

classic beauty with 4-wheel drive 'Jeep'
Wagoneer



*The classic
'go-anywhere wagon'
is more glamorous
than ever!*

Smart styling . . . distinctive color fashions . . . exciting new get-up-and-go performance! You can get it all — with 4-wheel drive to boot — in the 'Jeep' Wagoneer. It's the *only* station wagon that combines family car comfort and a prestige appearance with the greater safety and reliability of 4-wheel drive! In front, the Wagoneer features a bold, bright grille of aluminum and a distinctive chrome bumper. In back, there's an aluminum accent panel and chrome trim surrounding the wrap-around tail lights. Inside the Custom Wagoneer are fresh fashions you'd expect only in ex-

pensive sedans (and they don't offer the safer road-hugging traction of 4-wheel drive!)

Yet the Wagoneer *handles* as easily and comfortably as any fine car sedan — thanks to its variable-rate rear springs, fade-resistant brakes, improved steering and clutch operation and efficient engines. Choose from the standard 145 h.p. Hi-Torque 6 or the new Dauntless V-8 engine option with 230 horses. You can also choose the optional 3-speed Turbo Hydra-Matic* automatic transmission, air conditioning, power steering and power brakes. (And the choices don't end there — there's a list of options as long as your arm.)

But you get a *fully synchronized* manual transmission, foam-padded seats, front and rear arm rests, retractable seat belts, chrome bumpers, electronic alternator and a wagon load of other features without asking for them . . . plus traditional 'Jeep' dependability and reliability! Certainly, the 4-wheel drive 'Jeep' Wagoneer is a classic automobile you'd be proud to own.

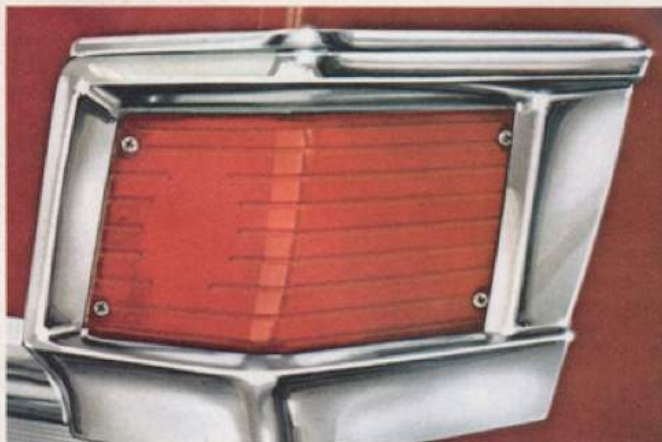
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Dual Range Transfer Case.



Turbo Hydra-Matic Transmission.*



Tail Lamp Trim.



NEW Dauntless V-8 Engine.



Classic Beauty . . . Built For Duty.

Custom 'Jeep' Wagoneer





The all-weather, all-terrain, all-year 'Jeep' Wagoneer lets you discover back-country fishing and hunting areas, remote camping privacy and scenery you'll never see from the highway



The Wagoneer has the biggest tailgate opening and the largest cargo area of any wagon in its wheelbase class!



The turn radius of the 4-WD Wagoneer is short . . . a tight 22¼ feet! Steering is almost a one-finger exercise with the Wagoneer's new full-time power steering option!

Custom 'Jeep' Wagoneer



*'Jeep' Wagoneer
with 4-Wheel Drive
adds new convenience
to driving!*

Plush comfort and a luxury appearance are features of the 'Jeep' Wagoneer . . . 4-wheel drive is the bonus. With twice the traction of ordinary wagons, the 4-wheel drive 'Jeep' Wagoneer travels hairpin curves, slippery roads and muddy trails . . . places 2-wheel drive cars slip, slide and bog down. And 4-wheel drive has never been easier to operate than in the Wagoneer: Just pull the "power bolt" — at any speed — and you're in 4-wheel drive, ready for the rough stuff. It's that simple! With the proper equipment, the 4-wheel drive 'Jeep' Wagoneer can plow snow, winch boats out of water, pull 5,000 pound travel trailers, and do a multitude of extra-duty tasks. It all adds up to traditional 'Jeep' usefulness plus the appearance and comfort of a luxury wagon!

