Gear Lubricant. SAE 20W-20 or SAE 10W-30 Engine Oil. Automatic Transmission Fluid, Type "A", "AQ-ATF", Suffix "A".
*Flash-O-Matic Transmission	Automatic Transmission Fluid—Type "A", "AQ-ATF", Suffix "A".
*Rear Axle	SAE 90 Hypoid or Multi-Purpose to maintain level. "TWIN-GRIP"—A. M. approved lube available at Rambler dealers. (See page 31).
*Power Steering Pump Reservoir	Automatic Transmission Fluid Type "A", "AQ-ATF", Suffix "A". Fill reservoir until oil level is half-way up filler neck on 6 cyl. models, 1" below top of reservoir on V-8 models.
*Manual Steering Gear	Chassis Grease
*Brake Master Cylinder	Hydraulic Brake Fluid, Heavy Duty (SAE 70-R-3)
Front Wheel Bearings	Wheel Bearing Lubricant
Exhaust Control Valve	Graphite in kerosene or penetrating fluid.
Parking Brake and Gear Shift Linkage	Apply "Lubriplate"
Accelerator Linkage	Apply engine oil
Distributor Cam	Distributor Cam Grease (overhaul or point set replacement)
Front Suspension Ball Joints, Upper Trunnion Bearing, Steering Linkage Ball Joints, Clutch Linkage, and Steering Column and Gear Shift Linkage	Special chassis lubricant required normally every 32,000 miles or 3-years, whichever occurs first (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year). See your Rambler dealer.
Door and Window Weather Strips	Clean sealer rubbers and apply silicone oil.
Door Lock Striker Plates	Apply stick wax to pin, "Lubriplate" to slide.
Door Lock Cylinder	Apply silicone oil to key and insert in cyl., repeat several times.
Door Lock Claw	Apply stick wax to claw throat, engine oil to pivot
Door, Hood & Hinge Pivots	Apply engine oil
Trunk Lid Latch & Hinges	Apply "Lubriplate"
Station Wagon Tailgate Latch, Supports & Hinges	Apply engine oil
Glove Compartment Door Latch and Hinge	Apply "Lubriplate"

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

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

CAPACITIES

MEASURE SYSTEM	CRANK-CASE		TRANSMISSION								DIFFER-ENTIAL		COOLING SYSTEM				GAS TANK	
			Flash-O-Matic		Synchromesh			Overdrive					Without Heater		With Heater			
	Quarts		Quarts		Pints			Pints			Pints		Quarts		Quarts		Gallons	
	Six	V-8	Six	V-8	199 Six	232 Six 287 V-8	327 V-8	199 Six	232 Six 287 V-8	327 V-8	199 Six	232 Six & V-8	Six	V-8	Six	V-8	All exc. 3 Seat Wag.	3 Seat Sta. Wag.
U.S.A.	4*	4*	9	11	1.5	2.25	4	2.75	3.5	4	3	4	9.5	18	10.5	19	19	17
British Imperial	3.3*	3.3*	7.5	9.2	1.25	1.9	3.3	2.3	2.9	3.3	2.5	3.3	7.9	15.0	8.7	15.8	15.8	14.2

*With Recommended Filter Change, Add 1 Qt.

FUEL FILTER & AIR CLEANER

Replace fuel filter element (at fuel pump) first at 12,000 miles, then every 12,000 miles thereafter. Clean carburetor air cleaner element first at 4,000 miles, then every 4,000 miles thereafter, and replace at 24,000 miles (read instructions on air cleaner). Refer to the Protective Service Guide (page 59) and the Protective Service coupon pages.

WIPER BLADES

Wipers feature replaceable blades with neoprene 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 just above the 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 addition 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 & CIRCUIT BREAKERS

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



Circuit	Fuse Protection
Dome, Courtesy, Cargo, Trunk, and Glove Box Lights	9 Amps
Park, Tail, Instrument, Controls, License, Clock, Auto. Trans. Quadrant Lights	9 Amps
Instrument Gauges, Alternator and Oil Pressure Warning Lights, Park Brake Lights	4 Amps
Heater or Air Conditioning Blower Motor, A/C Clutch, Overdrive Circuit, and V-8 Automatic Transmission Wiring	20 Amps (30 with Air Cond.)
Stop-Turn Signal, Back-Up, Turn-Signal Indicator Lights	9 Amps

Headlights and beam indicator are protected by a 20-ampere circuit breaker located on the light switch.

