

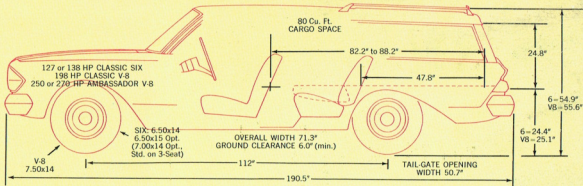
'64 RAMBLER STATION WAGONS



CLASSIC 6 or V-8 • AMBASSADOR V-8 • AMERICAN

RAMBLER CLASSIC 6 or V-8 and AMBASSADOR V-8

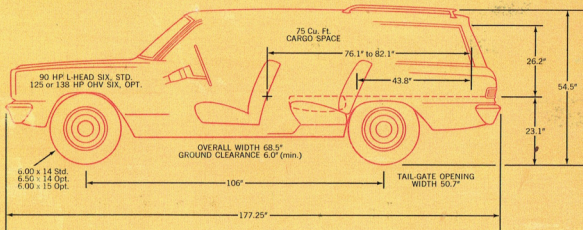
Classic 6 or V-8, four-door Cross Country wagon is offered in three models: 550, 660 and 770. The luxurious Ambassador 990 tops the lineup of 1964 Rambler wagons. For extra passenger room, there's an optional third seat for all models except the 550. For extra convenience, you can add Rambler's optional Road-Control Power Steering, Power Brakes, Power-Lift Windows, and Adjust-O-Tilt steering wheel that tilts to seven positions (it is now offered on Classics and Ambassadors which are equipped with power steering and automatic transmission or Twin-Stick Floor Shift).



1964 RAMBLER STATION WAGON SPECIFICATIONS

RAMBLER AMERICAN

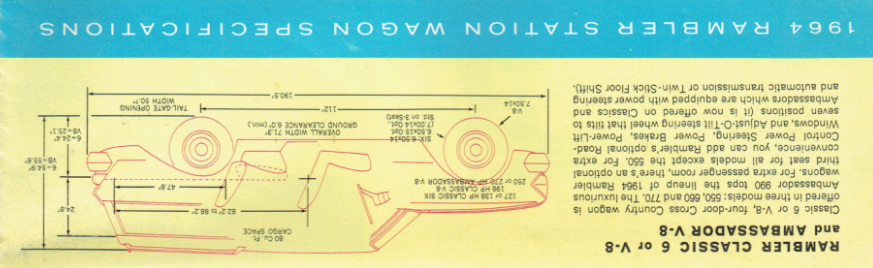
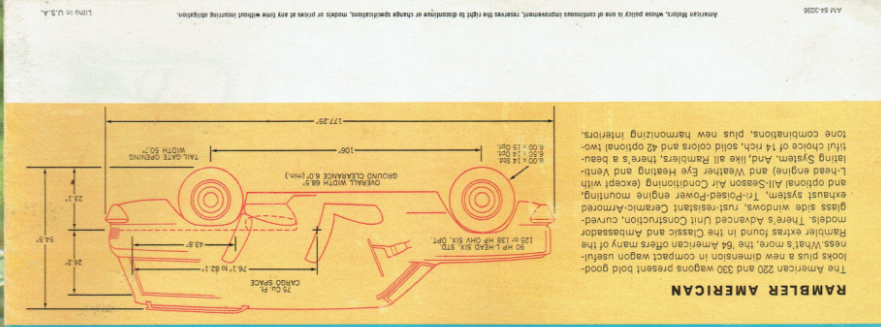
The American 220 and 330 wagons present bold good-looks plus a new dimension in compact wagon usefulness. What's more, the '64 American offers many of the Rambler extras found in the Classic and Ambassador models. There's Advanced Unit Construction, curved-glass side windows, rust-resistant Ceramic-Armored exhaust system, Tri-Poised-Power engine mounting, and optional All-Season Air Conditioning (except with L-head engine) and Weather Eye Heating and Ventilating System. And, like all Ramblers, there's a beautiful choice of 14 rich, solid colors and 42 optional two-tone combinations, plus new harmonizing interiors.





Purposeful wagon design takes on new smartness in all three Rambler series—American, Classic 6 or V-8 and Ambassador V-8. With a total of six 4-door models for your approval, comes Rambler's rock-solid construction methods, extreme attention to detail (like interiors that sparkle with chrome accents) plus Rambler's many extra-value features that add still more usefulness to this versatile vehicle.

