

# The mix for the '70's from American Motors.



Ambassador.

Hornet.

Javelin.

Rebel.

AMX.

The years just ahead are going to change a lot of ideas.

About personal status, human responsibilities, automobiles and everything else to come down the road.

It used to be that big people, money-wise, bought big cars, size-wise, and little people bought little ones.

Now there's a new prestige in owning the right car for the times, the roads, your needs.

With jammed highways, packed parking lots, inflated gas and garage rates, jacked up taxes and surtaxes, the best car is the size car that does what you want it to do.

And not the least expensive, necessarily, unless you want it to be.

That's why you ought to look, very carefully, at American Motors' cars for the '70's: the new Hornet, improved Rebel, Javelin, AMX and Ambassador.

## Hornet.

The little rich car.



The little car you're looking at is the American Motors Hornet.

It took about forty million dollars, three years, and one million man hours to get it to this page.

It's an entirely new car idea.

The Hornet is the first car in America designed to prove that the word small doesn't automatically stand for cheap.

To begin with, the Hornet gives you a wide choice of models: both basic and SST 2-doors and 4-doors.

We created a multi-million dollar production assembly line from scratch just to produce them.

The Hornet weighs about one and a third tons. That's a lot of expensive weight to pack onto a little frame, but worth it for the extra stability and security it gives you.

The Hornet is a full six feet wide. With a stance wide enough to handle like a sports car on a turn.

The Hornet rests on a 108 in. wheelbase. The longer wheelbase helps smooth out bumps in the road and gives you a ride you wouldn't believe in a car this size.



Hornet SST 4-door sedan in Mosport Green and Classic Black with black stripe.



Hornet SST 2-door sedan in Frost White with black vinyl roof and black stripe.



Hornet 4-door sedan in Malador Red.



Hornet 2-door sedan in Bayshore Blue.





The Hornet offers more unbridled luxury per square inch than any other car of its type.

Compare it with anything on display in any showroom in the country and you'll soon see what we mean.

Inspect the interior.

There are seats for five.

Not four.

With scientifically designed contour seat backs (very comfortable).

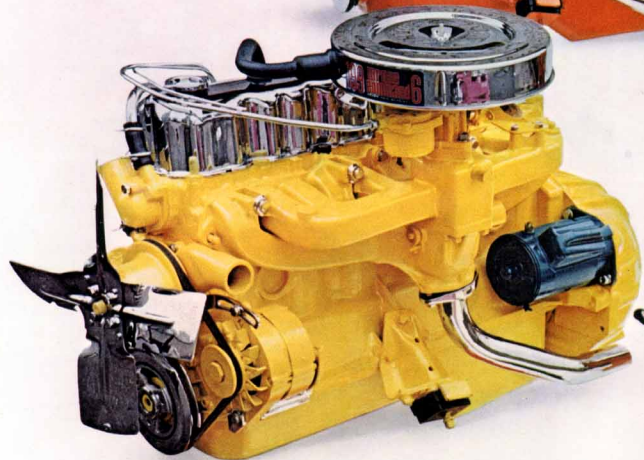
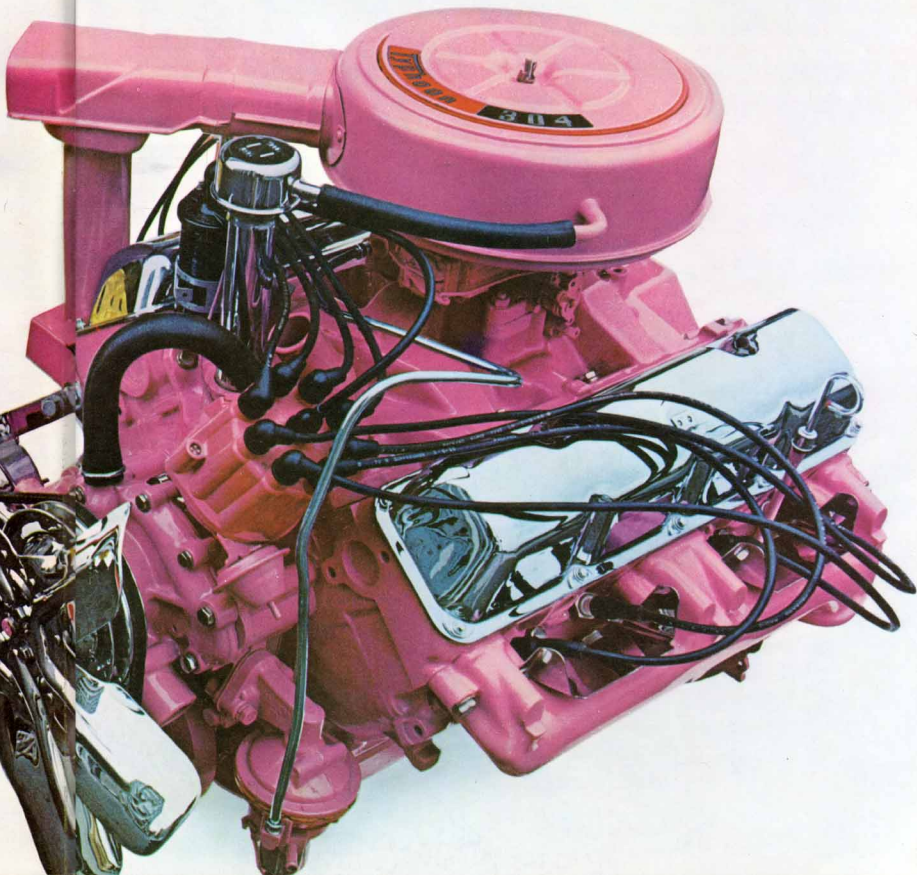
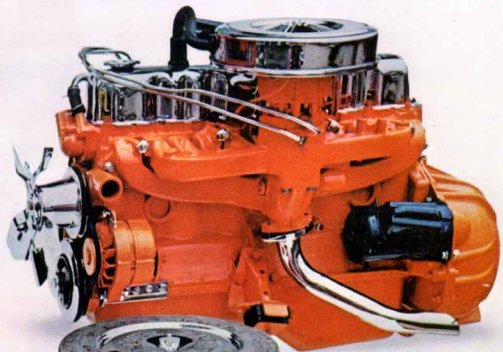
With plenty of head room, shoulder room, hip room.

