

Lincoln

for 1959

OWNER'S MANUAL

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FOREWORD

The purpose of this manual is to describe the various controls and instruments provided in your car, as well as to suggest a car care and maintenance program which will keep your Lincoln's performance and appearance in peak condition.

We encourage you to read this manual thoroughly; then, place it in the glove compartment for future use as a reference.

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NATIONAL SERVICE DEPARTMENT
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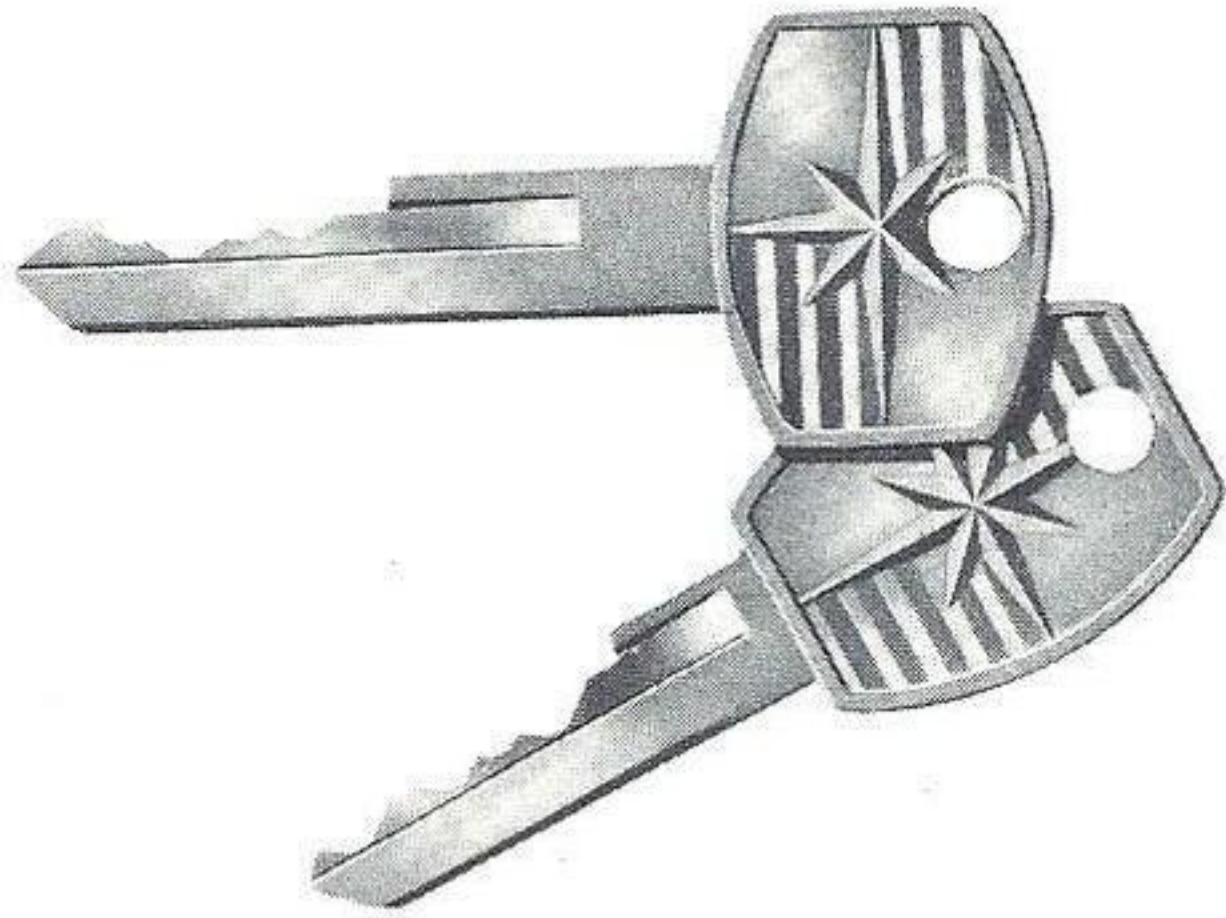
December, 1958

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KEYS, LOCKS, AND HANDLES



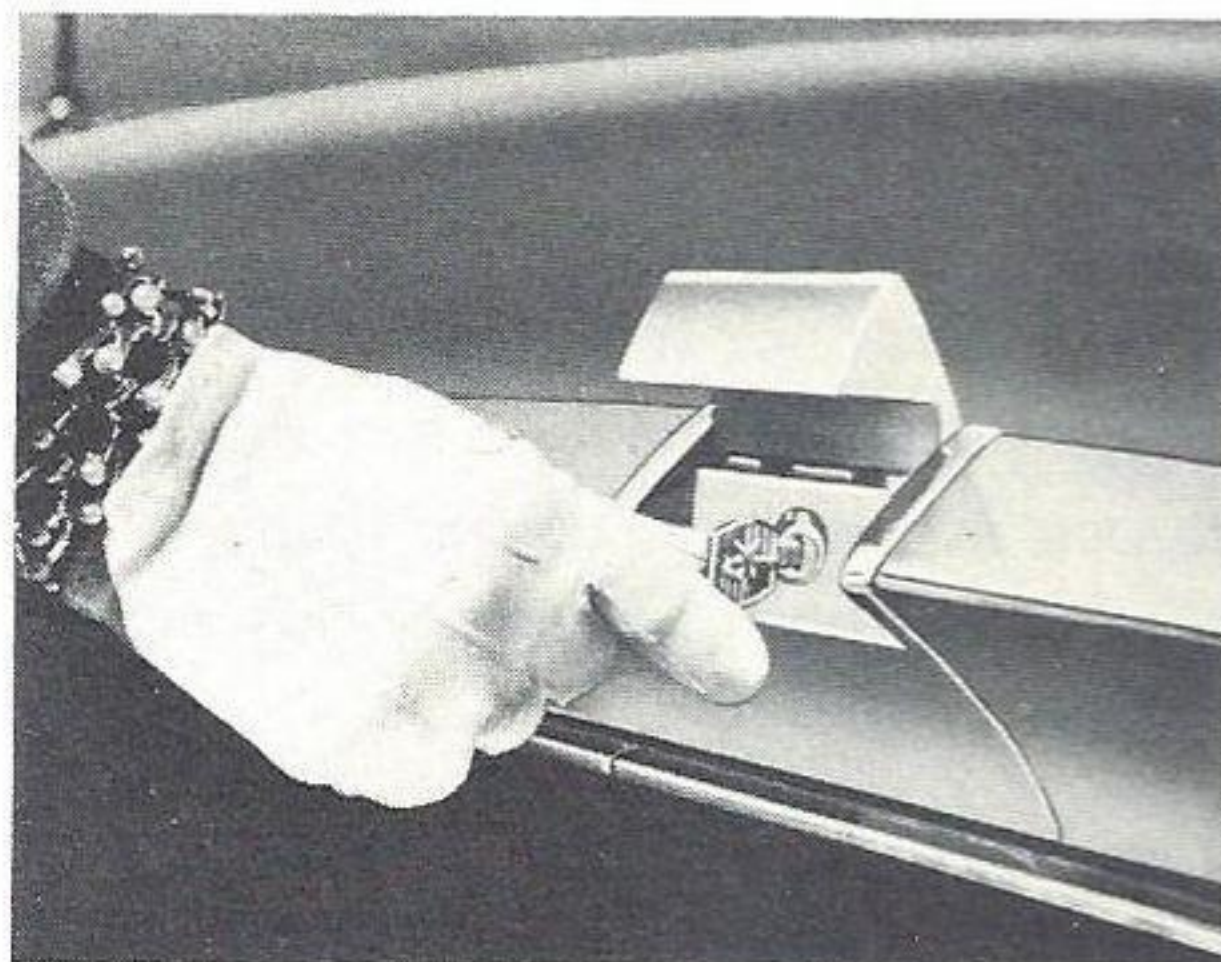
You will notice that there are two different keys . . . one with a wide head and the other with a narrow head. The wide-headed key operates the door locks and the ignition, and the other key operates the locks in the glove compartment door and the luggage compartment door.

To lock the car doors from the outside, simply turn the key toward the front of the car. To unlock the doors, turn the key in the opposite direction. (Operation of the ignition switch is described on page 16.)

The luggage compartment door lock is located in the upper, center portion of the rear grille, and the glove compartment door lock is near the upper edge of the glove compartment door, which occupies the center of the instrument panel.

By providing a separate key for these locks, the contents of the luggage compartment and glove compartment may be better protected in those instances when it is necessary to leave the ignition key in the car. Identification numbers are stamped on separate tags attached to each key. Having these numbers available for your Lincoln Dealer will aid him in making prompt replacement.

In extremely cold weather, moisture may freeze in the lock cylinders, making them temporarily inoperative. This difficulty, if encountered, can be overcome by heating, and then inserting the key into the lock as many times as may be necessary to thaw the lock cylinder. *Exerting force on the key in attempting to unlock the car is not recommended.*

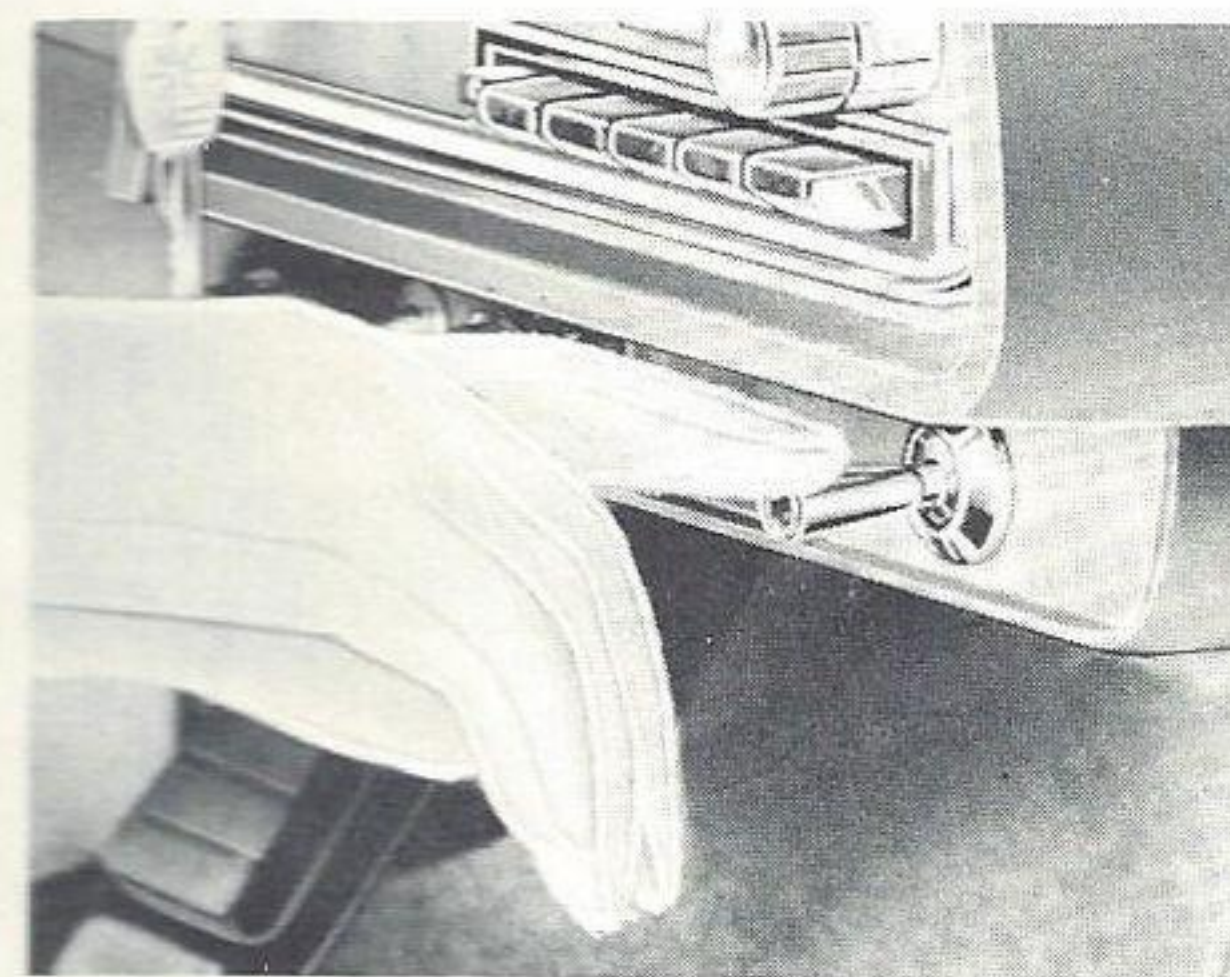
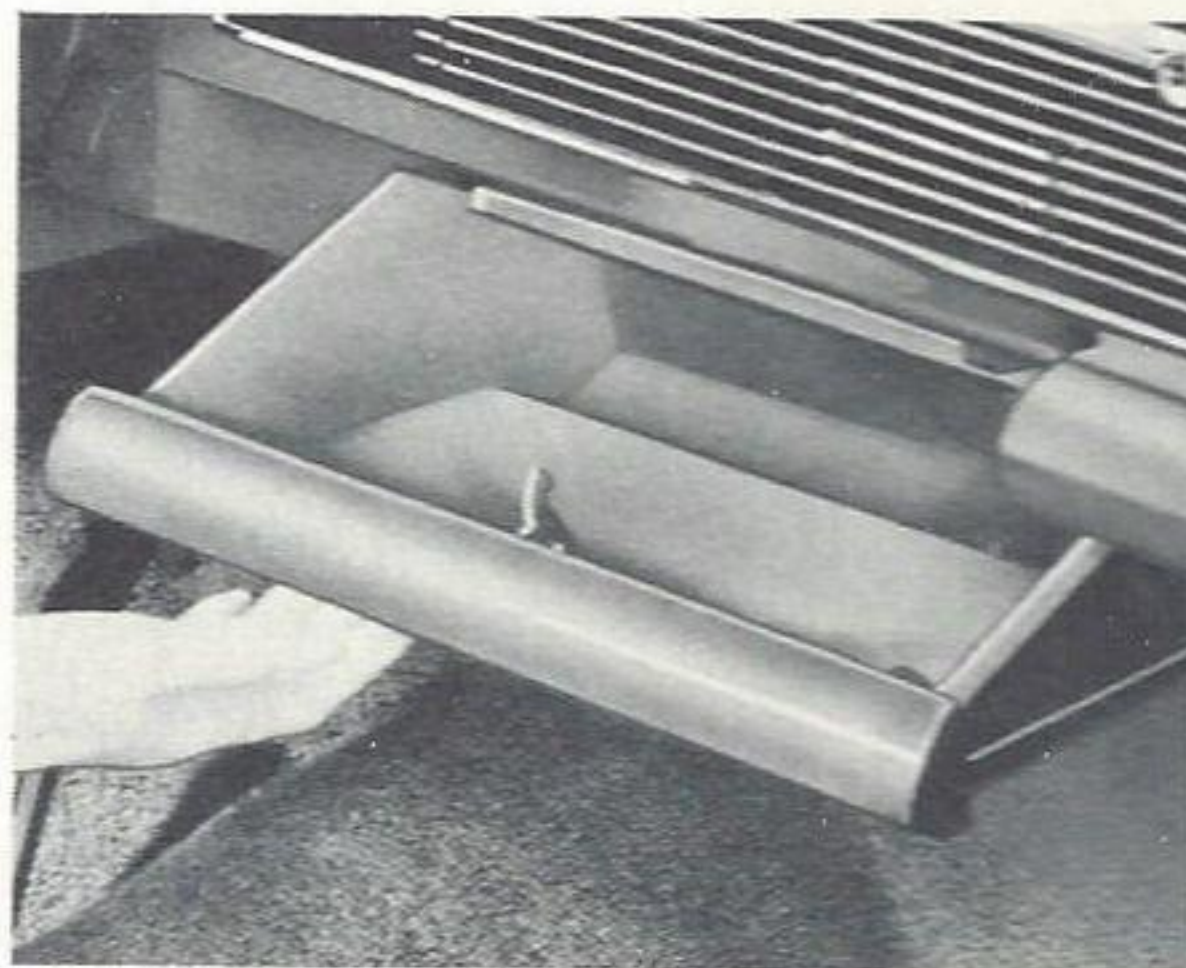


LUGGAGE COMPARTMENT DOOR LOCK

The luggage compartment door lock is located in the upper, center portion of the rear grille beneath a small spring-loaded cover. The narrow-headed key operates this lock. Close the luggage compartment door by means of the chrome bars on the lid.

GLOVE COMPARTMENT

The glove compartment is located in the center of the instrument panel. The compartment door opens down and out as the push-button catch is depressed. It may be locked with the narrow-headed key.



ELECTRIC DOOR LOCK

If your car is equipped with electric door locks, the lower of four indicator lights, located in the right, center area of the instrument cluster, glows when one or more of the doors is not locked. (See page 11.) This light does not indicate that the doors are closed, however. The locks are actuated by a switch located at the far right of the instrument cluster, below the radio. To lock the doors, press the switch downward. (The doors may also be locked by means of a conventional plunger control on each door.) Once the doors are locked with the switch, it will be necessary to raise the plunger or the interior door handle to open the front door. Rear doors can only be opened by raising the plunger.

INSIDE DOOR LOCKS

To lock a door, move the plunger control downward; to unlock a door, move the control upward. On four-door models, the rear door locks may be unlocked only by raising the plunger. Front doors may be unlocked by pulling the inside door handle upward.

On four-door models, the rear door can be locked from the outside by depressing the plunger control when the door is open, and then closing the door.

HOOD LATCH HANDLE

Pull the "T" shaped handle located under the instrument panel on the left of the steering column to release the hood latches. The hood is hinged at the front. To latch the hood, close it firmly by pressing downward at either rear corner of the hood.

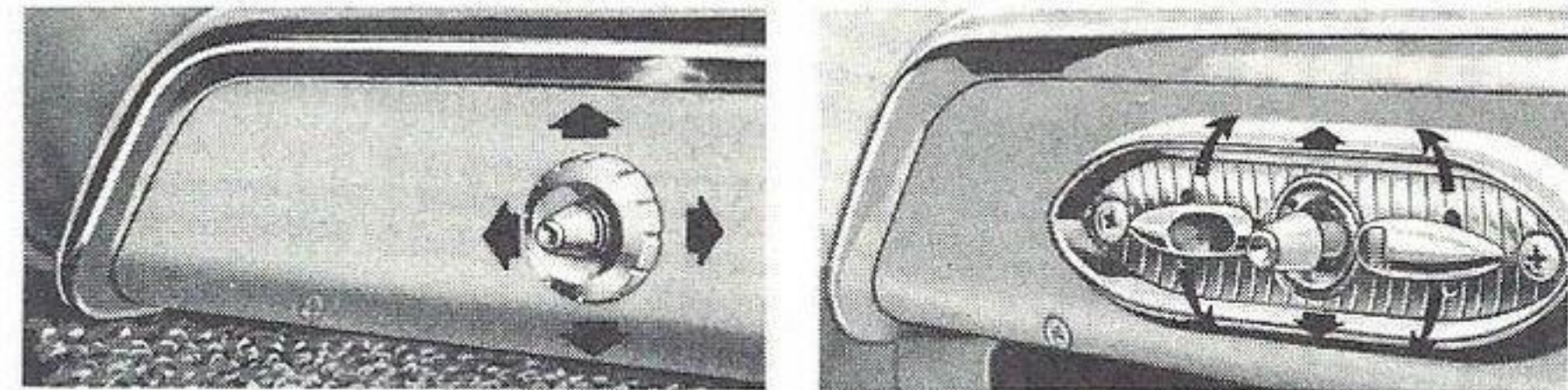


DOOR HANDLES

Open doors from the outside by depressing the push button located in the door handle.

Interior door handles are curved inward to reduce the possibility of catching clothing, and must be pulled upward to open. This is a safety feature to prevent accidental opening by leaning on the handle.

