

The all-weather, all-terrain, all-year
Jeep® Recreation Fleet.



INTRODUCTION

Each year from late Spring to early Fall, tens-of-millions of persons leave the luxuries of their homes and live for a week or two in the spaciousness of outdoors. This is camping, but it has few similarities to the camping done by America's early settlers. Today, camping can mean running hot and cold water, electricity and just about all of the other comforts of home. But it also means hunting and fishing . . . feeling the fresh breeze of a vacation waterway . . . exploring the routes of American history and scenic beauty. But above all, it offers a renewed sense of unity between all members of the family as they share camping enjoyment away from each individual's busy home-life. With the modern camping equipment that is available, long stretches of super-highway and extent of free time most people have, there is little wonder why outdoor fun is enjoyed each year by more and more families. We feel sure that we can provide additional satisfaction to your camping enjoyment by helping to provide you with adequate motor transportation.

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'Jeep' vehicles provide not only 2-wheel drive found in all cars and trucks, but 4-wheel drive as well. With the Wagoneer, Gladiator, Universal and 'Jeepster' vehicles, you can shift from 2-wheel drive to 4-wheel drive and go where ordinary cars and trucks cannot: over rough off-road terrain, muddy backwoods trails, sandy beaches, and snowy roads.

With 4-wheel drive, 'Jeep' vehicles have twice the traction, twice the road-hugging grip to let you travel in any kind of weather — on virtually any kind of terrain. There's no need to limit your camping enjoyment to just places a 2-wheel drive vehicle will take you. You can drive all 4 wd 'Jeep' vehicles right into the back country and find new, more plentiful fishing and hunting areas . . . or just discover new camping privacy that's not available at most campgrounds . . . and scenery you'll never see from the highways!

Why Jeep® 4-Wheel Drive?

If you tow a recreational trailer, consider this: 'Jeep' 4-wheel drive provides greater traction when going up hills, and increased engine braking efficiency on hilly descents. That's because engine compression can be used to control the speed of your descent. You can actually "crawl" a 'Jeep' vehicle down a steep grade with a trailer in tow and only rarely have to use the brakes!

In addition, 4-wheel drive helps to start heavy trailers rolling, yet saves on rear tire and drive line wear. And the 'Jeep' 2-speed transfer case doubles your transmission gear selection for travelling where the going really gets rough . . . makes getting wherever you want to go not only possible, but downright fun!

Yet, there's no need to sacrifice comfort and convenience. 'Jeep' vehicles offer all of that you could ever desire: spacious foam seats . . . generous cargo room . . . handsome color-keyed interiors in a choice of colors . . . big-engine power . . . automatic transmission shifting ease with most models . . . and many more features you'll soon discover.



There are more advantages to 'Jeep' 4-wheel drive that you will find once you're on the road: the ability to travel more safely on rain-wet highways . . . greater towing stability even against stiff winds . . . new fun for Winter camping . . . and the freedom and independence from crowded roads and camping parks! That's why 'Jeep' vehicles are called the all-weather, all-terrain, all-year recreation fleet.

Many families experiment with camping in an inexpensive tent. Then, after discovering how enjoyable camping is, they purchase a more self-contained recreational unit. Most commonly, this unit is a tent trailer or a travel trailer. The kind you should buy—or whether you should stick with the ground tent you might now have — is determined by the type and extent of camping your family does.

Ground tents are the least expensive, although they do not contain built-in bathrooms, sinks and stoves. The best tents are constructed of poplin or army duck and should last for 20 years or more. They require minimum maintenance and can be easily folded up and stowed away when not in use.

How to Pick a Trailer

TENT TRAILERS

These are also economical living units, particularly if you want to camp out while on extended trips. Tent trailers are easy to tow, measuring from only three to five feet high in the travelling position. But they expand to about eight feet high when set up for camping — and this should take less than three minutes. In addition, there's no need to make up the beds at each campsite because they don't become messed while travelling.

Recently, the more expensive tent trailers include a built-in propane stove, dining table and benches, and sleeping accommodations for as many as 10 persons. However, tent trailers to sleep four to six campers are available for less than \$400.

