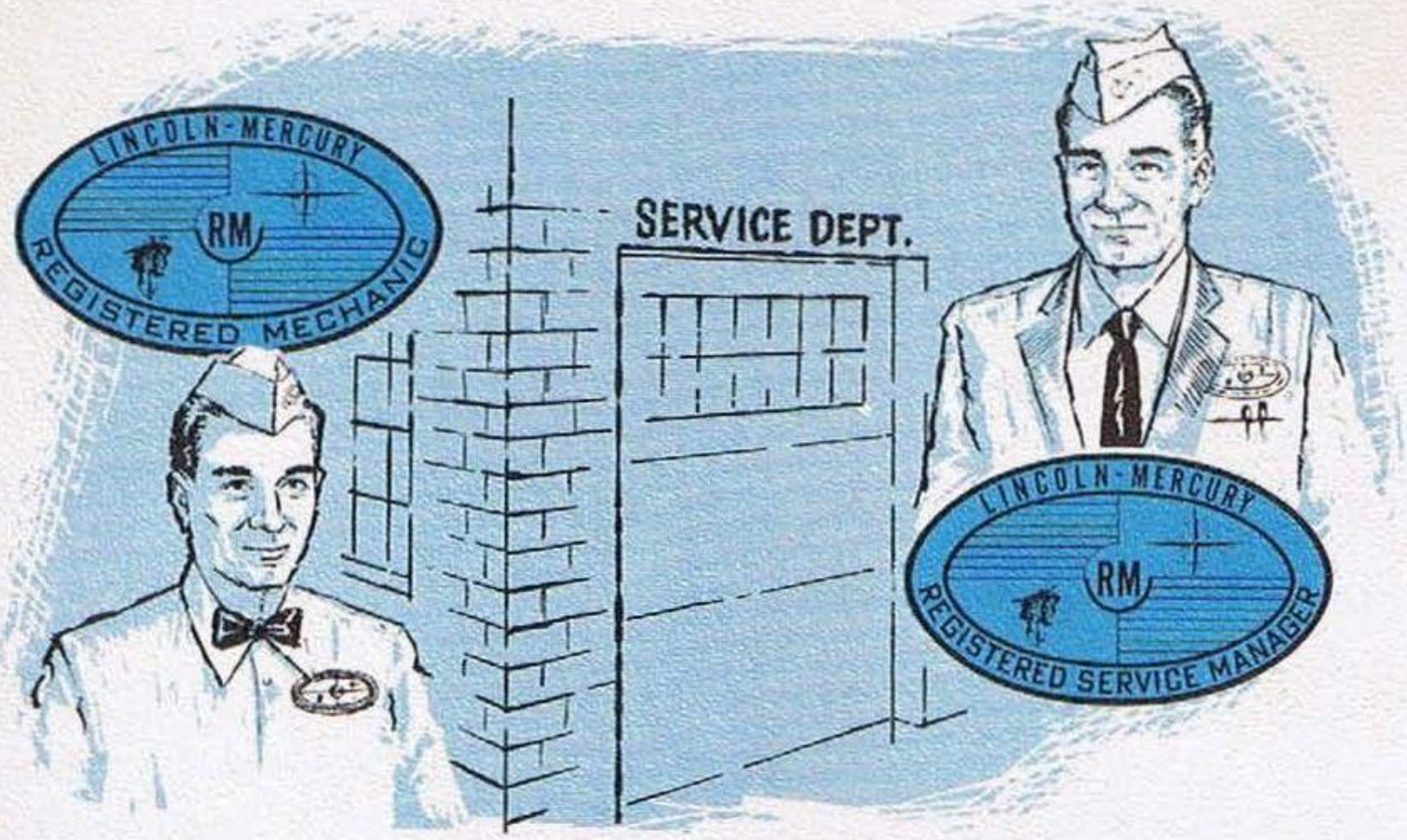


COMET

FOR 1960

FOREWORD



The by-word and guide in bringing to you a new, economical and practical automobile is Security Design. Security Design has made possible the safety, ease of driving and long-lasting quality which are "built-in" characteristics of the Comet.

This Owner's Manual is provided so that you will have a source of information available, at your fingertips, whenever a question arises concerning the location or operation of controls. A maintenance schedule is also provided, as a guide for keeping your Comet in top mechanical condition.

Lincoln-Mercury Division of Ford Motor Company places a strong emphasis on the "satisfied service customer," and supports this emphasis with an intensive mechanics training program. Lincoln-Mercury Registered Service Manager and Registered Mechanic Emblems displayed in your dealer's service department identify his dealership as one whose employees have been schooled in the technical aspects of service, as well as in the importance of a job which gives a "full dollar value."

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SERVICE DEPARTMENT
LINCOLN-MERCURY DIVISION
Ford Motor Company
Dearborn, Michigan

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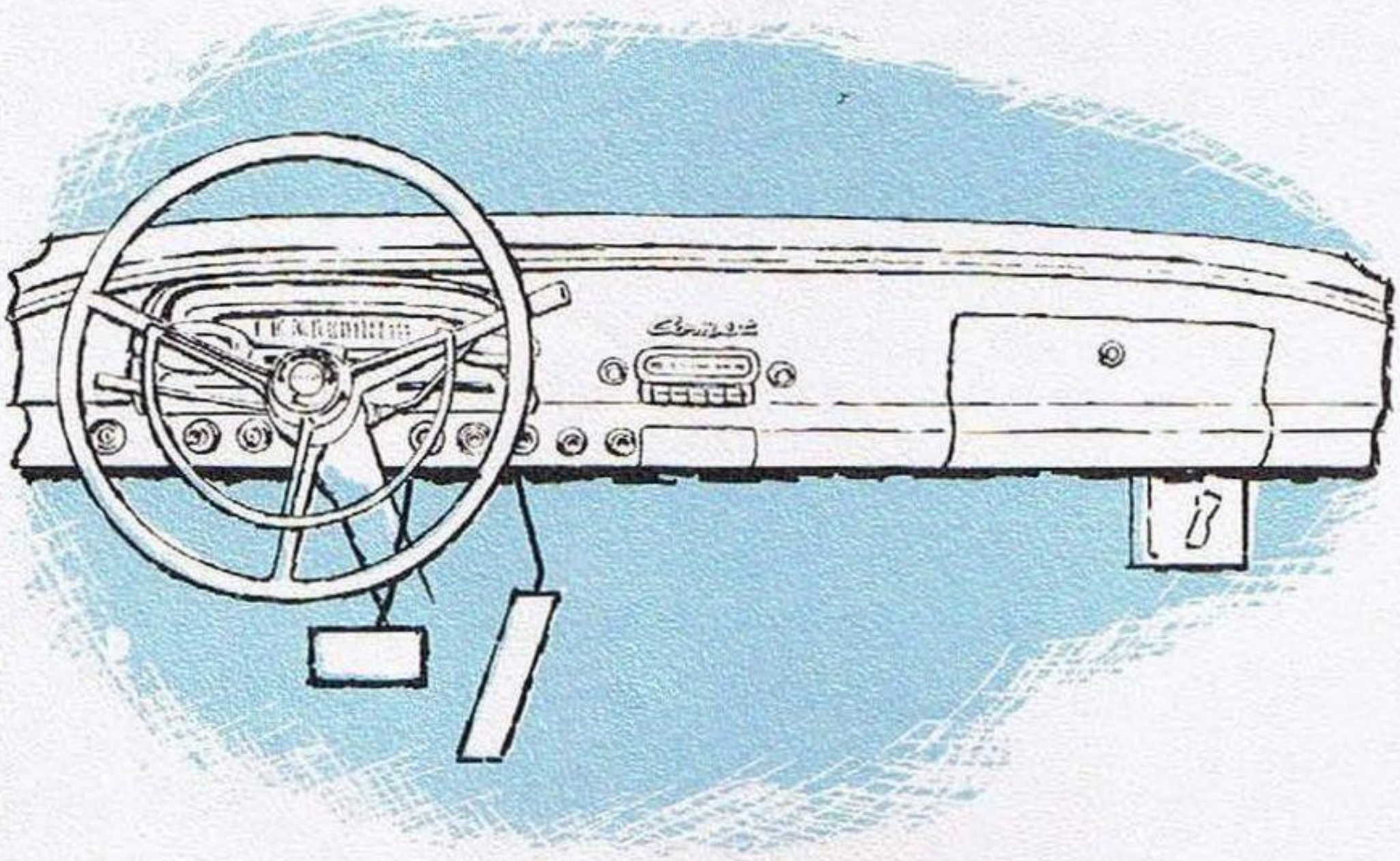


KEYS AND LOCKS

KEYS

The key with a narrow head operates the car door locks and the ignition switch.

The key with a wide head operates the luggage compartment lock, or the tail gate lock on Station Wagons.

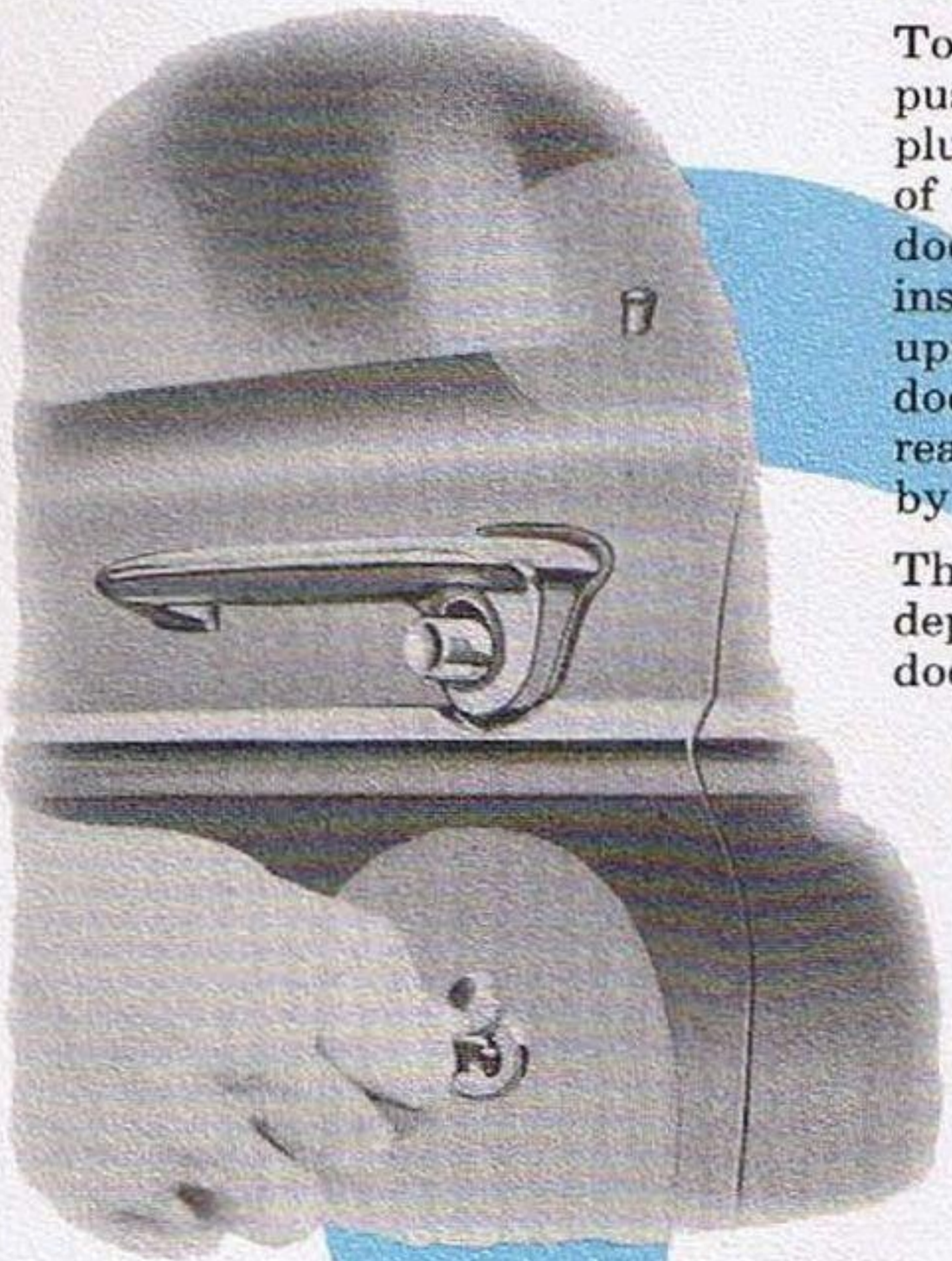
Identification numbers are stamped on separate metal tags attached to each set of keys. Keep a record of the key numbers so that your Dealer can be of assistance in replacing a lost or misplaced key.



INSIDE DOOR LOCKS

To lock either door from the inside push the door lock plunger down. The plunger is located on the top surface of the door interior trim panel. Front doors may be unlocked from the inside by pulling the door lock plunger upward or by merely opening the door with the inside door handle. The rear door locks may be unlocked only by pulling the lock plungers up.

The rear doors may also be locked by depressing the lock plunger while the door is open, then shutting the door.



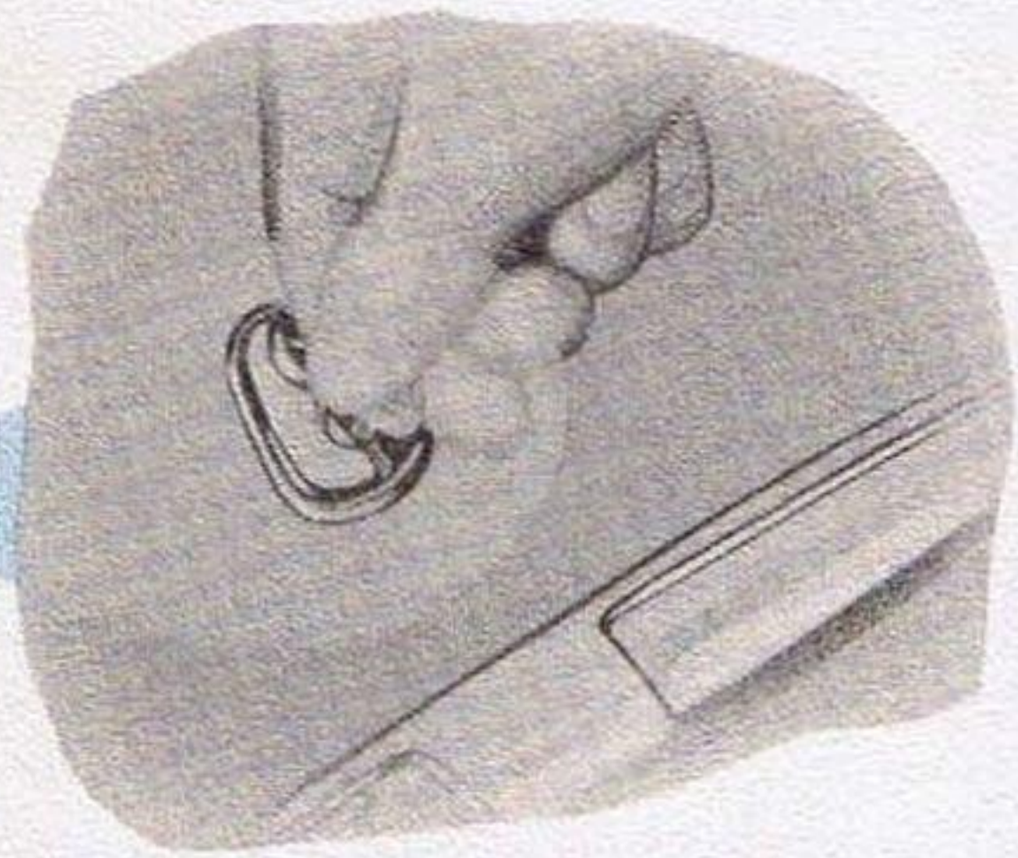


OUTSIDE DOOR LOCKS

To unlock either front door from the outside, raise the lock dust shield which is located below the door handle; insert the key with a narrow head and turn it toward the rear of the car. To lock either front door from the outside, turn the key toward the front of the car.

LUGGAGE COMPARTMENT LOCK

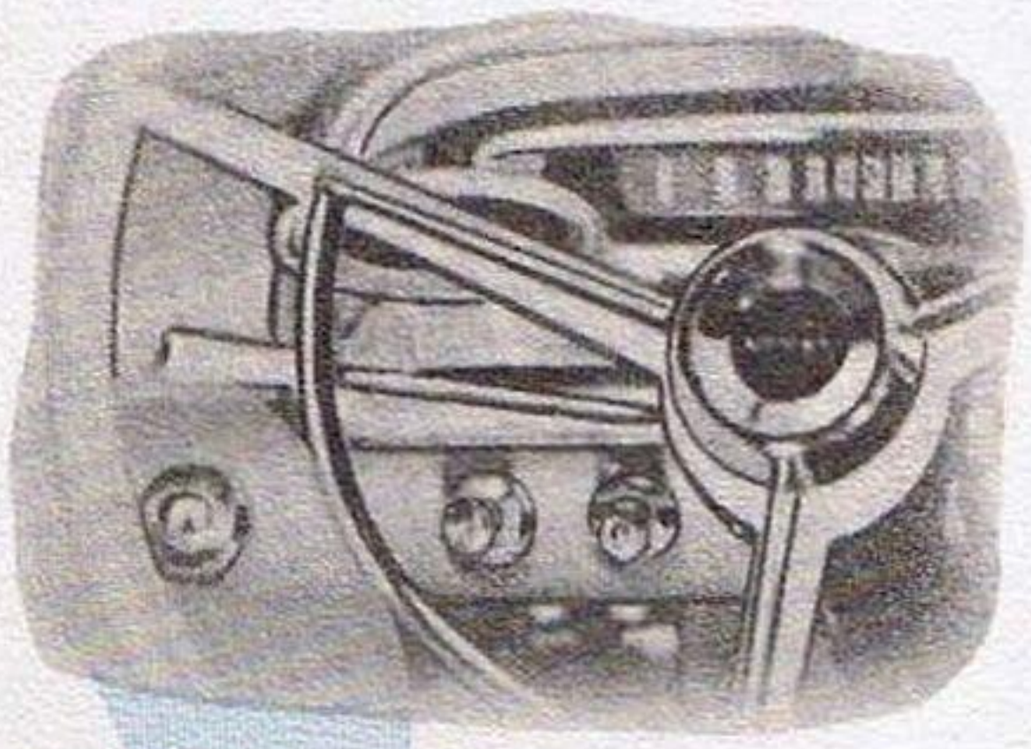
To unlock the luggage compartment, insert the key with a wide head into the lock and turn it ¼ turn to the left. The counterbalanced lid will thus be released and raise up. When the lid is closed, it locks automatically.



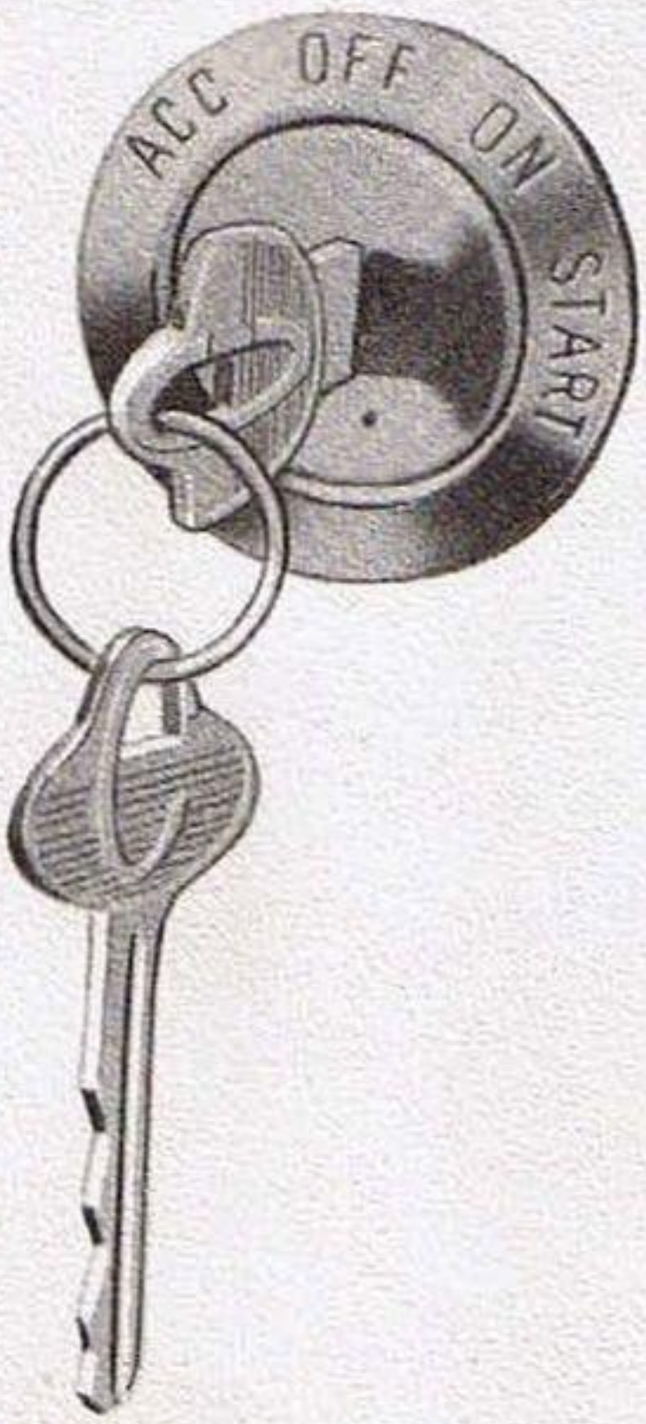
LOCK MAINTENANCE

In extremely cold weather, moisture may freeze in the lock cylinders and cause them to stick. This difficulty, if encountered, can be readily overcome by heating the key before inserting it into the lock. You may have to heat the key several times before the lock will turn freely. *Do not attempt to force the cylinder to turn.*

A mixture of graphite and alcohol inserted in the lock cylinders will minimize the possibility of freezing in cold weather.



IGNITION SWITCH



There are four positions in the ignition switch:

- "ACC"—Left.
  All electrically powered equipment may be operated without starting the engine when the key is turned to the "ACC" or left position.
- "OFF"—Center.
- "ON"—Right.
- "START"—Fully Right.

The key must be held in the "START" position until the engine starts. Then, when the key is released, it will return automatically to the "ON" position.

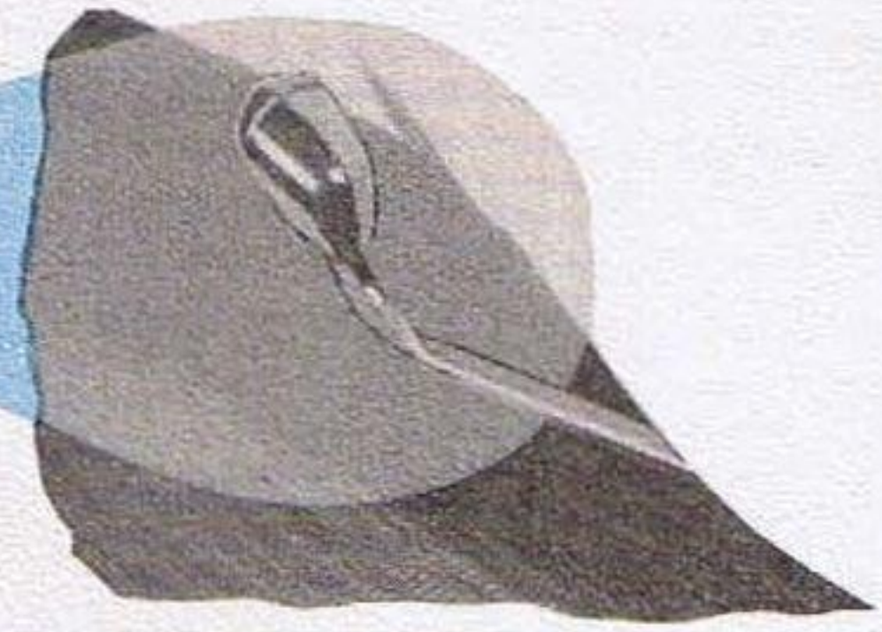
NOTE: On cars with an automatic transmission, the transmission selector lever must be placed in either the "N", neutral or "P", park position before the engine can be started. With a standard transmission, depress the clutch pedal and place the shift lever in neutral position.

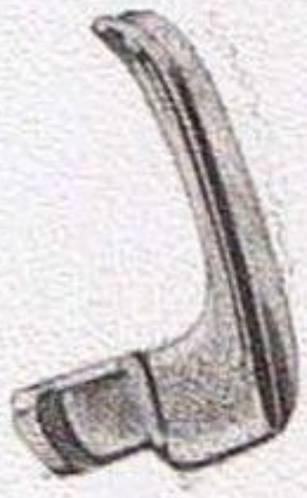
For detailed instructions regarding the use of transmission selector levers refer to the section under "STARTING AND DRIVING".

CONTROLS, INSTRUMENTS AND LIGHTING

FRONT SEAT ADJUSTMENT

A control lever is located near the front, lower, left edge of the seat. To move the seat, push this lever to the left and glide the seat to the position most suitable for you. The seat will lock in position when you release the control lever.





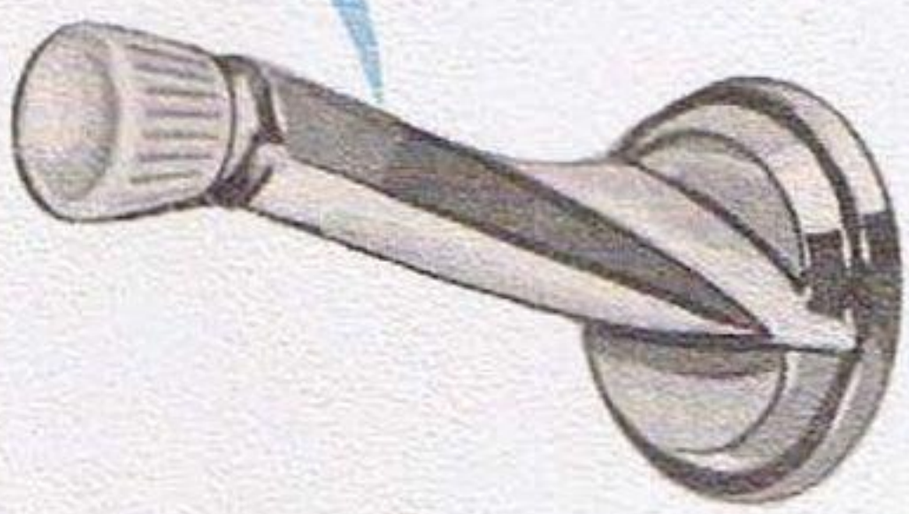
WINDOW CONTROLS

Windows, except vent windows, are raised or lowered easily by hand cranks. In station wagon models, an optional electrically operated rear window is available.

Vent Window Latch—To open the vent windows, turn the latch upward and push the window outward. To close the vent window, pull in on the latch handle. When the window is closed, it may be locked by turning the latch downward.

Side Window Controls—To open or close a front or rear side window, crank the regulator handle toward the front for opening and toward the rear for closing.



