LINCOLN 1957

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We know that you are eager to experience the pleasure of driving your 1957 Lincoln. Continued improvements in engineering and design have progressively simplified Lincoln driving until it is nearly automatic. Follow the basic steps carefully and enjoy the fullest reward for choosing the car that challenges the future.

At your leisure, you will undoubtedly want to learn more about the tastefully designed luxury features of your car.

We sincerely urge a thoughtful inspection of this manual, as it contains information which will immeasurably enhance your motoring pleasure.

As with any fine precision instrument, your Lincoln deserves some care and attention. By following the recommendations outlined in the manual as closely as possible, you can obtain long, dependable service from your Lincoln.

LINCOLN DIVISION

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Make this Manual a Part of Your New Lincoln

This booklet has been especially prepared to quickly acquaint you with your new 1957 Lincoln. Stored in your glove compartment, it will always be available with the information you need.

Break-In Period—Your new Lincoln does not require a formal break-in period. Lincoln's high standards of precision manufacturing enable you to drive your car normally from the start. During the first 500 miles, however, it is a good idea not to drive at high speeds (above 60 mph) for extended periods, or at any one constant speed. Avoid continuous low speed driving, idling the engine, and "jack-rabbit" starts.

Hot and Cold Starting—To start a cold engine, depress the accelerator all the way to the floor and release before turning the key. Keep your foot on the brake until actually ready to move the car, as the engine idles faster than normal until operating temperature is reached.

To start a hot engine, depress the accelerator approximately ¼ of its travel and hold there until the engine starts. Avoid pumping the throttle, which tends to flood the engine. A flooded engine will usually start if the accelerator is held to the floor while starting.

Note: On cars with the optional automatic starter, restart a stalled engine by moving the Turbo-Drive selector lever to the neutral "N" position.

Pushing the Car to Start—Move the selector lever to neutral position. When the car reaches a speed of 20 miles per hour, press lightly on the accelerator pedal, turn the ignition switch on, and move the selector lever to "Lo" position.

Note: It is not advisable to tow the car to start the engine, because the sudden forward movement of the car when the engine starts could cause damage to your car or the towing vehicle.

Power Assisted Driving

Turbo-Drive Transmission

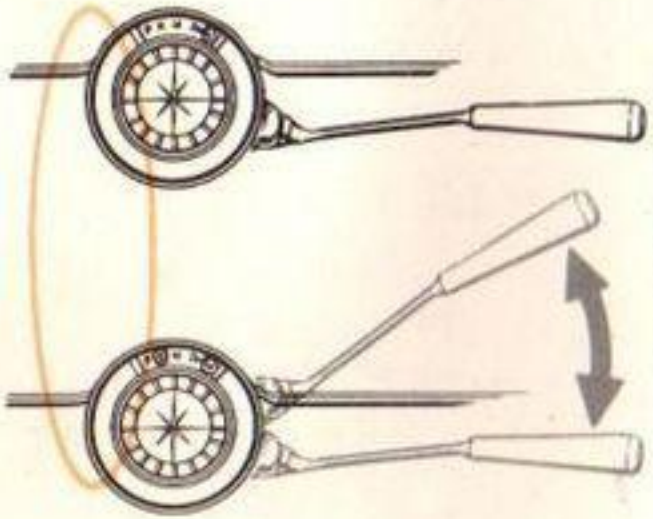
Widely accepted as the finest and smoothest transmission in any American car, your Lincoln Turbo-Drive has the smoothness of a torque-converter transmission with the swift, positive response of the 3-speed planetary gears. A thorough understanding of the control pattern will enable you to take fullest advantage of Turbo-Drive's unmatched flexibility.

The five selector positions are indicated on a dial in the steering wheel hub. Maximum convenience of night driving is afforded by illumination of only the position selected on the dial.

Normal Driving—For all normal driving move the selector lever to "Dr" position and depress the accelerator pedal. Your Lincoln normally will be in intermediate gear range when it starts to move. The Turbo-Drive transmission will automatically shift into high gear range at a speed somewhere between 17 and 70 mph, depending upon the foot pressure you apply on the accelerator pedal.

For Quick Acceleration when Passing at speeds of less than 68 mph, depress the accelerator all the way to the floor. This automatically downshifts the transmission from high to intermediate. The transmission will automatically upshift to high gear at speeds up to 70 mph depending on accelerator position.

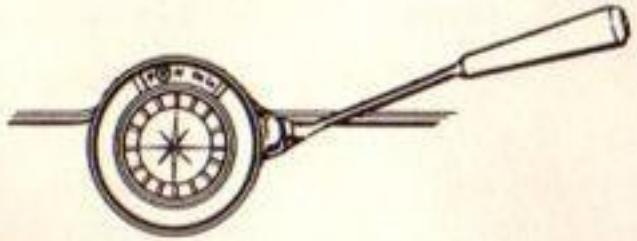
When Maximum Acceleration from a Standstill is Desired or when the car is traveling at less than 18 mph, the transmission can be downshifted to low gear by fully depressing the accelerator pedal. The transmission will shift to intermediate when pressure is released from the accelerator pedal, or if the pedal is kept fully depressed, the transmission will automatically shift to intermediate at approximately 42 mph.

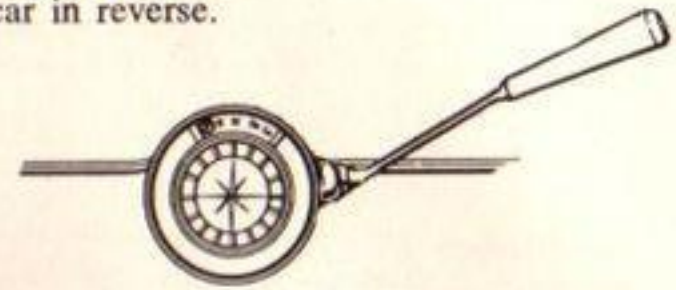


The "Lo" Position is used for ascending very steep grades or when pulling through deep sand, mud or snow. The selector lever must be raised slightly before it can be moved into "Lo" position. Extra braking can be obtained, when descending steep hills or inclines, by moving the selector lever to "Lo" position. To "rock" the car when stuck, keep a light steady pressure on the accelerator pedal, and move the selector lever back and forth between "R" and "Lo." Never shift to reverse when the forward motion of the car is faster than 7 mph.

Caution: Do not use "Dr" position when "rocking" the car, as serious damage to the transmission can result.

For Reverse—Bring the car to a full stop and while holding it stationary with the brake pedal, raise the selector lever slightly and move it into "R" position. Press accelerator to move car in reverse.





When Parking, apply the parking brakes, then move the selector lever to "P" position. Never move the lever to "P" position while the car is moving.

Towing Your Car—The car may be towed for a short distance of less than 12 miles, if the transmission is operating properly, by placing the selector lever in "N" position. If the car must be towed farther than 12 miles, or if the transmission is inoperative, the car should be towed with the rear wheels raised, or with the drive shaft removed and the rear of the transmission covered.

Power Steering and Power Brakes

Lincoln Power Steering was especially designed to minimize your driving effort by furnishing maximum assistance when it is most needed. This enables you to retain the "feel" of the road when operating at highway speeds, while eliminating kickback and "road shocks," resulting in positive steering control.

Parking with the Lincoln power system is virtually effortless, as steering pull has been greatly reduced; fingertip control replaces conventional wheel tugging.

Wheel recovery from turns is a prominent feature of the Lincoln Power Steering System.

If for any reason the power system is disconnected, the car may be steered manually in the normal manner.

Your Lincoln Power Brakes are operated by a wide pedal suspended on a strong dual bracket. The pedal is placed lower than with conventional brakes, giving greater driving comfort and reducing the reaction time in brake application. The pedal's width increases the convenience of left foot braking if desired.

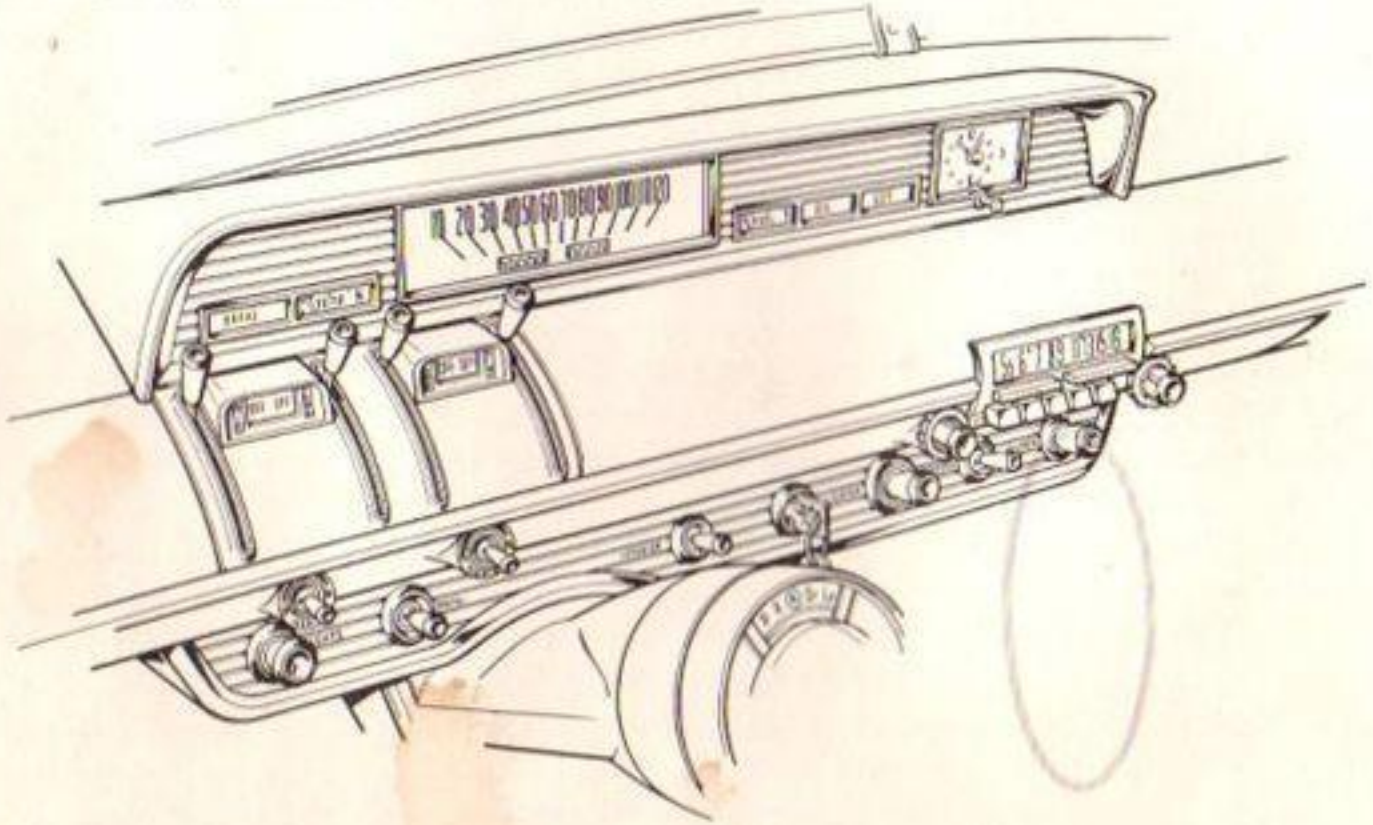
Lincoln engineers have developed a vacuum reserve in the power braking system so that power assisted stops are available even when the engine has been off overnight.

To safeguard against a remote chance of power brake failure, provisions have been incorporated to enable the conventional braking system to stop the car without excessive effort.

It is recommended that your brakes be kept in adjustment. Have your brake linings inspected for wear after the third or fourth adjustment by your Lincoln Dealer.

Instruments and Controls

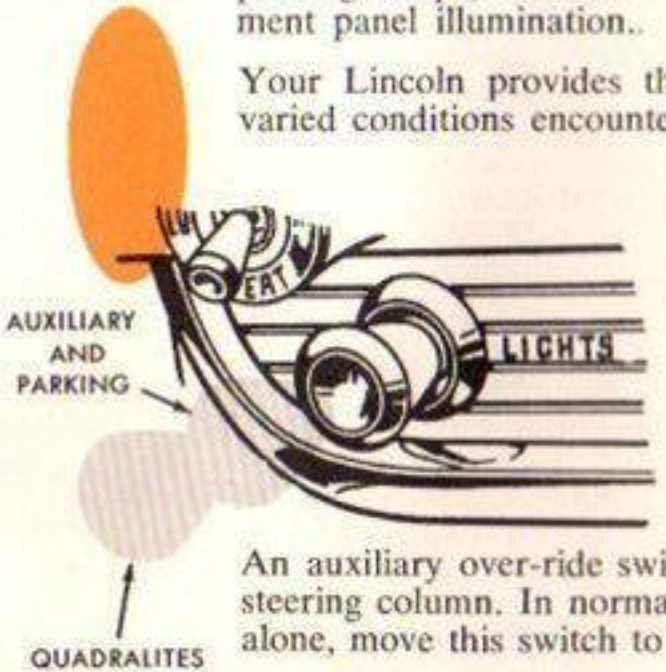
When you step into your new car and are seated behind the steering wheel you'll find the instruments and controls are all grouped for convenient use. The principal instruments, are spaced horizontally along the top of the instrument panel just below the line of your forward vision. Controls are centered for safe, easy operation around the steering wheel.



Controls

Exterior Lighting—The main light control for your new Lincoln *Quadralites* is conveniently located at the far left of the control panel. This single control operates the headlights, auxiliary driving lights, parking lamps, rear license plate and tail lamps, as well as instrument panel illumination..

Your Lincoln provides this lighting advance to suitably meet the varied conditions encountered in today's driving.



