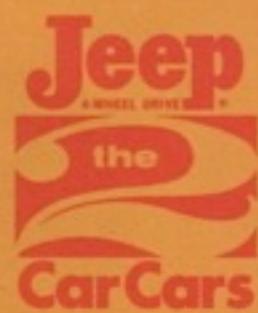
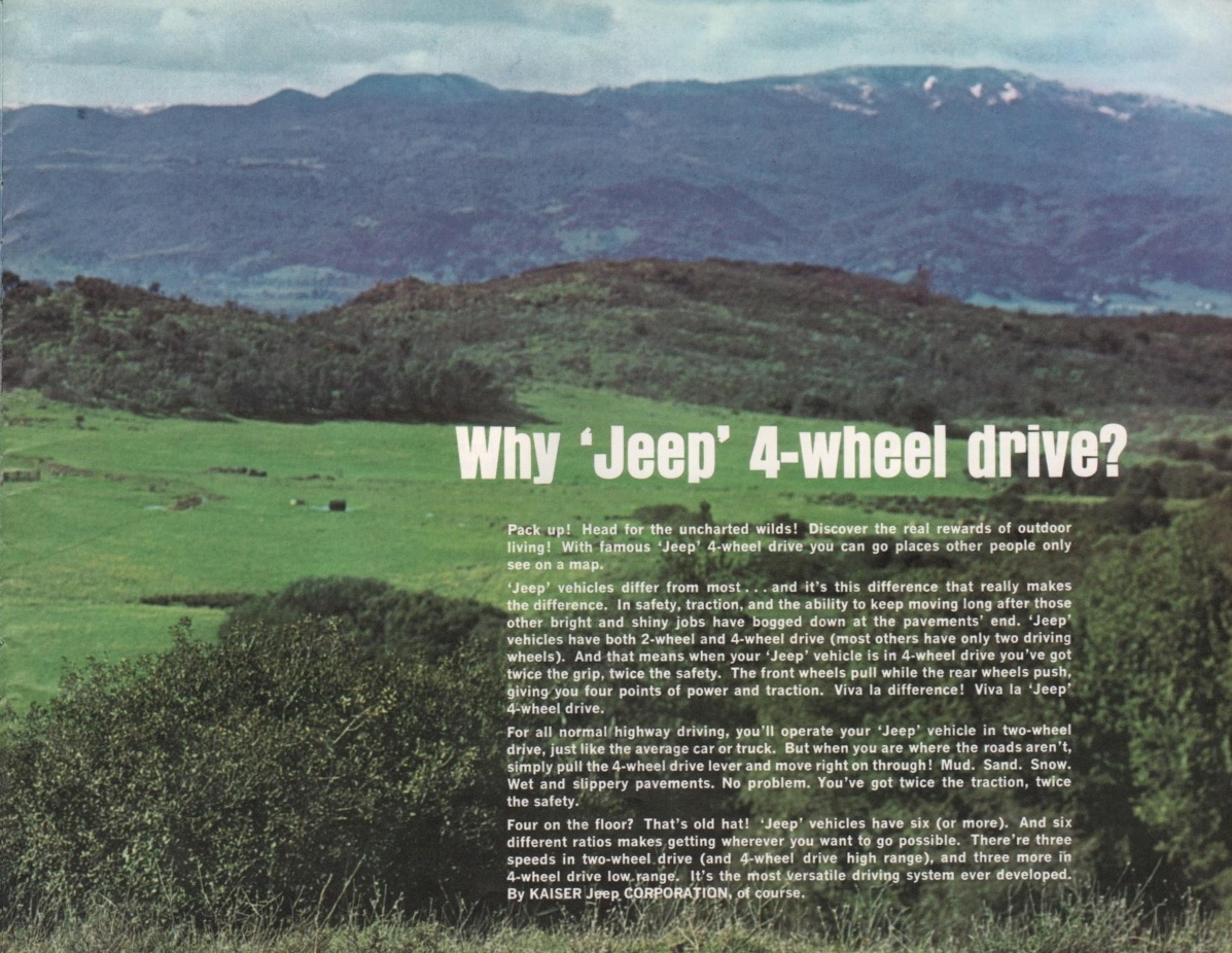


The Great 'Jeep' Escape.

