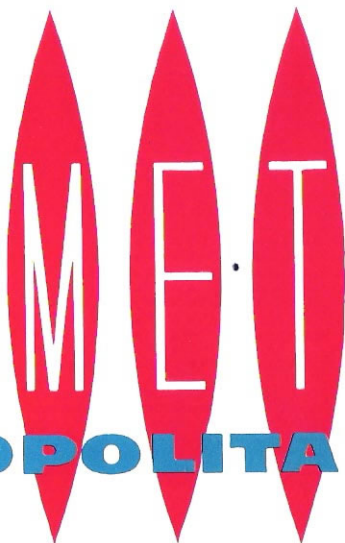
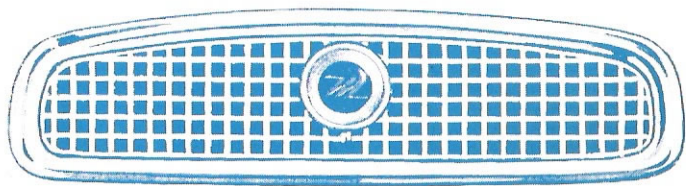


"500"



**METROPOLITAN**



**OWNER'S MANUAL**

## Read your Metropolitan Owner's Manual

### FUTURE REFERENCE DATA RECORD

Chassis Serial No. \_\_\_\_\_

Body No. \_\_\_\_\_

Model No. \_\_\_\_\_

Trim No. \_\_\_\_\_

Paint No. \_\_\_\_\_

*(Above information located under hood,  
right side, body cowl)*

Engine Serial No. \_\_\_\_\_

*(Right side, center of block)*

Body Style \_\_\_\_\_

Taxable Horsepower \_\_\_\_\_ 13 22

Weight—Shipping (page 22) \_\_\_\_\_

Key No.—Ignition and Door \_\_\_\_\_

Inside and Outside Trunk,

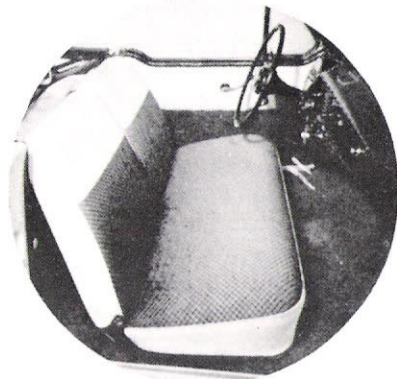
Glove Box and Spare Tire \_\_\_\_\_

Cost of License Plates \_\_\_\_\_

License Plate No. \_\_\_\_\_

Purchase Date \_\_\_\_\_

**IMPORTANT:** Be sure to read break-in instructions  
on page 17 before operating your Metropolitan.



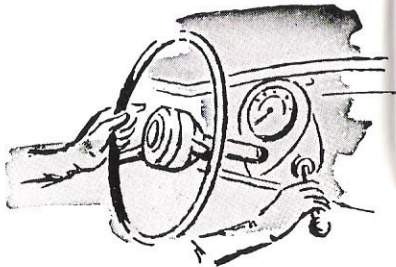
## *An Invitation to Happy Motoring . . .*

The Metropolitan has been conceived as an answer to your personal driving requirements, and to meet today's traffic conditions. With years of continuous research and development by American Motors, this unique automobile has been produced in England by skilled craftsmen with traditional small car quality workmanship.

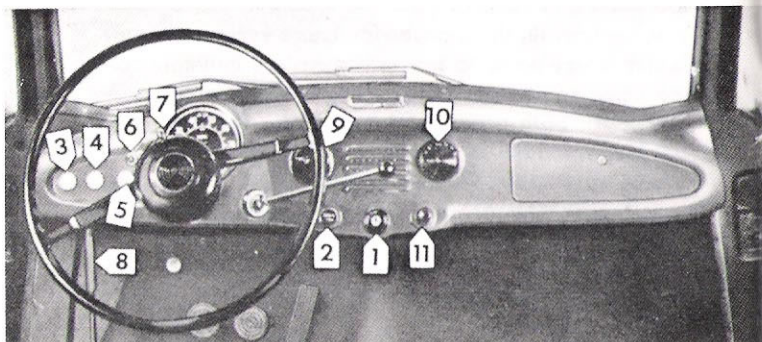
This manual contains necessary information for the operation and care of your Metropolitan. Read carefully, and retain the manual for future reference. Your dealer is equipped to perform complete maintenance, and assist you on any matter concerning your car.