CONTROLS

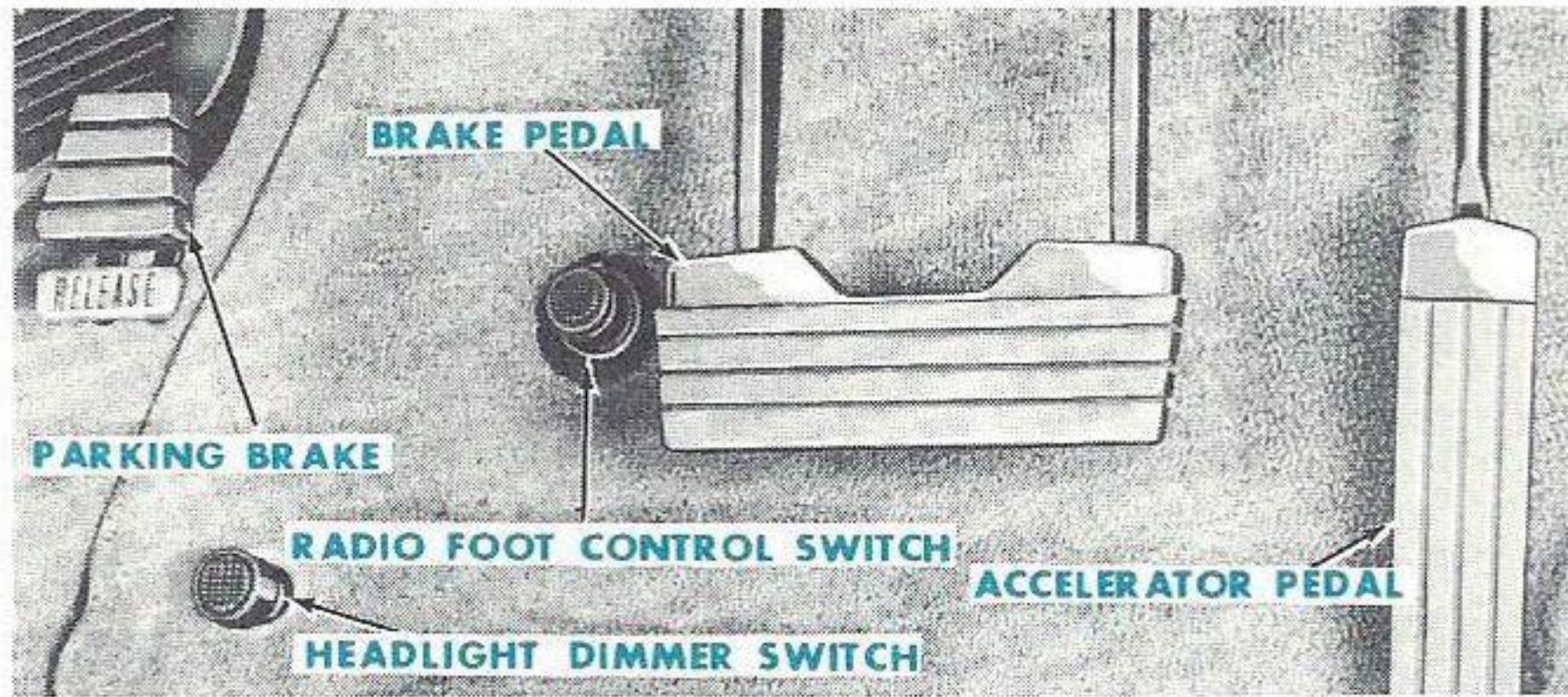


SEAT

The front seat is adjusted by means of a control lever on the left side of the front seat cushion. To adjust the seat, pull the lever back and "glide" the seat to its desired position.

POWER SEAT - 4-WAY

To make yourself most comfortable with the 4-way power seat (standard in Premieres, unless you ordered the 6-way seat), press the switch on the panel at the lower left side of the front seat . . . up, down, fore,



FOOT PEDALS

The brake pedal straddles the steering column, and the accelerator pedal is located at the right of the brake pedal. Both pedals are close enough to each other to permit quick and easy movement of your foot from one pedal to the other, for positive control of your car.

The headlamp beam control and radio foot control are located on the floor near the left end of the toe board.

See pages 12 and 24 for details regarding the operation of these controls.

FOOT-OPERATED PARKING BRAKE

To set the parking brake on your car, depress the

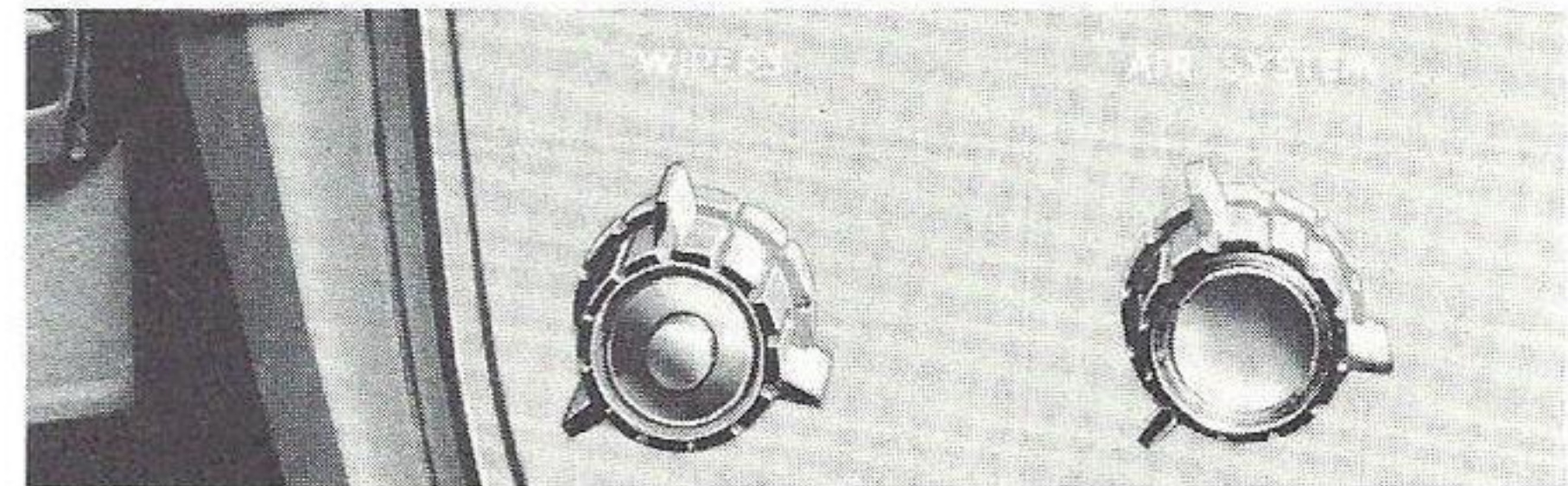
parking brake pedal. This secures the brakes on the rear wheels and will keep your 'car from rolling when parked. To release the brake, depress the metal portion of the same pedal (marked RELEASE) with your toe. The brake will automatically return to the released position.

TURN INDICATOR

The lever which operates the turn indicator is located on the left side of the steering column. See page 12 for operation.

WINDSHIELD WIPERS

Turn the knob clockwise to start the wipers. The farther you turn the knob, the faster the wipers will operate. The wipers are vacuum-powered, so you can select any wiper speed you wish. Turning the knob as far as it will go will cause the wipers to operate at



full speed in a narrow arc, thereby affording maximum visibility in heavy rain or snow.

WINDSHIELD WASHERS

Press the button in the center of the wiper control to turn on the windshield washers when the wipers are running. When the wipers are *not* running, and you want to clean your windshield, press the same button. Wiper and washer action will start and stop automatically.

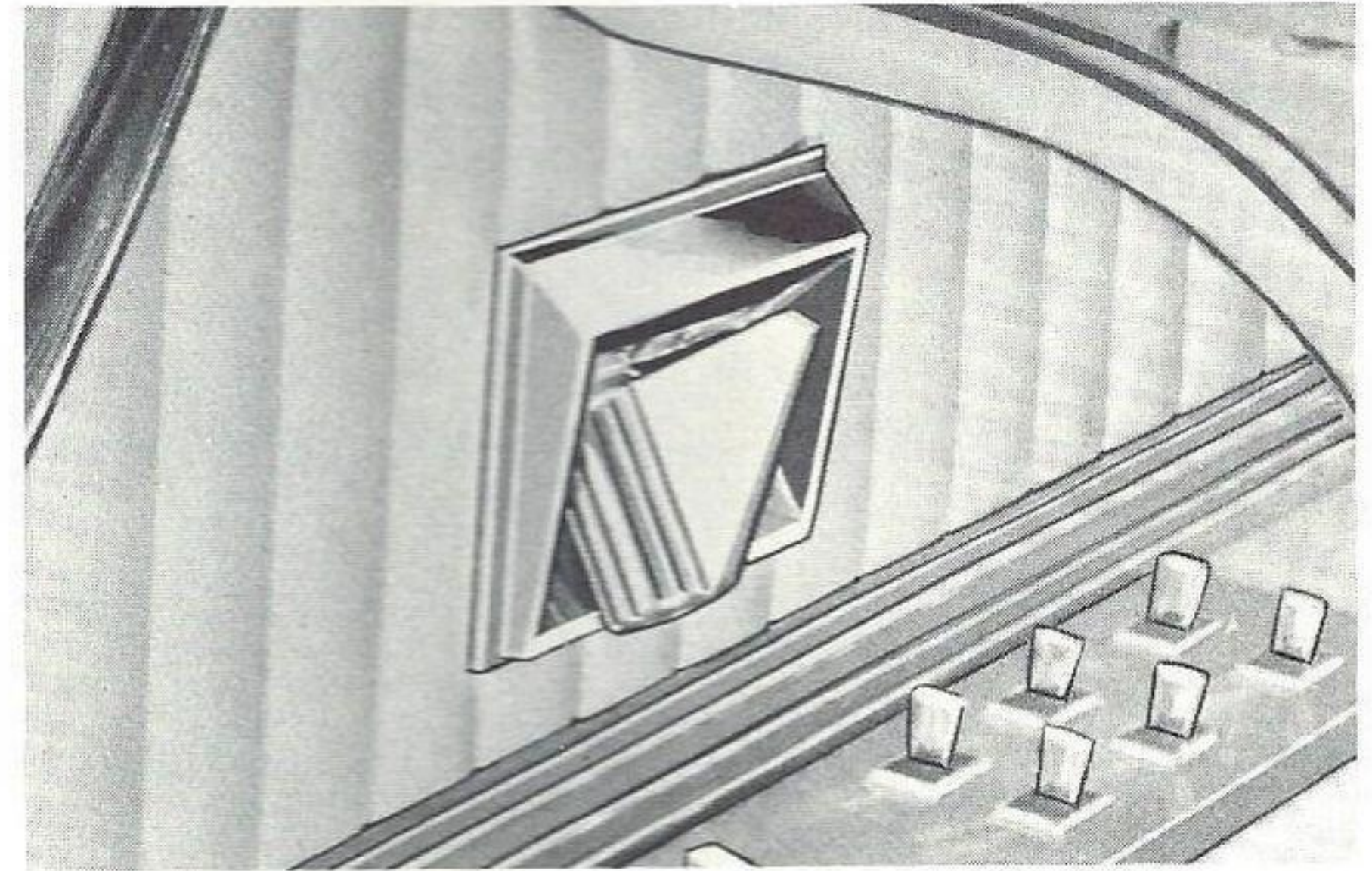
If you use the windshield washers at freezing temperatures, the fluid may freeze when it contacts the cold glass and may temporarily obscure your vision. However, after the engine has reached normal operating temperature, the heater-defrosters will sufficiently warm the glass to permit use of the washers for cleaning the windshield without the danger of freezing.

CAUTION: *Don't drive your car unless you have clear vision through all windows.* Windshield Washer Solution, as an additive to the water in the reservoir, will reduce the possibility of the fluid freezing and will afford improved cleaning action. This solution should be added to the water in the washer reservoir according to the instructions on the bottle.

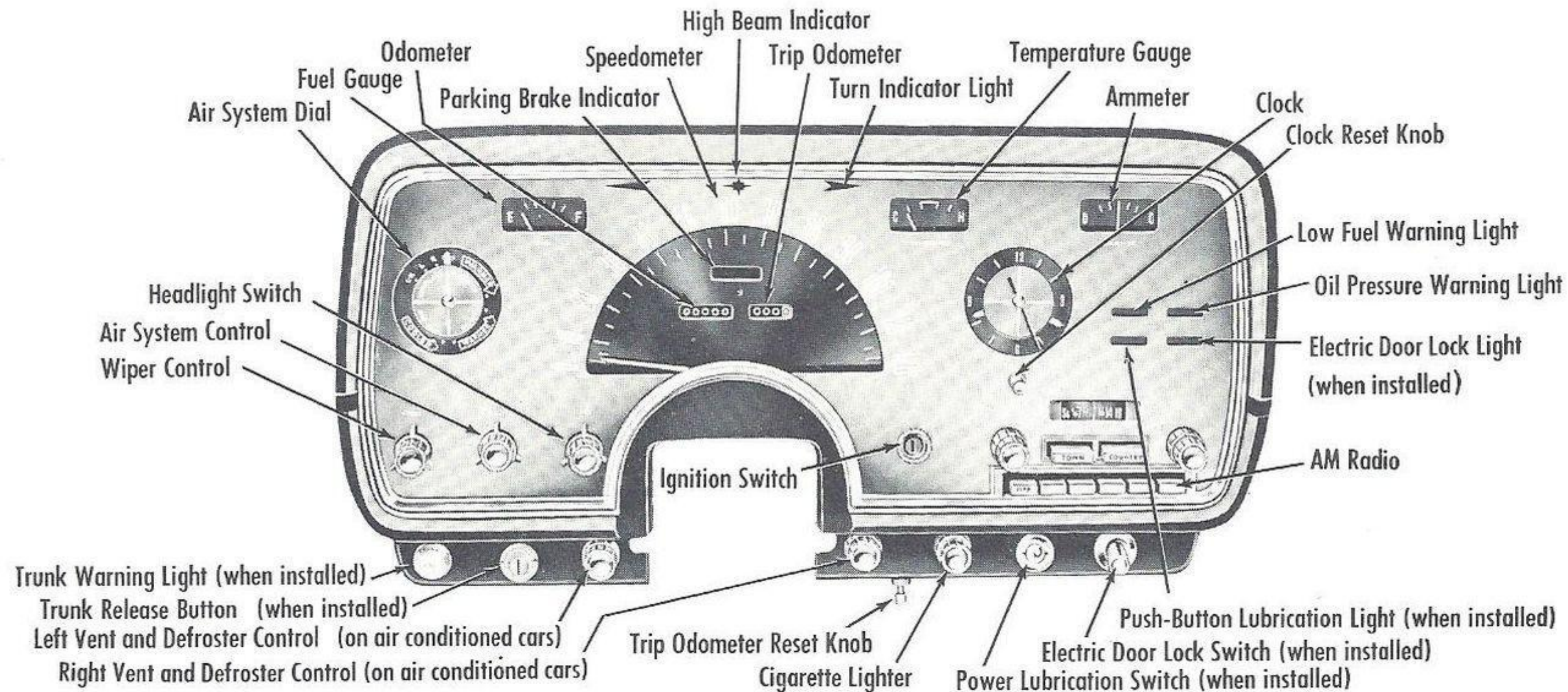
With Lincoln's windshield washers you will add to your safety by having a clean windshield under any driving condition.

REMOTE-CONTROL OUTSIDE MIRROR

Your Lincoln is equipped with a remote controlled outside rear-view mirror. The mirror can be easily adjusted to your line of sight from inside the car by moving the adjusting handle located in the left front door.

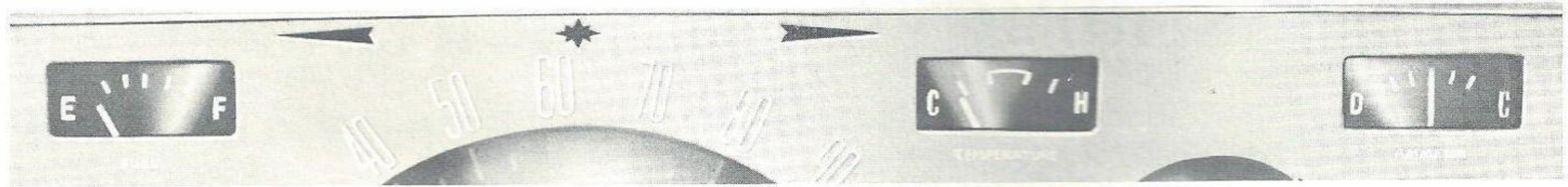


INSTRUMENTS AND LIGHTING



All of the instruments in your Lincoln are centralized in the instrument cluster above the steering column. These instruments are intended to help you drive safely and easily.

Descriptions of these instruments and the various controls for lighting, together with explanations of their functions, are provided on the following pages.



FUEL GAUGE

When the ignition is turned on, the fuel gauge will indicate the amount of fuel in your 22.5 gallon tank.

TEMPERATURE GAUGE

When your engine is running and its normal operating temperature is reached, the needle should point to the center of the dial or somewhat to the right of center, but short of "H". If the needle points to "H" while the engine is running, do not continue to drive until the cooling system is checked. When the engine is off, the needle rests at "C".

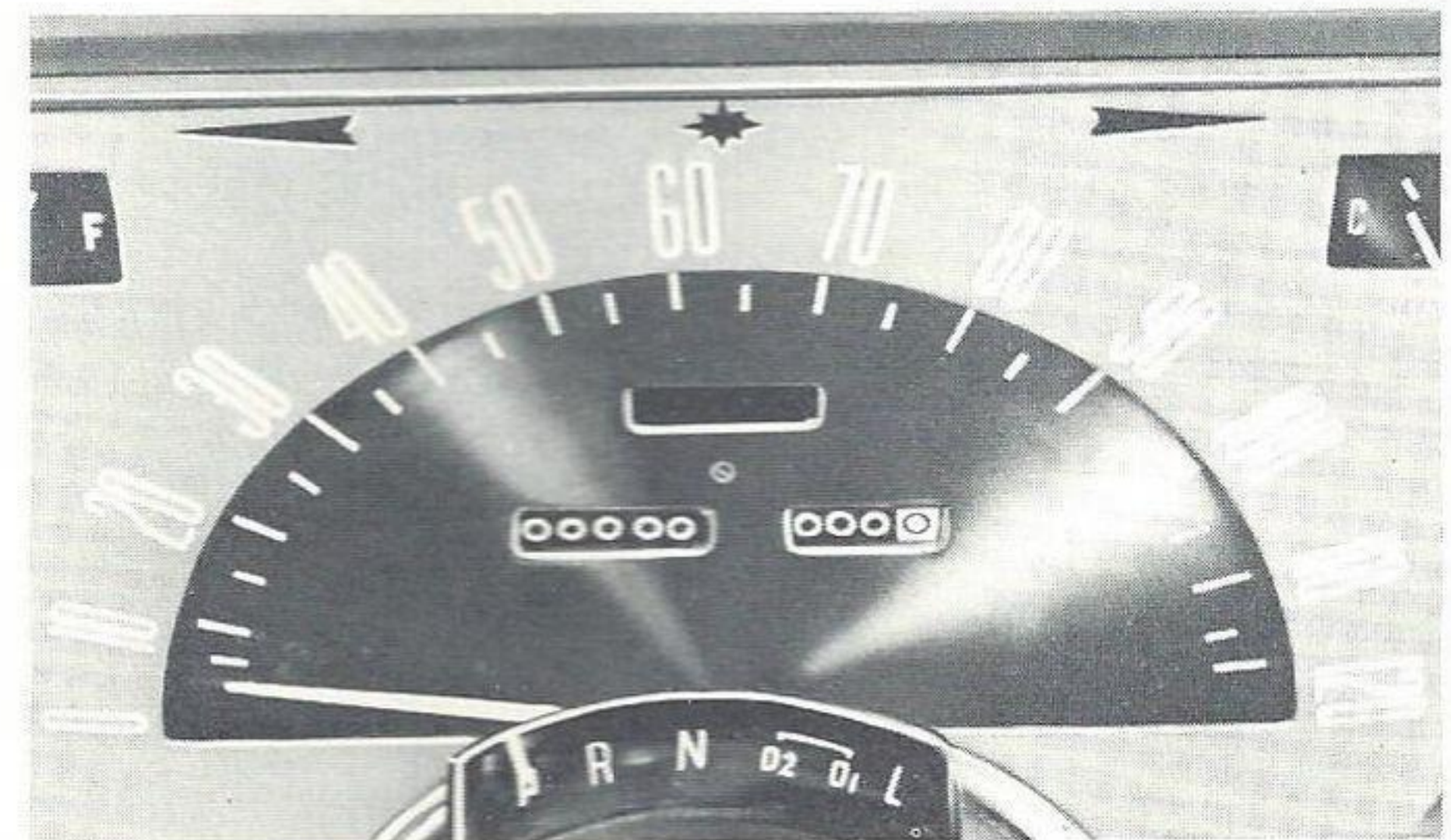
AMMETER

The instrument in the upper right corner of the instrument cluster shows whether the battery is being charged or discharged while driving. Under normal driving conditions, the indicator should point slightly into the "C" (charge) zone. Violent fluctuations during

driving, or prolonged readings in either extreme (charge or discharge) should be investigated immediately.

SPEEDOMETER

The speedometer is located in the center of the instrument cluster. The large, easily seen needle enables you to note your speed, in miles per hour, at a glance.



ODOMETER

Two odometers (mileage indicators) are located in the speedometer. The smaller of the two odometers, a trip odometer, records distances traveled on a trip basis. It can be set to zero by pushing in and turning the knob on the lower edge of the instrument cluster. (Pressing downward on the knob will facilitate positive engagement.) The odometer at the left indicates the total number of miles which the car has been driven.

LOW FUEL INDICATOR

The upper left of four indicator lights at the right side of the instrument cluster signals when your fuel is getting low.

ELECTRIC DOOR LOCK INDICATOR

If your car is equipped with electric door locks, the lower right indicator light glows when one or more of the doors are not locked, as explained on page 4.



