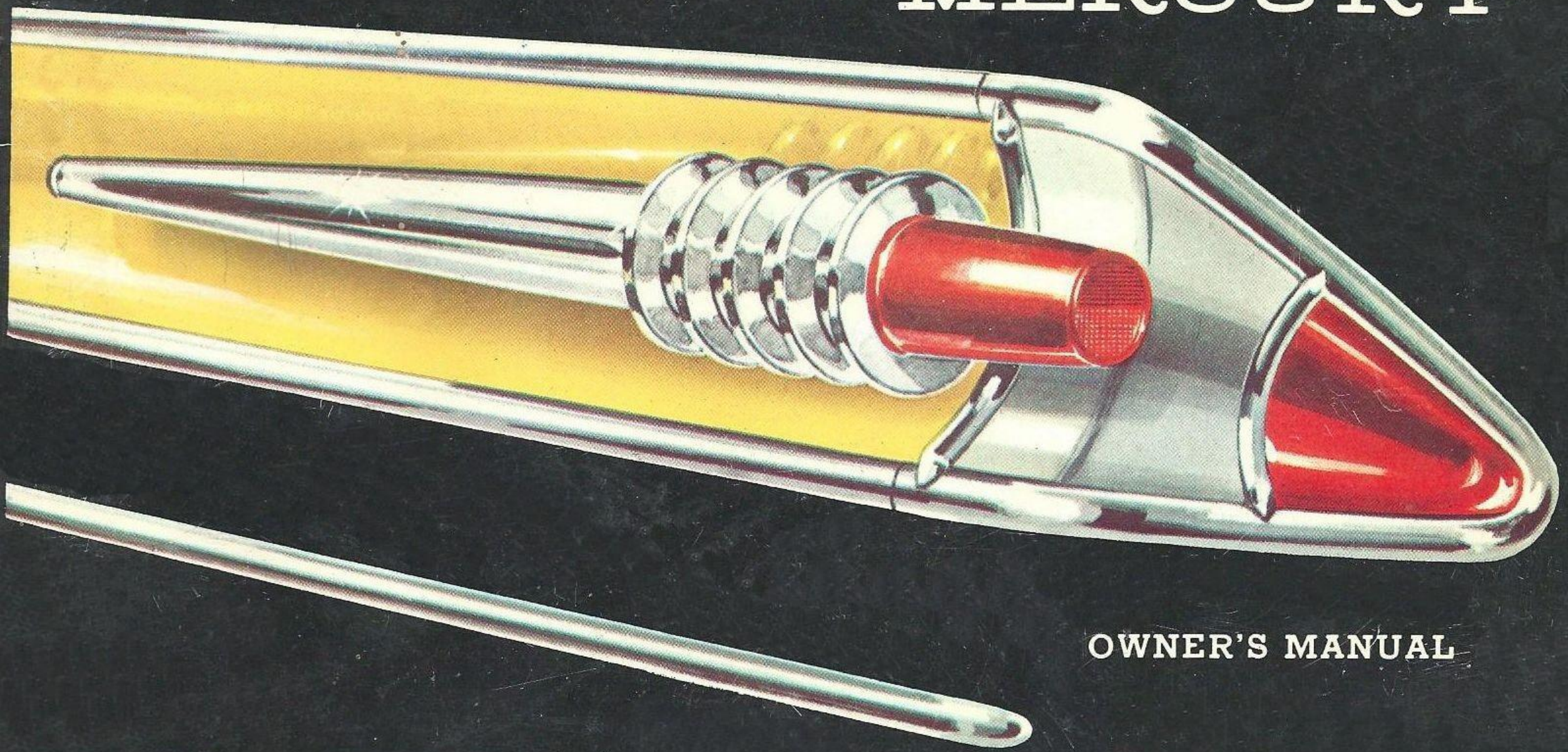
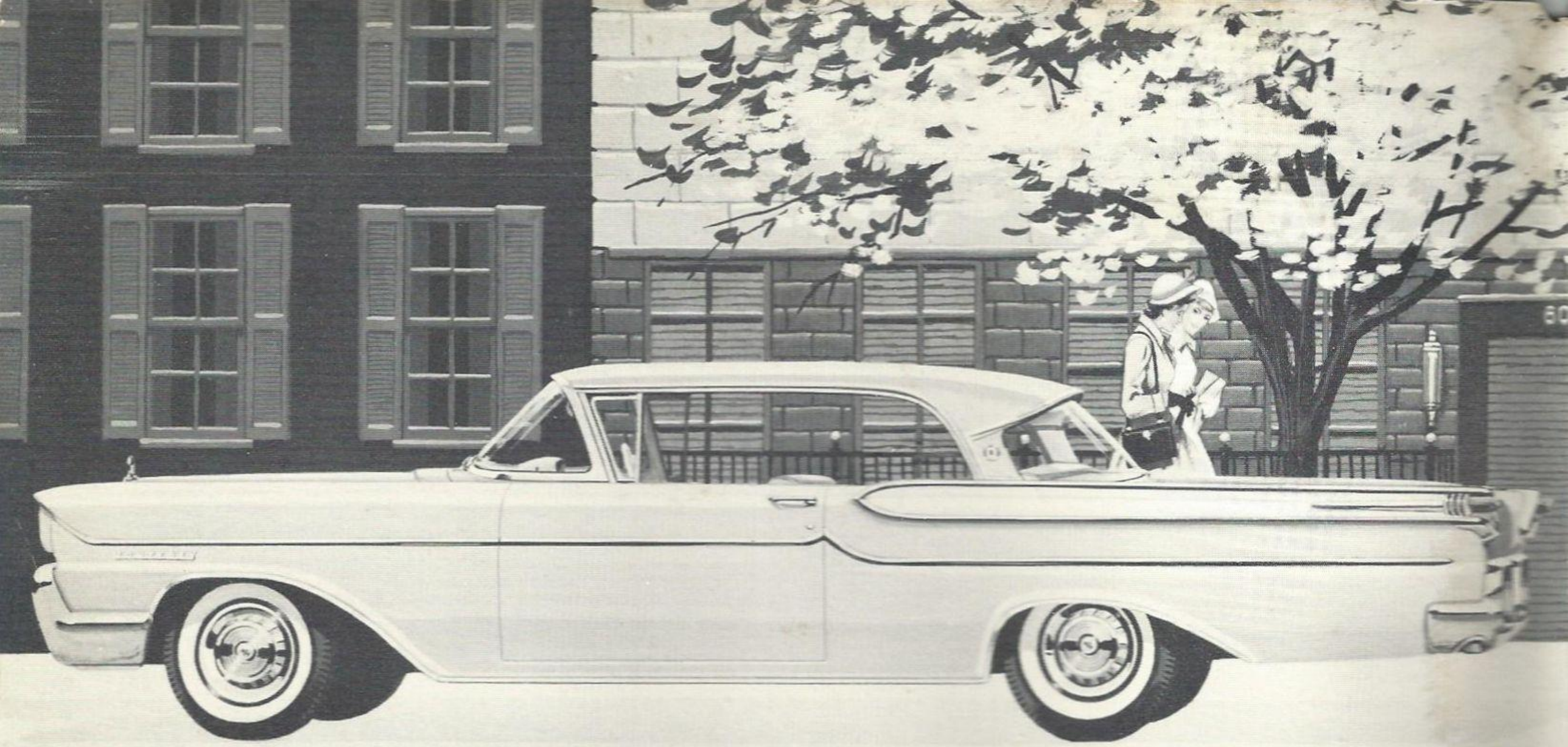
YOUR 1958 MERCURY



OWNER'S MANUAL



CONGRATULATIONS–
on becoming the owner of a new Mercury

Now you are ready to enjoy the pleasure which comes with ownership of a truly fine car designed for the years ahead.

Advanced styling and the triumphs of engineering accomplishments incorporated in your new Mercury have turned your dream car into a reality today. Whether your choice was Park Lane, Montclair or Monterey, you now have such motoring advantages as: Smoother steering, a wonderful Floating Ride, an extra comfort zone due to a long wheelbase, and options of three powerful new engines, for almost effortless driving. The BIG "M" is a safer car too, with a road hugging center of gravity and big effective automatic adjusting self-cooling brakes.

This manual has been prepared to acquaint you with the many features of your new Mercury. When you have finished reading we suggest that you keep this book in your glove compartment for handy reference.

If, at any time, you have a question or problem, remember that your Mercury Dealer is best qualified and equipped to serve your needs.

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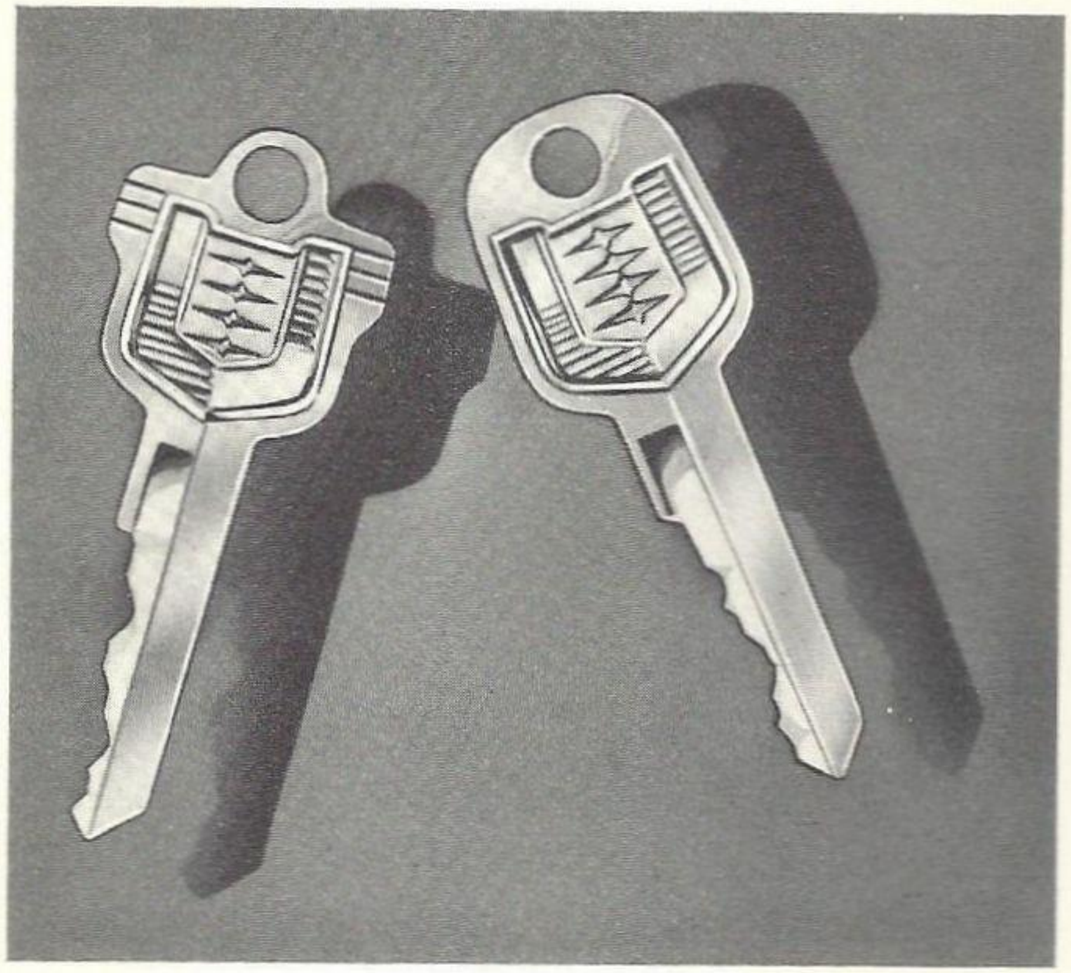
JANUARY 1958 FORM MD 3691-58


MERCURY

KEYS, LOCKS AND HANDLES



keys

Your shield-shaped key operates the car door locks, the ignition switch on automatic transmission equipped models and the ignition-starter switch on conventional transmission models. The round-head key operates the glove and trunk compartment locks, and the tailgate on station wagons. Identification numbers are stamped on separate tags attached to each key. Keep a record of these numbers so your Mercury dealer can replace a lost or misplaced key.

outside locks

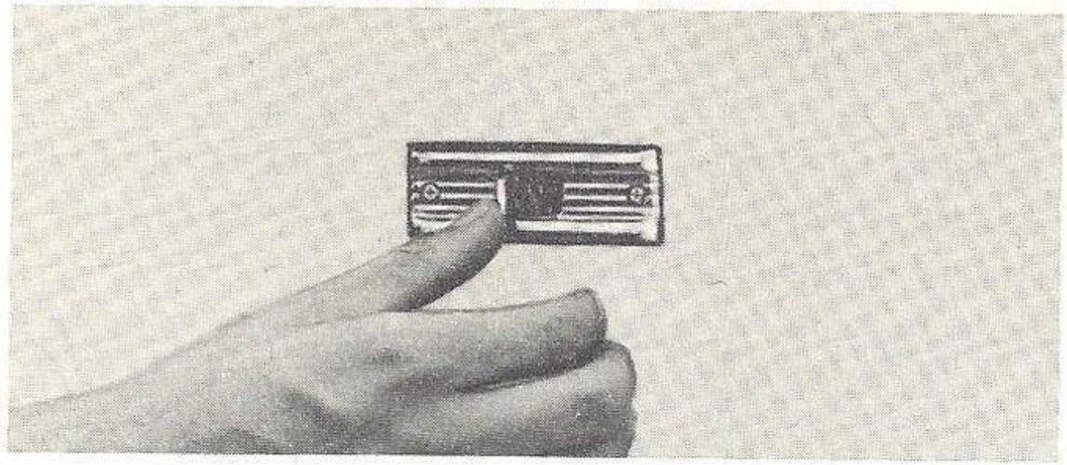
Unlock and lock the front door locks by simply turning the shield-shaped key ¼ turn toward the front or rear respectively, from its vertical position.

luggage compartment

Open the spacious luggage compartment by inserting the round-head key into the key lock release. Turn the key ¼ turn clockwise to release the counter-balanced lid for easy opening.

inside door locks

To lock, move the efficient slide type control rearward. Unlock by moving the slide control forward.



Rear seat passengers on four-door models are protected by the rear door locks; which, once locked, may only be opened by moving the slide control to the unlocked position. Front doors may be released simply by pulling the inside door handle upward to open.

On four-door models, the rear doors can be locked from the outside by sliding the door lock to the locked position when the door is open and then closing the door.

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

glove compartment lock

Press the combination release button and lock to open the glove compartment door. To lock the door, turn the round-head key (shield-shaped key on station wagons) a full turn in the lock.

door handles

Open doors from the outside by depressing the push button located on 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.

hood release

Pull out the hood release handle to open the hood. The safety catch located under the left side of the



hood should be pushed inward to release all of the way. This will allow the hood to be completely opened.

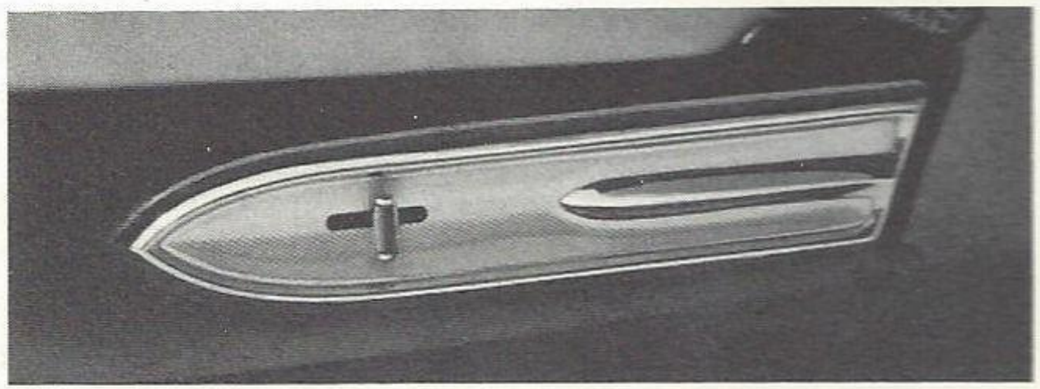
The hood should always be closed from the front of the car in the following manner:

With the hood in the open position, place both hands near the center of the hood and press in a light downward motion. As the hood is closing follow through with the downward motion to securely latch the hood lock.

CONTROLS

seat

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



seat-o-matic

The power seat that remembers (optional at extra cost), is designed to eliminate trial and error manipulation of the front seat to suit the personal comfort and convenience of the driver.



The center knob moves the seat up by turning the knob counterclockwise and down by turning the knob clockwise. The outer ring moves the seat forward by turning the ring clockwise and rearward by turning the ring counterclockwise. The seat automatically moves to the rear when the ignition key is turned off. The seat returns to the "dialed" position when the key is turned on.

initial adjustment

1. Sit in car behind steering wheel.
2. BEFORE turning ignition key on, turn the outer ring "Fore-Aft" pointer to "7".
3. Turn key to ON or ACC and adjust knob and ring, one notch at a time, to position seat for maximum comfort and convenience.
   When YOUR "ideal" position is attained, make a mental note of the pointer settings on the dial.
   EXAMPLE: Suppose the upper pointer is at "D" – the lower pointer is at "3". This is your personal setting – D-3.

If another person has driven the car before you, the dial will be set to HIS personal setting. You need only to set the lower pointer on "7", turn on the ignition and reset the dial pointers to your personal setting.

NOTE: When ignition key is turned to ON or ACC position, the seat automatically adjusts itself to the requirements of the last driver. If a person of different proportions is to drive the car, the outer ring should be turned counterclockwise to move lower pointer on "7", BEFORE KEY IS TURNED. Adjust seat as outlined above.

CAUTION:

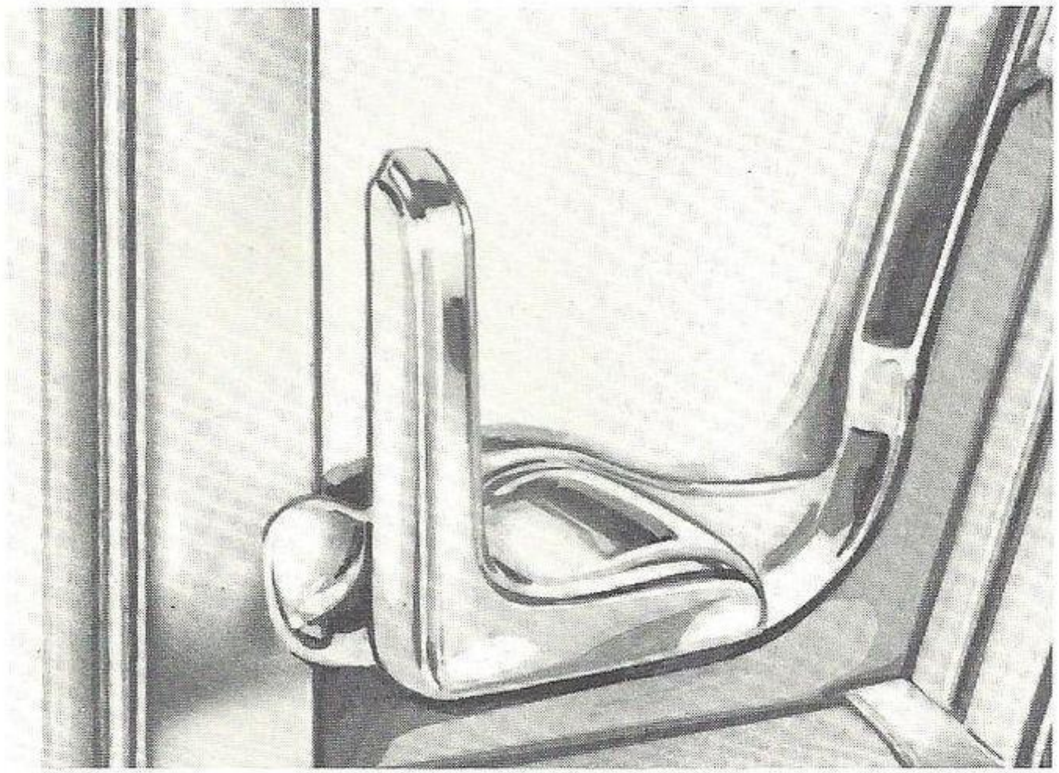
1. Do not fasten seat safety belts (on cars so equipped) until seat is adjusted to suitable position.
2. Do not suspend baby bed between front and rear seats.
3. Before turning key on or off, remove all objects from under front seat.
4. Packages, tools, or other articles, placed under the seat could be damaged by, or cause damage to, the power seat mechanism.

four-way power seat

A four-way switch, mounted on the left side instrument panel extension operates the optional Four-Way Power Seat. With the ignition switch ON, press the seat switch in the direction you want the seat

To lower a window, depress the switch lever until the window reaches the desired opening. Raise the window by pressing up on the switch lever.

To open the vent window on either front door, turn the latch upward, then push the window outward. When you close the vent window, turn the latch downward to lock it.

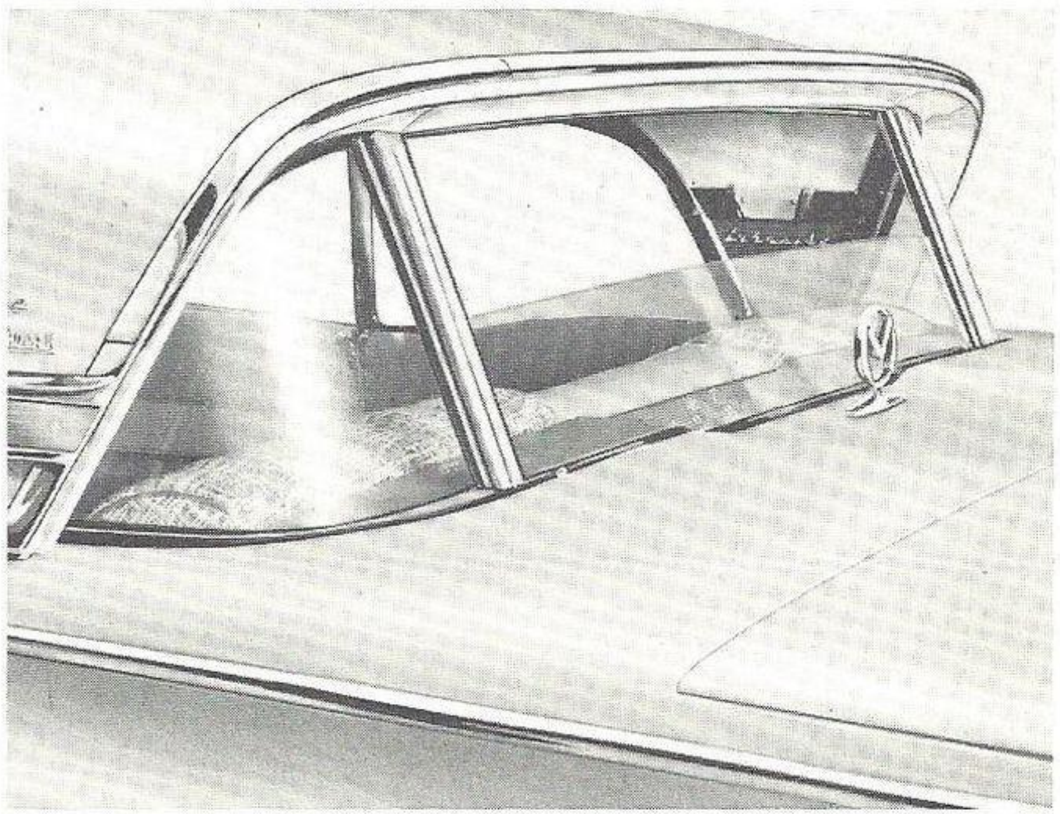


station wagon back window

The back window on station wagons is controlled either manually or by an optional power lift. As a safety precaution this window cannot be raised when the tail gate is down nor can the tail gate be lowered with the back window raised. Refer to the STATION WAGON SECTION on page 40 for operation information.

turnpike cruiser back window

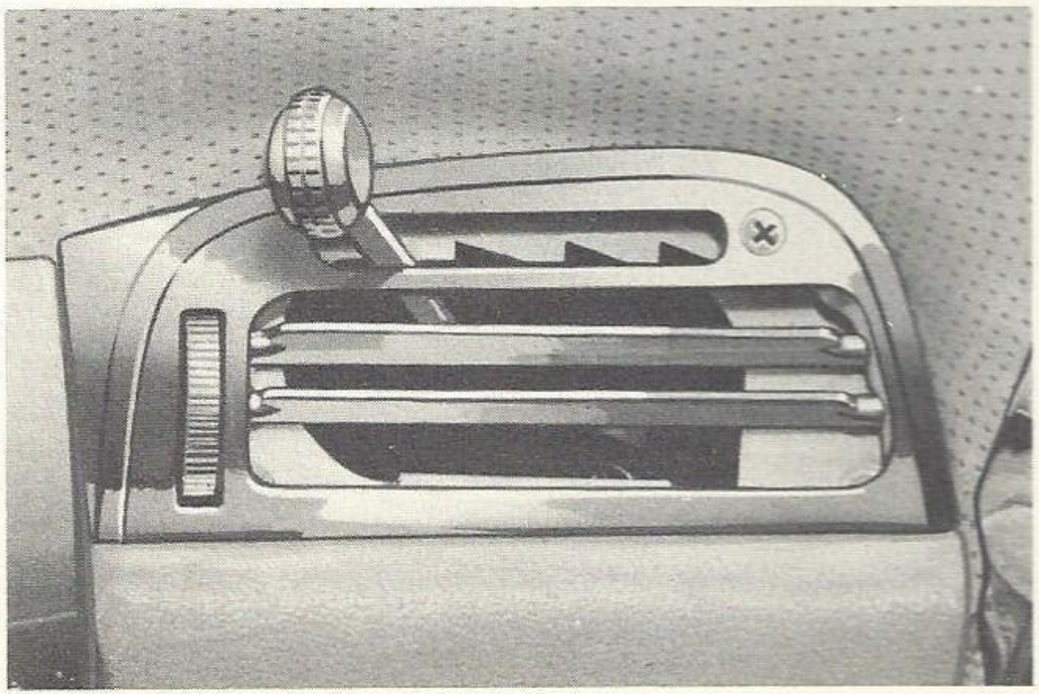
During hot weather, air from the intake ports creates a cooling breeze as it flows through the car and out through the power-operated back window.



The back window control switch is on the left side of the instrument panel. Pressing this switch down lowers the back window into the rear compartment. This feature also adds a great deal of styling appeal since the package tray seems to extend right out to the rear deck lid.

turnpike cruiser air intake controls

Controls for the roof level air intakes are located above the windshield at both sides. The positioning of these supplementary air ports offers controlled fresh air in the amount determined by the driver.



The control lever on each air intake is spring loaded to rest in the closed position (toward center of car). Either intake may be opened by sliding the applicable lever toward the outside of the car. Positioning notches are provided in the flange above the lever to allow partial ventilating. When closing the air intakes, the lever must be pressed downward to clear these notches.

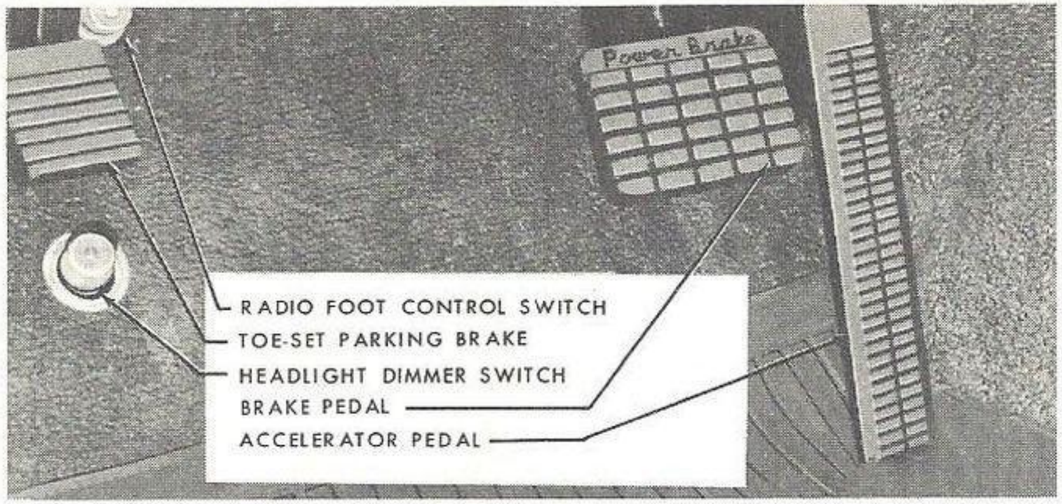
Each air intake deflector may be adjusted to the desired degree of air deflection by rotating a spool located near the inner edge of the deflectors.

When adverse weather conditions prevail, it is recommended that the car intakes be closed. It is also recommended that they be closed when driving on dirt or gravel roads.

foot pedals

The brake and accelerator pedals are located at the right of the steering column. 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 clutch pedal for Overdrive or Standard Transmission equipped cars is located at the left side of the steering column.