We are both proud and happy that you selected the Metropolitan. In the very near future, you will receive information from American Motors inviting you to join our Metropolitan Owner's Club, without cost

# Operation



- 1 Ignition Switch and Lights** • Ignition switch is door-key operated. Turn key clockwise for ignition, instruments, and accessories. Parking lights operate by rotating knob to "S" position—also controls instrument light. Turning the knob to "H" will turn headlights on and front parking lights off. A map light switch is located under dash panel, to right of the cigarette lighter.
- 2 Engine Starting** • Pull control knob to start, and release when engine fires. When engine fails to start promptly, release starter for a short interval before next attempt.
- 3 Engine Choke** • Use when starting a cold engine. Pull out choke until engine fires, and return to mid position for rapid warm-up. Release choke fully at earliest possible moment. Do not use choke when engine is hot or flooded.



- 4 Weather Eye** • One simplified control—pull it out in proportion to heat desired. Once adjusted, setting does not need to be disturbed—heat is thermostatically controlled. Turn control to right for "high" blower. This position also gives maximum defrosting. Turn further right to reduce speed. Two deflectors are manually adjustable to control airflow—mounted under instrument panel.
- 5 Windshield Wiper** • Pull to operate wipers and push to stop at any desired position. The system is operated electrically—not by vacuum—and therefore wiper speed does not vary with car acceleration. Do not manually push wiper blades. Windshield washer is available if desired as an optional dealer accessory.
- 6 Directional Signal Flasher** • Flashes in unison with exterior lights to inform driver of operation.
- 7 Direction Signal Control** • Move control in the direction of intended turn. Signal is automatically cancelled when turn is completed.
- 8 Parking Brake** • To set, pull lever fully rearward. To release, apply rearward pressure and depress top button down until lever is full forward.
- 9 Radio On-Off-Volume Control** • To turn on, rotate inner knob clockwise until "click" is heard. Continued rotation increases volume. To shut off, turn knob left until "click" is heard. Outer ring controls tone. Ignition key does not control radio.
- 10 Radio Station Control** • Tune until you are on station. Extend antenna for greater range. For best reception, select a weak station near 1400 KC and adjust antenna trimmer screw on right side of radio below antenna socket for maximum signal.

# Operation

- 11 **Cigarette Lighter** • To operate, push in. When lighter is hot, it pops out automatically. Do not hold lighter in. Ignition key does not control lighter.
- 12 **Headlight Indicator** • The red light indicates that the headlights are on "high-beam."
- 13 **Headlight Dimmer Switch** • Toe pressure on this switch transfers the headlights to the opposite beam. For mutual safety, never use "high-beams" when approaching an oncoming car.
- 14 **Oil Pressure Warning** • This light will glow red when ignition switch is turned on, or at low idle speeds. Under normal conditions, light will go out when engine is started. If it does not go out, the car should not be operated until cause of low oil pressure is located and corrected.

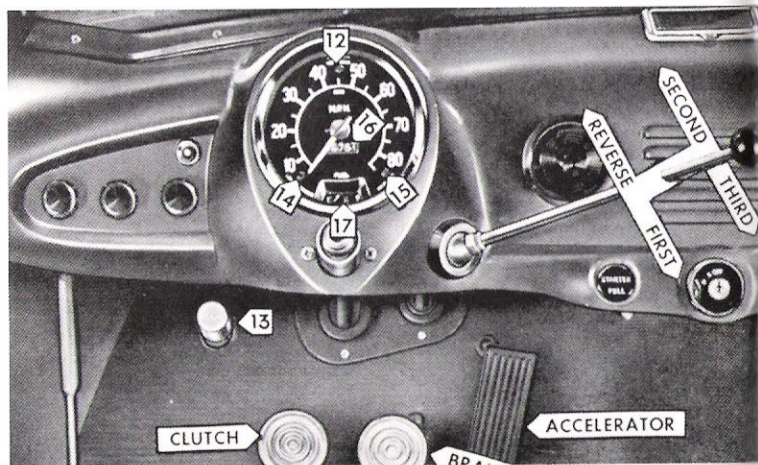
- 15 **"No Charge" Indicator** • This light comes on when ignition switch is turned on, or at low idle speeds. If this light glows red above 15 MPH, the battery is not receiving proper charge.
- 16 **Mileage Indicator** • This "odometer" indicates total statute miles. The speedometer is calibrated in miles per hour.
- 17 **Gasoline Gauge** • When the ignition key is turned on, the fuel quantity is indicated. The gasoline tank capacity is 10½ U.S. gallons (8¾ Imp.). A chromed key-lock gas cap is a dealer accessory.

**Shifting Gears** • With the syncromesh transmission, three forward speeds or one reverse may be selected. To operate, depress clutch pedal, place gearshift lever in first (low) position, then release the clutch as you step on the accelerator. Shift to second and third in the same manner. Engage first or reverse gears only when the car is not moving.

**Seat Adjustment** • Pull up lever at seat base left corner and move seat as desired, release to lock.

**Glove Box** • The push-button control can be locked with trunk key by turning clockwise.

**Door Locks** • Doors may be locked from the inside by turning the handles down. To lock either door from outside, use ignition key and turn rearward. Doors can be locked from outside without using key, by setting inside handle in locked position and, while closing door, deliberately holding push button in fully depressed position. Lock vent windows when securing the car. Caution—be sure you have the keys when leaving the car.