POWER LUBRICATION INDICATOR

If your car is equipped with Power Lubrication, the lower left light will glow green when the car is being power lubricated. See page 25 for further information on operation.

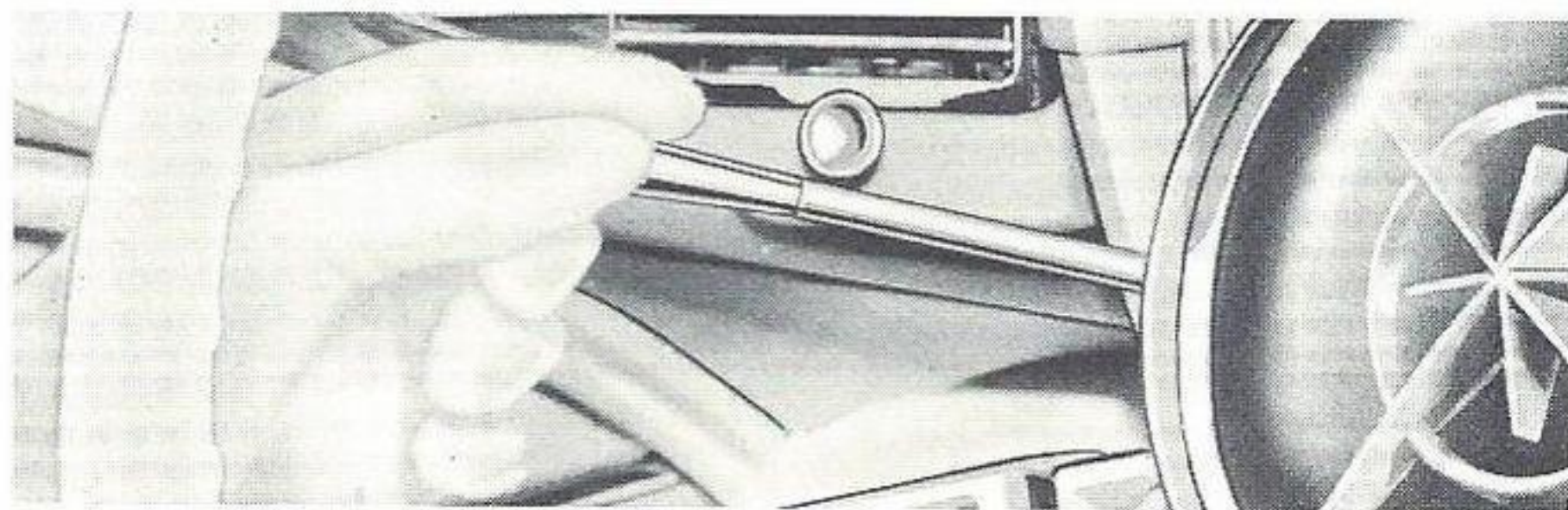


OIL PRESSURE INDICATOR

The upper right indicator light signals when your oil pressure is dangerously low. Momentary blinking at stop lights is of no consequence, but if the light goes on when you are driving at a steady speed, you should stop *immediately* and investigate.

BACK-UP LIGHTS

Bright, wide-beam back-up lights automatically illuminate the area in back of your car when you shift the transmission into reverse.

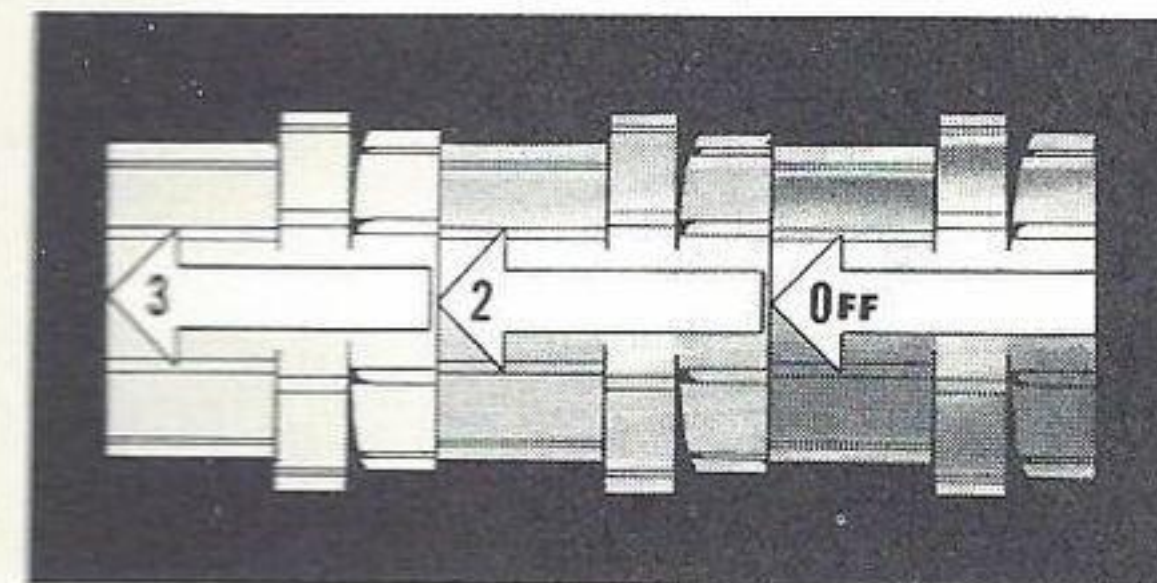


TURN SIGNALS

Move the lever down to show you're going to turn left. Move it up to show a right turn. The lever returns automatically to the center position when your turn's completed. If you pull over to the side of the highway at night, your flashing turn signal can serve as a warning to other drivers that you're there.

HEADLIGHT SWITCH

Of the three switches at the lower left of the instrument cluster, the one closest to the steering column controls all driving lights . . . the headlights, tail lights, parking lights, license plate light, instrument panel lights, ash receiver lights and the automatic transmission quadrant light. All of these lights are controlled by moving the headlight switch in or out as follows:



1. With the switch all the way in, all of the lights are off.
2. With the switch half-way out, all of the lights except the headlights are on.
3. With the switch all the way out, all lights except the parking lights are on.

Rotating the headlight switch clockwise, while in number two or three position (see the headlight switch diagram) dims the instrument panel lights. With the switch rotated counterclockwise, the instrument panel lights are brightened. The courtesy lights and dome light may be turned on by rotating the headlight switch to its full counterclockwise position regardless of the in or out position. The headlights provide two driving beams . . . low beam for driving in traffic and high beam for maximum illumination. To switch to high beam, depress the foot switch on the toe board which

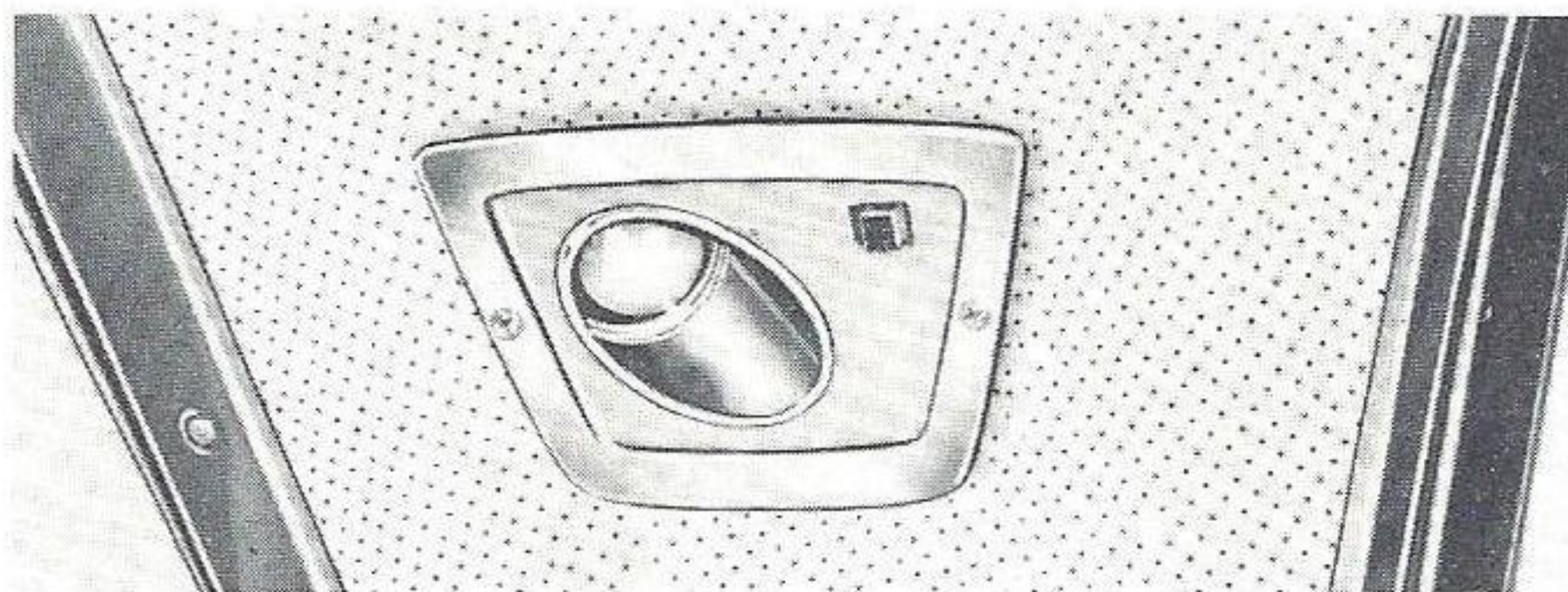
is located to the left of the brake pedal. This turns on and positions the lower set of lights for maximum distance penetration and positions the upper set for greater side-to-side illumination. A red indicator light at the top-center of the speedometer dial indicates when the high beams are on. Depressing the foot switch again returns the lights to the "traffic position."

COURTESY LIGHTS AND DOME LIGHT

These lights go on automatically when either front door is opened. They may also be operated by means of the headlight switch as described previously.

READING LIGHTS

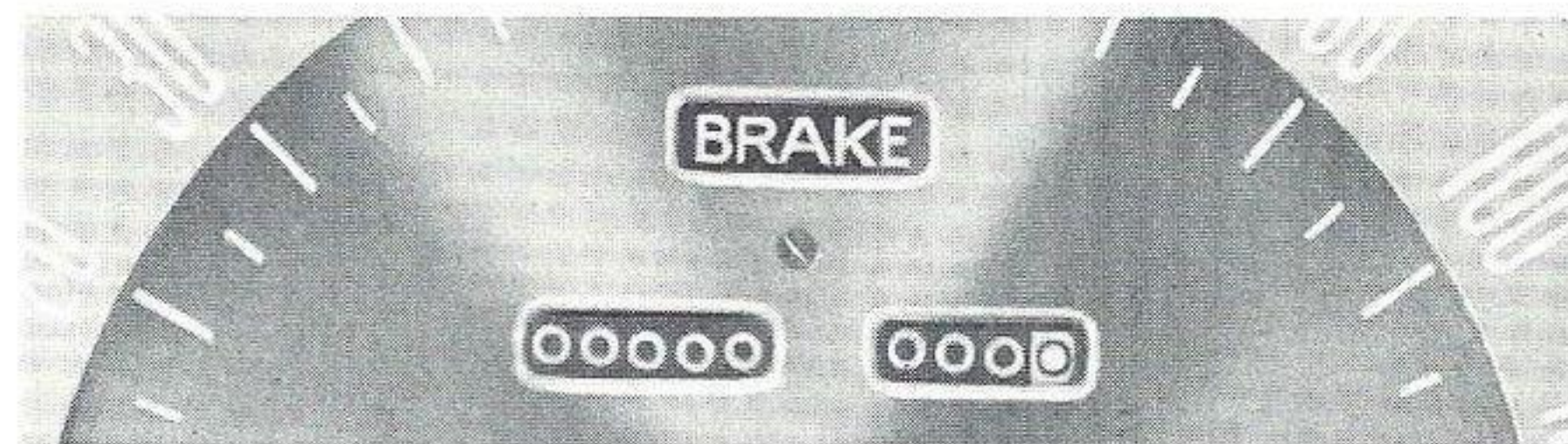
The reading lights are located in the upper rear corners



of the rear passenger compartment. These lights are turned on automatically when a door is opened. Each light may also be individually controlled by a switch on the light itself. They may also be operated by turning the headlight switch to the left.

BRAKE WARNING LIGHTS

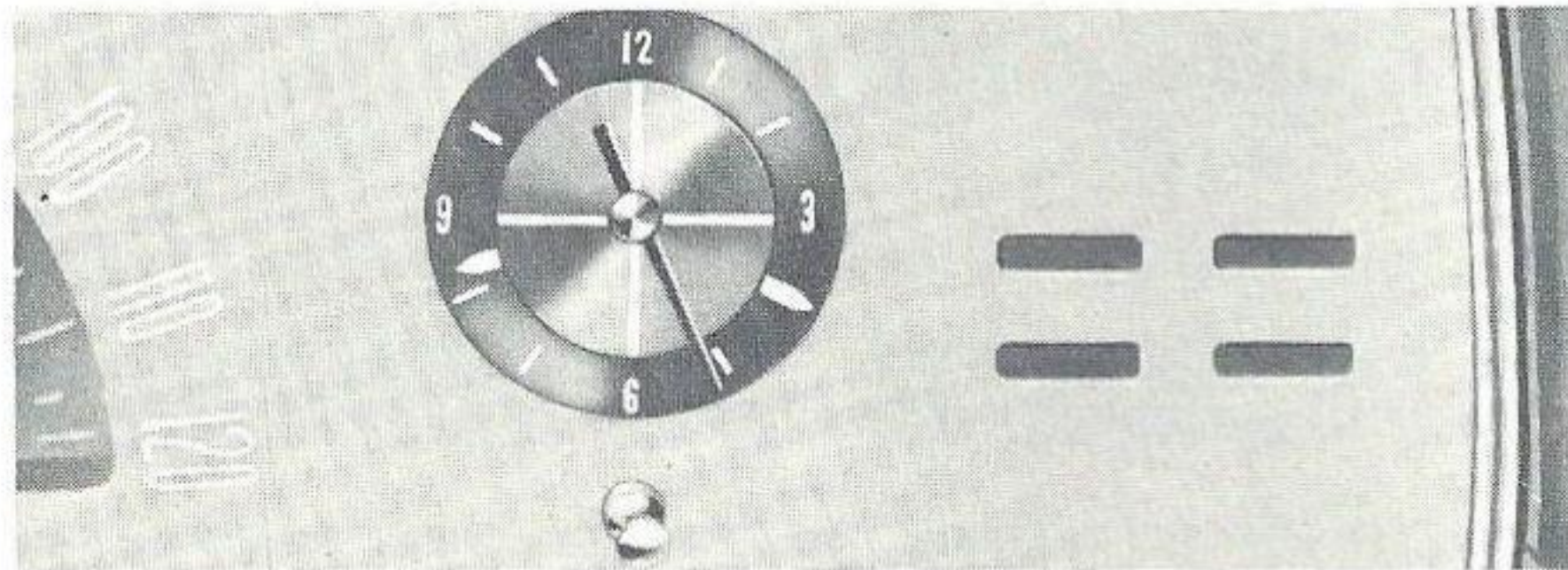
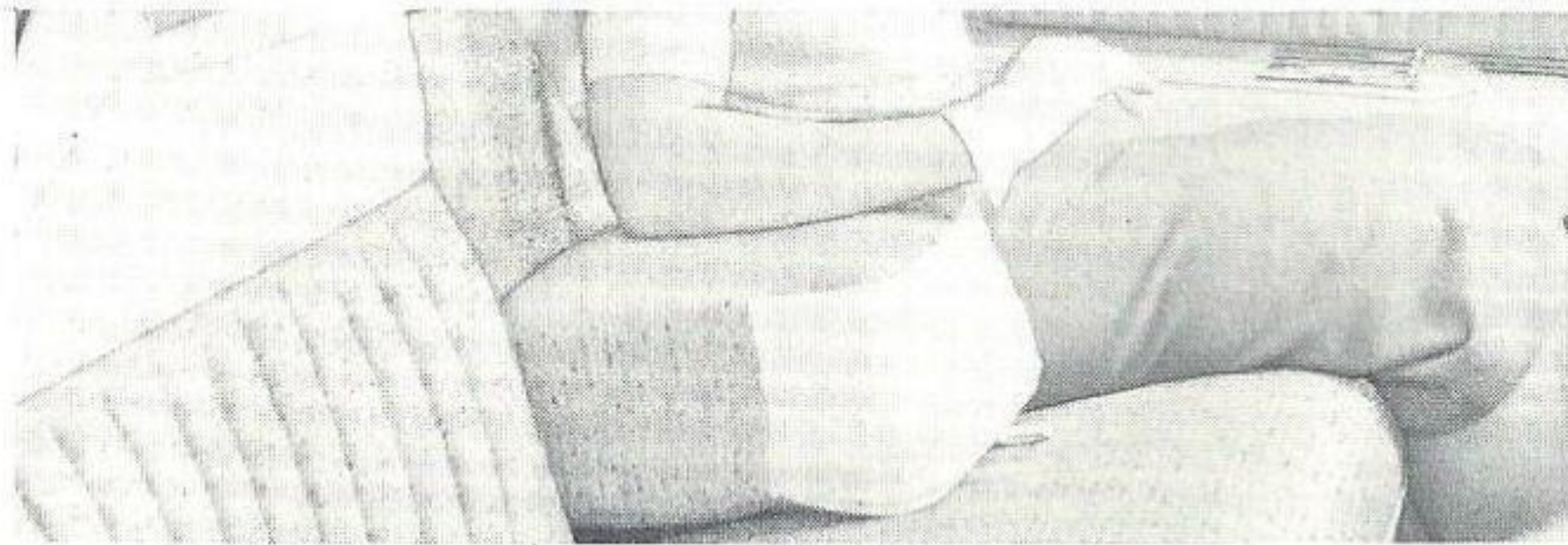
A safety indicator in the center of the speedometer dial lights up the word "BRAKE" as a reminder that the parking brake is on with the ignition on. Releasing the parking brake will turn this light off.



BULBS, FUSES, AND CIRCUIT BREAKERS

A complete tabulation of the various bulbs, fuses, and circuit breakers used throughout your Lincoln is provided in the Bulb Chart on page 46 and the Fuse and Circuit Breaker Chart on pages 45 and 46.

ADDITIONAL APPOINTMENTS FOR YOUR CONVENIENCE



REAR SEAT CENTER ARM REST

The rear seat incorporates a center arm rest, which offers arm chair comfort. The arm rest can be folded into the seat back when additional seating space is required.

CLOCK

An accurate, self-regulating electric clock, equipped with a sweep second hand is part of your car's instrument panel. It is illuminated at night when the lights are on and can be set with a small knob directly below the clock face.

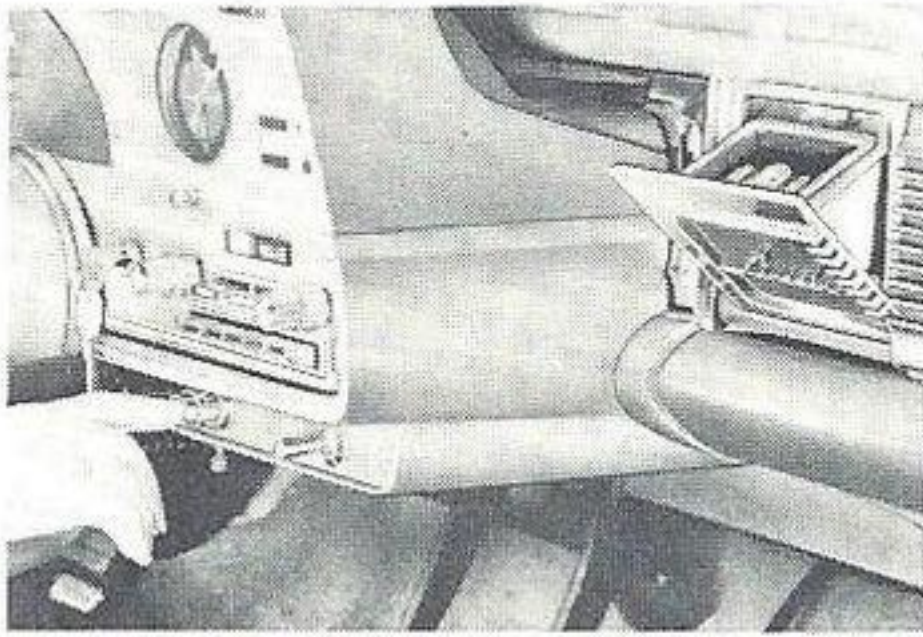
To set the hands of the clock, pull out and turn the time setting knob until the correct time is registered. After you have set the hands, release the knob.

If the clock is running fast or slow, reset the hands to the correct time, and the self-regulating mechanism will automatically change the clock speed in proportion to the amount you have turned the hands. It may be necessary to adjust the clock a few times to pinpoint a correct regulation.