The small floor pedal at the far left controls the independent mechanical parking brake on the rear wheels. Step down to set the brake. The parking brake operates independently of the pedal-operated hydraulic brakes – an added safety feature.

With Merc-O-Matic or Multi-Drive transmissions, the parking brake release button is positioned on the Keyboard Control. See page 22 for full particulars. A parking brake warning light flashes whenever the ignition key is turned ON while the parking brake is set.

On standard transmission equipped cars, the park brake release button is located to the left of the steering wheel on the instrument panel.

The headlamp beam control and Travel Tuner Radio foot control are located on the floor handy to your left foot position. See pages 15 and 43 for Operation Information.

self-adjusting brakes

The inconvenience and bother of periodic brake adjustments are a thing of the past with Mercury's new Self-Adjusting Brakes. These brakes provide automatic adjustment resulting in more sure stopping ability and extended protection. With each movement in reverse your brakes are automatically adjusted by an internal mechanical linkage within each wheel hub. These new brakes are standard equipment on all models. The new features are incorporated in both standard and power brake systems.

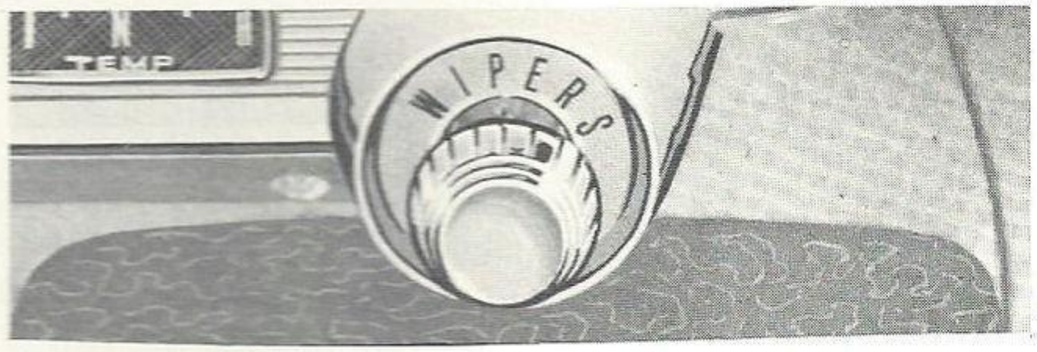
The brake linings and drums on your automatic adjusting brakes should be checked at 16,000 mile intervals. Also, the fluid level should be periodically checked at 2,000 mile intervals. Your nearest Mercury dealer will perform these services for you at nominal cost.

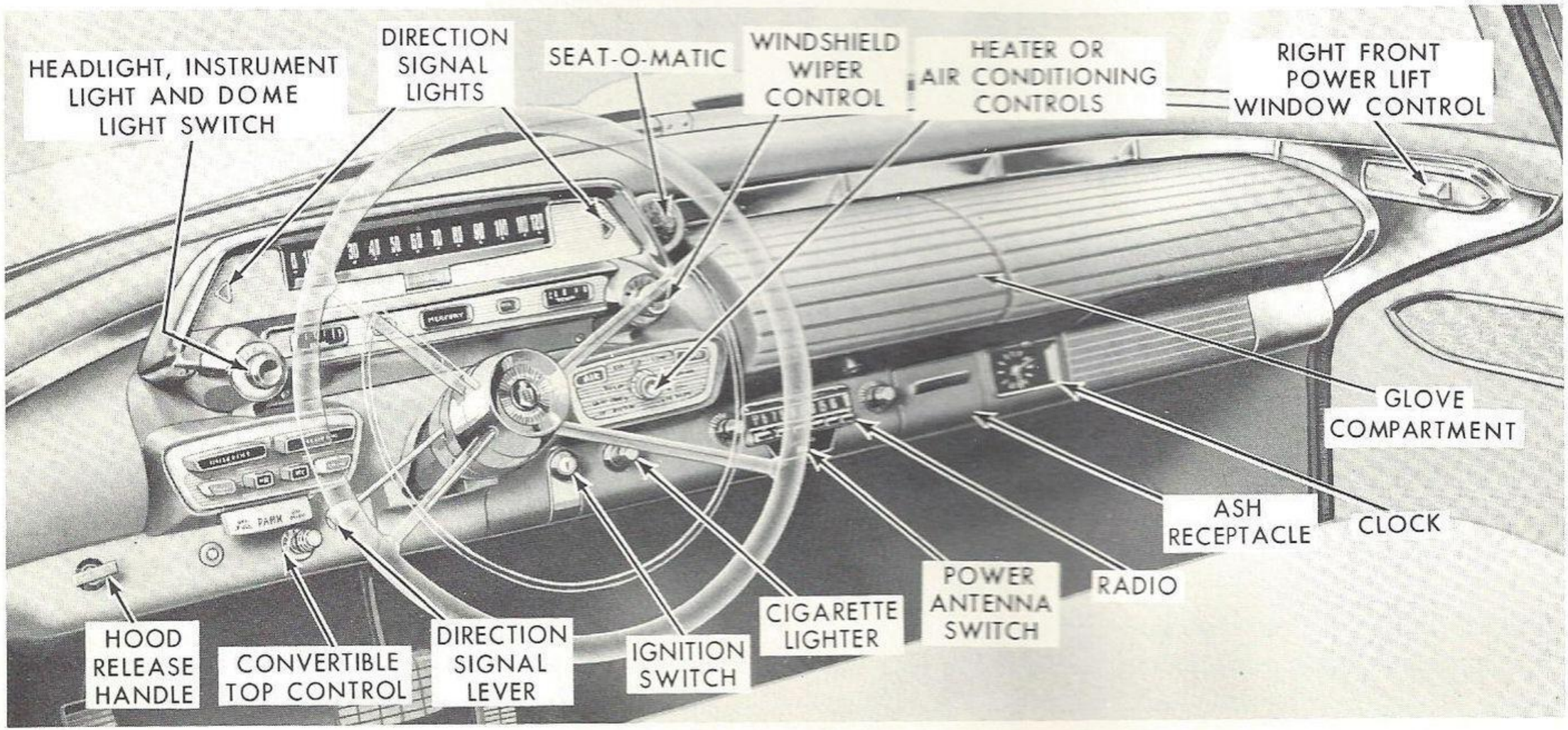
turn indicator

The lever which operates the turn indicator is located on the left side of the steering column. See page 16 for operation.

windshield wiper

The wiper control knob is located below the right side of the speedometer. Turn wiper control knob to the right to start wipers. A complete turn will bring maximum speed while a partial turn of the knob will result in a reduced speed.

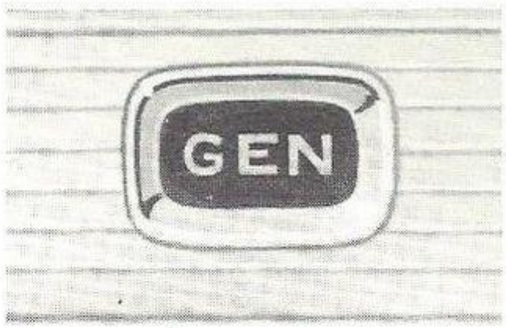


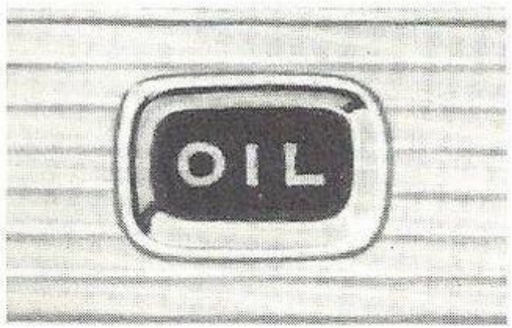


INSTRUMENTS AND LIGHTING

generator indicator

A control light shows whether the generator is charging the battery. This light goes on when the ignition is ON and the generator isn't supplying current. The indicator light may flicker when the car is idling. If the light stays on for an unusual time, check the electrical system.



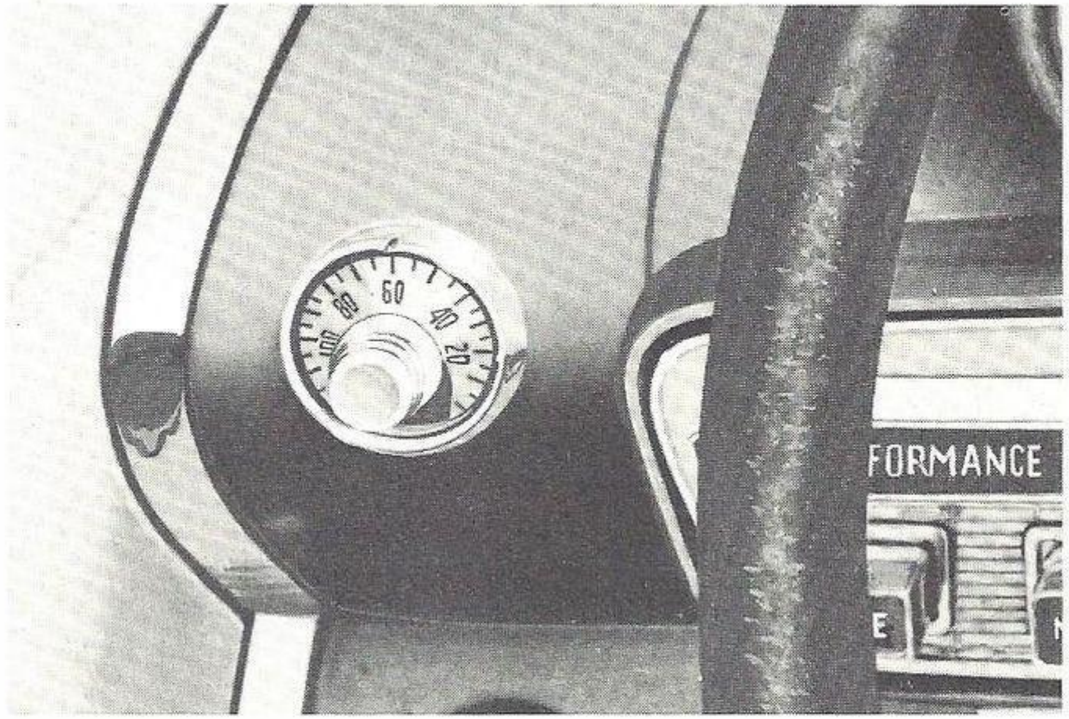


oil pressure indicator

If the oil pressure falls below normal while the engine is running, the oil pressure indicator lights up. This warning light may flicker momentarily when the engine is started or when you come to a sudden stop. If the warning light remains on, shut off the engine and check the oil level in the engine. If additional engine oil is not needed, the system should be inspected for malfunction.

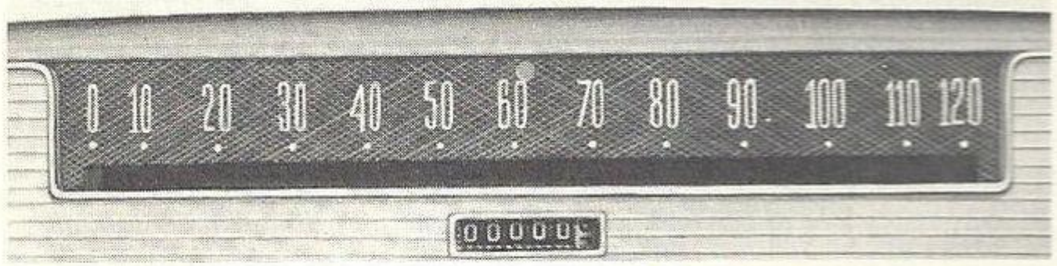
speed limit safety monitor

The Speed Limit Safety Monitor, an optional item, is located to the left of the instrument panel. Set the dial for the top limit of speed desired and warning chimes will be activated when your speed surpasses the setting on the dial.



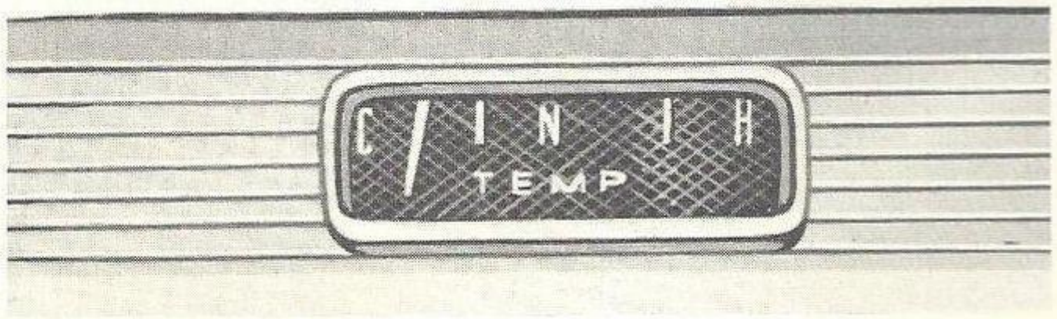
speedometer and odometer

The speedometer is graduated in 10's up to 120 m.p.h. for quick, accurate reading. The car mileage indicator (odometer) is centered directly below the speedometer face.



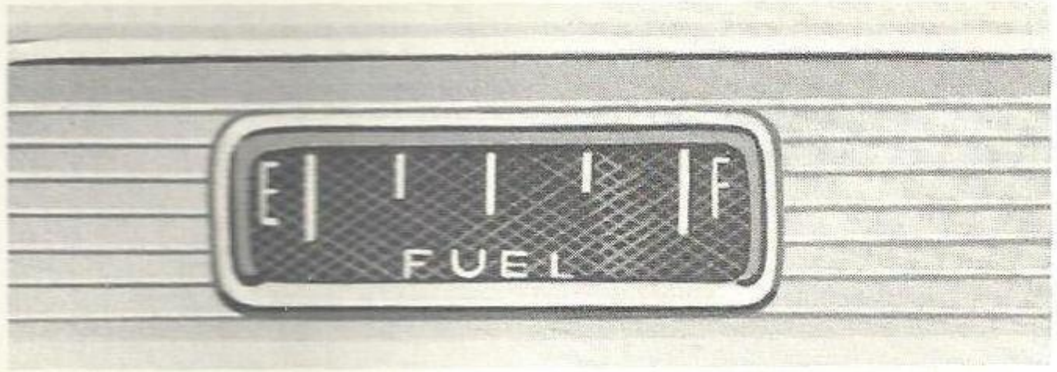
temperature gauge

The Temperature Gauge indicates the heat range of engine coolant. When the ignition is OFF, the needle rests at "C". Normally, when the engine is running, the needle stays near the center of gauge. If the needle goes over and stays at "H" when the engine is running, and loss of coolant or steam is noticed, shut off your engine immediately and look for the cause of overheating. Care should be taken when removing the radiator cap as the cooling system operates under pressure.



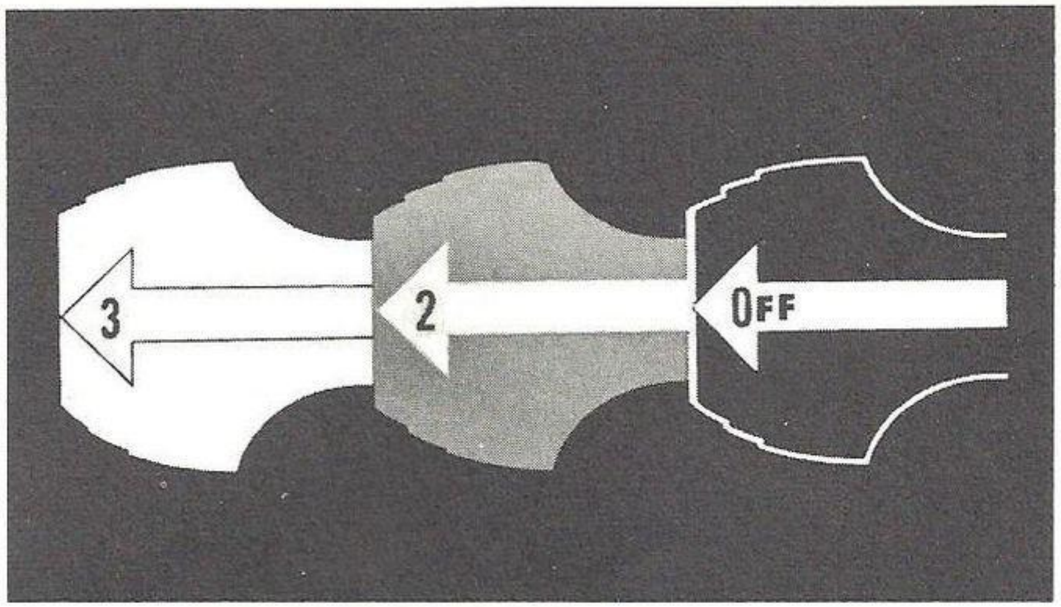
fuel gauge

The amount of gasoline in your tank is indicated on the fuel gauge. Refer to the markings between "E" and "F" to determine the amount of fuel in the tank.



headlight switch

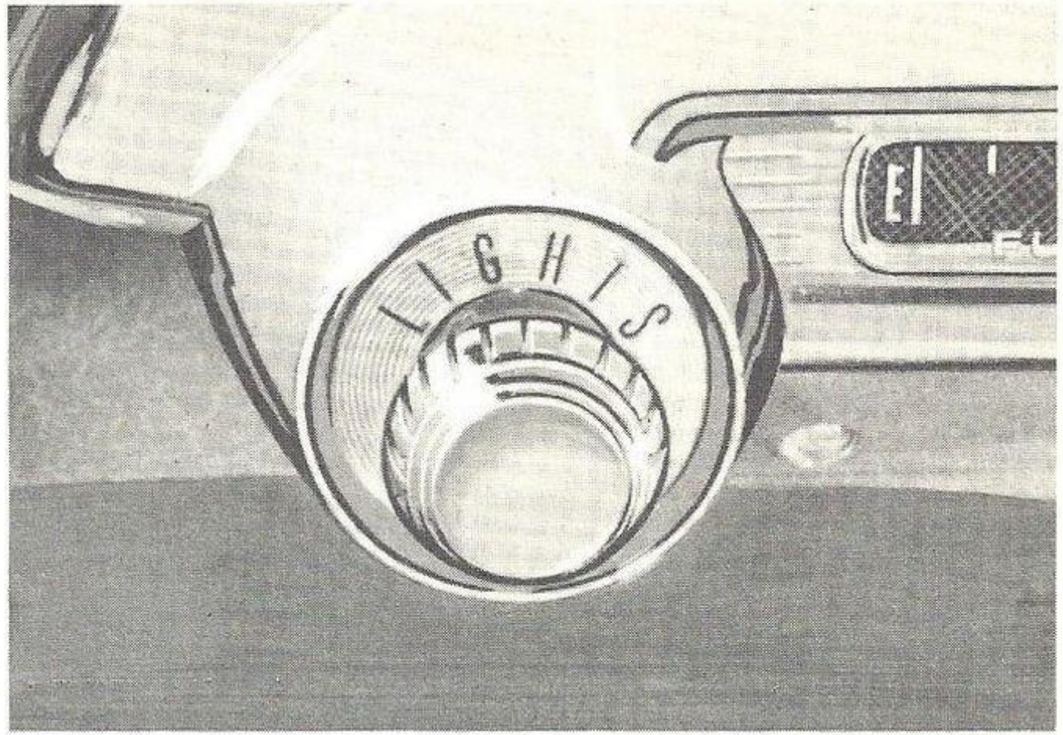
The headlights, tail lights, parking lights, license plate light, instrument panel lights, the automatic transmission keyboard lights and the Turnpike Cruiser roof rail running lights (except in Pa. or Calif.) or Park Lane quarter panel running lights (except in Calif.) are all controlled by moving the



headlight switch in or out as follows:

1. All the way in, all of the above lights are off.
2. Half-way out, all of the above lights except the headlights are on.
3. All the way out, headlights come on, and parking lights go off.

Rotating the headlight switch clockwise, while in number two or three position (see figure), dims the instrument panel lights. With the switch rotated counterclockwise, the instrument panel lights are brightened. The courtesy lights and dome light are turned on when the headlight switch is in full counterclockwise position, regardless of the "IN" or "OUT" position.



headlight beam selector

The headlight beam selector is located on the floor handy to your left foot position. When the "brights" are on, a small red light glows in the upper, center portion of the speedometer face. Depress the foot dimmer switch to change the beam. Page 11 illustrates the headlight beam selector and locates it in relation to other foot controls.

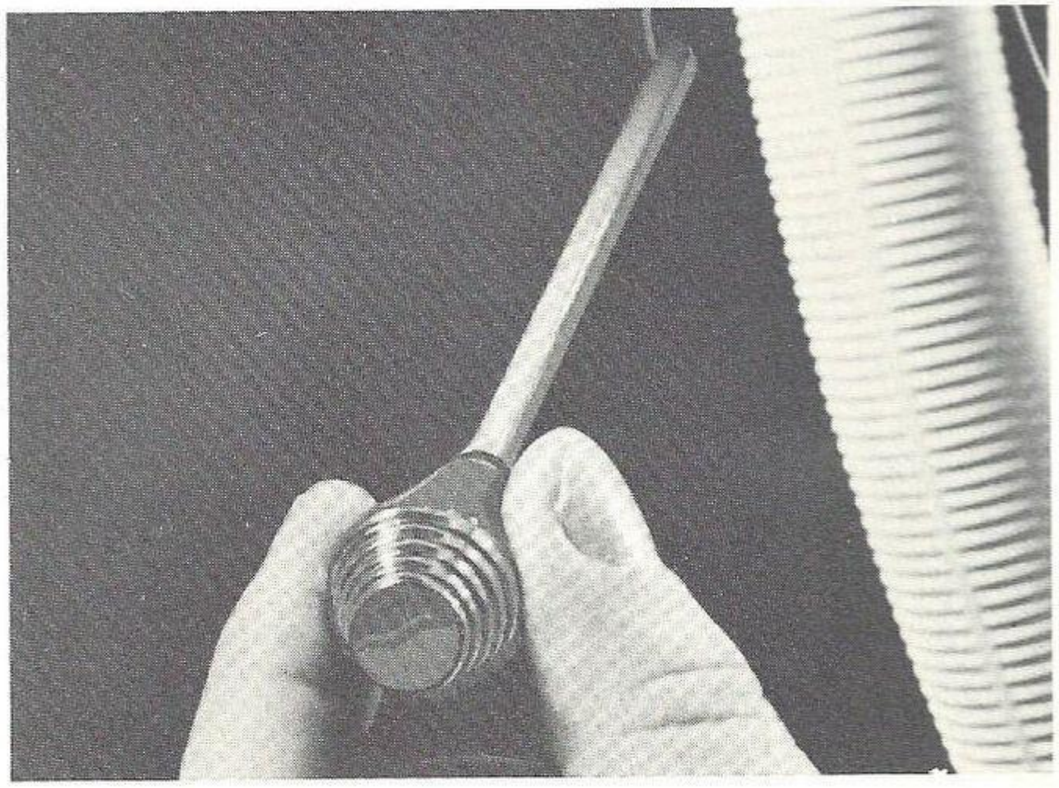
Outboard lights operate when the foot switch is in low position. All four head lamps work as "brights" for high-beam operation.

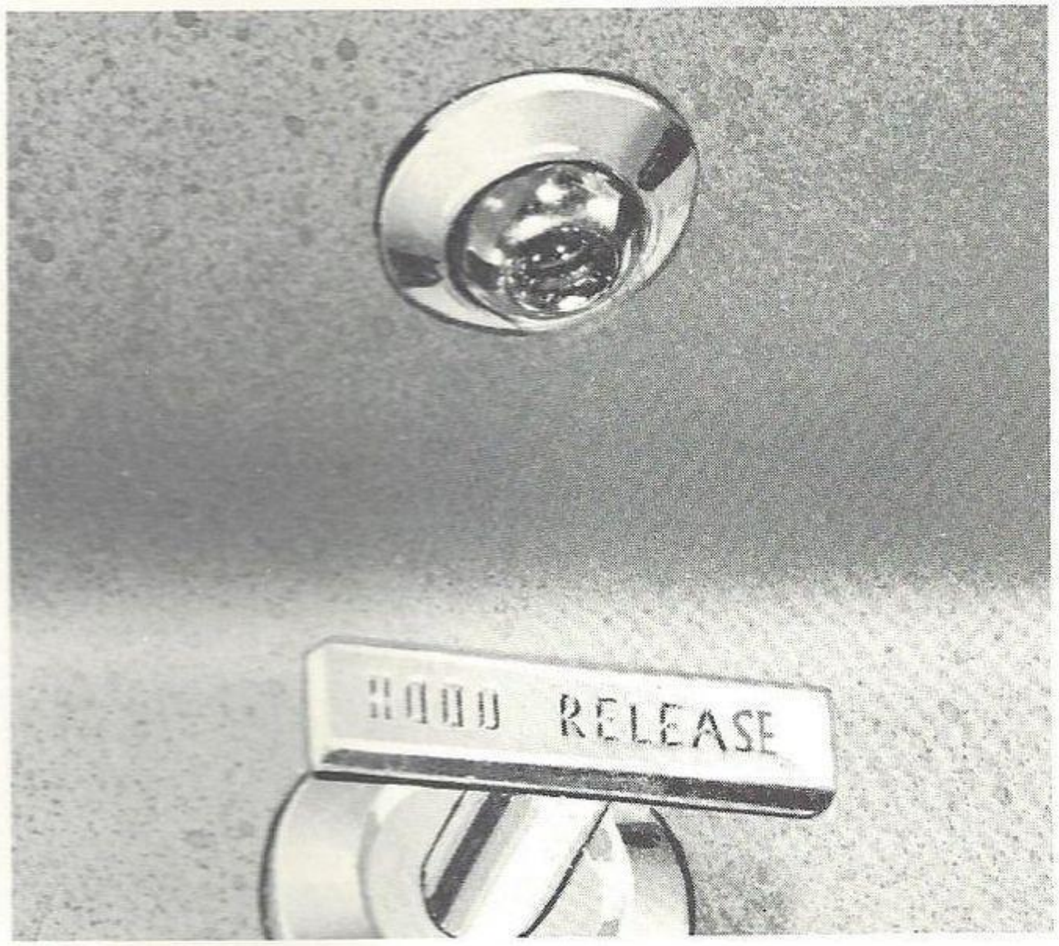
courtesy lights and dome light

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

turn indicator lights

The turn indicator lever is located on the left side of the steering column. Moving the lever "up" signals for a right turn; "down" signals a left turn.



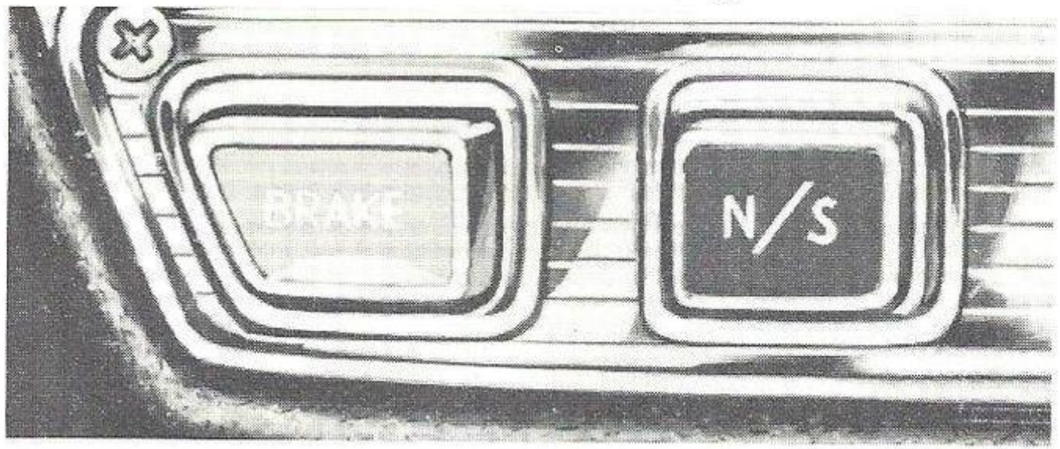


Arrows located at the ends of the speedometer indicate the direction of the turn by flashing green. Flashing signal lights in the parking lights and the tail lights inform other drivers of your intentions.

The lever returns automatically to the "off" position when the turn is completed. The left turn signal can be used as an emergency warning light when stopped on the side of the road.

air suspension warning light

A small red light on the left side of the instrument panel illuminates when air in the system is lower than 125 pounds. If the red light remains illuminated for five minutes or longer after the engine is started and the car is in motion, the system should be inspected for malfunction. However, abnormal opening and closing of the doors resulting in repeated operation of the fast leveling system will deplete air below 125 pounds and cause the light to illuminate.



