

NEW

Jeepster

4-WHEEL DRIVE SPORTS CONVERTIBLE





Jeepster

4-WHEEL DRIVE SPORTS CONVERTIBLE

Young-at-heart styling with 4-wheel drive!

All new, all around . . . sassy and daring with the accent on go! Top up or top down, you'll be moving in an adventurous new world of fun and excitement that doesn't end at the end of the road. 'Jeep' 4-wheel drive lets you make your action on the beach, on the trail — anywhere!
You've got to drive it to believe it!

Young-at-heart performance with V-6 power and console automatic shift!

Take the wheel and take off! Here's breath-taking performance for the wilderness . . . super smooth power for the turnpikes. An authoritative V-6 engine option turns out 160 very fast horses (world-famous 4-cylinder Hurricane engine is standard) . . . console-shift with manual or optional automatic transmissions . . . mag-type wheel covers and the whole bit! Turn yourself on with jaunty new 'Jeepster' . . . new soft top swinger with 4-wheel drive.

Young-at-heart features found only here!

'Jeepster' takes you out of the every day league with rakish features never before available with 4-wheel drive: Console-mounted shift lever, sleek power-operated convertible top with glass rear window, bucket seats and mag-type wheels for the look of go. For the *feel* of go, there's 4-wheel drive for twice the traction of ordinary cars, a front stabilizer bar and off-center rear springs for fast, anti-squat pick-up, plus V-6 power and Turbo Hydra-Matic* automatic transmission. Big shocks and wheels, over-sized muffler, quick steering ratio, Hurricane 4-cylinder engine, and manual stick shift transmission are standard.

With 'Jeep' 4-wheel drive, you can make tracks wherever your inclination takes you. But the glory of it is the 'Jeepster' has sports convertible features you won't find in any other 4-wheeler!





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Fall in with the fun-makers! 'Jeepster' is the new mod car for the movers! Comfort and convenience you've never experienced — with a ride to match and 4-wheel drive to boot! Bold and lively exterior colors combined with smart interior trim. The action look for the action life . . . *your* life! You've got to drive it to believe it!

4-wheel drive traction . . .
4-wheel drive action that really moves!

Head for the hills, the beach, the camp, the ski trail. Get away from it all in the cool new 'Jeepster' . . . the only full-blooded sports convertible with 'Jeep' 4-wheel drive traction! Make any scene in any season . . . 'Jeepster' sticks to funseeking business with a glue-like grip on all four corners. Makes getting there most of the fun!



Vinyl-trimmed doors with vent wings and roll-down windows framed with stainless steel. You see: fashion and function can mix . . . beautifully!

Bucket seats, console shift, color-coordinated sports trim throughout. When you're in the 'Jeepster', you're *really* "in".





The mood is fun and this is freedom! Freedom from regulated roads and streets. Shift into 'Jeep' 4-wheel drive and make your own roads, your own fun — experience a freedom you've never had! And when streets are slippery with snow or rain, shift into 'Jeep' 4-wheel drive for twice the traction, twice the go-power of ordinary cars.



Like right off a dragster! That's the look, the excitement, the fun of 'Jeepster' on the move. And with 4-wheel drive, your excitement is on the road or off!

'Jeepster' offers Turbo Hydra-Matic* automatic transmission and it's the only car of its kind that does! Here's automatic 3-speed shifting (or run it through the gears manually) that really lets you jazz it up. After all, isn't that the kind of pizzaz you expect in a sports convertible!

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Four-wheel drive can have all the fashion of ordinary convertibles, and 'Jeepster' proves it! Like the rakish front end with chrome accents . . . the "continental" spare tire treatment . . . and the jaunty silhouette of the 'Jeepster' convertible top. Complementing all this are exciting interior-exterior color combinations, with matching or harmonizing convertible tops, to make you top sport on the road!



Any way you look at it, this is the one that's styled for the movers — the young-at-heart generation with a lifetime of living. (Nothing could be more young-at-heart than bucket seats, console shift and all that). Live a part of *your* lifetime with 'Jeepster'!

Top up, top down — automatically. Here's optional convertible top convenience you can really appreciate. And it's the only power-operated top on any 4-wheel drive!