# Operation

## Hood Opening •

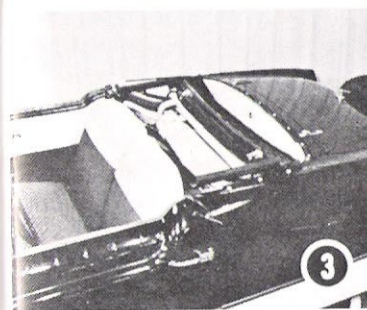
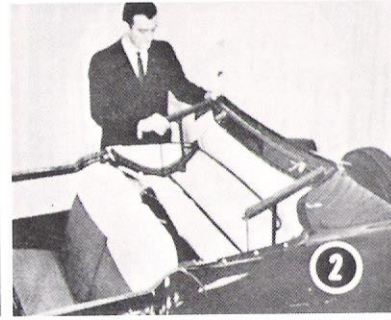
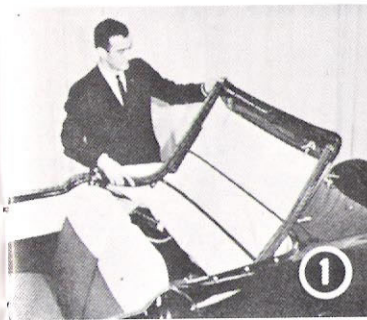
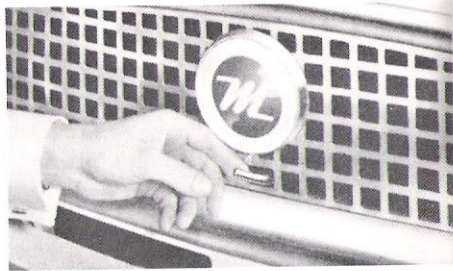
To release the hood, pull the hood lock lever, located below grille medallion. Next, reach in above the grille center, and push the safety catch—hood is now free to lift. Extend stay bar and secure in hood.

**Trunk, Outside Entry •** Turn handle clockwise to open lid. Raise lid carefully to full height, then release slowly to lock stay-bar ratchet. To close, first lift lid slightly to unlock ratchet, then lower lid and push closed. Turn key clockwise to lock handle.

**Inside Entry •** Press push-button to open seat trunk panel. Push panel to close. Turn key clockwise to lock.

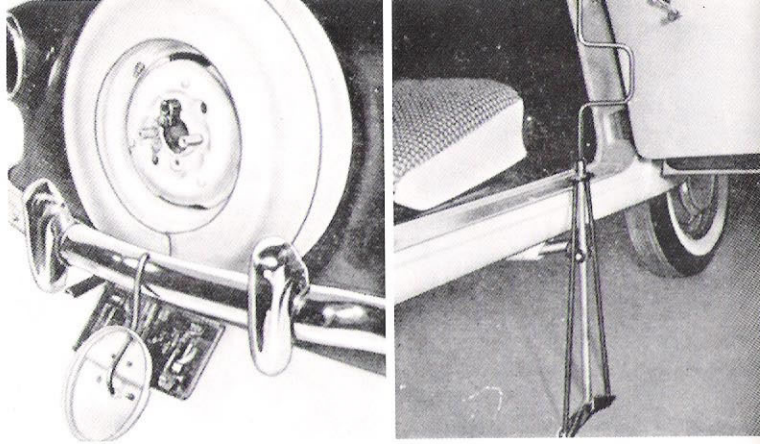
**Convertible Top Precautions •** Do not operate top in moving car, during high winds, in freezing weather or when wet. Let top dry before lowering.

**Convertible Top—To Lower •** First, release two toggle-clamps above windshield—Release all snap-fasteners holding top to body—Move top up and rearward, making certain to allow rear window section to be lowered into rear seat as top is lowered (Picture 1)—Push the front bow rearward to separate rails, lower front section on top of rear (Picture 2)—Fold top completely (Picture 3)—Secure top cover in place with snaps.



**Convertible Top—To Raise •** First, release snap-fasteners holding top boot cover—For quick-and-easy top operation, it is advisable to follow the given instructions—Hold the front bow and side rail, then lift together to bring top up to mid-position—Insert front rail tab into rear rail channel on both sides (Picture 4)—While holding the top assembly, lower slowly until the front bow rests over the two dowel pins above the windshield—Secure all of the snap-fasteners holding top to body—Fasten both windshield toggle-clamps.

See page 16 for care of top.



**Continental Tire Carrier** • The spare tire can be easily removed when necessary. First, remove the two bolts that secure the hub cap assembly with the wheel wrench. With the hub cap assembly suspended, remove the wheel key lock on the top nut with the trunk key turning clockwise. Using the wheel wrench, remove the three hex nuts. The spare tire and wheel assembly is now free. The vinyl tire cover is secured with snaps and can readily be removed and replaced.