Many campers, after they have selected the tent trailer they wish to buy, rent the trailer for a week to give it a good test. More often than not, the \$40 or \$50 rental fee is applicable to the purchase price of the trailer.

TRAVEL TRAILERS

For those who camp extensively, the travel trailer might be their smartest investment. For less than \$3,000, you can buy a 17-foot rig that includes just about all of the comforts of home including a gas refrigerator, gas heater, stove, chemical toilet, sink, 25-gallon water tank, lights, and sleeping room for four. Another \$1,000 will give you a model in excess of 20 feet in length for additional conveniences and sleeping room.

Types of Campsites

The selection of campsites is virtually unlimited. There are over 5,000 campgrounds within the Federal park system, 2,000 throughout the various states, and over 1,000 private campgrounds. You can choose your campsite for its hunting or fishing allure, for exploring, nearby sight-seeing or for the amount of privacy you wish to have. But you should also consider the facilities you want because these also vary extensively.

Most public campsites are "graded" according to the extent of such facilities. For instance, a class "A" site normally offers numbered lots, flush toilets, water under pressure, fireplace or grille, electrical plug-in for your travel trailer, and perhaps showers and sewage disposal. Class "B" sites generally provide well water, latrines, picnic tables and sometimes grilles; class "C" sites most often have only latrines, waste containers and picnic tables.

At the two extremes, however, are private campgrounds which frequently provide all the facilities of a class "A" campsite plus grocery store, restaurant, indoor showers, laundry facilities and organized recreation . . . and the wilderness campgrounds which offer just the wilderness!

Camping on Federal grounds is free of charge, but many charge a \$1 to \$2 per car entrance fee. However, you can purchase the Golden Eagle Passport for just \$7 and be admitted to all Federal recreation areas at no additional cost for one year. Money realized from the sale of Golden Eagle Passports is used for the conservation of Federal parks. For additional information on the Golden Eagle Passport, see your 'Jeep' dealer.

Most state campgrounds charge under \$2 per day for campsites and you can rent a campsite at private grounds for about the same per diem rate (more if you want electricity). Some rates go as high as \$3 per day plus 25¢ a person, but even at this it's less expensive than a motel room!

For additional information on campsites, check the shelves at your bookstore or newstand. There are literally hundreds of books, paperbacks, guides and maps available from various publishers on the subject of camping. In addition, you'll also find helpful information from the Government Printing Office and the Parks & Recreation or Travel Information Office of state governments.



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. Yet after a quick wash job, the 'Jeep' Wagoneer serves quite beautifully as the family's number one car!

Its hot, action look and performance features are two very good reasons why the 'Jeep' Wagoneer does all this. Styling that looks great outside — plush, comfortable, spacious inside. Performance-wise, check out the standard Hi-Torque 6 engine . . . or the 230 horsepower Dauntless V-8 — the most spirited engine option of any 4-wheel drive wagon! Turbo Hydra-Matic* automatic transmission is also available for easiest towing and a fully synchromesh transmission is standard.

'Jeep' Wagoneer

'Jeep' 4-wheel drive offers twice the traction of ordinary cars . . . safer road-hugging traction for rain-wet highways and hilly roads . . . surer ground-gripping 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 single 4wd shift lever . . . simplified linkage to the transfer case makes shifting in and out of 4wd fast and easy at any speed.

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





CHECK THESE 'Jeep' WAGONEER FEATURES!

Dependable 'Jeep' 4-wheel drive for all-weather, all-terrain, all-year camping fun.

Turbo Hydra-Matic* automatic transmission option with three forward speeds for more efficient trailering.

Fully synchromesh manual transmission is standard — provides downshifting into first gear even while your rig is moving.

230 horsepower Dauntless V-8 engine option with power for heavy travel trailers.

The biggest tailgate opening and largest cargo area of any wagon in the Wagoneer's wheelbase class.

Beautiful exterior finishes in one of nine colors; style-conscious women can also choose from one of three trim styles in various colors.

Separate chassis-frame permits easy installation of load-equalizing hitches.

