

For "Fundependable"
Trailer Towing and Camping

Trailering Is Fun With The Classic Go-Anywhere **Jeep** WAGONEER

Sports buffs, take note! Now you can own a station wagon that'll take you and your hunting, fishing or camping gear over rough terrain, snowy campsites, sandy beaches, and on mountainous roads. And after a quick wash job, the 'Jeep' Wagoneer serves quite beautifully as the family's number one car!

Its hot, new action look and new performance features are two very good reasons why the 'Jeep' Wagoneer can do all this. Styling that looks great outside — plush, comfortable, spacious inside. Performance-wise, check out the new standard Hi-Torque 6 engine . . . the new 250 horsepower Vigilante V-8 (it's the most spirited engine option of any 4-wheel drive wagon!) . . . the new Turbo Hydra-Matic* automatic transmission. And the 'Jeep' Wagoneer provides more extra cargo room than you'll get with wagons a foot longer overall.

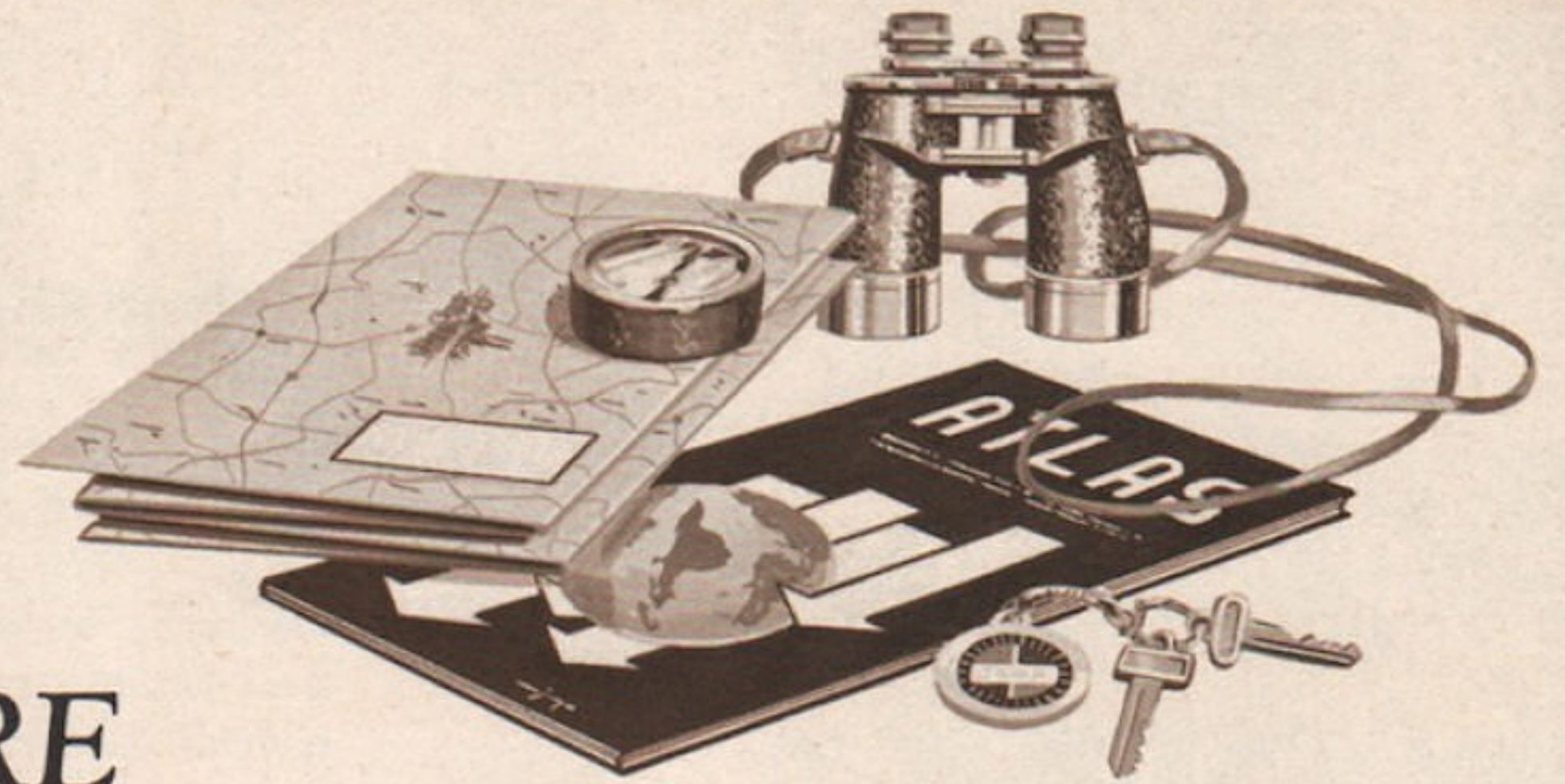
'Jeep' 4-wheel drive offers twice the traction of ordinary cars . . . safer traction for rain-wet highways and hilly roads . . . surer traction for back country trails and rutted paths. Going in 4-wheel drive has never been simpler than in the 'Jeep' Wagoneer. Shift pattern is diagrammed on the 4WD shift lever and lights indicate when 4-wheel drive is engaged . . . new linkage to the transfer case makes shifting in and out of 4WD fast and easy.