The leg room for rear seat passengers is extraordinary. (Everything about the Hornet says rich).

And back of our comfortable rear seat, there's 11.2 cu. ft. of trunk space. Enough room for enough baggage for the five people it seats.







The Hornet offers luxury options you won't find on the average compact.

Like three engine sizes for you: The 199 cu. in. six that's standard on the basic models. With bigger displacement than any other car of its type.

A 232 cu. in. six that's optional on the basic Hornets and standard on the SST's. You can have it with

either 1-barrel or optional 2-barrel carburetion.

And a 304 cu. in. V-8. If you get the big engine, you can go from 0 to 60 in 10 seconds flat.

And there are plenty of luxury options: Shift-Command automatic transmission, power steering, power brakes (including power discs on the V-8's), air-conditioning, vinyl top, big wheel discs.



Four more little rich touches:



Every Hornet has a closed glove box. (We wouldn't mention this, but not every little car has one.) And the SST's also have a full-width package shelf.



Air vents at dash level, not down around your feet.



Even the door handles are not just stuck on, but tucked away to give the car one smooth, pure line.



A parking brake with a foot pedal, not an awkward hand lever.



**Rebel.**  
The space wagon.



We've put its dimensions on it.



We want you to compare our Rebel wagons to anybody else's with list prices up to \$500 more.

(And, to help you compare, we'll give you a tape measure to take to any Chevrolet, Ford or Plymouth dealer so you can check how much or little space you get for your money.)

The Rebel station wagon

you've seen on the previous page and that you see again at right has more room than any other wagon in its class except for our Rebel SST wagon at left.

Which is the same size, but can be ordered with three rows of seats to provide 8-passenger seating and

which gives you the big 6 ft. roof rack as standard equipment.

Both wagons give you a 2-way tailgate that either drops down or opens as a door.

With the rear seats folded flat, both wagons give you 99.1 cu. ft. of cargo space, including 8 cu. ft. of hidden

storage under the floor.

(When you go measuring other wagons, remember that just an extra inch or two in width or height can make a major difference in cubic footage and all the difference in the world between whether you can get something really big into your wagon or not.)





All Rebels except the 8-passenger SST wagon and models with bucket seats take six adults in comfort—and can always handle another kid or dog. For a growing family, a

good choice is the 4-door sedan. Either the SST shown or the basic 4-door (Back Cover).

All give you choices of two six-cylinder engines and three V-8's, and the SST's let you

choose a fourth—our new 390 cu. in. V-8 for 1970.

The '70 sedans are all 2" longer with larger side windows in back, to give more light, more air, and more visibility.





Two of the best-looking new Rebels are the hardtops, with the same overall dimensions as the sedans, except for their sporty lowered roof line.

That's the basic Rebel hardtop at left and the SST at right with optional vinyl top.

Note the new side moldings on the SST.

And see, in this view, how the larger side windows give a handsome new look to the car—along with a great new look at the scenery for back-seat riders.







Every Rebel rear seat is a big one. Even in the 2-door hardtops, shoulder room and hip room are within an inch of 5 ft. and leg room within an inch of 3 ft.

In the 4-door sedans, there's an extra 3 in. leg room.

The big space inside is an interesting surprise when you realize that the Rebel is intermediate-size outside.