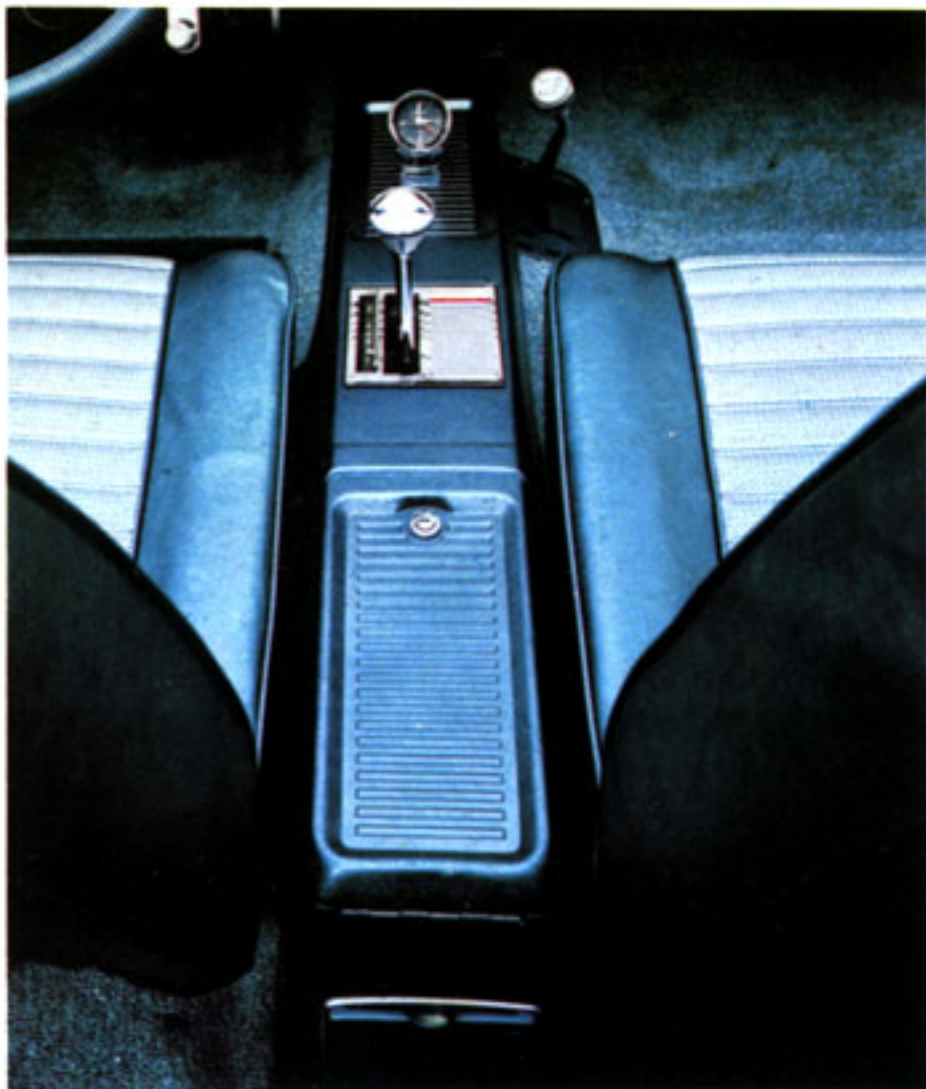
This new instrument control panel has individual switches. It not only looks chic, but the panel's recessed switches are another important 'Jeepster' safety feature.

Lead the way, swingers! What makes the 'Jeepster' handle so easily and ride so comfortably are its wide stance, stabilizer bar, hefty shocks and off-center rear springs that are nearly five feet long. You can take sharp curves, travel on rutted trails or run this rig at maximum legal speeds and still be master of the road!



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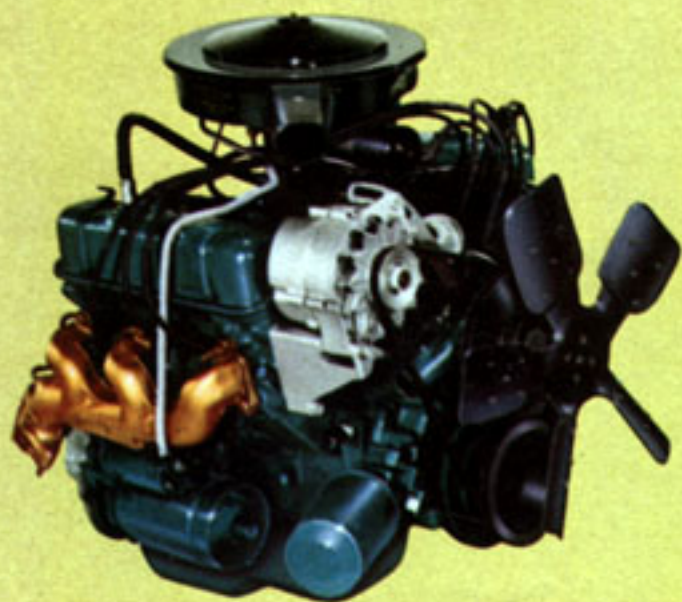