When installing the spare tire back on the carrier, reverse the previous instructions.

**Tire Changes** • When changing tires and wheels or installing tire chains, set parking brake and block wheels. A special tire jack fitting is located below door on both sides. The tire jack must be firmly inserted into the bracket, preferably with

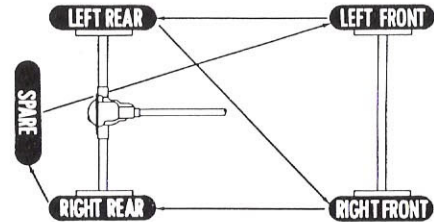
## Maintenance

door open. Rotary motion of the wheel wrench operates the tire jack. Both wheels on one side can be raised if necessary. Exercise caution to insure firm footing for the tire jack. Tighten wheel nuts uniformly and securely. Never work under any car unless safety stands are used.

**Tires** • Recommended tire pressure for normal service is 24 pounds front and 22 pounds rear. Check pressure when cold and do not "bleed" pressure to normal if tires are warm.

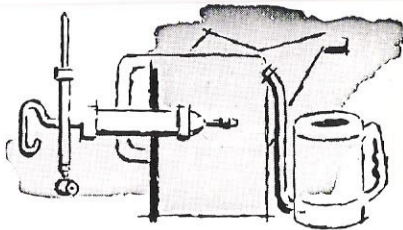
In the interest of fuel economy and tire wear balanced with riding qualities, do not allow pressures to fall below recommended values.

Check tires for visible under-inflation and signs of uneven wear, also occasionally for alignment and balance. Tubeless tire equipment permits minor repairs without removing tire from wheel.



Rotate tires every 5000 miles (normally) to balance overall tire wear for longer service.

## Maintenance



Your Metropolitan is designed to be easily serviced and maintained in like-new condition. Authorized dealer service stations are staffed with experienced mechanics who know your car thoroughly. In addition, only these service stations are equipped with special tools and instruments to make repairs and adjustments easily and surely, at lowest over-all cost to the owner. A few maintenance operations will forestall more extensive repairs later.

**Oil Changes** • The initial change should be made between 400 and 600 miles. The best periods for subsequent drains are affected by a variety of conditions; no single mileage figure can apply to all types of driving. Under normally favorable conditions, draining at 3000-mile intervals is good practice. Cold weather oil changes should be made more frequently—2000 miles is suggested. In short run, start-stop winter service, when engine is not warmed up properly, engine oil can become more contaminated. (See page 14.)

For economy, drain crankcase when level is low. Always drain when oil is hot, after running.

## Maintenance

**Engine Oil** • Form the habit of having the oil level checked regularly. If the oil level is at or below the MIN mark on the dipstick, oil should be added. DO NOT OVERFILL past MAX mark.

Premium grade (MM) oil is satisfactory for use under normal operating conditions. For more severe service, oils designated as Heavy-Duty (MS) may be used. Regular grade oil (ML) is not recommended since MM and MS oil offer more protection over a greater variation in driving conditions.

Oil viscosity number should be determined by the lowest anticipated temperature before the next oil change. See Lub-Chart on pages 12 and 13. If oil is needed between changes, use the same brand, grade and viscosity for maximum protection and to avoid possible oil incompatibility.

Higher-priced multi-viscosity oil (10W-30) can be used although it is not essential for the Met.

**Lubrication of Running Gear** • Most of the running gear should be lubricated at 1000-mile intervals, as shown on pages 12 and 13. A few points require attention only at longer intervals.

If the car is operated in dusty, wet or slushy weather, and in mud, it is good practice to lubricate more frequently. The best time to lubricate is immediately after operation under such adverse conditions, to flush out moisture and foreign matter.

# Metropolitan Lubrication Service Chart

LUBRICATE AT EACH ARROW POINT EVERY 1,000 MILES EXCEPT AS NOTED

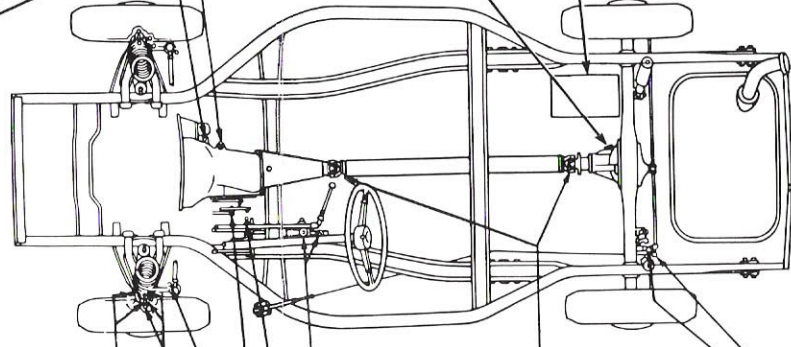
Water Pump (plug)—every 3,000 miles. . . . SAE 40 EO or 140 EPL  
 Oil Bath Air Cleaner . . . . . EO  
 Clean and refill every 2,000 miles.  
 Above +32°F. — SAE 40 or 50  
 Below +32°F. — SAE 20-20W  
 Throttle Linkage . . . . . EO  
 Gear Shift Lever (fitting) . . . . . CL  
 Steering Gear (plug). . . . . SAE 90 EPL  
 Normally below +10°F. . . . SAE 80  
 Drag Link (fitting on each side) . . . . CL  
 Spark Plugs—5000 miles, clean and adjust. Replace at 10,000 miles. See pages 22, 23.