Standard 'Jeep' Wagoneer

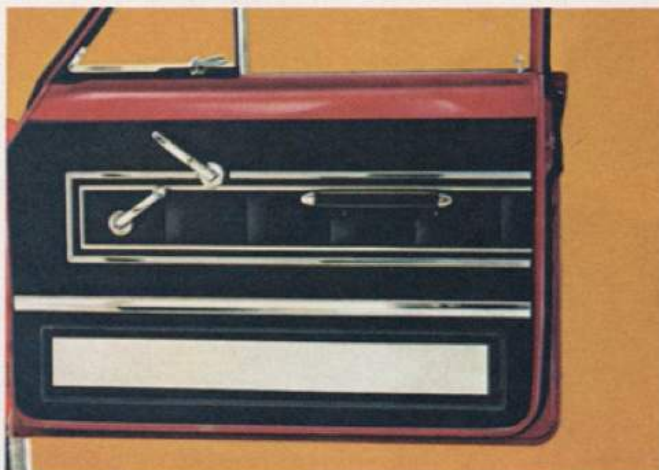


Interiors

CUSTOM WAGONEER. One thing about the 4-wheel drive 'Jeep' Wagoneer: you can roam around muddy job sites or hunting country all day long . . . but after a quick wash job, you have a wagon with class enough for any dress-up affair. Seats in the Custom Wagoneer are foam-padded and covered with a combination of rich rayon-nylon fabrics and soft, expanded vinyl. Interior appointments include handsome door trim designs richly accented with mylar, vinyl headlining, color-keyed front and rear seat belts and color-keyed seat belt retainers — all in your choice of fashionable shades.



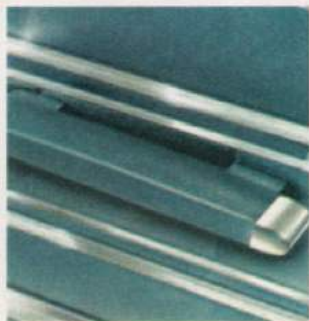
The Custom Wagoneer also features high-pile carpeting, chrome instrument panel control knobs, a color-keyed steering wheel with deluxe horn ring, courtesy lights, vinyl floor covering in the cargo area, stainless steel exterior moulding and chrome wheel covers. And, for those who like the sporty look and easy-care feature of all-vinyl seats, there's an optional trim package available. Seats are stitch pleated to look like genuine leather and the entire interior is comfortably, handsomely coordinated. Why even the cargo floor is carpeted from wall to wall.



STANDARD WAGONEER. This is the interior to select if you prefer economy at a small sacrifice to a rich appearance. No less than three leather-simulated vinyl grain styles cover standard Wagoneer foam-padded seats. Vertical grain panels in the seat and seat back are separated by a horizontal saddle-stitch grain. Seat bolsters are covered with calf grain vinyl for a neat, comfortable appearance. Supple vinyl door panels are richly embossed and accented with mylar. Color-keyed appointments include headlining, padded instrument panel, padded sun visors, front and rear seat belts and retainers and textured floor mats. When you think of it, that's a lot of good looks for a low-priced model!



INTERIOR ROOMINESS. Don't let the Wagoneer's compact wheelbase fool you — there is plenty of room inside for six tall, broad-shouldered adults. In fact, the 'Jeep' Wagoneer has more leg, hip, shoulder and head room than many wagons a foot longer! With its flush door sills and high, wide door openings, you enter and leave the Wagoneer quickly, comfortably, graciously.



NEW . . . The 'Jeep' Wagoneer offers a greater choice of interior-exterior color fashions. All painted surfaces are first treated with a zinc-phosphate coating and primer. Detailed inspection by experienced finishers follows the careful painting procedure. After paint inspection, all 'Jeep' Wagoneers are undercoated and sprayed with a wax coating to protect exterior surfaces during shipment. The final step, dealer preparation, includes an additional cleaning. That's how the Wagoneer gets its bright sheen . . . and stays bright with just a minimum of care.

