



New Style · New Savings
New Safety

RAMBLER For 1962



Dedicated to the pursuit of excellence...



RAMBLER

FOR 1962

In presenting Rambler for 1962, we are conscious of our obligation to provide the very utmost in quality for our customers.

Progress Sharing with our customers is the underlying principle behind everything American Motors does. The 1962 Rambler is positive proof of the way in which American Motors shares its progress with the consumer to give you a better product in quality and price.

The chassis lubrication period for most 1962 Rambler models is extended to 33,000 miles. Engine oil changes are normally required only every 4,000 miles. The full-fill radiator coolant has a two-year or 24,000-mile warranty, as does the new Rambler Powr-Guard "24" battery.

Standard on all 1962 Rambler models is the new self-adjusting Double-Safety Brake System. You receive *twice* the protection in the event of brake failure. Normally, the only brake service you may require is relining, depending on your individual driving conditions.

The 1962 Rambler provides comfort never before attainable in any car at any price—with such features as the exclusive, optional Lounge-Tilt Seat—new Road Command Suspension for Classic and Ambassador—new, increased interior comfort on all models.

Rambler pioneered Single-Unit construction more than 22 years ago to assure you of automobiles that are stronger, safer. Our Deep-Dip rustproofing process protects every Rambler clear to the roof against rust and corrosion. And only Rambler gives you the long-life assurance of the Ceramic-Armored muffler and tailpipe.

When you drive a new Rambler, you will realize that the highest quality has been designed and built into the car. But we don't stop there. We check every part . . . every step of the manufacturing process and every car to assure the performance, dependability and trouble-free service you have a right to expect from Rambler.

Unique in the automobile industry is the new Customer Quality Assurance Department that audits components and final car quality that have already been subject to a full staff of regular inspectors. Members of this new department have the authority to stop the production lines any time quality isn't measuring up to what customers have the right to expect.

There is real integrity built into every 1962 Rambler—integrity of design, engineering and workmanship that assures greater motoring satisfaction and enjoyment.

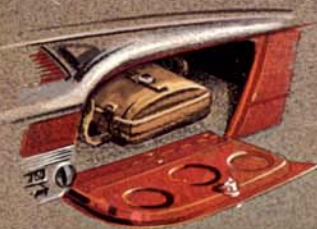
No matter which 1962 Rambler best fits your needs—Classic, Ambassador or American—you can be sure of the same high quality.

We invite you to see and drive the 1962 Ramblers at your Rambler dealer's soon.



George Romney

President, AMERICAN MOTORS CORPORATION



RAMBLER AMERICAN

FOR 1962

*Quality-Built, Family-Sized,
Lowest-Priced*

With over 75 improvements and refinements for 1962, the Rambler American offers finer value than ever before while retaining its basic concept of styling continuity that assures high resale value.

Now—new increased steering ratio and low-friction mechanism for real finger-tip steering ease, even without power steering. America's most maneuverable car is even easier to park and steer in 1962.

Now—five transmission choices, including new E-Stick transmission, available with standard and overdrive, that gives the economy and precise control of personal shifting without a clutch pedal. New, improved Flash-O-Matic transmission with higher efficiency is also featured for '62.

In each distinctive series—"400", Custom and Deluxe—the 1962 Rambler American offers outstanding quality and performance at America's lowest prices.

The smart, nimble Rambler American "400" Convertible, pictured at right, is America's largest-selling compact convertible. Powered top for sun and fun is weather-tight. Individually adjustable bucket-type front seats with reclining backs, Lounge-Tilt Seat and headrest are optional.



Smart and practical, too, is the wide array of upholstery and trims available in the 1962 Rambler American. Pictured at top is the American "400" distinctive Halo-pattern upholstery. Below, the Rattan-pattern trim on the American Custom. Both feature blended synthetic fabrics with full carpeting.





