

***ALWAYS
READY
FOR ACTION!***



1963 **RAMBLER** **POLICE CARS!**



RAMBLER CLASSIC 6 POLICE SPECIAL

Combines top economy with exceptional maneuverability and nimble performance. Ideal for in-city patrol. Available in 2- and 4-door sedans, 4- and 5-door wagons.

MORE POWER-PER-POUND . . . MORE TROUBLE-FREE SERVICE

RAMBLER AMBASSADOR V-8 POLICE SPECIAL

With one of the finest power-to-weight ratios on the road, the Rambler Ambassador V-8 offers the spirited performance and the practical economy so necessary to efficient police car work. 250 hp—8.7:1 compression ratio V-8 engine is standard. Optional 4-barrel carburetor and 9.7:1 compression ratio give 270 hp rating. With either 327 cu. in. engine, the 1963 Ambassador V-8 provides the deep-throated power, roadability and pinpoint handling that's ideal for law-enforcement cars. A complete line of heavy-duty equipment lets you tailor your Rambler Police Cars to your own individual requirements.



1963 RAMBULANCE

Dual-Purpose Patrol
and Emergency Vehicle

1963 Rambler Station Wagons are ideal for emergency or city patrol. They provide a dual-purpose law-enforcement vehicle that serves both as a patrol car and ambulance. A complete line of accessories for ambulance use is available at low cost. Rambler station wagons are available in 4-door models with roll-down rear window and fold-down tail gate, or with hinged fifth door that swings open to a full 90 degrees for easy loading and unloading of patients. The fifth door is standard on Classic and Ambassador 3-seat station wagons and an extra-cost option on 2-seat wagons. Its versatility enables the Rambler station wagon to meet two police needs with one vehicle—emergency and patrol!



Rambler's unique Airliner Reclining Seats adjust to five different positions . . . permit heart patients and accident victims with minor injuries to be carried in greatest comfort.



The split rear seat on "Rambulance" station wagons enables an attendant to ride in the rear compartment with the patient. Two cots or stretchers can be carried in the rear compartment.



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RAMBLER'S BUILT-IN QUALITY MEANS LESS "DOWNTIME" IN RUGGED POLICE SERVICE



With nearly 3 inches less rear overhang than ever before—less than most other cars—Rambler Police Cars negotiate the steepest ramps and driveways without scraping.



Curved side windows—standard on '63 Classic and Ambassador—lull wind noise, give greater side visibility, add to smart, contemporary appearance of your police car.



Cushioned-Acoustical ceiling of molded fiber glass—standard on all Rambler Classic and Ambassador models—cuts road noise 30%—never sags—keeps shape for life of car.



New 33-amp. alternator, standard on Ambassador V-8's, gives longer battery life, offsets normal drain from electrical and power accessories at idle speeds. 41- and 60-amp. alternators are optional.



Rambler's new Tri-Point Power provides a smooth, quiet, vibration-free ride. Engine is mounted at three special points in deep hull. In Ambassador V-8, select from 250 hp or 270 hp with 327 cu. in. displacement. Classic 6 offers 127 hp or 138 hp with 198.6 cu. in. displacement.



Advanced Double-Safety Brake System has tandem master cylinders—one for front brakes, other for rear. If one set is damaged, the other works. Brakes are self-adjusting.



Ceramic-Armored muffler, exhaust pipe and tailpipe protect against rust; eliminate replacement expense. Aluminized steel shield protects muffler against objects thrown from road.



35,000-mile (or 3-year) change-oil and 4,000-mile engine-oil and filter change save downtime and expense. Many parts are lubricated for life. No drain for transmission, rear axle.



Turning diameter is further reduced in '63, enabling Rambler Police Cars to make U-turns in narrow streets and alleys that would be impossible for other cars.

Road Command Front Suspension gives 1963 Classic and Ambassador outstanding road stability. Coil springs, front and rear, plus Torque-Tube drives superb handling ease.