It's even more surprising when you check list prices and find that a Rebel lists for less than a number of compacts.





You may not believe this, but take our word for it. The car you see here started out as a Rebel.

We really did a job on it (in collaboration with Hurst Performance Research).

We call it The Machine.

No Rebel ever had an engine like this under its hood before: a 390 cu. in. V-8 that develops 340 h.p.

Or a 4-speed all-synchro close ratio transmission with Hurst linkage and a 3.54:1 rear axle ratio. (3.91:1 opt.)

Just for kicks we bolted on a Ram-Air hood scoop and mounted a tach in it that lights up and registers 8000 rpms.

Our dual exhaust got special treatment, too: low back pressure mufflers and big pipes.

What else? A raked look.

15 in. mag-style wheels. Raised white letter tires. Power discs. Bucket seats.

And red, white and blue racing stripes that glow in the dark.

Groove on that.



Both the front and rear of the '70 Rebels are new:



In front, the clean-lined grille—with headlights neatly fitted in.



In back, the massive full-width bumper—with new horizontal taillights, each with a back-up light in the middle. (Wagons, however have taillights vertically stacked, to stay out of the way during loading and unloading.)



**Javelin & AMX.** The racy ones.





We're going to show you four of our 1970 Javelins and an AMX. The Javelin at the left is one for the money.

Like all of our 1970 Javelins, it's a 4-passenger sportster. Classy, glassy, jazzy.

And powerful. This year's basic engine is a competent 232 cu. in. six.

With your choice of transmissions—either Shift-Command automatic or manual (4-speed with Hurst shifter or 3-



speed depending on the engine). The Javelin SST at right is one for the show. With our big new power blister hood.

Get it with a Go Package available with either our 360 or 390 V-8 and you get a functional

ram-air induction system. Get it with our new landau vinyl top and you get one of the sharpest roof lines on the road.

Great with that crazy paint stripe. That's two.



The Javelin at right is one for the track. Specially prepared and modified for Trans-American Road Racing.

It's been clocked at 175 mph., goes from 0 to 60 in under 5 seconds, does the quarter mile in under 11 seconds.

This kind of speed is understandable, when you consider

that the Javelin's basic shape has been described as a natural for racing.

One of the country's top performance writers, Karl Ludvigsen, said in a recent article, "Hopefully, American Motors will see fit to sell an exact street equivalent of its Trans-Am Javelin, because it could be one of

the nicest in a nice class of cars."

Which brings us to the Javelin at left, the one for the road. One of a limited number in red-white-and-blue.

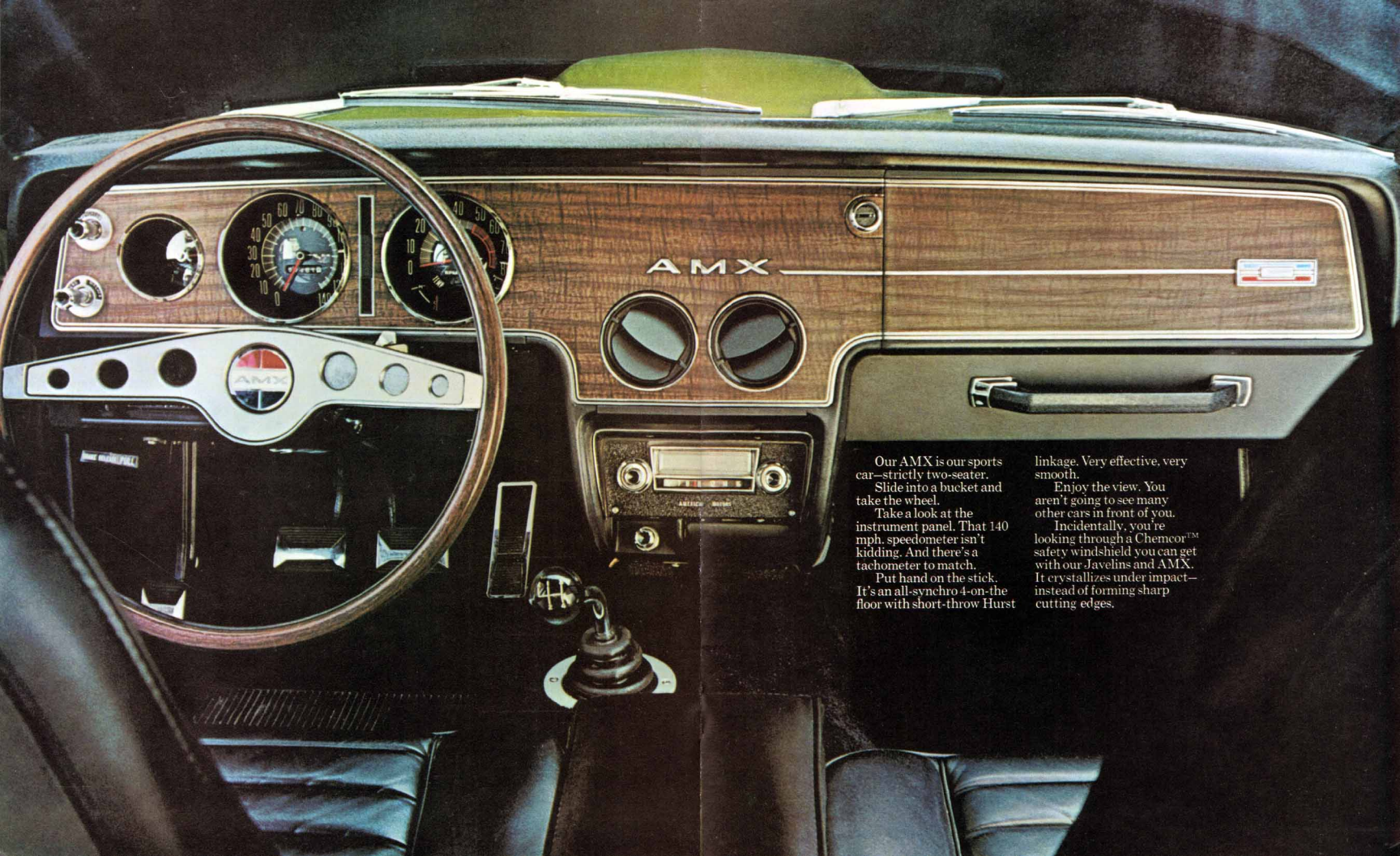
We couldn't make it an exact street equivalent. That's illegal. We have, however, put in standard equipment that's optional on most other cars.

