

1967 Kaiser Ambulance Jeep...BY M. KATZBURG

Time for me to go off the DirectConnection line and report on one of the Jeep/Kaiser line of vehicles. I found this literally on a rainy Saturday after taking the Miss's out on a shopping run.



A few years back, I was working on a few inboard boats. The local boat shops turn these away because they have their own typical I/O's and outboards to work on. I saw it as a great hobby to pick up since the Inboards usually have to do a four hour round trip North for any kind of repair. Setting up a local shop in Regina was my long term plan until the lightbulb came on at a local boat ramp. Dead battery and no cables. What am I thinking setting up a boat repair in the City when there's hundreds of boats in this location. All I needed was a service truck.

That truck would virtually show up two weeks later on a rainy day. As we're leaving a Mall, there it is sitting on the roadside. My wife is asking why I'm driving around the block? "I found my service truck", I said. She says where? You are looking at that old rusted out truck! You got to be kidding. It's raining cats and dogs so a few photos taken and note the phone number.

I get home and show my son what I found. Another

vote of discontent fired my way. I study the photos and could clearly see that there was no rust visible. I call the number to find out it's a local collector of many American surplus vehicles. A Halftrack, six wheel drive Duck, three 40's Jeeps, a 1942 Deuce six wheel Drive that crossed the Beaches of Normandy and there it was, the 1967 Kaiser Ambulance.

The Kaiser was last used on an Airfield in Montana, most of the time it sat in a Hanger. Serviced regularly with a few miles put on for Runway call outs and local parades.

Looking it over revealed a clean body with no rust, original paint and fresh Ambulance badging. Opening up the doors revealed a very clean cab and bunk area. All great so far. I lifted the hood to find an original 230 Tornado straight Six overhead cam engine, 24 volt wiring and an engine bay clean of all extra's other than what it takes to move from point A to B.

I jumped in and fired it up instantly. I was surprised how well the Overhead Cam Engine ran. It did smoke but there is medication for that. A few minor oil leaks that showed years of dirt on it.



We took it out for a cruise. I asked how the drum brakes worked. He promptly hammered on the brakes and up came his dog sliding between us.





AMBULANCE

31 0081

TP25

MO-NG-865 M

AMB 23

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SPECIFICATIONS

| | | |
|--------------------------------|-----------------------------------|----------------|
| Engine: | | |
| Type..... | In Line, Overhead | camshaft |
| Number of Cylinders..... | 6 | |
| Bore..... | 3 1/4 | |
| Stroke..... | 4 3/4 | |
| Piston Displacement..... | 230.5 cu. in. | |
| Compression Ratio..... | 7.5 :1 | |
| Compression Pressure..... | 145 to 155 psi. | |
| Horsepower (Brake)..... | 132.5 @ 4,000 rpm. | |
| Horsepower (SAE)..... | 26.77 | |
| Torque (Max. @ 2000 rpm.)..... | 198 lb-ft. | |
| Ignition Timing..... | 5° BTDC | |
| Wheelbase..... | 126 in. | |
| Tread (front & rear)..... | 67 in. | |
| Road Clearance..... | 10 in. | |
| Height (over-all)..... | 95 in. | |
| Length (over-all) | | |
| w/winch..... | 220.75 | |
| w/o winch..... | 209.75 | |
| Width (over-all)..... | 85 in. | Autolite #2344 |
| Capacities | <i>Spark Plug Gap .030 ± .002</i> | |
| Fuel Tank: | <i>Torque 28 to 30 1b-44</i> | |
| Approximate Capacity..... | 28 Gal. | |
| Crankcase: | | |
| Without Filter..... | 5 Qt. | |
| With Filter..... | 6 Qt. | |
| Cooling System..... | 12 Qt. | |
| Steering Gear..... | As Required | |
| Differential..... | 6 Pt. | |
| Transmission..... | 6 1/2 Pt. | |
| Transfer Case..... | 5 Pt. | |
| Master Cylinder..... | 1/2 Pt. | |

Servicing Data

Gasoline (MIL-G-3056) Octane No. 85 min.
Refueling Rate (max.) 20 gpm +

Approximate Weights

| Model Series: | Body style | GVW | Payload |
|-------------------|------------|-------|-------------------|
| M715 (W/O/W)..... | Cargo | 8,400 | ¹ 2500 |
| | | 8,900 | ² 3000 |
| M725..... | Ambulance | 8,800 | 2000 |

¹ Cross country.
² Highway.

