## American Motors '66

AMBASSADOR

MARLIN

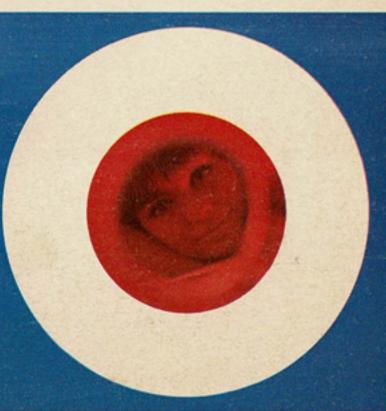
RAMBLER CLASSIC

RAMBLER AMERICAN











DPL Hardtop in Britannia Blue. (990 Hardtop also available.) Black vinyl-covered roof is a luxury option.

990 Cross Country Wagon in Frost White, with optional wood-grained side paneling. An 880 Wagon is also available.



© American Motors Corporation, 1965

## Now that we've come up with the Ambassador DPL, your first luxury car can come a lot sooner.

What a beautiful idea. A luxury car while you're still young enough to enjoy it! A new luxury car with a suggested list price about the same as Impala, Galaxie and Fury.

Now, take our new top-line DPL Hardtop (at left). It comes with luxuriously cushioned reclining bucket seats, between-seat cushion and fold-down armrests front and rear. With the buckets, you can order our new Auto-Lock seat belts, that automatically adjust to you.

And that's just a starter. The carpeting is plush cut pile. The rich warmth of walnut paneling graces the doors and instrument panel. An electric clock is standard, and so are just about all the lights you'd ever want to go on automatically.

Want to spoil yourself further? We can help you. Order the DPL Custom Trim. That'll get you our distinctive Houndstooth Check upholstery, two matching throw pillows and a black vinyl-covered roof.

One of the nice things about Ambassador optional luxuries is that we make them affordable. Our new Cruise-Command automatic speed control is a perfect example. We've made it so simple that all you do is accelerate to the speed you want to maintain, then push a button. Cruise-Command takes over while you relax and do the steering. Because it's so simple, it's the lowest-priced system you can order on any car today.

Want your luxury car to perform? You've come to the right place. The Ambassador comes with a hefty 232-cubic-inch Six as standard power. For those who want more machinery, we have three V-8's. There's a 198-hp version and a new 250-hp number. Both do their stuff on regular gas. Still too tame? Then tromp on our high-compression 270-hp job, and hang on tight.

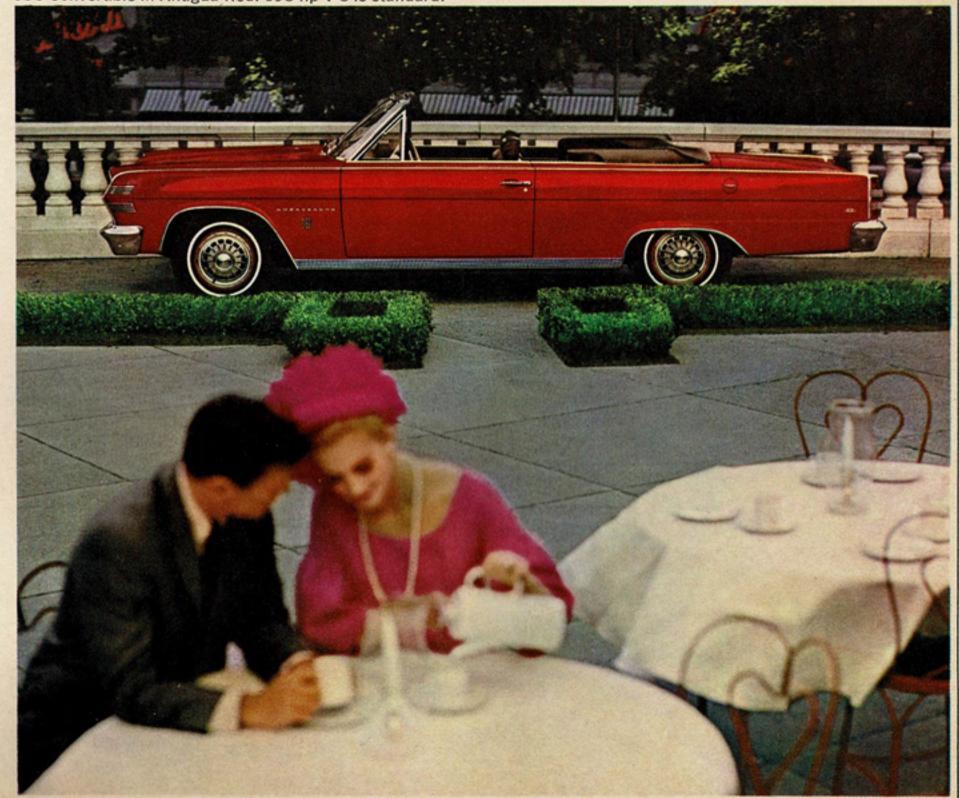
What else can we tell you? Our Convertible comes with a new flexible glass rear window. One you don't have to zip out to lower the top. And both our 990 and 880 Cross Country Wagons are longer this year. You get more load space, and a longer cargo floor.