Tastefully designed dash panel lends an air of elegance to the 'Jeepster' convertible. But more important, the panel was designed for your safety: deep-dish steering wheel, recessed instruments and switches, and padding that extends well beyond the panel. Gauges are also positioned to reduce glare. Now *you* take charge.

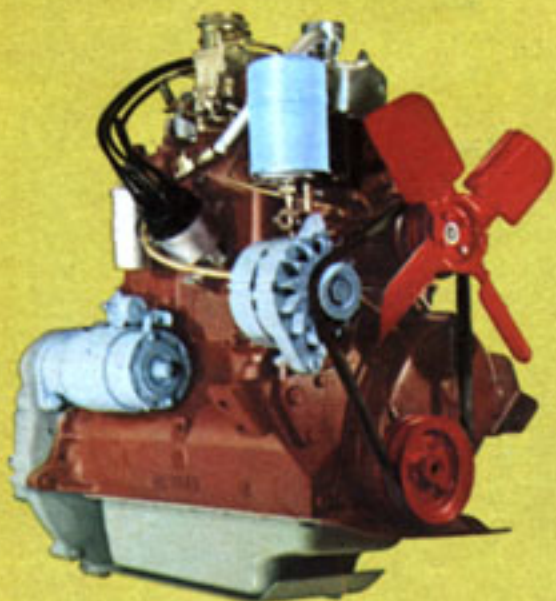
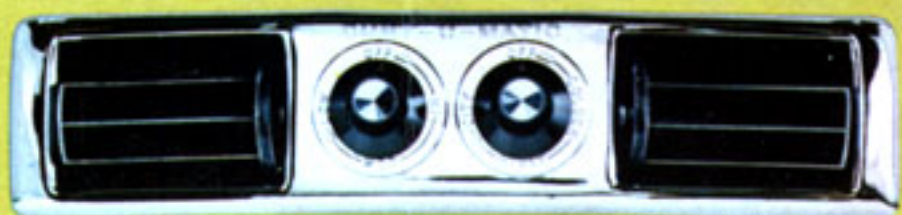
Console shift is included with the automatic transmission, but you can also get it with the manual transmission. Smart choice, sporty you.



'Jeepster' lets you choose from two spirited interiors — standard or custom. Each is completely color-coordinated in one of four colors. The standard interior features foam-molded front bucket and rear bench seats, floor mats, suspended pedals, front arm rests and door trim. The Custom models pictured here give you all that plus door-to-door carpeting, courtesy lights and many other advantages.



The spirited Dauntless V-6 engine option comes on like gangbusters with 160 horses, 235 pounds-feet of torque. Yet its 90-degree "V" design provides for more efficient fuel distribution than similarly-sized in-line engines. Hydraulic valve lifters, short 3.4 inch piston stroke, wedge-shaped combustion chambers, and full pressure lubrication help provide long engine life and plenty of power per cubic inch displacement. Hang on to your hat when you check out the Dauntless V-6!



If you think that only six and eight-cylinder engines are great engines, you're in for a powerhouse of surprises. The standard Hurricane 4-cylinder engine provides "right-now" response with its high, flat torque curve . . . delivers 75 horsepower, 114 pounds-feet of torque. Yet the Hurricane delivers fuel economy as only a 4-cylinder can.



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Whatever mood you're in, 'Jeepster' lets you fulfill it with performance options, convenience options, super sport options and heavy-work options. That's what makes 'Jeepster' all your idea . . . your personal idea of a soft top swinger!