**...PLUS YEARS-AHEAD
 ADVANCED
 UNIT CONSTRUCTION!**



Rambler moves 10 years ahead with the most significant advance in unit construction in motorcar history . . . one-piece inside body. The exclusive new one-piece outer inside is completely galvanized and welded to a one-piece inner inside. The whole panel forms a complete box structure all around door openings and rocker panels. The rounded "no-weld" corners at the pillars give outstanding strength and rigidity. The number of welded joints is greatly reduced, thus minimizing squeaks and rattles. With Rambler's Advanced Unit Construction, doors fit better and the ultimate in watertightness is achieved. With far more galvanized parts than other cars, Rambler takes another big step forward in the battle against rust.



Rustproofing? With Rambler's exclusive Deep-Dip rustproofing process, every body takes a deep bath up to the roof in chromate primer paint that protects every grille, corner, crevice—inside and out against rust and corrosion.

1963 SPECIFICATIONS

CLASSIC 6

MODELS: 2- or 4-Door Sedan and 4-Door 2-Seat Station Wagon 550, 660 and 770 Series. 3-Seat Station Wagon in 660 Series.

ENGINES: Overhead Valve Six. Cast-iron block engine with solid valve lifters standard on 550 and 660, optional at no cost on 770. Aluminum block engine with hydraulic valve lifters standard on 770, extra cost option on 550 and 660. 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 DETAILS: Wheelbase 112". Length 188.8" (189.3" wagon). Loaded height 54.6" (54.9" wagon). Front tread 58.2". Rear tread 57.4". Loaded ground clearance 6". Hypoid-gear differential. Choice of rear axle ratios to meet special requirements. Wheel size 14 x 5". Tire size 6.50 x 14 standard, 7.00 x 14 optional, both in 4-ply rating 2-ply rayon (Tyrex). Four Captive-Air Nylon 7.00 x 14 tires standard on 3-seat wagons, optional in sets of four or five on other models. Whitewall tires optional. Coil springs, front and rear. Torque tube drive. Direct-action shock absorbers. Brake diameter 9", 153.8 square inches. Step-on parking brake. Powr-Guard "24" 12-volt battery, 50 amps. (60 amps. with air cond.). 30-Amp. generator (alternator standard with air cond.).

AMBASSADOR V-8

MODELS: 2- or 4-Door Sedan and 4-Door 2-Seat Station Wagon in 880 and 990 Series. 3-Seat Station Wagon in 990 Series.

ENGINES: Overhead Valve V-8. Cast-iron block. Hydraulic valve lifters. Displacement 327 cu. in. Bore 4". Stroke 3.25". Standard engine; 2-barrel carburetor, com-

pression ratio 8.7:1, develops 250 horsepower, 340 lb. ft. torque on regular grade fuel. Extra cost optional engine; 4-barrel carburetor, compression ratio 9.7:1, 270 horsepower, 360 lb. ft. torque on premium fuel.

MECHANICAL DETAILS: Wheelbase 112". Length 188.8" (189.3" wagon). Loaded height 55.3". (55.6" wagon). Front tread 58.6". Rear tread 57.5". Loaded ground clearance 6". Hypoid-gear differential. Performance rear axle ratio optional at no cost with optional column-shift overdrive. Wheel size 14" x 5 1/2". Tire size 7.50 x 14, 4-ply rating 2-ply rayon (Tyrex). Four Captive-Air Nylon tires standard on 3-seat wagons, optional in sets of four or five on other models. Whitewall tires optional. Coil springs, front and rear. Front sway-stabilizer bar. Torque tube drive. Direct-action shock absorbers. Brake diameter 10", 167.5 square inches. Step-on parking brake. Powr-Guard "24" 12-volt battery, 60 amps. Alternator, std.

