

1977

LINCOLN
CONTINENTAL



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INTRODUCTION

Welcome

Ford welcomes you to the growing group of discerning people who own and drive Ford-built vehicles. We take great pride in the long tradition of quality products and superior values that the Ford name represents. This Owner's Guide has been written to help you enjoy many miles of motor- ing pleasure in your new car.

You, Your Car, and Ford

New Car Break-in

Your new car will not require an extensive "break-in," although we recommend you limit your maximum speed to 55 mph (90 km/h) or the lawful speed limit during the first 1000 miles (1600 km/h). For further break-in instructions, refer to the New Car Break-In section under Getting to Know Your Car.

Service Assistance

Your Ford and Lincoln/Mercury dealers want you to be completely satisfied with your new car. If you feel that you require service assistance beyond that which your dealer is able to provide, the Ford Motor Company District or Regional Office in your area will be pleased to work with you and your dealer. We have district offices throughout the United States and Canada to help resolve any service questions you may have. For more information about the function of these district offices and the address of the office in your area, see the District Office Assistance section in the back of this guide. When we say we want you to be 100% satisfied, we mean it!

How to Use This Guide

Each year Ford introduces new features designed to increase your driving pleasure. This Owner's Guide will familiarize you with these improvements as well as other important facts you should know about your car. Read this guide from cover to cover carefully and follow its recommendations to help assure enjoyable and trouble free operation.

Become familiar with the various instruments and controls. Know how to use your vehicle properly. Learn the technique for breaking-in your car and economy driving. This guide also includes sections on maintaining the appearance of your new car and the services that are needed to keep it in excellent running condition. In the back of the guide there are some convenient forms for do-it-yourself mechanics to order shop manuals. In addition, you can personalize your new Lincoln with the purchase of a custom made monogram plaque, by filling out and mailing an order form which is also in the back of this guide.

After reading this Owner's Guide, be sure to keep it in your car as a ready reference when you need it. See your authorized dealer for any further

INTRODUCTION

information. He'll be glad to answer any questions you may have about operating the equipment on your new car.

Warranties

The warranties covering your new car are an integral part of your purchase order. Information about the warranties can be found in the Warranty Facts Booklet and under Emissions Systems in the Scheduled Maintenance section of this guide. Read this information carefully.

Car Identification Plate

The official vehicle identification number for registration and title purposes is stamped on a metal tag that is fastened to the instrument panel. It is on the driver's side, close to the windshield, and visible from outside the car.

You'll also find this number, along with some other important identifying information, on the Vehicle Certification Label, which is attached to the rear face of the driver's door. The certification label is made of special material to guard against altering it. If it is tampered with or removed, it will be destroyed or the word VOID will appear.

If you ever find it necessary to correspond with Ford Motor Company about your car, please include the 11-digit vehicle identification number.

Notice

The description and specifications contained in this guide were in effect at the time the book was approved for printing. The Ford Companies reserve the right to discontinue models at any time, or to change specifications or design, without notice and without incurring obligation. The equipment described within this guide may not be identified as either standard or optional.

SCHEDULED MAINTENANCE SERVICES

Two maintenance schedules are specified for 1977 passenger cars. They are identified by the letters A or B. The schedule which applies to your vehicle is identified by a decal on the glove box door which displays either an A or B as applicable. This information also appears on the Vehicle Emission Control Information decal, which is located on or near the engine.

A special decal has been placed on or near your engine to provide engine identification by displacement as well as certain engine tune-up specifications and adjustments. Other specifications for maintenance service adjustments are published in the 1977 Car Service Specifications Manual. For a copy of this manual refer to the service literature order form at the back of this guide.

SCHEDULED MAINTENANCE SERVICES

The following charts detail the maintenance services which must be performed at the indicated intervals, following the procedures in the 1977 Car Shop Manual. Maintenance service adjustments **MUST CONFORM TO SPECIFICATIONS** contained in this shop manual, those published in the 1977 Car Service Specifications Manual, and those shown on the decal with the heading "Vehicle Emission Control Information" which is located in the engine compartment. These car maintenance services are not covered by the warranty, and the customer will be charged for labor, parts, and lubricants used:

MAINTENANCE SCHEDULES A and B (Schedules A and B have been combined into one chart. Follow the schedule which corresponds to your car's code letter.)		SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILOMETRES) IN THOUSANDS, WHICHEVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.					
MAINTENANCE OPERATION							
MONTHS/MILES		7.5	15	22.5	30	37.5	45
KILOMETERS		12	24	36	48	60	72
EMISSION CONTROL DEVICES AND SYSTEMS							
KILOMETRES Oil (1, 2)		AB	AB	AB	AB	AB	AB
Replace Engine Oil Filter (1, 2)		AB		AB		AB	
Replace Spark Plugs* (2)				A	B		A
Check Coolant Condition & Protection (3)		ANNUALLY					
Replace Coolant (4)							AB
Checking Cooling Sys., Hoses, & Clamps (5)							AB
Check Drive Belt Tension		B		A	B		A
Replace PCV Valve if specified on engine decal. All others not required. (6)				A	B		
Check Idle Fuel Mixture* after PCV Valve replacement if artificial enrichment specifications are given on engine decal; all others not required.				A	B		
Check Fast Idle Speed (adjust as required)		AB					
Check Curb Idle Speed* (adjust as required)		AB		A	B		
Check "TSP" Off-Speed (adjust as required)		AB					
Check Choke System				A	B		A
Replace Carburetor Air Cleaner Element (7)					AB		
Replace Crankcase Filter In Air Cleaner (7)					AB		
Check Air Cleaner Temperature Control					B		A
Check Thermactor Delay Valve (if so equipped)				A	B		A
Inspect Fuel Vapor System					B		A
Check Ignition Initial Timing* (adjust as required)		AB					
OTHER SYSTEMS							
Inspect exhaust system heat shields (8)				AB			AB
Inspect brake lining, lines, hoses, and front wheel bearing lube (9)					AB		

SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULES A and B (Continued)	SERVICE INTERVAL — TIME IN MONTHS OR MILES (OR KILOMETRES) IN THOUSANDS, WHICHEVER OCCURS FIRST, UNLESS OTHERWISE SPECIFIED.					
MAINTENANCE OPERATION						
MONTHS/MILES	7.5	15	22.5	30	37.5	45
KILOMETRES	12	24	36	48	60	72
Lubricate front suspension and steering linkage				AB		
Check brake master cylinder fluid level				AB		
Drain and refill automatic transmission fluid — severe or continuous service only			AB			AB
Adjust bands for severe service	AB	AB		AB		AB

NOTES

* Refer to the Vehicle Emission Control decal for specification.

- ENGINE OIL AND FILTER:** Change oil every 7,500 miles (12,000 kilometres) or 6 months, whichever occurs first. Replace oil filter at first oil change and at alternate oil changes thereafter.
- SEVERE SERVICE OPERATION:** When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first and replace oil filter at alternate oil changes. Check, clean, and regap spark plugs every 6,000 miles (9,600 kilometres).
 - Extended periods of idling or low speed operation such as police, taxi, or door-to-door delivery.
 - Towing trailers over 2,000 lbs. (907 kg) gross loaded weight for long distances.
 - Operation when outside temperature remains below +10°F (-13 degrees C) for 60 days or more and when most trips are less than 10 miles (16 kilometres).
 - Operation in severe dust conditions.
- If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.
- Replace coolant every 3 years or at the specified mileage, whichever occurs first.
- Check coolant system, hoses, and clamps every 3 years or at the specified mileage, whichever occurs first.
- Refer to the Vehicle Emission Control Information decal for correct PCV Valve usage.
- More often if operated in severe dust conditions.
- If so equipped.
 - Remove accumulated debris and inspect shield and attachment, or replace shield as required. Perform each 10,000 miles (16,000 kilometres) for severe service usage over unpaved roadways or off road applications.
- Adjust, repair, or replace as required.

