

AMERICAN MOTORS 1969



AMBASSADOR. It will remind you of the days when money really bought something.



REBEL. The car for people.



RAMBLER. One American car against the world.



AMX. The performer.

You can see why we call it the **JAVELIN.**



AMBASSADOR.

It will remind you of the days when money really bought something.



Once upon the 1920's, people who made money could keep it. And buy things with it. Great estates. Yachts like floating mansions. Automobiles like


rolling parlors. Packards, La Salles, Pierce-Arrows.

Now for 1969, American Motors has added the elegance of those days to the power of

these days in the new long-lined, 122 in. wheelbase Ambassador.

And priced it so people can afford to buy it. Even in these parlor-less times.

This is the top of the line: The new Ambassador SST 4-door. With massive grille and bold, almost straight-line sides, only slightly sculptured.



Even the sofa seats would
be at home in the 1920's.

With the Ambassador SST
4-door sedan, you can order
this custom covering of
deeply channeled velour. (Or
choose between standard
brocade and optional vinyl.)

And luxuriate in comfort
the '20's never knew:

Every Ambassador comes with
air-conditioning standard.

And every SST has standard

Shift-Command, which lets
you decide whether to shift
or go automatically. With
a choice of four V-8's from 290
cu. in. 2-barrel standard to
a big new 390 4-barrel.

Plus so many options you
can really indulge yourself.

For instance: your favorite
music in your air-conditioned
air—packaged for you in
8-track stereo, with two rear
speakers.




There weren't any hardtops in the '20's. Pity. Nobody dreamed of a car like this: Ambassador SST.

With all the 4-door features, plus optional bucket seats. Which lets you order your Shift-Command on a convenient console.

You can choose from 14 solid colors. Or from 33 optional 2-tones. Or add an optional vinyl roof in black, white or blue.

It's a country-place kind of car. Smart. Yet conservative. Nothing about it to frighten the horses.

Ambassador SST hardtop in Willow Green with off-white vinyl top.



The '20's
had plenty of
station wagons.
But nothing like this:

The Ambassador SST wagon has a new dual-swing tailgate that opens flat or like a door.

With 6-passenger seating, the Ambassador wagon has a total of over 99 cu. ft. of cargo space.

For bags, trunks, dogs, etc. Including two compartments under the deck (one with a lock for fishing reels, cameras, jewels).

The sides look like the real wood sides of the '20's. But now there's nothing to need varnish, to splinter or decay.

Ambassador SST station wagon in Butternut Beige with standard wood-grain vinyl.

The Ambassador DPL hardtop is a diplomatic choice when you don't want to go too high in price.

It looks like an SST, except for less trimmings.

And the standard engine is a 232 cu. in. six. (But you can option up to a 343 cu. in. V-8 with 4-barrel carburetion.)

It gives you that upper-echelon look any Ambassador has.

You get the '20's high spirits. Plus the '60's comforts. Air-conditioning is still standard, of course.

It makes these days the days when money can really buy something.



Ambassador DPL hardtop in Frost White.



Notice the Ambassadorial splendor of the SST dash. There are four air-conditioning outlets altogether, including one in front of the driver's seat.



The SST doors are deeply padded and trimmed with wood-grained vinyl (to match the dash). Door locks are in the armrests—easy to reach.



In addition to the custom velour for the SST, there are handsome fabrics standard for each Ambassador. Plus ventilated vinyl for the station wagons.



Though we can't seem to fit in an Oriental rug, every Ambassador—sedan, hardtop or wagon—has cut-pile nylon carpet door-to-door.



The console has a convenient tray for small change or smokes. And a glove box you can lock.

You can see why we call it the

JAMELIN.

Javelin SST in Matador Red with black vinyl top. Rally stripes and hood scoops are optional.



More like sporting equipment
and less like transportation.

It's sharp and sleek:

RACY.

Introduced in '68, it got popular fast. Despite all the other sporty cars in its category.

Javelin's big windows, big space, big bumper and big engines made it a whole new styling race.

Now in '69, we're being followed. But who's doing the following, wild horses couldn't drag out of us.



