

1970

registered owner's manual

COUGAR

OWNER IDENTIFICATION

WARRANTY NUMBER	
OWNER NAME	
STREET ADDRESS	
CITY	
STATE OR PROV.	
VEHICLE CODE	
VEHICLE DESCRIPTION	
IGN. & DOOR KEY NUMBER	GLOVE COMPT. & TRUNK KEY NO.

SELLING DEALER

DEALER NAME	
P & A CODE	
CITY	
STATE OR PROV.	
OWNER SIGNATURE	
DEALER SIGNATURE	
DATE PLACED IN SERVICE	

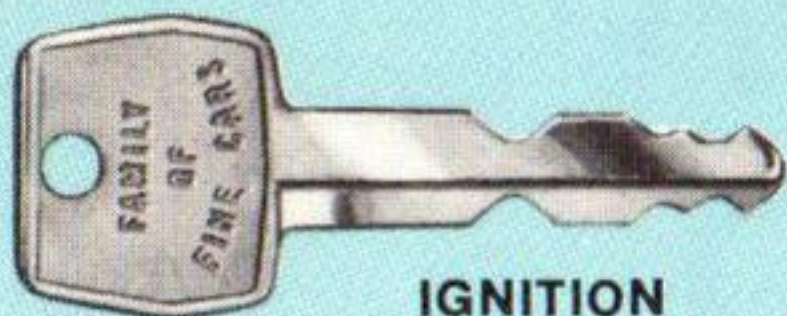


CONTENTS

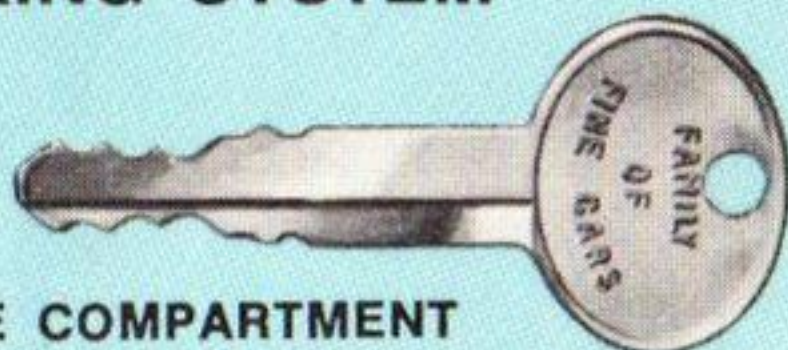
	PAGE
STARTING AND OPERATING	4
INSTRUMENT PANEL	14-17
INSTRUMENTS AND CONTROLS	18
LOCKS AND SEATS	28
CONVERTIBLE	33
OPTIONS AND ACCESSORIES	36
MAINTENANCE	50
SPECIFICATIONS	66
SALES OFFICE	76-78
INDEX	78-80

STARTING AND OPERATING YOUR 1970 MERCURY COUGAR

REVERSIBLE KEY LOCKING SYSTEM



IGNITION
DOOR LOCKS



LUGGAGE COMPARTMENT
GLOVE COMPARTMENT

NOTE: Each key has identical "bits" top and bottom and may be inserted either way into the lock.

Identification numbers are stamped on the tags which are attached to the keys. Have them available to enable your dealer or locksmith to make duplicates in the event of loss or damage.

COMBAT CAR THEFT

Always remove ignition key and lock all doors when leaving car unattended.

IGNITION SWITCH

Anti-Theft Ignition, Steering and Transmission Lock—The anti-theft lock located on the right side of the steering column has five positions. Starting from the full left (counterclockwise) position they are, ACCESSORY, LOCK, OFF, ON, and START. In ACCESSORY and LOCK position the steering and shift mechanisms are automatically locked along with the ignition system to provide added theft protection for your car. The transmission selector lever must be in "PARK" on Select-Shift transmissions, or reverse on standard transmission models, before the key can be turned to the LOCK position. The ignition switch "ACCESSORY" position permits operation of electrical accessories when the engine is not running. The "OFF" position is provided so that the ignition can be turned off without locking the steering column or transmission linkage. The key can be inserted or withdrawn only when the switch is in the "LOCK" position. The wording "LOCK" is imprinted on the ignition switch bezel.

STARTING THE ENGINE UNDER ADVERSE CONDITIONS

To Start a Flooded Engine—Depress the accelerator pedal to the floor and “hold” it in this position. (*Do not pump the pedal.*)

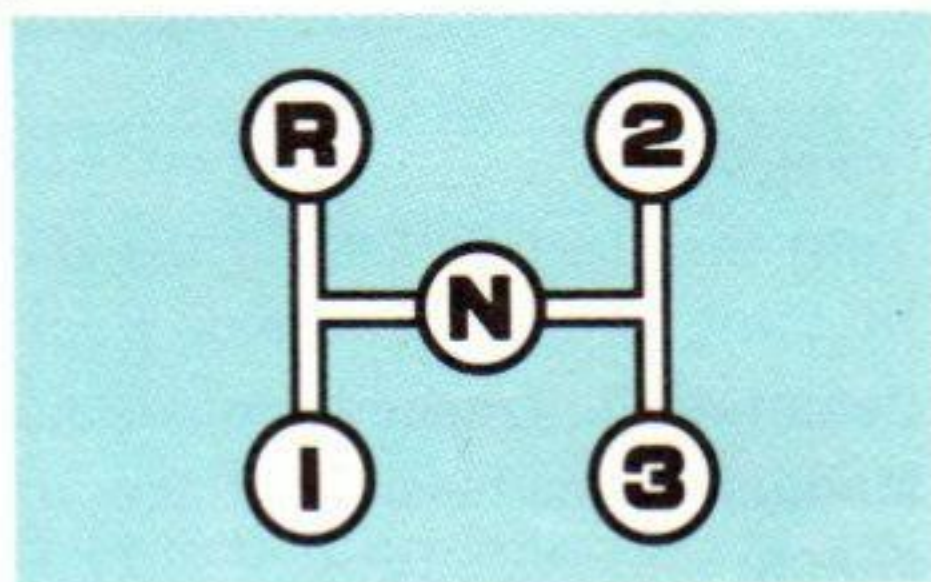
Turn the ignition key to the “start” position until the engine starts.

When the engine starts, release the accelerator pedal gradually as the engine clears and speed increases.

DRIVING WITH THE MANUAL TRANSMISSION

THREE-SPEED MANUAL TRANSMISSION

A normal “H” pattern is used in shifting the three speed, fully synchronized standard transmission. To operate this transmission, first make sure that gear shift lever is in the neutral position. Press clutch pedal fully to the floor. Then start engine. Move gear shift lever to low gear position.



Then depress accelerator slowly, letting out clutch gradually but firmly at the same time.

When the car reaches a speed of approximately 15 mph, release accelerator pedal. Press clutch pedal fully to floor and move gear shift lever to the second gear position. Slowly release clutch pedal (all the way up) and accelerate approximately to 30 mph. Then shift into high gear the same way. To stop the car, release the accelerator and apply the brakes. Depress clutch only after car slows down to 10-15 mph, then continue to use brake to bring car to a complete stop.

Here are several important points to remember when driving a manual-shift transmission vehicle:

- When shifting to second (2) and third (3) gears, release clutch slowly but firmly for smooth engagement. The clutch must be completely disengaged (by fully depressing the clutch pedal when shifting from one gear to another).
- Avoid resting foot on the clutch pedal when not shifting gears. This is called “riding the clutch” and can result in clutch failure.
- When shifting the transmission from neutral to low gear, depress the clutch pedal fully to floor before moving the shift lever from neutral. The shift from neutral to low gear can be made while the car has forward motion, provided the clutch pedal is first depressed and the car speed does not exceed 20 mph.
- When downshifting, always downshift high-to-second, and then to low. Do not shift directly from high to low.

- Never use the clutch to “hold” the car when at a standstill (as when waiting for a traffic light on an up-grade).
- When it is necessary to reduce speed in heavy traffic or when driving up steep hills, shift to second (2) before the engine starts to labor. Such down-shifting reduces the possibility of stalling the engine and gives better acceleration when you need to increase your speed again. On steep downgrades, down-shifting the transmission to second (2) gear helps to maintain safe speed and to prolong brake life. The best range for making this shift is approximately 40-15 mph. The fully synchronized transmission permits shifting into low smoothly while the car is still in motion. To avoid possible damage to the clutch, however, a shift to low should not be made when the car is moving over 20 mph.

CAUTION: Always bring the car to a complete stop before shifting into reverse gear.

- To park the car in gear, use the reverse gear position and set the parking brake. Failure to observe these instructions will result in unnecessary clutch wear, or possible damage to the transmission.

FOUR-SPEED MANUAL TRANSMISSION

The shift pattern for the optional 4-speed transmission is clearly shown on the gear shift lever knob.

Use the same technique described for the 3-speed transmission to shift from one gear to another.

Always downshift in sequence, that is, fourth to third gear (55-25 mph), third to second gear (35-15 mph), and second to first gear (20-0 mph).

To shift to reverse, depress the clutch pedal. Place the palm of your hand on the gear shift knob and pull the lever to the left overcoming the extra spring effort and move the gear shift lever to the reverse position shown on the knob. Release the clutch pedal.

CAUTION: Always bring the car to a complete stop before shifting into reverse gear.

To park the car in gear, use the reverse gear position and set the parking brake.

Failure to observe these instructions will result in unnecessary clutch wear, or possible damage to the transmission.



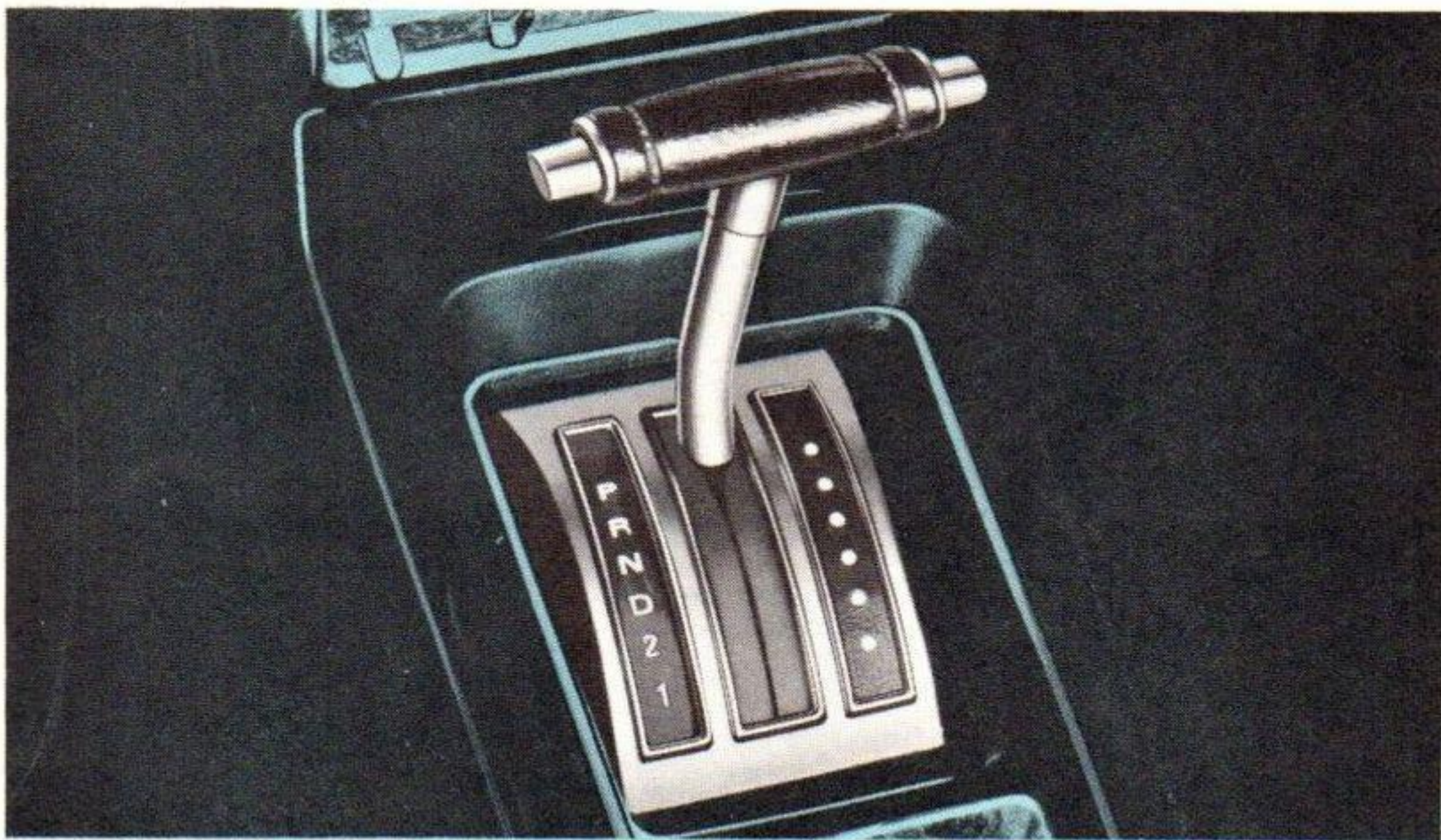
DRIVING WITH THE SELECT-SHIFT TRANSMISSION

The Select-Shift automatic transmission provides for either fully automatic operation in the D (Drive) position or for manual control of the speed at which the upshifts are made by permitting start ups in either first gear (1) or second gear (2) and manually making the upshift to the next gear ratio. The push button on the end of the selector lever must be depressed in order to move the lever into the P, R, 2 or 1 positions.

The following are the Select-Shift selector positions:

“P” (Park)—After the car has fully stopped, shift the selector lever to “P” and then as an added precaution apply the parking brakes.

“R” (Reverse)—Use the “R” position to back up. When the car is completely stopped, hold your foot on the brake pedal and move the lever to the “R” (Reverse) position.



CAUTION: Do not shift into reverse (“R”) when the car is moving forward. Do not shift into a forward range when the car is moving backward.

“N” (Neutral)—When the transmission selector lever is placed in the “N” position, there is neither forward nor reverse gear engagement.

“D” (Drive)—The normal driving range is indicated by “D”; this will permit the car to start in first gear giving the best combination of automatic gear shifts to provide for economy and full power starts. As the accelerator is depressed and the car picks up speed, automatic shifts to second and high gears will occur. The transmission will automatically downshift from high as speed decreases.

2 (Second)—In this selector position, the transmission starts up and remains in second gear. To permit an upshift to high gear, move the selector to the “D” position. The “2” position is particularly useful when ascending moderately steep grades or for braking purposes on mountain grades. Use the “2” position for starting up when the roads are wet or slippery.

CAUTION: Do not exceed 70 MPH in “2” position.

1 (First)—In this selector position, the transmission starts up and remains in first gear. Also, to help brake the car on hilly roads where the “2” position does not provide sufficient braking, shift the selector lever to “1”. The transmission will shift to and remain in second gear at speeds above approximately 25 to 35 MPH, depending on axle ratio and tire size. If vehicle speed drops below 25 to 35 MPH, the transmission will automatically shift to and remain in first gear. To prevent unnecessary wear, do not drive faster than 35 MPH in first gear. Upshifts from “1” should be made by manually shifting from “1” to “2” and then from “2” to “D” position.

CAUTION: On slippery road surfaces (wet, icy, gravel, greasy, etc.), do not shift into “1” position at speeds above 20 MPH, because the slippery surface might cause the vehicle to skid when the powerful braking action resulting from the shift is imparted to the rear wheels. Under normal conditions, the transmission may be shifted to the “1” position at speeds up to 70 MPH.

Forced Downshifts (“D” position only)—At speeds between 30 to 75 MPH in the “D” range, you can get the quick power and acceleration needed to pass moving cars or to climb steep grades by completely depressing the accelerator pedal to downshift from high to second gear.

A forced downshift from high or second to low gear is possible at speeds under 35 MPH.

FRONT END AIRFOIL (SPOILER)

The Cougar “Eliminator” front end spoiler is attached to the lower edge of the front valance panel. The spoiler configuration results in a reduction in vehicle approach angle.

When driving vehicles equipped with a spoiler, caution should be observed when approaching and/or leaving steep driveways; in front end parking spaces with high curbs, and similar situations.

The spoiler is made of a flexible plastic material. Under no conditions should braces be added to stiffen or support the spoiler.

NEW CAR BREAK-IN

Up to 250 miles, avoid wide open throttle starts and drive slowly until the engine warms up. Brake linings will seat better if hard stops are avoided. In fact, brake lining wear can be materially reduced by avoiding severe stops throughout the life of the car.

250 to 500 miles, drive normally up to speeds of 60 miles per hour. Variable speeds are best during the break-in period.

500 to 2000 miles, drive at any legal speed. Top speed should be avoided until the car has been driven at least 2000 miles.

Don't look for top economy in your new car until it has been driven at least 2000 miles. It's normal for a new car to use more fuel during the break-in period. Fuel economy will be improved by avoiding wide open throttle starts.

PUSHING

Vehicles Equipped with Select - Shift Transmission—If your car is equipped with an automatic transmission, it cannot be started by pushing. Use a booster battery or jumper cables from the battery of another car.

Vehicles Equipped with Manual Transmission—If your engine cannot be started normally, a push from another car will usually get you going, providing the battery isn't "discharged." Since a sudden, forward surge often occurs when the engine starts, having your car towed to "start" the engine is not advisable.

Turn the ignition key on, fully depress the clutch and shift to high gear. Hold the accelerator pedal about half way down, when car speed reaches 10 MPH, slowly release the clutch pedal to start the engine.

TOWING

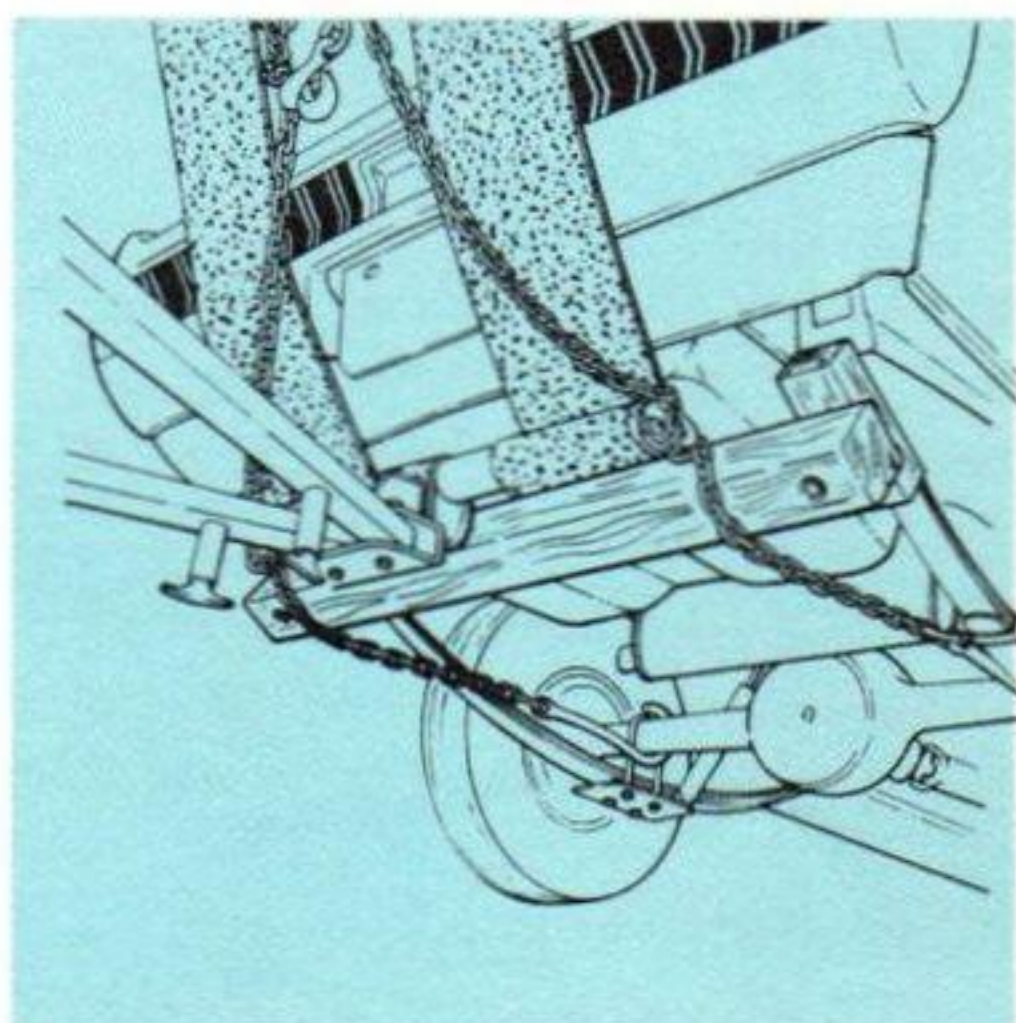
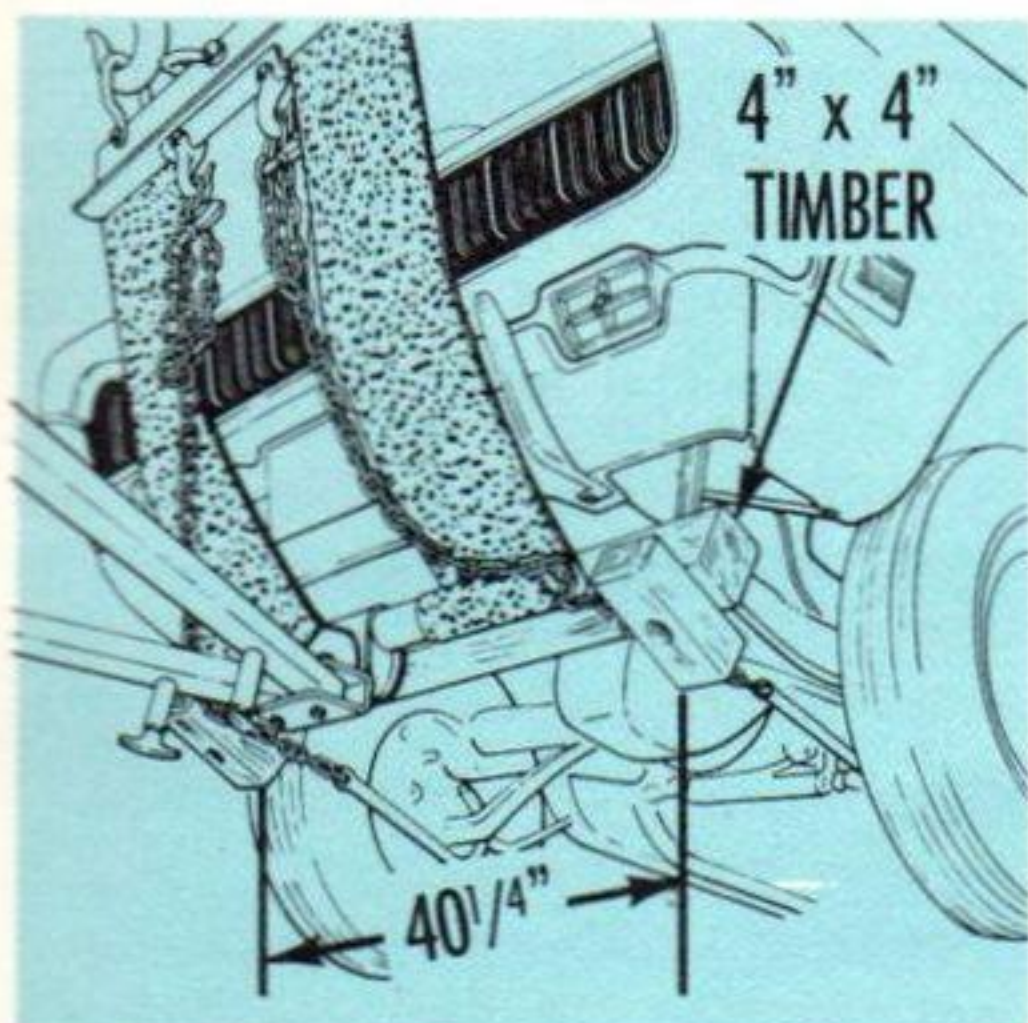
Make sure the parking brake is released and the transmission gears are in neutral. It is important to know that the transmission and rear axle are in proper working order before pushing or towing. To move a car with an inoperative axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the driveshaft must be removed or the rear wheels raised, whichever, is more convenient.

If the car being towed has an automatic transmission and is moving with the rear wheels on the ground, do not exceed 30 MPH or a distance of 15 miles. If this is not possible, it is advisable to tow the car with the rear wheels raised off the ground or with the driveshaft disconnected from the rear axle.

CAUTION: If the ignition key is not available to unlock the Anti-Theft Ignition, Steering and Transmission Lock System, it will be necessary to place a dolly under the rear wheels and tow the vehicle with the front wheels raised.

If the ignition key is available, turn the ignition switch to the off position and place the transmission selector lever in neutral.

NOTE: To avoid damage to the lower, painted body panels, a special sling similar to that in the illustration should be used to lift the car. 4 x 4 timber should be placed as far forward as possible at front and as far rearward as possible at rear.



CAUTION: On vehicles equipped with a front end spoiler, it is recommended that the spoiler be removed when the vehicle is towed from either the front or rear.

TOWING A TRAILER

A large percentage of light trailers can be hauled with a conventional car using no special equipment other than a proper hitch. Single-point clamp-on bumper hitches should not be used. Because of the many types and sizes of trailers, it is advisable to consult your dealer about the special equipment, factory designed wiring harnesses and Ford hitches that might be required or recommended for the type and weight of trailer you plan to tow. Your Dealer also has a brochure which covers trailer towing.

NOTE: See page 59 for maximum loading.

ROCKING THE CAR

If you become stuck in loose sand or deep snow, shift back and forth between Reverse and Low ("R" and "1" with an automatic transmission) to "rock" the car. Avoid racing the engine. If the car is still stuck after a minute or two of rocking, have the car towed out. Further rocking may result in transmission failure and costly repair.

DRUM AND DISC TYPE BRAKES

Service Brakes—A self-adjusting mechanism is included in each drum type brake assembly, which automatically compensates for normal brake lining wear. Automatic adjustment is obtained, as necessary, by applying brakes firmly when making reverse stops. Actually, normal driving will ordinarily provide enough reverse stops for the required adjustment. Disc type brakes are inherently self adjusting and require no special mechanism in their design.

NOTE: If normal driving is such that the reverse stops are infrequent, several firm reverse stops should be made to bring about the required drum brake adjustment.

CAUTION: It is important that you do not drive with your foot resting on the brake pedal when braking is not required. "Riding" the brake pedal will result in abnormally high brake temperatures, excessive lining wear, and possible damage to the brakes.

DUAL MASTER CYLINDER

A dual tandem master cylinder is used in the brake system; one piston of the master cylinder energizes the front brakes, the other piston energizes the rear brakes. If through any circumstance there is an accidental loss of fluid in either the front or rear brake system, the unaffected brake system will still be operative; however, the distance required to stop the vehicle will be increased. In case of a loss of hydraulic pressure in either the front or rear brakes, a "BRAKES" warning light on the instrument panel will light up upon application of the brakes. Any indicated malfunction in the hydraulic braking system should receive immediate mechanical attention. See the Instrument Panel Section in this manual for the "BRAKES" warning light location.

NOTE: The "BRAKES" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal on position.

BRAKE FLUID

WARNING: Use only Ford Extra Heavy Duty Brake Fluid C6AZ-19542-A or a fluid meeting Ford Specifications ESA-M6C25-A. Use of other brake fluids may result in brake failure.

PARKING BRAKES

The parking brake pedal is suspended above the toeboard to the left of the service brake pedal.

For maximum ease of application depress the service brake firmly with the right foot and hold, follow with firm application of the parking brake.

Manual Release—To release the parking brakes, pull the "BRAKE RELEASE" handle outward until the pedal has returned to the released position.

To reduce the manual release effort, push downward on the parking brake pedal while actuating the manual release handle.