## ENGINE COMPARTMENT

Generator (rear oil hole)—every 3,000 miles . . . . . EO  
 Oil Filter—Replace element every 3000 miles at oil change.  
**CRANKCASE** (check level). . . . . EO  
 First 500 miles drain and refill.  
 Every 3,000 miles drain and refill.  
 Above +32°F. . . . . SAE 30  
 Above +10°F. . . . . SAE 20-20W  
 Normally below +10°F. . . SAE 10W  
 For sustained high speeds during extremely hot weather use SAE 40.  
 See Page 10 & 11  
 Distributor — every 3,000 miles  
 Cam and pivot . . . . . PJ  
 Cam bearings and automatic advance . . . . . EO

## UNDER CHASSIS

Control Arms (2 fittings on each side) . . . . . CL  
 Spindle (3 fittings on each side) . . . . . CL  
 Tie Rod End (fitting on each side) . . . . . CL  
 Shifting Linkage Grommet Bushings . . . . . EO  
 Pedal Shaft (fitting) . . . . . CL  
 Master Brake and Clutch Cylinders . . . . . HBF  
 Check level — Accessible through hole in floor  
 Wheel Bearings (Repack) . . . . . WBL  
 Front — Every 5,000 miles fill wheel cup  
 Every 10,000 miles Repack  
 Rear — Repack only when disassembled for other service operations  
 Universal Joints (2 fittings) . . . . . CL  
 Use low-pressure or hand-gun only.



**TIRE PRESSURE (COLD)**  
 Front . . . . . 24 lbs.  
 Rear . . . . . 22 lbs.

**DIFFERENTIAL check level HGL or MP**  
 Above +10°F. . . . . SAE 90  
 Normally below +10°F. . . SAE 80  
 Drain and refill first 500 miles.  
 Every 6,000 miles drain and refill.  
**BATTERY**—Check water level.  
 Do not overfill.

**LUBRICANT SYMBOLS**  
 CL Chassis Lubricant  
 EPL Extreme Pressure Gear Lubricant  
 HBF Hydraulic Brake Fluid Heavy Duty (SAE-70-R-3)  
 HGL Hypoid Gear Lubricant—Suitable Type  
 MP Multi-Purpose Gear Lubricant.  
 EO Engine Oil  
 WBL Wheel Bearing Lubricant  
 PJ Petroleum Jelly

**COOLING SYSTEM DRAIN**  
 Radiator—Right side, bottom.  
 Engine Block—Right side, rear.

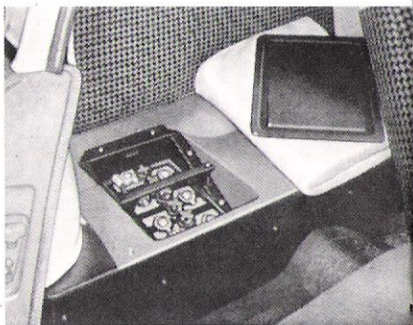
## CAPACITIES

MEASURE SYSTEM	CRANKCASE Quarts		TRANSMISSION Pints	DIFFERENTIAL Pints	COOLING SYSTEM		GAS TANK Gallons
	Less Filter	With Filter			With Heater Quarts	Without Heater Quarts	
U.S.A.	4	4 1/2	5 1/2	2 1/4	8	7	10 1/2
British Imperial	3 1/3	3 3/4	4 1/2	1 7/8	6 3/4	5 7/8	8 3/4



## Maintenance

**Battery** • The 12-volt battery is housed in a metal carrier under the rear seat cushion.



Keep electrolyte level above plates with distilled water—do not overfill. Check level every week; more often in hot weather. Wipe away dirt and moisture. Clean terminals with a baking soda water solution, and coat with petroleum jelly.

In freezing weather, the vehicle must be driven after adding water to mix it with the electrolyte and prevent freezing. The state of battery charge should be checked regularly.

*Caution: Keep lighted cigarettes or flame away from open cells due to combustible gas.*

**Brakes & Clutch** • Check both master cylinder fluid levels every 1000 miles. Add only heavy-duty brake fluid marked SAE 70-R-3.

