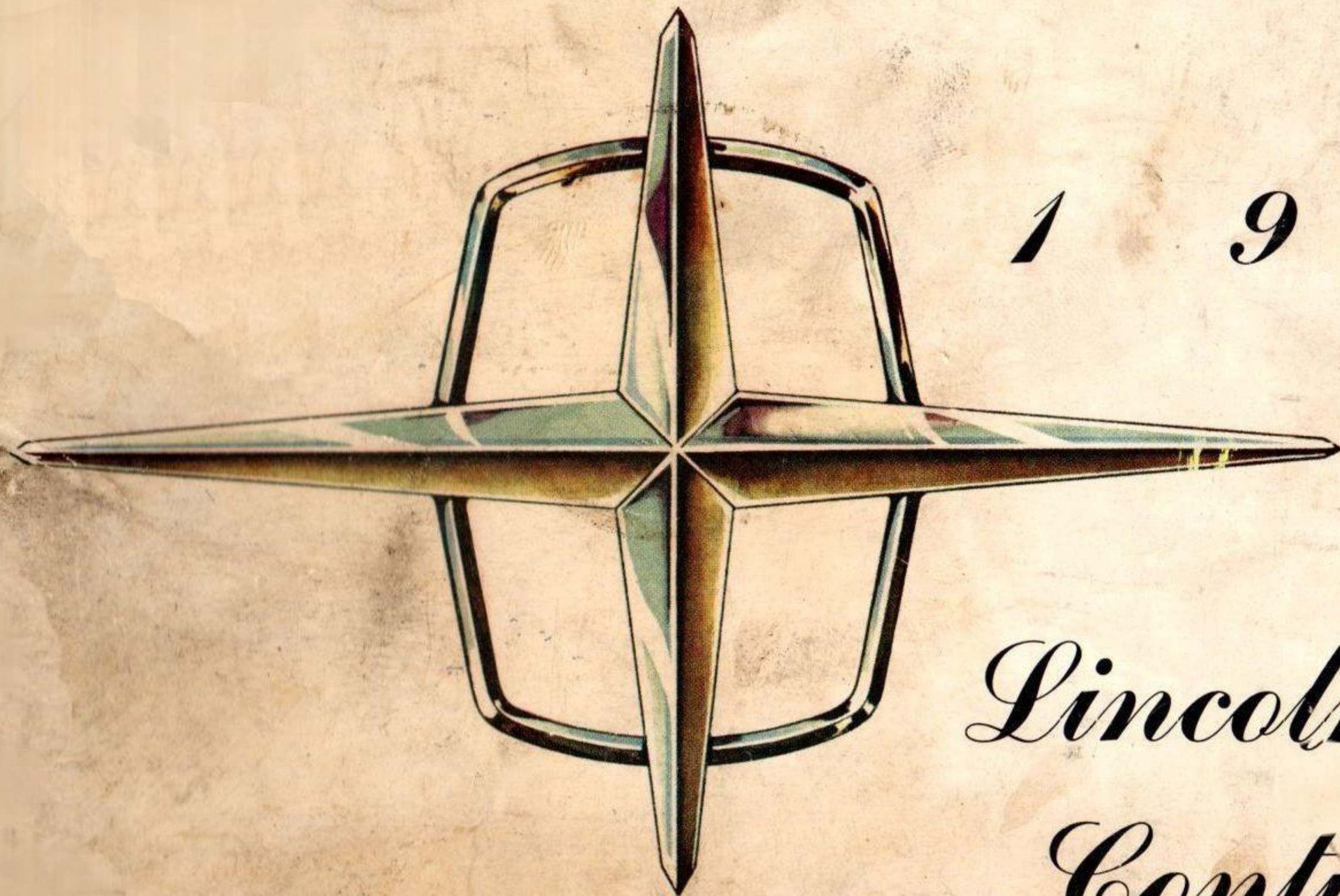


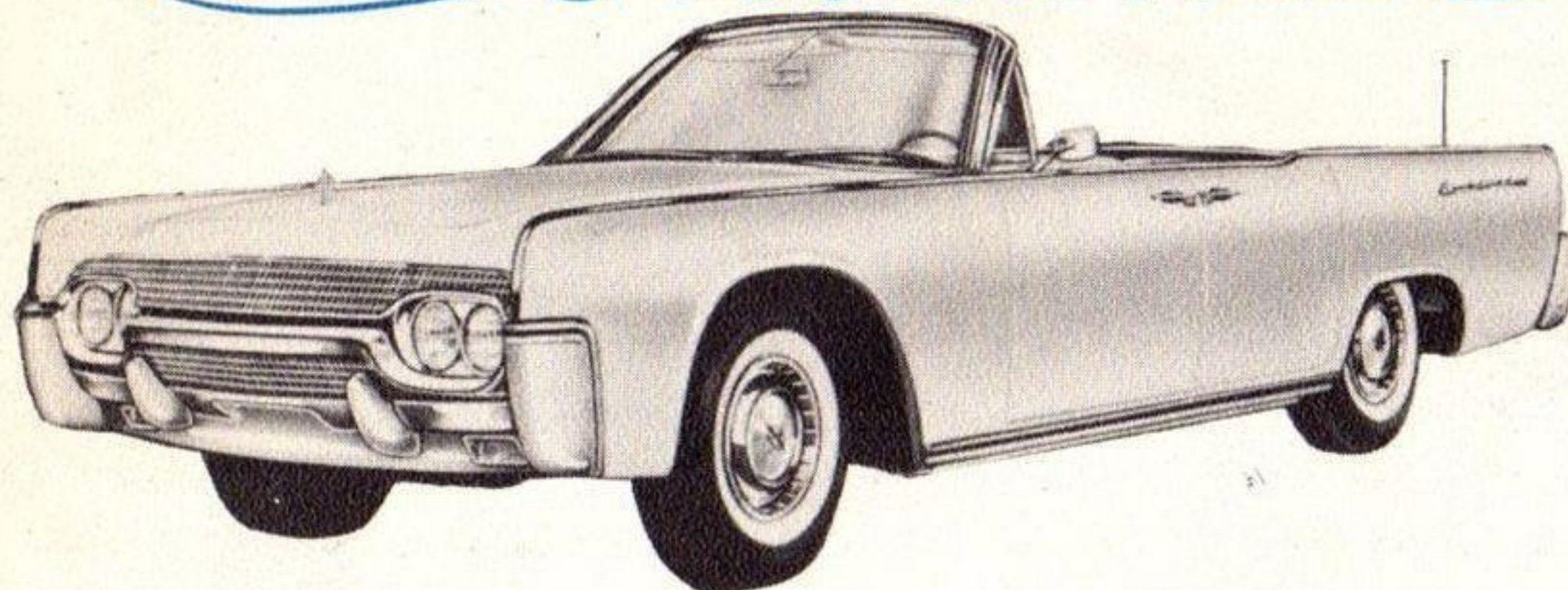


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Lincoln

Continental

LINCOLN Continental



This Owners Manual is a guide for locating and operating the controls in your new Lincoln Continental. It is also a guide for planning a maintenance program which will help to retain the appearance and performance of your car. May we suggest that you read the entire book; and then keep it in your glove compartment for future reference.

The information and specifications included in this publication were in effect at the time of approval for printing. Lincoln-Mercury Division of Ford Motor Company, Dearborn, Michigan, reserves the right, however, to discontinue or change specifications or design at any time without notice and without incurring any obligation whatsoever.

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SERVICE DEPARTMENT

Lincoln-Mercury Division

Ford Motor Company

Dearborn, Michigan

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Lincoln-Continental Buyers are among the most discriminating Motor Car Owners in the world. As such, they have come to accept as "standard" those things in an automobile which are normally considered luxuries or extras. This is in keeping with the True Lincoln Tradition of building the finest automobiles available anywhere. The Lincoln-Mercury Division of the Ford Motor Company proudly preserves the Lincoln Traditions of Classic Design and unquestionable reliability. Lincoln-Mercury people encourage Lincoln-Continental Owners to expect much more than mere luxury when they take the wheel of their new car.

The 1961 Lincoln-Continental is eminently well qualified to take its rightful place in the heritage of classic design established by such forerunners as the Lincoln LeBaron—Lincoln by Willoughby—Lincoln by Dietrich. The 1961 Lincoln-Continental perpetuates the industry design standard—the Continental Mark 11, and adds yet a more finely definitive aura of simplicity.

The reliability of the 1961 Lincoln-Continental is unsurpassed in the long tradition of Lincoln quality built automobiles. As with every Lincoln built car, no expense has been spared for extensive research and testing. Every means for achieving precision production is employed at the Lincoln Wixom Assembly Plant. Every Lincoln employee feels deeply the responsibility that is his in upholding the Lincoln tradition of—"Industry's Finest Automobiles."

Your Lincoln-Mercury Dealer—the man with whom you, the customer, do business, is equally as proud of this 1961 Lincoln-Continental, as any he has ever offered for sale. For your convenience and to assure you carefree motoring, he has joined forces with the Lincoln-Mercury Division of the Ford Motor Company and placed great emphasis on "Quality Customer Service."

Your assurance that you are dealing with thoroughly trained technicians is the Registered Service Managers and Registered Mechanics emblems displayed in your Dealers Service Shop.

We strongly urge you to become a part of the true heritage of Lincoln tradition by maintaining your car's "built-in" custom quality with—Registered Mechanics Service—Genuine Lincoln-Continental Parts and Accessories.

If you follow the relatively few maintenance suggestions, you can feel justifiably proud when someone asks "what are you driving?" and you can say, "a 1961 Lincoln-Continental."

KEYS, LOCKS AND HANDLES

With the exception of Convertibles, you have two keys which operate all the locks on your car. One key has a wide head, the other a narrow head. The wide key is for the ignition switch and outside door locks. The narrow key operates the glove compartment and luggage compartment locks. On Convertible Models, there is only an ignition key which also operates the glove compartment lock. Convertibles have no luggage compartment lock.

KEY IDENTIFICATION

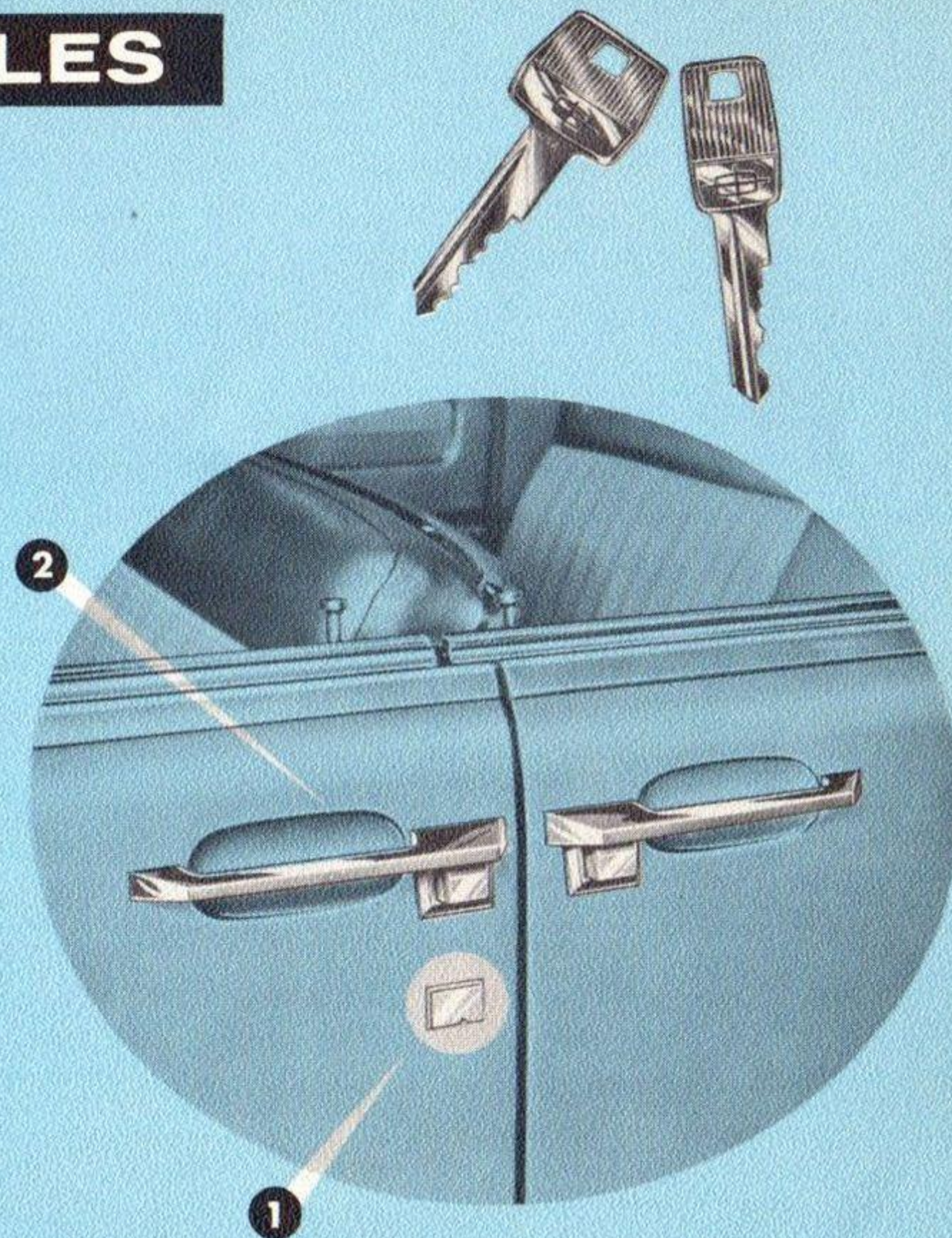
Identification numbers are stamped on separate tags attached to each key. Having them available will enable your dealer to make a prompt replacement in the event of loss or damage. We suggest that you record these numbers for emergency use, particularly when traveling.

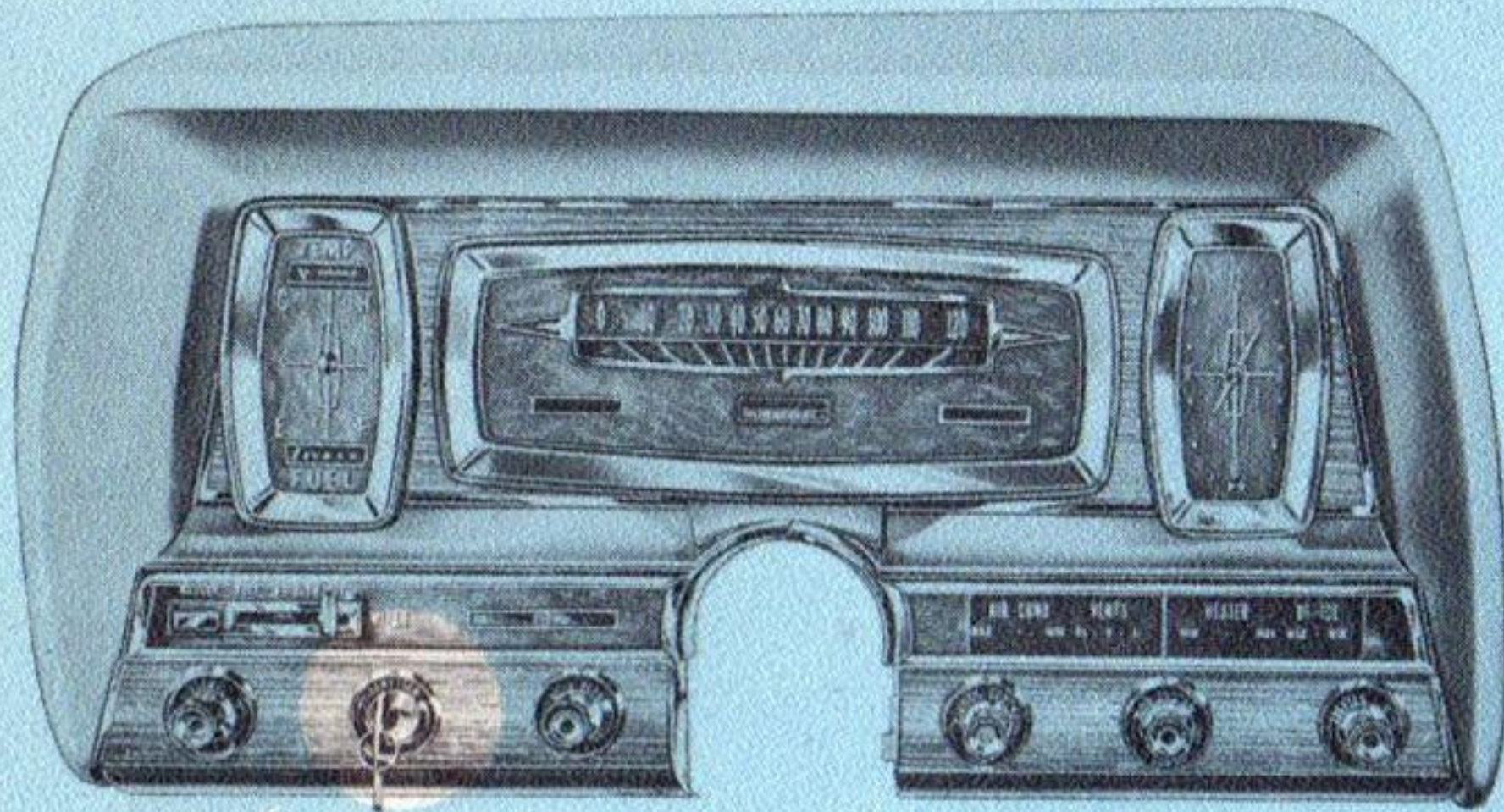
1 OUTSIDE DOOR LOCKS

The outside door locks are located directly under the push button door handles on the front doors only. Place the tip of the key in the notch in the lock cover and with a little pressure it will slip into the lock. Turn the key toward the front of the car to lock the door—toward the rear of the car to unlock the door.

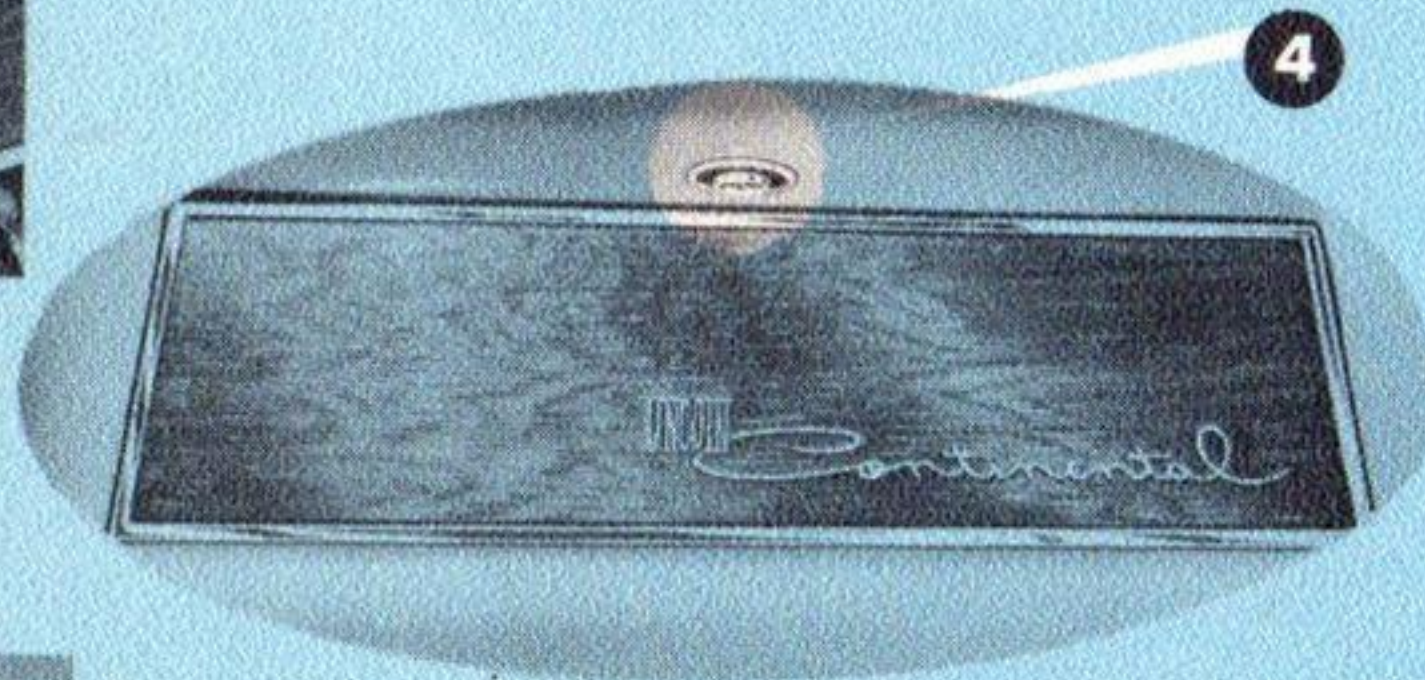
2 DOOR HANDLES

Open the doors from the outside by depressing the push button located in the outside door handle. Interior door handles are located in the center of the door panel. Pull the handle upward to open the door. This is a safety feature to prevent accidental opening by leaning on the handle. See "Retracting Rear Door Window" on Page 15.