It has a 390 engine. Ram-air hood. Dual exhaust system. Heavy-duty springs and shocks. 140 mph. speedometer and tach. Raised white lettering Goodyear Polyglas™ tires. Mag-style wheels. Front and rear spoilers.

Interested? Then hurry in. As we said, this is a limited production model.







Our AMX is our sports car—strictly two-seater. Slide into a bucket and take the wheel.

Take a look at the instrument panel. That 140 mph, speedometer isn't kidding. And there's a tachometer to match.

Put hand on the stick. It's an all-synchro 4-on-the floor with short-throw Hurst

linkage. Very effective, very smooth.

Enjoy the view. You aren't going to see many other cars in front of you.

Incidentally, you're looking through a Chemcor™ safety windshield you can get with our Javelins and AMX. It crystallizes under impact—instead of forming sharp cutting edges.





The AMX is the only American sports car in its price range.

It's almost the only American sports car. The other one is the Chevrolet Corvette that lists for well over \$1,000 more.

The AMX gives you a big standard engine: our 360 cu. in. V-8.

Also standard are dual

exhausts, mag-style wheels, heavy duty springs and shocks.

You get an Airless Spare that inflates when you need it, stays flat and small when you don't. And of course you can add options: our new 390 cu. in. V-8 with functional ram-air induction, for instance. Even special performance equipment, listed in your dealer's Performance Activities Book.





Have a seat. A new  
shell-style bucket with integral  
head restraint. Which will it be:  
Vinyl?  
Ventilair vinyl?  
Optional wide-wale nylon  
corduroy?  
Or optional genuine leather  
—with AMX and Javelin SST?



**Ambassador.**

The classiest.







Ask the man who drives one.

The Ambassador is American Motors' finest car. As Cadillac is General Motors', Lincoln Continental is Ford's and Imperial is Chrysler's.

But considerably smaller than the big three's big ones. About the size and price range of their Impalas, Galaxies and Furies.

Since it's our big car, it's the one we've loaded with luxuries. Air-conditioning, for instance, is standard in every Ambassador—something you won't find in any other car line listing for less than \$5,000, or, for that matter, \$10,000.

The car you're looking at here is the top of the line: our new 1970 4-door SST.





Get the woman's point of view. The appointments are superb. Like this channeled velour upholstery available as an option with the SST sedan.

The seats are deep and comfortable. Made like fine furniture with coil spring construction. The 304 cu. in. V-8 with easy-

going Shift-Command automatic transmission is standard on the DPL and SST models.

Other easy-driving options: power steering, power brakes, automatic speed control, and a twin-grip differential to get you going and hold the road on slick or icy surfaces.







It's an elegant family car.  
Take the 2-door SST hardtop.  
Same length and width as the big  
4-door.

With optional reclining buckets  
plus center cushion and armrest.

Plus three seats in back, for big  
people, little people, and/or pets.

And, for the children's amuse-  
ment and yours, you can have either  
an AM or AM-FM radio or 8-track  
stereo tape with two rear speakers.



It's a very workmanlike wagon.