Inspect means a visual observation of a system.

Check means a functional measurement of a system's operation (performance) — correct as required.

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Keys and Key Records

DOOR AND IGNITION KEY

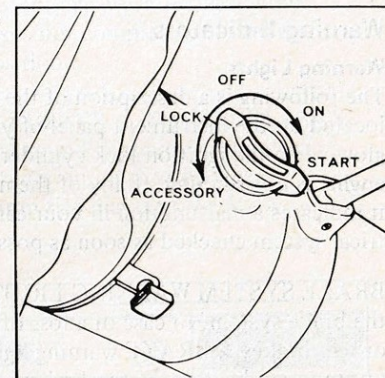
TRUCK, GLOVE BOX, AND
LOCKING HOOD RELEASE KEY (OPTIONAL)

KEY RECORD

7319852

Ignition Lock Cylinder

The reversible key can only be removed when the ignition lock cylinder is in the LOCK position. In the LOCK position, the steering wheel and the transmission controls are locked. Never reach through the steering wheel to turn the key.



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INSTRUMENTS AND CONTROLS

After you have adjusted your lap-shoulder belts and mirrors, turn the ignition lock cylinder key to the ON position. Your purpose in turning to ON is to supply electrical current to the vehicle electrical system so you can check the various warning lights and gauges as outlined in this guide.

Before starting the engine, make sure you read the Starting the Engine section under Getting to Know Your Car.

When you're ready to start your engine, make sure the shift lever is in P (PARK) or N (NEUTRAL) and the parking brake has been set. Only then turn the ignition lock cylinder key to the START position. In START, there are more warning system lights you should check before the car starts. While in START, the engine will crank until you release the ignition lock cylinder key. The ignition lock cylinder key then returns to ON, which is the normal running position.

Before you turn the ignition lock cylinder key to ACC (ACCESSORY) or LOCK, the shift lever must be in P (PARK). In ACC, you can use most of the electrical equipment on your car with the ignition circuit off.

Ignition Buzzer

To remove the ignition lock cylinder key after driving, the ignition lock cylinder must be in the LOCK position. A warning buzzer sounds if you open the driver's door with the lock cylinder key in the ignition lock cylinder.

Warning Indicators

Warning Lights

The following is a description of the various warning lights which are located on the instrument panel of your car. The following lights should glow when the ignition lock cylinder is in the START position and the engine is not running. If any of them do not glow in the START position, it indicates a malfunction in your car's electrical circuits. Have the electrical system checked as soon as possible.

BRAKE SYSTEM WARNING LIGHT—A dual master cylinder is used in the brake system. In case of a loss of hydraulic pressure in either the front or rear brakes, a BRAKE 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 attention. The warning light also glows with the word BRAKE when the parking brake is not released and the ignition key is in any position except OFF or LOCK.

The brake warning light will also glow occasionally when the optional Sure-Track Brake system is in operation.

INSTRUMENTS AND CONTROLS

OIL PRESSURE WARNING LIGHT — If the oil pressure warning light (OIL) glows steadily while the engine is running, there is a loss of pressure in your engine's oil system. It is normal for the light to flicker with the engine at idle speed or during sudden stops. However, if the light glows steadily above idle speed, shut off the engine as soon as safely possible and check the oil level. Add oil if necessary. Do not run the engine if the warning light continues to glow.

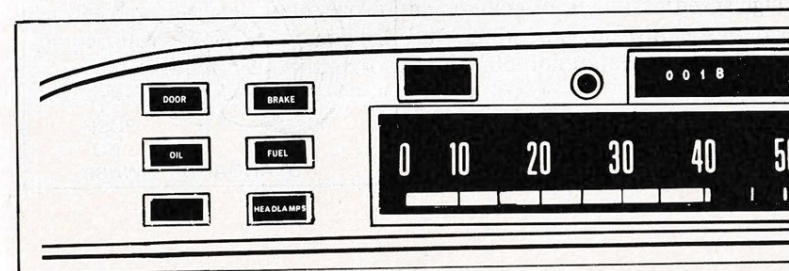
LOW FUEL WARNING LIGHT — With the ignition lock cylinder in the ON position, this warning light glows briefly with the word FUEL as a test of the warning system components and wiring circuit. When the gasoline level in your car is down to approximately one quarter of a tank or less, this light glows steadily. It is normal for the light to flicker when the tank reaches near low fuel level, when you turn a sharp corner, stop quickly, or accelerate your car.

The following warning lights do not have an ignition lock cylinder test circuit and glow only when a warning is required for the particular system.

SEAT BELT WARNING LIGHT AND BUZZER — This warning light glows for approximately eight seconds after the ignition lock cylinder is turned to the ON position, regardless of seat belt usage. The seat belt warning buzzer will sound for the same period if the driver's belt is not in use.

DOOR AJAR WARNING LIGHT — The door ajar warning light glows with the word DOOR, if one of the doors is not completely closed and the ignition lock cylinder is in the run position.

HEADLAMPS WARNING LIGHT AND BUZZER — The HEADLAMPS warning light will glow and the buzzer will sound if you open the driver's door while the headlights or parking lights are on, or if you forget to turn off the headlight switch while the Autolamp flag dial is in the MAX-DELAY range.



INSTRUMENTS AND CONTROLS

Warning Gauges

FUEL GAUGE — The fuel gauge (FUEL) indicates approximately how much gasoline is in the tank, and operates whenever the ignition lock cylinder key is in the ON or ACC positions.

TEMPERATURE GAUGE — The temperature gauge (TEMP) indicates the temperature of the engine coolant. Normally the pointer will move to the normal operating range of the dial when the engine is warm. There is no danger to the engine unless the indicator pointer moves all the way to the H (HOT) position. Pull off of the road and then stop the engine immediately to prevent severe engine damage. Refer to the coolant servicing instructions section of this guide before restarting the engine. If the engine continues to overheat, do not drive the vehicle.

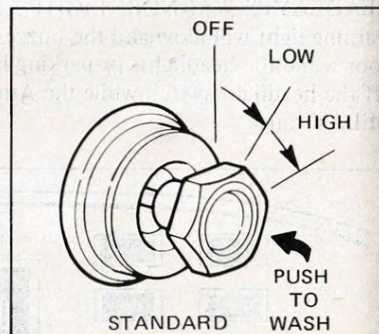
It is possible under certain driving conditions, such as heavy traffic or stop-and-go driving in hot weather, for the gauge pointer to read at the very end of the H side of the normal band.

ALTERNATOR GAUGE — The alternator gauge (ALT) shows whether your car's battery is being charged or discharged. The D side indicates discharge which may occur when you are operating electrical systems at idle or with the engine stopped. At fast idle or driving speed, the gauge's needle should move toward C. When the battery is fully charged and the alternator is generating enough power to supply the system loads, the needle will move slightly to the C side of center. If the needle indicates that the battery is being discharged at fast idle or normal driving speed, have the electrical system checked as soon as possible.

Windshield Wipers and Washers

Two-Speed Windshield Wipers

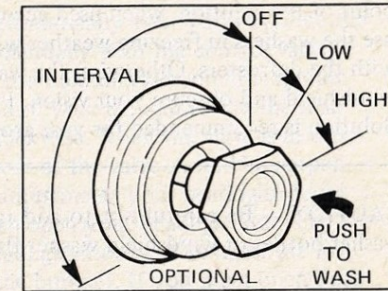
To turn on the standard two-speed wipers, turn the WIPER-WASHER control knob clockwise. The first position is low speed; the second is high speed.