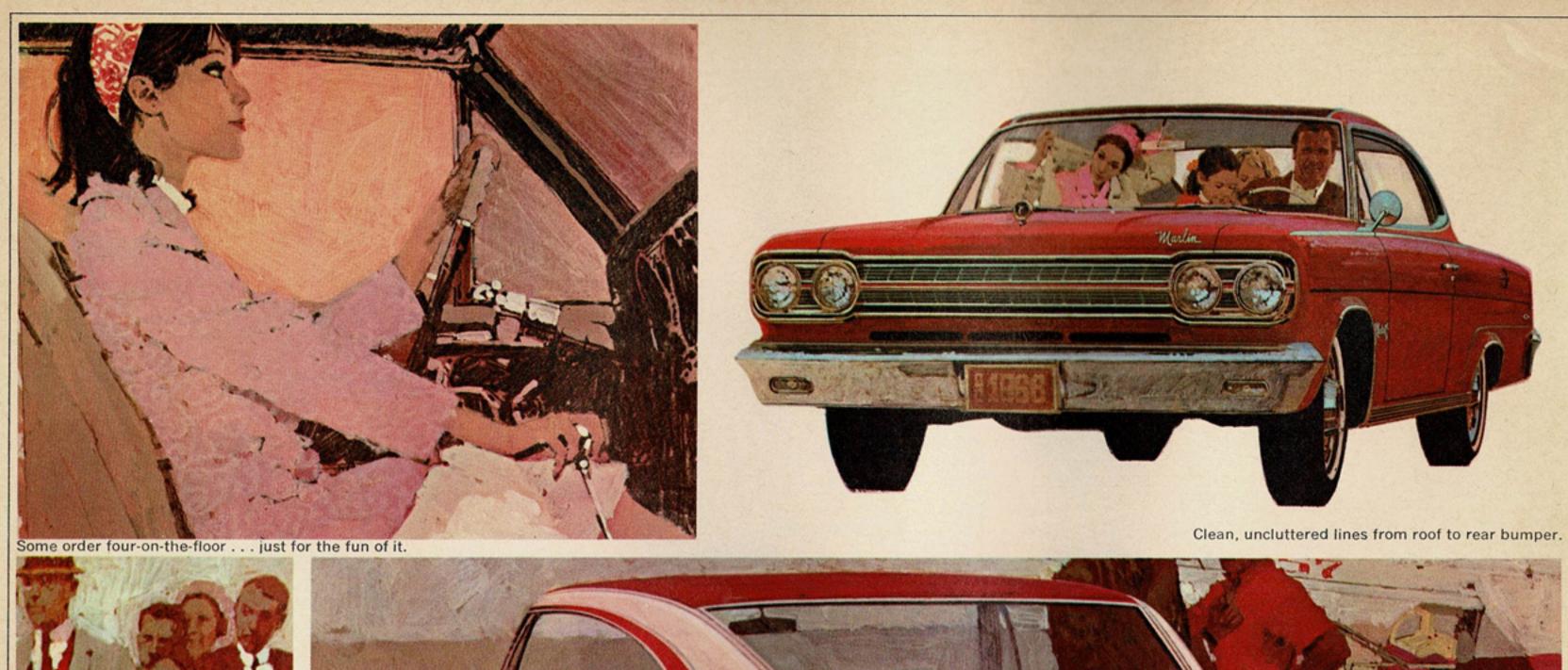
So if you're ready for luxury, why wait? Ambassador was made for you. It's the one luxury car that isn't oversize, overweight, and overpriced.



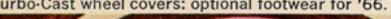


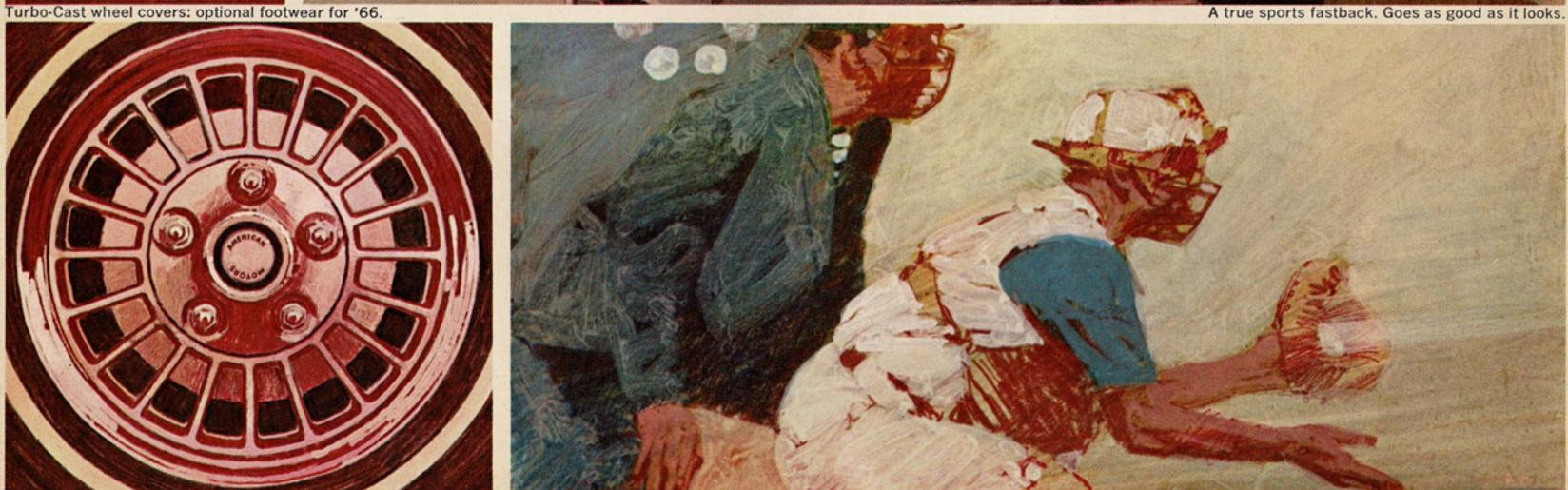
990 4-Door Sedan in Granada Green. The 4-Door comes in an 880 version, and you can also get an 880 2-Door.
990 Convertible in Antigua Red. 198-hp V-8 is standard.











# There's one sure way to tell a '66 Marlin from other sports fastbacks.

## Put your family in it.

You see, the '66 Marlin is America's first *full-size* sports fastback. Four-on-the-floor performance for you . . . three-in-the-back roominess for the wife and family.

But your bride may be dubious at first. So you'd best run her down to your American Motors dealer.

For openers, point out how Marlin seats six adults. Or half a den of Cub Scouts (if you can't avoid it).

Then show her the 12-cubic-foot trunk. The coil spring seats. The ball-bearing ashtrays. And the many features you get with American Motors' new standard Safety Package: padded instrument panel and sun visors, windshield washers, front and rear seat belts, outside rear-view mirror, backup lights and new higher-strength windshield glass.

Then, leave her alone to mull over family-car things. Like the advantages of ordering reclining seats. Or which of Marlin's nine exterior colors would go best with her hair.

Meanwhile you'll be picking out a nice, tame familycar power team. (Sure you will.)