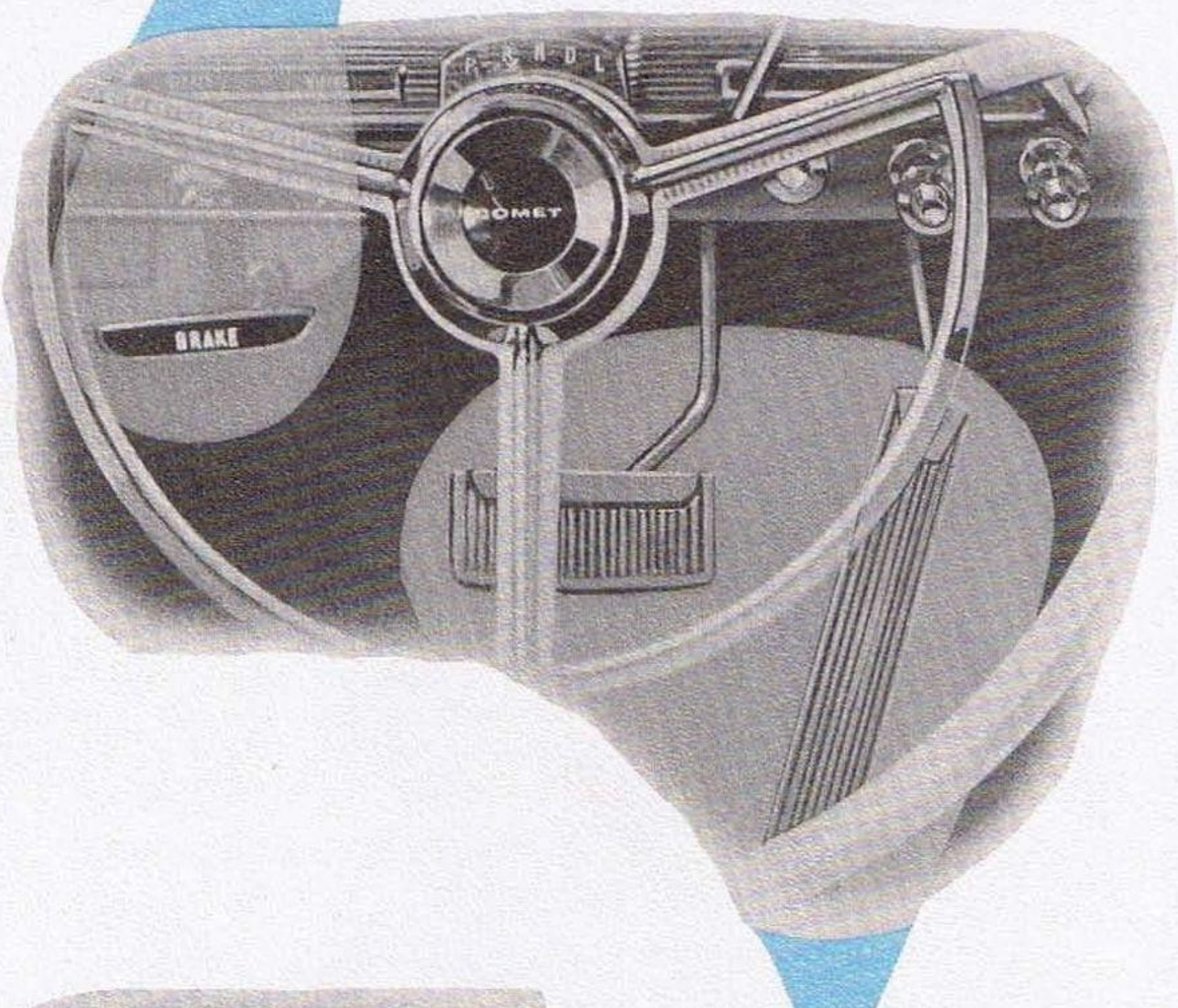


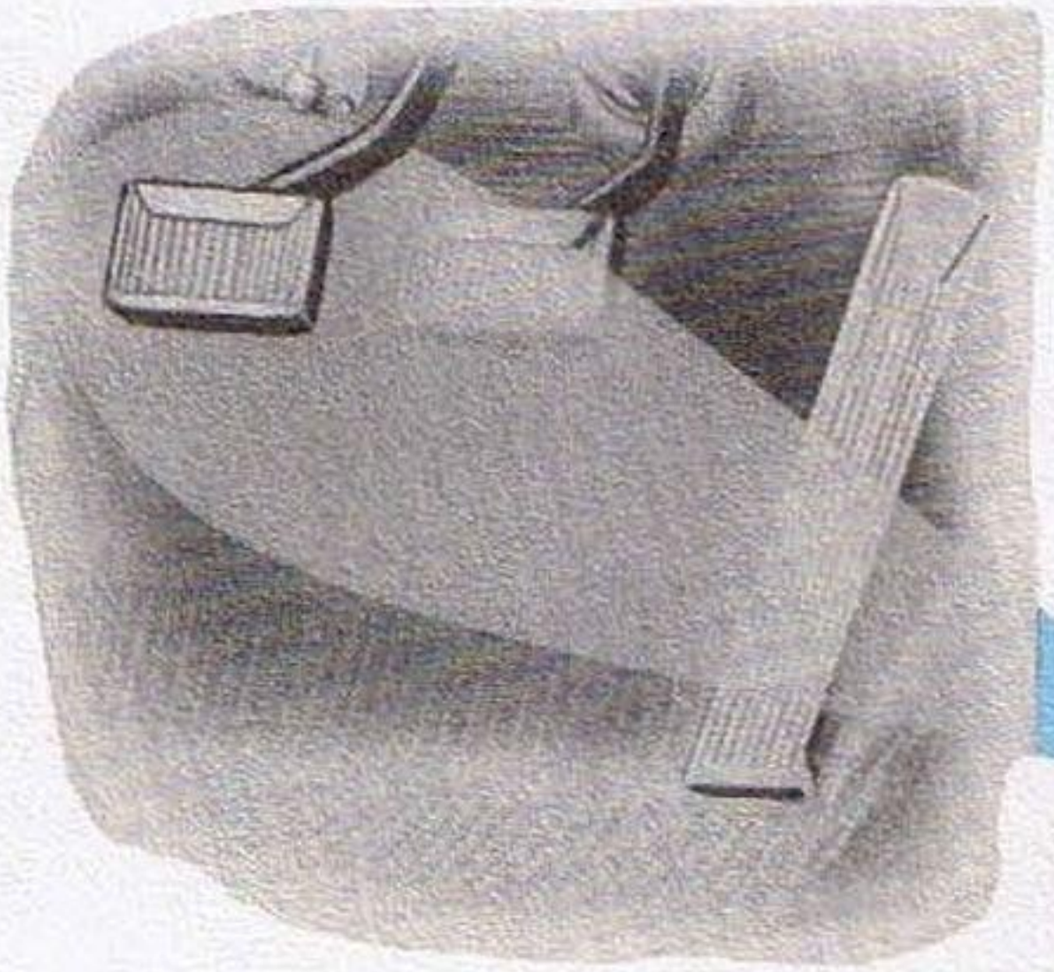
Station Wagon Rear Window—For detailed instructions regarding operation of the Station Wagon rear window, refer to the Station Wagon section of this Manual.

PARKING BRAKE HANDLE

The parking brake handle is located just beneath the left end of the instrument panel. To apply the parking brakes, pull the handle outward while depressing the foot brake pedal. This provides a more positive application of the parking brake. The handle will automatically lock. To release the brakes, turn the handle a quarter turn to the left while pulling slightly outward. Then push the handle all the way in.







FOOT PEDALS

Brake and Accelerator—The brake and accelerator pedals are located at the right of the steering column. The pedals are close enough to each other to permit quick and easy movement from one pedal to the other.

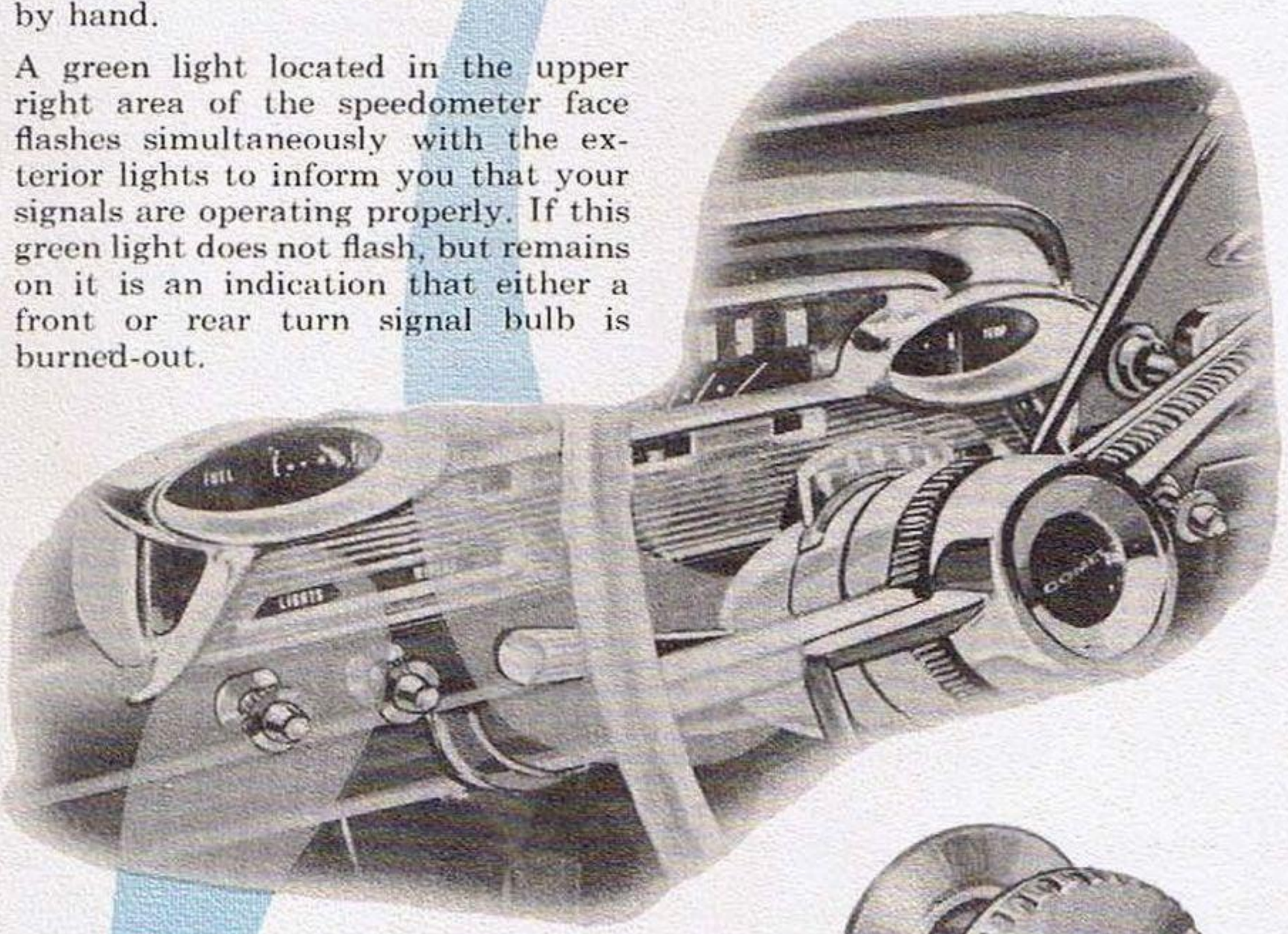
Clutch—The clutch pedal for the standard shift transmission is located at the left of the brake pedal.

TURN INDICATOR

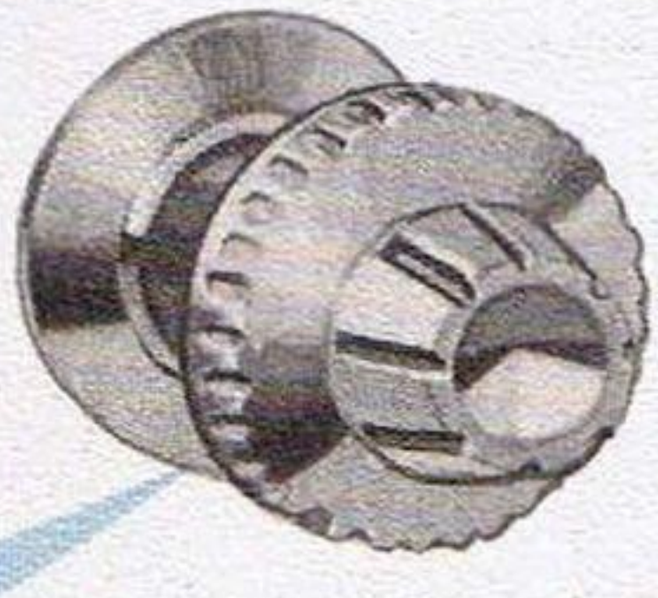


The turn indicator lever is located at the left side of the steering column. Moving the lever up signals a right turn; down, signals a left turn. In each position the corresponding front and rear turn signal lights flash on and off thus warning other drivers of your intention to turn. When a turn is completed, the lever automatically returns to its neutral or off position. However, if you have made less than a full turn, the lever may not cancel automatically but may be moved to the neutral or off position by hand.

A green light located in the upper right area of the speedometer face flashes simultaneously with the exterior lights to inform you that your signals are operating properly. If this green light does not flash, but remains on it is an indication that either a front or rear turn signal bulb is burned-out.



MAIN LIGHT SWITCH



The headlights, tail lights, parking lights, license plate light and instrument panel lights are all controlled by moving the main light switch knob "in" or "out":

1. All the way in, all lights are off.
2. Half-way out, tail lights, parking lights, license plate light and instrument panel lights are on.
3. All the way out, headlights, tail lights, license plate light and instrument panel lights are on.

Rotation of the switch clockwise, while in the half-way or full-out position, dims the instrument panel lights. The instrument lights are brightened when the switch is turned counterclockwise. The dome light is turned on when the main light switch is in its full counterclockwise position regardless of the "in" or "out" position.

HEADLIGHT BEAM CONTROL

The headlight beam control switch is positioned on the floor at the left of the clutch and brake pedals for easy foot operation. Depress and release the switch to change the beam.

Each outside light (low beam) operates when the foot switch is depressed for the "low" position. All four headlights function as "brights" or high beams when the switch is depressed for the "high" position.

A red light, located in the upper left area of the speedometer face, indicates when the "brights" are in use.



BACK-UP LIGHTS

Bright, wide-beam back-up lights which are available as an accessory will automatically illuminate the area in back of your car whenever the ignition is in other than the OFF position and the transmission is in reverse.

WINDSHIELD WIPER CONTROL

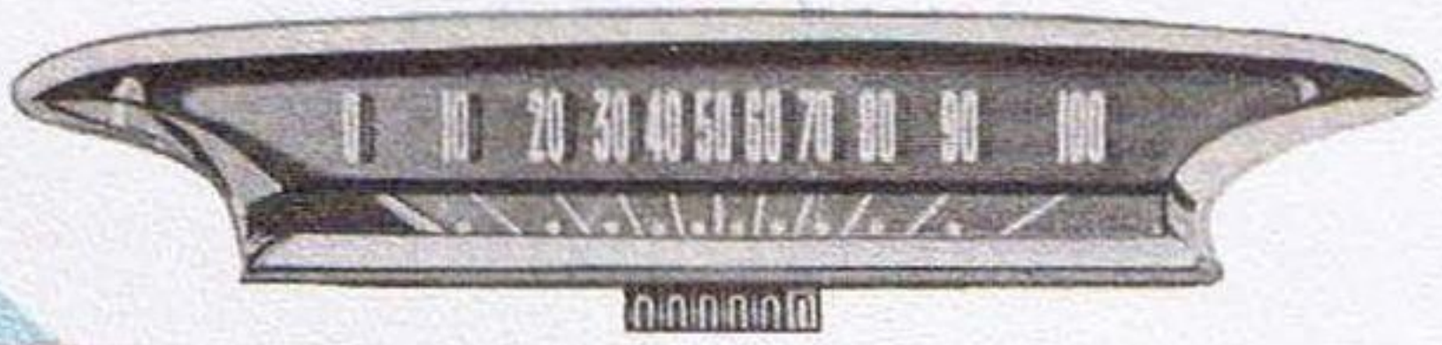
The wiper control knob is located just to the left of the steering column on the instrument panel. To start wiper action, turn the knob to the right. If the wipers are vacuum operated, a complete turn through a slight detent or "stop" provides high speed wiper action. A partial turn, just to the detent, provides normal wiper speed and a wide cleaning arc. When the wipers are operated at high speed, the "sweep" or stroke of the blades is shorter. If the wipers are vacuum-operated, the engine must be running.

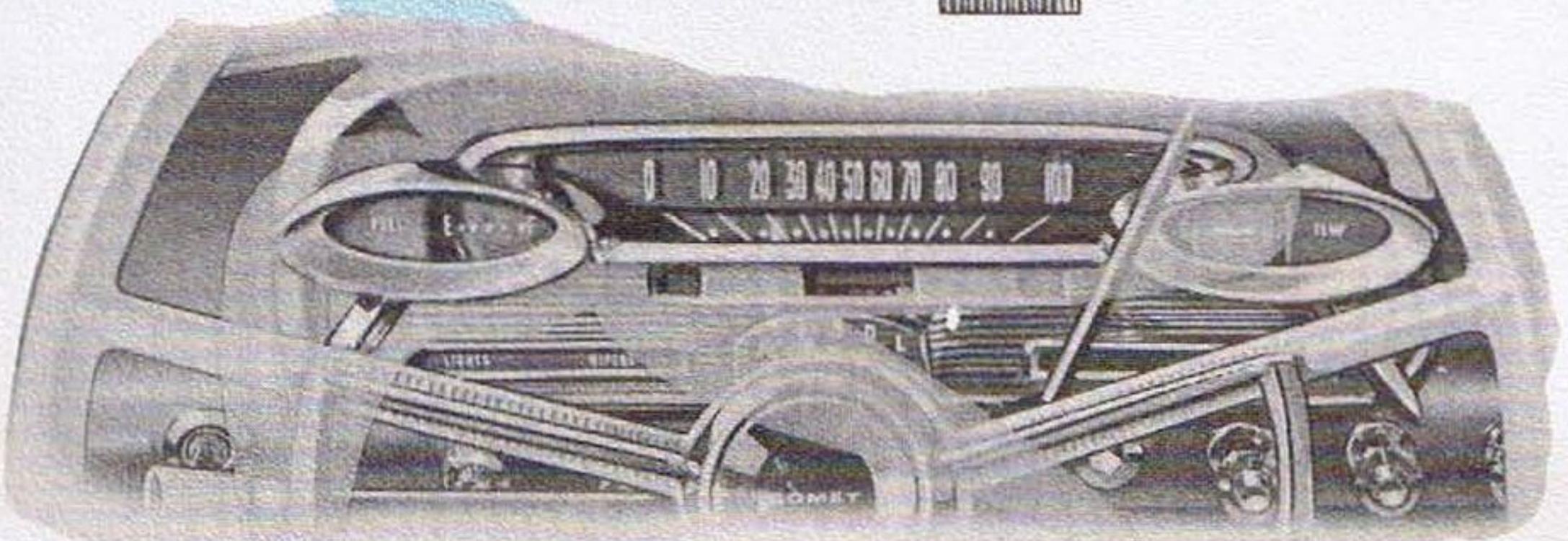
Electrically operated windshield wipers are an optional accessory which provide a wide cleaning arc only.



SPEEDOMETER AND ODOMETER

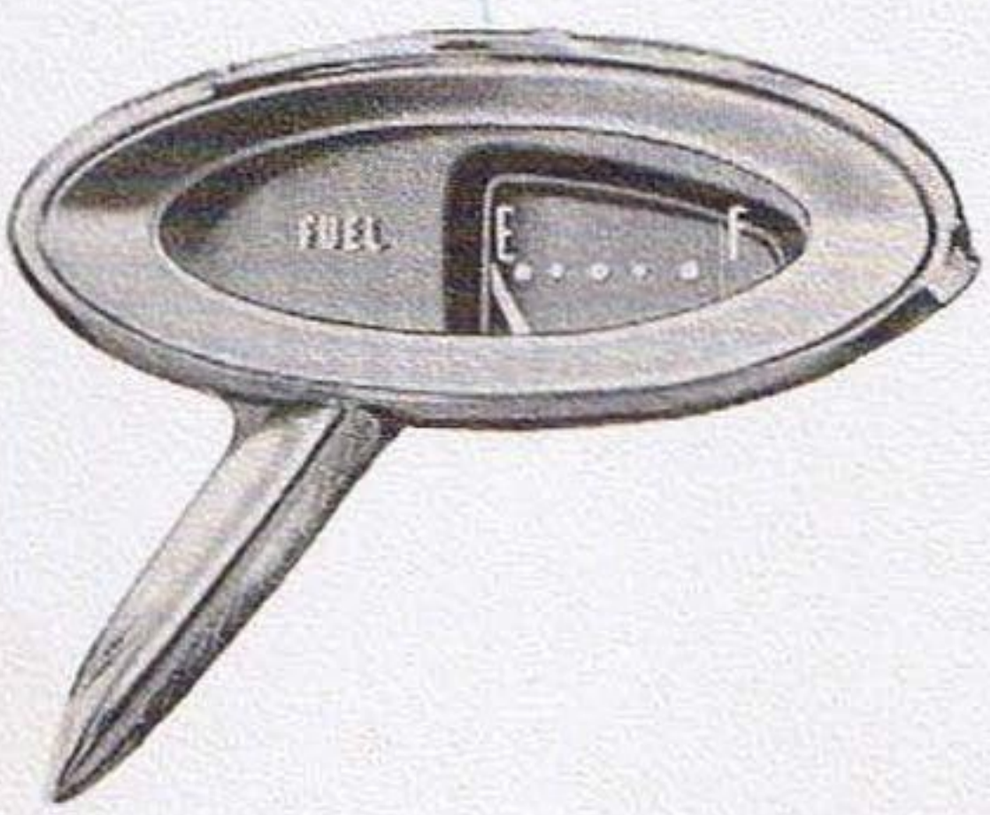
The speedometer is located at the top center of the instrument cluster and is just above the steering column for quick, accurate reading. The speedometer face is graduated in 10 MPH marks from "0" to "100". The car mileage indicator (odometer) is centered directly below the speedometer face.

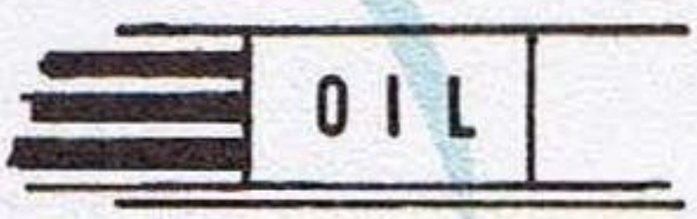




FUEL GAUGE

The fuel gauge, located at the left end of the speedometer face, indicates the approximate level of gasoline in the tank. The gauge operates whenever the ignition switch is in the "ACC" or "ON" position and will read "F" or full when the tank contains its capacity of 14 gallons.





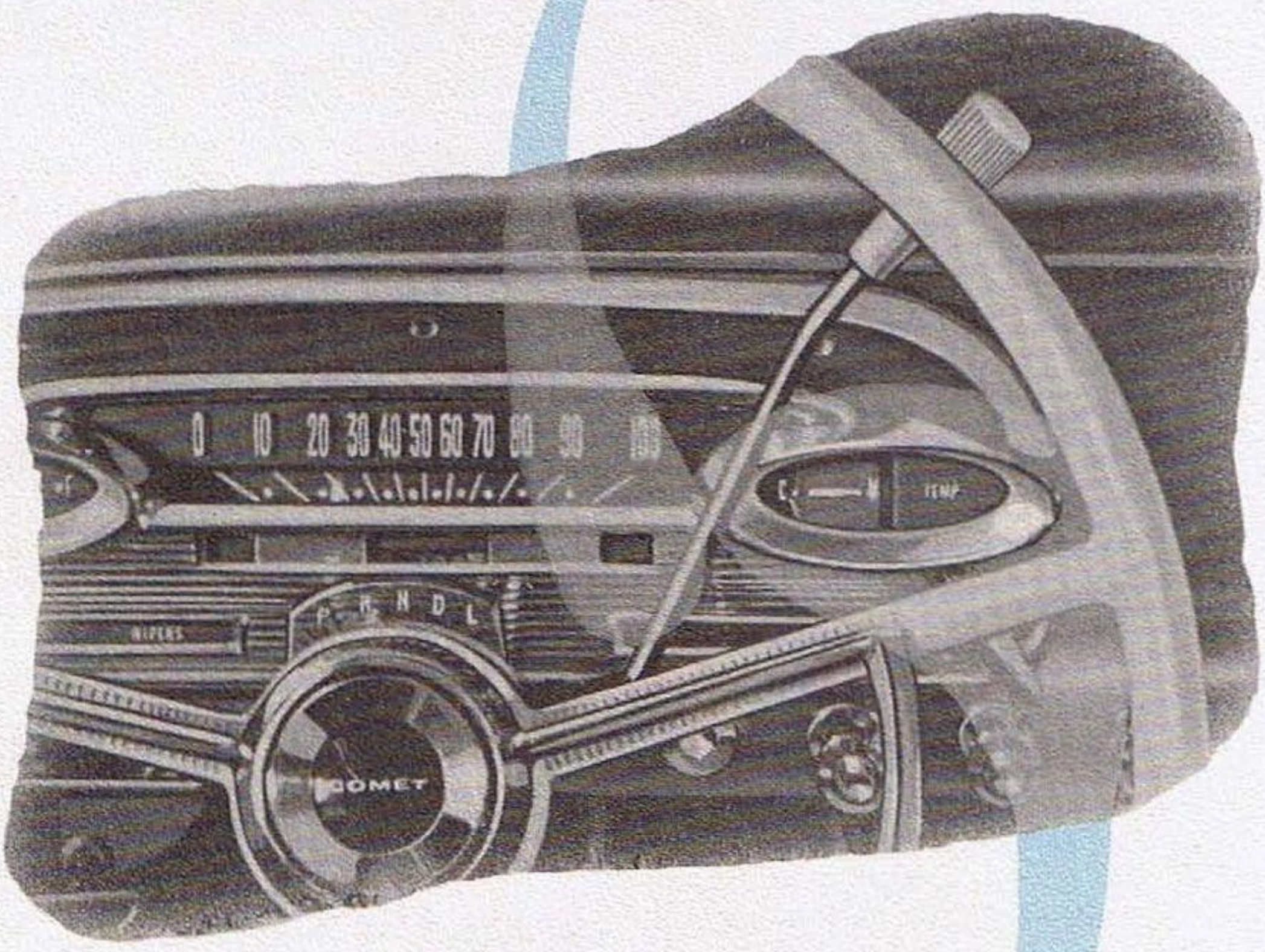
OIL PRESSURE INDICATOR

The oil pressure indicator light is located at the left of the odometer. This light signals whenever the oil pressure drops below a safe operating level. This light will glow when the ignition switch is turned "ON" and will go out when the engine is started. This is a normal condition. If, however, the light remains on under any driving condition, shut off the engine and check the oil level in the crankcase. If the oil supply is low, replenish it. Start the engine and check the oil pressure indicator. If the light remains on under engine acceleration, the warning light circuitry and lubricating system must be thoroughly checked before running the engine any longer.