INSTRUMENTS AND CONTROLS

Interval Windshield Wipers

You can operate these optional wipers at a constant speed, or at selected intervals. For constant speed wiping, turn the WIPER-WASHER control knob clockwise to the low or high speed setting. To use the wipers for interval operation, turn the control knob counterclockwise. In the interval range, the wipers complete a cycle, and then pause before the next cycle. As you rotate the knob counterclockwise, the length of the pause increases.



CAUTION — Do not manually move the wiper arms across the windshield or you will damage the wiper arms and mechanism.

Windshield Washers

To use the washers, push in the control knob. When you push the control knob in with the wipers in the off position, the wipers start up in low speed as the spray begins. When you push the knob in during low or high speed operation, the spray starts and the wipers operate at the same speed. If your car is equipped with optional interval windshield wipers and you push the control knob in during interval operation, the washers spray and the wipers operate at low speed. When you release the knob, the wipers return to interval operation.

CAUTION — Do not operate the windshield washer system when the solvent reservoir is empty.

Windshield Washer Reservoir

Periodically check the fluid level in the reservoir located in the engine compartment. When it is below half full, fill the reservoir with a solution of water and windshield washer solvent. In addition to removing grime, most windshield washer solvents contain antifreeze to reduce the freezing

INSTRUMENTS AND CONTROLS

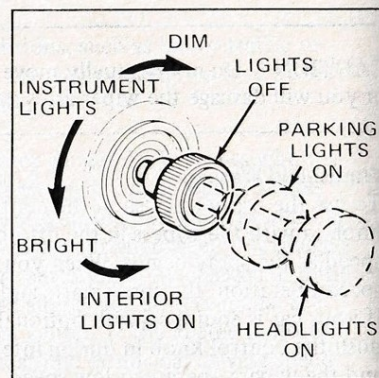
point of the solution, when used according to directions. However, don't use the washers in freezing weather without first warming the windshield with the defrosters. Otherwise, the washer solution might freeze on the windshield and obscure your vision. Ford Ultra-Clear Windshield Washer Solution is recommended for year around use.

CAUTION — Be careful not to add radiator coolant to the windshield washer bottle, or windshield washer fluid to the cooling system.

Light Controls

Headlight/Dome Switch

Pull the light switch knob out to turn on the parking lights, headlights, taillights, and the instrument panel lights. Turn the knob clockwise to dim or turn off the instrument panel lights. Turn it counterclockwise to brighten instrument panel lights and turn on the courtesy lights or the dome light, if your car is so equipped.



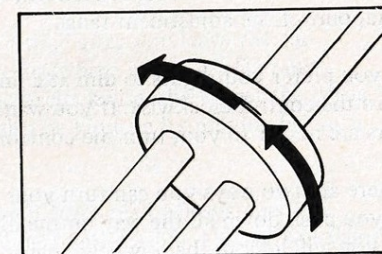
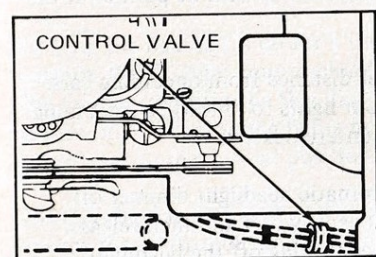
Headlight Doors

Your headlight doors will raise automatically when you pull the light switch outward to turn on the headlights or when the Autolamp turns the headlights on.

NOTE — If the engine hasn't been running for a while, the headlight doors may open by themselves. The doors will close automatically, however, once you start the engine, provided the headlight switch is off. Remember to always raise your headlight doors when washing your car so your headlights will be clean for night time driving.

INSTRUMENTS AND CONTROLS

If your headlight doors don't open automatically after you've pulled the light switch out, you can open them manually with the control valve located on the left fender apron near the vacuum reservoir. To operate the manual control valve, lift the hood of your car and rotate the rear half of the valve 90 degrees counterclockwise. When the valve is in this position, the hoses leading from the rear of the valve should be perpendicular to the front hoses. After this adjustment, your headlight doors should open. If necessary, you can also open your headlight doors by pulling off the two hoses from the headlight motors. The hoses are located under each fender just behind the bumper. If you must open your headlight doors using either of the methods, have the automatic mechanism serviced by your dealer as soon as possible.



High Beam Switch

Your high beam switch is located on the toeboard next to the parking brake pedal. Press it with your left foot to turn on your high beam (bright) headlights; press it again to turn them off. When your high beam lights are on, the high beam indicator light glows on the instrument panel.

Automatic Headlight Dimmer

The optional automatic headlight dimmer is available only in combination with the Autolamp system. To use your automatic headlight dimmer, turn your headlights on and move the flag dial into the MAX RANGE. Then push down part way on the foot switch located on your car's toeboard. If the high beams (bright lights) come on and the high beam indicator light is on, the unit is in the automatic position and you can release the foot switch.

If the high beams do not come on, push all the way down on the high beam switch to put the unit in the automatic position.

INSTRUMENTS AND CONTROLS

Once you have turned on your automatic headlight dimmer, your headlights will switch to low beam at the proper distance from an approaching car. The headlight dimmer will restrict your lights to low beam in adequately lighted areas, but will switch to high beam whenever driving conditions necessitate.

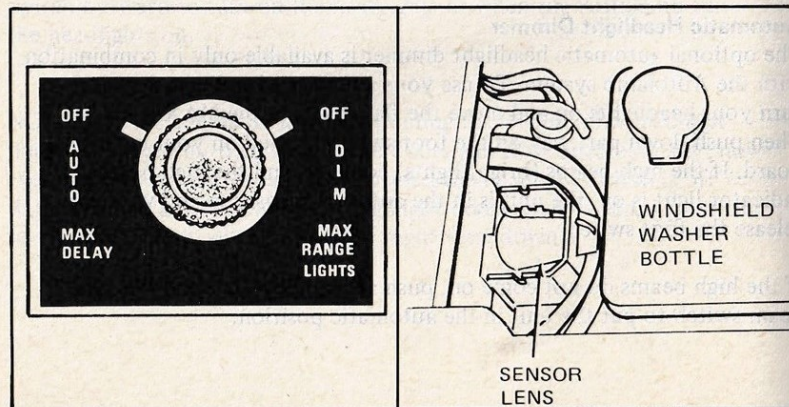
To temporarily switch to high beams for signaling oncoming traffic, push down part way on the foot switch. The high beams will stay on as long as you hold the high beam switch part way down.

Use the auto dimmer control, which is concentric with the main light switch, to set the distance at which your headlights go from high to low beam. For normal driving conditions, set the control with its pointer at the midpoint of the adjustment range.

If you prefer your lights to dim at a farther distance from oncoming cars, turn the control clockwise. If you want your lights to dim when oncoming cars are nearer to you, turn the control counterclockwise.

There are two ways you can turn your automatic headlight dimmer off. If you push down all the way on the high beam switch and then release it, you will lock in the low beam lights, thus turning off the headlight dimmer. You can also rotate the auto dimmer control to the OFF position to turn the headlight dimmer off.

To keep your automatic headlight dimmer operating properly, clean the sensor lens periodically. The lens is attached to the driver's side of the radiator support assembly in the engine compartment. To clean it, open the hood and wipe the lens with a soft cloth.



INSTRUMENTS AND CONTROLS

Autolamp

The optional Autolamp system automatically turns your headlights and your instrument panel lights on during darkness and off during daylight. This system also lets you set a control which keeps the headlights on up to a maximum of three minutes after you leave the car.