For Dim Conditions (at dusk, in light fog, etc.), pull the main light control to the "halfway out" position. This illuminates the auxiliary driving lights, tail lamps and parking lamps.

For Night Driving, pull the main light control to the "out" position, to fully illuminate the quadralite system. To dim or brighten the instrument panel illumination, rotate the control knob to right of the light switch.

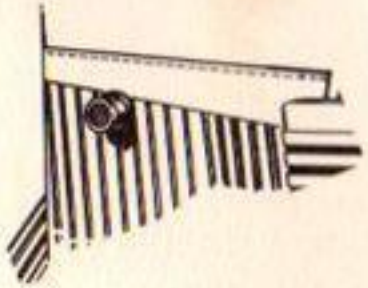
An auxiliary over-ride switch for the auxiliary driving lights is located on the right surface of the steering column. In normal operation, this control remains up. To use parking lights or headlights alone, move this switch to the "down" position, thus turning off the auxiliary driving lights.

Note: Only one pair of driving lights are lawful in the following states: Alabama, Arizona, Delaware, Georgia, Idaho, Indiana, Montana, New Mexico, N. Dakota, S. Carolina, Utah, Virginia, Washington, W. Virginia and Wyoming.

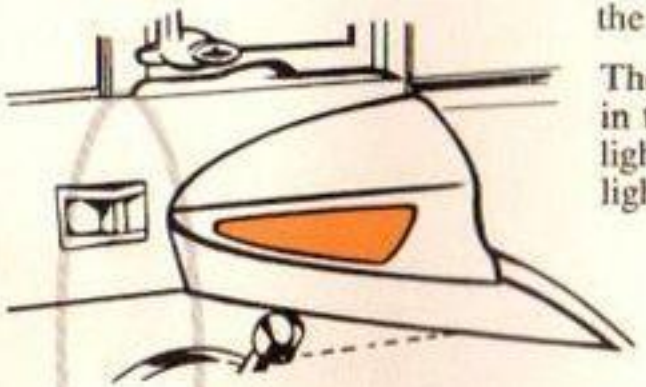
Your Lincoln is equipped with Dual automatic back-up lights which are mounted in the rear bumper ends to provide maximum rearward visibility and a warning to other motorists. These lights are illumined when the Turbo-Drive selector is in "Reverse" with the ignition "On."

Electronic Headlight Control—On cars equipped with the electronic dimmer, the headlights are automatically controlled by the unit mounted on the top of the instrument panel to the left of the driving gauge housing. A foot control switch is located at the far left of the driver's toe-board, beyond the usual left-foot position.

Headlights are automatically controlled only in automatic position of foot switch. Fully depressing switch changes from "automatic" to lower beam control. To obtain momentary highway beam for signalling oncoming vehicles when using automatic control or for checking automatic position of the switch, depress the foot switch part way.



For cars not equipped with the electronic dimmer, the headlamps are controlled by the foot switch only. Your Lincoln is equipped with the new sealed beam headlight units which provide a strong highway beam and a lower beam for city use or when passing. A signal light located above the 65 mph mark on the speedometer in the instrument panel serves as a reminder that the high beam is in use. For safety and courtesy the highway beam should be dimmed when approaching oncoming cars.

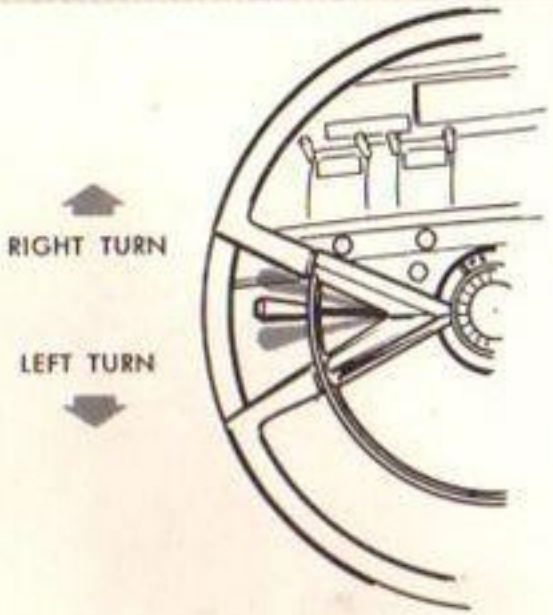


Interior Lighting—All interior lights in your Lincoln are illumined automatically by opening any door. Courtesy lamps are integrally designed into the instrument panel extensions, which open with the doors to provide interior lighting both in the front compartment and the areas beside the car.

The switch to operate the various interior lights individually is located in the control panel to the right of the steering column. The overhead* lighting is operated by moving the switch to the left; the courtesy lights are operated by moving the switch to the left.

Automatic switches are provided for the glove compartment and luggage compartment lamps.

*On convertibles, two rear compartment lights are placed in the quarter panels.



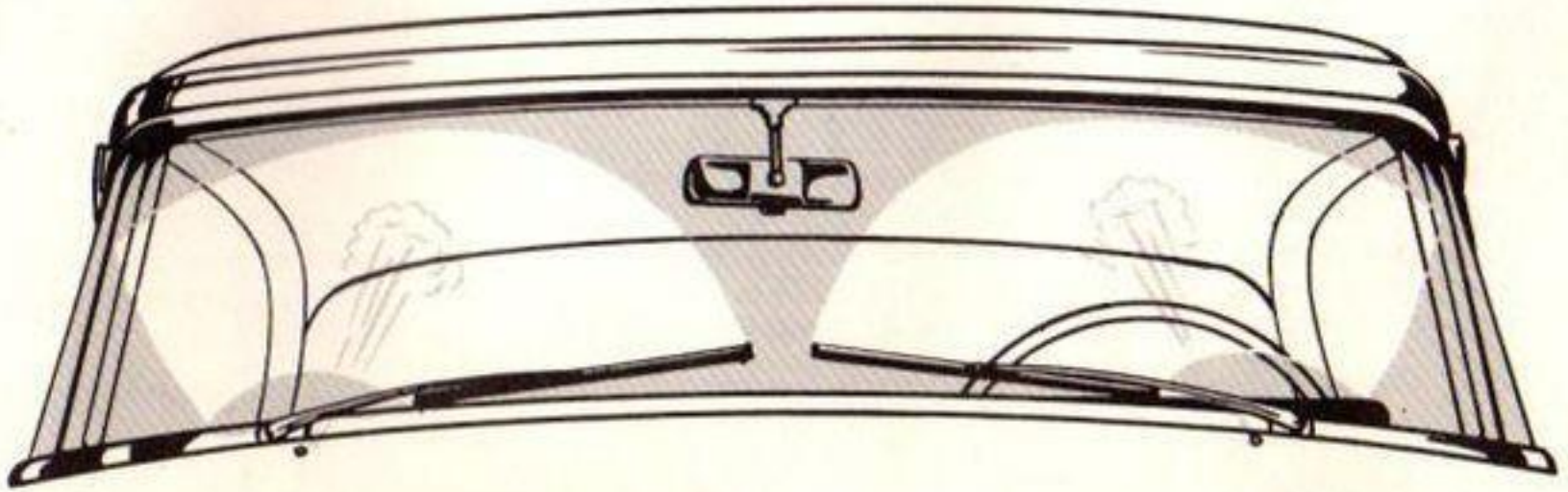
Turn Signals—The turn signal lever is mounted on the left side of the steering column. Moving the lever "up" signals for a right turn; "down" signals a left turn. Flashing signal lights on each side of the car, both front and rear, inform other drivers of your intentions. Directional arrows located at the ends of the speedometer flash green, indicating the direction of the turn. The lever returns automatically to the "off" position when the turn is completed. The left turn signal can be used as a warning light in an emergency.

The Hand Brake—To set the hand brake, merely step on the service brake pedal and pull the brake handle straight back. It locks automatically. A counter clockwise rotation of the handle will release it to return to its normal position. The brake warning light located in the instrument panel glows red when the hand-brake is on, to help avoid driving the car with the brake set.

Windshield Wipers and Washers—The knob on the far right of the control panel operates the windshield wipers. The knob is turned to the right to energize the wipers, further right to increase the speed.

The push button in the center of the wiper knob operates the automatic windshield washer. If the wipers have not been operating, they will automatically start to operate at the same time as the spray and will continue for several seconds and then stop.

Lincoln windshield washer solution, which is harmless to your paint, is recommended for its ability to loosen dust or film from your windshield. Freezing temperatures do not affect its cleaning properties.

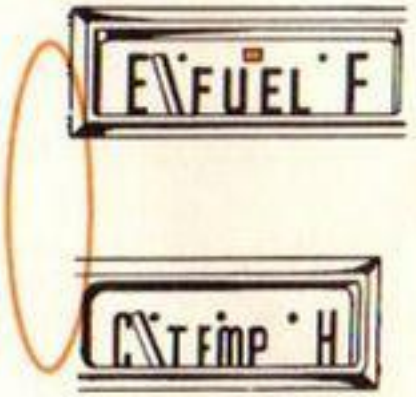


Instruments

Speedometer—The clearly marked, eye-level speedometer shows your speed and mileage. In addition to an accumulated mileage dial, your Lincoln has a 3-digit trip-mileage indicator, which can be reset by clockwise rotation of the knob under the instrument panel to the right of the steering column.

Fuel Gauge—Located directly to the right of the speedometer, this gauge shows the amount of gas in the fuel tank when the ignition key is in the "On" or "Accessory" position. The Lincoln gauge reads with equal accuracy regardless of car position.

A unique red warning jewel illuminates on the dial face in ample time for refueling.



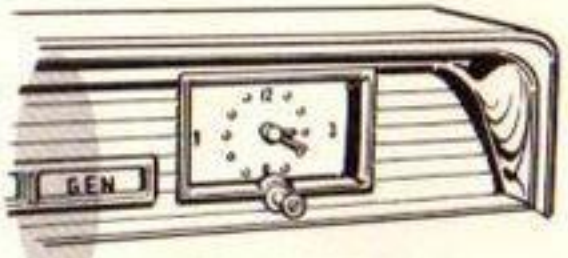
Temperature Gauge—Located directly to the left of the speedometer, this gauge indicates engine coolant temperature. At normal engine temperature the pointer will be in the center of the dial. If the pointer moves to "H," or coolant boiling causes a buzzing sound at the radiator cap, have your Lincoln Dealer check the cooling system.

Generator Indicator—The indicator to the left of the clock glows red when the generator is not charging. Continuing to drive for long will result in a discharged battery. The car should be taken immediately to the nearest Lincoln Dealer, to ascertain and remedy the condition.

Note: When the engine is idling, the warning light may flicker. This does not mean trouble, unless the light remains on after the engine speed has been increased.

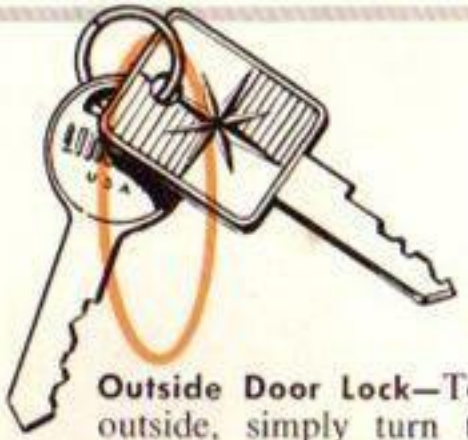
Oil Pressure Indicator—When the ignition switch is turned to the "On" position, an oil pressure warning light, located to the right of the temperature gauge, will glow red. Under normal conditions, this light will go out when the engine is started. If the light does not go out within a few seconds, turn the ignition switch off and check the amount of oil in the engine with the engine oil dip stick, adding oil if required. If the warning light remains on when the engine is started, with sufficient oil in the crankcase, stop the engine immediately and do not restart until the cause of the low oil pressure is located and corrected by the nearest Lincoln Dealer.

Motochron Clock—Your Lincoln is the only fine car with a Motochron automatic, self-regulating, electric clock operated directly from the battery. The clock is accurate, quiet and features a sweep-second hand. One knob, at the bottom of the dial, controls both time setting and regulation. To reset the hands, pull the knob out and turn it clockwise to move the hands forward or counterclockwise to move them backward. Be sure the knob fully returns to the "in" position.



Any setting of the hands forward or backward advances or retards the time regulation a proportionate number of seconds. A correction of approximately five minutes will result in approximately thirty seconds regulation per day. Less than five minutes correction results in proportionately less regulation. More than a five minute correction will result in only thirty seconds regulation per day, thus preventing overadjustment. Two or more settings will, therefore, be required for a correction of more than a half-minute per day.

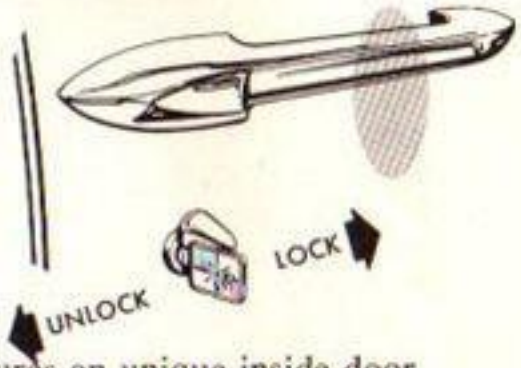
Keys and Locks



Your Keys—The differently shaped keys in your Lincoln key sets have been designed for ease of identification. The "star-head" key operates the ignition as well as the door locks. The separate circular head key can be carried away to maintain the privacy of the glove compartment and luggage compartment when the ignition key is left with the car. It is recommended that the key numbers, found on the separate metal rings, be recorded. In the event keys become lost, any Lincoln dealer can promptly replace them by using these numbers.