GENERATOR INDICATOR

A red light tells you when the generator is not charging the battery. The light is located at the right of the odometer. It lights whenever the ignition switch is turned "ON", and the generator is not supplying current. The light may normally flicker when the engine is idling, but if the light stays on when driving have the electrical system checked.





TEMPERATURE GAUGE



The temperature gauge is located at the right end of the speedometer face. The indicator needle rests at "C" when the ignition is "OFF". When the engine is running, the needle stays normally near the approximate center of the gauge. If the needle moves over and stays at "H", stop the engine immediately and look for the cause of overheating. *Use caution whenever removing the radiator filler cap inasmuch as the cooling system operates under pressure. Always turn the cap to its partly open stop. Allow the pressure to escape, then remove the cap.*

STARTING AND DRIVING

BREAK-IN

We suggest the following practices to assure maximum performance and car life:

1. Avoid fast starts or steady speeds whether fast or slow during the first 500 miles of driving. Short spurts of speed up to 60 mph (when traffic regulations permit) are not harmful.
2. Maximum driving speed should be avoided until you have driven approximately 2000 miles.
3. The light weight break-in oil and oil filter must be changed at 1000 miles. For maintenance details refer to the "General Care and Maintenance" section of this manual.

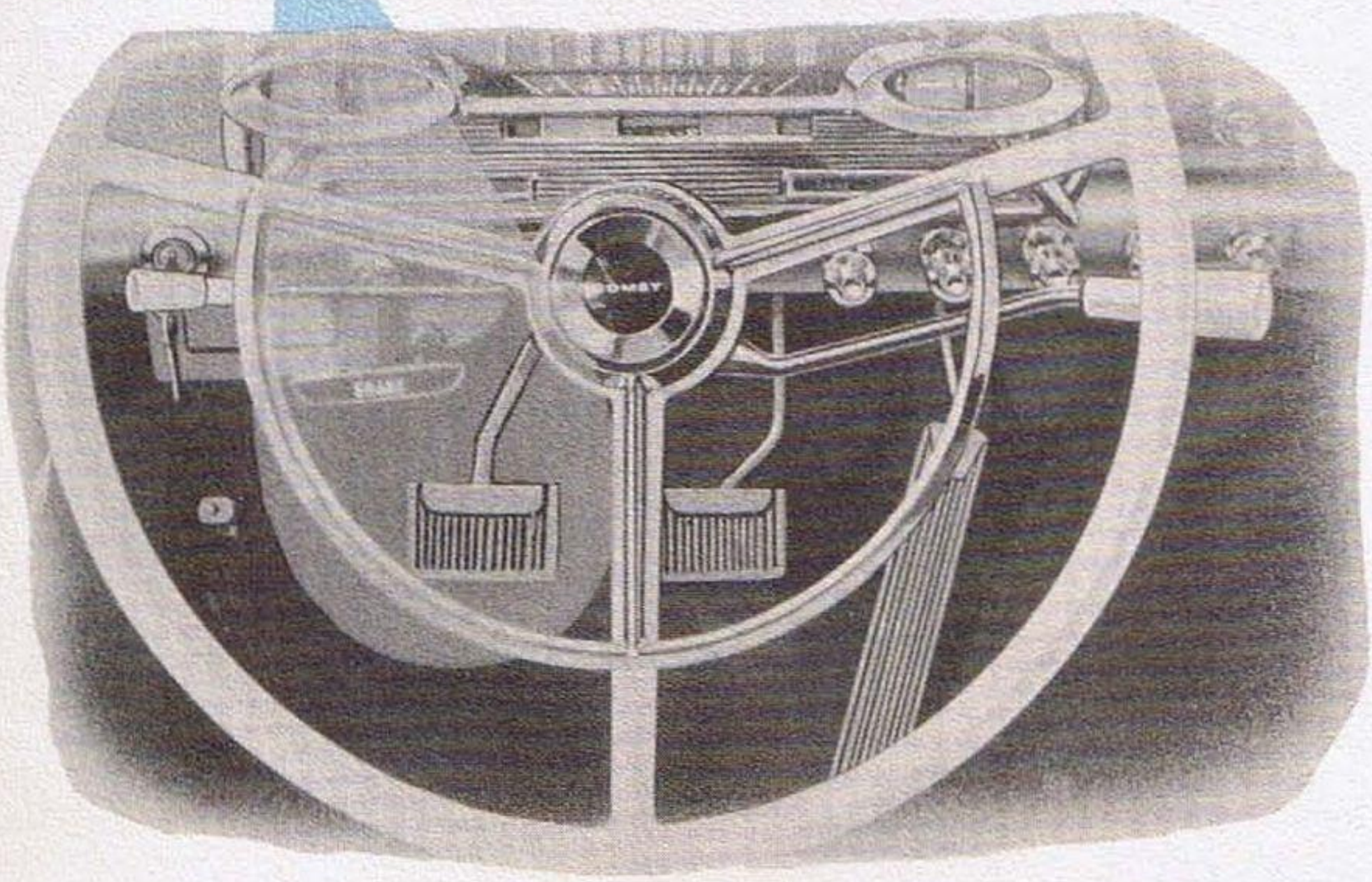
STARTING THE ENGINE

Conventional (Standard) Transmission —Depress the clutch pedal and place the gear shift lever in neutral before turning the ignition switch to the "START" position.

Automatic Transmission—Place the selector lever in either the "N" neutral, or "P" park position before turning the ignition key to the "START" position. The starting circuit on vehicles equipped with automatic transmission will not operate in any of the drive positions. This is a safety feature.

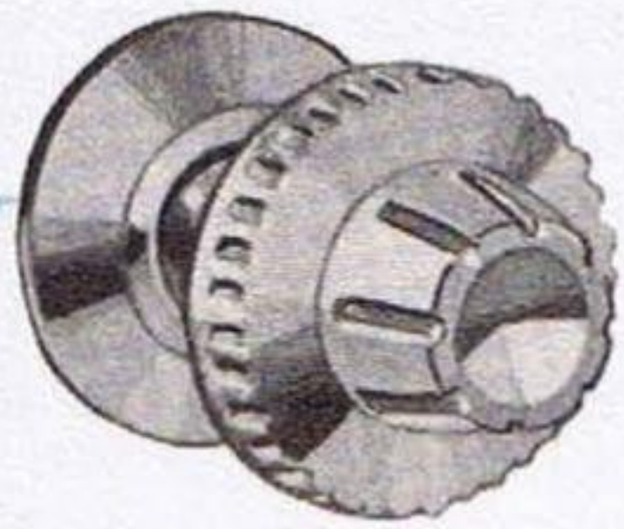


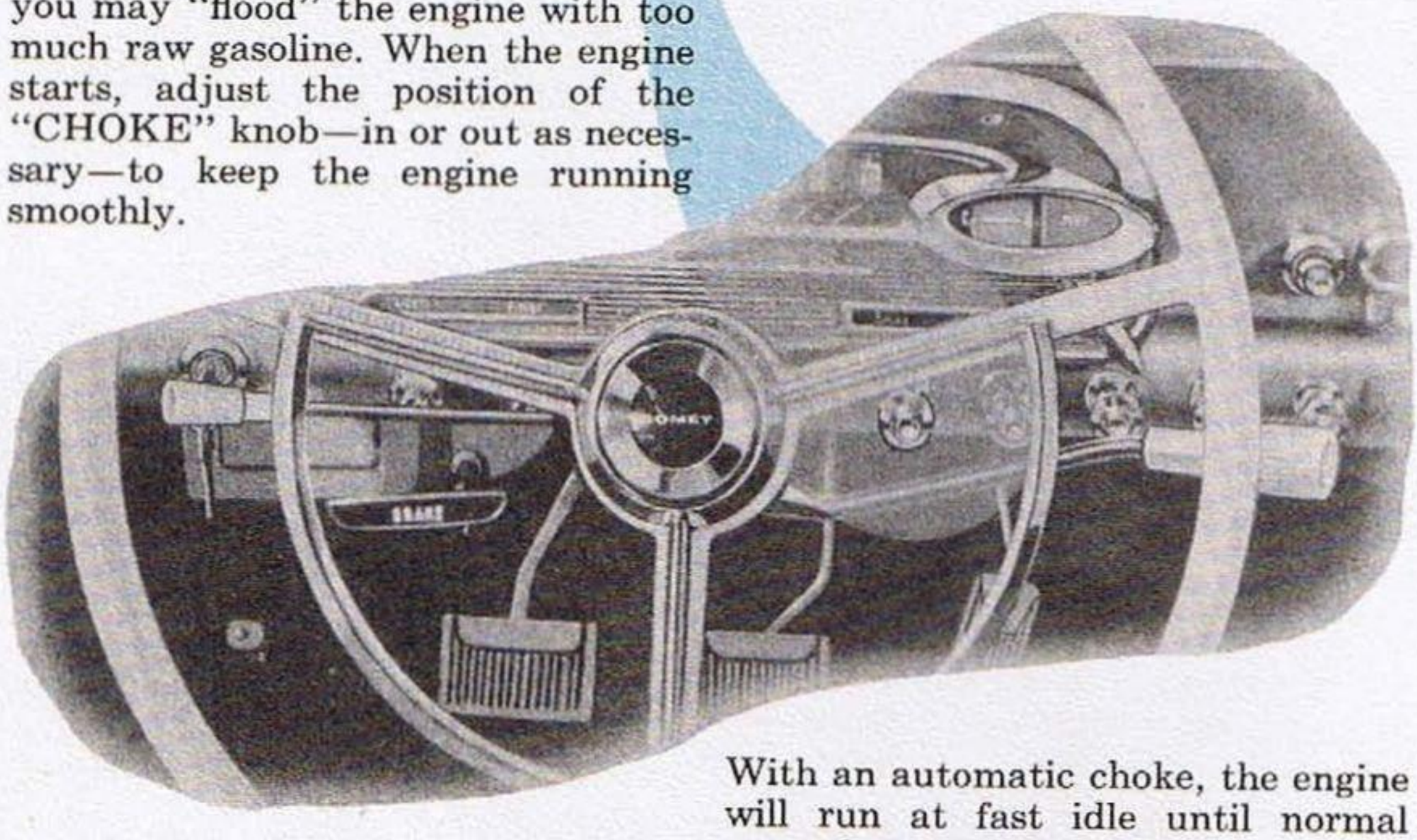




Normal Starting With Hand Choke—Depress the accelerator pedal slightly. Next, as needed, pull out the CHOKE knob, which is located just to the right of the steering column. (All the way out if the engine is cold.) Then, turn the ignition key to the "START" position until the engine starts. Release the key so that it springs back to the "ON" position.

If the engine does not start promptly push the "CHOKE" knob in all the way and depress the accelerator pedal to the floor while holding the ignition key in the "START" position. Do not "pump" the accelerator pedal—you may "flood" the engine with too much raw gasoline. When the engine starts, adjust the position of the "CHOKE" knob—in or out as necessary—to keep the engine running smoothly.





Warm-up Period—Allow the engine to idle, or drive under 25 mph, until the temperature gauge begins to move away from "C". Then, push the choke knob in all the way.

Normal Starting With Automatic Choke—If the engine is cold, depress the accelerator to the floor and release it. This actuates the automatic choke. Turn the ignition key to the "START" position. When the engine starts, release the key so that it springs back to the "ON" position.

If the engine is warm, depress the accelerator pedal about ¼ stroke and hold it in this position until the engine starts. Do not "pump" the accelerator pedal—you may "flood" the engine with too much raw gasoline.

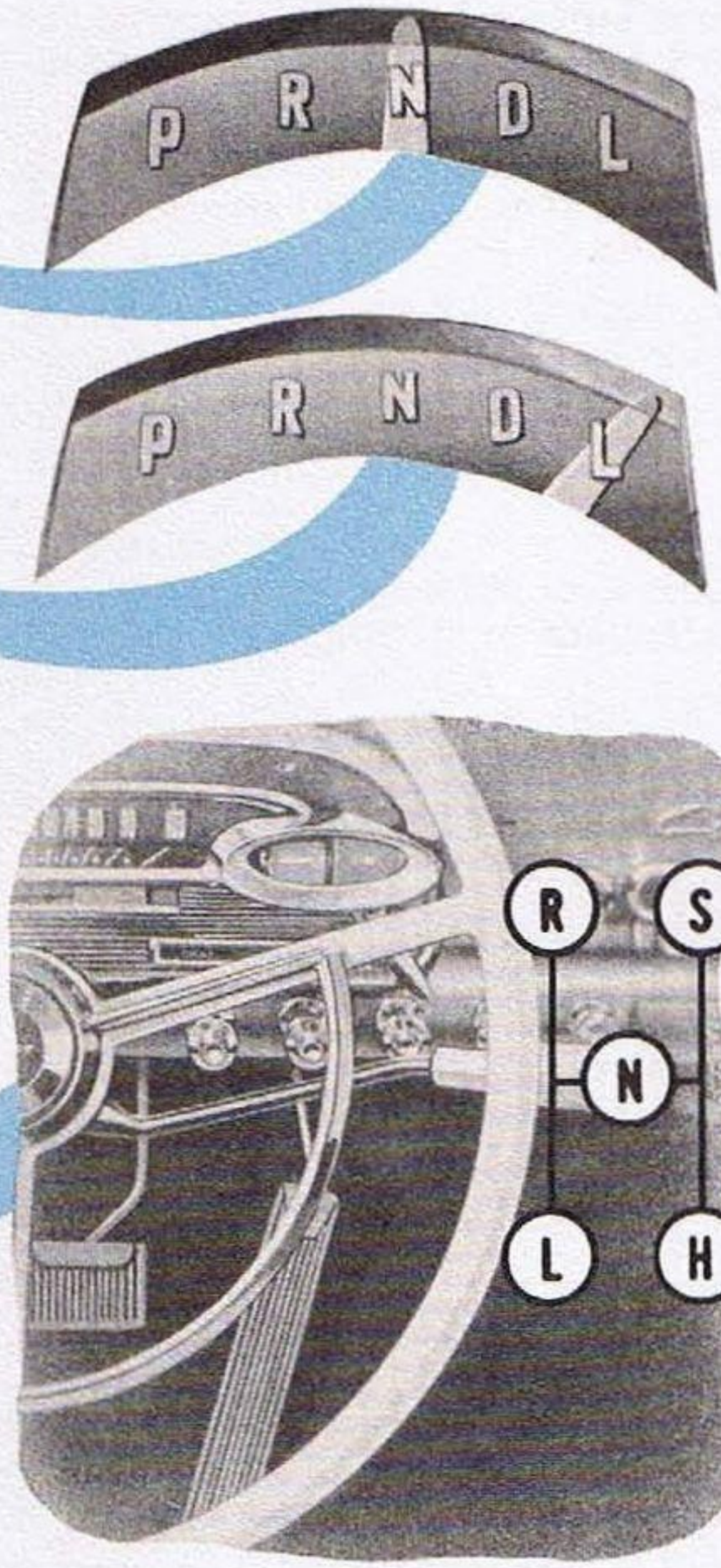
With an automatic choke, the engine will run at fast idle until normal operating temperatures are reached. It is advisable, therefore, to keep your foot on the brake when engaging the automatic transmission or releasing the clutch pedal very slowly, if equipped with a standard transmission, to avoid a rough, jerky start.

To Start A Flooded Engine—If equipped with a hand choke, be sure the "CHOKE" knob is pushed in all the way. Press the accelerator pedal to the floor and hold it there. This action permits a large volume of air to mix with the excessive amount of gasoline. Hold the ignition key in the "START" position until the engine starts, then release the accelerator pedal. A few moments of engine idle speed should clear the flooded condition.

STARTING THE CAR BY PUSHING

If it should be necessary to start your car by pushing, be certain that the front bumper height of the vehicle doing the pushing matches the rear bumper on your car to prevent possible damage.

With Automatic Transmission—Place the shift lever in "N" neutral position before the car begins to move forward. Then, turn the ignition switch to "ON". When the car speed reaches 25 mph, move the selector lever to "L" low and partially depress the accelerator. When the engine starts and the car begins moving under its own power, move the selector to "D" drive. If the engine is cold and the car is equipped with a manual choke it may be necessary to pull the choke knob out partially to keep the engine running smoothly until it warms up.



With Standard Transmission—Depress the clutch pedal, move the shift lever to high gear and turn the ignition switch to "ON". When your car speed reaches 5 mph, slowly release the clutch pedal while depressing the accelerator about half way. Hold the pedal in this position until the engine starts and your car begins moving under its own power. If the engine is cold, it may also be necessary to pull the "CHOKE" knob out slightly (if equipped with hand choke) to keep the engine running smoothly until it reaches its normal operating temperatures.

DRIVING WITH STANDARD TRANSMISSION

The shift pattern for standard transmission is the familiar "H". Shifting gears is accomplished by moving the shift lever through this pattern to select the required driving gear.

To Go Forward—Depress the clutch pedal, move the selector lever toward the steering wheel and downward. Release the clutch pedal slowly while accelerating slightly so that your car begins to move forward slowly without "jumping" or stalling.

Depress the clutch pedal and move the selector lever to second gear as the car gains driving speed, then, in the same manner, shift to third or "high" gear for normal driving speed.

If the engine should begin to "labor" at low speeds such as loss of speed when driving in slow traffic or climbing hills, depress the clutch and shift to second gear to keep your car moving smoothly. When descending steep hills, it may also be necessary to shift to a lower gear so that your engine will help act as a "brake" to maintain a safe speed.

When stopping, depress the clutch pedal just before a full stop to avoid stalling.

To Back-Up—With the car stopped, depress the clutch pedal and move the transmission lever to the reverse position.



DRIVING WITH AUTOMATIC TRANSMISSION

The shift selector mounted on the steering column just ahead of the steering wheel indicates five positions —"P" park, "R" reverse, "N" neutral, "D" drive and "L" low. Driving ranges, either reverse or forward, are chosen by merely moving the selector lever.

To Go Forward—For normal driving, move the selector to "D" and depress the accelerator pedal to obtain the driving speed desired. "D" position provides an automatic low gear start. As the car speed increases, the transmission will automatically upshift to high gear above speeds of approximately 7-11 mph if you slightly decrease pressure on the accelerator pedal.

For fast acceleration or extra hill-climbing power at speeds below 50-55 mph, press the accelerator pedal to the floor and hold it there. This causes a forced downshift to first gear. To permit the transmission to automatically upshift to high gear again within this speed range just release the accelerator pedal.

When driving in mud, sand or deep snow, or when engine braking action is desired on steep hills, manually shift the transmission into "L" low gear by pulling the selector lever towards the steering wheel and downward. There will be no automatic shift from low gear to any other gear while the selector is in the "L" position. If the selector is moved from "D" to "L" while driving, the transmission will shift to low gear. It is not advisable to shift to, or drive in "L" at speeds faster than 55 mph.



Reverse—When the car is fully stopped the selector may be moved to "R" reverse gear by pulling the selector lever toward the steering wheel and upward.

Park—The park position should be used after the car has been fully stopped, and before applying the parking brake. The "P" park position, in effect, locks the transmission. Pull the selector lever toward the steering wheel and upward.

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

NOTE: To enable you to move the selector lever between the "L" and "R" position, keep it pulled toward the steering wheel.



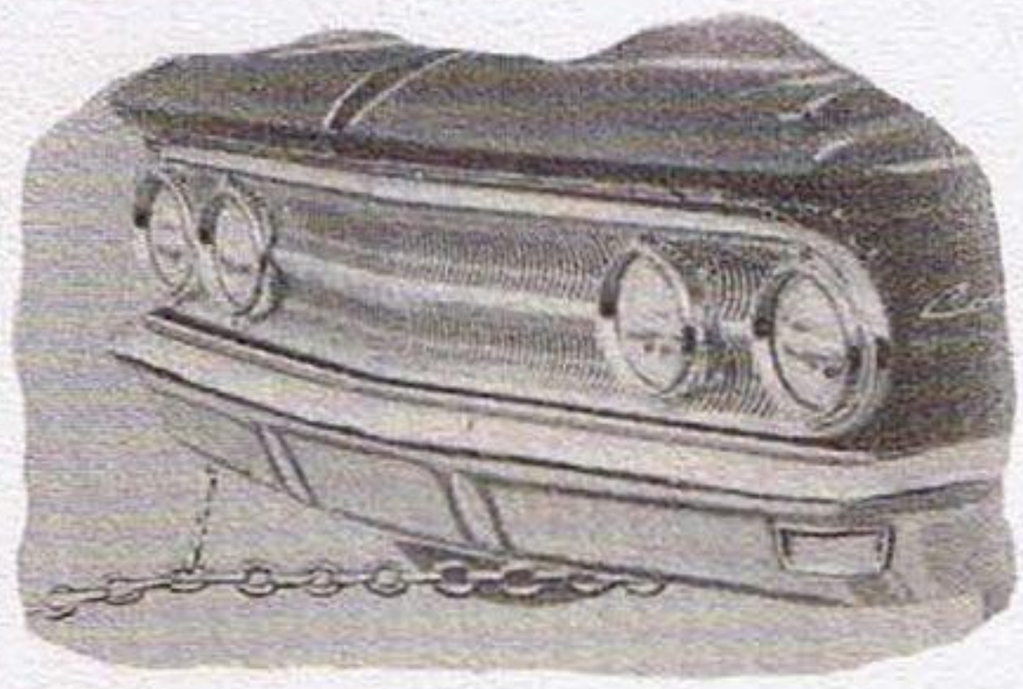
CAUTION: *If the transmission (Standard or Automatic) is inoperative, the driveshaft must be disconnected or the rear wheels raised. When towing from the rear, a locking device must be installed on the steering wheel to keep the front wheels in a "straight ahead" position.*

TOWING

If it is necessary to tow your car, it is important that the tow chains be fastened *to the bumper arms between the body and the bumper*. The chain should be routed beneath the bumper, as illustrated. DO NOT TOW YOUR CAR IN AN EFFORT TO START IT.

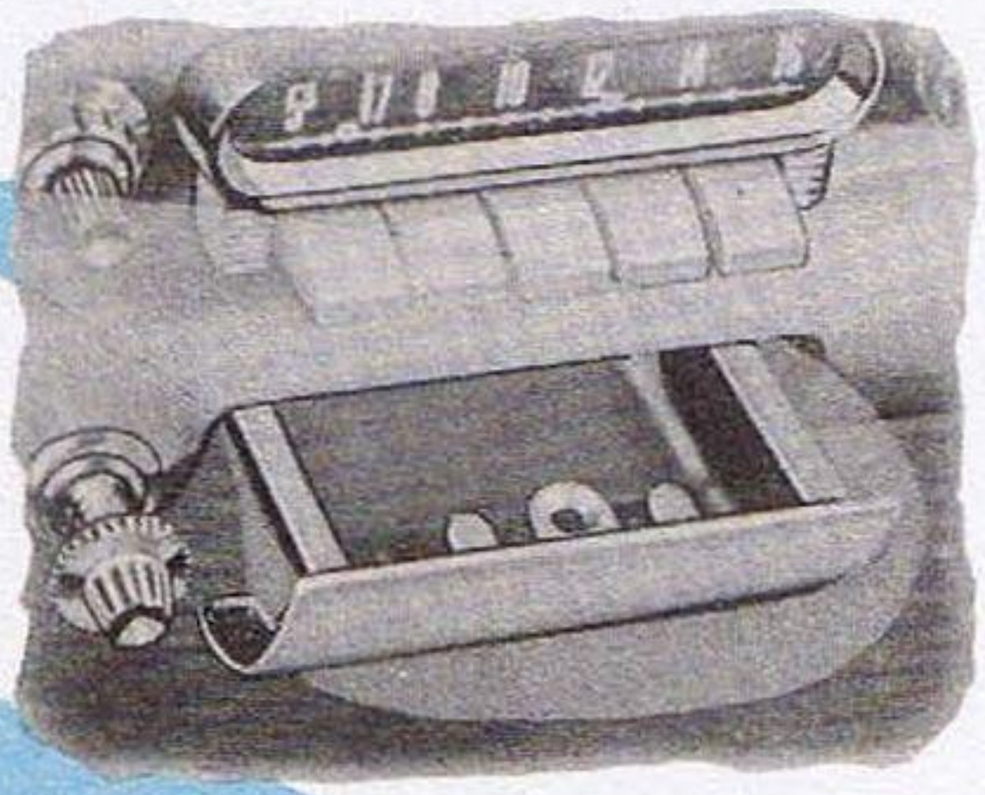
With Standard Transmission—Place the gear shift lever in neutral. Be sure the parking brake is released.

With Automatic Transmission—Place the selector lever in "N" neutral. Be sure the parking brake is released. Do not tow the car faster than 30 mph, nor farther than 15 miles with the rear wheels on the road. If necessary to tow the car a greater distance it is recommended that the rear wheels be raised from the road.



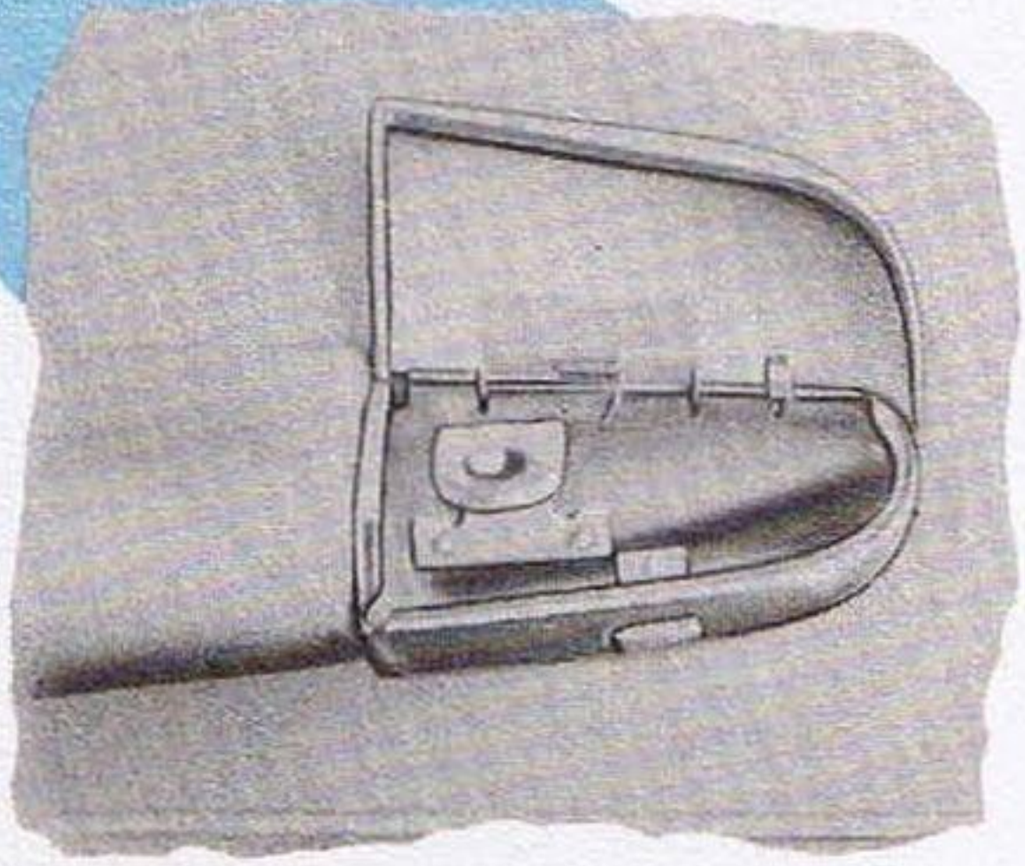
SPECIAL APPOINTMENTS AND ACCESSORIES

ASH TRAYS



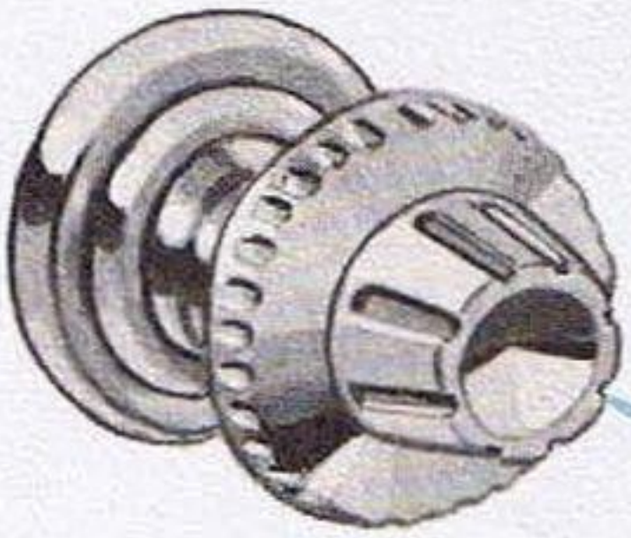
One ash tray is located in the lower center area of the instrument panel. The ash tray is opened by pulling outward on the bottom front edge. To remove it for cleaning, press down on the front of the tray while pulling outward.