No broken brake-lines and every tire left black marks on the road. There was a slight miss but he had a solid state conversion kit in the glovebox to replace the points ignition. We did some offloading with it shifting the Transfer-case into 4 Low and everything worked great. No grinding or growling! Overall, this beast was looking fantastic and with some work from me, this was a great truck and a simple conversion would transform it from Ambulance to Service Truck.

Over the winter, I had Guy Laird with The Stripe Shop design an Image to cover the Medical Crosses. Guy Laird has a long history with designing many posters for Merv's Southey Mopar Muscle Meet. I knew he would come up with a great design. I agreed to Guy's first design and I let them perform the exterior change-up.

The Kaiser M715 and M725 design stage began in 1965. The design was based on the Jeep Gladiator

line.

The M715 being the soft-top cab design being the most popular still to this day.

Production took place at the Jeep Toledo, Ohio Plant. The engine used was the new 230 Tornado Overhead-Cam six design. A first in the Overhead-Cam design. There was a civilian and military engine. The civilian using domed pistons and the Military using flat pistons. The cam was a very simple design using only six lobes. Each lobe sharing for Intake and exhaust. The cylinder head was a cross-flow design with 1.88 intake and 1.62 exhaust valves. The Military design was rated at 198 ft/lb's Torque at 2000 rpms.

Horsepower was rated at 132 at 4000 rpms. The civilian design was rated higher because of the domed pistons. No, this design isn't a Hemi head. Similar



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in design though. The early versions had oil leaking issues that the Military couldn't accept. Kaiser did fix that issue but that early leaking oil problem stuck in the minds of many. The Military version was only produced from 1967 to 1969. The engine was deemed too complicated at the time. So ironic to call it complicated. This engine is a breeze to work on.

The spark plugs are of the waterproof design with wires that screw onto the plugs and distributor. A little difficult to remove but still accessible with a simple combination wrench and ratchet. While removing the plugs, I found two that were loose. Cleaning them and retorquing went a long way in solving the bad miss the engine had. I replaced the plugs A year later with new Autolites I discovered a marked improvement on power. The 5.88 gears now allow the six to climb any hills that the truck may encounter. No downshifting required climbing hills. Once the snow had melted and I got under the



M725 to replace all the fluids. The axles were clear of rust. Something I was warned of because of the water that many had been driven in. The engine greatly reduced the smoking with fresh oil and fires with a lot more power from the new plugs. The antifreeze looks normal now with the leaves removed from the rad and fresh fluid.

Converting it to a working service truck was much more simple than expected. Removing the padded bunks and installing new plywood works great for the tool totes and boxed parts used for service. The floor was already rubber lined which works great in transporting parts with no worries of them sliding during transport. With new decals, bunks and larger rear tail lights, the changes have worked out perfect for service truck conversion. Being extremely limited in options, radio delete, manual windows, heater delete, manual turn signals, armstrong steering, leg press brakes and a ride that would break every egg in the basket. It puts a exclamation mark on the name of Marine Service Truck. For the 15 mile distances it travels, the M725 Kaiser Jeep fits the bill perfectly for it's latest Tour of Duty.

South Korea, still uses this design with a diesel engine. Remarkably close in body shape but many improvements for their use of today with their KM450 Cargo Truck, KM451 Ambulance and KM452 Maintenance truck. They can be found all on YouTube.

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