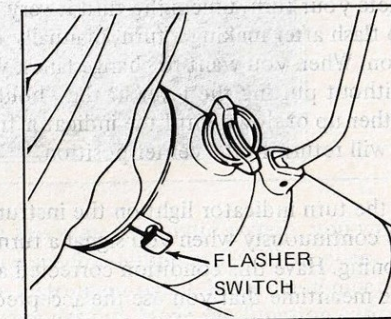
To turn the system on, move the flag dial, located behind the headlight switch, from OFF into the AUTO range with the ignition lock cylinder in the ON position. The headlights are then automatically controlled by a photocell which is located in the left corner on top of the instrument panel. Do not place any items on this area which would block light to the photocell or your lights may operate in the daytime if the system is turned on, or they may not operate correctly during darkness hours.

To keep the headlights on for a limited time after you leave the car, position the flag dial counterclockwise anywhere in the AUTO range. The farther you turn the flag dial counterclockwise, the longer the lights remain on. The cornering lights may also be kept on by moving the turn signal lever to the desired position.

Turning the flag dial to the OFF position turns off both systems and returns the control of the lights to the headlight switch. During Autolamp operation, you do not have to use the headlight switch. However, you can override the Autolamp system by pulling the headlight switch. If you forget to turn off the headlight switch while the Autolamp flag dial is in the AUTO range, a warning buzzer will sound when you open the driver's door.

Hazard Flasher

The hazard flasher system provides added safety during emergency parking or when unusual circumstances force you to drive so slowly that your car might be a hazard to other traffic. When you turn on your flasher, it serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your car.



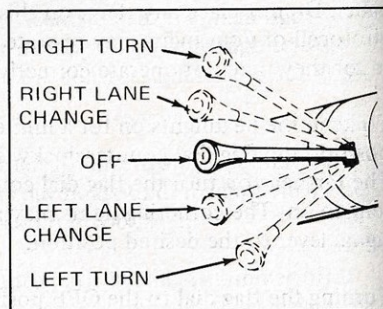
INSTRUMENTS AND CONTROLS

The flasher switch is located on the steering column below the ignition lock cylinder. Pull the switch out to start the flasher; press in on the switch to stop the flashing action.

CAUTION — Care must be taken when using the hazard flasher system while moving on the highway. Such operation may be prohibited in certain areas.

Turn Signals

The turn signal lever is on the left side of the steering column. To signal for a left turn, push the lever down until it is held in position. To signal for a right turn, pull the lever up. When you signal for a turn, the front parking light, the taillight, and the indicator light in the instrument panel will flash on and off on the left or right side of your car.



Your car is equipped with cornering lights. When you signal a turn, the lights on the side you are indicating the turn will light up and stay on until the turn signal lever returns to the center position (off).

The lever will return to the center position automatically once you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to the center position. When you want to change lanes, you can flash your turn indicators without putting the lever in the "hold" position by moving the lever either up or down until the indicator flashes. When you release the lever it will return to the center position.

If the turn indicator light on the instrument panel does not flash or remains on continuously when you signal a turn, the signaling system is malfunctioning. Have this condition corrected as soon as possible, making sure in the meantime that you use the accepted hand signals to indicate your driving intentions.

INSTRUMENTS AND CONTROLS

Map Lights and Reading Lights

The optional map light is located on the instrument panel above the radio. The switch is directly to the left of the light.

You may also have optional map lights located on each side of the dome light. Each of these map lights can be turned on by a switch located between the dome light and the map light.

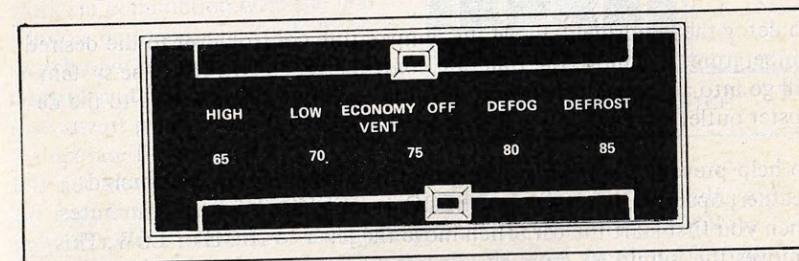
Your car is also equipped with two reading lights in the rear seat. The switches to operate these lights are on the rear armrests.

Climate Control

Automatic Temperature Control (ATC) System

The automatic temperature control system in your car has the heating and air conditioning built into an integral unit. This unit automatically produces and maintains the temperature you select inside the car. It also dehumidifies (dries) the air.

This unit has two control levers located on the instrument panel. The temperature control (lower) lever regulates the air temperature entering your car. The function control (upper) lever selects where the air is to be directed: through the instrument panel registers, the lower distribution duct, the defrosters, or automatically selected between panel and floor outlets. This lever also controls the on-off operation of the fan.



COOLING OR HEATING — Since this is an automatic system, you will be setting the controls to maintain a specific temperature. First, open the four adjustable registers on the instrument panel. Move the temperature control lever to the temperature desired. Move the function control lever to HIGH or LOW to place the system in automatic operation. Allow time for the car interior to reach the selected temperature before making any adjustments.

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You can change the direction of air flow from the panel registers by tilting the registers or moving the louvers. You can also reduce the flow of air from one or more registers by closing the louvers on the registers.

There are eight fan speeds used to maintain automatic temperature control. **LOW** has five low fan speeds, which are generally used when the outside air is moderate. **HIGH** provides three additional fan speeds, which might be required when the outside air is considerably colder or warmer than the temperature selected for the car interior. In both **LOW** and **HIGH**, the best fan speed for the temperature condition is selected automatically.

In the winter, the automatic temperature control won't go on until the engine warms to about 125 degrees F (52 degrees C). At freezing, this will take about four minutes; longer if the outside temperature is below freezing.

For best fuel economy in moderate temperatures, move the function control lever to **ECONOMY VENT**. In **ECONOMY VENT**, the air conditioning compressor will not run and the system will direct outside air through the instrument panel registers at a fixed fan speed.

DEFROSTING AND DEFOGGING — To defrost the windshield, move the function control lever to **DEFROST**. The system will automatically select the maximum heat available at the highest fan speed, and direct the heat to the defroster outlets.

To defog the windshield, move the temperature control lever to the desired temperature, and move the function control lever to **DEFOG**. The system will go into automatic operation with the air flow being directed to the defroster outlets and the lower distribution duct.

To help prevent fog from forming on the windshield in mild humid weather, operate the system in **DEFOG** or **DEFROST** for a few minutes when you first start the car. Then move the lever to **HIGH** or **LOW**. This removes the humid air from the system and reduces the chance of fog formation.

NOTE — Operating the car in humid weather with the system in **OFF** increases the chance of fog forming on the interior glass surfaces because of the buildup of humid air in the vehicle.

HEATING AND DEFROSTING TIPS — You can improve heater and defroster efficiency and reduce the chances of fog forming on the inside of the windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

INSTRUMENTS AND CONTROLS

AIR CONDITIONING TIPS — If your 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 drive for two or three minutes with all the windows open. This forces most of the warm air out of the car. Then, close the windows and operate the air conditioner as you normally would.

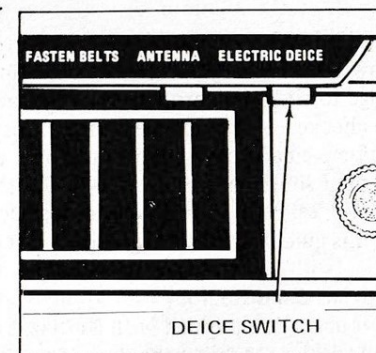
To prevent engine overheating when stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in **P (PARK)** to increase the engine idle speed and move the lever to **ECONOMY VENT** to stop the compressor.

Since the air conditioner removes considerable moisture from the air during operation, it is normal if water drips on the pavement under the air conditioner drain after you have stopped the car.