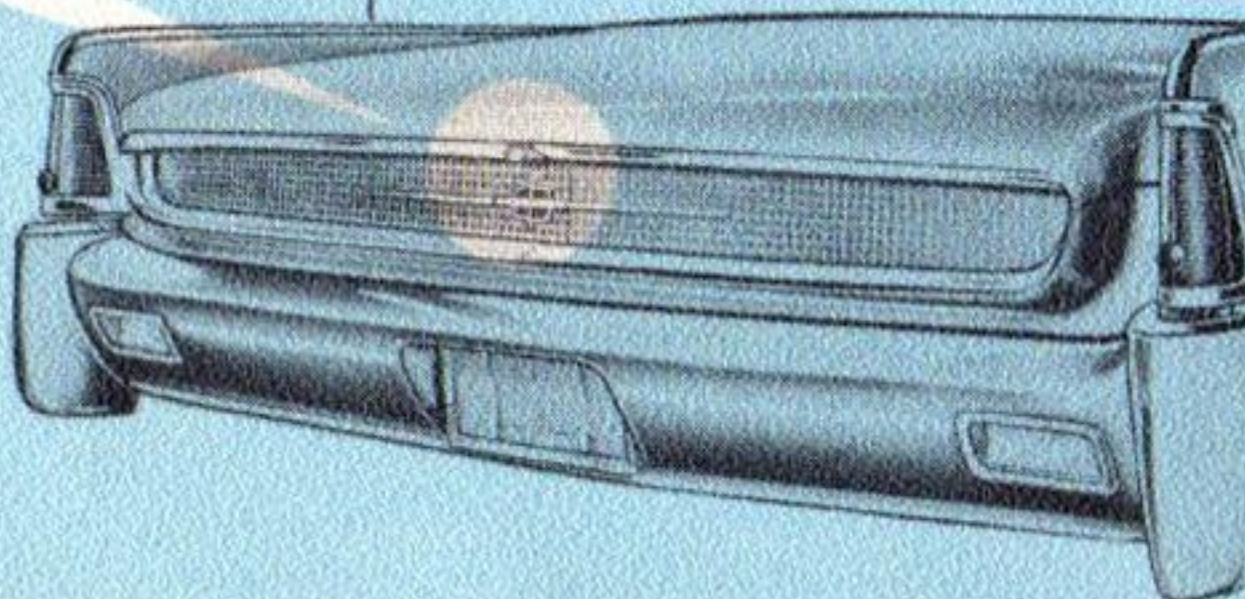
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4



5



3 IGNITION SWITCH

The ignition switch has four positions:

CenterThe ignition is off.

LeftWith the key turned to the left, all electrically powered equipment may be operated; however, the engine cannot be started.

RightThe ignition is on.

Full Right . . Turn the key full right and hold it in that position to start the engine. Release it immediately. It returns automatically to the right position (On) and remains there until it is manually switched to the center position (Off).

NOTE: The transmission selector lever must be placed in either the "P", park position, or "N", neutral position before the engine can be started.

4 GLOVE COMPARTMENT LOCK

The glove compartment door forms the right hand central portion of the instrument panel. The combination lock and push button is located in the underside of the right hand instrument panel hood. On all models except convertible, turn the narrow key counterclockwise to lock the door. On convertibles, the ignition key unlocks the glove compartment. When the door is not locked, merely push the button upward to open it.

5 LUGGAGE COMPARTMENT LOCK

The luggage compartment lock is located in the center of the moulding at the lower rear edge of the luggage compartment door. Turn the narrow key clockwise to unlock the door. The counterbalanced hinges will raise the door the moment the lock is released. (Convertible models do not have a luggage compartment lock.)

INSIDE DOOR LOCKS

- The inside door locks are vacuum powered; they may be operated either manually or by the door lock control knob located on the instrument panel at the left of the steering column. (This is a spring-loaded toggle switch which returns to the neutral position immediately after it is released.) Push the control knob downward to lock the doors and upward to unlock them. Enough vacuum is held in reserve to operate the locks several times between engine starts.
- 6 All four doors may be locked separately by manually depressing their individual lock plunger. Pull upward on the plunger to unlock a door—press downward to lock it.

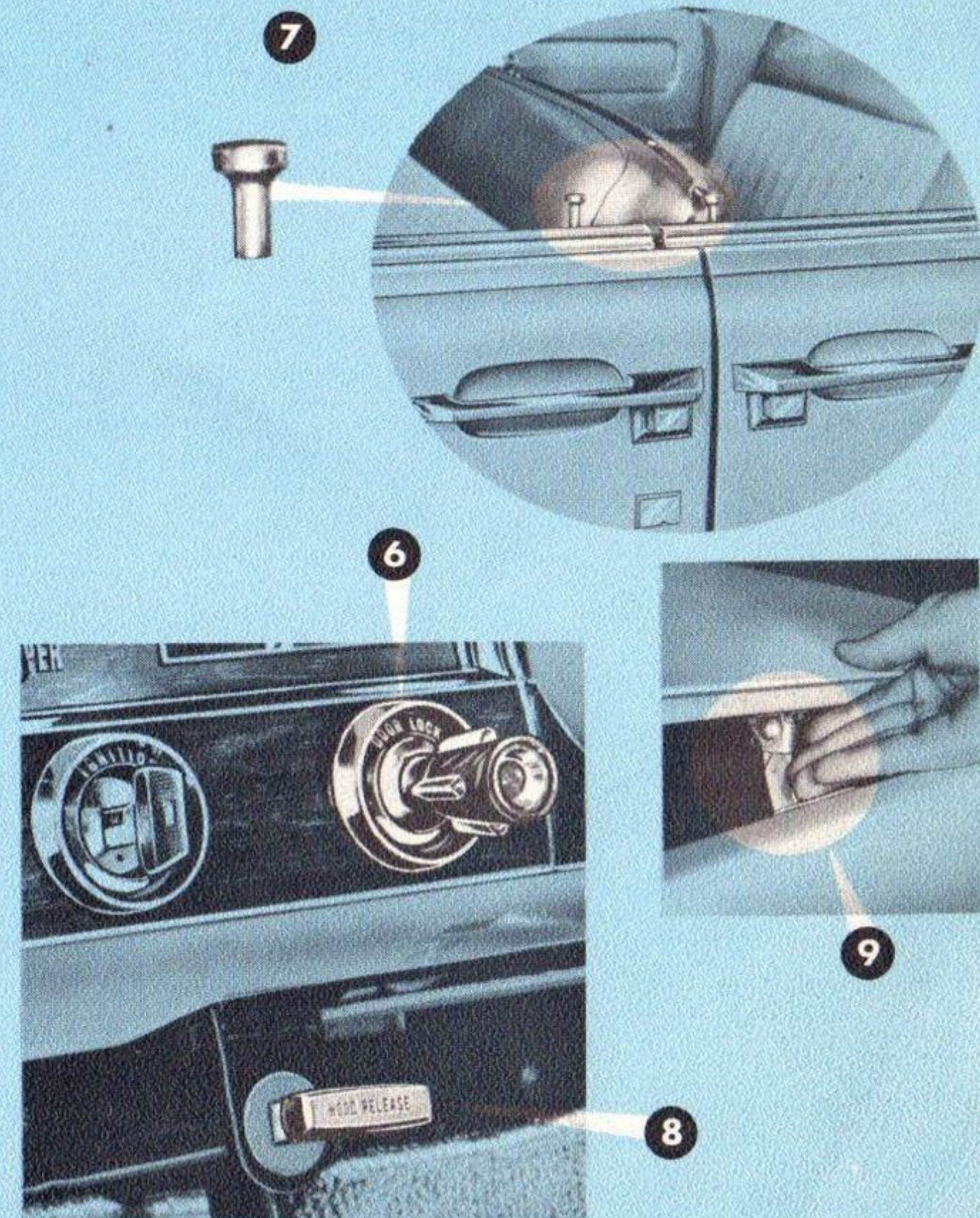
A door lock warning light is located directly above the lock switch. Whenever one or more of the lock plungers are not depressed, and the ignition switch is in other than the "OFF" position, the warning light is illuminated. (The warning light also flashes when a rear door is not closed.)

HOOD RELEASE HANDLE

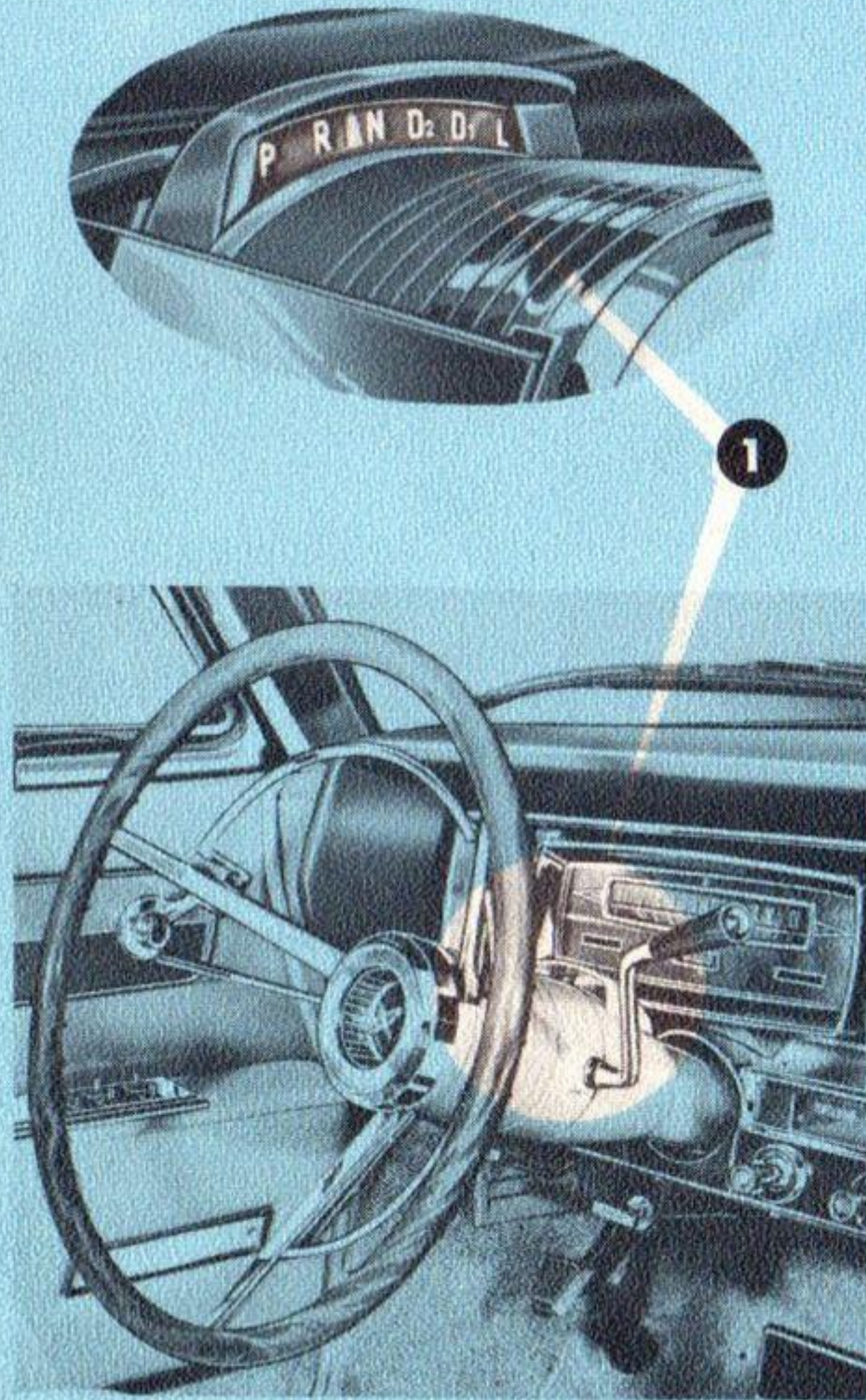
- 8 Pulling the "T" shaped handle under the instrument panel directly to the left of the steering column releases the hood latch. Once the hood latch is released, the safety catch must also be released to completely open the hood. The safety catch is located at the right center edge of the hood and is released by pushing toward the engine compartment. The hood can be closed and locked by firm hand pressure at the rear, center portion of the hood.

LOCK MAINTENANCE

A mixture of graphite and alcohol inserted in the lock cylinder will minimize the possibility of a frozen lock during the winter months. If moisture should freeze in the cylinder, heating the key and inserting it in the lock will alleviate the condition. **CAUTION:** Do not lubricate a lock cylinder with oil. Do not exert force on a key in an attempt to operate a stubborn lock.



STARTING AND DRIVING



- 1 Your car is equipped with an 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.

POSITIONING THE TRANSMISSION SELECTOR LEVER

Drive Positions—The automatic transmission has an “upshift point” for each gear. This point will vary between transmissions, but it will occur within a specified range for all transmissions. For example, the transmission in Drive 1 will automatically “upshift” at a comparatively low vehicle speed, under minimum acceleration. At low speeds under maximum acceleration (accelerator all of the way to the floor), the transmission will automatically shift to low gear and remain in low until the car reaches an intermediate speed. It will then automatically “upshift” to intermediate and then to high gear.

Drive 2 provides an intermediate gear start from a standstill and an upshift to high gear when the required vehicle speed is reached. (The extent to which the accelerator is depressed determines the speed at which the upshift will occur.) Drive 2 adapts itself well to the type of driving done in the open country or under light traffic conditions. It is also conducive to safer driving on wet or slippery surfaces.

“Downshift” occurs under two conditions—deceleration in the form of coasting or braking, and “forced downshift” effected by depressing the accelerator all of the way to the floor.

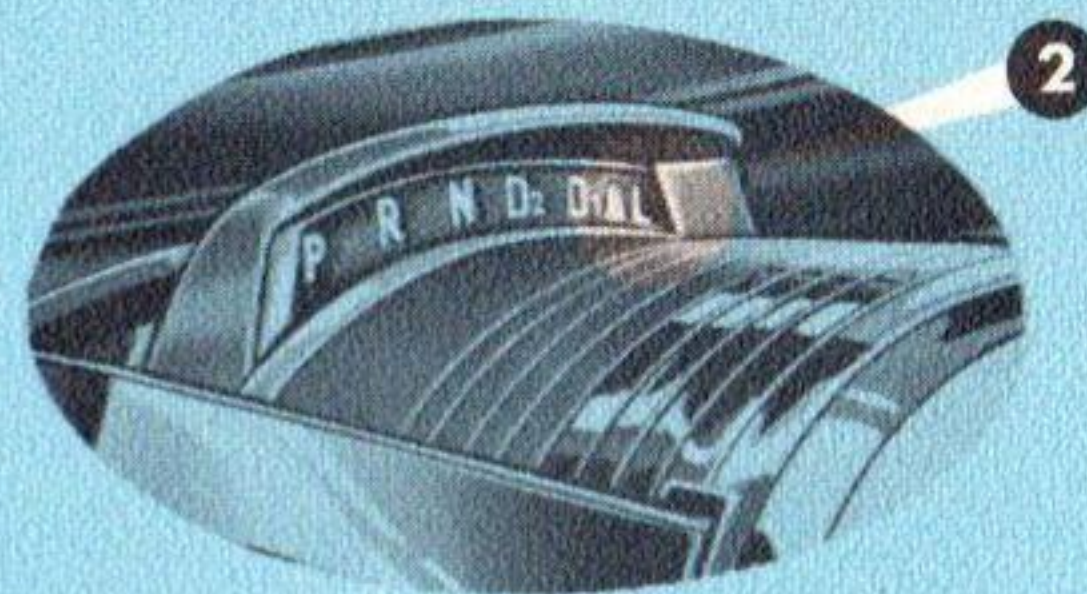
A "forced downshift" produces a sudden increase in engine speed when the "downshift point" is reached, followed by rapid acceleration and "upshift" at a higher speed.

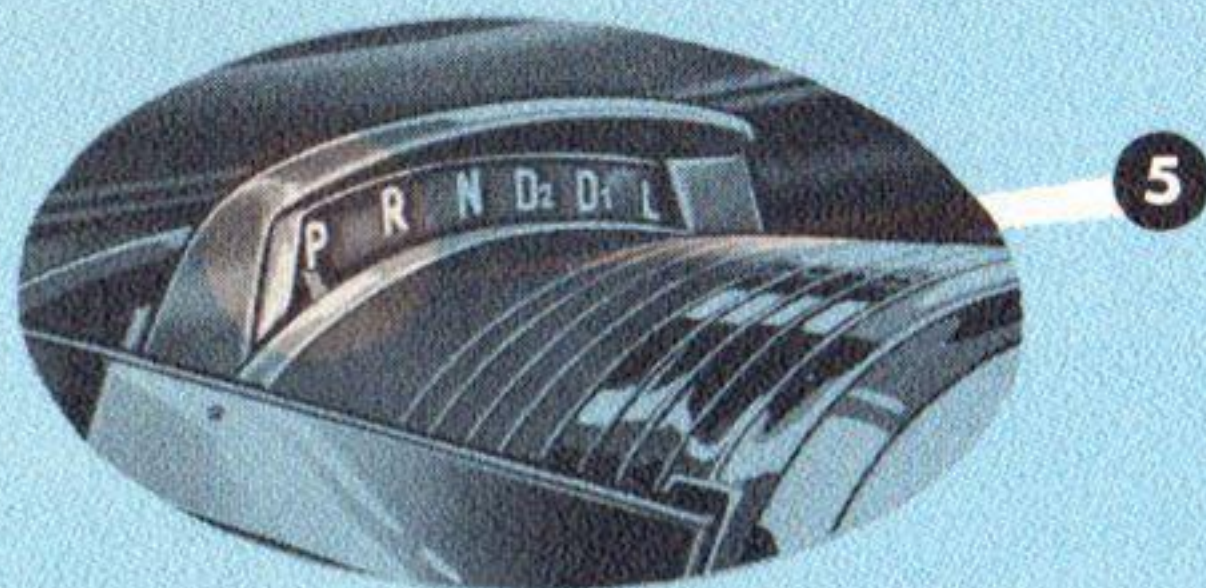
The transmission selector lever may be moved as desired from any forward drive setting to any other forward drive setting—Low to Drive 1, Drive 1 to Drive 2, and vice versa. It is recommended, however, that a manual shift into low gear not be made above 75 m.p.h. because of the load it imposes on the transmission.

- 2 Low**—To set the transmission in low gear "L," pull the shift lever toward the steering wheel and then downward. This "L" position provides the extra pulling power or retarding action needed when climbing or descending steep grades. It also aids in moving the car over unfavorable surface conditions—sand, mud, snow.

If you are starting in a manually selected low gear from a standing position, the transmission will not "up-shift" automatically into a higher gear. For this reason, car speed should be held below 30 m.p.h. to prevent unnecessary wear and possible overheating. If you select low gear when the car is moving forward at a speed in excess of 25 m.p.h., it will automatically shift into intermediate gear and then into low gear when the car speed drops below 25 m.p.h. (approximately). The transmission will remain in low gear until you shift the lever to some other position.

- 3 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." (Pull selector lever toward steering wheel, then push upward.) Do not shift into reverse when moving forward at a speed in excess of 5 m.p.h. (approximate).
- 4 Neutral**—When the transmission selector lever is placed in the "N" position, there is neither forward nor reverse gear engagement.





- 5 **Park**—Set the selector in “P” position by pulling the selector lever toward the steering wheel as far as possible and then pushing upward. As an added precaution, apply the foot-operated parking brake.

