MERCURY for 1959

OWNER'S MANUAL

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foreword

Welcome to the Ford Family of Fine Cars for 1959. We are happy that you have selected a new Mercury, and we sincerely hope that your choice will bring you and your family many thousands of miles of motoring enjoyment.

Before going for your first drive, we suggest that you take the time to read this owner's manual. You'll find that it will increase your motoring pleasure by giving you a better understanding of your new Mercury, its operation, its built-in comforts and conveniences, and its many other features.

The following pages include complete information for scheduled care and maintenance, suggestions for retaining attractiveness, as well as detailed instructions for operating the car. You'll be amazed at how quickly you'll feel at home in your new car after just one reading. Whenever you want an answer to a specific question, you can find it easily—simply by using the table of contents on the next page.

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NATIONAL SERVICE DEPARTMENT
M-E-L Division, Ford Motor Company
Detroit 39, Michigan

December, 1958

Form MD-3691-59

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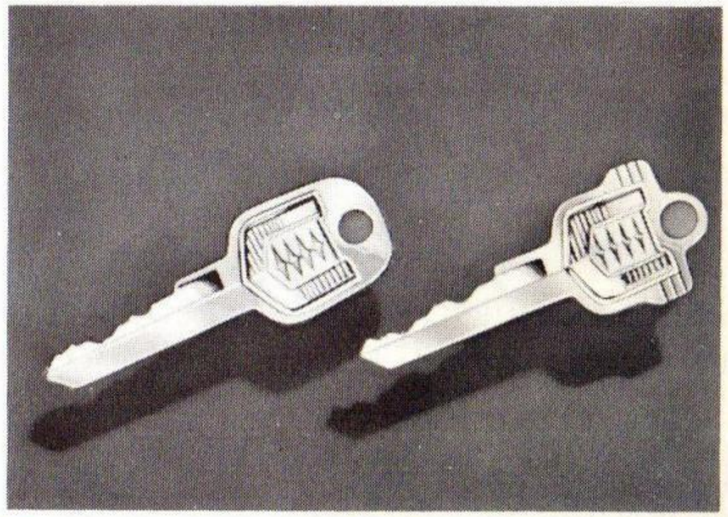
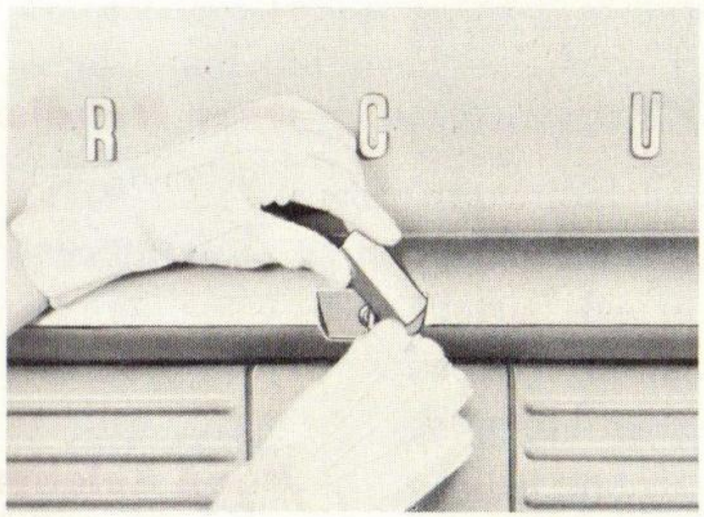
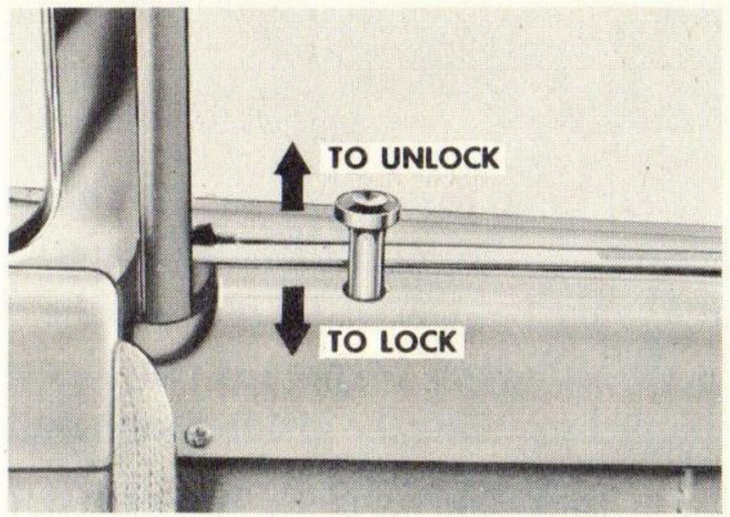
KEYS, LOCKS AND HANDLES







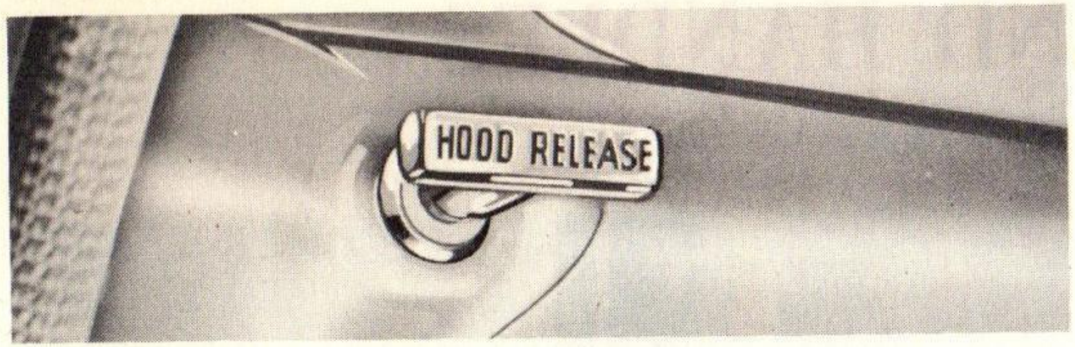
Keys—Your shield-shaped key operates the car door locks and the ignition-starter switch.

The round-head key operates the glove and luggage 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 counterbalanced lid for easy opening.

Inside Door Locks—To lock, move the door lock button down. Unlock by moving the door lock button upward.



Rear seat passengers in four-door models are protected by the rear door locks; which, once locked, may only be opened by moving the door lock buttons 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 moving the door lock to the locked position when the door is open and then closing the door.

In extremely cold weather, moisture may freeze 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 must be pulled upward to open. This is a safety feature to prevent accidental opening by leaning on the handle.

Hood Release—Pull the hood release handle out 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.

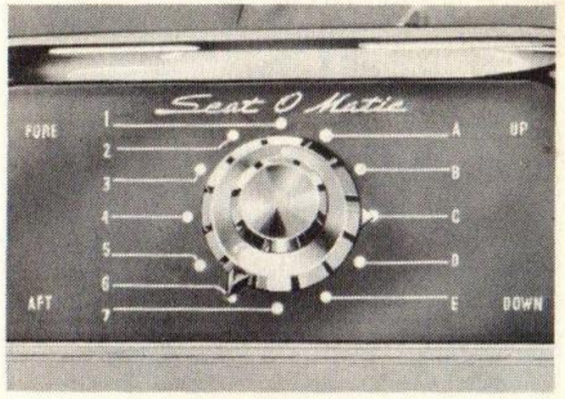
The hood should always be closed from the front of the car in the following manner:

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.

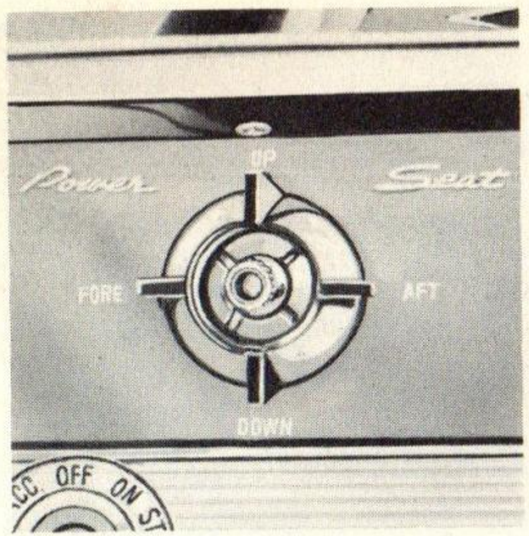
2. BEFORE turning ignition key on, turn the outer ring "Fore-Aft" pointer to "7".

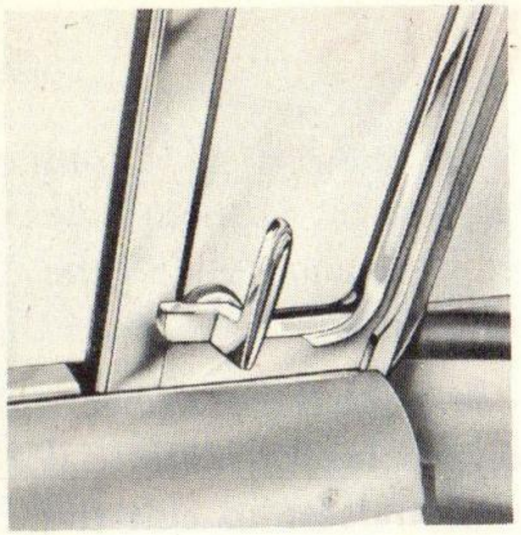
3. Turn key to ON or ACC and adjust knob and ring, one notch at a time, to position seat for maximum comfort and convenience.

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.

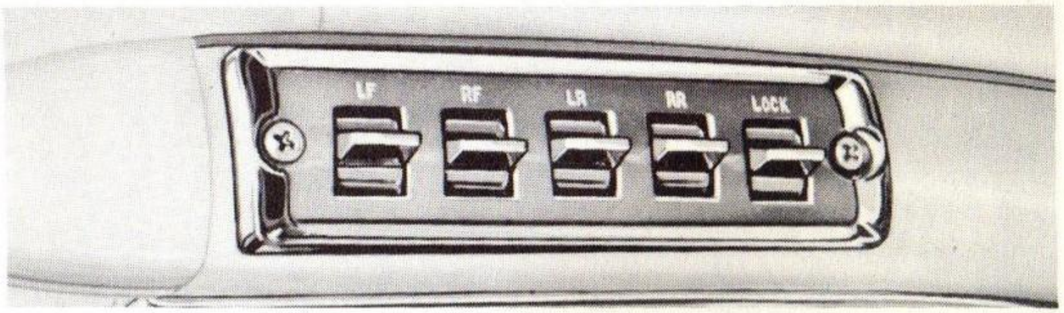
Four-Way Power Seat—A four-way switch, mounted on the top left of the instrument panel operates the optional Four-Way Power Seat. With the ignition switch ON, press the seat switch in the direction you want the seat to move. When the seat reaches the desired position, release the switch.

CAUTION: Packages, tools or other articles, placed under the seat could be damaged by, or cause damage to, the power seat mechanism.

Windows—It's easy to open or close the windows of your new Mercury. Turn the window crank to raise or lower each window.

Vent Windows—To open the vent windows on either front door, turn the latch upward, then push the window outward.

Power-Lift Windows (optional at extra cost) permit you to raise or lower the windows from the driver's seat. Master control switches are located at the far left of the instrument panel. Pressing a switch downward opens the window, pressing it upward closes the window. A separate switch is located on the right door panel for the right front window and beneath each



rear passenger window. The forward switch on the master control allows the driver to lock out all switches.

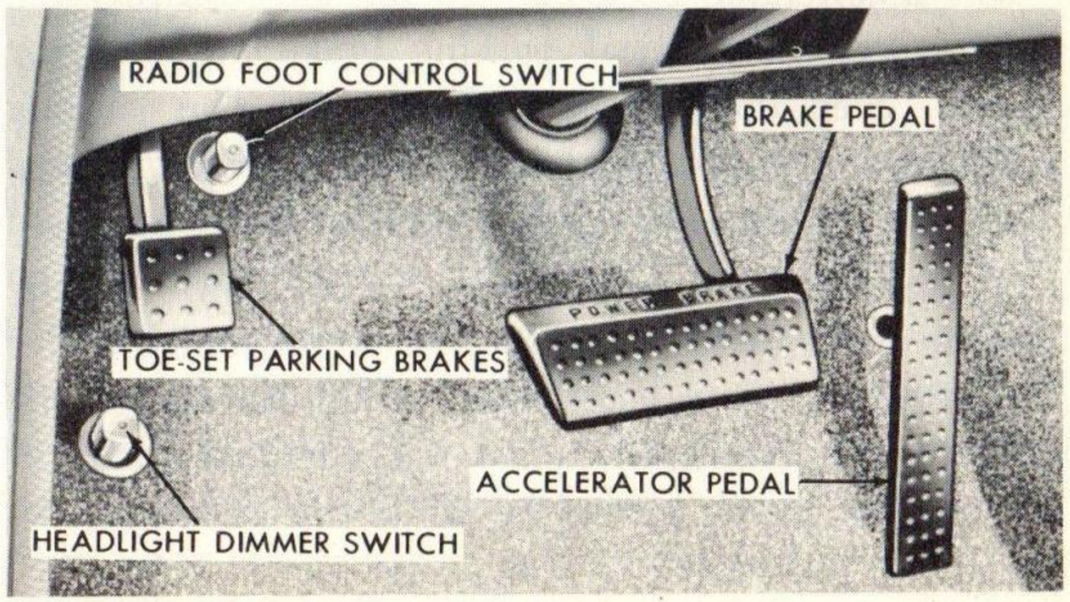
Station Wagon Back Window—The back window on station wagons is controlled either manually or by an optional power lift.

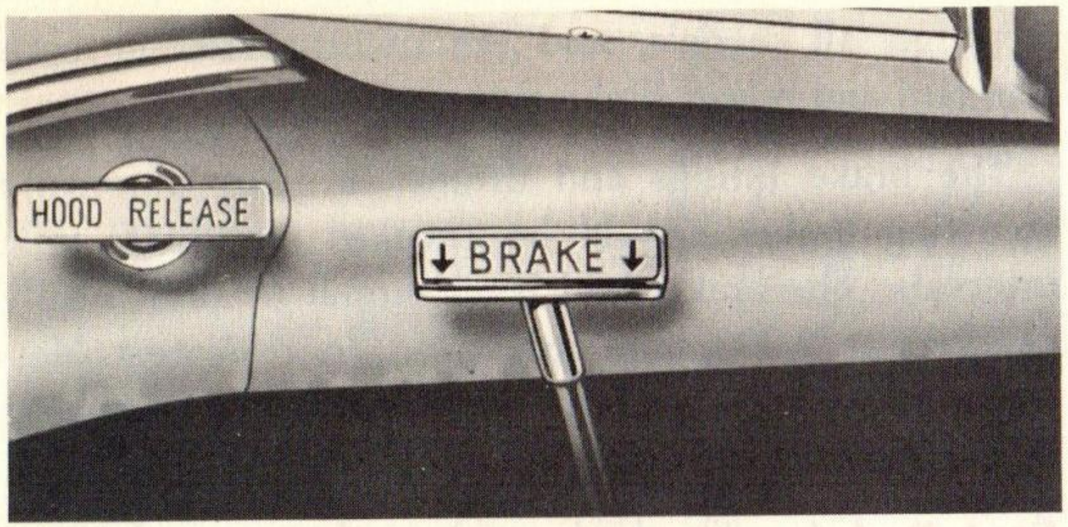
On the power lift back window, as a safety precaution, this window cannot be raised when the tail gate is down, nor can the tail gate be lowered with the back window raised. Refer to the STATION WAGON SECTION on page 29 for operation information.

Self-Adjusting Brakes—Mercury's Self-Adjusting Brakes provide automatic adjustment for lining wear. This results in more sure stopping ability and extended protection. As adjustment is required, your brakes are automatically adjusted by an internal mechanism within each brake assembly. These brakes are standard equipment on all models, and 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. The brake fluid level should be periodically checked at 2,000 mile intervals. Your nearest Mercury dealer will perform these services for you at nominal cost.

Foot Pedals—The brake and accelerator pedals are located to 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



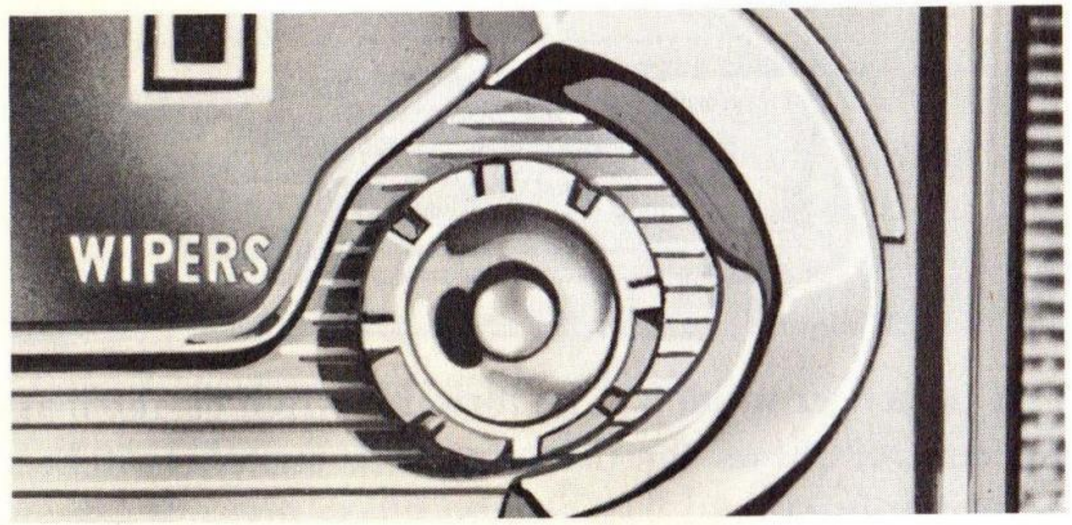


the other for positive control of the car.

The clutch pedal for 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.

To release the parking brake, push down on the parking brake release lever which is positioned under the left of the instrument panel. A light located in the center of the instrument cluster illuminates whenever the ignition key is turned on while the parking brake is set. See page 13.