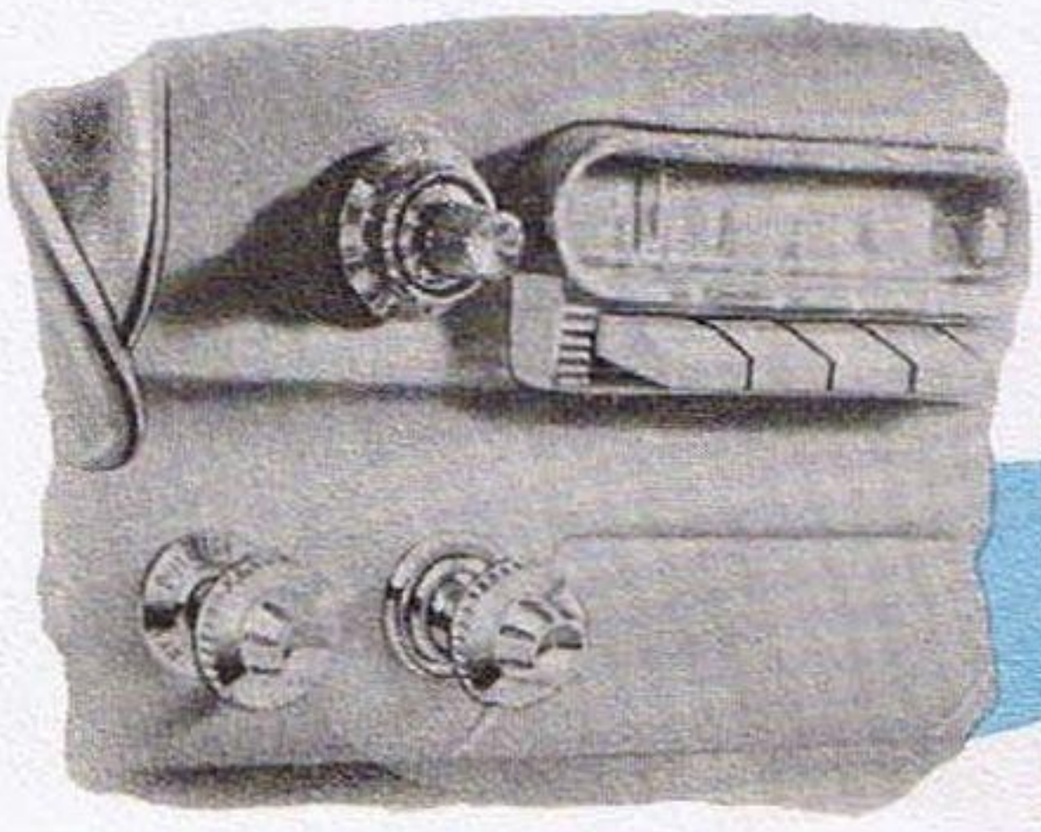
In two-door models, an ash tray is located in each rear seat arm rest. To release the cover on the arm rest ash tray, push in the small spring release button which is located just below the cover on the inboard side. Either arm rest ash tray may be removed for cleaning by depressing the cigarette snuffer and sliding the tray forward.



In four-door models, the ash tray for the rear seat passengers is in the back of the front seat.

To remove this ash tray for cleaning, depress the snuffer and lift out.



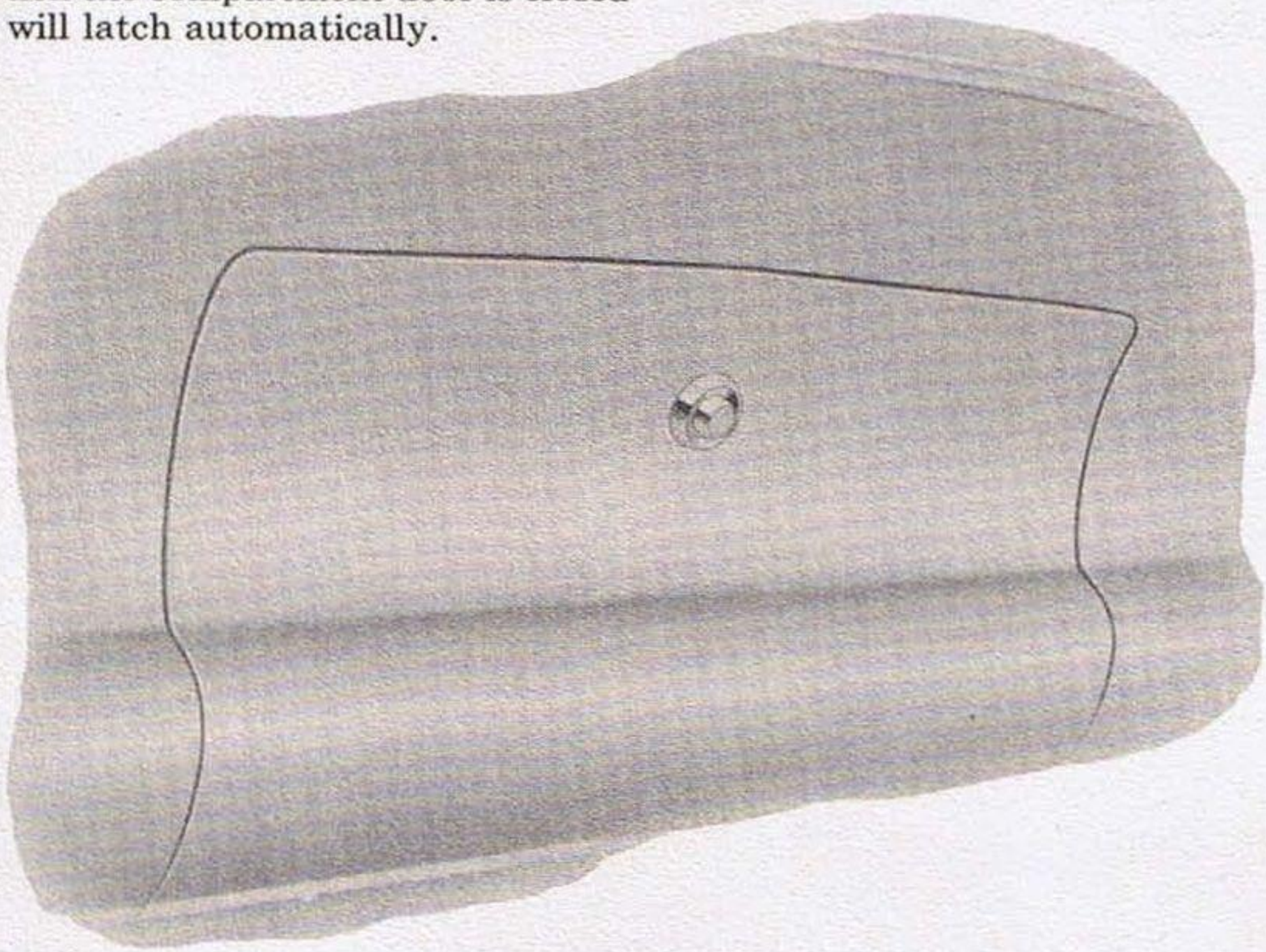


CIGARETTE LIGHTER

The cigarette lighter is located on the instrument panel just to the left of the ash tray. To operate the lighter, push it in all the way and release it. In a few seconds the lighter will spring back to its normal position, ready for use.

GLOVE COMPARTMENT

The glove compartment is located near the right end of the instrument panel. To open the compartment door, press in the release button. When the compartment door is closed it will latch automatically.





COAT HOOKS

A metal hook is located directly above each rear side window. These hooks provide a convenient place to hang coat hangers with extra clothing.



COURTESY DOOR LIGHT SWITCHES

As a courtesy feature, the dome light is turned on automatically whenever either front door is opened. The door operated switches are independent of the manually operated switch as described under "MAIN LIGHT SWITCH."

RADIO

For your informative listening pleasure a transistorized radio is available.

You will notice that the radio has two small, encircled triangular marks on the tuning dial. These marks indicate 640 and 1240 kilocycles which are the *Conelrad* (Office of Civilian Defense) broadcasting frequencies. In cases of national emergency your radio should be tuned to one of the Conelrad frequencies for information which might prove vital to your safety.

Five push buttons are provided so that five of your favorite stations can be pre-set. Manual station selection is provided by turning the right hand knob.

To turn the radio on, turn the inner, left knob to the right. This knob also operates the volume control.

The ring knob behind the volume control is provided for tone control. Turning this knob clockwise increases the "treble" effect; turning the ring knob counterclockwise increases the "bass" effect.

The procedure is as follows to pre-set up to five stations located in your area.

1. Turn the radio on with the inner, left hand knob and allow it to warm up for 15 minutes.
2. Pull the selector button to be adjusted straight out until it stops (about ½ inch); then, tune in the station you want with the manual tuning knob.
3. After the station is clearly tuned in, push the selector button straight in, and release. Repeat this procedure for each remaining selector button.

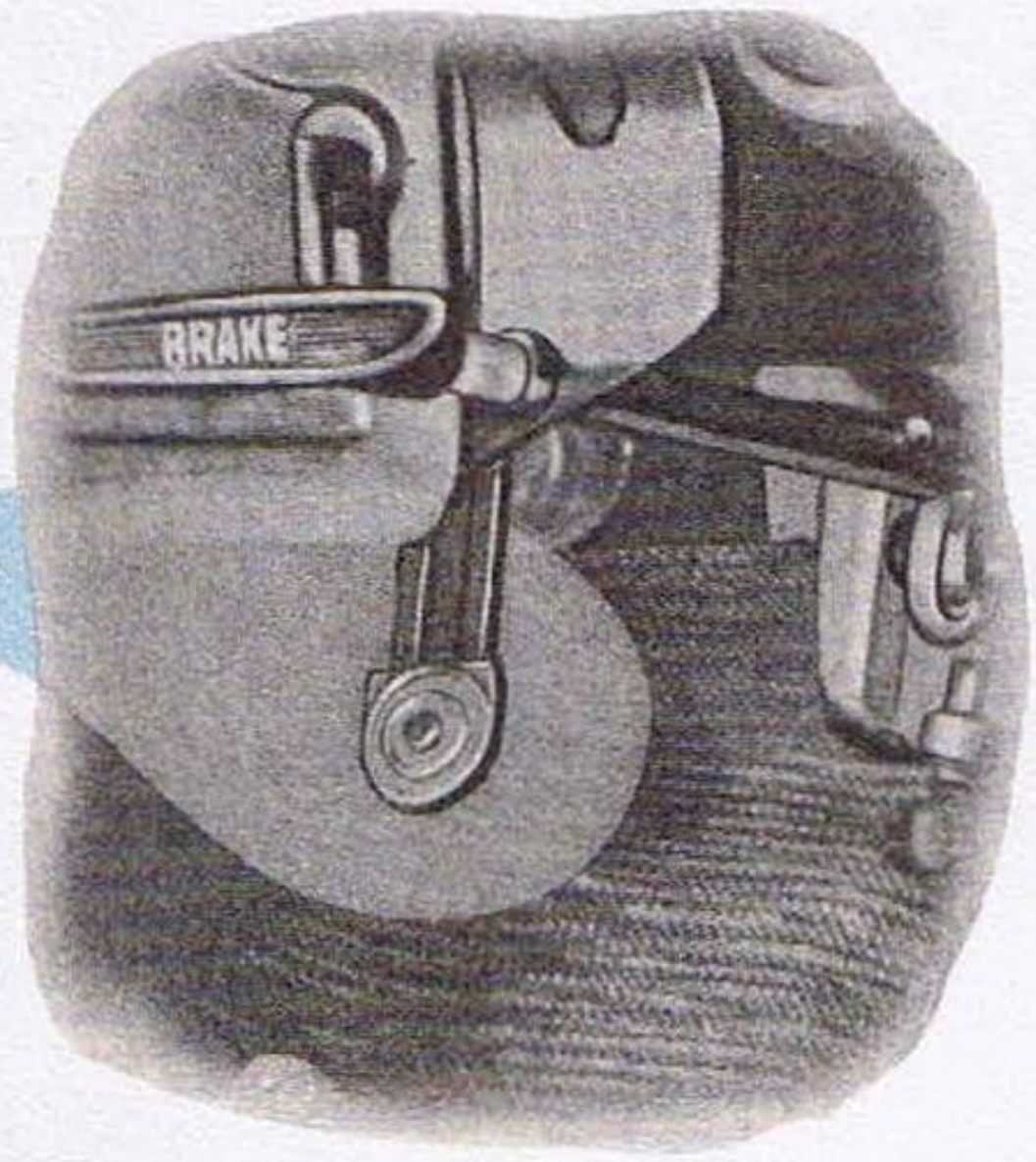


WINDSHIELD WASHER

The windshield washer is controlled by a small foot pedal suspended just above the toe board near the headlight beam foot control switch.

Depress the pedal and two jets of fluid will spray the windshield. If the wipers are not already in use, they will start operating automatically when you press the foot pedal and will remain in operation until the pedal is released.

Approved Windshield Washer Solvent should be added to the water in the washer reservoir during cold weather to reduce the possibility of freezing.

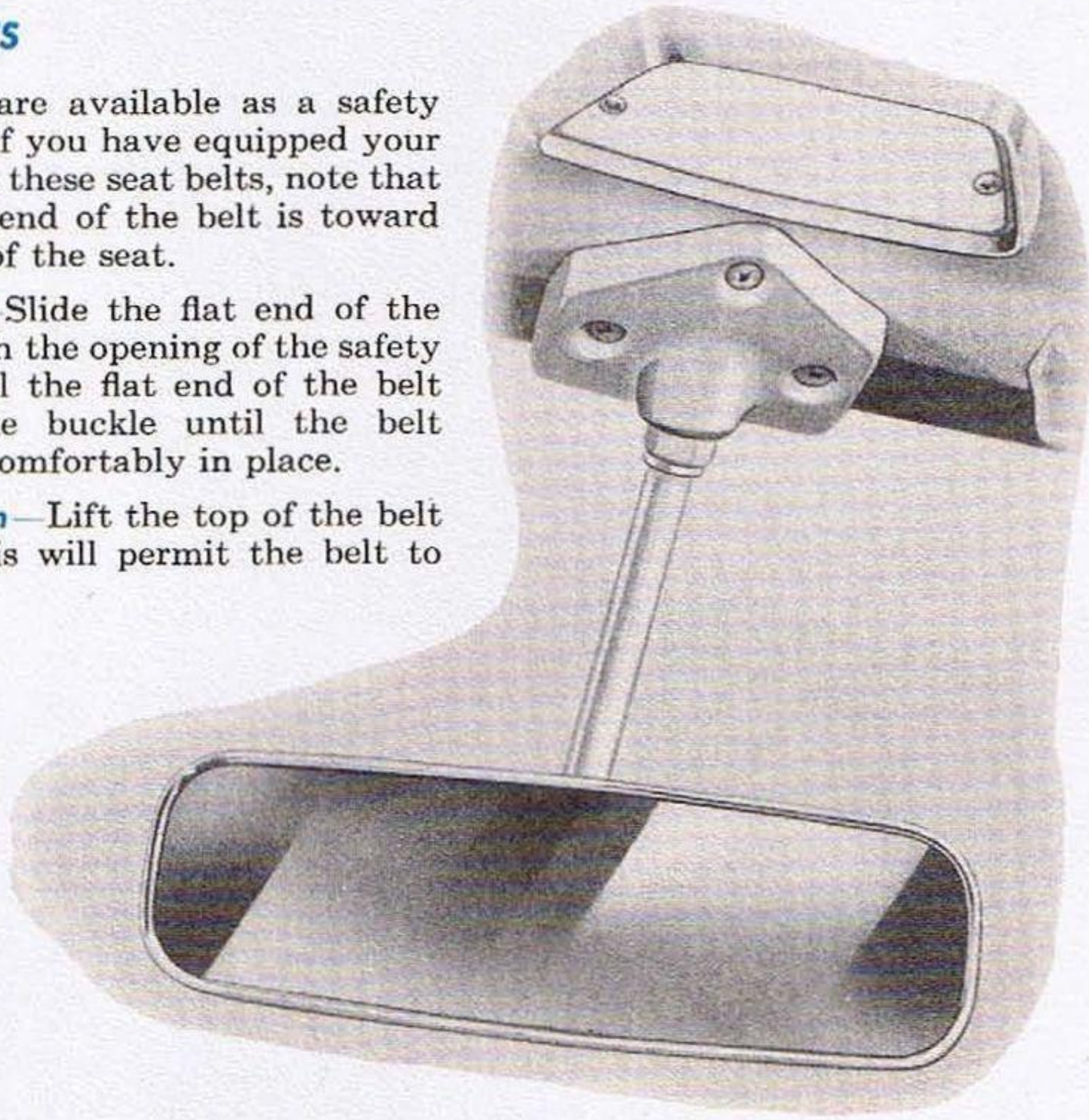


SEAT BELTS

Seat belts are available as a safety accessory. If you have equipped your Comet with these seat belts, note that the buckle end of the belt is toward the center of the seat.

To Fasten—Slide the flat end of the belt through the opening of the safety buckle. Pull the flat end of the belt through the buckle until the belt holds you comfortably in place.

To Unfasten—Lift the top of the belt buckle. This will permit the belt to slide free.



REAR VIEW MIRROR

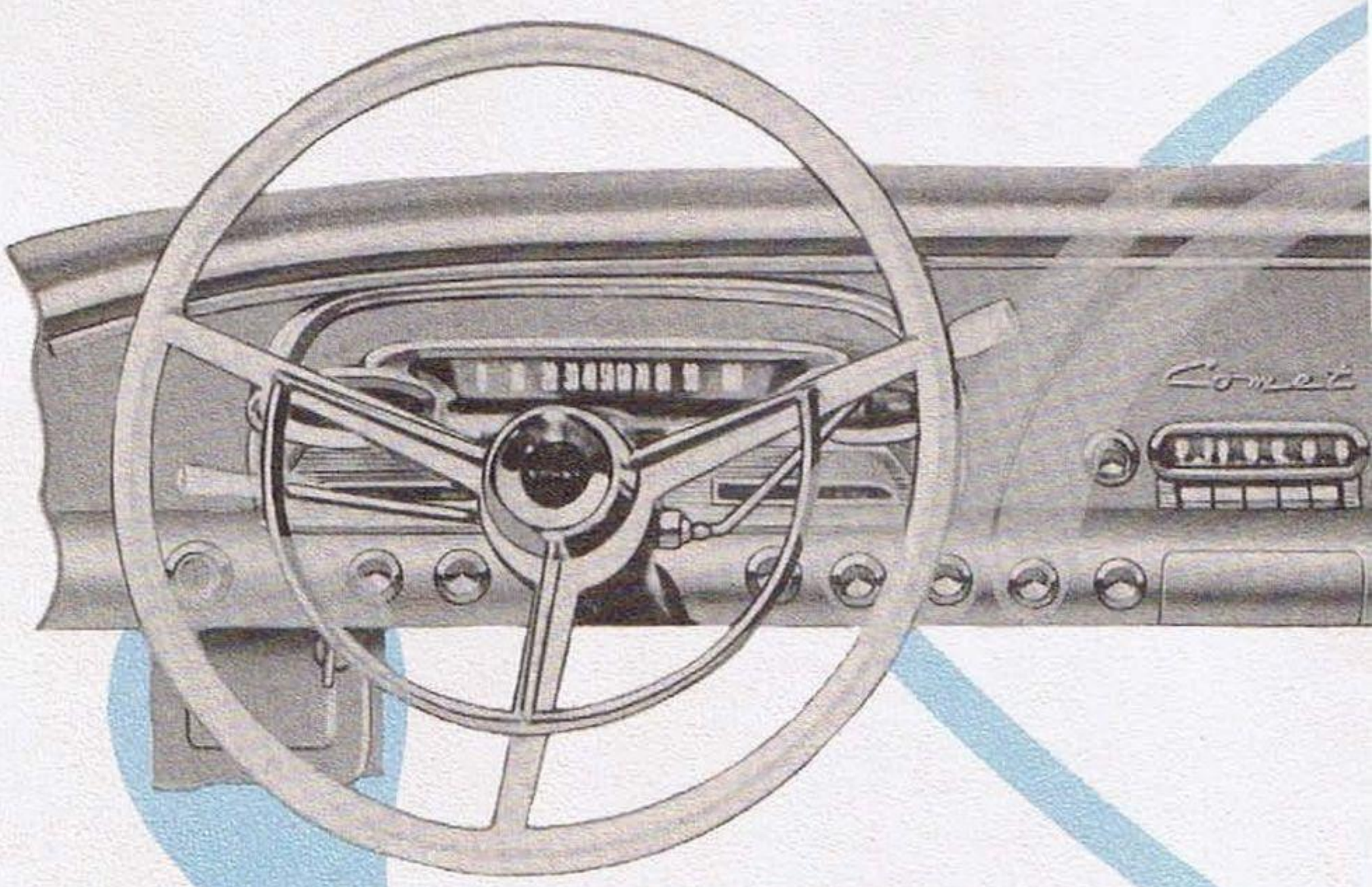
The rear view mirror is mounted at the top center of the windshield. A ball and socket arrangement permits a full range of adjustment to suit your needs.

SUN VISORS

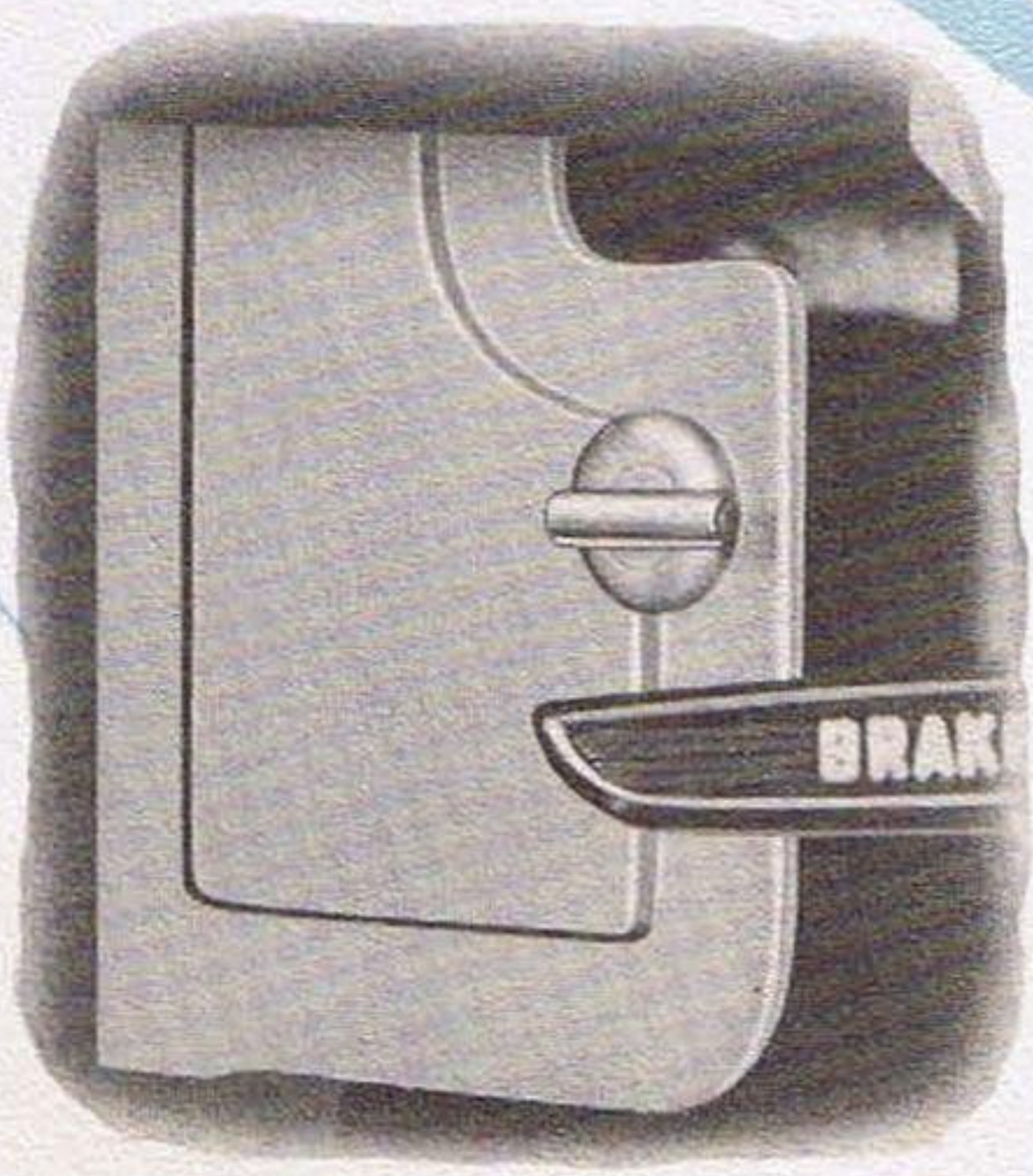
The sun visors, located above the windshield, pivot in such a manner as to allow protection from sun glare at various angles between the windshield and door. When not in use the visors may be retained in the clips on the header moulding which fit over the inner ends of the visors.

VENTILATION AND HEATING

Three knobs and two ventilating air intake doors are used to control the ventilating and heating system. The three knobs are labeled as follows: "DEFROSTER," "TEMPERATURE" and the combination Heater-Blower Control, "FAN," "PULL FOR HTR." The combination Heater-Blower Control knob also has increment markings of "OFF," "HI" and "LO."