Electric wipers are protected by a 6-ampere circuit breaker located on the control switch.

Power-lift side windows are protected by a 30-ampere circuit breaker located on the steering column bracket, and a 15-ampere circuit breaker located in each window.

Power-lift tailgate window is protected by one 25-ampere circuit breaker for the side-hinged tailgate door, two 25-ampere circuit breakers for the lower-hinged tailgate, located on the steering column bracket.

The overdrive relay is protected by a 15-ampere fuse located under the hood on the relay.

The radio has a 5-ampere fuse in the radio power line. Vibra-Tone speaker has a 5-ampere fuse in the feed wire.

The convertible top motor is protected by a 30-ampere circuit breaker located on the steering column bracket.

BULB CHART

Trade No. and Candle Power	Amer. Mtrs. Part Number	Location
158, 2 C.P.	G-9415969	Instrument Illumination, High Beam, Turn Signal, Alternator Charge Indicator, Oil Pressure
1445, 1.5 C.P.	G-274004	Overdrive Signal, Instrument Panel Switches, Auto. Trans. Quadrant
158, 2 C.P.	G-9415969	Auto. Trans. Quad. for Adjustable Steering Wheel
1816, 3 C.P.	G-454626	Auto. Trans. Quad. for Floor Shift
1893, 2 C.P.	G-9416927	Radio
257, 1.6 C.P.	G-9412348	Parking Brake Warning
57, 2 C.P.	G-127934	Clock, Glove Box
89, 6 C.P.	G-142452	Luggage Compartment
1004, 15 C.P.	G-455136	Dome, Cargo, Courtesy
211, 12 C.P.	G-9414045	Rear Pillar, Courtesy
89, 6 C.P.	G-142452	Convertible Courtesy
1156, 32 C.P.	G-9417866	Back-Up
67, 3 C.P.	G-142450	License
1157, 32 & 4 C.P.	G-9417867	Parking, Front Turn Signal, Stop, Tail, Rear Turn Signal
4001, Inner Lamp	3200160	Headlight Sealed Unit
4002, Outer Lamp	3200159	Headlight Sealed Unit

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 at the bumper support bracket with jack claw firmly in place under edge of bumper to prevent slipping out of place. Place small control lever on jack body in desired "up" or "down" position. Operate jack with combined handle and wheel-nut wrench. Assemble jack as illustrated.



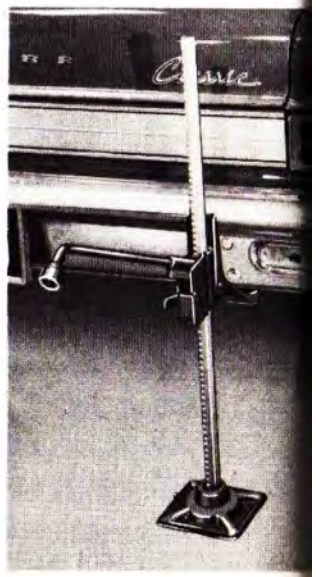


Before raising car, loosen wheel nuts slightly. Before lowering car, snug-up wheel nuts lightly. After lowering, tighten wheel nuts securely. Replace hubcap or disc—be sure it is snapped into place.

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







The spare tire is held in place in the trunk by the bumper jack bottom support (and jack claw on sedans and hardtops). The jack and handle are located at the left rear of the trunk (under mat) on sedans and hardtops. On convertibles, the jack, jack claw and handle are held in place by the tire. Station wagon spare tire and all jack parts are located under the cargo floor cover (under mat) on two-seat models.