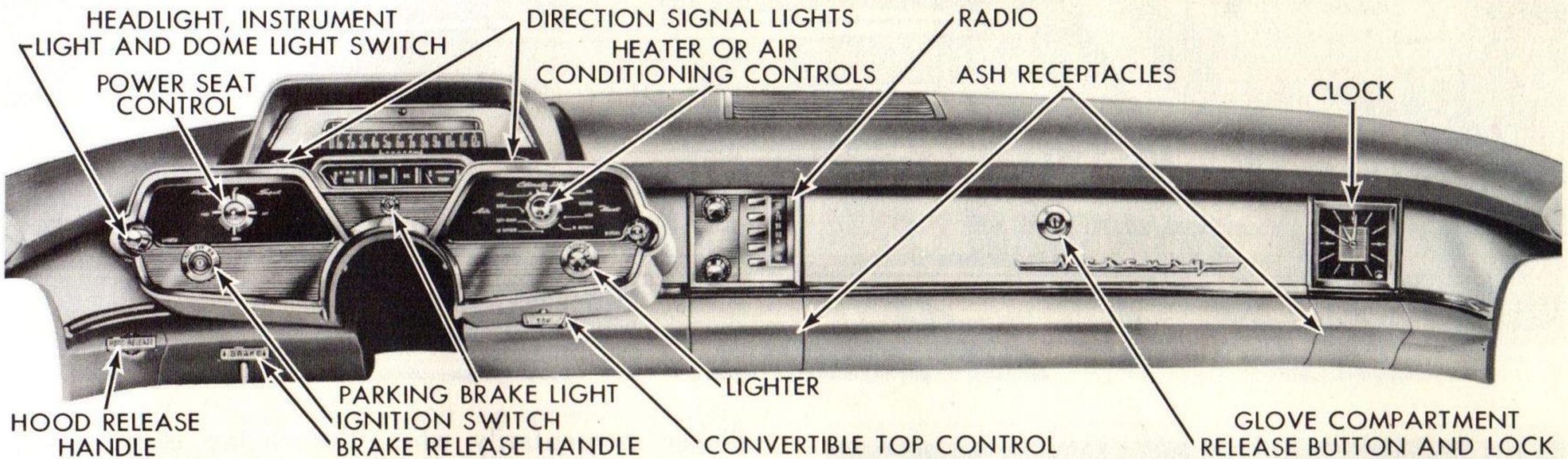


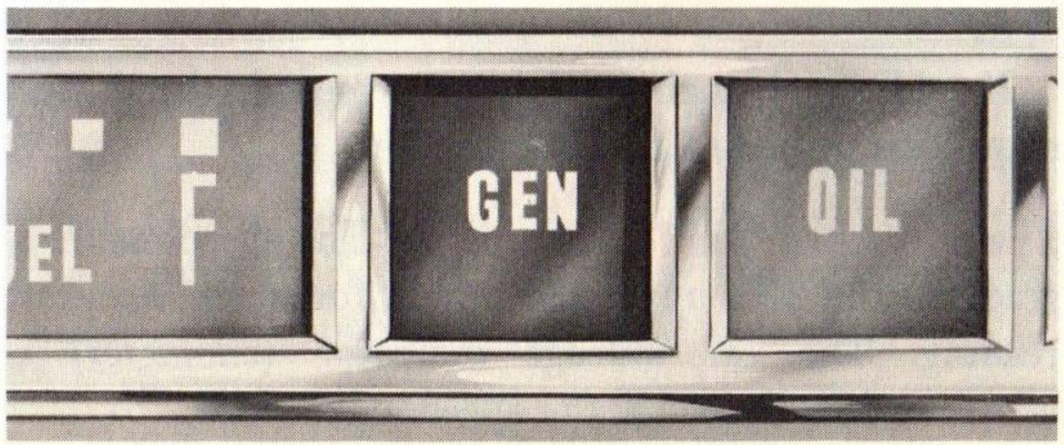
The headlamp beam control and Travel-Tuner radio foot control are located on the floor handy to your left foot position. See pages 11 and 12 for operation information.

Turn Indicator—The lever which operates the turn indicator is located on the left side of the steering column. See page 13 for operation information.

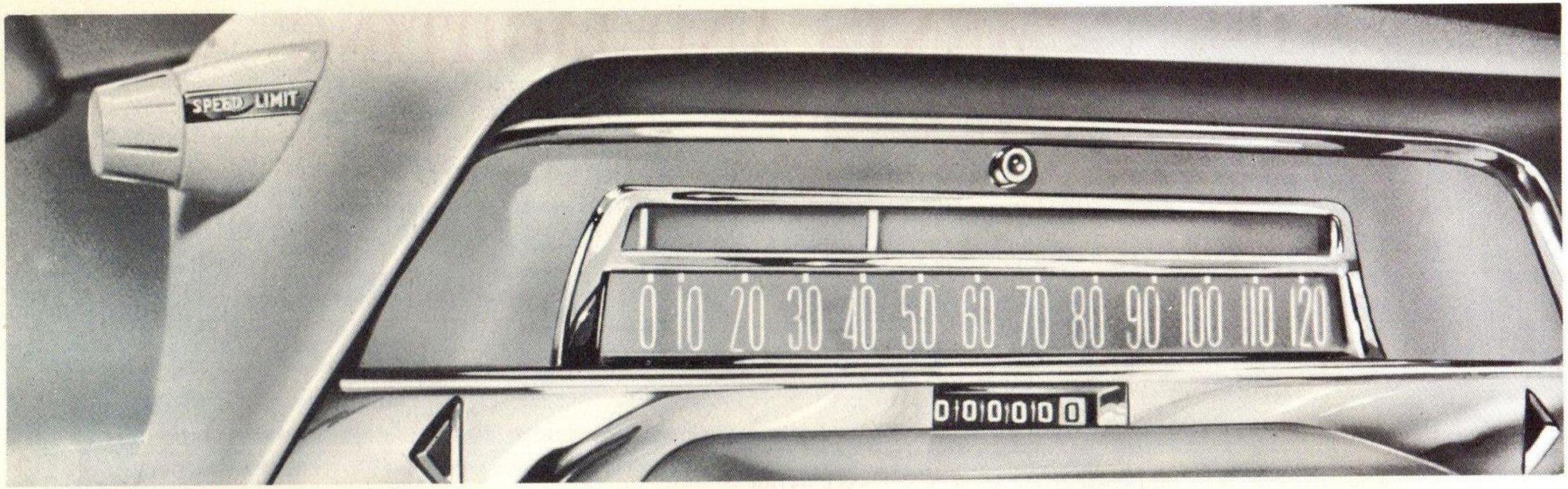
Windshield Wiper—The wiper control knob is located to the far right of the instrument cluster. Turn the wiper control knob clockwise to start the wipers. A turn of the knob until resistance is encountered, will effect slow wiper speed. A complete clockwise turn of the knob, past the point of resistance, allows the wipers to operate at high speed.

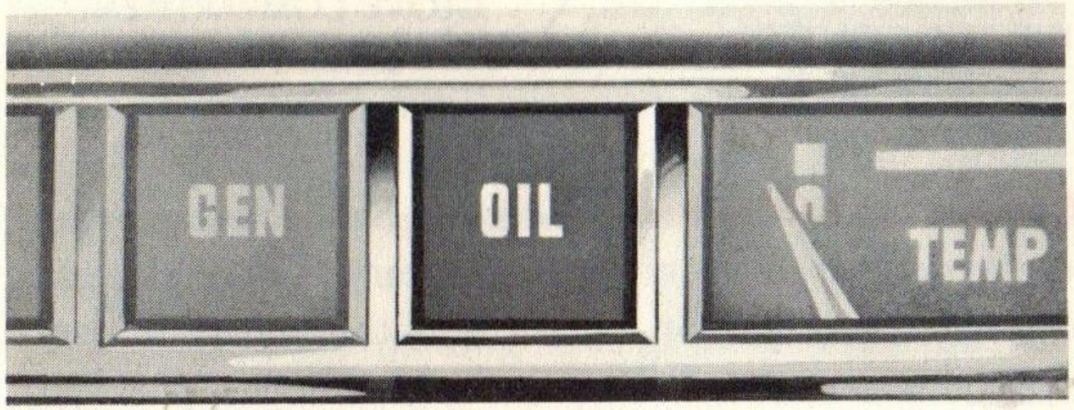
INSTRUMENTS AND LIGHTING





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. When the engine starts, the light should go out. This indicates that the generator is supplying current. The indicator light may flicker when the car is idling. If the light stays on for an unusual time, have the electrical system checked.

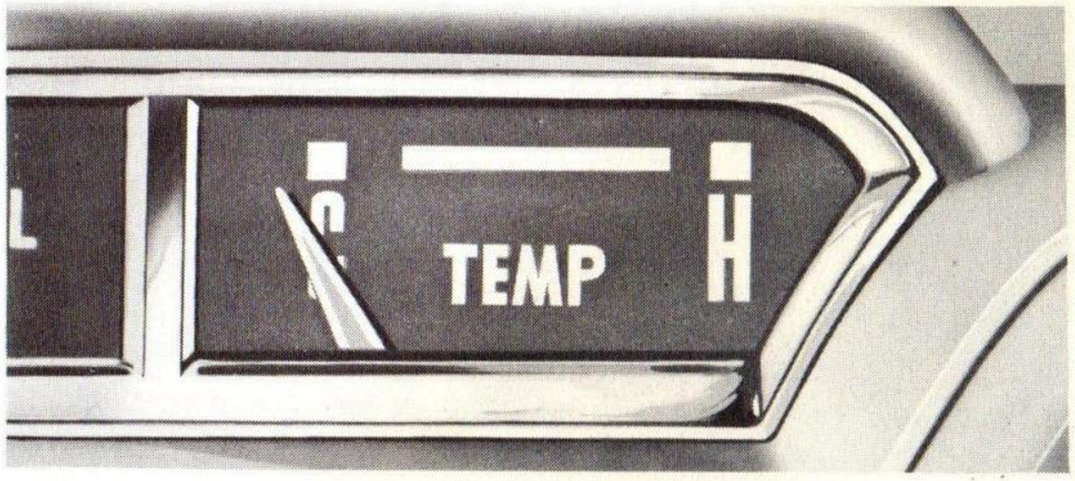




Oil Pressure Indicator—If the oil pressure falls below normal while the engine is running, the oil pressure indicator lights up. This warning light may flicker momentarily when the engine is started or when you come to a sudden stop. If the warning light remains on, shut off the engine and check the oil level in the engine.

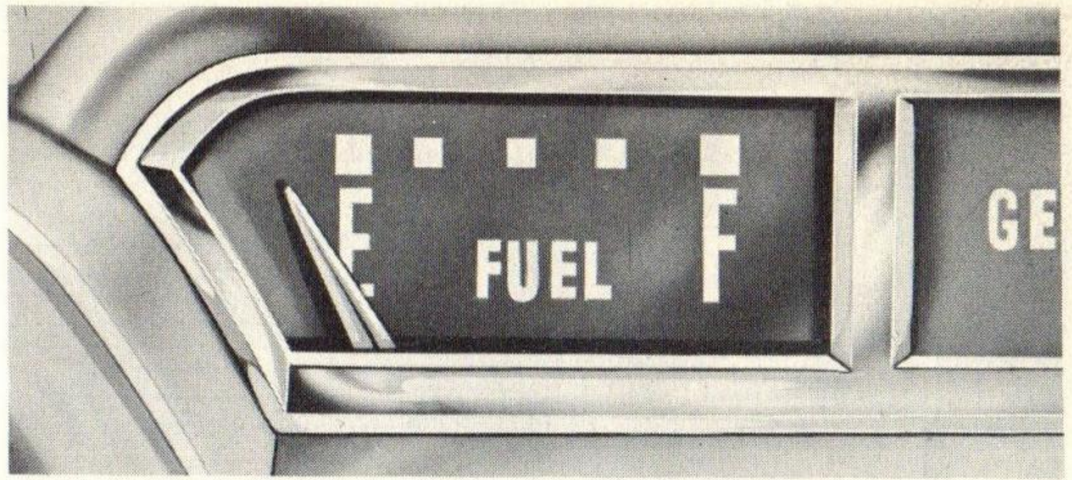
If additional engine oil is not needed, the system should be inspected for malfunction.

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.



Speed Limit Safety Monitor—The Speed Limit Safety Monitor dial, an optional item, is located to the left of the speedometer housing. Set the dial for the top limit of speed desired and the speedometer face illuminates and tells you when your speed surpasses the setting on the dial.

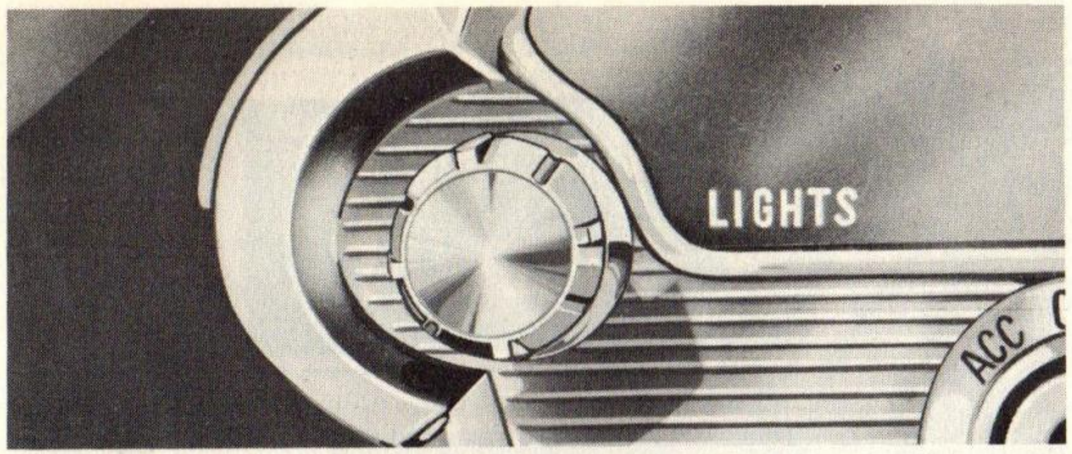
Temperature Indicator—The Temperature Indicator indicates the heat range of the engine coolant. When the ignition is OFF, the needle rests at "C". When the engine is running, and at normal operating temperature the needle stays near the center of the indicator. If the needle goes over and stays at "H" when the engine is running, or loss of coolant or steam is noticed, shut off your engine immediately and look for the cause of overheating. CAUTION: Extreme care should be taken when removing the radiator cap as the cooling system operates under pressure.

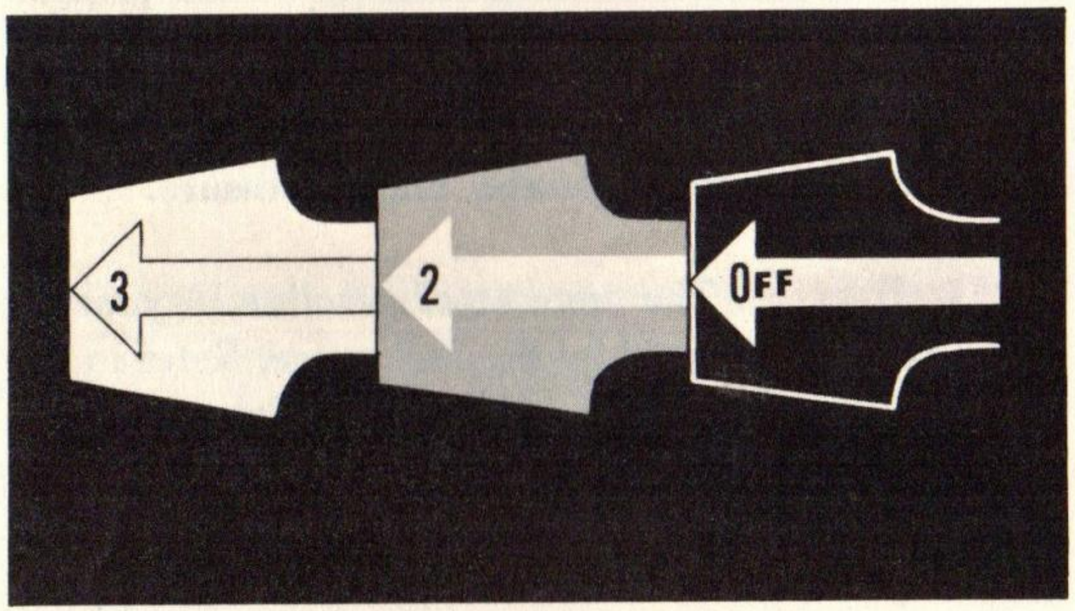


Fuel Indicator—The amount of gasoline in your 20 gallon tank is indicated by the fuel gauge. Refer to the markings between "E" and "F" to determine the amount of fuel in the tank.

Headlight Switch—The headlights, tail lights, parking lights, license plate light, instrument panel lights, and the automatic transmission quadrant light 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.