**Oil Filter** • A full-flow oil filter is located on the right side of the engine. The oil filter helps keep oil clean by removing dirt, minute metal particles, and foreign matter. The cartridge should be changed and filter housing cleaned every 3000 miles normally, and more often in dusty areas. When a new cartridge is installed, change oil and add a half-quart for the filter.

## Maintenance

**Fuels** • Your engine will operate satisfactorily on "regular" grade gasoline. If knock does not occur using regular gasolines and with recommended spark advance, premium gasoline is not necessary. If knocking occurs at full throttle using regular gasoline, a change to premium should eliminate knock and improve efficiency. Retarding timing will eliminate fuel knock, but reduces economy and power. Check timing from under car. Large pointer on cover (notch in pulley) is TDC, 2nd is 5°BTDC and then 10°BTDC (see p. 23). Distributor has external adjustment knob.

If vehicle is not used for a month, or if tank is run dry, refill carburetor by hand pumping the fuel pump priming lever which is located forward on the low left side of the engine.

**Cooling** • Do not overfill when cold; keep water level ½" below bottom of filler neck; normal expansion when hot will waste anti-freeze in winter. Take care when removing radiator cap when hot. Adding rust inhibitor in summer will prevent corrosion—most anti-freeze solutions contain rust inhibitor. Use American Motors methanol (alcohol) or preferably ethylene-glycol permanent-type anti-freeze—consult your dealer for recommendations in your climate. System should be cleaned, checked for leaks, and the cylinder head properly tightened. See Lub-Chart for drains.

## Maintenance

**Washing** • Saturate dirt and wash gently with clean sponge. Mild soaps or detergents may be used if water-rinsed thoroughly. Dry with clean damp chamois. Never use hot water—never wash under a hot sun or when surfaces are hot—never rub dusty surfaces with a dry cloth. *Caution: Keep the parking brake on when washing. After washing or driving through water, dry out brakes by gentle, intermittent application.*

**Polishing** • Wait six months for enamel-curing before using wax and polish. Avoid abrasive compounds or power buffing.

**Chrome** • To clean, use a soft cloth or sponge, and water. A mild soap or detergent may be used. Dry with damp chamois. Do not use strong polishes or abrasives. Waxing will protect chrome.

**Convertible Top** • Wet top with lukewarm water to soften dirt. Sponge with water and a mild soap; then rinse away all soap. Wipe dry with a chamois to prevent spotting. Do not fold top when wet. Do not wipe rear window with a dry cloth—use water to prevent scratches. Do not use a scraper.

**Upholstery** • To maintain interior cleanliness, the seats and floor mats should be brushed and vacuumed frequently. In addition to the use of mild soap and lukewarm water, use factory-approved preparations to remove troublesome spots from seat cloth upholstery. Clean the vinyl trim and door panels often with a damp cloth—wash with mild soapsuds when necessary. Wipe dry with a soft, clean cloth to restore luster.

## Driving Dividends

**Break-In Period** • The manner in which you drive your Metropolitan for its initial mileage has a pronounced effect on subsequent operation.

To insure proper break-in, for the first 500 miles do not exceed 45 MPH. After this period, the speed may be progressively increased, but full throttle should be avoided until 1500 miles are covered, and then for short periods only. The engine should not be over-loaded in attempting to ascend hills in third gear—ease this condition by changing to second gear. During break-in, rapid acceleration must be avoided, and the engine should never be raced in neutral gear.

The engine and running gear cannot be considered fully run-in until 2000 to 3000 miles are achieved.

Do not fill the radiator with cold water when the engine is hot. Do not forget to release the choke control as soon as possible after starting the engine. See "Engine Choke" on page 2.

The use of an upper cylinder lubricant is beneficial to the engine, particularly during the break-in period, and may be added to the fuel when the tank is filled. Carefully follow the respective manufacturer's instructions.

Engine noise and oil consumption can be expected to reduce as break-in progresses and internal friction decreases.

## Driving Dividends

The original factory installed engine oil is suitable, but should be changed not later than at 1000 miles (400 to 600 miles is better), to drain fine metal particles and other foreign materials that accumulate faster during this period. An extra chassis lubrication around 500 miles will insure lubrication to suspension parts during the critical break-in period. Special break-in oils and compounds added to crankcase, transmission or differential are not necessary. The factory cannot assume responsibility for engine and running gear damage if they are used.

**City Driving** • Frequent starting and stopping, prolonged idling periods and perhaps a tendency to demonstrate accelerating ability all combine to reduce economy. Remember, your engine does considerable work overcoming inertia in starting and building up momentum. Use this developed momentum to drive your car—do not dissipate it in unnecessary braking. Accommodate your driving to established traffic flow and drive at speeds to coincide with the timing of traffic lights. Avoid streetcar tracks and chuck holes; turn corners slowly and do not scuff tires against the curb when parking.