Electric Rear Window Deice and Heated Outside Left Side View Mirror

The optional rear window deice (standard in New York State) is designed to clear frost, fog, and thin ice from the interior and exterior of the rear window. The heated outside left side view mirror works in conjunction with the rear window deice and one control switch operates both functions. The control switch is located on the instrument panel above the radio.

To operate the deice and outside left side view mirror, first start the car engine, then pull on the control switch and release it. An indicator light above the control switch lights up while the system is on. If there is a heavy accumulation of snow on the rear window, brush it off to aid the deice in clearing frost from the window. Turn off the units by pulling on the control switch and releasing it or by turning off the ignition.



CAUTION — Do not use scrapers, sharp instruments, or abrasive window cleaners on the interior surface of the rear window or the electrical conductors will be damaged.

Radios

Your new radio is covered under the basic vehicle warranty. Before returning the radio to your dealer for repair . . .

INSTRUMENTS AND CONTROLS

switch back and forth a few times before returning to the station that you were listening to originally. When several broadcast towers are present (common in metropolitan areas) several stations may **OVERLOAD** the receiver resulting in considerable station changing, mixing, and distortion. Fortunately this condition is localized and it will not harm your receiver. Some **OVERLOADING** or "**CROSSTALK**" (two stations received at the same time) may also be noticed on AM when driving near towers, but usually to a lesser degree.

RECEIVING AN FM STEREO STATION — Because more information is carried in FM stereo waves than in monaural FM broadcasts, Flutter, Cancellation, and Capture are even more noticeable. The FM stereo noise-free broadcast range is approximately five miles (8 kilometres) less than that appreciated with the monaural FM radio.

OTHER INTERFERING NOISES — Located within a few feet of your highly sensitive radio is your automobile's powerful electrical ignition system. To minimize the static produced by the high voltage of this system (which otherwise might interfere with the reception of both AM and FM stations), your automobile is equipped with ignition noise suppression devices. Nevertheless, a certain amount of ignition noise may be heard on FM when the station is not quite tuned. In addition, ignition noise from passing vehicles may occasionally be heard if they do not have ignition noise suppression equipment installed. These same unsuppressed vehicles may also produce interference in television sets. Very little can be done with the radio receiver to protect against this type of external interference.

AM and FM Comparison

In general, AM has greater range than FM — up to several hundred miles or kilometres on clear channel stations at night. The range of AM depends on the power of the station and the time of day. Volume drops off as the station gets weaker.

FM range is limited to 20-25 miles (32 to 40 kilometres), except for some high power stations. Monaural FM stations have greater range than stereo FM. Range does not depend on the time of day. As the station gets weaker, volume stays about the same, but noise increases.

The ability of AM signals to bend and be reflected by the upper atmosphere (ionosphere) causes jamming of the AM band by distant stations at night, which might interfere with your favorite station.

FM signals follow "line-of-sight" path and are not reflected by the ionosphere, therefore preventing night-time interference by distant stations.

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Static on AM is caused by power lines and electric fences, particularly noticeable in rural areas where only weak stations are available. Traffic lights and electric signs can cause static. Static from thunderstorms can make AM unlistenable.

There is very little static on FM from power lines, electric signs and fences, traffic lights, or lightning.

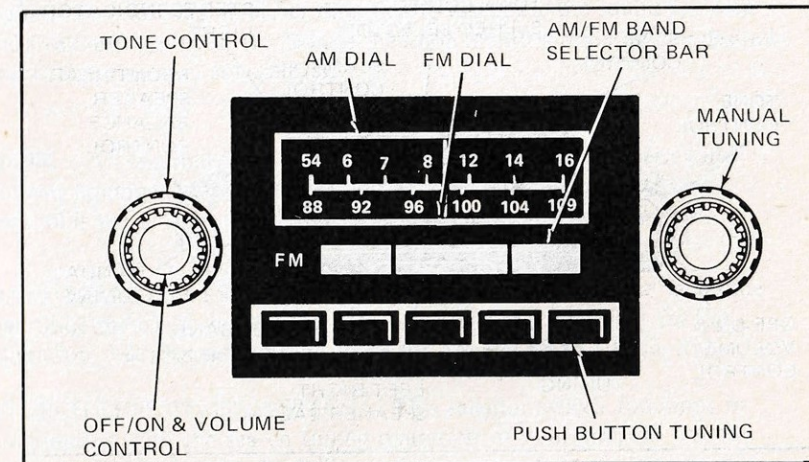
AM fades under freeway viaducts and when on distant stations at night and in downtown areas with many tall buildings.

No fading occurs on FM under viaducts. Fading and noise occur on distant stations. Fading is caused by reflections from buildings and hills.

Operating Instructions

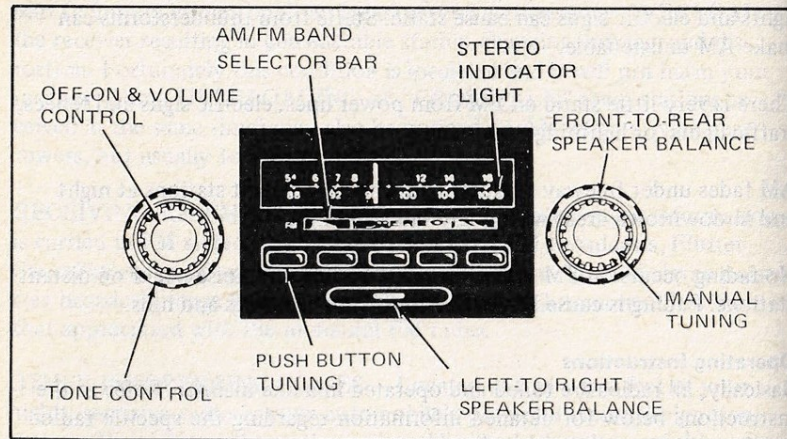
Basically, all radios are tuned and operated in a like manner. Refer to the instructions below for detailed information regarding the specific radio you have in your car.

AM/FM Monaural Radio

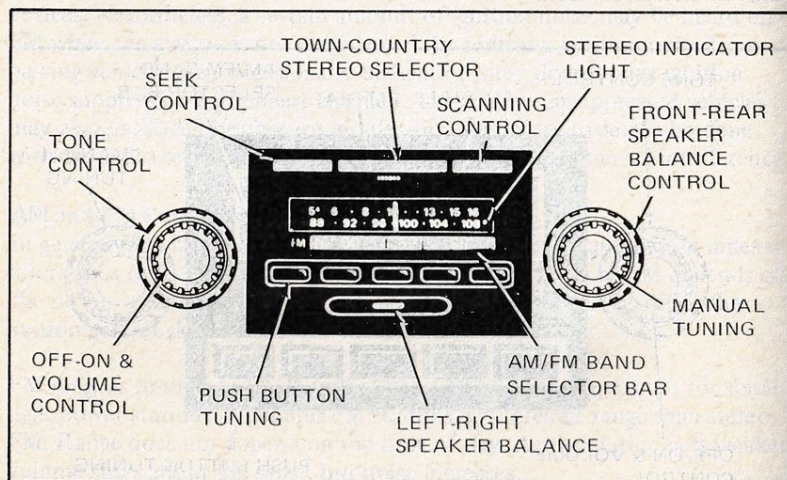


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AM/FM Stereo Radio



AM/FM Stereo Search Radio



ON-OFF SWITCH, VOLUME CONTROL — Turn the radio on by rotating the small knob clockwise. Continue rotating this knob clockwise to increase the volume.

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TONE CONTROL — This knob controls the tone of the radio. Turning the large knob clockwise increases the treble (voice) range and counterclockwise increases the bass (music) range. This control is normally set at the detent position to obtain the full range of sound.