7 Beautiful Body Colors



CUSTOM WAGONEER INTERIOR



CUSTOM WAGONEER INTERIOR Optional Pleated Vinyl



STANDARD WAGONEER INTERIOR



*Options,
Accessories,
special equipment*

27⁶



☐ *Mag-Type Wheel Covers*



☐ *Turbo Hydra-Matic* Automatic Transmission*



☐ *Air Conditioning*



☐ *Front Bumper Guards*



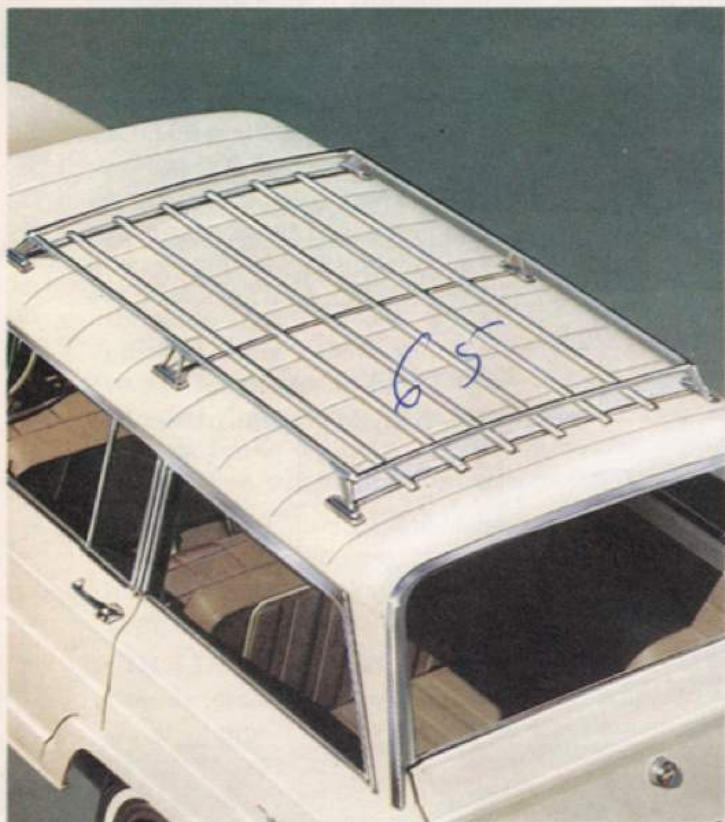
☐ *Snow Plows*

16⁰⁰

☐ Turbo Hydra-Matic* Transmission ☐ Alternator 40 Amp. (35 Amp. Standard) ☐ Power Brakes ☐ Power Steering ☐ Drive Line Brake (standard transmission only) ☐ Powr-Lok Differential (rear axle) ☐ Front-Mounted Winch ☐ Magnetic Drain Plugs (Hi-Torque 6 Engine only) ☐ Power Take-Off Feature ☐ Electric-Operated Tailgate Window ☐ Electric Clock ☐ Transistor Push Button Radio ☐ Parking Brake Light Indicator

☐ E-Z Eye Glass ☐ Luggage Rack ☐ Ski Rack ☐ Spare Wheel Lock ☐ Air Conditioning ☐ Heavy-Duty Rear Springs ☐ Window Vent Shades ☐ Locking Gas Cap ☐ Deluxe Horn Ring ☐ Cigar Lighter ☐ Heavy-Duty Clutch ☐ Dauntless V-8 Engine ☐ Heavy-Duty Battery ☐ Drawbar ☐ Push-plate ☐ Selective Drive Hubs ☐ Snow Plows ☐ Front Bumper Guards ☐ All-Vinyl Seats.

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☐ Luggage Rack



☐ Dauntless V-8 Engine



☐ Selective Drive Hubs



☐ Power Steering



☐ Transistor Push Button Radio



☐ Power Brakes

131

75

48

2 Great Performance choices

HI-TORQUE 6. Performance in the 'Jeep' Wagoneer comes more powerful than before . . . yet with improved mile-after-mile economy! Power: wedge-shaped combustion chambers, hydraulic valve lifters, 145 "horses", 232 cubic inches of displacement. Economy: 7-main bearing crankshaft with twice as many counterweights as in most other engines, short 3½-inch piston stroke, overhead valves, large-area valve ports. And the standard 6-cylinder Hi-Torque operates on a small diet of regular gas.