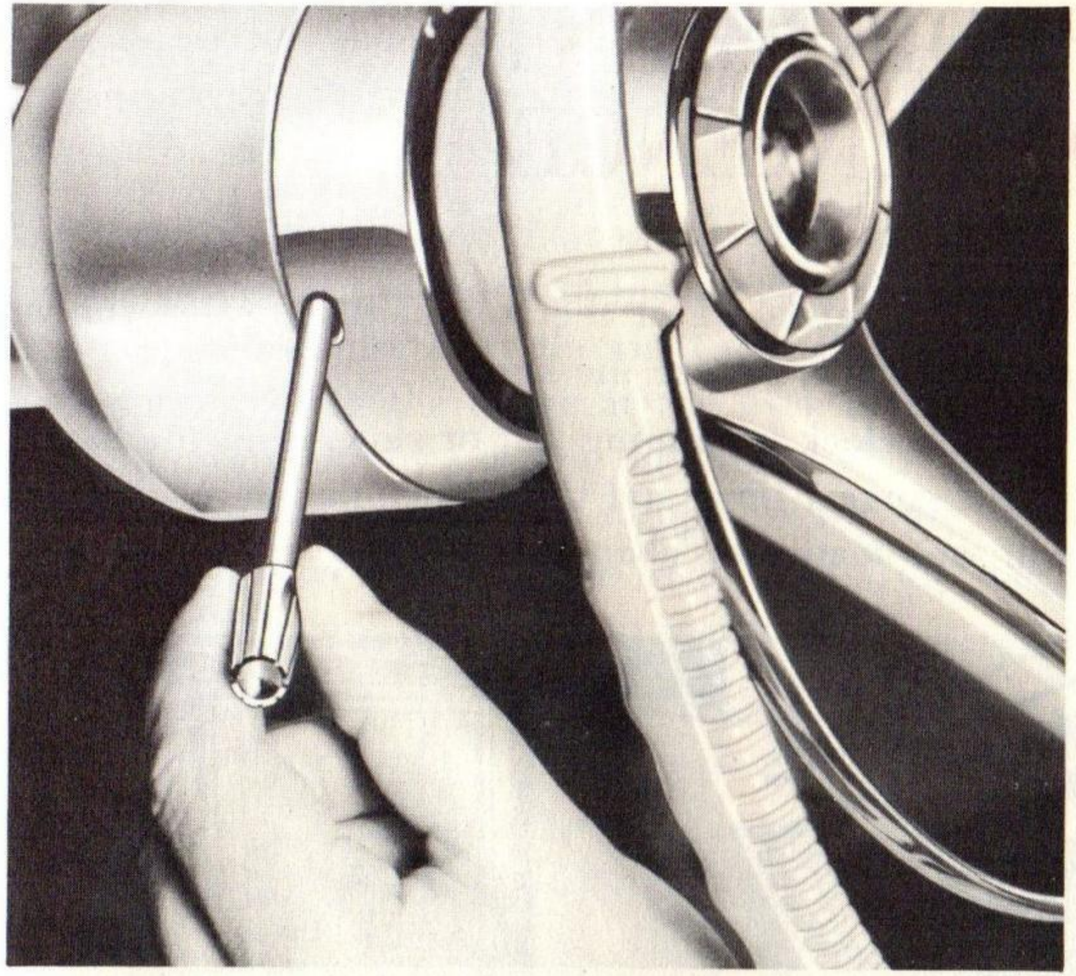
2. Half-way out, all of the above lights except the headlights are on.
3. All the way out, headlights come on, and parking lights go off.

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 center portion of the speedometer face. Depress the foot dimmer switch to change the beam. Page 7 illustrates the headlight beam selector and locates it in relation to other foot controls.

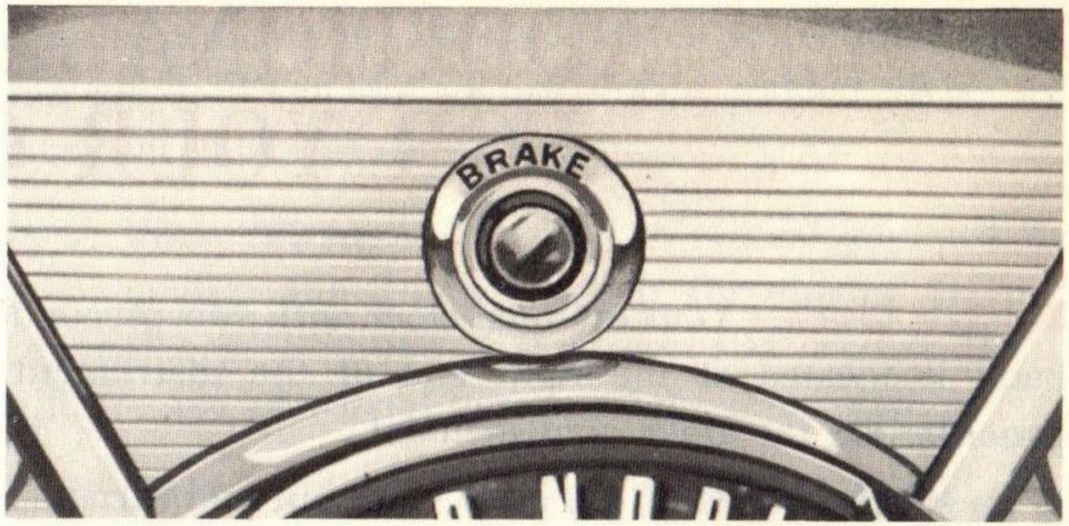
Outboard lights operate when the foot switch is in low position. All four head lamps work as "brights" for high-beam operation.

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 head-



light 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 flash green to indicate the direction of the turn. 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.

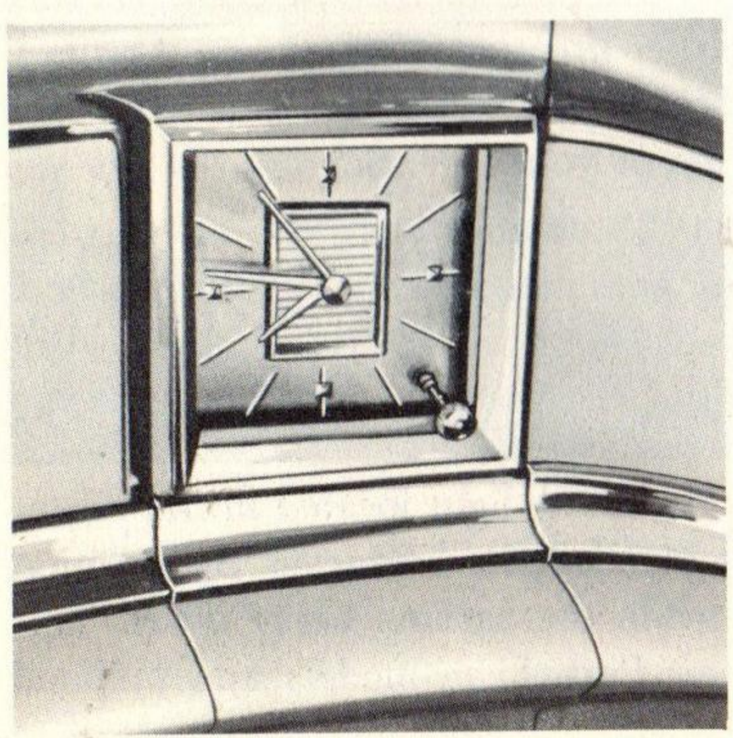
Parking Brake Light—A light located in the center of the instrument panel lights whenever the ignition key is turned on while the parking brake is set. This light is standard on Park Lane models and optional on others.

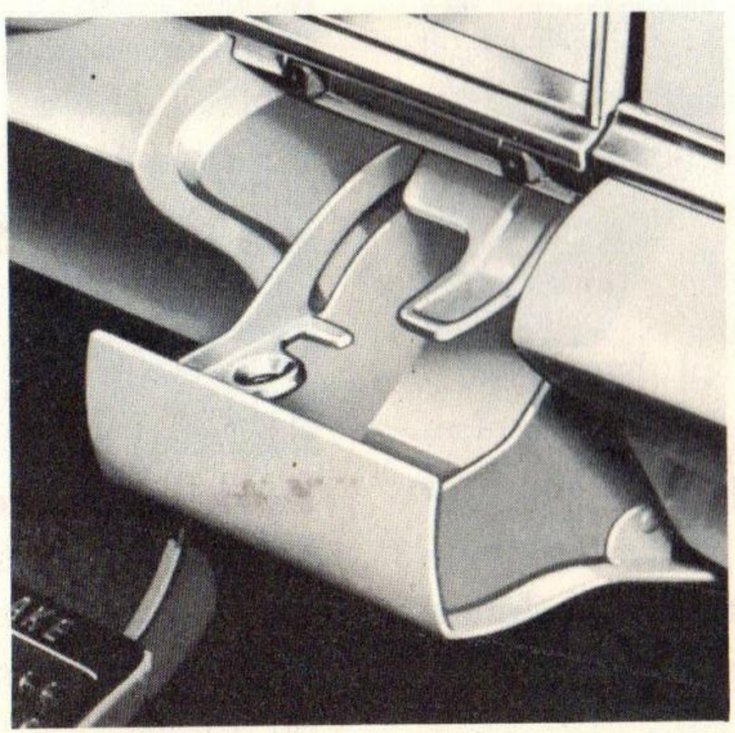
ADDITIONAL APPOINTMENTS FOR YOUR CONVENIENCE

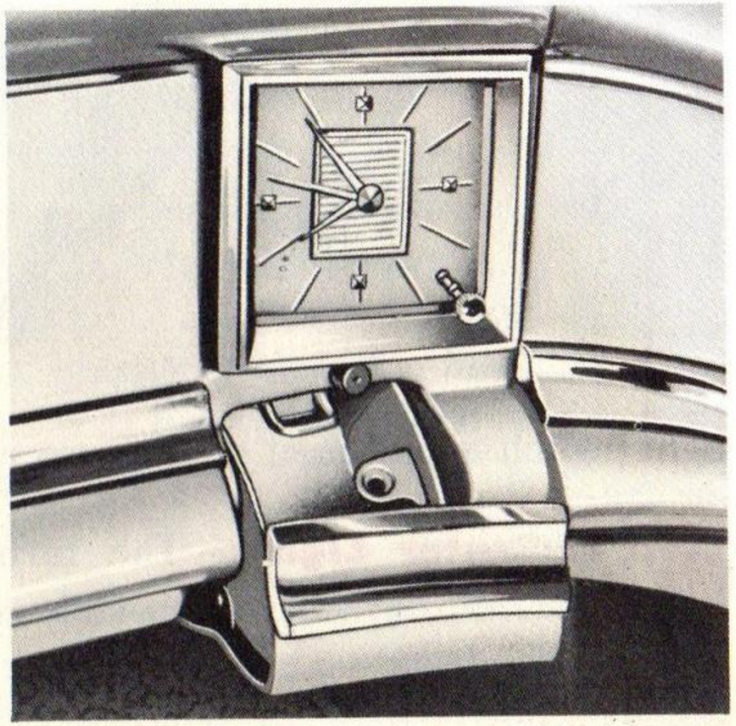
Electric Clock—Your optional clock with sweepsecond hand is located at the right end of the instrument panel beside the glove compartment.

To set the hands of the clock, pull out and turn the time setting knob at the bottom 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 pro-





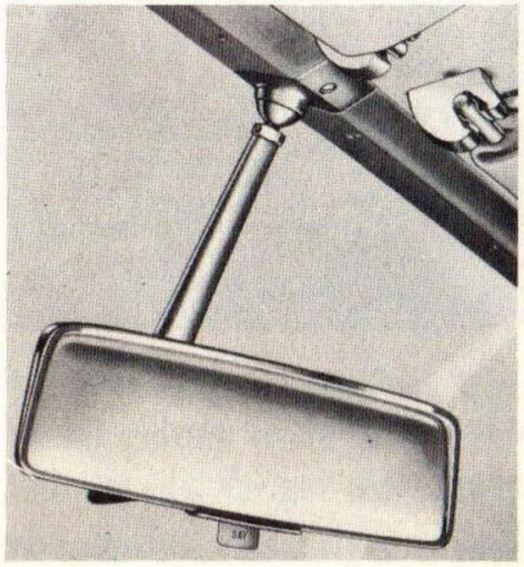


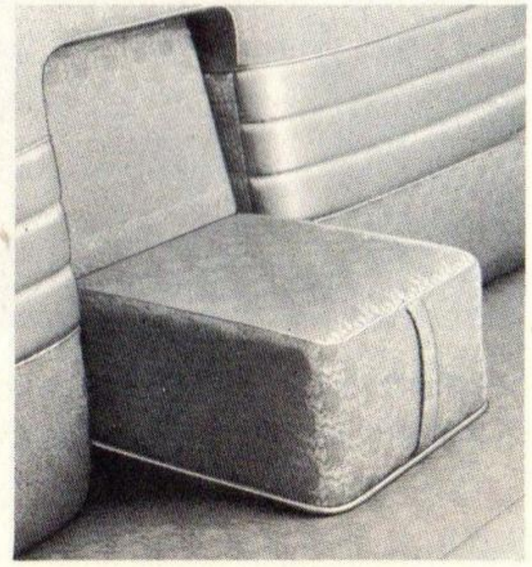
portion to the amount you've turned the hands. It may be necessary to adjust the clock a few times to obtain the correct regulation.

Ash Receptacles— One instrument panel ash receptacle is located at the center of the panel, and a second ash receptacle is located to the right side of this panel. To empty, depress the flange at the back of the tray and pull up and out by grasping the snuffer.

On four-door models, the receptacle for the rear seat passengers is located in the back of the front seat. Pull up and out on the snuffer 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.





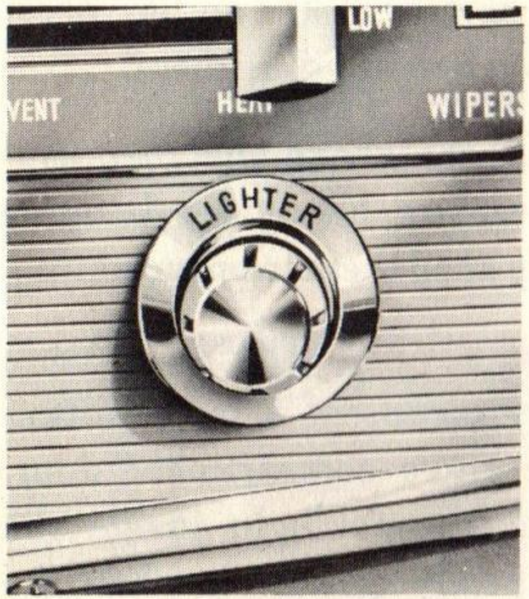
Rear View Mirror— The mirror can be adjusted to accommodate the driver's height for greater driving convenience. Rotating the mirror 180° on its pivot will provide additional mirror height adjustment.

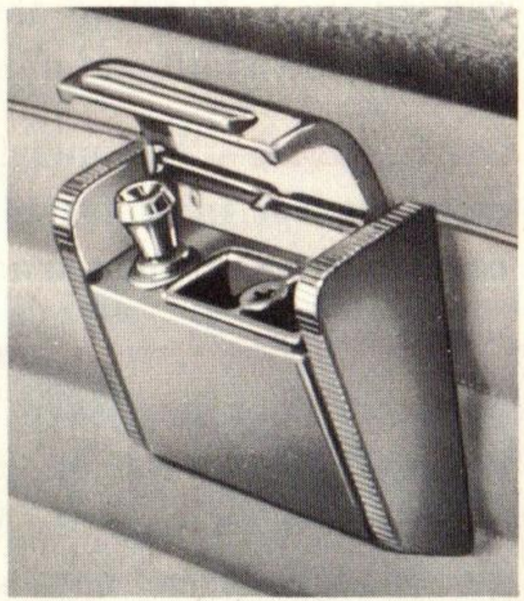
Coat Hooks— The metal hooks above the rear windows, except in convertibles, are handy for hanging coats or extra clothing to help keep them from wrinkling.

Glove Compartment and Light— The glove compartment door is opened by means of a push button centered in the top of the glove compartment door. See picture on page 9. An optional light inside the glove compartment automatically comes on when the door is opened. This is standard on Park Lane models and optional on all other models.

Rear Seat Center Arm Rest— The Park Lane four-door is provided with a rear seat center arm rest, which offers armchair 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 shouded lighter in all the way. It will "click" to normal position when the heating element reaches correct temperature.





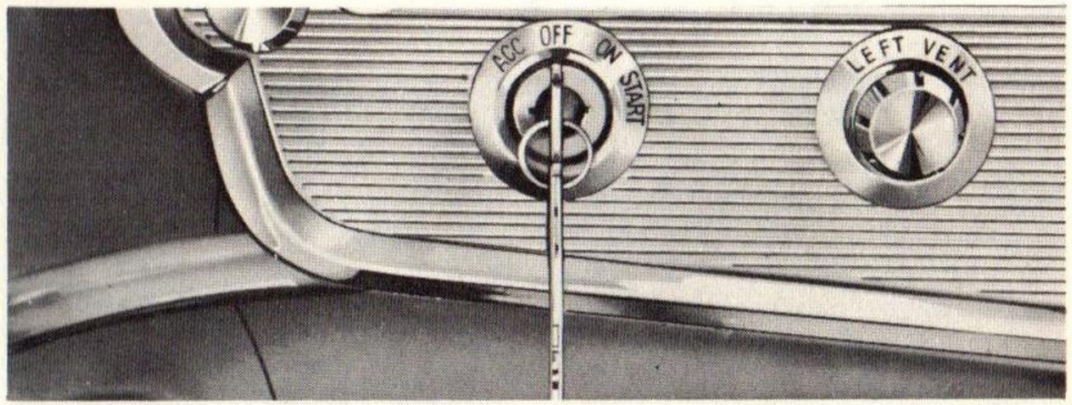
NOTE: An additional cigarette lighter is located in the back of the front seat in the ash receptacle on Park Lane Models.

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— On automatic transmission equipped vehicles, move the transmission selector lever to "N" (neutral position) or "P" (park position). These are the only settings at which the engine will start—a safety precaution.

If the car is equipped with a Standard Shift Manual Transmission, push in the clutch pedal and place the



transmission gear shift lever in neutral.

To actuate the starter, insert the ignition key and turn it fully to the right. Release the key when the

engine starts. (To operate the accessories only, turn the ignition key fully left.)

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

NOTE: Until the engine is warmed up, it idles fast, so keep your foot on the brake while shifting to the gear you're going to drive in.

Cold Weather Driving—At temperatures below freezing, it's good practice to drive at low speeds until the engine reaches normal operating temperature. (See Break-In Procedure on pages 20 and 21).

If the Engine is Warm—Depress the accelerator pedal slightly (not more than ¼ of its travel) and hold in this position while operating the ignition key. Avoid pumping the accelerator because this might flood the engine.

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

AUTOMATIC TRANSMISSIONS

If your car is equipped with a Merc-O-Matic transmission, refer to the operational information which follows. If your car is equipped with a Multi-Drive transmission, refer to the information on page 19.



MERC-O-MATIC

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

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

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

Normal Driving—Set the selector in "Dr" (drive), and press on the accelerator pedal. You'll be in intermediate gear until about 17 to 20 m.p.h., (or above, depending on accelerator position) when Merc-O-Matic shifts automatically to high.

For Extra Speed from a Standing Start—Press the accelerator pedal all the way to the floor, and Merc-O-Matic will shift automatically from intermediate to low range and stay there, if you hold the pedal down until approximately 45 m.p.h. Or, if you prefer, you can move the selector lever to "Lo" (raise the lever slightly to move it to "Lo") and then move it back to "Dr" when your car is in motion.

For Reverse—With your car completely stopped, hold your foot on the brake pedal and move the selector lever to "R".