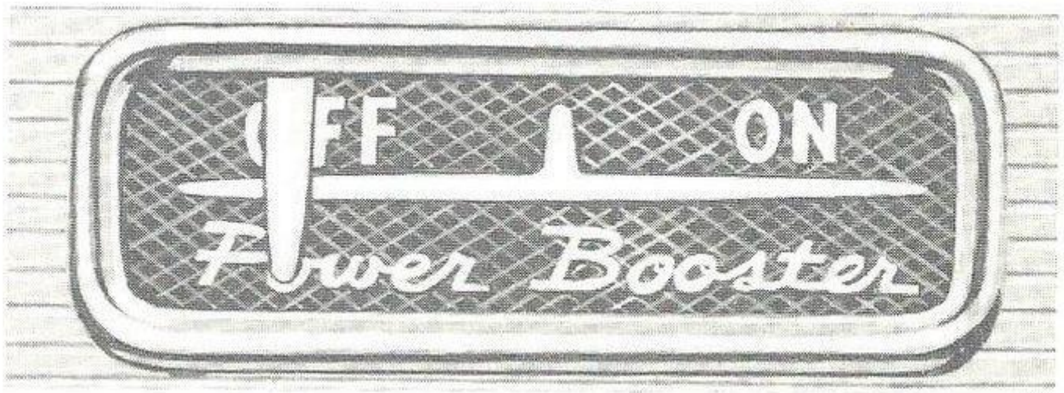
parking brake light

On cars equipped with automatic transmissions, a light located in the BRAKE button illuminates whenever the ignition key is turned on while the parking brake is set. (Optional equipment on cars with standard or overdrive transmission.)

power booster fan

The Power Booster Fan (optional equipment) is fully automatic, speed controlled and is designed to assist in faster engine warm-up, improve temperature control, provide faster acceleration and higher performance with greater economy.

The Power Booster Fan Dial (optional equipment) is located below the odometer and indicates "FAN ON" and "FAN OFF". The dial pointer rests at "FAN ON" with the ignition key turned "off". The pointer remains at "FAN ON" when the ignition key is turned "on". When the vehicle is operating at approximately 27 m.p.h., the pointer is at "FAN OFF". (Being governed by vehicle speed, fan operation discontinues when engine r.p.m. exceeds the frequency of fan rotation.) At "FAN ON", fan speed is in direct ratio with engine r.p.m.; thus, it meets cooling needs in the lower speed range.



ADDITIONAL APPOINTMENTS FOR YOUR CONVENIENCE

glove compartment and light

The glove compartment door is opened by means of a push button centered in the instrument panel directly beneath the glove compartment door. See picture on page 12. A light inside the glove compartment automatically comes on when the door is opened. This feature is standard on Montclair, Park Lane, Voyager and Colony Park Models and is an accessory on all others.

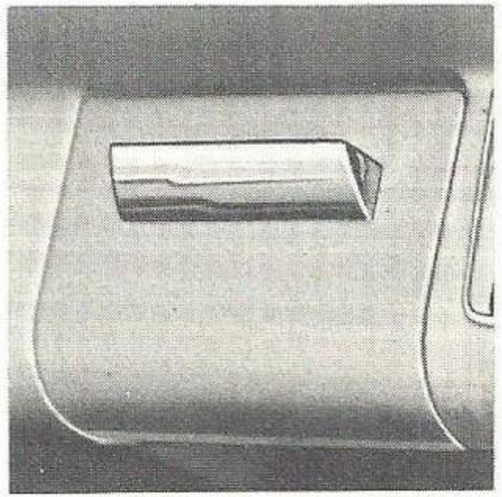
electric clock

Your newly styled Mercury clock with sweep-second hand is located at the right of the ash receptacle.

To set the hands of the clock, pull out and turn the time setting knob at the top of the clock dial until the hands are at the correct time. After you've 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've turned the hands.





ash receptacles

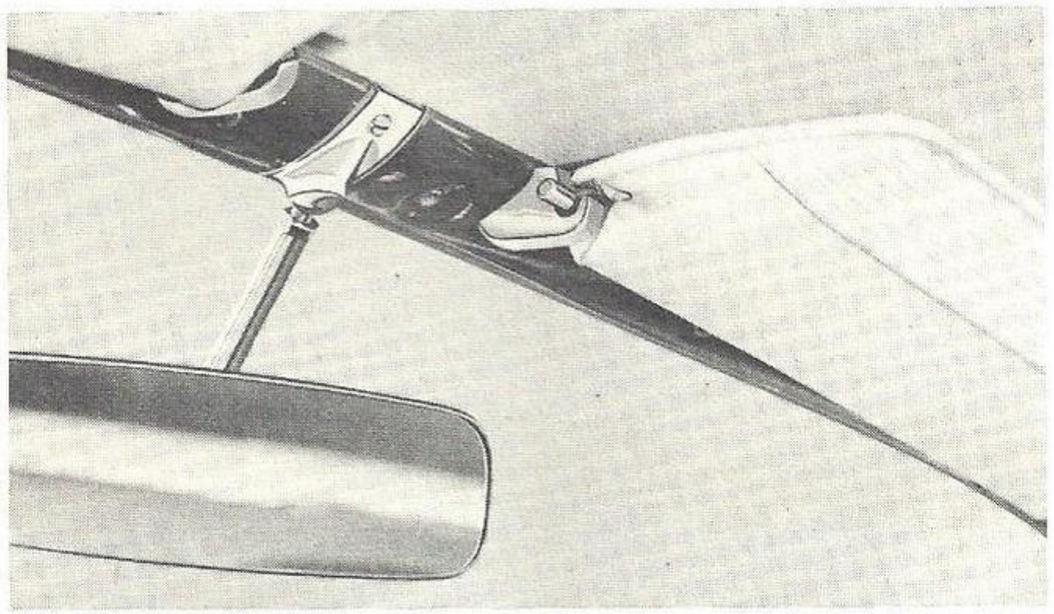
The instrument panel ash receptacle is located at the right center of the panel. Ash receptacles are located in the rear arm rests on two-door models. To empty, pull up and out on tray by grasping the snuffer.

On four-door models, the receptacle for the rear

seat passengers is located in the back of the front seat. Depress the snuffer and pull out to remove.

sun visors

Your sun visors may be used either in front or against the side windows for protection against sun glare. When not in use, retain padded visors by means of hooks, as shown.



rear view mirror

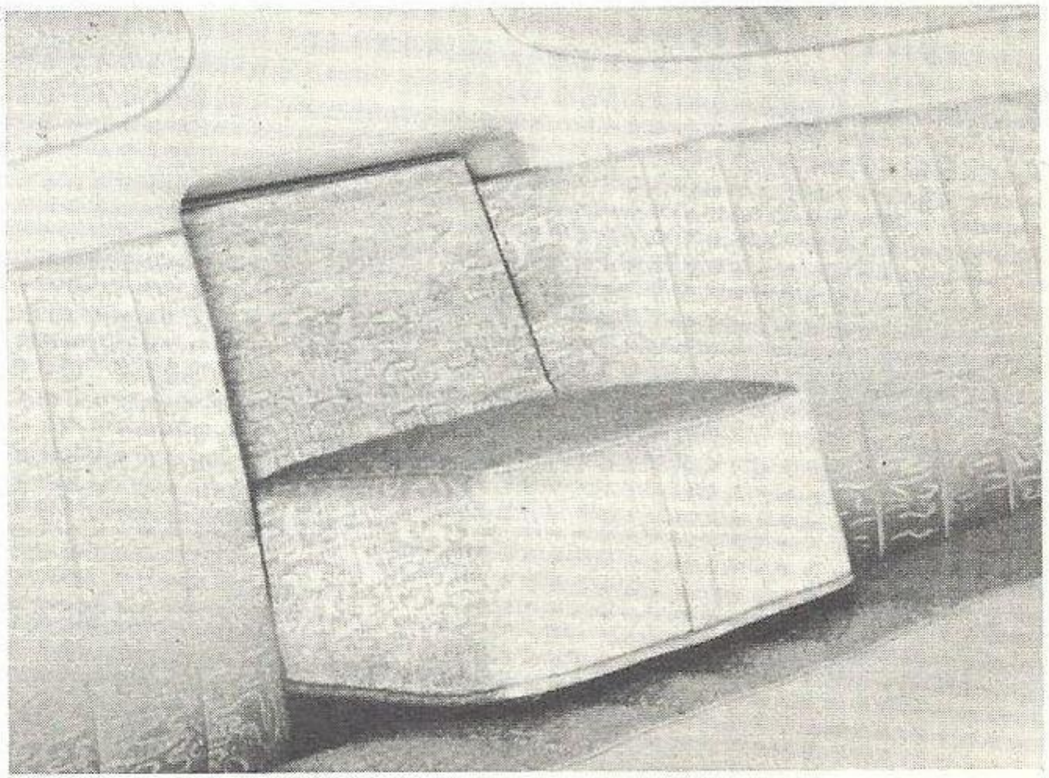
The mirror can be adjusted to accommodate the driver's height for greater driving convenience. Rotating the mirror 180° on its pivot will provide additional mirror height adjustment.

coat hooks

The metal hooks above the rear windows, except in convertibles, are handy for hanging coats or extra clothing to help keep them from wrinkling.

rear seat center arm rest

The Park Lane four-door is provided with a rear seat center arm rest, which offers arm chair comfort. The arm rest can be folded into the seat back when additional seating space is required.



cigarette lighter

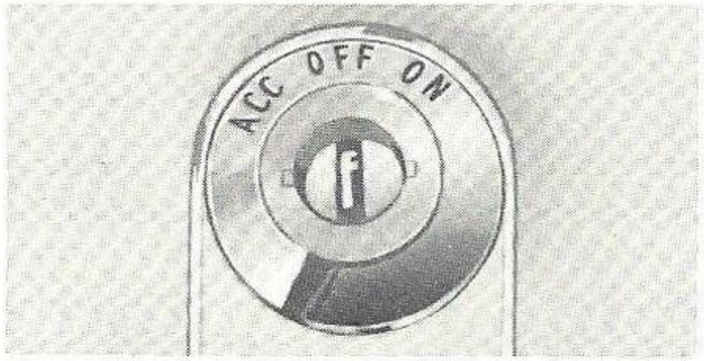
The cigarette lighter is located to the right of the ignition switch. To use, push the shrouded lighter in all the way. It will "click" to normal position when the heating element reaches correct temperature. NOTE: An additional cigarette lighter is located in the back of the front seat in the ash receptacle on four-door Park Lane and Turnpike Cruiser models.

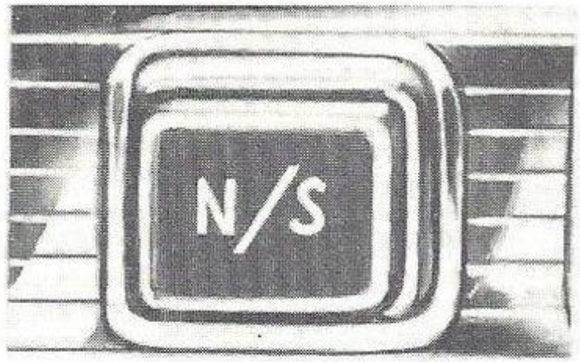
horn ring

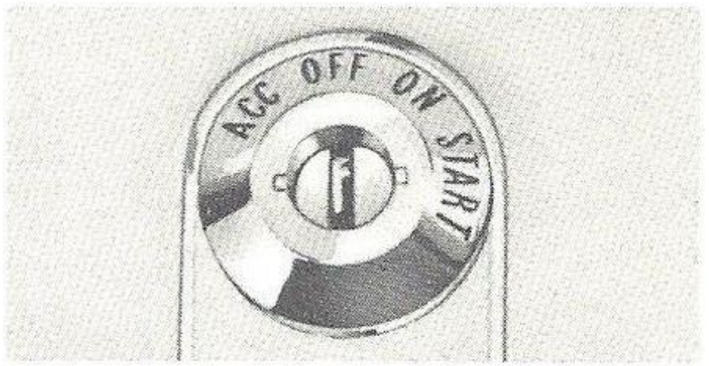
The horns on your car can be sounded by pressing the horn ring. Practice good driving manners and don't sound your horn unnecessarily.



STARTING AND DRIVING







starting the engine

For Merc-O-Matic or Multi-Drive equipped models, turn the ignition key to "ON". Then push the N/S button on the keyboard control. This button serves two purposes. Its first position puts the transmission in neutral. Pressing the button in further starts the car.

For standard transmission equipped models, push in the clutch and turn the ignition key to the "START" position. While the engine runs, the key stays at "ON" for the use of gauges and accessories.

Turn the key in the switch to "ACC" to use the optional electrical equipment and the various instruments, when the engine isn't running.

If the engine is cold, the accelerator should be pressed to the floor for one complete stroke and released before starting. This engages the automatic choke and allows the engine to idle fast while it warms up. Drive at low speed in cold weather until the engine reaches normal operating temperature.

If the engine is warm, depress the accelerator slightly and hold in this position when starting.

If flooding is encountered while trying to start the engine (usually noted by a strong smell of raw gasoline fumes), push the accelerator to the floor gently (this prevents the choke from operating and admits a large amount of air to the intake manifold), and hold the accelerator in this position while operating the starter until the engine starts. Do not *pump* accelerator.

pushing the car to start

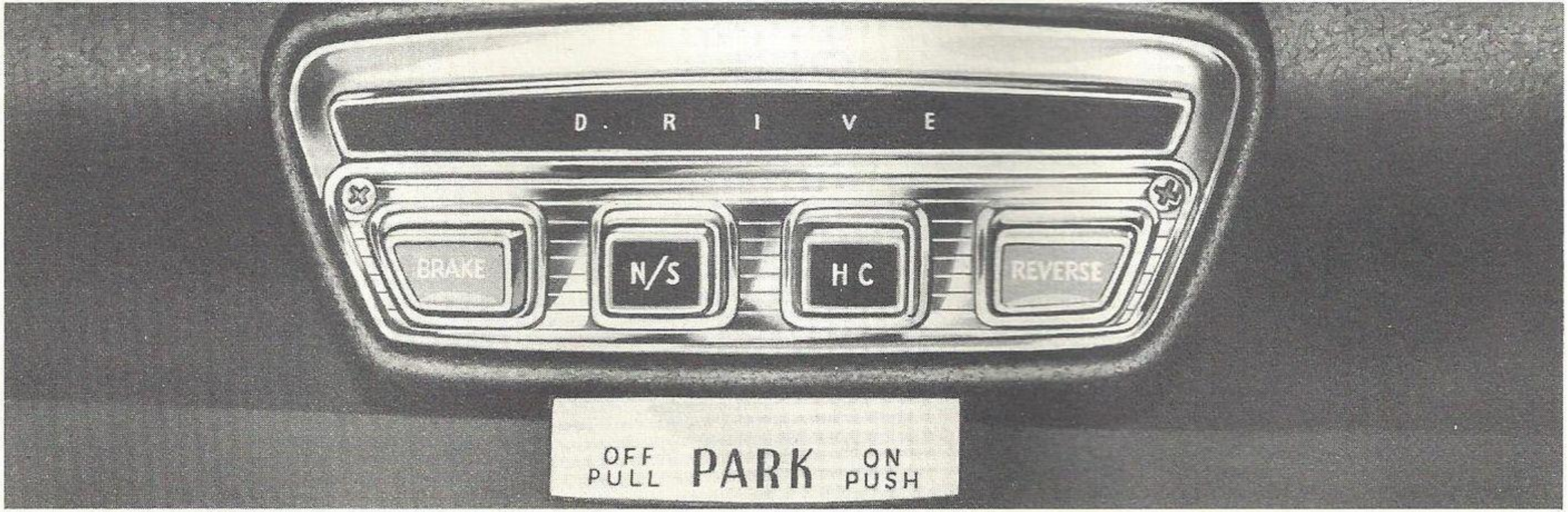
Make sure that the front bumper of the car that's pushing won't lock with your car's rear bumper.

With Merc-O-Matic or Multi-Drive, turn the ignition switch ON and engage the N/S button. When the car reaches a speed of approximately 20 m.p.h., depress the accelerator slightly, and then press the HC button.

With Overdrive or Standard Drive, push the clutch pedal and shift into high gear. Pull out the OVERDRIVE control handle. Turn the key in the ignition switch to the right (clockwise), then have the other car start pushing. When the car reaches approximately 5 m.p.h. slowly release the clutch pedal. Hold the accelerator pedal halfway down until the engine starts.

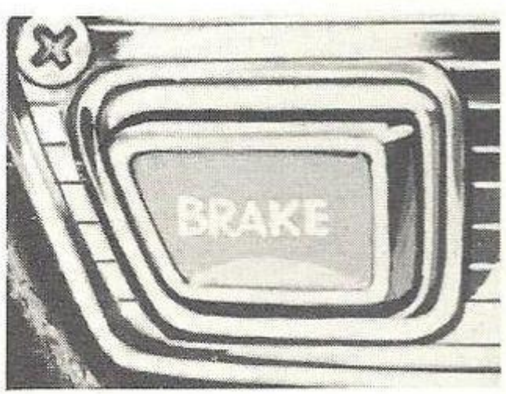
It's not advisable to tow your car to start the engine.

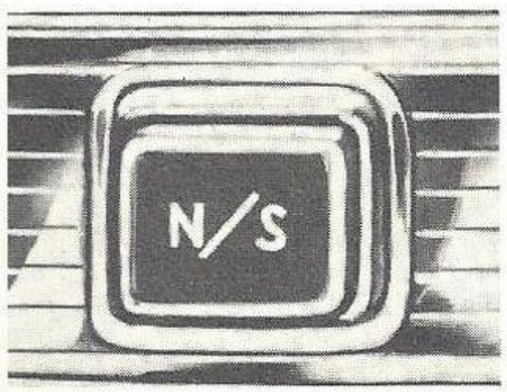
merc-o-matic transmission



The Merc-O-Matic Keyboard Control is located to the left of the steering column. The keyboard selector has five positions.

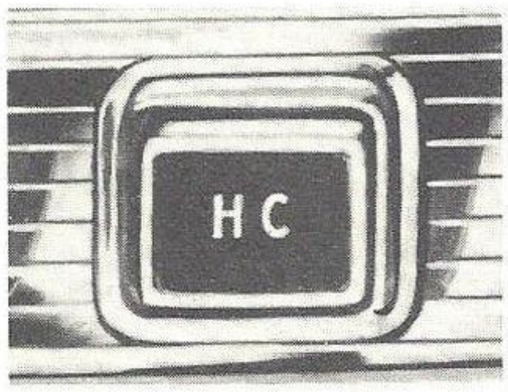
Brake Release — The Toe-Set Parking Brake is set by pressing the far left floor pedal. Press the BRAKE button to release the parking brake.

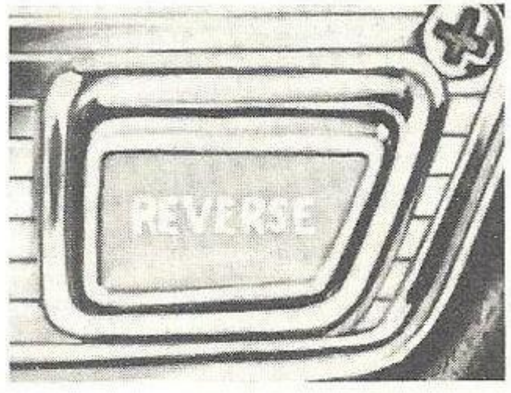




Neutral-Start — The button marked N/S serves two purposes. Its first position puts the transmission in neutral. Pushing the button all of the way in (after ignition is turned on) starts the car.

Hill Control — The Hill Control position is provided for extra pulling power or engine braking when descending steep grades. Fully depress the HC button when descending steep grades and Merc-O-Matic will shift to intermediate gear at speeds above approximately 25 m.p.h. When the car speed drops below approximately 25 m.p.h. Merc-O-Matic will automatically shift to and remain in low gear. Extra pulling power is sometimes needed when driving through deep sand, mud or snow and when climbing steep grades. If you are driving from a standing start, the transmission will not up-shift into a higher gear. For this reason, the car should not be driven in excess of 30 m.p.h. when the selector is in Hill Control position.





Reverse — Fully depress the REVERSE button to back up. The car will not shift into reverse when moving forward faster than 5 m.p.h.

Drive (normal operation) – Fully depress the DRIVE button and put your foot on the accelerator for a fast, smooth getaway. To increase your speed, press the accelerator further down. This drive range will ordinarily handle all driving requirements.



Passing – for even greater acceleration, press the accelerator down as far as it will go. The transmission will automatically down shift and your car will leap forward. This feature does not work above approximately 70 m.p.h. – another Mercury safety precaution.

For maximum acceleration from a standstill, press the accelerator pedal to the floor, and your Mercury will move forward in low gear under wide-open throttle. If you keep the pedal fully depressed, the transmission will automatically shift to intermediate gear at approximately 45 m.p.h. and into cruising gear at approximately 75 m.p.h.

Stopping – Simply release the accelerator and step on the brake pedal to stop the car or slow it down. When the car is stopped with the engine running for a long period, push the N/S button to the neutral position or push in the PARK Bar.

Rocking – To rock the car out of heavy snow, sand or mud, alternately push the REVERSE and HC buttons with the accelerator depressed slightly.

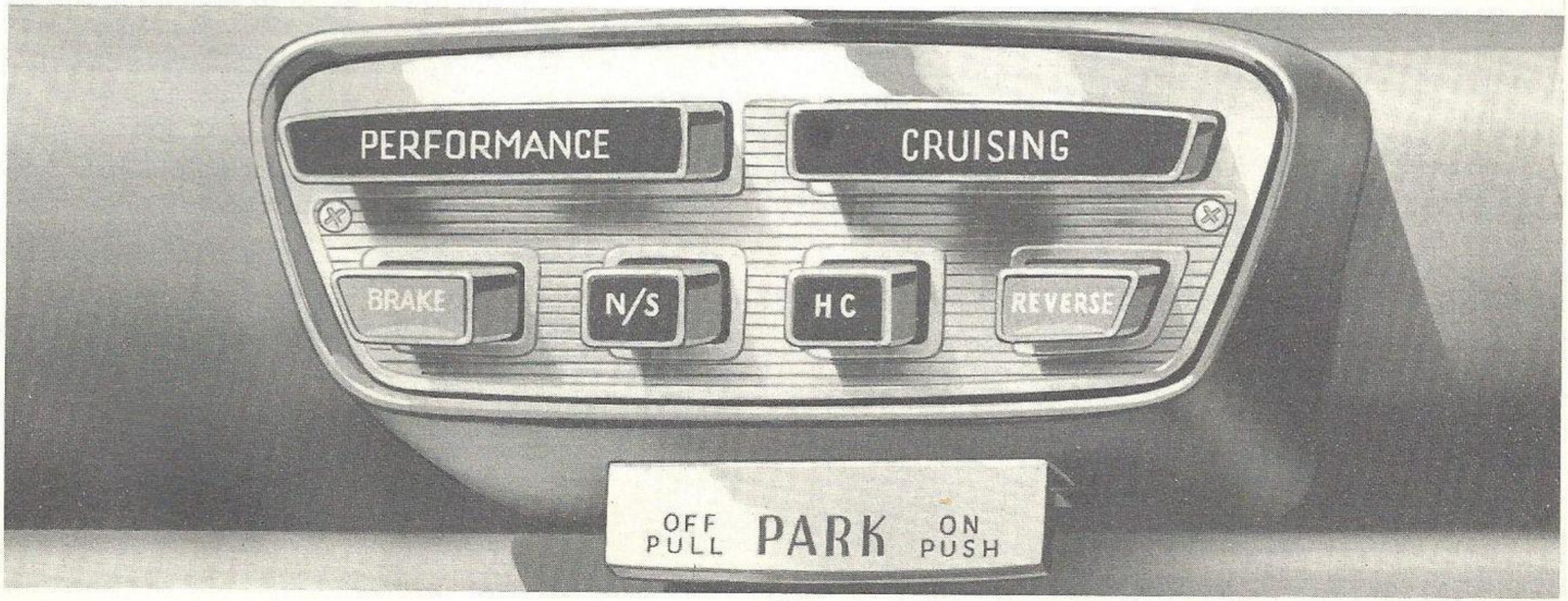
Park – For added safety, the PARK Bar provides a positive gear lock for the transmission. Fully depressing the park bar engages a special gear which prevents the rear wheels from rolling forward or backward. To release, pull the park bar completely out to the stop. *Never use park bar when the car is moving.* The park bar is an additional Mercury safety feature.



On Upgrades — The car can be held stationary on upgrades by slightly depressing the accelerator pedal while the engine is running and Merc-O-Matic in gear. This should not be done for extended lengths of time or on very steep grades.

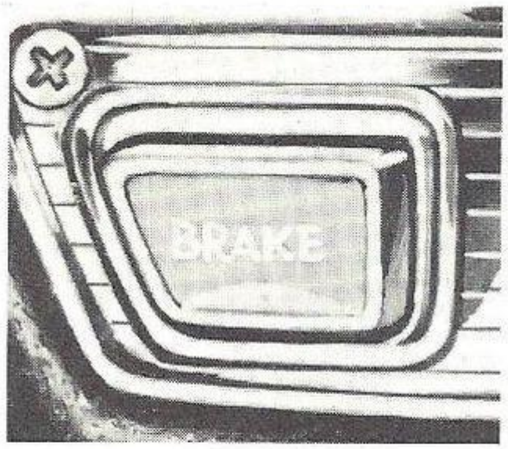
Towing — If the transmission is in working order, the car may be towed in neutral for short distances (less than 12 miles) at a speed no higher than 40 m.p.h. If the transmission is inoperative, the drive-shaft should be disconnected before towing, or the rear of the car raised by the tow truck. In the 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.

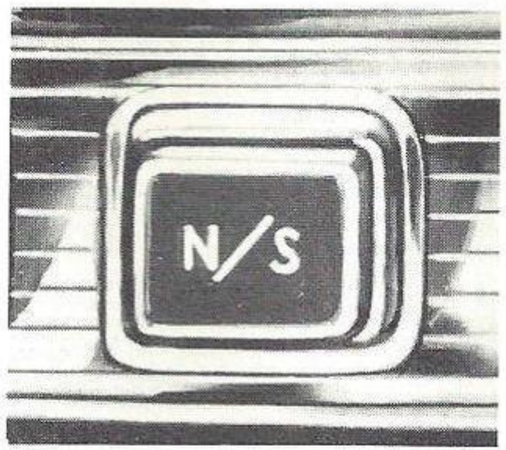
multi-drive transmission



The Multi-Drive Keyboard Control is located to the left of the steering column. The keyboard selector has six positions.

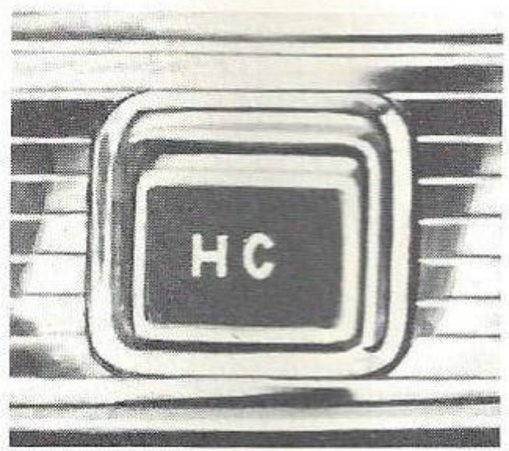
Brake Release – The Toe-Set Parking Brake is set by pressing the far left foot pedal. Press the BRAKE button to release the parking brake.

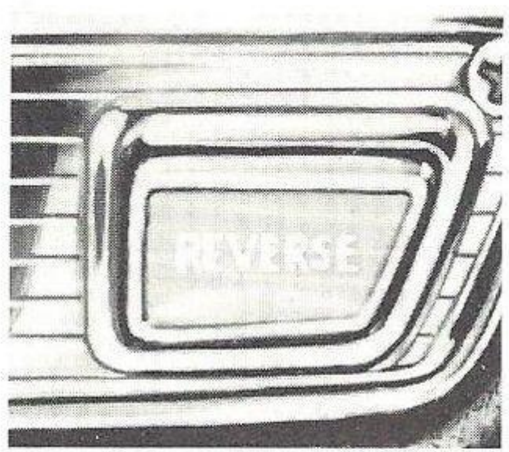




Neutral-Start – The button marked N/S serves two purposes. Its first position puts the transmission in neutral. Pushing the button all of the way in (after ignition is turned on) starts the car.

Hill Control – The Hill Control position is provided for extra pulling power or engine braking when descending steep grades. Fully depress the HC button when descending steep grades and Multi-Drive will shift to intermediate gear at speeds above approximately 25 m.p.h. When the car speed drops below approximately 25 m.p.h. Multi-Drive will automatically shift to and remain in low gear. Extra pulling power is sometimes needed when driving through deep sand, mud or snow and when climbing steep grades. If you are driving from a standing start, the transmission will not up-shift into a higher gear. For this reason, the car should not be driven in excess of 30 m.p.h. when the selector is in Hill Control position.