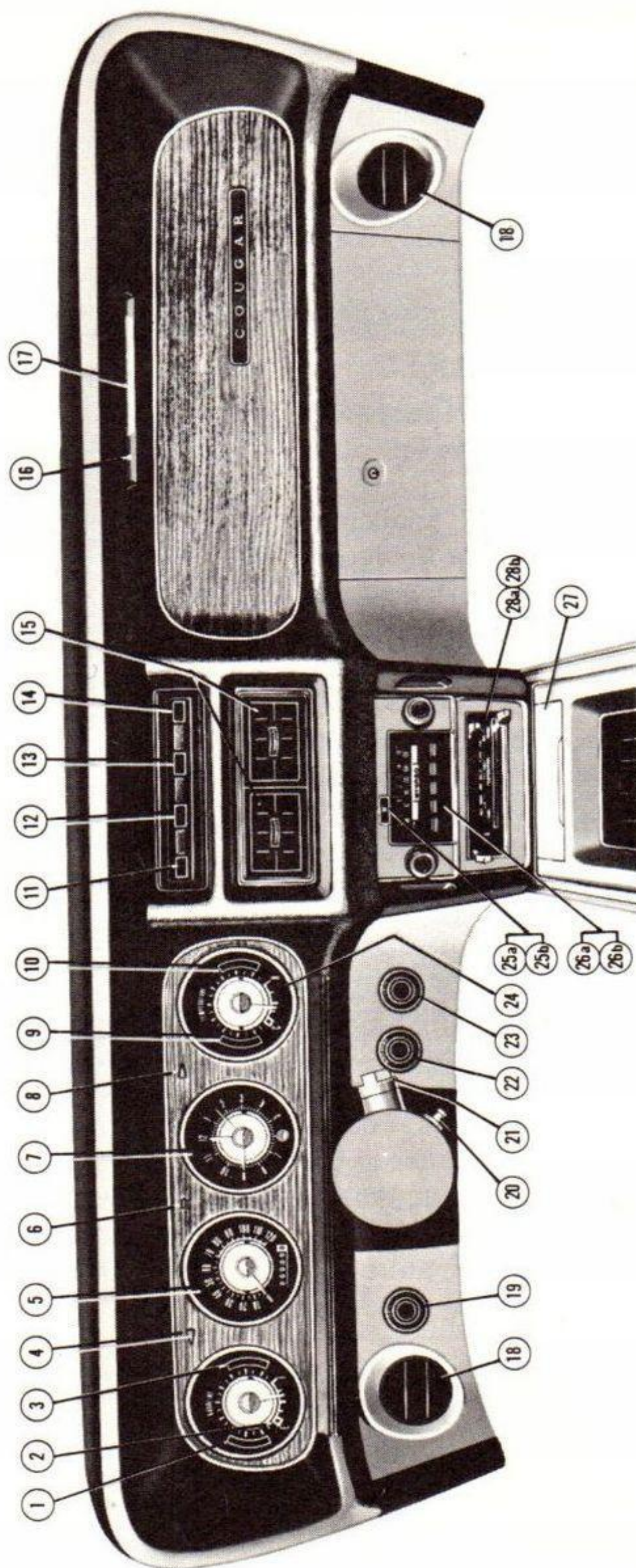
USE OF BATTERY "JUMPER" CABLES

If battery "jumper" cables are used to start a car with a discharged battery, extreme care must be used in connecting the battery which is being used as a booster to the "discharged" battery. The positive (+) terminals of the batteries must be connected through one cable (usually red), and the negative (-) terminals connected through the other cable. If this procedure is not followed, extensive damage may be done to the charging system of your car.

CAUTION: Since explosive hydrogen gas is always present, sparks or flames should not be allowed near the battery.

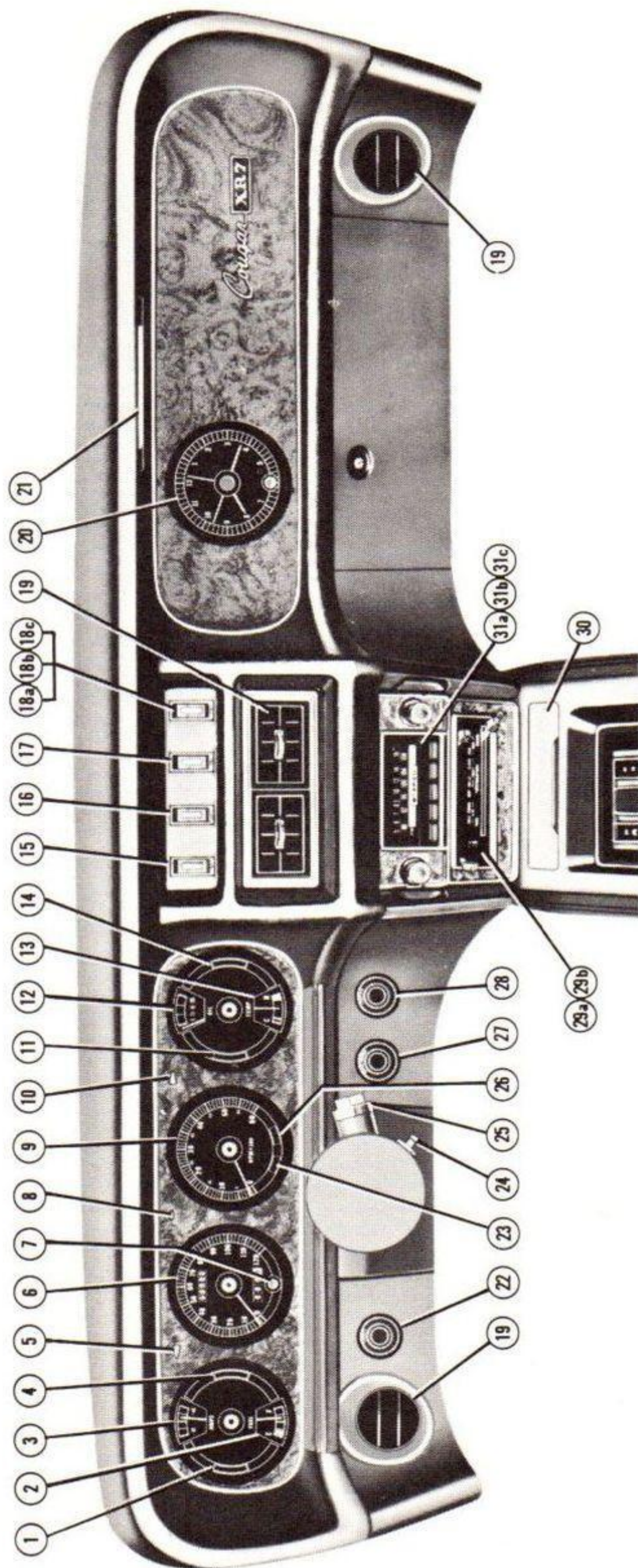
When using battery "jumper" cables, the cables should always be hooked to the booster battery first to reduce the possibility of sparks near a charged battery.

INSTRUMENT PANEL



1. "ALTERNATOR" Charge Indicator Light	19	11. Seat "BELTS" Reminder Light	20	22. Wiper-Washer Control	26
2. Fuel Gauge	19	12. LOW "FUEL" Warning Light	20	23. Lighter	23
3. "PARK"ing Brake Warning Light	21	13. "DOOR" AJAR Warning Light	21	24. Temperature Gauge	19
4. Left Turn Indicator Light ..	20	14. "LIGHTS" On Warning Light	21	25a Convertible Top Control Switch	33
5. Speedometer and Odometer	21	15. Air Conditioner Registers ..	43	25b Defog Control Switch	42
6. Hi Beam Indicator Light ..	20	16. Map Light Switch	23	26a AM Radio	36
7. Clock	24	17. Map Light	23	26b AM-FM Stereo Radio	36
8. Right Turn Indicator Light ..	20	18. Air Conditioner Register ..	43	26c Combination AM Radio/Stereo-Sonic Tape System ..	38
9. "OIL" Pressure Warning Light	18	19. Light Switch	24	27. Ashtray	23
10. "BRAKES" System Pressure Warning Light	20	20. Emergency Flasher	26	28a Heater Control	40
		21. Ignition Switch	4	28b Air Conditioner Control ..	43

INSTRUMENT PANEL (XR-7)



1. LOW "FUEL" Warning Light	20
2. Fuel Gauge	19
3. Alternator Charge Indicator Gauge	19
4. "PARKING" Brake Warning Light	21
5. Left Turn Indicator Light ..	20
6. Speedometer	21
7. Trip Odometer Reset Knob ..	21
8. Hi Beam Indicator Light ..	20
9. Tachometer	22
10. Right Turn Indicator Light ..	20
11. "DOOR" AJAR Warning Light	21
12. Oil Pressure Gauge	18

13. Temperature Gauge	19
14. "BRAKES" System Pressure Warning Light ..	20
15. Map Light Switch	22
16. Courtesy Light Switch	22
17. Panel Light Switch	22
18a Convertible Top Control Switch	33
18b Defog Control Switch	42
18c Accessory Rocker Switch - Non Functional	
19. Air Conditioner Register ..	43
20. Clock	24
21. Map Light	23
22. Light Switch	24

23. Seat "BELTS" Warning Light	20
24. Emergency Flasher	26
25. Ignition Switch	4
26. "LIGHTS" On Warning Light	21
27. Wiper-Washer Control	26
28. Lighter	23
29a Heater Control	40
29b Air Conditioner Control ..	43
30. Ashtray	23
31a AM Radio	36
31b AM-FM Radio	36
31c Combination AM Radio/ Stereo-Sonic Tape System	38

INSTRUMENTS AND CONTROLS

Warning lights are to warn the driver that an unsafe or undesirable operating condition exists.

Other lighted indicators are used to act as signals or denote operational conditions.

OIL PRESSURE WARNING LIGHT

The "OIL" warning light is connected to the engine's oil pressure system. Loss of oil pressure causes the light to glow. Have the cause for the loss of oil pressure corrected before continuing to operate the car.

NOTE: The "OIL" warning bulb will light when the ignition key is in the on position (engine off) to prove that the bulb and electrical wiring are satisfactory. The light should go out when the engine is started.

Momentary flickering of the warning light at engine idle speeds or on sudden stops may be encountered and is considered normal, providing the light goes out and remains out when higher engine speeds are obtained.

OIL PRESSURE GAUGE—XR-7

When the engine is first started, the needle will have a tendency to move toward the right side of the gauge and remain there until the engine reaches normal operating temperature. During normal driving operation with the engine at normal operating temperature, the needle will usually register in the center band of the gauge. Some tendency of the needle to move toward the left end of the gauge can be expected when the engine slows to idle speed at stoplights, etc.

CAUTION: If the needle fluctuates widely during any driving condition or does not move off the "O" position when the engine is first started, shut off the engine immediately and check the engine oil level. Add oil if necessary. Start the engine and observe the needle. If it continues to fluctuate or remain on "O" it will be necessary to check the gauge circuit and the engine lubrication system before running the engine any longer.

ALTERNATOR WARNING LIGHT

Operation of the "ALTERNATOR" warning light at normal highway speeds indicates a malfunction in the charging system that should be corrected as soon as possible to prevent a complete discharging of the battery.

NOTE: The "ALTERNATOR" warning bulb will light when the ignition key is in the on position (engine off) to prove that the bulb and electrical wiring are satisfactory. The light should go out when the engine is started.

ALTERNATOR CHARGE INDICATOR GAUGE—XR-7

This gauge indicates whether or not the battery is being charged. Any reading to the left of the center mark indicates that the battery is being discharged. Except when headlamps or some other heavy electrical loads are being used at low engine idle speeds, the needle should register between the midposition and the right end of the scale; the exact position depends on the battery's state of charge.

TEMPERATURE (TEMP) GAUGE

When the engine is running, the needle normally stays in the center band of the gauge. When the temperature gauge indicates in the "H" red band under extremely adverse conditions (such as heavy traffic or moving short distances between extended stopping periods), the high temperature reading is normal—unless boiling or loss of coolant is also experienced.

NOTE: If this temperature reading in the "H" band is attained while driving at highway speeds or in traffic when the ambient (outside) temperatures are moderate, the cooling system or temperature gauge is probably not functioning properly and the cause should be investigated.

If an overheating condition is encountered at engine idle, the engine speed will automatically increase. The higher engine speed and resultant higher fan speed will tend to reduce the engine temperature. When the engine cools down, the idle speed will return to its normal setting.

FUEL GAUGE

The gauge operates whenever the ignition switch is in either the accessory or ignition on position and will read "F" when the tank is filled to its capacity. Whenever the fuel gauge needle registers in the "E" red band, it is an indication the fuel level is low.

LOW FUEL WARNING LIGHT

The low fuel warning light, on units so equipped, will light when the tank is approximately three and one-half gallons from being empty. Intermittent flashing of the warning light may occur during sudden stops or sharp cornering even with the fuel tank as much as half full. This condition is normal and does not indicate a low fuel situation until the light glows steadily.

NOTE: The "LOW FUEL" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal on position.

HIGH BEAM INDICATOR LIGHT

The "HI BEAM" indicator will be illuminated with a red light when the headlights are operating on high beam.

BRAKES SYSTEM PRESSURE WARNING LIGHT

The word "BRAKES" will be illuminated on application of the brakes if the system has sustained a loss of hydraulic pressure to either the front or rear brakes. Any indication of such a malfunction requires that the brake system receive immediate mechanical service.

NOTE: The "BRAKES" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal on position.

SEAT BELT REMINDER LIGHT

This reminder light is part of the deluxe seat belt option. As soon as the ignition switch is turned on, the word "BELTS" is illuminated to alert the driver and passengers to fasten their seat belts. The reminder light will remain on for a few seconds.

TURN INDICATOR LIGHTS

The turn indicator lever projects from the left side of the steering column. Pulling this lever downward flashes the left front parking light and operates the left, three light sequential rear turn signals as well as the green indicator light on the instrument panel. Pushing the lever upward activates the right hand combination of exterior signal lights and the green indicator light.

Lane Changing Signal—When signaling for lane changing purposes, instead of moving the turn signal lever to the limit of its travel, apply only slight pressure on the turn signal lever arm in the direction of the turn and hold in this position until the maneuver is completed. The signal will automatically cancel when the lever is released. This feature should be used when the extent of the turn is not great enough to cause mechanical cancellation when the turn is completed.

Note: If the indicator light on the instrument panel does not flash, remains on continuously, or no flasher sound can be heard when signaling a turn, there is a malfunction in the system that should be corrected as soon as possible by a qualified service technician. Until the repair is made, be sure to use the accepted hand signals to indicate your driving intentions.

DOOR AJAR WARNING LIGHT

The door ajar warning light, on units so equipped, will light if the doors are not completely closed.

PARKING BRAKE WARNING LIGHT

The word "PARK" will be illuminated whenever the parking brake and ignition switch are on at the same time. It thus serves as a reminder to release the parking brake before moving the car.

LIGHTS ON WARNING LIGHT AND BUZZER

This reminder light, on units so equipped, will illuminate whenever the driver opens the left front door while the headlamp switch is on as a reminder to turn off the headlamps. A buzzer will also sound.

SPEEDOMETER AND ODOMETER

The speedometer is marked in increments of 5 miles per hour (2 mile per hour increments on XR-7 models) with a red band starting at 70 miles per hour.

The odometer records the total mileage that the car has been driven and is thus particularly useful in determining when regular maintenance is required.

Trip Odometer XR-7—The trip section of the odometer can be reset to zero by pressing inward on the reset knob located in the lower face of the speedometer dial.

TACHOMETER

The tachometer (XR-7 only) indicates the engine speed in revolutions per minute (RPM). When reading the tachometer, add two zeros to the indicated number, for example, 5 is 500 RPM, 25 is 2500 RPM.

A tachometer is used to indicate engine RPM and engine performance during transmission gear shift positions. A faulty ignition system may sometimes be detected by use of a tachometer before a loss of power is noted. A fluctuating pointer at higher RPM may indicate spark plug misfire, burned, dirty or improperly adjusted ignition points or loose electrical connections.

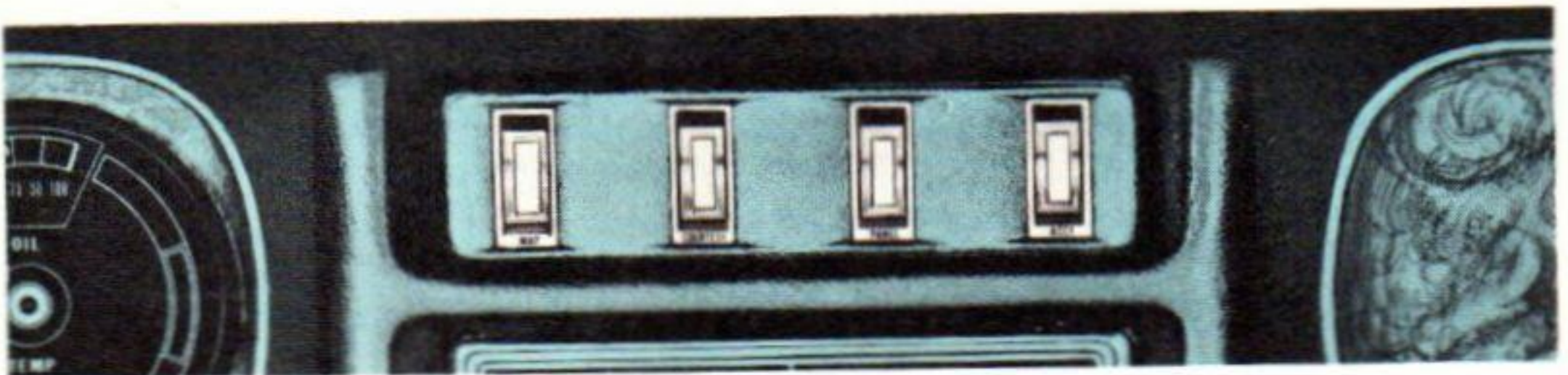
NOTE: On engines equipped with an electronic speed limiter, the tachometer may register a drop in RPM when maximum engine RPM is obtained. This system is provided to prevent engine over-rev. during transmission shifts.

COURTESY LIGHTS

These lights are turned on whenever the doors are opened. The courtesy lights can also be turned on by rotating the light switch knob counterclockwise as far as possible.

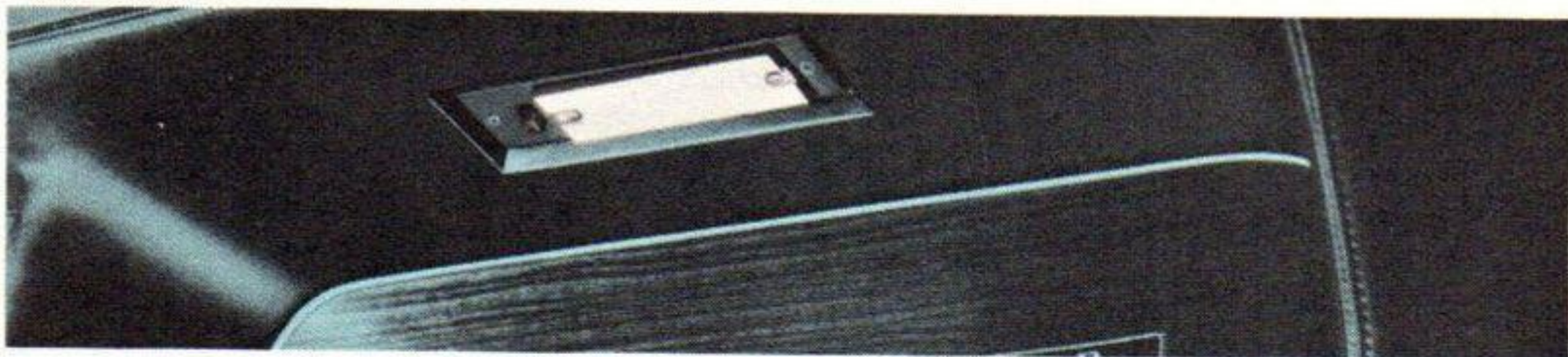
XR-7—The map light located above the glove compartment box is turned on by depressing the upper half of the "MAP" rocker switch. The pillar lights (hardtop only) can be turned on by depressing the upper half of the "COURTESY" rocker switch. The courtesy light located under each end of the instrument panel can be turned on by depressing the upper half of the "PANEL" rocker switch.

The fourth rocker switch will be marked TOP (Convertible Top) or DEFOG (Defogger) on units so equipped. On other units the rocker switch will be marked "ACCY" and is non functional.



MAP LIGHT—OPTIONAL

The map light located above the glove compartment box, on all models except XR-7, is turned on by the switch adjacent to the light.

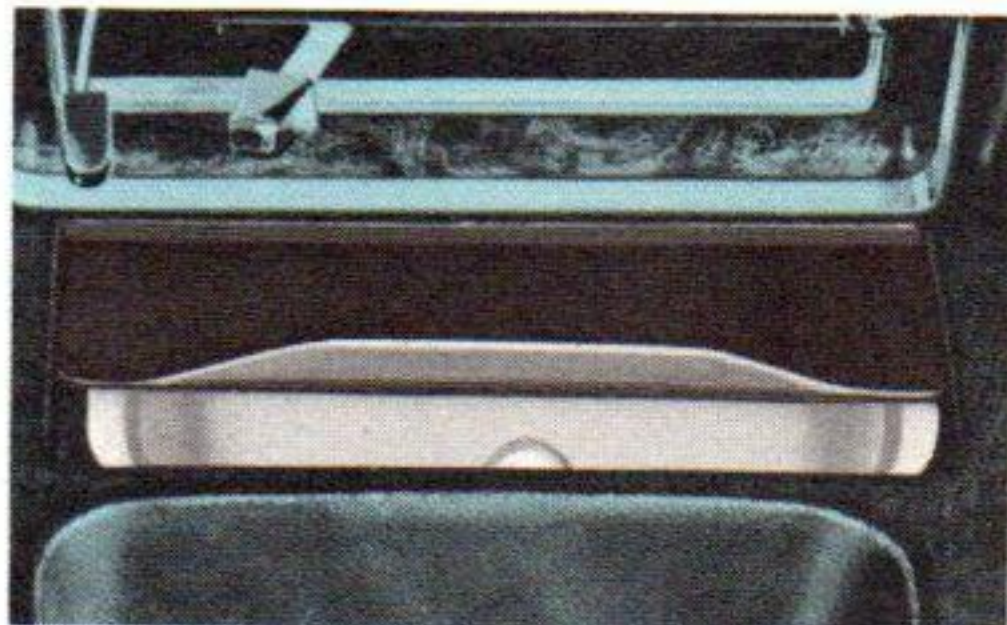


ASH TRAY

Vehicles Without Floor Console—Pull outward on the ash tray knob to expose the ash tray. To remove the tray, press downward on the retainer tab and pull tray outward.

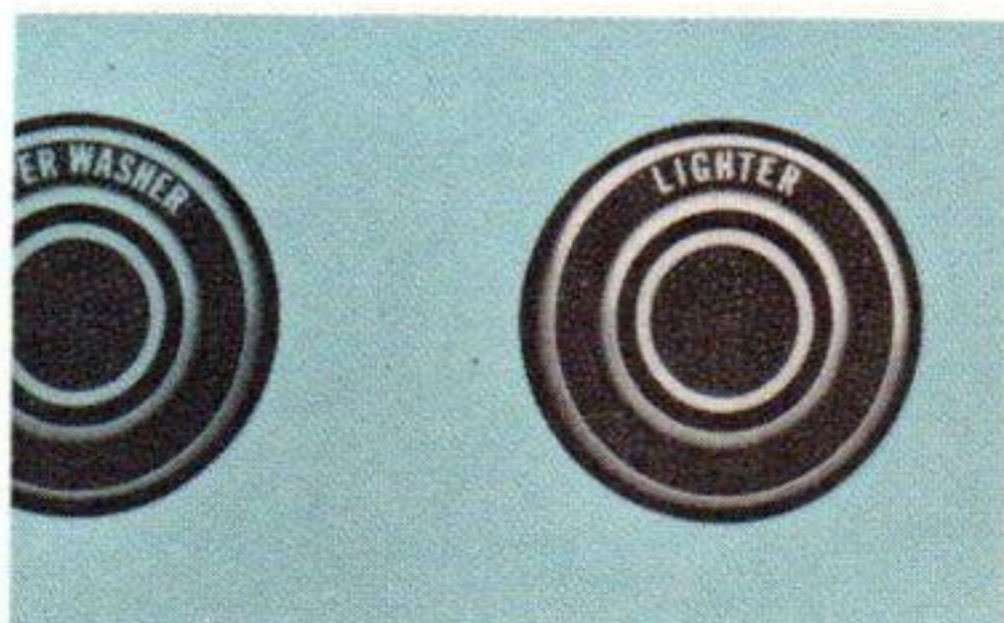


Vehicles With Floor Console — To open the instrument panel ash tray, press downward on the forward portion of the door to expose the ash tray. To remove the tray, pull upward on the snuffer tab. Another ash tray is incorporated in the rear portion of the console.



LIGHTER

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.



ELECTRIC CLOCK—(OPTIONAL)

The electric clock on units so equipped can be adjusted to compensate for 'fast' or 'slow' running. If the clock is not keeping accurate time, the hands should be reset by pulling outward on the reset knob and turning it counterclockwise to move the clock hands back to correct for fast running or clockwise to move the hands forward to correct for slow running. This action will cause the self-regulating mechanism within the clock to automatically correct the clock speed by a small increment.

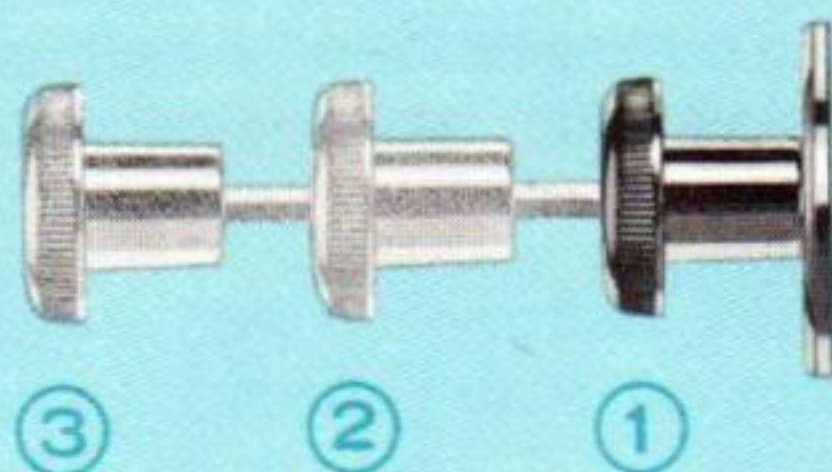
If, for example, the clock's timekeeping error is greater (fast or slow) than 3 minutes in 24 hours reset the clock to the correct time once each day. If the timekeeping error (fast or slow) is less than 3 minutes in 24 hours, let the error accumulate for a few days and then reset the clock to the correct time.

ELAPSED TIME INDICATOR CLOCK

The electric clock, included with the Cougar XR-7, includes a 60 second sweep hand (red) and a set or marker hand (green). The marker hand is generally used in determining expired or elapsed driving time between two points, i.e., when starting a drive, the green marker hand is set to the starting time (actual time of day). When the destination is reached, the elapsed time is easily determined from the previously set green marker hand. Seconds are shown on the exterior of the clock face.