Foam-cushioned, chair-high seats with high head room provides plenty of passenger comfort for long trips.

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The 'Jeep' Wagoneer is available in standard or Custom models. The Custom model features high-pile carpeting, chrome instrument panel control knobs, color-keyed steering wheel with deluxe horn ring, courtesy lights, cargo area vinyl floor covering, seats covered with rayon-nylon fabrics and expanded vinyl, stainless steel exterior mouldings and full wheel covers.

Pleated seats are available with Custom Wagoneer for those who appreciate the sporty appearance and easy-care features of all-vinyl seats. This package also includes coordinate door trim and carpeting in the cargo 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	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

*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' 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	8.45 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

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'Jeepster' Series

All-new in fun and style . . . all-new in performance — it's the all-new, go-anywhere, do-anything 4-wheel drive 'Jeepster' series: two convertible models, station wagon, pick-up truck and roadster! With the proper equipment, 'Jeepster' Series vehicles can tow 3,500 pound trailers . . . and tow them just about anywhere you care to go.

Bucket seats, console shift, young-at-heart styling and performance . . . it's all here in the jaunty new 'Jeepster', new 4-wheeler with features no others have!



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

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*Heavy-duty package includes 11-inch brakes, 7.00 x 15 6-ply Super Hi-Miler tires, and heavy-duty rear axle, rear shock absorbers, and rear springs.

**Load-equalizing hitch required for the 'Jeepster' Convertible in all towing instances.

For driving comfort, the 'Jeepster' provides rear off-center springs — makes trailering easier than you'd imagine. Big-engine power from the 160 h.p. Dauntless V-6 engine and the Turbo Hydra-Matic * automatic transmission options offer driving performance and convenience that's not available in any similarly-sized 4-wheeler! A fully synchromesh manual transmission is standard with the Dauntless V-6 engine.

'Jeepster' Convertible, and 'Jeepster Commando' convertible, wagon, truck and roadster — great for trailering, great for fun — you've got to drive it to believe it!

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

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*Heavy-duty package includes 11-inch brakes, 7.00 x 15 6-ply Super Hi-Miler tires, and heavy-duty rear axle, rear shock absorbers, and rear springs.



'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 most other vehicles. For instance, there's a big engine option — the Dauntless V-6 with 160 horses that are pure power.

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, and a standard 4-cylinder Hurricane engine that develops peak torque

at very low engine rpm's. A fully synchromesh transmission is standard with the Dauntless V-6 engine and you can also get 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 . . . metal half and full cabs plus fabric half and full tops!

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





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	Optional	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 Tires	7.75 x 15	8.45 x 15	7.75 x 15 HD
Hitch	Frame Hitch	Load-equalizing	Load-equalizing

*Recommended with Hurricane, optional with Dauntless.

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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 with Hurricane Optional with Dauntless	Recommended
Powr-Lok Rear Axle	Recommended	Recommended
Recommended Tires	8.45 x 15	8.45 x 15
Hitch	Frame Hitch	Load-equalizing

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RECOMMENDATIONS FOR TOWING WITH THE 2-WHEEL DRIVE 'JEEP' UNIVERSAL†

OCCASIONAL TOWING

Gross trailer weights exceeding 3200 pounds and tongue loads exceeding 320 pounds should not be towed with the 'Jeep' Universal DJ-5. For trailering lighter loads, heavy-duty rear springs are recommended. In addition, the Powr-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 tires are advised for Hurricane-equipped 2-wheel drive models.

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'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 comfort, 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. Choose from bench or bucket seats with a console. You get smooth performance plus a good measure of economy from the Gladiator's engine line up — the standard 145 horsepower

Hi-Torque 6 or the optional high-output Dauntless V-8 with 230 horses. A fully synchromesh transmission that lets you downshift into first gear while your rig is moving is standard. Or you can 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 4wd 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.