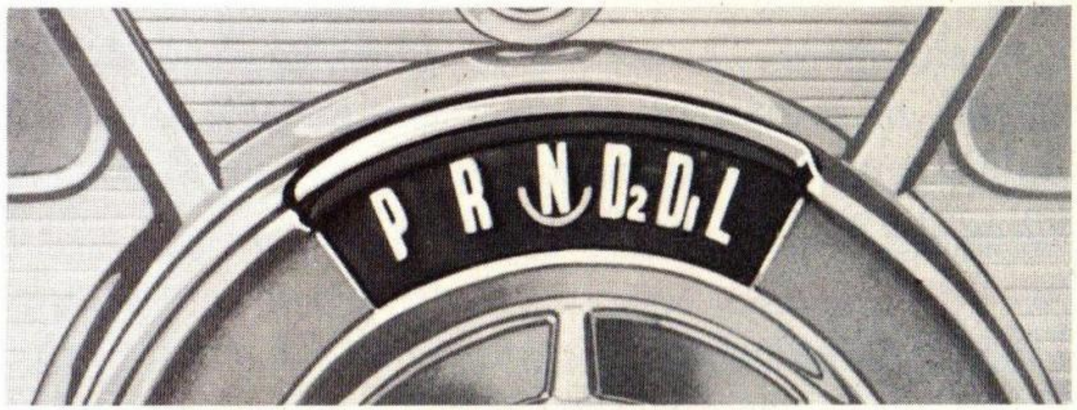
CAUTION: Do not shift into reverse when moving forward faster than approximately 5 m.p.h.

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

When Passing- You can use the powerful intermediate gear for swifter, safer highway passing at speeds up to approximately 65 m.p.h. Just press the accelerator pedal all the way to the floor.

Refer to the information on page 20 for further Merc-O-Matic operation information.

MULTI-DRIVE



Lo—The "L" position is provided for extra pulling power and engine braking when descending steep grades. Shift to the "L" position when descending steep grades and the transmission will shift to intermediate gear at speeds above approximately 25 m.p.h. When the car speed drops below approximately 25 m.p.h., the transmission will automatically shift to and remain in low gear. Extra pulling power is sometimes needed when driving through deep sand, mud, or snow and when climbing sharp inclines. If you are starting from a standing position, the transmission will not up-shift into a higher gear while the selector is positioned in "L". For this reason the car should not be driven in excess of 30 m.p.h. when the selector is in "L" position.

Reverse—Use the "R" position to back up. When your car is completely stopped, hold your foot on the brake and move the selector to "R".

CAUTION: Do not shift into reverse when moving forward faster than approximately 5 m.p.h.

Drive 1—Use "D 1" position for a high degree of maneuverability in traffic. This range features maximum performance and flexibility by incorporating a low gear start. Press the accelerator as far 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 car will move forward in low gear under wide open throttle.

With the accelerator all the way down to the floor, the transmission will shift from low to intermediate gear at approximately 50 m.p.h. and then into high gear at approximately 75 m.p.h.

Drive 2—Most normal city and highway driving can be accomplished by using the position marked "D 2".

This range is economically desirable when on long trips, driving in the open country, or in light city traffic. Simply position the selector at "D 2" 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 downshift to intermediate gear. For maximum acceleration from a standstill, position the selector at "D 1" and then press the accelerator pedal to the floor. The selector can be alternated between "D 2" and "D 1" positions as desired.

Parking—Bring the car to a complete stop. Set the selector in "P" (Park) position and as an added precaution, set the parking brake.

ADDITIONAL MERC-O-MATIC OR MULTI-DRIVE TRANSMISSION INFORMATION

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.

Pushing Car to Start Engine– Set the selector in "N". When your car is going about 25 m.p.h., press lightly on the accelerator pedal, turn on the ignition, and move the selector to "Lo" or "L".

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

Stopping—Just move your foot from the accelerator pedal to the brake pedal and press down. You don't have to move the shift lever. If you're stopping on an upgrade, you can hold the car by pressing very lightly on the accelerator pedal. This shouldn't be done for longer than a traffic stoplight.

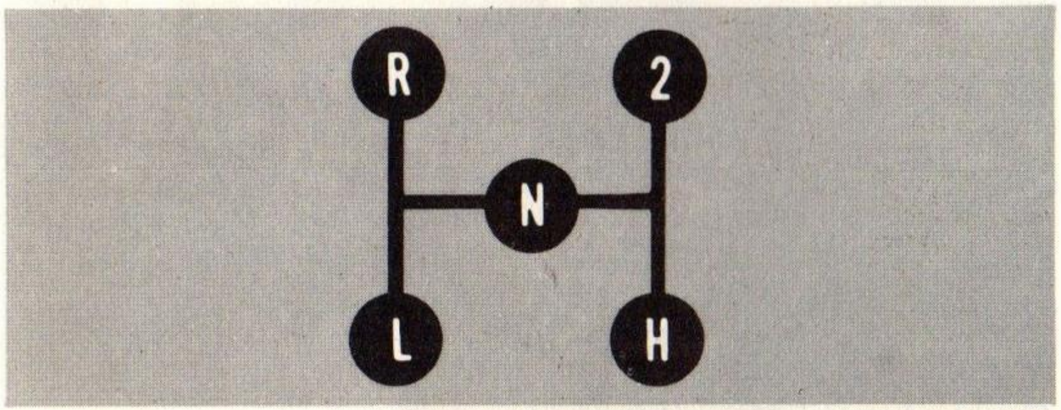
Towing –If the transmission is in working order, the car may be towed for short distances (less than 12 miles) at a speed no higher than 40 m.p.h., with the selector lever set at "N". If the transmission is inoper-

ative, the driveshaft should be disconnected before towing, or the rear of the car raised by the tow truck.

In the event 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.

"Rocking" Free of Snow, Sand, Mud—Just move the selector lever back and forth between "R" and "Lo", and press lightly on the accelerator pedal—lightly enough that you won't spin the wheels, but will get good traction.

STANDARD SHIFT MANUAL TRANSMISSION



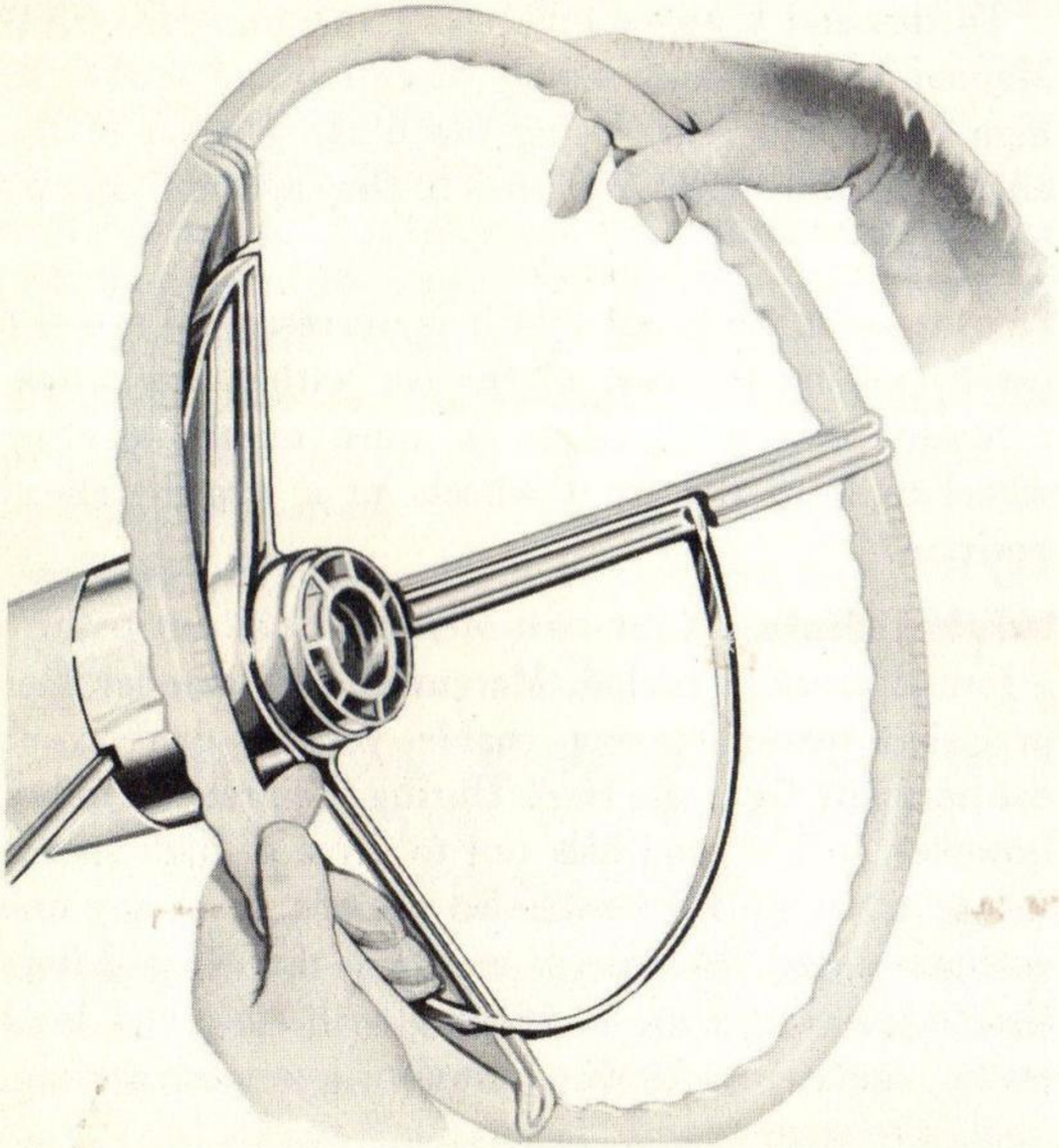
If your car is equipped with a Standard Shift Manual Transmission, your gearshift is in the practical "H" pattern, with the control lever mounted on the steering column. Shifting, accelerating, and use of the clutch all follow the standard practice with which most people are already familiar.

To descend a steep hill, using the Standard Shift Manual 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.

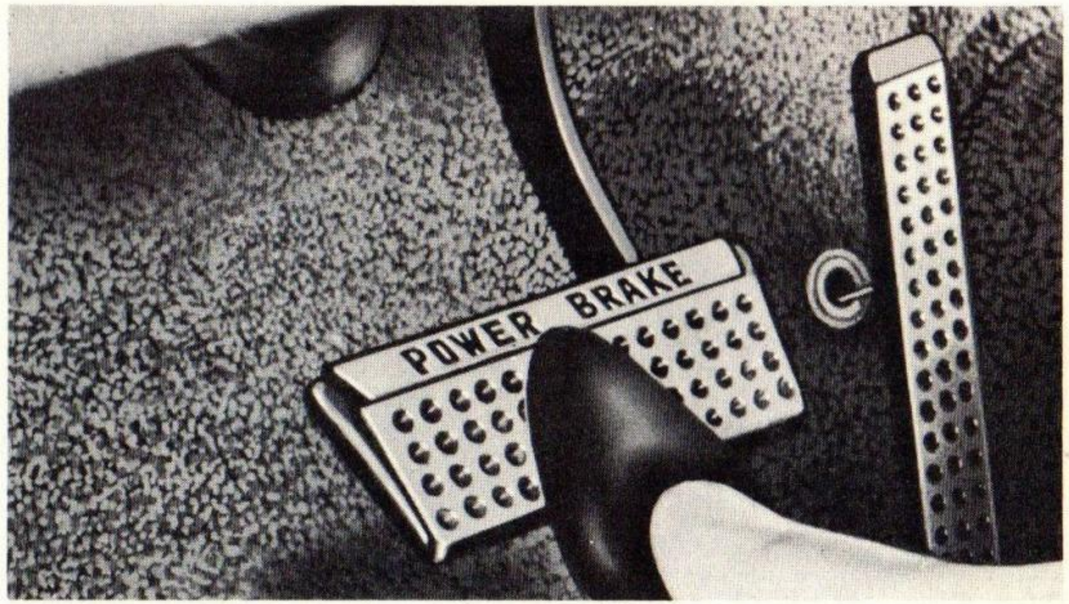
Towing—In the event that it is necessary to tow the car by raising the rear of the car with a tow truck, a locking device should be installed on the steering wheel to keep the front wheels in a straight ahead position.

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, you will enjoy the ease of handling provided by hydraulic assistance. 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.



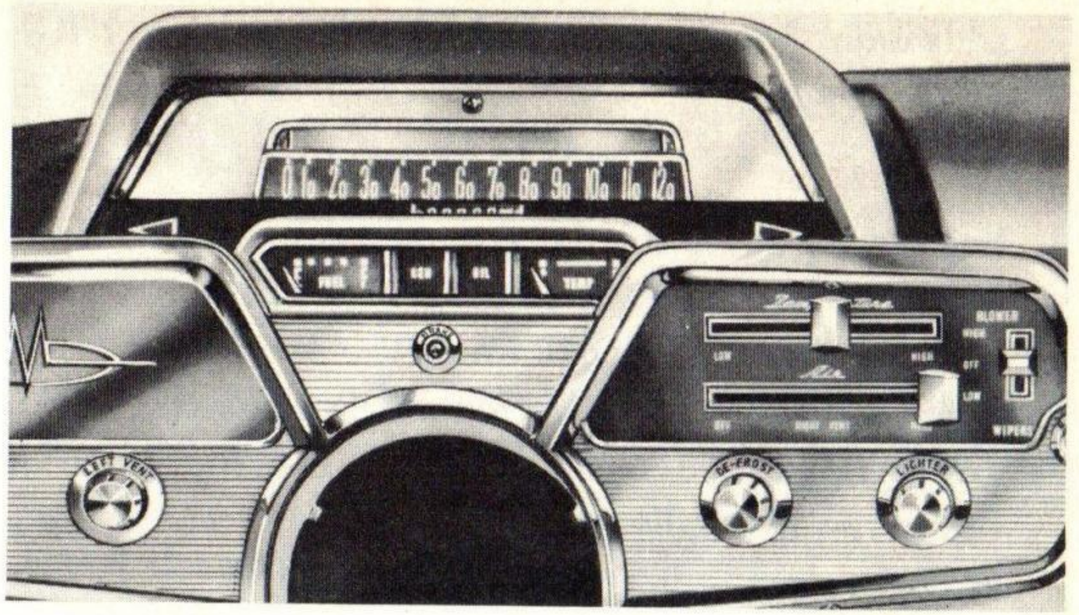
Power Brakes— If your car has power brakes, even less braking effort is required. Power assist is available

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 the engine has been shut off.

VENTILATION AND HEATING

Conventional System

Two levers and one air intake knob control the optional conventional ventilating and heating system. The LEFT VENT air intake knob, located on the left side of the steering column, controls the left air intake. The right air intake is controlled by positioning the bottom lever in the center (RIGHT VENT) position. The top lever regulates air temperature, and the bottom lever directs air to the heater or the right vent. The DE-FROST knob, which is located to the right of the steering column, controls defroster operation. The blower fan switch may be moved upward for HIGH fan operation



or downward for LOW fan operation, depending on the amount of air desired.

To Heat—

1. With the engine at operating temperature, fully depress the LEFT AIR knob and the DE-FROST knob.
2. Move the bottom lever to the HEAT position.
3. Move the top lever to the 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 the blower at either HIGH or LOW speed.

To Defrost—

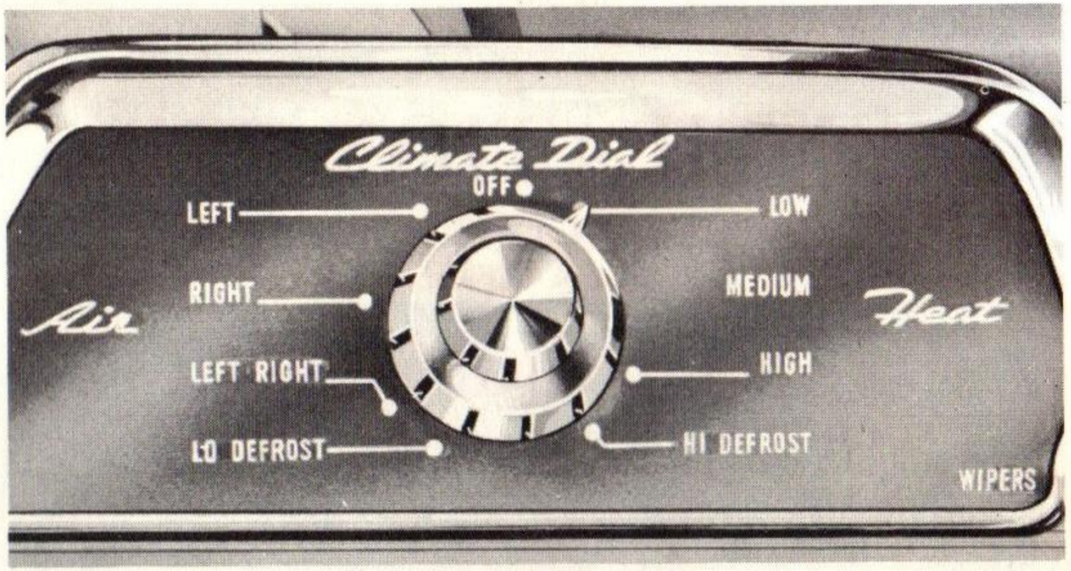
1. Set the top lever for the amount of heating desired. Move the bottom lever to the HEAT position.
2. Pull out the DE-FROST knob.
3. Run the blower at either high or low speed.
4. For maximum defrosting, move the top lever to the extreme right position and run the blower at high speed.

To Ventilate—

1. Pull out the LEFT VENT valve knob.
2. The top lever should be at the OFF position, and the bottom lever should be at the RIGHT VENT position. The ram effect of the car's forward motion will deliver a large volume of outside air through the vent discharge outlets located beneath the instrument panel.
3. The blower may be used in slow moving traffic for air circulation with the top lever in the OFF position and the bottom lever in the HEAT position. BEWARE OF EXHAUST FUMES IN HEAVY TRAFFIC.

Climate Dial System

A single control knob operates the optional Climate Dial heating and ventilating system. Moving this knob in or out regulates the speed of the blower. Knob



settings include:

1. All the way in, to cut out the blower.
2. Half-way out, for low speed blower operation.
3. All 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 position between LOW and HIGH HEAT.