Pick from two Torque Command Sixes delivering 145 and 155 hp. Or three big V-8's ranging from 198 to 270 hp. A lot of engine in a car that goes 195" overall.

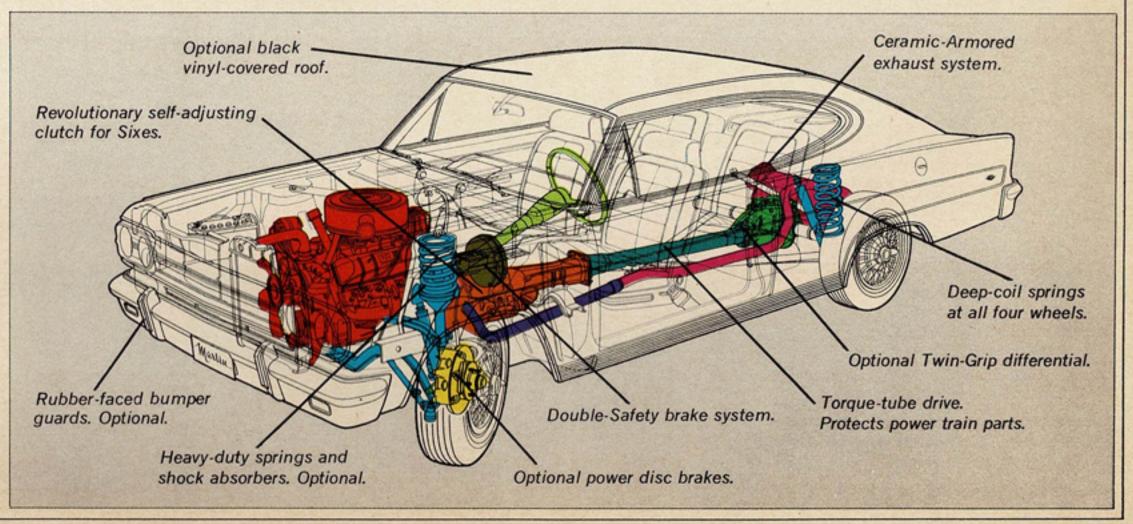
Transmissions? Tough decision. Standard three-on-the-tree? Overdrive? Four-on-the-floor? Or let's say you settle on the console-mounted automatic. You get to shift . . . your wife doesn't have to.

What else could you want in a sports fastback? Quality, sure. The kind a man can appreciate.

Things like two separate hydraulic brake systems. If one gets damaged, there's another to stop you. A Ceramic-Armored exhaust system (longest lasting system on any American car). A suspension with deep-coil springs at all four wheels. The list goes on and on.

So it turns out there are two good ways to tell the '66 Marlin from other sports fastbacks. You can put your family in it. And the quality is built in . . . not added on.







Now, if you're a guy with high hopes, a \$15,000 mortgage, a wife, three rug runners and a 67-lb. English bulldog...

The '66 Rambler Classic won't cramp your style. Or your legs. Or your garage. Or your bank account.

Notice the name "Rambler" big and bold on the hood. We want to make sure people know what car they're all excited about.

Fact is, this new Classic has more to attract attention than Ramblers have ever had. And it's full of pleasant surprises.

It performs like no Rambler you've ever driven. A 232-cubic-inch Six is standard machinery. Biggest ever. But that's just a place to start. There are two Torque Command Sixes and three big V-8's. The big one checks in at 270 hp, carries a 4-barrel carb.

If you're serious about your performance, you can order bucket seats and sports console, and mount your choice of transmissions (fully synchronized 4-speed or stick-shift automatic) on the console. A new electric tach gives you rpm's to shift by.

At the top of the line is the new Rebel Hardtop. It comes with its buckets standard. Also a center armrest and cushion, electric clock and special Rebel trim. If you prefer, you can ask for the exclusive Rebel Custom Trim. That includes vinyl-covered roof and rich Hialeah Plaid upholstery, with two matching throw pillows.

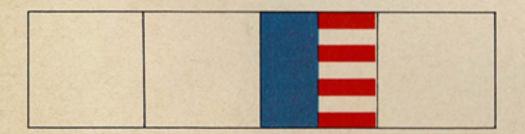
The Classic Convertible comes with a new flexible glass rear window. Won't scratch. Won't cloud. Ever.

To add to our list of surprises, we've improved on some established Rambler virtues.

Roominess, for one. This year, every Rambler Classic gives you more head room in the front seat. Hardtops also give you more in the rear. And Classic Wagons are bigger, with 83 cubic feet of cargo capacity and a load floor that's over three inches longer.

Economy, for another. We added a new V-8 to our engine lineup (327 cu.-in., 250-hp), and sure enough, it runs on regular.

To save you something on the service end, you now get a revolutionary self-adjusting clutch with Sixes. By staying adjusted, it gives better clutch performance, prolongs clutch life. The first new clutch in 30 years, and American Motors has it.





Rebel 2-Door Hardtop in Antigua Red. (Also 770.) Vinyl-covered roof, Turbo-Cast wheel covers are special sports options.



Classic 770 4-Door Sedan in Cortez Aqua. 4-Door comes in 550, and you can get a 550 2-Door.

Classic 770 Cross Country Wagon in Antigua Red and Classic Black. Also in 550. Roof-Top Travel Rack is standard.





Rogue 2-Door Hardtop in Caballero Tan and Frost White. (Also 440 Hardtop.) Roof and rear deck two-toning is a special Rogue option.

440 Convertible in Cortez Aqua. All-vinyl interior, vinyl-covered nylon top. Power-operated top is standard for '66.



The new Rambler American, packing its standard engine, can outperform any comparably equipped car in its class.

## We even call one American "Rogue."

The Rogue at the left is a sassy new kind of Rambler American. The styling is new. Sleek. Racy. With a longer hood and slim bucket seats.

The new Rogue is a real mover. But so are all the '66 Americans. And that's the big difference.

Standard power is now a 199-cu.-in. Six that puts out 128 hp. That's up to 42% more than last year. Enough more to walk away from any other standard-engine compact.

Now, just imagine how it moves with the optional 232 cubic incher under the hood.