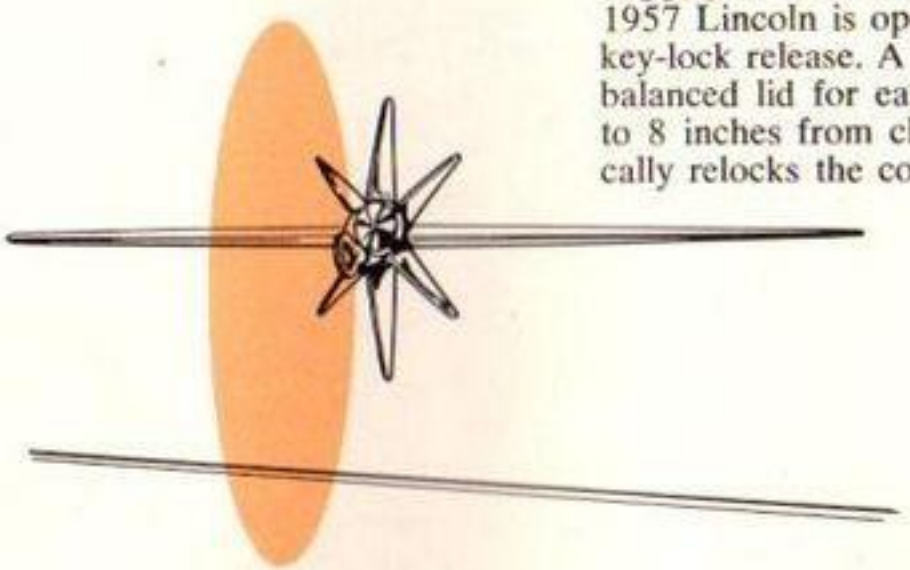
Outside Door Lock—To lock and unlock the front doors from the outside, simply turn the key ¼ turn toward the front or rear respectively from its vertical position.

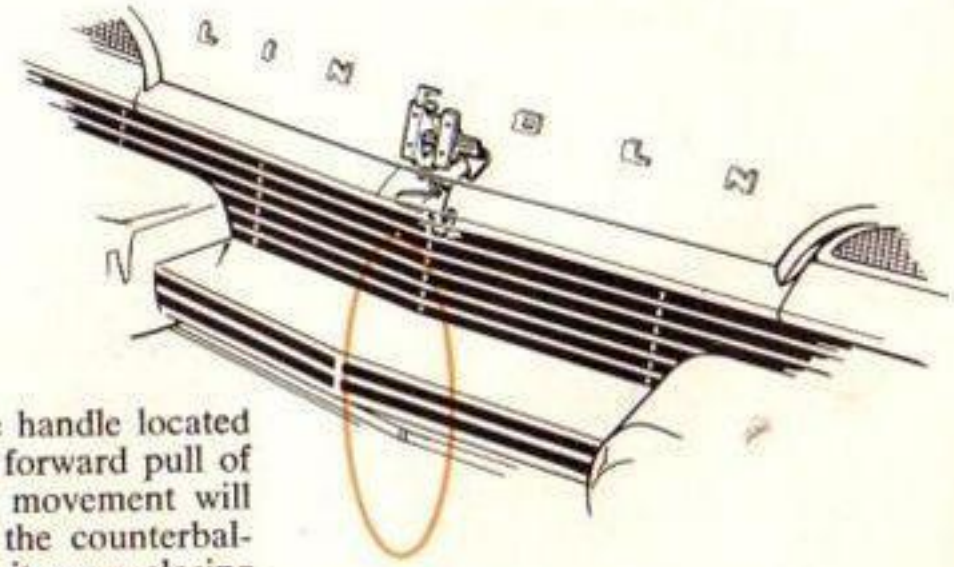
Suggestion: In extremely cold weather, moisture has been known to condense in lock cylinders, making them temporarily inoperable. This difficulty, if encountered, can be readily overcome by a repeated heating of the key and insertion into the lock. Exerting force on the key in attempting to unlock the car is not recommended.



Inside Door Locks—The 1957 Lincoln features an unique inside door lock location in keeping with its new "clean line" concept of design. To lock, simply move the slide controls forward. To protect rear seat passengers on four door models, the rear doors, once locked, may be opened only after the sliding control is moved to the unlocked position. All front door inside locks may be released simply by moving the door handles to the rear.

Luggage Compartment—The spacious luggage compartment on your 1957 Lincoln is opened by inserting the circular headed key into the key-lock release. A ¼ turn of the key clockwise releases the counterbalanced lid for easy opening. To close, pull the lid to a position 6 to 8 inches from closing and push firmly downward. This automatically relocks the compartment.

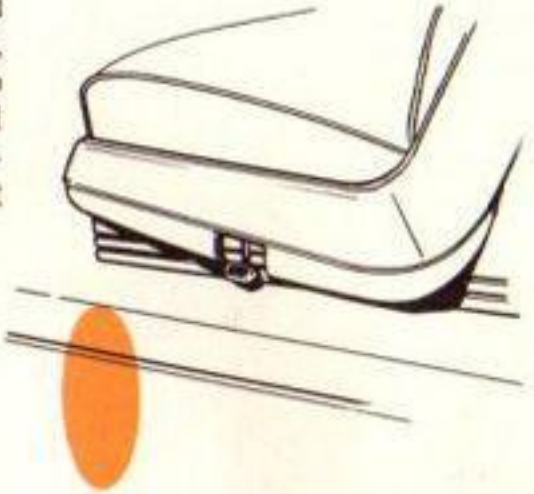




Hood Lock—The hood may be opened by the release handle located under the upper hood bar at the vehicle's center. A forward pull of this lever will release the primary lock and further movement will release the safety lock. Upward pressure will raise the counterbalanced hood. To close, pull the hood downward until it nears closing position. A firm downward push will automatically relock the hood.

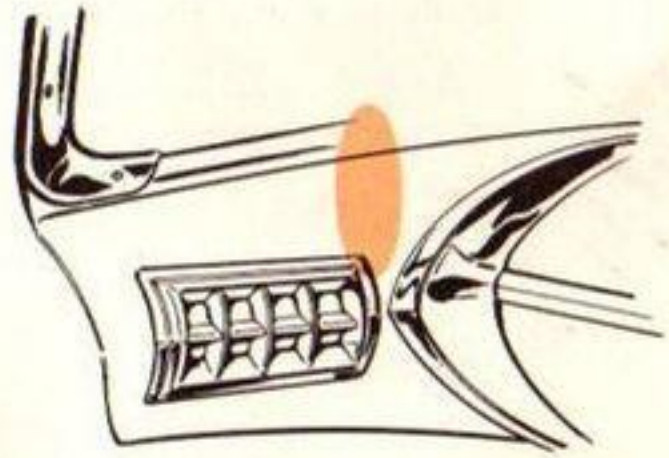
For Your Comfort

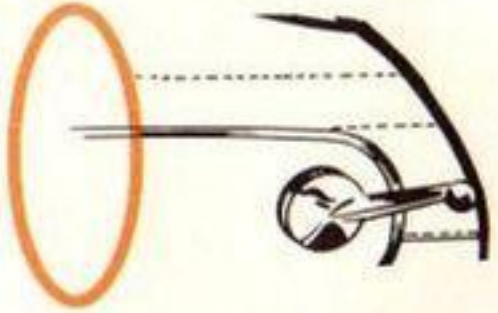
Manual Seat Adjustment—Lincoln seats have been posture-designed to provide you with a comfortable driving position. A control lever, conveniently located on the left side of the seat is merely pulled up to slide the seat forward or back to find your position. The seat is locked when the lever is released. As the seat moves forward, a height compensation is automatically made to maintain a relatively constant driver eye-level for clear vision.

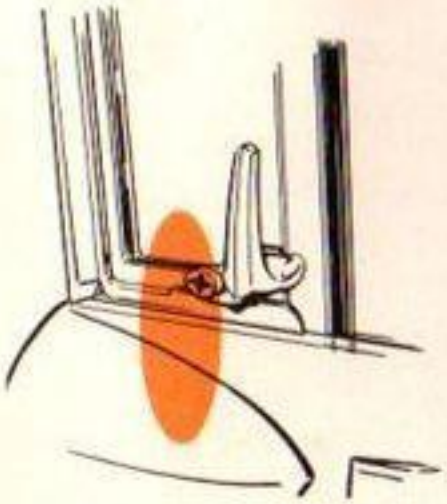


Power Seat Adjustment—For those models equipped with 4-way Power Seats or Comfort Control 6-way Seats, the adjustment switches are located on the side of the left seat valance. On either system, the toggle switch is simply moved in the desired direction: Up, down, forward or backward. On Comfort Control 6-way Seats, two additional switches mounted on each side of the toggle switch control the tilting movement. The front switch raises or lowers the front of the seat, while the rear switch performs a similar function for the rear of the seat, resulting in an infinite variety of seating positions for maximum driving comfort.

Window Regulation—Window regulators of the conventional type are turned clockwise to open. In those cars equipped with Power Windows, switches are pressed in the desired direction for up or down movement. All windows may be remotely regulated by the driver's master control switches.







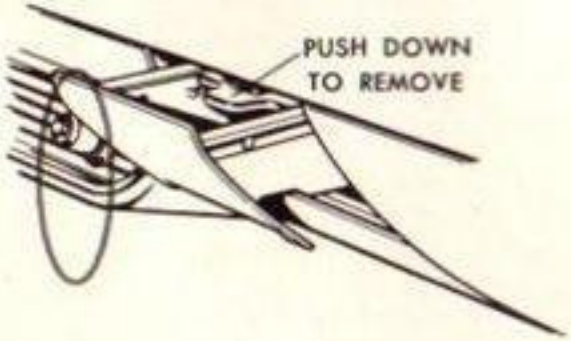
Vent Windows found in the 1957 Lincoln have been carefully designed to give whisper-free ventilation. A simple pressing of the lock button and forward movement of the handle will permit you to move the window to any desired position.

The 1957 Lincoln offers an innovation in its power-operated "Electro-Vent Windows." The control switches in the front door panels provide operation of the right front vent by the passenger in addition to driver control of both vents.

Remote-Controlled Outside Mirror—Your Lincoln is equipped with a new Remote-Controlled Outside Rear-View Mirror. The mirror can be adjusted easily to your driving position from inside the car, by moving the adjustment handle located in the left front door.

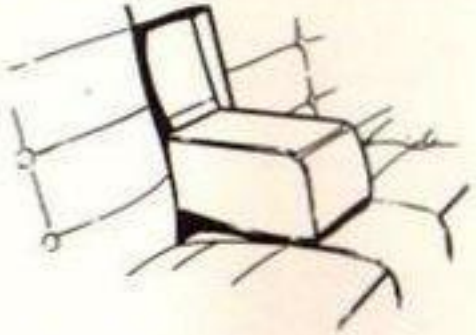
Glare-Proof Rear-View Mirror—Your Lincoln 10" prismatic glare-proof mirror is mounted by a double ball-joint bracket, giving maximum adjustability for ideal position. The mirror shifts from clear daylight vision to non-glare visibility at night by adjusting the small tab at the bottom of the mirror.

Interior Sun Visors—For protection against sun glare, your sun visors may be used either in front or against the side windows. When not in use, they are retained by ball clips above the windshield.

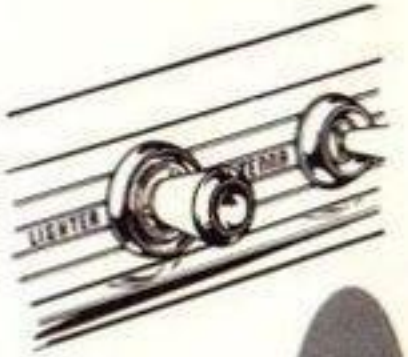


Ash Trays—A pull-type ash tray is placed between the radio and glove compartment, convenient to both driver and front passenger. To empty the tray, depress the retainer and pull out.

Bin-type ash trays for rear seat passengers are centrally placed on Sedan and Landau models, in push-button, latch-operated compartments in the front seat backs. Two bin-type trays with slide-away covers are built into the arm rests on coupes. To remove the bin-type trays, lift out.

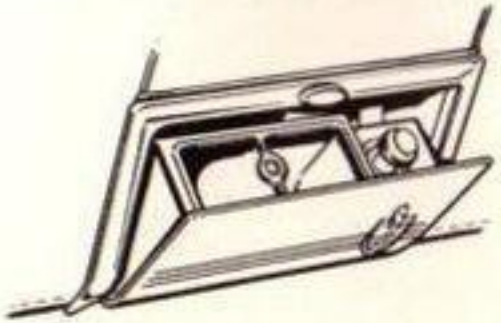


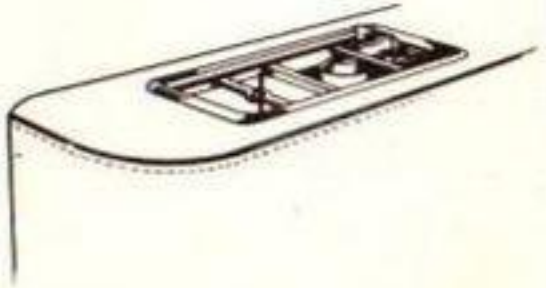
Rear Seat Center Arm Rest—Lincoln interior appointments include a Rear Seat Center Arm Rest which offers arm chair comfort. The arm rest can be folded into the seat back when additional seating space is required.



Cigarette Lighters—A front compartment automatic pop-out lighter is placed in the control panel, to the right of the ignition switch, convenient to both driver and passengers.

Pop-out lighters are included in each rear seat ash tray compartment. These lighters have an "Ash Guard" feature which protects the user from falling hot ashes.