Test drive the 'Jeep' Wagoneer soon . . . trail with the only station wagon that combines the appearance and comfort of a luxury wagon with the towing advantages of 'Jeep' 4-wheel drive.

*Trade Mark of General Motors Corporation



... GO-ANYWHERE



'Jeep' WAGONEER



Towing Tips

RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 2 OR 4-WHEEL DRIVE 'JEEP' WAGONEER†

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight	3500-5000 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.	500 lbs.
Vigilante V-8 Engine	Optional	Recommended	Recommended
Higher Axle Ratio	Optional	Recommended	Recommended
Heavy-Duty Cooling	Optional	Optional	Recommended
Automatic Transmission*	Optional	Recommended	Recommended
Power Brakes	Recommended	Recommended	Recommended
Power Steering	Optional	Recommended	Recommended
Rear Helper Springs	Optional	Recommended	Recommended
Over-Size Tires	Optional	8.45 x 15	8.45 x 15
Powr-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Frame hitch	Load-equalizing	Load-equalizing

*A heavy-duty clutch is recommended when standard transmission is used.

RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 2 OR 4-WHEEL DRIVE 'JEEP' WAGONEER†

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight	3500-5000 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.	500 lbs.
Vigilante V-8 Engine	Optional	Recommended	Recommended
Higher Axle Ratio	Recommended	Recommended	Recommended
Heavy-Duty Cooling	Optional	Recommended	Recommended
Automatic Transmission*	Optional	Recommended	Recommended
Power Brakes	Recommended	Recommended	Recommended
Power Steering	Optional	Recommended	Recommended
Rear Helper Springs	Optional	Recommended	Recommended
Over-Size Tires	8.15 x 15	8.45 x 15	8.45 x 15
Powr-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Load-equalizing	Load-equalizing	Load-equalizing

*A heavy-duty clutch is recommended when standard transmission is used.

POWER TEAM COMBINATIONS

(Axle ratios to one — standard ratio in color, all others optional at no extra cost.)

Engine	Standard Transmission	Turbo Hydra-Matic* Transmission	Overdrive (2-WD only)
Hi-Torque 6	4.09	3.73	Not recommended for towing
	4.27	4.09	
	4.88		
Vigilante V-8	3.73	3.31	4.09
	4.09	3.73	

*Trademark of General Motors Corporation. Not recommended for towing in mountainous or high-temperature regions unless vehicle is equipped with Vigilante V-8 Engine.

Perhaps the most important single safety tip anyone could recommend is to become familiar with your rig. Trailer towing produces a very different effect on the maneuverability and handling of any towing vehicle . . . starting and stopping normally takes more time, passing requires more safe distance, ascending and descending hills requires more driver caution. Staying alert and practicing good common sense are effective measures any trailering enthusiast can take for safe driving.

STOPPING. Allow for a car length plus the trailer length for each 10 mph you are driving. Apply trailer brake first to prevent "jack-knifing".

HIGHWAY DRIVING. Before passing, check your outside rear view mirror for traffic behind you. Allow plenty of time for passing since you will require more room in front of the vehicle you are passing and will have to travel farther before moving back to the right lane. When you are being passed by a large truck, a swell of air might tend to make your rig swerve. Be ready for this and accelerate slightly, yielding room in front of your car for the truck's re-entry to the right lane.

STREET DRIVING. When making turns, remember that the rear wheels of your trailer will not track with your car's or truck's wheels. You can allow for this difference by driving somewhat beyond the turning point before actually making the turn. Use your signals well in advance and avoid having to brake sharply.

PARKING. As a rig is backed up to the left or the right, the rear of the trailer moves in the opposite direction to the rear of the car or truck. You can help to control this situation by placing your right hand at the bottom of the steering wheel. If you want to back up to the left, move your hand to the left (steering wheel moves clockwise). With a little practice, even parking will become easy to do.

OVERHEATING. Engine overheating can more readily occur while trailering because of the extra load on the engine. Caution, however, will help prevent this problem.

If your 'Jeep' Wagoneer or 'Jeep' Gladiator is equipped with the Turbo Hydra-Matic* transmission, it is best to start out in the D₂ range. This position locks out the third gear until you shift into it. On steep hills, it is best to manually shift all the gears.

Should overheating occur, pull off the road, and apply the parking brake — put the transmission in neutral or park and run the engine at a fast idle until the temperature gauge needle returns to normal. **Do not remove the radiator pressure cap!**

TOWING ON HILLS

When climbing steep hills, shift the transfer case into either 4-wd high or 4-wd low and the transmission into second gear (D₂ with Turbo Hydra-Matic* transmission) depending on the severity of the grade. Drop down to first gear only when it is apparent that the grade requires the lower gear combination to maintain headway.