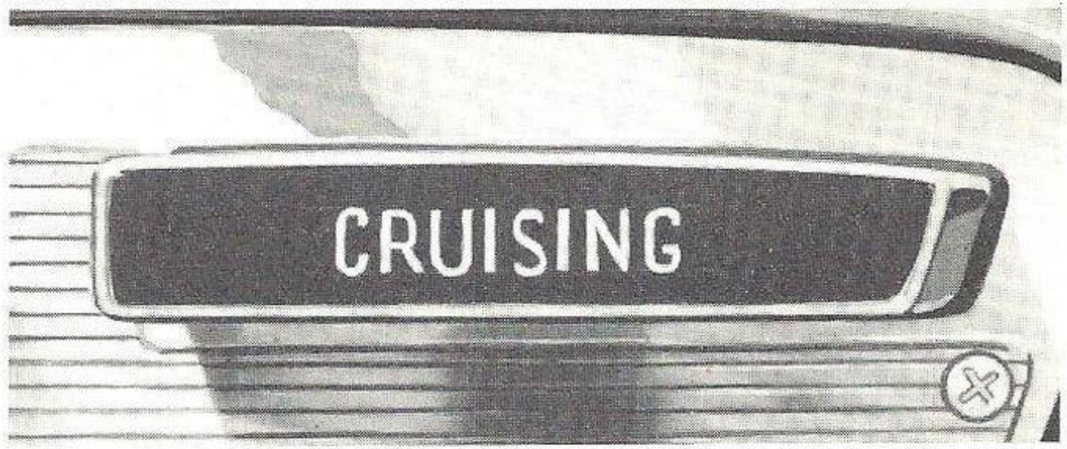


Reverse – Fully depress the REVERSE button to back up. The car will not shift into reverse when moving forward faster than approximately 5 m.p.h.

High Performance Range — Use the PERFORMANCE button for a high degree of maneuverability in traffic. This range features maximum performance and flexibility by incorporating a low gear start. Press the accelerator down as far 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 your Mercury will move forward in low gear under wide open throttle. With the accelerator all of 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.





Cruising Range — Most normal city and highway driving can be accomplished by fully depressing the button marked CRUISING. This range is economically desirable when on long trips, driving in the open country, or in light city traffic. Simply push the CRUISING button all the way in and push down on the accelerator with your foot 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, fully depress the PERFORMANCE button and then press the accelerator pedal to the floor.

The PERFORMANCE and CRUISING buttons can be alternated as required.



Park — For added safety, the PARK Bar provides a positive gear lock for the transmission. Fully depressing the park bar engages a special gear which prevents the rear wheels from rolling forward or backward. To release, pull the park bar completely out until it hits the stop. *Never use the park bar when the car is moving.* The park bar is an additional Mercury safety feature.

Stopping — Simply release the accelerator and push on the brake pedal to stop the car or slow it down. When the car is stopped for a long length of time with the engine running, push the N/S button into the neutral position, or push in the park bar.

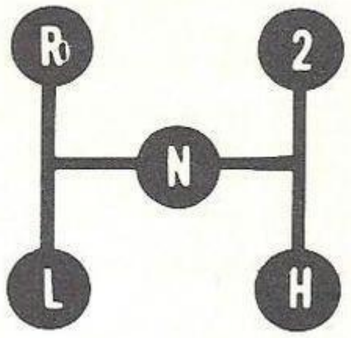
On Upgrades — The car can be held stationary on upgrades by slightly depressing the accelerator pedal while the engine is running and the multi-drive is in gear. This should not be done for extended lengths of time or on very steep grades.

Rocking — To rock the car out of heavy snow, sand or mud, alternately push the REVERSE and HC buttons.

Towing — If the transmission is in working order, the car may be towed in neutral for short distances (less than 12 miles) at a speed no higher than approximately 40 m.p.h. If the transmission is inoperative, the driveshaft should be disconnected before towing, or the rear of the car should be 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.

standard transmission

If your car is equipped with the Conventional or Overdrive transmission, your gearshift is in the practical "H" pattern, with the control lever mounted on the steering column. Shifting, accelerating, and use of the clutch all follow the standard practice with which most people are already familiar.





overdrive

To engage the optional Overdrive, push in the Overdrive handle, located below the instrument panel. (This may be done when the car is standing still or in motion.) Then, at any speed above approximately 26 m.p.h., release the accelerator momentarily. The Overdrive gears will change automatically to the fourth or cruising speed.

For an extra burst of speed, push the accelerator all of the way down to the floor. This automatically shifts the car into the third, or high-performance speed. Then hold or release the pedal only enough to maintain the speed desired.

To return to Overdrive, release the accelerator pedal momentarily and Overdrive shifts automatically.

To descend a steep hill, using the conventional transmission, simply de-clutch and shift from "high" to "second" gear. Using the braking effect of the engine provides greater control of the car and increases brake life.

To take advantage of the extra "braking" effect of your Mercury engine, Overdrive should be locked out when driving on slippery roads, descending steep hills, or if the car is being pushed or towed to start the engine.

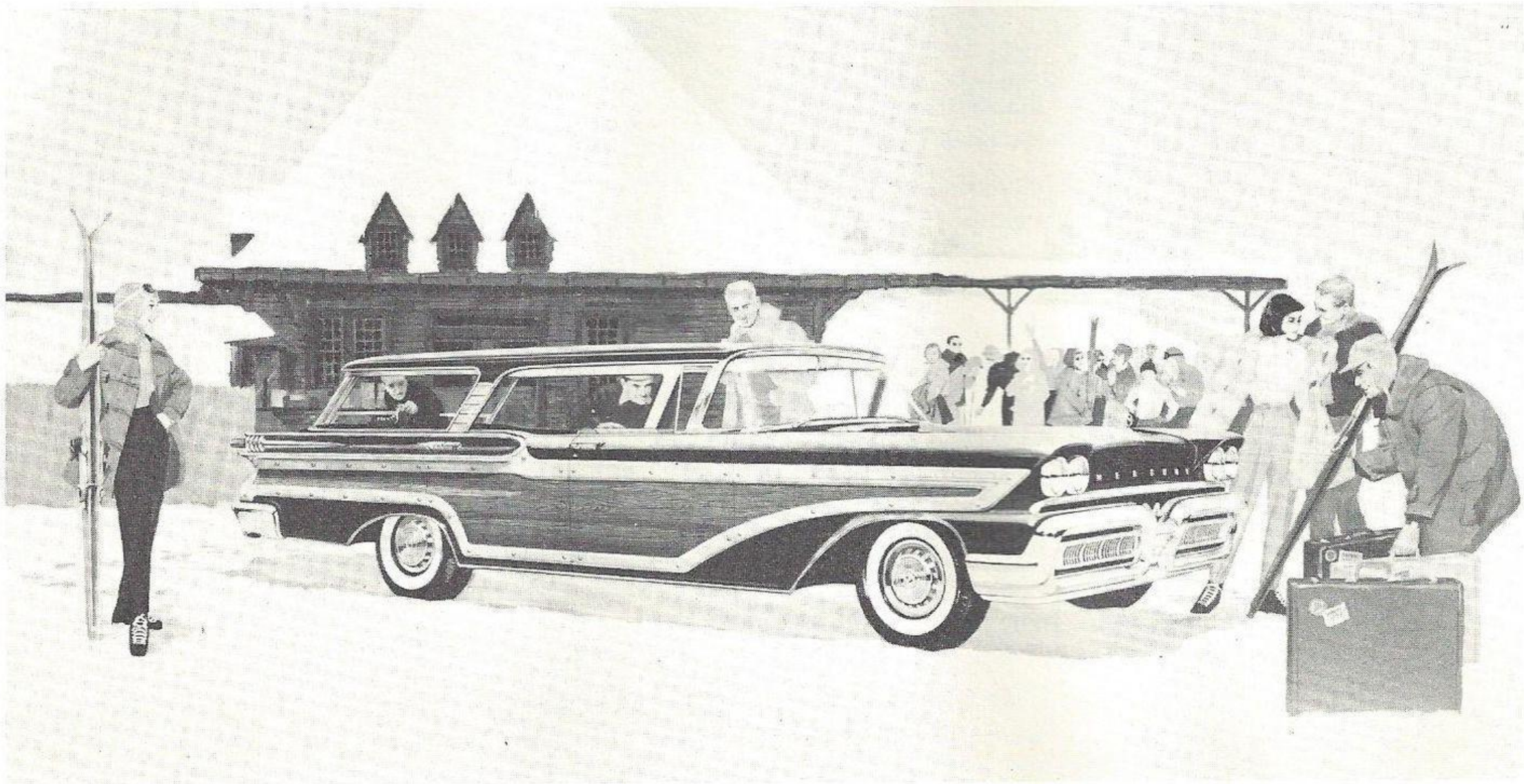
If your car is standing still, or if your car is moving below approximately 26 m.p.h., pull out the Overdrive handle. If your car is moving above approximately 26 m.p.h., fully depress the accelerator until you feel the change to conventional drive, then pull out the Overdrive handle.

In the event that it is necessary to tow the car by raising the rear of the car with a tow truck, a locking device should be installed on the steering wheel to keep the front wheels in a straight ahead position.

driving hints

Your new Mercury does not require a formal break-in period. Mercury's high standards of precision manufacturing enable you to drive your car

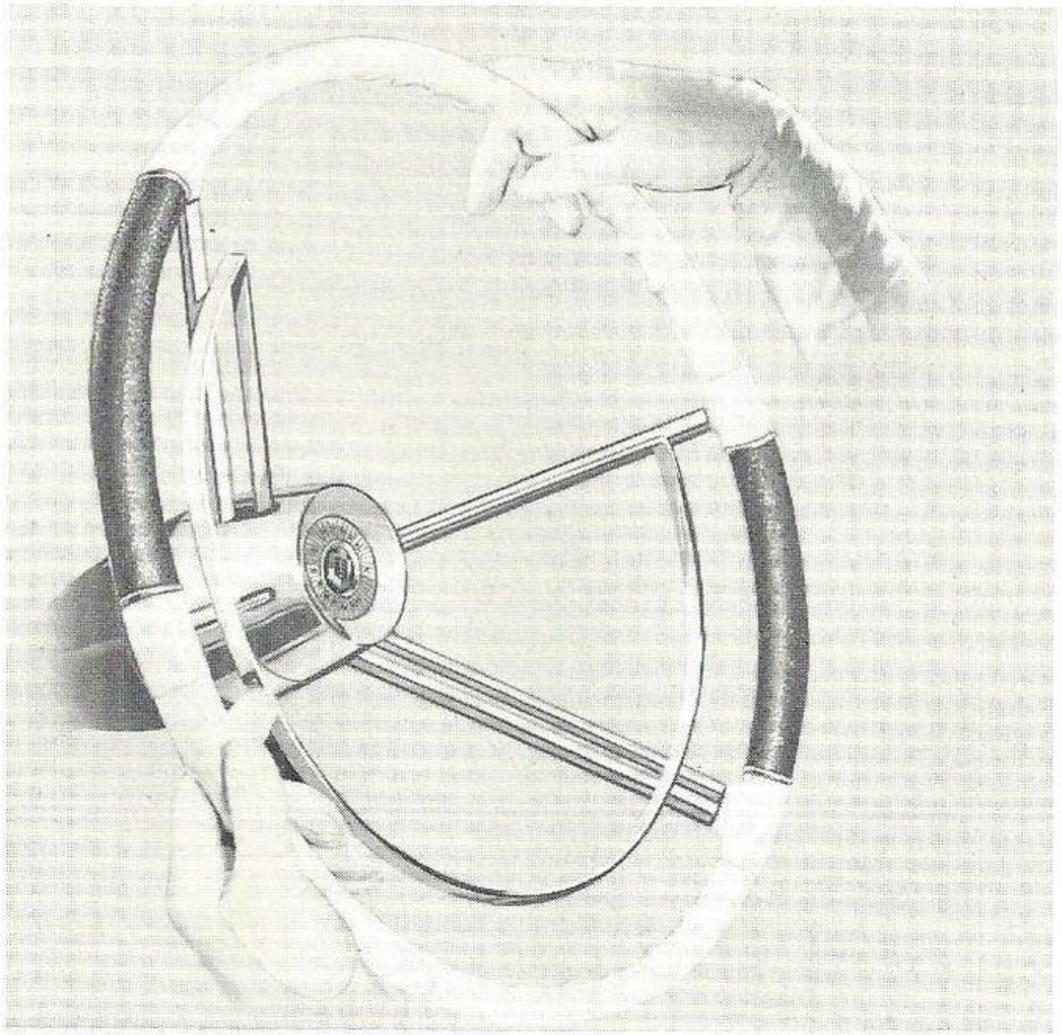
normally from the start. During the first 500 miles, however, it is a good idea not to drive at high speeds (above 60 m.p.h.) for extended periods, or at any one constant speed. The speeds at which the car is driven should, of course, be in keeping with state and local traffic regulations. Avoid continuous low speed driving, idling the engine, and "jack-rabbit" starts.



POWER ASSISTED DRIVING

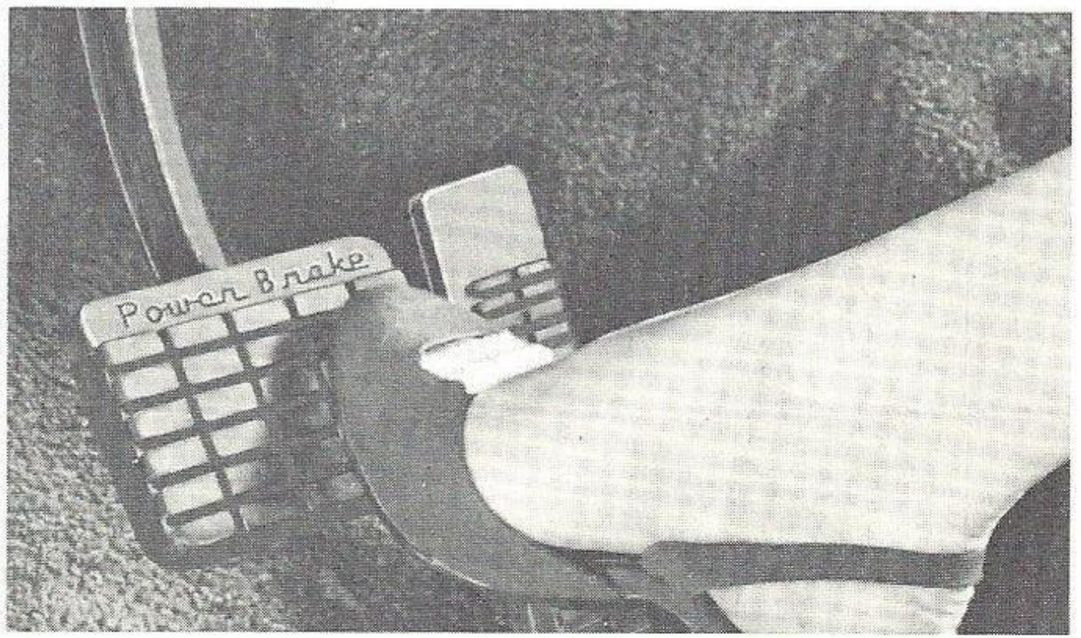
power steering

If your car has power steering (standard equipment on Park Lane models), you will enjoy fully the ease of handling provided by hydraulically assisted steering. Mercury power steering has both hydraulic power, which helps whenever more than fingertip pressure is needed on the wheel, and direct mechanical linkage, which will provide safe steering without the aid of the hydraulic system.



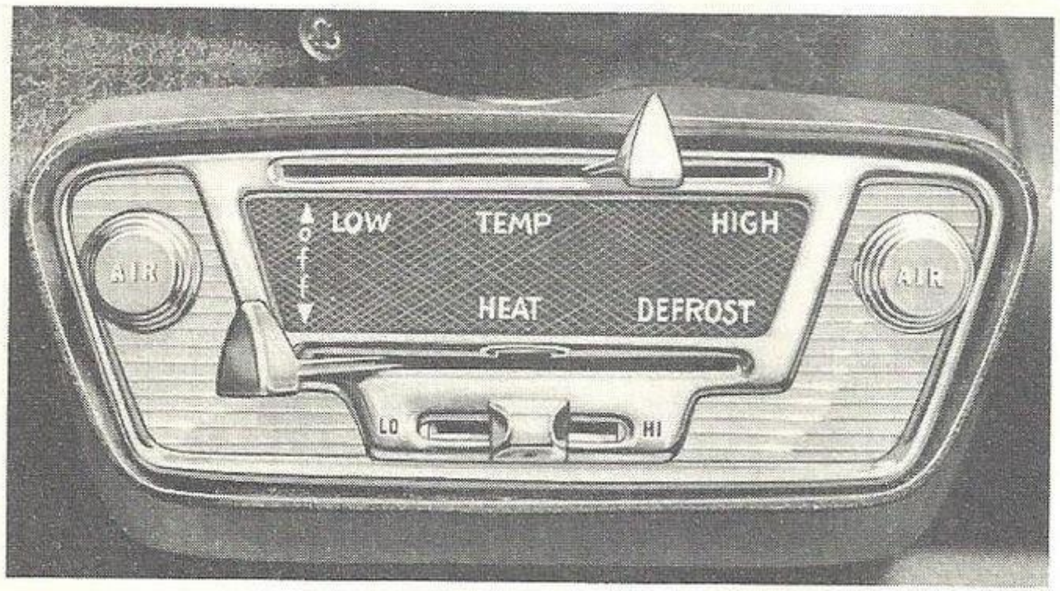
power brakes

If your car has power brakes (standard equip-



ment on Park Lane models), even less braking effort is required. Power assist is available at all times while the engine is running. The vacuum reserve tank will immediately provide additional power-assisted stops should the engine vacuum be unavailable. This vacuum booster is an improved design permitting a longer retention of vacuum reserve after engine has been shut off.

VENTILATING AND HEATING

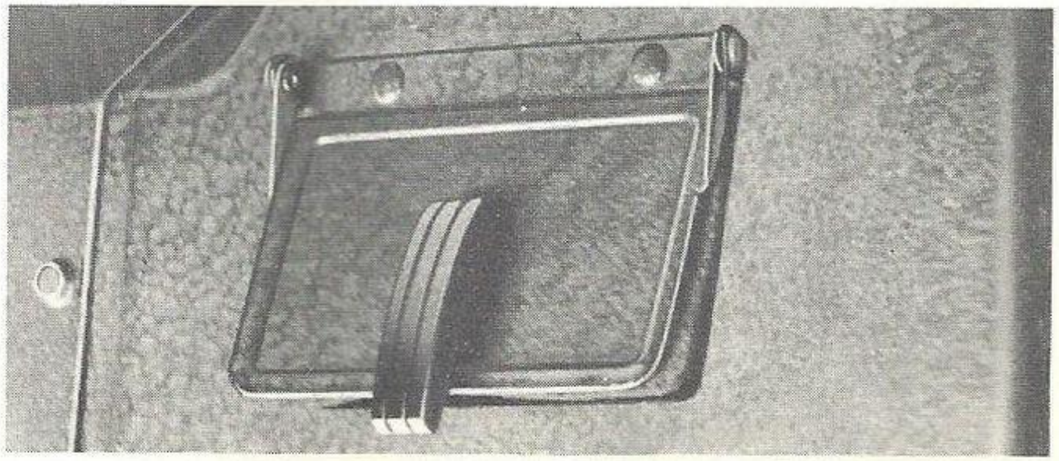


conventional system

Two levers and two fresh air intake knobs control the conventional ventilating and heating system. The two AIR knobs control the right and left air intakes respectively, the TEMP lever regulates air temperature, and the HEAT lever directs air to the heater or the defroster unit. The blower fan switch may be moved to the left for low position, or to the right for high position, depending upon the amount of air desired. The cooling chamber door may be either open or closed when ventilating or heating the car.

to heat

1. With the engine at operating temperature, fully



depress both valves which are marked AIR.
2. Move HEAT lever to HEAT position.
3. Move the TEMP lever to right for warmer air as desired.
4. The ram effect of the car's forward motion will produce a moderate amount of heated air. For additional volume, run blower at either high or low speed.

to defrost

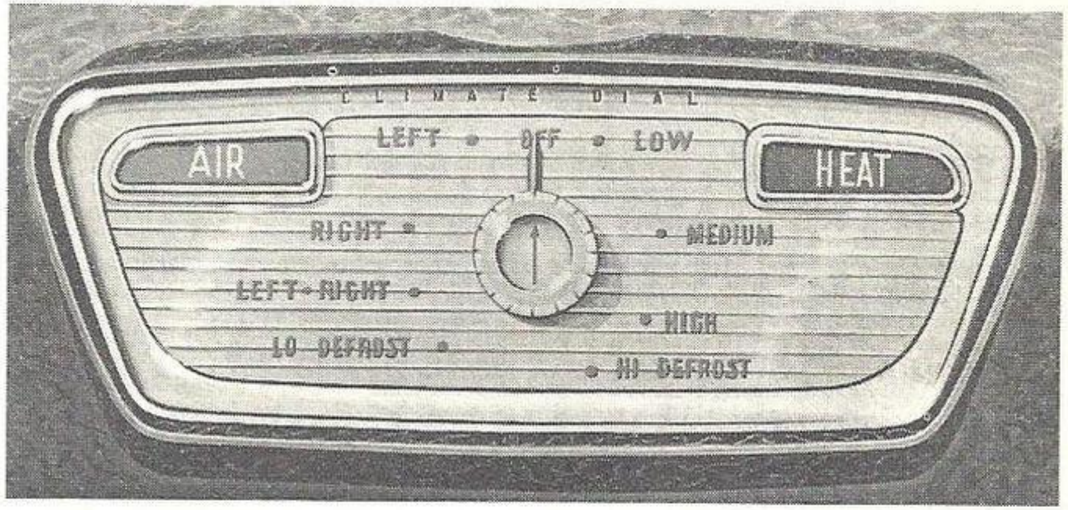
1. Set TEMP lever for amount of heating desired. Move the HEAT lever to DEFROST position.
2. Run blower at either high or low speed.
3. For maximum defrosting, move TEMP lever to extreme right position, run blower at high speed, and keep door on heater unit cover closed. This door is beneath instrument panel on right side of car.

to ventilate

1. Pull OUT AIR valve knobs.
2. The TEMP and HEAT levers should be at OFF position. The ram effect of car's forward motion will deliver a large volume of outside air through vent discharge outlets located beneath instrument panel.
3. Blower may be used in slow moving traffic for air circulation with temperature lever in OFF position and heat lever in HEAT position. The cooling chamber door should be opened when ventilating car. BEWARE OF EXHAUST FUMES IN HEAVY TRAFFIC.

climate dial system

A single control knob operates the Climate Dial heating and ventilating system. Moving this knob



IN or OUT regulates the speed of the blower. Knob settings include: (1) all of the way in, to cut out the blower, (2) half-way out, for low speed blower operation, (3) all of the way out for high speed blower operation.

to heat

1. Start, then run the engine until it is heated.
2. Move the control knob pointer clockwise to the desired LOW, MEDIUM, or HIGH heating position. The control knob will positively click in at HIGH or LOW. 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 for additional volume.

to defrost

1. Start the engine and close cooling chamber door.
2. Move the control clockwise to the HIGH DEFROST or LOW DEFROST position, depending on the temperature desired.
3. Run the blower at either high or low speed.

to ventilate

1. Start the engine.
2. Move the control knob pointer counterclockwise to either the RIGHT AIR, LEFT AIR, or RIGHT AND LEFT 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 beneath the instrument panel.
3. As an alternate method, the blower may be used to circulate outside air in slow moving traffic by moving the control knob pointer to the LOW heat position and operating the blower. The heater cover door should be in the open position.

HEATER-AIR CONDITIONING

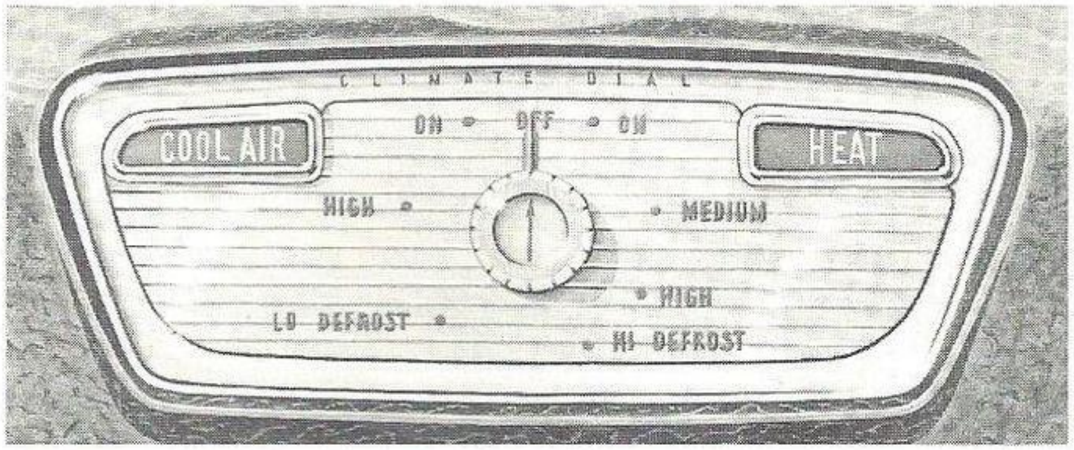
climate dial system

A single control knob operates the Climate Dial Air Conditioning System. Moving this knob IN or OUT regulates the speed of the blower. Knob settings include:

1. All of the way in, to cut out the blower.
2. Halfway out, for low speed blower operation.
3. All of the way out, for high speed blower operation.

to cool car

1. Start the engine.
2. Place at least one window in the fully down position.

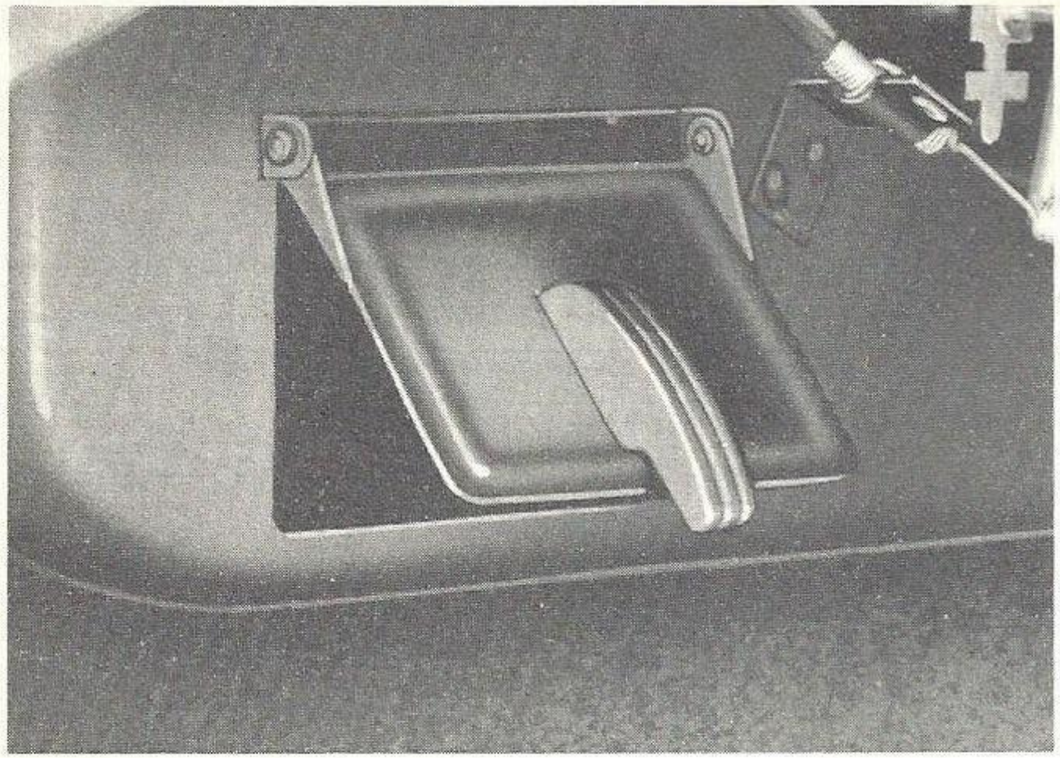


3. Move the control knob pointer counterclockwise to the "HI" position.
4. Pull control knob all the way out to "HI" blower position.
5. Direct air away from the windshield as far as possible by means of the register louvers for maximum interior cooling.
6. Run air conditioner for approximately three (3) minutes with window down to expel all warm air and stagnant air from the car.
7. Close windows and leave controls on "HI" position until the interior has reached a comfortable temperature.
8. After the interior has cooled down, the blower may be placed on LOW and/or the control knob pointer turned clockwise to an intermediate position between ON and "HI" to provide a more suitable interior temperature if desired.
9. Open the small door on the cooling chamber cover if it is desired to discharge more cold air on the floor. The door is beneath the instrument panel on the left side of the car, directly above the accelerator pedal.

to heat car

1. Start, then run the engine until it is heated.
2. Move the control knob pointer clockwise to any position between ON and "HI". For minimum heat the pointer must be turned slightly past the ON position. The control knob will positively click in at ON and "HI". Moving the control knob pointer towards the "HI" position increases the amount of heat.
   Medium heat is provided as a range between ON and "HI". 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 for additional volume.