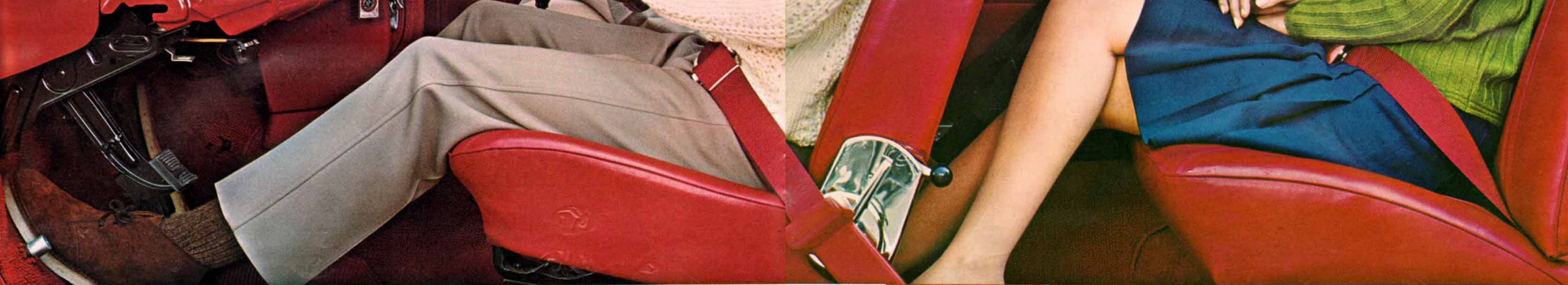
GLASSY.

More like a car with window walls than one with car windows.

Like that expanse of expensive glass in back that extends from side to side and top to trunk.

And notice the door windows. All one piece, with no little vent windows to keep adjusting. Better than that, the Javelin has a flow-through ventilation system that keeps air circulating even when all windows are shut.

The point of the Javelin is: it's made as if the money in it doesn't count.



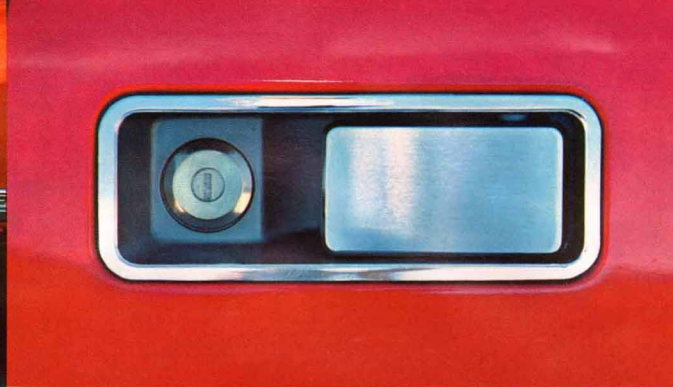
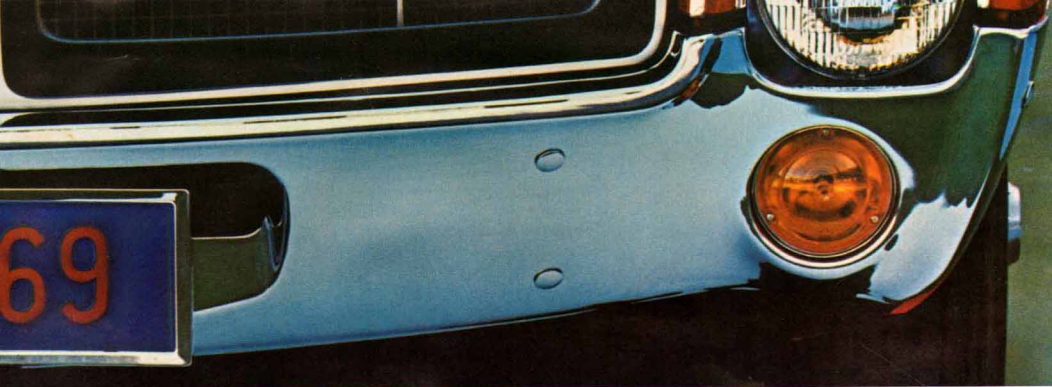
ROOMY.

More like a grown-up car than a parent-and-kiddy car.

The Javelin has more leg room front and rear, more head room.

Four adults can ride in comfort.