Four-wheel drive 'Jeep' vehicles can negotiate a down grade more safely than a 2-wheel drive vehicle with a trailer. Shift the transfer case into either 4-wd high or 4-wd low — depending, again, on the severity of the grade — and the transmission into first gear or D₁. The 'Jeep' vehicle will move slowly down the hill with all four wheels turning against engine compression. This provides you with greater control of the vehicle's speed and direction.

*Trade Mark of General Motors Corporation

Tow Where No Others Go

Jeep[®] GLADIATOR

Heavy trailer loads . . . rough off-road terrain — it's all in a day's work with the 'Jeep' Gladiator Truck. With the recommended optional equipment, the Gladiator tows up to 5000 pounds trailer weight — and with 4-wheel drive, tows the load more safely, more surely than trucks with just rear-wheel drive! Pass up camping parks for the uncharted wilds . . . the 4-wheel drive Gladiator takes you almost anywhere.

If you like all this but hate to sacrifice passenger car handling and comforts, you've come to the right place. For instance, we don't think you can beat the Gladiator Custom Cab for riding comfort and an attractive appearance in trucks. And you get smooth performance plus a good measure of economy from the Gladiator's all-new engine

line up — the standard 145 horsepower Hi-Torque 6 or the optional high-output Vigilante V-8 with 250 horses. And for still greater handling ease, select the Turbo Hydra-Matic* automatic transmission, new full-time power steering, and power brakes.

The 'Jeep' Gladiator also features a low step height into the cab and low loading height. Yet, it offers ground clearance equal to or higher than any competitive 4-WD truck in the Gladiator's weight classes!

Choose from stylish Townside and economical Thriftside pick-up boxes, 120 and 126 inch wheelbases and 5,000, 6,000 and 7,000 pound gross vehicle weights. Test drive a Gladiator at your 'Jeep' dealer's soon.

*Trade Mark of General Motors Corporation



RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 2 OR 4-WHEEL DRIVE 'JEEP' GLADIATOR† 5000, 6000, OR 7000 LB. GVW MODELS

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight	3500-5000 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.	500 lbs.
Vigilante V-8 Engine	Optional	Recommended	Recommended
Higher Axle Ratio	Optional	Recommended	Recommended
Heavy-Duty Cooling	Optional	Optional	Recommended
Automatic Transmission*	Optional	Recommended	Recommended
Power Brakes	Recommended	Recommended	Recommended
Power Steering	Optional	Recommended	Recommended
Over-Size Tires	Optional	Optional**	Optional**
Power-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Optional	Recommended	Recommended
Hitch	Frame Hitch	Load-equalizing	Load-equalizing

*A heavy-duty clutch is recommended when the standard transmission is used.

**8.45 x 15 tires recommended for 5,000 lb. gross vehicle weight trucks.

RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 2 OR 4-WHEEL DRIVE 'JEEP' GLADIATOR† 5000, 6000, OR 7000 LB. GVW MODELS

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight	3500-5000 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.	500 lbs.
Vigilante V-8 Engine	Optional	Recommended	Recommended
Higher Axle Ratio	Optional	Recommended	Recommended
Heavy-Duty Cooling	Optional	Recommended	Recommended
Automatic Transmission*	Optional	Recommended	Recommended
Power Brakes	Recommended	Recommended	Recommended
Power Steering	Optional	Recommended	Recommended
Over-Size Tires	Optional**	Optional**	Optional**
Power-Lok Rear Axle	Optional	Recommended	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Load-equalizing	Load-equalizing	Load-equalizing

*A heavy-duty clutch is recommended when the standard transmission is used.

**8.45 x 15 tires for 5,000 lb. gross vehicle weight trucks.

POWER TEAM COMBINATIONS

(Axle ratios to one — standard ratio in color, all others optional at no extra cost)

	Standard Transmission	Turbo Hydra-Matic* Transmission	4-Speed Transmission
5000 lb. G.V.W.			
Hi-Torque 6	4.27	4.27 (4-WD)	4.27
	4.88	3.92 (2-WD)	4.88
		4.88	
Vigilante V-8	3.92	3.92	3.92
	4.27	3.92	4.27
6000 lb. G.V.W.			
Hi-Torque 6	4.27	4.27	4.27
	4.88	4.88	4.88
Vigilante V-8	4.09	4.09	4.09
	4.27		4.27
7000 lb. G.V.W.			
Hi-Torque 6	4.88	4.27	4.88
Vigilante V-8	4.09	4.09	4.09
	4.27		4.27

*Trademark of General Motors Corporation. Not recommended for towing in mountainous or high-temperature regions unless vehicle is equipped with Vigilante V-8 engine.