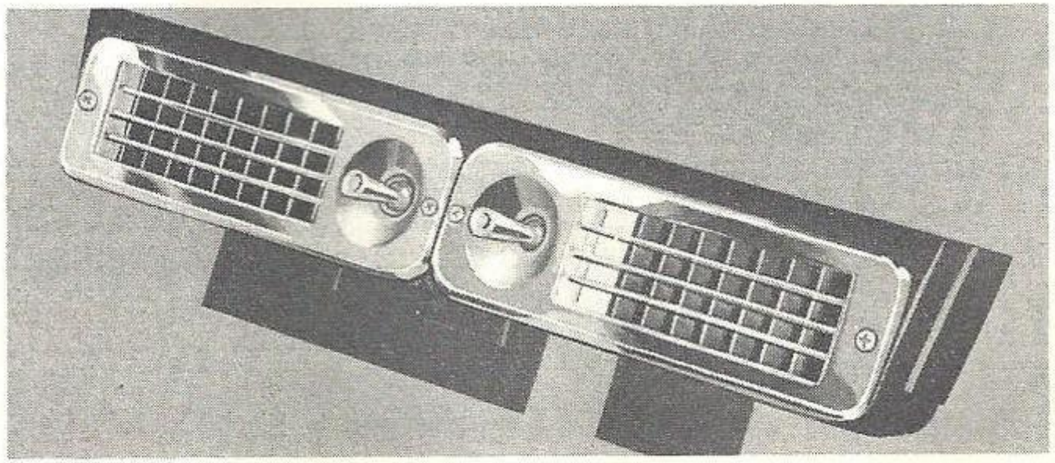
to defrost the windshield

1. Start the engine and close the cooling chamber door.
2. Close vertical spot cooler louvers.
3. Move the center control knob clockwise to the HIGH DEFROST or LOW DEFROST position, depending on the temperature desired.
4. Run the blower at either high or lower speed.

air conditioning "spot cooler"

The climate dial air conditioning system includes a "spot cooler" which is located under the instrument panel. This device is a register which incorporates both horizontal and vertical louvers designed to best distribute cooling air throughout the passenger compartment.

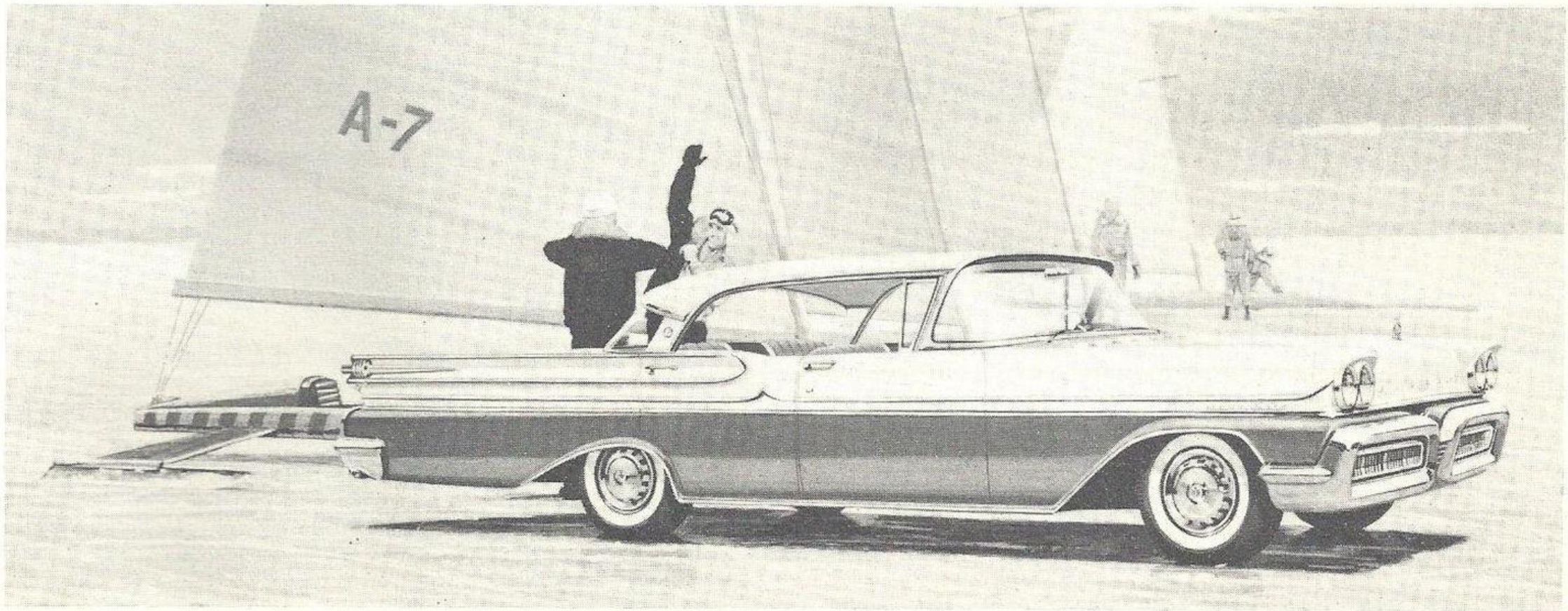
The register is equipped with one right and one left control lever, which determines the amount of vertical and horizontal movement of the right and left registers respectively. Merely move the knob in the direction that air is desired. Up and down movement directs the horizontal louvers, and right or left movement directs the vertical louvers. Diagonal movement positions both louvers simultaneously. Doors located beneath the cooler are provided to direct air to the floor area.



safety precautions—air conditioning

There are certain precautions which must be observed when handling and servicing all air conditioning systems. These precautions are necessary to protect not only the parts of air conditioning units, but the individual servicing the equipment, as well.

Liquid Freon is used as a refrigerant in Mercury systems. This compound can be extremely dangerous if it comes in contact with the skin or eyes. The Freon is maintained in the system under pressure and responds adversely to abnormal heat such as welding, steam cleaning, etc. For this reason, service should only be performed by your Mercury dealer.



CONVERTIBLE TOP

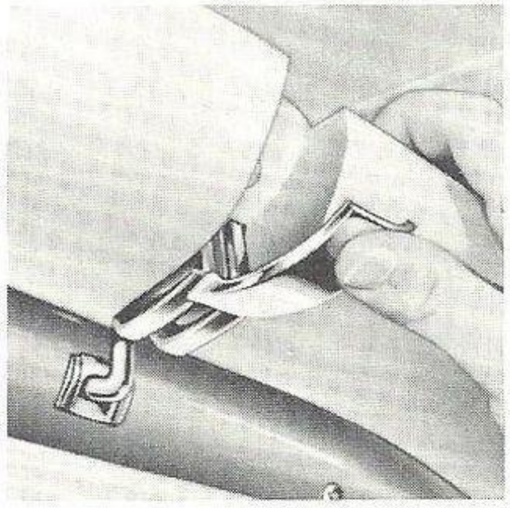
operation

The convertible top is raised and lowered by the small control on the instrument panel just to the left of the steering column.

To Lower:

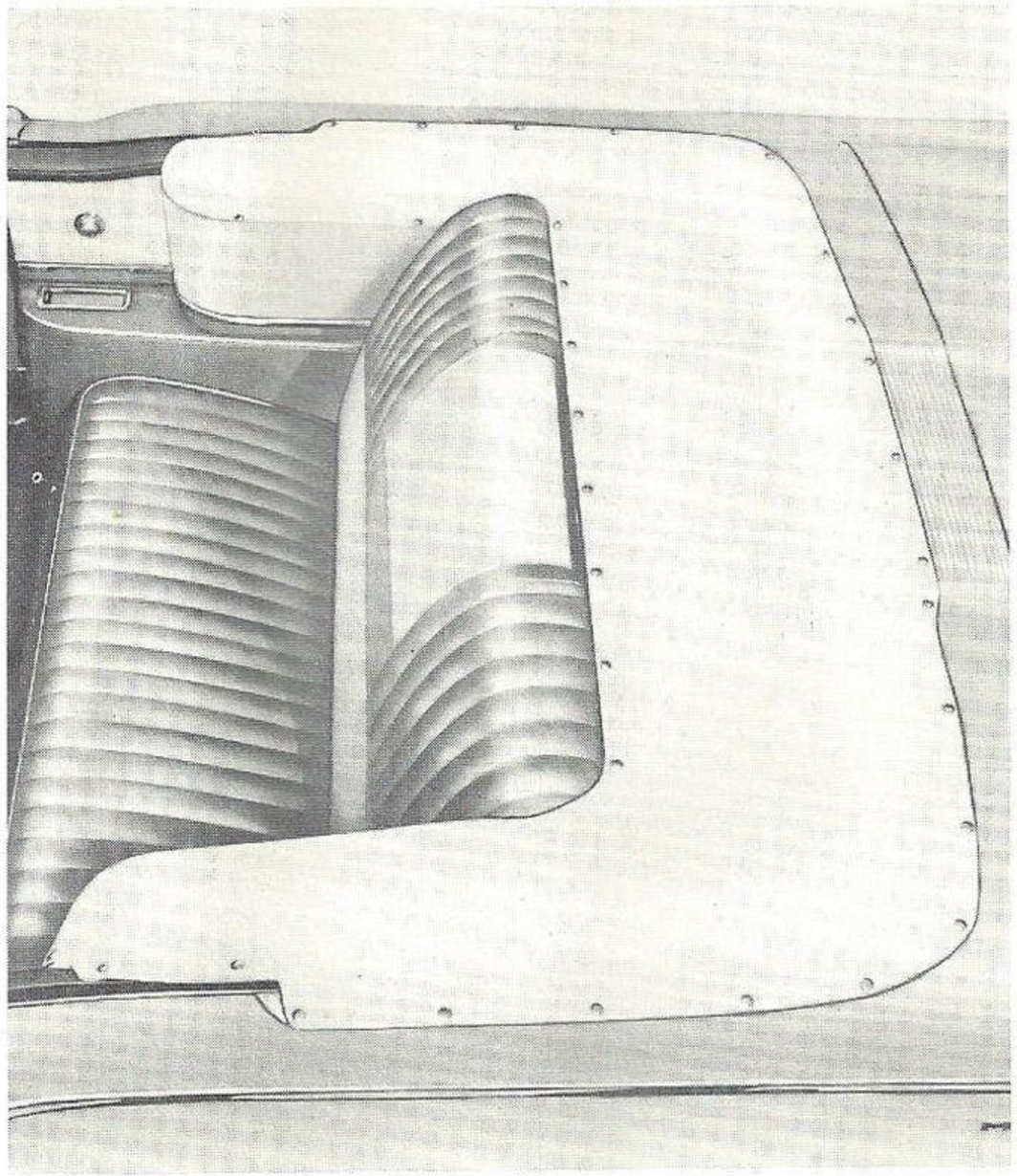
1. Be sure car is standing still and all side windows

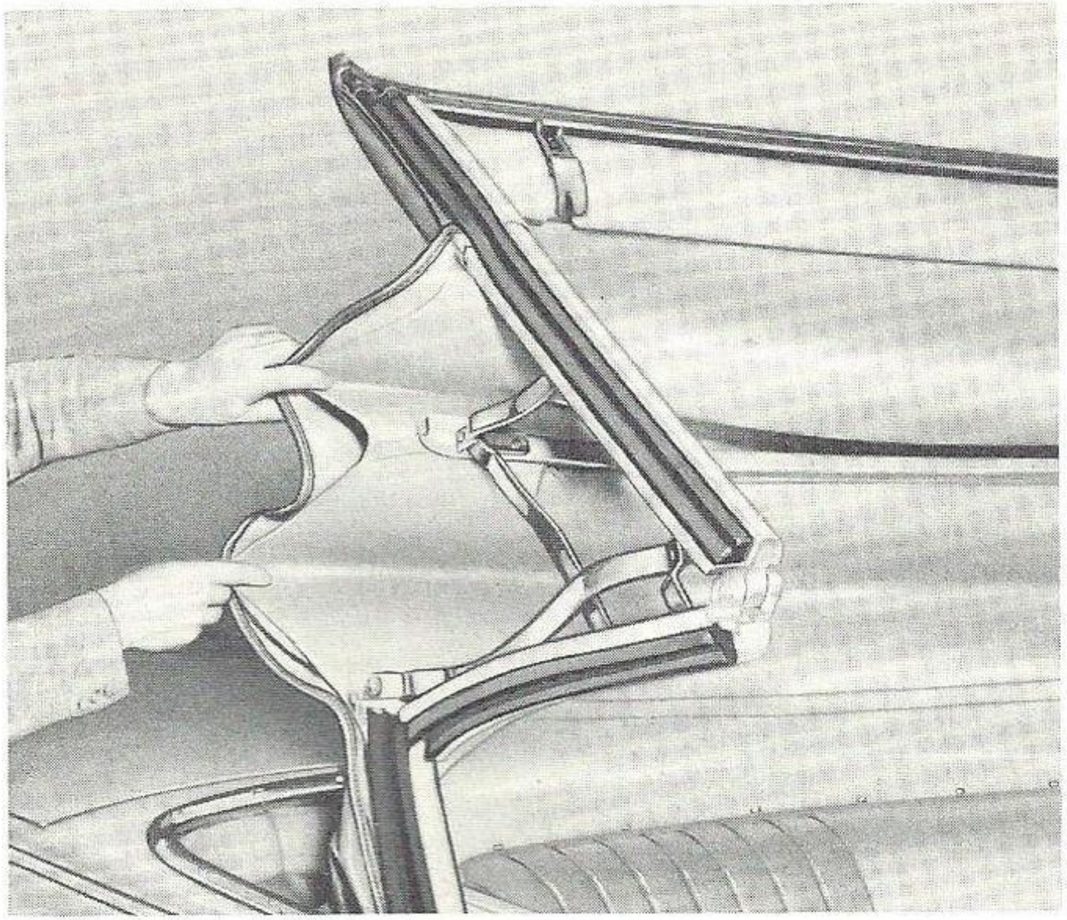




are down. Remove all objects from top compartment.

2. Release two flush-mounted toggle-type clamps located on the windshield header.
3. Push top up slightly until it is about one inch above windshield header.





4. With top tension relieved unzip rear window and lay carefully in top compartment.
5. Pull out top control. When top is ¾ of the way down, pull top padding away from bows to eliminate pinching and allow the top to seat fully in the stack.
6. Install protective top cover (boot) by attaching snap fasteners.

To Raise:

1. Be sure car is standing still and all windows are down.
2. Remove top cover.
3. Push top control and hold it until top is 1″ from windshield header.
4. With top tension relieved install rear window.
5. Pull top down on windshield header and clamp the two toggle type clamps.

convertible top care

Use a whisk broom or vacuum cleaner to pick up loose dust and dirt before washing. Wet the top thoroughly with cold or lukewarm water. Next brush Mercury Foam Cleaner into the top material with a medium stiff bristle brush. CAUTION: Avoid heavy brushing on sewn seams.

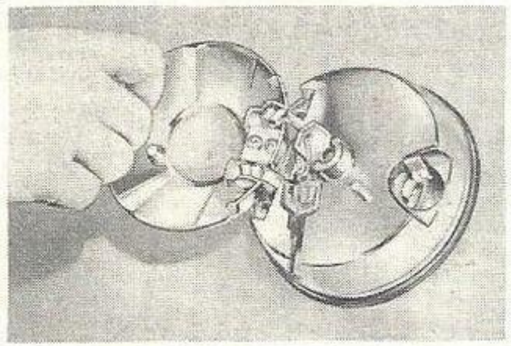
Rinse thoroughly, as remaining cleaner may streak the vinyl fabric. Never fold or lower the fabric top when it is wet or damp. The rear window on the convertible is of clear, heavy-gauge vinyl. Wash with warm water and a mild household soap or detergent. Be sure to rinse thoroughly with plenty of clear water and wipe with a chamois or dry cloth. CAUTION: Do not wipe off dust with a dry cloth as this may scratch the window.

STATION WAGON

back window and tail gate

If your station wagon has the manually controlled back window, open the tail gate as follows:

1. Turn ignition key in tail gate lock.
2. Open cones to expose window crank, then turn crank.
3. Reach inside and pull up on handle to open tail gate.



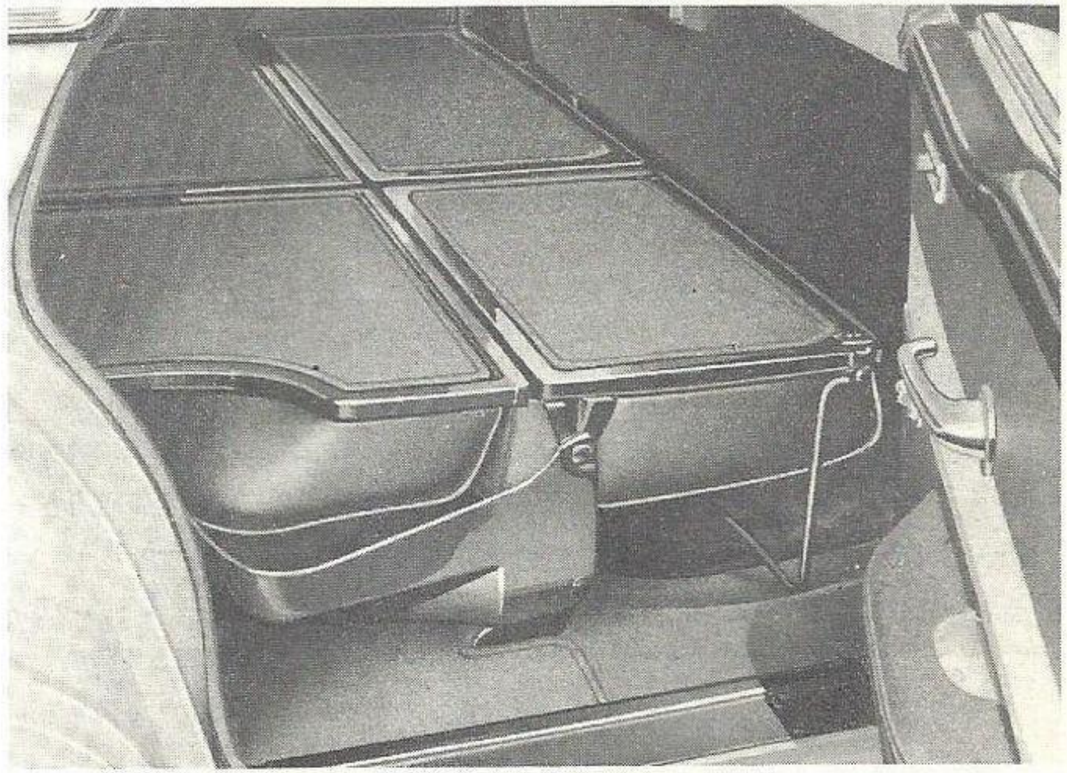


If your station wagon is equipped with optional power lift, the back window is controlled by a switch on the left instrument panel extension or:

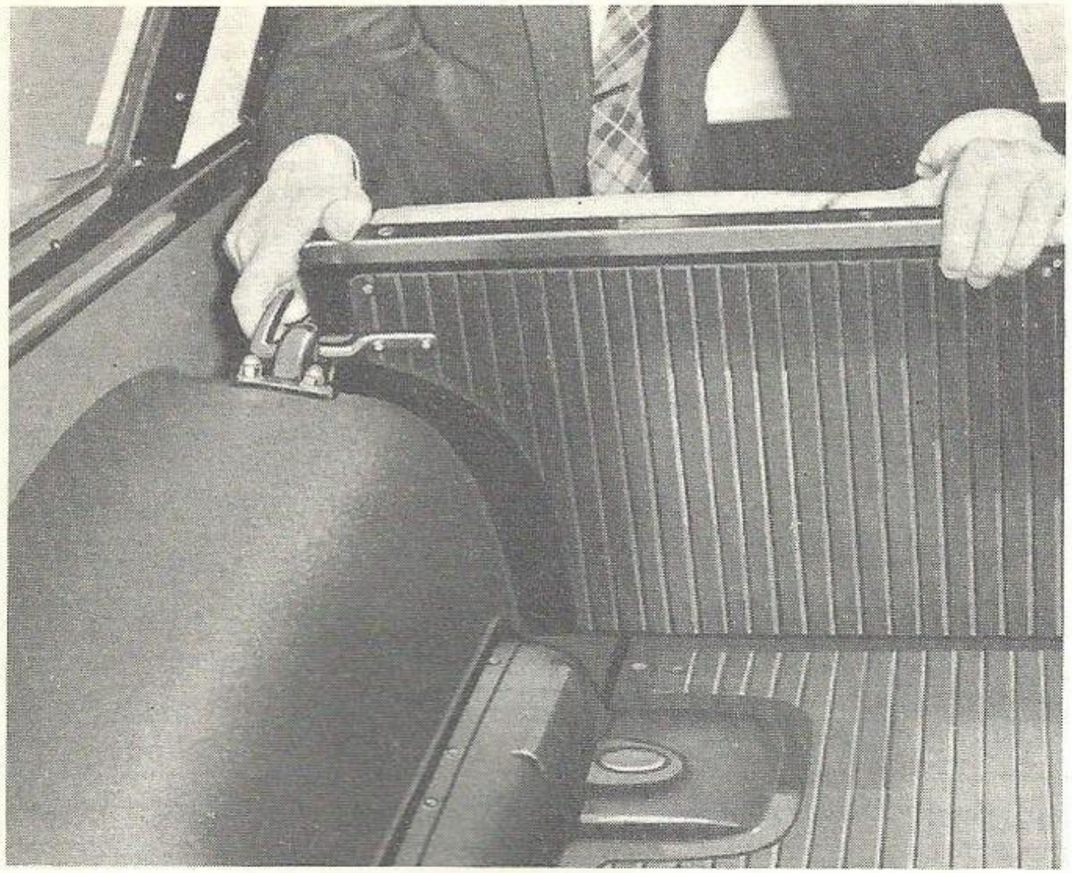
1. Insert the round head key in the tail gate lock.
2. Turn clockwise to lower the window.
3. Reach inside and pull up on the handle to open the tail gate.

station wagon seats

A unique folding seat arrangement provides for additional load carrying capacity when needed.

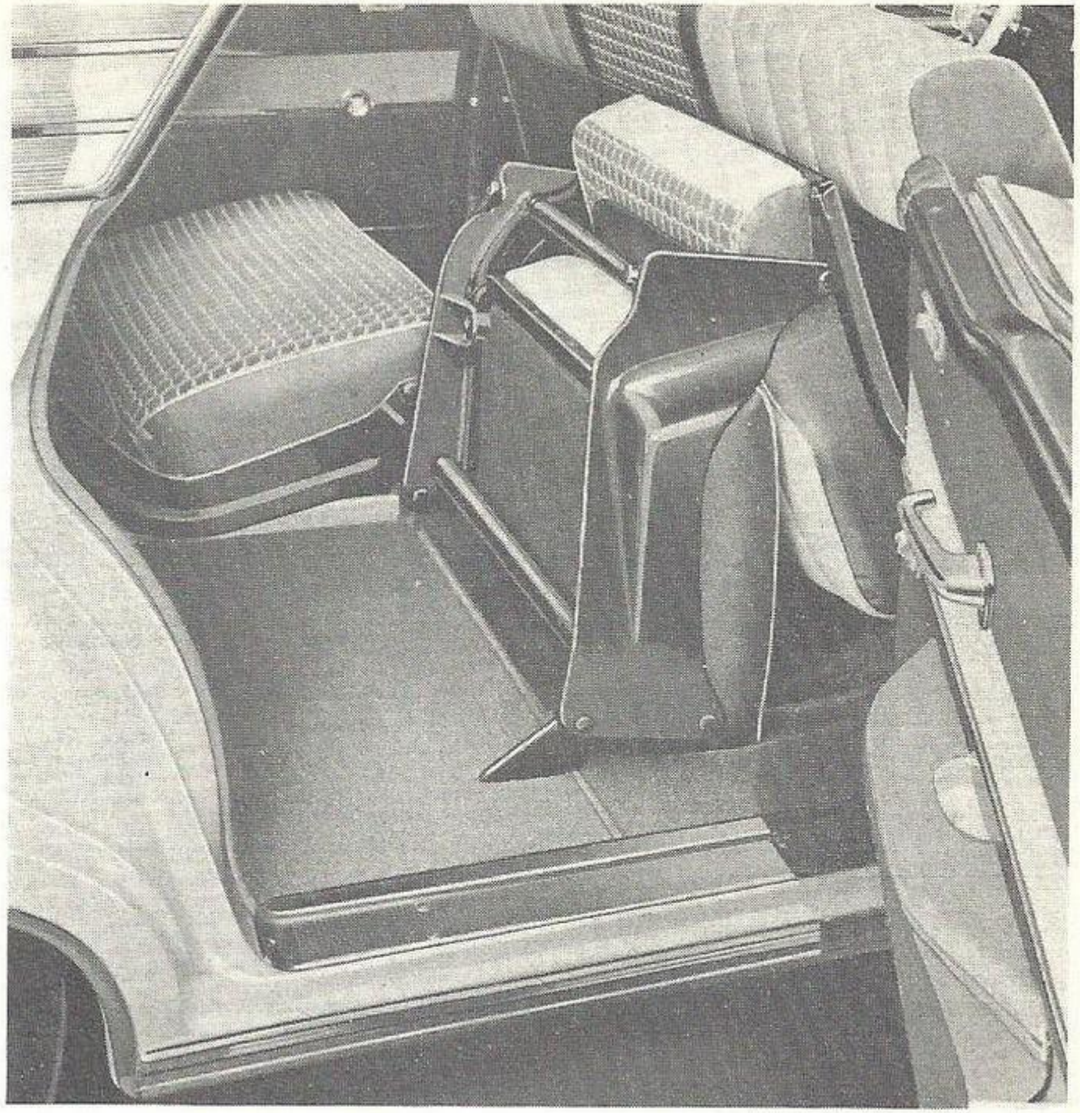


Be sure positive locking clamps on 2nd seat are securely locked when seats are in up position. Clamps are a safety feature which keep seat backs from moving forward at a sudden stop.



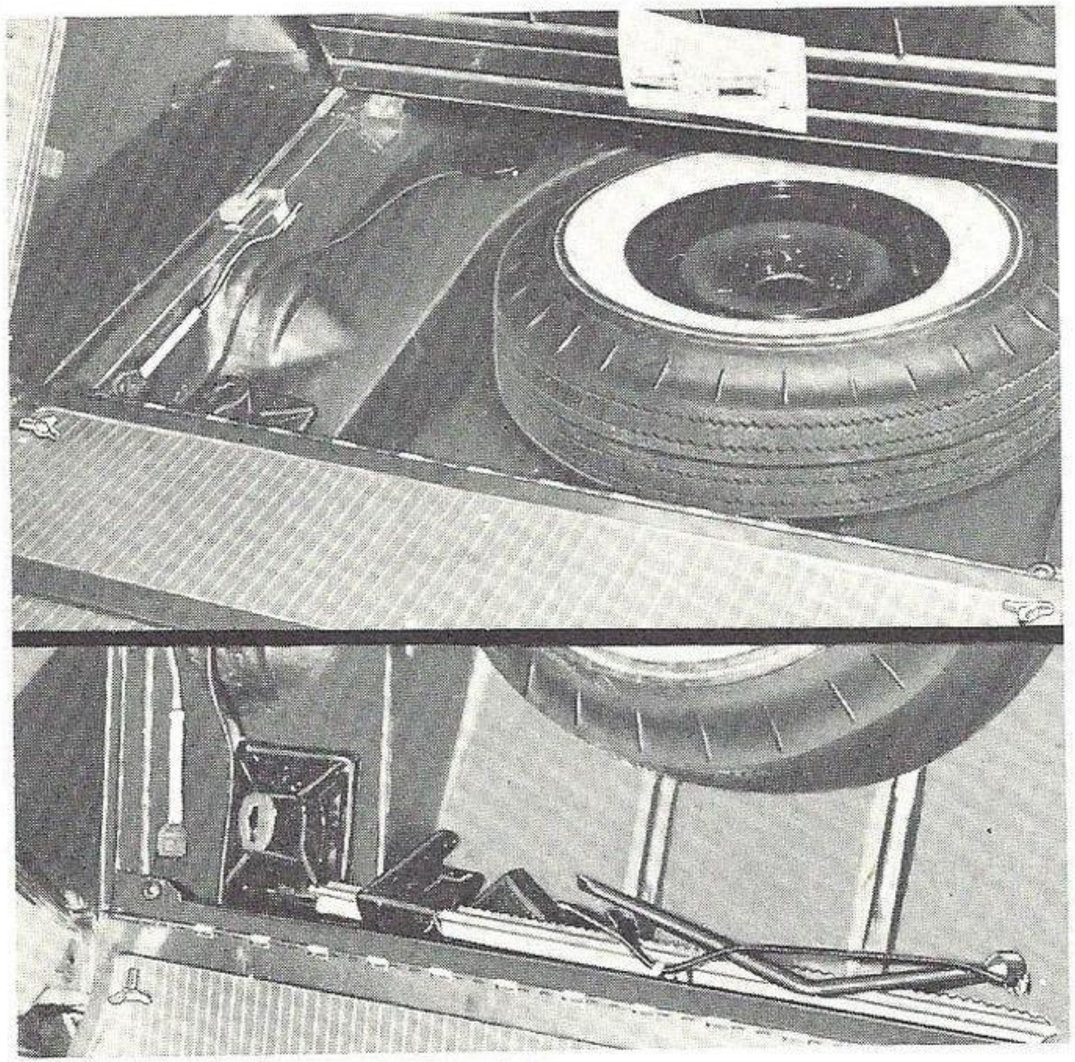
To fold down the 2nd seat, pull the rear edge of the seat cushion up and forward 180 degrees to form the front part of the rear deck. Pull the upper edge of the seat-back down so that it fits into the opening left by the seat cushion.