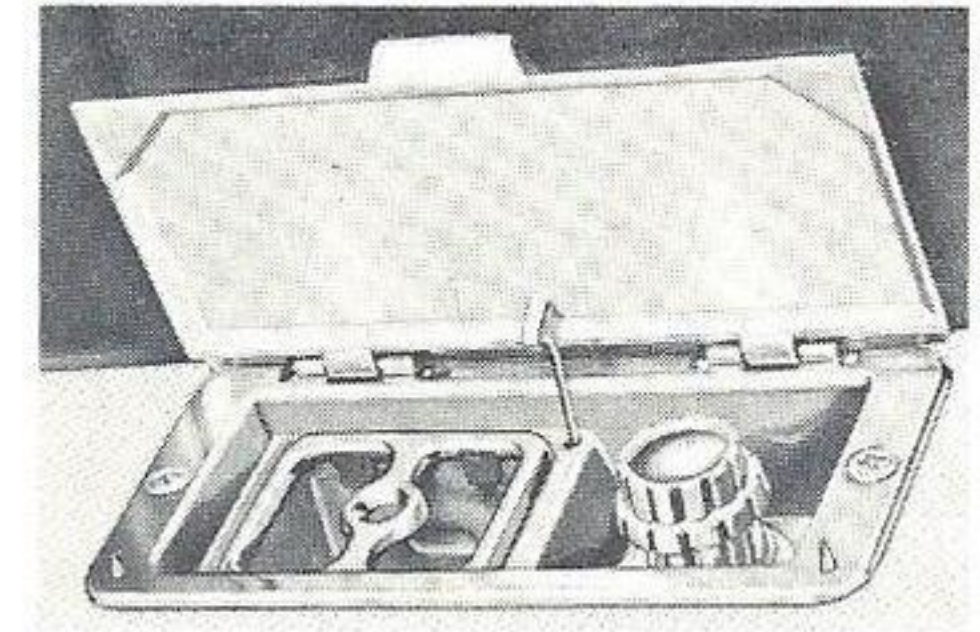
COAT HOOKS

The metal hooks above the rear windows are provided for hanging coats or extra clothing.

ASH RECEIVERS AND LIGHTERS



Your new car is equipped with five ash receivers and three lighters. Each rear arm rest has both a lighter and an ash receiver. Of the remaining ash receivers, one is located in each of the front door arm rests and one is located in the center of the instrument panel. The third lighter is located in the extreme right hand portion of the instrument sub-cluster.

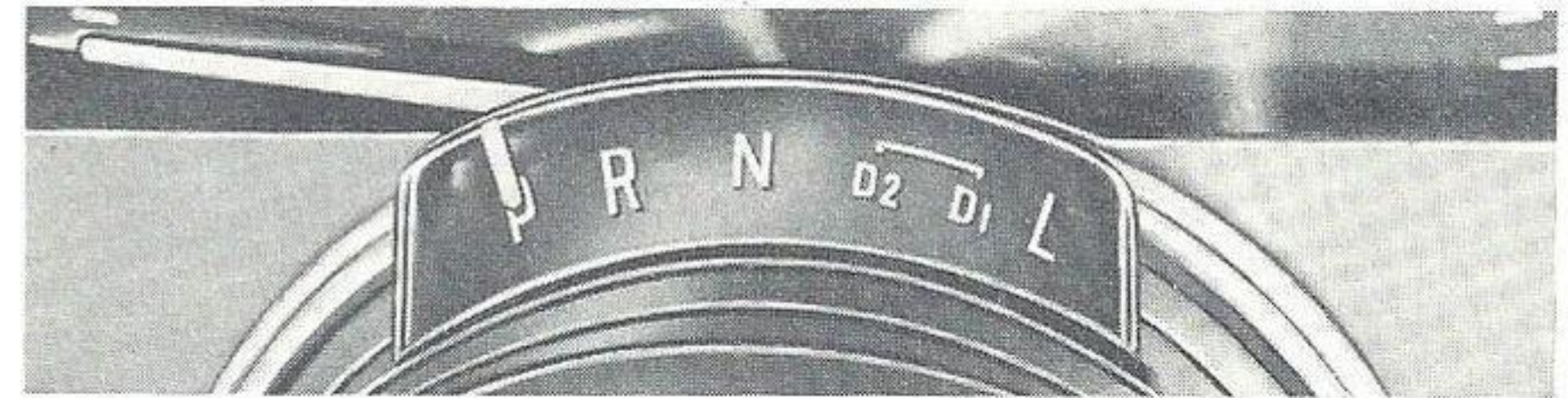


Pressing forward on the instrument panel lighter knob or downward on an arm rest lighter knob will cause the heating element in the lighter to operate. When the element becomes sufficiently heated, the lighter will automatically snap back to its normal position ready to be withdrawn from its socket and used.

SUN VISORS

The padded sun visors, located above the windshield, pivot in such a manner as to allow protection from sun glare at various angles between the windshield and door. When not in use the visors may be retained in the hooks located at the inboard ends of the visors.

STARTING AND DRIVING



"Break-In" Period—The precision standards to which Lincoln engines are built, eliminates the need for a "break-in" period. It is suggested, however, that prolonged driving at high speeds, or long periods of idling, be minimized during the first 500 miles of operation.

Starting the Engine—Move the transmission selector to neutral position “N” or to park position “P”. (As a safety precaution, these are the only settings at which the engine will start.) To actuate the starter, insert the ignition key and turn it fully to the right. (To operate the accessories only, turn the ignition key fully left.)

If the Engine is Cold—Depress the accelerator one complete stroke and then release it before using the starter.

Cold Weather Driving—At temperatures below freezing, it is good practice to drive slowly until the engine reaches normal operating temperature.

If the Engine is Warm—Depress the accelerator pedal slightly (not more than $\frac{1}{4}$ of its travel) and hold it in this position while operating the ignition key. To avoid flooding the engine, do not pump the accelerator. (Flooding is usually noted by the smell of raw gasoline fumes.)

NOTE: Until the engine reaches normal operating temperature, it remains on “fast idle”. Therefore, it is advisable to keep your foot on the brake when you engage the transmission.

To Start a Flooded Engine—Press the accelerator pedal gently to the floor and hold it there (this prevents the choke from operating and admits a large amount of air into the intake manifold), and then hold the ignition key in the start position until the engine starts. Then release the accelerator pedal.

Pushing Car to Start Engine—Set the transmission selector in “N”. When your car is traveling about 25 m.p.h., press lightly on the accelerator pedal, turn on the ignition, and then, move the selector lever to “L”.

CAUTION: *Do not have your car towed to start the engine, because when the engine starts, your car might jump forward suddenly and damage your car.*

Stopping—To stop the car, depress the brake pedal. You do not have to move the shift lever. If you are stopping on an upgrade, you can hold the car by pressing very lightly on the accelerator pedal. (Braking the car in this manner should be limited to very short periods of time.)

Towing—If the transmission is in working order, the car may be towed for short distances (less than 12 miles) at a speed no higher than 40 m.p.h., with the

selector lever set at "N". If the transmission is inoperative, the driveshaft should be disconnected before towing, or the rear of the car raised by the tow truck. In the event that the rear of the car is raised, a locking device should be installed on the steering wheel to keep the front wheels in a straight-ahead position.

TWIN-RANGE TURBO-DRIVE TRANSMISSION

Your car is equipped with a Twin-Range Turbo-Drive Automatic Transmission which has a six-position selector lever mounted on the right side of the steering column. The indicator in the transmission quadrant (positioned above the steering column) denotes which of the six positions has been selected.



Low—The "L" position is provided for extra pulling power. This is sometimes needed when driving through deep sand, mud, or snow, and when climbing steep grades.

If you are starting from a standing position, the transmission will not up-shift into a higher gear while the selector is positioned in "L". For this reason, do not drive faster than 30 m.p.h. in low range.

Shift to the "L" position when descending steep grades, and the transmission will automatically shift to intermediate gear at speeds above approximately 25 m.p.h. When the car speed drops below approximately 25 m.p.h., the transmission will automatically shift to and remain in low gear. Shift the lever to either "D1" or "D2" position, and the transmission will shift back to high gear at any time above approximately 25 m.p.h., depending upon the throttle position.

Drive 1—Use "D1" position for a high degree of maneuverability in traffic. This range features maximum performance and flexibility by incorporating a low gear start. Press the accelerator as far down as it will go for fast acceleration, and the transmission will down-shift into low at speeds below approximately 30 m.p.h., or into intermediate at speeds below approximately 70 m.p.h., and above approximately 30 m.p.h.

To obtain maximum acceleration from a standstill,

press the accelerator to the floor and the car will move forward in low gear under wide open throttle. With the accelerator all the way down to the floor, the transmission will shift from low to intermediate gear at approximately 50 m.p.h. and then into high gear at approximately 75 m.p.h.

Drive 2—Most normal city and highway driving can be accomplished by using the position marked "D2". This range is economically desirable when in long trips, driving in the open country, or in light city traffic. Simply position the selector at "D2" and push down on the accelerator for a smooth getaway. To go faster, press the accelerator down farther. For faster acceleration at speeds below approximately 70 m.p.h., press the accelerator down as far as it will go and the transmission will automatically down-shift to intermediate gear. For maximum acceleration from a standstill, position the selector at "D1" and then press the accelerator pedal to the floor. The selector can be alternated from "D2" and "D1" positions as required.

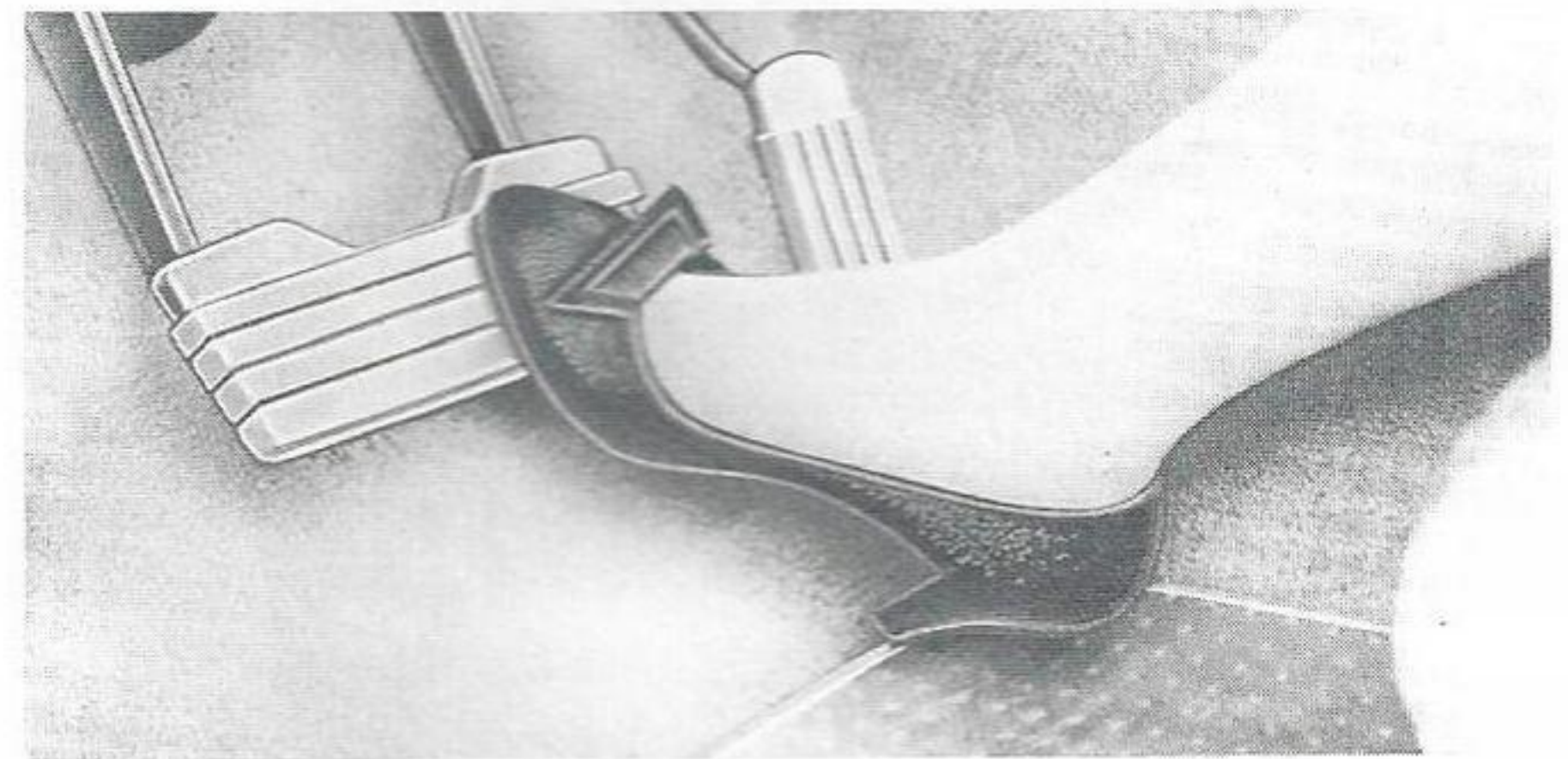
"Rocking" Free of Snow, Sand, Mud—Just move the selector lever back and forth between "R" and "L", and press lightly on the accelerator pedal—lightly

enough that you won't spin the wheels and will get good traction.

Reverse—Use the "R" position to back up. When the car is completely stopped, hold your foot on the brake and move the selector to "R". Do not shift into reverse when moving forward faster than approximately 5 m.p.h.

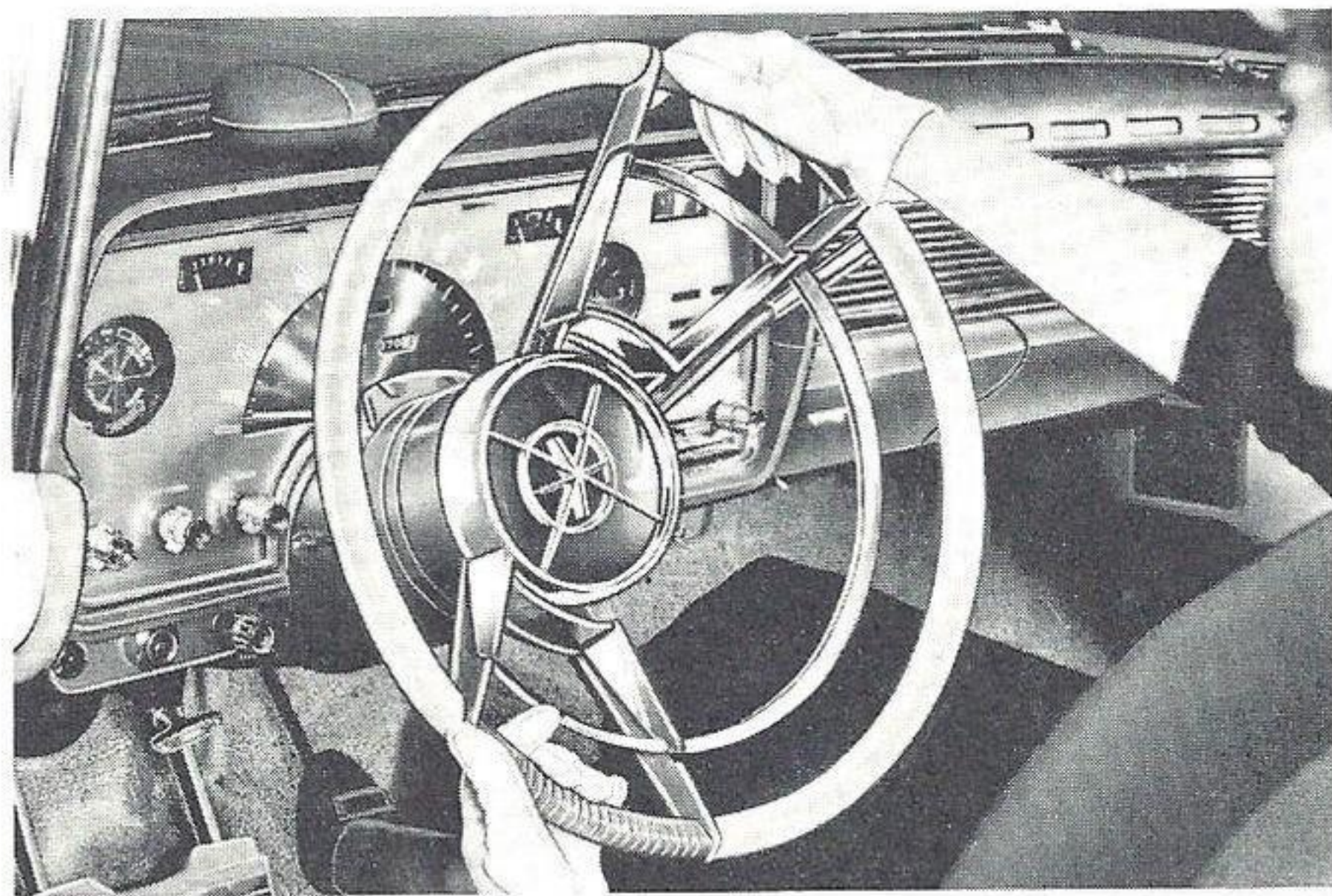
Parking—Set the selector in "P" position and as an added precaution, set the parking brake.

POWER ASSISTED DRIVING



POWER BRAKING

Your car is equipped with large vacuum assisted four wheel duo-servo hydraulic type brakes. A wide pedal straddles the steering column and is suspended in such a manner that it requires a minimum of foot movement between the accelerator and brake pedal. The extra width of the pedal will allow braking with either the right or left foot. The vacuum reserve in the power braking system assures a limited number of power-assisted stops even if the engine should stall.



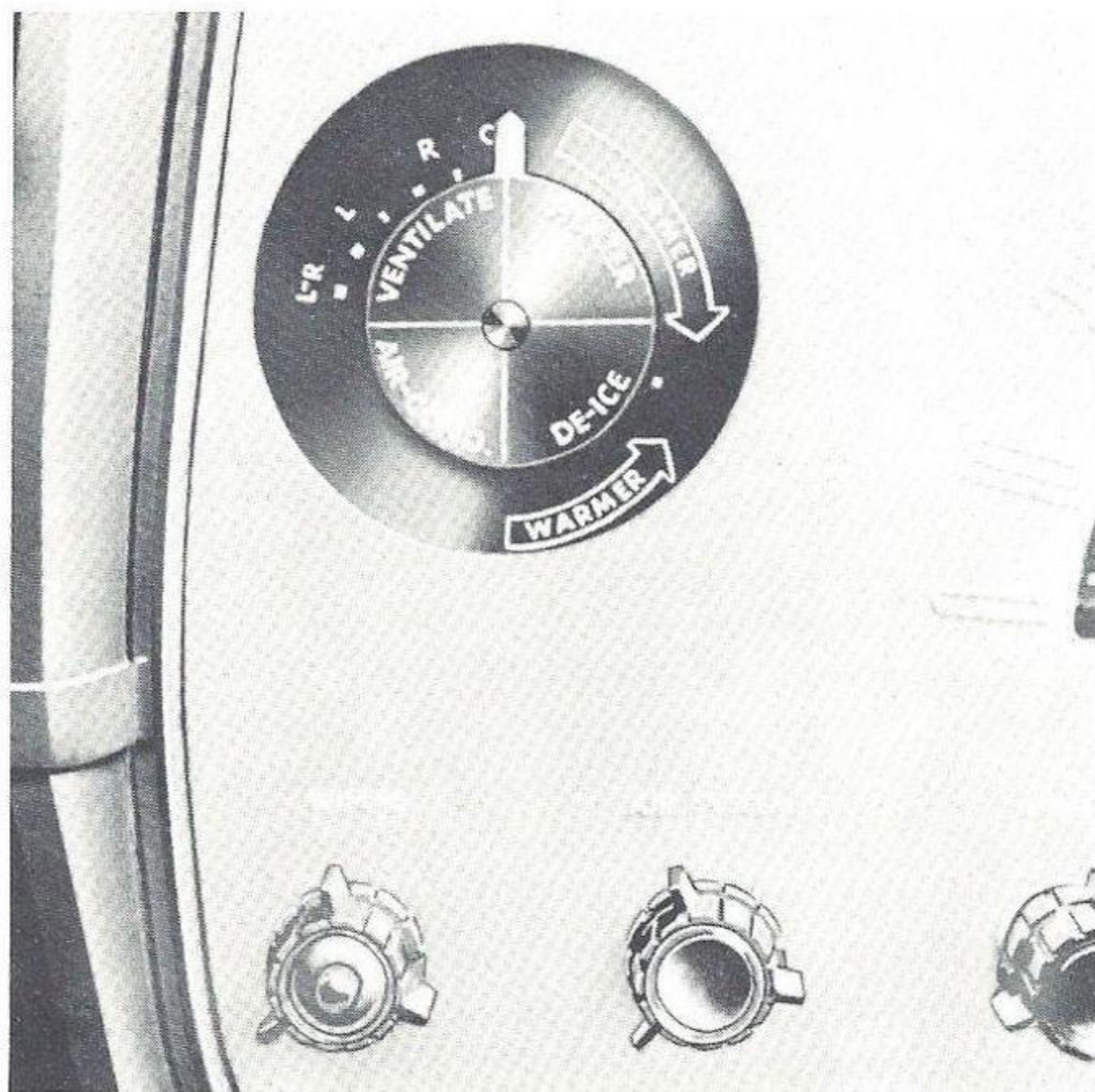
POWER STEERING

Your car is also equipped with a new type of hydraulic power steering system. This power steering system does all the real work of turning the wheels (even when the car is standing still) while retaining a positive "feel" of the road to give you a surer sense of control. The hydraulic oil in the system acts as a cushion, absorbing road shocks before they reach the steering wheel, thus making driving safer and more pleasant.