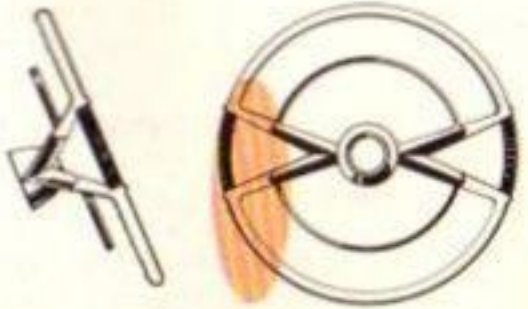




For Your Safety

Breath-taking beauty and incomparable performance are but part of the value received by every Lincoln owner. In addition, Lincoln gives you and your family the added value of security, by offering tested safety-engineered features.

The following safety-engineered equipment is available with your new Lincoln:



Safety Flex Steering Wheel (Standard)—The steering wheel hub has been recessed 3½ inches below the wheel rim to afford greater driver protection against injury by the unyielding steering column. The rim and spokes are scientifically designed to gradually absorb shock by bending, instead of collapsing abruptly.

Safety Door Locks (Standard)—These locks are designed to provide added protection against doors springing open under conditions of sudden impact.

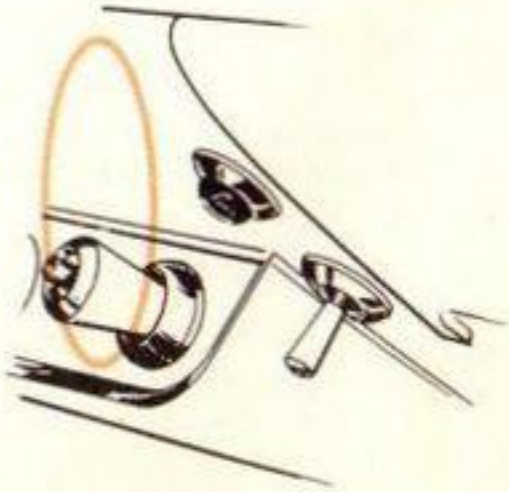
Safety Padded Instrument Panel And Sun Visors—These functional accessories consist of special polyethylene shock-absorbing material covered with a strong vinyl which is color-styled to the interior of the car. This special padding absorbs force with no immediate rebound, which with ordinary padding can inflict a severe blow after deflecting under an initial impact.

Safety Seat Belts—These accessories are designed to reduce the chance of driver or passenger injury in case of a sudden stop. These pre-tested, sturdy nylon-web belts are securely attached to the undercarriage of the car.

Directed-Power Differential—This optional unit transmits power to the rear wheel with the most tractive grip, providing sure-footed driving under all conditions. It also eliminates the inconvenience of the car being immobilized through one wheel being on a slippery surface, such as ice, mud, etc.

Electro-Guard Door Locks—Available as optional equipment, this unique feature permits the driver, by operating a switch on the instrument panel near the ash tray, to securely lock all doors. The front doors may be opened by pulling rearward on the inside door handles. To open the rear doors, it is necessary to move the door lock control to "unlock" position, providing positive driver control of these doors at all times. A red warning light, above the Electro-Guard switch, indicates if doors are not properly closed when the locking mechanism is operated.

By depressing the lock control switch prior to leaving the car, the driver need only lock his exit door by key to completely lock the car.



Convertible Top Operation

The Lincoln convertible features a fully automatic top with a hydraulic mechanism activated by a single control switch under the left side of the instrument panel. No manual effort is required to latch or unlatch the top, which is accomplished automatically.

To lower the top:

Start the engine, leave the Turbo-Drive transmission selector in "Neutral" and set the parking brake.

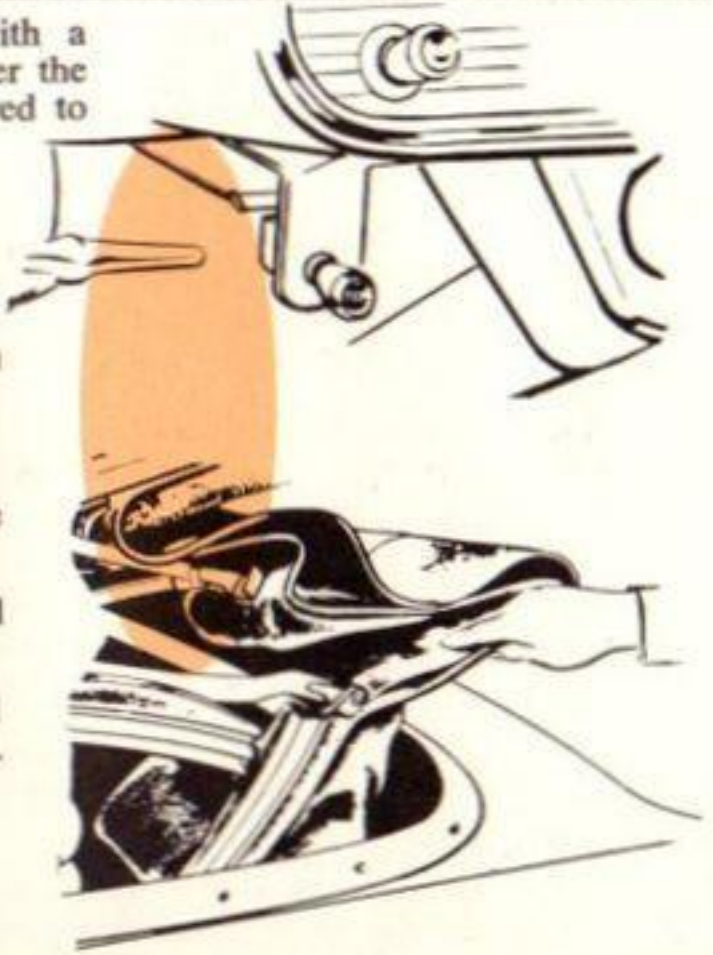
Lower all windows.

Unzip the rear window, remove it from the pockets on each side and lay it carefully in the top compartment.

With the engine running, pull the "Top" actuator handle and hold until the top is three-quarters of the way down.

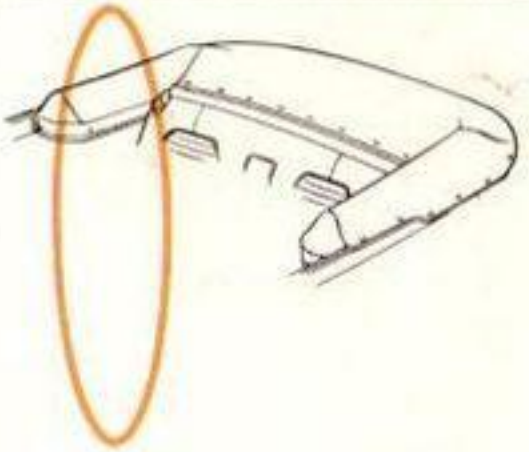
Pull the top padding outward from the bows, as shown to avoid pinching the material and to allow the top to fit neatly in place.

Pull the "Top" handle until the top is all the way down.



To improve the top-down appearance, snap the top boot into place.

Note: If the top is wet when lowered, it is recommended that it remain folded for only a few hours to prevent fabric damage by mildew.



To raise the top:

Remove the top boot.

Lower all windows.

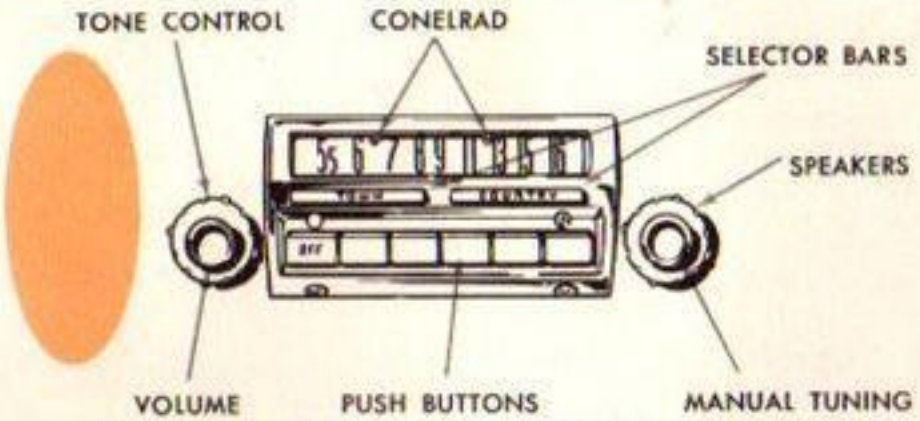
With the engine running and the transmission selector in "Neutral," push the "Top" actuator handle in and hold until the automatic locking mechanism engages.

Note: Handles are provided on the top bow to enable the driver to guide the top in place.

Zip up the back window and insert sides of window into pockets in the top.

Caution: Never attempt to lower or raise the top while the car is in motion.

Lincoln Travel-Tuner Radio



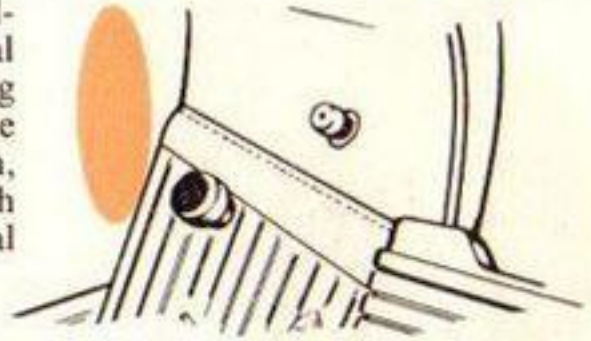
This radio provides excellent reception and fine tonal qualities under all operating conditions. Front and rear speakers give the effect of stereophonic sound, and they can be controlled separately for acoustical balance. The radio is also unusually convenient and simple to operate, particularly as it is equipped with the automatic tuner remote foot control.

To Turn the Set on, place the ignition switch to the "Accessories" or "On" position and push any of the five station selector buttons. Allow the receiver to warm up and then adjust the volume by turning the left knob. Tone may be adjusted by turning the serrated ring behind the volume control.

For Manual Tuning, rotate the knob at the right of the dial clockwise or counter-clockwise. The dial pointer indicates the frequency to which the set is tuned. Adjust the control so that the desired station is heard without distortion. The serrated ring behind the tuning knob controls the relative volume of front and rear-seat speakers.

To Change a Push Button Setting turn the radio on and allow the receiver to operate for approximately fifteen minutes. Pull the selector button straight out until it stops, then tune in the station you desire with the tuning knob. Push the button completely in and release it. The push button is now set for the station which was tuned in manually.

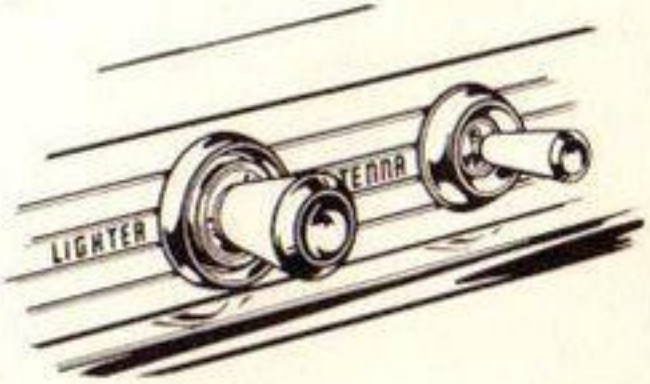
For Automatic Selection of Stations press the selector bar corresponding to the locale of the car. The "Town" bar tunes in powerful local stations. Weaker or more distant stations can be tuned in by pressing the "Country" bar. With the radio in automatic selector position, the station may be changed by pressing the remote control foot switch, located 6 inches to the left of the base of the steering column. Each time you press either of the selector bars or the foot control, the dial pointer will move to another station on the dial.



In Case of a National Emergency, tune to one of the two small triangular marks on the tuning dial. These marks are the CONELRAD station settings reserved for Civil Defense information only.

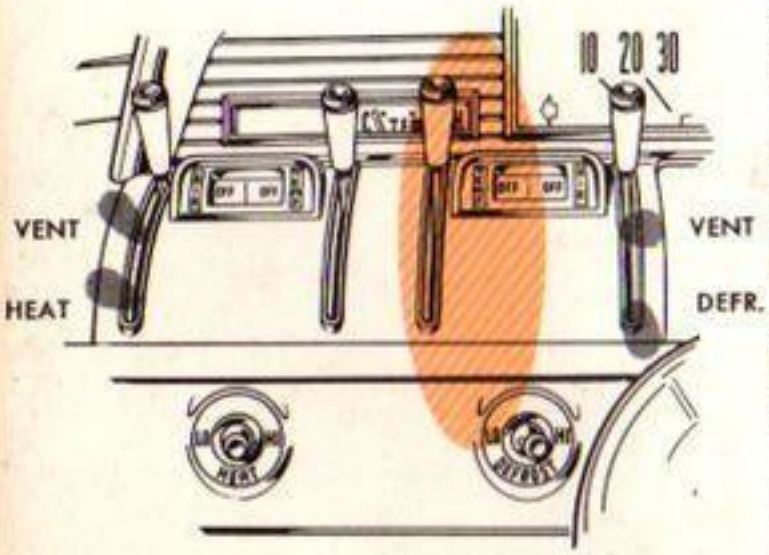
The Antenna Switch is located on the right side of the control panel next to the cigar lighter. Move the toggle up to raise the antenna, and down to lower the antenna.

Important: The antenna is power-operated and must be raised to at least half of its height for satisfactory operation of the "Travel-Tuner" feature. On air conditioning equipped cars, the antenna switch is located on the left side of the steering column support at the instrument panel. Operate your antenna at least every other week, to remove any accumulation of dust and dirt and insure proper operation.



Ventilating and Heating

Pleasant and comfortable driving in Summer or Winter is provided by air circulation and thermostatically controlled temperature of the Lincoln Comfort Control Heater.



Fresh Air Ventilation is controlled by two "Air" levers conveniently located on the instrument panel. The far left and far right levers respectively control the ventilation of the left and right sides of the car.