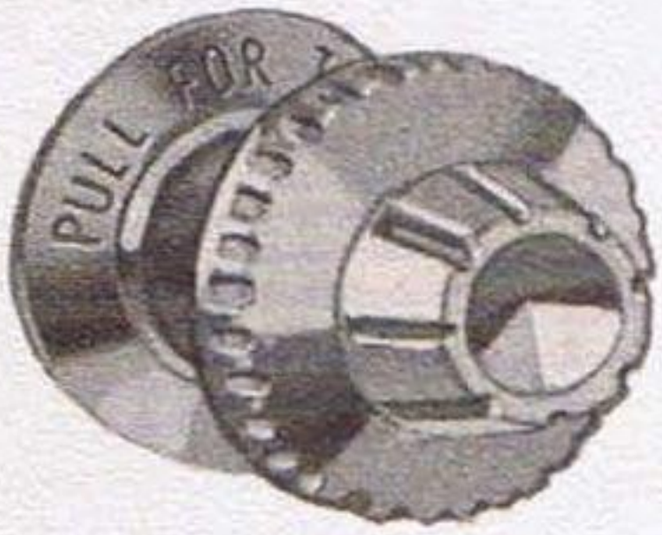
An air ventilation door is located beneath each end of the instrument panel.



TO VENTILATE:

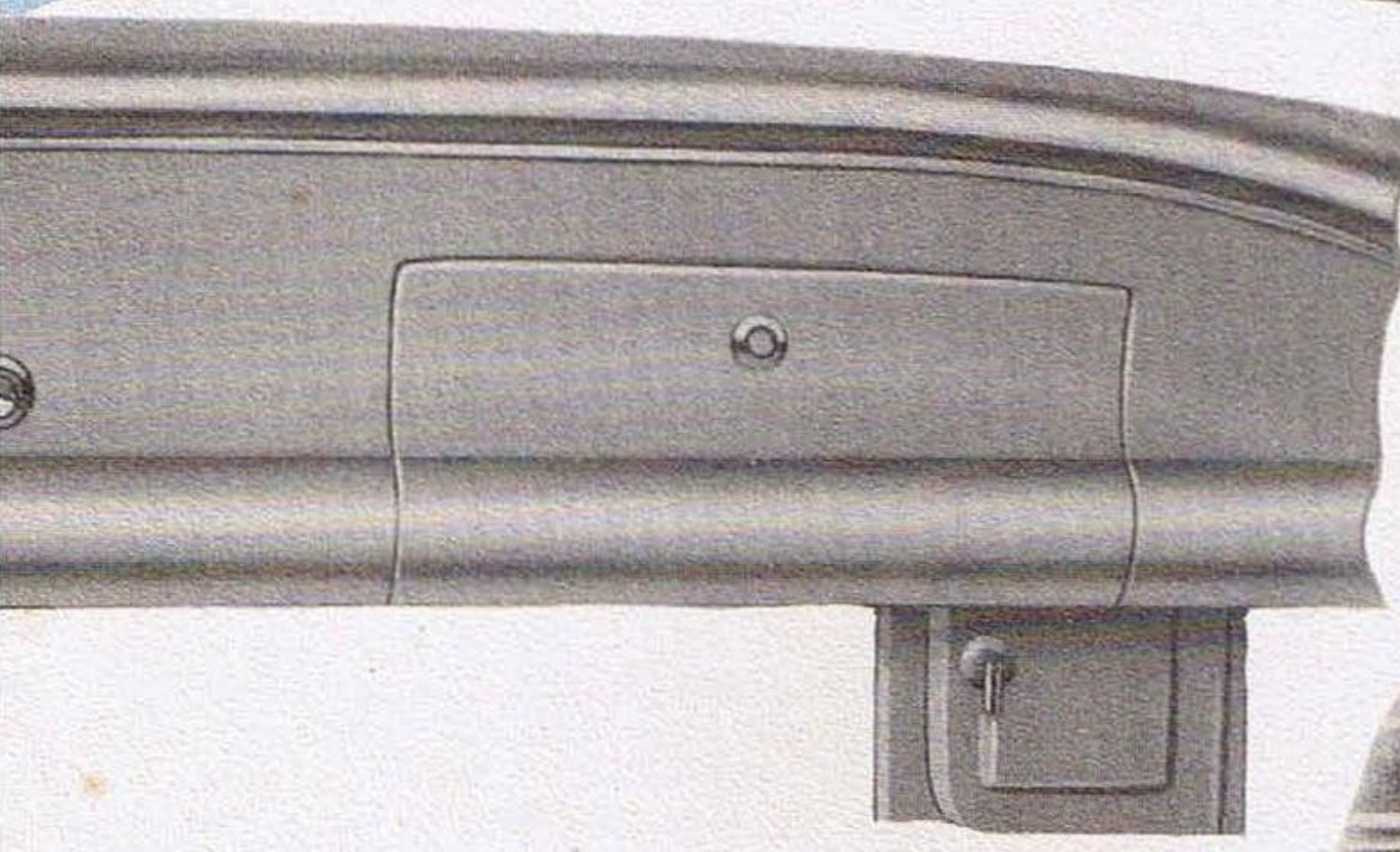
1. Push in the three instrument panel control knobs.
2. Open the air ventilation doors. These doors are opened manually by turning the latch handle on each door.

TO HEAT:



1. Be sure the two air ventilation doors are closed and latched.
2. Pull the "TEMPERATURE" knob all the way out for maximum heating, or partially out, as required, to maintain a comfortable interior temperature.
3. Pull the Heater Blower Control knob to the limit of its travel.
4. Turn the Heater Blower Control clockwise to either "HI" or "LO" to increase air volume as desired.







This knob cannot be pushed in unless turned fully counterclockwise.

NOTE: Warm air is dependent upon engine temperature. Therefore, the blower should not be used until the engine has had time enough to warm-up. Also, the ram effect of the car's forward motion while driving may provide enough air flow through the heater to eliminate the need for the fan.

TO DEFROST:

1. Be sure the two air ventilation doors are closed and latched.
2. Pull the "DEFROST" knob out to the limit of its travel.
3. Pull the Heater Blower Control knob out to the limit of its travel.
4. Pull the "TEMPERATURE" control knob out to the limit of its travel for maximum temperature or partially out, as required.
5. Turn the Heater Blower Control knob to "HI" or "LO" to obtain the volume of air flow required to keep the windshield clear. This knob cannot be pushed in unless it is turned fully counterclockwise.

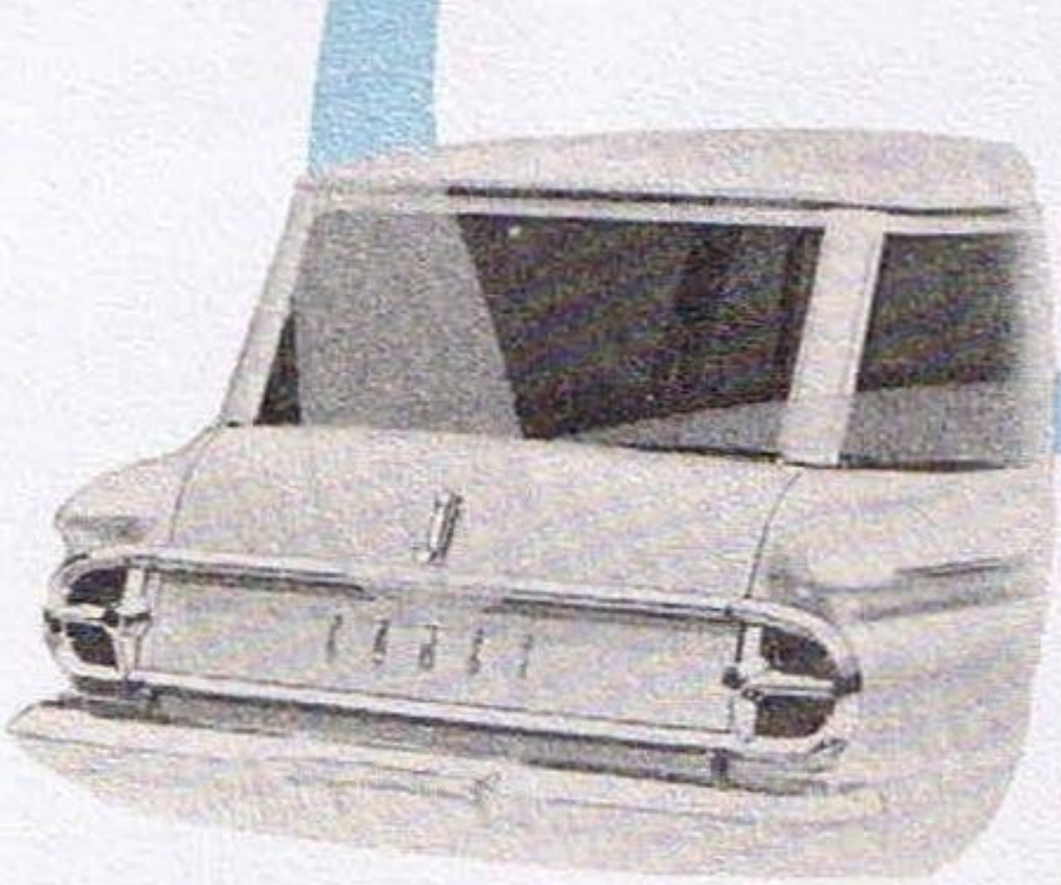
STATION WAGON

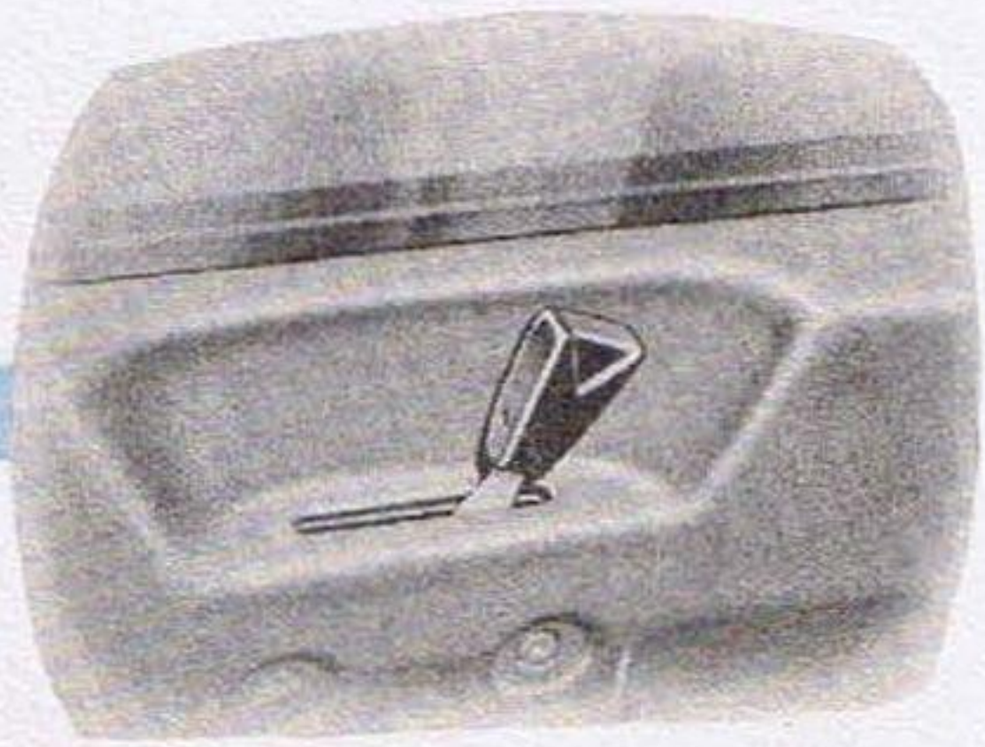
BACK WINDOW AND TAIL GATE

To open the rear window, turn the key with a wide head in the lock, and then lower the window by turning the hand crank. If equipped with an electrically operated rear window, the lock is then also a switch for opening and closing the window from outside.

To lower the tail gate, reach inside after the window is down, lift up the tail gate release lever and push it to the right. Lower the tail gate carefully.





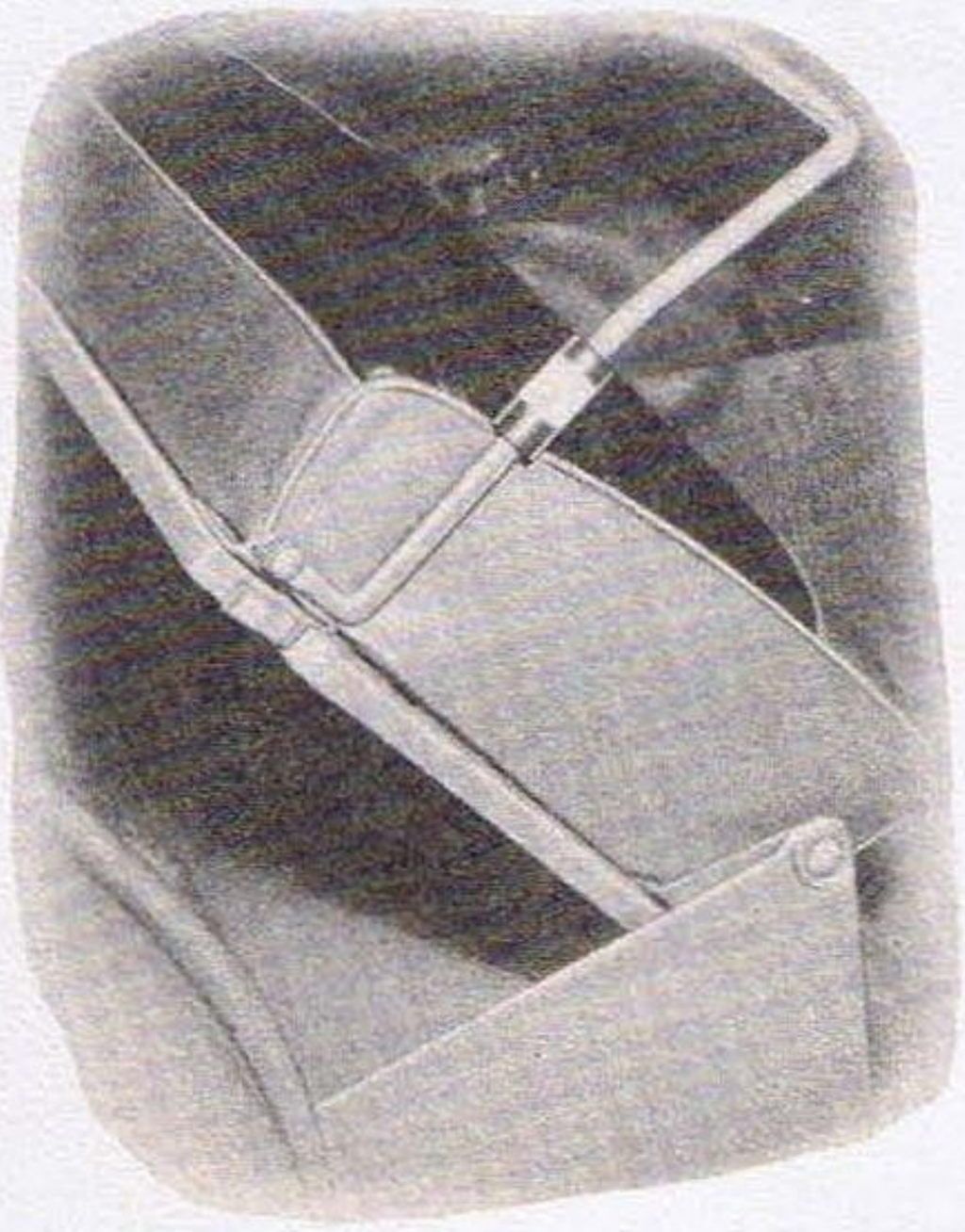


NOTE: If equipped with the optional electrically operated rear window, a switch is provided on the left instrument panel extension so that the driver can raise or lower the window.

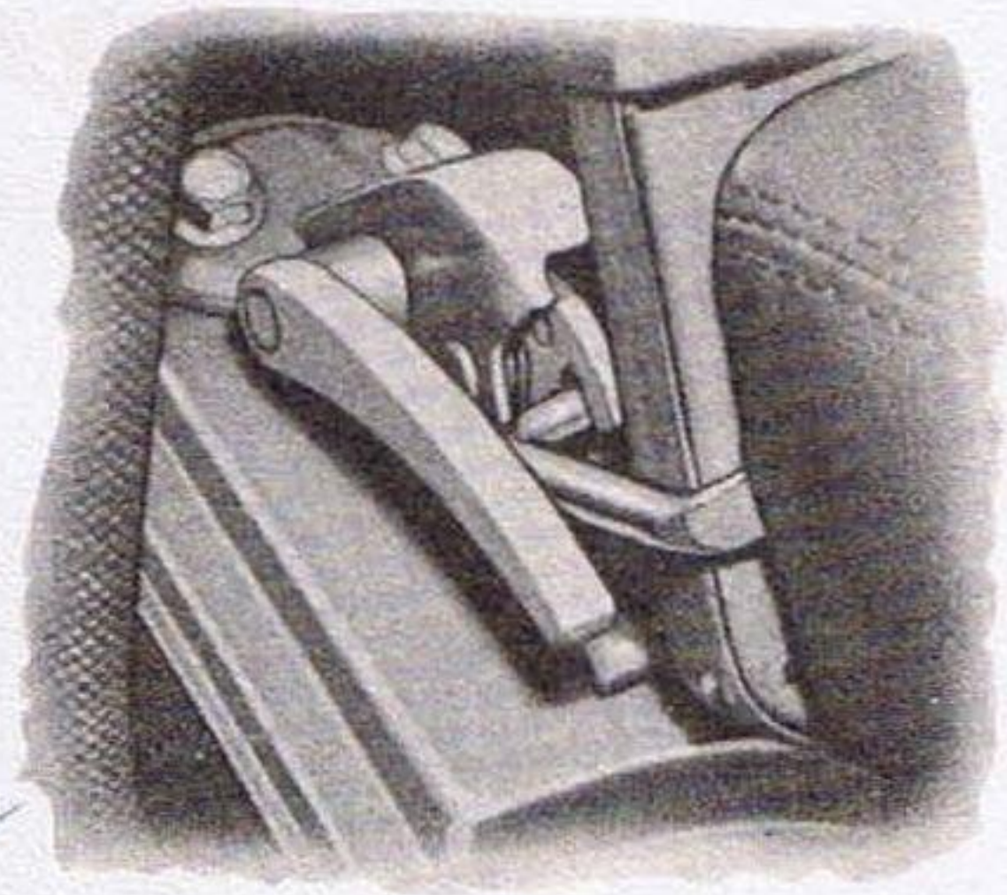
SEAT OPERATION

The rear seat in station wagon models is designed to fold over and thus convert the entire rear compartment into a large load carrying area.

To raise or lower the rear seat, open the door from the curb side and, in two-door models, push the front seat-back forward. Pull the lower rear seat cushion upward and release the supporting rod located underneath the cushion. Rotate the rod over and below the seat cushion in order for the rod to act as a support and the seat cushion back will become a part of the rear platform.

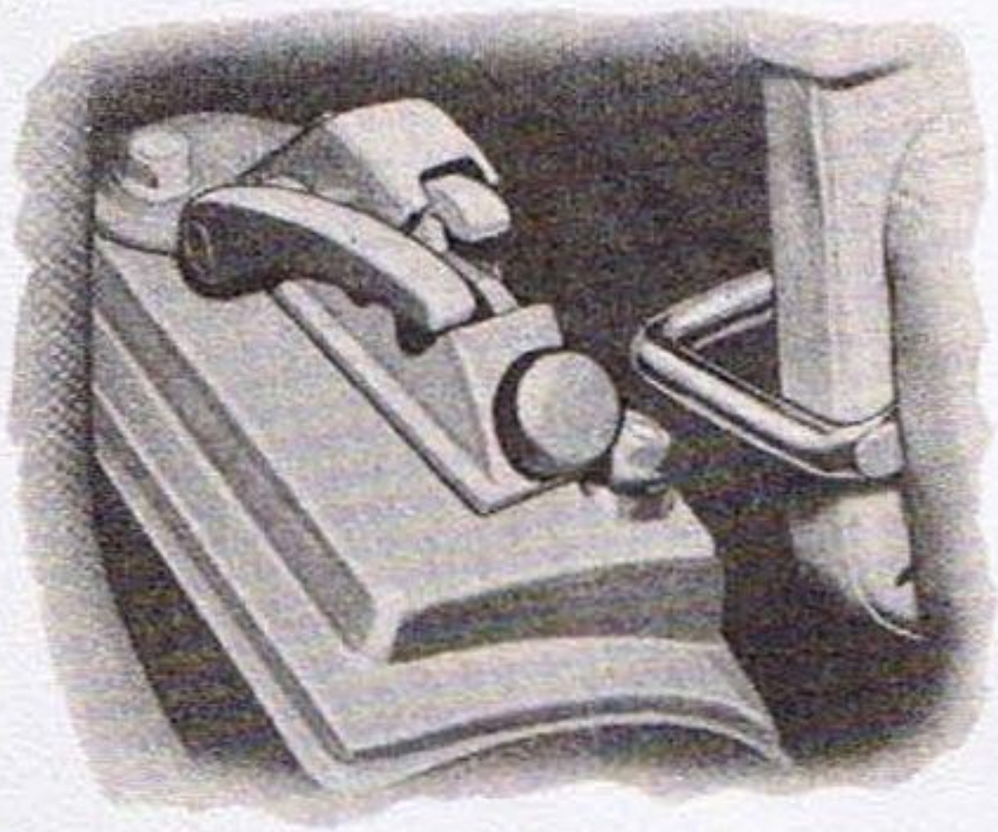


Release the seat-back by pulling upward on the release handle located at the right upper corner of the seat back. This will permit the seat-back to drop down and forward and complete the loading platform.



To place the rear seat-back to its up position, pull upward on the seat-back catch so that the seat can be held and pushed rearward until it locks into position.

Raise the seat cushion slightly and pull the supporting rod upward and around the cushion into the support clips located at each end of the seat cushion. Rotate the seat cushion until it falls into place in the rear floor well.



SPARE TIRE

The spare tire is carried under a cover in the tire well compartment which is located near the right rear wheel housing. The cover is secured by retaining clips. A wing nut and stud secure the jack base, which retains the spare tire.

To remove the spare tire from the tire well:

1. Remove the tire cover by using a direct pull on the cover at the finger opening and lift out.
2. Remove the wing nut and stud from the jack base.
3. Lift the tire toward the center of the vehicle to remove.

The jack and lug wrench are spring retained in the tire well behind the spare tire.

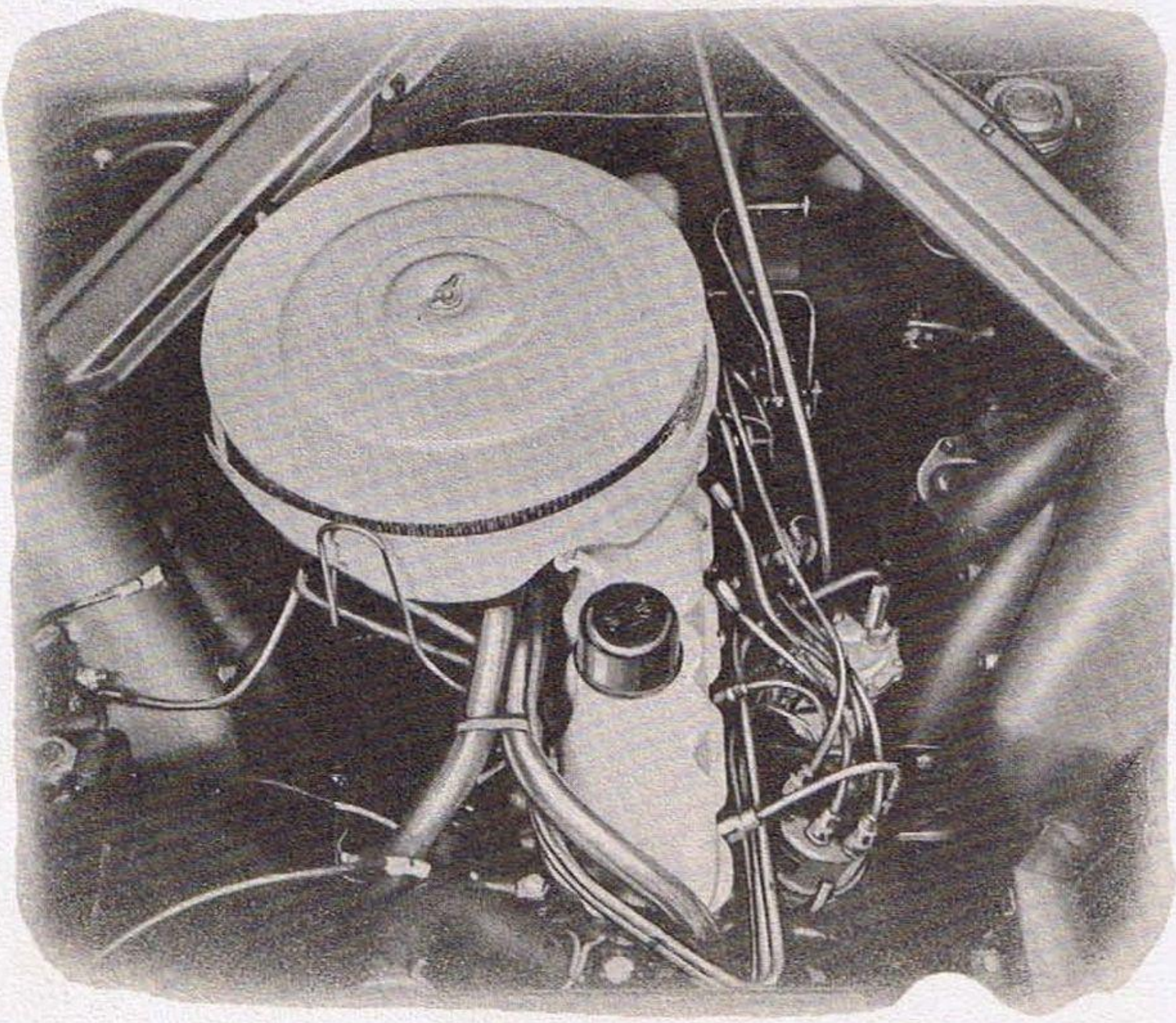
GENERAL CARE AND MAINTENANCE

SCHEDULED MAINTENANCE

Regularly scheduled maintenance will help preserve the quality of performance and riding comfort built into your new Comet. Driving habits, prevailing climate, and various other driving conditions all play a part in planning such a schedule. Thus, our recommendations, which represent minimum requirements under average driving conditions, may have to be altered to better suit your needs.