1962 RAMBLER AMERICAN "400" 4-DOOR SEDAN



1962 RAMBLER AMERICAN "400" 2-DOOR CLUB SEDAN



1962 RAMBLER AMERICAN DELUXE 4-DOOR SEDAN
(Also offered in Custom series)



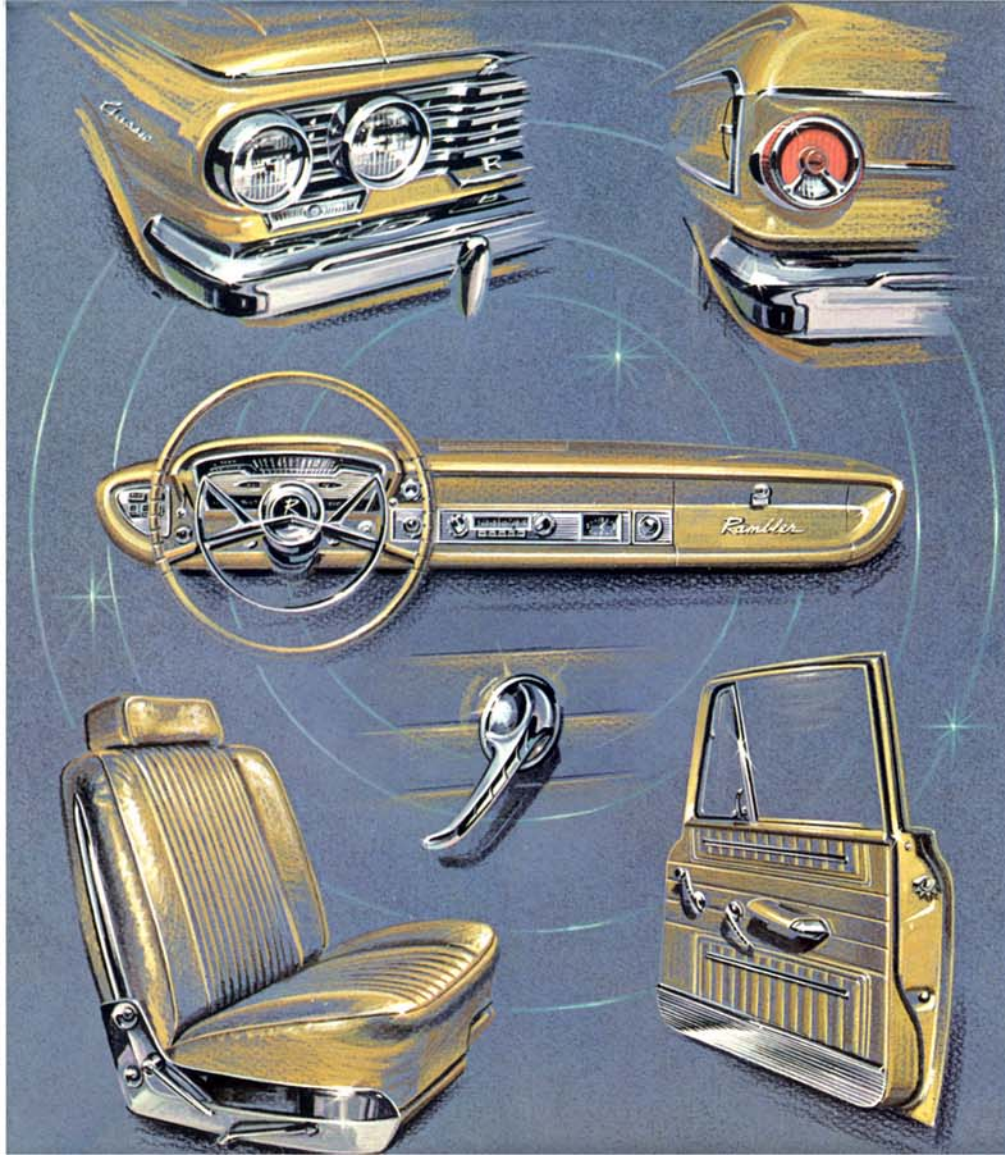
1962 RAMBLER AMERICAN DELUXE 2-DOOR CLUB SEDAN
(Also offered in Custom series)



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RAMBLER CLASSIC 6

FOR 1962

The All-Purpose Compact

The 1962 Rambler Classic 6 is the ideal compact car for most family needs. It offers generous room and comfort for six 6-footers . . . even more room with improved softer seats and extra rear legroom.

Yet, the Classic retains the compact car handling ease and economy that have made it a best-seller year after year. The addition of a new 2-door sedan gives you an even wider choice of distinctive Classic models.

Distinctively new with its modern rear-end treatment and smooth-flowing profile lines, the Classic hits another high note for '62 in interior appointments and upholstery choices.

Standard on every Classic are the long-life Ceramic-Armored muffler and tailpipe—even more durable in '62 with new aluminized metal protective shield—and the Cushioned-Acoustical Ceiling of molded fiber-glass that cuts road noise 30 per cent.

New, improved Flash-O-Matic transmission with higher efficiency is also featured for '62.

Choose your new Classic 6 from three great series . . . "400" — Custom — Deluxe

In each series, you may choose from 2-door and 4-door sedans plus 4-door and 5-door station wagons, as your tastes and needs dictate.

Classic
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1962 RAMBLER CLASSIC "400" 2-DOOR CLUB SEDAN



1962 RAMBLER CLASSIC "400" 4-DOOR SEDAN



Tasteful elegance characterizes the new upholstery and trim combinations available in Rambler Classic for 1962. Choose from a wide variety of color harmonies available in fabrics and vinyls. Illustrated is the all-vinyl pleated rear seat trim available with optional front bucket seats in the Classic "400" series.



