

# TOTALLY NEW VALIANT RANGERS.

SO NEW THEY NEVER EXISTED BEFORE.



# RANGER XL

**A totally new Valiant. All the practicalities of a family sedan with the finesse of a luxury car.**

We based Ranger XL on a simple idea. A family sedan should be a proud possession, as well as being practical. So saying, we'd like to direct your attention to the Ranger XL shown on the reverse side.

## Look at the shape we're in.

The lines flow smoothly—and there's just enough trim to look great. Special Ranger XL ornamentation and wheel trims, whitewall tyres and bright wheel-lip mouldings.

We've placed the entire set-up atop a longer wheelbase, too. For smoother steadier riding, and more interior space.

And we gave Ranger XL new Wide Stance ride. So it corners flat and resists body roll.

Meanwhile, you sit in real comfort. Because, this year, all Valiants have more head, leg and shoulder room than ever before. And front seats are vinyl-covered bench type, with fold-down centre arm rest.

## The little things that count.

Inside Ranger XL, carpet is standard. So thick, it's great to take your shoes off on long trips.

For your convenience, standard equipment includes rear door courtesy-light switches. A prismatic rear-view mirror. Even a lamp to light up the big, deep boot.

## More power to you.

You have a power decision to make.

On the one hand, there's our Hemi 245. It's standard in Ranger XL, and saves you plenty.

On the other hand, our new Hemi 265 gives you more power with very little sacrifice in economy. It's yours for the ordering.

In both cases, newly modified front disc brakes are standard stopping equipment. About the safest, surest brakes you can have.

By now, you're probably getting the idea that we expect a lot from Ranger XL. You're right. After all—we put a lot into it.

# RANGER

**It's our least expensive model. But you'd never know it.**

If you're interested in true value for money, you've come to the right place.

We've made sure your new Ranger will be a lasting investment. By giving it things like unibody construction. Our way of combining body and frame into a single, solid unit, with no bolts to work loose over the years.

We've given you the sound of silence this year, too. Ensured by Valiant's curved body panels, insulating materials and torsion bar suspension.

Other value features you'll want to know about are our new, easy-to-read instrument panel. The remote control ventilation system. Our newly located petrol filler cap. (It's under the number plate, where a splash of petrol can't spoil the paintwork.) And our new reversible key that works both ways—there's

no more fumbling around with the ignition.

## Every inch a new car.

We have given Ranger our new, longer wheelbase and designed in big interior room. But the overall length is the same as last year's Valiant. Making it easy to garage and park in tight spots.

You get new sculptured front bench seats trimmed in luxurious vinyl fabrics.

You get our new Wide Stance ride. For more stability, superior handling, greater comfort.

You get it all. Including the most economical Hemi of them all.

## New Hemi 215. Standard—and that's what it runs on.

How about an engine that puts out more than enough power for the average commuter, at a saving of about 3 cents per gallon? The Hemi 215. A great family engine. With the great habit of running on standard petrol.

If you want a little more power, we suggest you order our Hemi 245 option. It goes—and it doesn't lose sight of economy, either.

## Finally, Ranger gives you looks.

Curved panels and flowing lines create big-car looks, without big-car size.

The headlights are square, the grille is new. The result is a terrific looking Valiant at a price you can afford.

# RANGER XL AND RANGER SPECIFICATIONS

## ENGINES

Details	HEMI 215 SIX Ranger (std.)	HEMI 245 SIX Ranger XL and Ranger (opt.)	HEMI 265 SIX Ranger XL (opt.)
Model Availability	Ranger (std.)	Ranger (opt.)	Ranger XL (opt.)
Displacement	215 cu. in.	245 cu. in.	265 cu. in.
Max. bhp @ rpm	140 @ 4,400	165 @ 4,400	203 @ 4,800
Max. torque:			
lb./ft. @ rpm	200 @ 1,800	235 @ 1,800	262 @ 2,000
Taxable horsepower (Aust.)	29.7	33.9	36.7
Compression ratio	8.0 : 1	9.5 : 1	9.5 : 1
Bore x Stroke	3.52" x 3.68"	3.76" x 3.68"	3.91" x 3.68"
Valves	Overhead	Overhead	Overhead
Crankshaft	7-bearing	7-bearing	7-bearing
Tappets	Hydraulic	Hydraulic	Hydraulic
	(self-adjusting)	(self-adjusting)	(self-adjusting)
Choke	Automatic	Automatic	Automatic
Carburettor	Single 1bbl down-draught	Single 1bbl down-draught	Single 2 bbl down-draught
Exhaust System	Single outlet	Single outlet	Single outlet
Air Cleaner	Dry—paper element	Dry—paper element	Dry—paper element
Alternator	35 amp	35 amp	35 amp
Recommended Fuel	Standard	Super	Super

## Exterior Dimensions

Wheelbase 111". Overall length 192.7". Overall width 74.2". Overall height 55.4". Front track 58.32". Rear track 58.72".

## Clutch

Diaphragm spring pressure plate with 9½" driving disc.

## Transmission

Manual: 3 speed, all synchromesh gearbox. Shift lever column-mounted all models. Gear ratios: 1st, 2.95 : 1; 2nd, 1.69 : 1; 3rd, 1.00 : 1. Reverse, 3.67 : 1. Automatic: Torqueflite: Torque converter coupled to 3-speed epicyclic transmission—manual override on 1st and 2nd gears. Gear selector lever and quadrant on steering column.

## Fuel System/Capacity

Mechanical pump with tank and "in line" filters. Tank capacity, 19.5 gallons.

## Brakes

Dual master cylinder with separate front and rear brake circuits. 11" ventilated front disc brakes with floating heel caliper standard (except with Hemi 215 engine). 9" diameter duo-servo drum brakes rear. Shoe clearance adjusts automatically during reverse stops. Swept disc/drum area 481.8 sq. ins. Cable operated handbrake, floor-mounted on driver's side.

The policy of Chrysler Australia Limited is one of continual improvement in design and manufacture wherever possible to ensure a still finer car. Hence specifications, equipment and prices are subject to change without notice.



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