This oil also lubricates all of the internal workings of the steering gear system making it unnecessary to lubricate the steering gear separately.

VENTILATION AND HEATING

The entire system is controlled by a single knob on the instrument cluster marked "Air System". Simply turn the knob until the pointer on the dial is adjacent to the marking which will provide the heating or ventilating condition that you want. A two-speed blower is controlled by pulling the knob straight out, halfway out for low speed, all the way out for high speed.



To Heat—

1. With the engine at normal operating temperature, move the control knob pointer clockwise from the "OFF" position through the "HEATER" zone to

obtain the amount of heat desired. The ram effect of the car's forward motion will produce a moderate amount of heated air.

2. Run the blower at either high or low speed for additional volume of air.

To Defrost—

1. With the engine at normal operating temperature, move the dial pointer through the "DE-ICE" zone to obtain the amount of heated air on the windshield that is desired. Within the limits of the "DE-ICE" zone, clockwise and counterclockwise rotation, respectively, decrease and increase the amount of heated air. NOTE: Sudden changes in the outside temperature may cause a fogging condition to occur on the inside of the windshield. Set the pointer in the lower portion of the "DE-ICE" zone to alleviate this condition.
2. Run the blower at either high or low speed.

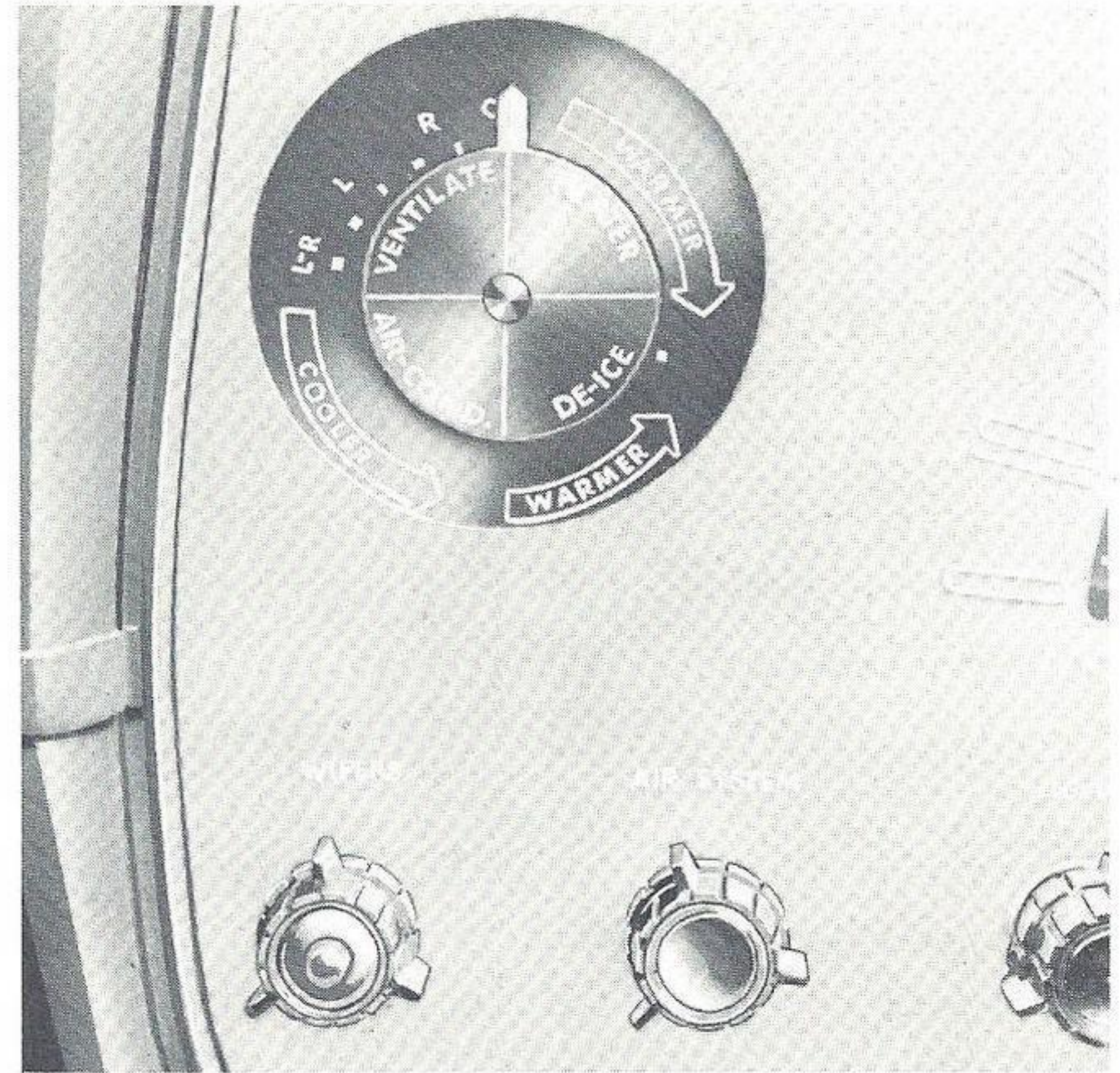
To Ventilate—

1. Start the engine.
2. Move the control pointer counterclockwise to any of the half or full air positions . . . "R" (right),

"L" (left) or "L-R" (left and right). The ram effect of the car's forward motion will deliver a large volume of outside air through the two ventilator inlets.

HEATER-AIR CONDITIONING

The Lincoln heater-air conditioning system is designed to produce the amount of heated fresh or refrigerated air which may be needed for optimum passenger comfort. A single knob on the instrument cluster marked "Air System" controls the entire system. All that you have to do is turn the "Air System" knob until the dial above it points to the desired heating, cooling or ventilating condition. A two-speed blower is controlled by pulling the knob straight out . . . halfway out for low speed, all the way out for high speed. A left Vent and Defroster Control and a Right Vent and Defroster Control are positioned on the lower instrument cluster on either side of the steering column. They control the defroster air flow on either side of the windshield. When defroster action is desired, the



knobs should be pulled out. By setting these knobs at points between the fully opened and closed positions the flow of air through the instrument panel registers can be reduced. A partially closed register will cause an increased flow of air to the windshield area. When-

ever air conditioning is used, the knobs should be pushed in.

To Cool Car—

1. Start the engine.
2. For rapid "cool-down" of the car interior, place one window in a fully down position.
3. Push in the Left and Right Defroster Controls.
4. Move the control knob pointer counterclockwise from "OFF" to the last "stop" in the "AIR-COND" zone of the dial.
5. Pull the "AIR SYSTEM" control knob out to the high blower position.
6. Run the air conditioner for at least three minutes to expel warm air from the car.
7. Next, close the window and continue the blower operation at its high speed setting until the interior has reached a comfortable temperature.
8. After the desired temperature is reached, the "AIR SYSTEM" control may be moved to the slow blower position if desired.

CAUTION: *To avoid operating difficulties, do not operate the air conditioner with the blowers completely off. Move the control pointer to the position in the "COOLER" zone of the dial which produces preferred temperature.*

To Heat Car—

1. Run the engine until normal operating temperatures are reached.
2. Move the control knob pointer clockwise from the "OFF" position through the "HEATER" zone to obtain the amount of heat desired. The ram effect of the car's forward motion will produce a moderate amount of heated air.
3. Run the blower at either high or low speed to control the movement of air.

To Defrost the Windshield—

1. Run the engine until it is sufficiently warmed.
2. Pull out both Right and Left Defroster Controls.
3. Move the dial pointer through the "DE-ICE" zone to obtain the amount of heated air desired on the windshield. Within the limits of the "DE-ICE" zone, clockwise or counterclockwise rotation, respectively, increase or decrease the temperature of the heated air.



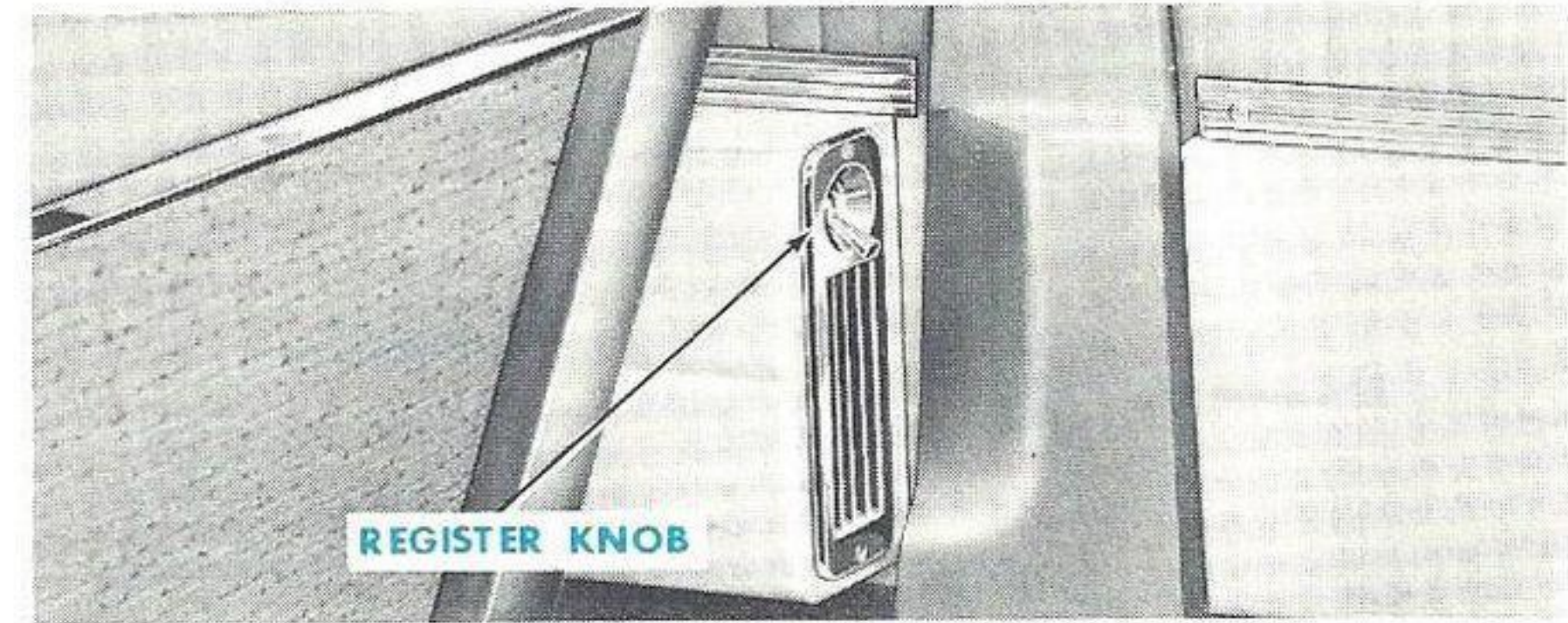
NOTE: Sudden changes in the outside temperature may cause a fogging condition to occur on the inside of the windshield. Set the pointer in the lower portion of the "DE-ICE" zone to alleviate this condition.

4. Run the blower at either high or low speed, as required.

To Ventilate—

1. Start the engine. Move the control pointer counter-clockwise to either the "R" (right air), "L" (left air), or "L-R" (left and right air) positions. The ram effect of the car's forward motion will deliver a large volume of outside air through the two vent discharge outlets located under the right and left hand ends of the instrument panel.
2. If for any reason it is desired to have outside air in the windshield area, pull the defroster controls all of the way out and then put the blowers on high. Directing air in this manner will aid in de-fogging the windshield on humid days when the air conditioner is not being used.

Registers—The Heating, Ventilating and Air Conditioning System includes five registers. Three are located in the instrument panel and one is located at the rear of each front door arm rest. These registers incorporate



both horizontal and vertical louvers designed to best distribute air throughout the passenger compartment. Each register is equipped with a control lever which determines the amount of vertical and horizontal movement of the registers. Merely move the knob in the direction that air is desired. Up and down movement directs the horizontal louvers, and right and left movement directs the vertical louvers. Diagonal movement positions both louvers simultaneously.

ACCESSORIES

Your Lincoln dealer has many superbly styled accessories in stock which are designed to add to the beauty, comfort, and convenience of your new car. He will be happy to give you specific information about any of these accessories:

Locking Fuel Tank Cap

Dual Antennas

Seat Belts

Cushion Topper

Radio

FM Tuner

Floor Mats (Contour or Rectangular)

Curb Buffer Moulding

License Plate Frame

Automatic Power Lubrication

Remote Control Trunk Lock

Directed Power Differential

Electronic Headlight Dimmer

Operating instructions for some of the most popular optional accessories follow.

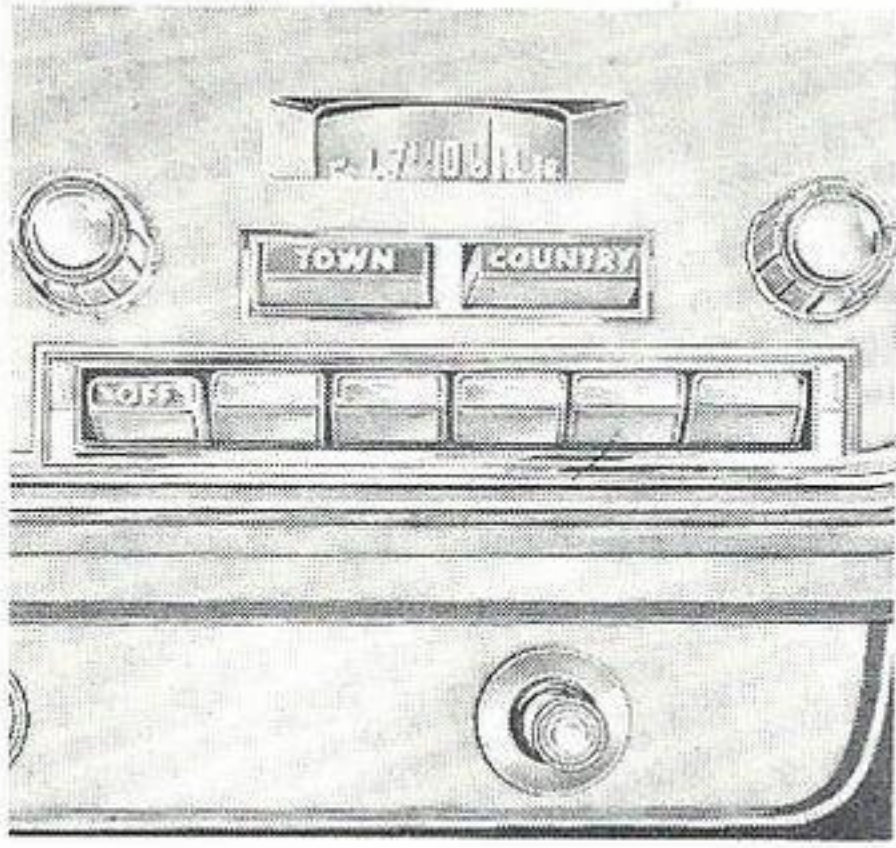
RADIO OPERATION

The AM Tuner Radio, in the right side of the instrument cluster, incorporates five push-buttons for station selection and one push-button to turn off the radio. (The radio is turned on by pressing any one of the station buttons.) Other stations may be selected by manually turning the knob at the right of the dial. Volume is controlled by a knob at the left of the dial. A collar on the volume control adjusts tone. The tuning knob collar adjusts front and rear seat speaker volume.

The "Town" and "Country" bars above the push-buttons also select stations; the former selecting only strong stations, the latter selecting any stations in range. The driver may also change stations by pressing the floor button at the left of the brake pedal.

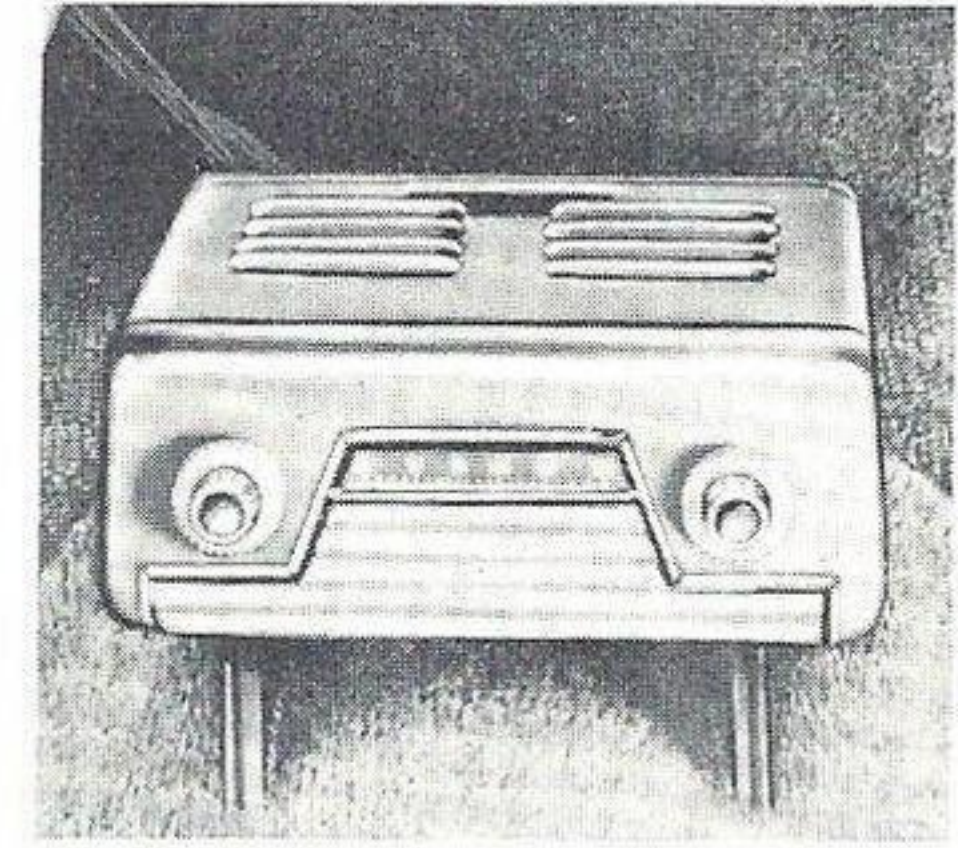
Adjust push-buttons as follows:

1. Turn on the radio and allow it to warm up for



approximately 15 minutes. Then, go through the following steps to set each button at the station of your choice.

2. Pull the selector button straight out until it stops.
3. Tune in the station you want with the manual tuning knob, on the right side of the radio.
4. After the station is clearly tuned in, push the selector button straight in, and release.
5. Repeat steps 2, 3 and 4 for the remaining station selector buttons.



FM TUNER

The FM Tuner is mounted on the floor under the glove compartment. This tuner affords static-free radio reception with fewer commercials. It plugs into the AM radio to form a truly fine sound system for your listening pleasure. A selector knob on the FM Tuner selects either AM or FM. (The FM Tuner has its own station selector knob, but uses the same volume control as the AM unit.)

ELECTRONIC HEADLIGHT DIMMER

Your headlights will be dimmed automatically, if your Lincoln is equipped with an electronic headlight dim-

mer. When this unit is installed, the conventional headlight dimmer switch is replaced by a two-position, foot-operated switch. To use the automatic feature, depress the foot switch to the floor and then release it . . . the lights from on-coming cars will automatically dim your headlights. When the car has passed, your lights will automatically return to high beam. You can also return your lights to high beam at any time by holding the foot switch part way down. The low beam can be locked in by again depressing the foot switch.