FM MULTIPLEX STEREO — In addition to receiving AM and monaural FM, your new AM/FM stereo radio includes the additional benefit of receiving FM multiplex stereo broadcasts. Sounds originating on the left are heard through the left speakers in your car, sounds originating on the right are heard through the right speakers.

Owners of AM/FM stereo radios have complete control of the stereo effect through the left-right balance control combined with the front-rear fader control for a maximum of fully balanced stereo listening pleasure.

LEFT-TO-RIGHT STEREO BALANCE CONTROL — Sliding this control adjusts the left to right balance of sound. Setting the control at extreme left gives full left speakers and extreme right gives full right speakers. This control is normally set approximately at the center.

FRONT-TO-REAR FADER CONTROL — Rotate the large knob to the right of the radio dial in either direction to distribute the sound between the front and rear speakers. Rotate the knob in either direction for desired front to rear speaker sound level.

NOTE — An external fader control is provided on the instrument panel for cars equipped with an AM/FM monaural radio. Operation of this control is the same as described for the integral fader control above.

BAND SELECTOR SWITCH — The AM or FM band is selected by a slide bar. Slide the bar to the left for AM operation and to the right for FM operation. Use the numerals 54 to 16 for AM and 88 to 108 for FM.

SEARCH SENSITIVITY SWITCH — This selector switch functions in conjunction with the search tuning operation of your AM/FM Stereo Search radio. It provides flexibility and improvement to station selection by your radio, whether you are driving in rural areas where stations are weak, or in metropolitan areas where stations are strong and congested. It also allows reception of stereo only stations when it is placed in the "STEREO" position and the radio is operating on FM. When in metropolitan areas, place the search sensitivity switch in the "TWN" (Town) position for best AM and FM reception. Outside metropolitan areas and in weak signal and rural areas, the sensitivity switch should be placed in the

INSTRUMENTS AND CONTROLS

“CNTRY” (Country) position for maximum number of listenable AM or FM stations. If FM stereo reception only is desired, switch the radio to FM and put the sensitivity switch in the “STEREO” position and momentarily depress either the SEEK or SCAN button. This will allow the radio to search only for FM stereo stations, by-passing all FM monaural broadcasts. (“STEREO” position will function as “CNTRY” position if the radio is on AM.) The search sensitivity switch will not function when manual tuning or push button tuning are used.

STEREO INDICATOR LIGHT — An amber jewel on the radio dial lens lights automatically when your radio is receiving a stereo FM broadcast. The light indicates that the radio has switched from monaural FM into stereo FM operation. The light remains off during AM and monaural FM broadcasts and during tape player operation.

TUNING — Station selection is controlled either by the five radio push buttons (Push Button Tuning) or the manual tuning control (Manual Tuning). On AM/FM Stereo Search radios, in addition to manual and push button tuning, station selection can also be accomplished by operating the SEEK or SCAN button (Search Tuning). Search Tuning can also be activated by the use of a floor-mounted, foot-operated remote switch.

Manual Tuning

AM STATIONS — Switch the band selector to the AM position. Rotate the manual tuning control in either direction to obtain the desired station.

FM STATIONS — Switch the band selector to the FM position. Rotate the manual tuning control in either direction until the desired station comes in. Carefully adjust the manual tuning control for minimum noise. Tuning an FM stereo station is more critical than tuning an FM monaural station. Care must be taken to tune to the exact center of the station to obtain proper stereo and minimum distortion and noise. When driving away from a station if 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.

Push Button Tuning

Push button tuning is accomplished by firmly pressing any one of the five radio push buttons (located below the radio dial) which automatically selects the AM or FM station for which it was preset. For radios with AM/FM stereo, each push button has a dual function in that it can be set to select both an AM and an FM station, for a total of 10 stations for five

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buttons. For AM/FM monaural radio, only one station (either AM or FM) can be set on each button, for a total of five stations for five buttons. Always fine-tune manually on FM after using a push button. To set push buttons, proceed as follows:

Turn on the radio and allow it to warm up for about 5 minutes.

AM STATIONS — Switch the band selector to the AM position. Pull out any of the five push buttons to unlock its mechanism. Carefully tune in the desired AM station with the manual tuning control. Push the same button straight in until it stops, then release it. Repeat the procedure for the remaining buttons to set a different station for each button.

FM STATIONS — Switch the band selector to the FM position. Pull the push button to be set to unlock its mechanism. Carefully tune in the desired FM station with the manual tuning control, observing the same procedure described under “manual tuning.” Push the button straight in until it stops, then release it. Repeat the procedure for the remaining buttons to set a different station for each button.

CAUTION — The push buttons must all be depressed and locked before the band selector bar (or band selector buttons on tape radios) will operate.

Search Tuning

Search tuning is available only on AM/FM Stereo Search radios, and it operates in both the AM and FM modes. It allows your radio to automatically select AM or FM stations by momentarily depressing either the SEEK or SCAN button, and the floor-mounted remote switch.

SEEK TUNING — If the SEEK button is depressed and the radio is in the AM (FM) mode, the radio will automatically select the first listenable station up the AM (FM) frequency range from the previously selected station.

SCAN TUNING — Momentarily depress the SCAN button and the radio will begin searching the entire AM(FM) band for all listenable stations. Unless the SCAN button is depressed again, the radio will hesitate for 8 seconds on each listenable station. Depress the SCAN button during the 8 second audition, and the radio will then remain tuned to that station. To begin scanning again, simply depress SCAN. If the SCAN button

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is not depressed again, the radio will continue up the AM (FM) band for the next listenable station. This search cycle repeats itself until the entire AM (FM) band is searched. When the end of the band is reached, the radio will automatically return to the beginning of the AM (FM) band and start the search operation again.

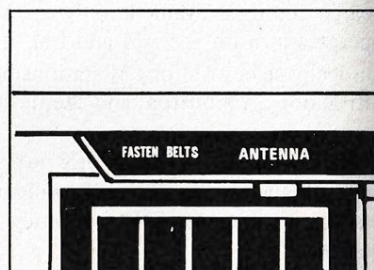
REMOTE TUNING — A floor-mounted, foot-operated remote tuning switch is provided as part of the Search radio option. This switch is located to the right and forward of the headlamp dimmer switch. By momentarily depressing the foot switch, search tuning can be activated in the same manner as done by using the SEEK or SCAN button. If the radio is operating in the SEEK mode, the foot switch will act as a SEEK button when it is momentarily depressed. Similarly, if the radio is operating in the SCAN mode, the foot switch will act as a SCAN button when it is momentarily depressed. The resulting tuning operation is the same as described under SEEK and SCAN tuning above.

NOTE — In some rural areas where only very weak stations are present, air signals may not be strong enough to trigger the stop-search circuitry in your radio. Activation of the SEEK or SCAN button will cause the radio to continually search the AM (FM) band without selecting or stopping on a station. The search operation can be discontinued by turning the radio off. Turn the radio on to resume its normal operation.

Power Antenna

The switch for operating your power antenna is located on the instrument panel above and to the left of the radio. To lower the antenna, push the switch forward; to raise, pull toward you. For best reception of AM or FM, the antenna should be extended to its maximum height. You will know when it is in its full up or down position because you'll be able to hear a click.

Remember to lower the antenna when you drive into or out of a garage, car wash, or under any low hanging object.