Two can luxuriate. In the Javelin SST, both front buckets recline individually, so the driver can keep changing angles to stay awake while the passenger next to him tilts off to sleep.



JAZZY.

Take the Javelin's massive contour bumper.
And the Javelin's mag-style wheel discs
(standard on the SST).

And those handsome door locks and handles,
set flush.

More like a cabinetmaker's fittings
than car hardware.

Another nice touch: an ashtray that slides
in and out on ball bearings.

Javelin SST in Matador Red with black vinyl top.



People driving other cars see more of the Javelin's back than its front.

It makes a sharp turn despite its 109" wheelbase—with a 36.9' turning circle, less than a foot larger than that of the little Volkswagen.

It's strong on the straightaway. With its standard 232 cu. in. six or optional V-8's up to 390 cu. in.

It's great on the getaway. With any V-8, you can order 4-on-the-floor with the same box the Javelins use in the Trans Am races.

Altogether, a car with dash.



REBEL

The car for people.

Rebel SST 4-door sedan in Willow Green.

The thing about the Rebel is: people like it.

For good reasons. Its good looks. Its good size—a roomy six seater (more, if you count little people). Its good behavior.

Can a machine like people? The Rebel acts that way.

Because of a lot of little things. Things like suspending the accelerator pedal to make it more responsive and comfortable

to use than an ordinary pedal hinged to the floor.

Or giving the pistons “moly-tops”—tough molybdenum-filled top rings to help stop scuffing cylinder walls and maybe save

you a ring job.

Seems fitting that driving schools use more Rebels than any other intermediate or standard-size car, according to a recent survey of the

members of the National Professional Drivers Education Association.

We've made the Rebel a car that can take just about anything people can dish out.



The Rebel is a machine that likes its work.

Even when it's rough going.

For one thing, since body and frame are welded in one unit, it can't develop rattles and shakes from body bolts working loose.

For another, we've put a dirt shield on the front shocks to help keep dirt, grime and stones out of the works.

While these are things you never see, other features are more evident.

Like the dual-swing tailgate of the Rebel wagon

that opens as a door when you want it to, or drops down flat.

And like the standard rooftop travel rack.




The Rebel is good company on a long trip. Never complains about early starts. There's a coil resistor to give you a good hot

spark on cold mornings. And a new see-through battery that tells you at a glance whether it needs water or not. Throughout the day,

you relax on comfortable coil-spring seating. And enjoy the remarkably smooth ride you get with a new wider track and new rear suspension.

If it's power you want, you can option one of three big V-8's—up to 343 cu. in. Order Shift-Command—and shift or not. Your Rebel will shift for itself.

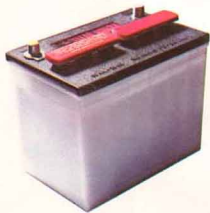





Every Rebel wagon has the dual-swing tailgate standard. You saw it open as a door; here you see it open down.




The top piston ring of every cylinder is a "moly-top"—molybdenum-filled to help stop scuffing cylinder walls.



You'll find station attendants checking your battery faster because they can see the water level through the sides. They'll fill it faster, too, because they can open three cells at a time.



Each front shock absorber is sheathed to help keep out grime and gravel.



The suspended accelerator pedal. More responsive. Better, cleaner design.



AMX.

The performer.

AMX in Bittersweet Orange. Black racing stripes are part of optional Go Package.



The AMX is long in front and short in back. A 2-seater, no-back-seater. It doesn't drive you; you drive it. 4-on-the-floor is standard.



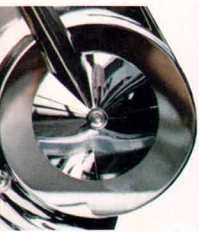
And so is a 4-barrel 290 cu. in. V-8. Two bigger V-8's are options: a 343 cu. in. and a 390 (the one we've called the AMX after the car).



Also standard are heavy-duty springs and shocks, a front swaybar, rear traction bars and fat Polyglas tires. Mag-style wheels are optional.



To save trunk space in back, we give you the Airless Spare. When you need it, "whhoosshh!" it inflates. Why fill up your trunk with air?



As you sit deep in your slim-shelled reclining bucket (leather covered, if you like), you feel the push of the AMX right down to your toes.