DAUNTLESS V-8. There's 350 cubic inches of zesty zip in the 'Jeep' Dauntless V-8 — zip to meet every highway and off-road driving situation. Yet, the Dauntless measures up to economy like few other engines its size. Hydraulic valve lifters, short 3¼-inch piston stroke, overhead valves, and valve rotation see to that. For extra durability, the Dauntless V-8 has Autothermic pistons and steel-backed, removable camshaft and main bearings. But the biggest surprise is that the Dauntless operates on regular gas!

Oiling System. 'Jeep' engines have full-pressure lubrication that not only protects moving parts from extreme friction, but also allows the engines to operate at cooler, more economical temperatures. A full flow oil filter cleans every drop of oil before it's

re-routed through the engine. An oil bath air cleaner is standard with both the Hi-Torque 6 and Dauntless V-8.

Electrical System. 'Jeep' 12-volt electrical components assure efficient ignition and high electrical output for carefree driving any time of year. Full-transistor voltage regulation provides a smooth flow of electrical current to all engine accessories. An electronic alternator keeps the battery charged, even while the engine is idling, for longer battery life and adequate cold-weather ignition. Standard battery with the 'Jeep' Hi-Torque 6 is a 50 amp./hr. unit. A 60 amp./hr. battery is standard with the 'Jeep' Dauntless V-8.

Maintenance Schedule. The 'Jeep' Wagoneer requires oil changes just once every 4,000 miles. Lubrications are needed only once every 30,000 miles — that's an average of three years road time for most car owners! And as you know, less time spent at the service garage means more time for driving — or, if you prefer, just admiring the fine new fashion of the 'Jeep' Wagoneer.

POWER TEAM COMBINATIONS (axle ratios to one)

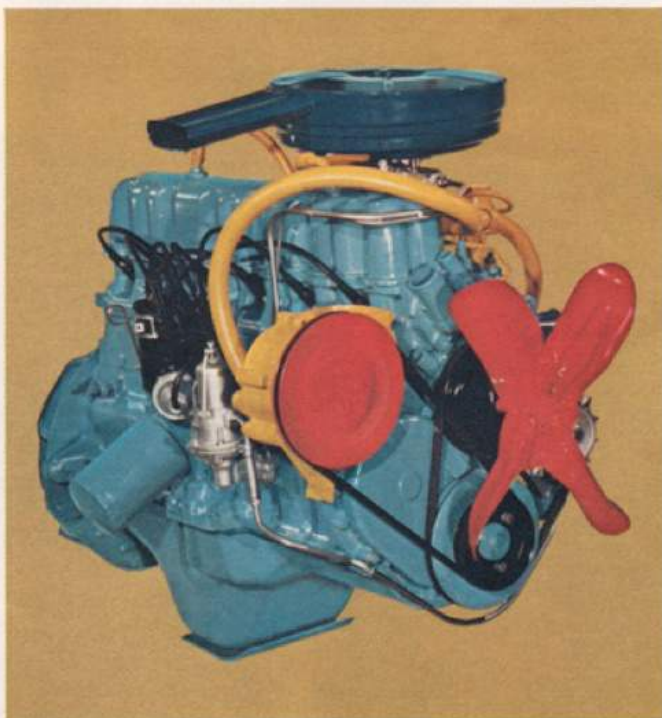
	Hi-Torque 6	Dauntless V-8
3-Speed	4.09 4.27‡ 4.88‡	3.73 4.09‡
Turbo Hydra-Matic*	3.31 3.73‡	3.31 3.73‡

‡Optional at no extra cost.

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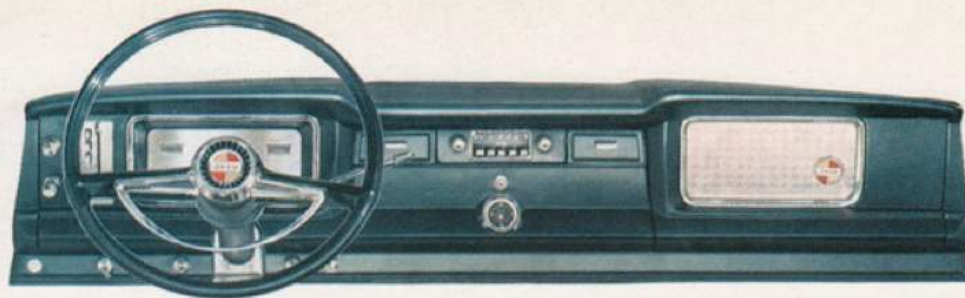


NEW Dauntless V-8 Engine.



