

JEEPSTER COMMANDO

Variety of models...variety of uses, available with 160 horsepower V-6 engine and automatic transmission!





JEEPSTER COMMANDO

4-WHEEL DRIVE STATION WAGON WITH SPORTS CAR STYLING

Great sport, great style and fun—it's the go-anywhere, do-anything 'Jeepster Commando' station wagon...the only wagon of its size to combine V-6 power and Turbo Hydra-Matic* transmission options with 4-wheel drive!

Take a look outside: all-new styling from jaunty grille and sculptured tailgate to low silhouette and flowing body lines...fun fashion that puts you in style wherever you go.

Inside the 'Jeepster Commando' wagon, there are foam-molded front bucket and rear bench seats, single 4-wheel drive shift lever and a choice of trim packages that include deluxe seats, door-to-door carpets, slide-open rear quarter windows and many other luxury appointments. Sporty console shift is standard with automatic transmission, optional with manual. And to power that pretty package, choose the 160 horsepower Dauntless V-6 engine option with fully synchronized manual transmission, or the standard Hurricane 4-cylinder engine.

There's luxury in the ride, too. Off-center rear springs that are nearly five feet long and a front stabilizer bar provide smooth riding, easy-handling features you'd never expect in this size 4-WD wagon. That means you can travel the turnpikes at top legal speeds, or make your route over backwoods trails or rutted terrain and still be master of the road.

Take charge now...see the 'Jeepster Commando' wagon at your 'Jeep' dealer's soon. You've got to *drive* it to believe it!



The 'Jeepster Commando' wagon offers automatic transmission and it's the only wagon of its kind that does!



Foam-molded bucket seats, console shift, deluxe or standard interiors — real sports car fun for work or play!



Tailgate opens quickly and easily for ready access to cargo area and spare tire.

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JEEPSTER COMMANDO

4-WHEEL DRIVE CONVERTIBLE WITH SPORTS CAR PIZZAZ

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 own action on the beach, on the trail—anywhere!

Take the wheel and take off! Here's breathtaking performance for the wilderness . . . super smooth power for the turnpikes. The Dauntless V-6 engine option turns out 160 horsepower (world-famous Hurricane 4-cylinder engine is standard) . . . console shift with fully synchronized manual transmission or optional Turbo Hydra-Matic*. And it handles easily . . . rides comfortably . . . thanks to its wide stance, front stabilizer bar, hefty shocks and off-center rear springs nearly five feet long.

Unsnap a couple of buttons, release the tailgate latch and presto . . . access to usable cargo area. Any wonder why the 'Jeepster Commando' Convertible is fast becoming the favorite of those who really want to get away from it all?

There's only one model of this baby, but an optional trim package that includes chrome front and rear bumpers, full wheel covers and a few other niceties adds an extra sporty touch to the standard color-coordinated interior with its foam molded front bucket and rear bench seats.

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Test drive the soft-top swinger . . . the 4-wheel drive 'Jeepster Commando' Convertible. See your 'Jeep' dealer. You've got to drive it to believe it!



Deep-dish steering wheel, recessed instruments and switches, color-coordinated padded dash.



Foam-molded front bucket seats (and rear bench seat) are standard.



Sporty console with map case and gear box available on some models. Single-lever 4-WD control is standard.



Easy access to usable cargo space and to the spare tire.



JEEPSTER COMMANDO

4-WHEEL DRIVE PICK-UP TRUCK WITH THE POWER FOR TOUGH JOBS

Here's great riding smoothness, fine fashion and real truck function in a 4-wheel drive rig—the 'Jeepster Commando' pick-up. It's the only truck of its size to offer all this *plus* Turbo Hydra-Matic* transmission and Dauntless V-6 engine options! (Manual transmission and the world-famous 4-cylinder Hurricane engine are standard.)

Off-center rear springs and front stabilizer bar flatten ruts and straighten curves—provide smooth passenger car riding comfort. And once you take a closer look at this new pick-up, you'll know what we mean about fashion: foam-molded bucket seats and an optional trim package that includes chrome bumpers, floor mats, and many other features provide a stylish way to go. (Incidentally... if you want to indulge your sporty inclination, get the console shift! It's standard with automatic transmission, optional with manual.)

But don't let all this talk about style fool you. The 'Jeepster Commando' pick-up has plenty of brawn for the tough jobs... and the very same 'Jeep' 4-wheel drive you've come to know and respect. So deep snow, muddy job sites and rutted terrain are no obstacle to your kind of work. Got a special task? No problem. Just equip your 'Jeepster Commando' for plowing, pushing, pulling, winching, or other special jobs.