You look through the wheel at a big speedometer and tach. Rev up and upshift. With the 390, you leap from 0 to 60 in less than 7 seconds.





The standard AMX is a sports car you can buy and maintain at about the cost of a sedan. Or you can change to big carbs. Put in headers. Hop up axle ratio. From the special performance equipment listed in your dealer's Performance Activities book.



One American car against the world:

RAMBLER.



If you want a new car and don't want to pay a lot, there are only two ways to go:

An import.

Or the Rambler 2-door.

Try them on for size. The imports are small cars.

The Rambler is a full-scale 15 ft. American compact.

Check the seating. Four?

The Rambler seats six. Comfortably.

Look into the trunk. The Rambler has 12 cu. ft. of luggage space.

Count the cylinders. Two? Three? Four? The standard Rambler engine is a 199 cu. in. six.

Horsepower? It's 128 for the Rambler.

Which gives you more room, more vroom for your money?



Suppose you're looking for an inexpensive 4-door.
You can pick an import.
Or one of two Ramblers—the basic 4-door and the 440 (shown).



Make the same comparisons you did with the 2-doors and you'll get just about the same answers.

The only question left is: which Rambler?

With the 440, you get more chrome and more comforts—more armrests, more ashtrays and more decorator fabrics to choose, including wall-to-wall cut-pile nylon carpet.

Plus the fact that you can decide on an optional 290 cu. in. V-8 with 2-barrel carburetion.



Say you want a wagon and don't want to spend a wagonload. Will it be an import? Or the Rambler 440? Better ask about carrying capacity.

The Rambler's is 1075 lbs.—over half a ton.

Open the tailgate. Does it drop down or must you lift it overhead? The Rambler's lies flat. Gives you a longer load bed for a short haul. Or a great buffet for a picnic.

Try to open the tailgate window. Or doesn't it open? The

Rambler's rolls down. Gives you an opening to drop in small parcels while shopping.

Count the doors. Some imports have only two. Some others—and the Rambler—have four. Plus tailgate.

Is there any question?



Rambler 440 station wagon in Ascot Gray.





One more Rambler to look into: the hardtop called the Rogue. With all the features of the 440.

Plus a larger standard engine: a 232 cu. in. six. With the Rogue, too, you can choose

an extra engine-transmission option: a 290 cu. in. V-8 with 4-barrel carb and 4-on-the-floor.



We take you underneath our sleek acrylic paint to show you

our Advanced Unit Construction: the entire body is welded into

a single structure, with no bolts to work loose, rattle or creak.