LIGHT SWITCH OPERATION

- ① All lights are OFF
- ② Parking lights, Instrument panel lights, rear lights and side marker lights are ON
- ③ Head lights, Instrument panel lights, rear lights, parking lights and side marker lights are ON



Switch Positions



Rotate to Turn "ON"
Courtesy Lights

Switch Positions



Rotate to Dim
Instrument Panel Lights

CONCEALED HEADLIGHTS

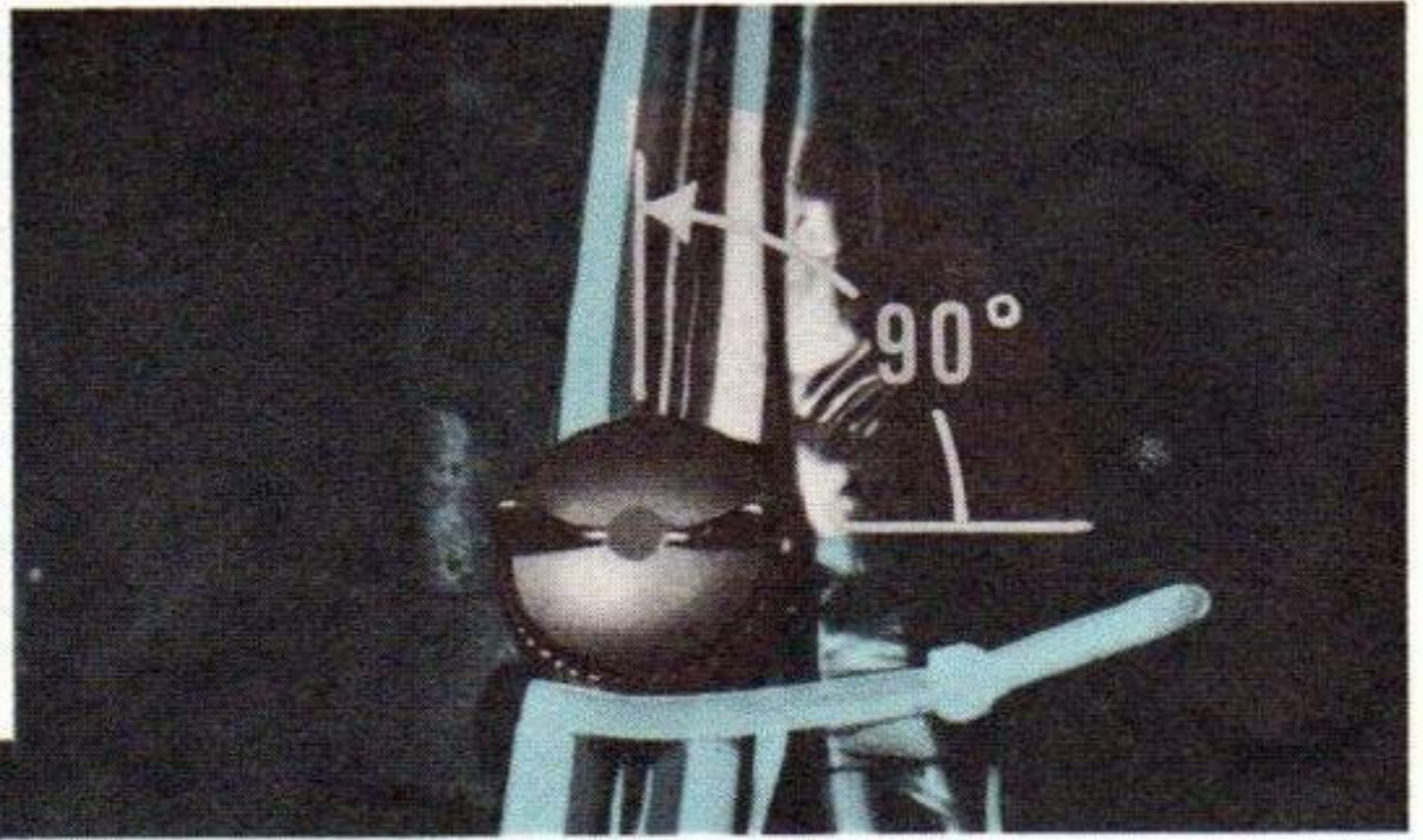
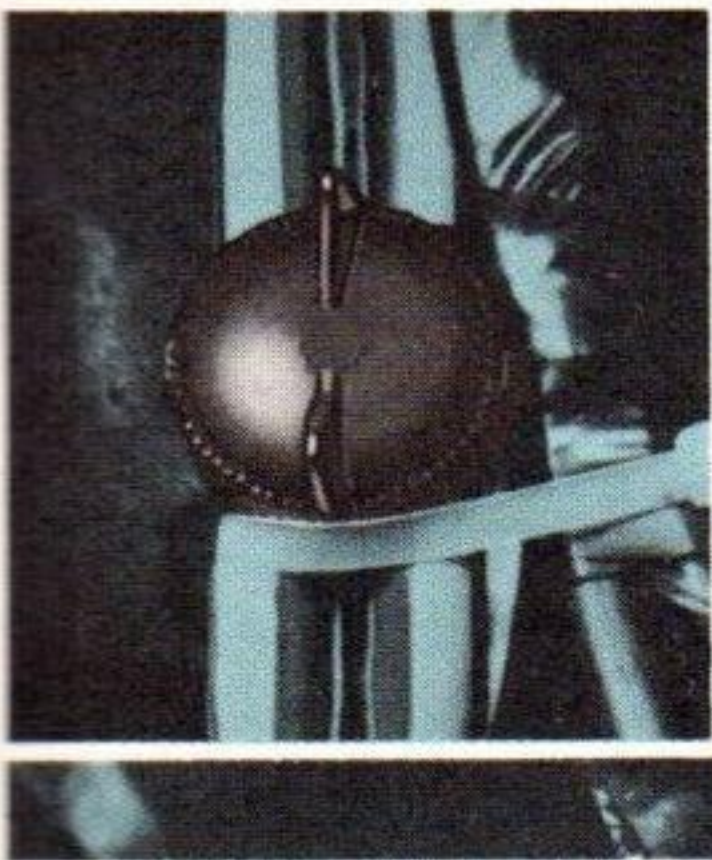
When the light switch is pulled outward to turn on the headlights, the portion of the grill that covers the headlights is automatically raised.

A manual control valve is incorporated in the system and is located on the left fender apron. This valve provides a means of allowing the headlamp doors to be opened in the event a malfunction occurs in the system.

If through some circumstance, the headlamp doors fail to open when the headlight switch is pulled to the "ON" position, open the hood and turn the manual control valve 90° counterclockwise so that the slot on top of the valve is parallel to the vacuum hoses as illustrated. The headlamp doors should then open automatically.

NOTE: If the engine has not been run for a period of time the headlamp doors may open. They will close automatically when the engine is started provided the headlight switch is off.

CAUTION: The headlamp doors should be raised when washing your car to ensure clean headlights for safer night-time driving.



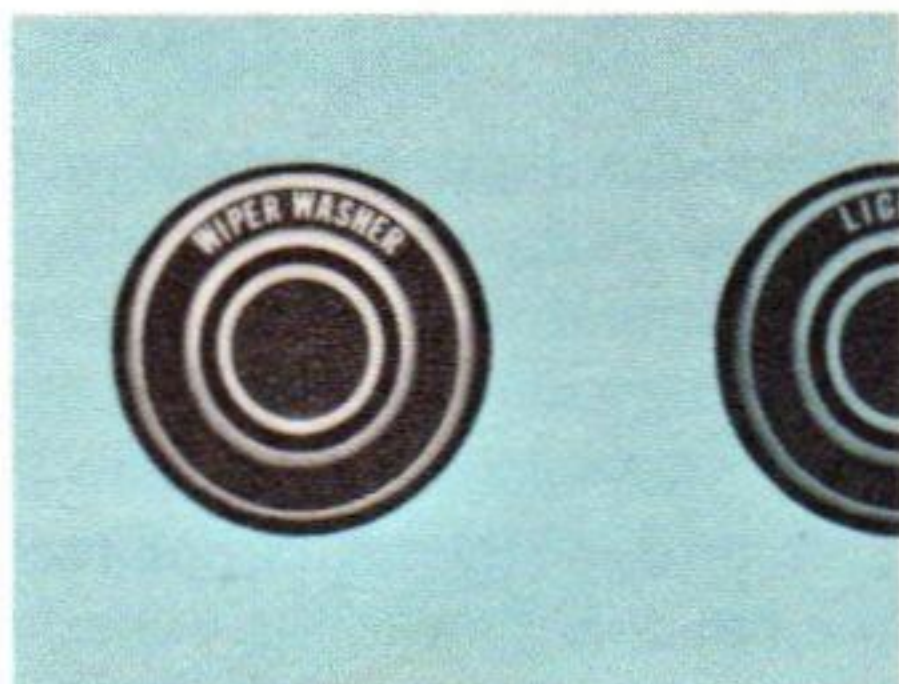
HEADLIGHT BEAM SELECTOR

The headlight beam selector switch is located on the toeboard adjacent to the parking brake pedal. When headlights are on press beam selector with left foot to change from low to high, or high to low. The high beam indicator light comes on with high beam.



TWO SPEED WINDSHIELD WIPERS

The standard two-speed windshield wipers are controlled by a knob located on the instrument panel. Turn the knob clockwise to actuate the wipers. The first position provides the slowest speed; rotating the knob to the next position provides the highest speed operation.



CAUTION: To avoid damage to the wiper arms and pivots, do not move the wiper arms manually across the windshield.

INTERVAL WINDSHIELD WIPERS

See OPTIONS and ACCESSORIES SECTION of this manual.

WINDSHIELD WASHER CONTROL

To operate the washers, push inward on the knob to start the washer spray action, and then turn the control knob to the right to start the wipers.

WINDSHIELD WASHER ADDITIVES

A windshield washer additive is designed primarily to act as a solvent for removing grime from a windshield. Some solutions are designed to be used full strength; others are to be diluted with water according to directions that are given on the container.

There are also windshield washer solvents that contain an anti-freeze that, if used according to directions, will reduce the freezing point of the solution. However, in freezing weather the solution should never be sprayed on a cold windshield while the car is in motion. Under this condition, the solution may freeze and thus obscure your vision. When contemplating the use of the windshield washers in freezing temperatures, first warm the windshield with the defrosters.

Ford All Weather Windshield Washer Solution is recommended for year around use.

EMERGENCY FLASHER

An emergency flasher system is provided for added safety during emergency parking. When the system is operated, the front and center rear turn signal lamps flash a warning at the same time.

The switch that activates the system is located on the right side of

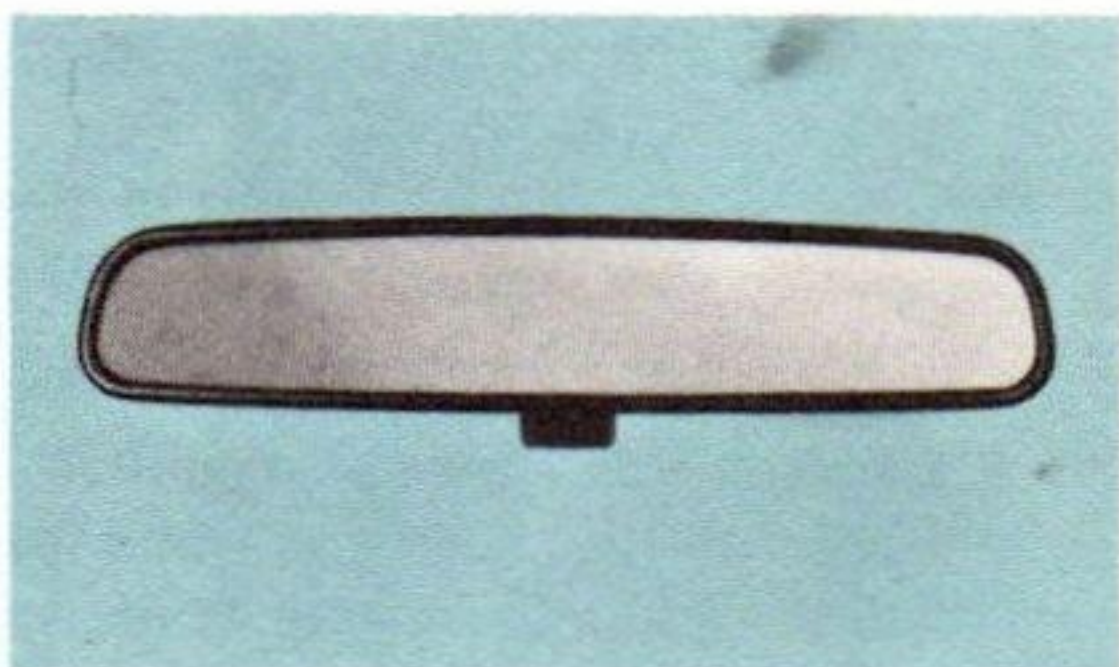
the steering column. Press the switch inward to activate the flashers; pull the switch to stop the flashing action. Turning the steering wheel will also cancel the flashing action.

CAUTION: Do not use the emergency flasher system while moving on the highway. Such operation is prohibited in certain areas.



DAY-NIGHT NON-GLARE REAR VIEW MIRROR

This two position inside rear view mirror features a daytime position and a nighttime non-glare position which effectively reduces headlight glare from the rear. Move the small tab fore or aft to select the position desired.



REMOTE CONTROL SIDE VIEW MIRROR

This mirror (optional on some models) is adjusted by moving the inside control knob in the direction that the mirror is to be moved. Move the control knob up or down to move the mirror up or down. Move the control knob fore or aft to move the mirror inward or outward.



HORN OPERATION

On vehicles equipped with the "RIM BLOW STEERING WHEEL" the horns can be sounded by squeezing the inner rim of the steering wheel. On other vehicles depress the steering wheel pad.



LOCKS AND SEATS

POSITIVE DOOR LOCKING SYSTEM

The door outside locks are located below the push button portion of the door handles. To lock the door with the key, insert the key and turn it toward the front of the car; turn the key toward the rear of the car to unlock the door. All doors can be locked on the inside by depressing the door lock control knobs.

The doors can also be locked by depressing the inside door lock control knobs when the door is open, then holding the door outside handle plunger inward while closing the door.

Door Latch Inside Release Handle—The door latch release handles are recessed in the door interior trim panel. Pull inward on the top of the rectangular handle to open a door. As a safety precaution, the doors cannot be opened by the inside release handle when the lock control knob is in the depressed position. The latch release handle is operative only when the control knob is in the upward position.

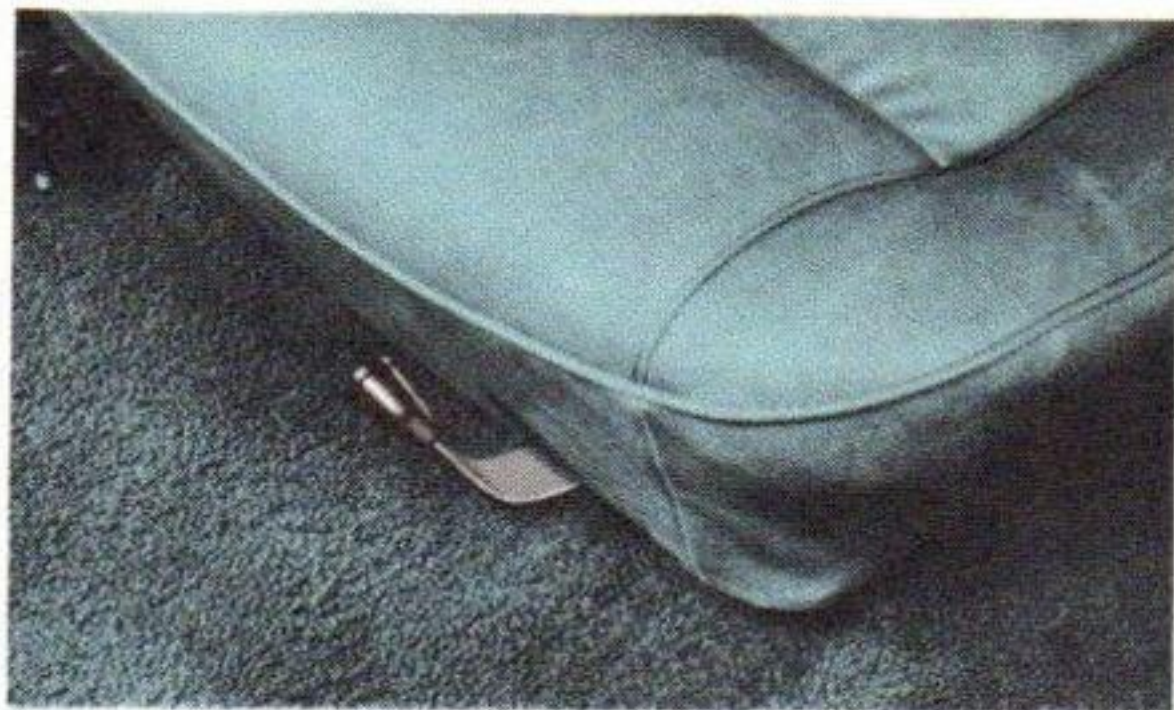
CAUTION: For maximum protection depress all door lock buttons when operating vehicle.



FRONT SEAT AND CONTROLS

The individual front seats are the high back bucket type. Each seat is adjusted separately by means of a control lever located near the front lower edge of each seat. To adjust the seat, move the lever, then glide the seat to the most suitable position. The seat will lock in position when the control lever is released.

CAUTION: The driver's seat adjustment should be made only when the car is standing still. Never adjust the seat when the car is in motion.



SELF LOCKING FOLDING SEATS

Each front seat back of all models locks automatically into its normal upright position. To release the seat back so that it can be tipped forward, move the release lever downward.



AUTOMATIC SEAT BACK LATCH RELEASE

See OPTIONS and ACCESSORIES SECTION

MAP POCKETS—XR-7

Expanding type pockets are located on the back of each front seat. These pockets are convenient for storing road maps and travel brochures.



SEAT BELTS

- Wear seat belts even on short trips.
- Never fasten more than one person in each seat belt.
- Do not fasten a front seat belt until the seat has been properly positioned.

FRONT SEAT OUTBOARD LAP BELT

Pull belt from retractor in a steady motion, and insert belt into buckle until a snap is heard.

Adjust belt snugly on hips—not the waist—by returning any excess belt to the retractor.

Push button to release.



ALL REAR SEAT AND FRONT CENTER PASSENGER LAP BELTS

To lengthen belt, tip the buckle end downward, as illustrated, and pull the buckle end until the belt ends can be joined.



Insert belt end into the open end of the buckle until a snap is heard.

To shorten the seat belt, pull the loose end of the webbing, after belt is fastened, until belt is snug across hips—not the waist.

Push button to release.

Cleaning Seat Belts—The belt webbing can be cleaned with any commercial soap or mild detergent.

CAUTION: Do not clean belt webbing with carbon tetrachloride, naptha, etc. Bleaching or redyeing is not recommended because of the possible loss of webbing strength.

FRONT SEAT SHOULDER BELT

- Two shoulder belts are provided for the front seat as standard equipment on all models (Except convertible.)
- Unhook the shoulder belt from its stowed position on the roof line.



Position belt across body from shoulder to opposite hip.



If necessary to lengthen belt, pull the connector keeping it in a vertical position.

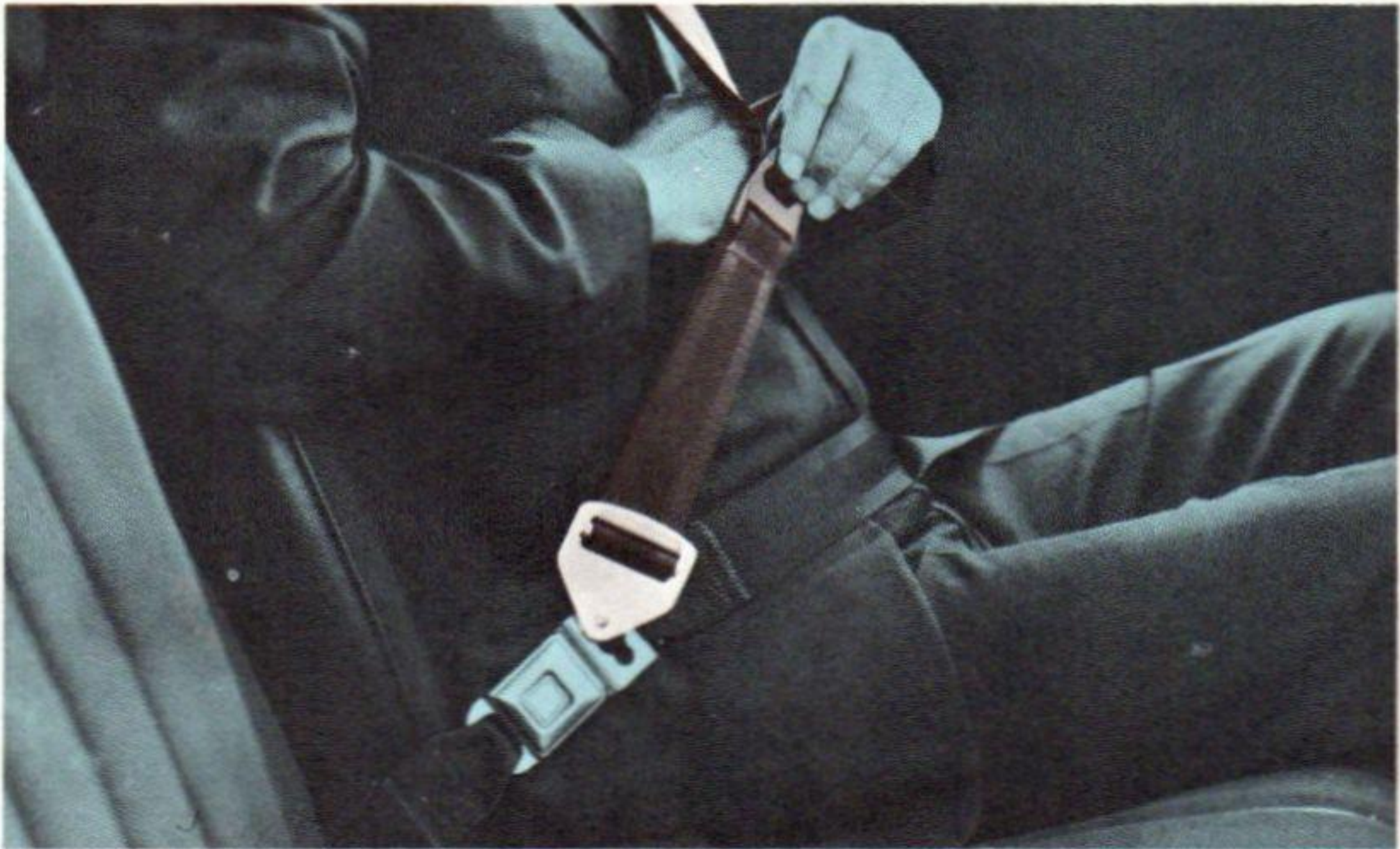


Insert pin connector on shoulder belt into slot on lap belt and pull up to engage properly.

Adjust shoulder belt with fist on chest for proper slack.

To shorten, pull the belt end clip with the belt connected.

To lengthen, pull the connector keeping it in a vertical position.



To release, disengage shoulder belt connector from lap belt.

SHOULDER BELT STOWAGE

When shoulder belt is not in use, the belt should be stowed as follows: Loop belt as shown and place pin connector into slot in stowage retainer.



Adjust length of belt so that elastic strap on belt is approximately 2" behind the roof rail retainer.

Hook elastic over retainer.

HOOD RELEASE

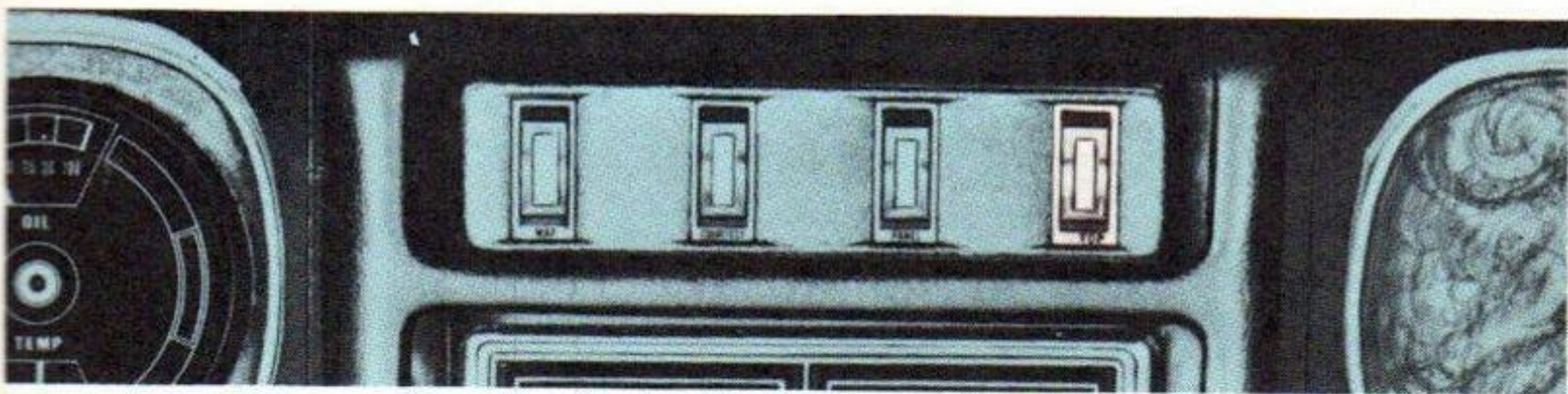
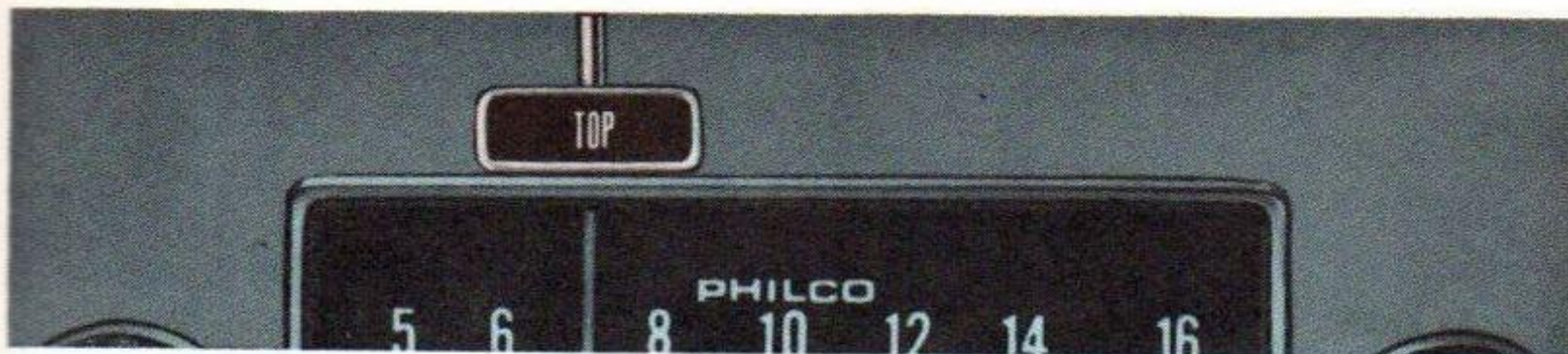
To release and open the hood, pull outward on the hood release lever as illustrated. Hold the lever outward until the hood has cleared the auxiliary catch, then release the lever.



CONVERTIBLE

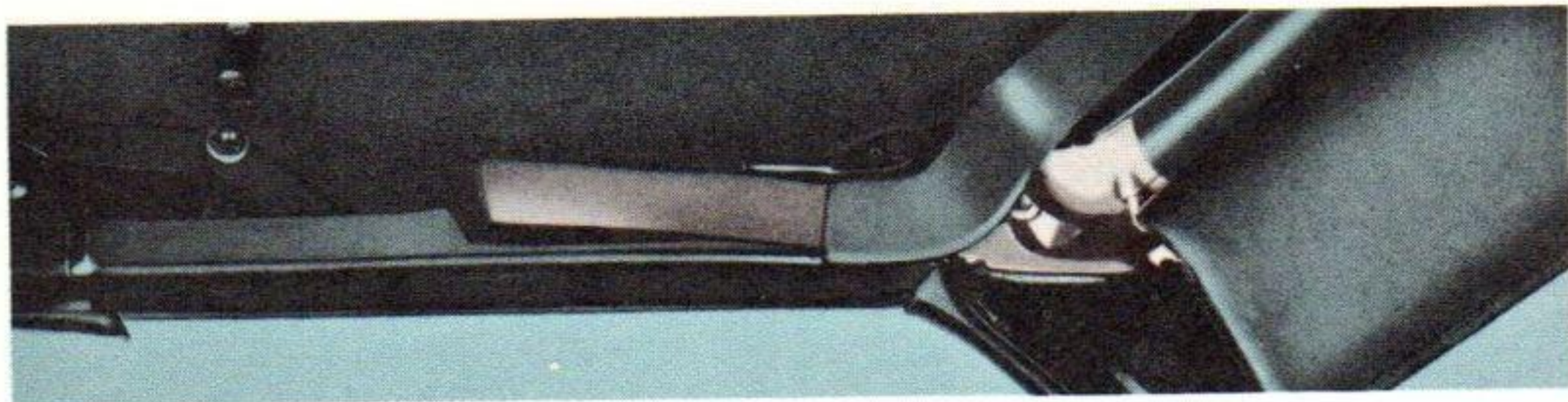
CONVERTIBLE TOP OPERATION

The convertible top is raised and lowered by the control lever located in the center section of the instrument panel. On XR-7 models the top is operated by the 4th rocker switch in the center console. Each of these controls is a 3 position spring loaded switch and is marked TOP.



TO LOWER THE TOP

- Be sure the car is standing still. Remove all objects from the top storage compartment.
- Place the sun visors in a downward position; unclamp the top from the windshield header by pulling inward on the two side rail latch handles until the hooks are completely disengaged from the windshield header. The glass rear window must either be zipped-up or completely down. As soon as the top is released close the latch handles so that they cannot damage the top or boot when it is installed.



NOTE: Never lower the top with the rear window hanging on the assist strap only. Extreme caution must be exercised when lowering the top when the back window is open to ensure that the window is stowed flat in the well compartment and not resting on the rear seat back. Make sure there are no articles in the top well.

- Pull the top control lever rearward until the top has completely lowered into the well.