To go with its new performance, some great sports options. A new Handling Package (heavy-duty shocks and sway-bar). A new electric tachometer. And a 3-speed floor-shift automatic transmission, with a new thumb-button release for quicker shifting.

What's happened to Rambler economy? We'll make one prediction. For all its new power, when the '66 economy king is crowned, the American will be right up there. We added a new water-heated intake manifold on the "199" just to make sure.

Other economies? Well, the brakes are self-adjusting. You can go 32,000 miles (or 3 years) between major chassis lubes. And our 14-inch wheels (most of the others use 13) mean the tires should last a little longer.

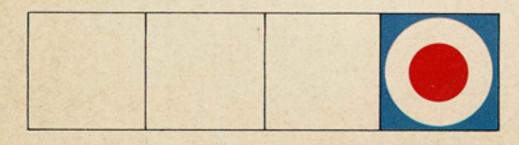
And there's another Rambler virtue that is shared by even the least expensive American we build. That virtue is quality.

In every American, you ride on springs that are mounted in rubber cushions. Inside a body that starts tight and stays tight, because it's a single welded structure. Makes for a very quiet ride.

We dip every car right up to the roof in chromate primer. That way, wherever water can get, rustproofing has been there first.

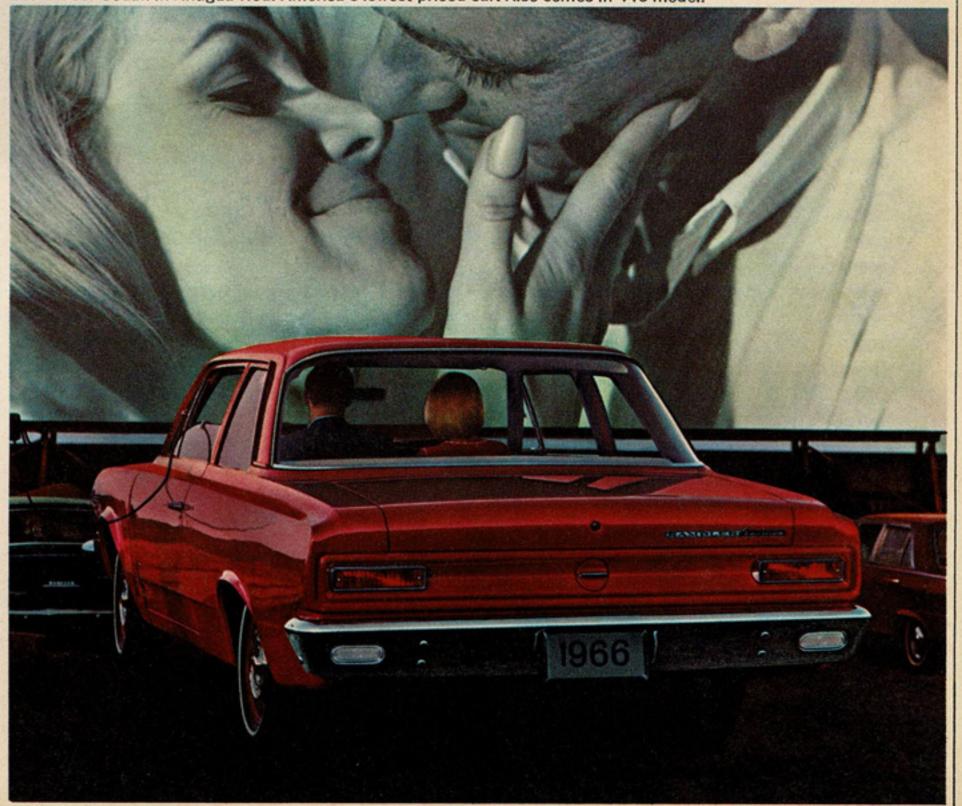
We put seven main bearings, instead of four, in both our Torque Command engines. Use eight counterweights to balance them.

Things you can't see. But things we build into the American to make it work better, wear better, over the long haul. And, really, isn't that what you buy a car for? The long haul.



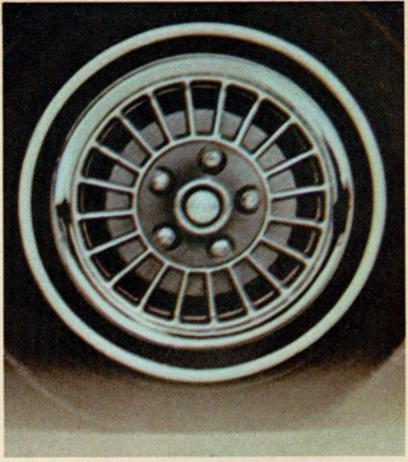


440 Station Wagon in Apollo Yellow. (Also 220.) Both have over 75 cu. ft. of cargo space. 220 2-Door Sedan in Antigua Red. America's lowest-priced car. Also comes in 440 model.





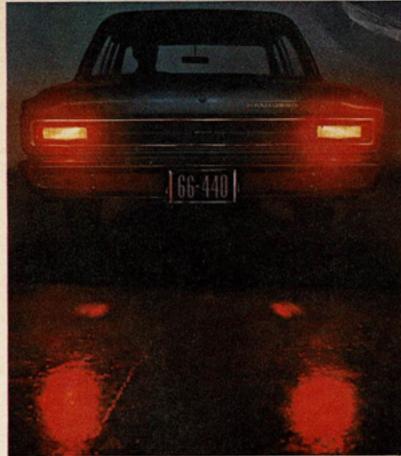
All-Season air conditioning.



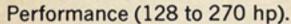
Turbo-Cast wheel covers.

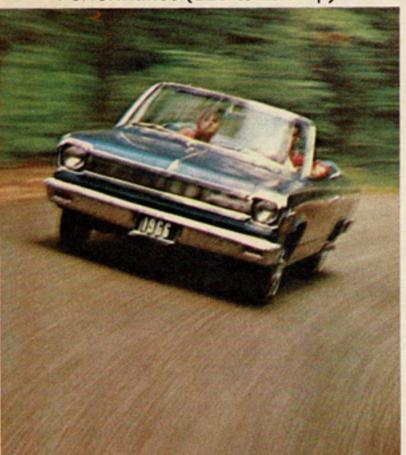


Fully synchronized 4-speed.