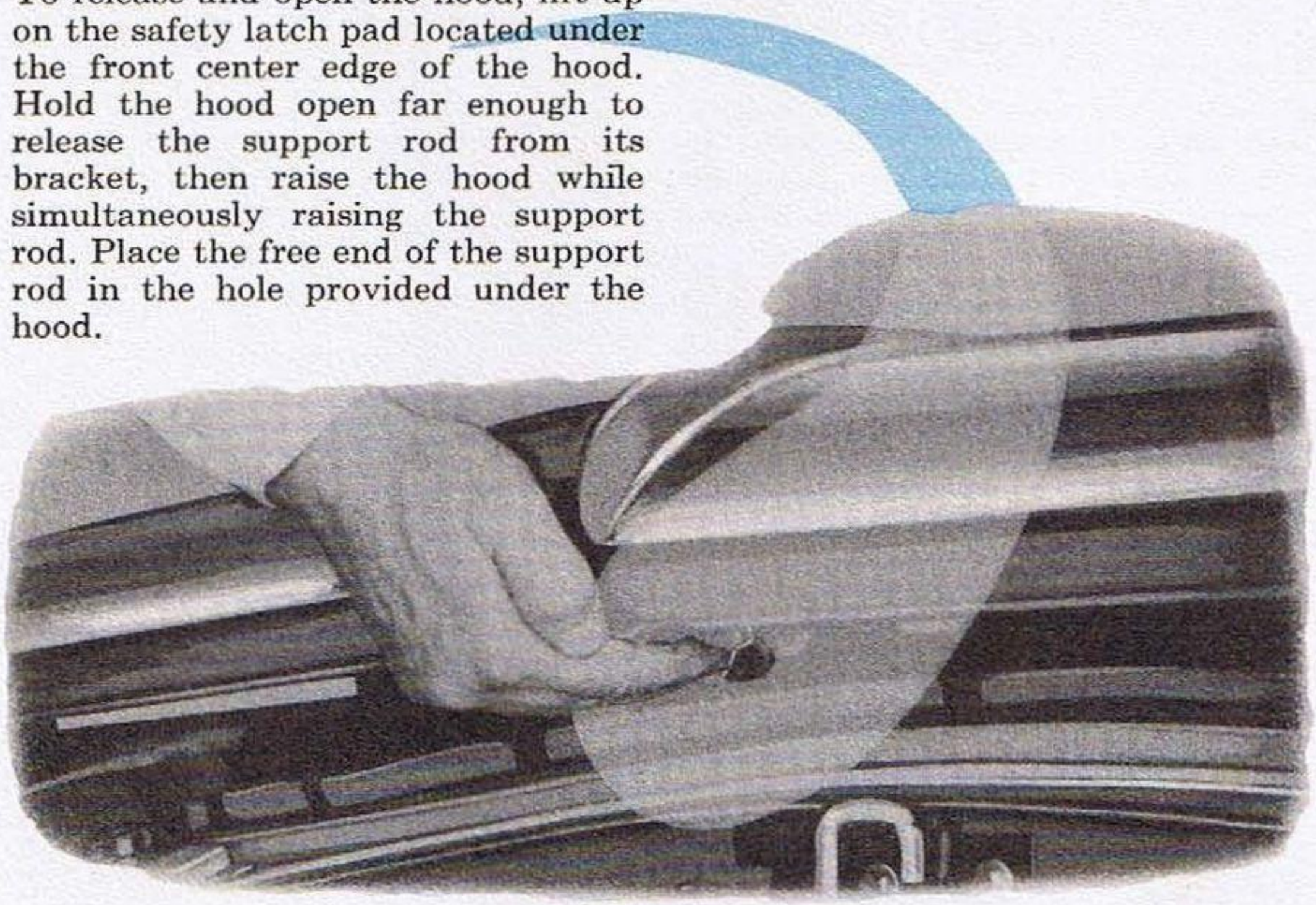
Under preventive maintenance we include the normally recurring service items: seasonal attention to the cooling system, battery care, tire care and rotation, lubrication, and those mechanical inspections which are aimed at stopping trouble before it starts.

A periodic maintenance chart is provided as a summary of scheduled maintenance on page 33. The Chassis Lubrication Guide and Body Lubrication Guide on pages 34 and 35 give specific lubrication points for the first two items listed in the chart.

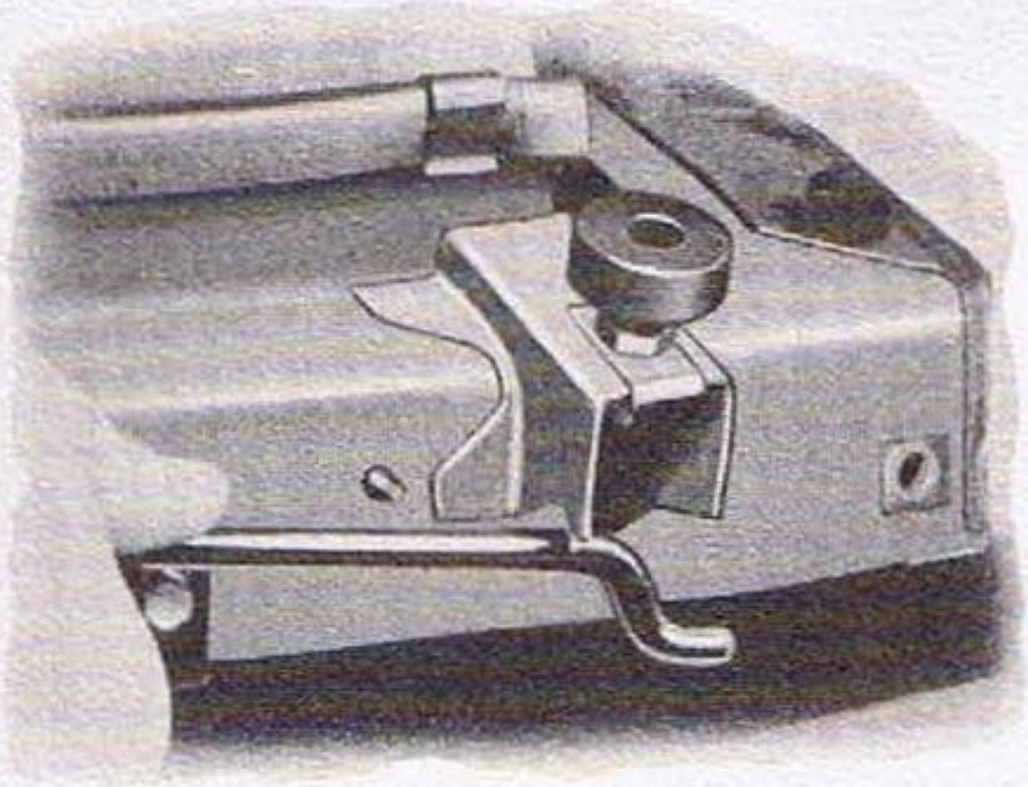


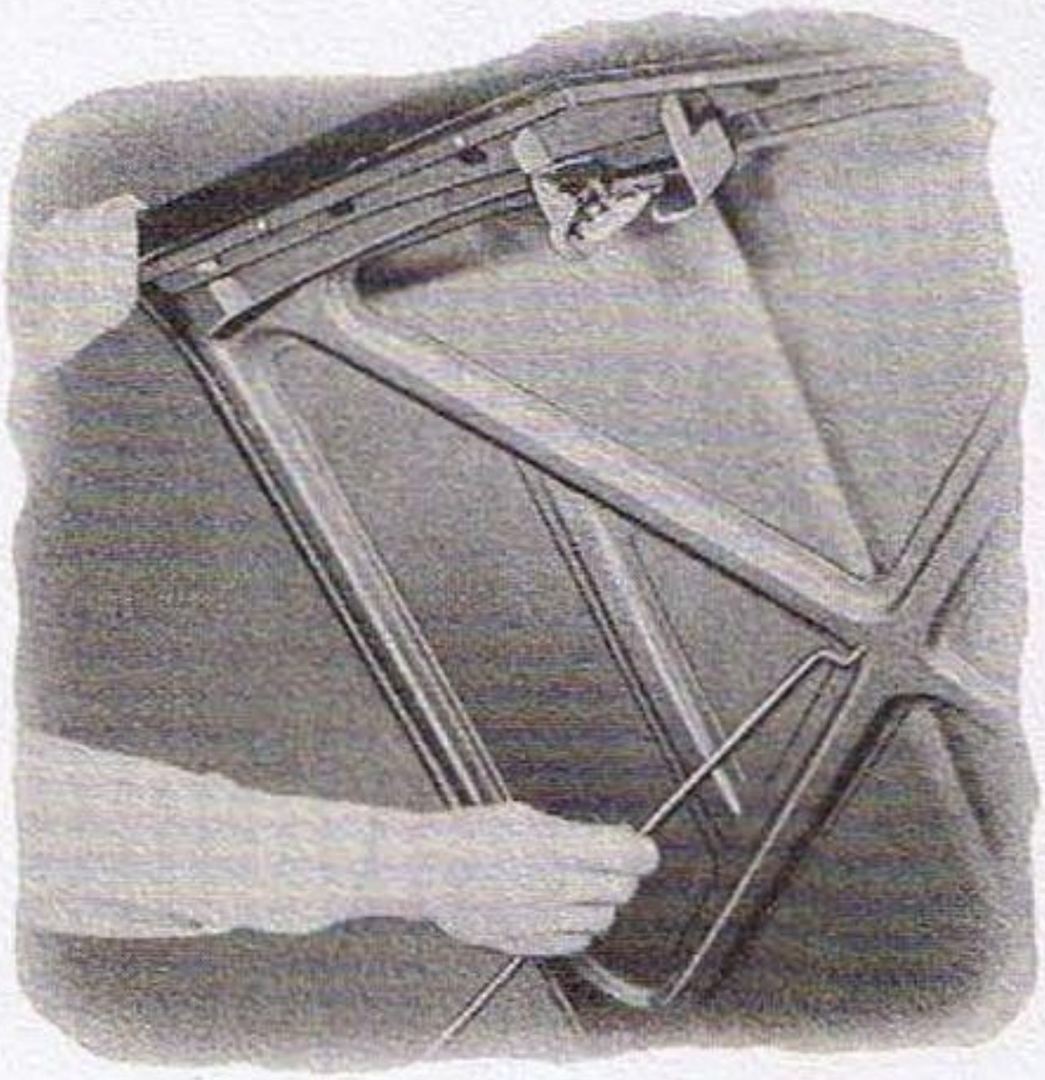
HOOD LATCH RELEASE

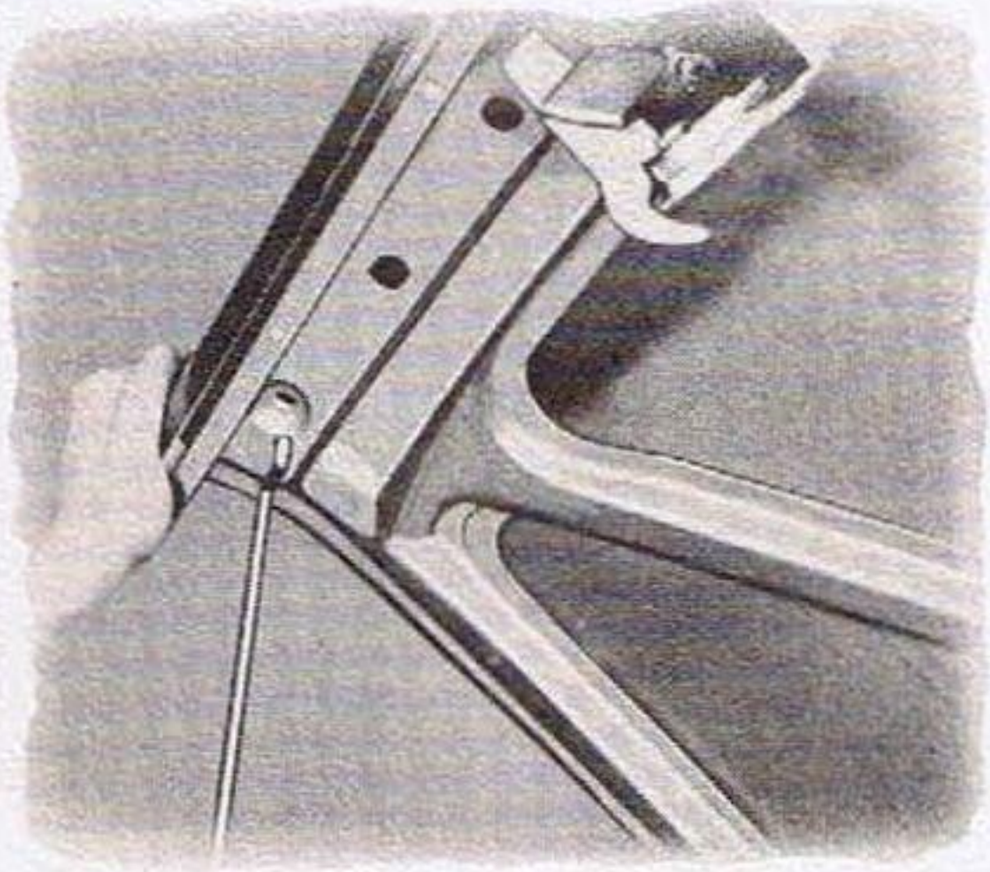
To release and open the hood, lift up on the safety latch pad located under the front center edge of the hood. Hold the hood open far enough to release the support rod from its bracket, then raise the hood while simultaneously raising the support rod. Place the free end of the support rod in the hole provided under the hood.



To lower the hood, lift it up slightly with one hand while grasping the support rod with your other hand. Then, lower the hood and the support rod. Be sure the support rod is placed over the safety catch and the free end is secured under the rubber hood support bracket to your right. Then, push down on the hood to engage the latch.



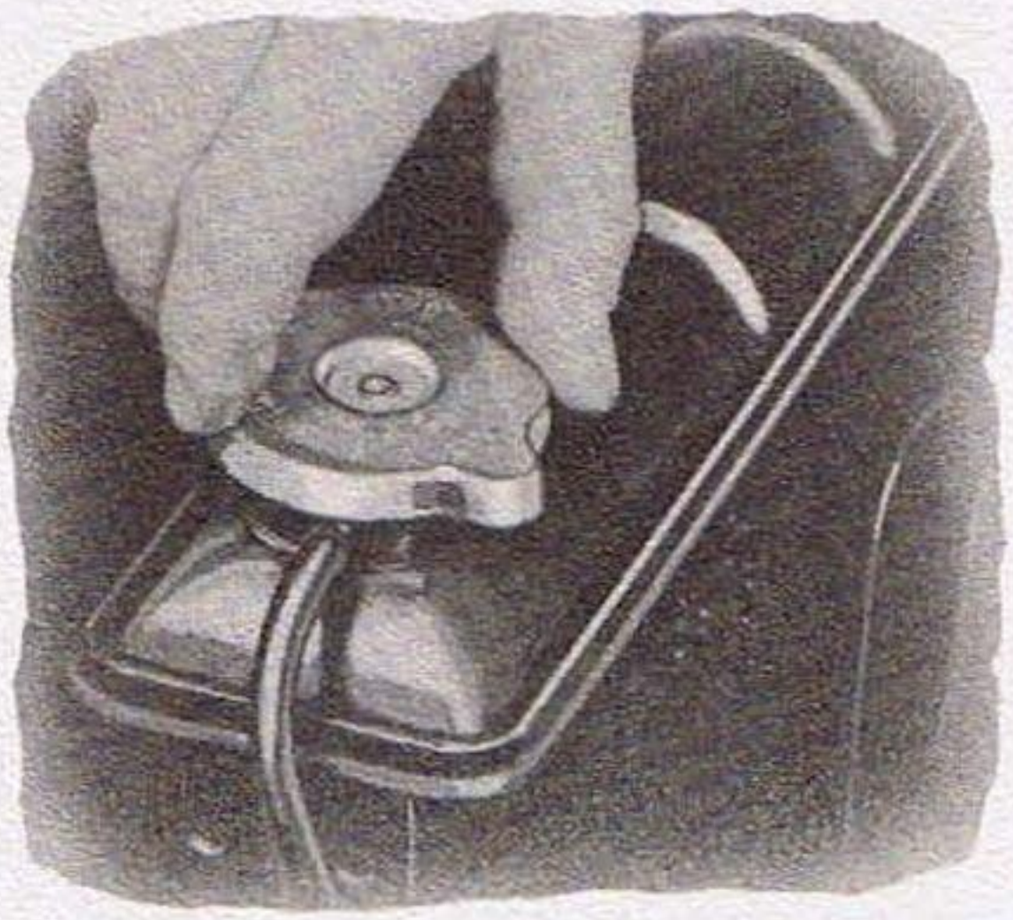


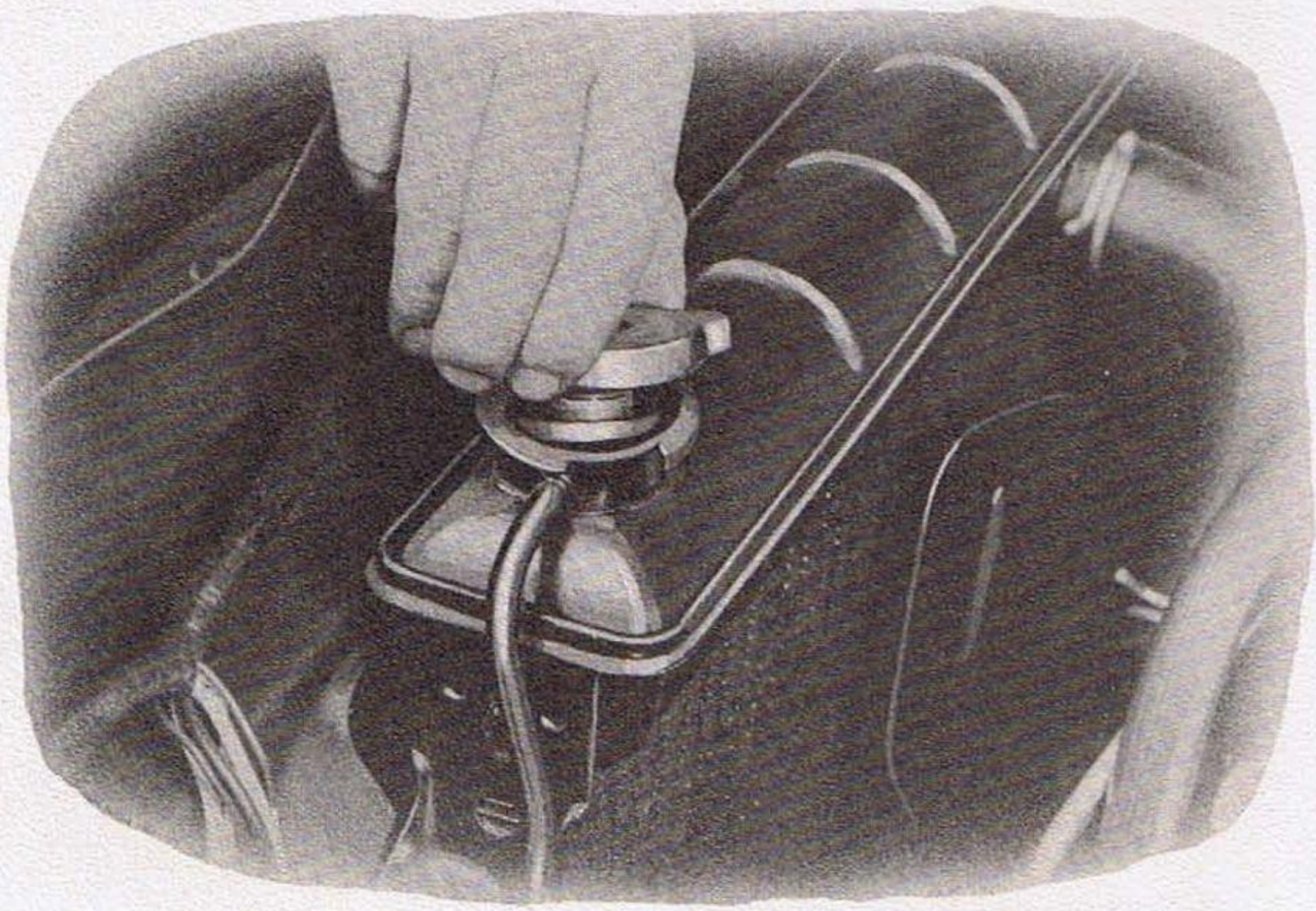


COOLING SYSTEM

Coolant level should be about an inch below the bottom of the filler neck. Use caution whenever removing the radiator filler cap as the system operates under pressure. Always turn the cap to the partly open stop, allow the pressure to escape, and then remove the cap.

CAUTION: *Do not attempt to check coolant level if the engine is overheated. Also, never attempt to add water or anti-freeze while an overheated condition exists.*





The factory installed high temperature thermostat (180°F), requires an ethylene glycol base solution (permanent anti-freeze) in cold weather. If a non-permanent type is used, have your Dealer install a low temperature thermostat to prevent overheating.

Solutions with either alcohol or ethylene glycol base will provide protection against freezing. Use either one or the other, but *do not mix the two*. Alcohol requires more frequent checking due to evaporation. Before filling with anti-freeze the system should be inspected for leaks and all connections tightened. All anti-freeze is recommended for one winter season only. Drain and discard each spring.

The cooling system should be flushed twice a year. This is most conveniently done in spring and fall. When draining or adding anti-freeze, rust inhibitor should also be added to the coolant at this time. Your Dealer will perform this service for you at a nominal cost.

BATTERY CARE

The battery will give you dependable, long-life service if: the fluid level is checked frequently, the top of the battery is kept clean and dry, the battery terminals are kept coated with petroleum jelly to prevent corrosion, and the accessories and lights are not left on excessively while the engine is at idle or stopped.

NOTE: The fluid level is correct when the liquid just reaches the ring at the bottom of each filler well.

FUEL AND OIL

Fuel Tank Filler—The fuel tank filler cap is located just above the center of the rear bumper on all models except Station Wagons.

The fuel filler cap is located on the left side of the Station Wagon near the tail light. To remove the cap, turn it to the left.



Fuel Filters—A screen filter is located between the fuel pump sediment bowl and the fuel pump. In addition, a disposable fuel filter assembly is

placed in the fuel line between the fuel pump and carburetor. This filter should be replaced after each 12,000 miles of driving, or each year, whichever occurs first. The filter screen in the fuel pump is an integral part of the pump assembly and requires no periodic service.

Air Cleaner Filter—The carburetor air cleaner element should be removed and cleaned each 4,000 miles and replaced every 20,000 miles.

NOTE: More frequent cleaning and replacement may be required under driving conditions such as consistent driving in dusty areas. Consult your dealer for the frequency of filter cleaning or replacement that is advisable in your area.

Type of Fuel—Efficient performance will be obtained with most regular grade gasolines.

Fuel Economy—The following operating suggestions will contribute to greater fuel economy:

1. Avoid rapid stops and "jackrabbit" starts.
2. Avoid fast driving with a cold engine.
3. Avoid prolonged periods of idling the engine.
4. Use moderate and constant highway speed when conditions permit.
5. Maintain recommended tire pressure.
6. Recommended periodic inspections by your Dealer will help maintain your engine's efficiency.

Changing The Oil And Filter—Your Comet, 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, oil filter replaced and the crankcase refilled. After the initial drain the engine oil and filter should be changed at 4,000 miles, and every 4,000 miles, or every four months thereafter, 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 Dealer for the frequency of oil and filter changes to suit your driving conditions.

Oil Quality and Weight—Premium heavy-duty type oil (American Petroleum Institute classification MS) is recommended.

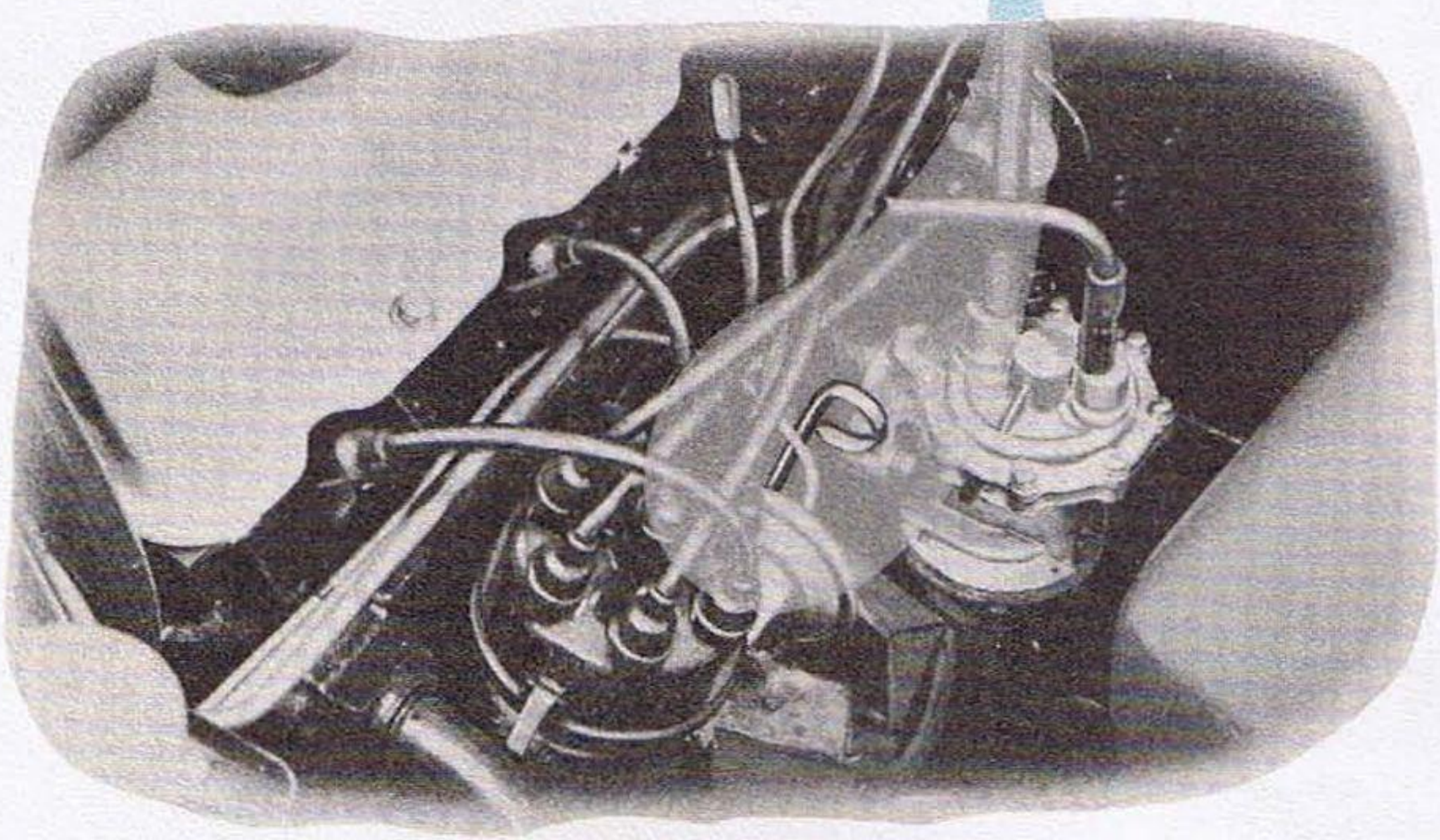
CAUTION: *Oils having A.P.I. classification MM and ML are not recommended for use in our product. Do not use multiviscosity oils (5W-20, 10W-30, 20W-40) except those which are certified by the marketer to satisfy ASTM G-IV test sequence which describes the minimum requirements for A.P.I. service MS.*

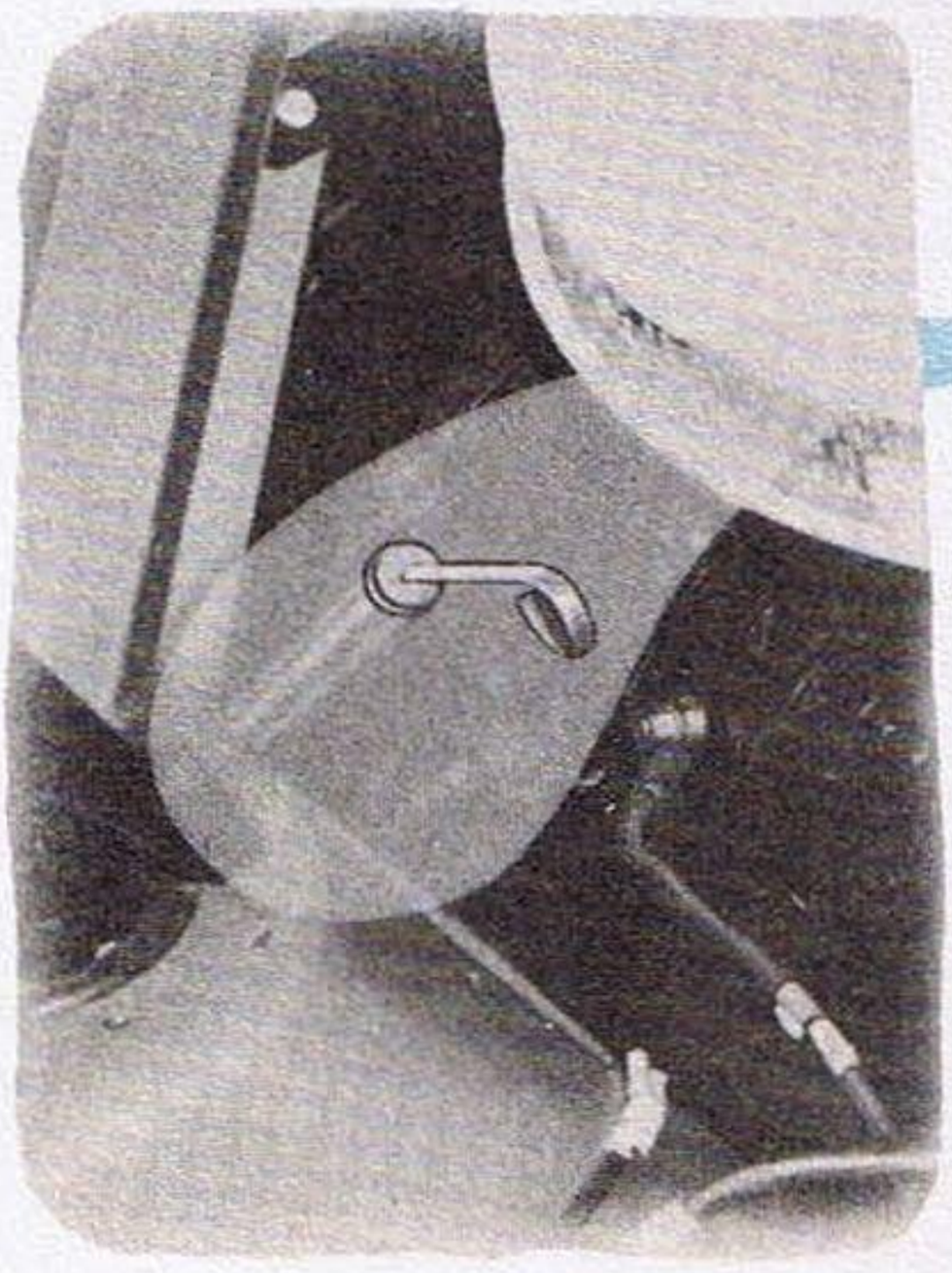
The recommended viscosity of engine oil varies according to climatic conditions. In winter, low viscosity oil gives better lubrication because it flows more easily. In summer, high viscosity oil is used since oil tends to thin out at higher engine temperatures. Oil viscosities are designated by number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

If Anticipated Temperature Will Be	Use Viscosity
Between +32° F and +70° F	SAE 20 or SAE 20W
Above +70° F	SAE 30
Between −10° F and +32° F	SAE 10 or SAE 10W
Below −10° F	SAE 5W

CRANKCASE OIL LEVEL

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





AUTOMATIC TRANSMISSION FLUID LEVEL

The transmission fluid level should be checked at 1,000 mile intervals.