'JEEP' RECREATIONAL FLEET







Why 'Jeep' 4-wheel drive?

Pack up! Head for the uncharted wilds! Discover the real rewards of outdoor living! With famous 'Jeep' 4-wheel drive you can go places other people only see on a map.

'Jeep' vehicles differ from most... and it's this difference that really makes the difference. In safety, traction, and the ability to keep moving long after those other bright and shiny jobs have bogged down at the pavements' end. 'Jeep' vehicles have both 2-wheel and 4-wheel drive (most others have only two driving wheels). And that means when your 'Jeep' vehicle is in 4-wheel drive you've got twice the grip, twice the safety. The front wheels pull while the rear wheels push, giving you four points of power and traction. Viva la difference! Viva la 'Jeep' 4-wheel drive.

For all normal highway driving, you'll operate your 'Jeep' vehicle in two-wheel drive, just like the average car or truck. But when you are where the roads aren't, simply pull the 4-wheel drive lever and move right on through! Mud. Sand. Snow. Wet and slippery pavements. No problem. You've got twice the traction, twice the safety.

Four on the floor? That's old hat! 'Jeep' vehicles have six (or more). And six different ratios makes getting wherever you want to go possible. There're three speeds in two-wheel drive (and 4-wheel drive high range), and three more in 4-wheel drive low range. It's the most versatile driving system ever developed. By KAISER Jeep CORPORATION, of course.

NEW 'Jeep' Camper for the



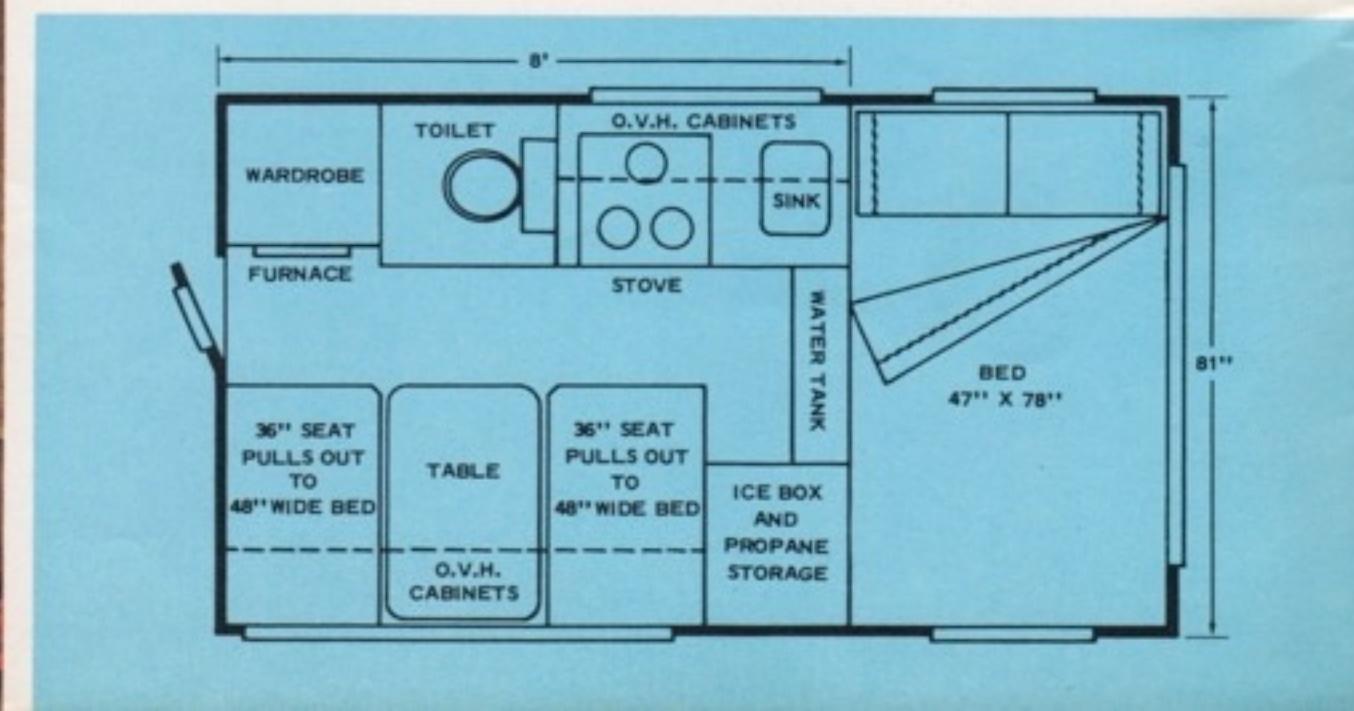
Blaze your own trail with the NEW 'Jeep' Camper.