To change the rear seat on 9-passenger models, remove the seat cushion and seat-back. Pull the support for the seat-back down until it drops into place in the floor.



station wagon spare tire

The spare tire is carried in a tire well compartment in the floor under the rear seat (behind rear seat on 6-passenger models). Two wing bolts hold



tire in place. This provides quiet and completely secure storage for the spare tire. The jack and lug wrench are spring retained and stowed with spare.

Care should be exercised to see that no articles are under the tire at the time of installation, so that the tire lies flush on the floor pan.

station wagon care

The side body panels and tail gate panels of your station wagon are made of long-lasting steel. The Colony Park Station Wagon panels have been given the appearance of grained mahogany through a special finishing process. With a little extra care, these grained finish body panels, together with the molded fiber glass framing with simulated maple graining, will retain their beauty for many seasons.

To remove the grime encountered in normal driving, your station wagon should be washed regularly. Use cold water and, if desired, a mild detergent. If soap is used, it must be thoroughly rinsed off. After washing, the finish should be wiped with a damp chamois. Never wipe grain-finished panels or fiber glass framing with a dust cloth. This tends to rub dust particles into the finish and leaves a sandpaper effect on the surface.

The best means of protecting and maintaining the original luster of the panels and molded fiber glass framing of the Colony Park Station Wagon is by periodic waxing. If the luster cannot be restored by waxing, a mild cleaner should be used, followed by a thorough waxing. Your Mercury dealer is fully equipped to do this work for you.

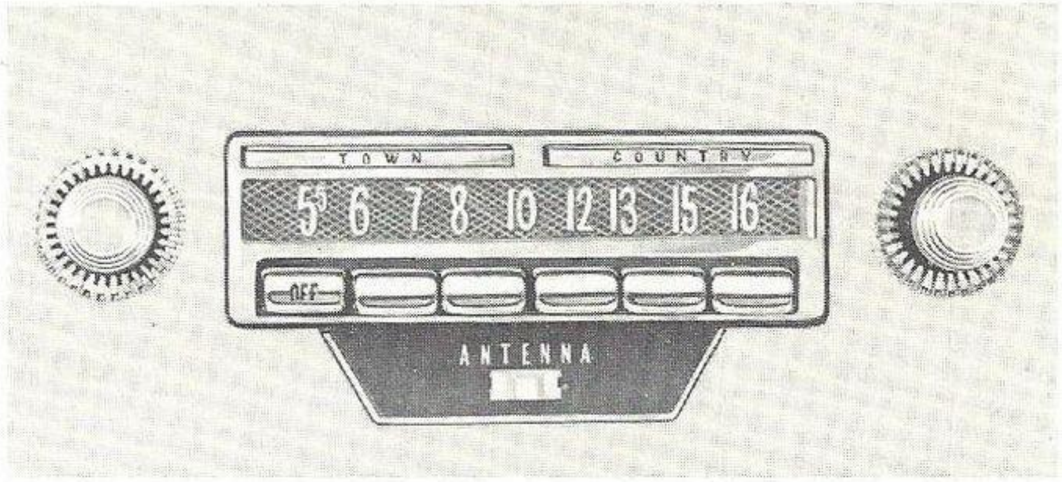
ACCESSORIES

for your comfort and convenience

You can make your choice from a wide selection of accessories designed to add extra pleasure, comfort and convenience to motoring in your new Mercury. Your Mercury dealer, who has these superbly styled and engineered accessories in stock, will be glad to give you all the specific information you want on the ones listed on page 47. (Gift idea: For a gift that's original, practical and bound to be welcome for birthdays, anniversaries, and Christmas keep these beautiful accessories in mind for your Mercury-owning friends and for yourself, too.)

radio operation

The conventional Mercury radio and the Mercury Travel-Tuner radio (both optional at extra cost) offer push-button and manual tuning. In addition, the Travel-Tuner radio offers tuning by means of two selector bars and a floor push button. One bar is for town use, the other bar and/or foot operated push button is for country use. When the selector



bar is pressed, the Travel-Tuner radio automatically selects the next successive station across the dial. When the "Town" bar is pressed, it will stop only on strong local stations in the order that they appear on the dial. The "Country" selector bar and foot operated push button will provide greater sensitivity to seek weaker stations.

Adjust push buttons as follows:

1. Turn on your push button radio, allow 15 minutes for it to warm up, and then go through the following steps to set each button at the station of your choice.
2. Pull selector button straight out until it stops.

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

coaxial rear seat speaker

You can have full-fidelity, high-quality radio reception in your car with the new Mercury coaxial rear seat speaker. Passengers will have a deeper appreciation of the car radio because this speaker "carries" the sound to every passenger with crisp clarity and extended tonal range. Both front and rear speakers can be used at the same time, or individually.



The ring behind the tuning knob controls the front and rear seat speakers.

power antenna

The power antenna switch is located beneath the push buttons. Move the switch to the right to raise the antenna and to the left to lower the antenna.

The antenna is power-operated and must be raised to at least half of its height for satisfactory operation of the "Travel-Tuner" feature of the radio. Operate your antenna at least every other week to remove any accumulation of dust and dirt and insure proper operation.

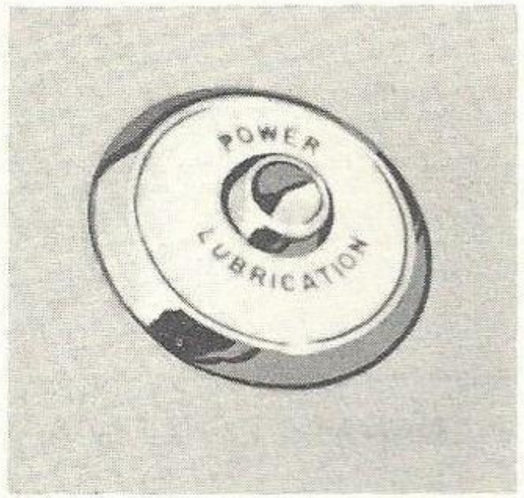
CAUTION: The electric antenna should never be lowered by hand. As a precautionary measure, always lower the antenna completely before entering car washing establishments.

automatic power lubrication

Mercury's Power Lubrication operates each time that the engine is started. To keep the car freshly lubricated, touch the instrument panel button once every 50 continuous miles. All front suspension and steering points will be pressure lubricated. You will save time, have a freshly lubricated car at all times, and reduce maintenance costs. Low-priced refill lasts 10,000 miles.

To operate, press the lubricator button on the

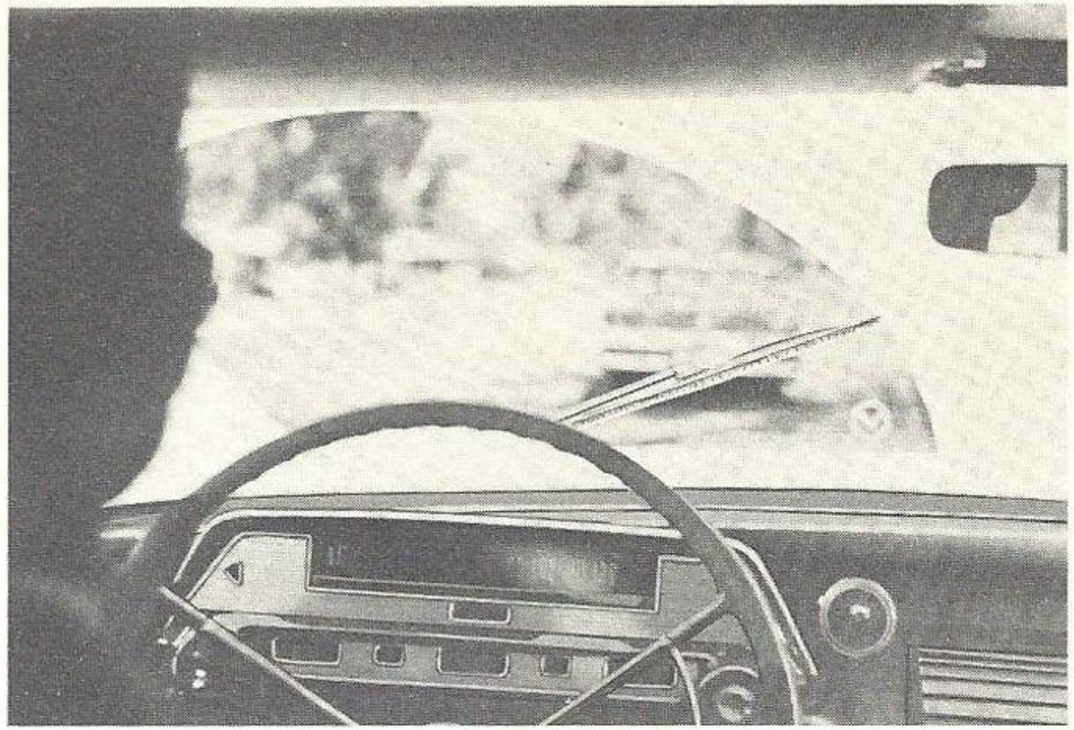
control panel, until the light comes on. The light illuminates when the ignition is turned on or when the control button is depressed. When the lubrication cycle starts the light goes out. If the light stays on, it indicates that the supply of lubricant may be exhausted. An economical, seven ounce replacement can of special lubricating grease may be obtained from your Mercury dealer.



windshield washer

Clean dust and mud splatter off your windshield while driving – in seconds. Touch the button at the center of the windshield wiper control and two jets spray the windshield.

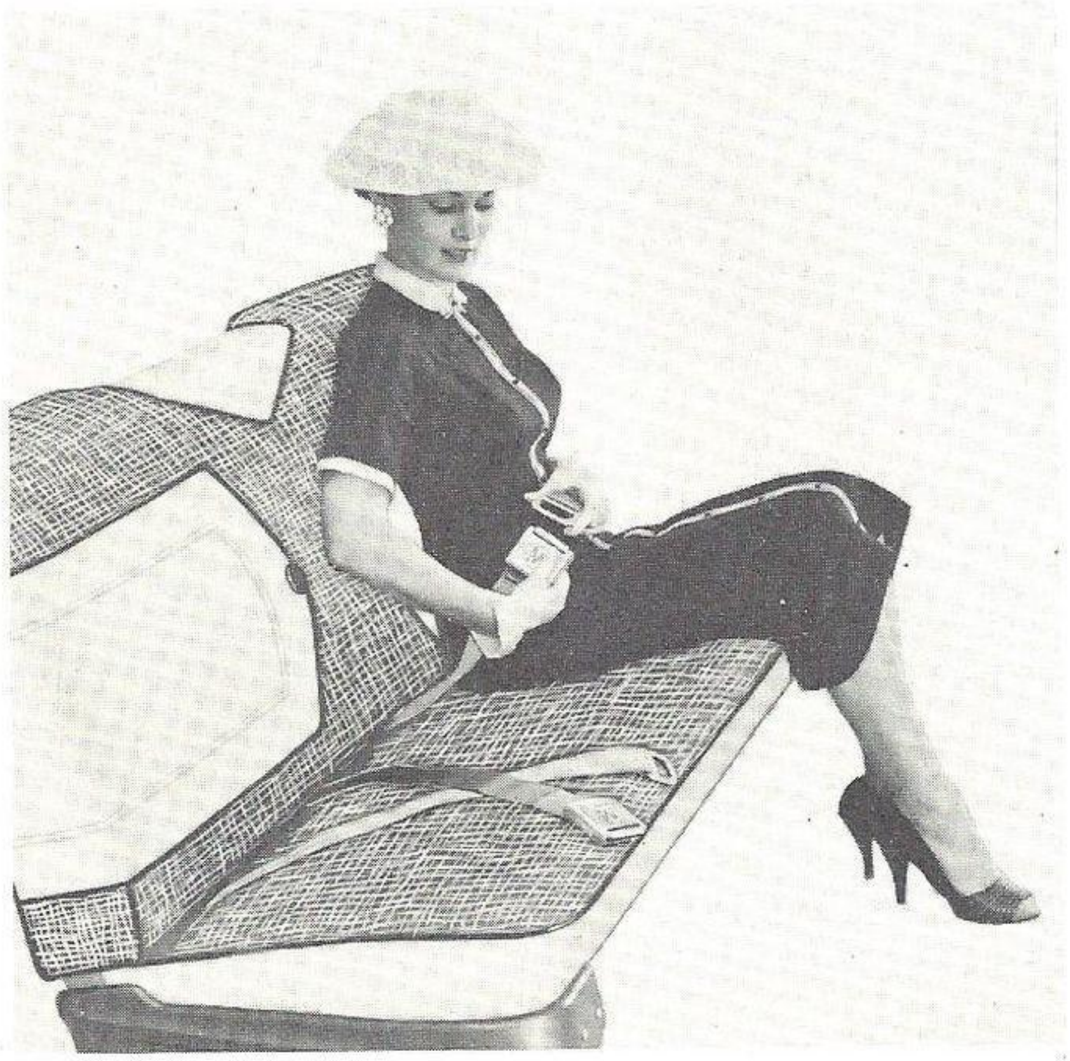
If the wipers are not operating, they will automatically start after water squirts on windshield, make ten to fourteen wipes and then automatically shut off. With Mercury's windshield washers you will add to your safety by having clean glass under any driving condition.



If you use the windshield washer on a cold windshield at freezing temperatures, the fluid may freeze when it touches the cold glass and may temporarily obscure your vision. However, the heater defrosters will usually warm the glass enough so that the fluid will clean the windshield without freezing. *Don't drive your car unless you have clear vision through all windows.* Mercury Windshield Washer Solution, which cleans the glass better than plain water and reduces the possibility of the fluid freezing, should be added to the water in the washer reservoir.

seat belts

Mercury's seat belts offer the maximum of safety to both driver and passengers. Belts hold you snugly in the seat – help prevent injury in case of sudden stops.



They're rigidly anchored to the floor by stout bolts through three layers of steel. Belts are available in five colors. Belts are comfortable to use – snap on or off easily, instantly.

power transfer differential

The Power Transfer Differential is optional on automatic transmission equipped models. Under adverse weather conditions, where one or both wheels may be on a low traction surface such as snow, ice or mud, the differential will transfer power to the wheel with the most traction. Thus, the wheel that is on ice, snow or mud will not spin, but will have a tendency to lock-up with the opposite wheel.
NOTE: Do not run engine with transmission in gear when either or both rear wheels are raised off of the ground.

air cushion ride

Mercury Air Cushion Ride is designed to allow for more constant riding heights under varying load conditions, such as full fuel tank, loaded trunk or full complement of passengers. The system uses air as a springing mechanism which provides for better cornering and riding characteristics.

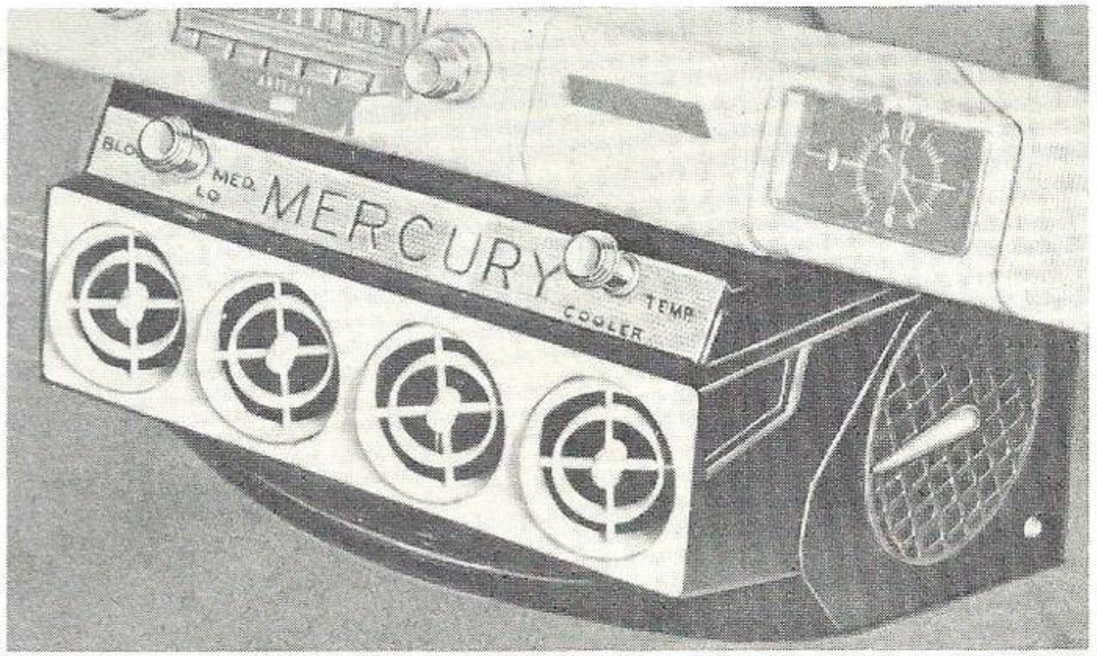
Mercury Air Cushion Ride consists of an engine mounted air compressor, an air reserve tank, one rear and two front leveling valves, and one "air spring" located above each wheel. Air is supplied from the reservoir by way of either a slow or fast leveling system. The slow leveling system is used whenever all doors are closed and the car is in motion. To compensate for passenger load, fast leveling occurs when the vehicle is not moving and any door is opened.

comfort cool air conditioner

The Comfort Cool Air Conditioning system is custom designed to provide efficient, healthful cooling which will add to your motoring pleasure. This is an optional item and is not a part of the heating and ventilating system as is the Climate Dial Air Conditioner. This is a compact unit mounted beneath the instrument panel in the center of the car. Its cooling and circulating controls are readily accessible from either the driver or passenger side. The safety precautions outlined under the Climate Dial Air Conditioning system are also applicable to the Comfort Cool system. See page 37.

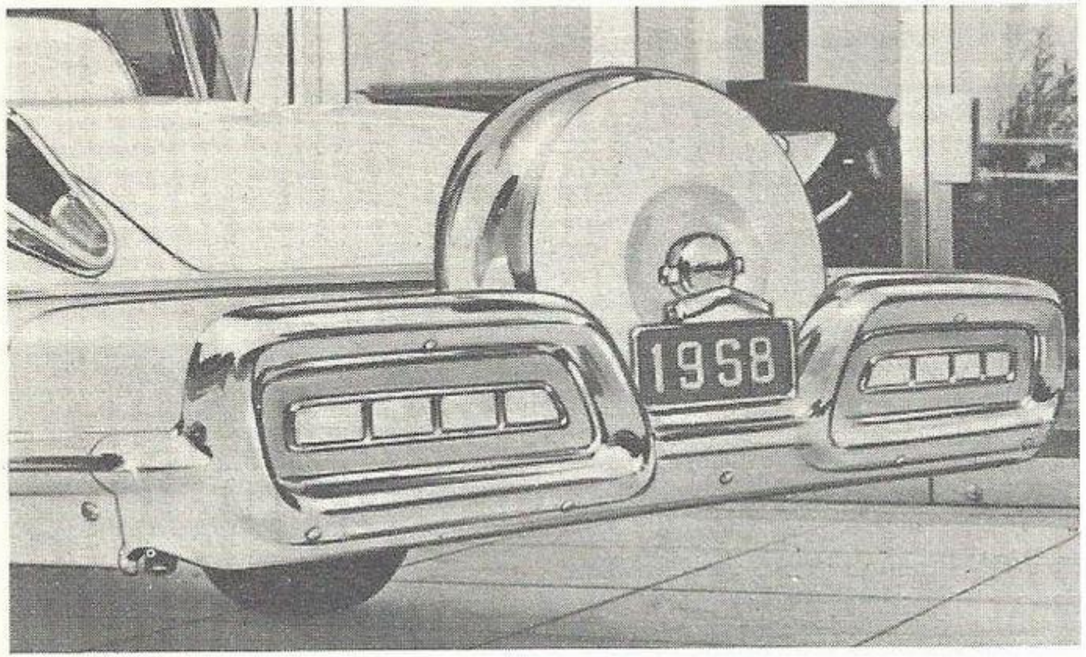
additional accessories

Antenna – rear mounted
Automatic power luber
Awning-type window vents
Bug screen
Car-care chemicals
Child's safety jacket
Combination air conditioner and heater



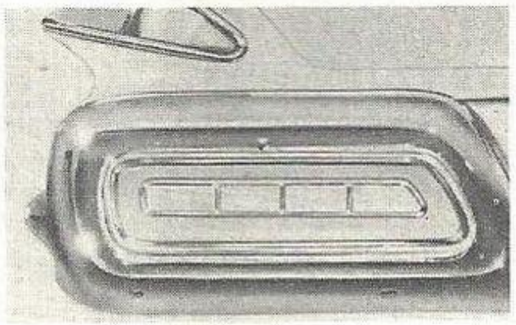
Comfort Cool Air Conditioner
Compass
Conical rear view mirror
Curb buffer

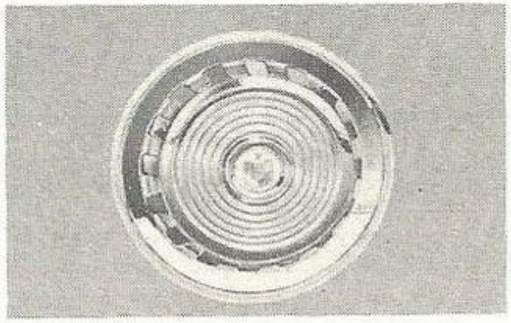
Curb signals
Door edge guards
Dream-Car spare carrier



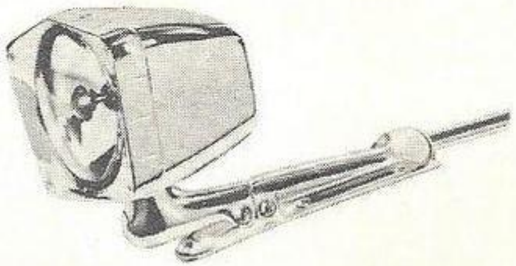
Dual exhaust system
Electrical antenna
Engine compartment light
Fender shields
Floor mats
Full-Disc hub caps
Heater and defroster
Hooded rear view mirror
License plate frames
Locking gas tank cap

Luggage carrier (Station Wagon models)
Mercury radio (conventional)
Mercury Travel-Tuner radio
Non-glare inside rear view mirror
Plastic litter container
Plastic seat covers
Power brakes
Power steering
Rear bumper pod reflectors





Special steering wheel (Monterey models)
Rear deck dress-up kit
Rear window defrosters
Spotlight
Tissue dispenser
Traffic signal reflector
Vanity mirror and cover
Ventilated seat cushion
Windshield washer
Wheel opening finish mouldings



KEEPING THE CAR ATTRACTIVE

With regular care your new Mercury can keep its "factory fresh" appearance and give you dependable service. On the following pages are some suggestions about service and beauty maintenance which will prolong the life of your Mercury, increase your driving pleasure, and give you lower operating costs.

washing

Wash your Mercury frequently using cold or lukewarm water. Use no household soap or *hot* water. If the car is very dirty, a *mild* detergent may be used.



Be sure all suds are thoroughly rinsed off after washing. This is important. Soap which is not removed immediately after cleaning may damage the paint. When salt is used to keep streets clear of snow, wash the car more frequently. If tar or road oil gets on the car body, remove it with kerosene, then rinse with clear water. If tar has remained on car for a period of time, a cleaning solution recommended by your dealer can be used.

polishing

Normally a good coat of polish or wax should last for several months. The car should be washed before waxing; and, if the finish has become dull, the oxidized paint should be removed before waxing. Cleaners are specially designed for this purpose.

You can use Mercury Liquid Body Cleaner if the finish requires extensive cleaning, or Mercury Polish-Cleaner if a combination polish and cleaner is desired, or Mercury Body Polish if a polishing compound alone will do. This can be followed by an application of Mercury Polish Wax.

blue coral and porcelainizing

These treatments will give your Mercury's enamel a tough, long-lasting finish. They will deepen the luster – since they are not a wax or polish. They will not wash off. Both are dry treatments and will resist dust or scum. Your Mercury dealer can apply these finishes for you.

chrome parts

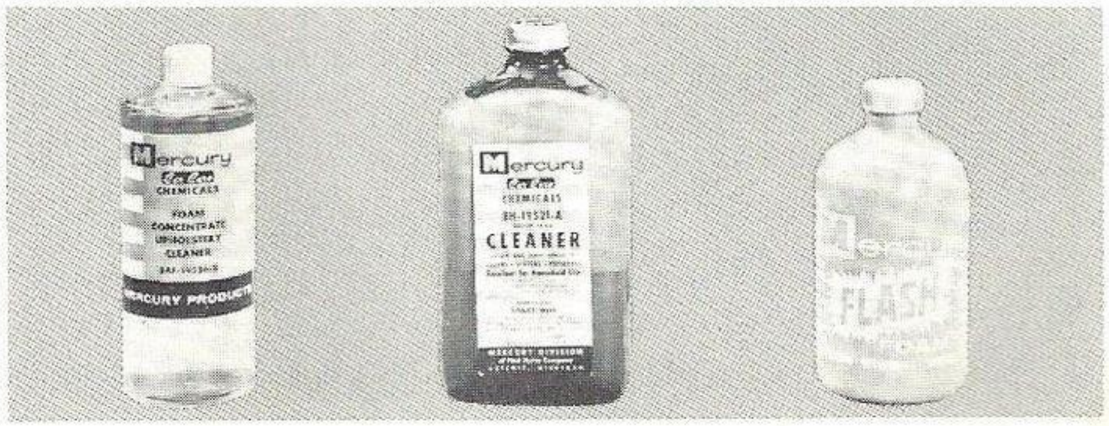
When cleaning chrome parts, use a soft cloth or sponge, clean water, and a mild soap or detergent. Sponge gently, then rinse with clear water. If it is necessary to remove rust, use chrome cleaner or polishing compound on the affected area. Mercury Chrome Protector, a clear, transparent sealer, is recommended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

undercoating

As further protection against rust and corrosion, your Mercury dealer can apply a protective undercoating. This reduces noise and insulates the floor against winter cold and summer heat.

care of upholstery

To keep cloth upholstery in good condition it should be brushed and vacuumed at least once a month. Any stain 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 foam upholstery cleaner. To remove stains, 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

Aluminum has proven to be one of the better metals for withstanding air contaminants and adverse weather conditions. It does, however, oxidize to a certain extent. Accordingly, the following methods are suggested should it become necessary to clean corroded or spotted areas on aluminum ornamentation.

1. Removing Tar and Grease:
   Normal commercial hydrocarbon solvents are suitable (kerosene, benzene, etc.).
2. Removing Dirt:
   Any mild commercial detergent with an alkaline content as near neutral as possible may be used for cleaning. Thoroughly rinse with clean water after using detergents to remove any accumulation of detergent.
3. Polishing:
   Non-abrasive polishes and waxes will not harm the finish and will help to prevent water spotting. (Some metal polishes contain heavy abrasive compounds and should not be used.)
4. Removing Paint Smears:
   Paint oversprays and smears may be removed with paint thinner. (Do not use paint removers.)
5. Removing Gummy Deposits:
   Any household non-abrasive porcelain cleaner may be used.

CAUTION: *Avoid the use of rubbing compounds, steel wool, metal soap pads, abrasive metal polish, paint removers, and caustic steam cleaners.* As a general rule cleaners which are suitable for gloss paint finishes are also suitable for anodized aluminum.



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. 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, always turn the radiator cap to the "partly open" stop, allow the pressure to escape, and then remove cap.

NOTE: Do not attempt to check coolant level when the engine is hot. When installing the cap, be sure it is on tight and in the "operating position."

The cooling system should be flushed twice a year. This is easily done in spring and fall when removing or installing 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 Mercury dealer will clean out the cooling system for you at nominal cost.

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

The type of anti-freeze you use 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 desired protection.

The thermostat in your Mercury is a high temperature type (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 Mercury dealer install the optional lower temperature (160°) thermostat, to avoid over-heating. Before filling with anti-freeze, the cooling system should be checked for leaks and all connections tightened.