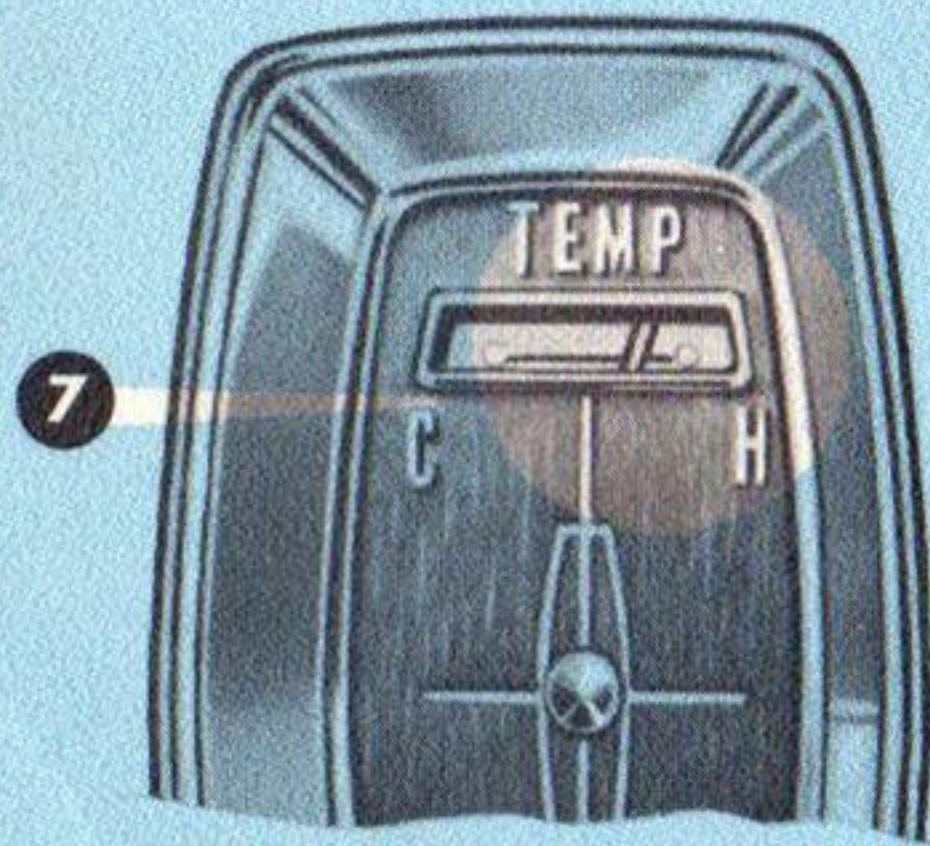
STARTING THE ENGINE

The procedure for starting the engine differs, depending on the temperature of the engine at the time.



- 6 **Engine Cold**—Move the transmission selector lever to either the “N” neutral or “P” park position. Insert the key in the ignition switch. Depress the accelerator pedal one complete stroke and release it completely. Turn the ignition key all the way to the right to actuate the starter. After the engine is started it will run at “fast idle” until normal operating temperatures are reached. It is advisable, therefore, to keep your foot on the brake pedal when engaging the transmission.

CAUTION: *To avoid flooding the engine, do not pump the accelerator.*



- 7 **Engine Warm**—With the transmission in either “N” neutral or “P” park, depress the accelerator pedal slightly and hold it in this position. Turn the ignition key all the way to the right until the engine starts, then allow the engine to run freely for a few moments and release the accelerator pedal completely.

STARTING THE ENGINE UNDER ADVERSE CONDITIONS

To Start a Flooded Engine—Press the accelerator pedal gently to the floor and hold it there (this partially opens the choke plate, admitting a large amount of air into the intake manifold). Hold the ignition key in the start position until the engine starts, then release the accelerator pedal and allow the engine to idle momentarily until it is cleared.

To Start the Engine by Pushing the Car—If the car is being pushed to start the engine, place the selector lever in “N” neutral and wait until the car speed reaches approximately 25 m.p.h. Next, partially depress the accelerator pedal, turn the ignition switch to the on position; and then, move the selector lever into “L” low position.

8 TOWING AND PUSHING

As a general rule it is inadvisable to push or tow your car for any great distance. In either case it is important to know that the transmission is in working order. If the car is being towed with the rear wheels on the ground, do not exceed a speed of 40 m.p.h. or a distance of 12 miles. The transmission selector lever must be in the neutral “N” position.

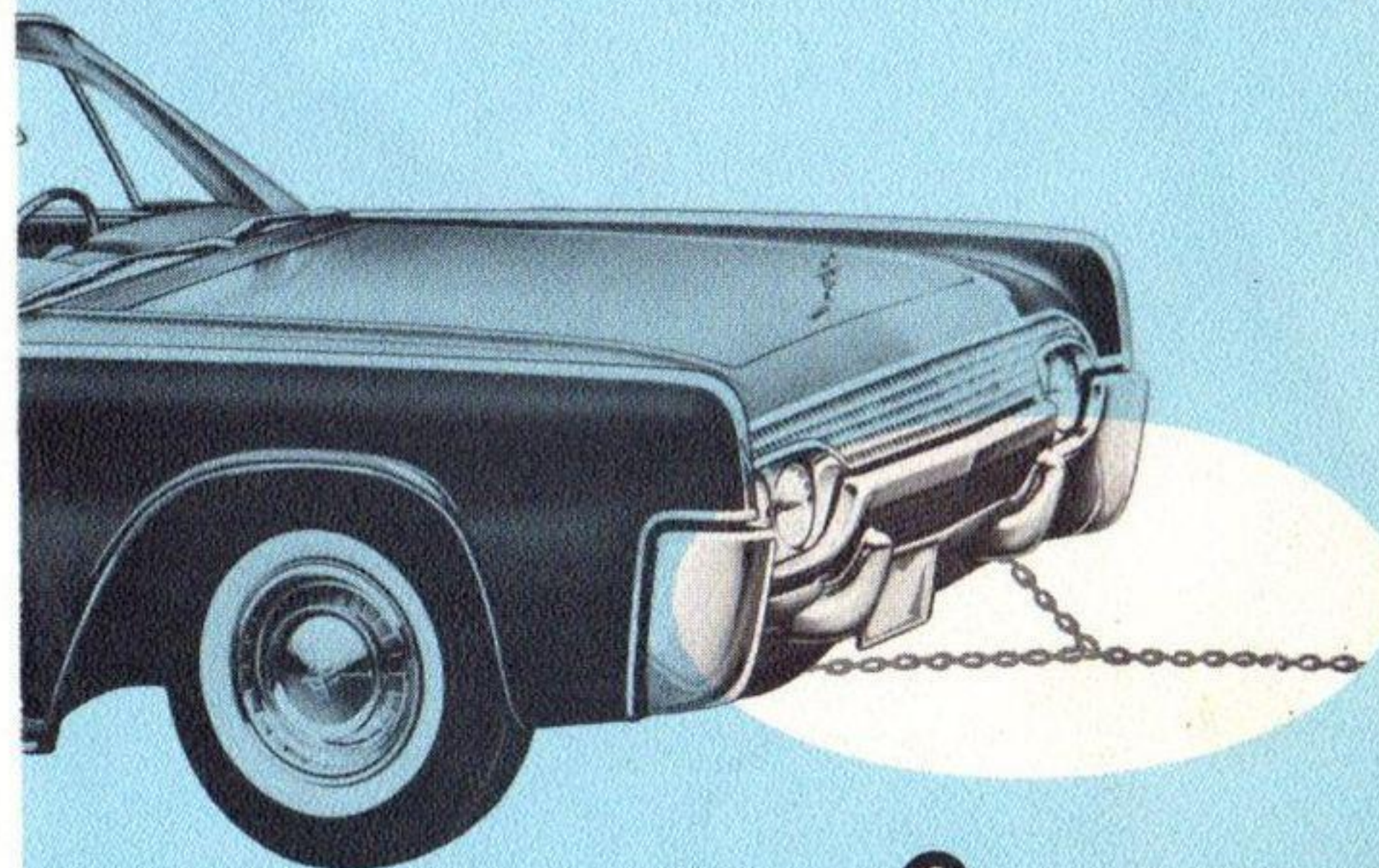
CAUTION: *Do not have your car towed in an effort to start it. If the engine should start, the car may jump forward and collide with the vehicle providing the towing service.*

To move a car with an inoperative transmission, it is necessary that the drive shaft be disengaged or the rear wheels be raised.

CAUTION: *A locking device should be installed on the steering wheel of a car being towed from the rear, so that the front wheels will remain in a straight ahead position.*

“ROCKING” THE CAR

If your car is stuck in snow, sand, or mud, you may be able to “rock” it free by moving the selector lever back and forth between the “L” low and “R” reverse positions. Just enough pressure should be applied to the accelerator pedal to drive the rear wheels without spinning them. If a minute or two of rocking has not freed the vehicle, obtain help from a tow truck; excessive “rocking” can overheat and possibly damage the transmission.



8

STEERING AND STOPPING

1 STEERING

Your car is equipped with a hydraulic power steering system . . . a system which 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.

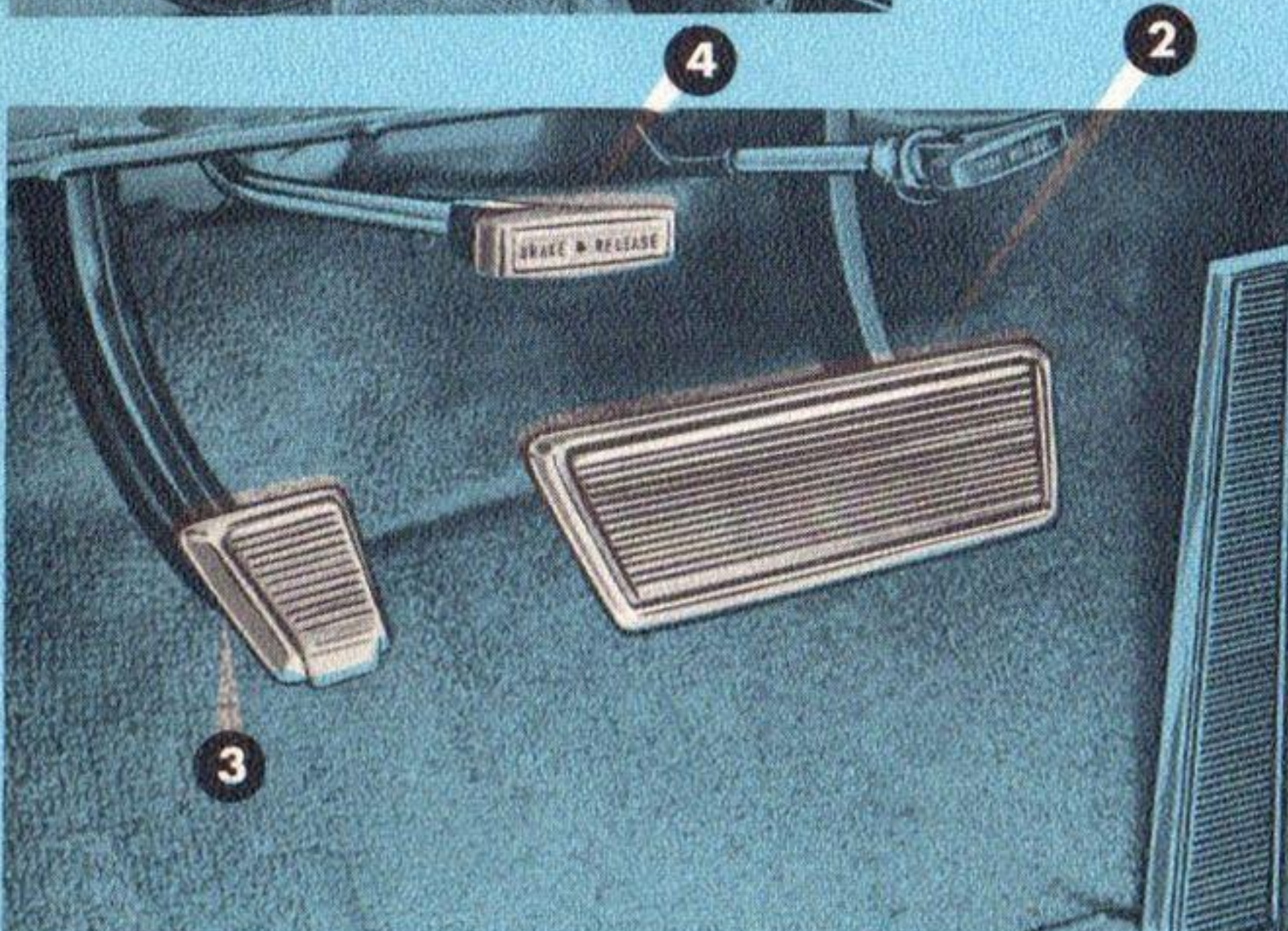
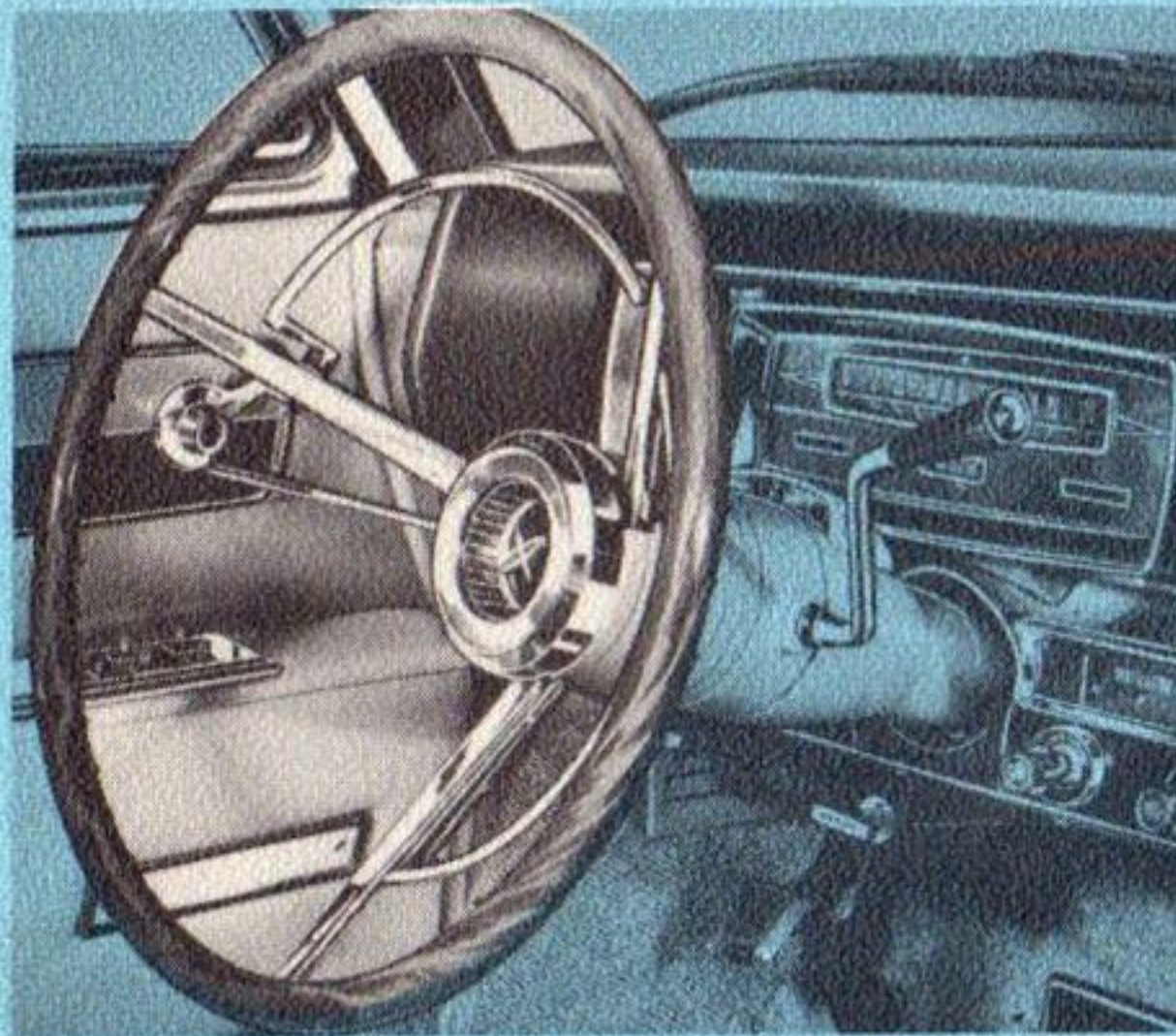
2 STOPPING

As another power feature, your car is equipped with large, vacuum assist, four wheel, hydraulic brakes. A wide pedal under the steering column is suspended in such a manner that it requires a minimum of foot movement between the accelerator and brake pedal. A self-adjusting mechanism, in each brake assembly, automatically compensates for braking action lost as the result of normal lining wear. A vacuum reserve in the power braking system provides a limited number of power-assisted stops, even if the engine should stall. (Whenever brake pedal travel exceeds the two inches suggested for an average stop, it can be decreased as needed, by applying the brakes three or four times while "backing-up".)

3 PARKING BRAKE

The parking brake pedal is suspended above the toe board to the left of the service brake pedal. To apply the parking brakes, depress the pedal firmly with your foot. To release the parking brake, depress the handle marked "Brake Release" located at the left side of the instrument panel. Be sure to depress the handle fully. When released it will return to its neutral position.

A flashing light, located in the lower, left portion of the instrument panel, lights up the word "BRAKES" when the ignition and the parking brakes are on simultaneously. Releasing the brakes cancels the indicator light.