Standard 'Jeepster' Sports Convertible Features

- Full metal doors with vent wings and roll-down windows
- Foam-molded front bucket and rear bench seats
- Front arm rests
- Color-coordinated front and rear floor mats
- Color-coordinated door and rear quarter panel soft trim
- Safety-designed push-button cigar lighter
- "Continental" spare tire
- Chrome bumpers, chrome hood latches and hinges
- Hub caps
- Manually-operated convertible top with *glass* rear window
- Transmission floor shift
- Single 4-wheel drive shift lever
- Inside and outside rear view mirrors
- Spare tire cover
- Hurricane engine

CUSTOM 'Jeepster' Sports Convertible Features

Great idea, swingers: a deluxe trim package that adds a touch of elegance to 'Jeepster's' sporty disposition! Included in the package are all of the above features plus deluxe vinyl-pleated seats, front and rear thick-piled carpets, rear arm rests, rear seat riser cover, courtesy lights that illuminate the floor area, wheel trim rings and a boot for the convertible top. In case you missed it, there are pictures of the Custom interior on page nine.

Factory-Installed Options

- Dauntless V-6 engine ■ Turbo Hydra-Matic* automatic transmission ■ Power brakes ■ Console shift (included with automatic transmission) ■ Air conditioner ■ Heavy-duty cooling (with Dauntless V-6 engine only) ■ Powr-Lok rear axle ■ Heavy-duty front and rear suspension ■ Transmission brake (not available with manual console shift) ■ Heater and defroster ■ E-Z-Eye glass ■ Power-operated convertible top.

Accessories Available From Your Dealer

- Mag-type wheel covers ■ Transistorized radio ■ Locking gas cap ■ Spare wheel lock ■ Selective drive hubs ■ Ceramic fuel filter (Hurricane engine only) ■ Snow plow + ■ Front-mounted winch + ■ Overload springs and air bags ■ Oil pan magnetic drain plug (Hurricane engine only) ■ Electric clock (with console shift only) ■ Convertible top boot.

+Consult your 'Jeep' dealer for details on availability.

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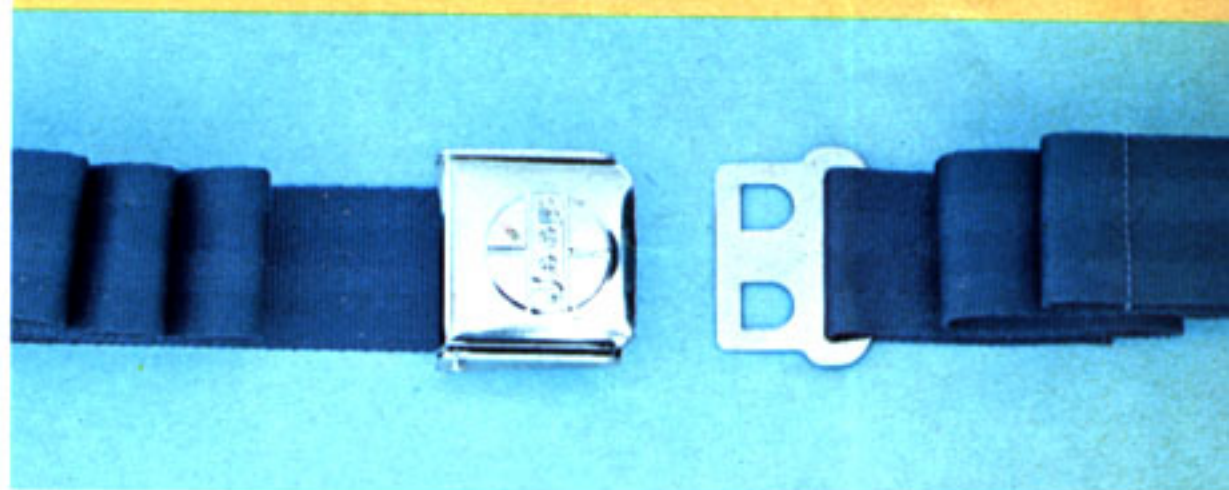
'Jeepster' Safety Features

'Jeep' 4-wheel drive provides twice the traction of ordinary cars on slick, rain-wet roads . . . twice the "grip" on snowy and icy streets. With 'Jeep' 4-wheel drive, you'll take high road, low road or no road at all with ground-hugging traction at all four tires.