1962 RAMBLER CLASSIC CUSTOM 4-DOOR SEDAN



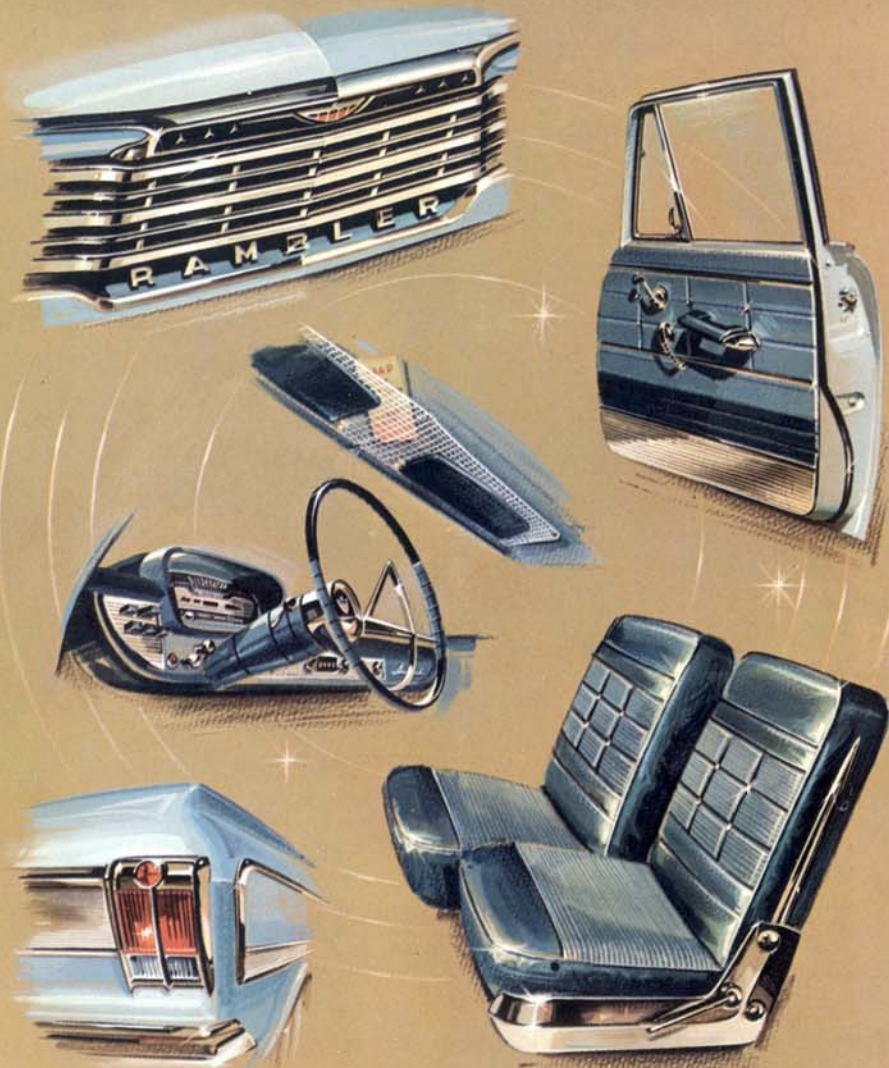
1962 RAMBLER CLASSIC DELUXE 4-DOOR SEDAN



1962 RAMBLER CLASSIC CUSTOM 2-DOOR CLUB SEDAN
(Also offered in Deluxe series)



1962 RAMBLER CLASSIC "400" 2-DOOR CLUB SEDAN



RAMBLER AMBASSADOR

V-8

FOR 1962

The Action-Packed Compact

Never before a compact car like this! Imagine the scintillating pep and performance of a superb 250 H.P. V-8 engine (270 H.P. optional) combined with the maneuverability and handling ease of a compact 108-inch wheelbase! That's the Rambler Ambassador for 1962. Exceptionally high power-to-weight ratio assures outstanding economy along with get-up-and-go performance. The smart interior decor befits the finest, most luxurious compact car on the road with room for six 6-footers. Rambler Ambassador is available in Custom and "400" series, the latter with optional bucket-type seats, if desired. Drive the *action-packed* compact—Rambler Ambassador—today!



1962 RAMBLER AMBASSADOR CUSTOM 4-DOOR SEDAN



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1962 RAMBLER AMBASSADOR "400" 4-DOOR SEDAN



Going away, as well as coming toward you, Ambassador styling reflects distinctive smartness. The rectangular tail-lights and sculptured rear fenders that flow gracefully into the rear deck contribute to new beauty. The slim center pillar gives "hardtop" appearance with the strength and rigidity of a sedan.



A skillful application of the designer's art is apparent in the new upholstery patterns and designs available in Ambassador for 1962. One of the many "400" series choices is shown above.



Elegance without extravagant price is the keynote of the 1962 Rambler Ambassador V-8 "400" series. One of the many colors available in the new Seminole porous vinyl and leather-grained vinyl is shown above.