NOTE: "Permanent" (high boiling point type) anti-freeze is recommended for one winter season only. Drain and discard with the coming of spring, and reinstall fresh anti-freeze the following fall.

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

battery care

The battery is located at the right front corner of the engine compartment. This battery will give you dependable, long life service, if properly maintained as recommended in the following steps.

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

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

tire care

Tubeless tires, which are standard equipment on

your Mercury, are not puncture proof, but they will give you fewer flat tires and road delay than conventional tires with tubes. If you should have a flat tire, all Mercury dealers and most service stations are equipped to repair tubeless tires.

Nylon Tires — As a result of prolonged parking, optional nylon tires may adopt a temporary "set" condition. If this "set" condition should occur, it is possible that a tire thump will be experienced for a short time after the vehicle is moving. Continued driving will allow the cords to warm-up, and normal flexing of the tires will be restored.

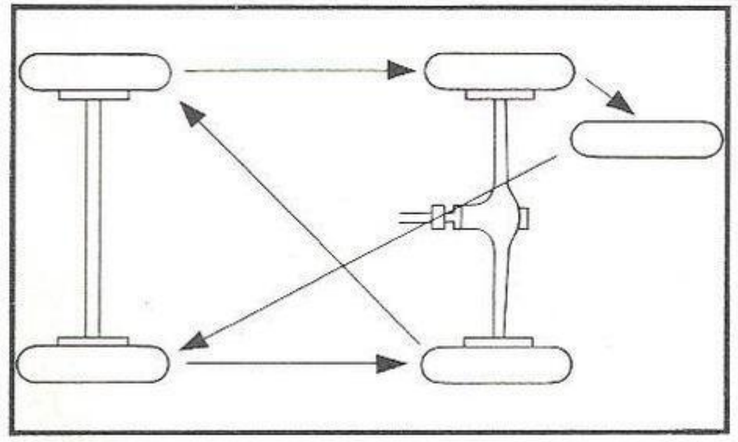
tire pressure

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. It is recommended that rear tires be maintained at 28 lbs. on loaded station wagons.

Cross switch 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 Mercury 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. Switch tires at recommended intervals.
4. Avoid spinning the wheels in fast accelerations.
5. Slow down on sharp curves and when rounding corners.
6. Avoid holes in the ground and sharp objects whenever possible.



changing wheels

To change wheels on your Mercury, you need only the jack plus 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:

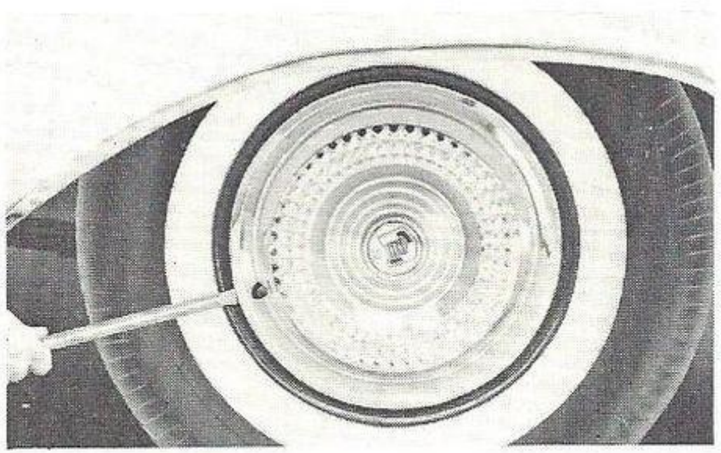
1. IF THE CAR IS EQUIPPED WITH CONVENTIONAL SUSPENSION: Set parking brake firmly and put car in reverse gear (use PARK Bar with Merc-O-Matic or Multi-Drive), use a wheel block in front of the front wheels if jacking the rear of the vehicle.

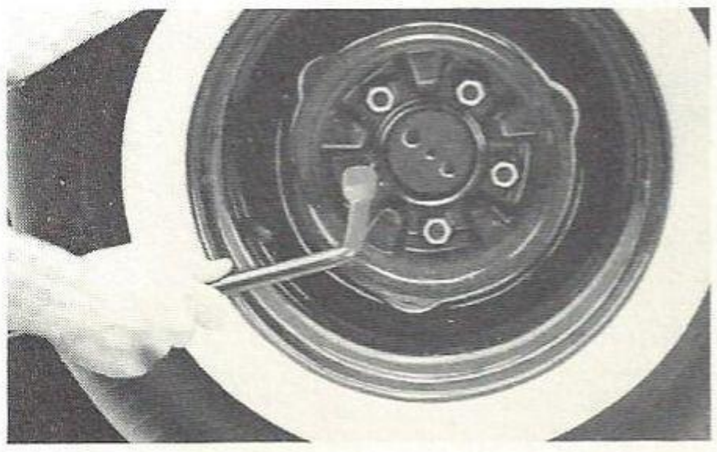
   If the car is equipped with Air Cushion Ride, do not set the mechanical parking brake. Set the transmission in the neutral position and release the PARK Bar. Position blocks behind rear wheels when jacking up the front of the car, or position blocks in front of the front wheels when jacking up the rear of the car. CAUTION: Do not open the doors when jacking up the car.

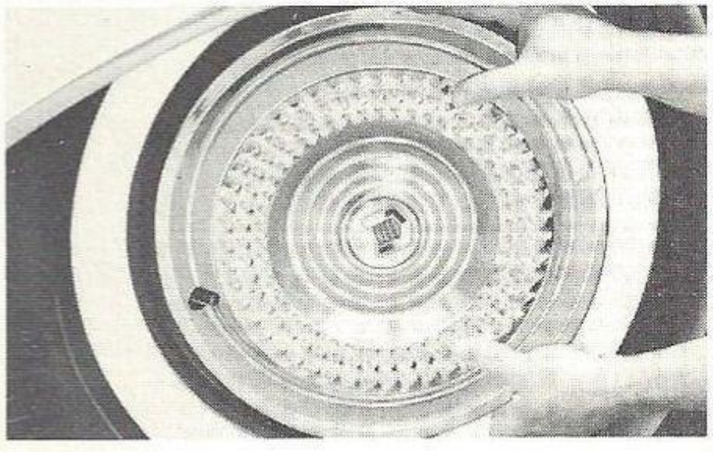
2. Remove spare wheel and place it near wheel to be removed.

3. The 1958 Mercury 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 hole in the hubcap are approximately horizontal. This will ensure that the jack handle has sufficient clearance when it is being used as a lever to pry the hubcap off. See illustration. 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



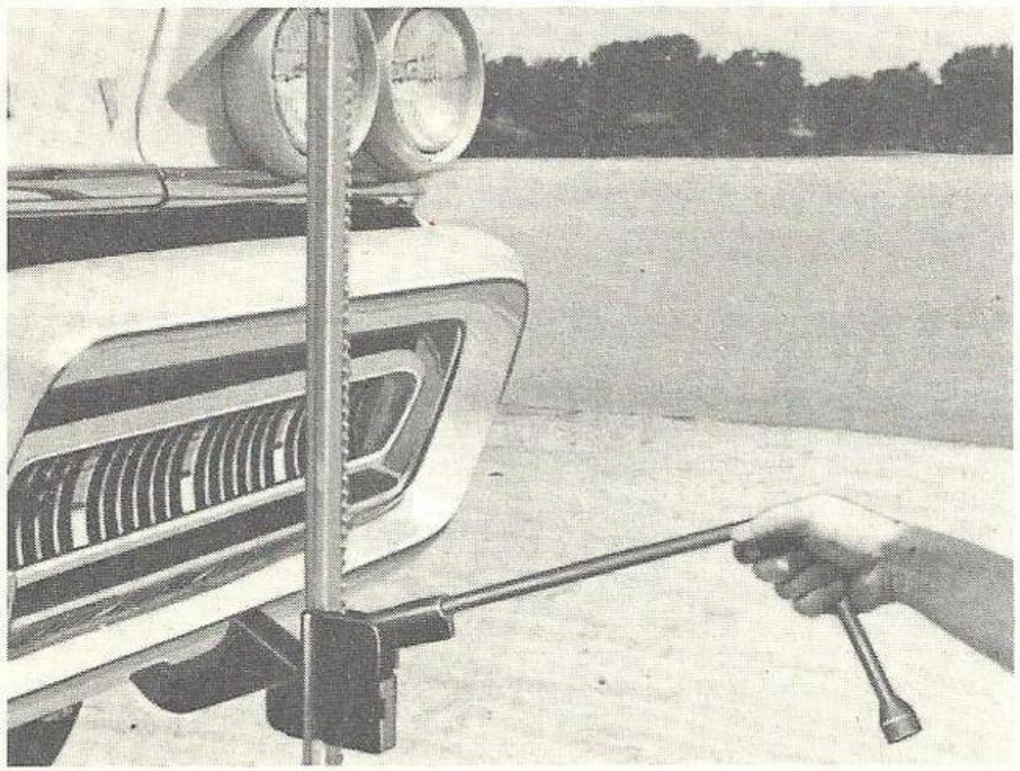


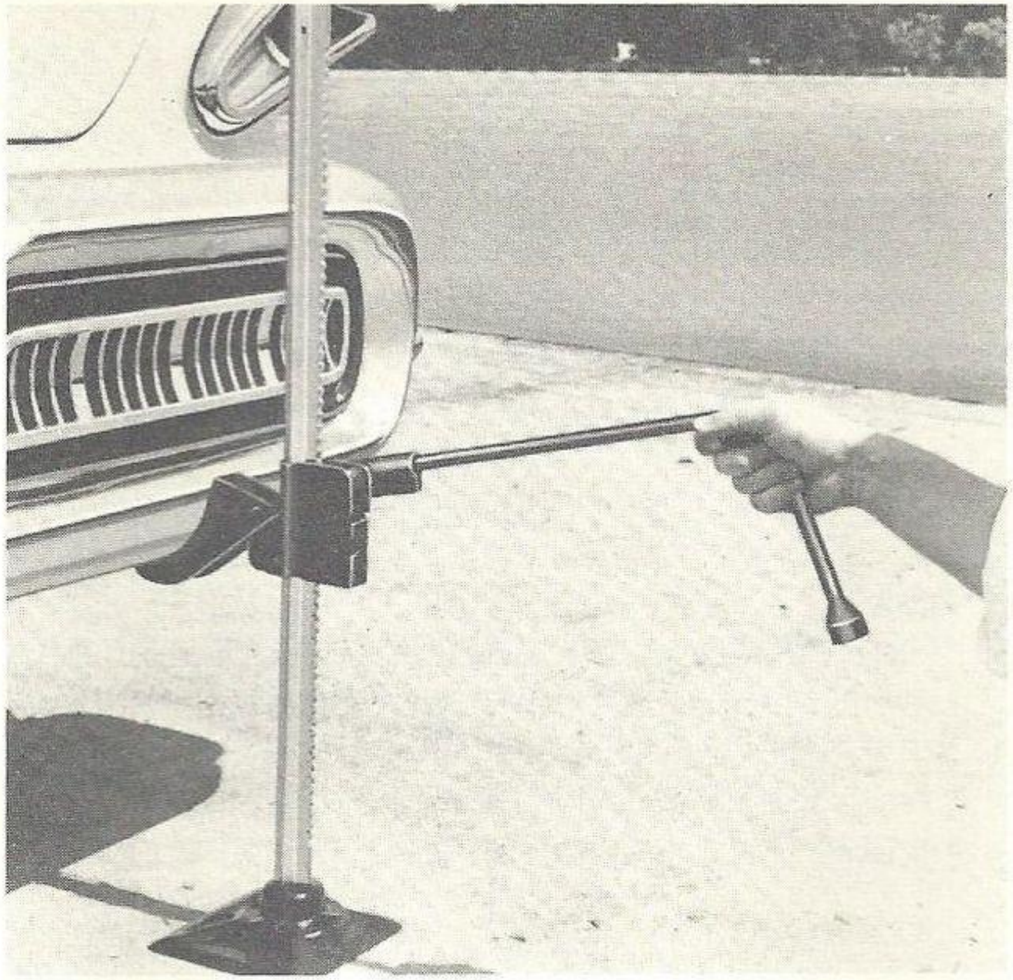


the initial pry, insert the tool slightly above and then below the valve stem hole and continue prying the hubcap in each location until it is removed from the wheel. Then loosen (about one turn) the five nuts holding wheel in place.

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

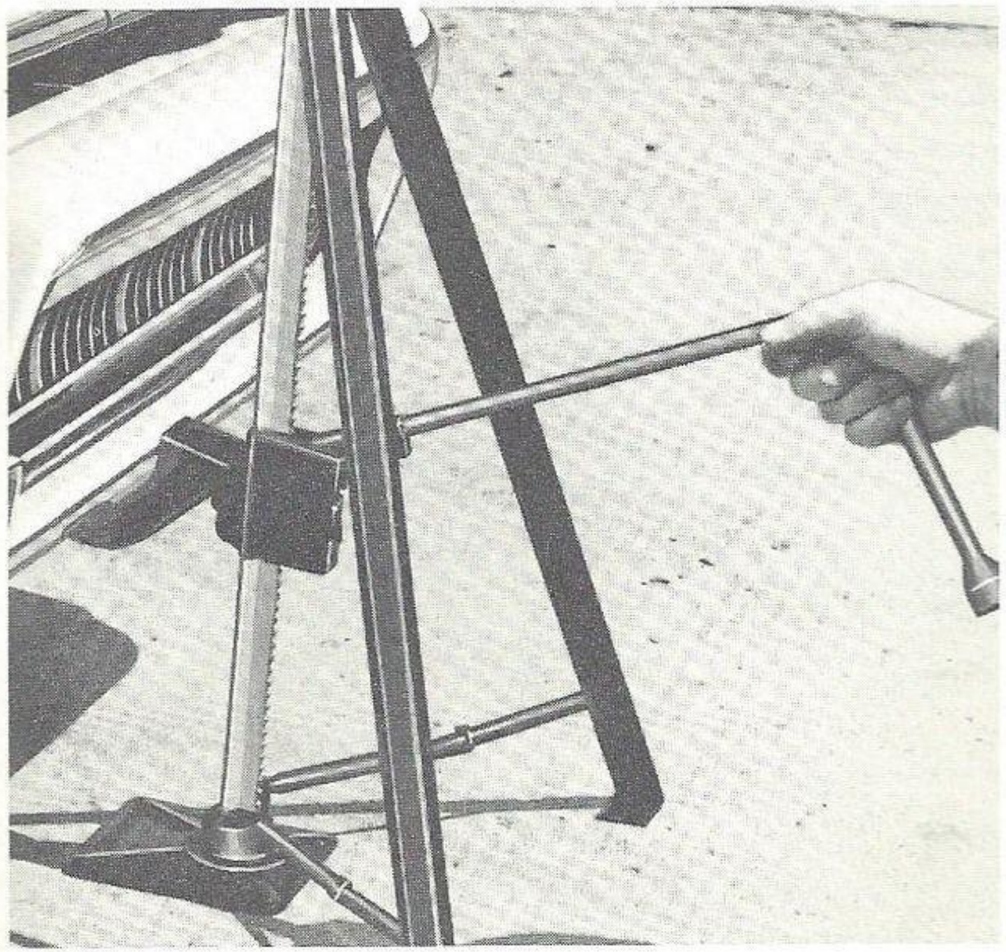
4. To raise the car, the small lever under the jack handle should be in the upper position. With the lever in this position, you can raise the car by

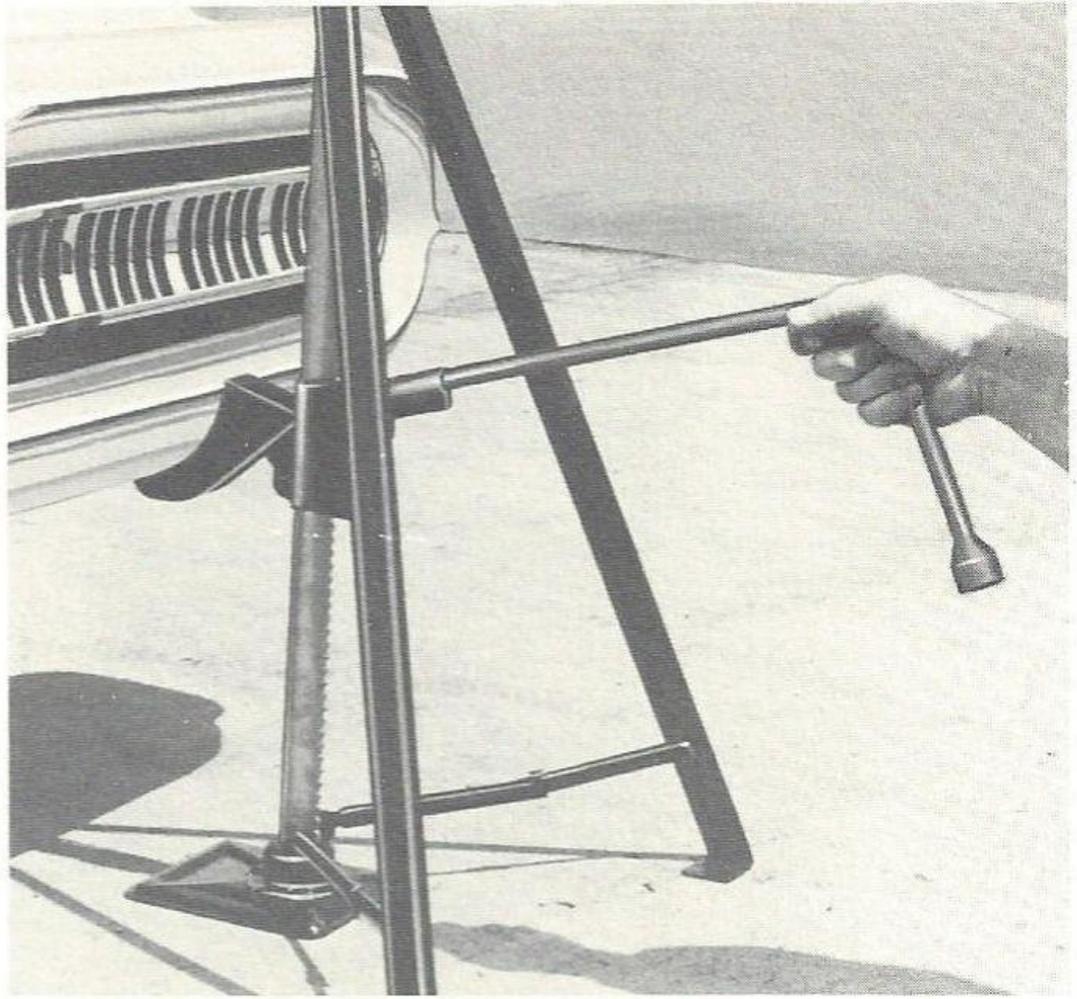




moving jack handle up and down. Insert bottom of jack post into base. (Unfold the tripod type jack as shown in the illustration.) Slide the movable part of the jack up until the loadrest hook is under the edge of the bumper. Position the jack loadrest hook in the proper location to prevent damage to the bumper. The front bumper incor-

porates a rectangular hole in the lower rolled-under lip 22½″ inboard from the ends, and the rear bumper is notched along the lower edge 17″ inboard from the ends for this purpose. The car may then be raised by alternately lowering and raising the jack handle until the wheel just clears the ground. Except for the tripod type jack, the post should be as near vertical as possible. When





raising the rear of car, be sure that the jack loadrest hook is under the bumper bar.

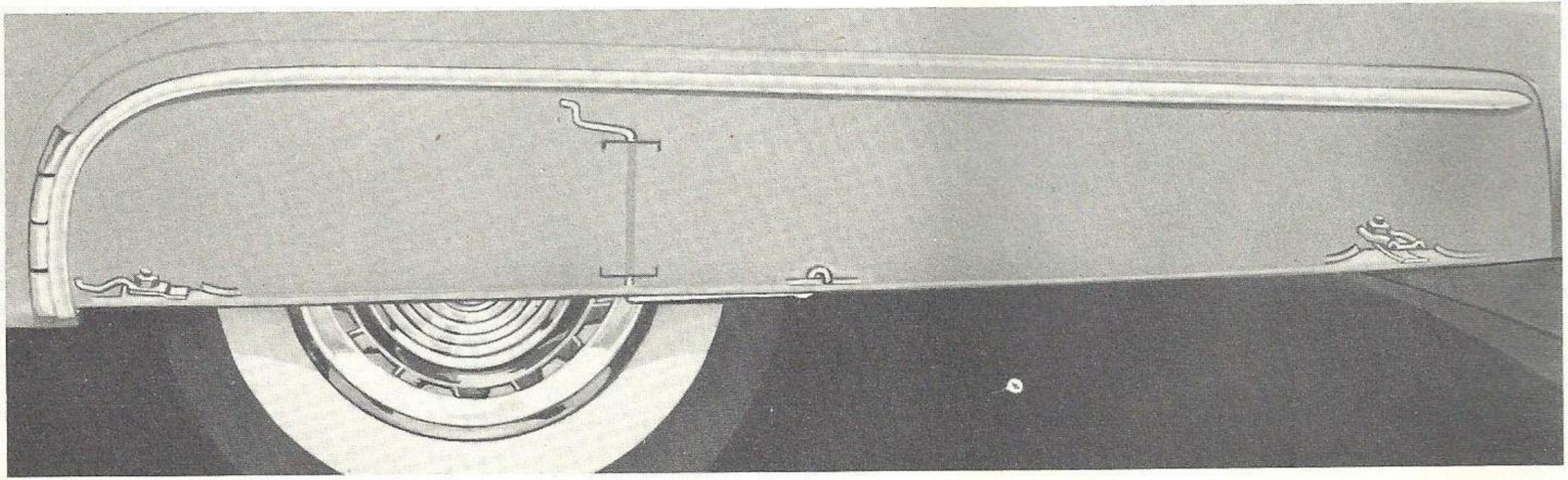
5. Remove wheel nuts. Pull wheel off and immediately replace it with spare. Replace nuts, and then snug them up evenly before final tightening is completed.
6. To lower the car place the small lever under the

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.

7. Tighten each nut carefully. Replace hubcap, be sure it is snapped into place all the way around.

Removing rear fender shield (an optional accessory)

1. Feel under bottom edge of the fender shield until you find the locking rod located just to the rear of center.
2. Push the locking rod up and then away from you slightly until it is free. Pull downward.
3. Slide back end of fender shield downward and slightly away from yourself to disengage rod at rear, and guide rod at the front from the attaching brackets on the body.
4. To replace fender shield, slip front guide rod into its body bracket. Then move fender shield upward, lining up the locating tabs on the body with tabs on the fender shield. Push locking rod upward until end is retained inside bottom flange of the shield. It is recommended that shields be left off when tire chains are in use.

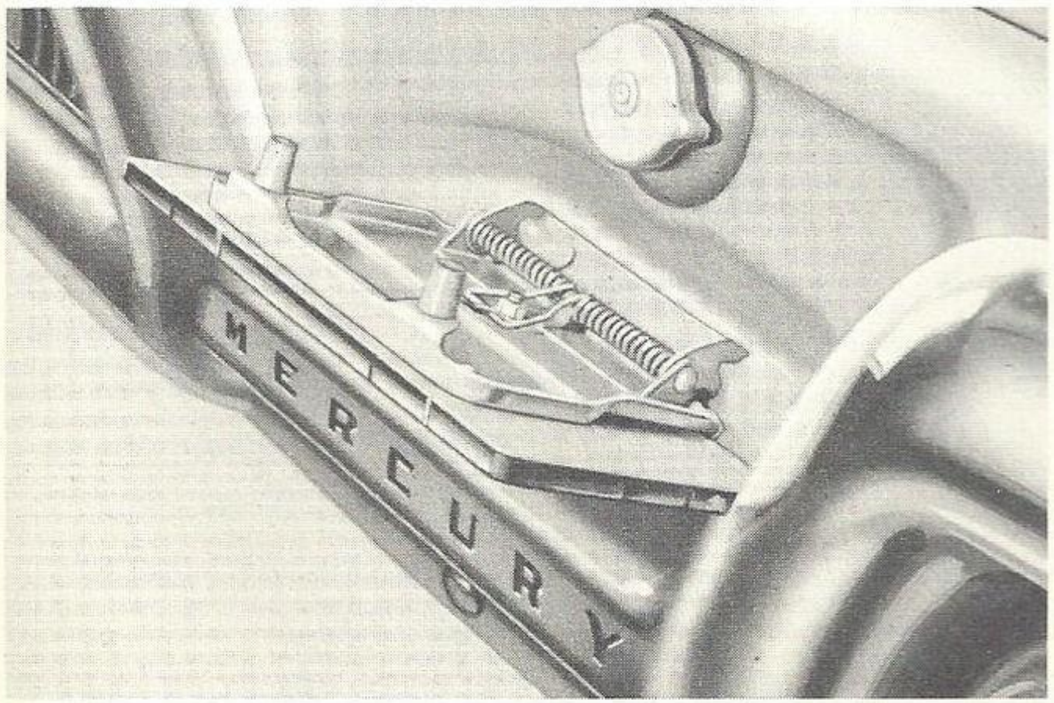


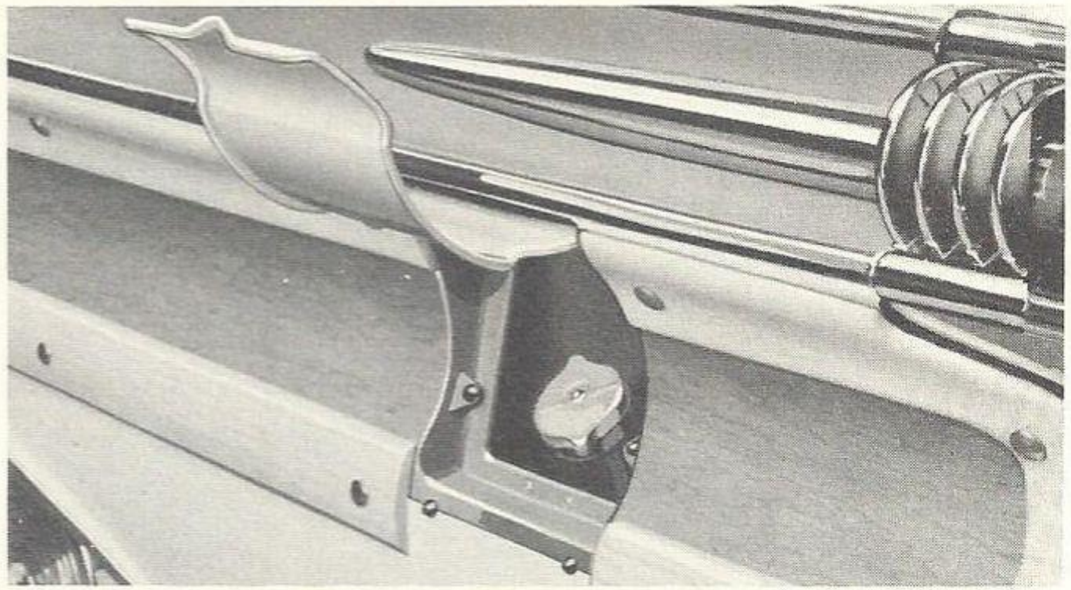
FUEL AND OIL

fuel tank filler

On all Mercurys, except the Station Wagons, the fuel tank filler is located behind the rear license plate bracket. The bracket is hinged to swing down and is held in the closed position by a spring.

The fuel tank filler on the station wagon opens from the bottom. It is located on the left side of the car body near the taillight. The door that protects the filler and cap is held shut by a spring.





fuel economy

The following operating suggestions will contribute to greater fuel economy:

1. Avoid rapid stops and "jack-rabbit" starts.
2. Avoid fast driving with a cold engine.
3. Avoid prolonged periods of idling engine.
4. Use moderate and constant highway speed.
5. Maintain recommended tire pressures.
6. Recommended periodic inspections by your Mercury dealer will help maintain your engine's efficiency.

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, and every 4,000 miles thereafter.



type of fuel

Your new Mercury has a high compression engine. This engine was 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 Mercury 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 should be changed every 2,000 miles, or every three months, whichever occurs first. NOTE: More frequent changes are required under abnormal driving conditions, such as consistent high speeds in high temperature area, extremely dusty areas, or frequent low speeds and engine idling periods in low temperature areas.

Consult your Mercury dealer for the frequency of oil changes to suit your driving conditions.

quality and weight

Premium heavy-duty type oil (American Petroleum Institute classification MS) is recommended for use in all Mercury engines.