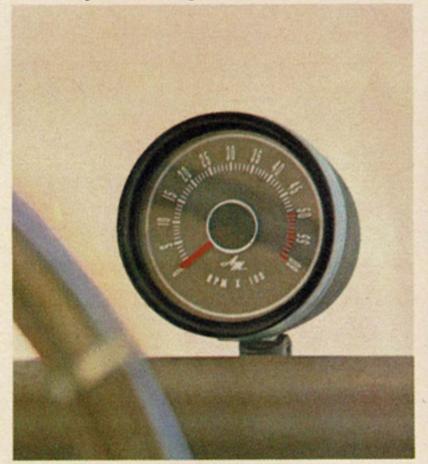


4-Way Hazard Warning Signal.

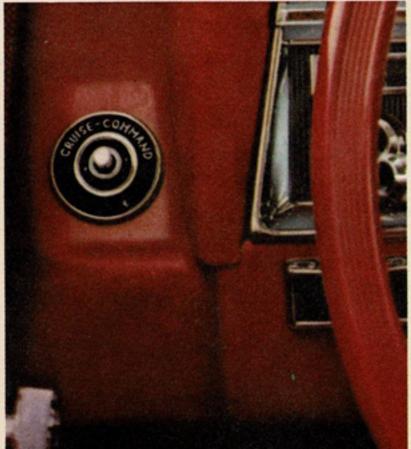




Eye-level engine tachometer.



Cruise-Command speed control.



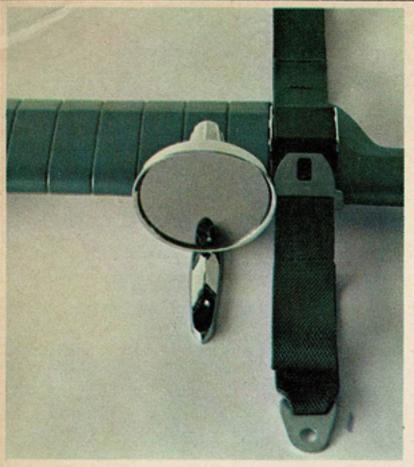
Reclining seats (three different kinds).



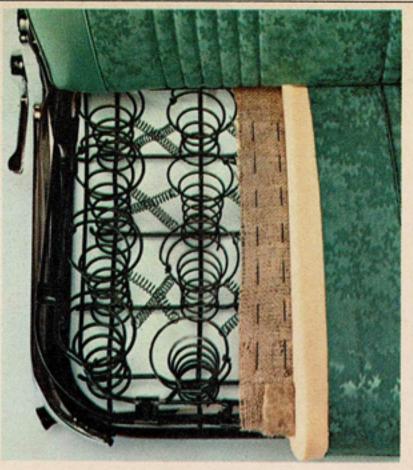
## You get a long list of options to choose from. Have fun choosing.

ON ALL MODELS: 1. Two-tone paint 2. Wheel discs (std. on Rogue, Rebel, 990, DPL and Marlin) 3. Turbo-Cast wheel covers 4. Wire-wheel covers with spinners 5. Slimband whitewall tires 6. Bumper guards with rubber facings 7. Black vinyl-covered hardtop roof 8. Reclining seats, full cushion or individual (reclining buckets std. on Rogue, Rebel and DPL) 9. Safety headrests 10. Tachometer 11. Vinyl upholstery for wagons 12. Retractable front seat belts 13. Visibility Group: remotecontrol left outside mirror, inside tilt mirror, visor vanity mirror, electric wipers and washers 14. Light Group: trunk or cargo light, glove-box light, courtesy lights, parking-brake warning light 15.4-Way Hazard Warning Signal 16. Solex glass (all or windshield only) 17. Custom steering wheel (standard on all except 220 and 550) 18. Power steering 19. Power brakes 20. Power-Lift wagon tailgate window 21. All-Season air conditioning 22. Twin-Grip differential 23. Dowgard® Full-Fill Coolant 24. Heavy-duty cooling system (standard with air conditioning) 25. Heavy-duty shock absorbers, with or without heavy-duty springs 26. Six-cylinder automatic transmission oil cooler, except American "232" 27. Undercoating 28. Air-Guard exhaust emission control system 29. Closed-type positive crankcase ventilation system (std. on "199"

engine) 30. Electronic alternator, 40-amp (std. with air conditioning) 31. Battery, 70-amp 32. Heavy-duty clutch (Americans and V-8's) ON CLASSIC, AMBASSADOR OR MARLIN MODELS: 1. Side-hinged wagon tailgate, with or without third seat 2. Simulated wood-grain exterior side panel for Ambassador wagons 3. Appearance Groups (standard on 990 and DPL): includes rocker panel and wheel opening moldings, with wheel discs) 4. Custom Trim Package (DPL and Rebel, described elsewhere) 5. AM or AM/FM all-transistor radio 6. Duo-Coustic or Vibra-Tone rear speakers (sedans and hardtops) 7. Power-Lift side windows (except Classic sedans and wagons) 8. Electric clock (std. on Rebel, 990, DPL and Marlin) 9. Rear-seat foam cushion (std. on 770, Rebel, 990, DPL and Marlin) 10. Vinyl upholstery (std. on conv. and buckets) 11. Power disc brakes 12. Cruise-Command automatic speed control (with auto. trans.) 13. Powr-Saver V-8 engine fan 14. Classic Six Handling Package (front sway-bar and H. D. springs & shocks). ON AMERICAN MODELS: 1. Special black two-tone for Rogue with vinyl roof 2. Appearance Group: includes rocker panel molding plus wheel discs 3. AM/all-transistor radio, manual or push-button 4. Handling Package (front sway-bar and heavy-duty shocks).



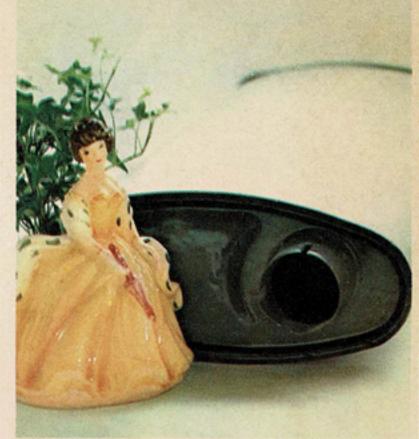
New Safety Package (details below).