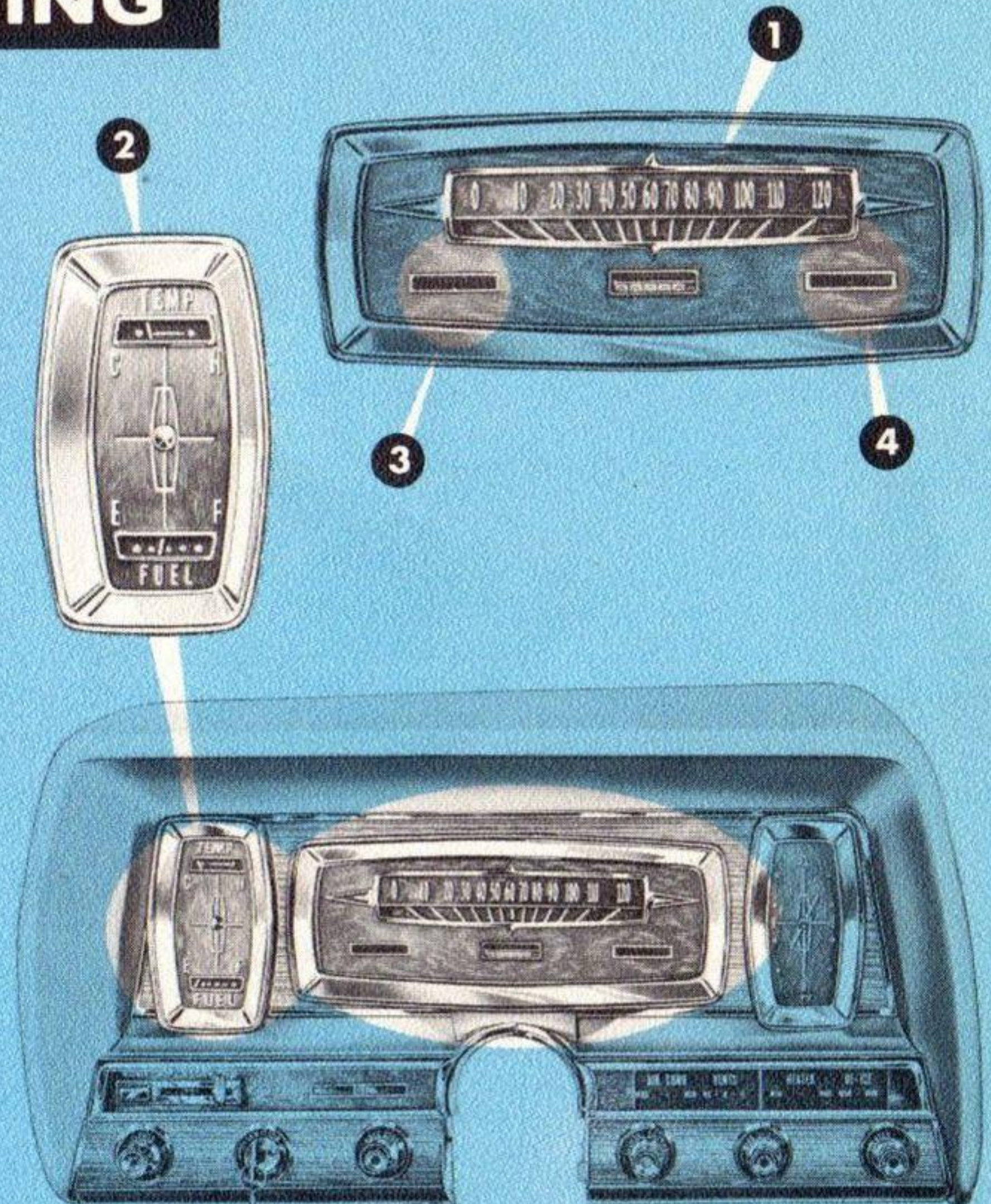
INSTRUMENTS AND LIGHTING

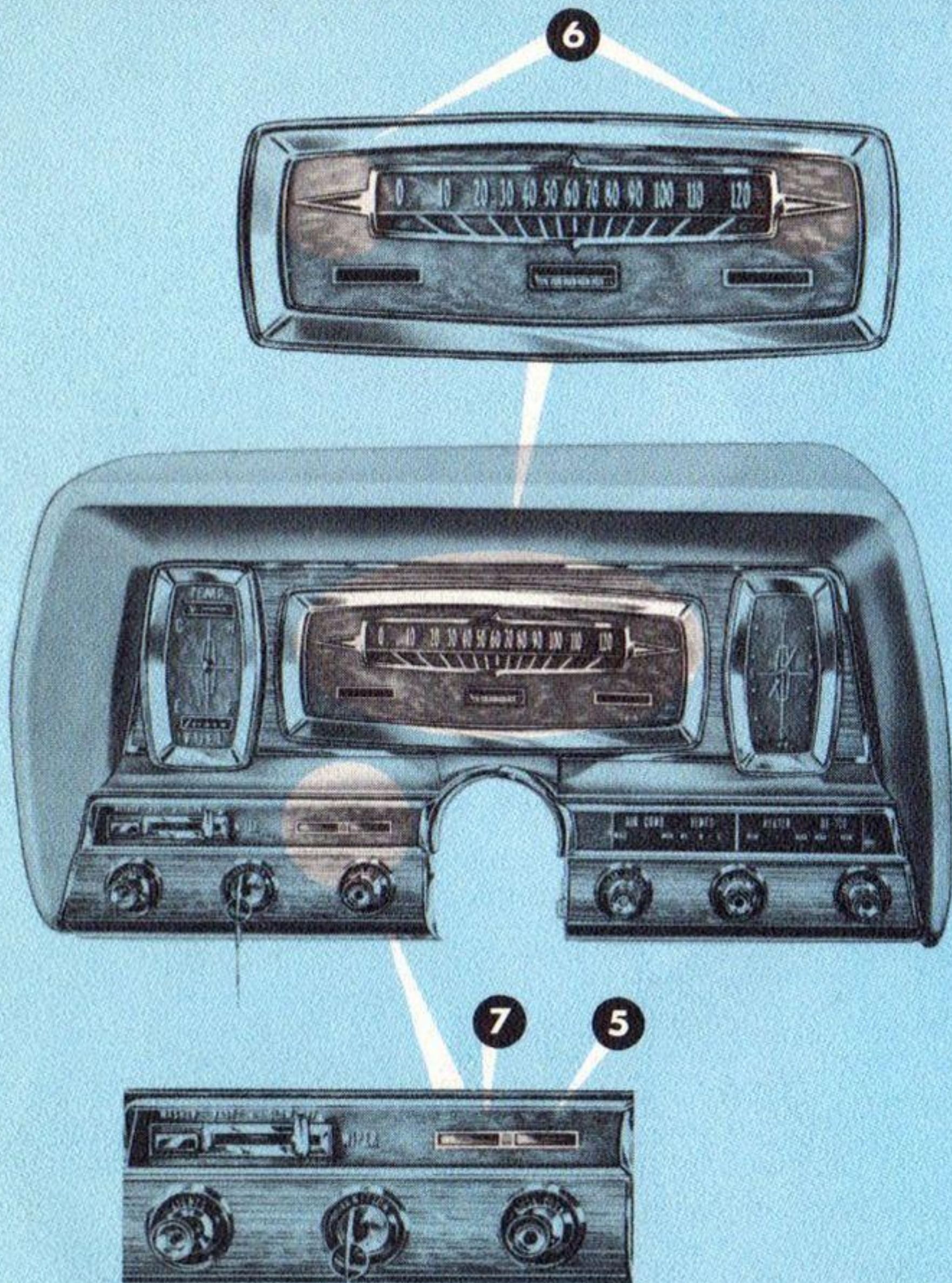
INSTRUMENTATION

- 1** The speedometer dial is located directly above the steering column. A large, easy to see needle indicates car speed in miles per hour. The face of the speedometer dial has one cut-out for the odometer (mileage indicator). The odometer records the cumulative distance your car has traveled.
- 2** The instrument cluster to the left of the speedometer includes the fuel and coolant temperature gauges. When the ignition switch is turned to a position other than "OFF," the needle in the fuel gauge will indicate the approximate amount of gasoline in the fuel tank. (Tank capacity is 21 U.S. Standard Gallons.) The coolant temperature gauge, for reading simplicity, has a band running between "C" (cold) and "H" (hot). When the engine is running at normal operating temperature, the needle in the gauge will rest within this band.

CAUTION: *If the needle points to "H", do not continue to run the engine until the cooling system has been checked, and serviced, if required. Observe particular precaution when removing the radiator cap if the coolant is over-heated.*

- 3** "**Gen.**"—The generator indicator light is in the speedometer dial to the left of the odometer. This light glows whenever the ignition switch is on and the generator is not charging the battery. When the engine is running, this light is usually off. It may flicker, however, when the engine is operating in the idle speed range. Prolonged illumination indicates a need for checking the car's charging system and/or fan belt.
- 4** "**Oil**"—The oil pressure indicator light is in the speedometer dial to the right of the odometer. This light signals whenever the oil pressure drops below a safe operating level.





If the light remains on under any driving condition, shut off the engine and check the oil level in the crankcase. If the oil supply is low, replenish it. Start the engine and check the oil pressure indicator. If the light remains on under engine acceleration, the warning light circuitry and lubricating system must be thoroughly checked before running the engine any longer.

- 5 **"Door"**—There are two rectangular indicator lights in the instrument panel at the left of the steering column. The right hand light indicates when one or more of the doors is not locked. The door warning light does not light when a door is open.
- 6 **Turn Indicator Lights**—The turn indicator lever projects from the left side of the steering column. Pulling this lever downward flashes the left front and rear exterior turn signals, as well as the arrow shaped indicator light at the left of the speedometer dial. Pushing the lever upward activates the right hand combination of exterior signal lights and the arrow at the right of the speedometer dial. When a turn is completed, the lever automatically centers itself, thereby canceling the turn signal.
- 7 **Brake Release**—The brake release indicator light is set in the instrument panel at the left of the steering column adjacent to the door lock warning light. It flashes whenever the ignition switch and parking brake are on at the same time. Depress the brake release handle to release the brake and the light will go out.

HEADLIGHT BEAM

A beam control switch on the toeboard, at the left of the brake pedal, controls the headlight beam. Depressing the foot switch will alternately change the beam between "high" and "low." On high beam, all four headlights are operating to give maximum distance and side-to-side illumination. Low beam employs only the outer set of headlights. These lights are pre-

set to give the best lighting under average traffic conditions. An indicator light in the center of the speedometer dial glows red when the headlights are in high beam position.

8 MAIN LIGHT SWITCH

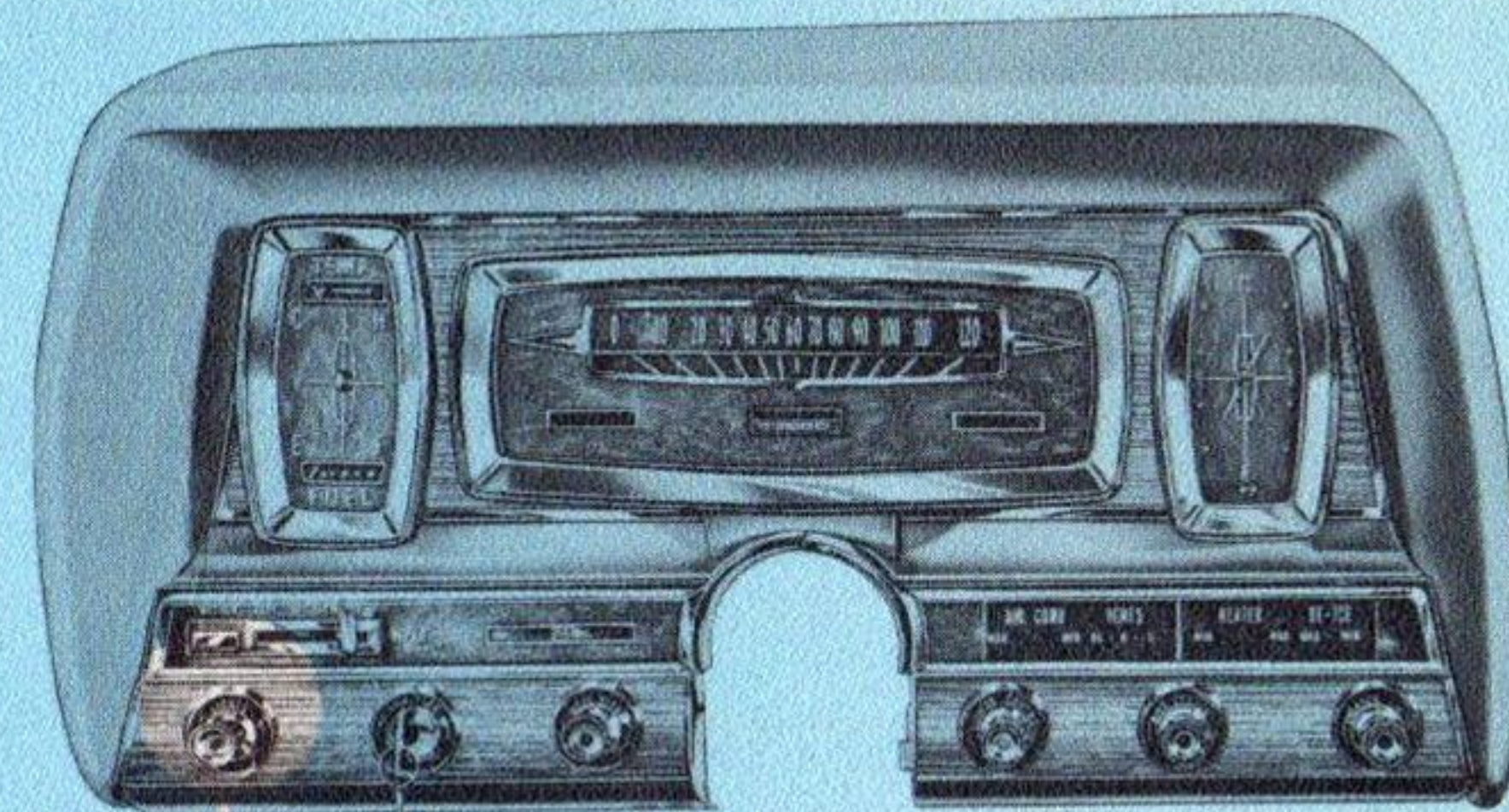
The knob in the lower left corner of the instrument cluster marked "LIGHTS" controls the following: headlights, parking lights, ash receiver lights, transmission quadrant light, tail lights, rear license plate light, and all instrument panel lights except indicator lights. The knob also controls the courtesy (convertible) or dome (sedan) lights, when all doors are closed and the knob is rotated fully counterclockwise. The knob has three positions: all the way in—all lights are off; half-way out—all lights are on except the headlights, courtesy lights or dome light; all the way out—all lights are on except the parking lights, courtesy lights or dome light. The courtesy lights are located in the door trim panels. In convertibles, they are provided in each of the four doors; in sedans, a dome lamp is provided in place of rear door courtesy lights. The main light switch operates only the front door courtesy lights in convertibles, and only the dome light in sedans. The front doors operate the front passenger compartment lights and the rear doors, the rear passenger compartment courtesy or dome light. Opening and closing the door turns the light on and off, respectively.

9 BACK-UP LIGHTS

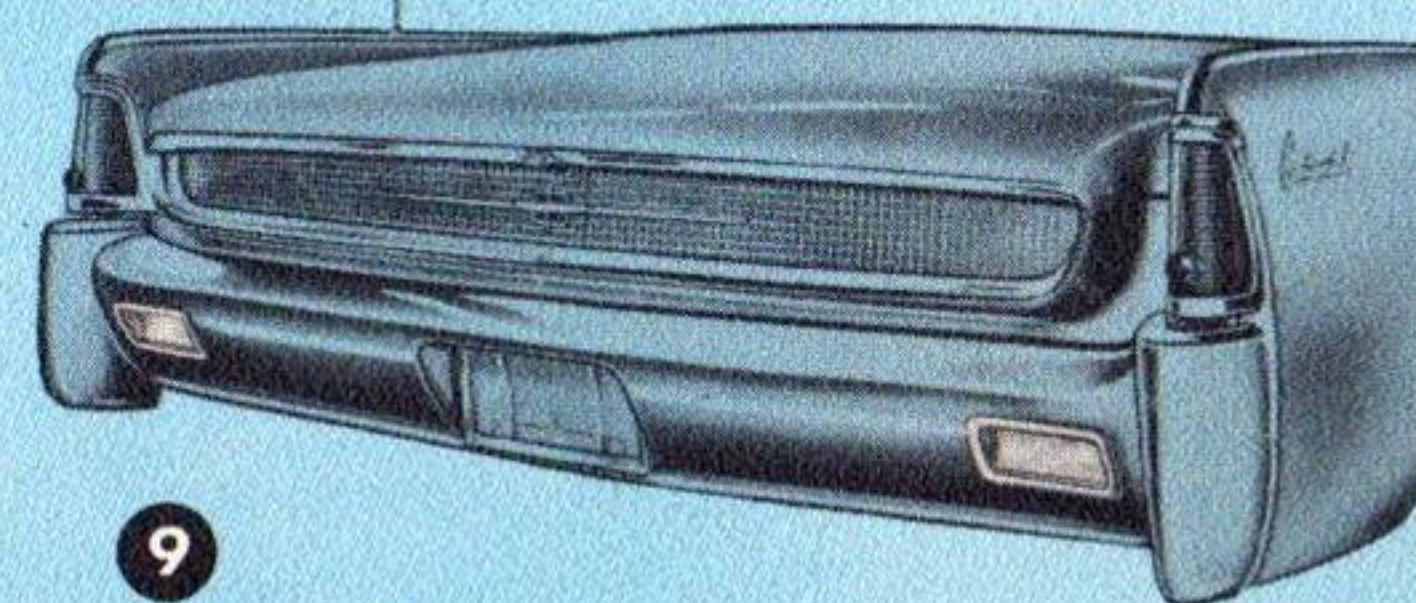
Bright, wide-beam back-up lights automatically illuminate the area in back of your car whenever the ignition is in other than the off position and the transmission is shifted into reverse.

OTHER LIGHTS

The lights in the glove compartment and trunk are operated by a plunger-type switch. When the door to either compartment is opened, the light goes on. Closing the door, depresses the switch and shuts off the light.

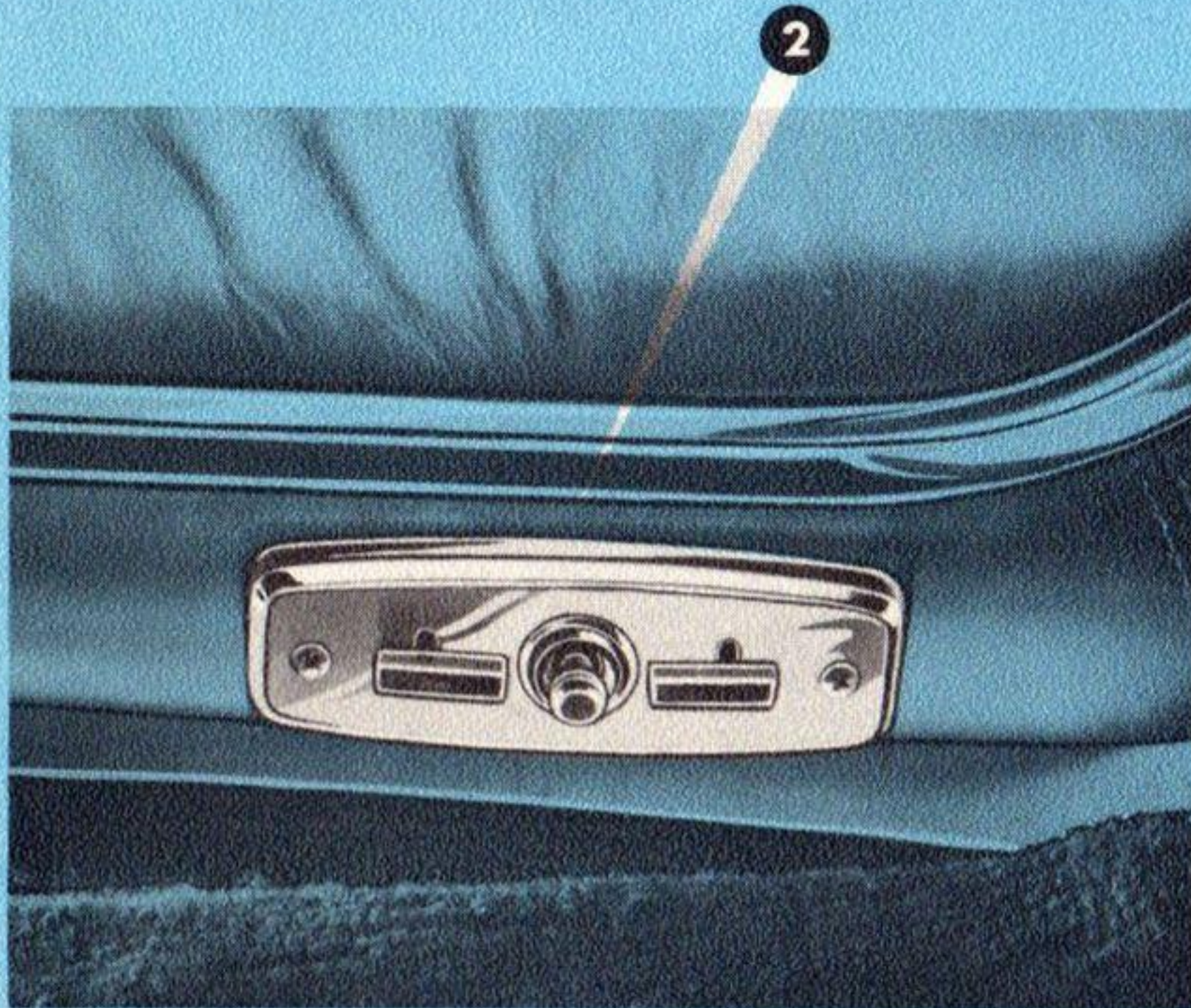
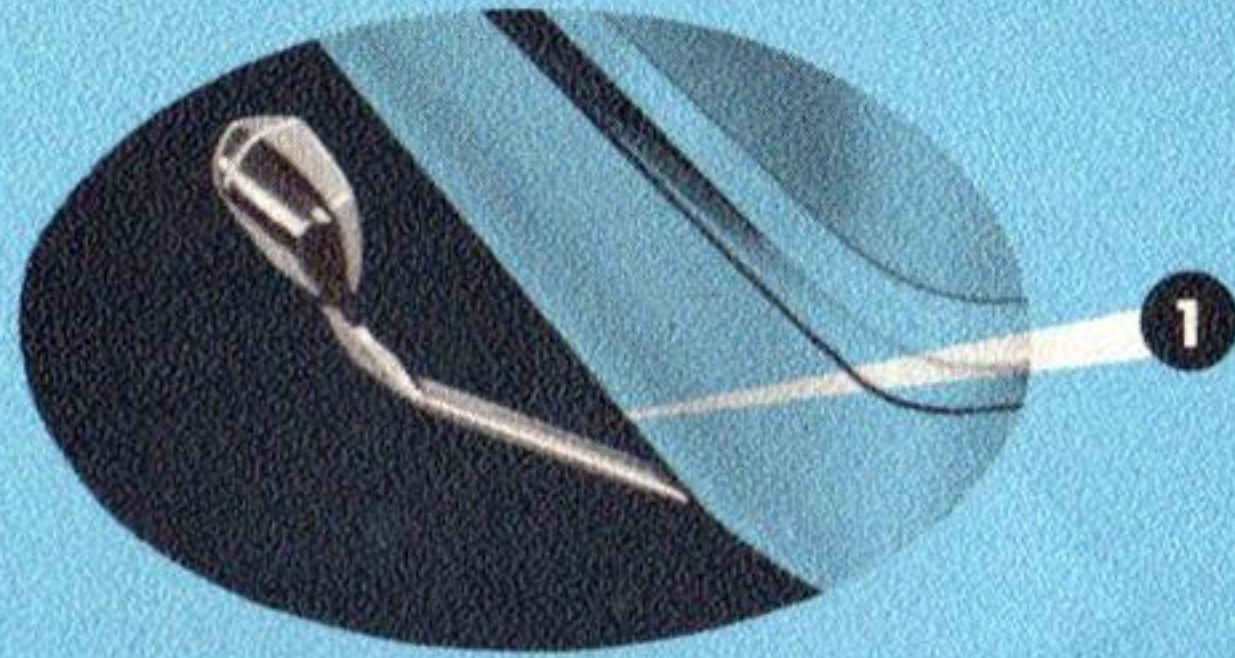


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9

SEATS



Two types of seats are available on the 1961 Lincoln Continental line of cars—a manually controlled seat which provides for fore and aft adjustment—and a six-way power seat that adds a “tilt” feature to vertical and horizontal adjustment. They operate as follows:

- 1 The hand lever for the manually controlled seat is located at the lower, left, front corner of the seat in the seat side shield. Move the lever to the left to release the seat so that it may glide in its track to the desired fore or aft position. When this position is reached, release the lever and the seat will lock into place.
- 2 The control panel for the six-way seat is located at the lower, left end of the front seat in the seat side shield. The center switch controls the fore and aft and the vertical movement. Move the center switch in the direction you want the seat to move—up, down, fore, aft and hold it in that position until the seat has traveled to your desired setting. The rear switch controls the tilt of the rear of the seat, and the front switch, the tilt of the front of the seat. Move these switches in the direction you want the seat to move.