AUTOMATIC POWER LUBRICATION

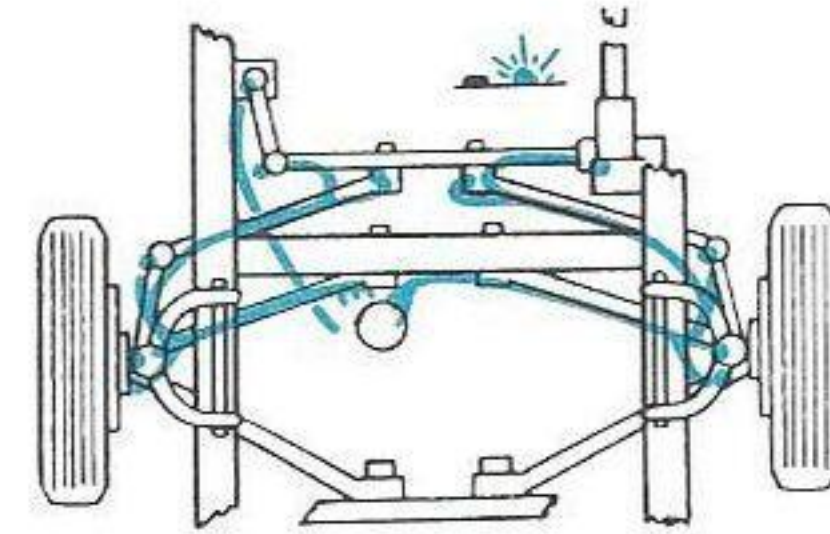
The front suspension and steering systems are automatically lubricated at proper intervals by the auto-

matic cycling multi-luber. This unit relieves the driver of routine lubrication worries.

The automatic multi-luber is powered by a vacuum pump which supplies metered quantities of lubricant, from a reservoir, to eleven fittings. These fittings are located as follows:

1. Right tie rod, inner end
2. Right tie rod, outer end
3. Upper ball joint, left wheel
4. Lower ball joint, left wheel
5. Lower ball joint, right wheel
6. Upper ball joint, right wheel
7. Left tie rod, outer end
8. Left tie rod, inner end
9. Right end of center link
10. Idler arm, upper end
11. Left end of center link

On the initial engine start and on subsequent engine starts after a predetermined time delay (which is governed by a vacuum restriction device which precludes over lubrication that could occur on false or frequent engine starts) a light marked "LUBE" illuminates momentarily in the instrument cluster, to indi-

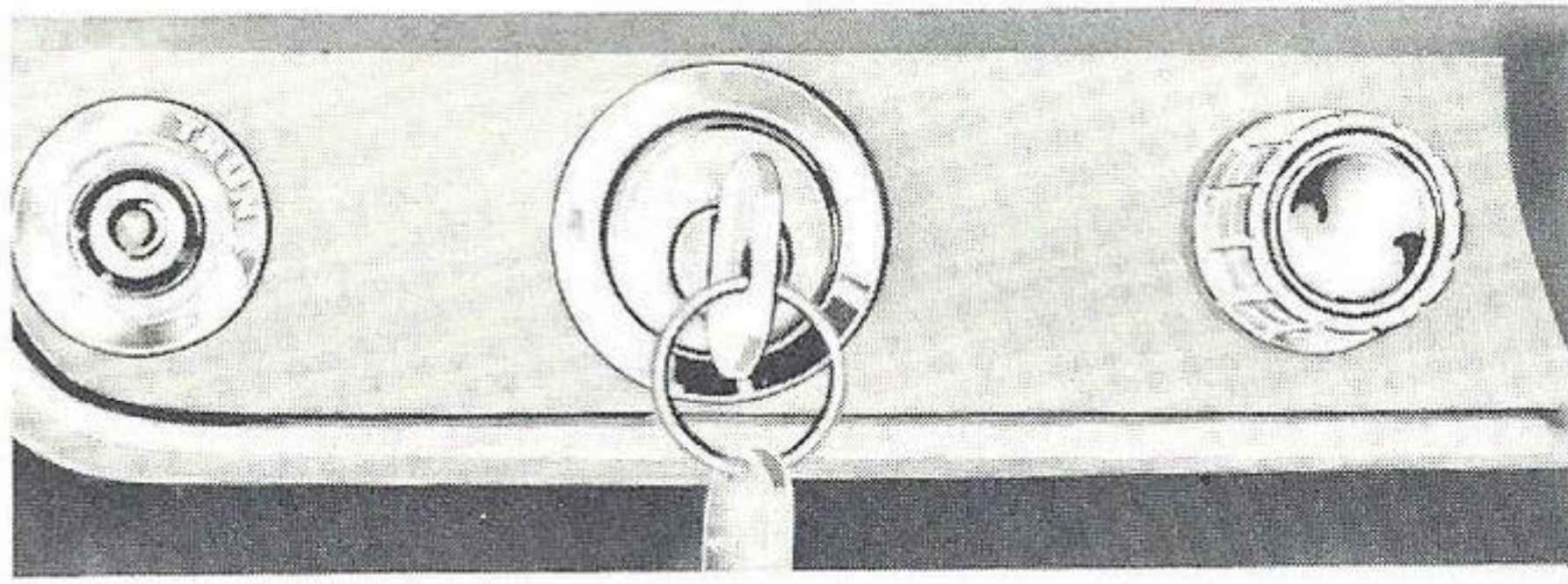


cate the start of the lubricating cycle. (See page 11.) This same light also serves as a lubricant low-level indicator; when the lubricant in the container reaches a replaceable level the light illuminates and remains on until the supply has been replenished. An economical, seven ounce replacement can of special lubricating grease may be obtained from your Lincoln dealer.

DIRECTED POWER DIFFERENTIAL

Under adverse weather conditions, when one or both driving wheels may be on a low traction surface (snow, ice, or mud), the differential will transfer power to the wheel with the most traction. Thus, the wheel on the slippery or soft surface will lock-up with the opposite wheel and have less tendency to spin.

NOTE: Do not run the engine with the transmission in gear when either or both rear wheels are raised off of the floor.



REMOTE CONTROL LUGGAGE COMPARTMENT LOCK

The remote control luggage compartment lock enables the driver to unlock the luggage compartment without getting out of the car. A key operates the lock switch in the instrument panel.

KEEPING THE CAR ATTRACTIVE

Your 1959 Lincoln's factory-fresh beauty is easy to maintain. Frequent and regular care of your car's paint and metal finishes and its interior trim will keep them looking like new.

Washing—Wash your car often and thoroughly with warm or cold water. If the car is very dirty, particularly after long-distance high-speed driving, use a *mild* soap or detergent to wash it. *Avoid washing the car with hot water or strong soaps or detergents.* In areas where icy roads and streets are salted to keep them clear, or where salt water may spray on the paint and metal, wash your car more often than usual to prevent salt corrosion on the finish. *Dirt should not be wiped off the painted surfaces with a dry cloth as gritty particles may be rubbed into the paint.*

Cleaning Painted Surfaces—Your Lincoln's baked enamel finish, one of the most durable finishes offered on any car today, never needs waxing under most normal driving conditions. However, any unprotected paint finish can, in time, become dull from accumulated dirt. It can be damaged if you drive frequently where corrosive elements (tree sap, fly ash in the air, insect excretions, salt deposits, etc.) can cling to the surface of the paint. You can prevent these undesirable elements from getting a toe-hold on your car's finish by applying a good automobile polish, such as Mercury Polish Wax, Blue Coral, or Porcelainize.

Chrome Parts—When cleaning chrome parts, use a soft cloth or sponge, clean water, and a mild soap or detergent. Sponge gently, then rinse with clear water. If it is necessary to remove rust, use Mercury Chrome Protector or polishing compound on the affected area. If a salt solution is used on the roads in winter, chrome parts should be cleaned frequently to neutralize the effect of this solution.

Interior Care—Thoroughly brush or vacuum the upholstery every few weeks. Minor stains may be easily removed with Mercury Spot Remover. Stains can be removed in much the same manner as used in cleaning clothes or household upholstery fabrics. Since volatile-type cleaners are harmful to rubber, parts of the car where foam rubber is used should be cleaned with Mercury Foam Upholstery Cleaner.

To remove stains on vinyl, use Mercury Vinyl and Leather Cleaner or a sponge which has been dipped in a warm water and mild soap solution. Follow-up the sponging with a soft cloth moistened in clear water and wipe dry with cheese-cloth. Vinyl or leather upholstery can be cleaned by wiping with a damp cloth to remove dust.

ALUMINUM ORNAMENTATION

As a general rule cleaners, such as Mercury Flash Cleaner, which are suitable for gloss paint finishes, are also suitable for anodized aluminum. Follow with an application of Mercury Polish Wax.

WHITE SIDEWALL TIRES

Frequent washings with mild soap and water will keep white sidewall tires looking smart. Scuff marks and deep seated stains may be removed with Mercury Whitewall Tire Cleaner, which is available from your Lincoln Dealer.

Spray on the cleaner and brush the affected areas briskly. Rinse thoroughly.

UNDERCOATING

Your Lincoln has been undercoated at the factory. This sprayed-on build-up of special compound will deaden road noises as well as insulate the car against heat and cold.

MATCHING CHIPPED PAINT

It is a good idea to touch-up chipped or scratched paint before rust appears. Mercury Spray Paint or Pencil-Brush Paint is available to touch-up chips and scratches quickly and easily.

PREVENTIVE CARE AND MAINTENANCE

COOLING SYSTEM CARE

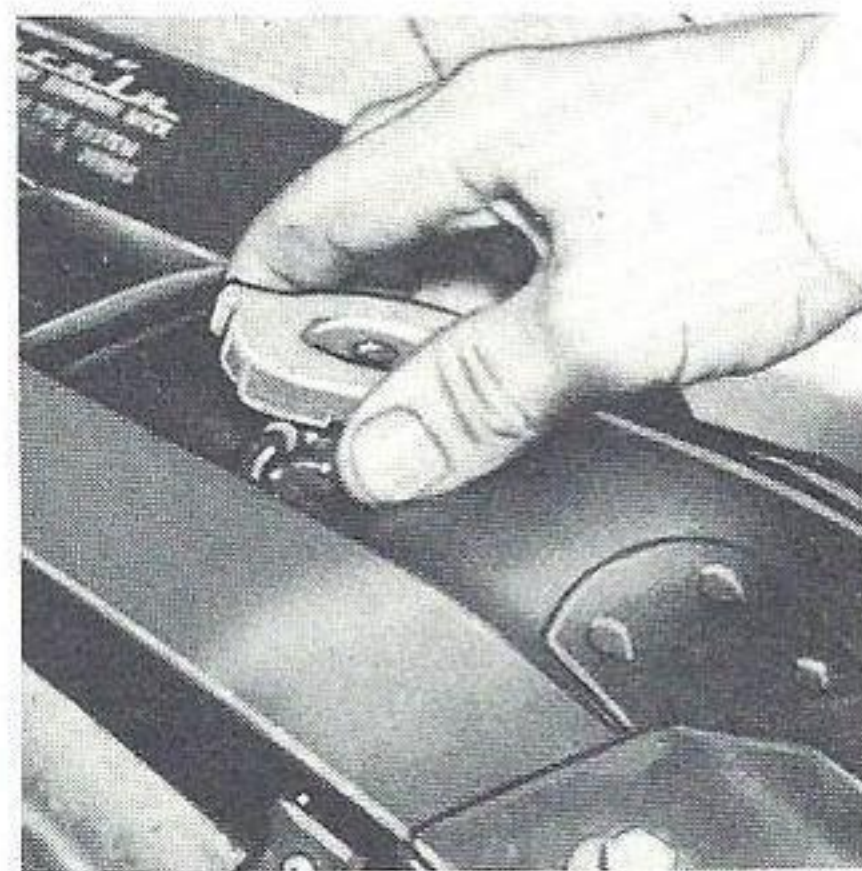
The coolant level in the radiator should be about an inch below the bottom of the filler neck. (Frequent checks should be made to be certain that the recommended coolant level is maintained.) If there is an excessive loss of coolant, the system should be checked. Care should be taken when removing the radiator cap, because the system operates under pressure. When checking coolant level, first, turn the radiator cap to the partly open stop, allow the pressure to escape, and then, remove the cap. NOTE: Do not attempt to check coolant level when the engine is overheated. When installing the cap, be sure that it is on tight and in the operating position.

The cooling system should be flushed twice a year. This can be done conveniently in the spring and fall when draining or adding anti-freeze solution. Flushing helps clean out rust and scale from the radiator. At the time of spring flushing, rust inhibitor should be

added to the radiator. Your Lincoln dealer will clean out the cooling system for you at nominal cost.

CAUTION: *Never attempt to add water or anti-freeze when the system is overheated.*

If your Lincoln is equipped with Air Conditioning, the cooling system must be protected during the summer with anti-freeze. Have your dealer add enough "permanent" (ethylene glycol base) anti-freeze to protect the system to plus 10° Fahrenheit.



NOTE: In this case, it will not be necessary to use a rust inhibitor during the summer.

The type of anti-freeze you use for winter operation is a matter of individual preference. Solutions with either alcohol or ethylene glycol base, used in proper quantity, will provide protection against freezing. "Permanent" (high boiling point type) anti-freeze solutions with ethylene glycol base do not evaporate, require only occasional checking, and will protect your car against freezing and clogging for the winter season. Alcohol-type anti-freeze, due to evaporation, must be checked more frequently, and may require addition of more anti-freeze in order to maintain the needed protection.

CAUTION: *Do not mix methanol base anti-freeze (alcohol) with a permanent type anti-freeze.*

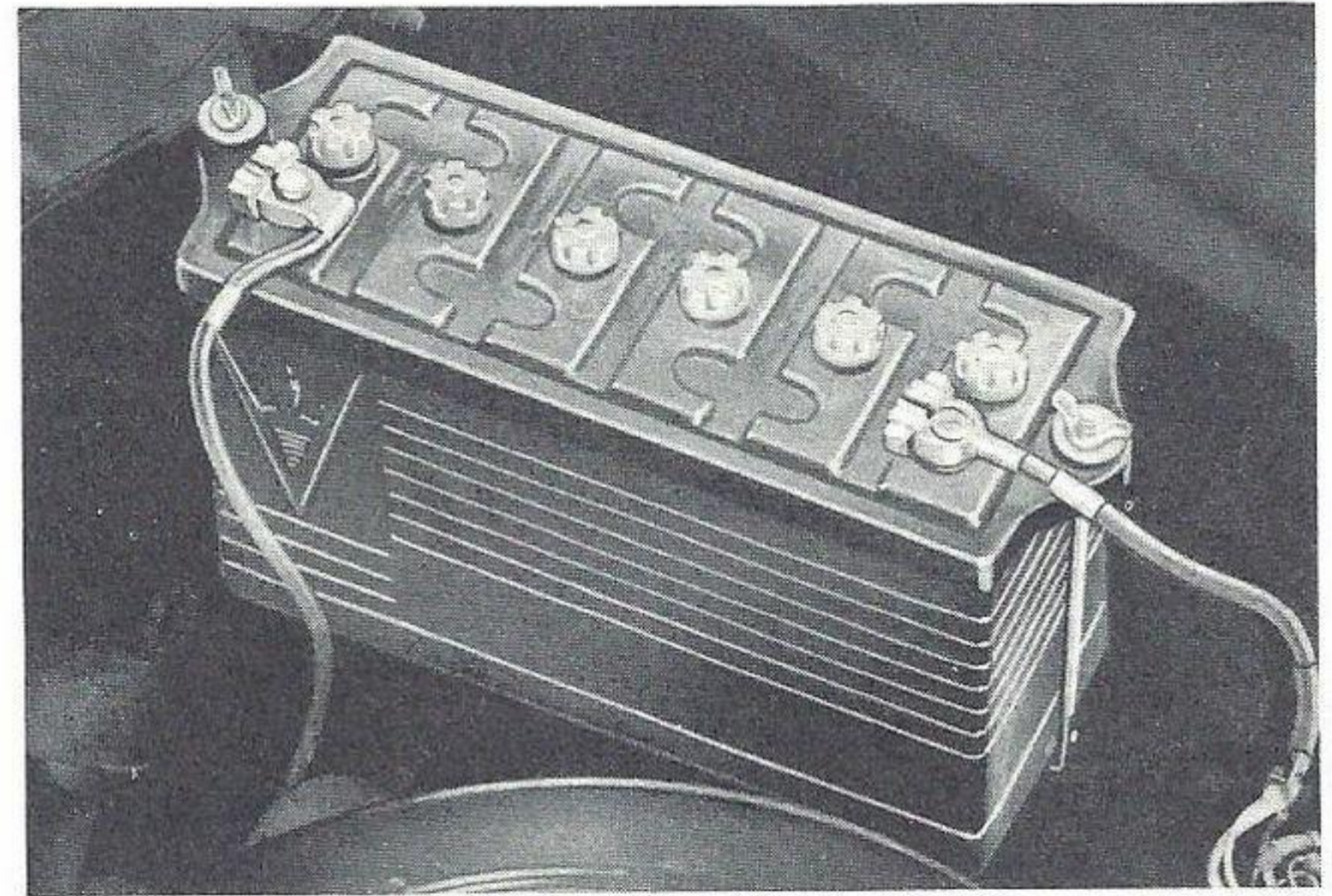
The standard thermostat in your Lincoln is a high temperature thermostat (180°). This thermostat is designed for most efficient operation when used with "permanent" (high boiling point type) anti-freeze. If for any reason, a non-permanent type anti-freeze is used, it will be necessary to have your Lincoln dealer install a lower temperature thermostat (160°) to avoid overheating. Before filling the radiator with anti-freeze,

the cooling system should be checked for leaks, all connections should be tightened, and all worn hoses replaced.

NOTE: Anti-freeze is recommended for one winter season only. Drain and discard the used solution with the coming of spring, and install fresh anti-freeze the following fall.

BATTERY CARE

The battery is located in the right front corner of the engine compartment. This battery will give you depend-



able service, if properly maintained. The following steps are recommended in this respect:

1. Have the fluid level in the battery checked frequently.
2. Keep the top of the battery clean and dry.
3. Keep the terminals of the battery coated with petroleum jelly to prevent corrosion.

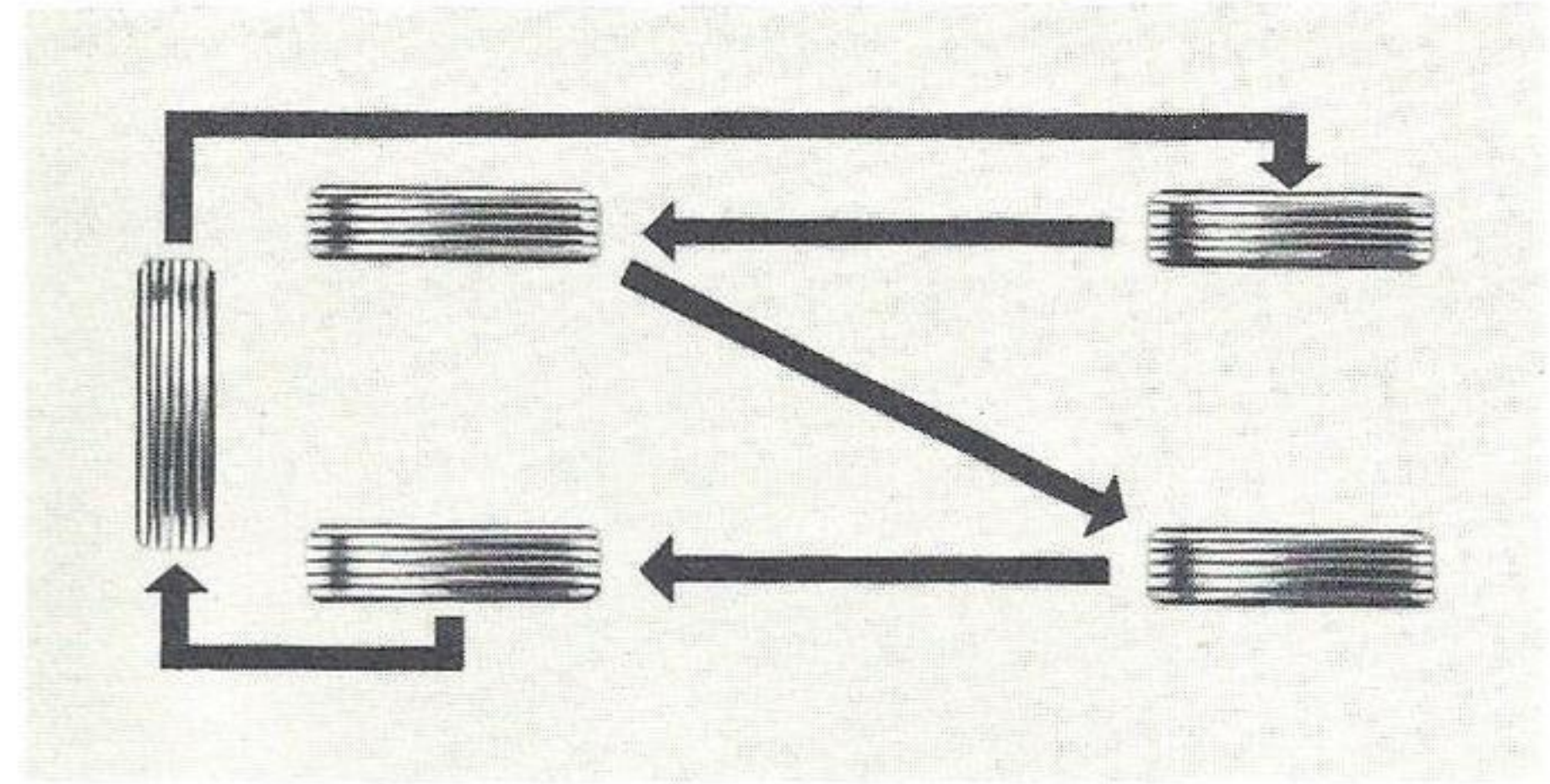
CAUTION: *Keep lighted cigarettes or flames away from the top of open battery cells. Combustible gas is always present.*

TIRE CARE

Tubeless tires are standard equipment on your Lincoln. If you should have a flat tire, all Lincoln dealers and most service stations are equipped to repair tubeless tires.