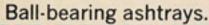
Coil spring seats.



Double-Safety brakes.



Ceramic-Armored muffler.

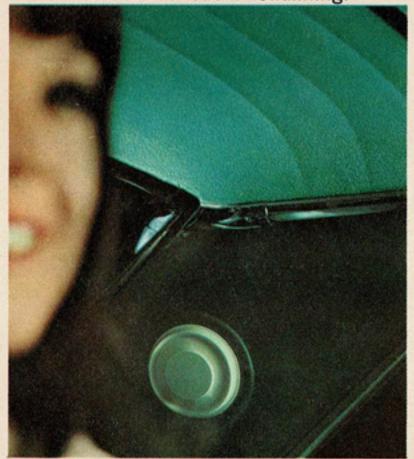




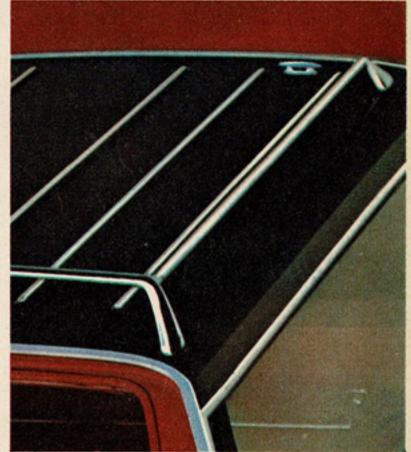
Deep-Dip rustproofing.



Molded acoustical headlining.



Roof-Top Travel Rack (exc. 220).



American Motors '66... where quality is built in, not added on.

## MANY FEATURES THAT WE BUILD IN YOU WON'T EVEN FIND ON CADILLACS.

For example, you can't buy an American Motors car without a Ceramic-Armored exhaust system.

How good is it? Ever hear of a rusted-out china doll?

Who else gives you an exhaust system that lasts as long? Nobody. Not even Cadillac.

Our bodies are a single all-welded structure. No bolts to work loose and rattle. It makes things awfully quiet inside. And every body is dipped in rustproofing primer, right up to the roof. Another exclusive.

We also give you two braking systems, instead of one. If one system should fail, you get a second chance to stop. Of all the other cars built in the U.S., only Cadillac gives you a dual hydraulic braking system as standard equipment.

Our seats are made with coil springs. Like fine furniture the world over. Cadillac thinks they're better, too. But they only put them in their most expensive models. Every car from American Motors has them.

How far will we go to build the quality in? Well, right down to giving you ashtrays that roll out on ball bearings.

And guess what. Not even Cadillac goes that far.

NEW STANDARD SAFETY PACKAGE. BUILT IN. Long a leader in automotive safety, American Motors makes a new series of safety features a standard part of every car for 1966.

You'll automatically get safety-padded instrument panel and sun visors on every model. Front and rear seat belts, an outside rear-view mirror, backup lights, windshield washers and new higher-strength windshield glass fill out the package.

Most of them, features you'd choose on your own. Now, like Double-Safety brakes, they're standard. Another example of American Motors leadership in building quality, and safety, into every car.



Accessories and power features, illustrated or described in this catalog, are optional at extra cost unless otherwise specified. American Motors, whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models or prices at any time without incurring obligation.

## **Ambassador**

#### **SPECIFICATIONS**

Dimensions: Wheelbase 116". Length 200" (199" for wagons). Loaded height 55" for sedans, 54.9" for wagons, 54" for hardtops and 54.6" for convertibles. Width 74.5". Front tread 58.6", rear tread 57.4". Loaded ground clearance 6" (approx.).

Chassis: Hypoid-gear differential. Four-coil spring suspension with front sway-bar. Torque-tube drive. Self-adjusting clutch (six-cylinder). Standard brake diameter 10°, lining area 167.5 sq. in. Tire size: 7.35 x 14 standard—7.75 x 14 optional (standard with V-8). Four LifeGuard safety tires std. on-wagons with third-seat option (4 or 5 opt. on other models). Fuel-tank approximate capacity, 19 gal. (17 gal. for wagons with third-seat option).

Electrical: 35-amp electronic alternator and sealed transistorized voltage regulator (40-amp with air cond.). Powr-Guard "24" Intercell battery (50-amp std. on Sixes; 60-amp std. on V-8's and Sixes with air cond.; 70-amp opt.).

Body: All-welded, single-unit body construction. Freshair ventilation. Air-intake screen. Triple-coated Lustre-Gard acrylic enamel. 13 solid colors (12 on 880's). Vinyl-coated nylon convertible tops. Curved side-glass. Extruded-aluminum grille. Flexible glass rear window for convertible.

#### STANDARD EQUIPMENT

New Safety Package (details inside). Variable-speed wipers with vacuum power-booster fuel pump. Weather-Eye heater. Turn signals. Engine-oil filter. Fuel filters in tank and fuel pump. Positive crankcase vent. system (open type). Cellulose-fiber carburetor air cleaner. Automatic choke. Front and rear armrests. Cigarette lighter. Two front ashtrays. Rear ashtrays. Trunk or cargo floor covering. Full-width cut-pile floor carpet, 990 and DPL (loop-pile carpet, 880). Front-seat foam cushion. Rear-seat foam cushion, 990 and DPL. Dome or side-pillar lights. 14" wheels with 5 tubeless blackwall tires. (4 LifeGuard safety tires std. with 3-seat wagon option.) Rocker panel and wheel opening molding std. 990, DPL. Wagon Roof-Top Travel Rack. Hidden comp. w/lock for wagons. Glove-box lock. Two coat hooks (exc. convertible). Power-operated convertible top.