CAUTION: When your car is equipped with a power seat, it is recommended that the area under the seat not be used for storage of tools or other articles. Such items could cause damage to the mechanism and therefore inconvenience to you.

Both the front and the rear seats incorporate a retractable center arm rest. When the arm rest is not in use, it folds into the back of the seat blending with the adjacent trim.

WINDOWS

POWER WINDOW CONTROLS

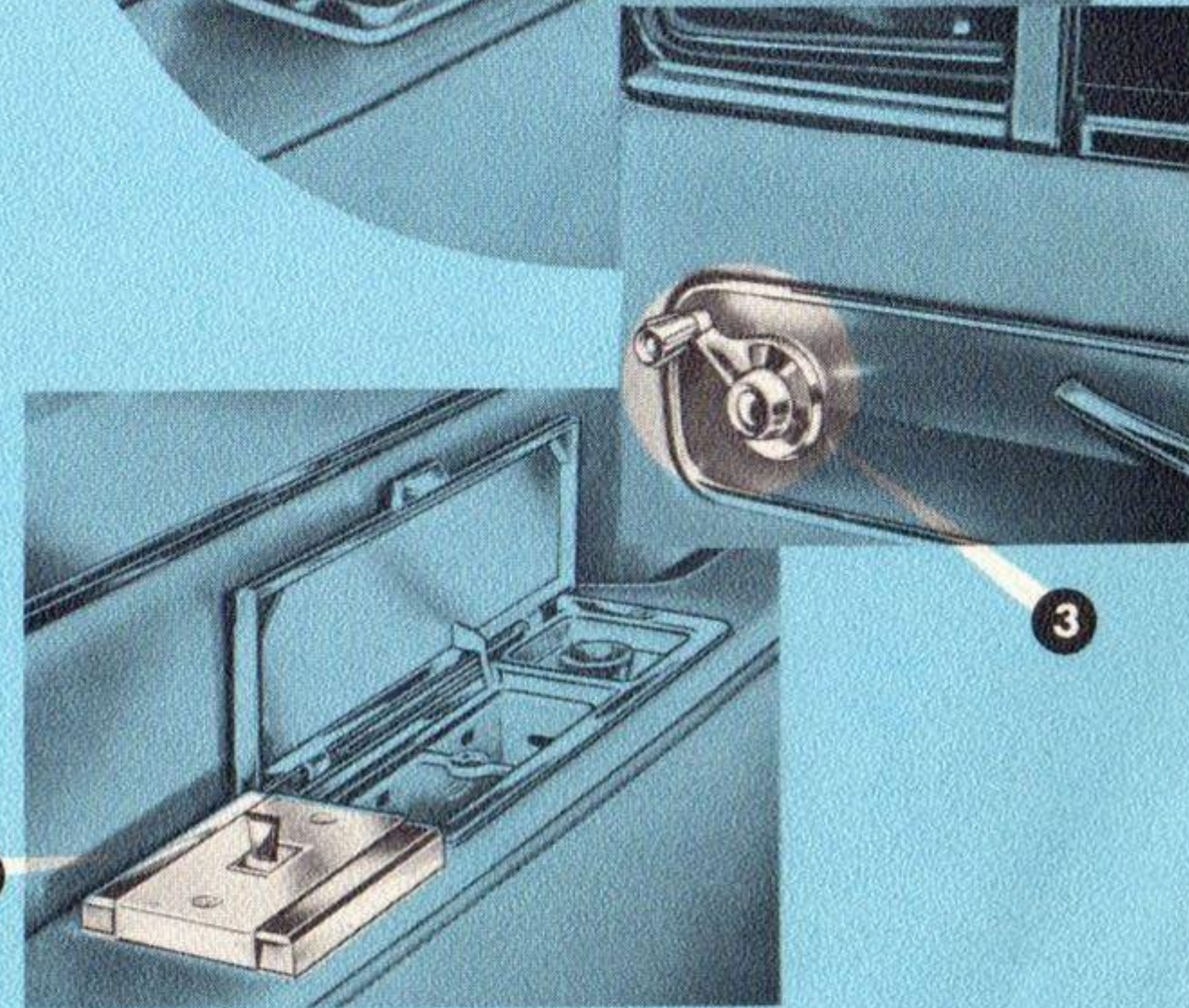
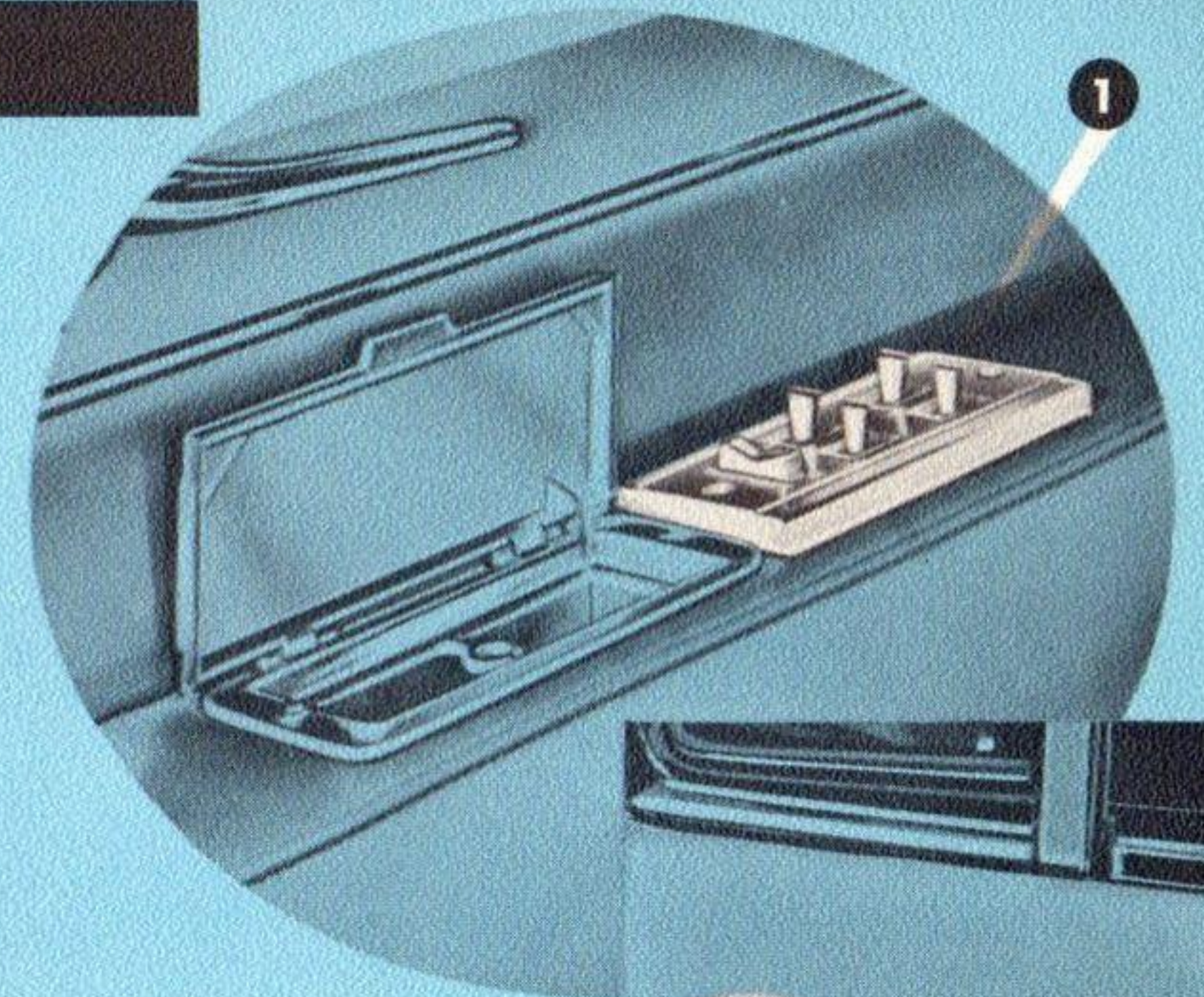
- 1 The master control switch for the power windows is located in the arm rest, next to the driver. There are four switches arranged in pairs which simulate the position of the windows on the car. Pressing a switch rearward lowers the window; pressing it forward raises the window. Each of the other
- 2 door arm rests contain an individual window switch which controls the window in that door. A rocker switch in the master control panel next to the ash receiver, enables the driver to lock out all controls except his own.

3 VENT WINDOW

The vent window is manually operated by the handle located directly beneath the window. Turn the handle clockwise to open the window and counterclockwise to close the window.

RETRACTING REAR DOOR WINDOW

On models other than Sedans, the rear door windows automatically retract approximately 5 inches whenever the outside door handle push button is depressed or the inside door handle is moved upward to open the door. The window automatically closes after the door is closed. The doors do not have the proper closing clearance unless the window is in the semi-lowered position. If the window is in a position lower than 5 inches from the top when the door is opened, it will remain in that position while the door is open and will not rise automatically when the door is closed. When the door is open, it is possible to lower the window all the way by operating the power window switch. However, the window cannot be raised until the door is closed. This is a safety feature to prevent interference if both the front and rear doors are closed simultaneously.



WINDSHIELD WIPERS AND WASHERS

1 WINDSHIELD WIPERS

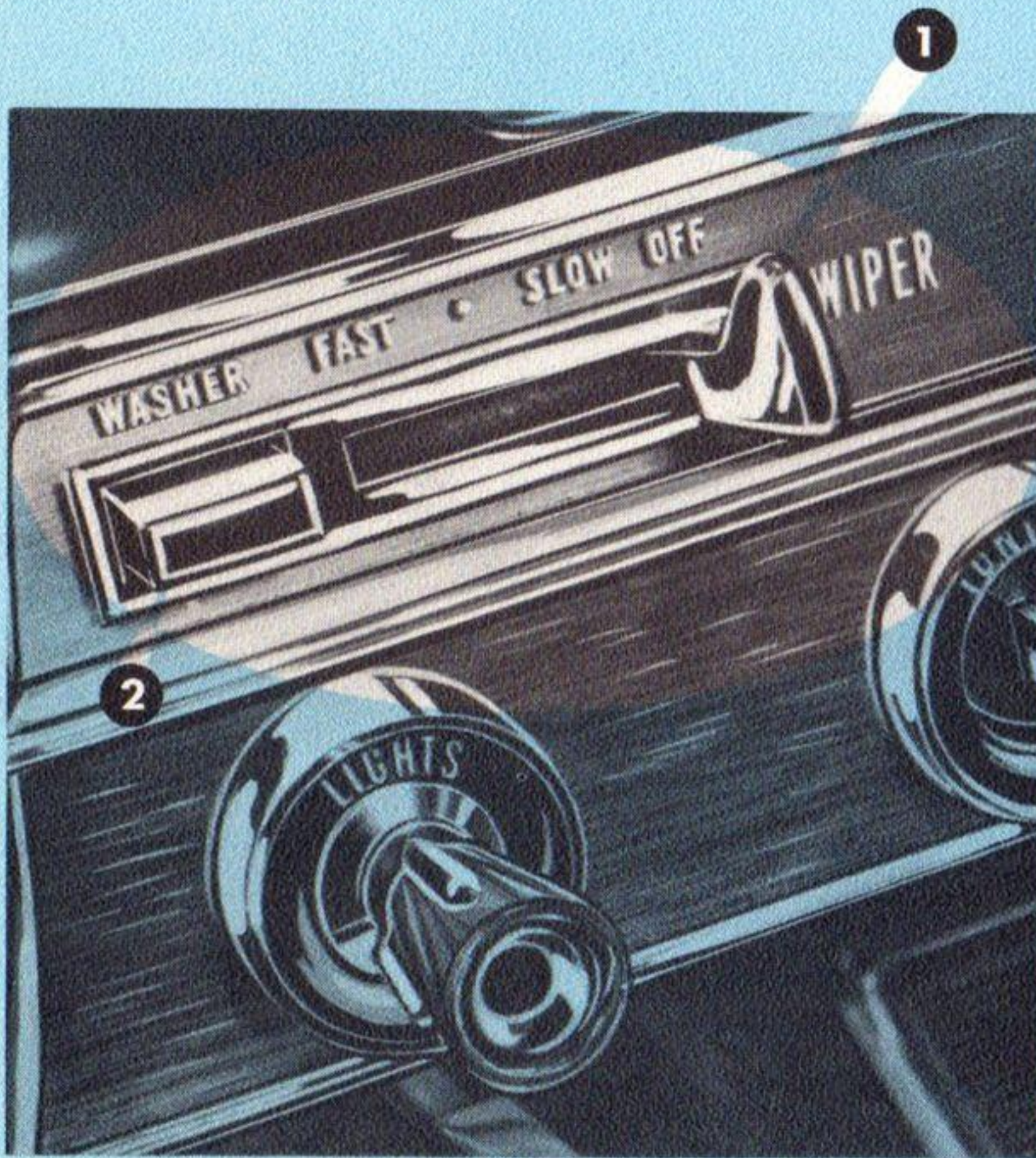
The windshield wipers are controlled by a lever in the lower left portion of the instrument panel, just above the light switch. Markings on the panel above the lever indicate an "OFF" position (fully right) and a "SLOW" to "FAST" span moving from right to left. (The further the lever is moved to the left, the faster the wipers will operate until their maximum speed is reached.)

2 WINDSHIELD WASHERS

The windshield washer button is located at the extreme left end of the instrument panel, next to the windshield wiper lever. Pressing in on this button will start the washer action whether or not the wipers are in operation. If the wipers are not in use when the button is pressed, they will start and stop automatically, after the windshield is cleaned. If the wipers are running when the button is pressed, they will continue to operate without interruption until they are stopped by moving the windshield wiper control lever all the way to the right (to the off position).

NOTE: Using Windshield Washer Solution as an additive to the water in the washer reservoir will limit the possibility of the fluid freezing. It will also afford improved cleaning action.

Your Lincoln Continental Dealer has two types of FoMoCo Windshield Washer Solution which we recommend. One is compounded for mixing with water; the other may be mixed with water or used full strength for high resistance to freezing.



VENTILATING, HEATING, AND DE-ICING

1 AIR SYSTEM KNOB

The "AIR SYSTEM" Knob in the instrument cluster, below the clock, controls the ventilating, heating and de-icing systems. It rotates left and right, moving the indicator in the dial in the instrument panel in a corresponding direction.

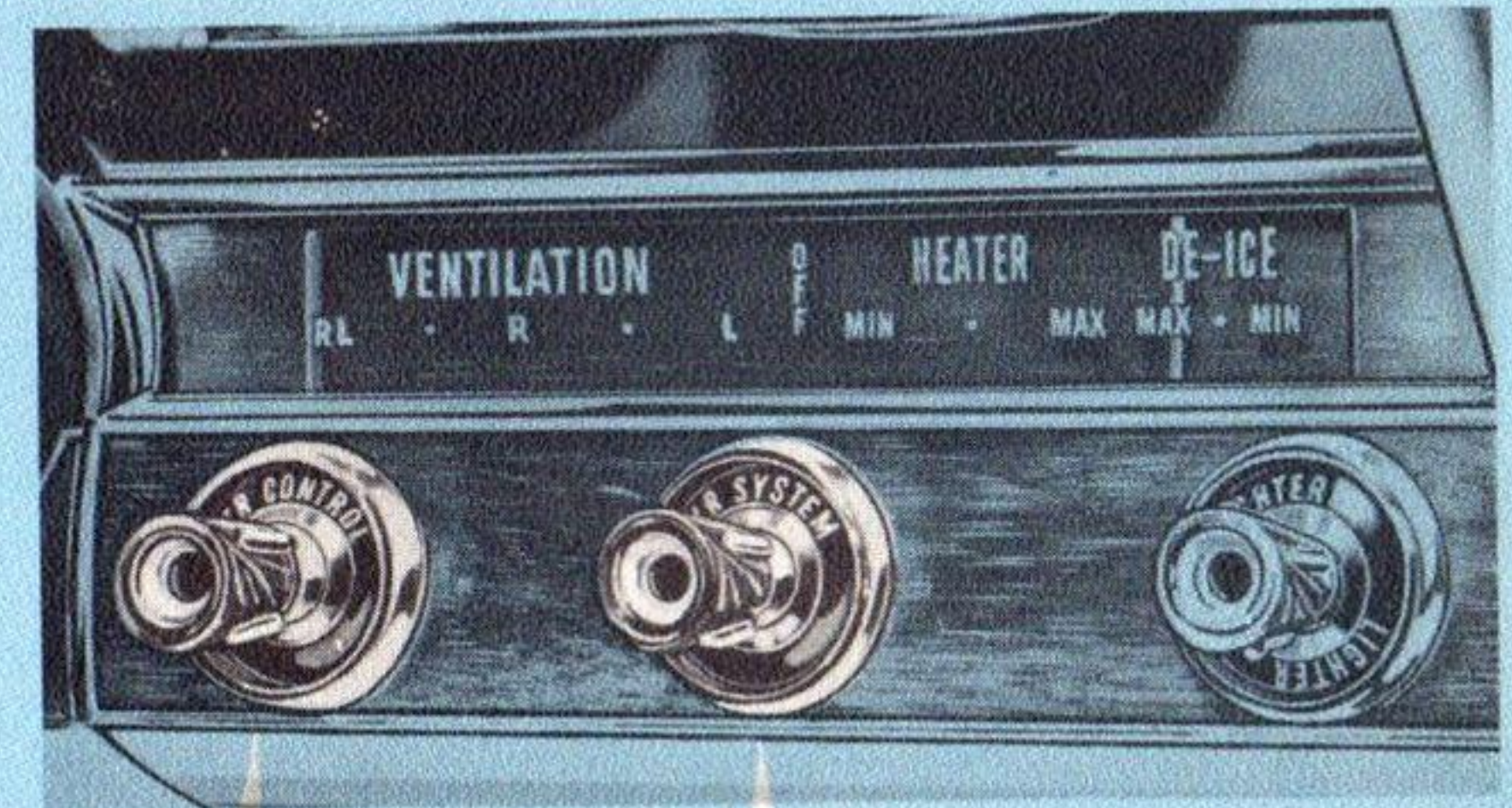
TO VENTILATE THE CAR

Move the control dial indicator counterclockwise to ventilate the desired area in the car—"L" for left vent only, "R" for right vent only, "R-L" for both right and left vents simultaneously. As the car moves forward, air will pass through the inlet registers under each end of the instrument panel and through the registers in the rear of each front door arm rest.

TO HEAT THE CAR

Move the control dial indicator clockwise through the heat zone from "MIN" to "MAX." The intensity of the heat is controlled by the position of the indicator in the dial. A slight amount of heated air will be directed to the windshield when the indicator is positioned in the heat zone. There will be a moderate flow of heated air forced into the car as the car moves forward, without the use of the blower. If a greater volume of air is desired, the heater blower can be used. The blower is controlled by the "BLOWER CONTROL" knob, located adjacent to the "AIR SYSTEM" knob. It has four positions—off, and three blower speeds. Pull the "BLOWER CONTROL" knob out one detent at a time until the desired air flow is obtained. When the knob is all the way in, the blower is off.

Registers in the rear of each front door arm rest admit heated air to the rear passenger compartment.