Heating and Defrosting is accomplished by a dual heater system with individually operated heaters and blowers under the front seat and beneath the instrument panel. Temperature is controlled by two "Temp" levers located between the "Air" levers on the instrument panel. The left "Temp" lever controls the Underseat heater; the right "Temp" lever controls the Defroster heater. Roller-type dials clearly indicate in color the amount of heat selected by each "Temp" lever.

The control lever settings appropriate to specific weather conditions are:

Normal Heating—For normal heating, after the engine has warmed up, place the left-hand "Air" lever all the way down to "Heat" position. Slide the left-hand "Temp" lever all the way down for maximum heat, or adjust to the temperature desired. Quickest possible warm-up to the desired temperature is automatically provided at any control setting by the thermostatic valve. The toggle switch marked "Heat," located below this control group, controls the underseat heater blower. Move the switch toggle to the right for "Hi" speed, to the left to "Lo" speed.

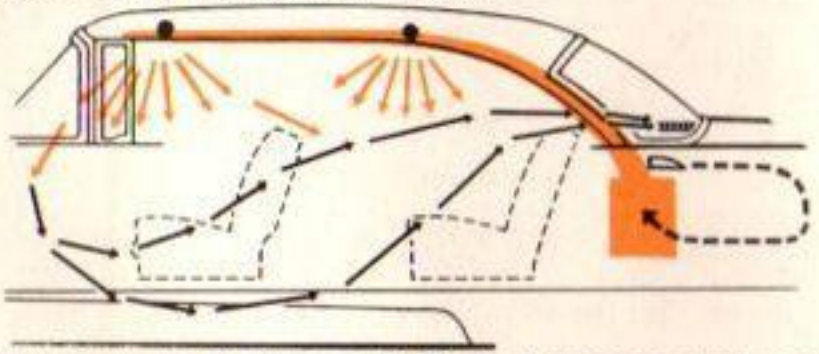
Recirculating Air Heating—For quick warm-up or to keep out odor-contaminated air and fumes from heavy traffic, place the left-hand "Air" lever in the "Off" position. Move the left hand "Temp" lever to the temperature setting you desire. Set the blower switch in either "Hi" or "Low" position.

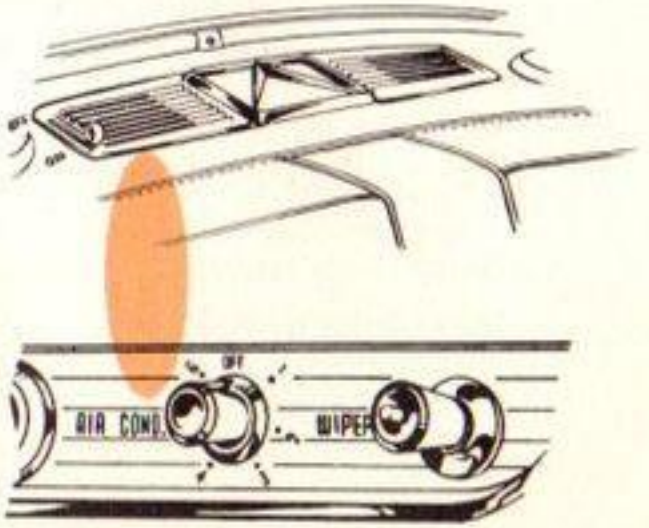
Defrosting or Demisting—To defrost or demist the windshield, move the right "Air" lever to the "Defroster" position. Slide the right hand "Temp" lever all the way down for maximum heat or adjust to the temperature desired. The toggle switch marked "defrost" located below this control group operates the defroster blower. Move this switch to the right for "Hi" speed, to the left for "Lo" speed. The defroster heater can be used to warm the front of the passenger compartment. With the right hand levers on "defrost" settings, open the door in the plenum chamber located beneath the instrument panel on the right side of the car. To recirculate inside air, raise the right-hand "Air" lever to off position.

Climate Control Air Conditioning

The Lincoln air conditioner is a mechanical refrigeration system, which filters, cools, dehumidifies and circulates the air within the car.

Air is withdrawn from inside the car through grilles in the package tray. It is filtered and passes over cold refrigerator tubes in a cooling chamber in the luggage compartment. Dual blowers return the cool, filtered air to the passenger compartment through ducts which extend to adjustable overhead registers. Fresh air can be admitted to the cooling system, when desired, by means of a fresh air intake grille located on the side of the car.





The entire system is controlled by a single knob temperature control and blower speed switch located on the instrument control panel to the right of the cigarette lighter.

The following suggestions will assist you in obtaining the maximum in pleasure and comfort from your air conditioning system.

Note: The car windows, front fresh air vents, and heater controls should be closed when the air conditioner is in use.

Operation—Turning the control knob clockwise from the "Off" or vertical position, puts the system in operation. Continued turning of the knob increases the cooling. When the control knob is moved from "Off" position, the blower motors automatically start operating. Blower speeds are controlled by the position of the control knob. The "In" position is low blower speed and the "Out" position is high blower speed.

Maximum Cooling—Turn the control knob to position 6 on the dial and pull the control knob out to high blower speed. If the car has been parked in the sun, open the windows for a minute or two to expel the hot air.When the car is comfortably cool, adjust the temperature control and blower speed to maintain the temperature at the desired level. The air conditioner will automatically maintain the interior temperature at the knob position that has been selected.

Air Registers—The distribution of air within the car can be controlled by positioning the louvered overhead outlets. Manually adjust the registers to regulate air direction and circulation within the car for your comfort and enjoyment.

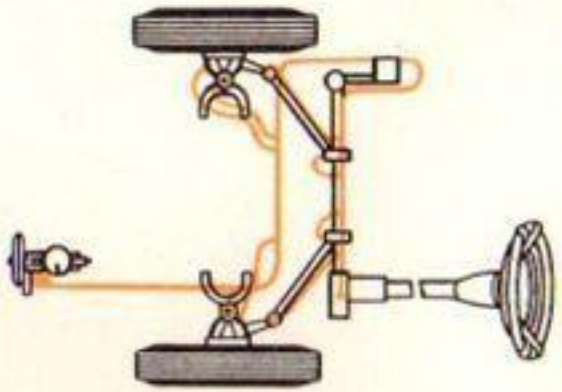
Outside Air Control—A control lever, located on the package tray return air grille, controls the amount of fresh outside air admitted to the system through an air intake scoop on the quarter panel. Under normal operating conditions, it is recommended that you operate the system with the outside air control in the "On" position.

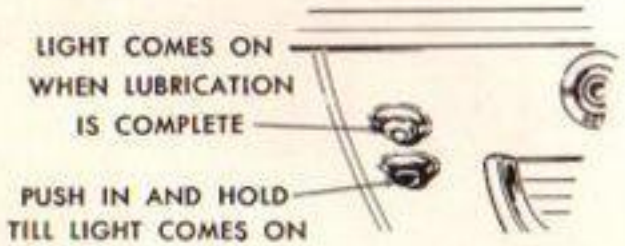
Air Filter—The air filter screen should be cleaned at least once a month under normal operating conditions, oftener when driving in dusty areas. Your Lincoln Dealer has trained personnel to properly maintain your air conditioning system.

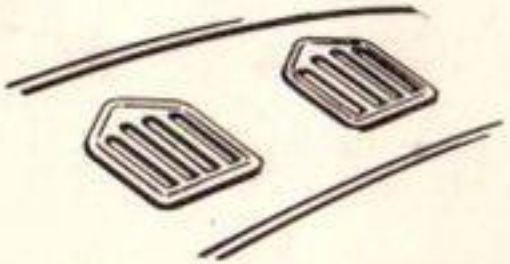
During stop and go city driving, increased air conditioning and engine cooling can be obtained at idle speed with the use of a "Fast Idle" device. This device is available as an accessory at your Lincoln Dealer.

Lincoln Styled Accessories

For Your Convenience







Lincoln Push-Button Lubrication enables you, by pressing a button on the instrument panel, to have a freshly lubricated car at all times. This preserves the smooth easy ride and handling qualities of a new car. To operate, press the lubricator button on the underside of the instrument panel, to the left of the control panel, until the green light comes on. This indicates that the lubrication cycle is complete, and that all front suspension and steering points have been completely pressure-lubricated. If the green light fails to come on, the system is not operating properly and should be checked.

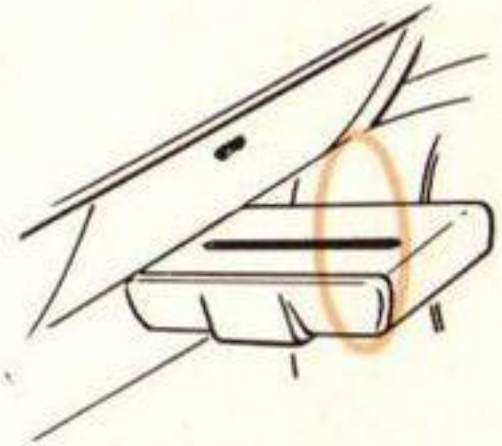
For optimum car performance and service life, the push-button lubricator should be operated once a day or every 50 miles whichever occurs first. This will maintain much more uniform lubrication than ordinary, with a corresponding improvement in smoothness of operation.

The grease reservoir holds enough lubricant for from 225 to 300 lubrications. Replacement containers of the specially compounded chassis lubricant are available at your Lincoln Dealer.

Rear Window Defrosters provide maximum rear window visibility in bad weather. Dual two-speed blowers, mounted in the rear package tray, channel twin air streams over the rear window in a wide, efficient pattern. Controlled independently of main heater controls by a switch located to the left of the speedometer reset, the rear window defroster can be turned on at any time.

Spotlights specially designed, with powerful sealed beam units, are controlled from inside the car to provide pin-point lighting in emergency situations. Spotlights are available in right and left side models.

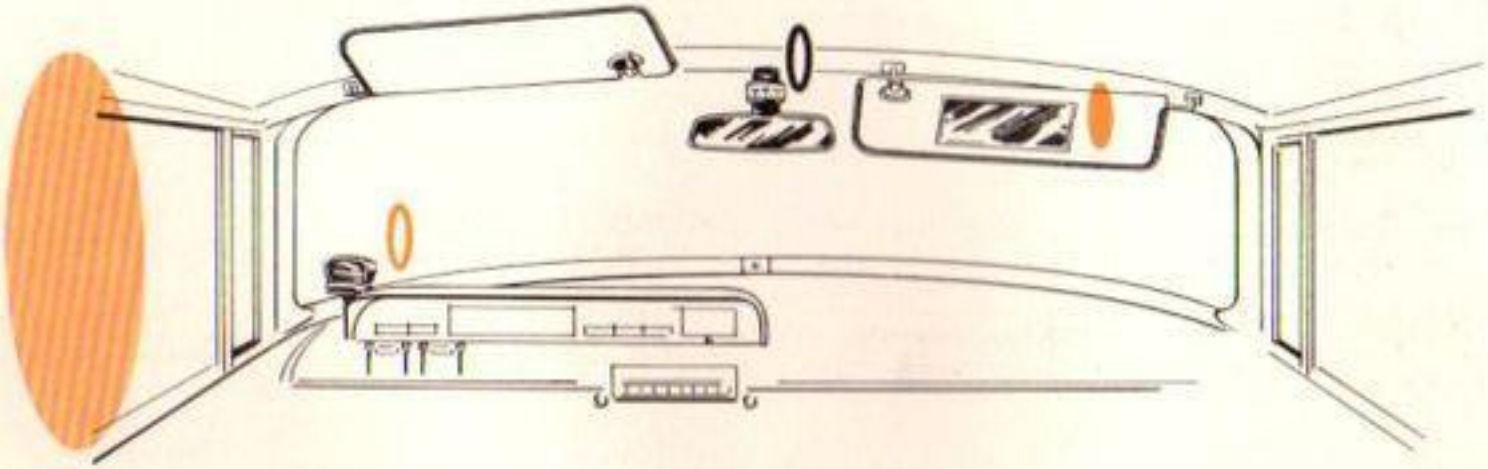
The Tissue Dispenser—Where to keep that handy and useful box of tissues is a common irritation that can be eliminated by having this attractive tissue dispenser installed in your Lincoln. This swingout type tissue holder attaches under the instrument panel near the glove compartment. It stores a full box of regular size tissues.



Locking Gas Tank Cap—If you frequently park your car on the street or unattended parking lots, you will want this protection against contamination or theft of the fuel supply and cap. This protective cap is easily locked and unlocked with the special key provided.

Driving Aids

The Traffic Light Refractor allows you to see overhead traffic signals clearly, without bending and craning. The viewer brings a full, clear image of the signal light down to instrument panel level by "bending" light rays through a prism.



The Compass accurately shows the direction you are traveling. It is illuminated for easy nighttime reading. Illumination brightness is automatically controlled by the dimmer switch. The compass should be installed and accurately adjusted by your Lincoln Dealer.