You've spent your last night in crowded campsites! Put this new 'Jeep' Camper on any V-6 powered CJ-5 Universal and get as far away from traffic and crowds as 'Jeep' 4-wheel drive will take you. Once back in the boondocks, park your camper and cut loose . . . you can literally "take it or leave it." Detaching the camper is a cinch, even in the field.

Designed, engineered, and built exclusively for CJ-5 'Jeep' Universals, the 'Jeep' Camper represents a new camping concept. Its unique detaching system is a "first" in the industry and makes removal of the camper a simple operation.

The new 'Jeep' Camper is a completely self-contained, four-sleep, family-sized unit having as much or more floor space than most 10½-foot truck-type campers. The kitchen area is complete with stainless steel sink, running water, convenient built-in cabinets, and a stove, oven and hood package. Its attractive vinyl covered interior makes clean-up time a breeze. A wide overhead double bed and dinette area that converts into another double provide comfortable family sleeping accommodations. You'll also find a roomy wardrobe area, marine-type sanitary system, outside electrical hook-up facilities and all the usual camper features and options. And more!

There's nothing like this combination . . . anywhere! The 'Jeep' Universal-Camper combo . . . your answer to crowded campsites.



'Jeep' Universal

Take It or Leave It!

The new 'Jeep' Universal-Camper combination cruises the highway smoothly, rides and handles comfortably, easily. The Universal's 81-inch wheelbase and rugged suspension permits quick, positive maneuverability, while the wide tread of the Camper provides road-hugging stability.

There's no need to limit yourself to the paved roads. You can do the "great escape act" with this rig and get as far away as you like. 'Jeep' 4-wheel drive sees to that.

Once there you can detach the camper easily. Just unbuckle the stabilizer struts and tie-downs, loosen one single bolt, raise the camper with the built-in jacks and drive away. Go hunting, fishing or just plain exploring. Your 'Jeep' Universal is free for more adventure. It's one of The Two Car Cars, of course.

Follow the road or follow your nose. You'll never have more fun than with the 'Jeep' Universal and new 'Jeep' Camper. It's the most versatile camping rig ever.

Great News for Present 'Jeep' Universal Owners:

The new family-sized 'Jeep' Camper is available for easy installation on any CJ-5 manufactured since 1955, and requires very little modification of the vehicle. However, it is strongly recommended that only those CJ-5's equipped with V-6 engine and 4.88:1 axle ratio be considered for outfitting with the 'Jeep' Camper for most adequate highway performance.

'JEEP' CAMPER FEATURES

- Attractive 2-tone exterior
- Comfortable polyfoam mattress and cushions
- Stainless steel sink
- Ample kitchen cabinets
- 20 gal. water tank and pressure system
- Complete oven, stove, and hood package
- 100 lb. capacity icebox
- Family sized dinette
- Roomy wardrobe area
- Aluminum combination entrance door
- Marine-type toilet and holding tank
- Dual lighting system (12V and 110V)
- Beautiful interior color combinations
- Four built-in unloading jacks
- 8.55 x 15 4-ply power cushion tires
- Built-in rear step bumper

'JEEP' CAMPER OPTIONS

- 9000 BTU Heater
- Monomatic toilet
- Gas/Electric Refrigerator
- Additional roof vent (one is standard)
- Interior Gas Light



VEHICLE FEATURES

- 'Jeep' 4-wheel drive
- Foam padded bucket seats
- 5-crossmember strong protective frame
- Rugged axles and suspension
- Quick cam and lever steering
- Fresh air heater and defroster
- 8.55 x 15 4-ply tubeless Power Cushion tires
- 3.73:1 axle ratio.