CAUTION: Oils 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:

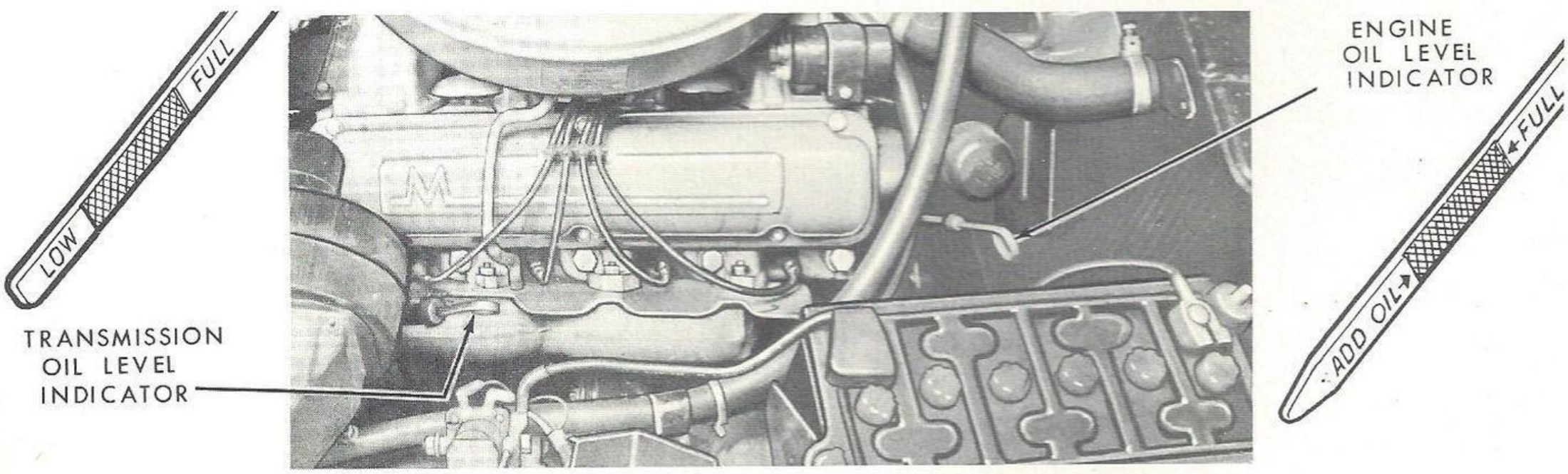
IF ANTICIPATED TEMPERATURE WILL BE	USE VISCOSITY GRADE
Above 32° F	SAE 20 or SAE 20W
Not Lower Than Minus 10° or Above 32° F	SAE 10W
Below Minus 10° F	SAE 5W

oil level—crankcase

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, and check the indicator each time. Do not fill above the "FULL" mark.

fluid level—automatic transmission

The fluid level in the automatic transmissions should be checked at 2,000 mile intervals. A bayonet



type fluid level indicator is provided for this purpose. To obtain an accurate reading, normal operating temperature should be attained and fluid should be well circulated throughout the Merc-O-Matic or Dual Range system. The following procedure is recommended:

1. Apply the toe-set parking brake.
2. Set the keyboard selector in "N/S" (Neutral/ Start) position, then start and run the engine for approximately four minutes at idle speed.
3. After the warm-up is completed, circulate the transmission fluid by fully depressing each of the keyboard selector buttons. The parking brake is to remain engaged during this procedure. Conclude the operation by depressing the park bar.
4. Raise the hood, remove the fluid level indicator and check the fluid level in relationship to the "FULL" mark, engine running.
5. Add fluid, as required to meet the "FULL" mark. DO NOT OVERFILL.
6. Replace the indicator.

oil filter

The oil filter is a full flow disposable type. The entire filter is disposable and not just a cartridge as in previous types. The oil filter should be changed at the first 1,000 miles and every 4,000 miles thereafter under normal conditions, and more often if the car is operated in dusty areas.

The oil filter may be removed and installed by hand.

When installing a filter, first apply a film of engine oil to the gasket, then hand turn the filter clockwise until it firmly seats against its adapter. Continue to hand twist the filter one-half turn (180°). Do not overtighten. Refill the crankcase and check the engine oil level indicator. Operate the engine and check for oil leaks.



MAINTENANCE GUIDE

By following a regular schedule for maintaining your new Mercury, 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 66 and 67 (see below), (2) a tabulated lubrication guide (see page 64) and (3) an illustrated lubrication chart (see page 65).

INDEX FOR SCHEDULED SERVICE ITEMS

MILEAGE	SERVICE ITEMS
1,000	1-2
2,000	1-11
4,000	1-17
6,000	1-11, 18-25
8,000	1-17
10,000	1-11, 26-29
12,000	1-25
14,000	1-11
16,000	1-17, 30-40
18,000	1-11, 18-25
20,000	1-17, 26-29, 41-42
Seasonal Services	See Page 67

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.

1958 MERCURY LUBRICATION GUIDE

1. **CARBURETOR AIR CLEANER**
   CLEAN BY REMOVING FILTER AND TAPPING LIGHTLY TO REMOVE DUST AND DIRT.

2. **BRAKE MASTER CYLINDER**
   CHECK LEVEL AND ADD IF REQUIRED. CORRECT LEVEL IS ¼" FROM TOP OF FILLER OPENING. USE HEAVY DUTY HYDRAULIC BRAKE FLUID, PART NUMBER MK-19542.

3. **POWER BRAKE AIR CLEANER**
   WASH IN CLEANING FLUID AND DRAIN.

4. **REAR AXLE (Differential)**
   CHECK LUBRICANT LEVEL AND ADD APPROVED LUBRICANT IF REQUIRED. USE SCL TYPE HYPOID GEAR LUBRICANT S.A.E. 90, MG-19581-B. IN SUSTAINED TEMPERATURES BELOW —25°F., USE SCL TYPE HYPOID GEAR LUBRICANT S.A.E. 80, MG-19581-A. *DO NOT PERIODICALLY DRAIN AND REFILL REAR AXLE.*

5. **UNIVERSAL JOINTS**
   LUBRICATE TWO LUBRICATION POINTS, ONE EACH JOINT, WITH CHASSIS LUBRICANT ON VEHICLES EQUIPPED WITH UNIVERSAL JOINT GREASE FITTINGS. USE HAND GUN TO AVOID POSSIBILITY OF DAMAGING SEALS. IF LUBE FITTINGS ARE NOT PROVIDED REPACK AT 16,000 MILES.

6. **TRANSMISSIONS (Automatic)**
   2,000 MILES—CHECK LEVEL, ADD IF REQUIRED. 16,000 MILES—DRAIN AND REFILL. LUBRICANT — AUTOMATIC TRANSMISSION FLUID TYPE "A" 8L-19582.

7. **TRANSMISSION (Standard or Overdrive)**
   CHECK LEVEL, ADD LUBRICANT AS REQUIRED. USE LUBRICANT S.A.E. 80 MULTI-PURPOSE (WINTER AND SUMMER).

8. **CLUTCH RELEASE EQUALIZER SHAFT AND BALL**
   (STANDARD AND OVERDRIVE TRANSMISSIONS ONLY) — LUBRICATE WITH CHASSIS LUBRICANT—ONE FITTING LOCATED AT UNDERSIDE OF VEHICLE AT CLUTCH LINKAGE.

9. **LOWER GEARSHIFT SELECTION LEVER**
   (STANDARD AND OVERDRIVE TRANSMISSIONS.) LUBRICATE ONE POINT WITH CHASSIS LUBRICANT.

10. **STEERING GEAR**
    CHECK OIL LEVEL AND ADD, IF REQUIRED. USE STEERING GEAR LUBRICANT (LA-19578-A)

11. **FRONT WHEEL BEARINGS**
    CLEAN, INSPECT AND REPACK.

12. **STEERING IDLER ARM BUSHINGS, TIE RODS AND CONNECTING LINK BALL STUDS**
    LUBRICATE AT LUBRICATION POINTS WITH CHASSIS LUBRICANT. POWER STEERING —FIVE FITTINGS. CONVENTIONAL STEERING—SEVEN FITTINGS.

13. **OIL FILTER**
    REPLACE FILTER (IN DUSTY OR SANDY AREAS MORE FREQUENT CHANGES MAY BE NECESSARY).

14. **POWER STEERING PUMP RESERVOIR**
    CHECK LEVEL, ADD IF REQUIRED. LUBRICANT — AUTOMATIC TRANSMISSION FLUID TYPE "A" 8L-19582.

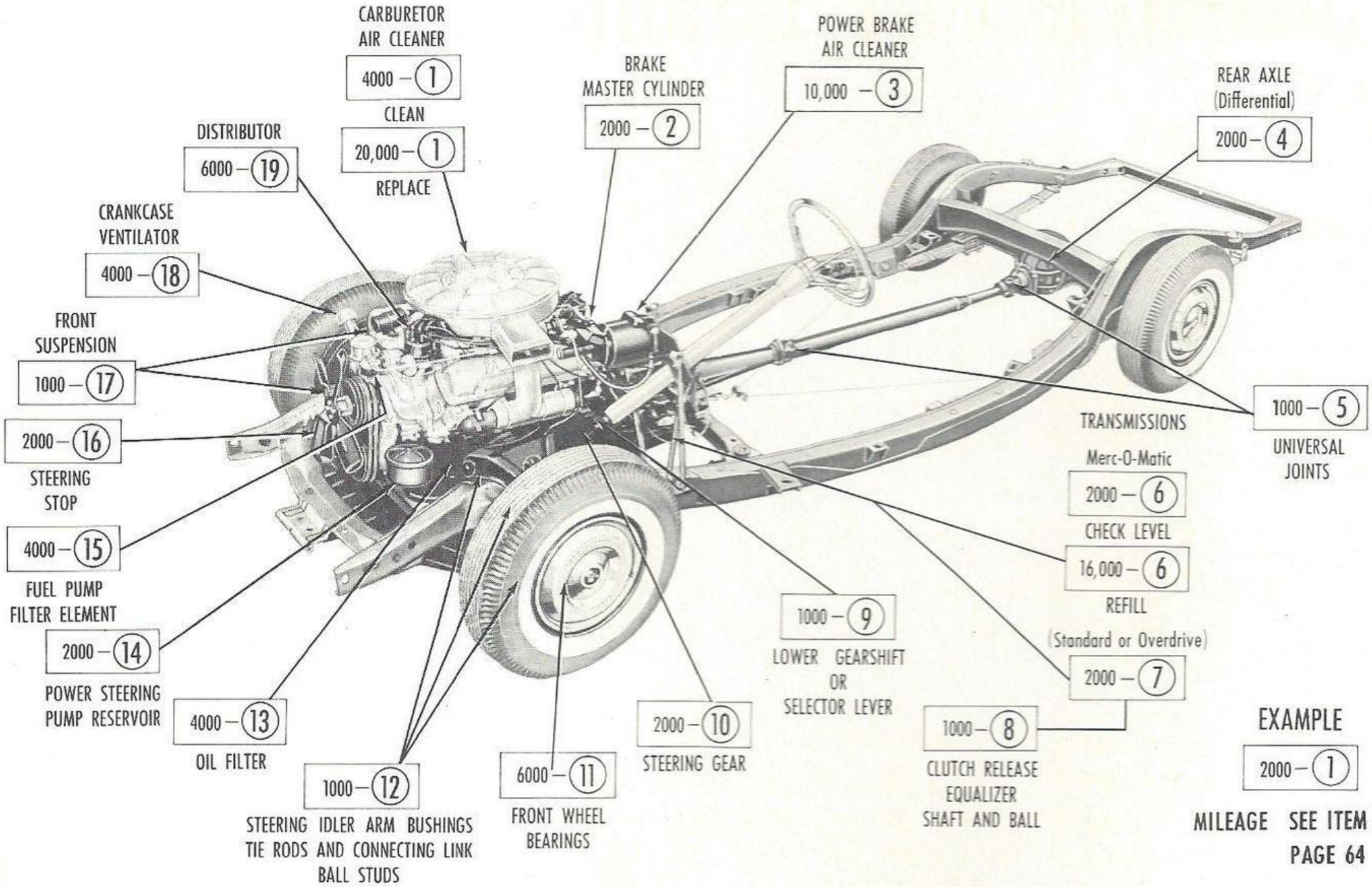
15. **FUEL PUMP FILTER**
    4,000 MILES. REPLACE FUEL PUMP FILTER ELEMENT.

16. **STEERING STOPS**
    DAUB 8L-19586 AT TWO STOPS, ONE EACH SIDE.

17. **FRONT SUSPENSION**
    LUBRICATE FOUR LUBRICATION POINTS, TWO EACH SIDE, WITH CHASSIS LUBRICANT.
    CAUTION—DO NOT LUBRICATE RUBBER BUSHINGS.

18. **CRANKCASE VENTILATOR**
    CLEAN SCREEN IN OIL FILLER TUBE CAP.

19. **DISTRIBUTOR**
    PLACE A FEW DROPS OF ENGINE OIL IN OIL CUP. APPLY A LIGHT FILM OF DISTRIBUTOR CAM LOBE LUBE TO CAM LOBES. SATURATE CAM OIL WICK IN ※10 OIL.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MAINTENANCE SCHEDULE

every 1,000 miles

1. Lubricate chassis. (This includes front suspension, steering idler arm, tie rods and bushings, connecting link ball studs, lower gearshift selector lever, "U" joints, and clutch release equalizer lever and ball.)

NOTE: Cars equipped with Automatic Power Lubrication do not require manual Chassis Lubrications except for "U" joints if fittings are provided. (See page 44 for additional information.)

2. Bleed condensation from air suspension reservoir tank.

every 2,000 miles

3. Check fluid level of rear axle, power steering pump reservoir, and brake master cylinder.
4. Inspect clutch and brake pedals for free travel.
5. Inspect tires.
6. Inspect battery and battery cables.
7. Lubricate door, hood and luggage compartment locks, hinges and door check arms.
8. Change oil in crankcase every 2,000 miles, or every three months – whichever occurs first.
9. Check all drive belts for proper deflection and adjust as required.
10. Check oil level of steering and lubricate steering stops.
11. Check fluid level in transmission. This applies to standard, overdrive and automatic transmissions.

every 4,000 miles

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.
17. Clean air suspension compressor filter.

every 6,000 miles

18. Check convertible top reservoir fluid level (under rear seat).

19. Engine diagnosis – check starter system, distributor, spark advance, coil, generator, generator regulator, carburetor and choke adjustments. Check automatic transmission linkage, check shift points.
20. Check operation of parking brake.
21. Inspect all light bulbs.
22. Inspect windshield wiper operation and blade condition.
23. Clean and repack front wheel bearings.
24. Lubricate distributor wick, cam and oil cup.
25. Rotate tires and check wear.

every 10,000 miles

26. Install new spark plugs.
27. Check front end alignment.
28. Clean power brake air cleaner.
29. Replace air suspension compressor filter.

every 16,000 miles

30. Change fluid in automatic transmission.
31. Adjust automatic transmission bands and check linkage adjustments.
32. Lubricate front seat power regulator shaft.
33. Inspect front and rear shock absorbers.
34. Inspect and service rear spring liners.
35. Inspect steering gear and all related parts.
36. Check torque of all body bolts.
37. Tighten all spring "U" bolts.
38. Inspect brake lining and drums.
39. Inspect seals at rear wheels.
40. Repack "U"-joints if no grease fitting is provided.

every 20,000 miles

41. Replace carburetor air cleaner filter.
42. Replace power steering reservoir 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.

WARRANTIES

battery warranty

The battery installed in your new Mercury is covered by a warranty. If for any reason your battery should fail, return it to your Mercury dealer or, in case you are traveling, to the nearest Mercury dealership for examination and attention.

dealer's service policy

The service policy issued by your dealer at the time of delivery includes a warranty covering replacement of any parts found to be defective during the first 90 days or 4,000 miles following delivery, whichever occurs first. Any Mercury dealer will honor this policy in the event you are traveling or have moved your residence to a distant locality. *Read your Service Policy. It is provided for your protection.*

clock and radio warranties

These warranties cover any defects in material or workmanship within a designated period following retail delivery. Contact your dealer if your clock or radio needs repairs during the warranty period.

tire warranty

Tires carry a standard warranty provided by the tire manufacturer that usually guarantees them against defective workmanhip and materials. The tire manufacturer's local dealer handles adjustments.

SPECIFICATIONS

AXLE GEAR RATIOS

Your car will be equipped with one of the following gear ratios: 3.56:1, 2.91:1, or 2.69:1.

Note: The gear ratio of the vehicle may be identified by means of a tag on a bolt on the rear axle housing.

COOLING SYSTEM

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

DIMENSIONS

Overall Length (inches)
- Monterey and Montclair 213.2
- Station Wagon 214.2
- Park Lane 220.2

Overall Width (inches)
- Monterey, Montclair and Park Lane 81.2
- Station Wagon 79.14

Tread (inches)
- Front 59.4
- Rear 59

Wheelbase (inches)
- Monterey, Montclair and Station Wagon 122
- Park Lane 125

ENGINES	383 Cubic inch Displacement	430 Cubic inch Displacement
Bore (inches)	4.30	4.30
Brake Horsepower		
Standard Engine	330	360
Modified Engine	312	—
Compression Ratio	10.5:1	10.5:1
Cylinders		
Quantity	8	8
Type	90° OHV	90° OHV

Note: Cylinder numbering for all engines is 1-2-3-4, right and 5-6-7-8, left.

	383 Cubic Inch	430 Cubic Inch
Idle speed (r.p.m.)	425-450	425-450
Merc-O-Matic idle speed (in Dr.) (r.p.m.)	425-450	425-450
Multi-drive idle speed (in Dr.) (r.p.m.)	425-450	425-450
Stroke	3.30	3.30
Torque Values		
312 H.P.	405 lbs. ft.	—
330 H.P.	425 lbs. ft.	—
360 H.P.	—	480 lbs. ft.
Valve Lash—intake and exhaust—zero	Hydraulic	Hydraulic

ELECTRICAL SYSTEMS

	383 Cubic Inch Displacement	430 Cubic Inch Displacement
Battery		
Ampere Hour rating	55	70
Ground terminal polarity	Negative	Negative
Number of cells	6	6
Number of plates	66	78
Number of Plates Per Cell	11	13
Volts	12	12

Distributor

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

Fuses

Circuit	Fuse	Location
Back-up Lamps	SFE—7.5 Ampere	Fuse panel on brake pedal support
*Cigar Lighter		One Sulphur Disc attached to back of lighter socket
*Cigar Lighter (alternate)		Circuit breaker in lighter socket
Clock	1 AG—1 Ampere	Fuse panel on brake pedal support

Heater Blowers	SFE—14 Ampere	Fuse panel on brake pedal support
Interior Lamps (Dome Lamp Feed)	SFE—7.5 Ampere	Fuse panel on brake pedal support
Overdrive	3 AG—15 Ampere	Open clips on Overdrive relay bracket in engine compartment
Power Lubrication	SFE—7.5 Ampere	Fuse panel on brake pedal support
Radio	SFE—7.5 Ampere	Fuse panel on brake pedal support
Radio Antenna—Electric	SFE—14 Ampere	Fuse panel on brake pedal support
Spotlight	SFE—7.5 Ampere	Fuse panel on brake pedal support
Turn Signals and Indicators	SFE—7.5 Ampere	Fuse panel on brake pedal support

Generator

Vehicles w/Standard or Overdrive Transmission	30 Amp. @ 15 volts
Vehicles w/Automatic Transmission	35 Amp. @ 15 volts
Vehicles w/Air Conditioning	40 Amp. @ 15 volts

Generator Regulator

	30 & 40 Amp.	35 Amp.
Cutout Closing Voltage	12.0 to 12.8 Volts	12.4 to 13.2 Volts
Voltage Regulation (Stabilized Operation at 75° F. ambient)	14.6 to 15.4 Volts	

	30 Amp.	35 Amp.	40 Amp.
Current Limit (Amperes)	28-32	33-37	38-42

Lamps

Lamp Description	Number of Bulbs Used	Candle Power or Wattage	Trade Number
Ash Receptacle	1	1 C.P.	1445
Back-up Lamps	2	21 C.P.	1141
Clock	1	2 C.P.	57
Compass Lamp Kit	1	1 C.P.	1445
Continental Tire Kit	1	4 C.P.	67
Courtesy Lamp	2	4 C.P.	67
Dome Lamp (Except Turnpike Cruisers and Convertibles)	1	15 C.P.	1003
Engine Compartment	1	15 C.P.	93
Front Turn Signal/Parking	2	32/4 C.P.	1034

Generator Indicator	1	1 C.P.	1445
Glove Compartment Lamp	1	2 C.P.	57
Head Lamps—Low Beam	2	50/37.5 W	4002
—High Beam	2	37/5 W	4001
Heater Controls	1	2 C.P.	57
Heater and Air Conditioning Control	1	2 C.P.	57
Hi-Beam Indicator	1	2 C.P.	57
Ignition Key	1	2 C.P.	57
Instrument Cluster	3	2 C.P.	57
Instrument Panel Courtesy Lamp	2	6 C.P.	89
Luggage Compartment	1	4 C.P.	67
Oil Indicator	1	1 C.P.	1445
Parking Brake Signal	1	2 C.P.	57
Power Booster Fan Indicator	1	1 C.P.	1445
Power Lubrication Pilot	1	2 C.P.	57
Quarter Running Lamp (Park Lane) (Except California)	2	4 C.P.	67
Radio Dial	1	2 C.P.	57
Rear License Plate Lamp Assembly	1	4 C.P.	67
Rear Quarter Interior Lamp (Turnpike Cruiser and Convertibles)	2	6 C.P.	89
Rear Turn Signal and Stop/Tail Lamps	2	32/4 C.P.	1034
Roof Running Lamp (Turnpike Cruisers) (Except Calif. & Pa.)	2	4 C.P.	67
Speedometer Gauge	2	2 C.P.	57
Spotlight	1	30 W	4405
Transmission Push-Button Controls	1	2 C.P.	57
Turn Signal	2	1 C.P.	1445
Vanity Mirror Kit Lamp	1	2 C.P.	57

Spark Plugs

Size and Type	18 MM Type F-11-Y
Gap (inches)	.032-.036
Firing Order	1-5-4-2-6-3-7-8

Torque (lbs. ft.) 15-20
Timing (Degrees Maximum) ..... 9° B.T.D.C.

REFILL CAPACITIES (U.S. MEASURES)

Cooling System—383 cu.-in. disp. Engine
- w/out heater ..... 20.5 qt.
- with heater ..... 21.5 qt.
- with air conditioning ..... 21.5 qt.

Cooling System—430 cu.-in. disp. Engine
- w/out heater ..... 20.5 qt.
- with heater ..... 21.5 qt.
- with air conditioning ..... 21.5 qt.

Crankcase ..... 5 qt.

(Add 1 qt. extra with oil filter replacement)

Fuel Tank—Monterey, Montclair and Park Lane ..... 20 gal.
- Station Wagon ..... 19.5 gal.

Rear Axle ..... 4½ pt.

Transmissions
- Automatic ..... Approx. 10 qt.
- Standard ..... 3¼ pt.
- Overdrive ..... 4½ pt.

REFILL CAPACITIES (IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is approximately 1/6 larger than similar units of liquid measure under United States standards. Fuel tank and crankcase capacities are the more likely measures to concern Mercury owners touring in Canada. Thus, for your convenience, the equivalent Imperial measures are listed for these two items:

CRANKCASE

Refill ..... 4.16 qts.
Refill with oil filter replacement ..... 5.0 qts.

FUEL TANK

All models except station wagons ..... 16.66 gals.
Station wagon models ..... 16.25 gals.

If other equivalent liquid capacities are desired, multiply the specified United States measure by 5 and divide by 6. The result will be reasonably accurate.

TIRES

Size—All Passenger Cars w/out Air Conditioning (except Convertibles) and 2-door Commuter Wagons w/out Air Conditioning ..... 8.00 x 14
All Passenger Cars w/Air Conditioning and all Convertibles and Station Wagons (except 2-door Commuter w/Air Conditioning) ..... 8.50 x 14

Pressure—All Passenger Cars and Station Wagons ..... 24 lbs. (front and rear)

(28 lbs. rear for loaded Station Wagon)

TRANSMISSION

Standard:
Speeds ..... 3 forward and one reverse
Standard with Overdrive:
Speeds ..... 3 speeds plus overdrive forward plus one reverse
Automatic:
Speeds ..... 3 speeds forward and one reverse
Type ..... Single stage torque converter with 3 speed fully automatic planetary gear train

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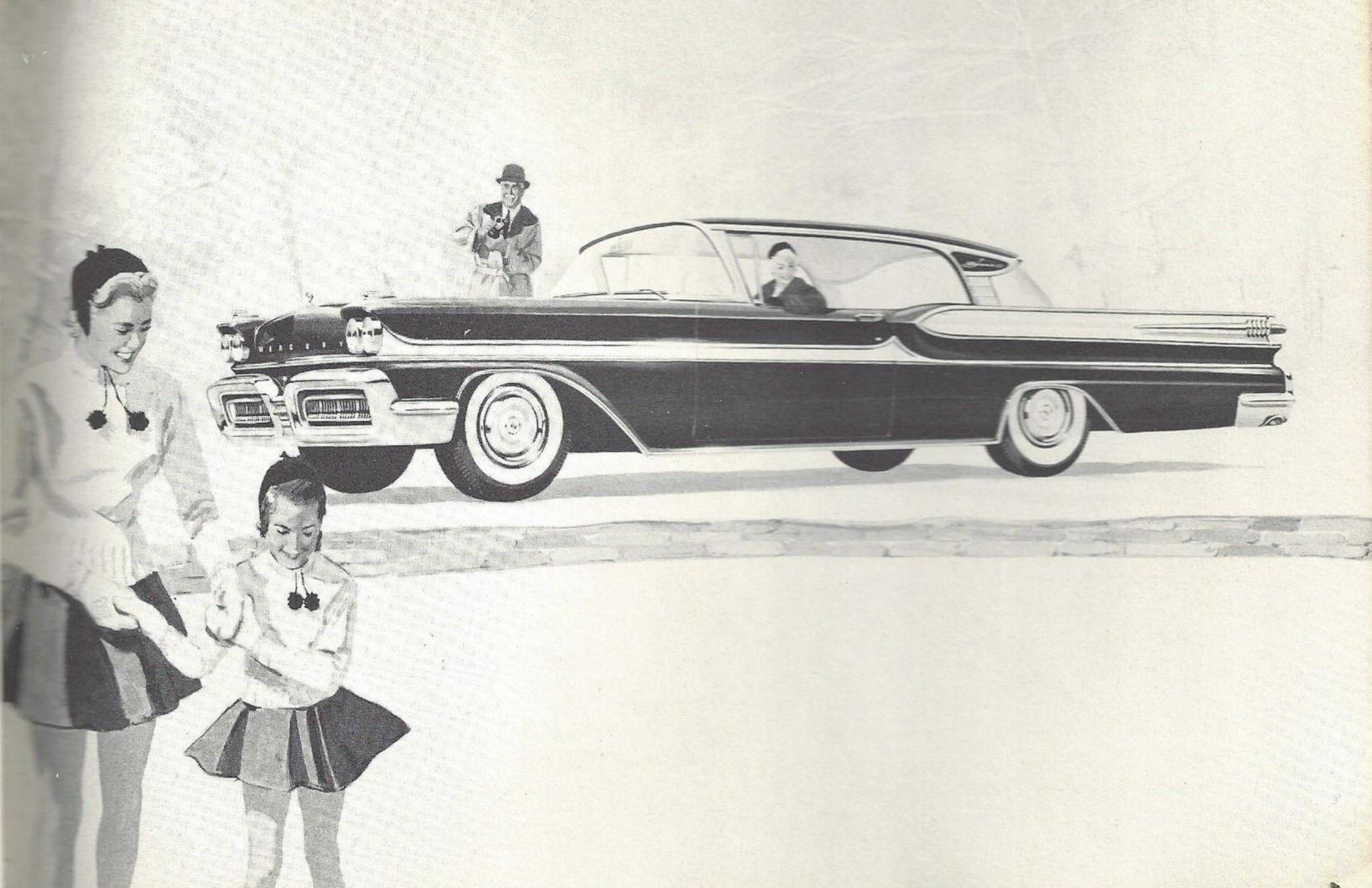

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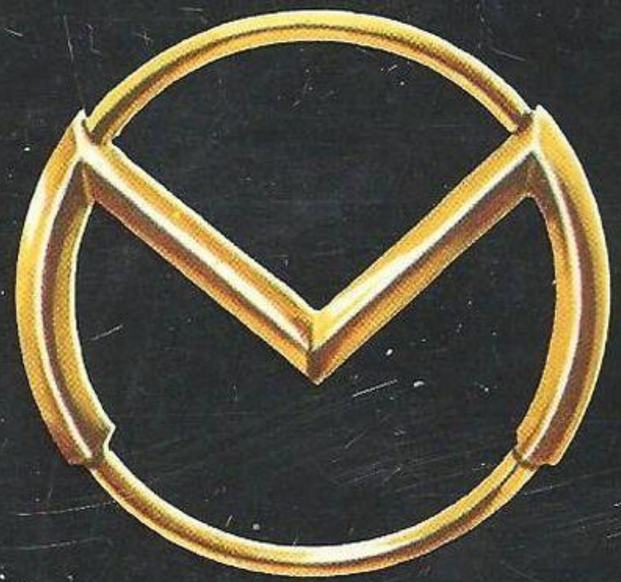

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