†KAISER Jeep CORPORATION does not represent that these recommendations comply with the regulations of all state and local laws. Be sure to check the regulations in your area.

**RECOMMENDATIONS FOR OCCASIONAL TOWING
WITH THE 4-WHEEL DRIVE 'JEEP' UNIVERSAL
OR TUXEDO PARK MARK IV†**

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight	3500-5000 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.	500 lbs.
Dauntless V-6 Engine	Optional	Optional	Recommended
Heavy-Duty Clutch	Optional	Recommended*	Recommended
Heavy-Duty Cooling	Optional	Recommended	Recommended
Power Brakes	Optional	Recommended	Recommended
	(not required with Hurricane-equipped Tuxedo Park models)		
Heavy-Duty Rear Springs and Axle	Optional	Recommended	Recommended
Higher Axle Ratio	Optional	Recommended	Recommended
Power-Lok Rear Axle	Optional	Recommended with Hurricane Optional with Dauntless	Recommended
Recommended Tires	7.75 x 15-4PR	8.45 x 15-4PR	7.75 x 15-8PR
Hitch	Frame Hitch*	Load-equalizing	Load-equalizing

**RECOMMENDATIONS FOR FREQUENT TOWING
WITH THE 4-WHEEL DRIVE 'JEEP' UNIVERSAL
OR TUXEDO PARK MARK IV†**

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight
Max. Tongue Load	200 lbs.	350 lbs.
Dauntless V-6 Engine	Optional	Recommended
Heavy-Duty Clutch	Recommended*	Recommended
Heavy-Duty Cooling	Recommended	Recommended
Power Brakes	Recommended	Recommended
Heavy-Duty Rear Springs and Axle	Recommended	Recommended
Higher Axle Ratio	Recommended with Hurricane Optional with Dauntless	Recommended
Power-Lok Rear Axle	Recommended	Recommended
Recommended Tires	8.45 x 15-4PR	8.45 x 15-4PR
Hitch	Frame Hitch*	Load-equalizing

POWER TEAM COMBINATIONS

(Axle ratios to one — standard ratio in color, all others optional at no extra cost)

Transmission	Dauntless V-6 4WD		Hurricane 4WD	
	Tuxedo Park	2WD	Tuxedo Park	2WD
3-Speed	3.73	3.73	4.27	4.56
	4.88	4.88	5.38	
4-Speed	NA	NA	4.27	NA
			5.38	

*Heavy-duty clutch standard with Dauntless V-6 equipped models.

*Frame hitch is standard with 4-wheel drive 'Jeep' Universal models and may be obtained for other models from your 'Jeep' dealer.

RECOMMENDATIONS FOR TOWING WITH 2-WHEEL DRIVE 'JEEP' UNIVERSALS.†

OCCASIONAL TOWING

Gross trailer weights exceeding 3200 pounds and tongue loads exceeding 320 pounds should not be towed with 'Jeep' Universal DJ-5 and DJ-6 models. For trailering lighter loads, power brakes and heavy-duty rear springs are recommended. In addition, the Power-Lok rear axle is recommended for towing loads from 2000 to 3200 pounds. Other than these exceptions, you may refer to the chart above for additional recommendations.

FREQUENT TOWING

Gross trailer weights exceeding 2000 pounds and tongue loads exceeding 200 pounds should not be frequently towed with 2-wheel drive 'Jeep' Universals. For lighter loads, you may refer to the chart above for specific recommendations with the exception that 7.75 x 15-4 ply rated tires are advised for Hurricane-equipped 2-wheel drive models.

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Great For The Great Outdoors

Jeep® UNIVERSAL

If the 'Jeep' Universal looks small for towing, that's only the outward appearance! *Inside* are more towing features than you get with any other vehicle. For instance, there's a big, new engine option — the Dauntless V-6, with 160 horses that are pure power. The 6-cylinder Dauntless offers more pulling power and has a higher horsepower-to-curb weight ratio than even the super-charged, gas-eating engines of competitive vehicles!

For another thing, the 4-wheel drive Universal has a multitude of towing features that are *standard equipment*, including a rear frame "K" member for extra towing strength, transmission parking brakes for better holding ability on inclines, a frame hitch, and a standard 4-cylinder Hurricane engine that develops peak torque at very low engine rpm's. You can also get power brakes, winches or other power take-off operated equipment, plus many other options to make the towing even easier.