With 6-passenger seating the Ambassador SST wagon has a total of over 99 cu. ft. of cargo space. Including two compartments under the deck, one with a lock for valuables.

Or you can order a third seat with either the Ambassador DPL or SST.

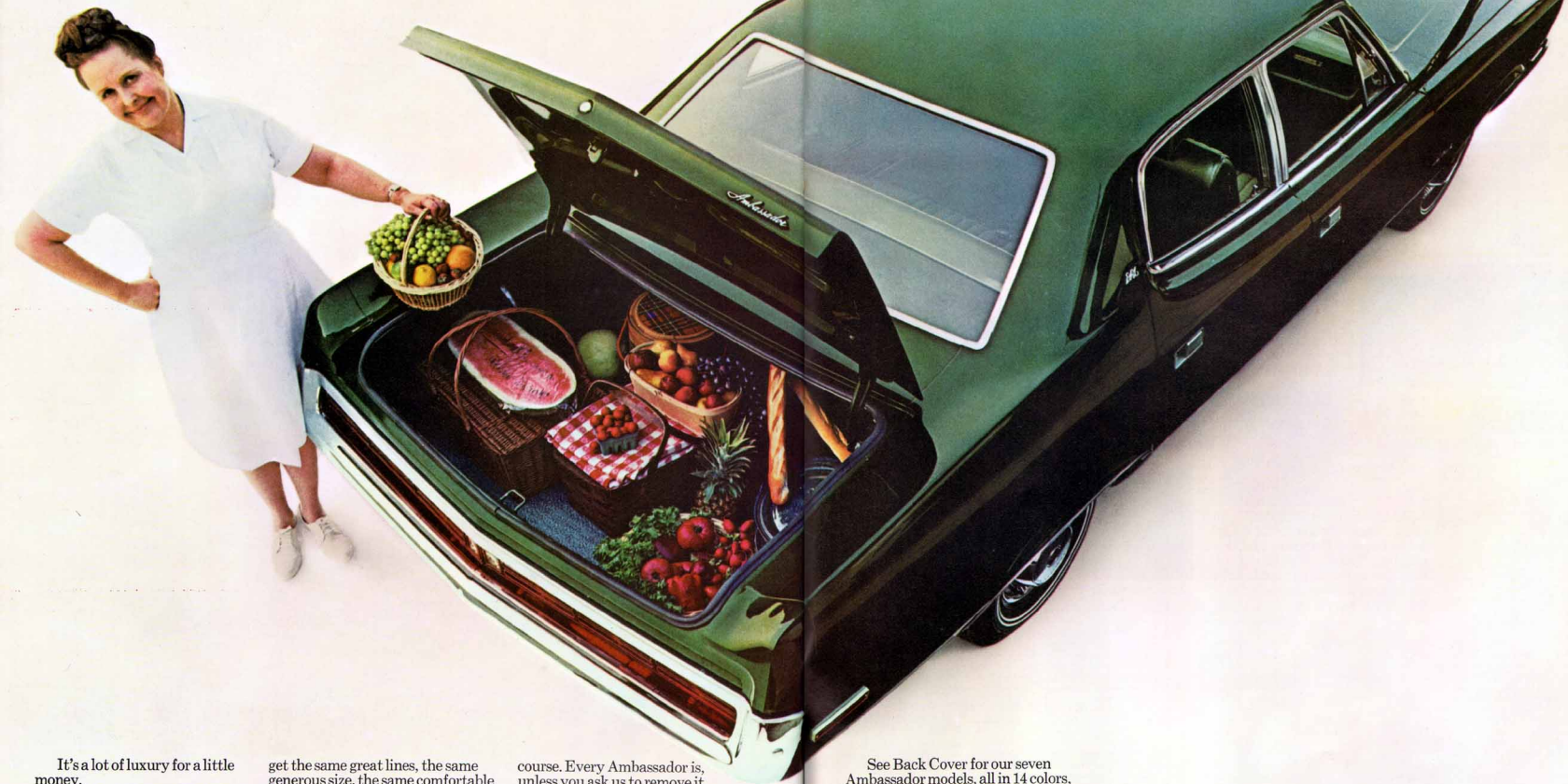
The new 6-foot roof rack is standard equipment.

And, with the SST, so are the wood-grain vinyl side panels.

The tailgate is dual-swing: opens like a door, as shown, or drops down flat to extend the load bed or give you a counter surface.







It's a lot of luxury for a little money.

Take the Ambassador DPL 4-door (or the basic Ambassador 4-door listing for a little less). You

get the same great lines, the same generous size, the same comfortable coil-spring seats, but with brocade upholstery.

You're air-conditioned, of

course. Every Ambassador is, unless you ask us to remove it.

The trunk space is a big 18 cu. ft. Holds ample luggage for a cross-country trip for six.