On XR-7 models, depress the lower part of the rocker switch until the top has completely lowered into the well.

- Install the protective top dust hood (boot).

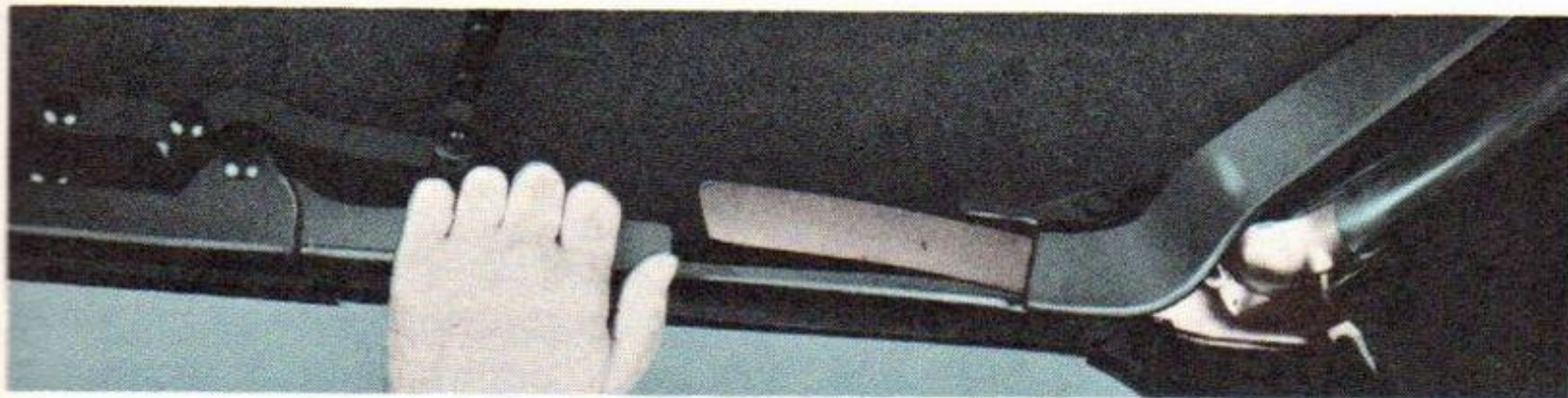
TO RAISE THE TOP

- Be sure that the car is standing still and that all windows are down. Move the sun visors down so as not to interfere with the top.
- Remove the dust hood and store it in the protective envelope. See Convertible Top Boot Removal.
- Pull the latch handles inward.

NOTE: The latch handles must be open before the dowel pins can enter the header.

- Push the top control lever forward until the top rests on the windshield header; the dowel guide pins must enter the header. Release the control lever. Engage both side rail latch hooks to the windshield header by closing the latch handles.

On XR-7 models, depress the upper part of the rocker switch until the top rests on the windshield header: the dowel guide pins must enter the header. Release the rocker switch. Engage both side rail latch hooks to the windshield header by closing the latch handles.



NOTE: To assist in locking the top in place, hold the top in the locking position by applying downward pressure on the side rail just rearward of the locking lever. While holding the top in place, push the locking lever outward.

CONVERTIBLE TOP BOOT

INSTALLATION

- Snap each end of the boot in place—3 fasteners each end.
- Starting at one side of the car, insert the plastic tabs located on the outer edge of the boot under the body trim moulding.
- Force the tongue on the forward edge of the boot down into the retainer groove.

REMOVAL

- Unsnap the fasteners under each end of the boot, pull the forward edge out of the retainer, and then slide the plastic tabs from under the body trim moulding.

NOTE: The top cover should be kept in its own protective envelope in the luggage compartment when not in use.

CAUTION: To prevent mildew, do not stow when material is damp.

CONVERTIBLE BACK WINDOW

TO LOWER THE BACK WINDOW

- Remove all articles from the folding compartment.
- Unzip the rear window from the top.
- Unsnap the window strap from the No. 4 bow.
- Lay the window flat in the folding compartment.

TO RAISE THE BACK WINDOW

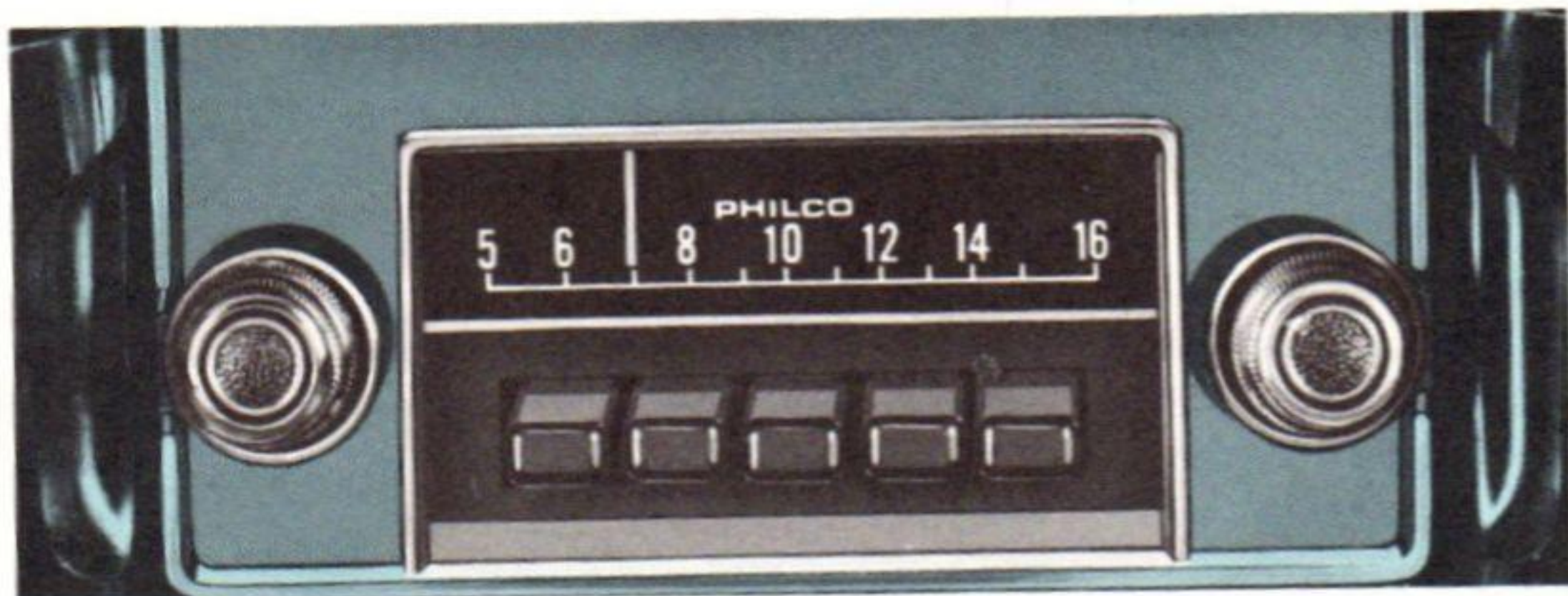
- Snap the window strap to the No. 4 bow.
- Carefully insert the zipper starting pin and zip the window closed.

NOTE: Periodically lubricate the zipper with “Door-Ease” or other approved materials to permit ease of operation.

OPTIONS—ACCESSORIES

AM RADIO

The AM radio has five push buttons for station selection. Other stations may be selected by the manual tuning knob at the right side of the radio dial. A combination "ON-OFF" and "VOLUME" control knob is located to the left of the dial. A ring type "TONE" control is located behind the volume control knob.



Adjust the push buttons as follows:

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

NOTE: The antenna must be extended to the limit of its travel for the best reception.

AM-FM STEREO RADIO

Station selection is controlled by five push buttons and a manual tuning control. A band selector switch is provided for the selection of either the AM or FM band. The five push buttons can be preset to select five AM stations, and five FM stations, for a total of ten stations.

Band Selection and Identification—The slide bar selector switch, located above the push buttons, when it is moved to the right uncovers the letters "FM" which indicates that the radio circuits are switched to FM operation. Move the selector switch to the left for AM operation. The letters "AM"

will be exposed at the right end of the slide bar selector. An amber colored jewel light will glow at the right hand end of the dial when FM stereo programs are being received.

Stereo Balance Control—is the ringknob at the right of the dial. Turning the control clockwise reduces the volume on the left speaker and increases the volume of the right speaker, while turning the control counterclockwise does just the opposite.

Manual Tuning—After the AM or FM band has been selected, turn the manual tuning knob to the desired station. Adjust the volume and tone.

FM tuning is more critical than AM tuning. When the desired station is tuned in, adjust the dial pointer to the center of the area over which the station can be heard. If the desired FM station is weak, carefully adjust the manual tuning knob for minimum noise. When proceeding away from a station, it may be necessary to retune the radio for minimum noise as the signal becomes weaker. When the fringe area is reached and the station can no longer be heard without excessive noise or "flutter", it is necessary to retune to a stronger station. For best FM reception, adjust the antenna to a height of approximately 33 inches.



Push Button Setting for AM and FM Operation—to set the push buttons to the stations in your area, proceed as follows:

FM SETTINGS

- Turn the radio on.
- Adjust the antenna to a height of approximately 33 inches.
- Move the slide bar selector switch until the letters "FM" appear at the end of the slide bar.
- Select any push button, pull the button outward.
- Manually tune in a desired FM station.
- Push the selected push button inward to lock in the FM station.
- Proceed as above to set as many push buttons as desired for FM listening.

CAUTION: Do not operate the AM-FM band switch when one or more of the push buttons are pulled out.

AM SETTINGS

- Move the slide bar until the letters "AM" appear at the end of the bar.
- Select any push button, pull the button outward.
- Manually tune in a desired AM station.
- Push the selected push button inward to lock in the AM station.
- If the selected station is weak, extend the antenna to increase volume.

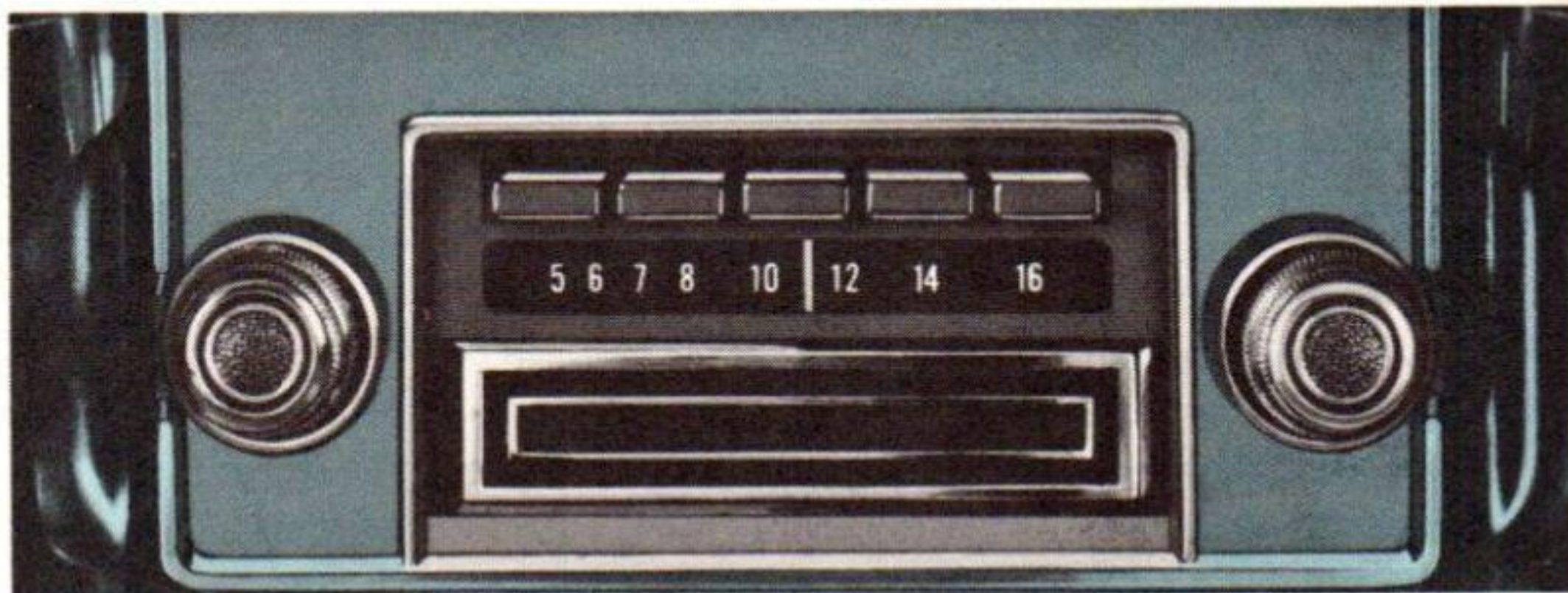
NOTE: Movement of the slide bar between AM-FM operations will not change the push button settings.

COMBINATION AM RADIO/STEREO SONIC TAPE SYSTEM

The Combination AM Radio/Stereo Sonic Tape System (optional) provides the convenience of an AM radio with push button tuning and the enjoyment of a stereo tape system all in the same unit.

To Operate the Stereo-Sonic Tape System—Turn the volume knob, located on the left side of the player, to the right to turn the unit on. Insert the cartridge label side up and open end first—into the tape slot. Make sure cartridge is firmly seated. Adjust volume and balance.

Program Channel Selection—Although the units will play all four program channels automatically and in order, a manual override is provided to allow program selection at will. To change programs, push the volume knob in and release it. Each time the knob is pushed and released, the unit will step to the next program channel, returning to the first channel when all programs have been selected.



Stereo Balance Control for Combination AM Radio/Stereo-Sonic Tape System—is the ring knob on the right of the tape slot. Turning the control clockwise reduces the volume on the left speaker and increases the volume of the right speaker, while turning the control counterclockwise does just the opposite.

CAUTION: The tape cartridge should always be disengaged approximately 1 inch when not playing. Protect the open end of the cartridge from damage and dirt when not in use.

NOTE: During extremely cold weather, the unit may take a few minutes to warm up to operating temperature.

To operate the radio portion of the stereo that is installed in the instrument panel, disengage the tape cartridge from the tape slot approximately one inch or remove entirely. This automatically switches the radio section of the unit on, and the tape section off. Now the small right-hand knob or push buttons can be used to tune stations in the conventional manner. All other controls are common to both sections.

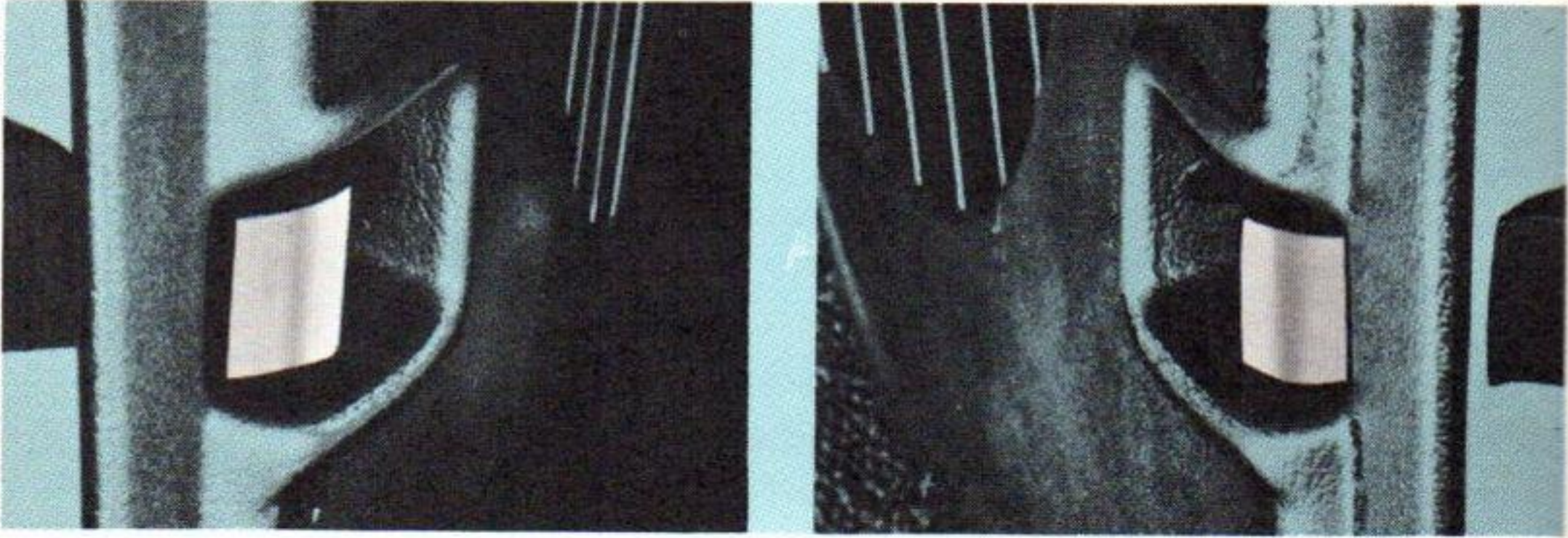
NOTE: The push buttons of the Combination AM Radio/Stereo-Sonic Tape System are set to the desired broadcast station in the same manner as the conventional AM radio.

REAR SEAT SPEAKER

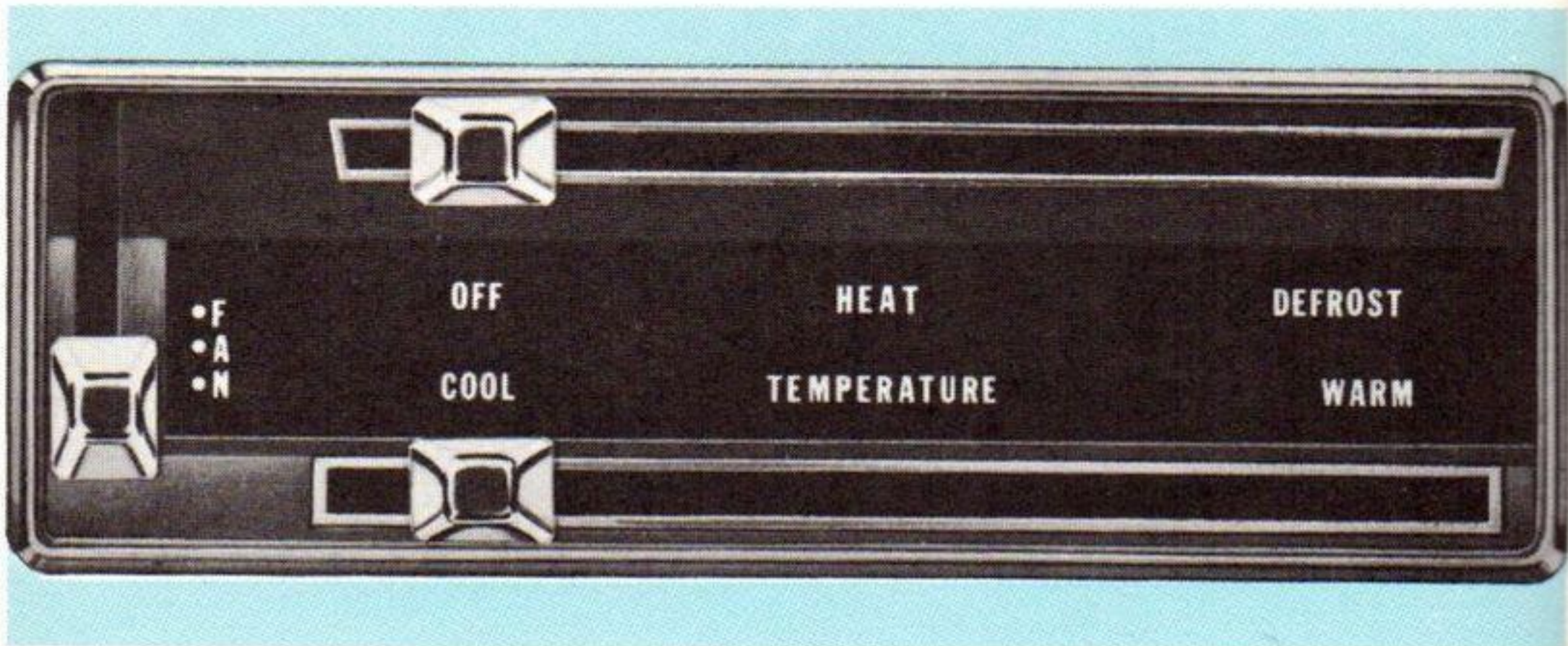
A fader control for the optional rear seat speaker for the AM radio is located behind the manual tuning knob. Rotate ring type knob fully in one direction to operate front speaker. Rotating the control in the other direction operates the rear speaker. At a point midway between the rotation for full front or rear operation, both speakers will operate with an equal output.

HEATING, VENTILATING AND DEFROSTING

Two knobs located below the instrument panel, one on each cowl side panel control the ventilation system.



The heater and defroster controls are located in the lower center section of the instrument panel. The upper lever controls the air flow and the lower lever controls the air temperature for heater and defroster operation. The blower switch is located on the left side of the heater controls.



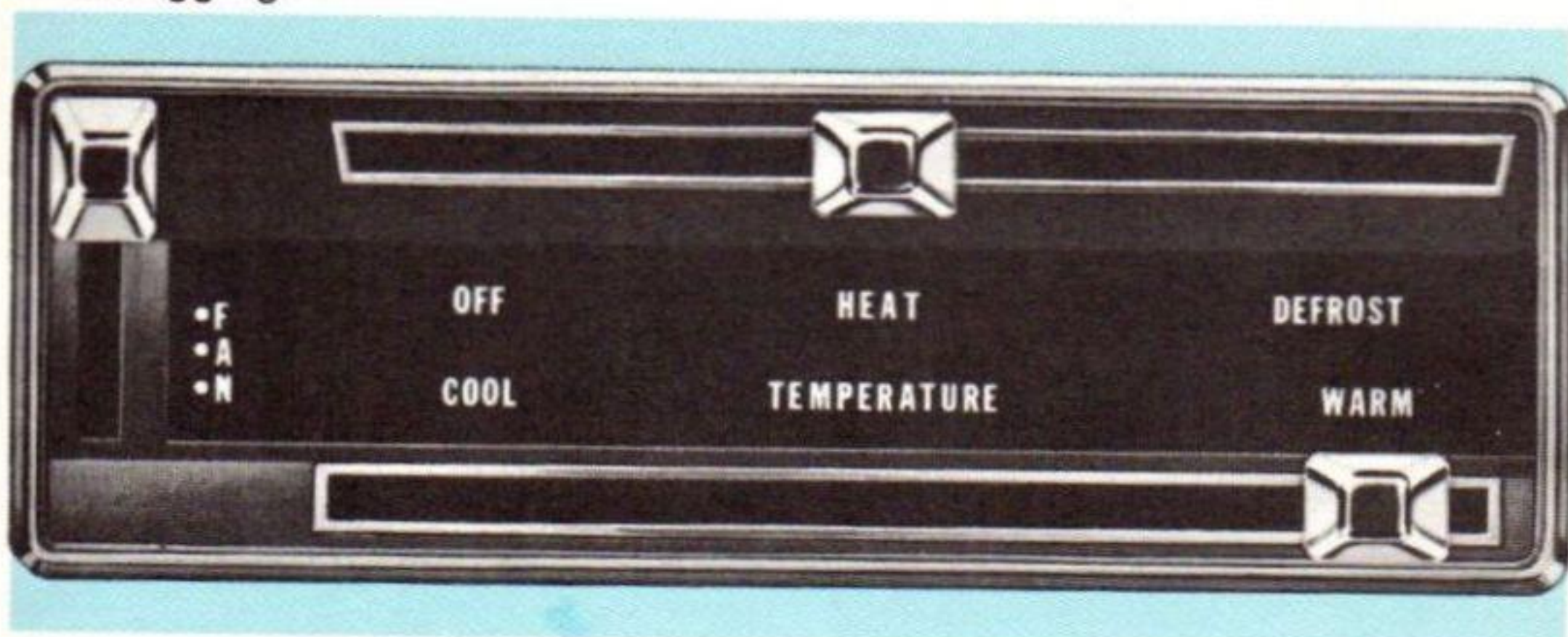
TO VENTILATE THE CAR

- Move the temperature control lever to the "COOL" position.
- Move the heater control lever to the "OFF" position.
- Pull out the vent knobs as desired. Air flow may be increased by opening the windows slightly.

TO HEAT THE CAR

- Push the air vent knobs in to close the air vents.
- Move the temperature control lever toward the "WARM" position for the desired temperature.
- Move the heater control lever to the "HEAT" position.
- Move the "FAN" switch to the desired blower speed if the speed of the car does not force sufficient air through the car heater.

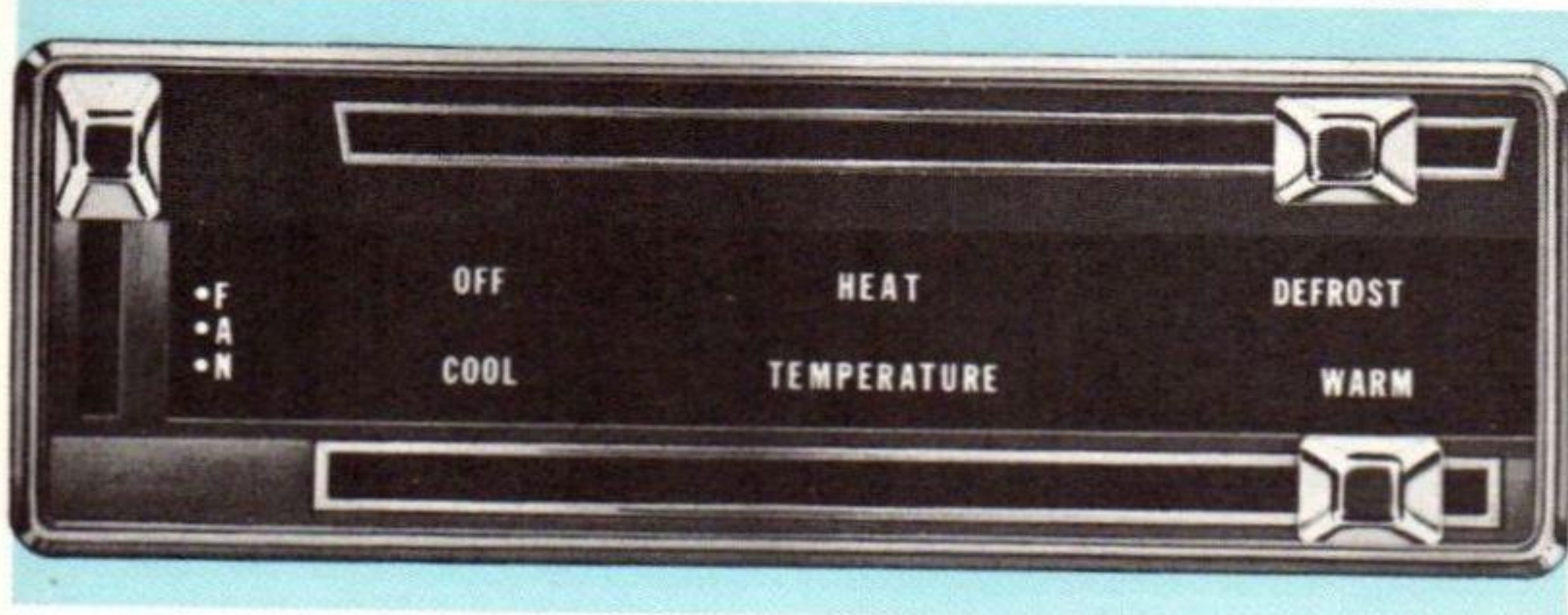
Because variations in car speed will, without fan operation, cause fluctuations in air flow, heater operation will generally be more uniform if the fan is operated. The high speed does the best job of keeping the car windows from fogging.