INSTRUMENTS AND CONTROLS

Special Instructions — Tape Player Operation

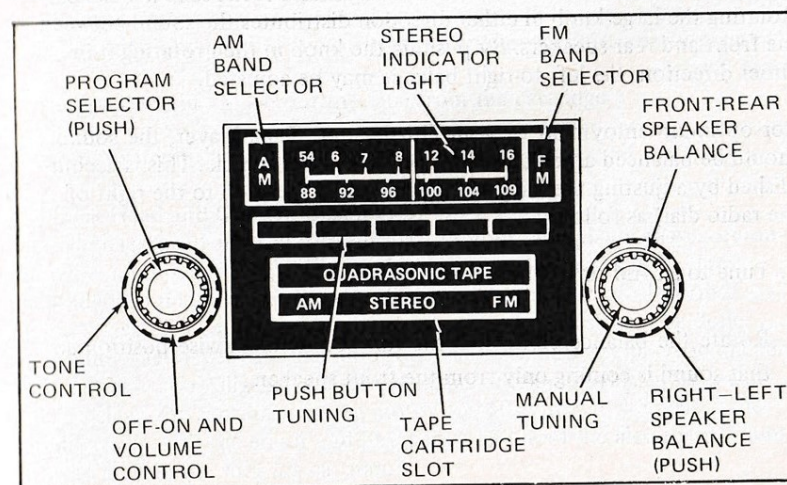
These special instructions are for the controls and functions for the Quadrasonic Tape Player in combination with AM/FM Stereo radio. Refer to preceding pages for operation of controls common with other radios.

These combination units have one set of speakers common to both the radio and tape player portions, and use controls common to both portions of the units.

The Ford quadrasonic tape player system provides a true four-channel sound, using speakers mounted in four corners of the vehicle. Ford quadrasonic tape players are 8-track solid state units designed to use prerecorded 8-track quadrasonic (2-program) or stereophonic (4-program) tape cartridges. (*Do not use 4-track cartridges.*)

When playing stereo cartridges, sounds originating on the left are heard through the left speakers and sounds originating on the right are heard through the right speakers. When using quadrasonic cartridges your tape player will automatically switch to full quadrasonic sound: four separate amplifiers surround you with sound to add a dimension not available in 2-channel stereo tape players. The quality of sound in all tape player systems is not dependent upon atmospheric conditions or man-made interferences.

NOTE — A tape cartridge kit is included with the purchase of any tape radio option. Contact your dealer for information on how to obtain this complimentary kit.



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Operating Instructions

TO OPERATE THE TAPE PLAYER PORTION OF THE UNIT — Turn the ON-OFF volume knob clockwise to turn the unit on. Select a tape cartridge and insert it — label side up and open end first — into the cartridge slot. Push the cartridge all the way into the slot until it is firmly seated and latched. Adjust the volume, tone, and balance controls as desired.

During extremely cold weather, the unit may take a few minutes to warm up to operating temperatures. (In cold climate, it is helpful to take the cartridges indoors overnight.)

TO OPERATE THE RADIO PORTION OF THE UNIT — Disengage the tape cartridge from the cartridge slot approximately one inch, or remove it entirely. This automatically switches the radio section of the unit on, and the tape section off. Now the tuning knob or push buttons can be used to tune the stations in the conventional manner. All other controls are common to both the radio and tape player sections, and can be adjusted in a similar manner.

TAPE PROGRAM SELECTION — Although the tape player will play all four programs 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, returning to the first program when all programs have been selected.

LEFT-TO-RIGHT AND FRONT-TO-REAR QUADRASONIC BALANCE

A single knob controls both the left-to-right and front-to-rear balance. Rotating the large knob in either direction distributes the sound between the front and rear speakers. By pushing the knob in then rotating it in either direction, the left-to-right balance may be adjusted.

For optimum enjoyment of your Quadrasonic Tape Player, the sound should be balanced among all four speakers in the vehicle. This is accomplished by adjusting the balance control (the large knob to the right of the radio dial) as follows:

1. Tune to an AM or FM broadcast station.
2. Rotate the balance control to the full counterclockwise position so that sound is coming only from the front speakers.

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3. Push the control in, then rotate, to balance the left and right front speakers. Release the control.
4. Rotate the control clockwise to balance the sound between the front and rear speakers.

Your tape player is now adjusted so that you can enjoy the full fidelity of four channel sound with Quadrasonic tape cartridges.

AM/FM BAND SELECTION FOR MODELS WITH FM STEREO — The AM or FM band is selected by a push button switch. Push in the button labeled "FM" for FM operation, and push in the button labeled "AM" for AM operation. Use the numerals 54 to 16 for AM, and 88 to 108 for FM. (The buttons are located on either side of the radio dial.)

Caring For Your Tape Cartridges

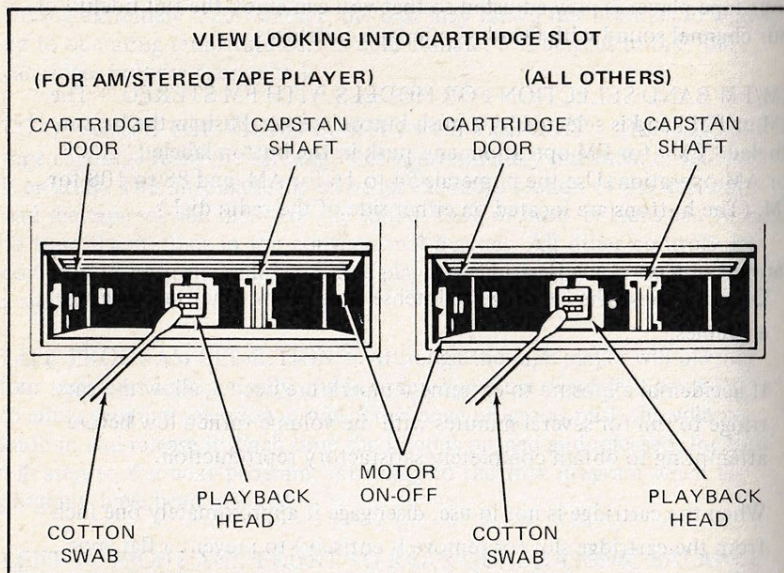
- Do not expose the cartridge to intense sunlight or other temperature extremes.
- If accidental exposure to extreme temperature occurs, allow the cartridge to run for several minutes with the volume turned low before attempting to obtain completely satisfactory reproduction.
- When the cartridge is not in use, disengage it approximately one inch from the cartridge slot (or remove it entirely) to prevent a flat spot from occurring on the cartridge roller or possible tape jam-up.
- Protect the open end of the cartridge from damage, dirt, oil, or grease.
- Do not attempt to pull out the tape from the cartridge.
- Do not attempt to open the cartridge itself.

Playback Head and Capstan Cleaning

The playback head and the capstan shaft in your tape player may accumulate tape coating residue (oxide) as the tape passes over the head. This accumulation may need to be periodically removed, as part of normal maintenance, if it causes weak or wavering sound. This should be done by holding the player cartridge door open and cleaning the playback head with a cotton swab slightly moistened with 70% isopropyl (rubbing) alcohol. To clean the capstan, trip the motor on-off switch at the rear of the cartridge slot with the eraser end of a pencil and hold the alcohol moistened swab against the rotating capstan.

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CAUTION — Excess alcohol on the swab may run down the capstan and damage the bearings. Do not use carbon tetrachloride, acetone, or other solvents.



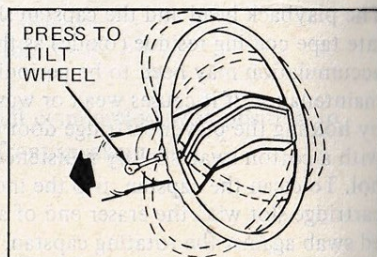
Steering Wheel Controls

Power Steering

Your car is equipped with power steering. Never hold the steering wheel against the stops (extreme right or left turn) for more than five seconds. If you hold the wheel against the stops longer than five seconds, the power steering pump could be damaged.

Tilt Steering Wheel

To change the position of the optional tilt steering wheel, press the turn signal lever toward the instrument panel. Then move the steering wheel up or down to the desired position. Release the lever to lock the wheel in place.