A FULL LINE OF RAMBLER STATION WAGONS



'64 RAMBLER STATION WAGONS



CLASSIC 6 or V-8 • AMBASSADOR V-8 • AMERICAN

EXCLUSIVE EXTRA-VALUE FEATURES... MORE USEFULNESS TO THE USER

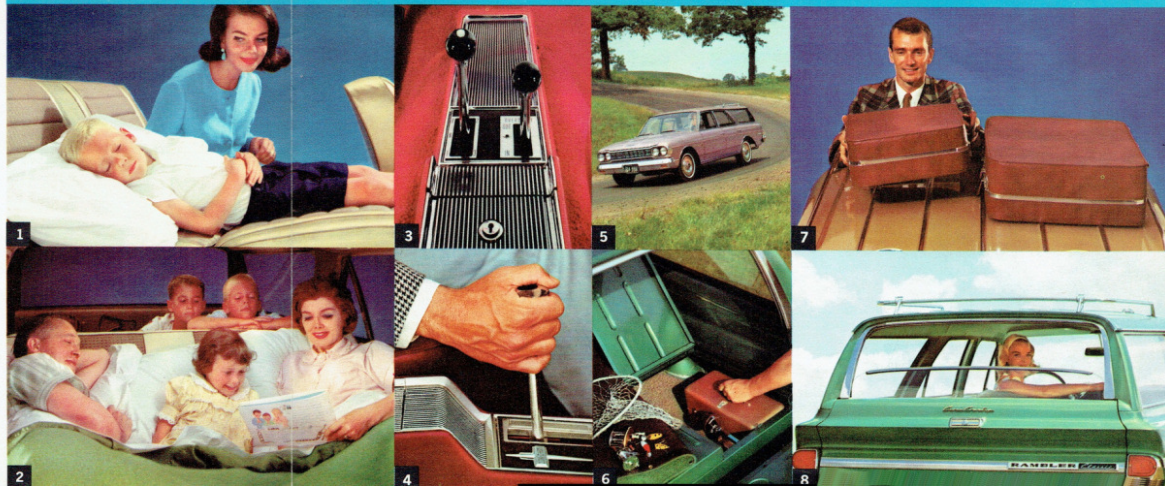
- 1 Curved-glass side windows enhance the beauty of every '64 Rambler. First introduced by Rambler in its field, this modern styling refinement permits astonishingly easy entrance and exit, and provides added interior room, too.
 - 2 In a Rambler, you stop when most other cars can't—thanks to the Double-Safety Brake System with separate braking front and rear. They're self-adjusting.
 - 3 Now Rambler Americans, Classics and Ambassadors all have the solidity and safety of Advanced Unit Construction—Rambler's major breakthrough in car-building—with exclusive one-piece unside members. Sedan body illustrated.
 - 4 Only in Rambler do you get Ceramic-Armored muffler, tailpipe and exhaust pipe—the modern exhaust system designed to prevent rust-out and corrosion.
 - 5 You get exclusive Deep-Dip rustproofing! Every Rambler body is dipped, clear to the roof—every nook and cranny bathed in rust-fighting primer paint.
 - 6 Exclusive Cushioned-Acoustical Ceiling of molded fiber glass on Classics and Ambassadors cuts road noise 30%, provides lasting beauty. Smart, laminated foam-and-fiber ceiling is used on all-new Rambler Americans for 1964.
 - 7 Rambler American with 125-hp OHV engine got best gas mileage of all cars in all classes in both the 1963 Mobil Economy Run and Pure Oil Economy Trials.
 - 8 In the '64 Rambler, you get a beautifully new version of *Motor Trend Magazine's* "Car of the Year". The full line of 1963 Rambler captured this coveted Award for "... outstanding design achievement and engineering leadership."
- AND**... Rambler gives you the restful support of full, coil-spring seat construction! Most cars today install less costly, less comfortable, "zig-zag" or formed-wire springs. Rambler's coil springs come standard... front and rear!