SPECIFICATIONS

MODELS	RAMBLER			REBEL		AMBASSADOR			JAVELIN		AMX
	BASIC	440	ROGUE	BASIC	SST	BASIC	DPL	SST	BASIC	SST	
2-Door Sedan	S										
4-Door Sedan	S	S		S	S	S	S	S			
Station Wagon		S		S	S		S	S			
Hardtop			S	S	S		S	S	S	S	S
DIMENSIONS											
Wheelbase (in inches)	106.0			114.0		122.0			109.0		97.0
Sedan & Hardtop Length (in inches)	181.0			197.0		206.5			189.2		177.2
Wagon Length (in inches)	181.0			198.0		207.0					
Width (in inches)	70.8			77.2		77.2			71.9		71.6
Front Tread (in inches) for sixes (and V-8's)	56.0 (56.4)			60.0 (60.0)		60.0 (60.0)			57.9 (58.4)		58.4
Rear Tread (in inches) for sixes (and V-8's)	55.0 (55.3)			60.0 (60.0)		60.0 (60.6)			57.0 (57.0)		57.0
Trunk Space (in cubic feet)	12.0			18.2		18.2			10.2		9.6
Cargo (in cubic feet) for 2-seat Wagons (and 3-seat Wagons) including underfloor storage	66.0			94.6 (91.6)		99.7 (91.6)					
EXTERIOR & INTERIOR											
All welded single unit construction (Advanced Unit Construction)	S	S	S	S	S	S	S	S	S	S	S
Deep Dip rust proofing	S	S	S	S	S	S	S	S	S	S	S
Front-seat foam seat cushions	S	S	S	S	S	S	S	S	S	S	S
Coil-spring seat construction	S	S	S	S	S	S	S	S	S	S	S
Molded ceiling	S	S	S	S	S	S	S	S	S	S	S
Front arm rests	S	S	S	S	S	S	S	S	S	S	S
Interior lights	S	S	S	S	S	S	S	S	S	S	S
Glove box lock		S	S		S	S	S	S	S	S	S
Suspended accelerator pedal	S	S	S	S	S	S	S	S	S	S	S
MECHANICAL											
Coil springs at all four wheels				S	S	S	S	S			
Direct action independent front suspension	S	S	S	S	S	S	S	S	S	S	S
Rear suspension semi-elliptical leaf springs	S	S	S								S
Rear suspension of 4-link, trailing arm design				S	S	S	S	S	S	S	
All-Season engine coolant	S	S	S	S	S	S	S	S	S	S	S
Clear Power 24 Battery	S	S	S	S	S	S	S	S	S	S	S
Aluminized exhaust system	S	S	S	S	S	S	S	S	S	S	S
Brake diameter, sixes (in square inches)	9			9		10			9		
Brake diameter, V-8's & Rebel six Wagons (in square inches)	10			10		10			10		10
Brake lining area, sixes (in square inches)	153.8			153.8		167.5			153.8		
Brake lining area, V-8's (in square inches)	167.5			167.5		167.5			167.5		167.5
Fuel tank capacity (in gallons)	16			21.5		21.5			19		19
Fuel tank capacity (in gallons) for 2-seat Wagons (and 3-seat Wagons)	16			21.5 (19)		19 (19)					
HEATING & AIR CONDITIONING											
All-Season air conditioning	O	O	O	O	O	S	S	S	O	O	O
Weather-Eye heater	S	S	S	S	S	S	S	S	S	S	S
SAFE-COMMAND HIGHLIGHTS											
Back up lights & 4-way hazard warning signals	S	S	S	S	S	S	S	S	S	S	S
Guard-Glo headlamps	S	S	S	S	S	S	S	S	S	S	S
Rear-view mirror left side, exterior	S	S	S	S	S	S	S	S	S	S	S
Windshield washers	S	S	S	S	S	S	S	S	S	S	S
Non-glare windshield wipers	S	S	S	S	S	S	S	S	S	S	S
Side-of-car safety markers	S	S	S	S	S	S	S	S	S	S	S
Double safety self-adjusting brake system	S	S	S	S	S	S	S	S	S	S	S
Seat belts for all seating positions	S	S	S	S	S	S	S	S	S	S	S
Two front shoulder belts	S	S	S	S	S	S	S	S	S	S	S
Front seat restraints	S	S	S	S	S	S	S	S	S	S	S
High strength door locks & safety shaped interior door handles	S	S	S	S	S	S	S	S	S	S	S
Padded instrument panel and visors	S	S	S	S	S	S	S	S	S	S	S
Energy-absorbing steering column	S	S	S	S	S	S	S	S	S	S	S

S—Standard. O—Optional.

ENGINES	CARBS	H.P. & R.P.M.	TORQUE @ R.P.M.	COM-PRESS RATIO	BORE & STROKE	RAMBLER			REBEL		AMBASSADOR			JAVELIN		AMX
						BASIC	440	ROGUE	BASIC	SST	BASIC	DPL	SST	BASIC	SST	
199 cu. in. six	1-barrel	128 @ 4400	182 @ 1600	8.5:1/Reg.	3.75" X 3.00"	S	S									
232 cu. in. six	1-barrel	145 @ 4300	215 @ 1600	8.5:1/Reg.	3.75" X 3.50"	O	O	S	S	S			S	S		
232 cu. in. six	2-barrel	155 @ 4400	222 @ 1600	8.5:1/Reg.	3.75" X 3.50"					O	O	S	S			
290 cu. in. V-8	2-barrel	200 @ 4600	285 @ 2800	9.0:1/Reg.	3.75" X 3.28"		O	O	O	O	O	S	O	O		
290 cu. in. V-8	4-barrel	225 @ 4700	300 @ 3200	10.0:1/Pre.	3.75" X 3.28"			O					O	O	S	
343 cu. in. V-8	2-barrel	235 @ 4400	345 @ 2600	9.0:1/Reg.	4.08" X 3.28"				O	O	O	O	O	O		
343 cu. in. V-8	4-barrel	280 @ 4800	365 @ 3000	10.2:1/Pre.	4.08" X 3.28"				O	O	O	O	O	O	O	
390 cu. in. V-8	4-barrel	315 @ 4600	425 @ 3200	10.2:1/Pre.	4.17" X 3.57"							O	O	O	O	