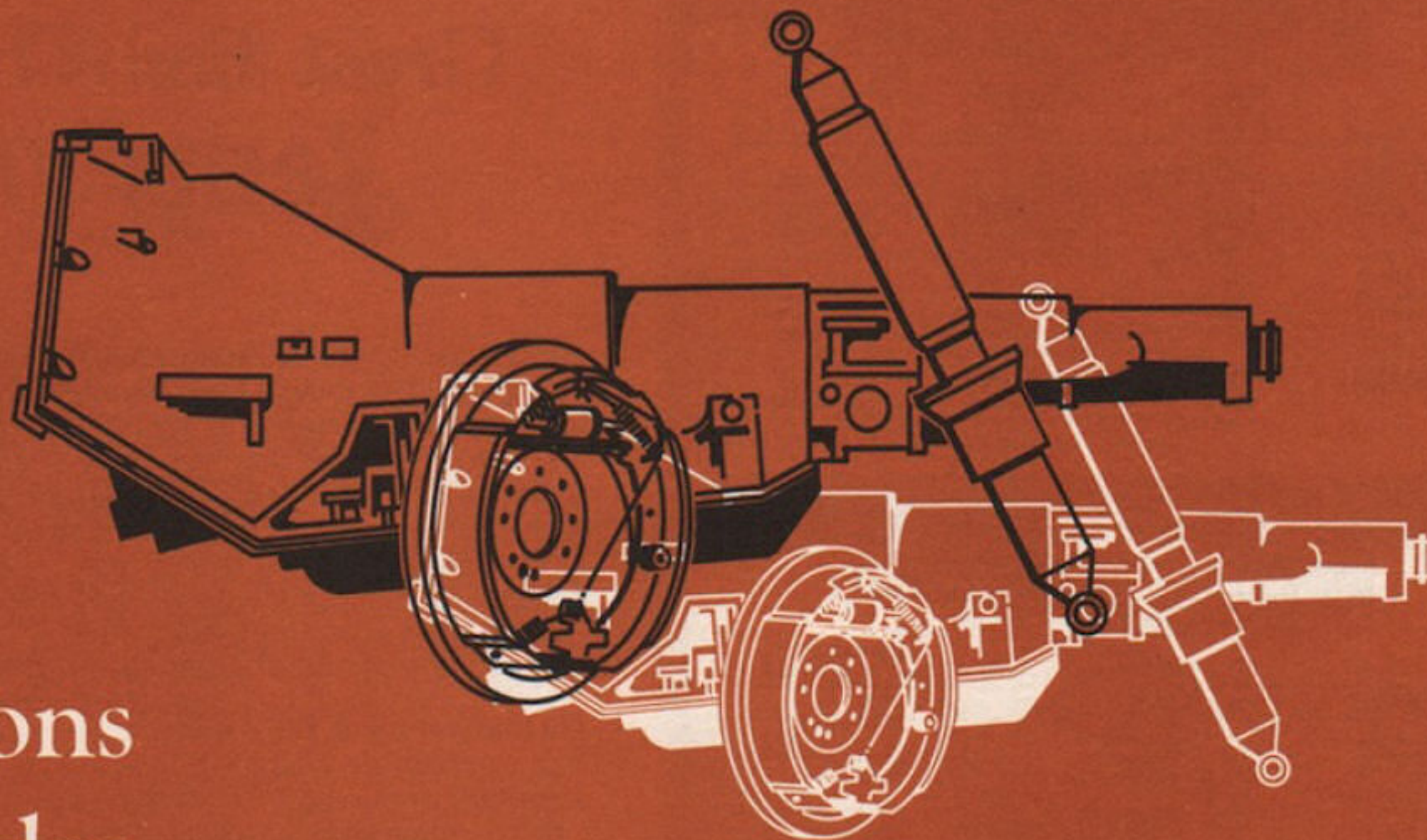
For comfort on the go — even if the go is off the road — the Universal has great new bucket seats of molded foam rubber. Choose from a large selection of seating combinations, all available in a choice from three colors. Plenty of body enclosures to choose from, too . . . or go open air with no enclosure at all!

Chrome-trimmed styling of the 'Jeep' Tuxedo Park Mark IV provides the jaunty look no other runabout offers. And sports-type variable rate springs, steering column-mounted gear shift, single 4-WD shift lever, optional Dauntless V-6 engine, choice of 81 and 101 inch wheelbase models, and an abundance of other features provides performance, driving ease and versatility unsurpassed by any competitive car!

Too small for towing? With the recommended equipment, the 'Jeep' Universal pulls up to 5000 pounds! Available in 2 or 4-wheel drive models with 81 or 101 inch wheelbases.



General Towing Recommendations For 'Jeep' Vehicles



HITCHES 'Jeep' vehicles used for only occasional towing of light-weight trailers require no special towing equipment other than a simple frame hitch, such as the Canfield SW-400 or the type that is standard with the 4-wheel drive Universal. Such hitches fasten directly to the vehicle frame siderails and can be quickly installed by your 'Jeep' dealer. Axle type hitches are not recommended for use on 'Jeep' vehicles.

For heavier trailer weights, a load-equalizing hitch should be used. This hitch distributes the tongue weight of your rig to all four wheels of your 'Jeep' vehicle, providing greater steering control and more efficient braking. (When it is properly adjusted, this hitch also distributes part of the tongue load to the trailer wheels.) An equalizing hitch also reduces unnecessary rear tire and suspension wear.