CLASSIC 6 or V-8 • AMBASSADOR V-8 • AMERICAN

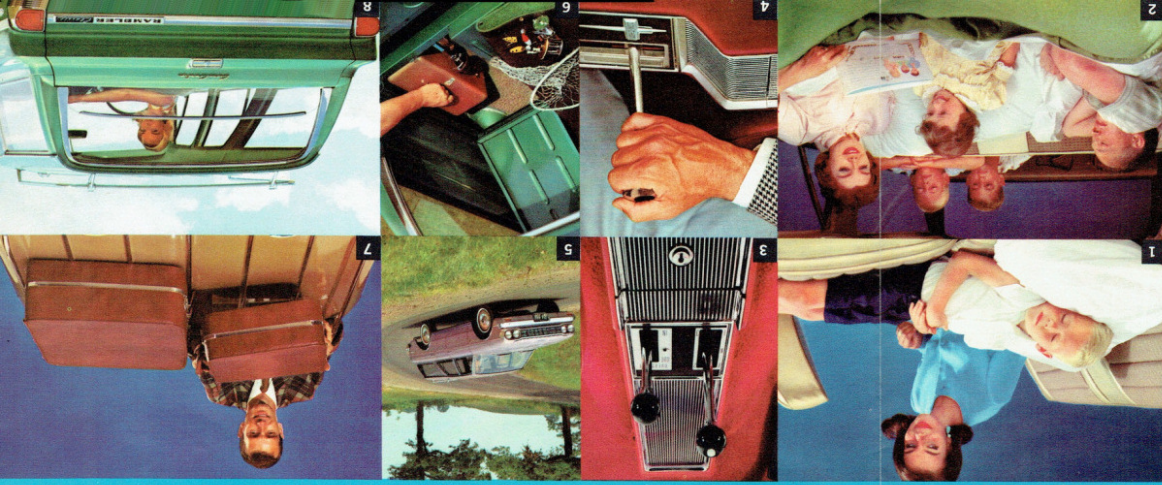
RAMBLER STATION WAGONS

- 1 No other wagon—at any price—offers such a wide range of seating optional. For example, the modestly priced Airliner Reclining Seats adjust to various reclining angles; the right-hand seat-back becomes an instant Nap Couch.
- 2 Stumped for a place to stop overnight? Not in a Rambler with Airliner Reclining Seats! With free bed supports, they convert to travel beds and, with pillows and bedding, you're ready for bedtime. Special accessory air mattresses available.
- 3 Want sports-car control in your station wagon? Then take hold of Rambler's Twin-Stick Floor Shift. Five forward speeds! It's fun. It's smart. It's available with bucket seats and console on Classic and Ambassador Cross Country wagons.
- 4 Here's more-on-the-floor! All-new, Shift-Command Flash-O-Matic. Combines 3-speed stick-shift control with fully automatic transmission. Get this great, new performance option on 1964 Rambler V-8's with bucket seats and console.
- 5 Rambler still runs circles inside other cars, thanks to short turning diameters—just 37 feet in Classic, 37.2 feet in Ambassador and 36 feet for American. Road Command Suspension gives exceptional stability; is smooth, road-leveling ride. 33,000-mile (or 3-year) chassis lubrication interval is now featured on all models.
- 6 Rambler's hidden compartment keeps valuables safely out of sight. It's a standard feature on all Classics and Ambassadors, key-locks on all but 550 model.
- 7 Handy Roof-Top Travel Rack is standard on all Rambler wagons except the thrifty American 200. You must pay extra for this on all other U.S.-made wagons.
- 8 Power-Lift rear window permits remote control from driver's seat or direct, key-switch operation at the business end of the wagon. Optional, all series.



RAMBLER STATION WAGONS

- 1 No other wagon—at any price—offers such a wide range of seating options. For example, the modestly priced Airline Reclining Seats adjust to various reclining angles; the right-hand seat-back becomes an instant Map Couch.
- 2 Stumped for a place to sleep overnight? Not in a Rambler with Airline Reclining Seats! With free bed supports, they convert to travel beds and, with pillows and bedding, you're ready for bedtime. Special accessories and mattresses available.
- 3 Want sports-car control in your station wagon? Then take hold of Rambler's Twin-Stick floor Shift. Fine forward speeds it's smart. It's available with 171-hp more-on-the-floor All-new, Shift-Command Flash-O-Matic. Combines new performance option on 1964 Rambler V-8's with bucket seats and console.
- 4 Rambler still runs circles inside other cars, thanks to short turning diameters—just 37 feet in Classic, 27 feet in Ambassador and 35 feet for American Road.
- 5 Rambler's hidden compartment keeps valuables safely out of sight. It's a standard feature on all Classics and Ambassadors, key-locks on all but 550 model.
- 6 Handy Roof-Top Travel Rack is standard on all Rambler wagons except the Thrifty American 220. You must pay extra for this on all other U.S.-made wagons.
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CLASSIC 6 or V-8 • AMBASSADOR V-8 • AMERICAN

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EXCLUSIVE EXTRA-VALUE FEATURES... MORE USEFULNESS TO THE USER

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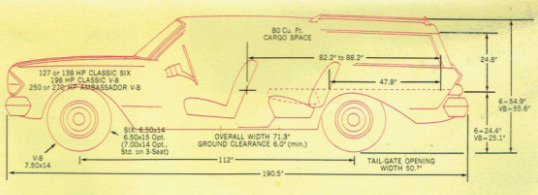