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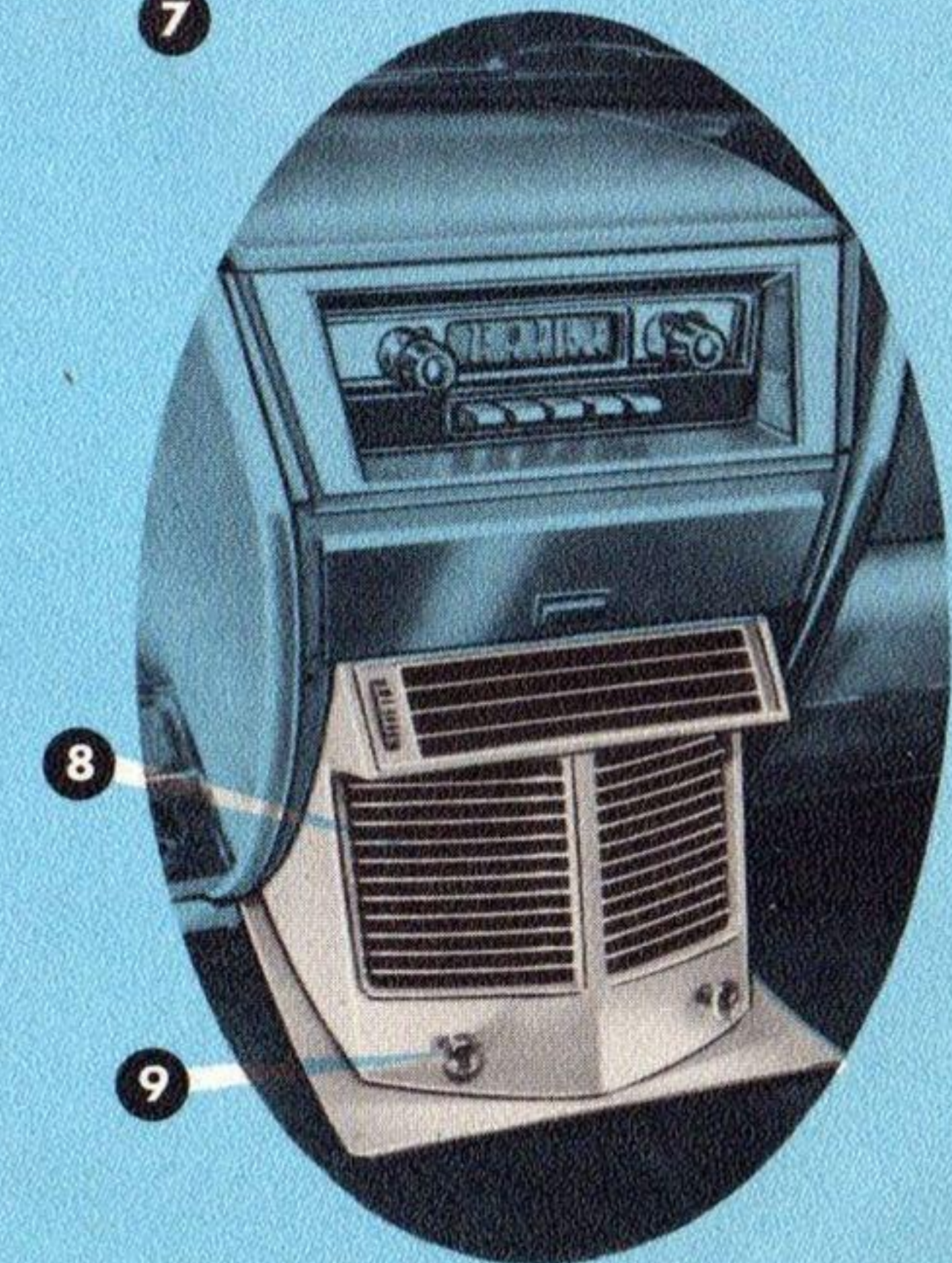
7 To Cool the Car—Open at least one window, part way. This will speed the dissipation of heat from the passenger compartment. Start the engine. Move the dial indicator to the “MAX” position in the air conditioning zone of the dial. Pull the “BLOWER CONTROL” knob all the way out to the high speed blower position. With the window open, run the system for at least three minutes. This will rapidly expel the warm air and you will achieve a fast “cool down.” Next, close the window and continue to operate the air conditioner, using the high speed blower, until the desired temperature is reached. The need for further adjustment with both the “AIR SYSTEM” knob and the “BLOWER CONTROL” knob will depend on passenger preference.

8 Registers—Refrigerated air is admitted into the passenger compartment through three registers in the front of the console and through two outlets in the bottom of the console. The register at the top of the console, incorporates horizontal louvers to direct the flow of air upward or downward as desired. These louvers are controlled by the thumb wheel at the left end of the register. The two lower registers in the face of the console incorporate both horizontal and vertical louvers. The control knob for each register is located in the face of the console directly below the register. Merely move the knob in the direction that air flow is desired. Up and down movement positions the horizontal louvers and right and left movement positions the vertical louvers. Diagonal movement positions both louvers

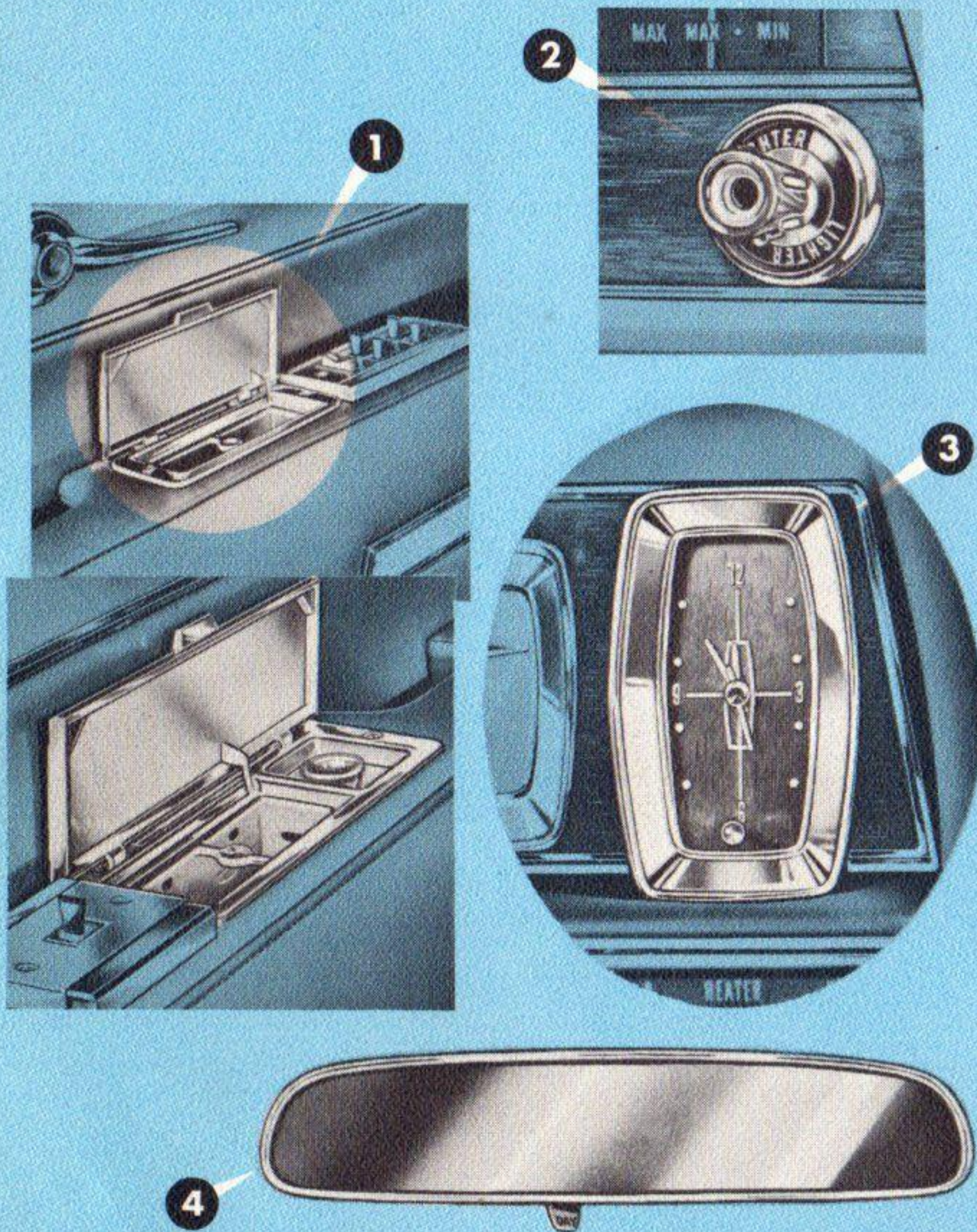
Outlets in the bottom of the console direct a flow of cool air to the floor area of the front passenger compartment. Pull downward on either one or both doors, as desired.

Each register can be shut-off entirely, to further add to individual passenger comfort and convenience.

When the air conditioning system is not in use, the console can be closed.



SPECIAL APPOINTMENTS



ASH RECEIVERS AND LIGHTERS

Your new car is equipped with four ash receivers and three lighters. Each rear door arm rest has both a lighter and an ash receiver. The front door arm rests are equipped with an ash receiver only. The third lighter is located in the extreme right hand portion of the instrument cluster, below the clock.

Pressing in on the instrument cluster lighter knob or downward on a rear 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.

ELECTRIC CLOCK

The clock in the instrument cluster is an accurate, self-regulating time piece. To set the hands, pull out the time setting knob at the bottom of the clock face and turn it until the correct time is registered. When the hands are set, release the knob. If the clock is running fast or slow, reset the hands to the correct time, and a 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.

REAR VIEW MIRROR

The rear view mirror has an adjusting tab on its bottom edge which provides an anti-glare feature for night driving. This tab slides up and down at the right and left of the centerline of the mirror. Push upward on the right hand tab to lower the left hand tab—this adjusts the mirror for day driving. Conversely, pushing upward on the left hand tab sets the mirror for night time use. The mirror also adjusts on its swivel to accommodate the driver's sitting position.

5 RADIO OPERATION

The radio, located in the center of the instrument panel, is fully transistorized with an instant sound feature and dual speakers. Both speakers are centrally mounted in the instrument panel, with the tweeter or high range, in the upper portion, and the woofer, or low range in the bottom portion of the instrument panel, to provide excellent sound characteristics. The radio has five push buttons for station selection. Other stations may be selected by the manual tuning knob, at the right side of the radio dial. Tone is controlled by the collar around the volume control knob. Turn the collar all the way to the left to secure bass and all the way to the right to secure treble tones.

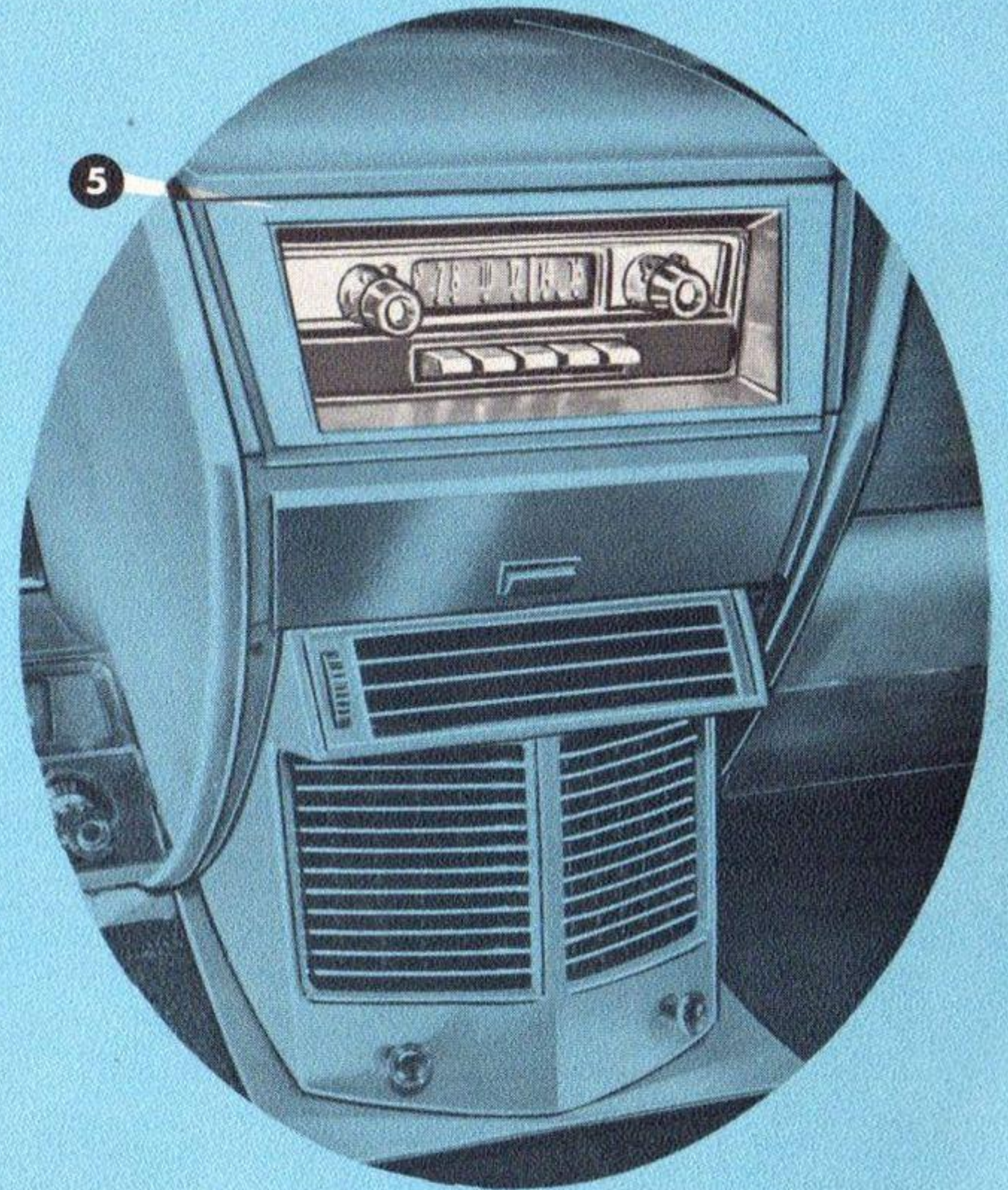
The radio is turned on and off and the volume is controlled by the knob at the left end of the radio dial. Turn the knob to the left to turn the radio off and to the right to turn it on. The further the knob is turned to the right the more the volume will be increased.

Adjust the 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 to 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 at the right side of the radio dial.
4. After the station is clearly tuned in, push the selector button straight in until it stops, then release it.
5. Repeat steps 2, 3, and 4 for the remaining station selector buttons.

PADDED 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 should be retained in the clips on the windshield header moulding.



LINCOLN SPEED CONTROL

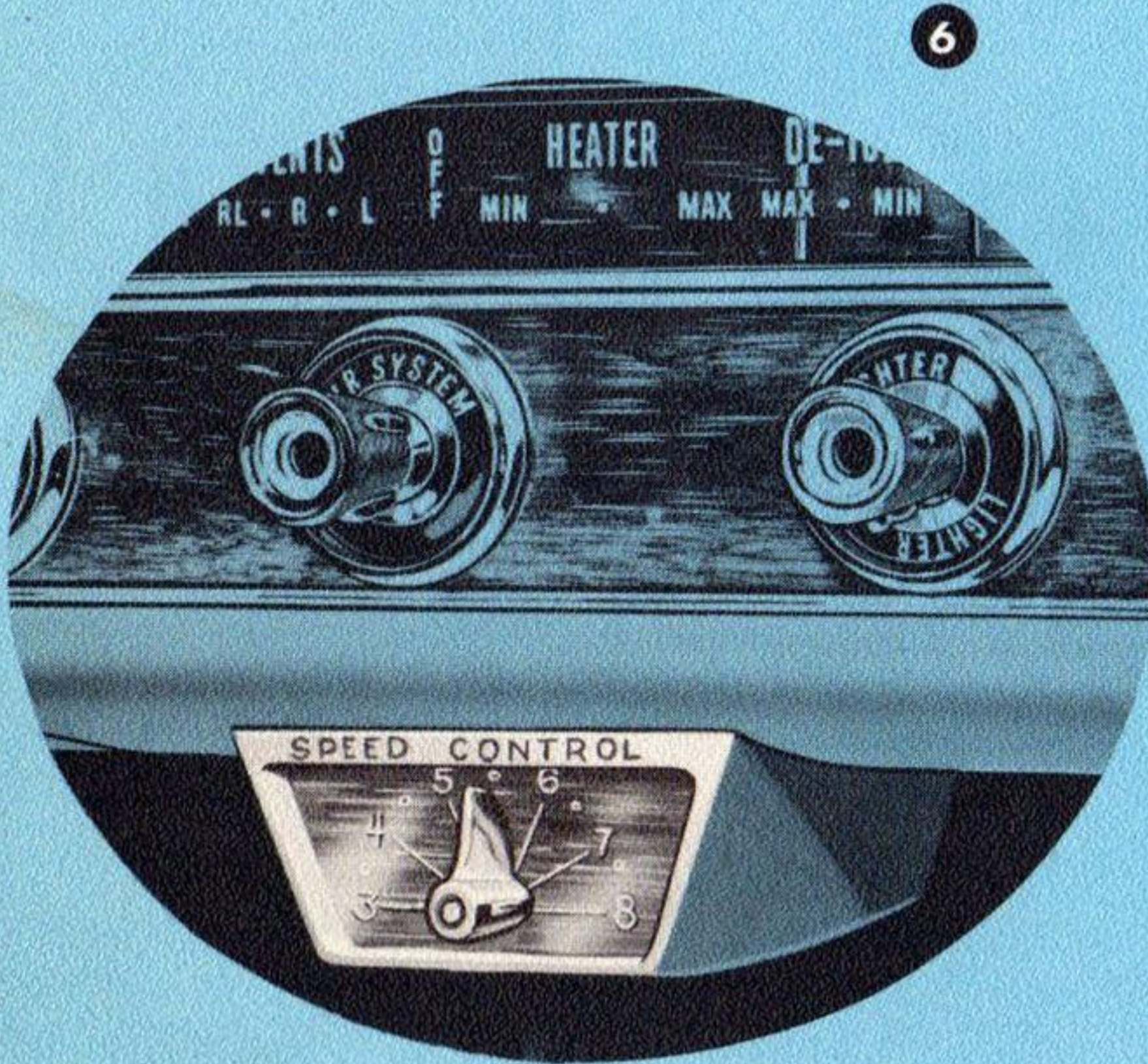
- 6 The speed control selector is located in the lower portion of the instrument panel at the right of the steering column. This control functions as a safety device, as well as a driving convenience.

To operate the speed control, turn the selector knob to the increment marking which matches the desired rate of speed—"3" for 30 MPH, "4" for 40 MPH, etc. (Setting the knob between these markings will produce a corresponding intermediate speed.)

To use the speed control as a safety device, set the selector knob at the desired speed marking. A definite pedal resistance will be experienced whenever the predetermined speed is attained or surpassed.

To use the speed control as an automatic means of controlling road speed, attain the selected speed by manually depressing the accelerator. When pedal resistance is encountered, hold it against this resistance and depress the button in the center of the selector knob. The automatic speed control will now operate automatically without the need for foot pressure on the accelerator pedal. The control unit motor will advance or retard the accelerator pedal, as necessary, to maintain the set road speed.

The speed of the vehicle can be increased or decreased by turning the control knob while the speed control is operating automatically. The automatic feature can be released and the unit returned to manual operation by slightly depressing the brake pedal or turning off the ignition switch.



CONVERTIBLE TOP

- 1 The convertible top is raised and lowered by means of the top control handle located under the instrument panel, between the brake and hood release handles, to the left of the steering column.

PRECAUTIONS

There are several precautionary measures to be observed when operating the convertible top. First—be certain that the sun visors are not in a position where they will interfere with the top. Second—never lower the top when it is damp. Moisture trapped in a stored top may lead to mildew and discoloration of the top material.

TO LOWER THE TOP

- 2 With the engine running and the transmission selector at “N” or “P”, lower all the side windows. Unzip the rear window and roll it so that it can be secured by the two straps provided at the lower edge of the window opening.

Pull out the top control handle and the deck lid will unlock and open. *Make certain there are no objects stored in the luggage compartment that may interfere with the top after it has been lowered.*

Hold the control handle out; the top will automatically unlock from the windshield header and lower into the luggage compartment. As the top completely lowers, the deck lid will close and lock; then release the control handle.