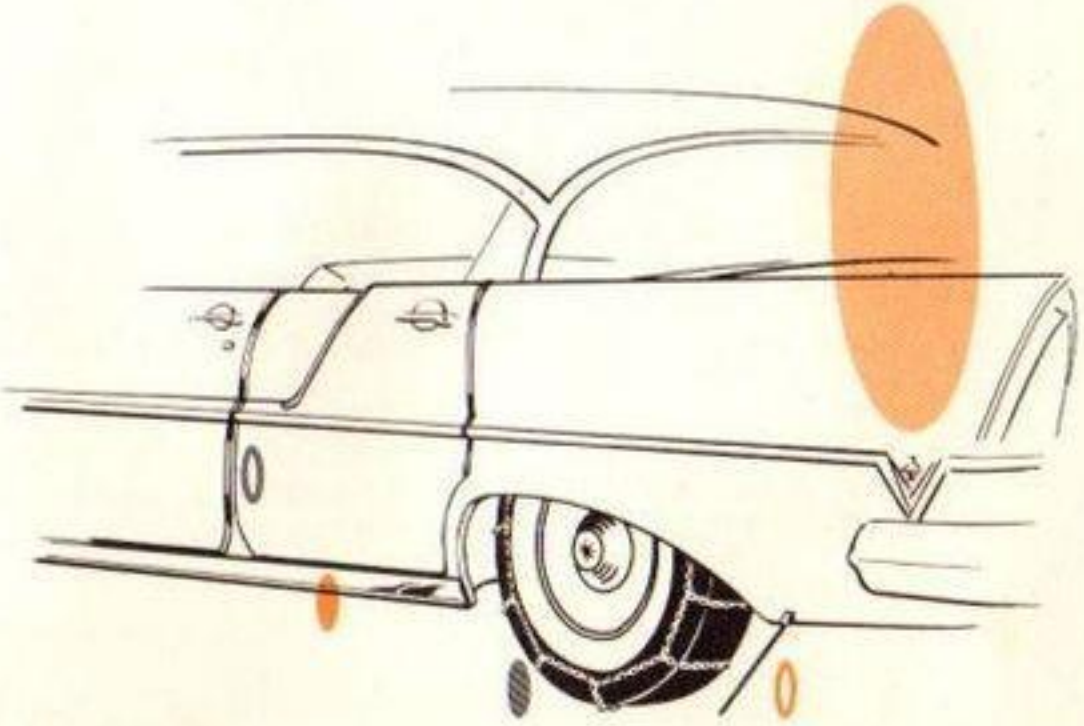
The Vanity Mirror—This silver-backed mirror of plate glass reflects images without distortion. It is mounted on the back of either sun visor and can be swung quickly into the best viewing position. Women passengers, particularly, will appreciate this personal accessory.

Door Edge Guards of polished rustless steel protect the door edges against scratching or chipping when opened in tight spaces, such as parking lots and garages.

Chrome Curb Guards—Styled exclusively for your 1957 Lincoln, these guards are of polished rustless steel for extra protection against high, rough curbs and flying gravel.

Curb Signals sound a warning when the car is too close to the curb, thus saving your tires and extending the duration of wheel alignment.

Tire Chains are available in three types for greater safety and control on snow or ice. Consult your Lincoln Dealer for the chain that will best suit your driving needs.



Service For Your Lincoln

The Lincoln Owner's Identification Card entitles you, if you are traveling or have moved your residence to a distant locality, to receive at any Authorized Lincoln Dealer, the same consideration you would receive at the service department where your car was purchased. Your Lincoln Identification Card, which you received when you took delivery of your car, should be kept in the holder behind the patent plate on the car's left front door post.

See Your Lincoln Dealer for Service—The sparkling performance of your new Lincoln can be best continued by periodic visits to your Lincoln Dealer. His factory trained mechanics employ the latest in special equipment and tools to install genuine Lincoln replacement parts. These parts are manufactured to the same high quality standards as the original parts in your Lincoln.

Your Lincoln Dealer will be pleased to make safety checks and advise you how to store your Lincoln for extended periods when not in use.

Your ultimate satisfaction is of close personal interest to your Dealer.

Dealer Service Policy—Your new Lincoln was inspected and prepared by your Lincoln Dealer before the car was delivered to you. At the time of delivery you received an authorized Lincoln Dealers Service Policy which was filled out by the dealer. Read this policy carefully, to acquaint yourself with the inspection and warranty services to which your Lincoln is entitled. These privileges include free inspections and services at 1,000 miles. Also, replacement without charge of any parts found to be defective during the first 90 days or 4,000 miles under terms as stated in the Dealer Warranty.

Tire Warranty—The tire manufacturer guarantees your tires against defective workmanship and materials. Adjustments are handled by the tire manufacturer's dealers. Your Lincoln Dealer will be glad to assist you in your dealings with the tire manufacturer's dealer.

Battery Warranty—Your battery is covered by a replacement warranty and adjustment policy. Credit is allowed on a pro-rata basis by the manufacturer of the battery. If the battery should fail, return it to your Lincoln Dealer.

Clock Warranty—Your electric clock is guaranteed against defects in material or workmanship by the clock manufacturer. If your clock needs repairs, see your Lincoln Dealer.

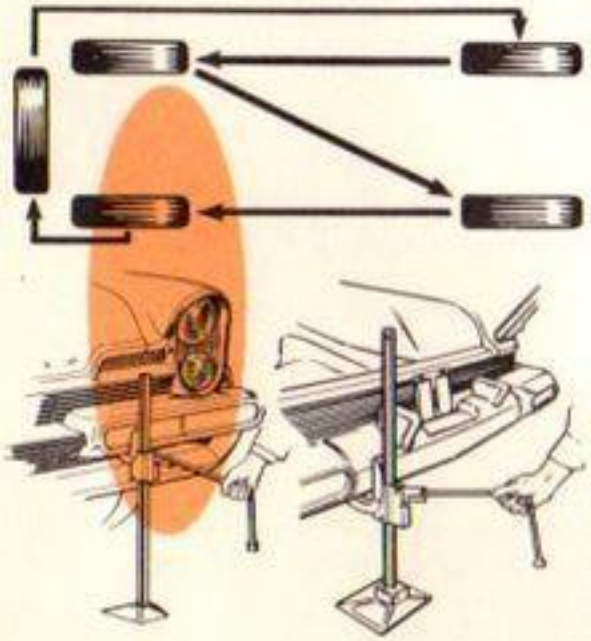
Radio Warranty—Any defects in material or workmanship are covered by the manufacturer of the radio. Your Lincoln Dealer will give you a filled-out radio warranty card. If the radio needs repairs during the warranty period, your Lincoln dealer will be happy to assist you.

Tire Care

The tubeless tires on your Lincoln give you unmatched protection against sudden tire failure. Regular attention to tire pressure, tire rotation, and front wheel alignment will add many miles to the life of your tires.

Check Tire Pressures Weekly, including the spare. This should be done when tires are cool or cold. Recommended tire pressures are: FRONT 24 REAR 24

Tire Rotation—Tires should be rotated every 6,000 miles as shown in diagram. This will equalize wear on all five tires and prolong service life.



Wheel Alignment—It is recommended that you have the front wheel alignment checked by your Lincoln Dealer every 10,000 miles, or at any time abnormal steering or tire wear develops.

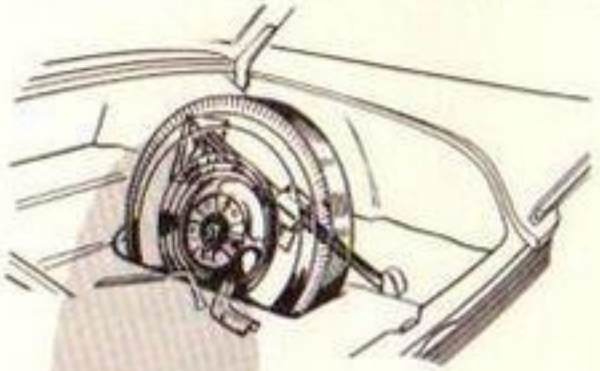
To Obtain Maximum Tire Life:

Check tire pressure regularly.
Rotate tires at recommended intervals.
Avoid extreme and unnecessary braking.
Avoid spinning the wheels in fast accelerations.
Slow down on sharp curves and when going around corners.
Avoid sharp objects and holes in the road.

Positioning of Jack for Front Wheels—Place jack hook at inward end of parking light, with hook underneath bumper bar. Line up gauge pin in hook with locating hole in underside of bumper.

Position of Jack for Rear Wheels — Place jack approximately four inches in from back-up light. Pin in hook will not interfere with use of jack.

Stowing Car Jack — The jack is stowed in the luggage compartment behind the spare wheel. Remove jack wrench and hook. To remove jack, remove wing nut and mounting plate, and move or remove spare wheel. Move jack toward front of car to clear clamp and then remove jack. When stowing jack, remove hook from jack, insert top of jack in clamp and place jack next to wheelhouse interior trim. Place spare wheel into tirewell allowing bolt to extend through hub opening. Secure spare wheel against jack and tirewell with the mounting plate and wing nut. Place jack wrench and hook between spare wheel and tirewell.



Changing Wheels:

Set hand brake and place shift lever in "P" park position. Place wheel blocks at rear or front wheel as an added precaution.

Remove spare wheel from luggage compartment and place next to wheel to be removed.

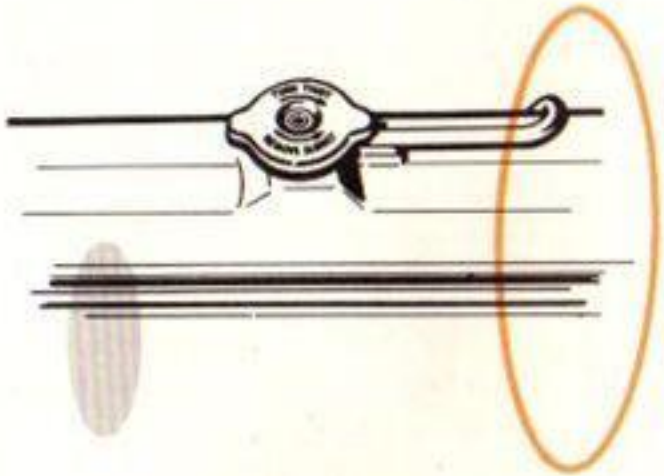
Pry off hub cap and loosen wheel nuts. Position jack as shown on preceding page. Jack car up until wheel is free of ground. Remove wheel nuts and remove wheel.

Install spare wheel on drum and install wheel nuts snug, but do not tighten. Lower car with jack. Tighten wheel nuts securely rotating the tightening sequence as illustrated.

Install hub cap with hole over valve stem and seat firmly on wheel.

Maintenance Care

Cooling System Care — Your Lincoln features a sealed, pressure-type, cooling system. Pressure is retained in the system by a vented, spring-loaded radiator cap.

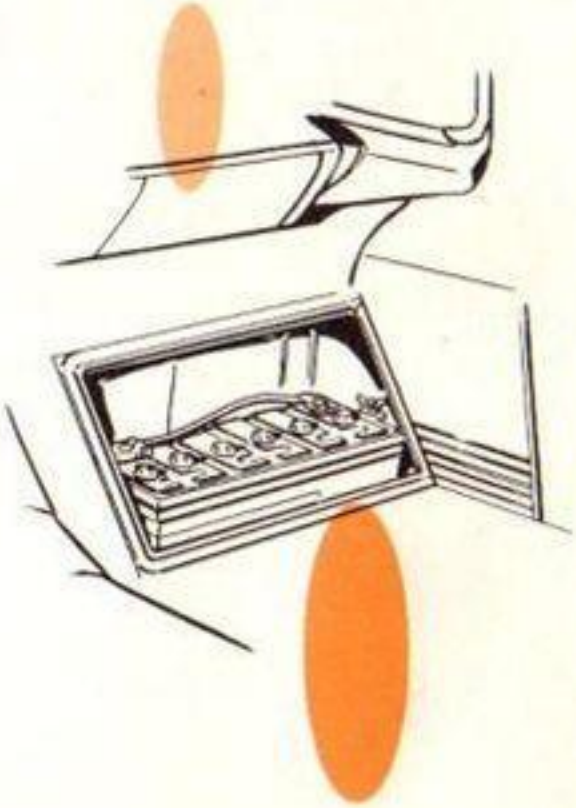


To Remove the Radiator Cap, turn it to the left to the "partly open" stop, allow the pressure to escape, then complete turning it to the left until the cap can be removed.

The Coolant Level should be about one inch below the bottom of the filler neck. Check the level frequently. If there is any appreciable loss, the complete system should be checked.

Flush the Cooling System thoroughly at least twice a year, preferably in the spring and fall when removing or installing anti-freeze solution. Fill the cooling system with the recommended type and amount of coolant. In warm weather, use clean water and Lincoln Rust Inhibitor. In cold weather use a good anti-freeze solution with the proper amount of clean water. Lincoln "permanent type" anti-freeze is recommended. For those owners that prefer regular type anti-freeze we recommend Mercury Methanol Anti-freeze. Your Lincoln Dealer will maintain your cooling system for you at nominal cost.

Installing Anti-freeze — The cooling system should be drained, flushed, inspected for leaks, cylinder head bolts checked according to factory recommended procedures, and filled with a good anti-freeze solution. Avoid using anti-freeze that has a petroleum or salt base. Follow the instructions on the anti-freeze container to determine the proper solution proportions for your car. The Lincoln cooling system recommended capacity is 24 quarts with heater.



Battery Care — Your Lincoln aircraft-type battery is located in the right front floor pan away from engine heat. This battery will give you dependable, long-life service, if properly maintained as recommended in the following steps:

- Have fluid level in battery checked weekly.
- Keep battery clean and dry.
- Keep terminals of battery coated with petroleum jelly to prevent corrosion.

Caution: Never allow flames or sparks to be brought near battery vent openings. Hydrogen gas, which is produced in the course of normal battery operation, may be present and is highly explosive.

Fuel and Oil

Fuel

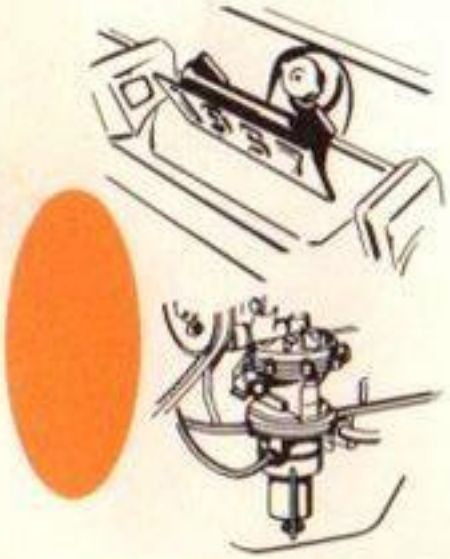
Fuel Economy — Your Lincoln engine has been carefully designed to achieve maximum fuel economy. This "built-in" economy can be readily preserved by everyday use of these few basic operating suggestions:

Avoid rapid stops and "jack-rabbit" starts.