*Trademark of General Motors Corporation
Test drive the 'Jeepster Commando' pick-up soon... you've got to drive it to believe it!



Instrument control panel has individual recessed switches.



Direct linkage to the transfer case makes it an easy shift from 2wd to 4wd and back again.



Spare tire is mounted to allow full use of cargo area, yet permit driver's unobstructed view through rear window.

LOAD SPACE

Cargo area length (max.)	63.8 in.
Length added by tailgate	18.7 in.
Cargo area width (max.)	59.0 in.
Width between wheelhousings	36.0 in.
Bed to ground (min.)	24.3 in.
Cab to axle	27.2 in.



JEEPSTER COMMANDO

ROADSTER STYLING WITH 4-WHEEL DRIVE GO-POWER

Roadster styling with a choice of soft half-top, soft full top, or no top at all—4-wheel drive for twice the traction, twice the "grip" of ordinary cars!

'Jeep' 4-wheel drive lets you travel up and down steep hills, over sandy or muddy trails, and on rocky or rutted terrain while traction at all four wheels resists slipping, sliding and bogging down. High ground clearance and short front and rear overhang let you take the 'Jeep' trails in stride . . . or blaze your own way without fear of hanging up.

If you like the fun side of things, you can dress up the 'Jeepster Commando' roadster as a sporty bug with console shift, Turbo Hydra-Matic* automatic transmission, 160 horsepower Dauntless V-6 engine, and a deluxe trim package. And with 'Jeep' 4-wheel drive traction, you can have your fun on the beach, the camping trail, the hunting backcountry . . . anywhere!

But even with standard equipment, you get the economical Hurricane 4-cylinder engine, foam-molded bucket seats, full metal doors with roll-down windows and vent wings, and easier handling and riding features than you'd expect! And you can select a half or full fabric top, power take-off, heavy-duty springs, transmission brake, pintle hook and many other options for added roadster versatility and usefulness.

Test drive the 'Jeepster Commando' roadster soon . . . you've got to *drive* it to believe it!



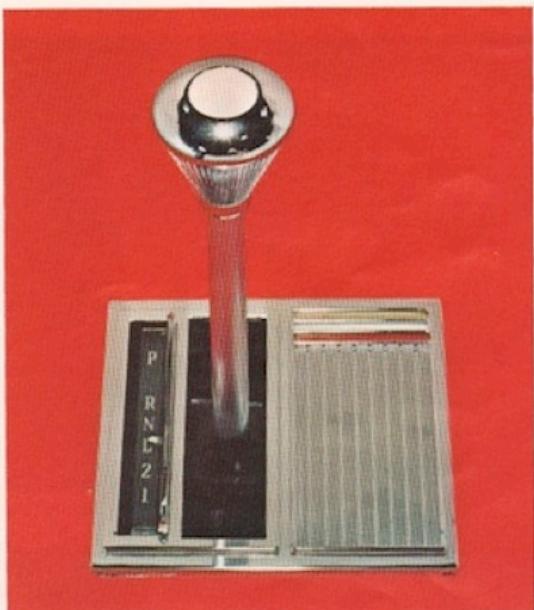
Soft top (station wagon style) with non-yellowing vinyl rear quarter and tailgate windows. Rear seat is also available.



Half fabric top provides pick-up truck function. Standard metal doors offer protection to passenger and driver . . . roll-down side windows are glass.



OPTIONS & ACCESSORIES



Turbo Hydra-Matic* Automatic Transmission



Mag-Type Wheel Covers



Dauntless V-6 Engine



Transistorized Radio



Electric Clock

DELUXE TRIM GROUP "A"—available with all models: Safety-designed cigar lighter ■ Front arm rests ■ Door scuff plates ■ Front and rear floor mats ■ Chrome bumpers ■ Hub caps ■ Wheel trim rings.

DELUXE TRIM GROUP "B"—available with station wagon model only: Deluxe seats ■ Deluxe headlining ■ Deluxe door trim ■ Door scuff plates ■ Front and rear carpets ■ Front and rear arm rests ■ Courtesy lights ■ Rear quarter slide-open windows ■ Chrome inside rear view mirror ■ Safety-designed cigar lighter ■ Chrome bumpers ■ Hub caps ■ Wheel trim rings.