#### PERFORMANCE SELECTOR

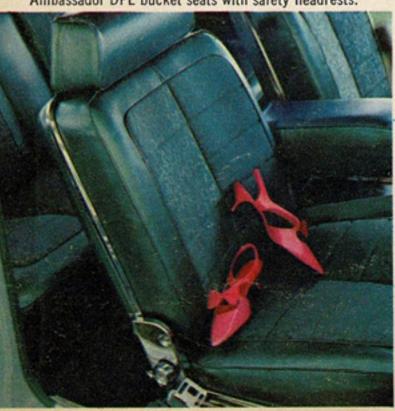
	En	gines		
	"232" Six (Std.)	"287" V-8 (Opt.)	"327" V-I	8's (Opt.)
Horsepower @ rpm	155@4400	198@4700	250@4700	270@4700
Torque @ rpm	222@1600	280@2600	340@2600	360@2600
Carburetor	2-Barrel	2-Barrel	2-Barrel	4-Barrel
Compression Ratio	8.5:1	8.7:1	8.7:1	9.7:1
Fuel Required	Regular	Regular	Regular	Premium
Displacement	232 cu. in.	287 cu. in.	327 c	u. In.
Bore and Stroke	3¼" x 3½"	3¼" x 3¼"	4" x	31/4"

Transmissions	and	Axle	Ratios	To	Match
	-				

	"232" Six	"287" V-8	"327" V-8's
Column-Shift			
3-Speed Manual	3.15:1	3.54:1	3.54:1
Overdrive (Opt.)	3.54:1	3.54:1	-
Automatic (Opt.)	3.15:1	3.15:1 (2.87)*	3.15:1 (2.87)*
Floor-Shift (990 & DPL)			
4-Speed Synchromesh (Opt.)		3.54:1	3,15:1 (3.54)*
Automatic (Opt.)	-	3.15:1 (2.87)*	3.15:1 (2.87)*

<sup>\*</sup>Optional at no extra cost.

Ambassador DPL bucket seats with safety headrests.



### Marlin

#### **SPECIFICATIONS**

Dimensions. Wheelbase 112". Length 195". Loaded height 54.2". Width 74.5". Front tread 58.2", rear tread 57.4". Loaded ground clearance 6" (approx.).

Chassis: Hypoid-gear differential. Self-adjusting clutch (six-cylinder). Four-coil spring suspension with front sway-bar. Torque-tube drive. Standard brake diameter 10", 167.5-sq.-in. lining area. Tire size: 7.35 x 14 (7.75 x 14 optional for V-8's). Approx. fuel-tank capacity. 19 gal.

Electrical: 35-amp electronic alternator and sealed transistorized voltage regulator (40-amp with air cond.). Powr-Guard "24" Intercell battery (50-amp std. on Sixes; 60-amp std. on V-8's and Sixes with air cond.; 70-amp opt.).

Body: All-welded, single-unit body construction. Freshair ventilation. Air-intake screen. Triple-coated acrylic enamel. 9 solid colors. 15 optional two-tones. Curved sideglass. Extruded-aluminum grille.

#### STANDARD EQUIPMENT

New Safety Package (details inside). Variable-speed wipers with vacuum power-booster fuel pump. Wheel discs. Chrome trim moldings. Weather-Eye heater. Turn signals. Engine-oil filter. Fuel filters in tank and fuel pump. Positive crankcase ventilation system (open type). Cellulose-fiber carburetor air cleaner. Automatic choke. Front door armrests. Rear side panel armrests. Electric clock. Solex glass rear window (even-tint). Cigarette lighter. Two front ashtrays. Two rear ashtrays. New foam-backed trunk floor covering. Cut-pile carpet. Front- and rear-seat foam cushion. Rear seat-back courtesy light. Chrome roof bows. Glove-box lock. Two coat hooks. 14" wheels with 5 tubeless blackwall tires.

#### PERFORMANCE SELECTOR

	WHITE WITE	Eng	gines			
	"232" Sizes		"287" V-8 (Opt.)	"327" V-8's (Opt.)		
	Standard	Optional				
Hp @ rpm	145@4300	155@4400	198@4700	250@4700	270@4700	
Torque @ rpm	215@1600	222@1600	280@2600	340@2600	360@2600	
Carburetor	1-Barrel	2-Barrel	2-Barrel	2-Barrel	4-Barrel	
Comp. Ratio	8.5:1		tio 8.5:1 8.7:1	8.7:1	8.7:1	9.7:1
Fuel Required	equired Regular Regular	Regular	Regular	Premium		
Displacement	232 cu. in. 3½° x 3½°		ment 232 cu. in. 287 cu. in.	287 cu. in.	327 cu. in.	
Bore/Stroke			3¼" x 3¼"	4" x 31/4"		

	"232" Sizes	"287" V-8	"327" V-8"s
Column-Shift			DATE OF THE PARTY
3-Speed Manual	3.15:1	3.54:1	3.54:1
Overdrive (Opt.)	3.54:1	3.54:1	-
Automatic (Opt.)	3.15:1	3.15:1 (2.87)*	3.15:1 (2.87)
Floor-Shift			
4-Speed Synchromesh (Opt.)		3.54:1	3.15:1 (3.54)
Automatic (Opt.)	-	3.15:1 (2.87)*	3.15:1 (2.87)

<sup>\*</sup>Optional at no extra cost.

#### Marlin optional bucket seats in black Vinylair.



## Rambler Classic

#### **SPECIFICATIONS**

Dimensions: Wheelbase 112". Length 195". Loaded height 54.3" sedans, 54.6" wagons, 53.8" hardtops, 54.4" convertibles. Width 74.5". Front tread 58.2", rear tread 57.4". Loaded ground clearance 6" (approx.).

Chassis: Hypoid-gear differential. Four-coil spring suspension. Front sway-bar on V-8's. Torque-tube drive. Self-adjusting clutch (six-cylinder). Std. six-cylinder brake diameter 9", lining area 153.8 sq. in. Std. V-8 brake diameter 10", lining area 167.5 sq. in. Tire size: 6.95 x 14 on Sixes, exc. wagons, (7.35 x 14 and 7.35 x 15 opt.); 7.35 x 14 std. on wagons and V-8's, (7.35 x 15 optional on Classic Six wagons, 7.75 x 14 opt. on V-8's). Four LifeGuard safety tires, standard on wagons with third-seat option (4 or 5 opt. on other models). Fuel-tank approx. capacity, 19 gal. (17 gal. on-wagons with third-seat option).

Electrical: 35-amp electronic alternator and sealed transistorized voltage regulator (40-amp with air cond.). Powr-Guard "24" Intercell battery (50-amp std. on Sixes; 60-amp std. on V-8's, and on Sixes with air cond.; 70-amp opt.).