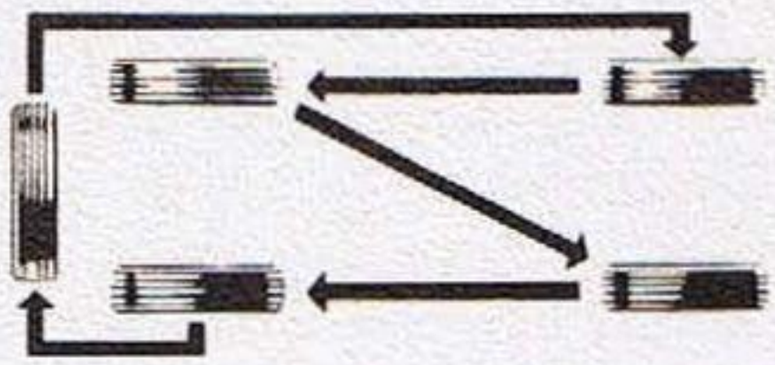
1. Make sure that the car is standing level, and then firmly apply the parking brake.
2. Run the engine at normal idle speed. If the transmission fluid is cold, run the engine at fast idle speed (about 1200 rpm) until the fluid reaches its normal operating temperature. When the fluid is warm, slow the engine down to normal idle speed. Do not turn off the engine during the fluid level check.
3. Shift the selector lever through all positions, and place the lever at P.

4. Clean all dirt from the transmission fluid dipstick cap before removing the dipstick from the filler tube.
5. Pull the dipstick out of the tube, wipe it clean, and push it all the way back into the tube.
6. Pull the dipstick out of the tube again, and check the fluid level. If necessary, add fluid to the transmission through the filler tube to raise the fluid level to F (full mark) on the dipstick. DO NOT OVERFILL.

TIRE CARE

Air pressure should be checked when tires are cool or cold. Pressure increases after traveling a few miles. Cold tire air pressure should be 24 lbs. front and rear for all models.

Tubeless tires are standard equipment. To obtain maximum life from the tires, check them frequently for correct pressure and rotate them at the recommended 6,000 mile intervals to equalize wear. Also, have your Dealer check the front wheels of your car for proper alignment every 6,000 miles, or at any time abnormal steering or tire wear develops.



Driving habits are also a factor in tire longevity. Avoid extreme and unnecessary braking; rotate tires at specified intervals; avoid wheel spinning during fast acceleration; slow down on curves and when rounding corners; avoid holes, "bumping" curbs and sharp objects.

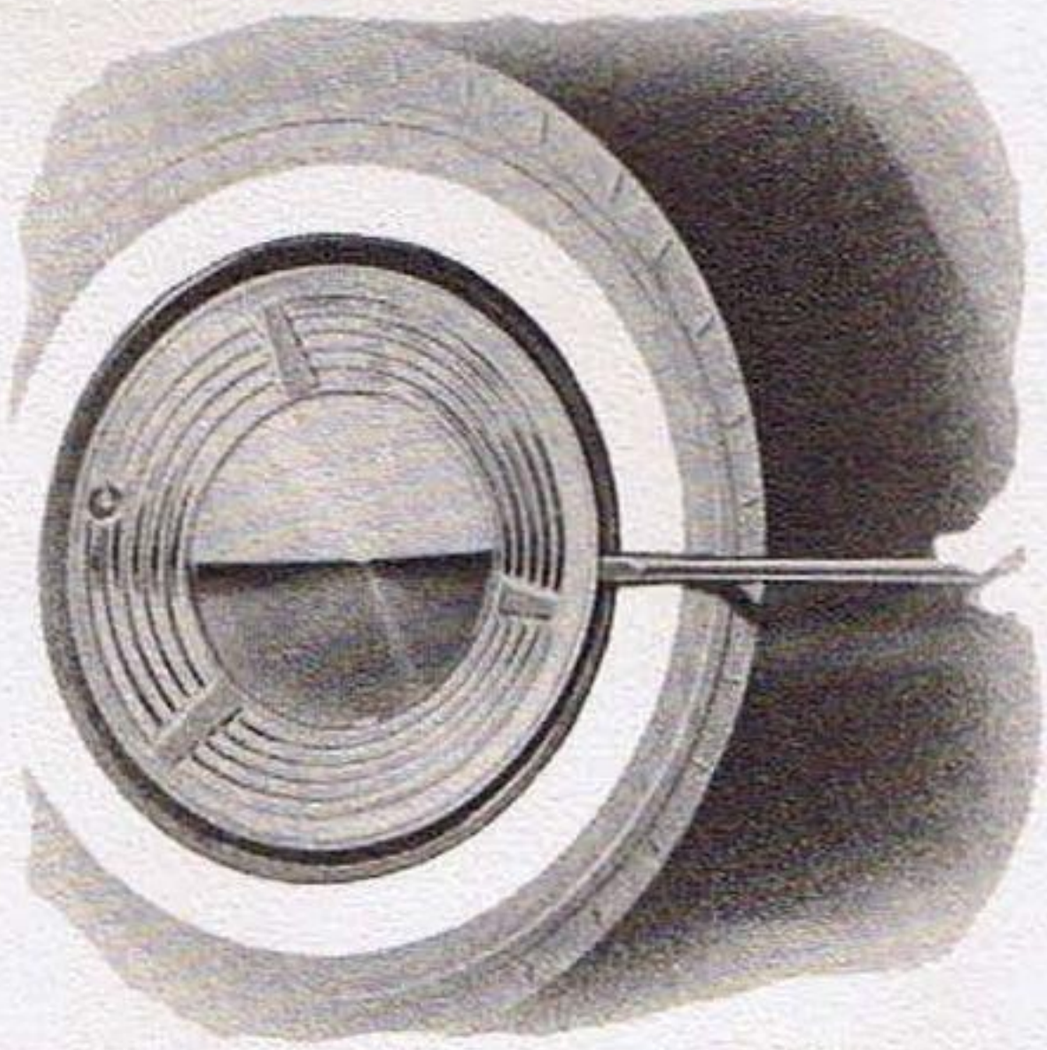
CHANGING WHEELS

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, selector lever in "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.*

Proceed as follows:

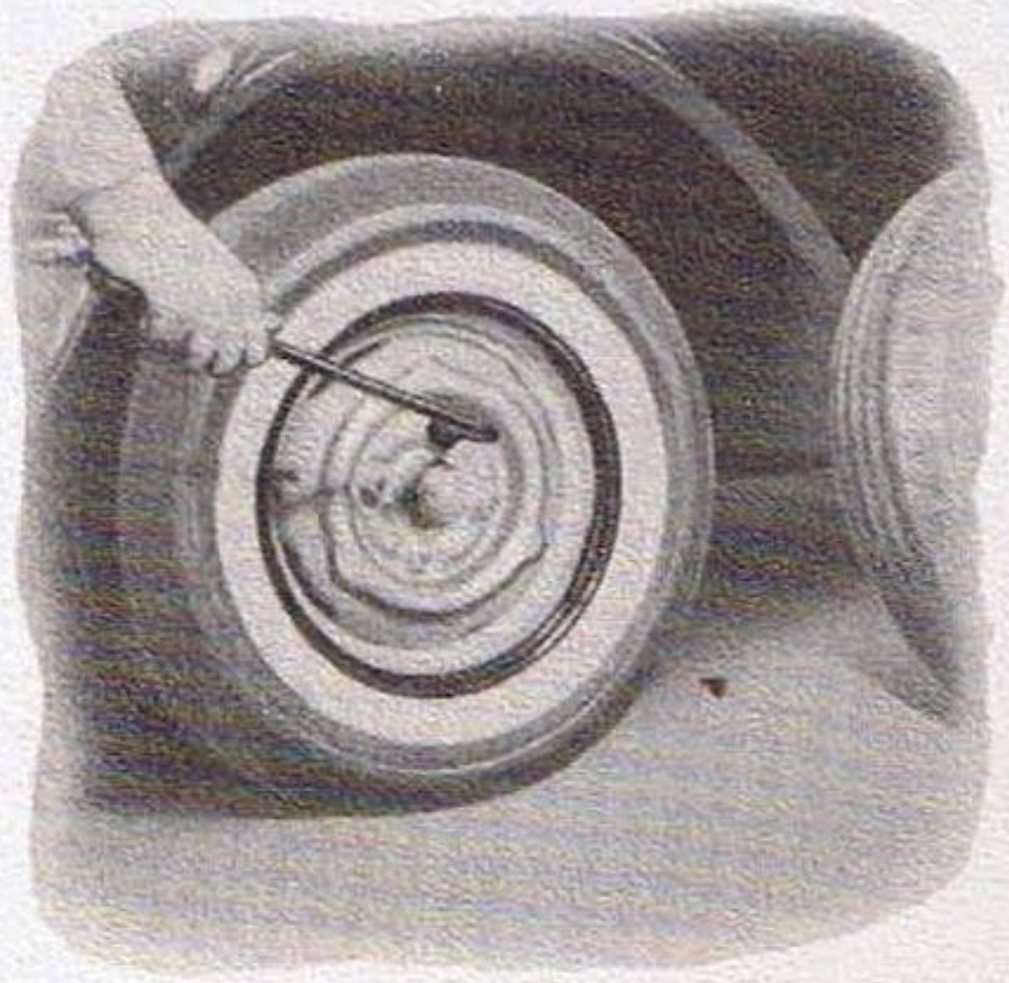
1. Remove the spare wheel from the luggage compartment, or from the tire well in the rear section of the floor in Station Wagons. Lean it carefully against the car near the wheel being changed.
2. Pry off the wheel cover with the flat end of the lug wrench.



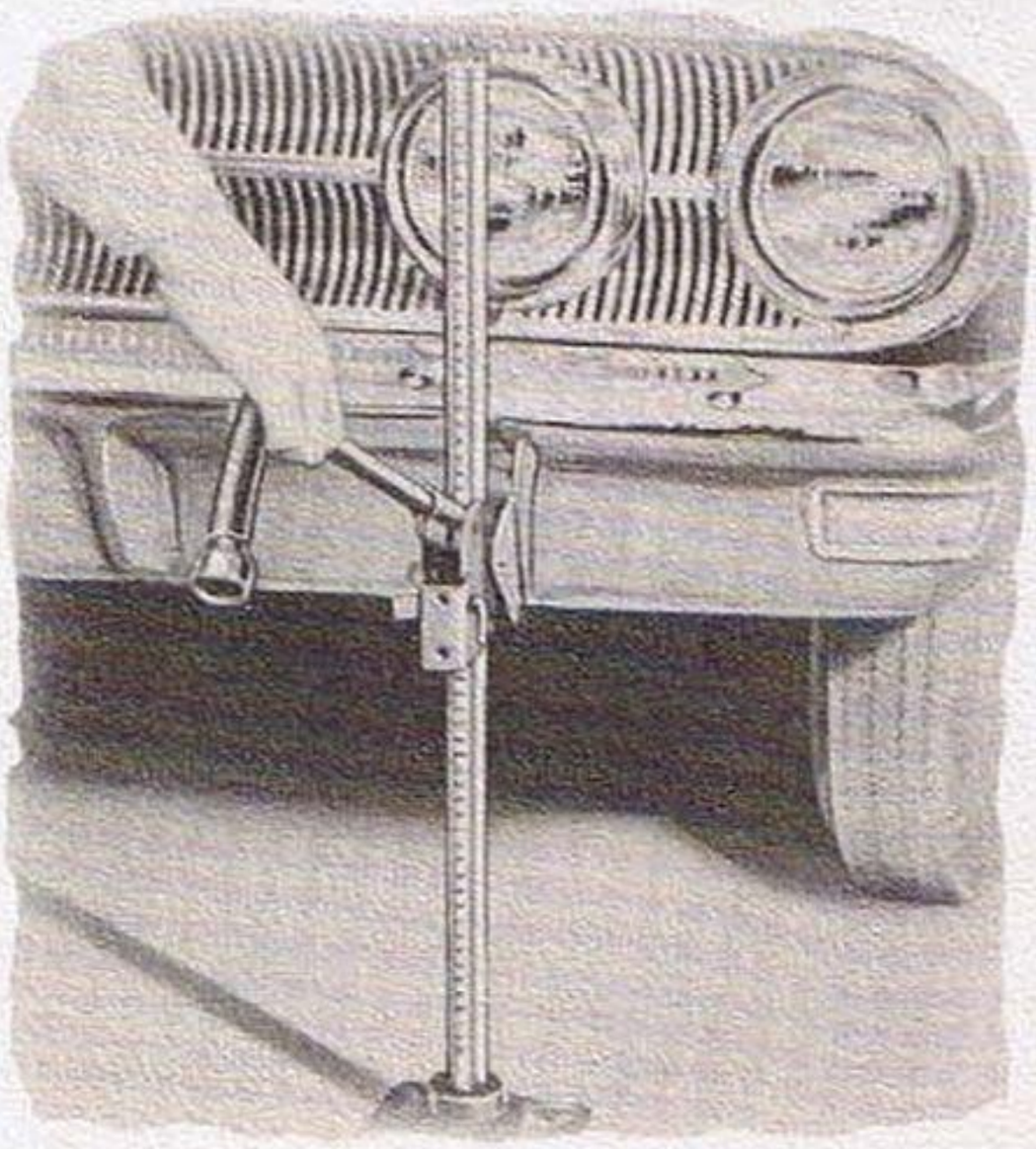
NOTE: The full-disc wheel cover has locking indentations in the mounting edge to prevent it from rotating on the wheel. With this design, removal of the wheel cover is best accomplished by inserting the tapered end of the

jack handle beneath the wheel cover at the outer edge directly opposite the valve stem hole. Pry the wheel cover out by pushing the jack handle toward the wheel.

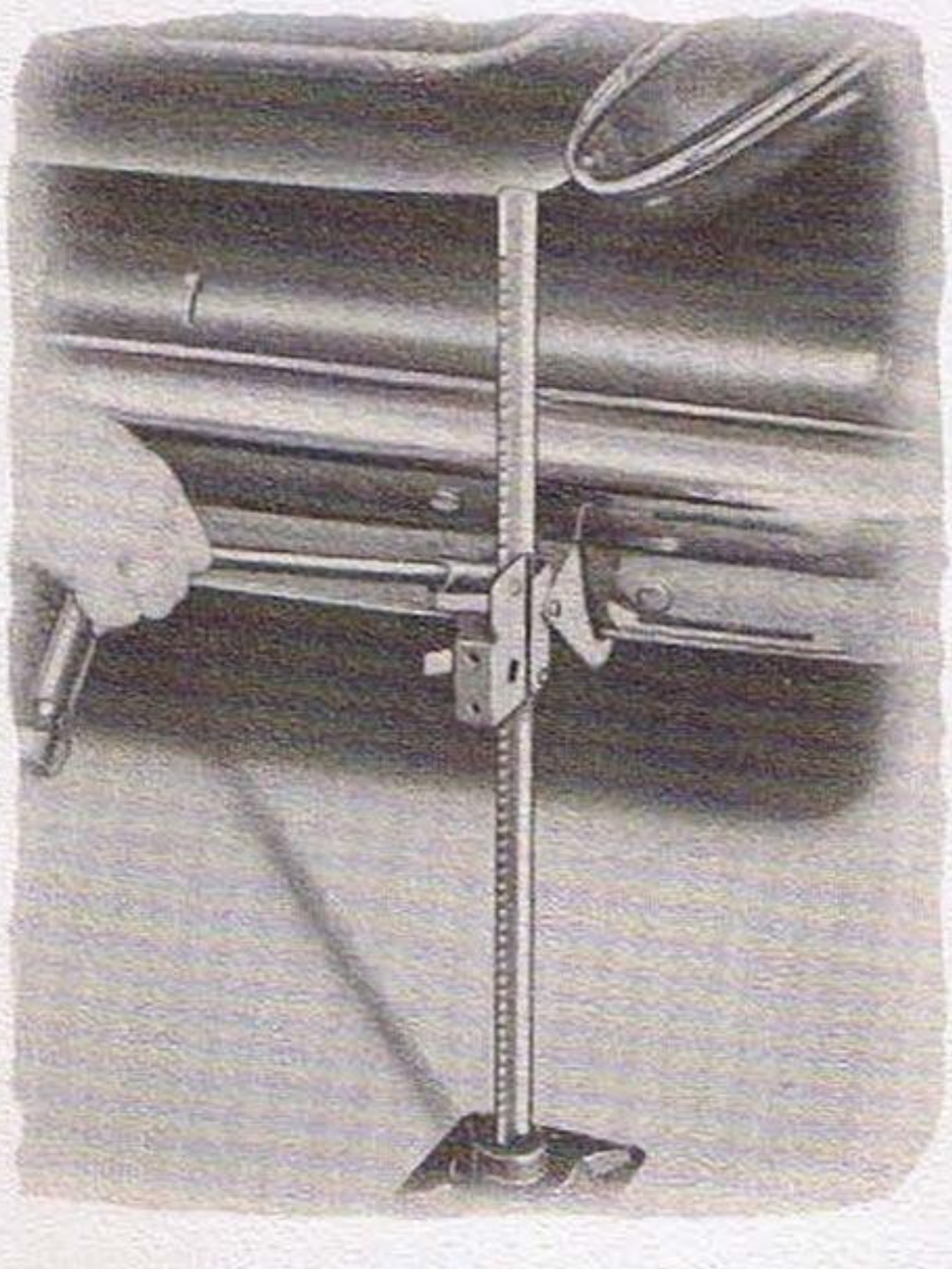
3. Loosen the wheel nuts one or two turns each, but do not remove them until the car is raised off the ground.



4. If changing a front wheel, place the jack directly in front of the inner headlight so that the load rest will contact the lower edge of the bumper, as illustrated.



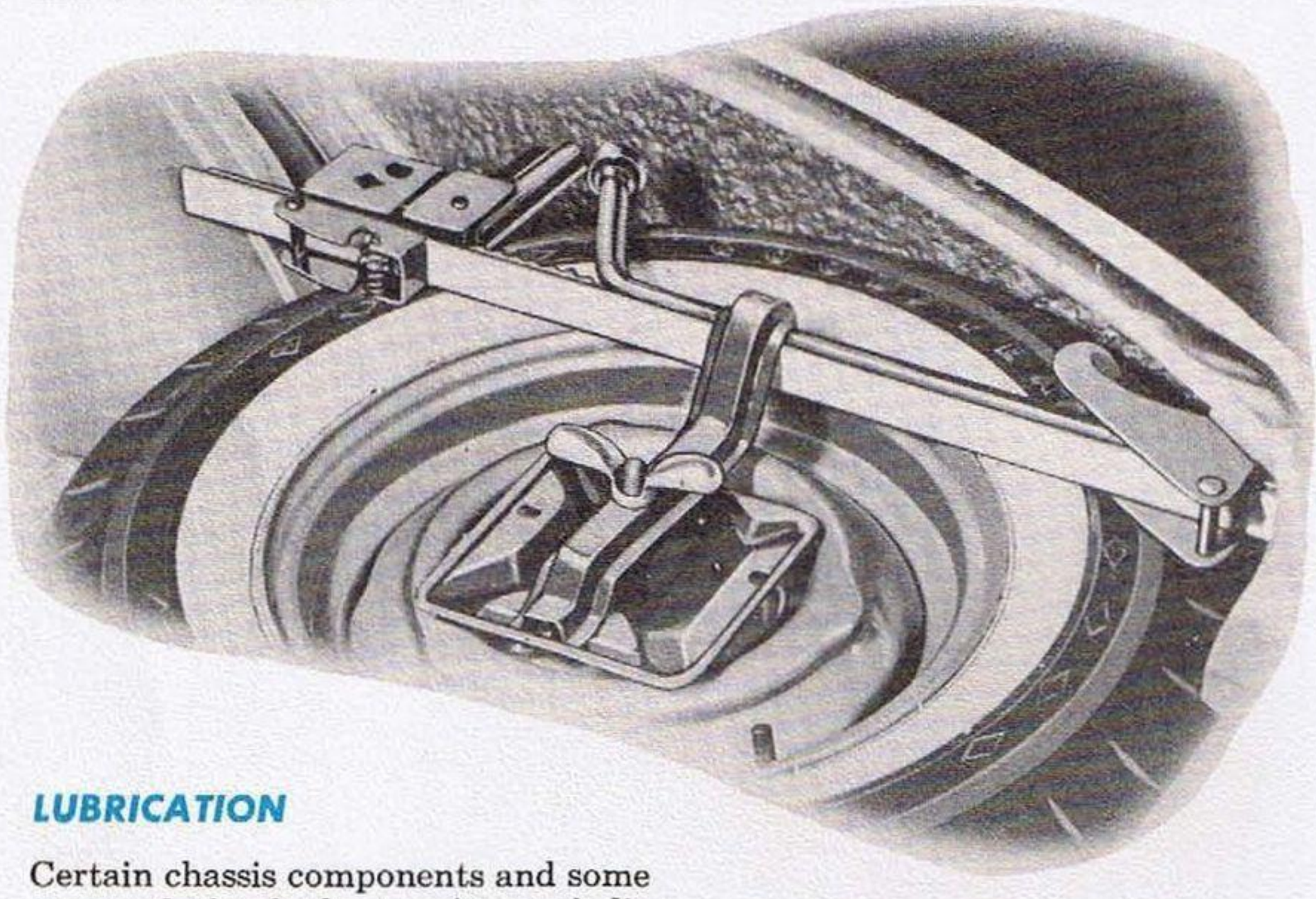
5. If changing a rear wheel, place the jack so that the load rest contacts the lower edge of the bumper at the bumper support arms, as illustrated.



6. Raise the small lever under the the jack handle into its 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. Be sure that the beveled edge of each wheel nut is firmly seated against the wheel.
9. Press downward on the small lever under the jackhandle. Then, slowly lower the car by operating the jack handle up and down, keeping a firm grasp on the jack handle.
10. Remove the jack.
11. Replace the hub cap or wheel cover after making sure that all of the wheel nuts are tight.

STOWING THE JACK

Replace the jack, spare tire and wheel, as illustrated. Thus, the jack and handle will not interfere with luggage and will not rattle.



LUBRICATION

Certain chassis components and some areas of the body require periodic lubrication. The illustrations on pages 34 and 35 provide detailed information as to mileage intervals and lubrication points.

ENGINE TUNE-UP

Your Dealer is equipped to periodically tune-up your engine and thus help keep "new car" performance at your command. This service is performed at a reasonable cost. The tune-up should include checking the battery, ignition timing, carburetor adjustments, and transmission linkage and shift points. It should also include inspection and adjustment of the distributor breaker points and rotor, as well as lubrication of the distributor. Finally, all spark plugs should be checked, cleaned and gapped or replaced, if necessary. As you will note in the following chart, we recommend that this service be obtained every 10,000 miles.