TIRE PRESSURE

Tire pressure should be checked when tires are cool or cold, because pressure increases after traveling a few miles. Recommended cold-tire pressures are 24 lbs. front and rear for all models.



TIRE ROTATION

Rotate all five tires on your car every 6,000 miles to equalize the wear on the tires. Follow the pattern shown in the diagram on this page for best results. It is recommended that the front wheels of your car be checked for alignment by your Lincoln dealer every 10,000 miles, or at any time abnormal steering or tire wear develops.

To Obtain Maximum Tire Life—

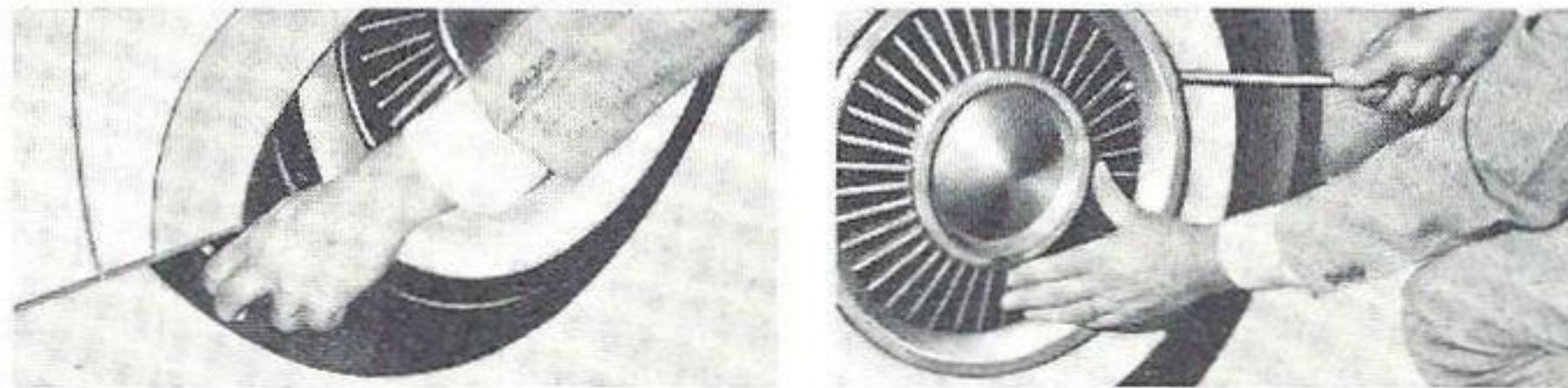
1. Check tire pressure regularly.
2. Avoid extreme and unnecessary braking.
3. Avoid spinning the wheels in fast accelerations.
4. Rotate tires at recommended intervals.

5. Slow down on sharp curves and when turning corners.
6. Avoid holes in the road and sharp objects, whenever possible.

CHANGING WHEELS

To change wheels on your Lincoln, you need only the jack plus the combination jack handle and lug wrench which came with your car. If you have a flat tire while driving, stop on a level grade as quickly and safely as possible, and proceed as follows:

1. Place the transmission selector in "P" position and set the parking brake.



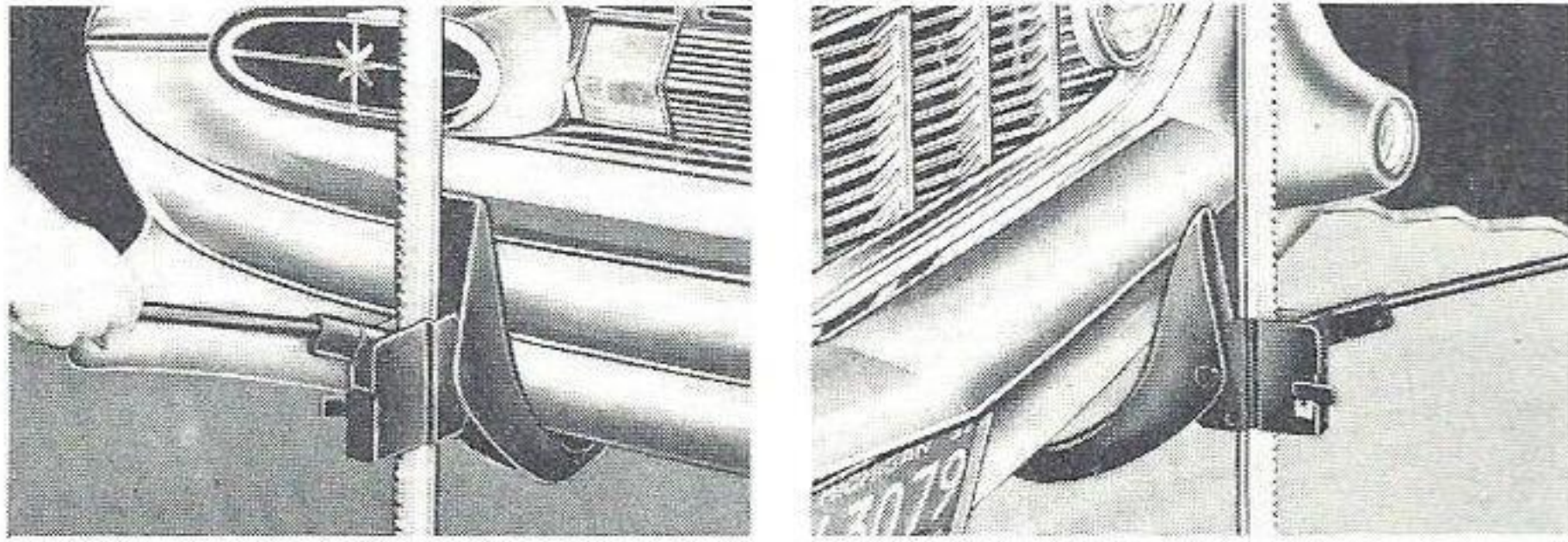
2. Remove the spare wheel and place it near the wheel to be removed.
3. To remove the rear wheel skirt, locate the handles inside either end of the wheel skirt, pull the handles away from the skirt (toward car), then toward the

opening of the wheel skirt. Finally, lift the wheel skirt away from the fender.

4. The hubcap has locking indentations in the mounting edge to prevent it from rotating on the wheel. With this design, removal of the hubcap is best accomplished in the following manner:

Make sure that the valve stem and the hole in the hubcap are approximately horizontal. This will provide the jack handle with sufficient clearance when it is being used as a lever to pry the hubcap off. Insert the tapered end of the jack handle beneath the hubcap at the valve stem hole, and pry the hubcap out by pushing the jack handle toward the wheel. After the initial pry, insert the tool slightly above and then below the valve stem hole and continue prying the hubcap in each location until it is removed from the wheel. Then loosen (about one turn) the five nuts holding the wheel in place.

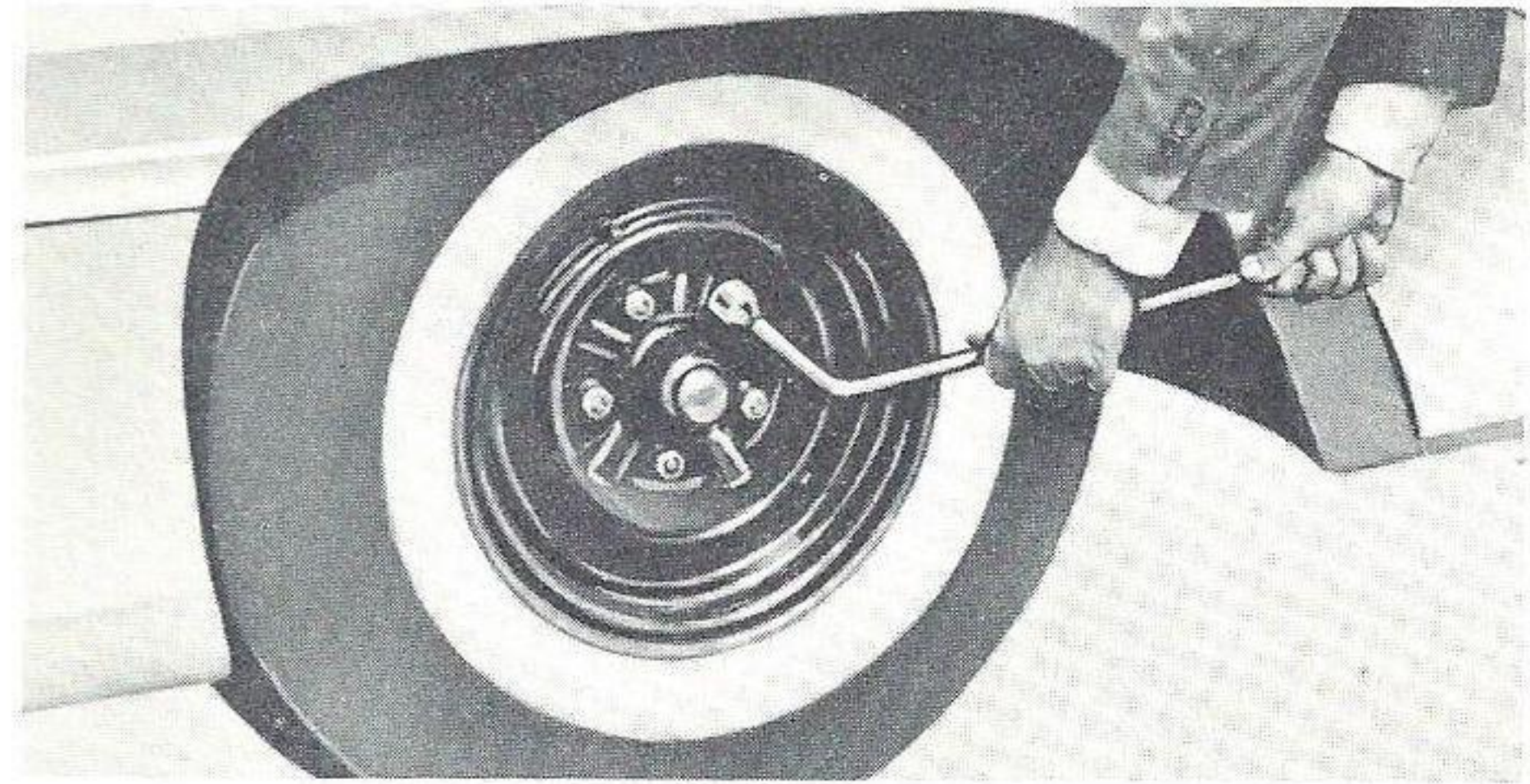
NOTE: With any method other than the above, difficulty may be encountered in removing the hubcap, with resultant distortion of the hubcap.



5. To raise the car, the small lever under the jack handle should be in the upper position. With the lever in this position, you can raise the car by moving the jack handle up and down. Insert the bottom of the jack post into the base. Slide the movable part of the jack up until the loadrest hook is under the hole in the bumper. Position the jack loadrest hook in the proper location to prevent damage to the bumper. Set the jack as shown to raise the front end. The flared end of the hook fits into the jacking pad hole under the bumper (see chart, page 34). Set the jack, as shown, to raise the rear of the car. Block the front wheels to prevent the car from rolling. The flared end of the hook fits into the jacking pad hole under the bumper (see chart, page 34). The post should be as nearly vertical as possible. The car may then be raised by alternately lowering and

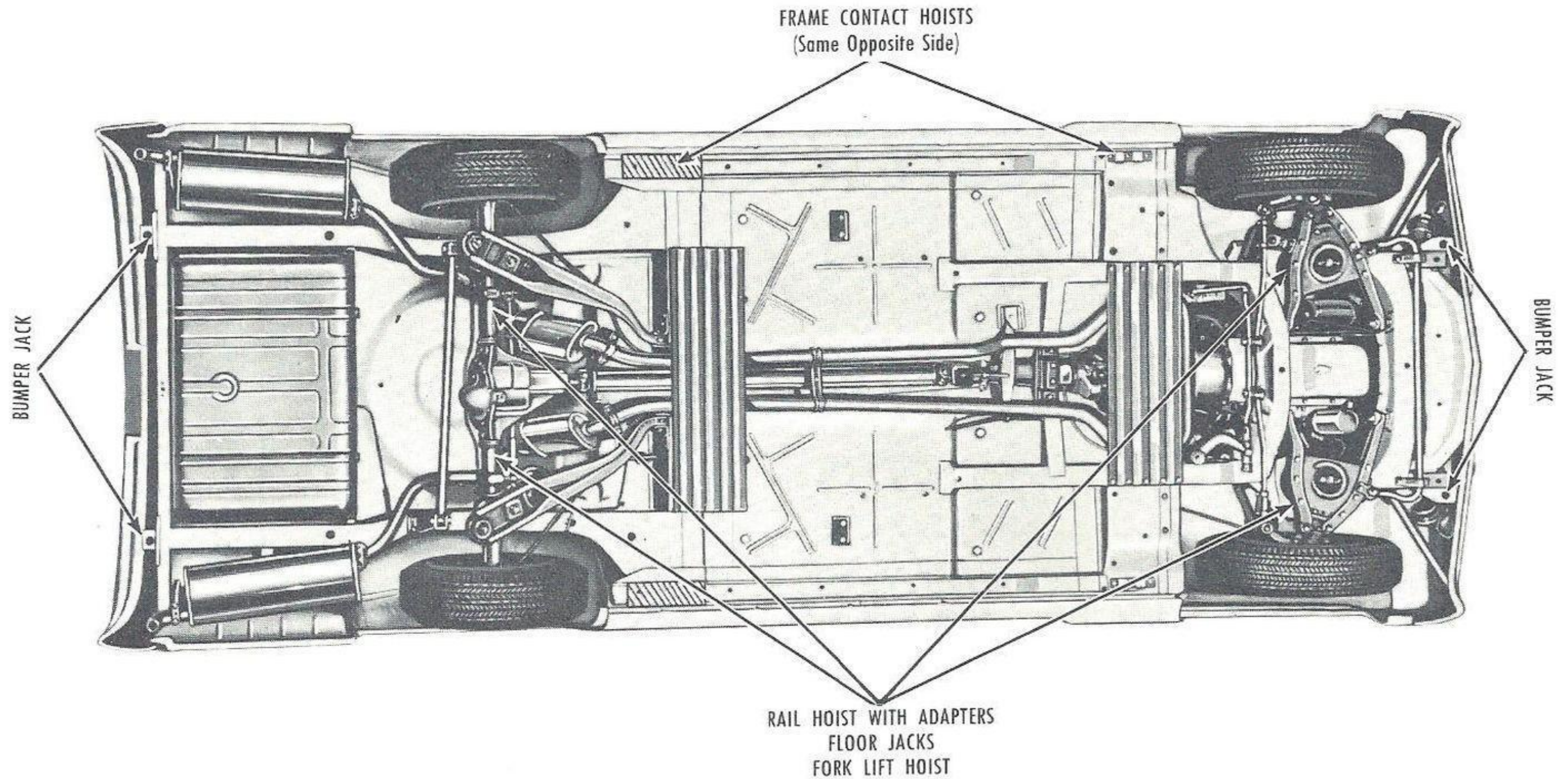
raising the jack handle until the wheel just clears the ground.

6. Remove the wheel nuts. Pull the wheel off and immediately replace it with the spare. Replace the nuts, and then snug them up evenly before final tightening is completed.



7. To lower the car, place the small lever under the jack handle in the down position. Lower the jack using the same motion employed to raise the car. Keep a firm grasp on the handle during this operation.
8. Tighten each nut carefully. Replace the hubcap; be sure it is snapped into place all of the way around.

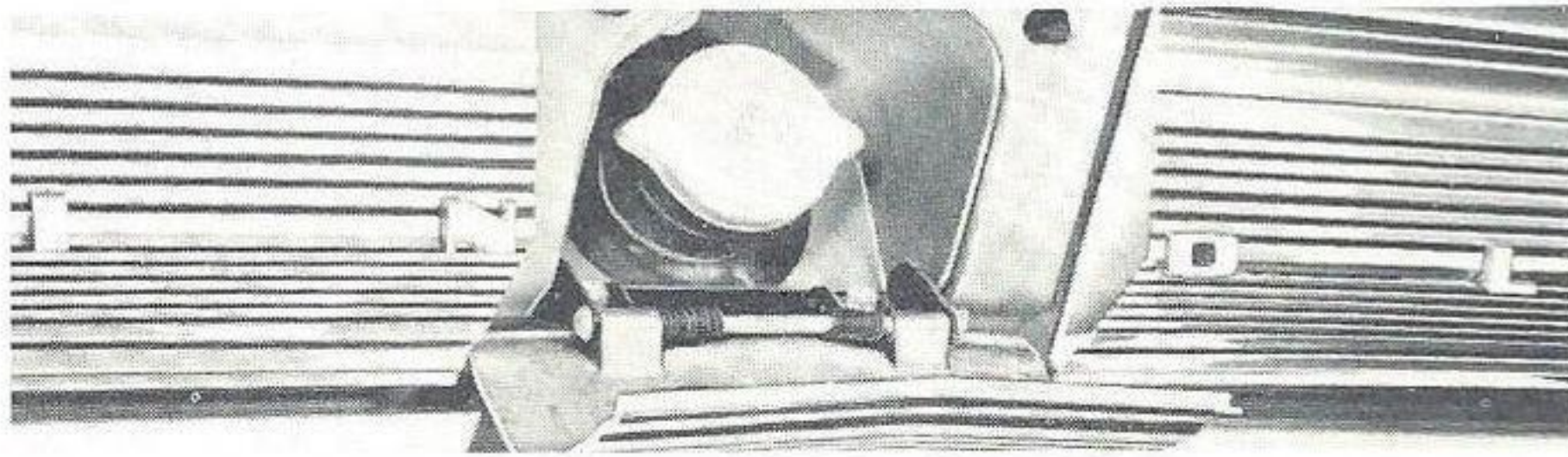
JACKING AND HOISTING



FUEL AND OIL

FUEL TANK FILLER

The fuel filler pipe is located in the center of the rear grille behind a hinged plate.



FUEL FILTERS

Filters in the fuel tank and near the 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 an accreted paper filter, and is located in the sediment bowl adjacent to the fuel pump. This filter element should be replaced after the first 1,000 miles of driving, next at 4,000 miles and then at each 4,000 mile interval thereafter.

TYPE OF FUEL

Your new car has a high compression engine. This engine is designed for use with premium gasoline only. Therefore, to obtain top efficiency and performance, dependable brands of premium gasoline should be used.

CHANGING THE OIL

Your car 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 the initial drain, the engine oil and oil filter should be changed at 4,000 miles and at each 4,000 mile interval thereafter, 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.

QUALITY AND WEIGHT OF THE OIL

Premium heavy-duty type oil (American Petroleum Institute classification MS) is recommended for the Lincoln engine.

CAUTION: Oil having A.P.I. classification MM and ML are not recommended for use in our product. 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° or Above +32° F.	SAE 10W
Below -10° F.	SAE 5W

CRANKCASE OIL LEVEL

Have the oil level checked whenever you stop for fuel. The oil level indicator is marked for a safe driving range. If the oil level is between the "ADD OIL" and the "FULL" marks, it is not necessary to add oil. Whenever the level is at or below the "ADD OIL" mark, add oil immediately one quart at a time, checking the indicator after the addition of each quart. *Do not fill above the "FULL" mark.*

NOTE: *When checking the oil level, be certain that the dipstick is properly seated on the top of the dipstick tube.*

AUTOMATIC TRANSMISSION FLUID LEVEL

The fluid level in the automatic transmission should be checked at 2,000 mile intervals. A bayonet type fluid level indicator is provided for this purpose.

Do not fill above the "FULL" mark.

OIL FILTER

The Lincoln engine is equipped with a full-flow disposable type oil filter which may be removed and installed by hand. Normally, filter replacement and crankcase oil changes should be made simultaneously.

MAINTENANCE GUIDE

By following a regular schedule for maintaining your new Lincoln, you will not only gain in performance and riding comfort, but most importantly in car safety. The schedule which we recommend represents the minimum in services for average driving conditions.

The information in this section of your manual includes:

1. An index for the scheduled service items listed on pages 38 and 39.
2. A chassis lubrication guide (see page 40).
3. A body lubrication guide (see page 41).

MILEAGE	INDEX FOR SCHEDULED SERVICE ITEMS	SERVICE ITEMS
1,000.....		1-2
2,000.....		1-10
4,000.....		1-16
6,000.....		1-10, 17-24
8,000.....		1-16
10,000.....		1-10, 25-27
12,000.....		1-24
14,000.....		1-10
16,000.....		1-16, 28-34
18,000.....		1-10, 17-24
20,000.....		1-15, 25-27, 35
Seasonal Services.....		See Page 39

NOTE: At the end of the first 1,000 miles, the oil in the crankcase must be changed and the oil and fuel pump filters should be replaced.