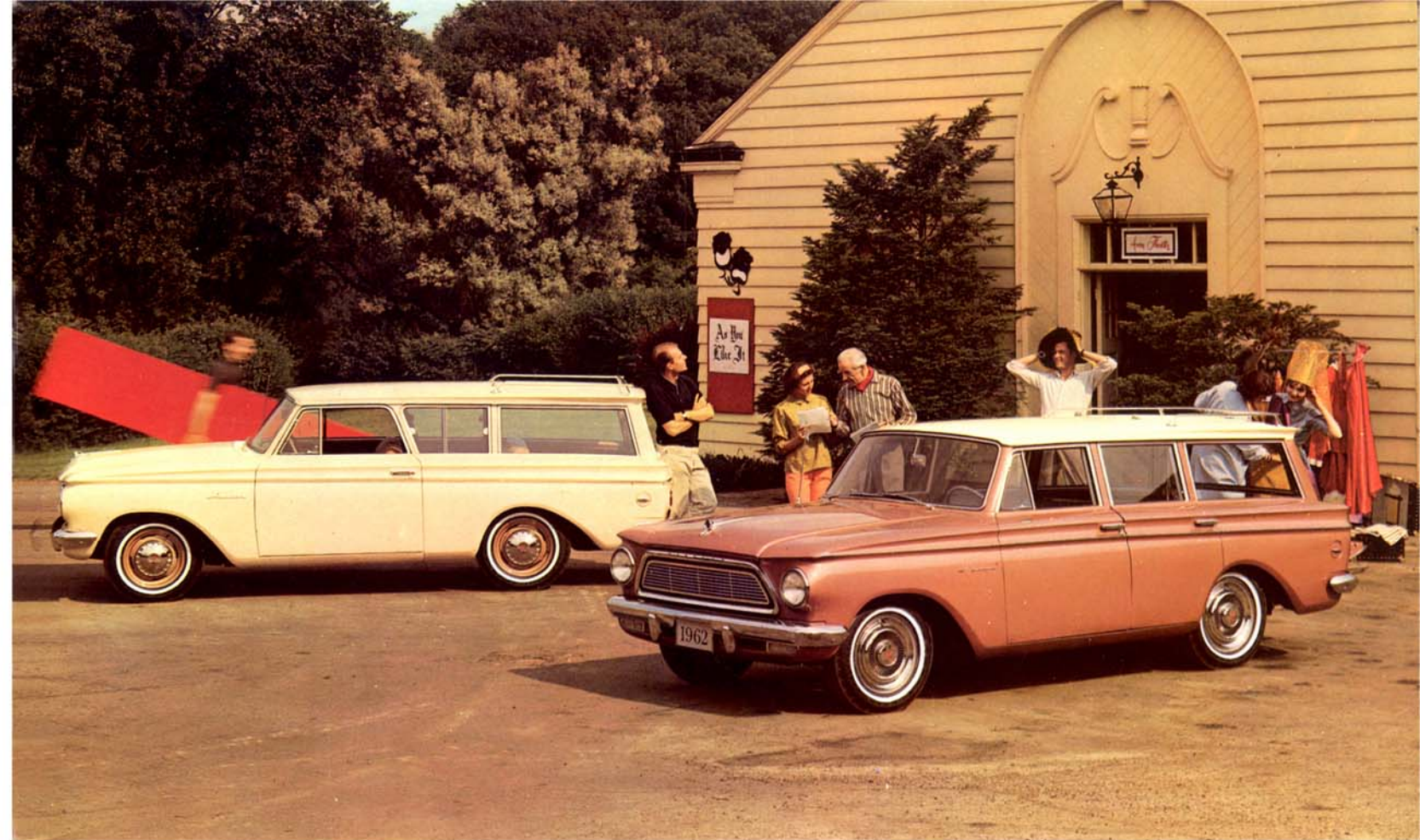
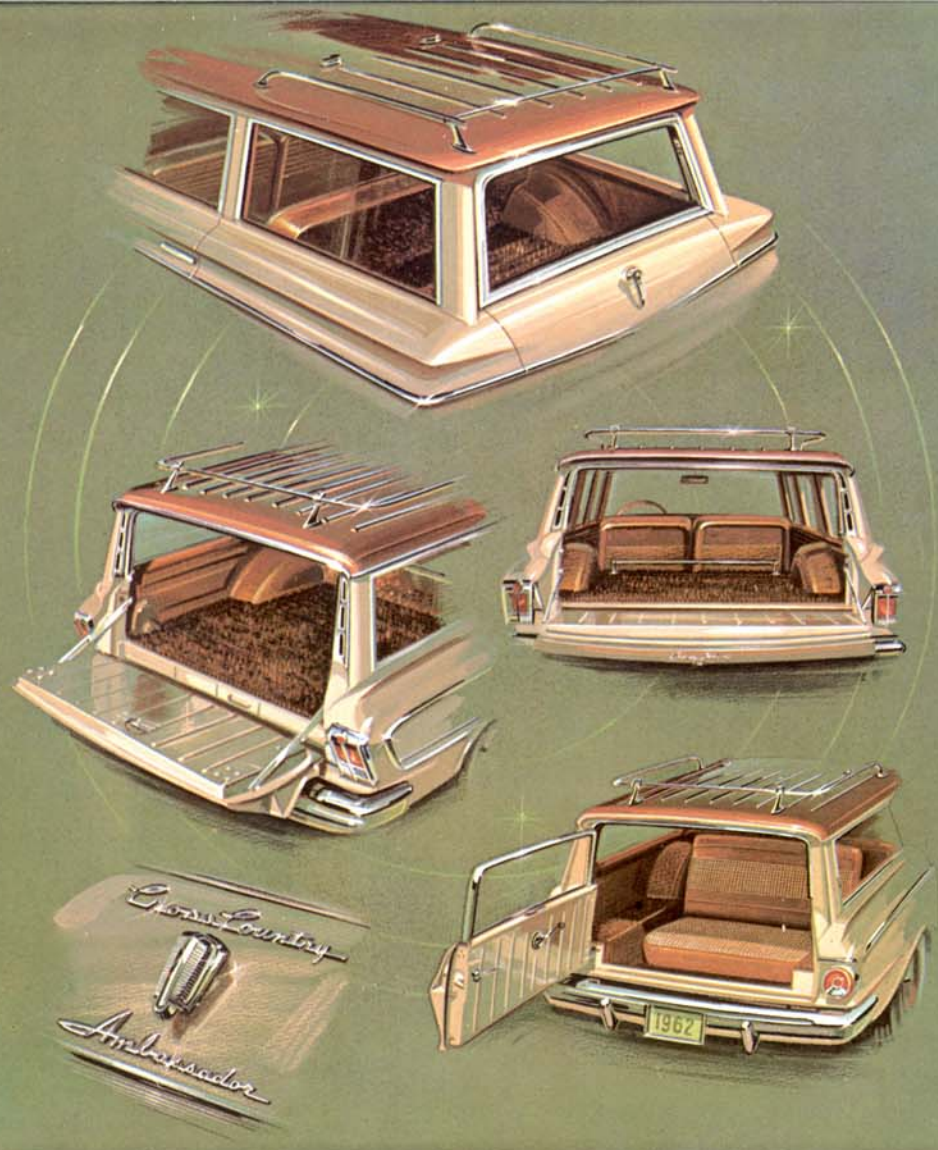