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RECOMMENDATIONS FOR OCCASIONAL TOWING WITH THE 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.
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

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

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RECOMMENDATIONS FOR FREQUENT TOWING WITH THE 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.
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
Over-Size Tires	Optional**	Optional**	Optional**
Powr-Lok Rear Axle	Optional	Recommended	Recommended
Trailer Wiring	Recommended	Recommended	Recommended
Hitch	Load-equalizing	Load-equalizing	Load-equalizing

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

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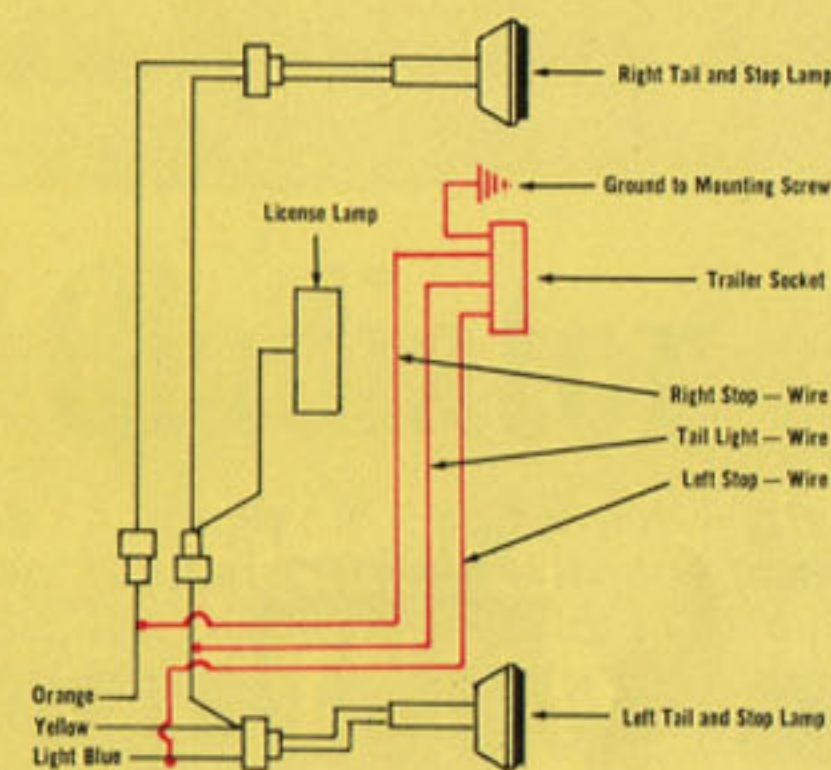
General Towing Recommendations For The 'Jeep' Recreation Fleet

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. Also consult this supplier for a special hitch required for the 'Jeepster' Convertible.



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.

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.

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' Series and 'Jeep' Universal models 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. 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.

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POWER TEAM COMBINATIONS

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

	3-Speed Transmission	4-Speed Transmission	Automatic Transmission
Universal Series — Hurricane Engine			
4-Wheel Drive	4.27 4.88, 5.38	4.27 4.88, 5.38	NA
2-Wheel Drive	4.56 4.88	NA	NA
Universal Series — Dauntless V-6 Engine			
4-Wheel Drive	3.73	NA	NA
2-Wheel Drive	3.73	NA	NA
Gladiator Series — Hi-Torque 6 Engine			
5000 lb. GVW	4.27 4.88	4.27 4.88	4.27 4.88
6000 lb. GVW	4.27 4.88	4.27 4.88	4.27 4.88
7000 lb. GVW	4.88	4.88	4.27
Gladiator Series — Dauntless V-8 Engine			
5000 lb. GVW	3.92 4.27	3.92 4.27	3.54 3.92
6000 lb. GVW	4.09 4.27	4.09 4.27	4.09 4.27
7000 lb. GVW	4.09 4.27	4.09 4.27	4.09 4.27
Wagoneer Series			
With Hi-Torque 6	4.09 4.27, 4.88	NA	3.73 4.09
With Dauntless V-8	3.31 3.73	NA	3.31 3.73
'Jeepster' Series			
With Hurricane Engine	4.27 5.38	NA	NA
With Dauntless V-6 Engine	3.73 4.27, 4.88	NA	3.31 3.73

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 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' 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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