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'64 RAMBLER STATION WAGONS

RAMBLER CLASSIC 6 or V-8 and AMBASSADOR V-8

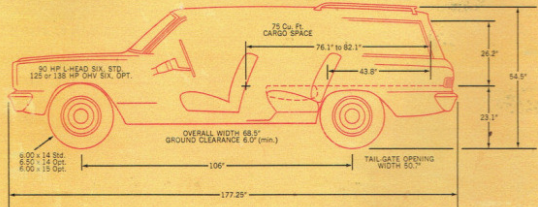
Classic 6 or V-8, four-door Cross Country wagon is offered in three models: 550, 650 and 770. The luxurious Ambassador 900 tops the lineup of 1964 Rambler wagons. For extra passenger room, there's an optional third seat for all models except the 550. For extra convenience, you can add Rambler's optional Road-Control Power Steering, Power Brakes, Power-Lift Windows, and Adjust-O-Tilt steering wheel that tilts to seven positions (it is now offered on Classics and Ambassadors which are equipped with power steering and automatic transmission or Twin-Stick Floor Shift).



1964 RAMBLER STATION WAGON SPECIFICATIONS

RAMBLER AMERICAN

The American 220 and 330 wagons present bold good-looks plus a new dimension in compact wagon usefulness. What's more, the '64 American offers many of the Rambler extras found in the Classic and Ambassador models. There's Advanced Unit Construction, curved-glass side windows, rust-resistant Ceramic-Armored exhaust system, Tri-Poised-Power engine mounting, and optional All-Season Air Conditioning (except with L-head engine) and Weather Eye Heating and Ventilating System. And, like all Rambler, there's a beautiful choice of 14 rich, solid colors and 42 optional two-tone combinations, plus new harmonizing interiors.





CLASSIC 770 CROSS COUNTRY



beautifully balanced—big inside—trim outside

RAMBLER CLASSIC 6 or V-8

Beautiful styling like this has helped make the Classic America's best selling six-cylinder wagon! And for 1964, there's a lively 198-hp V-8 engine, too. Here is Rambler's fair for compact design plus a generous cargo space of 80 cubic feet. And with a bevy of extra-value features, like Roof-Top Travel Rack, there's a long string of options. Like Airliner Reclining Seats, extra-duty suspension, Power-Lift side and rear windows, plus Rambler's handy, side-hinged 5th door. The 5th door comes with Classic's third-seat option on 660 and 770 models. Six-cylinder hp from 127 standard to 138 hp optional. (Aluminum optional). Husky 287-cu.-in. V-8 option develops 198 hp.



CLASSIC 550 CROSS COUNTRY



CLASSIC 660 CROSS COUNTRY

RAMBLER AMBASSADOR V-8 total excellence in a high-performance luxury V-8

Ambassador's ideal size and exceptional beauty are matched only by an array of luxury features included as standard equipment!

Take the tastefully elegant interiors. Cushioned instrument panel and doors are accented with wood-grain inserts. Rich upholstery materials grace a wide range of seating options, including a third seat. Side-hinged 5th door is a unique standard feature for easy entry and exit. Lavish? Indeed! But Ambassador is every bit a workhorse with big payload space and a spirited 327-cu.-in., 250-hp V-8 as standard engine. A 270-hp V-8 available, too.



All new, luxurious interiors! Bucket seats, folding armrest, center cushion or console, optional



AMBASSADOR 990 CROSS COUNTRY—shown with Ambassador 960 sedan



AMERICAN 330 STATION WAGON

ALL-NEW RAMBLER AMERICAN

compact economy king—new beauty—room for six



RAMBLER STATION WAGON—new full comfort for six passengers

Breathaking new styling in America's compact economy king! Longer, lower, lean and luxurious. You get new sedan-like comfort and ride. Seats with full coil springs—as in luxury lounge chairs. Smart, new interiors. Full six-passenger room. But more than that, you get a uniquely new wagon for vacationing, weekending or shopping that has big, full-size doors; a cargo space of a full 75 cubic feet; a wide tail gate spanning over 50 inches. Roof-Top Travel Rack is standard on 330. Engines range from 90, 125- to 138-hp Sixes. Best buy? Affirmative!



Totally new from road to roofline, but with Rambler American's kind of gas economy. The American, with 125-hp OHV engine, delivered best gas mileage of all cars in all classes in both the 1963 Mobil Economy Run and the 1963 Pure Oil Economy Trials.



AMERICAN 220 STATION WAGON