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1962 RAMBLER AMBASSADOR CUSTOM 4-DOOR SEDAN

RAMBLER STATION WAGONS

FOR 1962

Rambler is America's largest-selling six-cylinder station wagon. The high degree of usefulness to the user that has earned Rambler this popularity is advanced even further in 1962 with new basic improvements, refinements and features that add an even greater dimension to station wagon living. Here is outstanding room and comfort for all the family. Here is generous cargo space . . . wide tail-gates for easy loading and unloading. The 1962 line of Rambler Station Wagons embraces three distinctive models to meet every need and desire—Rambler Classic, Rambler Ambassador and Rambler American, each in "400" and Custom series, plus Classic and American in Deluxe series. You can choose from 2-door, 4-door and 5-door wagons, 2-seat and 3-seat models. If lively station wagon living is for you, see your Rambler dealer . . . your station wagon headquarters.



For work or play, choose a thrifty Rambler American Station Wagon... gives most miles per gallon and parks where others can't. Pictured at left, is the 1962 Rambler American Custom 2-Door Station Wagon, also available in Deluxe series. At right, is the American "400" 4-Door model, also available in Deluxe and Custom series.



Classic in usefulness . . . classic in design, comfort and performance. That's the 1962 Rambler Classic 6 Cross Country Station Wagon. Pictured above is the new Rambler Classic "400" 2-Seat Station Wagon, also available in Deluxe and Custom series. Custom 3-Seat model is also offered.

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The action-packed compact station wagon for 1962 is the Rambler Ambassador. Pictured above is the Rambler Ambassador V-8 "400" 4-Door, 2-Seat Wagon, also available in Custom series. Or, you can choose the smart 3-Seat, 5-Door Cross Country Wagon in the "400" series.

TWO RECORD-BREAKING RAMBLER AMERICAN ECONOMY ENGINES

125 H.P. OVERHEAD VALVE CUSTOM FLYING SCOT is standard on "400" models . . . optional on Deluxe and Custom models. This is the engine that topped all cars in most miles per gallon in the '61 Pure Oil Economy Trials. Gives superb performance on regular grade gasoline. 20-gallon tank and fuel filter on all models.

90 H.P. L-HEAD SUPER FLYING SCOT. Standard on Deluxe and Custom models. Offers lots of go and economy, too. Uses regular grade gasoline for extra savings. Oil filter is standard on all '62 Rambler engines.