TO DEFROST THE WINDSHIELD

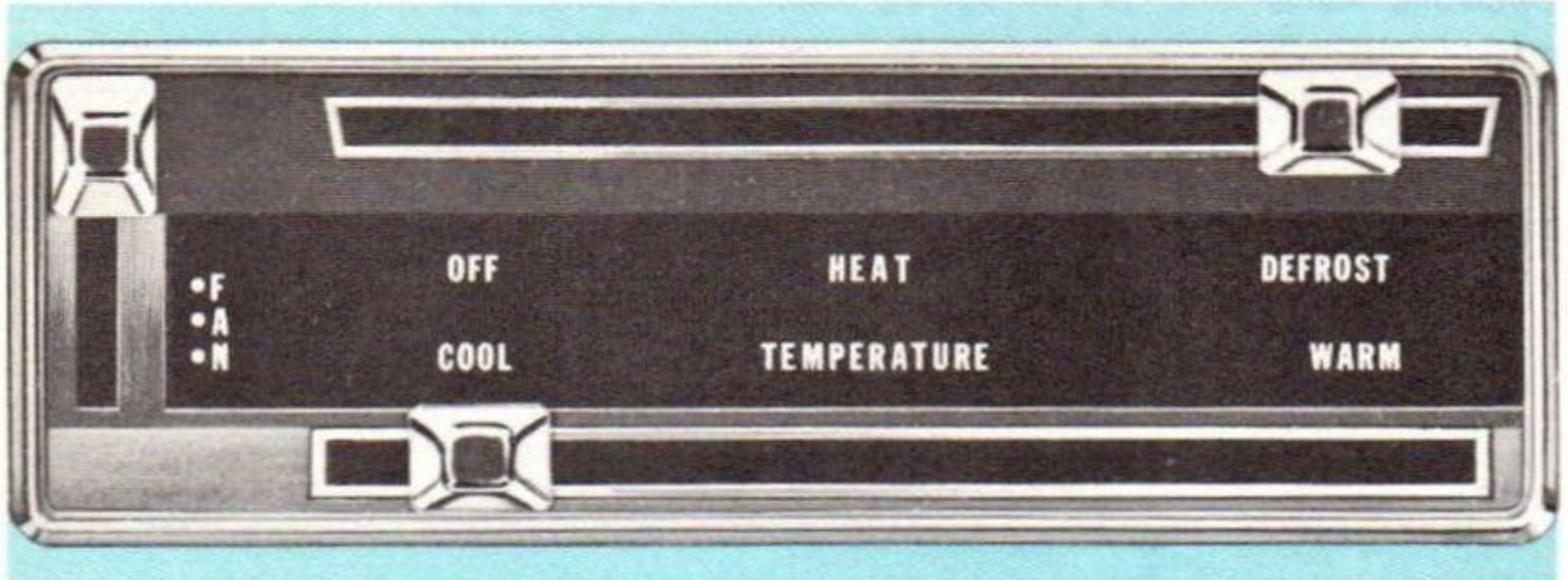
- Push the air vent knobs in to close the air vents.
- Move the temperature control lever toward the "WARM" position as desired.
- Move the heater control lever to the "DEFROST" position.
- Move the blower switch to one of the three "ON" positions to obtain the desired air flow.

The distribution of air between the defroster and heater may be regulated by positioning the air control lever between "HEAT" and "DEFROST".



TO DEFOG THE WINDSHIELD

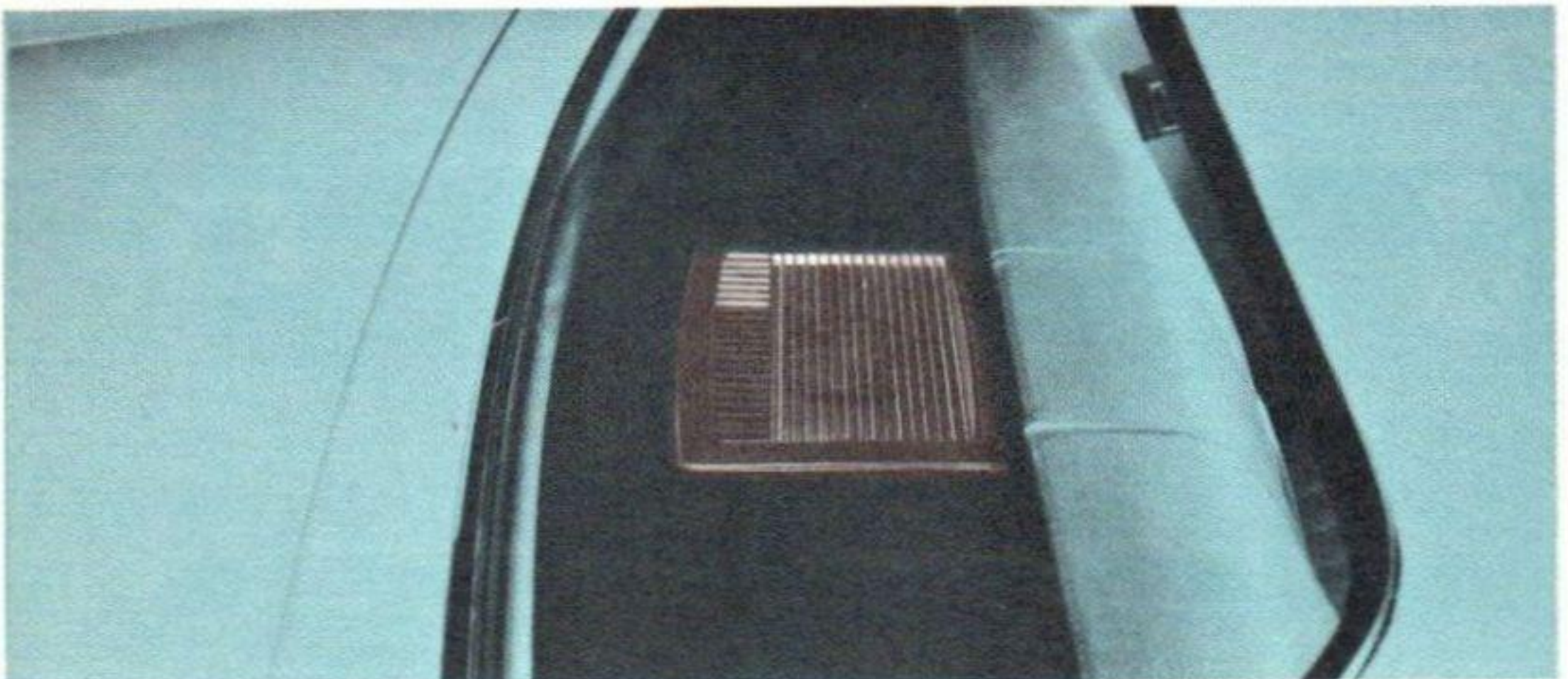
- Push the air vent knobs in to close the air vents.
- Move the temperature control lever from the "WARM" toward the "COOL" position as required.
- Move the heater control lever to the "DEFROST" position.
- Move the blower switch to one of the three "ON" positions for the desired blower speed.



REAR WINDOW DEFOGGER—(OPTIONAL)

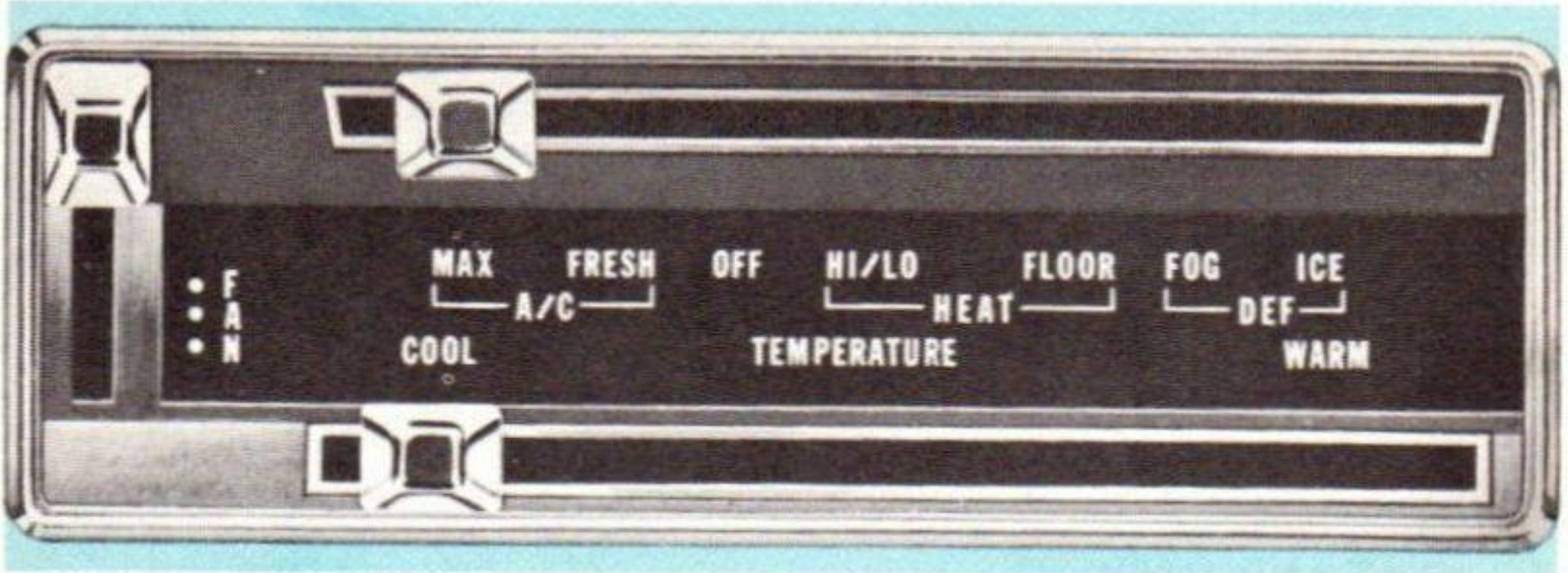
A two speed fan, operated by a switch located in the center of the instrument panel just above the radio, acts as a defogger by circulating air across the interior of the rear window. Move the switch to select a low or high fan speed as desired.

On XR-7 models the fourth rocker switch located in the center console acts as the defog control. Depressing the upper part of the rocker switch permits high fan speed. Depressing the lower part of the switch permits low speed operation. Both controls are marked DEFOG.

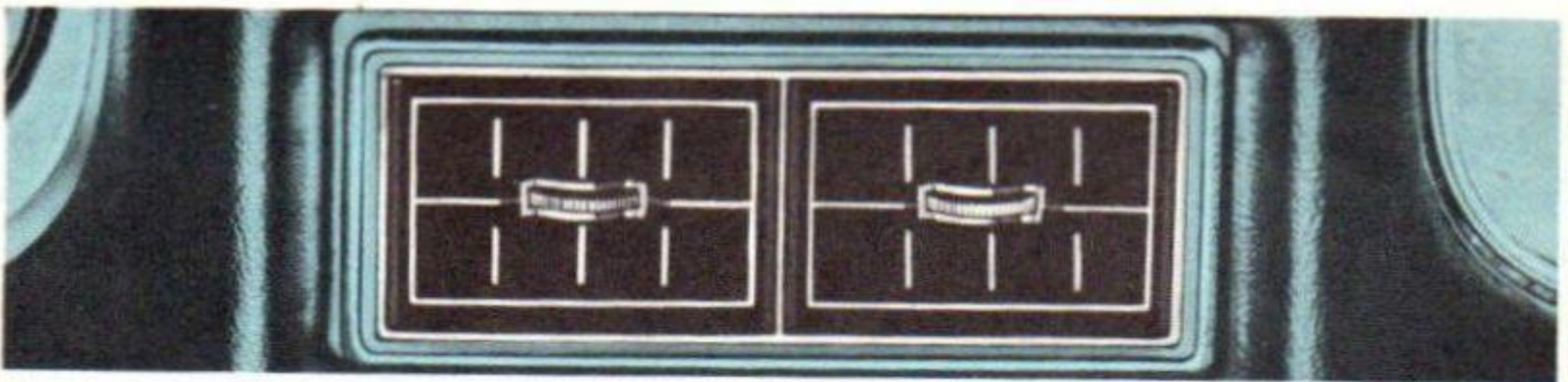


WHISPER-AIRE CONDITIONER

If your car is equipped with a factory installed Whisper-Aire Conditioner, the left end of the control dial will include two positions for A/C (Air Conditioning). The "MAX" position is for operating the air conditioner with recirculating air. The "FRESH" position directs fresh air through the air conditioner for added comfort; particularly helpful in removing smoke or inside odors.



Cooled air is directed throughout the vehicle through four registers located in the instrument panel. Air distribution is controlled by louvers which are adjustable.



The two-barrel type registers in the upper center of the instrument panel can be moved up and down, and vertical vanes are positioned by rotating a horizontal wheel within each register for air deflection.

The two outer registers may be adjusted as required for desired air flow. The outside register may be closed by rotating the vane assembly.

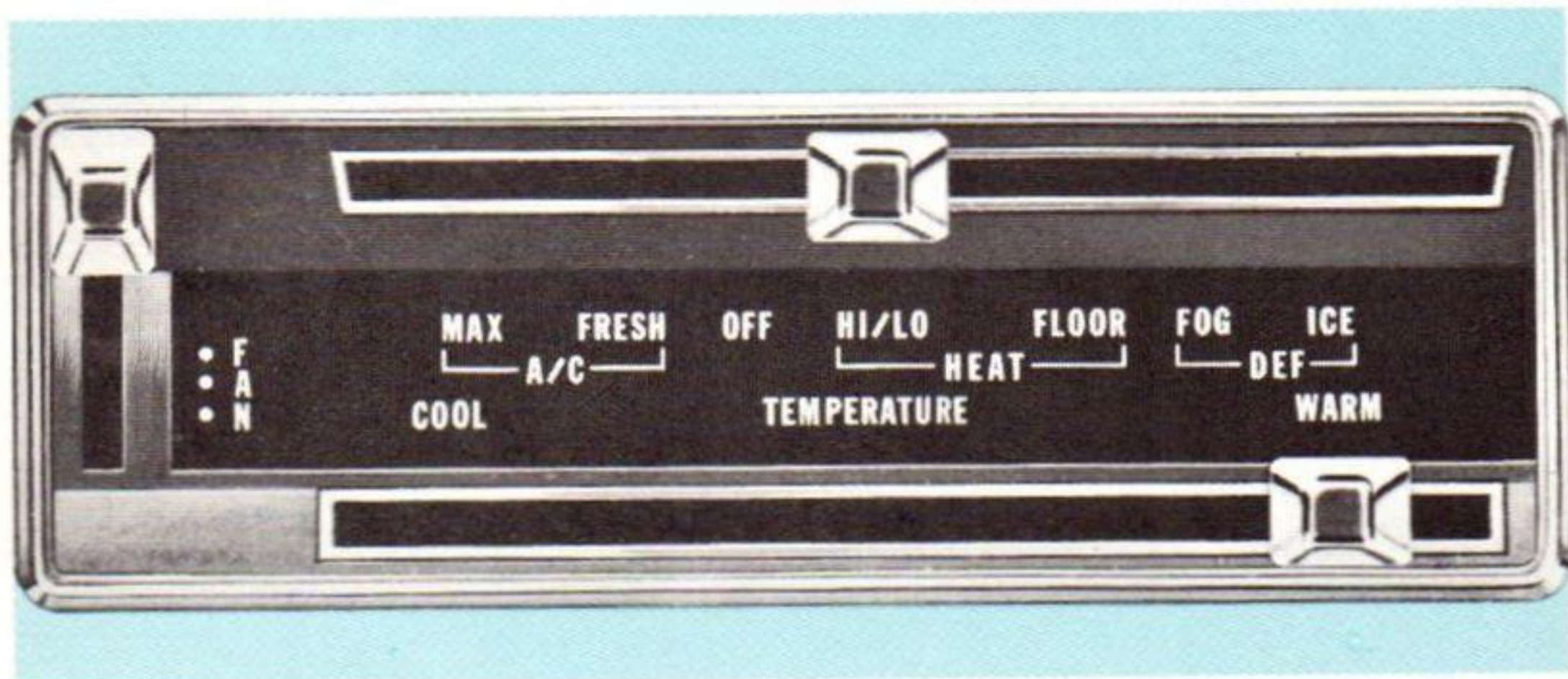


TO COOL THE CAR

- Push both air vent knobs to close the vents.
- Slide the upper control lever to the "MAX" position. (The car will cool more quickly to a lower temperature in this position).
- Slide the "TEMPERATURE" lever to the "COOL" position and move the "FAN" switch to the highest fan speed. (The heater and air conditioner use the same fan switch).
- Continue to operate the air conditioner using the fan high speed, until the desired temperature is reached. Then, adjust the "TEMPERATURE" lever between "COOL" and "WARM" as necessary to maintain the desired temperature. Adjust "FAN" control for the desired air output. It may be desirable to move the control lever from "MAX" to "FRESH". This will allow the introduction of outside air to the system. When driving in heavy city traffic, move the control lever to the "MAX" position.

TO HEAT AND DEFROST

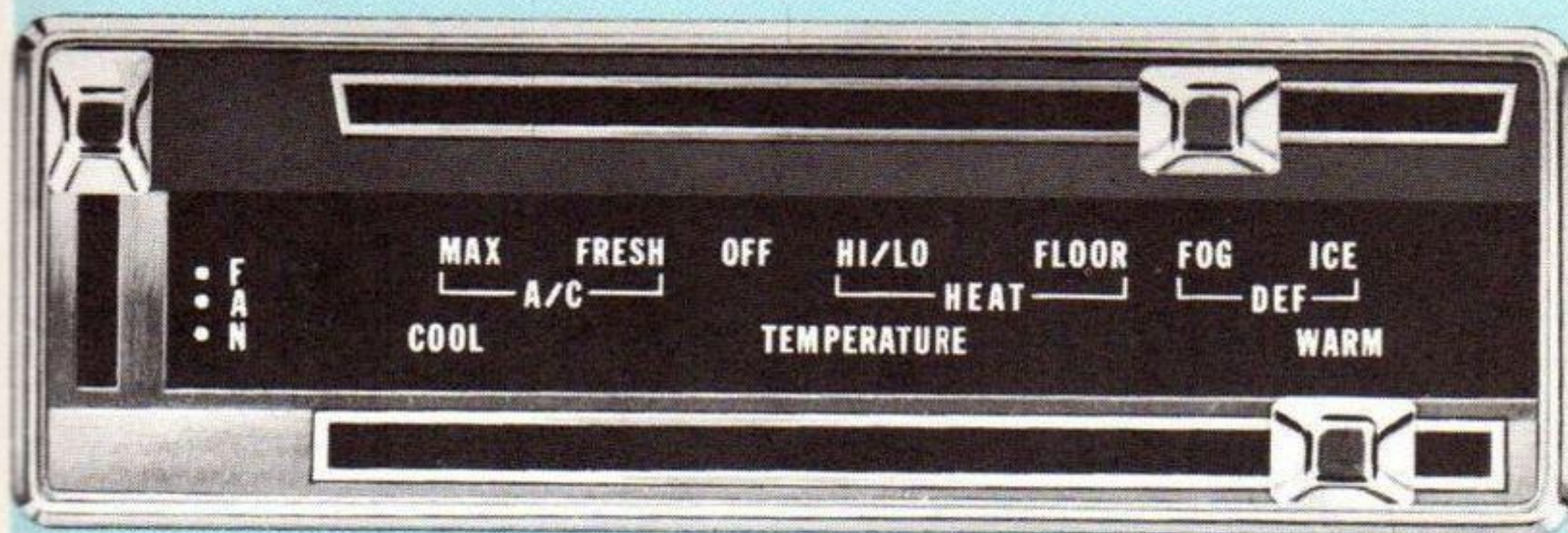
Heater-Defroster operation with a factory installed air conditioner is accomplished by moving the control lever to the "HEAT" or "DEFROST" positions and moving the "TEMPERATURE" control lever to a position between "COOL" and "WARM" to obtain the desired air temperature. Move the "FAN" control switch to one of the three fan speed positions to obtain the desired air flow.



The control dial includes two positions for "HEAT" and "DEFROST". The "HEAT" (Hi/Lo) position directs air through the instrument panel registers and through the heater ducts at floor level. The "HEAT" (Floor) position directs air through the heater ducts at floor level only.

The "DEFROST" (Fog) position directs air through the defroster nozzles and the heater ducts at floor level. The "DEFROST" (Ice) position directs air through the defroster nozzles.

NOTE: During "DEFROST" operation, a portion of the heated air is directed through the heater outlets for passenger comfort.



NOTE: A light fog may build up on the windows if the car is driven in mild humid weather with the system set in the "OFF" position. To remove this fog, it is recommended that the control be set in the "MAX" A/C position to take full advantage of the dehumidification characteristics of the system.

TIPS FOR BETTER AIR CONDITIONING

If the car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you will drive for two or three minutes with the side windows and the ventilation doors open. This will force most of the warm air out of the car. Then, close the windows and the two ventilation controls, and operate the air conditioner in the regular manner.

When stopped in traffic for extended periods of time in hot weather, place

the automatic transmission lever in PARK position to increase engine idle speed. This aids in engine cooling and air conditioner efficiency.

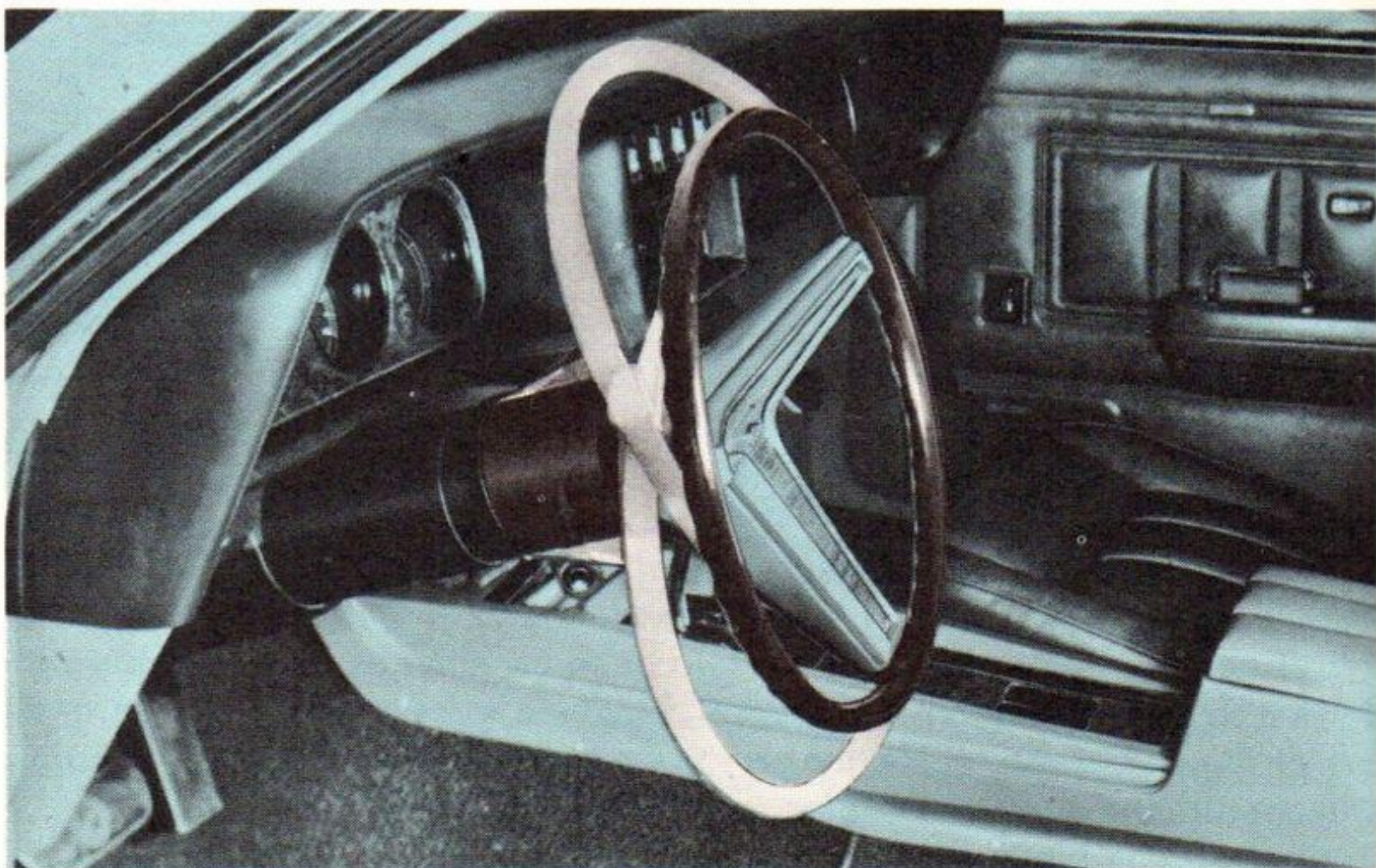
NOTE: When the air conditioner is not in use, move the controls to their off position.

NOTE: An air conditioner, as part of its normal operation, removes a considerable amount of moisture (water) from the air as it passes through the cooling unit. A drain hose leads from the air conditioner to a point under the car. Oftentimes after the car stops, a pool of water may collect on the ground or pavement below the drain hose outlet.

TILT STEERING WHEEL

To change the up or down position of the steering wheel, press downward (away from the steering wheel) on the turn signal lever. Move the steering wheel upward or downward to the desired position and release the lever.

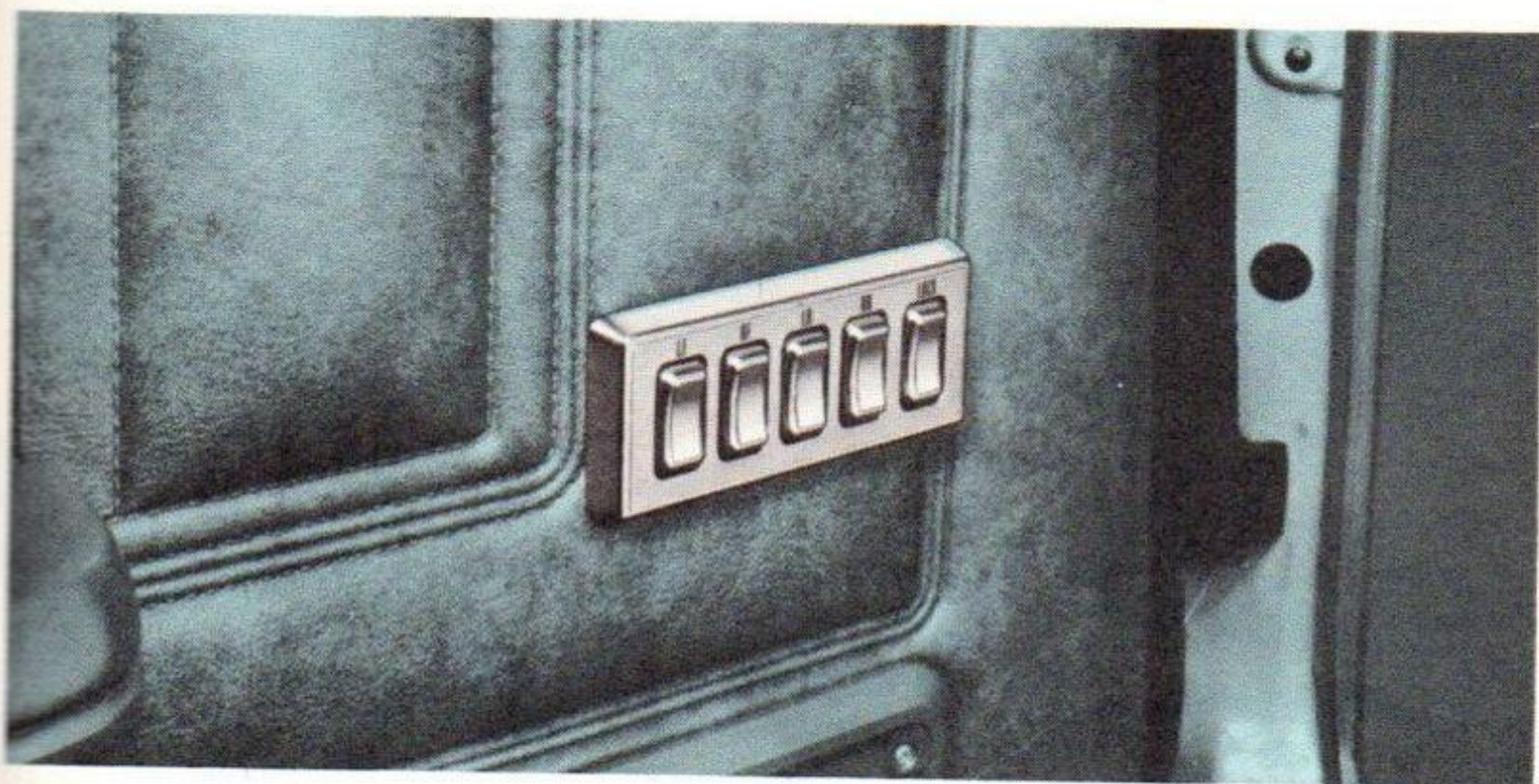
NOTE: The steering wheel position may be changed when the car is in motion, however, if this is done, hold the steering wheel firmly at the top or bottom to prevent turning the wheel while repositioning it.