MAINTENANCE SCHEDULE

EVERY 1,000 MILES

1. Lubricate chassis. (This includes front suspension, steering idler arm, tie rods and bushings, connecting link ball studs.)

NOTE: Cars equipped with Automatic Power Lubrication do not require manual chassis lubrications. (See page 00 for additional information.)

2. Check all drive belts for proper deflection and adjust as required.*

EVERY 2,000 MILES

3. Check fluid level of rear axle, power steering pump reservoir, and brake master cylinder.
4. Inspect brake pedal for free travel.
5. Inspect tires.
6. Inspect battery.
7. Inspect battery cables.

8. Lubricate door, hood and luggage compartment locks, hinges and door check arms.
9. Lubricate steering stops.
10. Check fluid level in transmission.

EVERY 4,000 MILES

11. Change oil in crankcase every 4,000 miles or every ninety (90) days—whichever occurs first.
12. Clean crankcase inlet breather cap.
13. Clean carburetor air cleaner element.
14. Replace fuel pump filter element.
15. Replace oil filter.
16. Clean and regap spark plugs.

EVERY 6,000 MILES

17. Engine diagnosis—check starter system, distributor, spark advance, coil, generator, generator regulator,

*Belt tension may be scheduled on an "as required" basis after the first 1,000 mile check.

carburetor and choke adjustments. Check automatic transmission linkage, check shift points.

18. Check operation of parking brake.
19. Inspect all light bulbs.
20. Inspect windshield wiper operation and blade condition.
21. Clean and repack front wheel bearings.
22. Lubricate distributor wick, cam and oil cup.
23. Cross-switch tires and check wear.
24. Inspect steering gear and related parts.

EVERY 10,000 MILES

25. Install new spark plugs.
26. Check front end alignment.
27. Clean power brake air cleaner.

EVERY 16,000 MILES

28. Change fluid in automatic transmission.
29. Adjust automatic transmission bands and check linkage adjustments.

30. Lubricate front seat power regulator shaft.
31. Inspect front and rear shock absorbers.
32. Inspect and service rear spring pads.
33. Inspect brake lining and drums.
34. Inspect seals at rear wheels.

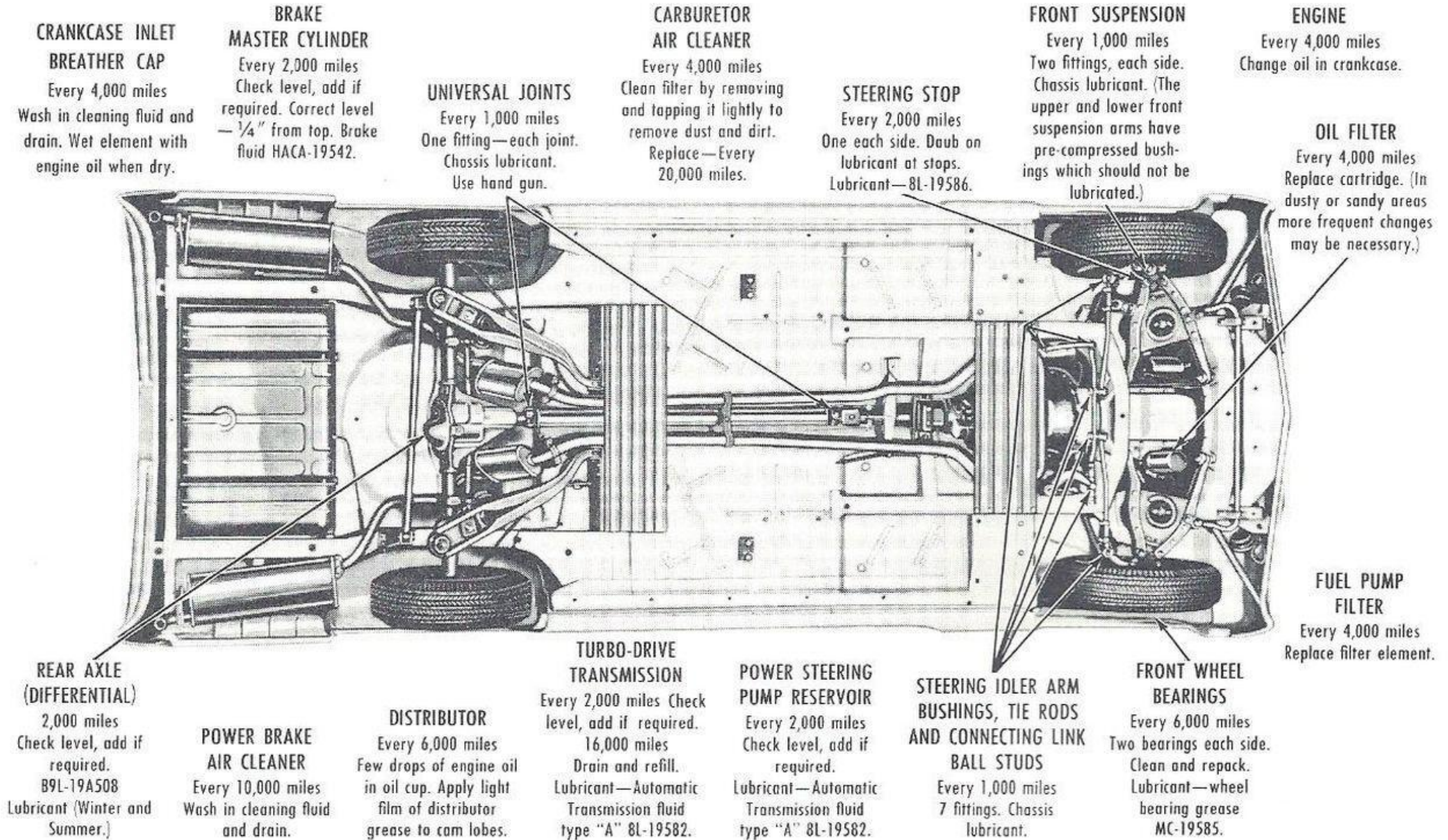
EVERY 20,000 MILES

35. Replace carburetor air cleaner filter.

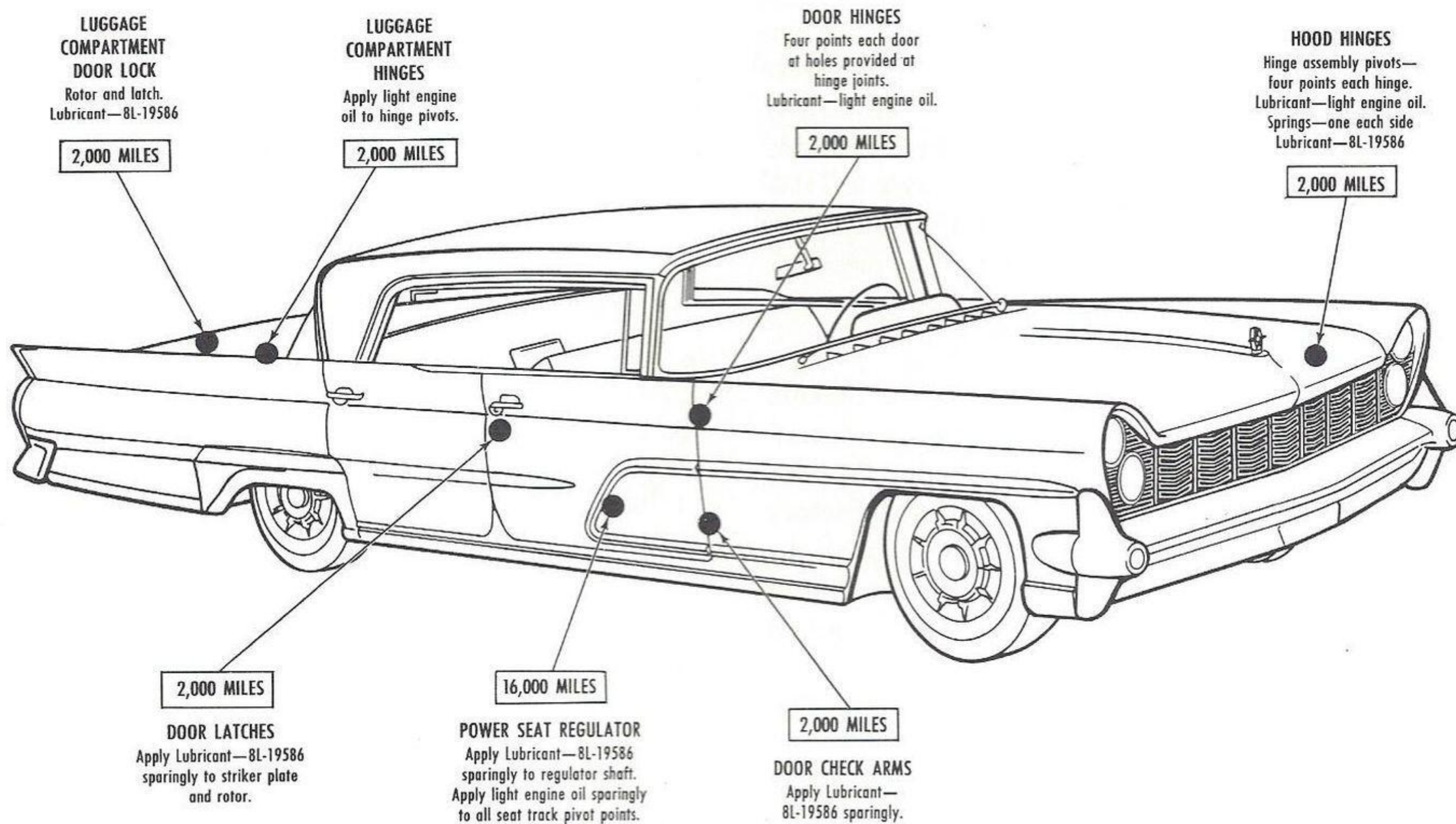
SEASONAL SERVICES

1. Radiator flush—Spring and Fall.
2. Inspect all hoses—replace if necessary.
3. Air conditioning—each Spring and Fall, check compressor oil level, check refrigerant lines for leaks and check sight glass for amount of charge.
4. Add rust inhibitor to coolant each Spring.
5. Position carburetor pump lever operating cam in proper lever hole for Winter or Summer operation.
6. The addition of anti-freeze to the cooling system. (Refer to pages 29 and 30 for details regarding anti-freeze.)

CHASSIS LUBRICATION GUIDE



BODY LUBRICATION GUIDE



LINCOLN SERVICE

At home, your own Lincoln dealer knows your car best and stands ready to meet your service needs. When you travel, a nationwide network of authorized dealers can provide you with the high quality of service your Lincoln deserves. The primary interest of this Lincoln dealer organization is to see that your Lincoln gives you complete satisfaction and lasting pleasure.

REGISTERED MECHANICS

When you take your Lincoln to an authorized Lincoln dealer for service, you are certain of expert workmanship because dealer service personnel are factory-trained in all phases of servicing Lincoln cars. Factory service schools have been set up in all parts of the country for this purpose. At the conclusion of each course taken by a registered mechanic, he is required to submit his answers to tests. These are forwarded to Detroit where his personal record card is kept on file.

In addition, Lincoln service men are kept informed of latest service techniques through company bulletins,

and they use factory-approved tools, test fixtures, and methods. These precision instruments are designed specifically for your Lincoln car and provide the proper adjustments necessary for its efficient operation.



WARRANTIES

DEALER'S SERVICE POLICY AND CAR WARRANTY

Your dealer will give you this policy at the time of delivery. It entitles you to a free 1,000 mile inspection and service, except for lubricant, oil filter, and fuel filter needed. It also states your dealer's warranty on any parts found to be defective during the first 90 days or 4,000 miles, whichever occurs first. If you're traveling or have moved to a distant locality, any Lincoln dealer will honor your policy and perform warranty service.

RADIO WARRANTY

Any defects in material or workmanship are covered for 90 days or 4,000 miles, whichever occurs first. Your Lincoln dealer will give you a filled-out radio warranty card. If your radio needs repair during the warranty period, see your Lincoln dealer.

CLOCK WARRANTY

Your electric clock is covered for the first 90 days or 4,000 miles, whichever comes first. If you have any trouble, see your Lincoln dealer.

BATTERY WARRANTY

Your battery is covered by a 90-day replacement

warranty and adjustment policy. Credit is allowed on a pro-rated basis for 48 months. If your battery should fail, return it to your Lincoln dealer.

TIRE WARRANTY

The tire manufacturer guarantees your tires against defective workmanship and materials. Adjustments are handled by the tire manufacturer's dealers.



SPECIFICATIONS

AXLE GEAR RATIOS

Your car will be equipped with one of the following gear ratios: 2.89:1 (standard) or 3.11:1 (optional on all except air conditioned cars).

COOLING SYSTEM

Radiator Cap Opening Pressure (p.s.i.) 12-15

DIMENSIONS

Overall Length (inches) 227.1
Overall Sedan Height—Loaded (inches) 56.7
Overall Width (inches) 80.1
Tread (inches) 61
Wheelbase (inches) 131

ENGINE

Bore (inches) 4.30
Compression Ratio 10.0:1
Cylinders
 Quantity 8
 Type 90° OHV
Firing Order 1-5-4-2-6-3-7-8
Note: Cylinder numbering is 1-2-3-4—right, 5-6-7-8—left.
Transmission idle speed (in drive) (r.p.m.) 450-475
Stroke (inches) 3.70
Valve Lash—intake and exhaust—Zero Hydraulic

ELECTRICAL SYSTEMS

Battery

Ampere hour rating.....	70
Ground terminal polarity.....	Negative
Number of cells.....	6
Number of plates per cell.....	13
Volts.....	12

Circuit Breakers

	Rating	Location
Power Vent Windows.....	5 amp	Side cowl inner panel
Servo.....	6 amp	Center of cowl
Elect. Door Lock, Rear Compartment Lid Lock.....	10 amp	Center of cowl
License Plate Light, Rear Compartment Light, Parking Lights, Rear Deck Warning Light, Stop Light and Taillights.....	12 amp	In headlamp switch
Low Beam Circuit, protects gauge wire.....	12 amp	Center of cowl
2-Door Electric Door Lock Feed.....	15 amp	Center of instrument panel
Power Front Door Windows.....	15 amp	Side cowl inner panel
Power Rear Door Windows.....	15 amp	Bottom of door
Power Quarter Window.....	15 amp	Floor pan at quarter
Hi and Low Headlamp and Automatic Dimmer.....	18 amp	In headlamp switch
Air Cond. and Heater Blowers (Small Blower).....	20 amp	Center of cowl
Air Cond. and Heater Blowers (Large Blower).....	30 amp	Center of cowl
4-Door Electric Door Lock Feed.....	30 amp	Center of instrument panel
Master Control for Power Seats and Windows.....	30 amp	Center of cowl

Distributor

Point gap (inches).....	.014-.016
Dwell at idle (degrees).....	26-28½

Fuses

Circuit	Fuse	Location
Electric Door Lock Warning Lamp.....	SFE 7.5	Fuse Panel

	Fuse	Location
Back-up Lamps, Power Lubricator, Servo Control Switch, Turn Indicator and Turn Signals	SFE 7.5	Fuse Panel
Std. Radio	SFE 9	Fuse Panel
Courtesy and Dome Light	SFE 14	Fuse Panel
Clock	1 AG 1	Cartridge in Wire Lead Behind Clock
FM Tuner	3 AG 15	Fuse Panel
Cigarette Lighter	3 AG 15	Fuse Panel (Also Sulphur Disc on Back of Lighter Circuit Breaker in Lighter)

Lamps Lamp Description	Number of Bulbs Used	Candle Power or Wattage	Trade Number
AM Radio Dial, Door Lock, Fuel Level, Hi-Beam, Instrument Panel Cigarette Lighter, Oil Pressure, Parking Brake, Power Lubrication, Transmission Control Selector	1 ea.	1.5 C.P.	1445
FM Radio Dial, Turn Signal	2 ea.	1.5 C.P.	1445
Glove Compartment, Ignition Switch, Instrument Panel Ash Receptacle, Luggage Compartment Door Lock Switch	1 ea.	2 C.P.	57
Door and Quarter Arm Rest Ash Receptacle	4	2 C.P.	57
Instrument Panel	6	2 C.P.	57
Rear License Plates	1	4 C.P.	67
Luggage Compartment	1	6 C.P.	89
Courtesy Lamps	2	6 C.P.	89
Dome Lamp	1	15 C.P.	1003
Reading Lamps, Back-up Lamps	2 ea.	21 C.P.	1141
Front Turn Signal/Parking, Rear Turn Signal/Stop and Tail Lamp	2 ea.	32/4 C.P.	1034
Headlamps—Hi-Beam (#1)	2	37.5 W	4001
Headlamps—Lo-Beam (#2)	2	50/37.5 W	4002

Spark Plugs

Size and Type.....	18 MM, Anti-fouling
Gap (inches).....	.032-.036.
Torque (lbs. ft.).....	15-20

REFILL CAPACITIES (U.S. MEASURES)

Cooling System.....	23 quarts*
Crankcase.....	5 quarts**
Fuel Tank.....	22.5 gallons
Power Steering.....	2.7 pints
Rear Axle.....	4 pints
Transmission (Drain and Refill).....	21 pints

*Add 1 quart extra on car equipped with heater.

**Add 1 quart extra on car with oil filter replacement.

REFILL CAPACITIES (IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is $\frac{1}{6}$ larger than similar units of liquid measure used under United States standard. If equivalent liquid capacities are desired, multiply the specified U.S. measure by 5 and divide by 6. The result will be reasonably accurate.

TIRES

Size.....	9.00 x 14 (w/air conditioning), 9.50 x 14 (w/out air conditioning)
Pressure.....	24 lbs. (front and rear)

TRANSMISSION

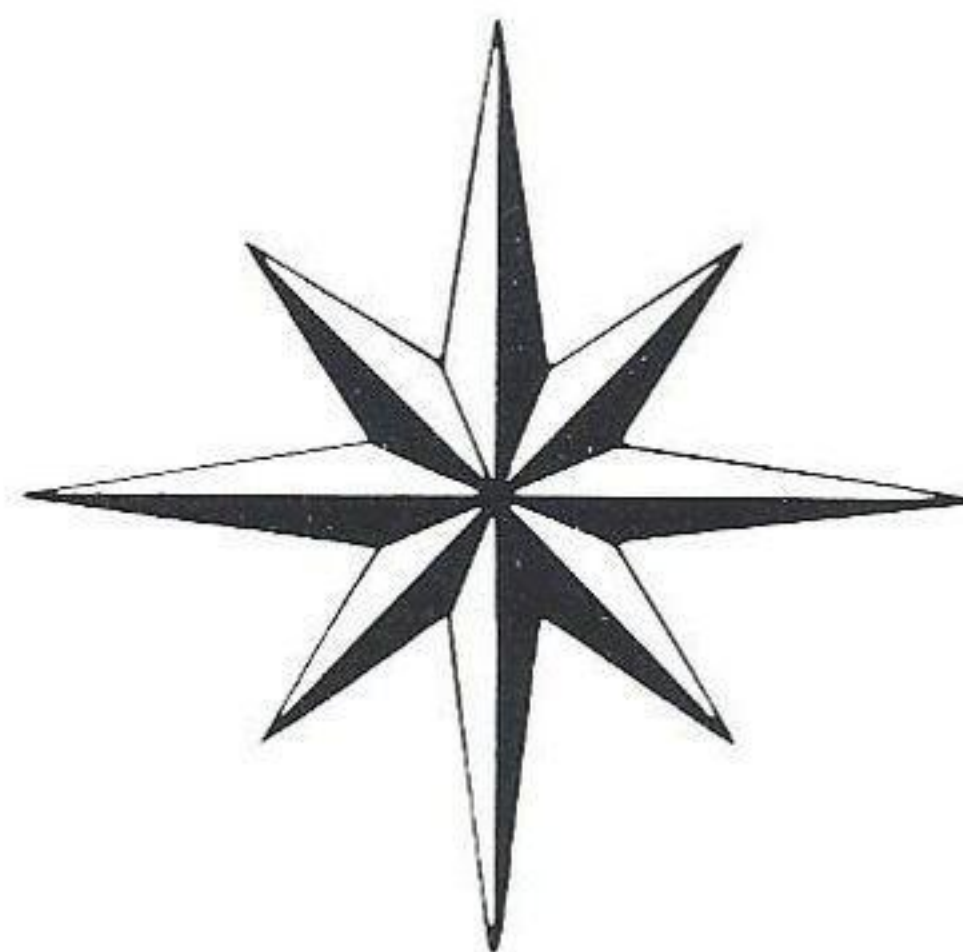
Speeds.....	3 speeds forward and one reverse
Type.....	Single stage torque converter with 3 speed fully automatic planetary gear train

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M-E-L DIVISION
Ford Motor Company



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