TWO RAMBLER CLASSIC SIX ENGINES . . . ALUMINUM OR CAST-IRON

Proved by more than 3 million miles in owner use, and on the test track, the Rambler Classic 6 die-cast aluminum engine combines outstanding performance with exceptional gas-saving economy. The aluminum cylinder block reduces front-end weight by 80 pounds to add to steering ease. Centrifugally cast-iron cylinder liners, hydraulic valve tappets and full-flow oil filter assure quiet operation and long life. The aluminum Six is standard on all 1962 Rambler Classic "400" models, optional at extra cost on Custom and Deluxe models.

The time-proven Rambler Economy Six engine with cast-iron block, solid valve tappets and partial-flow oil filter is standard on 1962 Classic Deluxe and Custom models . . . optional at no extra cost in "400" series. Both engines develop 127 H.P. standard or 138 H.P. optional, on regular grade gasoline.

THE RAMBLER AMBASSADOR V-8 POWERPLANT

Standard on the 108-inch wheelbase Rambler Ambassador, this short-stroke design 250 H.P. powerplant provides one of the finest power-to-weight ratios in the industry for superb performance and remarkable V-8 economy. The thrifty 2-barrel carburetor and 8.7:1 compression ratio gives this economy on regular grade fuel. Optional 4-barrel carburetor, 9.7:1 compression ratio and dual exhausts give 270 H.P. rating on premium grade gasoline for top performance.

NO OTHER CAR— ONLY RAMBLER— GIVES YOU THIS PROTECTION

1962 Rambler Classic 6 or Ambassador V-8 Requires Chassis Lubrication Normally Only Every 3 Years or 33,000 MILES.

All 1962 Ramblers Require Engine Oil and Filter Change Normally Only Every 4,000 Miles.

The Radiator and Cooling System of Every 1962 Rambler Model is Protected with DOWGARD FULL-FILL Coolant Warranted for 24 Months or 24,000 Miles, whichever occurs first. Your Rambler is protected in winter against temperatures as low as -40 degrees F., as well as cooled for extreme summer heat. No drain for 2 years.

Rambler POWR-GUARD "24" Battery—Standard Equipment On All 1962 Rambler Models—is Warranted for 24 Months or 24,000 Miles, whichever occurs first.

Ceramic-Armored Muffler and Tailpipe, Designed For Long-Life, Warranted to You as Long as You Own Your New Rambler.

New Service Coupon Plan Offers Double Savings on Maintenance.

Every 1962 Rambler Carries A New Car Warranty For 12 Months Or 12,000 Miles, Whichever Occurs First.

Rambler Quality and Customer Assurance Mean Top Resale Value, Year After Year.

YOU DRIVE WITH ASSURANCE IN YOUR NEW RAMBLER!



America's only reclining bucket-type seats are optional equipment on the "400" series of Rambler Classic, American and Ambassador models.

NEW LOUNGE-TILT SEAT HIGHLIGHTS WIDE ARRAY OF 1962 RAMBLER PERSONALIZED COMFORT FEATURES

A new high degree of personalized comfort never before attainable in any car at any price is yours to enjoy in Rambler for 1962. The new Lounge-Tilt Seat for the front seat passenger is an example. This advanced comfort feature adjusts to conform to the angle of the reclining seat-back, thus providing a true posture chair in an automobile for the first time. The cushion is adjusted to the desired position by a convenient handle that energizes a hydraulic cylinder. This low-cost option with headrest is offered in conjunction with the individual and bucket-type seat options. Deep coil seat springs—soft seat cushions—Airliner Reclining Seats that convert into Twin-Travel Beds—these, and many more Rambler features and options add a new measure of superb comfort to your motoring pleasure in every Rambler model for '62.



Individually Adjustable Front Seats, a low-cost option on all 1962 Rambler models, glide back and forth independently to enable driver and front seat passenger to have just the right amount of legroom for perfect comfort. Adjustable headrests for even more comfort are also optional.



Twin-Travel Beds for comfortable all-night sleeping on family vacation or camping trips make up handily from Rambler Airliner Reclining Seats to give another added measure of travel comfort for Rambler Owners.



Rambler Airliner Reclining Seats make up into a Nap Couch for resting children, invalids and senior citizens. Improved softer coil spring seats assure lasting comfort and support.

Features to provide added pleasure, safety and enjoyment in Rambler for 1962



Cushioned-Acoustical Ceiling of molded fiberglass is standard on all 1962 Rambler Classic and Ambassador models. Cuts road noise 30% . . . adds to headroom. New linear texture gives smart interior appearance.



New E-Stick transmission—optional on 1962 American with standard and overdrive transmissions—gives economy and precise control of personal shifting without a clutch pedal.