PARTIAL LIST OF OPTIONS

- Dauntless V-6 160 h.p. engine (recommended)
- 4.88:1 axle ratio (recommended)
- Powr-Lok differential
- Selective drive hubs
- Wheelcovers
- Metal or fabric cab enclosures
- Snap in carpeting
- Front mounted winch
- Overdrive
- Wide tire selection for all terrains.

All new 132" wheelbase 'Jeep' Gladiator...



First 4-wheel drive truck specially built for Campers

Route fun or Route 1,

this new 4-wheel drive 'Jeep' Gladiator will carry any make or model camper up to 2500-lbs. . . . and take it practically anywhere!

Got that yearn to leave the pavement? Go ahead. Traction at all four wheels makes it easy. Go through mud, sand, or snow. Up and down steep hills. Famous 'Jeep' 4-wheel drive will get you through! Back on the highway, the 4-wheel drive Gladiator gives you twice the grip of ordinary camper trucks. Twice the safety on rain-wet highways and slippery roads.

Bigger, longer, with 132-inch wheelbase, 8000-lbs. G.V.W., full floating axles front and rear. And a 350 cu. in. V-8 engine with 4-speed transmission lets you carry a combined camper and payload capacity of 3633 lbs. In addition, there's a wide range of options from which to choose . . . you can easily tailor your Gladiator Camper truck to suit your own taste.

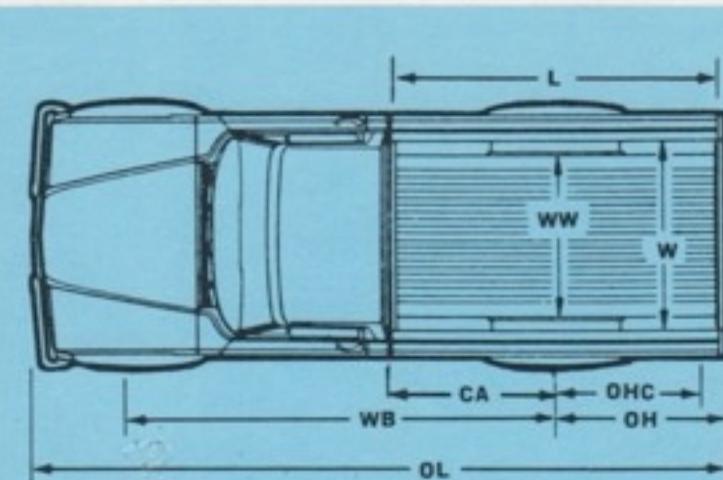
Tough as it is, the 'Jeep' Gladiator sets a precedent in camper truck styling — inside and out. Smooth lines that flow from grille to tailgate, interior luxuries, and an attractive Custom Cab option provide fashion you'd expect only in a passenger car.

Equip your camper with jacks for quick removal of your vacation home and you'll have a dual purpose vehicle. (It's another of The Two Car Cars from KAISER Jeep CORPORATION.) Use it as a utility vehicle during the week. Then on weekends, holidays, or whenever the good life beckons, simply re-install your camper unit and you're ready for fun.

Don't just dream about outdoor fun . . . do something about it! Visit your 'Jeep' Dealer today. Outfit yourself with the most versatile camper truck . . . ever. The new 'Jeep' Gladiator . . . first 4-wheel drive truck specially built for campers. You'll be glad you did! Your family will, too.

Options and Accessories

- Power steering
- Power brakes
- Turbo Hydra-Matic* automatic transmission with heavy duty cooling
- Air conditioning
- Bucket seals and console
- Push button radio
- E-Z Eye glass
- Parking brake warning light
- Deluxe horn ring
- Front mounted winch
- Western style mirrors
- Auxiliary fuel tank
- Custom trim package including cigarette lighter, color keyed interiors, dual padded sun visors, stainless steel moulding, and chrome front bumper.