3. Run the blower at either high or low speed for additional volume.

To Defrost—

1. Start the engine.
2. Move the control clockwise to the HI DEFROST or LO DEFROST position, depending on the temperature desired.
3. Run the blower at either high or low speed.

To Ventilate—

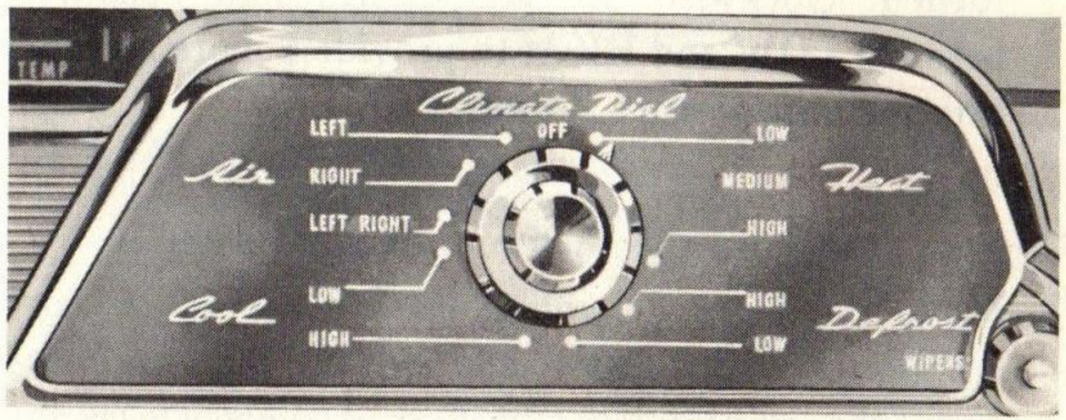
1. Start the engine.
2. Move the control knob pointer counterclockwise to either the RIGHT AIR, LEFT AIR, or RIGHT and LEFT AIR positions in the vent area. The ram effect of the car's forward motion will deliver a large volume of outside air through the two vent discharge outlets located beneath the 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.

HEATER-AIR CONDITIONING

Climate Dial System

A single control knob operates the optional Climate Dial air conditioning system. Moving this knob in or out regulates the speed of the blower. Knob settings include:

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



To Cool Car—

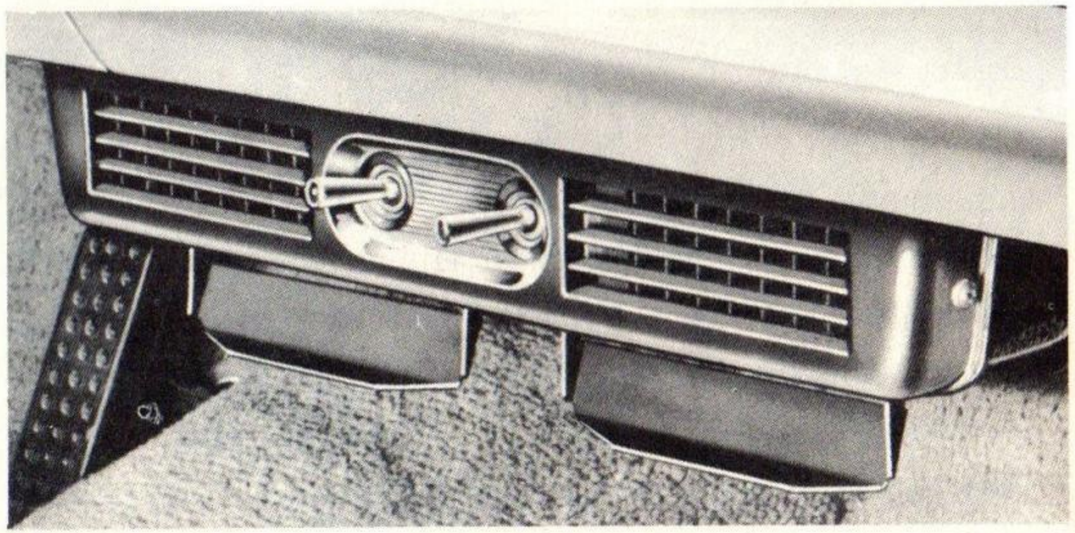
1. Start the engine.
2. Place at least one window in the fully down position.

3. Move the control knob pointer counterclockwise to the HIGH position.
4. Pull the control knob all the way out to high blower position.
5. Run air conditioner for approximately three (3) minutes with windows down to expel all warm and stagnant air from the car.
6. Close the windows and leave controls on high position until the interior has reached a comfortable temperature.
7. After the interior has cooled, the blower may be placed on LOW and/or the control knob pointer turned clockwise to an intermediate position between LOW and HIGH to provide a more suitable interior temperature if desired.

To Heat Car—

1. Start, then run the engine until it is heated.
2. Move the control knob pointer clockwise to any position between LOW and HIGH. For minimum heat, the pointer must be turned slightly past the LOW position. Moving the control knob pointer toward the HIGH position increases the amount of heat. 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.

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.

To Defrost the Windshield—

1. Start the engine.
2. Move the center control knob 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—

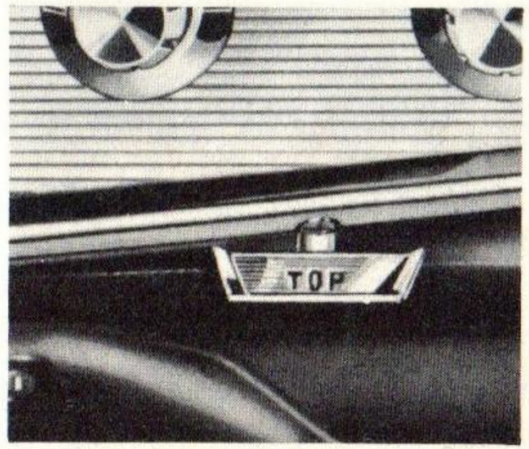
1. Start the engine.
2. Move the control knob pointer counterclockwise to either the RIGHT AIR, LEFT AIR, or RIGHT and LEFT AIR positions in the vent area. The ram effect of the car's forward motion will deliver a large volume of outside air through the two vent discharge outlets located beneath the 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.

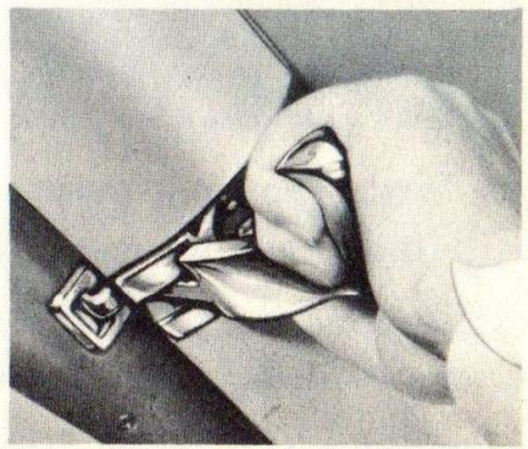
CONVERTIBLE TOP

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

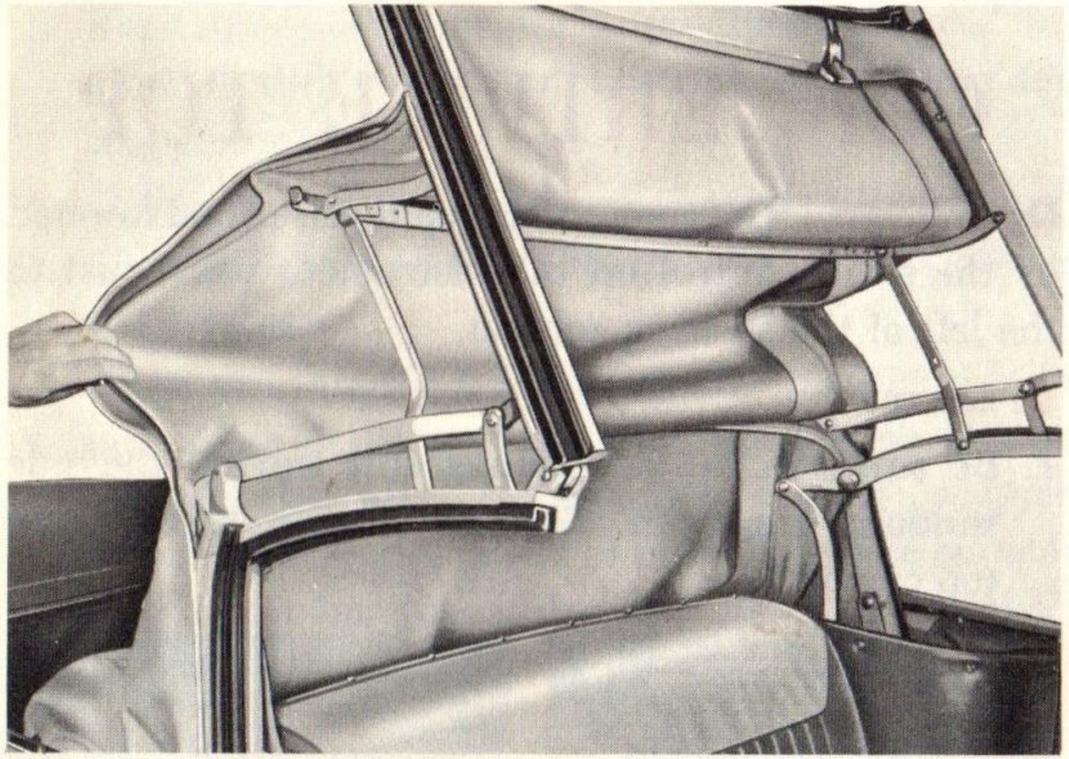
To Lower—

1. Be sure the car is standing still and all the side windows are down. Remove all objects from the top compartment.





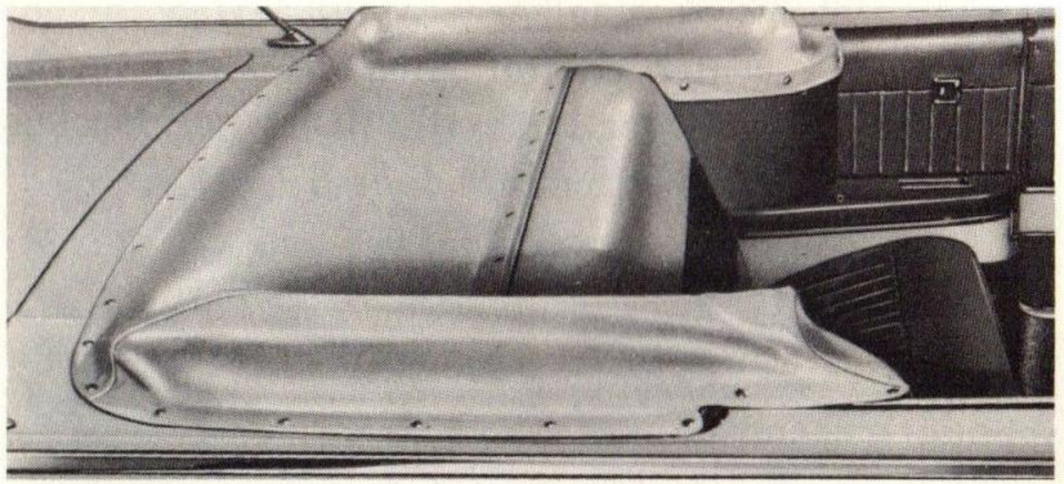
2. Release the two flush-mounted toggle-type clamps located on the windshield header.
3. Push the top up slightly until it is about one inch above the windshield header.



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

To Raise:

1. Be sure that the car is standing still and all of the windows are down.
2. Remove the top cover.
3. Pull up on the top control and hold it until the top



is 1 inch from the windshield header.
4. With the top tension relieved, install the rear window.
5. Pull the top down on the windshield header and fasten 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 Upholstery Foam Cleaner into the top material with a medium stiff bristle brush.

CAUTION: Avoid heavy brushing on sewn seams.

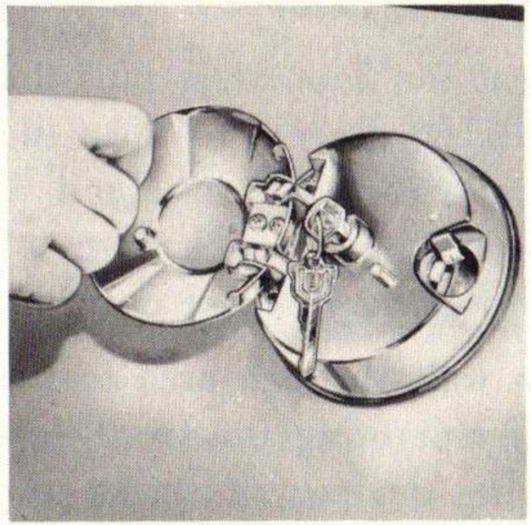
Rinse thoroughly, as the remaining cleaner may streak the vinyl fabric. Never fold or lower the fabric top when it is wet or damp. The rear window on the convertible is of clear, heavy-gauge vinyl. Wash with warm water and a mild household soap or detergent. Be sure to rinse thoroughly with plenty of clear water and wipe with a chamois or dry cloth.

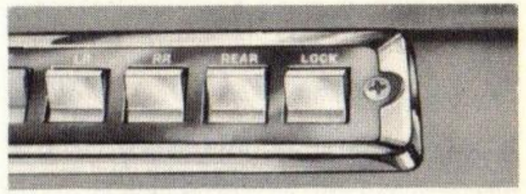
CAUTION: Do not wipe off dust with a dry cloth as this may scratch the window.

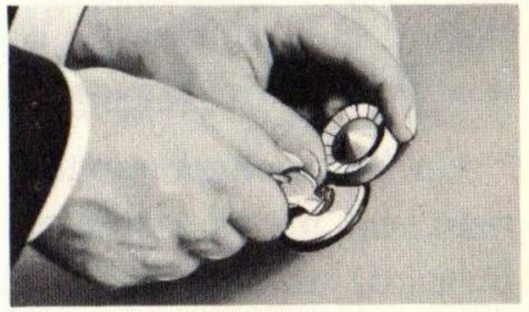
STATION WAGON

Back Window and Tail Gate—If your station wagon has the manually controlled back window, open the tail gate as follows:

1. Turn the round-head key in the tail gate lock.
2. Open the cover to expose the window crank, then turn the crank.
3. Reach inside and pull up on the handle to open the 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 as follows:

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.

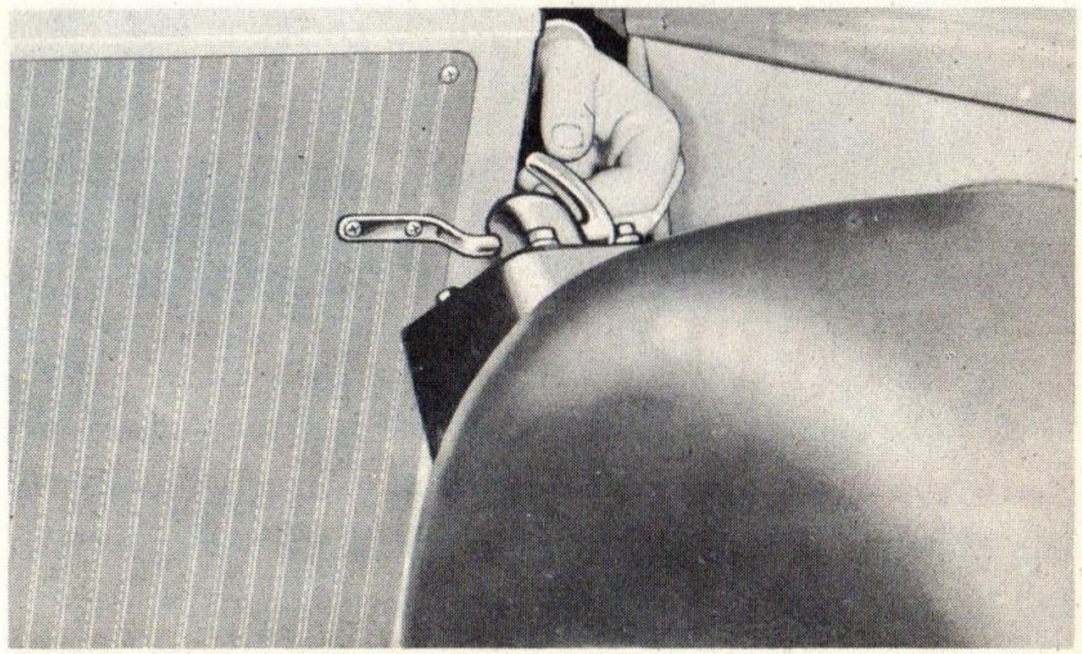
Station Wagon Seats—The station wagon folding seat arrangement affords additional load carrying capacity when needed.

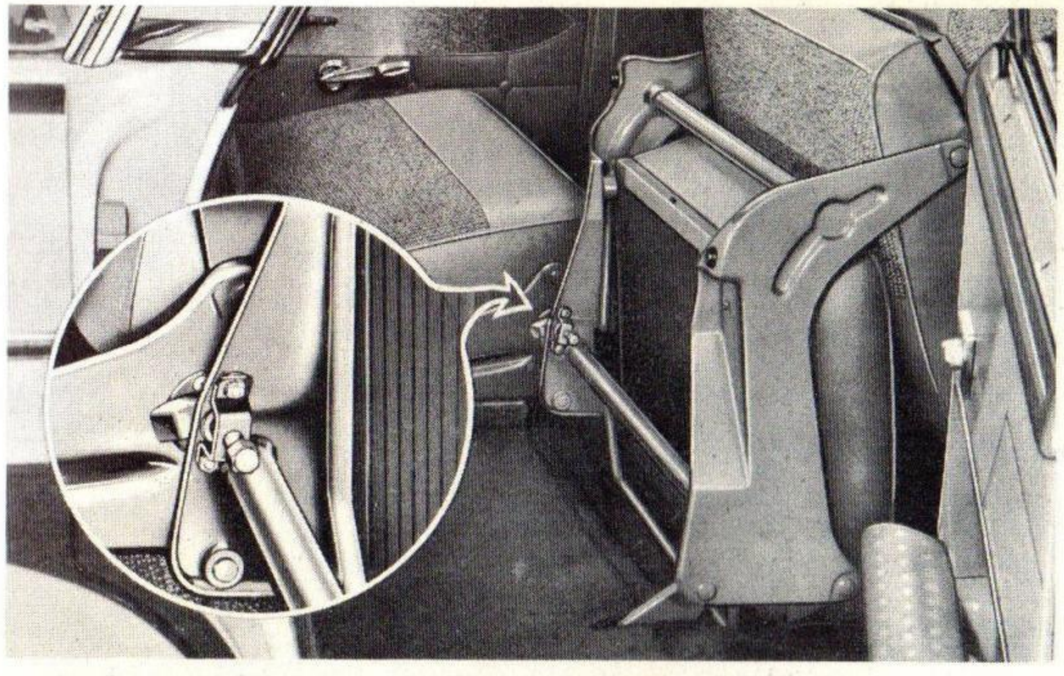
Locking clamps are provided on the second seat as a safety feature to prevent seat backs from moving forward when the vehicle is suddenly stopped.