Avoid fast driving with a cold engine.

Use moderate and constant highway speed.

Maintain recommended tire pressures.



The recommended periodic inspections by your Lincoln Dealer will assure you that your engine maintains its efficiency.

The Fuel Tank Filler is located behind the rear license plate bracket. The bracket is hinged to swing down and is held in the closed position by spring tension. The fuel tank cap is removed by turning it one quarter turn to the left.

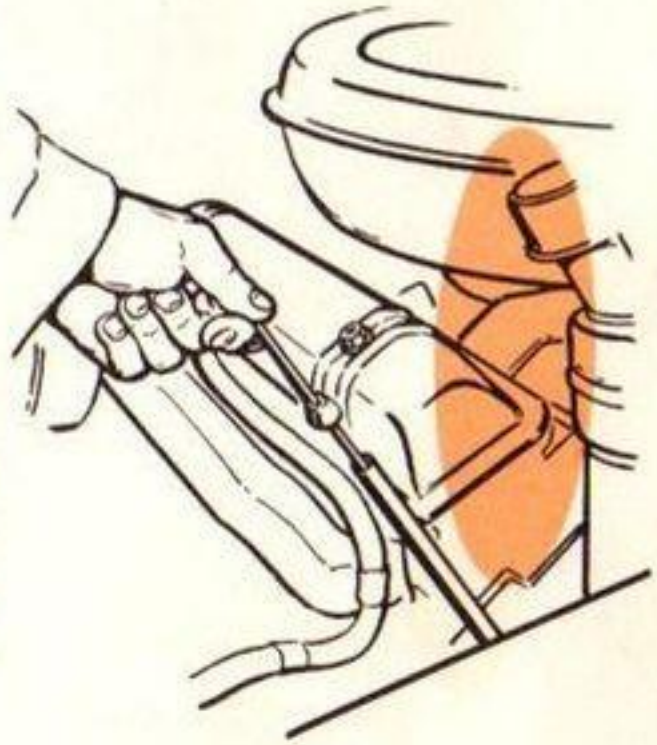
Fuel Filters, in the fuel tank and fuel pump protect the system from harmful foreign materials. The fuel tank filter is an integral part of the fuel tank and requires no servicing. The fuel pump filter is a porous cellulose filter, and is located in a receptacle at the lower portion of the pump. This filter element should be replaced after the first 1,000 miles of driving, and every 4,000 miles thereafter if necessary. There is also a fine mesh screen located in the carburetor behind the fuel inlet fitting.

Type of Fuel — Your new Lincoln has a high compression engine. This engine was designed for use with premium gasoline only. Therefore, to obtain peak efficiency and performance, dependable brands of premium gasoline should be used.

Engine Oils

Have the Oil Level checked whenever you stop for fuel. The oil indicator is marked for a safe driving range. If the oil level is between the "add oil" mark and the "full mark," it is not necessary to add oil. Whenever the level is below the "add oil" mark, add oil immediately, one quart at a time, and check the indicator each time. Do not fill above the "full" mark. If you add oil during the first 1,000 miles use nothing heavier than SAE 10 in the winter or SAE 20 in summer.

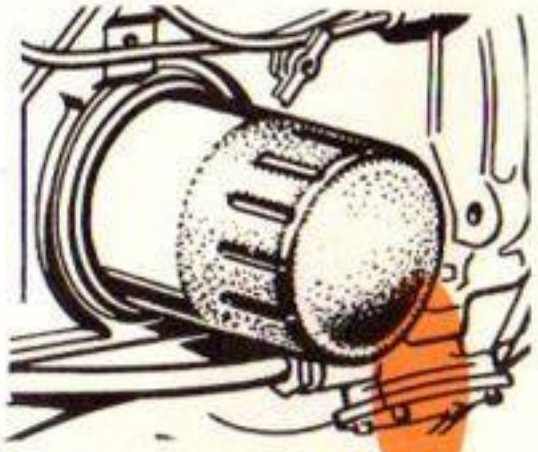
Changing the Oil — Your Lincoln, when delivered to you, has the proper grade and viscosity oil in the engine. After the first 1,000 miles of operation this oil should be drained and the oil filter replaced. After draining the initial lubricant, the engine oil should be changed every 2,000 miles, or every three months, whichever occurs first. More frequent changes are required under abnormal driving conditions such as consistent high speeds in high temperature areas, extremely dusty areas, or frequent low speeds and engine idling periods in low temperature areas. Consult your Lincoln Dealer for the frequency of oil changes to suit your driving conditions.



Quantity — The engine requires five quarts of oil, the refill capacity. When the oil filter cartridge is changed, an additional quart is required.

Quality — "Heavy-Duty" type oils, A.P.I. (America Petroleum Institute) classification Service MS or DG, are recommended for use in the Lincoln engine. The recommended Viscosity Grade of engine oil varies according to climatic conditions. In winter, low viscosity oil gives better lubrication because it flows more easily. In summer, high viscosity oil is used since oil tends to thin out with higher engine temperature. Oil viscosity grades are designated by number as specified by the Society of Automotive Engineers. The viscosity grade to use at different temperatures is as follows:

If Anticipated Temperature Will Be	Use Viscosity Grade
Above 32° F.	SAE 20 or SAE 20W
Not lower than —10° F. or above 32° F.	SAE 10W
Below —10° F.	SAE 5W



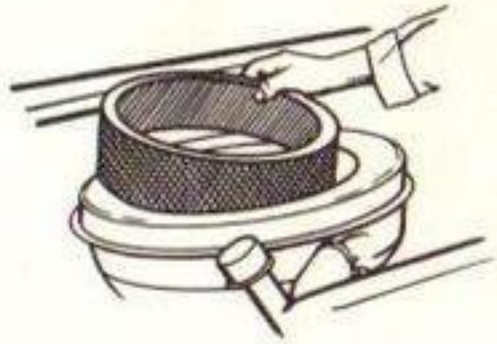
Oil Filter — The oil filter is a full flow disposable type. The entire filter is disposable and not just a cartridge as in previous types. The oil filter should be changed every 4,000 miles under normal conditions, and more often if the car is operated in dusty areas.

The oil filter is removed and installed by hand.

When installing a filter, first apply a film of engine oil to the gasket, then hand turn the filter clockwise until it firmly meets the engine block—continue to hand twist the filter one-half turn (180°). Do not overtighten. Refill the crankcase, operate the engine and check for oil leaks.

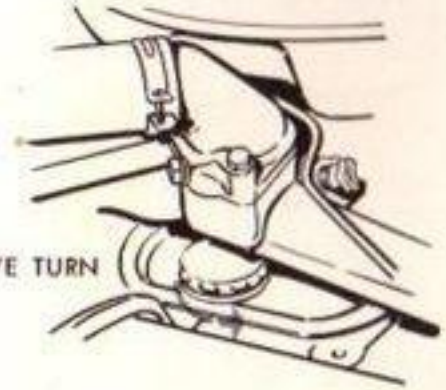
Note: Early 1957 Lincolns will be equipped with the familiar cartridge type oil filter.

Carburetor Air Cleaner — A new type of air cleaner and silencer is used on the 1957 Lincoln. The air to the carburetor is passed through a large surface cellulose fibre filter. The large area of this filter gives maximum protection with minimum maintenance.



This type of filter should be cleaned every 4,000 miles by removing filter and tapping it lightly to remove dust and dirt. If the car is operated in dusty areas, it should be cleaned more often. The element should be replaced after 20,000 miles of operation.

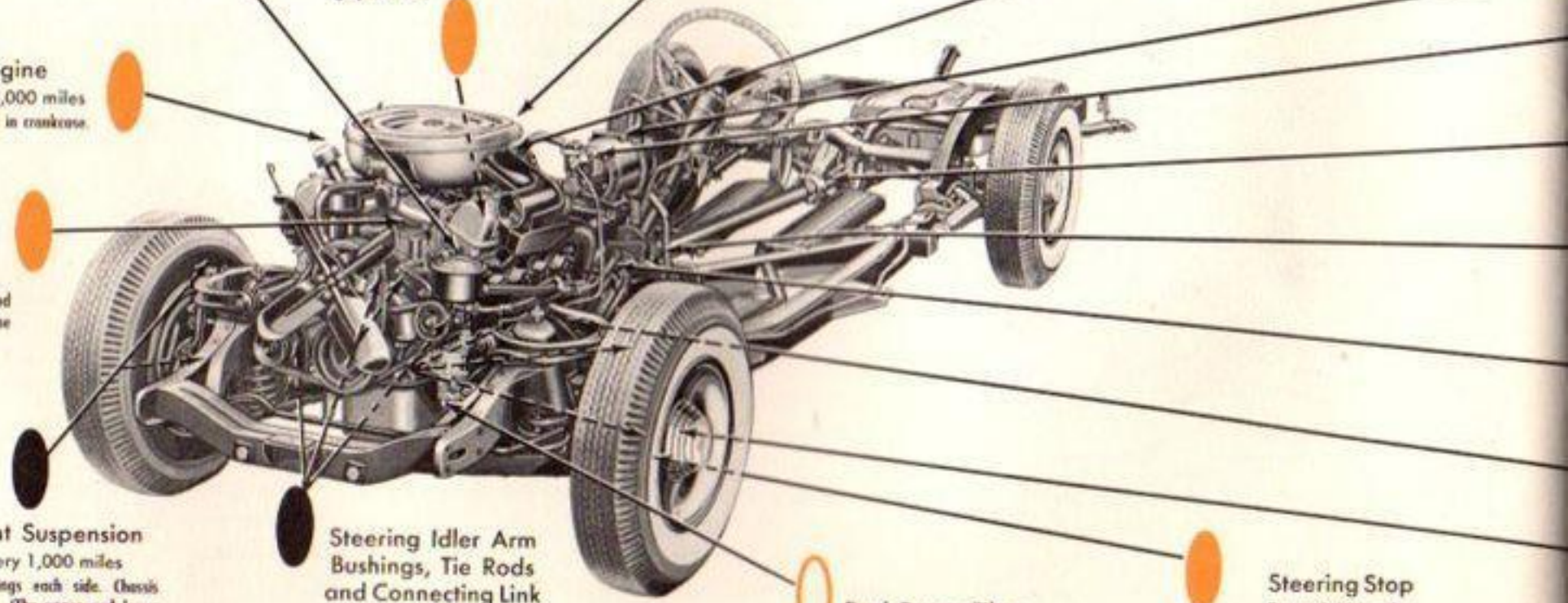
Caution: Do not clean filter element with compressed air, or permit it to come in contact with oil or solvents.



The temperature of the air entering the carburetor air cleaner is thermostatically controlled by an air duct and valve assembly. Cool outside air or warmed air from a shroud around the exhaust manifold is available to the engine. Thermostatic control of the air intake for the carburetor provides increased horsepower and performance, improved fuel economy, and prevents carburetor icing in the winter and vapor lock in the summer.

Crankcase Ventilation — Air is circulated throughout the inside of the Lincoln engine to carry off water vapor, gases or fumes. The inlet air filter cap, located on the front of the valve push rod cover, prevents dirt, dust, or other foreign matter from entering into the engine. The cap air filter element should be cleaned and oiled every 2,000 miles under normal operation. In dusty areas, it may be necessary to clean the filter more often.

Chassis Lubrication



Power Steering Pump Reservoir
Every 2,000 miles
Check level, add if required. Lubricant—Automatic transmission fluid type "A" BL-19582.

Exhaust Thermostat Valve
Every 2,000 miles
Lubricate shaft bearings. Lubricant—Lock fluid—B4A—19587-A or penetrating oil with graphite mix.

Carburetor Air Cleaner
Every 4,000 miles
Clean filter by removing and tapping it lightly to remove dust and dirt.
Replace—Every 20,000 miles.

Distributor
Every 6,000 miles
Few drops of engine oil in oil cup. Apply light film of distributor grease BB-19575 to cam lobes.

Engine
Every 2,000 miles
Change oil in crankcase.