'JEEP' GLADIATOR DIMENSIONS

(All dimensions in inches)

WB—Wheelbase	132.00
OL—Overall Length w/pick up box	205.64
CA—Cab to Axle	55.20
OR—Overhang, Rear	40.00
L—Length (pick up box)	95.00
W—Width (pick up box)	55.75
WW—Width between Wheelhousings	50.00
TW—Tailgate Width	55.75
H—Side Height	20.20
Approach Angle	45°
Departure Angle	27°
Ramp Breakover Angle	20°

CONDENSED SPECIFICATIONS

Axles: Full floating, front and rear driving. Capacities, 3,000 lb. front; 5,000 lb. rear. Axle ratio 4.09:1.

Brakes: Self adjusting with dual master brake cylinder; 12½" x 2" drums front and rear.

Clutch: Diameter 11", capacity 485 lb. ft.

Electrical: 70 amp-hr. battery; 40 amp alternator.

Engine: 350 cu. in. Dauntless V-8, equipped with heavy duty cooling package.

Fuel Tank: Approximately 20 gallons. Optional auxiliary fuel tank 15 gallons.

Shocks: 1¾" dia. heavy duty, front and rear calibrated to vehicle.

Tires: 7.50" x 16", 10 ply. Super High Miler.

Transmission: 4-speed synchromesh standard; Turbo Hydra-Matic* optional.

Weight Distribution: Approx., truck (curb) 4367 lbs., Camper Unit up to 2500 lbs., total G.V.W. 8000 lbs. Combined camper and payload maximum 3633 lbs.

Wheelbase: 132 inches.

*Trademark of General Motors Corporation



Campers for 'Jeep' Gladiators

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 suitable spot, set the brakes and turn off the ignition!

Mounted on a 4-wheel drive 'Jeep' Gladiator, camper coaches are extremely maneuverable and easier than trailers to handle over rugged country and in mountainous areas. In addition, campers need no special hitches or chains, and can be less expensive to buy than similarly equipped trailers. And passengers can travel in the truck camper although this is not permitted with trailers.

Several types of campers are illustrated on the 'Jeep' Gladiator. Basically, they are either box-type or cab-over type. Both of these styles slide into the bed of the Gladiator truck and can be equipped with jacks for easy removal of the camping unit. This permits the pick-up to serve as a Two-Car Car: as a portable camping home and as a weekday utility vehicle. Roofs on some campers can also be hydraulically raised or lowered, offering substantial headroom when the camper is in use but less wind resistance while traveling. Still another type telescopes horizontally for added living accommodations.

A fabric convertible camper, also illustrated, is available from your 'Jeep' dealer for installation on any of the Gladiator truck models. This unit can be equipped with cots to sleep two persons and various other camping gear of your own selection. The top can be folded down for easy access to the cargo area from either side.

It is most important that you carefully match the camper you are considering to your 'Jeep' Gladiator. While the new 132-inch wheelbase, 8000 lb. G.V.W. 'Jeep' Gladiator will accept campers up to 2500 lbs. in weight, and while there is a lighter duty 'Jeep' Gladiator that can be outfitted with a Special Camper Package for carrying smaller rigs, you should consult your 'Jeep' Dealer before purchase of your Camper. Many different makes, models, sizes, and weights of campers are available. Each have their peculiarities and a wise buyer will give careful consideration to matching camper to Gladiator before entering a purchase agreement.



LIGHTWEIGHT CAMPER PACKAGE

A special 'Camper Package' is available as an option on the 6000-lb. G.V.W. 'Jeep' Gladiator with 126-inch wheelbase. Tires, suspension, battery, and alternator are all heavier-duty than on the standard model of this truck. Also included as a part of the package are power brakes and Western rear view mirrors. The Dauntless V-8 engine is a desirable extra option, but is not a part of the special camper package. Equipped accordingly, this 'Jeep' Gladiator will carry box-type or cab-over campers up to 1500 pounds, with a combined camper and payload capacity of 2005 lbs.

CONDENSED SPECIFICATIONS

Axles: Front and rear driving. Capacities 3,000 lb. front; 3,500 lb. rear.

Brakes: Self adjusting; 12" x 2" drums front and rear.

Engine: 232 cu. in. Hi-Torque 6 standard. Optional, 350 cu. in. Dauntless V-8 recommended.