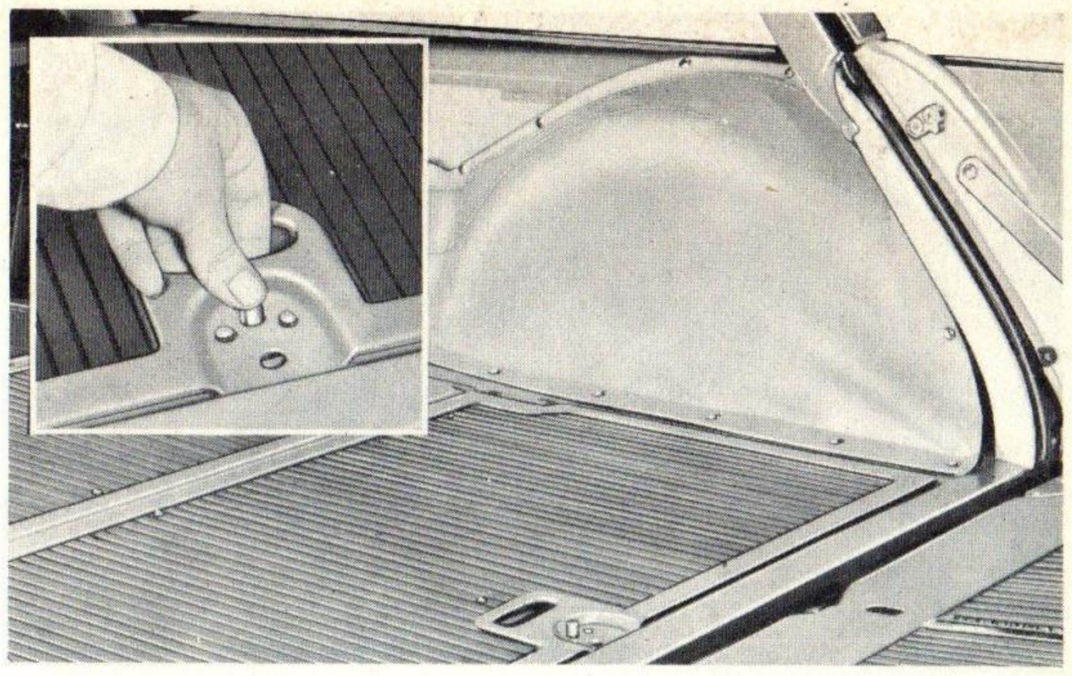
To convert the second seat for floor area, pull the seat cushion up and forward 180 degrees to form the front part of the rear deck. Position on the stand as shown. Pull the upper edge of the seat-back down so that it fits into the opening left by the seat cushion.

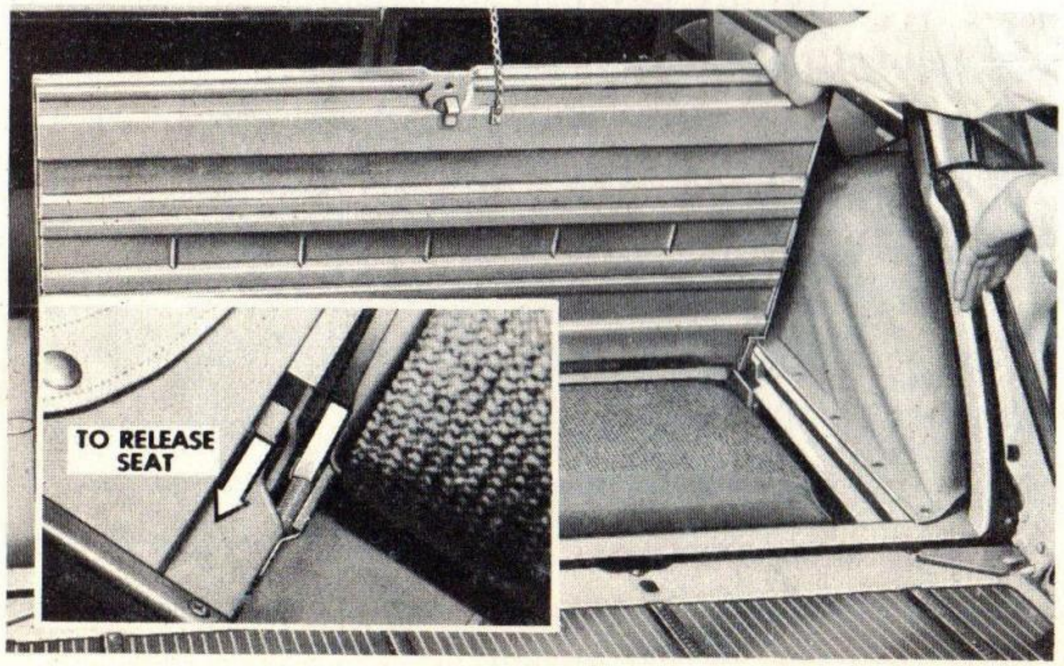
On 9-passenger models, a walk-through area to the rear seat may be obtained by pivoting the front seat forward, as shown. A locking device, shown in the inset, is provided for positive positioning of the second seat. This device "clicks" in when the seat and the seat-back are positioned vertically. Pull out on the device to release, when it is desired to reposition the second seat.

To change the rear seat on 9-passenger models, unfasten the seat cushion and slide backward into position in the seat cushion and jack storage compartment. See illustration. Un-latch the rear seat-back, and







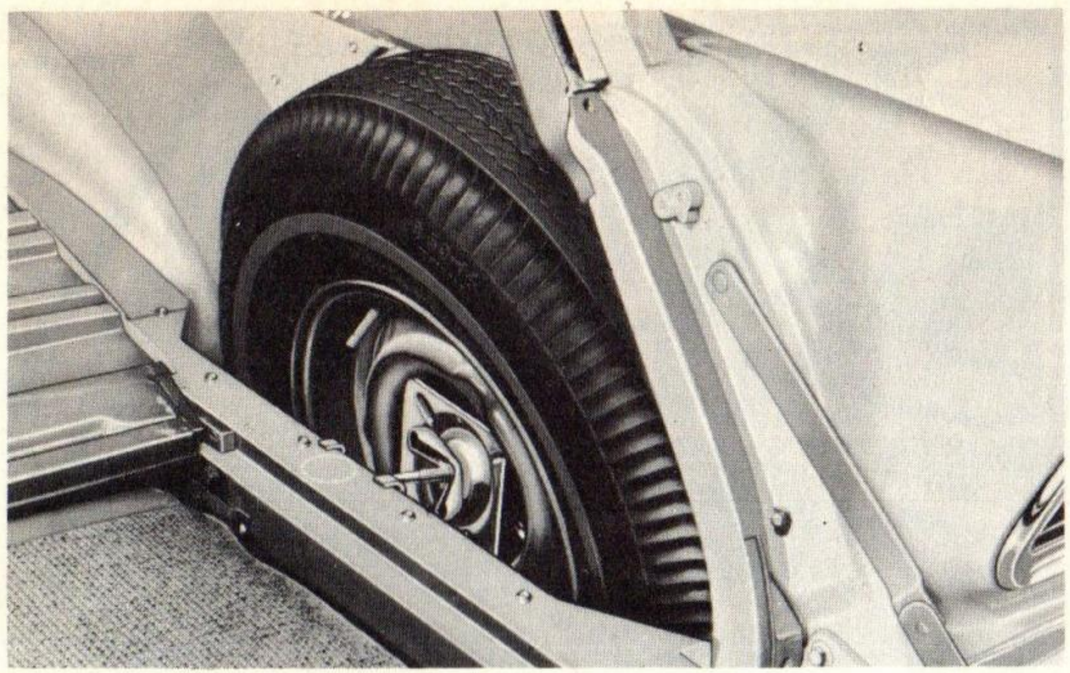


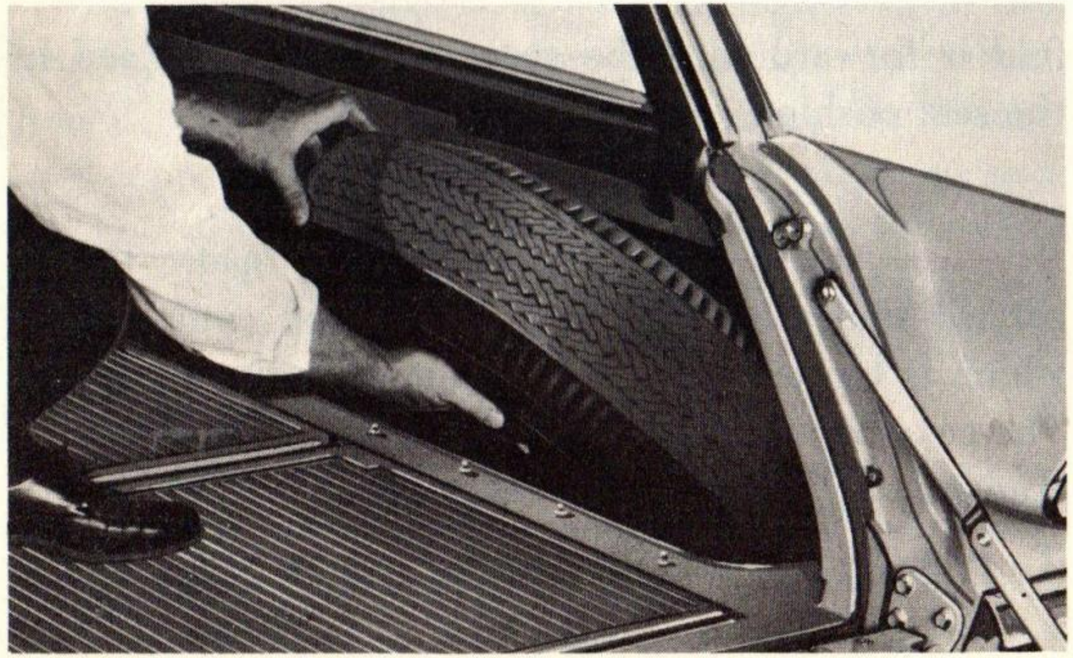
fold it forward into the space formerly occupied by the seat cushion.

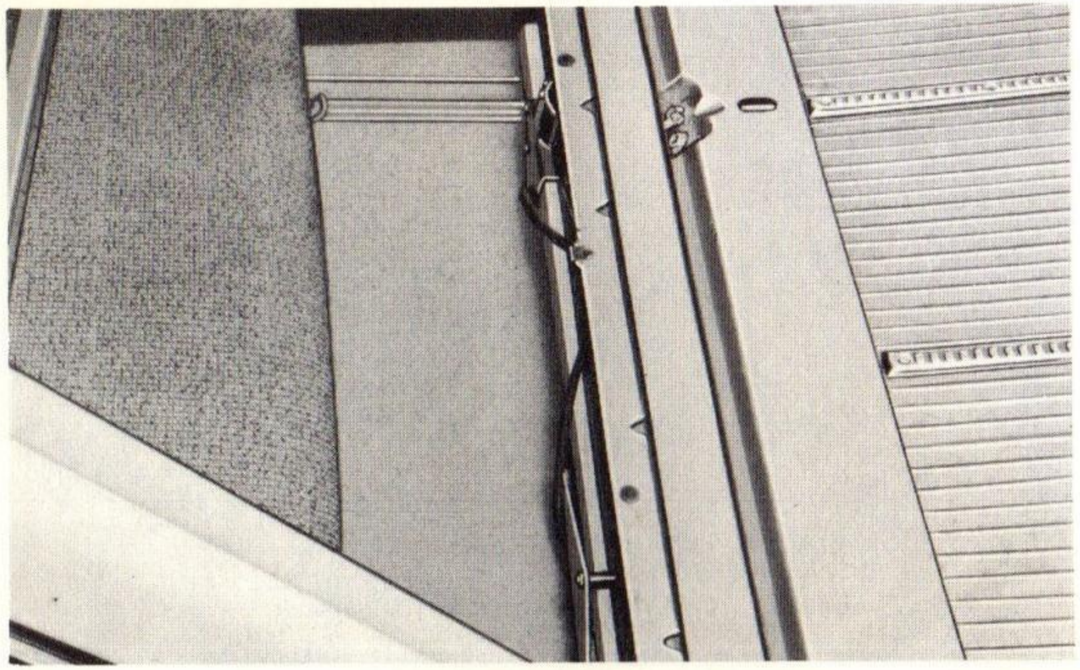
Station Wagon Spare Tire—The spare tire is carried under a cover in the tire well compartment which is located behind the right rear wheel housing. The cover is secured by snap fasteners. A wing nut and stud secure the jack base, which retains the spare tire.

To remove the spare tire from the tire well:

1. Fold down the rear seat.







2. Remove the tire cover by unfastening the snaps.
3. Remove the wing nut and stud from the jack base.
4. Position the spare tire toward the front of the vehicle.
5. Pull toward the center of the vehicle to remove.

The jack and lug wrench are spring retained in the rear seat compartment.

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

Perhaps you have already made your Mercury personally yours with certain accessories which you particularly like. However, if you're considering accessories for the first time, or if you wish to add additional items, a complete list of matching Mercury accessories which are available is shown on page 37. Your Mercury Dealer will be happy to give you a complete descriptive catalog, or other specific information which you may need.

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

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, and 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.

The driver may also change stations by pressing the foot switch to the left of the steering column. The selector indicator will continue to travel until the foot switch is released, acting in a similar manner as the "TOWN" and "COUNTRY" selector bar. The foot control switch will act as the "TOWN or "COUNTRY" selector bar, depending upon which was operated last.

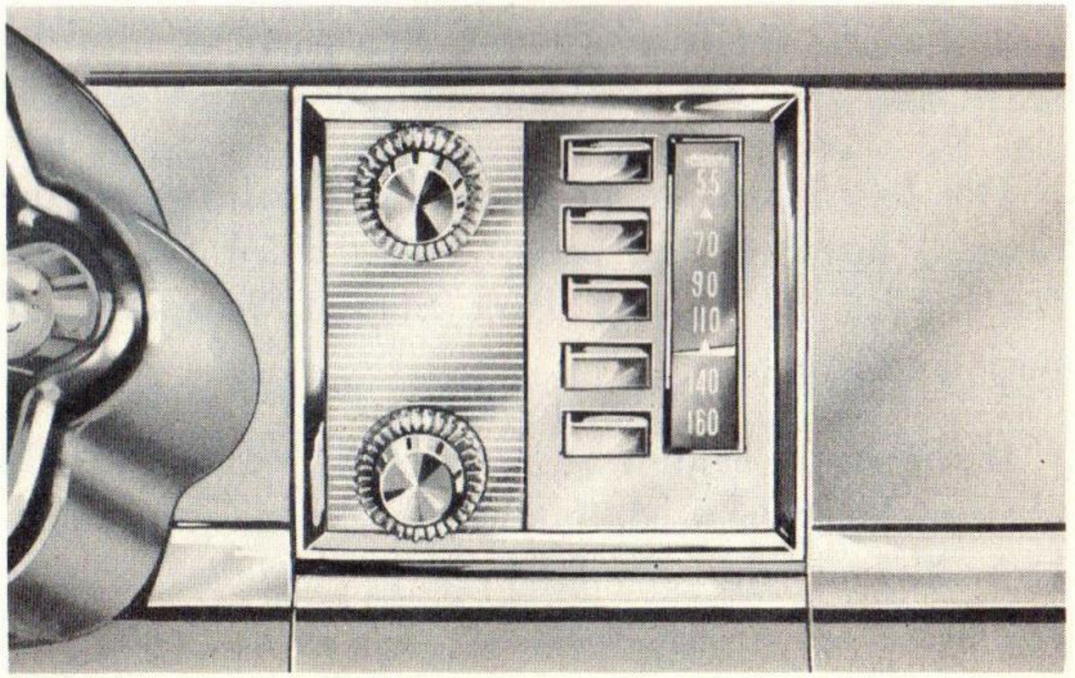
The Volume Control knob turns the radio on and off.

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.

Rear Seat Speaker—You can have full-fidelity, high quality radio reception in your car or station wagon with the new Mercury 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.



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 the 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 Solvent, which 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.

To put on the belt, slip the slotted metal end of the belt under the tongue of the safety buckle and push in. When a sharp snap is heard, the belt is securely locked. Lift the tongue in the safety buckle to release the belt. The belt may be tightened by pulling the loose end of the belt where it emerges from the safety buckle. To loosen the belt, pull outward on the end of the safety buckle opposite the tongue.

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.

Additional Accessories —

Back-up lights
Combination air conditioner and heater
Conical rear view mirror
Curb signals and curb buffers
Door edge guards
Dual exhaust system
Engine compartment light
Fender shields
Floor mats
Full-Disc hub caps
Heater and defroster
Hooded rear view mirror
License plate frames
Litter container
Luggage carrier
Mercury Radio (conventional)
Mercury Travel-Tuner Radio
Non-glare inside rear view mirror
Power brakes
Power steering
Rear end reflectors
Cushion toppers
Spare tire carrier
Spotlight
Vanity mirror and cover
Windshield washer

KEEPING THE CAR ATTRACTIVE

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

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

Cleaning Painted Surfaces– Your Mercury's baked enamel finish, one of the most durable finishes offered on any car today, never needs waxing under most normal driving conditions. However, any unprotected paint finish can, in time, become dull from accumulated dirt. And it can be damaged if you drive frequently where corrosive elements (tree sap, fly ash

in the air, insect excretions, salt deposits, etc.) can cling to the surface of the paint. You can prevent these undesirable elements from getting a toe-hold on your car's finish by applying a good automobile polish, such as Mercury Polish Wax, Blue Coral, or Porcelainize.