Body: All-welded, single-unit body construction. Freshair ventilation. Air-intake screen. Triple-coated Lustre-Gard acrylic-enamel. 13 solid colors (12 on 550's). Vinyl-coated nylon convertible tops. Curved side-glass. Extruded-aluminum grille. Flexible glass rear window for convertible.

#### STANDARD EQUIPMENT

New Safety Package (details inside). Variable-speed wipers with vacuum power-booster fuel pump. Weather-Eye heater. Turn signals. Engine-oil filter. Fuel filters in tank and fuel pump. Positive crankcase ventilation system (open type). Cellulose-fiber carb. air cleaner. Automatic choke. Front armrests. Rear armrests (exc. 550). Cigarette lighter. Two front ashtrays (one, 550). Rear ashtrays (exc. 550). Trunk or cargo floor covering. Full-width loop-pile carpet for 770 and Rebel (rubber mat for 550). Front-seat foam cushion. Rear-seat foam cushion for 770 and Rebel. Dome or side-pillar lights. 14" wheels with 5 tubeless blackwall tires. (4 LifeGuard safety tires std. with 3-seat wagon option). Wagon Roof-Top Travel Rack. Hidden compartment with lock for wagons (no lock 550). Glove-box lock (exc. 550). Two coat hooks (exc. convertible). Power-operated conv. top.

#### PERFORMANCE SELECTOR

		En	gines		
	"232" Sixes		"287" V-8 (Opt.)	"327" V-8's (Opt.)	
	Standard	Optional			
Hp ⋘ rpm	1456±4300	1556×4400	19864700	250 × 4700	270 4700
Torque 60 rpm	2150×1600	222601600	280×:2600	340≪ 2600	36044 2600
Carburetor	1-Barrel	2-Barrel	2-Barrel	2-Barrel	4-Barrel
Comp. Ratio	8.5:1		8.7:1	8.7:1	9.7:1
Fuel Required	Reg	ular	Regular	Regular	Premium
Displacement	232 cu. in.		287 cu. in.	327 cu. in.	
Bore/Stroke	314" x 31/4"		3¼" x 3¼"	4" x	314"

	"232" Sixes	"287" V-8	"327" V-8's
Column-Shift			
3-Speed Manual	3.15:1	3.54:1	3.54:1
Overdrive (Opt.)	3.54:1	3.54:1	-
Automatic (Opt.)	3.15:1	3.15:1 (2.87)*	3.15:1 (2.87)*
Floor-Shift (770 & Rebel)			
4-Speed Synchromesh (Opt.)		3.54:1	3.15:1 (3.54)*
Automatic (Opt.)		3.15:1 (2.87)*	3.15:1 (2.87)*

<sup>\*</sup>Optional at no extra cost.

Classic Rebel bucket seats in optional Hialeah Plaid.



## Rambler American

#### **SPECIFICATIONS**

Dimensions: Wheelbase 106". Length 181". Loaded height 54.5" for sedans and wagons, 53.4" for hardtops, 54.4" for convertibles. Width 69.5". Front tread 56", rear tread 55". Loaded ground clearance 6" (approx.).

Chassis: Hypoid-gear differential. Coil spring front suspension. Rear semi-elliptical leaf springs. Brake diameter 9", lining area 139.5 sq. in. (153.8 sq. in. with "232" engine). Tire size: 6.45 x 14 standard. (Optional sizes, 6.85 x 15, 6.95 x 14). Fuel-tank approx. capacity, 16 gallons.

Electrical: 35-amp electronic alternator with sealed transistorized voltage regulator (40-amp with air cond.). Powr-Guard "24" Intercell battery (50-amp std.; 60-amp std. with air cond.; 70-amp opt.).

Body: All-welded, single-unit body. Fresh-air ventilation. Air-intake screen. Triple-coated Lustre-Gard acrylic enamel. 13 solid colors (12 on 220's). Vinyl-coated nylon conv. tops. Curved side-glass. Extruded-aluminum grille.

#### STANDARD EQUIPMENT

New Safety Package (details inside). Variable-speed wipers with vacuum power-booster fuel pump. Weather-Eye heater. Turn signals. Engine-oil filter. Fuel filters in tank and fuel pump. Closed-type positive crankcase vent. system for "199" (open-type PCV for "232"). Cellulose-fiber carb. air cleaner. Automatic choke. Front door armrests. Rear armrests (exc. 220). Cigarette lighter (exc. 220). Front ashtray. Rear ashtrays (exc. 220). Trunk or cargo floor covering. Full-width loop-pile carpet (rubber mat for 220). Front-seat foam cushion (also rear for Rogue). Dome or side-pillar lights. 14" wheels with 5 tubeless blackwall tires. Power-operated conv. top. Wagon Roof-Top Travel Rack (exc. 220). Glovebox lock (exc. 220). Two coat hooks (exc. convertible).

#### PERFORMANCE SELECTOR

	Engines	
	"199" Six, Std.	"232" Six, Opt.
Horsepower @ rpm	128 @ 4400	155 @ 4400
Torque @ rpm	182 @ 1600	222 @ 1600
Carburetor	1-Barrel	2-Barrel
Compression Ratio	8.5:1	8.5:1
Fuel Required	Regular	Regular
Displacement	199 cubic inches	232 cubic inches
Bore and Stroke	3¼" x 3"	3¼" x 3½"
	ions and Arle Ratios T	

Transmi	ssions ar	nd A	xle	Ratios	To	Match

	"199"	"199" Six		
Body Styles	Sedans and Hardtops without air conditioning	Wagons, Con- vertibles, and all with a/c	All Body Styles	
Column-Shift				
3-Speed Manual	3.08:1 (3.31)*	3.31:1	3.31:1	
Overdrive (Opt.)	3.08:1 (3.31)*	3.58:1	3.58:1	
Automatic (Opt.)	2.73:1 (3.08)*	3.31:1	3.31:1	
Floor-Shift†				
Automatic (Opt.)	_	-	3.31:1	

<sup>\*</sup>Optional at no extra cost.

10n 440 and Rogue

American 440 with optional individual reclining seats.