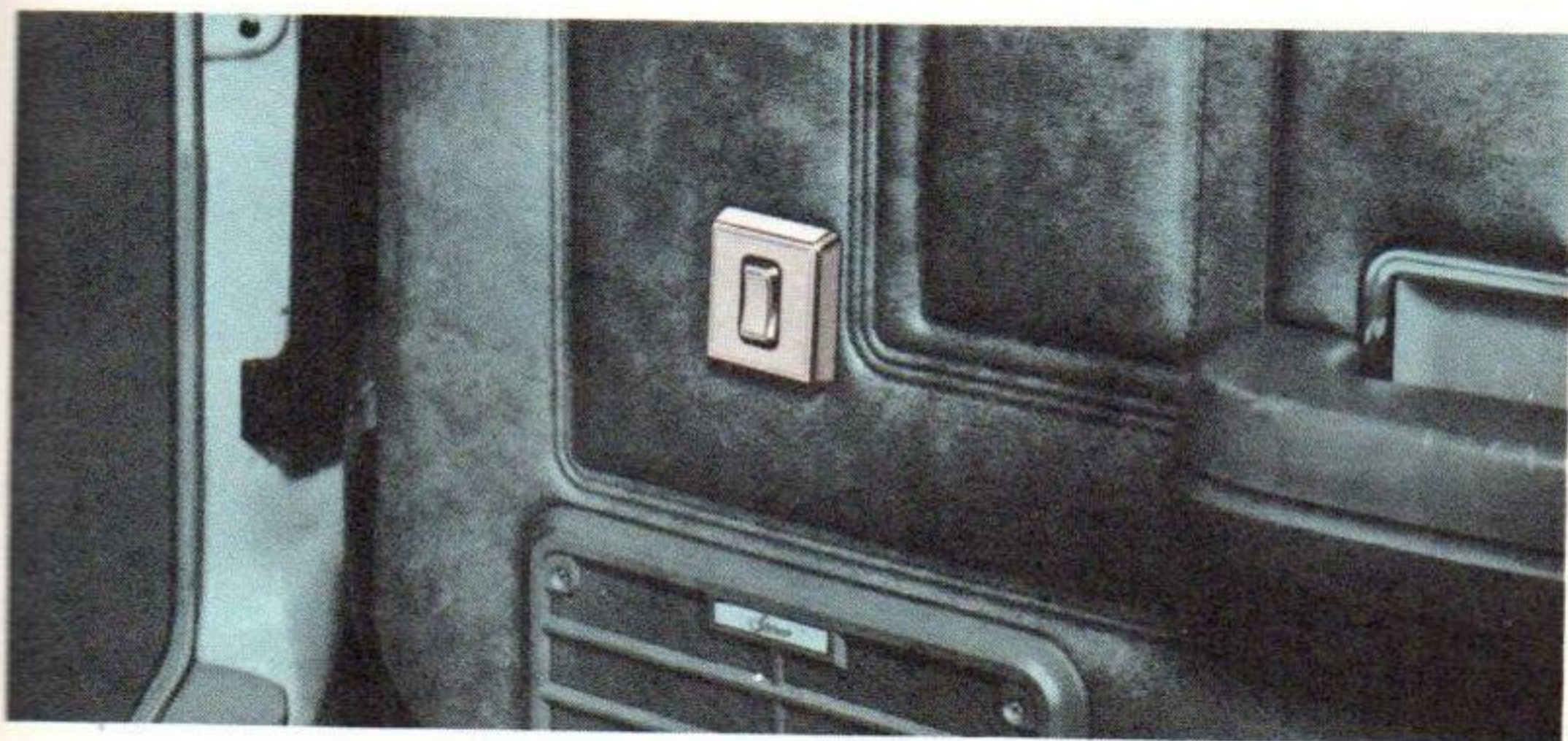
POWER WINDOW CONTROLS

Power Window Switches—The master control window switch is located on the left front door, trim panel. There are five switches arranged in a line—back to front they operate the left front, right front, left rear, right rear windows, and the lock-out control.

The lock-out switch has two positions. The midposition permits normal operation of the windows providing the ignition switch is in the “on” or “Accessories” position. Depressing the top portion of the switch prevents operation of the windows by the other door switches.

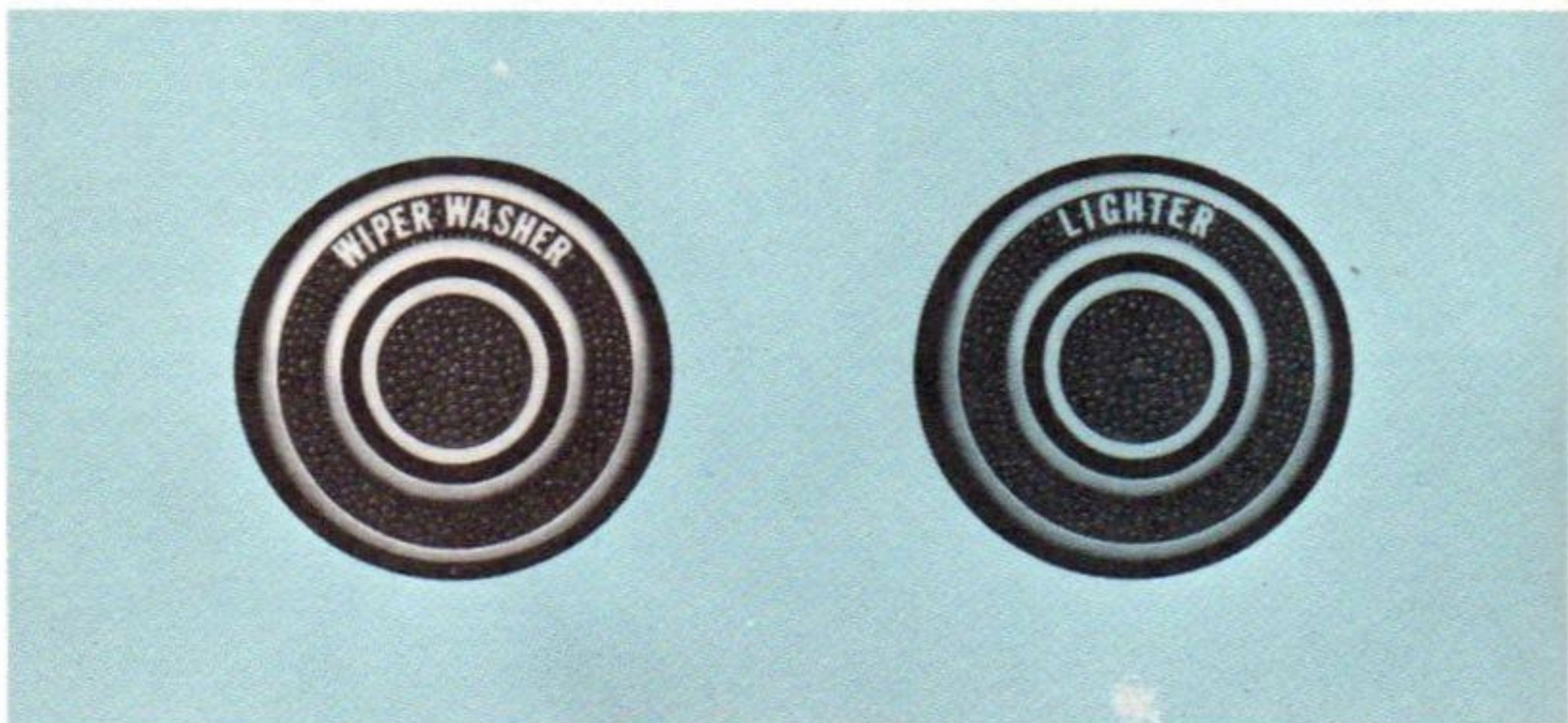


Each side window, except the left front window, is also equipped with an individual window control switch located below the window.



INTERVAL WINDSHIELD WIPERS

This optional type wiper system provides for either a low or high speed constant wiping action required for heavy rains, or an intermittent action that can be varied to meet light rain, mist, and road splash conditions.



Constant speed operation is obtained by rotating the control knob to the right to select the wiping speed desired. The first position provides the slowest speed; rotating the knob to the next position provides the highest speed operation.

From the "OFF" position intermittent wiper operation is obtained by rotating the control knob to the left. The wiper blades will make a complete wiping cycle, stopping in the park position. The wiper blades will remain in the park position for a period that can be varied from two to more than ten seconds, depending on the time interval selected by the driver. After the time interval has been completed, the wiper blades will again make another wipe cycle.

The time interval can be increased by turning the knob counterclockwise.

CAUTION: To avoid damage to the wiper arms and pivots, do not move the wiper arms manually across the windshield.

AUTOMATIC SEAT BACK LATCH RELEASE

The automatic front seat back latch release system releases both front seat back latches when either door is opened. This action allows the seat back to be tipped forward. When both doors are closed, the seat backs will be automatically locked into the normal upright position. The manual release lever is also provided for your convenience.

ACCESSORIES

Your new car has so much style and luxury—no wonder it's a leader in its class. Its tasteful appearance is equalled only by its driving ease and passenger comfort. To help you personalize and protect your new purchase, a list of major accessories for 1970 has been provided below. You'll be pleasantly surprised with the many ways you can individualize your car. Check the list carefully and then make your selections.

- Air Conditioner
- Clock, Electric
- Compass
- Door Edge Guards
- Fire Extinguisher
- Floor Mats, Rubber & Vinyl
- Horns—Air
- Liquid Tire Chain
- Locking Cap, Fuel Tank
- Luggage Carriers, Deck Lid Mounted
- Luggage Carrier Cover—Deck
- Power Drum Brakes
- Mirror, Racing
- Mirror, Trailer Towing
- Power Steering
- Radio (AM or FM Stereo) with antenna
- Radio, Two-Way Citizen Band
- Rear Seat Speaker—AM Radio & Stereo
- Rear Window Defogger
- Reflector Flares
- Shield, Child's Safety Tot-Guard
- Spotlight
- Stereo-Sonic Tape System with AM Radio
- Tachometer
- Tires, Snow
- Trailer Hitch and Wiring Harness
- Trunk Release, Remote Control
- Wheel Covers, Deluxe
- Wheel Covers, Simulated Wire
- Wheel, Splash Guards (Standard Tires only)

Your Dealer will be happy to show you any of these genuine Accessories.

MAINTENANCE

The Owner's Responsibilities for Maintenance

Your dealer stocks FORD and AUTOLITE parts designed, engineered and manufactured expressly for your car. Always insist on genuine Ford Motor Company engineered parts when your car is serviced.

USE THE RIGHT MOTOR OIL

OIL QUALITY

All 1970 Ford Motor Company vehicles are equipped with air pollution control systems. It is imperative that only motor oils of the highest lubricating quality be used in the engine of your vehicle to provide maximum efficiency of the crankcase ventilating system that reduces air pollutants. Oils that meet Ford Motor Company Specification of ESE-M2C101-B should be used. Your dealer has a Ford brand oil that meets this specification.

OIL VISCOSITY

When you change or add oil, you should also select oil with the proper viscosity, selected from the accompanying table, which most closely matches the temperature range you expect to encounter for the next 6 months or 6000 miles.

MULTI-VISCOSITY OILS

When Outside Temperature is Consistently	Use SAE Viscosity Number
Below +32°F -10°F to +90°F Above +32°F	5W-30* 10W-30 or 10W-40 20W-40

SINGLE VISCOSITY OILS

When Outside Temperature is Consistently	Use SAE Viscosity Number
-10°F to +10°F +10°F to +32°F +32°F to +90°F Above +90°F	SAE 10W* SAE 20-20W SAE 30 SAE 40

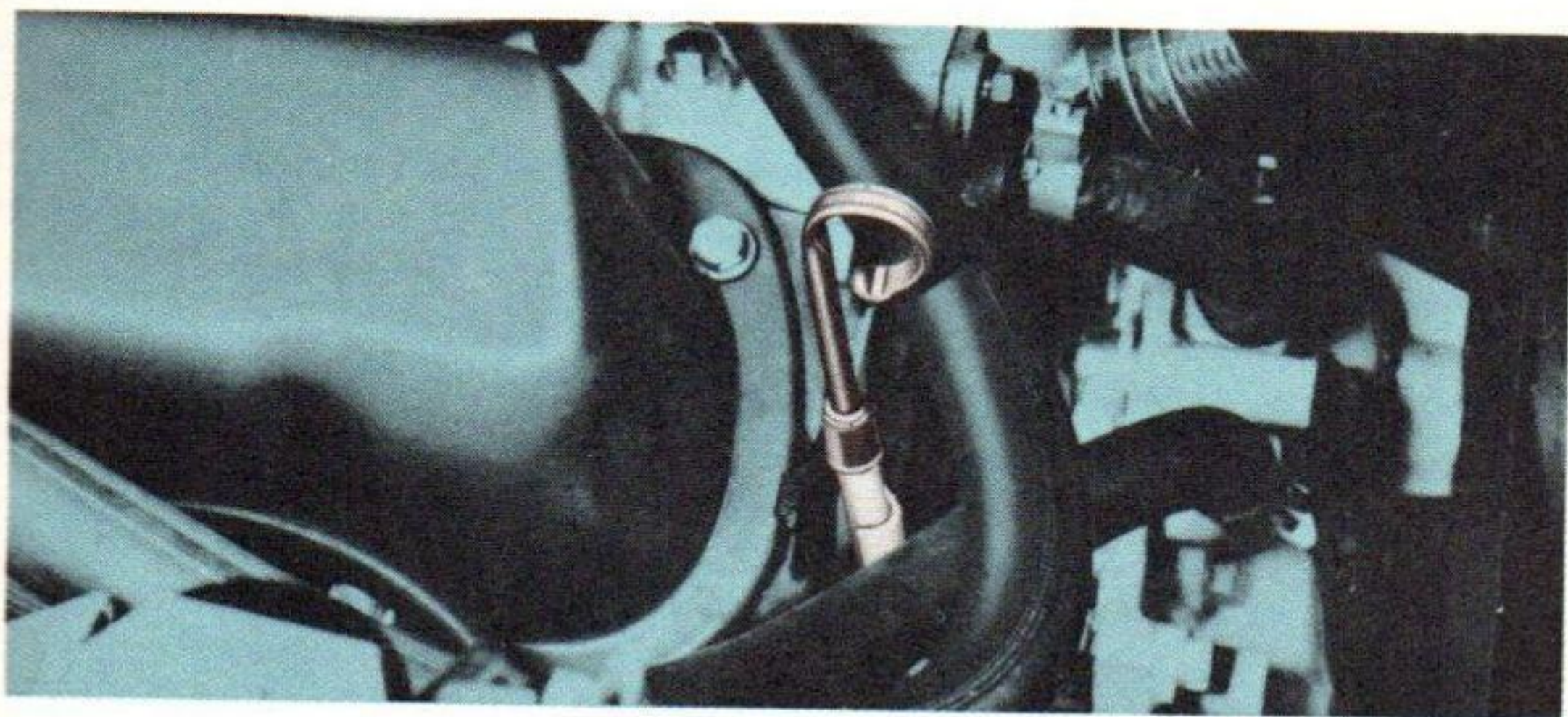
**When continuous operation is anticipated which will impose maximum loads on the engine or when driving at sustained high speeds above 60 M.P.H., use the next heavier viscosity oil.*

ADDING OIL BETWEEN CHANGES

Since it is normal to add some oil between 6000 mile oil changes, depending on the severity of operating conditions, have the engine oil level checked at each fuel stop.

Keep the oil level within the "Safe" range or above the "Add" mark on the dipstick by adding oil as required.

When adding oil, only quality oils that meet Ford Specifications, ESE-M2C101-B should be used.



USE THE RIGHT OIL FILTER

Your new car is equipped with an AUTOLITE 6,000 Mile Depth-Type Oil Filter and a filter of this quality should be used throughout the life of the car. It is designed to protect your engine by filtering all harmful abrasives or sludgy particles without clogging up or blocking the flow of oil to vital engine parts.

The two stage filtering action of the AUTOLITE 6,000 Mile Depth-Type Oil Filter has been shown by tests to be far more effective than ordinary paper filters in over-all ability to keep the oil clean. This filter is especially designed for use in vehicles built by Ford Motor Company to give successful operation with 6,000 mile (or six months) oil and filter change intervals. Use an Autolite 6000-Mile Filter, or one of equal quality, which meets engine oil filter specification number, ES-C8AF-6714-A or ES-C8AF-6714-C.

FORD 6000 MILE MOTOR OIL AND AUTOLITE 6000 MILE DEPTH-TYPE OIL FILTERS are available at your dealer. One of the best ways of keeping the PERFORMANCE built into your new car is to make sure the oil and filter installed in your car are FORD and AUTOLITE products or their equivalents.

NOTE: More frequent service intervals will be required if the vehicle is operated in extremely dusty areas, for extended periods of idling, trailer towing or short runs which prevent the engine from reaching normal operating temperatures.

If engine oils or replacement filters other than those specified are used, more frequent oil changes are recommended.

Canadian owners should refer to the Ford Total Maintenance Guide for special instruction about operation in their climate.

COOLING SYSTEM MAINTENANCE

Your engine cooling system has been factory filled with a solution of Ford Permanent Anti-Freeze and water for both winter and summer protection. This will provide protection against freezing to 20°F. below zero (−35° for vehicles merchandised in Canada). With the use of this inhibited all season engine coolant, it will only be necessary to drain and flush the cooling system after the first 24 months, regardless of mileage, and every 24 months thereafter.

When it is necessary to replace coolant, drain, flush and refill with a sufficient solution of Ford Permanent Anti-Freeze or a coolant which meets Ford Specification M97B18-C, and water to protect against freezing or in warm areas to at least 0°F to maintain adequate corrosion protection.

NOTE: Place the temperature control in the maximum heat position while draining and refilling the cooling system.

When it is necessary to add coolant for any reason, only a high quality inhibited all-season coolant meeting Ford Specification M97B18-C should be used.

In areas where the temperatures fall below the level of 20°F. below zero (−35°F. in Canada), a stronger coolant solution will be required to provide special anti-freeze protection. The prescribed anti-freeze available from your dealer, must be diluted according to the temperature range scale provided on the container. If it is necessary to use a permanent anti-freeze other than Ford, only one meeting Ford Specification M97B18-C should be used.

Water only is not recommended as a coolant. It may be used in an emergency but should be drained out of the system and the above prescribed coolant solution added as soon as possible.

The use of alcohol or methanol type of anti-freeze is not recommended. Never mix methanol solutions with permanent anti-freeze.

Hoses—Because of the high underhood temperatures encountered in the present day cars, some of the engine hoses are subjected to temperatures that, over a long period of time, cause deterioration. To protect the engine and avoid a serious loss of coolant, it is imperative that all engine and heater system hoses be inspected for deterioration, leaks and loose hose clamps every 12,000 miles. Repair or replace as required.

CHECKING COOLANT LEVEL

You should check the level of coolant at least once a month, preferably when the engine is cool. It should be about one inch below the ring inside the filler neck. Do not fill above this level.



WARNING: Use extreme care when removing the radiator cap if the coolant is overheated; always turn the cap slowly to the partially open stop to relieve internal pressure before removing the cap. It is advisable to cover the cap with a cloth before turning it. If possible, avoid removing the radiator cap until the engine has cooled sufficiently to relieve the pressure. If you have to add coolant more than once a month or if you have to add more than a quart at a time, have your dealer check the cooling system for leaks.

FUEL REQUIREMENTS

Generally, the grades of fuel recommended in the specifications table of this manual will provide satisfactory engine performance. However, if “pinging” or “spark knock” occurs and cannot be eliminated by spark timing or other engine adjustments, change to the next higher grade of fuel.

If you must drive your car in areas where your travel agent or auto club indicates United States or Canadian fuel quality is not available, have the ignition timing temporarily adjusted by an authorized dealer. This will result in a loss of performance and fuel economy, but will avoid engine damage. Readjust the ignition timing when recommended fuel quality is again available.

POSITIVE CRANKCASE VENTILATION SYSTEM

All Ford Motor Company passenger car engines are equipped with a crankcase ventilation system that materially reduces the quantity of burned gases in the crankcase that would normally be discharged into the atmosphere. This feature, in order to function properly, must be serviced at regular

intervals. See the Scheduled Maintenance Services Chart in the back of this manual for the maintenance requirements.

NOTE: Failure to clean and maintain the crankcase ventilation system, according to the recommended procedures and/or the use of low quality oil will result in a serious accumulation of sludge within the engine which is likely to result in premature engine wear.

EXHAUST EMISSION CONTROL SYSTEM

All Ford Motor Company passenger car engines are equipped with a system that reduces the emission of certain unburned substances from the engine. In order for this system to function as designed, the engine must be serviced at regular intervals. See the scheduled Air Pollution Control Services Chart in the back of this manual for maintenance details.

FUEL EVAPORATIVE EMISSION CONTROL SYSTEM

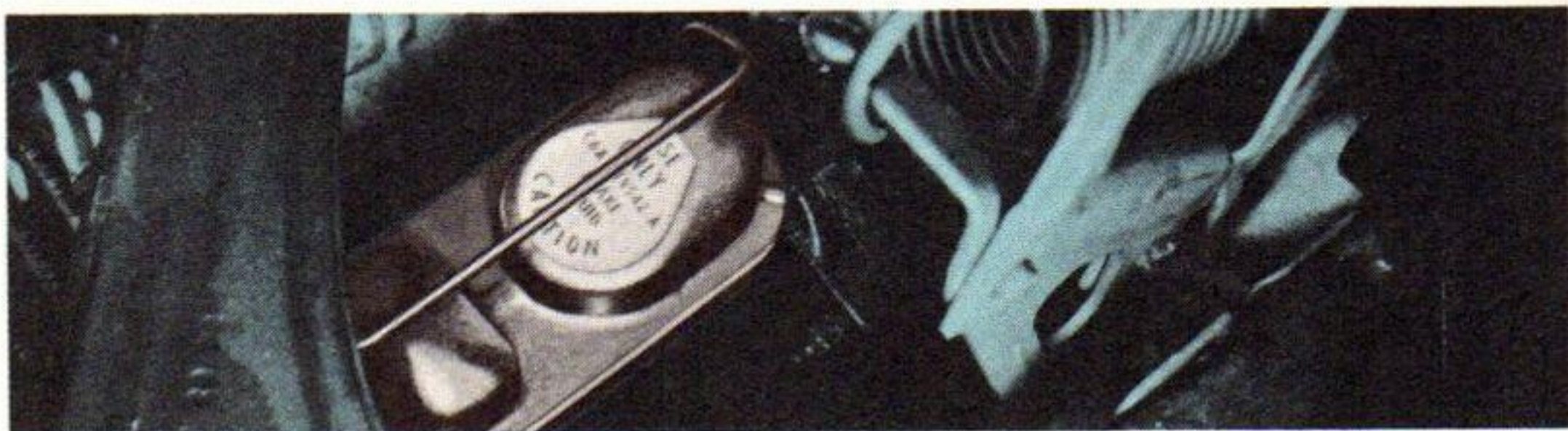
In addition to the Positive Crankcase Ventilation and the Exhaust Emission Control Systems installed on all passenger cars, 1970 model built for California registration will include a Fuel Evaporative Emission Control System. The system is designed to materially reduce the quantity of fuel vapors that would normally be discharged into the atmosphere.

See the Scheduled Air Pollution Control Services Chart in the back of this manual for maintenance details.

WARNING: Any modification of the emission control systems is subject to the penalties of Federal Law (U.S.A.) if made prior to the first sale and registration and is subject to penalties under the laws of some states if made thereafter.

BRAKE MASTER CYLINDER

Fluid Level—Wipe off the brake master cylinder cover and release the retaining clip. Remove the cover and seal. Add fluid if necessary to maintain the level between $\frac{1}{4}$ " from the top of the housing and full. Reinstall the cover and seal and snap the bail clip into place.



WARNING: Use only Ford Extra Heavy Duty Brake Fluid C6AZ-19542-A or a fluid meeting Ford Specifications ESA-M6C25-A. Use of other brake fluids may result in brake failure.

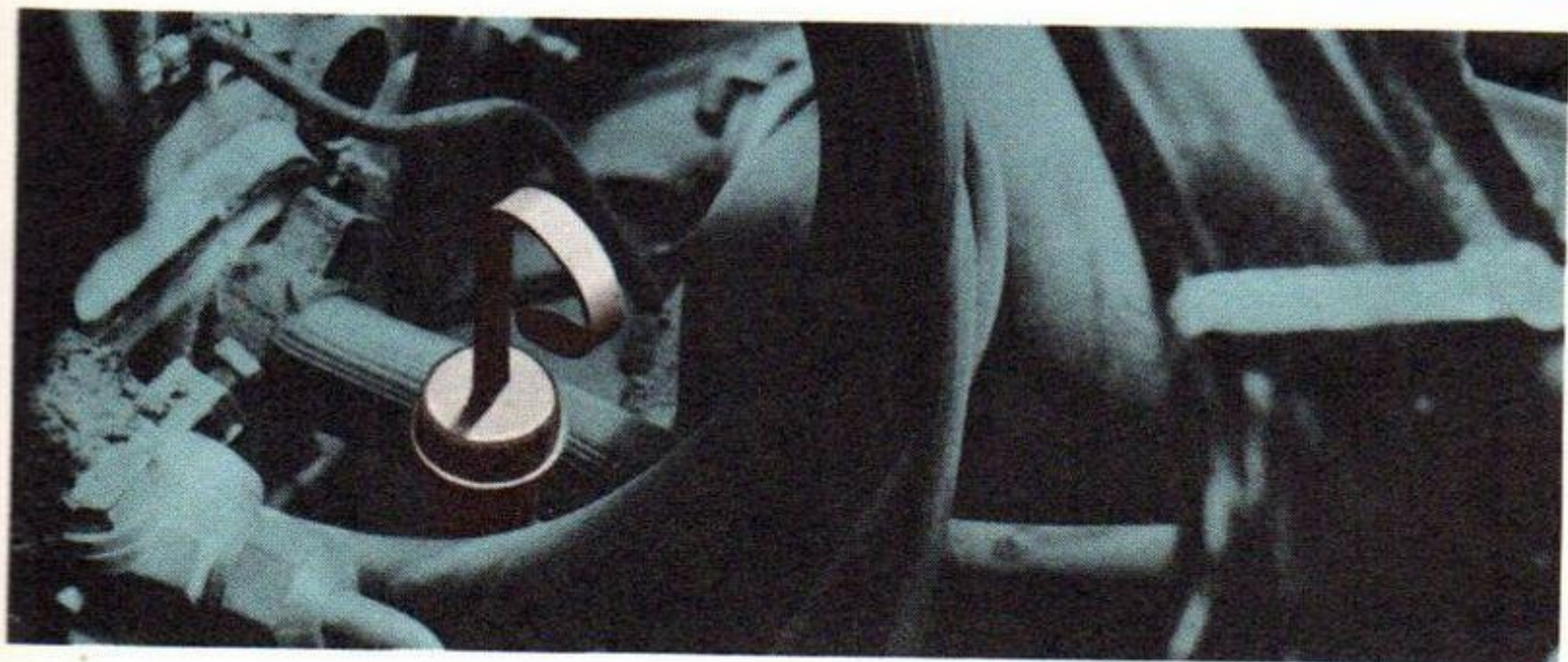
AUTOMATIC TRANSMISSION FLUID LEVEL

The fluid level in the automatic transmission should be checked at the mileage intervals indicated in the Scheduled Maintenance Services Chart. We suggest that you have your dealer make this check because of the several steps which are involved in obtaining an accurate reading.

If in an emergency, you are required to check the fluid level yourself, start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then, apply the brakes and move the transmission shift lever through all drive positions and place the lever in park ("P") position.

Withdraw the oil level indicator from the transmission filler tube and wipe the fluid from the end of the indicator. Re-insert the indicator all the way into the indicator tube, withdraw it and check the level. Fluid level should be between the "ADD" and "FULL" mark on the indicator.