TRANSMISSIONS & AXLE RATIOS

3-speed manual on column (standard on Rambler)
 3-speed manual and overdrive on column
 Shift-Command automatic on column
 3-speed manual on column (standard on Rebel)
 3-speed manual and overdrive on column
 Shift-Command automatic on column
 3-speed manual on floor (standard on Javelin)
 3-speed manual on column (standard on basic Ambassador and DPL)
 Shift-Command automatic on column
 3-speed manual on floor
 Shift-Command automatic on column (standard on Ambassador SST)
 Shift-Command automatic on console
 Shift-Command automatic on console
 4-speed manual on floor (standard on AMX)
 Shift-Command automatic on column
 Shift-Command automatic on column
 Shift-Command automatic on console
 4-speed manual on floor
 Shift-Command automatic on column
 Shift-Command automatic on console
 4-speed manual on floor

RAMBLER	REBEL	AMBASSADOR	JAVELIN	AMX
3.08:1				
3.31:1				
*2.73:1 (3.08:1)				
3.08:1 (3.31:1)	3.15:1			
	3.54:1		3.08:1 (3.31:1)	
**3.08:1 (3.31:1)			3.08:1 (3.31:1)	
		3.15:1		
		3.15:1		
			3.15:1	
2.87:1 (3.15:1)	2.87:1 (3.15:1)	2.87:1 (3.15:1)	2.87:1 (3.15:1)	
	2.87:1 (3.15:1)	2.87:1 (3.15:1)	2.87:1 (3.15:1)	
				***2.87:1 (3.15:1)
3.54:1			3.54:1	3.54:1
	2.87:1 (3.15:1)	2.87:1 (3.15:1)		
	2.87:1 (3.15:1)	2.87:1 (3.15:1)	***2.87:1 (3.15:1)	
	2.87:1 (3.15:1)	2.87:1 (3.15:1)	***2.87:1 (3.15:1)	2.87:1 (3.15:1)
			3.54:1 (3.15:1)	3.54:1 (3.15:1)
		2.87:1 (3.15:1)	***2.87:1 (3.15:1)	
	2.87:1 (3.15:1)	2.87:1 (3.15:1)		2.87:1 (3.15:1)
			3.54:1 (3.15:1)	3.54:1 (3.15:1)

OPTIONS

OPTIONS	RAMBLER			REBEL		AMBASSADOR			JAVELIN		AMX
	BASIC	440	ROGUE	BASIC	SST	BASIC	DPL	SST	BASIC	SST	
PAINT & UPHOLSTERY											
<input type="checkbox"/> Two tone paint	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Special application of American Motors colors	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Simulated wood grain side panels (Wagons only, not available with two tone)									S		
<input type="checkbox"/> All vinyl seat upholstery (standard on Wagons)	O	O	O	O	O	O	O	O	S	S	S
<input type="checkbox"/> Exterior pin stripe (not with two-tone or simulated woodgrain Wagons)				O	O	O	O	O	S	S	
<input type="checkbox"/> Rally stripe (five colors)									O	O	O
<input type="checkbox"/> Leather seats									O	O	O
PERFORMANCE ITEMS											
<input type="checkbox"/> Twin-Grip differential	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Quick ratio manual steering									O	O	O
<input type="checkbox"/> Dual Exhaust 290-4bbl.			O						O	O	S
<input type="checkbox"/> Dual Exhaust 343-4bbl.				O	O	O	O	O	O	O	S
<input type="checkbox"/> Dual Exhaust 390-4bbl.								S	S	S	
<input type="checkbox"/> Tachometer & 140 MPH speedometer (V-8's only)									O	O	S
<input type="checkbox"/> Javelin 343 Go Package ¹									O	O	
<input type="checkbox"/> Javelin 390 Go Package ²									O	O	
<input type="checkbox"/> AMX 343 Go Package ³											O
<input type="checkbox"/> AMX 390 Go Package ⁴											O
POWER ASSISTS											
<input type="checkbox"/> Power steering (recommended with air conditioning)	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Power front disc brakes (V-8's only)				O	O	O	O	O	O	O	O
<input type="checkbox"/> Power brakes	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Power lift side windows									O	O	
<input type="checkbox"/> Power lift side & tailgate windows									O	O	
<input type="checkbox"/> Power lift tailgate window only (standard on 3 seat wagons)									O	O	
<input type="checkbox"/> Cruise-Command automatic speed control system (V-8 automatic only)				O	O	O	O	O			
SEATING ITEMS											
<input type="checkbox"/> Bench seats, non-reclining	S	S	S	S	S	S	S	S			