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 ■ Auxiliary fuel tank ■ Rear passenger seat (standard with station wagon).

ACCESSORIES AVAILABLE FROM YOUR DEALER

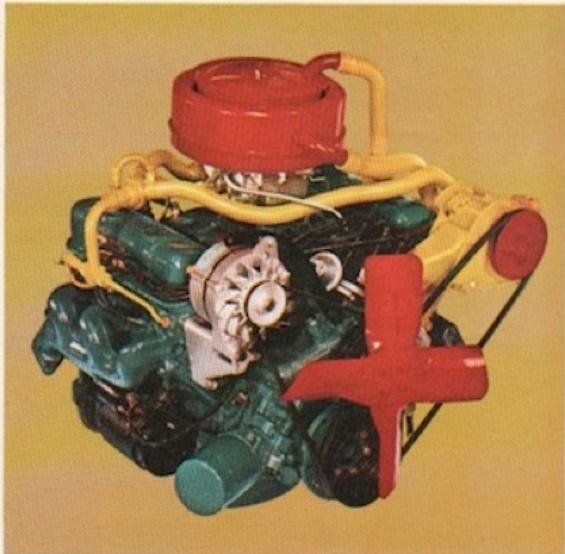
Hub caps ■ Wheel trim rings ■ Mag-Type Wheel Covers ■ Transistorized radio ■ Locking gas cap ■ Spare wheel lock ■ Selective drive hubs ■ Ceramic fuel filter (Hurricane engine only) ■ Pintle hook ■ Draw bar ■ Snow plow + ■ Front-mounted winch + ■ Power take-off + ■ Overload springs and air bags ■ Push plate ■ Oil pan magnetic drain plug (Hurricane engine only) ■ Roof rack or ski rack (station wagon only) ■ Tonneau cover (pick-up or fabric half top only) ■ Electric clock (with console shift only).

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

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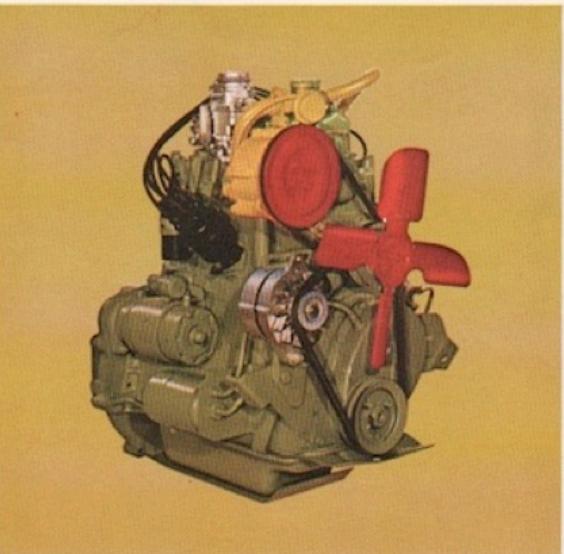
JEEPSTER COMMANDO

ENGINES & POWER TEAM COMBINATIONS



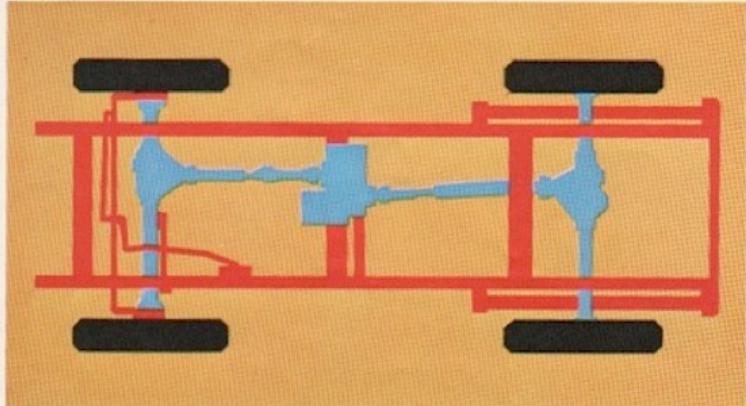
DAUNTLESS V-6 ENGINE

160 horsepower . . . 235 pounds-feet of torque—the 'Jeep' Dauntless V-6 engine option has plenty of power for sports car going or tough off-road jobs! 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.