Load-equalizing hitches, such as those manufactured by Reese Products, Inc., Elkhart, Indiana, or equivalent, can be secured and installed by trailer dealers.

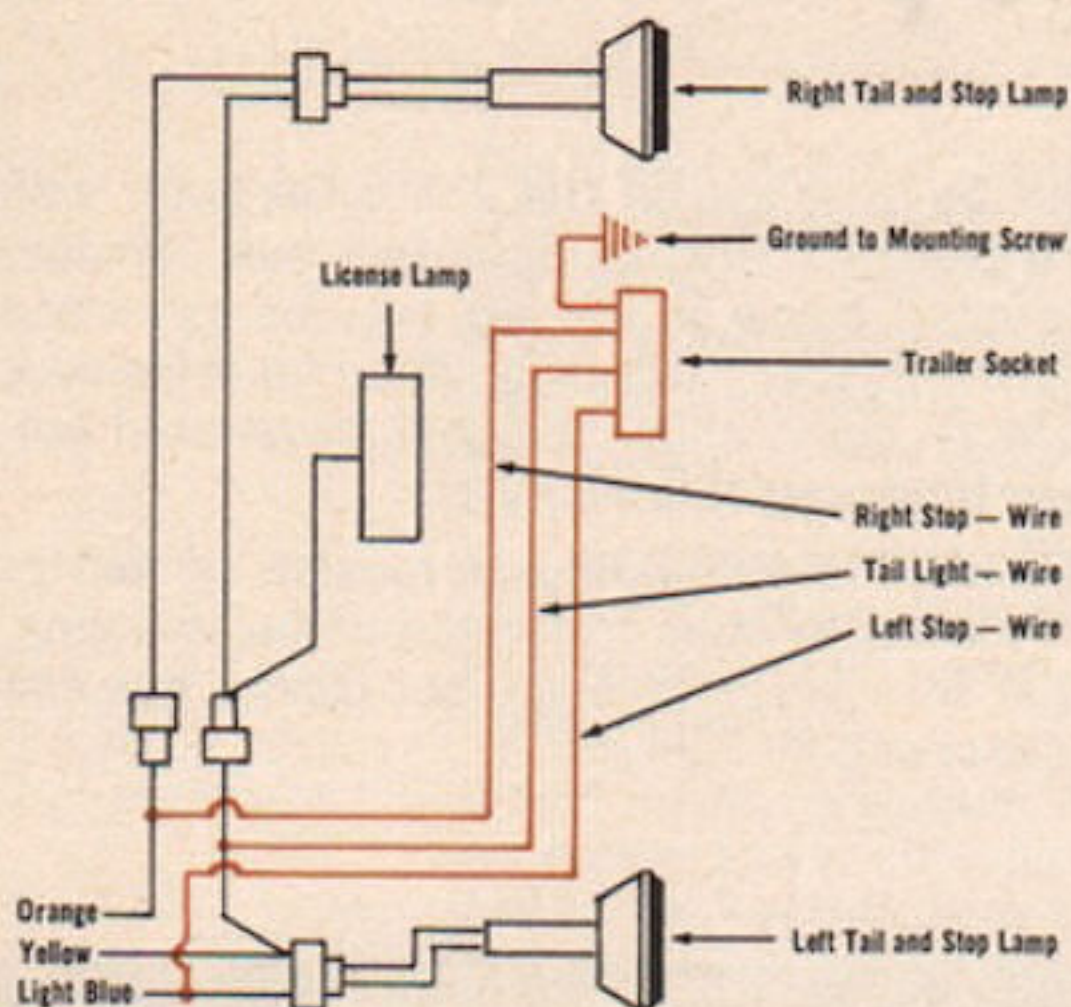


BUMPER HITCH



LOAD-EQUALIZING HITCH

TRAILER WIRING Trailer manufacturers usually supply connector-sockets for connecting trailer wiring to the vehicle wiring.



The diagram above indicates the wiring connections required to effect the simultaneous flashing of trailer brake lights and trailer directional signals. When this system is used, a variable load flasher — available from your 'Jeep' dealer — must be used. When your 'Jeep' vehicle is not used for towing, it is recommended that the original flasher be re-installed. If your vehicle is equipped with 4-way warning lights, it is not necessary to change the variable load flasher.

When using a variable load flasher, it is also recommended that the parking brake lights and directional signals be visually checked periodically.

ELECTRICAL

Standard electrical components will normally be sufficient for most trailer towing applications. When extra electrical accessories will be used, a battery and alternator with increased capacities should be considered.

4-WHEEL DRIVE

With 4-wheel drive, 'Jeep' vehicles are exceptionally proficient for trailering. Use of 4-wheel drive to start heavy trailers rolling saves on rear tire and drive line wear and provides more traction than is available with conventional rear-wheel drive vehicles.

Four-wheel drive should also be used on hilly roads because it provides greater traction on ascents and more efficient braking through engine compression on descents.