But as if 4-wheel drive wasn't enough, the 'Jeepster' convertible also includes as standard equipment all of these safety components:

Padded instrument panel with recessed instruments and gauges

- padded sun visors
- inside and outside rear view mirrors
- back-up lights
- directional signal lights
- 4-way flashers
- 2-speed electric windshield wipers with non-glare wiper arms
- windshield washer
- high-impact windshield
- seat belts
- dual brake system
- self-adjusting brakes
- safety door latches and hinges



Specifications



AMERICAN-FOREIGN CAR EXCHANGE
 MANHATTAN JEEP CENTER
 1739 BROADWAY, N. Y.
 TEL. 757-0555

AXLES — Driving front axles are full-floating to reduce stresses on the axle shafts. Rear axles are semi-floating with deep-tooth, hypoid pinion and ring gears. Front capacity, 2,000 lbs.; rear capacity, 2,500 lbs. Shafts are heat-treated for high torsional strength.

BRAKES — Servo brakes are self-adjusting, self-energizing and have 10 in. drums with 174 sq. in. lining area. Linings are bonded to brake shoes. Dual master brake cylinder has separate lines to front and rear brakes. Parking brakes are actuated with a hand lever and operate on the rear service brakes.

CLUTCH — Single dry plate with torsional damping; diameter, 10.4 in. with Dauntless V-6, 9.25 with Hurricane.

DIMENSIONS — Wheelbase, 101 in.; overall length, 175.3 in.; tread, 50 in.; minimum ground clearance, 7.5 in.

ELECTRICAL — 12-volt system with all-transistor voltage control assures battery charging during engine idle and a long, trouble-free life. Battery has a 50 amp-hr. capacity and alternator is of 35 amp. capacity.

ENGINE — Dauntless V-6 has overhead valves with 225 cu. in. displacement; develops 160 h.p. at 4200 r.p.m., and 235 lbs.-ft. torque at 2400 r.p.m. Compression ratio: 9.0 to one. Hurricane has intake valves in head, exhaust valves in block and 134.2 cu. in. displacement; develops 75 h.p. at 4000 r.p.m., and 114 lbs.-ft. torque at 2000 r.p.m. Compression ratio 7.4 to one. Both engines have oil bath air cleaners.

EXHAUST SYSTEM — The exhaust system (muffler and tail pipe) are aluminized stainless steel to resist corrosion and last longer. Back-pressure is reduced and overall engine performance and economy are increased with an over-sized muffler.

FRAME — Welded and riveted construction provides resilience to withstand off-road torsional stresses. Frame has five crossmembers and reinforced side members. "Super-cushion" body-to-frame mounts are strategically positioned to absorb vibrations and noise.

FUEL SYSTEM — Fuel tank is rigidly mounted between frame side members and has approximate capacity of 15 gallons. Dauntless V-6 engine has a dual-barrel carburetor centrally located to each bank of cylinders; automatic choke is standard. Hurricane engine has a single-barrel carburetor with oversized barrel and manual choke.

STEERING — Highly efficient worm and roller steering system combined with light front end weight provide excellent steering ease. Gear ratio is 24 to 1. Turn radius is approximately 21 ft., 1 in.

SUSPENSION — Multi-leaf front springs and single-leaf rear springs are exceptionally long to produce soft riding characteristics. Rear springs are mounted asymmetrically with the rear axle 5 inches ahead of spring centers for anti-squat on acceleration. Front stabilizer bar provides superior directional control and anti-dive features, even on sharp "S" turns. Airplane-type shock absorbers used front and rear absorb both upward and downward impacts.

TIRES — Low-profile 7.35 x 15 black wall tires are standard. White wall or black wall tires up to 8.45 x 15 are available and may be used with tire chains.

TRANSFER CASE — Silent-type 2-speed transfer case with single shift lever has 4-wd low range ratio of 2.03 to one, and high range ratio of 1 to 1. Neutral range provides for stationary power take-off applications. Direct linkage provides shifting ease from 2-wd to 4-wd high and back.

TRANSMISSION — 3-speed manual transmission is standard with gear ratios dependent on engine selection. 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): 2.5 — 1.5 — 1.0 — and 2.1 for reverse. Torque converter provides 2.3 to one additional ratio.

WEIGHT — Curb weight with standard equipment, 2835 lbs.

POWER TEAM COMBINATIONS

(standard ratios in boldface; all others optional at no extra cost)

	Dauntless V-6	Hurricane
3-speed transmission	3.73 4.88	4.27 5.38
Automatic transmission	3.31 3.73	NA

*Optional of General Motors Corporation. Not available with Hurricane engine.

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 MANUFACTURER OF 4-WHEEL DRIVE VEHICLES