OPTIONS CONT.

OPTIONS CONT.	RAMBLER			REBEL		AMBASSADOR			JAVELIN		AMX
	BASIC	440	ROGUE	BASIC	SST	BASIC	DPL	SST	BASIC	SST	
SEATING ITEMS CONT.											
<input type="checkbox"/> Individually adjustable reclining seats				O	O	O	O	O			
<input type="checkbox"/> Reclining bucket seats with center armrest & center cushion (Hardtop only)					O				S		
<input type="checkbox"/> Reclining bucket seats with console & floor automatic transmission (Hardtop only)					O				O		
<input type="checkbox"/> Third seat for Wagon (includes power rear window & seat belts)								O	O		
<input type="checkbox"/> Reclining bucket seats										S	S
<input type="checkbox"/> Armrest and center cushion (not available with console)									O	O	O
<input type="checkbox"/> Console with column mounted automatic transmission									O	O	
<input type="checkbox"/> Console with floor automatic transmission									O	O	O
RADIOS & TAPE EQUIPMENT											
<input type="checkbox"/> AM push button radio	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> AM-FM push button radio				O	O	O	O	O	O	O	O
<input type="checkbox"/> 8 track stereo tape player & 2 rear speakers (Sedans & Hardtops only)				O	O	O	O	O	O	O	O
<input type="checkbox"/> 8 track stereo tape player with manual AM radio & 2 rear speakers										O	O
<input type="checkbox"/> Duo-Coustic rear speaker (not with stereo or Wagons)				O	O	O	O	O			
APPEARANCE ITEMS											
<input type="checkbox"/> Solex glass, windshield only (recommended with air conditioning)	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Solex glass, all windows	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Roof top travel rack (Wagon only)				S	S			S	S		
<input type="checkbox"/> Sports steering wheel				O	O	O	O	O	O	O	O
<input type="checkbox"/> Custom steering wheel	O	S	S	O	S	S	S	S	S	S	S
<input type="checkbox"/> Appearance group—chrome trim & wheel discs	O	O	O								
<input type="checkbox"/> Turbo cast wheel covers (14" wheels)				O	O	O	O	O	O	O	O
<input type="checkbox"/> Wire wheel covers (14" wheels)				O	O	O	O	O	O	O	O
<input type="checkbox"/> Wheel discs	O	O	O	O	O	O	O	S	S	O	S
<input type="checkbox"/> Styled steel wheels (set of four)										O	O
<input type="checkbox"/> Bumper guards—front & rear (not with Wagons)	O	O	O	O	O	O	O	O	O	O	O
<input type="checkbox"/> Bumper guards—front only (Wagons)				O	O	O	O	O	O	O	O
<input type="checkbox"/> Bumper guards—rear only										O	O

S—Standard. O—Optional.

*Only for Sedans and Hardtops without air conditioning. Sedans and Hardtops with air conditioning and all Wagons get 3.08:1 (2.73:1). **Rogue with automatic transmission gets 2.37:1 (3.08:1). ***3.15:1 is standard with Go Packages. Also 3.73:1, 3.91:1, 4.10:1, 4.44:1 and 5.00:1 are available with any V-8 transmission combination as extra cost dealer-installed options. All axle ratios listed in parentheses above are available at no extra cost.

OPTIONS CONT.