Tire Pressure The recommended tire inflation pressures are listed as follows:

Recommended Tire Inflation Pressures: Pounds (P.S.I.), Cold, Before Running. Do not reduce tire pressure if tires are warm.	**Average-Owner Service Up to 5 Passengers**		**Full-Load Service**	
	(Normal Inflation)			
	Front	**Rear**	**Front**	**Rear**
All Classic 6 Models Except Station Wagons	24	24	26	30
All Classic V-8 Models Except Station Wagons	24	24	26	26
All Classic 6 2-Seat Station Wagons	24	26	24	30
All Classic 6 3-Seat Station Wagons & All Classic V-8 Station Wagons	24	24	26	30

The front tire loads increase only slightly with passenger and cargo loading; therefore, the above is recommended for best steering characteristics.

Maximum car loading and tire selection.

The original equipment 4-ply rated 2-ply tires are designed and thoroughly tested to meet all normal requirements of your vehicle and are adequate for *occasional* full-load service with the inflation pressures recommended above.

Oversize *optional* tires are capable of greater load capacity. Their use is applicable to all models, particularly station wagons. These tires are recommended for continued full-load service.

Full-load service of the car is:

(each passenger is considered 150 lbs.)

All Models except station wagons & convertibles:	1100 lbs.	3 passengers front seat 3 passengers rear seat 200 lbs. luggage
Convertibles:	1050 lbs.	3 passengers front seat 2 passengers rear seat 300 lbs. of luggage
Classic 6 2-seat station wagons:	1200 lbs.	3 passengers front seat 3 passengers rear seat 300 lbs. of luggage
Classic 6 3-seat station wagons:	1300 lbs.	3 passengers front seat 3 passengers second seat 2 passengers third seat 100 lbs. luggage.
Classic V-8 2 & 3-seat station wagons:	1300 lbs.	3 passengers front seat 3 passengers second seat 400 lbs. luggage or 2 passengers in third seat and 100 lbs. luggage.

NOTE: Station wagon roof rack luggage should be limited to 150 lbs. evenly distributed included in above capacity .

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

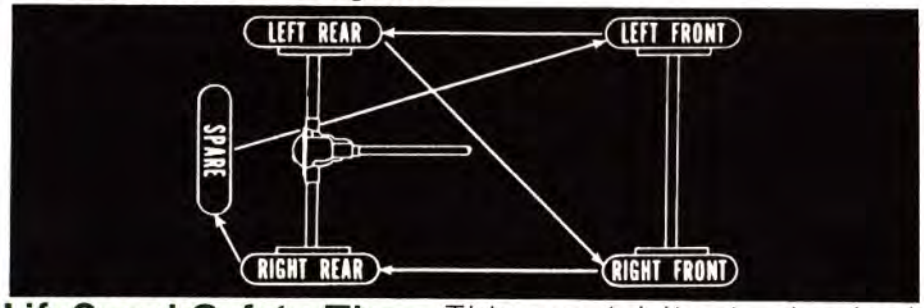
Tire Pressure—*Continued*

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. *Continued use* of higher pressures *at light loads* will adversely affect tread wear and ride.

Check tires often for visible under-inflation and for signs of uneven wear, which may indicate need for front-end alignment.

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 to left front and follow balance of diagram.



LifeGuard Safety Tires. This special tire is standard equipment in sets of 4 tires on 3-seat station wagons, and optional on other models in sets of 4 or 5 tires. The single air valve automatically fills both the outer and inner air chambers at the same time. The inner chamber automatically receives a higher pressure of 40 psi, as the outer chamber is normally filled to 24 psi.

Each tire has a built-in spare tire. The outer tire is of premium-quality construction. The inner tire, which acts as a safety air chamber, has a honeycomb-patterned tread, plus a tube chamber. In the event of outer tire injury, causing pressure loss in the outer air chamber, the inner tire carries the load. In such event, the unique "Safety Signal", a built-in flat spot on the tread of the inner tire, will produce a thump or vibration warning the driver that repair service is required and to proceed at speeds under 40 MPH.

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 48.)