See Back Cover for our seven Ambassador models, all in 14 colors, 31 two-tone combinations, and, for the DPL's and SST's, 3 optional vinyl top colors.







# ENGINES

	CAB TYPE	H.P. @ R.P.M.	TORQUE @ R.P.M.	COMP. RATIO & FUEL	BORE & STROKE	HORNET		REBEL			AMBASSADOR		JAVELIN		AMX
						BASIC	SST	BASIC	SST	MACHINE	BASIC	DPL	SST	BASIC	
199 Cu. In. Six	1-Barrel	128 @ 4400	182 @ 1600	8.5:1 Reg.	3.75" X 3.50"	0									
232 Cu. In. Six	1-Barrel	145 @ 4300	215 @ 1600	8.5:1 Reg.	3.75" X 3.50"	0	S	S	S				S	S	
232 Cu. In. Six	2-Barrel	155 @ 4400	222 @ 1600	8.5:1 Reg.	3.75" X 3.50"	0					S				
304 Cu. In. V-8	2-Barrel	210 @ 4400	305 @ 2800	9.0:1 Reg.	3.75" X 3.44"	0	0	0	0		0	S	S	0	0
360 Cu. In. V-8	2-Barrel	245 @ 4400	365 @ 2400	9.0:1 Reg.	4.08" X 3.44"	0	0	0	0		0	0	0	0	0
360 Cu. In. V-8	4-Barrel	290 @ 4800	395 @ 3200	10.0:1 Pre.	4.08" X 3.44"	0	0	0	0		0	0	0	0	0
390 Cu. In. V-8	4-Barrel	325 @ 5000	420 @ 3200	10.0:1 Pre.	4.17" X 3.57"	0	0	0	0		0	0	0	0	0
390 Cu. In. V-8	4-Barrel	340 @ 5100	430 @ 3600	10.0:1 Pre.	4.17" X 3.57"						S				

# TRANSMISSIONS & AXLE RATIOS

(See Note below)

	HORNET	REBEL	AMBASSADOR	JAVELIN	AMX
199 Cu. In. Six (128 H.P.)	3.08:1 (3.31:1)	3.08:1 (3.31:1)			
232 Cu. In. Six (145 H.P.)	3.08:1 (3.31:1)	3.15:1 (3.54:1)		2.08:1 (3.31:1)	
232 Cu. In. Six (155 H.P.)	2.37:1 (2.73:1)	3.15:1		3.08:1 (3.31:1)	
304 Cu. In. V-8 (210 H.P.)	2.87:1 (3.15:1)	2.87:1 (3.15:1)		3.15:1 (3.54:1)	
360 Cu. In. V-8 (245 H.P.)	2.87:1 (3.15:1)	2.87:1 (3.15:1)		2.87:1 (3.15:1)	
360 Cu. In. V-8 (290 H.P.)	2.87:1 (3.15:1 & 3.54:1)	2.87:1 (3.15:1)		2.87:1 (3.15:1 & 3.54:1)	2.87:1 (3.15:1 & 3.54:1)
390 Cu. In. V-8 (325 H.P.)	2.87:1 (3.15:1 & 3.54:1)	2.87:1 (3.15:1)		3.54:1 (3.15:1 & 3.91:1)	3.54:1 (3.15:1 & 3.91:1)
390 Cu. In. V-8 (340 H.P.)	1.54:1 (1.15:1)	1.54:1 (3.91:1)		2.87:1 (3.15:1 & 3.54:1)	3.54:1 (3.15:1 & 3.91:1)

# OPTIONS

(S-Standard, O-Optional)