New, standard Double-Safety Brake System provides double braking protection. Two separate hydraulic systems assure braking action in emergencies. Self-Adjusting brakes, standard. Improved power brakes, optional.



All '62 Ramblers have increased ground clearance for rough-road driving. Twin-Grip Differential is optional to give positive rear-axle traction on ice, snow or mud, or when a rear wheel slips onto a soft shoulder.



Classic and Ambassador are more stable with new Road Command front suspension featuring a new control arm and wide-track design. New, sealed lubrication. Improved power steering, optional.

Rambler's outstanding quality is further expressed in the many available features that add a new measure of driving pleasure to your motoring. A few of these features are illustrated and described here. Your Rambler dealer will be glad to tell you of many others.

MORE 1962 RAMBLER OPTIONS FOR ADDED DRIVING PLEASURE

- Overdrive Transmission
- Flash-O-Matic Transmission . . . New, improved design for 6-cylinder models is more efficient
- Power-Lift Windows . . . (Classic and Ambassador)
- Transistorized Radio
- Two-Tone Exterior Colors
- Lock-O-Matic Vacuum-Powered Door Locks . . . added safety (Classic and Ambassador)
- Solex Glass . . . cool green tint (standard)
- Seat Belts . . . (front installation plates standard)
- Load-Leveler Rear Shock-Spring (Ambassador)
- Pow-Saver Engine Fan . . .

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1962 RAMBLER SPECIFICATIONS

CLASSIC-6

MODELS: 2- or 4-Door Sedan and 4-Door 2-Seat Station Wagon in Deluxe, Custom and "400" Series. 3-Seat 4-Door Station Wagon in Custom Series.

ENGINE: Overhead Valve Six. Cast-iron block engine with solid valve lifters standard on Deluxe and Custom, optional at no cost on "400." Aluminum block engine with hydraulic valve lifters standard on "400," extra cost option on Deluxe and Custom. Displacement 195.6 cu. in. Bore 3.13". Stroke 4.25". Compression ratio 8.7:1. Horsepower 127. Torque 180. Twin-barrel carburetor engine develops 138 horsepower, 185 lb. ft. torque (extra cost option). Regular grade fuel.

MECHANICAL: Wheelbase 108". Length 190". Loaded height 57.47" (57.63" Sta. Wag.). Front tread 58.08". Rear tread 58". Loaded ground clearance 7". Hypoid-gear differential with economy axle ratios standard. Wheel size 15" x 5". Tire size 6.50 x 15, 4-ply rating 2-ply rayon (Tyrex) construction standard. 6.70 x 15, 4-ply rayon (Tyrex) optional. Whitewall tires optional. Four Captive-Air Nylon tires standard on 3-seat wagons, optional in sets of four or five on other models. Coil springs, front and rear. Torque tube drive. Direct-action shock absorbers. Brake diameter 9".

AMBASSADOR V-8

MODELS: 4-Door Sedan and 2-Seat Station Wagon in Custom and "400" Series. 3-Seat Station Wagon in "400" Series.

ENGINE: Overhead valve V-8. Cast-iron block. Hydraulic valve lifters. Displacement 327 cu. in. Bore 4". Stroke 3.25". Standard engine; 2-barrel carburetor, compression ratio 8.7:1, regular grade fuel develops 250 horsepower, 340 lb. ft. torque. Extra cost optional engine; 4-barrel carburetor, compression ratio 9.7:1, dual exhaust system develops 270 horsepower, 360 lb. ft. torque on premium grade fuel.

MECHANICAL: Wheelbase 108". Length 190". Loaded height 57.62" (57.78" Sta. Wag.). Front tread 58.58". Rear tread 59.13". Loaded ground clearance 7". Hypoid-gear differential with economy axle ratios standard. Performance ratio optional at no cost with optional overdrive transmission. Wheel size 14" x 5 1/2". Tire size 7.50 x 14 standard, 8.00 x 14 optional, both 4-ply rayon (Tyrex). Whitewall tires optional. Four Captive-Air Nylon tires standard on 3-seat wagons, optional in sets of four or five on other models. Coil springs, front and rear. Front sway-stabilizer bar. Torque tube drive. Direct-action shock absorbers. Brake diameter 10".

AMERICAN

MODELS: 2- or 4-Door Sedan, 4-Door Station Wagon in Deluxe, Custom and "400" Series. 2-Door Station Wagon in Deluxe and Custom Series. 2-Door Convertible in "400" Series.

ENGINE: Six-cylinder, cast-iron block. L-Head engine with 8.0:1 compression ratio standard on Deluxe and Custom. Overhead valve engine with 8.7:1 compression ratio standard on "400," extra cost option on Deluxe and Custom. Solid valve lifters. Displacement 195.6 cu. in. Bore 3.13". Stroke 4.25". Single-barrel carburetor. L-Head engine horsepower 90, torque 150 OHV engine horsepower 125, torque 180. Regular fuel.