Hi-Torque 6.

Specifications



AXLES, FRONT: Driving front axles are full-floating to reduce stresses on the axle shafts. Front axle capacity rating is 2,500 pounds.

AXLES, REAR: Semi-floating axles with deep-tooth, hypoid pinion and ring gears are used in the rear of all Wagoneer models. Axle shafts are heat-treated for high torsional strength. Axle capacity is 3,000 pounds.

BRAKES, PARKING: Actuated with a foot lever, parking brakes operate on the rear service brakes and have 80.8 square inches of effective lining area.

BRAKES, SERVICE: All self-adjusting brakes are the servo type for better braking efficiency and more uniform lining wear. Linings are molded and riveted to the brake shoes. Drum sizes, 11 in. x 2 in.; total effective lining area, 161.6 square inches. Dual master brake cylinder system provides stopping ability even when one cylinder is inoperative.

CLUTCH: Clutches in 'Jeep' Wagoneer models feature improved ease of operation. They have a new mechanical linkage and are the single dry plate type with torsional damping.

COOLING: Thermostat-controlled water circulation is pressurized by a centrifugal impeller type water pump. Cooling system directs flow of coolant to provide the best operating temperature range for each part of the engine. Permanent anti-freeze is standard.

DIMENSIONS: Wheelbase, 110 in.; overall length, 183.66 in.; overall height at curb weight, 64.2 in., overall width, 75.6 in., tread, 57 in.

ELECTRICAL: 50 amp./hr. battery with Hi-Torque 6, 60 amp./hr. battery with Dauntless V-8, 12 volt system. 35 amp. capacity alternator. The Wagoneer's all-transistor voltage control assures battery charging during engine idle and a long, trouble-free life.

ENGINE: Overhead valve designs of 'Jeep' engines provide for efficient cooling and larger diameter valves for economical operation. The standard Hi-Torque 6 is a 6-cylinder engine with 232 cubic inches of displacement, 145 horsepower at 4400 r.p.m., 215 pounds feet of torque at 1600 r.p.m., and 8.5 to one compression ratio. The optional Dauntless V-8 has a 90 degree "V" head, 350 cubic inches of displacement, 230 horsepower at 4400 r.p.m., 350 pounds feet of torque at 2400 r.p.m., and 9.0 to one compression ratio. Strategically placed rubber mounts insulate

engines from extreme road shocks and permit free engine oscillation.

EXHAUST SYSTEM: In 'Jeep' Wagoneer models, the exhaust system (muffler and tail pipe) are aluminumized to fight rust. An over-sized muffler reduces back-pressure, thus increasing overall engine efficiency and economy.

FRAME: Welded and riveted construction provides adequate resilience to withstand torsional stresses. The frame's deep webs and wide flanges with five crossmembers offer structural soundness.

STEERING: The Wagoneer's steering system is the highly efficient recirculating ball type with a gear ratio of 24 to one. A flexible coupling is used to minimize road vibrations to the steering wheel.

SUSPENSION: Variable-rate rear leaf springs provide high load capacities with soft riding qualities. Front and rear leaf springs are used in combination with airplane-type shock absorbers that absorb both upward and downward impacts. Rubber bushings at spring and shock connecting eyes minimize road noises.

TIRES: Low profile 7.75 x 15 tires with 4-ply ratings are used. Other types and sizes, both black and white sidewall, are optional. Wheels are the disc type with five studs.

TRANSFER CASE: The transfer case is the silent type with two speeds selected by the driver through a single-lever control. Ratios are 1 to one and 2.03 to one. Shift pattern is diagrammed on the control lever knob. Transfer case also provides for power take-off applications.

TRANSMISSION: New 3-speed, fully synchronized manual transmission is standard; with gear ratios dependent on selection of engine. Optional 3-speed Turbo Hydra-Matic* automatic transmission features a vacuum modulator for smooth shifts. Automatic shifting provides for transmission braking through automatic downshifts at certain speed ranges. Gear ratios (to one): first, 2.48; second, 1.48; third, 1.00; reverse, 2.08.

WEIGHT, CURB: (With standard equipment and Hi-Torque engine) — 3801 lbs.

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MANUFACTURER OF 4-WHEEL DRIVE VEHICLES

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