SEASONAL SERVICE

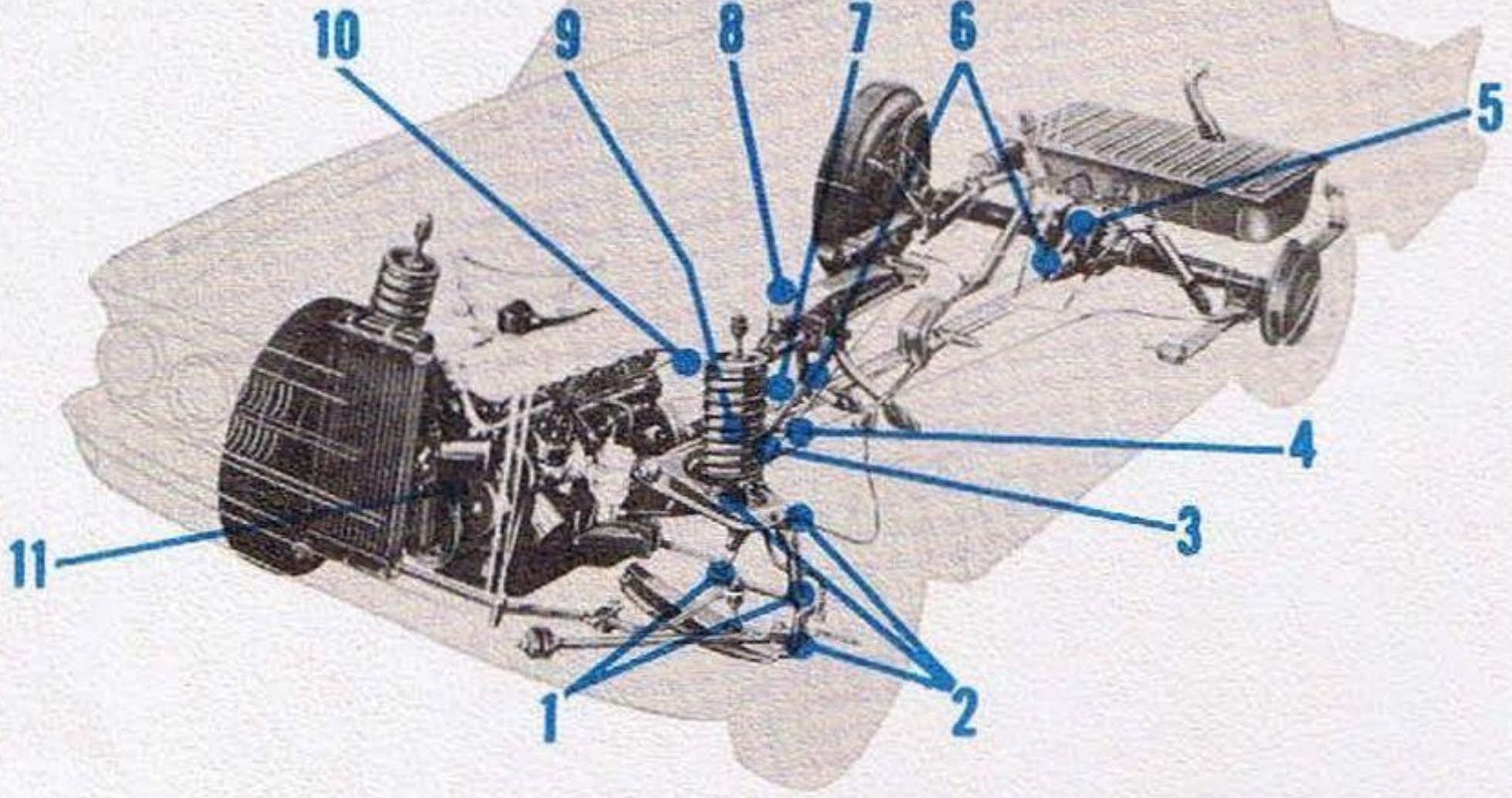
There are several service items which should be performed on a seasonal rather than a mileage basis. These include:

1. Flushing the radiator each spring and fall.
2. The addition of rust inhibitor to the cooling system each spring and fall.
3. The addition of anti-freeze to the cooling system each fall, if required, due to expected temperatures.
4. Inspection of all hoses each spring and fall—replacing hoses that may be cracked or show any other possibility of leaking.

PERIODIC MAINTENANCE SCHEDULE

SERVICE OPERATION	MILEAGE INTERVAL								
	EVERY	1000	4000	6000	10000	12000	16000	20000	24000
LUBRICATE CHASSIS (See Chassis Lubrication Guide on Page 34)		X							
LUBRICATE BODY (See Body Lubrication Guide on Page 35)			X						
SERVICE ENGINE (Includes changing oil in crankcase, replacing engine oil filter, cleaning oil filter cap screen, and cleaning carburetor air cleaner filter) NOTE: Oil change should be performed at 4,000 miles or 4 months, whichever occurs first.			X						
ROTATE WHEELS AND TIRES, CHECK WHEEL BALANCE				X					
CHECK FRONT WHEEL ALIGNMENT AND ADJUST AS REQUIRED IF UNUSUAL TIRE WEAR IS INDICATED				X					
PERFORM MINOR ENGINE TUNE-UP (See Description on Page 32)					X				
CHECK BRAKE LININGS, CLEAN AND REPACK FRONT WHEEL BEARINGS. REPLACE LININGS IF REQUIRED					X				
REPLACE FUEL FILTER NOTE: Replace filter at 12,000 miles or one year, whichever occurs first.						X			
CHECK STEERING GEAR PRELOADS							X		
FRONT AND REAR U-JOINTS—DISASSEMBLE AND REPACK WITH WHEEL BEARING GREASE (See Chassis Lubrication Guide on Page 34)							X		
LUBRICATE FRONT U-JOINT YOKE AND TRANSMISSION OUTPUT SHAFT SPLINES (See Chassis Lubrication Guide on Page 34)							X		
REPLACE CARBURETOR AIR CLEANER FILTER ELEMENT								X	
ADJUST AUTOMATIC TRANSMISSION BANDS, DRAIN AND REFILL									X
PERFORM SEASONAL SERVICES	(See Description on Page 32)								

CHASSIS LUBRICATION GUIDE



1 STEERING LINKAGE:

USE CHASSIS LUBRICANT AT TIE ROD ENDS (2 EACH SIDE). USE CHASSIS LUBRICANT AT CONNECTING LINKS (1 EACH SIDE).

2 FRONT SUSPENSION:

USE CHASSIS LUBRICANT AT BALL JOINTS (2 EACH SIDE). USE CHASSIS LUBRICANT AT SPRING SEAT PIVOTS (1 EACH SIDE).

3 STEERING GEAR:

USE STEERING GEAR LUBRICANT LA-19578-A AS REQUIRED.

4 CLUTCH EQUALIZER BAR:

USE CHASSIS LUBRICANT.

5 REAR AXLE HOUSING:

USE SCL TYPE HYPOID GEAR LUBRICANT SAE 90 (MG-19581-B) FOR SUSTAINED TEMPERATURES ABOVE −25°F. USE SAE 80 (MG-19581-A) FOR SUSTAINED TEMPERATURES BELOW −25°F.

6 FRONT AND REAR "U" JOINTS:

DISASSEMBLE AND PACK WITH WHEEL BEARING GREASE.

7 FRONT "U" JOINT AND TRANSMISSION OUTPUT SHAFT SPLINES: USE B8A-19589-A, MOLYBDENUM BASE GREASE.

8 BRAKE MASTER CYLINDER:

USE HEAVY DUTY HYDRAULIC BRAKE FLUID (MK-19542), FILL TO ¼ INCH FROM TOP OF FILLER OPENING.

9 TRANSMISSION, CLUTCH AND BRAKE LINKAGE:

USE SAE 10W ENGINE OIL AT LINKAGE JOINTS AND PIVOT POINTS (EXCEPT THOSE WITH RUBBER INSULATORS).

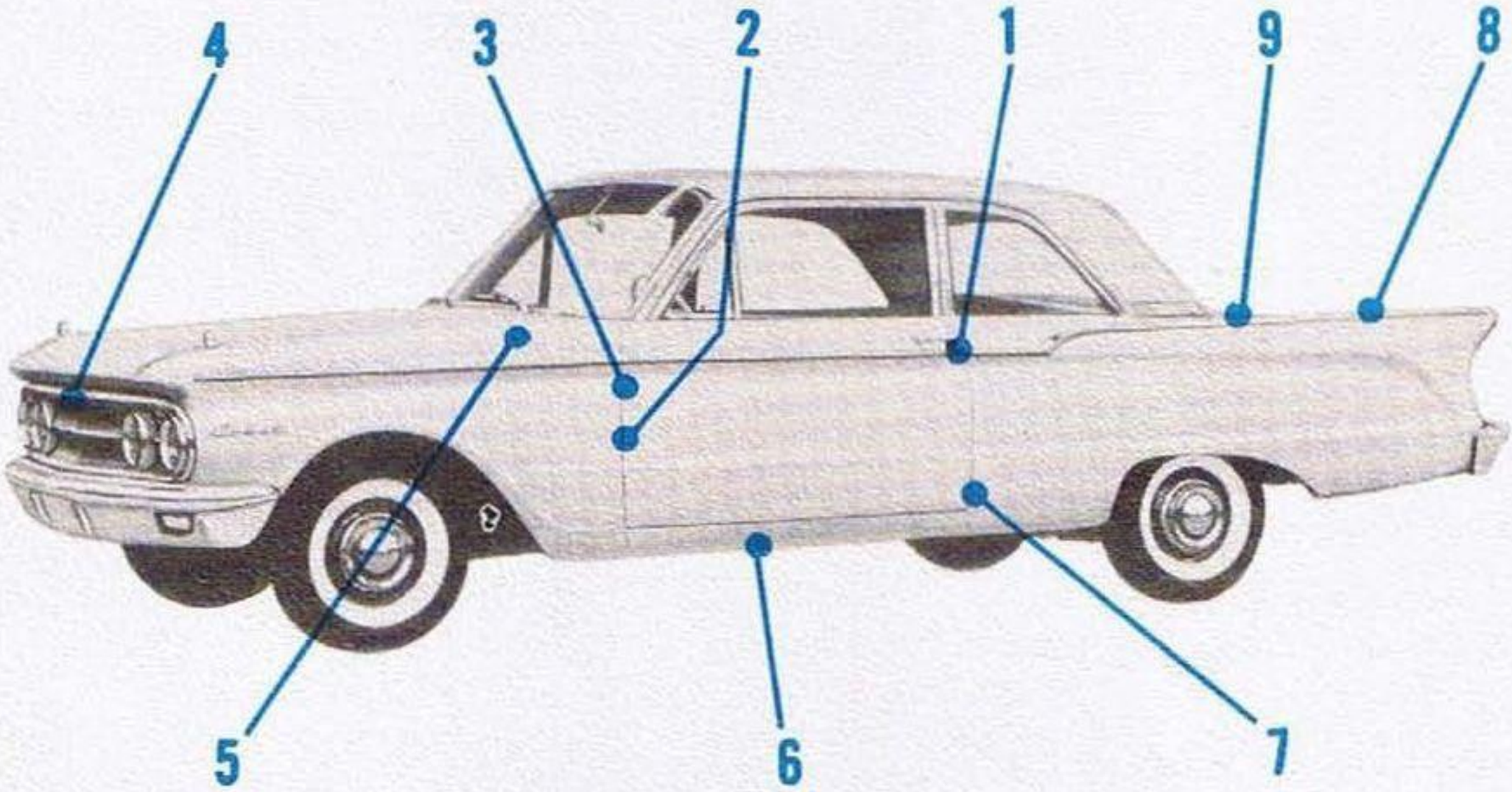
10 TRANSMISSIONS:

USE SAE 80 MULTI-PURPOSE GEAR LUBRICANT AS REQUIRED FOR STANDARD TRANSMISSION. USE "TYPE A, SUFFIX A" AUTOMATIC TRANSMISSION FLUID FOR COMET DRIVE. FILL TO FULL MARK ON INDICATOR. DO NOT OVERFILL.

11 DRIVE BELTS:

INSPECT DRIVE BELT TENSION.

BODY LUBRICATION GUIDE



1 DOOR LOCKS:
APPLY LUBRICANT 8L-19586. USE SPARINGLY ON STRIKER PLATES AND ROTOR TEETH. USE SAE 10W OIL ON ROTOR SHAFT.

2 DOOR CHECK ARMS:
USE LUBRICANT 8L-19586 SPARINGLY.

3 DOOR HINGES:
USE LIGHT ENGINE OIL (SAE 10W) AT EACH HINGE POINT.

4 HOOD LOCK AND AUXILIARY CATCH:
USE LUBRICANT 8L-19586 SPARINGLY ON LOCK DOWEL AND CATCH.

5 HOOD HINGES:
USE LIGHT ENGINE OIL (SAE 10W) ON HINGE ASSEMBLY PIVOTS.

6 BODY AND DOOR DRAIN HOLES:
USE A SMALL SCREW DRIVER TO CLEAR ANY DRAIN HOLES WHICH MAY BECOME PLUGGED.

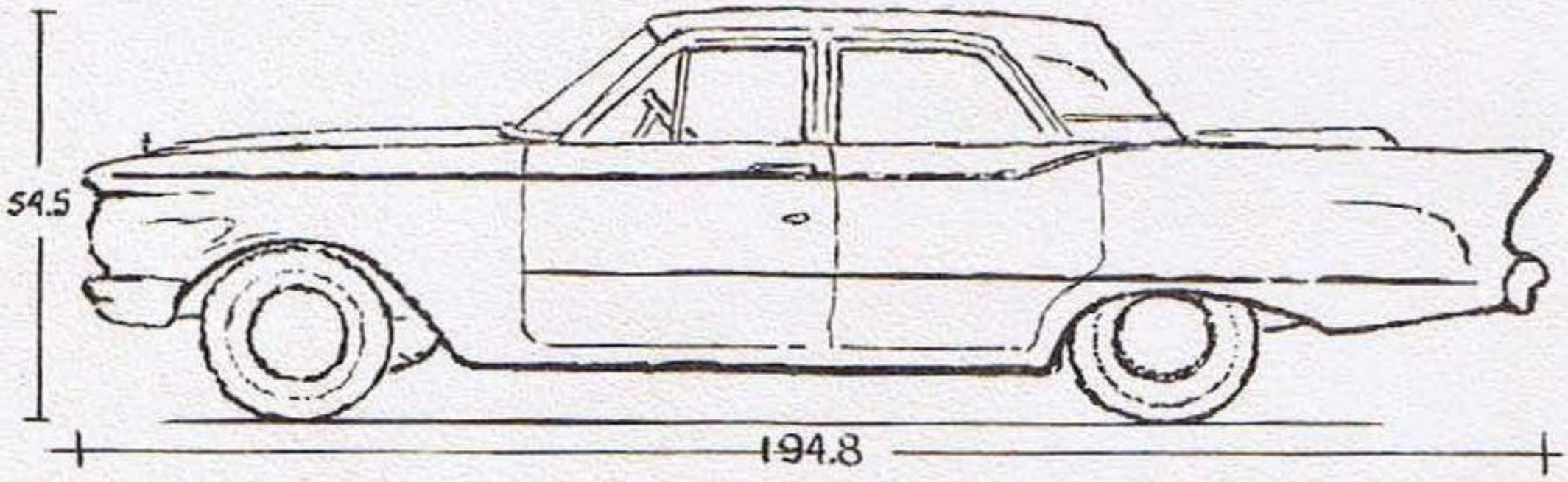
7 RUBBER WEATHERSTRIPS:
LUBRICATE, USING SILICON TYPE SEAL LUBRICANT.

8 LUGGAGE COMPARTMENT LOCK:
USE LUBRICANT 8L-19586 ON ROTOR AND LATCH.

9 LUGGAGE COMPARTMENT HINGES:
USE LIGHT ENGINE OIL (SAE 10W) ON HINGE ASSEMBLY PIVOTS.

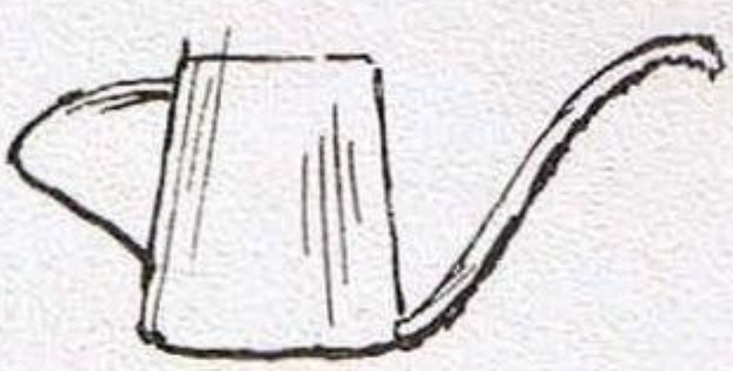
10 STATION WAGON TAILGATE HINGES:
USE LIGHT ENGINE OIL (SAE 10W) ON HINGE ASSEMBLY PIVOTS.

SPECIFICATIONS



DIMENSIONS

Overall Length (Inches)	
Sedan	194.8
Station Wagon	191.9
Overall Height—Design Load (Inches)	
Sedan	54.5
Station Wagon	55.1
Overall Width—All Models (Inches)	70.4
Tread—All Models (Inches)	
Front	55.0
Rear	54.5
Wheelbase—(Inches)	
Station Wagon	109.5
Sedan	114.0





REFILL CAPACITIES (U.S. MEASURES)

Cooling System	8½	quarts*
Crankcase	3½	quarts**
Fuel Tank	14	gallons
Rear Axle	2	pints
Standard Transmission	2½	pints
Automatic Transmission (Drain and Refill)	12½	pints

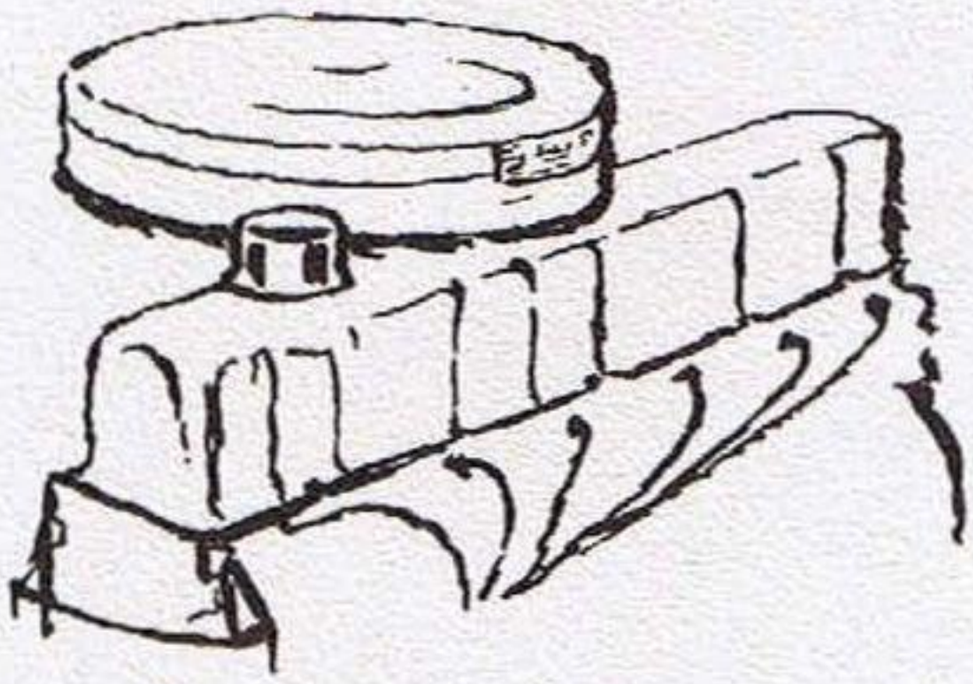
*Add 1 quart with heater. **Add 1 quart when replacing filter.

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.

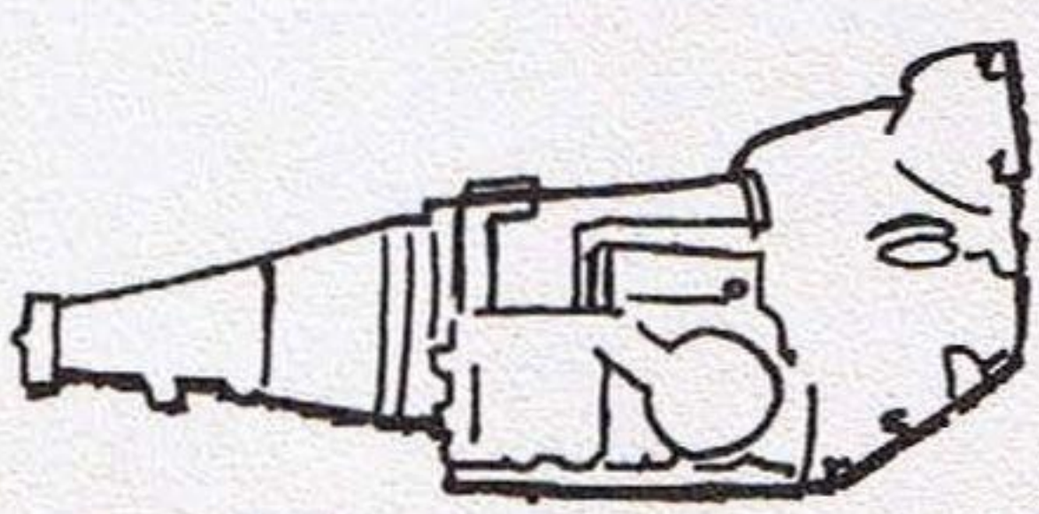
THRIFT POWER ENGINE

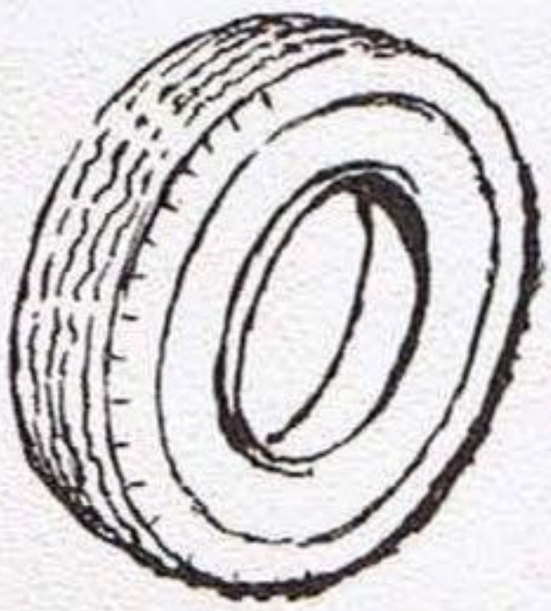
Bore (Inches)	3.50
Stroke (Inches)	2.50
Compression Ratio	8.7:1
Engine Type	6 Cyl. OHV
Firing Order	1-5-3-6-2-4
Idle Speed	
Standard Transmission (In Neutral)	500-525 RPM
Automatic Transmission (In Drive)	475-500 RPM
Valve Lash—Intake and Exhaust (Inches)	0.016
Spark Plugs (Champion)	
Type	F-14-Y
Thread Size	18mm
Gap (Inches)	0.032-0.036
Torque (Ft. Lbs.)	15-20
Engine Cubic Inch Displacement	144.0
Fuel Requirements	Regular
Radiator Filler Cap (PSI)	13-15



TRANSMISSION

Comet Drive	
Speeds	Two Speeds Forward, One Reverse
Type	Single Stage Torque Converter With Two Speed Fully Automatic Planetary Gear Train
Standard Shift Manual	
Speeds	Three Speeds Forward, One Reverse





TIRES

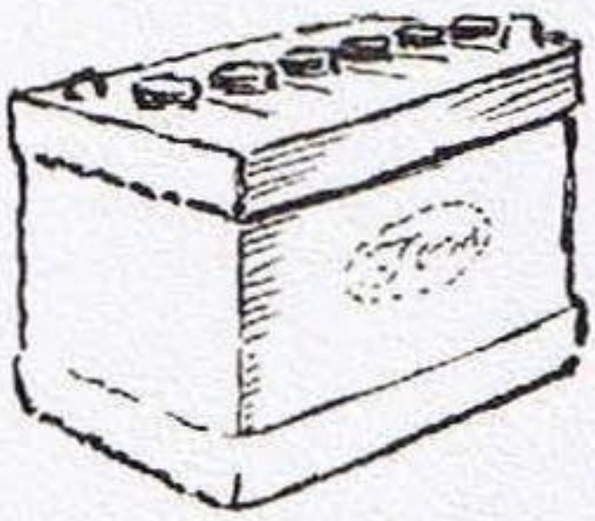
Sedan (All Models)*	6.00 x 13
Station Wagon (All Models)	6.50 x 13
Pressure—Front and Rear, Sedan (All Models) (PSI)	24
Front, Station Wagon (All Models) (PSI)	24
Rear, Station Wagon (All Models) (PSI)	26

*Size 6.50 x 13 optional.

ELECTRICAL SYSTEM

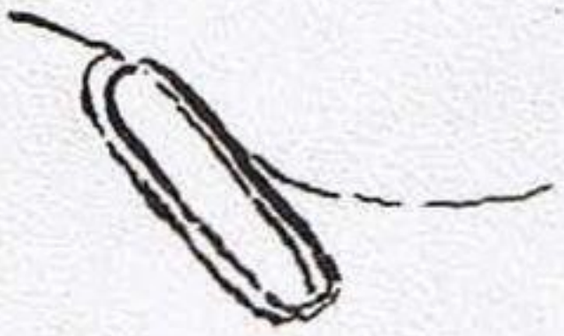
BATTERY

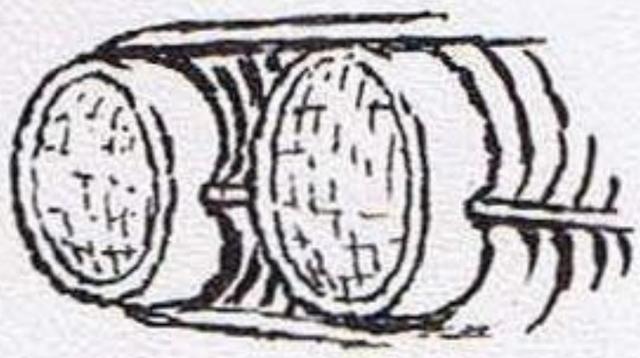
Volts	12
Ampere Hour Rating	40 (Standard)—55 (Optional)
Ground Terminal Polarity	Negative
Number of Cells	6
Number of Plates Per Cell	9





FUSES & CIRCUIT BREAKERS	RATING AMPS	LOCATION
Dome Lamp and Exterior Lamps Except Headlamps	3AG-15	Fuse Block on Main Light Switch
Turn Indicator Lights/Back-Up Lamps	SFE-14	Fuse Block on Main Light Switch
Radio	SFE-7.5	Fuse Block on Main Light Switch
Heater Blower	SFE-14	Fuse Block on Main Light Switch
Headlamps	18 C.B.	Integral with Main Light Switch
Electric Windshield Wiper	12 C.B.	Behind Instrument Panel
Cigar Lighter	Sulphur Disc	Attached to Lighter Socket
Window Regulator (Station Wagon)	13.5 C.B.	Dash Panel in Engine Compartment on Right Hand Side





LAMPS

	Number of Bulbs	Candle Power or Wattage	Trade Number
Instrument Panel			
Hi-Beam Indicator	1	1.5 C.P.	1445
Oil Pressure Indicator	1	1.5 C.P.	1445
Generator Indicator	1	1.5 C.P.	1445
Turn Signal Indicator	1	1.5 C.P.	1445
Cluster Illumination	2	2 C.P.	57
Radio Dial	1	2 C.P.	57
Dome Light	1	15 C.P.	1003
Exterior			
Headlamps			
Hi-Beam (#1)	2	37.5 W	4001
Lo-Beam (#2)	2	50/37.5 W	4002
Front Turn Signal/Parking	2	32/4 C.P.	1034
Rear Turn Signal, Stop/Tail			
Station Wagon*	4	32/4 C.P.	1034
Sedan	2	32/4 C.P.	1034
Rear License Lamp	1	4 C.P.	67
Back Up Lamp	2	21 C.P.	1141

*The Lower Bulbs are Replaced with Back-up Lamps, if so Equipped.

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LINCOLN-MERCURY DIVISION

Ford Motor Company, Dearborn, Michigan

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