MECHANICAL: Wheelbase 100". Length 173.1". Loaded height 56.1" (56.3" Sta. Wag.). Front tread 54.62". Rear tread 55". Loaded ground clearance 6.38". Hypoid-gear differential with economy axle ratios standard, performance ratios optional at no cost for OHV sedans and wagons. On convertibles, performance axle ratios standard. Wheel size 15" x 4". Tire size 6.00 x 15 standard, 6.50 x 15 optional, both in 4-ply rating 2-ply rayon (Tyrex). Whitewall tires optional. Coil springs front. Semi-elliptic rear springs. Hotchkiss drive. Direct-action shock absorbers. Brake diameter 9".

STANDARD EQUIPMENT

Synchromesh 3-Speed Transmission. Turn Signals. Double-Safety Brake System. Self-Adjusting Brakes. Bonded Linings. Powr-Guard "24" Battery, 12-Volts. Engine Oil Filter. Fuel Tank Filter. Vacuum Booster Fuel Pump & Filter. Cellulose-Fiber Carburetor Air Cleaner. 20-Gallon Fuel Tank. Automatic Choke. Front Arm Rests. Rear Arm Rests (except Deluxe). Dual Sun Visors. Cigarette Lighter (except American Deluxe). Front Ash Tray (two on Classic & Amb.). Rear Ash Trays (except Deluxe). Trunk or Cargo Cover. Floor Carpeting (except Deluxe). Bumper Guards, Front and Rear. Front Seat Foam Cushion. Non-Reclining, Split-Back Front Seat. Dome Light (Panel Lights on Convertible). Seat Belt Provisions. Fresh-Air Ventilation. Wheel-Tire Assembly Static Balanced. Blackwall Tires. Single-Tone Exterior Colors, Baked-Enamel. Single Muffler & Tailpipe, Ceramic-Armored. Station Wagon Travel-Rack (except American Deluxe). Coat Hook (except Convertible). Hood Insulation, Ambassador. Handi-Pak Net Carrier, Ambassador "400." Porous-Vinyl Seat Trim, optional at no cost (NA with Bucket Seats).

EXTERIOR COLORS (Two-Tones, Opt.): Classic Black, Frost White, Inca Silver, Metallic, Sonata Blue, Baron Blue, Metallic, Majestic Blue, Metallic, Glen Cove Green, Elmhurst Green, Metallic, Briarcliff Red, Algiers Rose Copper, Metallic, Sirocco Beige, Aqua Mist, Metallic*. Jasmine Rose*, Villa Red, Metallic*. Corsican Gold, Metallic*. (*Opt. on Deluxe and Custom.)

DEALER ACCESSORIES: Travel-Rack Leather Straps, Child-Guard Rear Door Locks. Spotlight. Rubber Floor Mats. Locking Gas Cap. Plus many other approved items at nominal cost.

OPTIONAL EQUIPMENT

Push-Button Radio or Manual Radio for American. Weather Eye Heating and Ventilating System. All-Season Air Conditioning System. Powr-Saver Fan for Amb. V-8. Solex Glass. Power-Lift Windows (except American). Lock-O-Matic Door Locking System (except American). Airliner Reclining Seats. Individually Adjustable Reclining Seats. Bucket-Type Reclining Seats & All-Vinyl Trim ("400" only except 3-Seat Wag.) Lounge-Tilt Seat & Headrest, Right Seat (Indiv. or Bucket). Headrest, Left, Right or Both. Rear Seat Foam Cushion (Std. on Amb. "400"). Electric-Wound Clock (Std. on Classic & Amb. Custom & "400"). Wheel Discs (Std. on "400"). Two-Tone Exteriors. Twin-Grip Axle Differential. Overdrive Transmission. Flash-O-Matic Transmission. E-Stick Transmission (American, With or Without Overdrive). Power Brakes. Power Steering. Side-Hinged Tailgate (Std. on 3-Seat Wag., NA on American). Light Package: Trunk or Cargo Light, Courtesy Lights, Glove Box Light, Front Door Light Switch for Deluxe, and Parking-Brake Warning Light (also Single Opt.). Back-Up Lights. Windshield Washer. Padded Visors and Panel (Std. on "400"). Undercoating. Outside Rear View Mirror (Left or Both). Inside Rear View Non-Glare Mirror. License Plate Frames (Pair or Both). Seat Belts, Pair (Front or Front & Rear). Doward Full-Fill Coolant. Heavy-Duty Radiator. Heavy-Duty Cooling System (Std. on AC). Heavy-Duty Shock Absorbers. Heavy-Duty Springs & Shock Absorbers. Load-Levelers, Rear. Oil-Bath Carb. Air Cleaner, for American (NA with power brakes). Crankcase Vent System (Calif. Type). See "Engine" Section for Optional Engines. See "Mechanical" Section for Optional Tires and Axle ratios.

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