	HORNET		REBEL			AMBASSADOR			JAVELIN		AMX	
	BASIC	SST	BASIC	SST	MACHINE	BASIC	DPL	SST	BASIC	SST		
<b>PAINT, VINYL ROOF &amp; WOOD-GRAIN</b>												
Two-Tone Paint (not for Ambassador SST Wagon) (L)	0	0	0	0	0	0	0	0	0	0	0	
Vinyl Covered Roof, Black, White & Blue (Sedans & Hardtops)	0	0	0	0	0	0	0	0	0	0	0	
Simulated Wood Grain Side Panels for Wagons (not with Two-Tone)	0	0	0	0	0	S						
<b>SEATS &amp; UPHOLSTERY</b>												
Bench Non-Reclining Seat - Fabric	0	S	S	S	S	S						
Bench Non-Reclining Seat - Vinyl (Vinyl Standard on Wagons)	S	0	0	0	0	0						
Individual Reclining Seats - Fabric	0	0	0	0	0	0						
Individual Reclining Seats - Custom Fabrics	0	0	0	0	0	0	(O Sedan)					
Individual Reclining Seats - Vinyl (Vinyl Standard on Wagons)	0	0	0	0	0	0						
Bucket Seats - Fabric (Hardtop)	0	0	0	0	0	0						
Bucket Seats - Vinyl (Hardtop)	0	0	S	0	0	0	S	S	S	S		
Bucket Seats - Genuine Leather	0	0	0	0	0	0	0	0	0	0	0	
<b>PERFORMANCE (See "Engines" &amp; "Transmission/Axle Ratio" Charts)</b>												
Javelin 360 or 390 "Go" Package (2)	0	0	0	0	0	0	0	0	0	0	0	
AMX 360 or 390 "Go" Package (3)	0	0	0	0	0	0	0	0	0	0	0	
"Machine" Package for Rebel Hardtop (4)	0	0	0	0	0	0	0	0	0	0	0	
"Machine" Red/White/Blue Color & Trim Theme (includes Center Cushion & Armrest)	0	0	0	0	0	0	0	0	0	0	0	
Dual Exhaust System for 360 - 4 Barrel (Standard on 390)	0	0	0	0	0	0	0	0	0	0	0	
Tachometer & 160 MPH Speedometer (V-8)	0	0	0	0	0	0	0	0	0	0	0	
Two-Grp Differential (rec. with "performance" equip., rec'd. option with 3.91 axle)	0	0	0	0	0	0	0	0	0	0	0	
Quick Ratio Manual Steering (recommended only for special performance/racing)	0	0	0	0	0	0	0	0	0	0	0	

# POWER ASSETS

Power Steering (recommended with Air Conditioning)	0	0	0	0	0	0	0	0	0	0	0
Power Brakes	0	0	0	0	0	0	0	0	0	0	0
Power Disc Brakes, Front (V-8 only)	0	0	0	0	0	S	0	0	0	0	0
Power Lift Tailgate Window (included with 3 Seat Wagon Option)	0	0	0	0	0	0	0	0	0	0	0
Power Lift Side Windows	0	0	0	0	0	0	0	0	0	0	0

# RADIO & TAPE EQUIPMENT

AM Push-Button Radio	0	0	0	0	0	0	0	0	0	0	0
AM/FM Push-Button Radio	0	0	0	0	0	0	0	0	0	0	0
Rear Speaker, with Radio (not for Wagons)	0	0	0	0	0	0	0	0	0	0	0
8 Track Stereo Tape Player & 2 Rear Speakers (Sedans & Hardtops)	0	0	0	0	0	0	0	0	0	0	0
8 Track Stereo Tape Player with Manual AM Radio & 2 Rear Speakers	0	0	0	0	0	0	0	0	0	0	0

# CONVENIENCE ITEMS

Console Only (with Column Shift Transmission)	0	0	0	0	0	0	0	0	0	0	0
Armrest & Center Cushion (included with Opt. Bucket Seats for Rebel & Ambassador)	0	0	0	0	0	0	S	S	S	0	0
Air Conditioning (includes H.V. Engine Cooling & 55 Amp. Alternator)	0	0	0	0	0	0	0	0	0	0	0
A/C Package (includes Air Cond., Tinted Glass, Power Steering & Insulation Group)	0	0	0	0	0	0	0	0	0	0	0
Command Air Ventilation	S	S	0	0	0	0	0	0	0	0	0
Tinted Glass, All Windows (recommended with Air Conditioning, or Windshield only)	0	0	0	0	0	0	0	0	0	0	0
Luggage Rack, Wagon Roof, Javelin & AMX Trunk Lid	0	0	0	0	0	0	0	0	0	0	0
Third Seat for Wagons (includes Power-Lift Tailgate Window & Two Seat Belts)	0	0	0	0	0	0	0	0	0	0	0
Cruise Command Automatic Speed Control System (V-8 Automatic)	0	0	0	0	0	0	0	0	0	0	0
Adjust-O-Tilt Steering Wheel (not with Manual Column Shift)	0	0	0	0	0	0	0	0	0	0	0
Electric Clock	0	0	0	0	0	0	0	0	0	0	0
Convenience Group (5)	0	0	0	0	0	0	0	0	0	0	0
Convenience Group (6)	0	0	0	0	0	0	0	0	0	0	0
Electric Windshield Wipers & Electric Washers	0	0	0	0	0	0	0	0	0	0	0
Washable Grills (includes Convenience Group, Electric W/S Wipers & Washers)	0	0	0	0	0	0	0	0	0	0	0
Light Group (7)	0	0	0	0	0	0	0	0	0	0	0
Light Group (8)	0	0	0	0	0	0	0	0	0	0	0
Electric Power Door Locks (included with Opt. Mag-Styled Wheels)	0	0	0	0	0	0	0	0	0	0	0

# PROTECTION ITEMS

Bumper Guards - Front & Rear (not for Wagons)	0	0	0	0	0	0	0	0	0	0	0
Bumper Guards - Front for Wagons, Rear for Javelin & AMX	0	0	0	0	0	0	0	0	0	0	0