NOTE: *The top will not release from the windshield header until the deck lid is completely open. This allows access to the luggage compartment without actuating the convertible top.*

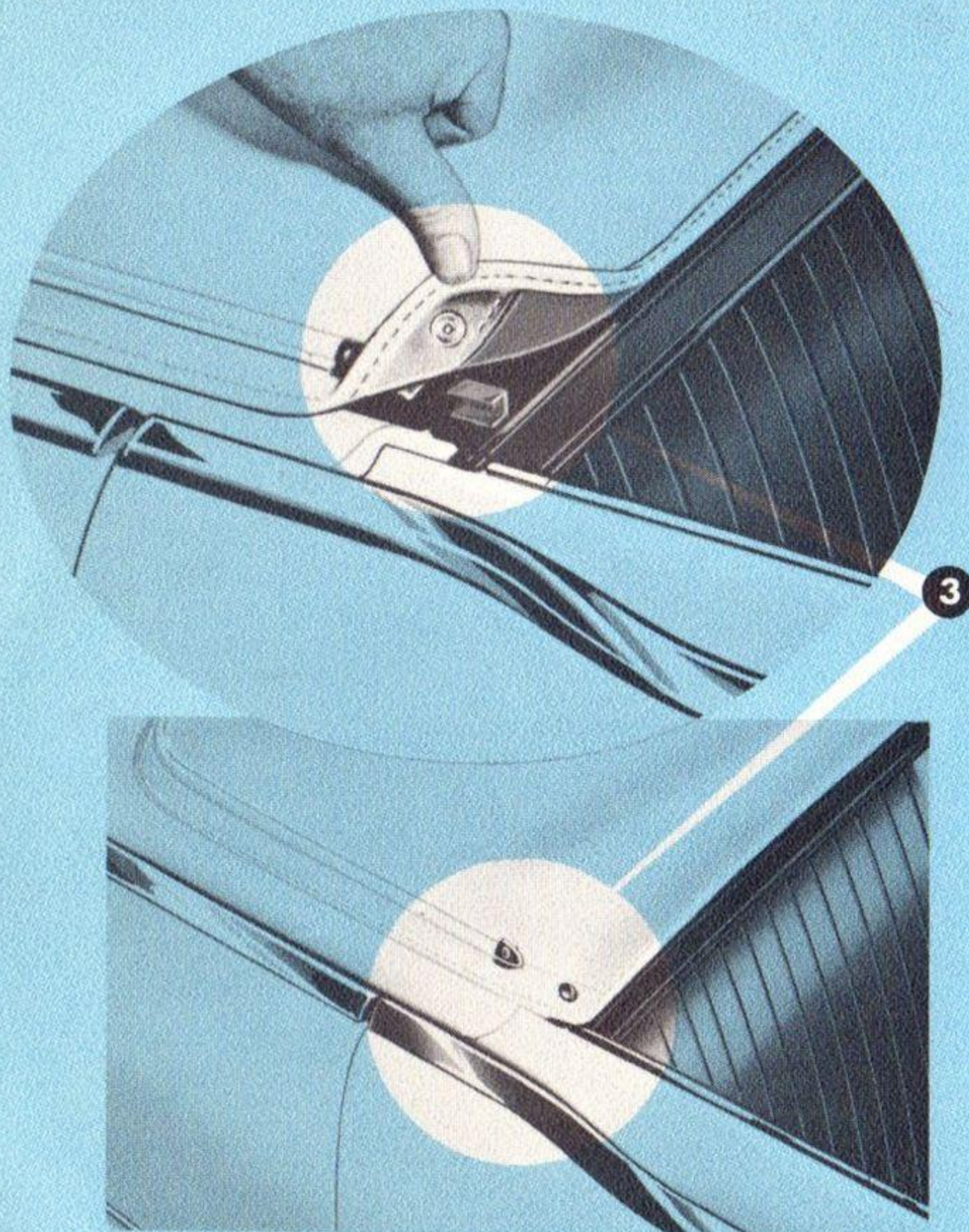


1



2





TO RAISE THE TOP

Be sure that all windows are down.

Press in on the top control handle and the deck lid will unlock and raise. Hold the control handle in and the top will raise and lock into the windshield header. *After the top has been stored in the luggage compartment for a period of time, it may not raise far enough to permit automatic locking at the windshield header. If this occurs, manually pull the top toward the windshield far enough to actuate the locking device.* Then the deck lid will close and lock. Release the top control handle.

- 3 After the top is locked, fasten the top snaps at the side windows. Unroll the rear window, zip it into place and insert the flaps attached to the sides of the window opening into the pockets in the window assembly.

NOTE: *The top operation can be stopped at any point in either the raising or lowering cycle by releasing the top control switch.*

CONVERTIBLE TOP FLUID

It is recommended that the fluid level in the convertible top reservoir be checked at 12,000 mile intervals and filled, if necessary, with heavy duty hydraulic brake fluid, Part Number B7A-19542. (It is important, when checking the fluid level, that the engine be run at fast idle and the top cycled three times to bleed the system of air.)

CONVERTIBLE TOP CARE

Wash the top with cold or luke warm water for general cleaning. Stubborn spots and stains can be removed by use of FoMoCo Cleaning Concentrate—a cleaner compounded especially for convertible tops, as well as vinyl and leather trim and white sidewall tires. The back window can be washed with a mild soap and warm water solution. **CAUTION:** *To prevent scratching the back window, do not wipe with a dry cloth.*

FUEL AND OIL

FUEL

Your new car has a high compression engine which is designed to operate best on premium gasoline. Thus, to obtain top efficiency and performance, it is recommended that dependable brands of premium gasoline be used.

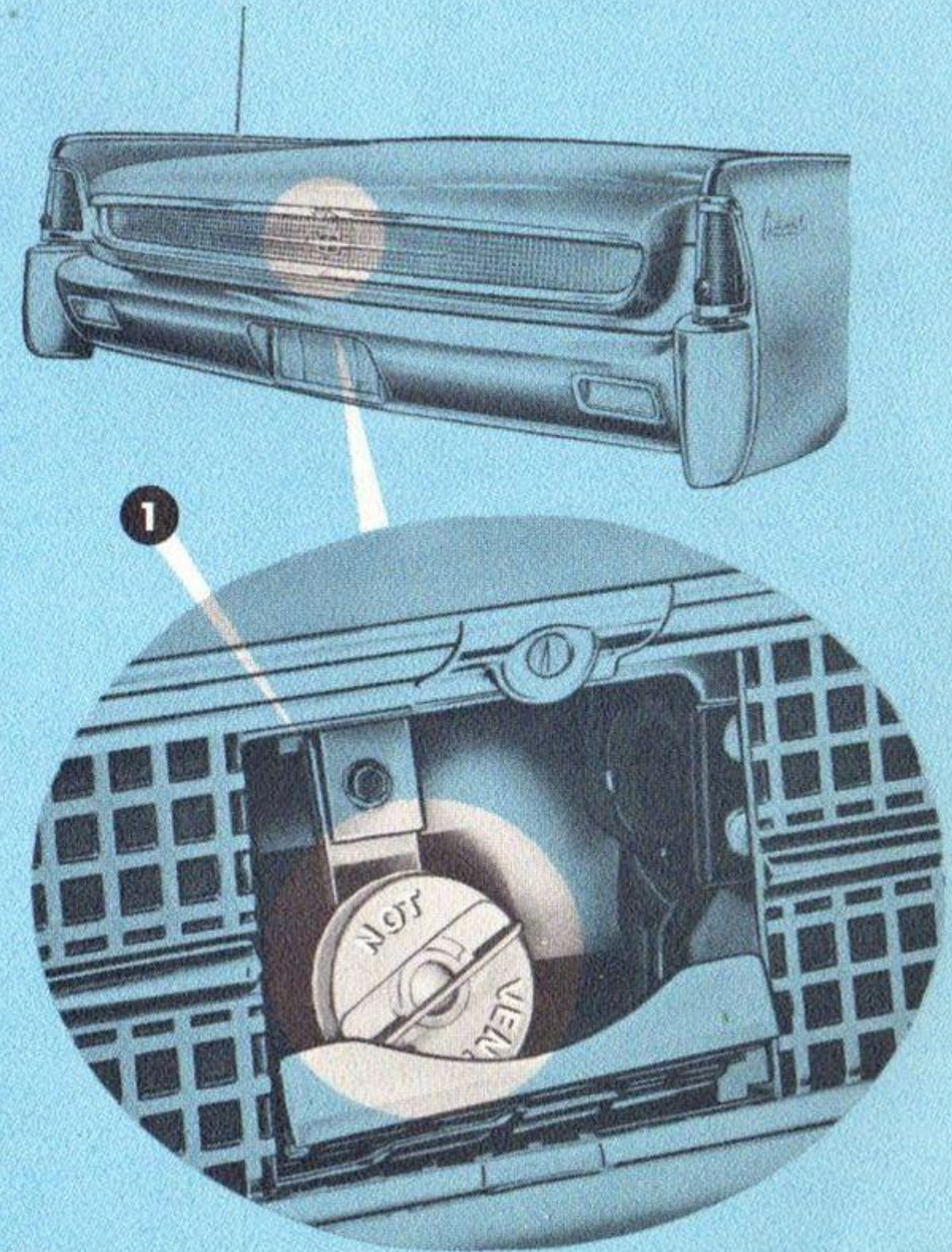
- 1 The fuel filler pipe is located in the center of the rear grille behind a hinged door. (Open the door by exerting downward pressure.) The fuel tank filler cap is removed by turning it fully counterclockwise. A full clockwise turn locks the cap in place. Filters in the fuel tank and in the engine compartment guard the fuel system against the admission of harmful foreign matter. The fuel tank filter is an integral part of the tank. It requires no scheduled maintenance service. The filter in the engine compartment is a new design which affords greatly improved filtration. This filter should be replaced initially at 6,000 miles and at 12,000 mile intervals thereafter.

ENGINE 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.

Oil should be chosen in the viscosity range to accommodate the extremes of expected temperature (See the Temperature-Viscosity Chart.)



TEMPERATURE—VISCOSITY CHART

+90° F and Above	SAE 10W—30 or 30
+20° F to +90° F	SAE 10W—30, or 20—20W
−10° F to +20° F	SAE 10W—30, or 10—10W
−10° F and Below	SAE 5W—20 or 5W

Only those oils which have been tested and certified by the marketer as satisfying the engine operating sequences* for service MS should be used.

Certified oils are described on the container by such phrases as: *meets, excels, exceeds, or has proven superior in the test requirements, test sequences, MS Service tests, standards and service requirements of automotive manufacturers, auto-makers, car makers or car manufacturers for MS Service or Service MS.*

*Defined by ASTM Committee D-2 for Section G IV of Technical Committee B and published in the SAE Handbook, 1960 Edition, describing minimum requirements for API oil classification “for service MS.”

OIL AND OIL FILTER

Your car, when delivered to you, has the proper grade and viscosity oil in the engine. The engine oil and oil filter should be changed at 6,000 miles and at each 6,000 mile interval thereafter, or every six months, whichever occurs first.

The weight of oil to be used is also governed by the ambient conditions which prevail in the area where most of your driving will be done. The chart on this page is a guide. Select the temperature category into which the majority of your driving will fall.

QUALITY OF OIL

There are some multi-viscosity oils being merchandised which do not meet the standards recommended for the 1961 Lincoln-Continental. To guard against the use of improper or inferior oils, certifications are being placed on the oil containers by the oil companies. The context of these certifications is quoted in the adjacent column.

AUTOMATIC TRANSMISSION FLUID LEVEL

The fluid level in the automatic transmission should be checked at 6,000 mile intervals. We suggest that you have your dealer make this check because of the several steps which are involved in obtaining an accurate reading.

If in an emergency you are required to check the fluid level yourself, set the parking brake, start the engine, move the transmission shift lever through all drive positions, and then place the lever in “Park” position. With the engine running, withdraw the bayonet-type indicator from the transmission filler tube and check the level. This indicator incorporates a lock-on type cap which must be turned a quarter turn to open and close.

CAUTION: *Do not fill above the “FULL” mark.*

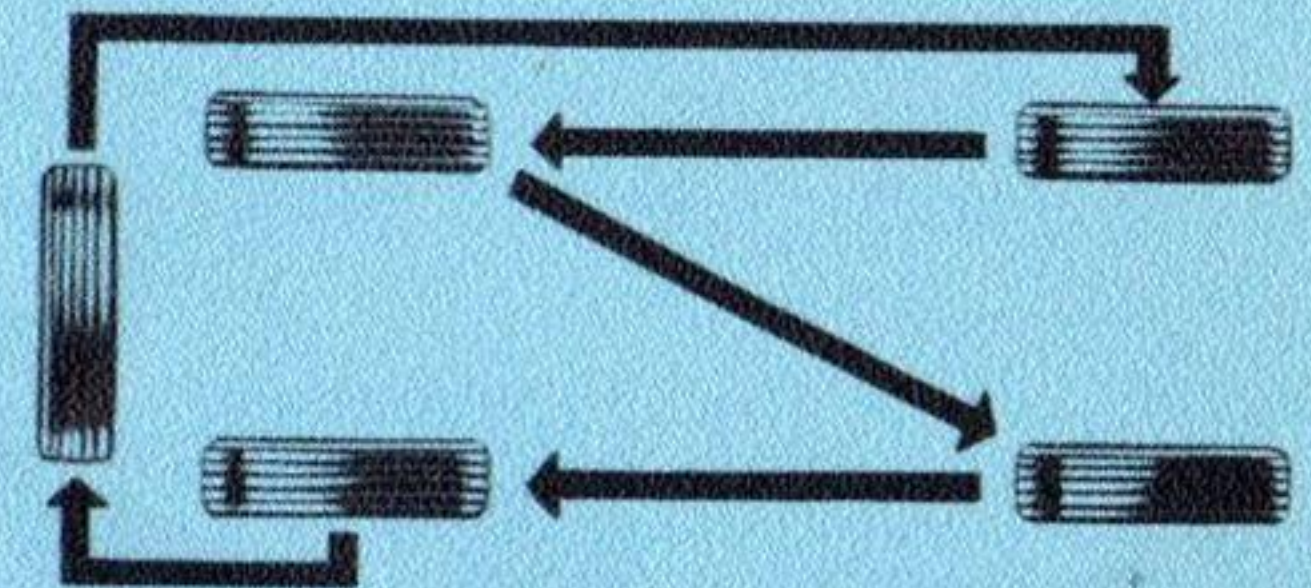
TIRES AND WHEELS

TIRES

Tubeless tires are standard equipment on Lincoln Continental cars.

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

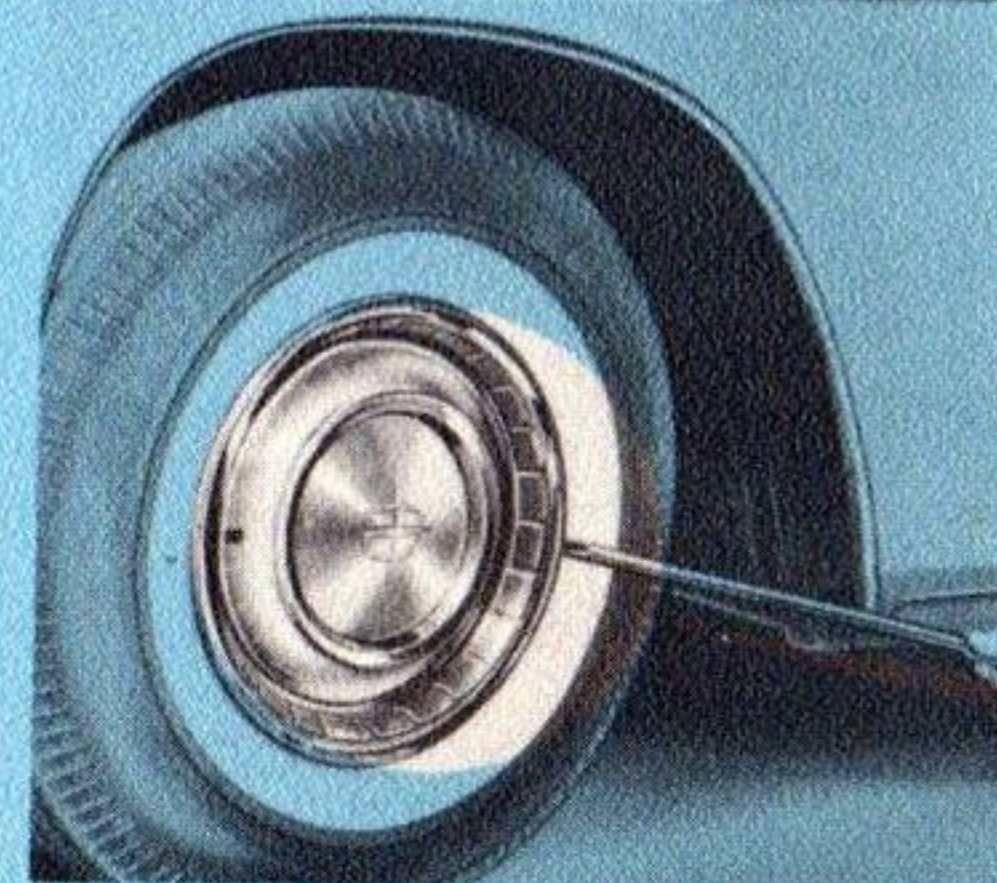
- 1 Tire Rotation**—Rotate all five tires on your car every 6,000 miles to equalize the wear on the tires. Follow the pattern shown in the diagram.

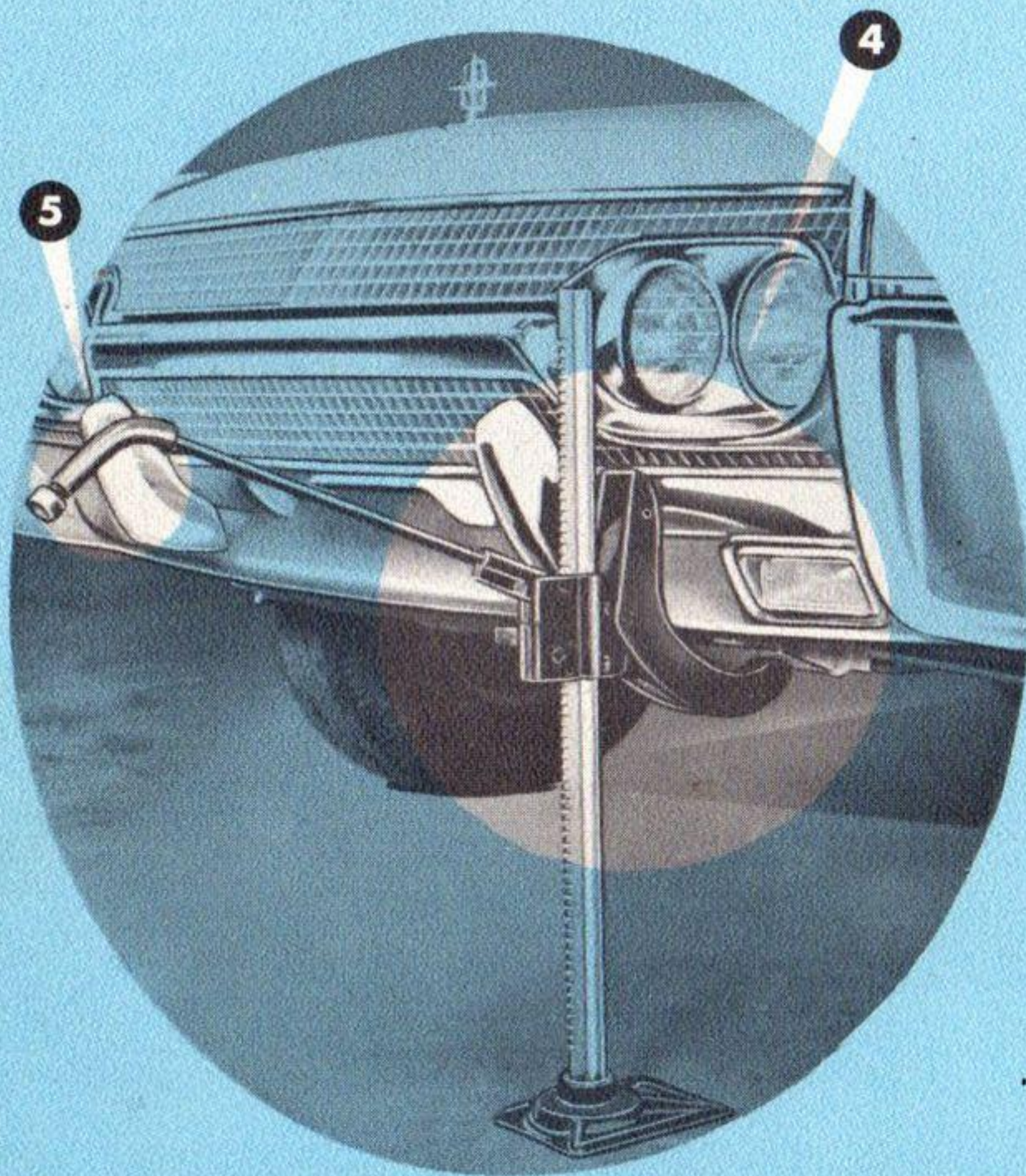


WHEELS

To change wheels on your car, 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. Following the instructions on the decal in the luggage compartment, release the jack assembly and spare wheel and tire assembly from their stowed position. Remove the spare wheel and place it near the wheel to be replaced.
3. The wheelcover has locking indentations in the mounting edge to prevent it from rotating on the wheel. With this design, removal of the wheelcover is best accomplished by inserting the tapered end of the jack handle beneath





the wheelcover at the outer edge directly opposite the valve stem hole. Pry outward on the wheelcover until it can be removed from the wheel. When the wheelcover is off, loosen, but do not remove the five nuts holding the wheel in place.

4. Assemble the jack by inserting the bottom of the jack post into the base. Pull upward on the small lever near the jack handle. Slide the movable portion of the jack assembly up to meet the bumper. Install the handle.