In addition, 4-wheel drive will provide easier, safer going over slippery roads and through snow. The 'Jeep' Wagoneer and 'Jeep' Gladiator are the only vehicles to offer all three: *V-8 power, Turbo Hydra-Matic* transmission and 4-wheel drive!*



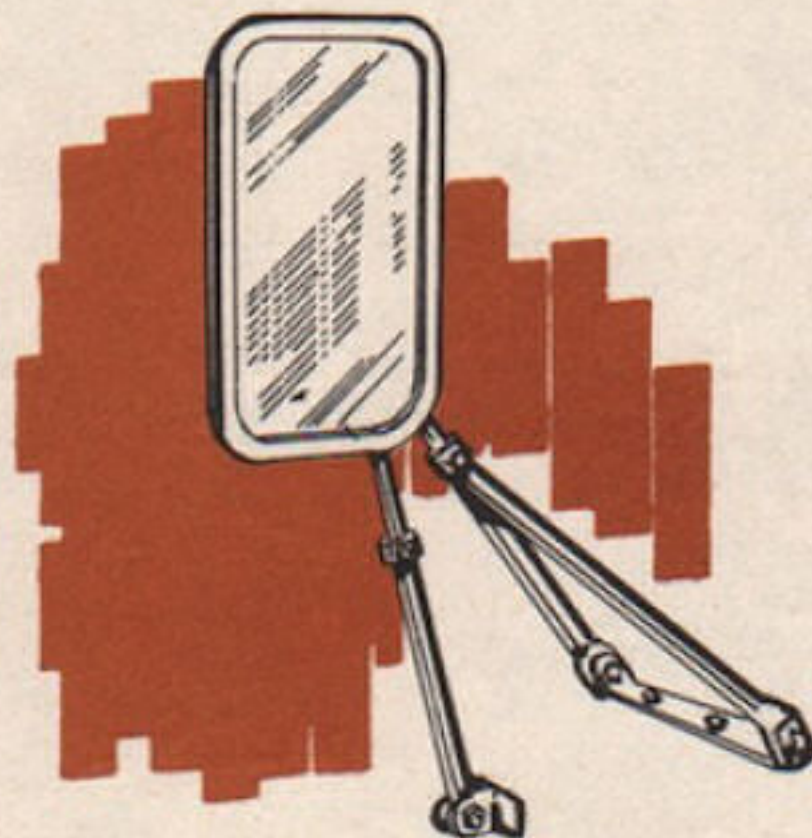
TRAILER BRAKES Many states require trailer brakes if the gross trailer weight exceeds 1500 pounds, and some states require such brakes for gross trailer weights of 1200 pounds or more.

Either electrical or hydraulic trailer brakes can be used when required. Hydraulic brakes are actuated by the vehicle's brake pedal pressure and utilize the vehicle's hydraulic pressure.

Electrical brakes operate off both the brake pedal and a separate hand brake that permits braking the trailer slightly before the vehicle. For this reason, electrical trailer brakes are commonly preferred by towing enthusiasts.

MIRRORS

Truck-type extension rear view mirrors are recommended for large profile trailers when visibility might be otherwise obscured. Mirrors are recommended for each side of your 'Jeep' vehicle and may be installed by your 'Jeep' dealer.



DRIVE LINE

Optional high-performance 'Jeep' engines are designed to maintain high, relatively flat and early-peaking torque curves that are particularly ideal for trailer towing. In addition, their high horsepower-to-weight ratios indicate exceptional ability to maintain headway . . . to provide the extra performance many car buyers prefer.

The Dauntless V-6 engine is particularly recommended for 'Jeep' Universals trailering in high altitude or mountainous regions, especially if your gross trailer weight exceeds 2000 pounds. The Vigilante V-8 engine is also recommended for towing weights over 2000 pounds with the 'Jeep' Wagoneer or Gladiator.

Turbo Hydra-Matic* automatic transmission is also recommended for the 'Jeep' Wagoneer and Gladiator when gross trailer weights are over 2000 pounds. But the discriminating buyer will also want to consider this transmission for towing lighter weights because it offers greater initial torque multiplication than is available with three and four speed manual transmissions.

Turbo Hydra-Matic* transmission is *not* recommended for towing in mountainous or high temperature regions *unless* your 'Jeep' Wagoneer or 'Jeep' Gladiator is also equipped with the Vigilante V-8 engine.

In most instances, a heavy-duty clutch should be installed in manual transmission-equipped 'Jeep' vehicles. This is not necessary with Dauntless V-6 engine Universal models since they have heavy-duty clutches as standard equipment.

MAINTENANCE

It is particularly important that 'Jeep' vehicles used for trailer towing be properly maintained, inspected and serviced as prescribed in your 'Jeep' owner's manual. Your 'Jeep' dealer is thoroughly trained and has the proper equipment to perform vehicle servicing functions for you and will be glad to help you maintain your 'Jeep' vehicle.