Electrical: 70 amp-hr. battery; 40 amp-hr. alternator.

Springs Cap.: Lb. @ ground: Front 1618, rear 2832.

Tires: 7.00 x 16/6 front; 10.00 x 16.5/6 rear.

Transmission: 3-speed fully synchronized standard, 4-speed and Turbo Hydra-Matic* optional.

Weight Distribution: Approximate truck weight (curb) 3995 lbs.; Camper unit up to 1500 lbs. Combined camper and payload maximum 2005 lbs. Total G.V.W. 6000-lbs.

Wheelbase: 126 inches.





TraileRing with 'Jeep' 4-wheel drive!

Say good-bye to crowded highways and leave the traffic behind. Go where most others can't. Over rough terrain. Sandy beaches. Mountain trails. Your 'Jeep' vehicle has all the muscle you'll ever need to drive into that back country paradise. Towing big tandem wheel trailers is easy . . . when you've got 'Jeep' 4-wheel drive!

Fun too! With your home on wheels right behind you, there's no need for advance reservations. No inconvenient check-out times. No expensive tipping. Whenever you choose, pull off the road. Way off! Don't worry about getting stuck . . . you've got 'Jeep' 4-wheel drive. Pick out your site, and you're "home!" That's the life!

Ready to leave? 'Jeep' 4-wheel drive helps start your heavy trailer rolling yet saves on rear tire and drive line wear. It provides greater traction on upgrades. Increased braking efficiency on hilly descents. You can actually "crawl" your 'Jeep' vehicle down a steep grade and only rarely have to use the brakes.

TraileRing with 'Jeep' 4-wheel drive gives you twice the safety on snowy roads and rain-wet highways. Twice the ground-gripping traction around sharp curves. On or off the road. Greater towing stability, even against stiff winds.

It's literally "outdoors unlimited" when you trail with 'Jeep' 4-wheel drive. You'll find it's standard equipment on the fun-dependable 'Jeep' Two-Car Cars. By KAISER Jeep CORPORATION. World's foremost builder of 4-wheel drive vehicles.



'Jeep' Wagoneer

Go right to where the fun is!

Trailer the highway like any ordinary car. Or . . . be adventurous! Leave the road whenever you choose! Move through rugged terrain. Discover secluded trails. Impossible? Maybe for most cars! But, it's "duck soup" for the Wagoneer. Even towing a 30-foot trailer. 'Jeep' 4-wheel drive makes all the difference.

Great styling outside . . . plush and comfortable inside. And under the hood a tiger lies in wait! Select from the Hi-Torque 6 or optional Dauntless V-8 . . . standard fully-synchronized 3-speed transmission or optional Turbo Hydra-Matic* automatic transmission. Power steering to reduce trip fatigue. Power brakes to make stopping even easier. Air conditioning, and a host of other options!

Trailer towing or otherwise, 'Jeep' 4-wheel drive offers twice the traction of ordinary cars . . . safer road-hugging traction on rain-wet highways, slippery curves, or back country trails. And when you need to use it, trailering in 4-wheel drive has never been simpler. The 4-wheel drive shift pattern is diagrammed on the shifting lever and it's easy to operate at any speed.

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

It's one of the Two Car Cars from KAISER Jeep CORPORATION.

*Trademark of General Motors Corporation

RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 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.
Dauntless 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	8.55 x 15	8.55 x 15
Powr-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Frame Hitch	Load-equalizing	Load-equalizing

*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 FREQUENT TOWING WITH THE 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.
Dauntless 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
Rear Helper Springs	Optional	Recommended	Recommended
Over-Size Tires	8.55 x 15	8.55 x 15	8.55 x 15
Powr-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Load-equalizing	Load-equalizing	Load-equalizing

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'Jeepster Commando'

Lets you camp where others can't!

Tired of roadside campsites? Head for the hills where the streams are clean and the air is fresh. Go where other cars can't. Famous 'Jeep' 4-wheel drive will get you through . . . towing a 3,500 pound trailer to boot!

The 4-wheel drive 'Jeepster Commando' is truly a star performer. And it's available in four great looking models. There's a convertible. A station wagon. A pick-up. And the basic roadster model. Fun-styled on the outside, inside you'll find plush, foam-molded front bucket seats, and a beautiful, completely color coordinated interior.