# OPTIONS CONT.

	HORNET		REBEL			AMBASSADOR			JAVELIN		AMX	
	BASIC	SST	BASIC	SST	MACHINE	BASIC	DPL	SST	BASIC	SST		
<b>PROTECTION ITEMS (Continued)</b>												
Undercoating	0	0	0	0	0	0	0	0	0	0	0	
Insulation Group (includes Undercoating & Hood Insulation)	0	0	0	0	0	0	0	0	0	0	0	
Rear Scuff Side Molding (not on Wagon with Two-Tone or Wood Grain)	0	0	0	0	0	0	0	0	0	0	0	
<b>APPEARANCE ITEMS</b>												
Custom Steering Wheel	0	0	0	0	S	S	S	S	S	S	S	
Sports Steering Wheel with Kim-Blow Feature	0	0	0	0	0	0	0	0	0	0	0	
Wheel Discs (set of 4)	0	0	0	0	0	0	0	0	0	0	0	
Turbo-Cast Wheel Covers (set of 4)	0	0	0	0	0	0	0	0	0	0	0	
Wire Wheel Covers (set of 4)	0	0	0	0	0	0	0	0	0	0	0	
Mag Spind Wheel Covers (set of 4) - includes Space-Saver Spare Tire	0	0	0	0	0	0	0	0	0	0	0	
Rocker Panel Molding (Simulated Exhaust View)	0	0	0	0	0	0	0	0	0	0	0	
Roof Spoiler (not with Vinyl Covered Roof)	0	0	0	0	0	0	0	0	0	0	0	
Rally/Racing Stripes (Black, White or Red) (not on Javelin with Anti-Scuff Molding)	0	0	0	0	0	0	0	0	0	0	0	
Paint Stripes (except Rebel & Ambassador Wagons)	0	0	0	0	0	0	0	0	0	0	0	
Decor Group (Wheel Discs, Paint Stripes, Fiberglass-Belted Black Tires)	0	0	0	0	0	0	0	0	0	0	0	
<b>HEAVY-DUTY EQUIPMENT</b>												
Handling Package - 4-Cyl (V-8)	0	0	0	0	0	0	0	0	0	0	0	
Handling Package - All V-8's plus Rebel & Ambassador 6-Cyl (10)	0	0	0	0	0	0	0	0	0	0	0	
Heavy Duty Engine Cooling System (included with Air Conditioning)	0	0	0	0	0	S	S	S	S	S	S	
70 Amp. Battery (standard) 50 AMP or 6.4 304 V-8, 60 AMP on 360 & 390 V-8)	0	0	0	0	0	0	0	0	0	0	0	
Coast Start Package - 70 Amp. Battery & 55 Amp. Alternator (for cars less A/C)	0	0	0	0	0	0	0	0	0	0	0	
Engine Block Heater	0	0	0	0	0	0	0	0	0	0	0	
<b>ANTI-SMOG DEVICES</b>												
Positive Crankcase Ventilation System	S	S	S	S	S	S	S	S	S	S	S	
Exhaust Emission Control System	S	S	S	S	S	S	S	S	S	S	S	
Fuel Tank Vapor Emission Control System (req'd. by a State of California)	0	0	0	0	0	0	0	0	0	0	0	

# TIRES

	HORNET		REBEL			AMBASSADOR			JAVELIN		AMX	
	Sizes	V-8's	Sedans & Hardtops	Station Wagons	The Machine	Sedans & Hardtops	Station Wagons	Sizes	V-8's			
1.6-45X 14 Black		S										
1.7-17X 14 Black (White optional) with Air Conditioning (White optional)		0	0	0	0	0	0					
1.7-17X 14 Black (White optional)		0	0	0	0	0	0			S		
1.7-17X 14 Red Line		0	0	0	0	0	0			0	0	
1.7-17X 14 Black (White optional)		0	0	0	0	0	0			0	0	
1.7-17X 14 White Lettered		0	0	0	0	0	0			0	0	
1.7-17X 14 Red Line		0	0	0	0	0	0			0	0	
1.7-17X 14 Black (White optional)		0	S									



**HORNET**

2-Door Sedan



4-Door Sedan



SST 2-Door Sedan



SST 4-Door Sedan

**REBEL**

4-Door Sedan



2-Door Hardtop



4-Door Wagon



SST 4-Door Sedan



SST 2-Door Hardtop



SST 4-Door Wagon



Machine 2-Door Hardtop

**JAVELIN**

2-Door Javelin Hardtop



SST 2-Door Javelin Hardtop

**AMX**

2-Door Sports Coupe

**AMBASSADOR**

4-Door Sedan



DPL 4-Door Sedan



DPL 2-Door Hardtop



DPL 4-Door Wagon



SST 4-Door Sedan



SST 2-Door Hardtop



SST 4-Door Wagon