## Driving Dividends

**Idling** • Avoid excessively long idling periods—this is not a good way to warm-up an engine. Engine condensation and wear both are accelerated under these conditions. Shut off the engine when waiting at a railroad crossing or in a traffic jam—restarting takes negligible gasoline. Do not run the engine with garage doors closed, since exhaust gases are deadly.

**Cross Country Driving** • High-speed driving—50 to 60 MPH, should not be attempted until engine is thoroughly warmed-up and the break-in period passed. Fuel consumption will be greater than at lower speeds. The distance required to stop any car increases rapidly with speed, and varies with weather and road conditions. Even though the Metropolitan has exceptional brakes, it is wise to familiarize yourself with the stopping characteristics.

**Hot Weather Driving** • Hot weather driving places heavy loads on the cooling and lubricating. Make sure there is sufficient coolant in the system—that there is no accumulation of insects or debris on the radiator core. A good rust inhibitor (such as AM approved products from American Motors dealers) added to the radiator in summer driving will forestall accumulation of rust and scale. Use a good grade of engine oil. Modern premium oils,

## Driving Dividends

drained at regular intervals, keep your engine clean inside and prolong its life.

The carburetor oil-bath air cleaner under normal conditions should be cleaned every 2000 miles in kerosene, naphtha, or similar solvent and re-oiled as specified on page 12. Do not overfill.

**Cold Weather Driving** • Cold weather driving imposes greater hardship on the engine and vehicle than other natural operating condition. Frequent starting and short trips are conducive to the accumulation of condensation and sludge, and dilution of engine oil. An occasional driving period of sufficient duration and speed to thoroughly heat the engine to summer operating temperature will "boil off" condensation and contaminants.

Drive moderately until engine reaches normal temperature, to avoid wear on engine parts slow to receive lubrication because of relatively high oil viscosity. Use recommended viscosity, free-flowing engine oil to assure lubrication during the critical warm-up. (See page 10-11.)

Keeping the gas tank full in cold weather will reduce the condensation tendency in the tank and possible fuel line freezing.

A high temperature thermostat is available to assist rapid warm-up, but should be used only with a permanent type anti-freeze. (See page 15.)

**Water Temperature Gauge** • This optional accessory is available from your dealer if desired.

## American Motors Dealer Warranty

Your authorized American Motors Dealer, independently and not as agent of American Motors Corporation or American Motors Sales Corporation or American Motors (Canada), Ltd., extends to you as the original retail buyer of a new American Motors motor vehicle the following warranty:

"Dealer warrants each new American Motors motor vehicle sold by Dealer to be free from defects in material and workmanship under normal use and service, Dealer's obligation under this warranty being limited to repairing or replacing, without charge, at Dealer's place of business any part or parts thereof, including all equipment or trade accessories supplied by American Motors Corporation, which shall within 12 months from delivery of such motor vehicle to the original retail buyer or before such motor vehicle has been driven 12,000 miles, whichever event shall first occur, be returned to Dealer's place of business, and which shall be thus defective. This warranty shall not apply (1) to tire, or (2) to normal service maintenance, including, but not limited to, normal replacement of such parts as filters, spark plugs, ignition points and wiper blades, or (3) to any such motor vehicle which shall have been repaired or altered outside of an authorized American Motors dealership in any way so as in the judgment of Dealer to affect adversely its performance or reliability, or (4) to any such motor vehicle which has been subject to misuse, negligence or accident. This warranty is expressly in lieu of all other warranties, expressed or implied, including merchantability or fitness, and all other obligations or liabilities on Dealer's part, and Dealer neither assumes nor authorizes any other person to assume for it any other obligation or liability."

**Tires** • The tires included as original equipment on your American Motors motor vehicle are covered by the tire Manufacturer's Warranty.



American Motors Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.

# SPECIFICATIONS

## DIMENSIONS

Overall Size	Length 149½, Width 61½, Height 54 <sup>13</sup> / <sub>16</sub> in.
Wheelbase	85 in.
Tread	Front—45 <sup>1</sup> / <sub>16</sub> , Rear—44 <sup>13</sup> / <sub>16</sub> in.
Shipping Weight—Convertible, Model 561	1850 lbs.
Hardtop, Model 562	1890 lbs.