Hefty springs and shocks assure maximum driving comfort and easy trailering on or off the road. And with the 'Jeepster Commando' you can choose your power . . . dependable Hurricane 4 or for towing, the optional Dauntless V-6. Select from the many camper tailored options available. Like Commando's Turbo Hydra-Matic* automatic transmission which automatically keeps the engine in the right power range. Power brakes for smoother, easier stops, even while pulling the maximum recommended load. And air conditioning to make your warm weather trip more fun. And lots more!

These are just a few of the many reasons why the 'Jeepster Commando' is great for fun and great for towing. It's time to discover the real campsites. Hitch your trailer to a star. And take off.

*Trademark of General Motors Corporation



RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 4-WHEEL DRIVE 'JEEPSTER COMMANDO' SERIES†

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight
Max. Tongue Load	150 lbs.	300 lbs.
Dauntless V-6 Engine	Optional	Recommended
Heavy-Duty Cooling	Optional	Recommended
Power Brakes	Optional	Recommended
Automatic Transmission	Optional	Recommended
Heavy-Duty Package*	Optional	Recommended
Powr-Lok Rear Axle	Optional	Recommended
Recommended Tires	7.75 x 15	7.00 x 15*
Hitch	Frame Hitch	Load-equalizing

†KAI SER 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.

*Heavy-duty package includes 7.00 x 15 6-ply Super Hi-Miler tires, rear shock absorbers, and rear springs.

RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 4-WHEEL DRIVE 'JEEPSTER COMMANDO' SERIES†

	500-2000 lbs. Gross Trailer Weight	2000-3500 lbs. Gross Trailer Weight
Max. Tongue Load	150 lbs.	300 lbs.
Dauntless V-6 Engine	Recommended	Recommended
Heavy-Duty Cooling	Optional	Recommended
Power Brakes	Recommended	Recommended
Automatic Transmission	Recommended	Recommended
Heavy-Duty Package*	Recommended	Recommended
Powr-Lok Rear Axle	Recommended	Recommended
Recommended Tires	7.00 x 15*	7.00 x 15*
Hitch	Load-equalizing	Load-equalizing

†KAI SER 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.

*Heavy-duty package includes 7.00 x 15 6-ply Super Hi-Miler tires, rear shock absorbers, and rear springs.



'Jeep' Gladiator

Heavy trailer loads . . . rough off-road terrain . . . It's all in a day's work for the 'Jeep' Gladiator. With the recommended optional equipment, the 4-wheel drive Gladiator tows up to 5000 pounds trailer weight. Pass up camping parks for the uncharted wilds . . . the 4-wheel drive 'Jeep' Gladiator takes you almost anywhere.

If you like that idea but think you'll have to sacrifice handling ease and riding comfort . . . think again! The 'Jeep' Gladiator rides smooth. Looks great. Handles like a dream. And inside, you can choose from bench or bucket seats with center console.

Performance? How do you want it? Standard 145 horsepower Hi-Torque 6 or optional high-output Dauntless V-8 with 230 horses . . . both available with a fully synchromesh transmission that lets you downshift into first gear while your rig is moving. And you can select from a wide list of options that include Turbo Hydra-Matic* automatic transmission, power steering, power brakes, air conditioning, the whole bit!

Choose from 120-, 126-, and 132-inch wheelbases. And 5000, 6000, 7000, and 8000 pound gross vehicle weights.

See your 'Jeep' dealer soon! Take a test drive in the 4-wheel drive 'Jeep' Gladiator or any of the Two-Car Cars. They're great!