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 against freezing and corrosion. If the coolant level is low, add Dowgard or a mixture of equal parts of Rambler All-Season Coolant or another quality-brand permanent anti-freeze (ethylene-glycol) and pure water. In an emergency, just water may be used, but have the freeze protection checked at an early opportunity as the addition of water will decrease the anti-freeze protection afforded by the coolant. The cooling system should be drained every 24 months and fresh Dowgard or Rambler All-Season Coolant (permanent anti-freeze) and water 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 or Rambler All-Season Coolant are formulated to protect the engine against overheating during hot summer months as well as against freezing in winter (freeze protection, —40°F.). With the proper coolant in the system, rust and corrosion will not form and peak engine performance is assured.

Continued use of the proper coolant is recommended. However, if water is used as a *complete* refill, American Motors Cooling System Inhibitor is recommended to properly protect the cooling system.

The water should be free of harmful impurities and should be replaced once each year, together with the inhibitor. At that time, the system should be checked as outlined above.

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

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

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

DOWGARD FULL-FILL are trademarks of the Dow Chemical Company. This same coolant is furnished in American Motors automobiles in Canada under the designation, RAMBLER-GARD.

CAR CARE

Washing. The baked-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-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.

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

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 subject to severe exposure.

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 cleaning leather, vinyl, nylon, and other miracle-fabric materials.

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

Care of Headlining. Use only the approved American Motors Fabric Cleaner (#8990968) to clean the fiber glass headlining. Follow the instructions on the container.

OWNER & CAR IDENTIFICATION

Owner's Name Dorothy Jean Chaix

Address 294- 27½ Road

Town Grand Junction, State Colcrado

Model No. 6519-5 Serial No. Z279271 Engine No.

Ign. and Door Key No. IGN NI 583 Glove Comp. and Trunk Key No. NI 605

Selling Dealer's Firm Name Jim Fuoco Motor Company

Town Grand Junction, State Colcrado

American Motors Zone Denver, Colorado

Delivery Date January 18, 1965 Jean Chaix
Dealer's Signature

office

WARRANTY SERVICE

The information above, properly filled in by your Rambler dealer, implements the new car warranty, and provides for the furnishing of warranty repairs within the warranty period, without charge.

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

AMERICAN MOTORS DEALER WARRANTY

The American Motors warranty is extended to the American Motors franchised Dealer, who, pursuant to his franchise agreement, hereby, on his own behalf, extends to you as the original retail buyer of a new American Motors motor vehicle the following like 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 by Dealer or others, 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 Dealer or others any other obligation or liability."

WARRANTY FOR SUBSEQUENT OWNERS. The subsequent owner of a Rambler is entitled to warranty protection for any unexpired portion of the warranty.

Tires • The tires included as original equipment on your American Motors motor vehicle are covered by the tire Manufacturer's Warranty (see last coupon page).

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 brake master cylinder fluid level. Service and parking brake adjustments.
- Tighten 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 vents.
- Road test car for acceleration, performance, and noises. Note operation of all instruments and accessories.
- Wash car and inspect finish.

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.

Be sure that the oil filler cap is cleaned every 8000 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.

12,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____Miles

BY

_____

Dealership

_____

Town

_____ _____

Date Initials

8,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____Miles

BY

_____

Dealership

_____

Town

_____ _____

Date Initials

4,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____Miles

BY

_____

Dealership

_____

Town

_____ _____

Date Initials

24,000 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

20,000 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

16,000 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

16,000 MILES

REQUIRED SERVICES:

16,000

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

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.

- *These services are performed free of charge.*
- *These services are performed at owner's expense.*

20,000 MILES

REQUIRED SERVICES:

20,000

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

RECOMMENDED SERVICES AS NEEDED
(Check Items Required)

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

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

- *These services are performed free of charge.*
- *These services are performed at owner's expense.*

24,000 MILES

REQUIRED SERVICES:

24,000

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

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.