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

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.

White Sidewall Tires—Keep your white sidewall tires looking smart by washing frequently with mild soap and water. Scuff marks and deep seated stains may be removed with Mercury Whitewall Tire Cleaner. Spray on the cleaner and brush the affected areas briskly. Rinse thoroughly.

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

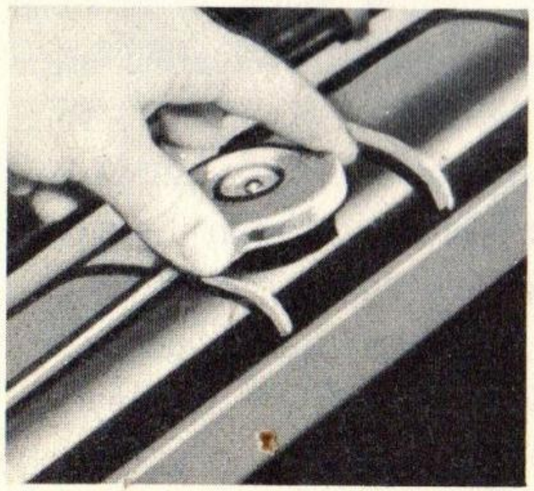
Matching Chipped Paint—It is a good idea to touch-up chipped or scratched paint before rust appears. Mercury Spray Paint or Pencil-Brush Paint is available to touch-up chips and scratches quickly and easily.

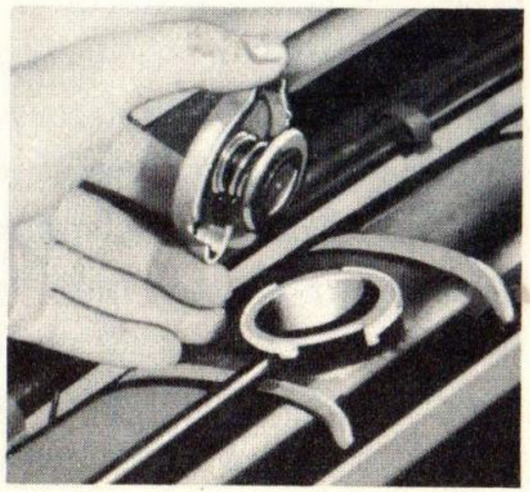
Interior Care—Thoroughly brush or vacuum the upholstery every few weeks. Minor stains may be easily removed with Mercury Spot Remover. Stains can be removed in much the same manner as used in cleaning clothes or household upholstery fabrics. Since volatile-type cleaners are harmful to rubber, parts of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

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

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. Check the radiator coolant level frequently. 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 the coolant level, always turn the radiator cap to the partly open stop, allow the pressure to escape, and then remove the cap.





NOTE: Do not attempt to check the 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 ethyl-

ene 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. 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.

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.

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.

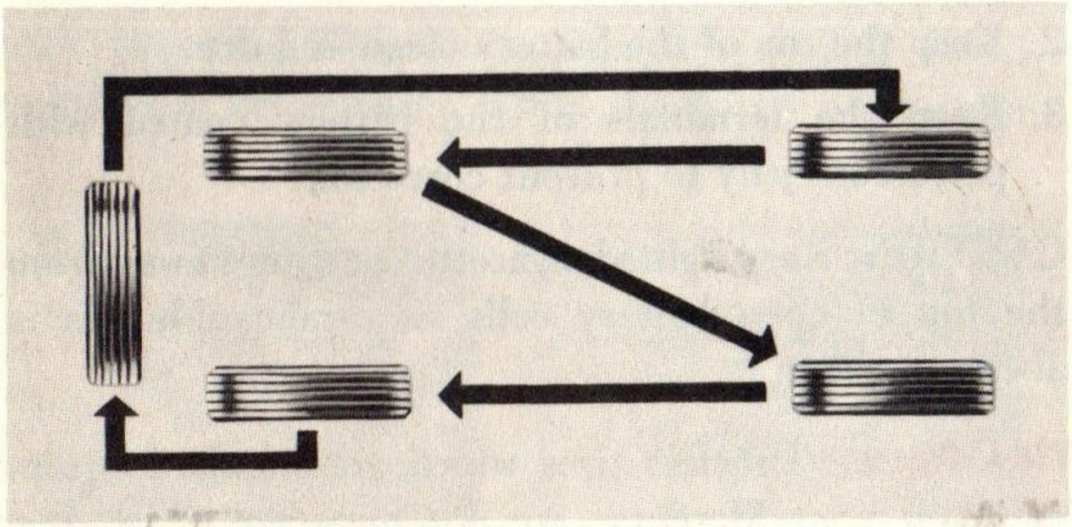
1. Have the fluid level in the battery checked frequently.
2. Keep the top of the battery clean and dry.
3. Keep the terminals of the battery coated with petroleum jelly to prevent corrosion.

CAUTION: Keep lighted cigarettes or flames away from the top of open battery cells 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.

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



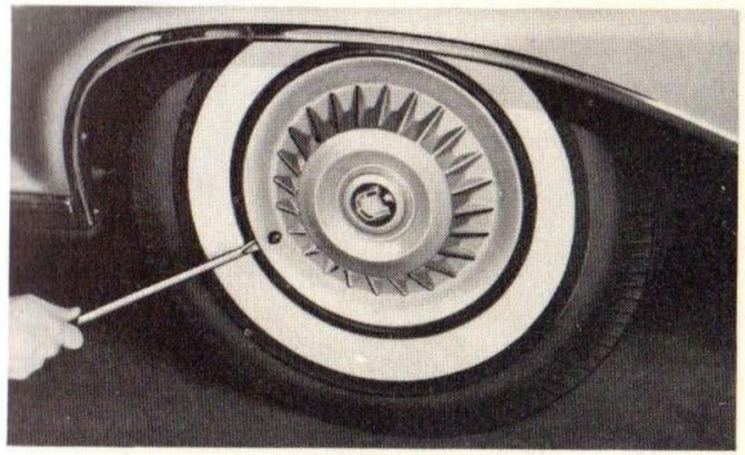
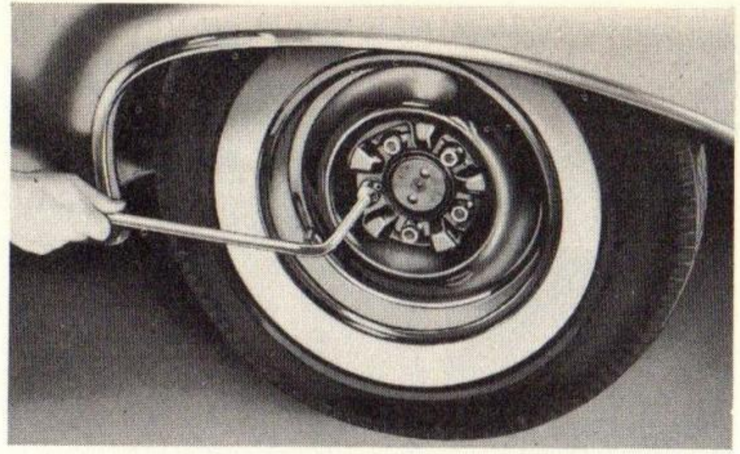
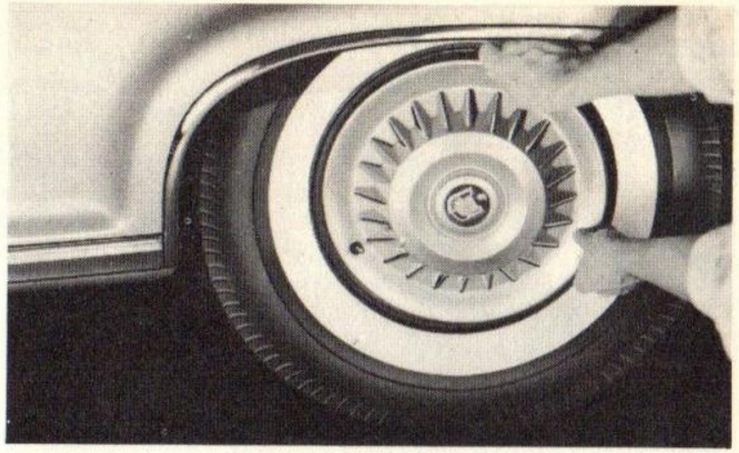
results. It is recommended that the front wheels of your car be checked for alignment by your Mercury dealer every 10,000 miles, or at any time abnormal steering or tire wear develops.

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.
7. Have toe-in checked and reset.

Changing Wheels—To change wheels on your Mercury, you need only the jack plus the combination jack handle and lug wrench which came with your car.

If a tire begins to lose pressure rapidly while driving, stop as quickly as is consistent with safety. Park the car on a level spot, if possible. Set the parking brake and place the car in reverse or, in cars with Automatic Transmission, select "P" (park). As an added precaution, block the wheel diagonally opposite from the wheel being changed. At night, turn on the left turn signal lights as a safety measure to warn passing vehicles.

CAUTION: *Do not attempt repairs on heavily-traveled roads or highways; drive the car off the road to change the tire; make certain passengers are not in the vehicle when the car is on the jack.*

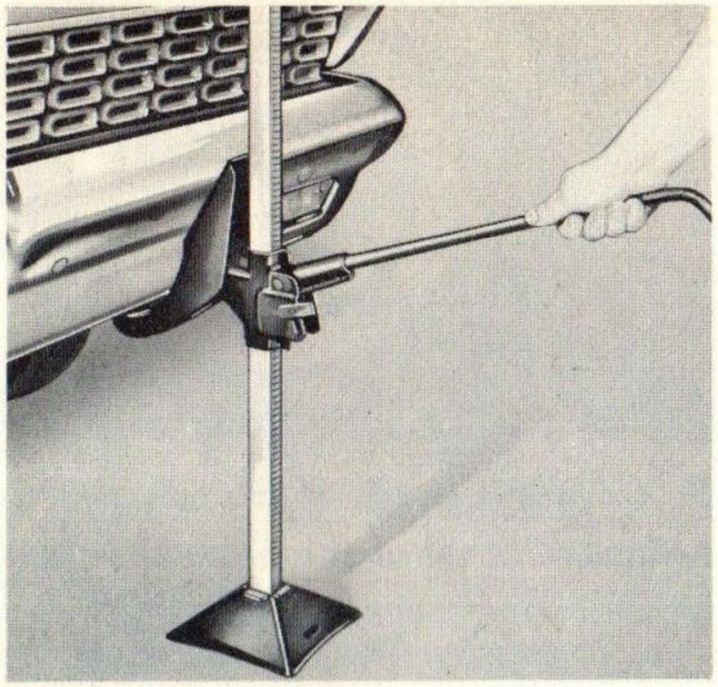
Proceed as follows:

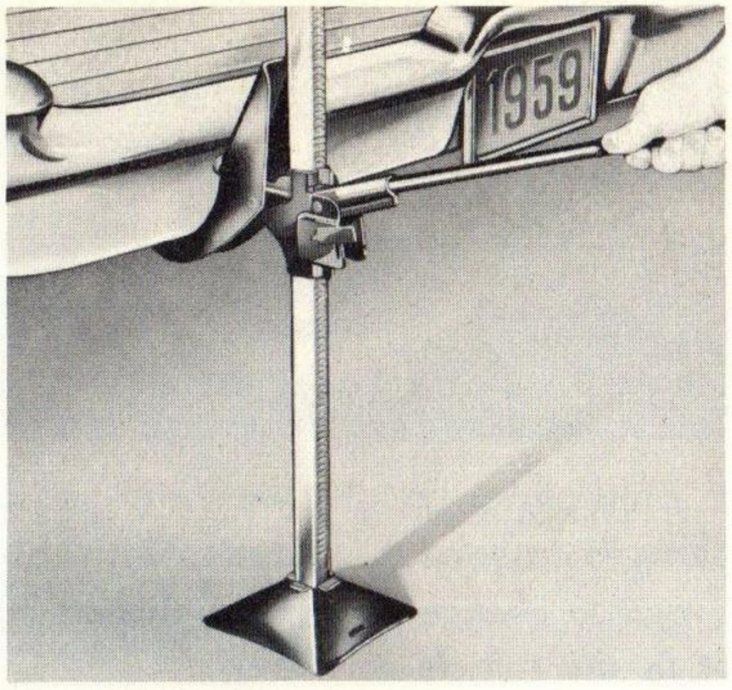
1. Remove the spare wheel from the luggage compartment, or from the tire well behind the right rear wheel housing on station wagons. Lean it carefully against the car near the wheel being changed.
2. Pry off the hub cap with the flat end of the lug wrench.

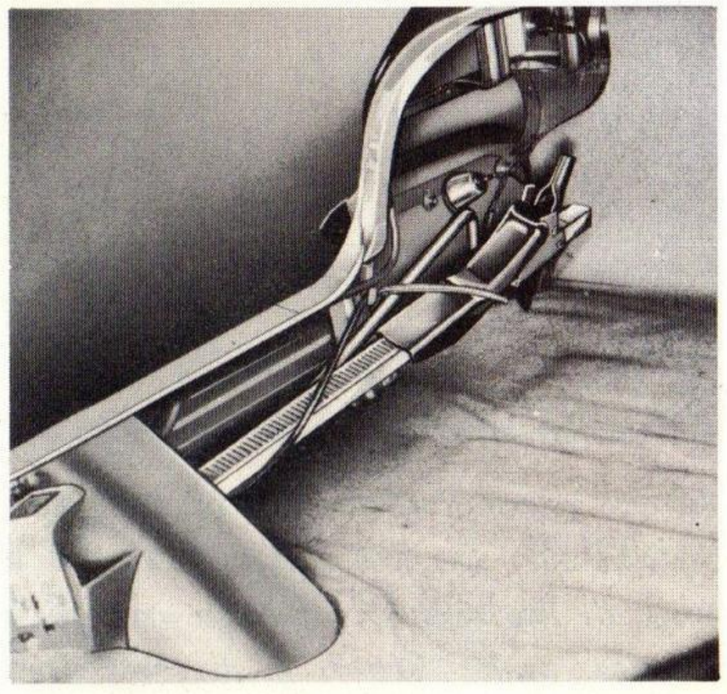
NOTE: The full disc hub cap has locking indentations in the mounting edge to prevent it from rotating on the wheel. With this design, removal of the hub cap is best accomplished in the following manner:

Make sure that the valve stem and hole in the hub cap are approximately horizontal. This will ensure that the jack handle has sufficient clearance when it is being used as a lever to pry the hub cap off. See illustration. Insert the tapered end of the jack handle beneath the hub cap at the valve stem hole, and pry the hub cap 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 hub cap in each location until it is removed from the wheel.

3. Loosen, but do not remove the wheel nuts.







4. The jack has a pivoted load-rest that is contoured to fit both bumpers of all passenger cars and the front bumper of the Station Wagon series. To raise the rear of Station Wagons, pivot the nose of the load-rest downward against the jack post.

5. In this position, the notched top of the load-rest will fit the Station Wagon rear bumper.

6. Raise the small lever under the jack handle into the upper position. Insert the flat end of the tire wrench into the jack handle socket, and work the jack handle up and down to raise the car until the wheel clears the ground.

7. Remove the wheel nuts and lift off the wheel.

8. Immediately put on the spare wheel and replace the wheel nuts.

9. Press downward on the small lever under the jack handle. Then, slowly lower the car, keeping a firm grasp on the jack handle.

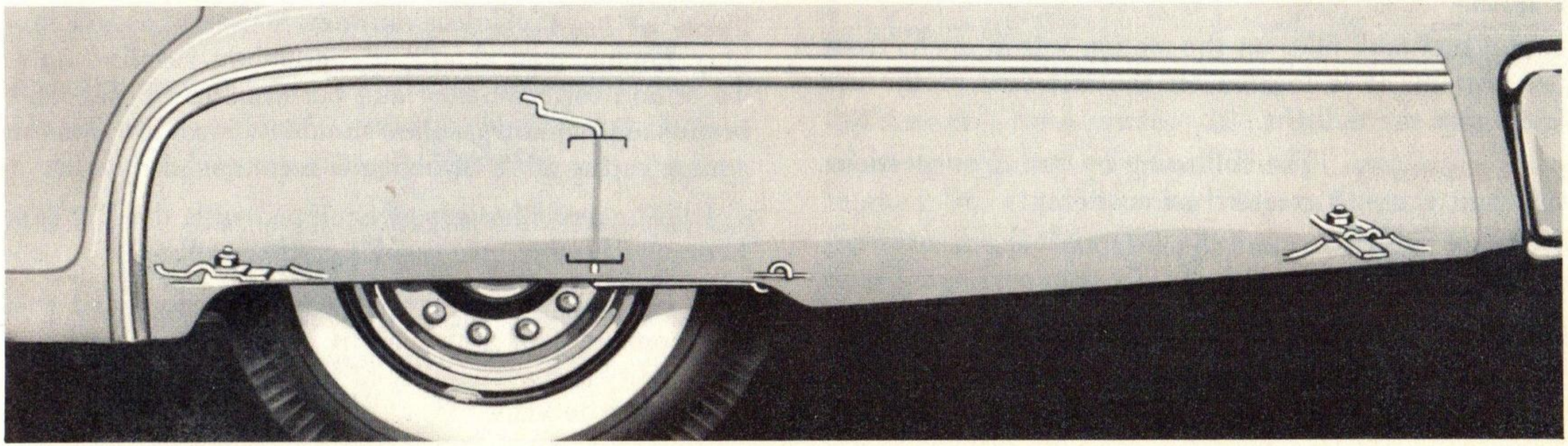
10. Remove the jack.

11. Replace the hub cap, after making sure that all of the wheel nuts are tight.

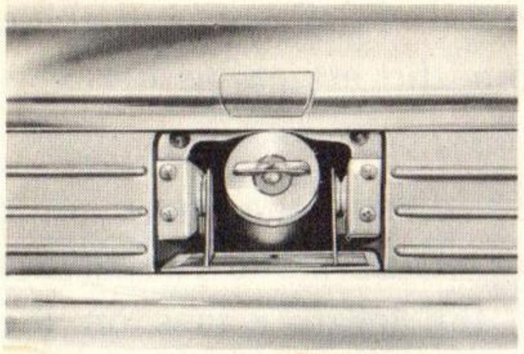
Stowing the Wheel Jack—Stow the jack in the luggage compartment. Follow the instructions printed on the decal located inside the compartment lid.