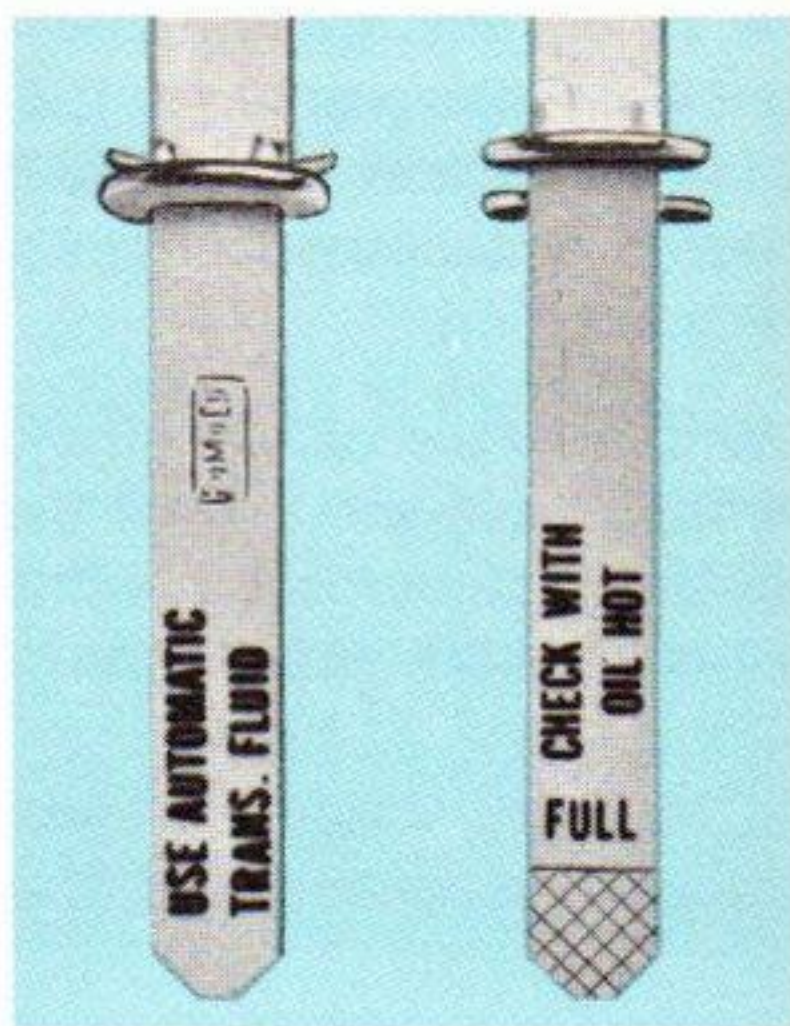
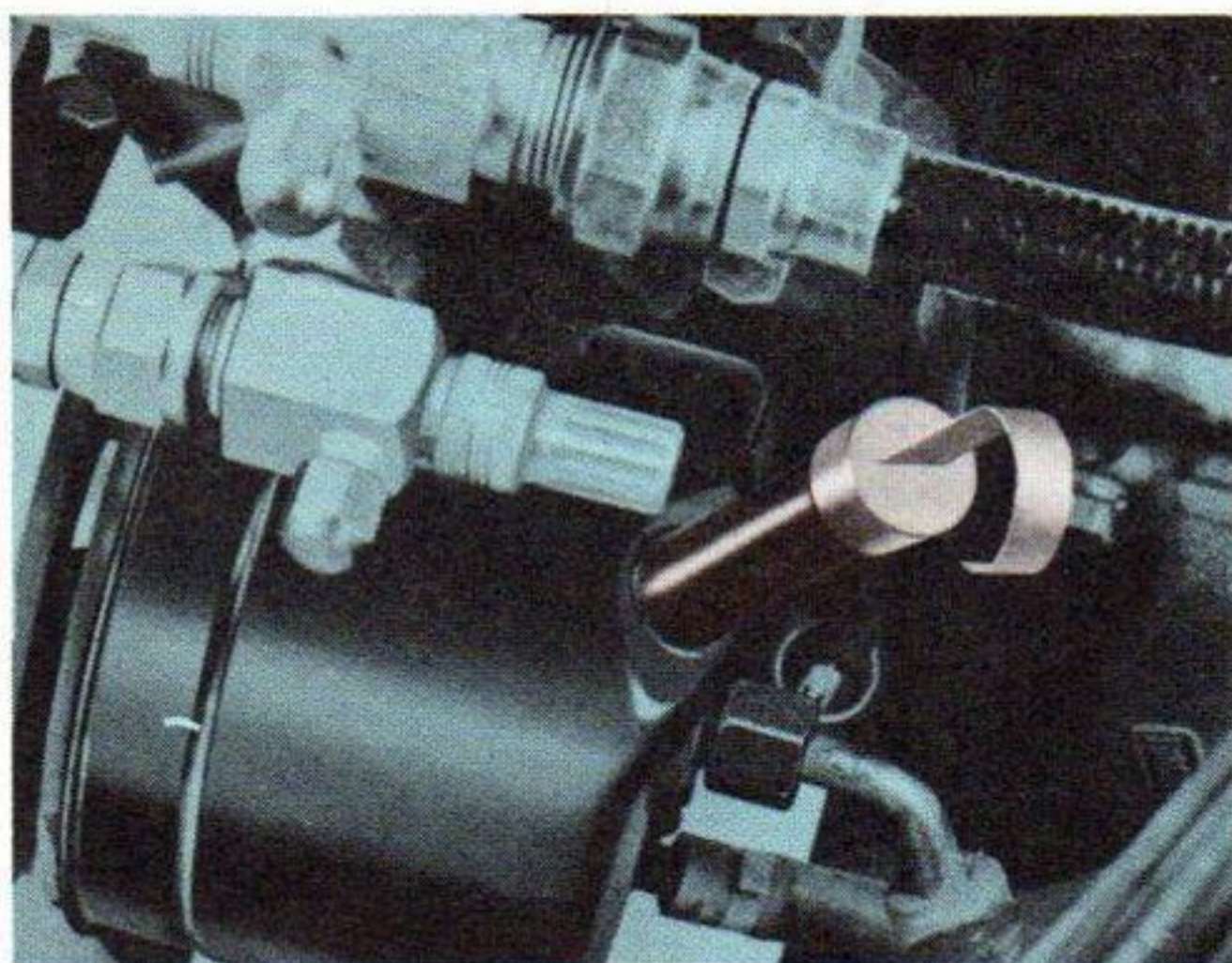
CAUTION: Do not fill above the "FULL" mark. See Specifications Section for recommended fluid.



POWER STEERING RESERVOIR

Fluid Level—Start the engine and turn the steering wheel back and forth several times to expel any air that may be trapped in the system. The engine and power steering fluid should be at normal operating temperature. Stop the engine before checking the fluid. Fluid level must show on the cross hatching between the bottom of the dipstick and the "FULL" mark.

CAUTION: Do not overfill. See "specifications" for recommended fluid.



AIR CLEANER FILTER

The carburetor AUTOLITE air cleaner filter element should be periodically replaced at the intervals detailed on the Scheduled Maintenance Services Chart.

CHASSIS LUBRICATION

Your automobile is equipped with an extended chassis lubrication feature which was pioneered by Ford Motor Company. This extended lubrication interval is made possible by a special type chassis lubricant combined with unique seals and bearing materials which completely outmodes the old concept of 1,000 mile chassis lubrication. Lubricating the chassis components at low mileage intervals is not only unnecessary, but may, in fact, cause damage to the seals. Also, if a conventional chassis lubricant is used, it may be incompatible with the factory lubricant and thus reduce the lubricating effect.

Your dealer is equipped to perform the chassis lubrication and handles the special lubricants required. See the Scheduled Maintenance Services Chart for the mileage at which this lubrication is recommended.

ORIGINAL EQUIPMENT TIRES

The tires for your new Mercury Cougar were selected to provide the best combination of reliability, traction, weight-carrying stability at high speeds, tread life and riding comfort. To obtain this balance of performance and for your safety, it is essential that you always maintain inflation pressures and stay within the load limits and weight distribution recommendations for your car.

PLY RATING AND LOAD RANGE

Although there is no universally accepted definition of ply rating, the term is used to indicate that a four-ply-rating/two-ply tire has the same load carrying capacity as a four-ply-rating/four-ply tire. The newer term, "Load Range", indicates load carrying range, regardless of the number of layers of fabric, at the maximum inflation pressure permitted for that tire under the Federal Motor Vehicle Safety Standards.

TIRE REPLACEMENT

When a tread indicator appears as a solid band across the tread surface, it means that the tire should be replaced.

Tread Wear Indicator



When replacing full sets of tires, install only the recommended standard size or optional tire for your model vehicle as specified on the "Tire Chart". For "Tire Chart" location see page 59. A smaller tire may be unable to withstand vehicle loads.

Installing a larger tire could result in greatly increased structural loads, a decrease in riding comfort and handling performance, as well as abnormal tread wear and possible tire interference with other vehicle suspension components.

NEVER intermix radial ply, belted or conventional tires.

When replacing less than a full set of tires, be sure all replacement tires are the same size, type, and load carrying capacity as the other tires on the car. Load carrying capacity will be indicated in pounds on the sidewall of the tire. In addition, the term "Ply Rating" or "Load Range" may appear.

NOTE: Installation of a tire size other than those specified on the "Tire Chart" may affect speedometer accuracy. Consult your dealer to determine the need to change the speedometer drive gear.

INFLATION INSTRUCTIONS FOR SAFE DRIVING

Check Tire Pressures Frequently—The "cold" pressure (after car has been parked one hour and before driving more than 3 miles) must be as specified on the Tire Chart for the type and size tire on your car. It is normal for a hot tire to exceed the specified "cold" pressure. Do not let air out of a hot tire.

High Speed Driving—Your car's tire inflation pressure specifications apply to driving speeds at and below 75 mph. Should special circumstances involve vehicle operation at sustained speeds (one hour or more) between 75 and 90 mph, increase the cold inflation pressure shown on the chart by 4 psi, being certain to maintain the recommended front to rear tire pressure differential and to stay at or below the maximum inflation pressure limit shown on the tire. If these pressure adjustments cannot be accomplished within these limits, do not drive over 75 mph.

Sustained driving speeds over 90 mph require the use of special high speed capability tires.

Snow Tires—Snow tires require a four pound increase in cold inflation pressure above the pressures recommended for rear tires on the tire chart. It may therefore be necessary to use Load Range "D" snow tires (with 40 psi inflation pressure) to avoid exceeding maximum permissible inflation pressures. For Trailer Towing or High Speed Driving, increase pressures by the amount shown under those headings, being certain to always maintain the recommended differential between front and rear tires.

TIRE CHART

The standard size tires for your Mercury Cougar as well as available optional tires and the recommended inflation pressures for them are shown in a chart affixed to the rear (lock) face of the right door. The chart also shows the maximum rated load for your car, including the number of passengers and amount of luggage for which it is designed. Check the outside of your tires for their type and size, then the chart, incorporated here by reference, for the recommended pressure.

NOTE:

- To obtain the balanced performance which your tires are selected to provide, and for your safety, it is essential that you always maintain recommended inflation pressures and stay within the load limit and weight distribution recommendations shown for your car.
- **NEVER** exceed the "total load" given in the tire chart. To figure your load, add the actual weights of the driver, passengers, and luggage both inside the car and on a roof rack. Up to 100 lbs. of extra luggage may be carried in place of each passenger not carried in the rear seat. **DO NOT EXCEED 450 lbs.** in the front seat. If you added equipment to your car after delivery, include its weight in figuring your load. If a trailer is towed, actual tongue loads should also be added.

TRAILER TOWING

For the tires listed on the tire chart, trailer tongue loads up to 125 lbs. are permissible, providing the rear tire pressure is increased by 4 psi over that shown on the tire chart and vehicle speed does not exceed 75 mph. **DO NOT EXCEED** the maximum inflation pressure (psi) molded on the tire sidewall.

NOTE:

See a reputable trailer dealer for special equipment required for heavier tongue loads.

SPACE SAVER SPARE TIRE

The optional Space Saver Spare will enable you to drive to the nearest service facility for repairs to a punctured tire. The tire is not designed for extended mileage; therefore, it should not be used as a substitute for conventional tires.

Although the Space Saver Spare gives you approximately 15% more luggage space, do not exceed the vehicle full rated load specification.

To inflate the Space Saver Spare, carefully follow instructions shown on the tire inflator carton. The inflator is stowed under the tire and wheel assembly in the trunk.

CAUTION: Use Ford inflator Part No. C9WY-19C543-A or equivalent. Tire warranty for the Space Saver Spare is the same as original equipment tires. This Warranty is void if inflators with sealants are used.

During inflation, keep hands off of metal parts of Inflator since bottle becomes extremely cold during tire inflation. Always dispose of the empty can. Do not puncture or incinerate.

AIR CONDITIONING

At the start of the air conditioning season, have the system checked for sufficient refrigerant charge. If there has been a loss of refrigerant the compressor oil level must also be checked.

ELECTRICAL SYSTEM

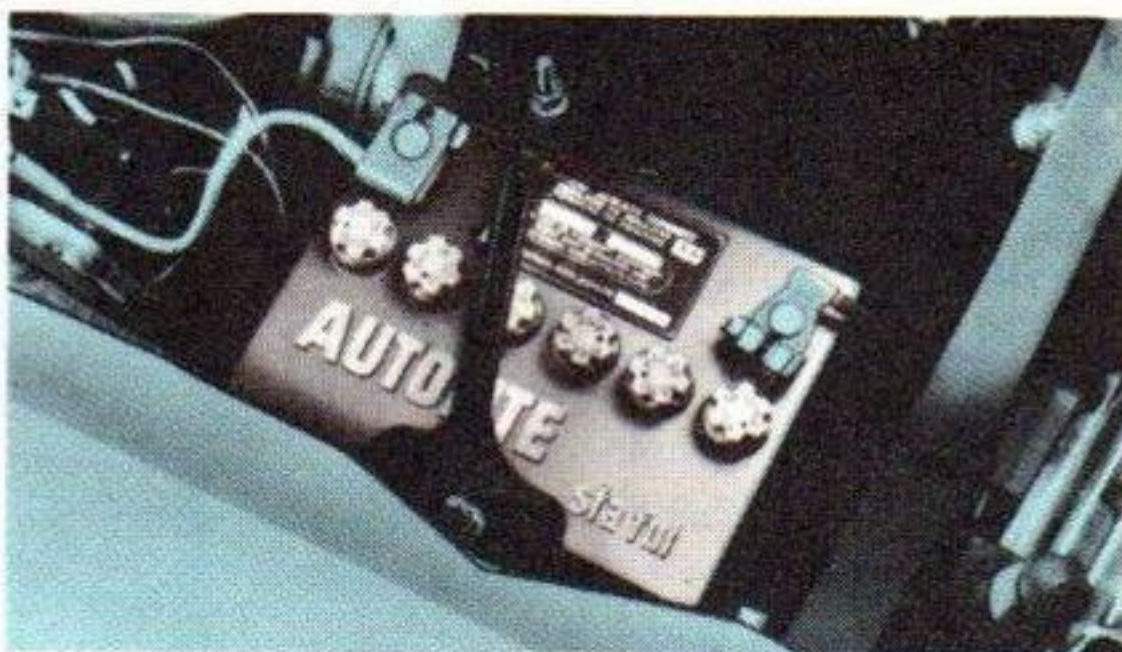
Battery Care—An AUTOLITE battery is located in the right front corner of the engine compartment. The fluid level in each battery cell should be checked frequently. As indicated on the filler caps, "fill to ring".

Ordinary tap water can be used except in areas where the water is known to be hard or to have a high mineral or alkali content—use distilled water in these areas. The level should be checked more often in hot weather.

Have the battery's state of charge checked frequently, particularly during cold weather. Charge the battery if the specific gravity falls below 1.230. Also, make sure the battery cables are tightly clamped to the battery terminals. Keep the top of the battery clean and dry. Corrosion can be removed from the cables and terminals with a solution of baking soda and water. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

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

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



CLUTCH PEDAL AND LINKAGE

The clutch pedal should move about an inch before any substantial effort is required to move it further. This “free travel” should be maintained by periodic linkage inspection and adjustment. See the Scheduled Maintenance Services Chart in the back of this manual for maintenance requirements.

Other Maintenance Required

There are certain maintenance operations which are not required at definite periodic intervals but should be performed on an as required basis. The most effective and economical practice is to have your Dealer check these items when your judgment or an inspection by his service personnel indicates they are necessary.

MANUAL TRANSMISSION SHIFT LINKAGE

Lubricate the shift control and linkage if the shifting effort becomes higher than normal.

SELECT-SHIFT TRANSMISSION

The transmission linkage should be lubricated if shift efforts become higher than normal or if abnormal accelerator pressure is required to downshift into passing gear.

FRONT WHEEL ALIGNMENT AND STEERING LINKAGE

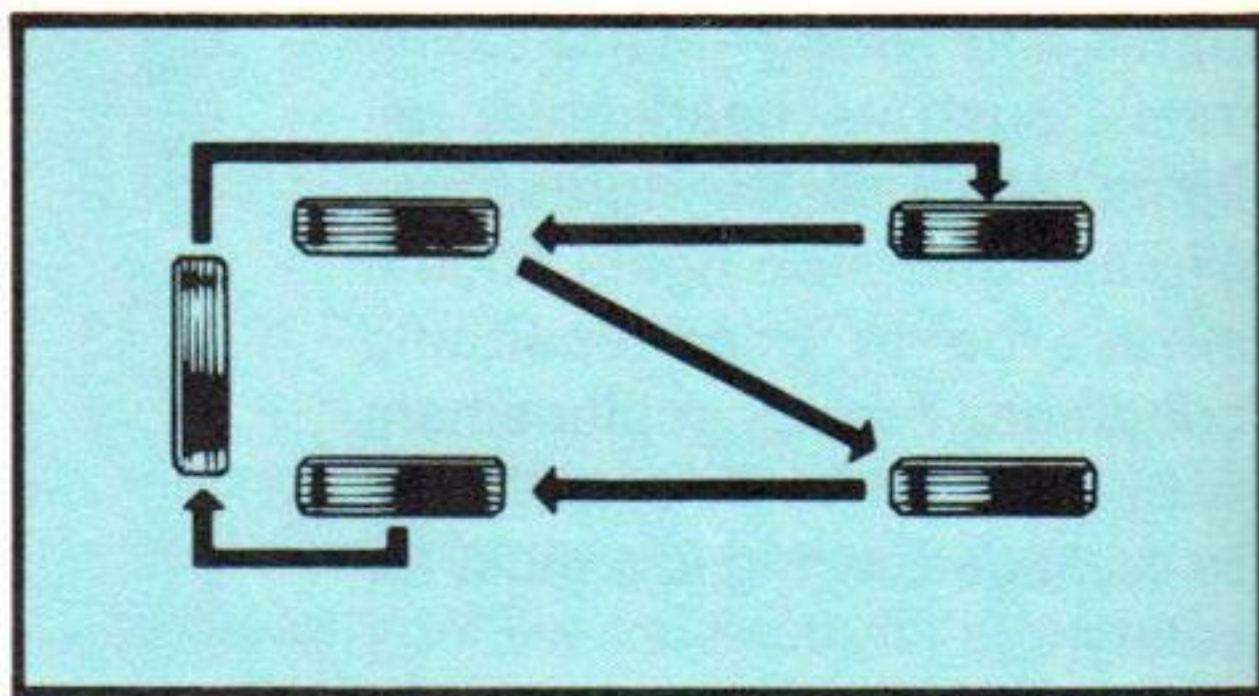
The front wheel alignment and steering linkage should be checked if abnormal tire-wear or ride and handling characteristics such as vehicle lead or wander are experienced with properly inflated tires.

STEERING GEAR PRELOAD

Adjust when steering wheel feels too free when driving in a straight ahead direction.

ROTATE WHEELS AND TIRES

If abnormal or uneven tire wear is experienced, the reason for the uneven wear should be located and corrected. Rotation of the tires is then recommended to provide more even and uniform wear.



PARKING BRAKE

The parking brake should be adjusted if the brake doesn't hold in the applied position.

ALL HINGES, HINGE CHECKS, LATCHES, HOOD LATCH AND AUXILIARY CATCH

The movable mechanical parts of the body are lubricated at the assembly plant for proper quiet operation. However, if additional lubrication should be needed between the required 6,000 mile service intervals, use lubricant specified on page 73.

DOOR WEATHERSTRIPS

A light coating of rubber lubricant may be required if the weatherstrips emit squeaks or undesirable noise.

BODY DRAIN HOLES

Check body drain holes and dust valves for proper operation.

WINDSHIELD WIPER BLADES

Replace windshield wiper blades if the blades do not wipe windshield clean after the blades and windshield have been wiped off with a clean cloth.

CONVERTIBLE TOP FLUID RESERVOIR

Convertible top fluid level should be checked (and fluid added if necessary) if top operates more slowly than usual, is noisy, or stops in the course of raising or lowering. See page 73 for fluid recommendations.

Beauty Maintenance

Your dealer handles many approved car care materials such as chrome cleaners, high luster polishes, interior trim cleaners, and even special car wash additives. Your dealer can recommend the car care chemicals that best suit your needs. Protect your car by using materials formulated for use on Ford Motor Company vehicles.

WASHING

Frequent washings are recommended to maintain the car's original beauty. If tree sap, insect or other type sprays, road salt, fallout from chimneys or any type foreign material are evident, the car should be washed as soon as possible. These deposits often contain chemicals that if allowed to remain on the painted surfaces, may cause extensive damage. Never wash a car with hot water, in the direct rays of the sun or while the sheet metal is hot. Never wipe dirt from dry painted surfaces as this may scratch the finish. The use of strong soaps or detergents should be avoided. The use of Ford Liquid Car Wash is recommended. Any cleaning agent used should be promptly flushed from the surface with clear water and should not be allowed to dry as it may streak the finish.

POLISHING

Prompt washing may not always remove damaging material from the painted surfaces. However, properly applied Ford brand polish will provide excellent protection by preventing harmful deposits from coming in contact with the paint.

Your dealer has the equipment and know-how to do a professional polishing job for you. You may also secure a polishing kit from your dealer for your use. Follow the direction on the container.

CHROME CARE

Many parts of your Mercury Cougar, such as the bumpers and body hardware, are chrome plated. Chrome plating is susceptible to corrosion due to salt air near coastlines, factory smoke and other conditions found in today's cities. When such conditions exist, frequent washing and the use of Ford Bright Metal Cleaner are recommended.

CAUTION: Do not use steel wool or abrasive type cleaners on chrome.

CONVERTIBLE TOP AND VINYL ROOF CARE

Proper care of the vinyl top material will maintain its appearance and durability.

To clean the top, proceed as follows:

- Rinse the vinyl top material with water to remove all loose dirt and grime.
- Using a soft bristle brush, apply Ford Triple Clean to the top. Clean a two square foot area at a time, overlapping each section to avoid streaking.
- After a section has been cleaned, rinse thoroughly with clear water. Exercise care to prevent the cleaner from drying on the body finish and causing streaks.

CAUTION: To avoid damage to the vinyl material, use only an approved cleaner. Allow the convertible top to dry thoroughly before lowering to avoid shrinkage and mildew.

WHITE SIDEWALL TIRE CLEANING

If the tires become very dirty or scuffed, clean them with Ford Triple Clean following the directions on the container. Avoid strong caustics that may stain the bright metal wheel covers. When you're through, rinse the tires and wheels with plenty of clean water.

CARE OF UPHOLSTERY AND INTERIOR TRIM

Only the finest materials are used in the upholstery and trim of your Mercury Cougar. Cleaning these materials when the need arises will maintain their beauty and durability. Vacuuming the carpets will greatly reduce the accumulation of dirt and dust.

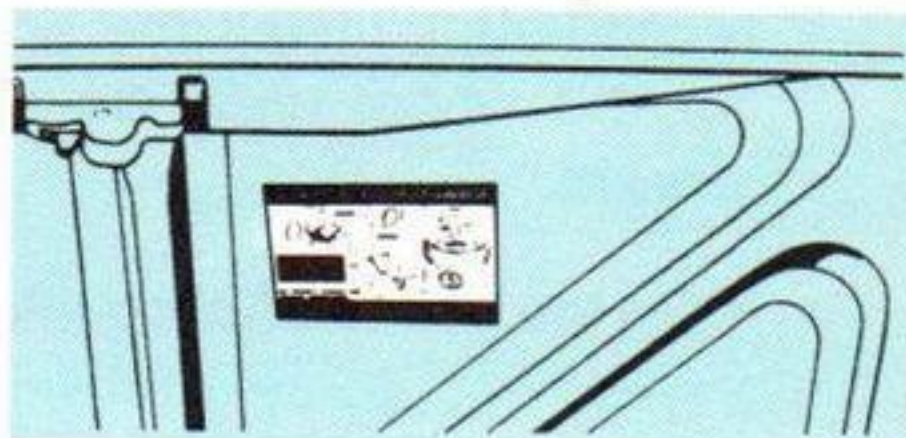
NOTE: Volatile-type cleaners are harmful to "Scotch Guard" protected fabrics and rubber. Those parts where foam rubber is used (seat cushions, etc.) should not be soaked with cleaning solutions. Also, because many cleaners on the market are injurious to vinyl and leather trim, make sure the cleaner selected is recommended for the material to be cleaned.

Consult your dealer for information regarding the selection of the correct cleaner and procedure to be used.

Changing Tires

SPARE TIRE AND JACK STOWAGE

The spare tire and jack are stowed in various positions depending on the model of the vehicle. Refer to the illustration that is attached to the vehicle in the spare tire area for correct spare tire and jack stowage.



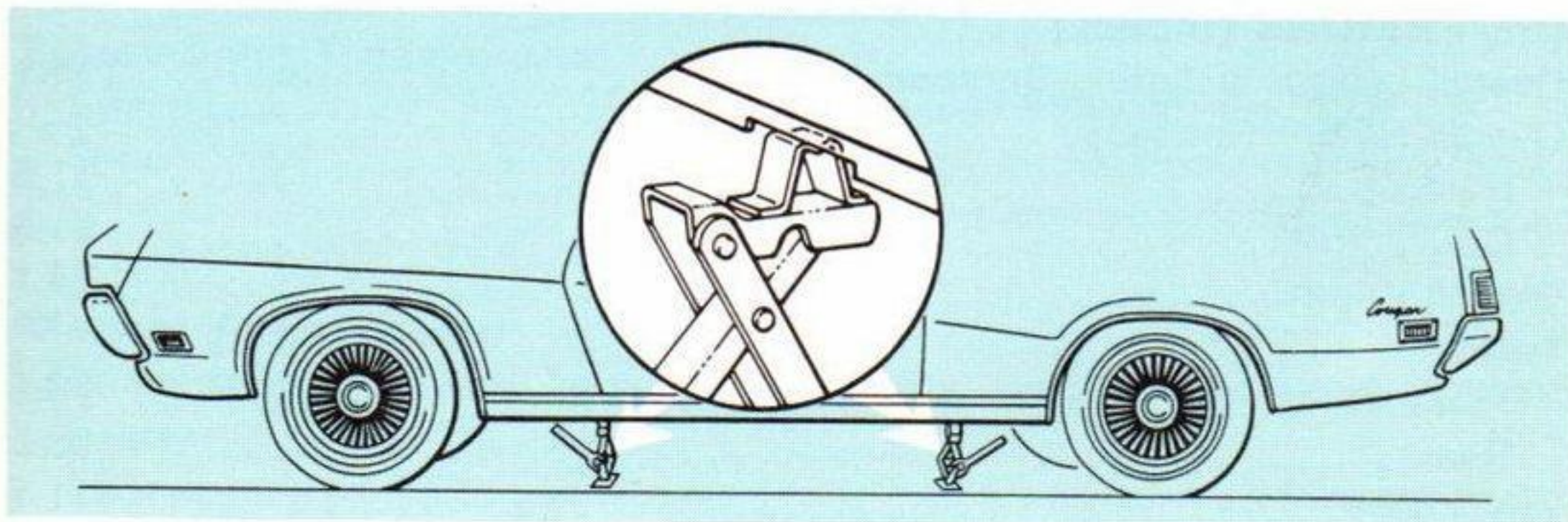
CHANGING WHEELS

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. On manual transmission equipped cars, set the parking brake and put the shift lever in reverse. On Select-Shift Transmission equipped cars, place the selector lever in "P" (park) position and set the parking brake. As an added precaution, block the wheel diagonally opposite the one to be changed.

CAUTION: Do not attempt repairs on heavily traveled roads or highways. Drive the car off the road to change the tire.

To change a wheel, proceed as follows:

- Remove the spare wheel and tire from its stowage compartment. Lean the wheel carefully against the car, near the wheel to be changed.
- Pry the hub cap or wheel cover off with the tapered end of the jack handle.
- Loosen the wheel nuts one or two turns each, but do not remove them until the wheel is raised off the ground.
- Place the scissor type jack under the side of the car and near the front or rear tire that is to be changed. The jack must be located so that it contacts a notched area as indicated in the illustration.



- Place the wrench on the jack screw. Turn the jack screw clockwise until the wheel is clear of the ground. Remove the wheel nuts and lift the wheel off.
- Immediately install the spare wheel and tire; then, replace and snug-up the wheel nuts. Be sure that the beveled end of the nuts face inward.
- Turn the jack screw counterclockwise to lower the car.
- Remove the jack and tighten the wheel nuts. Replace the hub cap (or wheel cover). Make sure the valve stem is centered in the hole provided.
- Stow the tire and jack components.