STANDARD EQUIPMENT

Column-shift 3-speed manual transmission. Turn signals. Double-Safety Brake System. Self-adjusting brakes. Bonded linings. Engine-oil filter. Fuel-tank filter. Windshield-wiper power-booster fuel pump, and filter. Cellulose-fiber carburetor air cleaner. Anti-smog engine-vent system. 19-gallon fuel tank (17 on 3-seat wagon). Automatic choke. Front armrests. Rear armrests (except 550). Dual sun visors. Cigarette lighter. Two front ash trays (one on 550). Rear ash trays (except 550). Trunk or cargo floor cover. Floor carpeting (rubber on 550). Electric clock (except 550). Lock for glove box and wagon hidden box (except 550). Front-seat foam cushion. Non-reclining front seat. Dome light. Seat-belt provisions. Fresh-air ventilation. Wheel-tire assembly static balanced. Blackwall tires. Ceramic-Armored muffler, exhaust pipe and tailpipe. Station-wagon Travel Rack. Two coat hooks. Porous-vinyl seat upholstery, optional at no cost (not available with bucket seats). Dual headlights. Hood insulation for Ambassador.

HEAVY-DUTY EQUIPMENT

ELECTRICAL

Alternator, Leece-Neville 60 Amp—Built-in Rectifier Type (model 2116AA) with Dual Belt Drive. (Not Available with Air Conditioning On All Models Or With Power Steering On Classic Series)
Alternator, Motorola 33 Amp (Std. On 6380 Series)
Alternator, Delco 42 Amp—Battery H.D.—70 Amp
Dome Light Over Front Seat
Emergency Signal Flasher System—Alternate Flashing
Emergency Signal Flasher System—Simultaneous Flashing
Radio Suppression Kit
Spotlight, L. or R. (W/O Rear View Mirror):
White Light—5" or 6"
Flashing Red Light—5" or 6"
Non-flashing Red Light—5" or 6"
Luggage Compartment Light
Wiring—Shielded for Roof Light (3 Wire)
Switches, Courtesy, For Dome Light:
Front Doors (550 or 800)
Rear Doors (550, 660, 800, or 880)
All 4 Doors (550 or 800)

MECHANICAL AND RUNNING GEAR

Brakes, Heavy-Duty (Not Available on 6380 Models equipped with Power Brakes)
Clutch, Heavy-Duty
Cooling System, H.D. (Radiator, Shroud, Fan)
Heavy Duty Drive Package (Classic 6 Series Only)
Consists of H.D. std. transmission, clutch and housing and gear shift controls. (Must be ordered with all law enforcement or off highway use cars.)
Hand Throttle Control-Locking Type
Shocks, Heavy-Duty Front and Rear
Shocks and Springs, Heavy-Duty Front and Rear
Load Levelers, Rear
Twin-Grip Differential
Speedometer—Police (Including Tel-Tale Hand)
Tire Size: Classic: 6.50 x 14 Std., 6.50 x 15, 6.50 x 14, 7.00 x 14, 6.70 x 15 Opt.
Ambassador V-8: 7.50 x 14 Std., 6.70 x 15, 7.10 x 15, 7.50 x 14 Opt.
Automatic Transmission Oil Cooler (Std. On 6380)

BODY AND TRIM

Glass, Solex—Windshield Only (or all windows)
H.D. Med. Gray T-351V All-Vinyl Upholstery and Side Door Panels (for 550, 660, 800 and 880)
Padded Instrument Panel, Sun Visors (Std. on 770 and 990)
Rear Door, Side-Hinged (Fifth): On 2-Seat Wagons Only (Standard on 3-Seat Wagons)
Seat Belts, Front or Rear, Single
Seat Belts, Front or Rear, Pair
Seat Cushion and Back, H.D., Front
Seat Cushion and Back, H.D., Front and Rear
Seat, Rear, Split (For Wagon Ambulance Conversion)
Note: Standard front seat for all models is a non-reclining type. The seat has a split-back on 2-door models, and on all models with optional reclining seats.

SEE YOUR RAMBLER DEALER FOR AN ON-THE-JOB TEST!

Or write or phone: **FLEET SALES DEPARTMENT**

AMERICAN MOTORS CORPORATION • 14250 PLYMOUTH ROAD, DETROIT 32, MICHIGAN