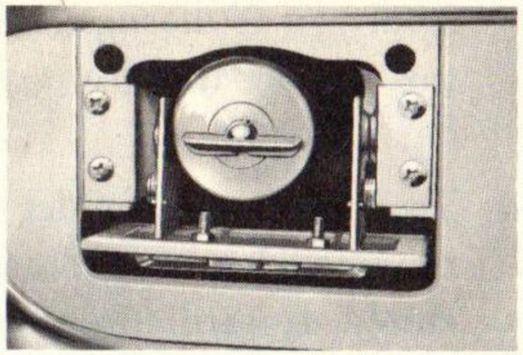
Removing Rear Fender Shield– (An optional accessory.)

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 until it is free. Pull downward.
3. Slide back end of fender shield downward and away from you to disengage the rod at the rear, and guide the rod at the front from the attaching brackets on the body.
4. To replace the fender shield, slip the front guide rod into its body bracket. Then move the fender shield upward, lining up the locating tabs on the body with the tabs on the fender shield. Push the locking rod upward until the end is retained inside the bottom flange of the shield. It is recommended that the 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.

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 the 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, at 4,000 miles, and each 4,000 miles or ninety (90) days thereafter.

Type of Fuel—Unless your new Mercury has an Economy Engine, you should use premium gasoline only. To obtain top efficiency and performance, dependable brands of premium gasoline should be used. A minimum octane rating of 98 or above is recommended.

If your new Mercury is equipped with the 235 h.p. Economy Engine, use regular grade gasoline.

If you anticipate travel abroad, it is suggested that you consult your travel agent or auto club regarding the quality and availability of fuel in the countries that you expect to visit.

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 at 4,000 miles, and each 4,000 miles, or every ninety (90) days, whichever occurs first.

NOTE: More frequent changes are required under abnormal driving conditions, such as consistent high speeds in a 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.

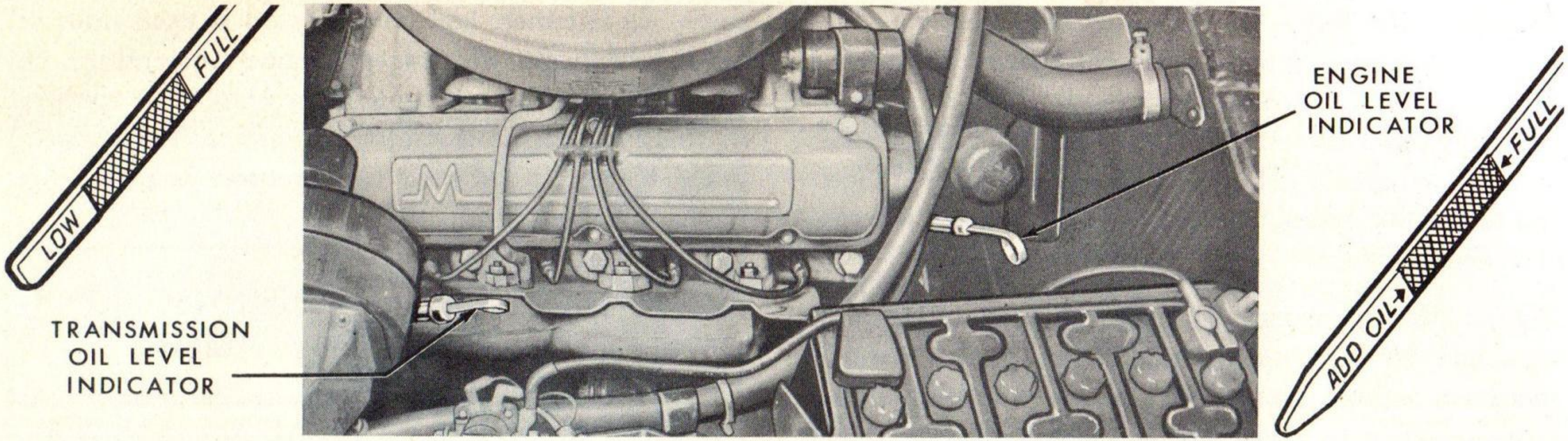
Quality and Weight—Premium heavy-duty type oil (American Petroleum Institute classification MS) is recommended for use in all 1959 Mercury engines.

CAUTION: Oils having A.P.I. classifications MM and ML are not recommended for use in our product.

The recommended viscosity grade of engine oil varies according to climatic conditions. In winter, low viscosity oil gives better lubrication because it flows more easily. In summer, high viscosity oil is used since oil tends to thin out with higher engine temperature. Oil viscosity grades are designated by number as specified by the Society of Automotive Engineers. The viscosity grade to use at different temperatures is as follows:

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

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

CAUTION: Do not fill beyond the "FULL" mark on the fluid level indicator.

To obtain an accurate reading, normal operating temperature should be attained and fluid should be well circulated throughout the Merc-O-Matic or Multi-Drive system.

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, at 4,000 miles and each 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 important 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 48 and 49.
2. A tabulated lubrication guide (see page 50).
3. An illustrated lubrication chart (see page 51).

INDEX FOR SCHEDULED SERVICE ITEMS

MILEAGE	SERVICE ITEMS
1,000	1
2,000	1-10
4,000	1-17
6,000	1-10, 18-25
8,000	1-17
10,000	1-10, 26-27
12,000	1-27
14,000	1-10
16,000	1-17, 28-39
18,000	1-10, 18-25
20,000	1-17, 26-27, 40-41
Seasonal Services	See Page 49

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

MAINTENANCE SCHEDULE

Every 1,000 Miles

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

Every 2,000 Miles

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

Every 4,000 Miles

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

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 regu-

lator, 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. Cross-switch tires and check wear.

Every 10,000 Miles

26. Install new spark plugs.
27. Check front end alignment.

Every 16,000 Miles

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

Every 20,000 Miles

40. Replace carburetor air cleaner filter.
41. 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.

MAINTENANCE AND 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. 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.*

4. Universal Joints—Repack at 16,000 miles.

5. Transmissions (Automatic) —2,000 miles—check level, add if required. 16,000 miles —drain and refill. Lubricant —automatic transmission fluid type "A" 8L-19582.

6. Transmission (Standard)— Check level, add lubricant as required. Use lubricant S.A.E. 80 multi-purpose (winter and summer).

7. Lower Gearshift Selector Lever — (Standard Transmission Only). Lubricate one point with chassis lubricant.

8. Steering Gear—Check oil level and add, if required. Use steering gear lubricant, LA-19578-A.

9. Front Wheel Bearings— Clean, inspect and repack.

10. 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.

11. Oil Filter—Replace filter (in dusty or sandy areas more frequent changes may be necessary).

12. Power Steering Pump Reservoir—Check level, add if required. Lubricant—Automatic Transmission fluid type "A" 8L-19582.

13. Fuel Pump Filter—4,000 miles. Replace fuel pump filter element.

14. Steering Stops—Daub 8L-19586 at two stops, one each side.

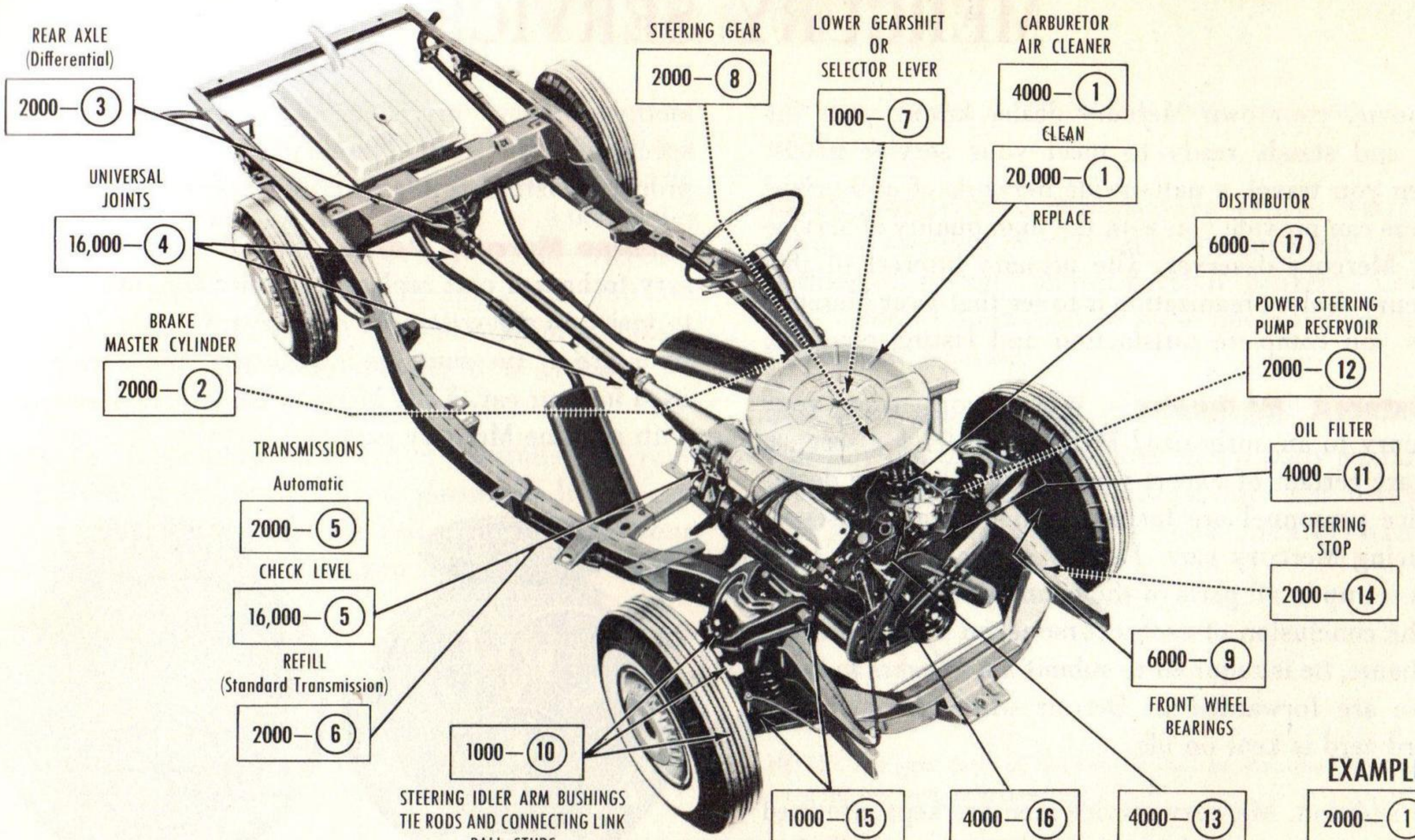
15. Front Suspension—Lubricate four lubrication points, two each side, with chassis lubricant.

    CAUTION: Do not lubricate rubber bushings.

16. Crankcase Oil Filler Tube Ventilator*—Clean screen in oil filler tube cap.

    *Replace crankcase ventilator screen, if so equipped.

17. 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 No. 10 oil.



*Replace crankcase road draft ventilator screen if so equipped.

MERCURY SERVICE

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

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

In addition, Mercury service men are kept informed of latest service techniques through company bulletins, and they use factory-approved tools, test fixtures, and methods. These precision instruments are designed specifically for your Mercury car and provide the proper adjustments necessary for its efficient operation.

Genuine Mercury Parts— Should you find it necessary to have a part replaced in your Mercury, be sure to insist on a genuine Mercury part. Genuine Mercury parts are of the same high quality as those originally used in your car. Your Mercury dealer can supply you with genuine Mercury parts.



WARRANTIES

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.*

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.

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 workmanship 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: 2.71:1, 2.91:1, 3.10:1, 3.22:1, 3.56:1 or 3.89:1.

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

COOLING SYSTEM

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

DIMENSIONS

Overall Length (inches)	
Monterey and Montclair	217.8
Park Lane	222.8
Station Wagons	218.6
Overall Width (inches)	80.7
Tread (inches)	
Front	60.0
Rear (Monterey and Montclair)	60.0
Rear (Park Lane)	62.0
Wheelbase (inches)	
Monterey and Montclair and Station Wagons	126
Park Lane	128

ENGINES

	312 Cubic Inch Displacement	383 Cubic Inch Displacement	430 Cubic Inch Displacement
Bore (inches)	3.80	4.30	4.30
Brake Horsepower (@ r.p.m.)	235 @ 4100	280 (2V) @ 4400 322 (4V) @ 4600	345 @ 4400
Compression Ratio	8.75:1	10.0:1	10.0:1
Cylinders			
Quantity	8	8	8
Type	90° OHV	90° OHV	90° OHV
Firing Order	1-5-4-8-6-3-7-2	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Note: Cylinder numbering for all engines is 1-2-3-4—right, 5-6-7-8—left.			
Standard Shift Manual idle speed (in neutral) (r.p.m.)	425-450	425-450	425-500
Merc-O-Matic idle speed (in drive) (r.p.m.)	450-475	450-475	450-475
Multi-Drive (in drive) (r.p.m.)	450-475	450-475	450-475
Stroke (inches)	3.44	3.30	3.70
Valve Lash—intake and exhaust—Zero	.019 (Hot)	Hydraulic	Hydraulic

Battery	Standard	Heavy Duty
Ampere hour rating	55	65
Ground terminal polarity	Negative	Negative
Number of cells	6	6
Number of plates per cell	11	13
Volts	12	12

Circuit Breakers	Rating	Location
Headlamps	18 amp	Integral with main light switch
Headlamps (Low Beam)	12 amp	On brake pedal support bracket
Parking Lamps, Rear Lamps, Stop Lamps, License Plate Lamp, Instrument Lamps	12 amp	Integral with main light switch
Air Conditioning Blower	20 amp	On instrument panel lower reinforcement
Electric Wiper Motor	12 amp	On brake pedal support bracket
	17½ amp	Internal Circuit Breaker in motor
Electric Back Window	30 amp	Right fender apron
	13½ amp	Left inner back panel (4-door S/Wagon)
		Rear seat reinforcement panel (2-door S/Wagon)
Power Windows		
Main Circuit	30 amp	Right fender apron
Front Door	15 amp	Lower instrument panel extension
Rear Door	15 amp	Inner door panel
Rear Quarter	15 amp	Rear floor panel
Four-Way Power Seat	20 amp	Near motor under front seat
	30 amp	On right fender apron
Seat-O-Matic Power Seat	15 amp	Near horizontal motor under front seat
	15 amp	Near vertical motor under front seat
	30 amp	On right fender apron
	10 amp	On instrument panel lower reinforcement
Convertible Top Control	30 amp	On right fender apron

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

Fuses

Circuit	Fuse	Location
Interior Lamps	SFE 7.5 amp	Fuse panel back of access plate in glove box
Turn Signals	1 AG-5 amp	Fuse panel back of access plate in glove box
Heater Blowers	SFE 14.0 amp	Fuse panel back of access plate in glove box
Radio	1 AG-5 amp	Fuse panel back of access plate in glove box
Spotlight	SFE 7.5 amp	Fuse panel back of access plate in glove gox
Clock	1 AG-2 amp	Fuse panel back of access plate in glove box
Cigar Lighter	1 AGC-15 amp	Fuse panel back of access plate in glove box
	1 Sulphur Disc	Attached to back of lighter socket
Back-Up Lamp	SFE 7.5 amp	Fuse panel back of access plate in glove box

Lamps Lamp Description	Number of Bulbs Used	Candle Power or Wattage	Trade Number
Headlamps			
Low Beam (※2)	2	50/37.5W	4002
High Beam (※1)	2	37.5W	4001
Front Turn Signal/Parking	2	32/4 C.P.	1034
Spotlight 4.4″ Diameter	1	30W	4405
Engine Compartment	1	15 C.P.	93
Rear Turn Signal and Stop/Tail	2	32/4 C.P.	1034
Back-Up Lamps	2	32 C.P.	1073
Luggage Compartment	1	4 C.P.	67
Rear License Plate Lamp	1	4 C.P.	67
Arm Rest	2	6 C.P.	89
Courtesy Lamps	2	6 C.P.	89
Compass Lamp	1	1.5 C.P.	1445
Dome Lamp	1	15 C.P.	1003
Vanity Mirror	1	2 C.P.	57
Glove Compartment	1	2 C.P.	57
Continental Tire Kit	1	4 C.P.	67

Instrument Panel			
Indicators and Gauges:			
Fuel Gauge	1	2 C.P.	57
Temperature Gauge	1	2 C.P.	57
Generator Indicator	1	1.5 C.P.	1445
Oil Pressure Indicator	1	1.5 C.P.	1445
High Beam	1	2 C.P.	57
Turn Signal	2	1.5 C.P.	1445
Parking Brake Signal	1	2 C.P.	57
Panel Illumination:			
Speedometer	2	2 C.P.	57
Right Cluster	2	2 C.P.	57
Left Cluster	2	2 C.P.	57
Ash Receptacle	1	1.5 C.P.	1445
Clock	2	2 C.P.	57
Radio Dial	1	1 C.P.	1892
Transmission Control Dial	1	1.5 C.P.	1445

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

REFILL CAPACITIES (U.S. MEASURES)

Cooling System—312 cu. in.	20 quarts*
—383 cu. in. and 430 cu. in.	21 quarts*
Crankcase	5 quarts**
Fuel Tank—All Models	20 gallons
Rear Axle	4½ pints
Transmission	
Merc-O-Matic	9-10 quarts
Multi-Drive	9-10 quarts
Standard Shift Manual	3 pints

*Add 1 quart extra on car equipped with heater.

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

REFILL CAPACITIES (IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is ⅙ larger than similar units of liquid measure used under United States standard. If equivalent liquid capacities are desired, multiply the specified U.S. measure by 5 and divide by 6. The result will be reasonably accurate.

TIRES

Size . . . . . 8.00 x 14, 8.50 x 14, or 9.00 x 14 depending on model and/or equipment
Pressure . . . . . 24 lbs. (front and rear)

(28 lbs. rear for loaded Station Wagon)

TRANSMISSION

Standard Shift Manual
Speeds . . . . . 3 speeds forward and 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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M-E-L DIVISION
Ford Motor Company



Form MD-3691-59
Litho. in U.S.A.