HURRICANE ENGINE

Offering rugged dependability you don't usually find in a 4-cylinder engine, the standard 75 horsepower 'Jeep' Hurricane engine matches many construction features of sixes and eights . . . features such as rotating exhaust valves, cast-in-head intake manifolding, and aluminum alloy pistons. For above average fuel economy, the Hurricane's "F" head design puts the intake valves in the head and exhaust valves in the block.

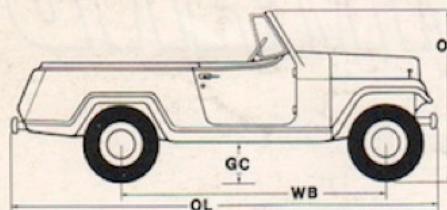


POWER TEAM COMBINATIONS

(standard axle 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

JEEPSTER COMMANDO SPECIFICATIONS



BASIC DIMENSIONS
(subject to change without notice)

OH	Overall height	64.2 in.
OL	Overall length	168.40 in.
WB	Wheelbase	101 in.
OW	Overall width	65.2 in.
T	Tread	50 in.
GC	Min. ground clearance	7.5 in.

AXLES—Front driving full-floating, 2,000-lb. capacity; rear driving semi-floating, 2,500-lb. capacity.

BRAKES—Self-adjusting servo with dual master cylinder. Drum size: front and rear 10 x 2-in.; total effective lining area 174.00 sq. in. Parking brakes operate off rear wheel brakes; total effective lining area 87 sq. in.

CLUTCH—Single dry plate with torsional damping. Diameter and area: 10.4 in. and 103.5 sq. in. with Dauntless V-6, 9.25 in. and 78 sq. in. with Hurricane.

ELECTRICAL—50 amp.-hr. battery, 35 amp. alternator with all-transistor voltage control.

CARBURETOR—Dual-barrel and automatic choke with Dauntless V-6, large-diameter single barrel and manual choke with Hurricane.

ENGINE—Optional Dauntless V-6; overhead valves with 225 cu. in. displacement, 160 h.p. at 4200 r.p.m., 235 lbs.-ft. torque at 2400 r.p.m., 9.0 to 1 compression ratio. Standard Hurricane F-4: 4-cylinder with intake valves in head, 134.2 cu. in. displacement, 75 h.p. at 4000 r.p.m., 114 lbs.-ft. torque at 2000 r.p.m., 7.4 to 1 compression ratio.

EXHAUST SYSTEM—Single muffler and pipe are aluminized stainless steel; over-sized muffler decreases back-pressure.

FRAME—Heavily boxed, extra-long with five crossmembers and front reinforcements. Welded and riveted construction provides resilience to withstand off-road torsional stresses.

FUEL TANK—Mounted at rear between frame side members, approximate capacity 15 gallons. Optional auxiliary fuel tank has approximate capacity of 9.5 gallons.

SHOCKS—Front and rear, double action type, piston diameter 1.19 in.

SPRINGS—Front multi-leaf with stabilizer bar; rear single-leaf asymmetrical with axle mounted 5 inches ahead of spring centers.

STEERING—Worm and gear, ratio 24 to 1, turn radius approximately 21 ft., 4 in.

TIRES—7.35 x 15 black wall; white wall or black wall tires up to 8.45 x 15 are available and may be used with tire chains.

TRANSFER CASE—2-speed silent-type, single lever, ratios 2.03 to 1 and direct; neutral range provides for stationary power take-off applications.

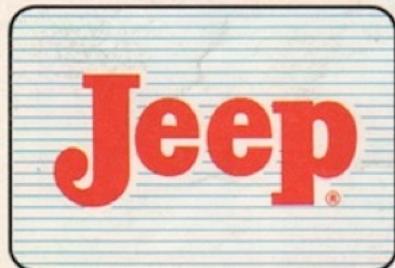
TRANSMISSION—Floor shift, 3-speed fully-synchronized (except reverse) standard with V-6 engine option. Floor shift, 3-speed synchromesh (1st and reverse not synchronized) standard with 4-cylinder engine. Console shift optional, gear ratios dependent on engine selection. Optional 3-speed Turbo Hydra-Matic* automatic transmission with console shift has gear ratios of 2.5—1.5—1.0 and 2.1 to 1 for reverse.

WHEELS—15 in. x 5.5 in. with "K" rim; five wheels and tires standard.

WEIGHTS—Standard gross vehicle weight 3550 lbs., optional GVW 4200 lbs.

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MANUFACTURER OF 4-WHEEL DRIVE VEHICLES

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