	RAMBLER			REBEL		AMBASSADOR			JAVELIN		AMX
	BASIC	440	ROGUE	BASIC	SST	BASIC	DPL	SST	BASIC	SST	
HEATING & AIR CONDITIONING											
<input type="checkbox"/> Weather-Eye heater system deletion (Hawaii only)	0	0	0	0	0				0	0	0
<input type="checkbox"/> All-Season air-conditioning with heavy duty cooling and electrical system	0	0	0	0	0	\$	\$	\$	0	0	0
<input type="checkbox"/> Command Air ventilation system (instead of air conditioning)				0	0	0	0	0	0	0	0
CONVENIENCE GROUPS & ITEMS											
<input type="checkbox"/> Visibility group ⁵	0	0	0					0			
<input type="checkbox"/> Visibility group ⁶				0	0	0	0		0	0	0
<input type="checkbox"/> Electric windshield wipers only	0	0	0								
<input type="checkbox"/> Light group for Rambler ⁷	0	0	0								
<input type="checkbox"/> Light group for Javelin, AMX ⁸	0	0	0						0	0	0
<input type="checkbox"/> Light group for Rebel, Ambassador ⁹				0	0	0	0	\$			
<input type="checkbox"/> Adjust-O-Tilt steering wheel (not with manual shift)				0	0	0	0	0	0	0	0
HEAVY DUTY EQUIPMENT											
<input type="checkbox"/> Automatic transmission oil cooler (standard on V-8's, but not with 2.37:1 axle)	0	0	0	0	0	0	0	\$	0	0	\$
<input type="checkbox"/> Heavy duty radiator, Power-Flex fan & shroud (standard with air conditioning)	0	0	0	0	0	\$	\$	\$	0	0	0
<input type="checkbox"/> Heavy duty 70 amp. battery	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/> Heavy duty 70 amp. battery & 55 amp. alternator (standard with air conditioning)	0	0	0	0	0	\$	\$	\$	0	0	0
<input type="checkbox"/> Handling package—6 cyl., front sway bar, heavy duty springs & shocks	0	0	0						0	0	
<input type="checkbox"/> Handling package—V-8, heavy duty sway bar, springs & shocks									0	0	
<input type="checkbox"/> Handling package—6 cyl. Sedans & Hardtops: sway bar (std. on Ambassador), heavy duty springs & shocks				0	0	0	0				
<input type="checkbox"/> Handling package—6 cyl. Wagons & all V-8's: heavy duty springs & shocks				0	0	0	0	0			
<input type="checkbox"/> Engine block heaters	0	0	0	0	0	0	0	0	0	0	0
<input type="checkbox"/> Heavy duty clutch with 3-speed transmission (not for all engines)	0	0	0			0	0	0	0	0	0
MISCELLANEOUS											
<input type="checkbox"/> Undercoating				0	0				0		0
<input type="checkbox"/> Insulation group includes undercoating & hood insulation	0	0	0	0	0	0	0		0	0	
<input type="checkbox"/> Airless Spare									0	0	\$

¹ 343 cu. in. 4-barrel V-8, dual exhausts, power front disc brakes, red line Polyglas tires, 6 in. rim wheels, handling package & hood scoops. ² Same except for 390 cu. in. V-8. ³ 343 cu. in. 4-barrel V-8, power front disc brakes, red line Polyglas tires, 6 in. rim wheels, handling package, Twin Grip differential, heavy duty cooling, over-the-top racing stripe. ⁴ Same except for 390 cu. in. V-8. ⁵ Remote control outside mirror, visor vanity mirror, electric windshield wipers & washers. ⁶ Same plus clock. ⁷ Trunk or cargo light, courtesy lights, glove box light, parking brake warning light, lights-on warning buzzer & front door switches for basic Rambler. ⁸ Same except courtesy lights are standard on AMX. ⁹ Same except for added ash tray light, front door switches for basic Rebel & rear door switches for Rebel SST, basic Ambassador & DPL.

Equipment and power features, illustrated or described in this catalog, are optional at extra cost unless otherwise specified. Certain equipment items may not be available for all models. American Motors, whose policy is one of continuous improvement, reserves the right to discontinue or change specifications, models, equipment or prices at any time without incurring obligation.