5. To raise the front of the car, align the load-rest hook with the right or left stud in the undersurface of the bumper, and check for a snug fit where the jack butts against its outer surface. When the jack is properly aligned, alternately raise and lower the handle and the front end of the car will rise.

6. A similar procedure applies to raise the rear of the car. In addition, block the front wheels to prevent the car from rolling. Again be sure that the flared end of the hook fits over the right or left stud under the bumper. 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.

7. 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.

8. 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 the operation.

9. Tighten each nut carefully. Replace the wheelcover; be sure it is snapped into place all the way around. You will notice that a portion of the jack handle is rubber covered. This may be used as a hammer to position the wheel cover firmly into place.

cold weather protection is required, use the proper amount of permanent-type anti-freeze,

NOTE: If you desire to use alcohol or methanol base anti-freeze, the standard high-temperature thermostat must be replaced with one rated for lower temperatures (160-165°).

Don't mix alcohol or methanol with permanent-type anti-freeze.

Your Lincoln Continental Dealer is qualified to give your car complete year-round cooling system service to prevent trouble before it starts.

ELECTRICAL SYSTEM

Battery Care—The battery is located in the right front corner of the engine compartment. The fluid level in the battery should be checked frequently. As indicated on the filler caps, "fill to ring." Keep the top of the battery clean and dry, and 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.*

Lights and Wiring—Major safety items, such as headlights, tail lights, turn signals, and stop lights, should always be in good operating condition. Prompt replacement of burned-out bulbs and repairs to damaged wiring is a *must* for safety. All

Lincoln-Mercury Dealers have the facilities to service these items promptly and properly.

CARBURETOR

Adjust the carburetor accelerator pump operating rod and throttle return spring for the prevailing temperature.

AIR CONDITIONING

On cars equipped with air conditioning, check each spring for any indications of a refrigerant or oil leak. Also check the sight glass for the condition of charge in the system.

ENGINE PERFORMANCE SERVICE

Your Dealer is equipped to periodically "tune-up" your engine and thus help keep "new car" performance at your command. The specified items in the engine performance service include: checking the battery, battery cables, ignition timing, and carburetor adjustments. Replacing the spark plugs, inspecting the distributor rotor and replacing the breaker points. The distributor should be lubricated.

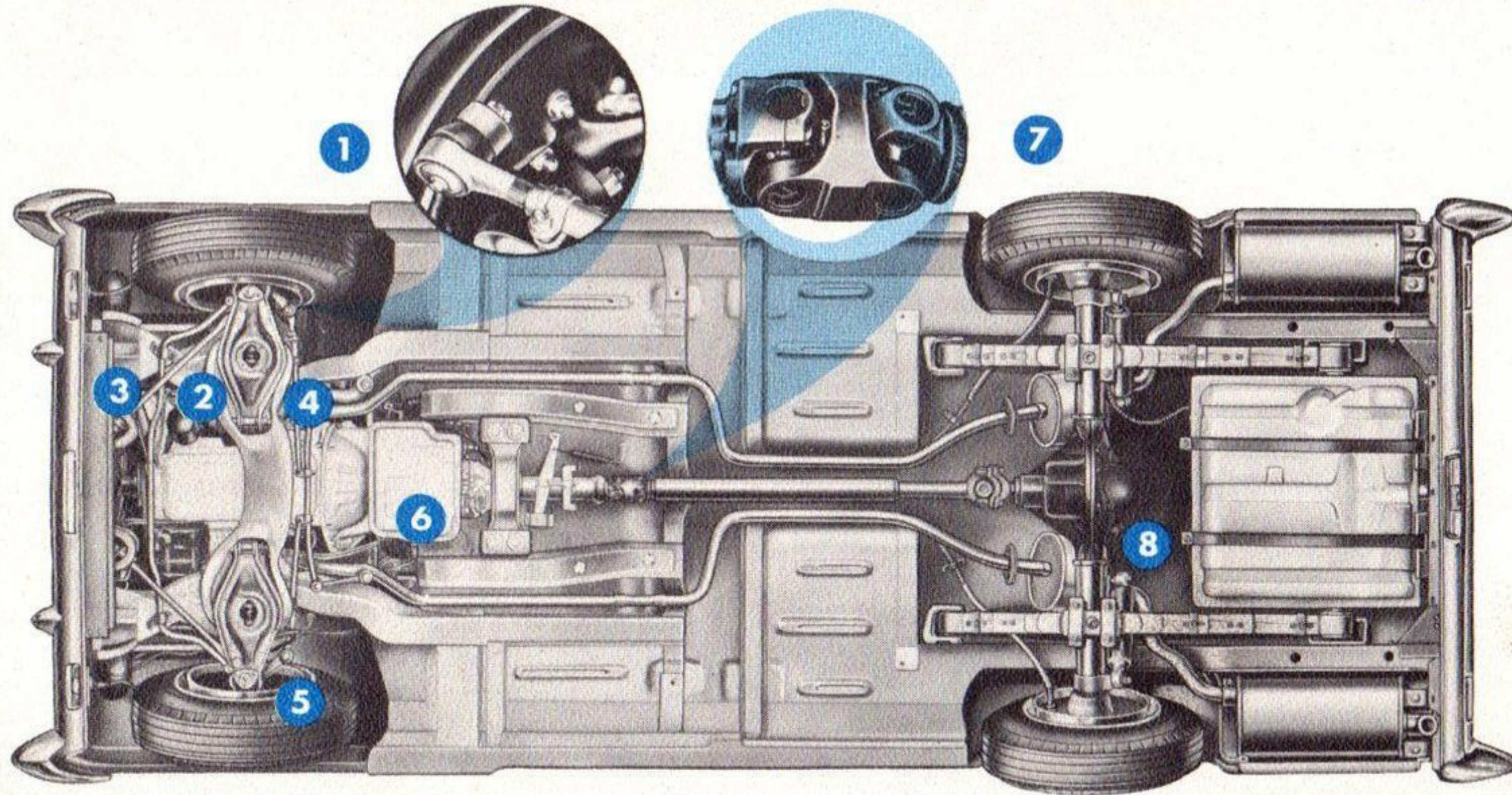
LUBRICATION

Periodic lubrication of the universal joints and body components is recommended at 6,000 mile intervals. The steering linkage and front suspension ball joints should be lubricated with special lubricant every 30,000 miles or 2 years, whichever first occurs.

PERIODIC MAINTENANCE SCHEDULE

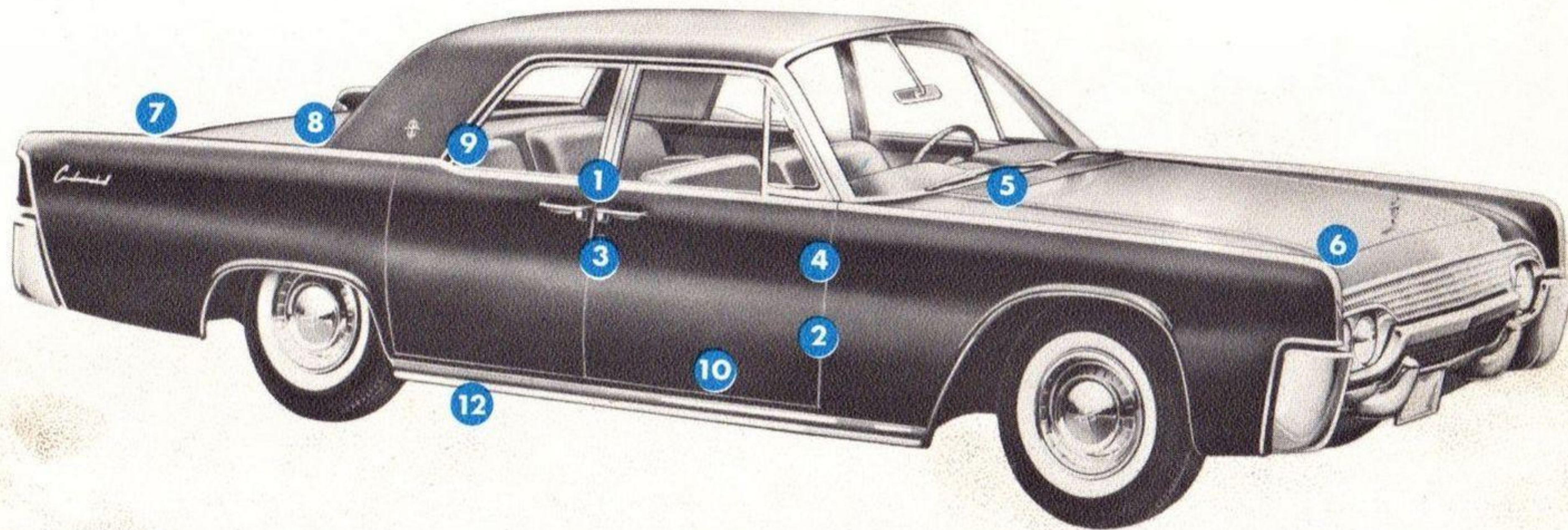
MAINTENANCE OPERATION	MILEAGE INTERVAL					MAINTENANCE OPERATION	MILEAGE INTERVAL				
Service operations may be scheduled on a monthly rather than a mileage basis. Change from miles to months as follows: 6000 Miles—6 Months, 12,000 Miles—12 Months, 24,000 and 30,000 Miles—24 Months.	E V E R Y	6 0 0 0	1 2 0 0	2 4 0 0	3 0 0 0	Certain service items should be performed on a Seasonal rather than Mileage basis. They include: the cooling system (Page 29), air conditioner, carburetor (Page 30), and viscosity of engine oil (Page 26).	E V E R Y	6 0 0 0	1 2 0 0	2 4 0 0	3 0 0 0
LUBRICATE BODY (See Body Lubrication Guide on Page 33.)		X				CHECK FRONT WHEEL TOE-IN			X		
SERVICE ENGINE (Change engine oil and oil filter every 6,000 Miles or 6 Months, whichever occurs first. Clean the positive crankcase ventilation system and carburetor air cleaner filter.)		X				CHECK CONVERTIBLE TOP RESERVOIR FLUID LEVEL			X		
CHECK FLUID AND LUBRICANT LEVELS (Check transmission, power steering reservoir, brake master cylinder, and rear axle. Add fluid or lubricant as required. Do not drain the transmission or axle as a periodic maintenance operation—add fluid, as req'd.)		X				REPLACE OIL FILLER TUBE CAP FILTER			X		
CROSS-SWITCH WHEELS AND TIRES (Balance wheels and tires, if necessary.)		X				REPLACE FUEL FILTER (Make initial replacement at 6,000 Miles. Subsequent replacements to be made at 12,000 mile intervals.)			X		
LUBRICATE UNIVERSAL JOINTS		X				ADJUST DRIVE BELTS (Make initial adjustment at 6,000 Miles. Subsequent adjustments to be made at 12,000 Mile intervals.)			X		
ENGINE PERFORMANCE SERVICE (See description of Engine Performance Service on Page 30.)			X			REPLACE WINDSHIELD WIPER BLADES			X		
ADJUST TRANSMISSION BANDS (Every 6,000 Miles under severe operating conditions.)			X			CHECK FRONT BRAKE LININGS FOR WEAR (It may be necessary to check linings more frequently under severe operating conditions.)				X	
REPLACE EXTERNAL TRANSMISSION OIL FILTER (If Vehicle is so equipped.)			X			LUBRICATE AND ADJUST FRONT WHEEL BEARINGS				X	
						REPLACE POWER STEERING FILTER ELEMENT				X	
						CLEAN POSITIVE CRANKCASE VENTILATION OUTLET VENT FILTER				X	
						REPLACE CARBURETOR AIR CLEANER FILTER					X
						LUBRICATE FRONT SUSPENSION BALL JOINTS					X
						LUBRICATE STEERING LINKAGE					X
						PERFORM SEASONAL SERVICES					SEE ABOVE

CHASSIS LUBRICATION GUIDE



- | | | | |
|--|--|--|---|
| <p>1 STEERING LINKAGE BALL JOINTS
Use Special Lubricant C1VV-19B545-A.</p> <p>2 FRONT SUSPENSION BALL JOINTS
Use Special Lubricant C1AZ-19590-A.</p> <p>3 POWER STEERING RESERVOIR
Check Fluid Level. Add Automatic Transmission Fluid C1AZ-19582, if Required.</p> | <p>4 BRAKE MASTER CYLINDER
Check Fluid Level. Add Heavy Duty Brake Fluid B7A-19542, if Required.</p> <p>5 FRONT WHEEL BEARINGS
Adjust And Lubricate With Lubricant 8A 19585-B.</p> | <p>6 TRANSMISSION
Check Fluid Level Every 6,000 Miles. Add Automatic Transmission Fluid C1AZ-19582, if Necessary. <i>Do Not Overfill.</i> Do Not Periodically Drain and Refill. Adjust Transmission Bands and Replace External Oil Filter (if so Equipped). Every 12,000 Miles.</p> | <p>7 UNIVERSAL JOINTS
Lubricate With Chassis Lubricant—3 Fittings at Front Joint and 1 at Rear Joint.</p> <p>8 REAR AXLE HOUSING
Check Lubricant Level. Add Lubricant COLY-19A508-B, if Needed.</p> |
|--|--|--|---|

BODY LUBRICATION GUIDE



1

DOOR LOCKS

Apply Lubricant COAZ-19584-A Sparingly to Striker Plate and SAE 10-10W Engine Oil to Lock Rotor.

2

DOOR CHECK ARMS

Apply Lubricant COAZ-19584-A, Sparingly.

3

DOOR LOCK CYLINDERS

Apply Lock Lubricant B4A-19587-A, Sparingly.

4

DOOR HINGES

Apply SAE 10-10W Engine Oil at all Hinge Pivots.

5

HOOD LOCK

Apply Lubricant COAZ-19584-A to Lock Dowel Catch.

6

HOOD HINGE PIVOTS

Apply SAE 10-10W Engine Oil to Hinge Pivots.

7

LUGGAGE COMPARTMENT DOOR LOCK

Apply SAE 10-10W Engine Oil to Lock Rotor and B4A-19587-A to Lock Cylinder.

8

LUGGAGE COMPARTMENT DOOR HINGES

Apply SAE 10-10W Engine Oil to Hinge Pivots.

9

WEATHERSTRIPS

Apply Silicone Type Lubricant COAZ-19553-A or B Sparingly, to all Weatherstrips. ("A" is a jellied lubricant, "B" is a spray lubricant.)

10

FRONT SEAT TRACKS

Apply Lubricant COAZ-19584-A, Sparingly.

11

CONVERTIBLE TOP

Check the Reservoir Fluid Level and the Operation of the Top. Add Heavy Duty Brake Fluid B7A-19542, as Necessary. (Convertible Top Fluid Reservoir located in Luggage Compartment.)

12

BODY AND DOOR DRAIN HOLES

Use Small Screwdriver to Clean Any Drain Holes Which May Become Clogged With Foreign Material.

SPECIFICATIONS

DIMENSIONS

Overall Length—All Models (Inches).....	212.4
Overall Height—Loaded (Inches):	
Sedan.....	53.6
Convertible.....	55.4
Overall Width—All Models (Inches).....	78.6
Tread—All Models (Inches):	
Front.....	62.1
Rear.....	61.0
Wheelbase—All Models (Inches).....	123.0

AXLE GEAR RATIO

Your car is equipped with an axle having a gear ratio of 2.89:1

FLUID CAPACITIES (U.S. MEASURES)

Cooling System (Including Heater) (Quarts).....	26
Engine Oil (Including Oil Filter) (Quarts).....	6
Fuel Tank (Gallons).....	21
Power Steering (Pints—Approximate).....	2¾
Rear Axle (Pints—Approximate).....	4.8
Transmission (Pints).....	23

FLUID CAPACITIES (IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is 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.

ENGINE

Displacement (Cubic Inches).....	430
Bore (Inches).....	4.30
Stroke (Inches).....	3.70
Compression Ratio.....	10:1
Engine Type.....	V8-90°-OHV
Firing Order.....	1-5-4-2-6-3-7-8
Cylinder Numbering:	
Right.....	1-2-3-4
Left.....	5-6-7-8
Idle Speed (R.P.M.):	
Without Air Conditioning (Transmission in Drive).....	450-475
With Air Conditioning:	
Transmission in Drive and Air Conditioning Not Operating.....	450-475
Transmission in Neutral or Park and Air Conditioning Operating....	800-900
Valve Lash—Intake and Exhaust.....	Hydraulic
Radiator Filler Cap (P.S.I.).....	12-15

Spark Plugs:

Size and Type.....	18MM, Anti-fouling (F-11Y)
Gap (Inches).....	0.032-0.036
Torque (Lbs./Ft.)	15-20
Fuel—Grade.....	Premium

TIRES

Size:

Sedans:

Without Air Conditioning.....	9.00 x 14
With Air Conditioning.....	9.50 x 14
Convertibles (All).....	9.50 x 14
Pressure—Front and Rear (P.S.I.).....	24

TRANSMISSION

Speeds.....	Three Speeds Forward, One Reverse
Type.....	Single Stage Torque Converter With Three Speed, Fully Automatic Planetary Gear Train

ELECTRICAL SYSTEMS

BATTERY

Volts.....	12
Ampere Hour Rating.....	80
Ground Terminal Polarity.....	Negative
Number of Cells.....	6
Number of Plates.....	78

CIRCUIT BREAKERS

	RATING	LOCATION*
Headlamps.....	18 Amp.	Integral with Main Light Switch
Instrument Lamps, Dome and All Exterior Lamps Except Headlamps and Back-Up Lamps.....	12 Amp.	In Power Box
Power Window:		
Main Feed.....	30 Amp.	In Power Box
Control Circuit (Automatic) (Rear Doors).....	10 Amp.	Behind Rear Seat
Convertible Top:		
Main Feed.....	45 Amp.	In Power Box
Control Circuit.....	10 Amp.	In Power Box
Top Lock Motor.....	15 Amp.	On Rear Deck Lid
Upper Back Panel Motor.....	15 Amp.	On Rear Deck Lid
Deck Lid Lock Motor.....	15 Amp.	On Rear Deck Lid
Power Seat.....	30 Amp.	In Power Box
Blower Motor (Heater & Air Conditioner).....	20 Amp.	In Power Box

FUSES

	RATING	LOCATION*
Instrument Panel (Rheostat).....	AGW-4 Amp.	In Power Box
Interior Lamps.....	SFE-14 Amp.	In Power Box
Turn Signals and Stop Lamps.....	SFE-7.5 Amp.	In Power Box
Back-Up Lamps.....	SFE-7.5 Amp.	In Power Box
Speed Control.....	SFE-14 Amp.	In Power Box
Clock.....	1AG-2 or AGA-2 Amp.	In Power Box
Cigar Lighters (All):		
Circuit.....	AGC-15 or 3AG-15 Amp.	In Power Box
Element.....	Sulphur Disc or Reset Circuit Breaker On Back of Lighter Socket	
Radio.....	SFE-7.5 Amp.	In Power Box
Door Lock Warning Lamp.....	SFE-7.5 Amp.	In Power Box

*The power box is located on the dash panel in the engine compartment.

LAMP IDENTIFICATION	NUMBER OF BULBS USED	CANDLE POWER OR WATTAGE	TRADE NUMBER
Headlamps:			
Hi-Beam (No. 1).....	2	37.5W	4001
Hi-Lo-Beam (No. 2).....	2	50/37.5W	4002
Front Turn Signal/Parking.....	2	32/4 C.P.	1034
Rear Turn Signal/Stop and Tail Lamp.....	2	32/4 C.P.	1034
Back-Up Lamps.....	2	21 C.P.	1141
Rear License Plate.....	1	4 C.P.	67
Luggage Compartment.....	1	6 C.P.	89
Courtesy Lamps*.....	2	6 C.P.	89
Dome Lamp.....	2	6 C.P.	89
Glove Compartment.....	1	2 C.P.	57
Hi-Beam Indicator.....	1	2 C.P.	57
Oil Pressure Warning.....	1	2 C.P.	57
Generator Indicator.....	1	2 C.P.	57
Parking Brake Warning.....	1	2 C.P.	Special
Turn Signal Indicators.....	2	2 C.P.	57
Door Lock Warning.....	1	2 C.P.	57
Clock.....	2	2.6 C.P.	1816
Speedometer.....	4	2 C.P.	57
Fuel and Temperature Gauge.....	2	2.6 C.P.	1816
Transmission Control Selector.....	1	1.5 C.P.	1445
Cigar Lighter.....	1	2 C.P.	1816
Radio Dial.....	1	1.9 C.P.	1893
Ash Receptacle.....	4	1.5 C.P.	1445
Speed Control.....	1	1.5 C.P.	1445
Control Housing R.H.....	2	2 C.P.	57
Control Housing L.H.....	3	2 C.P.	57

*Convertible Models Use 4 Bulbs—2 Front and 2 Rear



Lincoln-Mercury Division

Ford Motor Company,

Dearborn, Michigan

Litho in U.S.A.