Items indicated as recommended represent minimal requirements for towing services indicated. These recommendations are not intended for commercial trailer users.

Requirements for trailer towing equipment are not only contingent upon trailer weights, but upon frequency of towing service, distance trailer is to be pulled and the types of roads or terrain to be travelled on. Each towing case, therefore, is a case in itself and should be given careful study, using this brochure as a guide. Your 'Jeep' dealer will also be glad to help you pick the proper towing equipment.

*Trademark of General Motors Corporation.

Campers For 'Jeep' Gladiator Pick-Up Trucks

Pick-up body coaches answer the needs of many people who want a self-contained unit that doesn't require "setting up camp" . . . just find a level spot, set the brakes and turn off the ignition! Mounted on a 4-wheel drive 'Jeep' Gladiator Truck, camper coaches are extremely maneuverable and easier to handle over rugged trails than trailers. Camper coaches (as well as travel trailers) also provide many homelike conveniences including beds, wardrobe space, and kitchen facilities. And if mobility is a factor with you, 'Jeep' 4-wheel drive can move you and your private lodge directly to many of your favorite hunting, fishing and camping sites — places where 2-wheel drive vehicles can't go!

Many types and sizes of camping coaches are available to accommodate

your needs. The coaches can be installed on the J-2000 Gladiator with a seven-foot box or the J-3000 Gladiator with an eight-foot box. Smaller coaches, such as the one illustrated below on the left, may be converted into a protective "van" for delivery jobs or a travelling office for salesmen, engineers and supervisors. A fabric convertible "canopy", illustrated bottom right, may also be obtained from your 'Jeep' dealer.

Larger coaches are particularly ideal to accommodate families of four or more and they provide greater room to stow clothing and for lounging. Campers larger than those that fit a seven or eight-foot pickup box can be accommodated by the Gladiator cab and chassis.



Gladiator Camper Package

The 'Jeep' Gladiator Camper Package, available with 4 or 2-wheel drive J-3600 models, offers all the advanced Gladiator Truck features *plus many other features normally required by camping enthusiasts*. Included in the package are heavy-duty tires and suspension, heavy-duty battery and alternator, and big-area dual Western rear view mirrors. The Vigilante V-8 — one of the biggest, most powerful V-8's available in any truck! — and power brakes are desirable optional features.

There are also standard Gladiator features such as a new, easier steering system, simpler control of the 4-wheel drive shift lever, new standard seats with two inches of foam, standard 4-way warning lights plus an all-new engine lineup: the standard Hi-Torque 6 or the optional Vigilante V-8 with 250 horsepower. You can also choose from an impressive list of options such as the Turbo Hydra-Matic* automatic transmission, power steering, air conditioning, Custom Cab and much more!

And with 'Jeep' 4-wheel drive, deep snow, wet and slippery roads, muddy or sandy trails are no obstacle to your outdoor recreation!

*Trade Mark of General Motors Corporation

SPECIFICATIONS OF THE Jeep GLADIATOR WITH CAMPER PACKAGE

ALTERNATOR: 12 volt, 40 amp.

AXLE, FRONT: Driving, full-floating hypoid or non-driving; capacity 3000 lbs.

AXLE, REAR: Driving, semi-floating hypoid; capacity 3500 lbs.

BATTERY: 12 volt, 70 amp.-hr.

BRAKES: Servo-type hydraulic with 161.6 sq. in. effective lining area. Power brakes (optional) recommended for large campers.

COOLING SYSTEM: Capacity 18½ qt. (19½ qt. with heater); 192° thermostat with permanent anti-freeze.

CLUTCH: 10½ in. diameter; mechanical linkage.

ENGINE: Hi-Torque 6, overhead valves with 232 cu. in. displacement; 145 h.p. @ 4300 r.p.m.; 215 lbs. ft. torque @ 1600 r.p.m.; single barrel carburetor. Optional Vigilante V-8 recommended for large campers, overhead valves with 327 cu. in. displacement; 250 h.p. @ 4700 r.p.m.; 340 lbs. ft. torque @ 2600 r.p.m.; dual barrel carburetor.

MIRRORS: Inside rear view, dual Western outside rear view.

PAYLOAD: Available for camper and payload; Chassis-cab — 2433 lbs., Townside pick-up box — 2005 lbs. Gross vehicle weight — 6000 lbs.

TIRES: Front: Super Hi-Miler 6.50 x 16 6-ply rating; rear: Super Single 10.00 x 16.5 6-ply rating.

TRANSMISSION: 3-speed synchromesh standard, 4-speed manual or Turbo Hydra-Matic* optional.

WHEELS: Heavy-duty rear wheels.



Go Right Where The Fun Is With 'Jeep' 4-Wheel Drive!



KAISER Jeep CORPORATION • TOLEDO 1, OHIO
WORLD'S LARGEST AND MOST EXPERIENCED
MANUFACTURER OF 4-WHEEL DRIVE VEHICLES

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