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

- *These services are performed free of charge.*

32,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____Miles

BY

_____

Dealership

_____

Town

_____ _____

Date Initials

32,000 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

28,000 MILE
PROTECTIVE
MAINTENANCE
SERVICE

Performed At

_____Miles

BY

_____

Dealership

_____

Town

_____ _____

Date Initials

28,000 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

The original equipment tires on your new Rambler are guaranteed by the tire manufacturer to be free from defects in material and workmanship and to withstand normal road hazards, without limit as to time or mileage during original tread life.

In case of a tire problem, contact the tire dealer representing the manufacturer of the tires on your Rambler for complete information on the guarantee.

28,000 MILES

REQUIRED SERVICES:

28,000

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

RECOMMENDED SERVICES AS NEEDED
(Check Items Required)

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

*See "Engine Oil Changes" for varying conditions.

•These services are performed free of charge.
•These services are performed at owner's expense.

32,000 MILES

REQUIRED SERVICES:

32,000

- *Change engine oil.
- *Change engine oil filter.
- Check for correct level of fluid or lubricant: Battery, Radiator, Transmission, Rear Axle, Power Steering Reservoir, Steering Gear and Brake Master Cylinder.
- Clean carburetor air cleaner.
- Clean crankcase vent valve.
- Clean oil filler cap.
- Complete chassis lubrication normally every 32,000 miles or 3 years, whichever occurs first (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year).
- Check operation and lubricate exhaust control valve.

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.

•These services are performed free of charge.

RAMBLER PROTECTIVE SERVICE GUIDE

OPERATION	MILEAGE AND SEASONAL INTERVALS							
	4,000	8,000	12,000	24,000	32,000	As Required	12 mos.	24 mos.
Change engine oil . . . . . *See "Engine Oil Changes" for varying conditions.*	X							
Change engine oil filter . . . . . *See "Engine Oil Changes" for varying conditions*	X							
Check level of fluids and lubricants	X							
Check operation and lubricate exhaust control valve	X							
Clean carburetor air cleaner	X							
Engine tune-up	X minor	X major						
Adjust clutch pedal	X							
Check front end, align if necessary, rotate tires (4,000 to 8,000 miles) . . .	4,000 to 8,000							
Clean crankcase vent valve		X						
Clean oil filler cap		X						
Replace fuel filter element			X					
Inspect brake parts and linings			X					
Check steering gear adjustment			X					
Inspect front wheel bearings, adjust and lubricate				X				
Replace carburetor air cleaner element .				X				
Complete Chassis Lubrication*					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 . . . . . *See "Cooling System."*								X

**Or every 3 years, whichever occurs first (under severe dust or wet driving conditions, lubricate as often as 12,000 miles or 1 year).*