## ENGINE

Type, Overhead Valve	Austin A-55 (Export Austin A-50)
Cylinder Arrangement	4, In-Line
Horsepower, Brake 55 BHP @ 4600 RPM (Export 52 BHP @ 4500 RPM)	
Horsepower, Taxable	13.22 HP
Torque	82 lb. ft. @ 2400 RPM (Export 77 lb. ft. @ 2500 RPM)
Displacement	1489.6 cu. cm., 90.89 cu. in.
Bore and Stroke	2 <sup>7</sup> / <sub>8</sub> x 3 <sup>1</sup> / <sub>2</sub> in.
Compression Ratio	8.3 to 1 (Export 7.2 to 1)
Carburetor	Zenith Ltd., Downdraft
Carburetor Air Cleaner	Oil Bath
Oil Filter	Full Flow
Spark Plug	Champion N-5 (or equivalent)

## MECHANICAL

Suspension, Front	Independent Coil
Suspension, Rear	Longitudinal Leaf
Rear Axle Drive	Hotchkiss
Brakes, Girling Hydraulic—Bonded Lining Area	76.8 sq. in.
Tires, Tubeless	5.60 x 13 4-Ply
Tire Pressure (Cold)	Front 24 lbs., Rear 22 lbs.
Transmission	Synchromesh—Steering Post Shift
Transmission Ratios	1st. 2.84 to 1 2nd. 1.49 to 1 3rd. 1 to 1 Reverse 3.38 to 1
Axle Ratio (Hypoid)	4.22 to 1 (9-38)
Tire Revs. per Mile @ 30 MPH	882
Engine RPM, 3rd, 30 MPH	1863
Clutch Type	Single Disc, Dry, Borg-Beck, 8 in. O. Dia.
Electrical System	12 Volts, Lucas
Steering Ratio	Gear 13.5 to 1, Overall 21 to 1

## SERVICE DATA

Spark Plug Gap (Torque Dry—30 lb.ft.)	.024 to .026 in.
Distributor Point Gap	.014 to .016 in.
Cam Angle	Closed 60° = 3°, Open 30° = 3°
Breaker Arm Tension	20 to 24 oz.
Voltage Regulator Cut-out	12.7-13.3 Volts @ 600-700 engine RPM
Firing Order	1-3-4-2
Valve Clearance (Hot, Running) prior to E-79520	.013 in.
Valve Clearance (Hot, Running) at E-79520 & up	.017 in.
Static setting at about 70° F. room temp.	.015 in.
Engine Idle Speed	625 RPM, Approx.
Ignition Timing, A-55 Engine	5° BTDC Static, 7° BTDC @ 480 RPM
Ignition Timing, A-50 Engine	11° BTDC Static (½ in. on pulley)
Compression Pressure, A-55 Engine	150-175 PSI @ 300-500 RPM
Compression Pressure, A-50 Engine	120-135 PSI @ 300-500 RPM
Cylinder Head Torque	40-45 lb.ft. (Dry)
Radiator Cap Pressure, to open	3½ to 4½ PSI
Thermostat, Standard	158° to 167° F (70° to 75° C)
Thermostat, Special Cold Weather	176° to 185° F (80° to 85° C)
Front Suspension, Caster	2° to 3° Pos.
Camber	½° to 1½° Pos.
Toe-In	0 to ¼ in.

## CAPACITIES

Fuel Tank	10½ Gallons (8¾ Imp Gal.)
Cooling System (with heater)	8 Quarts (6½ Imp. Qts.)
Engine Oil (less filter)	4 Quarts (3½ Imp. Qts.)
Engine Oil (with filter)	4½ Quarts (3¾ Imp. Qts.)
Transmission	5½ Pints (4½ Imp. Pts.)
Rear Axle	2¼ Pints (1¾ Imp. Pts.)

## LIGHT BULBS—Trade Number

Headlights (Sealed Beam)	Pair 6012 (or 5400-S)
Front Park—Dir. Sig. & Rear Tail-Stop	1016
Directional Signal, Rear	1141
Directional Signal, Dash Tell-Tale	(Lucas 970) 432
Radio Dial	53
Interior Map Light and Exterior License Light	57
All Instrument Cluster and Warning Lights	(Lucas 987) 1447
High Beam Indicator	(Lucas 987) 1447

## FUSES—(Located Under Hood in Fuse Block)

Main Lighting (Inboard Fuse)	One—30 or 35 AMP
Ignition Energized Accessories (Outboard Fuse)	One—30 or 35 AMP
Spare Fuses (Mounted Vertically on Each Side)	Two—30 or 35 AMP
Radio Fuse Located in Radio Chassis	One—10 AMP

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## Service for Your Metropolitan . . .

Factory authorized dealers have the shop facilities staffed by factory-trained personnel and equipped with the latest test equipment to keep your Metropolitan in top condition. Your local dealer has the know-how to service your car properly, and like other authorized dealers he offers and recommends maintenance—such as lubrication, inspections, and adjustments—which keep your car performance high. When traveling, you will find well-established dealers in our growing organization ready with prompt, courteous service in clean modern shops.

## and Remember . . .

Your Warranty is dependent on your new car inspection which is provided free at 2000 miles by American Motors dealers wherever you may be through the tourist privilege.

Read and retain your Owner's Service Policy and this Owner's Manual for your protection, since both contain pertinent information for future reference.

See your dealer for Metropolitan accessories.

**American Motors Corporation**  
**14250 Plymouth Road, Detroit 32, Michigan, U.S.A.**



**DRIVE SAFELY**