*Trademark of General Motors Corporation

RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 4-WHEEL DRIVE 'JEEP' GLADIATOR† 5000, 6000, 7000, OR 8000 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.
Dauntless 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
Powr-Lok Rear Axle	Optional	Optional	Recommended
Trailer Wiring	Optional	Recommended	Recommended
Hitch	Frame Hitch	Load-equalizing	Load-equalizing

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RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 4-WHEEL DRIVE 'JEEP' GLADIATOR† 5000, 6000, 7000, OR 8000 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.
Dauntless V-8 Engine	Optional	Recommended	Recommended
Higher Axle Ratio	Recommended	Recommended	Recommended
Heavy-Duty Cooling	Optional	Recommended	Recommended
Automatic Transmission	Recommended	Recommended	Recommended
Power Brakes	Recommended	Recommended	Recommended
Power Steering	Recommended	Recommended	Recommended
Over-Size Tires	Recommended	Recommended	Recommended
Powr-Lok Rear Axle	Optional	Recommended	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Load-equalizing	Load-equalizing	Load-equalizing

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'Jeep' Universal

This is the one that started it all! The world famous 'Jeep' Universal. Rugged. Built to last. Built to go anywhere.

If the 'Jeep' Universal looks small for towing, that's only the outward appearance! Built in are more towing features than you get with most other vehicles. Like a rear frame "K" member for extra towing strength, 4-wheel drive for ground-gripping traction, and short 81" wheelbase for easy maneuverability. And there's a big engine option, too . . . the Dauntless V-6 with 160 horses of pure power that couples to a fully synchromesh transmission (4 cylinder engine is standard).

For comfort on the go . . . even if the go is off the road . . . the Universal has foam molded bucket seats. And there's a wide selection of fabric tops or metal cab enclosures from which to choose.

Pull heavy boats and trailers weighing up to 5000 pounds in weight. Right into the back country where fishing, hunting, and camping are at their best.

Too small for towing? Not on your life! That's just one of the many reasons why this little "brute" qualifies as one of the 'Jeep' 2-Car Cars! By KAISER Jeep CORPORATION.

Test drive the 'Jeep' Universal today! You've got to drive it to believe it!

RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 4-WHEEL DRIVE 'JEEP' UNIVERSAL†

	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	Recommended	Recommended
Heavy-Duty Cooling	Optional	Recommended	Recommended
Heavy-Duty Rear Springs and Axle	Optional	Recommended	Recommended
Higher Axle Ratio	Optional	Recommended	Recommended
Powr-Lok Rear Axle	Optional	Recommended	Recommended
Recommended Tires	7.75 x 15	8.55 x 15	7.00 x 15 6 ply
Hitch	Frame Hitch	Load-equalizing	Load-equalizing

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RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 4-WHEEL DRIVE 'JEEP' UNIVERSAL†

	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 Cooling	Recommended	Recommended
Heavy-Duty Rear Springs and Axle	Recommended	Recommended
Higher Axle Ratio	Recommended	Recommended
Powr-Lok Rear Axle	Recommended	Recommended
Recommended Tires	8.55 x 15	8.55 x 15
Hitch	Frame Hitch	Load-equalizing

†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.

Towing Tips

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 brakes first to prevent "jackknifing".

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' vehicle 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 to maintain speed of the engine cooling fan.

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 4wd high or 4wd 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 4wd high or 4wd 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.

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General Towing Recommendations

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. 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.

TRAILER WIRING

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

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.

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In order that product improvements may be made at any time, specifications and recommendations are subject to change without notice. This brochure does not constitute an offer or commitment to sell. Orders for vehicles and other items are subject to acceptance by KAISER Jeep SALES CORPORATION, and authorized 'Jeep' distributors and dealers.

Various recreational equipment other than that specifically sold by KAISER Jeep SALES CORPORATION is illustrated in this brochure. Shown are only a few of the many available from individual manufacturers or through your nearby authorized 'Jeep' dealer. Mention of such models and/or equipment does not constitute an endorsement or guarantee by KAISER Jeep CORPORATION or KAISER Jeep SALES CORPORATION.

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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.

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 may 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 'Jeepster Commando' Series and 'Jeep' Universal

models trailering in high altitude or mountainous regions, especially if your gross trailer weight exceeds 2000 pounds. The Dauntless 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. Standard transmission in many 'Jeep' vehicles is fully synchronized, permitting downshifting into first gear while the vehicle is moving.

When towing in mountainous or high temperature regions with automatic transmission, it is also recommended that the vehicle be equipped with the optional Dauntless V-6 or Dauntless V-8 engine.

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.

MISCELLANEOUS

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.