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER LOCATION

Your vehicle identification number is stamped on a metal tab located on the driver's side of the vehicle on the instrument panel pad visible through the windshield. This is the official number that is used for car title registration purposes.



VEHICLE SPECIFICATIONS

DIMENSIONS (Inches)

Overall Length including Bumpers.....	196.1
Overall Height (loaded)	
Hardtop.....	51.6
Convertible.....	51.5
Overall Width.....	74.1
Tread:	
Front.....	58.5
Rear.....	58.5
Wheelbase.....	111.1

REFILL CAPACITIES

	Imperial Measures	U.S. Measures
Cooling System (including heater)		
302 C.I.D. Engine	12.5 quarts	15.0 quarts
351 C.I.D. Engine	12.1 quarts	14.6 quarts
351 C.I.D. Engine With A/C	13.4 quarts	16.1 quarts
428 C.I.D. Engine	16.0 quarts	19.3 quarts
Engine Oil (Including Filter)	4.25 quarts	5.0 quarts
Fuel Tank (Approximate	18.3 gallons	22.0 gallons
Vehicles with evaporative emission system . .	16.5 gallons	20.0 gallons
Rear Axle		
With 302, 351 and 428 C.I.D. Engines	4.25 pints	5.0 pints
Manual Transmission:		
3-Speed	3.0 pints	3.5 pints
4-Speed	3.3 pints	4.0 pints
Select-Shift Transmission (Dry System)		
351 Engines	9.25 quarts	11 quarts@
428 C.I.D. Engines	10.5 quarts	12.75 quarts@
Steering Gear	.55 pounds	.55 pounds
Power Steering System	2.0 pints	2.25 pints@
@Dip stick used to determine exact fill requirements		

REFILL CAPACITIES—(IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is 1/5 larger than similar units of liquid measure used under United States standard. If the approximate equivalent liquid capacities are desired, multiply the specified U. S. measure by .83 to obtain Imperial gallons. Multiply the Imperial measure by 1.2 to obtain the approximate equivalent in U. S. gallons.

TRANSMISSIONS

Select-Shift Transmission:

Speeds Three Speeds Forward, One Reverse
 Type Single stage torque converter with three speed fully automatic planetary gear train

Manual Transmission

Three speeds forward, one reverse (Fully synchronized in all forward gears)
 Four speeds forward, one reverse (Fully synchronized in all forward gears)

TIRES

SEE PAGE 57-60

RADIATOR FILLER CAP (PSI)

All Engines 12-15

ALTERNATOR (AMPERAGE)

Without Whisper Aire Conditioner (Except 428 C.I.D. Engine) 42

With Whisper Aire Conditioner or 428 C.I.D. Engine 55

BATTERY (AUTOLITE)

Ampere Hour Rating*	45	55	70	80	85
Volts	12	12	12	12	12
Ground Terminal Polarity	Negative	Negative	Negative	Negative	Negative
Number of Cells	6	6	6	6	6
Number of Plates per Cell	9	11	13	13	15
Replacement type	SV21R	SV24F	SV27F	HVU- 27HF	HVU- 29HR

**For Engine Battery Identification See Below*

Engine	Transmission	Standard Battery	H. D. Battery Option
302	All	45 AH	70 AH
351	Select-Shift	55 AH	70 AH
351	Manual	45 AH	70 AH
428	All	80 AH	85 *AH

**Located in Trunk*

DISTRIBUTOR

Dual Diaphragm

Dwell at Idle (Degrees) 24-29*

Point Gap (Inches)021

Single Diaphragm

Dwell at Idle (Degrees) 26-31*

Point Gap (Inches)017

**Use either specification when installing new points.*

**Use DWELL when adjusting points having more than one hour usage.*

ENGINE SPECIFICATIONS

	351 C.I.D. (2V) Engine	351 C.I.D. (4V) Engine	302 C.I.D. (4V) (Boss) Engine	428 (CJ) C.I.D. (4V) Engine	429 C.I.D. (4V) Engine
No. of Cylinders	8	8	8	8	8
Bore	4.00	4.00	4.00	4.13	4.36
Stroke	3.50	3.50	3.00	3.98	3.59
Compression Ratio	9.5:1	11.4:1	10.6:1	10.6:1	11.0:1
Brake Horsepower @ rpm	250 @ 4600	300 @ 5400	290 @ 5800	335 @ 5200	375 @ 5200
Max. Torque (lbs. ft. @ rpm)	355 @ 2600	380 @ 3400	290 @ 4300	440 @ 3400	450 @ 3400
Firing Order	13726548	13726548	15426378	15426378	15426378
Fuel Grade Recommended	REGULAR	PREMIUM	PREMIUM	PREMIUM	PREMIUM
Octane Rating Required to Meet Factory Adjustment	94.0	99.8	99.8	99.8	99.8
Idle Speed (rpm) (A) Manual Transmission in Neutral Auto. Transmission in Drive	800-500 600-500	800-500 600-500	800-500 —	725 675	700 —
Ignition Timing (B.T.D.C.)* (B) Manual Transmission Auto. Transmission	6° 6°	6° 6°	16° —	6° 6°	10° —

(A) Adjust the high idle speed with the throttle solenoid operating. Adjust the low idle speed with the wire disconnected from the throttle solenoid.

*With both distributor diaphragm hoses disconnected and plugged.

(B) If the individual requirements of the vehicle and/or use of substandard fuels dictate, the initial timing may have to be retarded from the "Normal" setting to eliminate detonation. If retarding is necessary, it should be done progressively and not exceed 2° B.T.D.C.

SPARK PLUGS (AUTOLITE)

Engine CID	Thread Size	Type	Gap	Torque (lbs.-ft.)
302-4V	14mm	AF-32	0.032-0.036	5-10
351-2V	18mm	BF-42	0.032-0.036	15-20
351-4V	14mm	AF-32	0.032-0.036	5-10
428-4V	18mm	BF-32	0.032-0.036	15-20

FUSES

- ① 15 Amp. Fuse
Turn Signals
Back-Up Lamps
Windshield Washer
Radio & Stereo Tape Player
PRND21 Lamp

- ② 15 Amp. Fuse
Accessory Feed
Seat Belt Warning
Door Ajar, Low Fuel
Power Window Relay
Rear Window Defogger

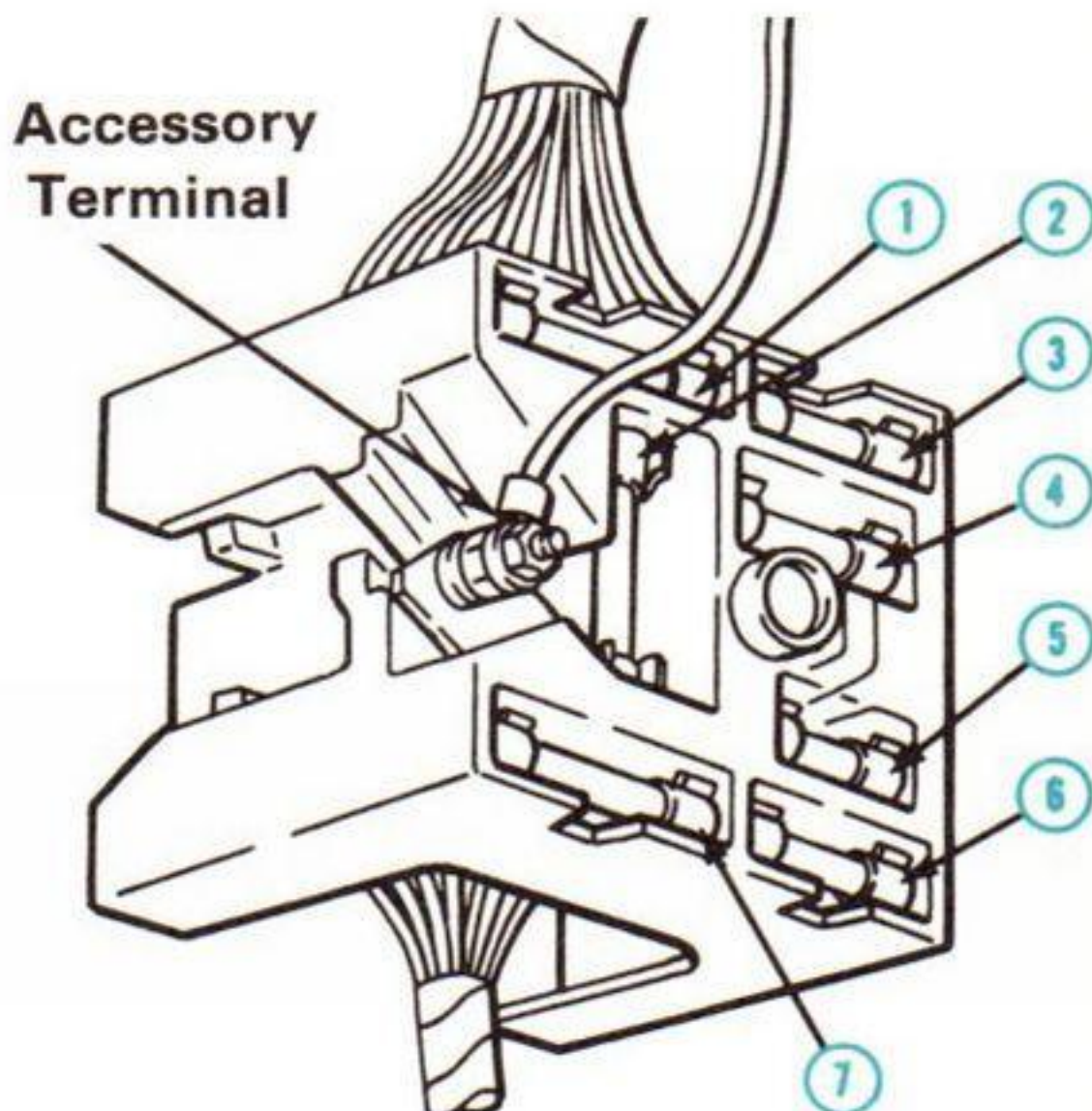
- ③ 14 Amp. Fuse
Heater & Defroster
or
30 Amp. Fuse
Air Conditioner

- ④ Spare or (14 AMP) Emission Control
and/or Carburetor Solenoid

- ⑤ 4 Amp. Fuse
Instrument & Cluster Lamps
Radio Lamp
Heater and Air Conditioner
Control Lamp
Clock Lamp
Ash Tray Lamp

- ⑥ 14 Amp. Fuse
Courtesy Lamps
Instrument
Door
Map
Glove Box
Pillar
Lugg. Compt.
Clock
Lighter

- ⑦ Spare



Fuse Panel Location: on dash panel, forward and above accelerator pedal.

OTHER FUSES

Engine Compt. Lamp—Cartridge in feed wire (7.5 Amp.)
Spot Lamp—Cartridge in feed wire (7.5 Amp.)

CIRCUIT BREAKERS

Headlamps—18 Amp. in Light Switch

Rear and Parking Lamps, License and Horns, Side Marker and PRND21-15 Amp. in Light Switch

Windshield Wiper Switch—Integral with Switch (6 Amp.)

Stop Lamp & Emergency Warning Circuit—15 Amp. on Bracket—Left Hand Instrument Panel.

Power Windows and Power Top Feed Circuit 20 Amp. C.B.—Attached to Starter Motor Relay.

BULB CHART

Lamp Description	Candle Power or Wattage	Trade No.
Headlamps—Hi & Lo	37.5 & 50 Watts	4002
Headlamps—Highbeam	37.5 Watts	4001
Front Park and Turn Signal	3-32 C.P.	1157A
Rear Tail, Stop and Turn Signal	3-32 C.P.	1157
Front Side Markers	4 C.P.	97NA
Rear Side Markers	2 C.P.	194
License Plate Lamp	4 C.P.	97
Auto-Trans Quadrant	1.5 C.P.	1445
Luggage Compartment	6 C.P.	631
Back-Up Lamp	32 C.P.	1156
Courtesy Lamps—Under Panel	6 C.P.	562
Courtesy Lamps—Pillar	12 C.P.	105
Courtesy Lamps—Door	6 C.P.	212
Console Lamp	3 C.P.	1816

INSTRUMENT PANEL

Speedometer	2 C.P.	194
Gauges	2 C.P.	194
Hi-Beam	2 C.P.	194
Turn Signal Indicators	2 C.P.	194
Clock	2 C.P.	1895
Cluster Illumination	2 C.P.	194
Ash Tray	1.5 C.P.	1445
Ash Tray—Console	1.3 C.P.	1892
Map Lamp	3 C.P.	1816
Glove Compartment	3 C.P.	1816

WARNING LAMPS

All Except XR-7 Models

Low "Fuel"	2 C.P.	1895
"Door" Ajar	1.6 C.P.	257
Seat "Belts"	2 C.P.	1895
"Park" Brake	2 C.P.	194
"Brakes"	2 C.P.	194
"Lights"	2 C.P.	194
"Alternator"	2 C.P.	194
"Oil"	2 C.P.	194

Lamp Description	Candle Power or Wattage	Trade No.
XR-7 Models		
Low "Fuel"	2 C.P.	194
"Door" Ajar	2 C.P.	194
Seat "Belts"	2 C.P.	194
"Park" Brake	2 C.P.	194
"Brakes"	2 C.P.	194
"Lights"	2 C.P.	194

OPTIONAL EQUIPMENT

Heater—Air Conditioner Control	1.5 C.P.	1445
Radio AM	1.9 C.P.	1893
Radio AM-FM	1.9 C.P.	1893
Radio AM-Tape Player	1.9 C.P.	1893
Engine Compartment	6 C.P.	631
Spotlight	30 Watt	4405

IMPORTANT NOTICE

Reliable operation of your vehicle depends to a great extent on the use of lubricant and service components which meet Ford Motor Company specifications. It is possible that use of lubricants or service products which do not meet these specifications may cause damage to important operating mechanisms.

Use of a lubricant or service product which does not meet these specifications does not, in itself, affect the warranty. If, however, the use of such lubricants or products contribute to the failure of some component of the vehicle, the cost of repairing this and related components is not covered by your Ford Motor Company New Vehicle Warranties.

AUTOMATIC TRANSMISSION OILS

The transmission is filled at the factory with a high quality, long lasting lubricant. When it is necessary to add fluid to maintain proper fluid level use Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESW-M2C33-F, (Type F).

To insure correct selection look for the description on the container.



LUBRICATION RECOMMENDATIONS

In all Mercury Cougar cars the TRANSMISSION, STEERING SYSTEM and REAR AXLE are filled at the factory with high quality, long-lasting lubricants or fluids that do not require periodic draining and refilling. However the lubricant or fluid should be checked periodically and the proper lubricant or fluid, meeting Ford Motor Company technical specifications, added as necessary to maintain proper levels. See the Scheduled Maintenance Services Chart in the back of this Manual.

ITEM	FORD PART NO.	PART NAME	FORD SPECIFICATION	ALTERNATE LUBRICANT
Hinges, Hinge Checks, and Pivots	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B	Must Meet ESB-M1C106-B Specification.
Brake Master Cylinder	C6AZ-19542-A	Ford Extra Heavy Duty Brake Fluid	ESA-M6C25-A	Mandatory that ESA-M-6C25-A Specification is used for all brakes.
Front Suspension Ball Joints, Power Steering Valve Ball Stud	C1AZ-19590-B	Ball Joint and Multipurpose Lubricant	ESA-M1C75-B	Lithium Soap Base No. 2 Grade Grease meeting Ford Specification ESA-M-1C75-B.
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multipurpose Lubricant	ESA-M-1C75-B	Lithium Soap Base No. 2 Grade Grease meeting Ford Specification ESA-M-1C75-B.
Steering Arm Stops	C7AZ-19590-A	Steering Arm Stop Lubricant	ESA-M1C25-A	Must meet ESA-M1C25-A Specification.
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B	Must Meet ESB-M1C106-B Specification.
Lock Cylinders	B4A-19587-A	Ford Lock Lubricant	ESB-M2C20-A	Must meet ESB-M2C20-A Specification.
Rear Axle Conventional	C6AZ-19580-B	Ford Hypoid Gear Lube	ESW-M2C105-A	Axle lubricants must meet Ford specifications.
Rear Axle— Traction-Lok	C9AZ-19580-A		ESW-M2C119-A	
Steering Gear Housing	C3AZ-19578-A	Steering Gear Grease	ESW-M1C87-A	Lithium Soap Base No. 1 Grade Grease meeting Ford Specification ESW-M1C87-A.
Steering—Power (Pump Reservoir)	C1AZ-19582-A, C, D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F	Use only AT fluid having Ford Qualification Number indicating fluid meets Ford Specification ESW-M2C33-F.

LUBRICATION RECOMMENDATIONS (Cont'd)

ITEM	FORD PART NO.	PART NAME	FORD SPECIFICATION	ALTERNATE LUBRICANT
Convertible Top Reservoir	C1AZ-19582-A, C, D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F	Use only AT fluid having Ford Qualification Number indicating fluid meets Ford Specification ESW-M2C33-F.
Transmission (Select-Shift)	C1AZ-19582-A, C, D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F	Use only AT fluid having Ford Qualification Number indicating fluid meets Ford Specification ESW-M2C33-F.
Transmission (Manual Shift)	C3RZ-19C547-B	Ford Manual Trans. Lube	ESW-M2C83-B	Only one pint of reputable SAE-80 Grade mild extreme pressure type lubricant can be used to "add to" factory fill.
Engine Coolant	8A-19549-A	Ford Permanent Anti-Freeze	ESE-M-97B18-C	Must Meet Ford Spec. ESE-M-97B18-C.
Engine Oil Filter	C1AZ-6731-A	AUTOLITE Oil Filter— 6,000 mile type	ES-C8AF-6714-A or ES-C8AF-6714-C	High Quality Oil Filter specifying 6,000 mile service interval.
Engine Crankcase	MULTI-VISCOSITY OILS		ESE-M2C101-B	Should Meet ESE-M2C101-B Specification.
	Where Outside Temperature Is Consistently	Use SAE Viscosity Number		
	Below +32°F —10°F to +90°F Above +32°F	5W-30* 10W-30 or 10W-40 20W-40		
	SINGLE VISCOSITY OILS —10°F to +10°F +10°F to +32°F +32°F to +90°F Above +90°F SAE 10W* SAE 20W-20 SAE 30 SAE 40			

* When continuous operation is anticipated which will impose maximum loads on the engine or when driving at sustained high speeds above 60 M.P.H., use the next heavier viscosity oil.

SCHEDULED MAINTENANCE SERVICES

These scheduled maintenance services should be performed as indicated to keep your car operating at peak performance.

MAINTENANCE OPERATION Number of months or thousands of miles, whichever comes first since last service.	MILEAGE INTERVAL							
	6	12	18	24	30	36	42	48
ENGINE								
Change Motor Oil and Autolite Filter. ⁽¹⁾ See pages 50 and 51 for details	X	X	X	X	X	X	X	X
Clean crankcase oil filler breather cap ⁽¹⁾	X	X	X	X	X	X	X	X
Replace Autolite carburetor air cleaner filter				X				X
Drain, flush, and refill cooling system	EVERY 24 MONTHS							
Inspect cooling system and heater hoses for deterioration, leaks and loose hose clamps. Repair and/or replace as required. ⁽³⁾		X		X		X		X
Clean crankcase emission system tubes, fittings, carburetor spacer and replace as necessary. Replace emission control valve		X		X		X		X
Check battery fluid level	X	X	X	X	X	X	X	X
Adjust mechanical valve train if so equipped		X		X		X		X
Replace crankcase emission filter element. (351-4V CID only—element in air cleaner assy.) ⁽¹⁾		X		X		X		X
CHASSIS AND TRANSMISSION								
Lube power steering valve ball stud						X		
Lube front suspension ball joints						X		
Check transmission oil level ⁽²⁾	X	X	X	X	X	X	X	X
Adjust automatic transmission front intermediate band (428 CID only)	X		X			X		
Adjust automatic transmission front and rear (if so equipped) bands		X						
Check rear axle fluid level ⁽²⁾	X	X	X	X	X	X	X	X
Clean and repack front wheel bearings					X			
Check power steering reservoir fluid level ⁽²⁾	X	X	X	X	X	X	X	X
Check clutch pedal free play (if so equipped) adjust if required	X	X	X	X	X	X	X	X
Check tire pressure	X	X	X	X	X	X	X	X
Check brake lines and linings		X		X		X		X
Check brake master cylinder fluid level ⁽³⁾	X	X	X	X	X	X	X	X
Lube steering arm stops	X	X	X	X	X	X	X	X
BODY								
Lube all lock cylinders	X	X	X	X	X	X	X	X
Lube all hinges, hinge checks, hood latch and auxiliary catch	X	X	X	X	X	X	X	X

① More frequent service intervals will be required if the vehicle is operated in extremely dusty areas or for extended periods of idling, trailer towing, or short runs which prevent the engine from reaching normal operating temperature.

② Add fluid if required (additional cost).

③ If coolant is dirty or rusty in appearance, the system should be cleaned and flushed. The radiator cap should be cleaned and system refilled with the prescribed solution of Ford Coolant and water.

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES

SCHEDULED AIR POLLUTION CONTROL SERVICES

These services are required every 12,000 miles or 12 months (whichever comes first) to keep air pollutants emitted from the engine within legally established limits.

Check and adjust distributor points—replace as required.

Check drive belts for excessive wear or defects—adjust as required.

Check and adjust carburetor—idle speed, fuel mixture.

Clean choke external linkage.

Check and adjust ignition timing—initial timing, mechanical and vacuum advances, and vacuum retard (if so equipped).

Inspect ignition wiring (Secondary) for proper installation and good condition.

Inspect, clean, adjust and test spark plugs—replace as required.

Replace fuel filter.

Torque intake manifold bolts to specifications.

Inspect thermactor exhaust emission system hoses (if so equipped) and replace as required.

Replace fuel tank vent valve assembly.^①

① Vehicles equipped with fuel evaporative emission system.

More frequent service intervals will be required if the vehicle is operated in extremely dusty areas or for extended periods of idling, trailer towing, or short runs which prevent the engine from reaching normal operating temperature.

YOU WILL BE CHARGED FOR THESE SERVICES

SALES OFFICES

United States

LINCOLN-MERCURY DIVISION DISTRICT SALES OFFICES

Factory trained personnel are prepared to render whatever service your Mercury Cougar may require. If you are driving in an unfamiliar area and are in need of service, you may contact the nearest Lincoln-Mercury District Sales Office for a convenient dealer location.

ATLANTA DISTRICT

26 Executive Park West, N.E.
Atlanta, Georgia (30329)
633-6441

BUFFALO DISTRICT

570 Delaware Avenue
Buffalo, New York (14209)
882-6406

BOSTON DISTRICT

81 Wyman St.
P. O. Box 283
Waltham, Massachusetts (02154)
891-7900

CHICAGO DISTRICT

2225 W. North Avenue
Melrose Park, Illinois (60160)
379-1000

United States (Cont'd)

CINCINNATI DISTRICT

Interstate 75 & By-Pass 50
P. O. Box 15093
Cincinnati, Ohio (45215)
782-7800

CLEVELAND DISTRICT

5800 Grant Avenue
P. O. Box 6539, Main Post Office
Cleveland, Ohio (44101)
883-7600

DALLAS DISTRICT

2405 Belt Line Rd.
P. O. Box 37
Carrollton, Texas (75006)
242-6611

DENVER DISTRICT

2650 E. 40th Avenue
P. O. Box 5588, Terminal Annex
Denver, Colorado (80217)
292-6220

DETROIT DISTRICT

50000 Grand River
P. O. Box 400
Wixom, Michigan (48096)
538-8000

JACKSONVILLE DISTRICT

6674 Commonwealth Avenue
P. O. Box 2018
Jacksonville, Florida (32201)
781-5420

LOS ANGELES DISTRICT

8900 E. Washington Blvd.
P. O. Box 212
Pico-Rivera, California (90662)
723-2471

MEMPHIS DISTRICT

2970 Jackson Avenue
Hollywood Station, P. O. Box 8405
Memphis, Tennessee (38108)
323-8561

NEW YORK DISTRICT

U. S. Highway No. 46
Teterboro, New Jersey (07608)
288-9400

OAKLAND DISTRICT

2010 Webster Street
Suite 360, Oakland, Calif. (94612)
452-2100

PHILADELPHIA DISTRICT

Parkade Building
518 Market Street
Camden, New Jersey (08102)
964-1611

ST. LOUIS DISTRICT

11918 Westline Industrial Drive
P. O. Box 12630
St. Louis, Missouri (63141)
542-4300

SEATTLE DISTRICT

521 Second Avenue W.
Seattle, Washington (98119)
284-7920

TWIN CITIES DISTRICT

610 Prudential Bldg.
3701 Wayzata Boulevard
P. O. Box 539
Minneapolis, Minnesota (55440)
374-1220

WASHINGTON DISTRICT

8051 Gatehouse Road
Falls Church, Virginia (22042)
573-2100

Canada

FORD OF CANADA REGIONAL SALES OFFICES

Factory trained personnel are prepared to render whatever service your Mercury Cougar may require. If you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford of Canada Regional Sales Office for a convenient dealer location.

PACIFIC REGIONAL SALES OFFICE

P.O. Box 7100
Vancouver, B. C.
936-2111

WESTERN REGIONAL SALES OFFICE

P. O. Box 2357
Edmonton, Alberta
454-9621

MIDWESTERN REGIONAL SALES OFFICE

1725 Ellice Avenue
Winnipeg 21, Manitoba
775-8101

CENTRAL REGIONAL SALES OFFICE

8000 Dixie Road
Bramalea, Ontario
459-2210

EASTERN REGIONAL SALES OFFICE

7800 So. Service Road
Trans-Canada Hwy.
Pointe Claire 730, Quebec
697-8220

ATLANTIC REGIONAL SALES OFFICE

P.O. Box 2166
Halifax, N. S.
422-7466

INDEX

	PAGE
Accessory List	49
Air Cleaner Filter	56
Air Conditioner—Whisper-Aire	43-45
Air Conditioning Maintenance	60
Alternator Warning Light	19
Ash Tray	23
Automatic Seat Back Latch Release	48
Automatic Transmission Fluid Level	55
Beauty Maintenance	63 & 64
Brake Master Cylinder	54
Brakes	12 & 13
Bulb Chart	71 & 72
Changing Tires	65 & 66
Chassis Lubrication	56
Concealed Headlamps	25
Convertible	33

INDEX (Con't)

	PAGE
Cooling System Maintenance	52
Courtesy Lights	22
Day-Nite Non-Glare Rear View Mirror	27
Door Locking System	28
Driving With Manual Transmission	6
Driving With Select-Shift Transmission	8
Electric Clock & Elapsed Time Indicator	24
Electrical System	60
Emergency Flasher	26
Engine	69
Engine Oil and Filter	50 & 51
Exhaust Emission Control System	54
Front End Airfoil (Spoiler)	9
Front Seat Controls	29
Fuel Evaporative Emission Control System	54
Fuel Gauge	19
Fuel Requirements	53
Fuses And Circuit Breakers	70 & 71
Headlight Beam Selector	25
Heating-Ventilating-Defrosting	40-42
High Beam Indicator Light	20
Hood Release	33
Horn Operation	28
Ignition Switch	4
Instrument Panel	14-17
Key Identification	4
Light Switch	24
Lighter	23
Lubrication Recommendations	73 & 74
Map Light	23
Map Pockets—XR-7	29
New Car Break-In	10
Oil Pressure Warning Light	18

INDEX (Con't)

	PAGE
Other Maintenance Required	61 & 62
Owner's Responsibilities For Maintenance	50
Positive Crankcase Ventilation System	53
Power Steering Reservoir	56
Pushing	10
Radio AM	36
Radio AM-FM Stereo	36
Rear Seat Speakers	39
Rear Window Defogger	42
Refill Capacities	67
Remote Control Side View Mirror	27
Rocking The Car	12
Sales Offices (U.S. & Canada)	76-78
Scheduled Air Pollution Control Services	76
Scheduled Maintenance Services	75
Seat Belts	30
Self Locking Folding Seats	29
Shoulder Belts	31 & 32
Specifications	66
Speedometer And Odometer	21
Starting The Engine	5
Stereo Tape Player System	38
Tachometer	22
Temperature Gauge	19
Tilt Steering Wheel	46
Tires	57-60
Towing	10
Towing A Trailer	11
Turn Indicator	20
Use Of Battery "Jumper" Cables	13
Vehicle Identification Number	66
Warning Lights and Gauges	18-21
Window Controls	47
Windshield Wipers & Washer	26