SPECIFICATIONS

	199 SIX	232 SIX	287 V-8	327 V-8
Starting Serial Number	J-100001	L-150001	Z-275001	U-100001
Wheelbase	112.0"	112.0"	112.0"	112.0"
Length, Sedan, Hardtop, Conv.	195.0"	195.0"	195.0"	195.0"
Station Wagon	193.0"	193.0"	193.0"	193.0"
Width	74.5"	74.5"	74.5"	74.5"
Height, Sedan	54.4"	54.4"	54.9"	54.9"
Station Wagon	54.8"	54.8"	55.4"	55.4"
Hardtop	53.3"	53.3"	53.9"	53.9"
Convertible	54.5"	54.5"	55.0"	55.0"
Tread, Front	58.2"	58.2"	58.6"	58.6"
Rear	57.4"	57.4"	57.5"	57.5"
Tire Size, Standard	6.95 x 14	6.95 x 14	7.35 x 14	7.35 x 14
Optional	7.35 x 15	7.35 x 15	7.75 x 14	7.75 x 14
Opt. & 3-Seat Wag.	7.35 x 14	7.35 x 14	7.75 x 14	7.75 x 14
Tire Pressure Lbs., Cold (See Page 45)	24	24	24	24
Horsepower, Taxable	33.75	33.75	45.00	51.20
Horsepower, Brake				
Single-Barrel Carburetor	128 @ 4400	145 @ 4300	—	—
Two-Barrel Carburetor	—	155 @ 4400	198 @ 4700	—
Four-Barrel Carburetor	—	—	—	270 @ 4700
Torque, Lb. Ft.				
Single-Barrel Carburetor	182 @ 1600	215 @ 1600	—	—
Two-Barrel Carburetor	—	222 @ 1600	280 @ 2600	—
Four-Barrel Carburetor	—	—	—	360 @ 2600
Bore and Stroke	3¾" x 3"	3¾" x 3½"	3¾" x 3¼"	4" x 3¼"
Displacement, Cu. In.	199	232	287	327
Compression Ratio	8.5:1	8.5:1	8.7:1	9.7:1
Gasoline Grade	Regular	Regular	Regular	Premium
Radiator Cap Pressure, P.S.I.	14	14	14	14
Capacities—See Page 42				
Electrical System	12 Volt	12 Volt	12 Volt	12 Volt
Spark Plugs, Champion	N-14Y	N-14Y	H-14Y	H-14Y
Spark Plug Gap	.033"-.037"	.033"-.037"	.033"-.037"	.033"-.037"
Distributor Gap	.016"	.016"	.016"	.016"
Cam Dwell Angle	31° to 34°	31° to 34°	28° to 32°	28° to 32°
Breaker Arm Tension	17 to 21 Oz.	17 to 21 Oz.	17 to 21 Oz.	17 to 21 Oz.
Ignition Timing (See Page 35)				
Regular Fuel	5° B.T.D.C.	5° B.T.D.C.	5° B.T.D.C.	—
Premium Fuel	8° B.T.D.C.	8° B.T.D.C.	8° B.T.D.C.	5° B.T.D.C.
Valve Clearance	Hydraulic Lifters		Hydraulic Lifters	
Caster, Manual Steering	0° to +½°			
Power Steering	+¾° to +1½°, +1½° desired			
Camber	+¼° to −¼°, 0° desired			
Toe-In	1/16" to 3/16", ⅛" desired			

AMERICAN MOTORS PARTS WAREHOUSES



This vast network of American Motors Parts Warehouses assures rapid delivery of factory-approved parts and accessories directly to the growing number of Rambler Dealers who are interested in serving you better and quicker.

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Part Number 3175965

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1st Printing, Aug. 1964

NOTE: TEAR HERE AND MAIL COMPLETE

Please send the items requested below. Enclosed is a check or money order payable to American Motors Corp. for $5.00 to cover cost of each Technical Service Manual.

☐ Fuel Economy Booklet—Free

☐ Trailer Instruction Bulletin—Free

1965 Technical Service Manuals

☐ Rambler American—$5.00

☐ Rambler Classic and Ambassador—$5.00

Please Print Plainly

Send to_____

Address_____

City_____ Zone_____ State_____

Mail this coupon to:

AMERICAN MOTORS CORPORATION
Customer Relations Dept.
14250 Plymouth Road
Detroit, Michigan 48232

SEE OTHER SIDE FOR AVAILABLE LITERATURE AND SERVICE MANUALS

NOTE: A pair of seat-back supports (for optional reclining seats) will be furnished by your dealer at no additional charge upon request if bed conversion is desired. (See "Seats")

TIPS FOR TOP FUEL ECONOMY . . .

A PROPERLY TUNED ENGINE ASSURES MAXIMUM EFFICIENCY.

ALLOW SUFFICIENT TIME FOR A TRIP TO AVOID EXCESSIVE SPEED, A STEADY PACE IS MORE EFFICIENT.

AVOID QUICK STARTS, STOPS AND ERRATIC DRIVING.

LOOK AHEAD AND ADJUST SPEED FOR RED LIGHTS TO AVOID UNNECESSARY STOPS.

AVOID FUEL-CONSUMING, LONG ENGINE IDLING PERIODS.

SHIFT QUICKLY INTO HIGH GEARS TO ACHIEVE FURTHER FUEL SAVINGS. START GENTLY WITH AUTOMATIC TRANSMISSION.

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