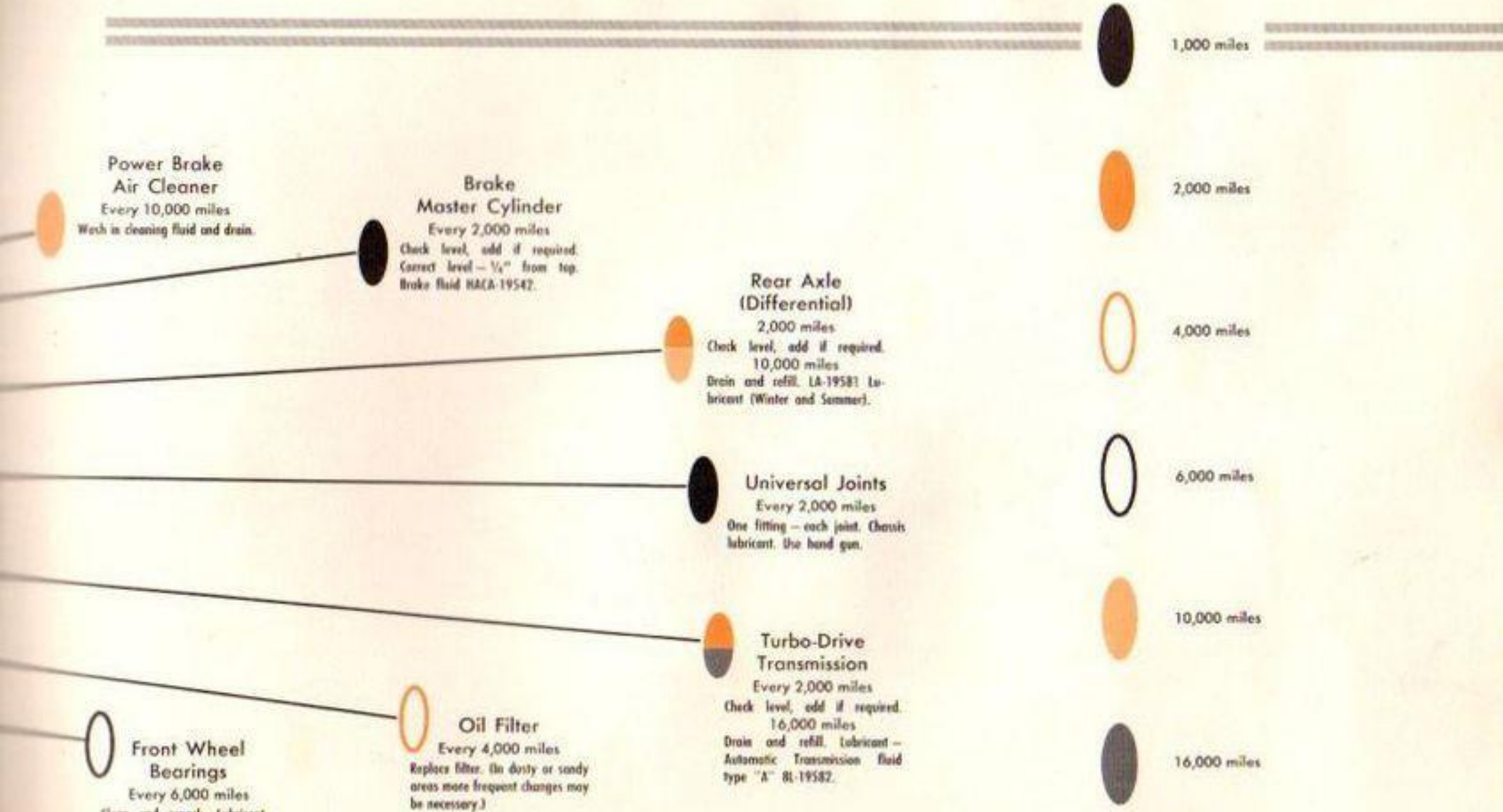
Crankcase Inlet Air Filter Cap
Every 2,000 miles
Wash in cleaning fluid and drain. Wet element with engine oil when dry.

Front Suspension
Every 1,000 miles
Two fittings each side. Chassis lubricant. (The upper and lower front suspension arms have pre-compressed bushings which should not be lubricated.)

Steering Idler Arm Bushings, Tie Rods and Connecting Link Ball Studs
Every 1,000 miles
7 fittings. Chassis lubricant.

Fuel Pump Filter
Every 4,000 miles
Replace filter element.

Steering Stop
Every 2,000 miles
One each side. Daub on lubricant at stops. Lubricant—lubriplate BL-19586.


1,000 miles
2,000 miles
4,000 miles
6,000 miles
10,000 miles
16,000 miles
Power Brake Air Cleaner
Every 10,000 miles
Wash in cleaning fluid and drain.
Brake Master Cylinder
Every 2,000 miles
Check level, add if required. Correct level – ¼" from top. Brake fluid HACA-19542.
Rear Axle (Differential)
2,000 miles
Check level, add if required.
10,000 miles
Drain and refill. LA-19581 Lubricant (Winter and Summer).
Universal Joints
Every 2,000 miles
One fitting – each joint. Chassis lubricant. Use hand gun.
Turbo-Drive Transmission
Every 2,000 miles
Check level, add if required.
16,000 miles
Drain and refill. Lubricant – Automatic Transmission fluid type "A" 8L-19582.
Oil Filter
Every 4,000 miles
Replace filter. (In dusty or sandy areas more frequent changes may be necessary.)
Front Wheel Bearings
Every 6,000 miles
Clean and repack. Lubricant – wheel bearing grease MC-19585.

Body Lubrication

2,000 miles

16,000 miles

Luggage Compartment Door Lock
2,000 Miles

Rotor and latch. Lubricant—lubriplate BL-19586.

Door Hinges
2,000 Miles

Four points each door at holes provided at hinge joints. Lubricant—light engine oil.

Hood Hinges
2,000 Miles

Hinge assembly pivots—four points each hinge. Lubricant—light engine oil. Springs—one each side. Lubricant—lubriplate BL-19586.

Luggage Compartment Door Hinges
2,000 Miles

Hinge assembly pivots—one point each hinge. Lubricant—light engine oil.

Hood Lock
2,000 Miles

Lock dowel catch and auxiliary catch. Lubricant—lubriplate BL-19586.

Door Locks
2,000 Miles

Striker plate and rotor. Apply lubricant sparingly. Lubricant—lubriplate BL-19586.

Power Seat Regulator
16,000 Miles

Apply lubricant sparingly to regulator shaft. Lubricant—lubriplate BL-19586.

Door Check Arms
2,000 Miles

Apply lubricant sparingly Lubricant—lubriplate BL-19586.

Convertible Top Reservoir
(under rear seat)

6,000 MILES

Check level, add if required. Correct level—up to bottom of filler plug hole. Lubricant—brake fluid HACA-19542.

Maintenance Guide

To keep your car operating at peak performance, regular lubrication and maintenance services are required. The following guide will acquaint you with these lubrication and service operations, and the mileage at which they are to be performed. Certain lubrication and service operations require special tools and equipment. Your Lincoln Dealer is fully equipped to perform all of these services.

EVERY 1,000 MILES

Chassis lubrication (cars not equipped with Push-Button Lubrication).

EVERY 2,000 MILES

Check fluid level of transmission, rear axle, power steering pump reservoir, and brake master cylinder.

Inspect and adjust tension of drive belts.

Inspect tires, battery and battery cable.

Lubricate locks, hinges, and door check arms, of the doors, hood and luggage compartment.

Clean crankcase air inlet filter cap.

Change oil in crankcase.

Lubricate universal joints of cars equipped with Push-Button Lubrication.

Lubricate exhaust thermostat valve of cars equipped with Push-Button Lubrication.

EVERY 4,000 MILES

Replace fuel pump filter element.

Clean carburetor filter element.

Replace oil filter canister.

Clean and regap spark plugs.

EVERY 6,000 MILES

Check convertible top reservoir fluid level.

Engine diagnosis—check starter system, distributor, spark advance, spark plugs, coil, generator, generator regulator, carburetor and choke adjustments.

Adjust Turbo-Drive transmission linkage and check shift points.

Adjust brakes and check operation of parking brake.

Inspect all light bulbs.

Inspect windshield wiper operation and blade condition.

Clean and repack front wheel bearings.

Lubricate distributor.

Rotate tires and check wear.

EVERY 10,000 MILES

Install new spark plugs.

Check front end alignment.

Lubricate speedometer cable.

Change lubricant in rear axle housing.

Clean power brake air cleaner.

EVERY 16,000 MILES

Change fluid in Turbo-Drive transmission.

Adjust Turbo-Drive transmission bands.

Lubricate front seat power regulator shafts.

Inspect front and rear shock absorbers.

Inspect rear springs.

Inspect steering gear and related parts.

Check torque of all body bolts.

Tighten all spring clips.

Inspect brake linings and drums.

Inspect seals at rear wheels.

20,000 MILES

Replace carburetor air cleaner filter.

SEASONAL SERVICES

Radiator—flush, spring and fall.

Inspect all hoses—replace if necessary.

Add rust inhibitor to coolant each spring.

Air Conditioner—Wash air filter, check compressor, oil level, refrigerant lines for leaks, and check sight glass for amount of charge.

Carburetor – position the accelerator pump link in proper hole in lever for winter or summer operation.

How to Keep Your Car Attractive

Exterior

The lustrous finish of the Lincoln is of the finest quality baked enamel requiring a minimum of reasonable care to preserve its natural beauty.

Wash your Lincoln frequently, using cold or lukewarm water. Never use household soaps or cleansers. Remove road tars with kerosene and rinse with clear water.

Clean white side-wall tires with Lincoln White Side-wall Cleaner, following the directions on the bottle.

Protect the finish of your Lincoln with a long-lasting preservative. Your Lincoln Dealer will recommend Porcelainize or Blue Coral, which are two-application processes that should be applied by trained Lincoln servicemen.

Lincoln Body Cleaner or Lincoln "Flash" Polish Cleaner, available at your Lincoln Dealers, will readily restore original lustre to paint dulled by oxidation. This should be followed by an application of Lincoln "Flash" Wax.

Chrome and bright metal should be washed with clean water and polished with Lincoln Chrome Cleaner. Lincoln Chrome Coating will preserve the sparkle of the polished metal if applied periodically.

As further protection against rust and corrosion your dealer can supply a protective Undercoating, which protects both the frame and underbody. In addition, this special sprayed-on treatment reduces road noise, and provides additional insulation of the floor against winter cold and summer heat.

Interior

The beautifully luxurious Lincoln interiors have been styled from materials noted for durability and ease of cleaning. The few suggestions that follow will assist you in preserving the smartness you appreciate.

Thoroughly brush or vacuum the upholstery every few weeks. Minor stains are easily removed with Lincoln spot remover; a major rennovation can be effectively accomplished with Lincoln "Flash" Foam upholstery cleaner by following the simple instructions on the container.

Leather and Vinyl upholstery should be regularly dusted with a damp cloth and, for major cleaning, Lincoln Leather Cleaner should be applied as directed on the container.

For routine care, brush or vacuum the carpets frequently. Use the Lincoln "Flash" Foam upholstery cleaner for major cleaning. To protect the carpets from mud, water and wear, you may select, at your Lincoln Dealers, rubber floor mats styled exclusively to fit the color scheme of your car.

Convertible Top Care

The Lincoln convertible top is made of the most durable fabric available, to withstand the rigors of weather and road and still retain its "new-car" color and sheen. Just a few hints are suggested for removing stains or streaks.

Remove grease with a wooden blade and clean the spot with a white cloth soaked with carbon tetra-chloride and allow to dry.

Caution: Never use other cleaning fluids, naphthas, paint thinners or solvents, harsh or gritty cleaners or wire brushes on the top.

A general cleaning is best accomplished by washing with lukewarm (not hot) water, and a mild (not caustic) soap such as Lincoln Foam upholstery cleaner. Rinse thoroughly with clear water until all soap has been removed. After cleaning always be sure that the top is thoroughly dry before folding.

Care of the Vinyl Plastic Rear Window:

- Flush the window with plenty of clear water to rinse off the dust and abrasive grit.
- Wash the window with a soft cloth and a mild synthetic detergent in warm water.
- Rinse thoroughly with clear water.
- Lubricate the zipper with paraffin wax as required.

Note: To clear the rear window of snow, ice or frost, use warm water, NEVER use a scraper.

Specifications

DIMENSIONS

Overall length	224.64″
Width–front bumper	80.34″
rear bumper	79.14″
front fenders	79.08″
Overall width–door open	
Tudor Models	163.56″
Fordor Models	160.40″
Overall height (sedan)	61.23″

Weight–weights vary according to body style and equipment. Consult your Lincoln Dealer for the proper weight of your car.

CAPACITIES

Fuel tank	20 Gallons
Engine crankcase (add one quart with filter change)	5 Quarts
Cooling system	23 Quarts
with heater	25.2 Quarts
Turbo-Drive transmission	10 Quarts
Rear Axle	4 pts. or lbs.

For convenience of Canadian owners and other owners driving in Canada, the approximate Lincoln capacities in imperial measurements are: Fuel tank–16¾ imperial gallons; cooling system (with optional heater units)–21 imperial quarts; crankcase–4½ imperial quarts (refill); and Turbo-Drive transmission–3½ quarts.

Horsepower	300
Battery (negative terminal grounded)	12 volts
Spark plugs (gasketless)	18 MM
Thermostat—Starts opening at coolant temperature	158-163° F.
Tire size—closed cars (without white side walls)	8:00 x 15
—all white side wall tires	8:20 x 15
—convertible and air conditioned cars	8:20 x 15
Tire pressure—Front (tires cold)	24
—Rear (tires cold)	24

LIGHT BULBS

	Candle Power	*Trade No.*
Headlamps and auxiliary lamps	Sealed beam type	
Front parking lamps and license plate light	4	67
Front turn signal, rear turn signal and stop/tail	32/4	1034
Back-up lights	32	1073
Dome lamp and engine compartment lamp	15	1003
Luggage compartment light	4	67
Courtesy light	4	67
Cigarette lighter socket, turn signal indicators, heater, and defroster controls	1	1445
Instrument panel lights, radio dial, glove compartment, compass, power lubricator, and air conditioner panel	2	57
Spotlight	30 watts	4405

The headlamps, auxiliary lamps, electric window lifts and seats, convertible top control, and air conditioner circuits are protected by circuit breakers.

The following circuits are protected by fuses located on a fuse panel, which is mounted on the brake pedal support behind the instrument panel. The fuse holders are marked for the size of the fuse and the circuit.

Directional turn signals
Interior lamps (glove box, dome, and courtesy)
Heater blowers
Radio
Radio Antenna
Cigarette lighter
Magnumatic windshield washer
Back-up lamps
Spotlight
Power lubricator

The Electronic Headlight Control is protected through the headlamp and tail lamp circuit breakers.

The specifications contained herein were in effect at the time this folder was approved for printing. The Lincoln Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications, design, warranty, if any, or prices without notice and without incurring any obligation.

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For Safety's Sake

Avoid breathing exhaust fumes from your car's engine as they contain carbon monoxide gas. This gas is poisonous as well as tastless, colorless, and odorless, and is always present in exhaust fumes. Never run your engine in a closed garage or poorly ventilated building.

FORM I.D.-1690-AUG. 1956

LITHO IN U.S.A.