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Horn

To sound the horns, press the raised bar on the steering wheel pad.

Automatic Speed Control

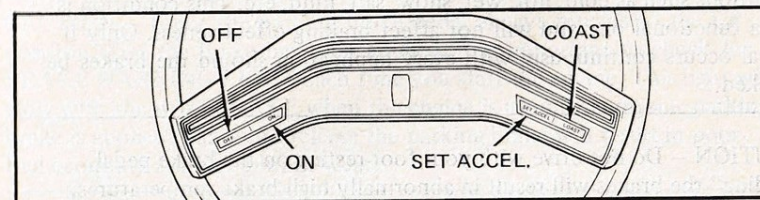
The optional speed control system allows you to automatically control the speed of your car above 30 mph (50 km/h).

AUTOMATIC OPERATION — The controls used to set the speed control for automatic operation are in the steering wheel spokes.

1. Press the ON switch on the left steering wheel spoke.
2. Accelerate to the speed desired (must be above 30 mph (50 km/h) and momentarily press the SET ACCEL. switch on the right spoke. Do not hold the switch in the depressed position or your car will continue to increase its speed.
3. Release the accelerator pedal and the car speed will be automatically maintained.

The automatic control can be reset for an increase in speed by using either of the following methods at speeds above 30 mph (50 km/h).

1. Accelerate to the increased speed and momentarily press the SET ACCEL. switch. When the switch is released, your car will maintain the new speed.
2. You can also increase the speed by pressing the SET ACCEL. switch until your car reaches the desired speed. Release the switch and automatic control will resume.



To lower the speed at which automatic control is desired, press the COAST switch on the right steering wheel spoke and hold it. The car will gradually slow down. When the desired speed is reached, release the switch for automatic control at this speed.

INSTRUMENTS AND CONTROLS

When driving with the automatic speed control in use you may increase your speed for passing as you normally would, by depressing the accelerator. When you release your foot from the pedal, the speed control will return your car to the set speed.

CANCELLING AUTOMATIC OPERATION – Use any of the following methods to cancel automatic control:

1. Slightly depress the brake pedal. This cancels the automatic control until you press the SET ACCEL. switch.
2. Press the OFF switch on the left steering wheel spoke. The automatic control will remain off until you press the ON switch. The speed control is also cancelled each time the ignition lock cylinder is turned off.

WARNING – Never use the speed control system when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow covered or slippery, or with a loose driving surface.

Brakes

Foot Brakes

Your car is equipped with front disc-type brakes and drum-type rear brakes or optional four wheel disc brakes. The front and rear disc brakes adjust automatically through normal usage. The rear drum brakes adjust automatically each time you apply the brakes while moving in reverse.

Occasional or intermittent brake squeal may result from environmental conditions such as cold, hot, wet, snow, salt, mud, etc. This condition is not a functional one and will not affect braking effectiveness. Only if squeal occurs continuously with every application should the brakes be checked.

CAUTION – Do not drive with your foot resting on the brake pedal. “Riding” the brakes will result in abnormally high brake temperatures, excessive lining wear, and increased stopping distances.

WARNING – If the BRAKE light goes on, this is an indication of a malfunction in the brake system. Immediate attention is necessary.

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Sure-Track Brake System

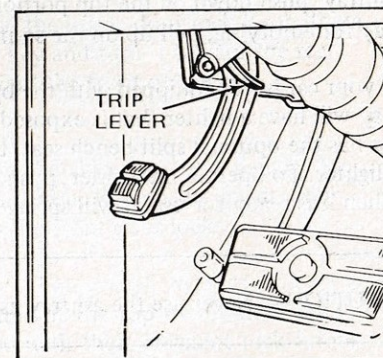
The optional Sure-Track brake system prevents sustained rear brake lock-up by automatically releasing and reapplying the rear wheel brakes whenever your rear wheels start to skid during maximum braking. Despite this improvement in braking, you should continue to exercise caution in all hazardous driving situations, especially when driving on extreme road surfaces. Maximum braking on roads with loose surfaces such as snow or gravel, severe pavement irregularities, or on surfaces with alternating patches of slippery and dry concrete, may reduce the directional control of your vehicle, even with the Sure-Track system. When driving under normal conditions, the braking action is the same as with standard brakes.

Each time the ignition lock cylinder key is turned to the ON position, the Sure-Track system functions through one cycle. When this cycle occurs, the BRAKE light will come on momentarily.

Parking Brakes

Multiple Stroke Parking Brake

The parking brake is a multi-push design suspended above the toeboard at the extreme left of the foot brake pedal. To set the brake, push firmly on the service brake pedal with your right foot and hold it while you apply the parking brake with your left foot. The parking brake pedal can be pushed down one or two full strokes or several partial strokes depending on the amount of brake action necessary to hold the car. Each time the pedal is pushed down it will return to the UP position, but the brake will remain applied.



CAUTION – Since the parking brake pedal always returns to the UP position after the brake has been applied, it is important to check the BRAKE WARNING LIGHT each time you start the engine. This light will glow with the word BRAKE when the engine is running and your parking brake is applied. Failure to release the parking brake will result in poor fuel economy and rapid brake wear.

Automatic Parking Brake Release

Your car is equipped with an automatic parking brake release. The brakes automatically unlock whenever the shift lever is moved to R (REVERSE) or any forward position with the engine running. If necessary, the parking brakes can be released manually by pulling the release lever located at the upper end of the parking brake pedal arm.

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CAUTION — When leaving your car, always shift into P (PARK) and set the parking brake. Do not use the P (PARK) position in place of the parking brake.

Miscellaneous

Clock

Your digital clock requires no timekeeping adjustment. To set clock, pull out the reset knob and turn it counterclockwise if the clock is fast and clockwise if it is slow.

Ashtrays and Lighters

Your car is equipped with an ashtray on the instrument panel and in all the door armrests except that of the driver. To open the instrument panel ashtray, push down on the top portion of the ashtray. To remove an ashtray for emptying, pull up on the snuffer and lift out the receptacle.

If your car is not equipped with the optional split-bench seat, each ashtray will have a lighter that is exposed when the ashtray is open. If your car has the optional split-bench seat, the right front ashtray will not have a lighter. To operate the lighter, push it in all the way and then release it. When it is ready for use, it will spring back to its normal position.

CAUTION — Never use the ashtray as a waste receptacle.

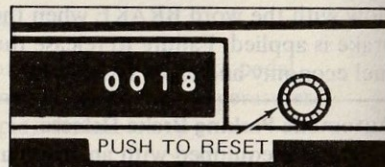
Speedometer and Odometer

Your speedometer registers road speed in miles per hour.* The odometer records the total miles the car has been driven.

*The Lincoln manufactured for Canada registers both miles and kilometres per hour.

Trip Odometer

The trip odometer is above the speedometer dial. It is equipped with a reset button which changes the registered mileage to zero when depressed.



GETTING TO KNOW YOUR CAR

Door-Hood Handles and Locks

Illuminated Entry System

This optional system is designed to assist entry into your car during the hours of darkness. It will provide illumination of both front door lock cylinders, and the car interior courtesy lights, when either outside front door button is pushed. The system will automatically turn off after approximately 25 seconds, or when the ignition lock cylinder key is turned to ON or ACC position. The button must return to its normal position for the system to function again.

It will be necessary to occasionally clean the lens of the door lock assembly with a mild soap or household ammonia and water solution. Apply with a soft cloth or cotton swab, followed by a clear water rinse.

Outside Door Lock

To lock your car from the outside, push the inside door lock knob down and close the door or insert the square key and turn it toward the rear of the car; to unlock, turn the key toward the front of the car.

Inside Door Handles

The inside door handles are located on the side door trim panels. To operate the handles, pull inward toward you. Pulling the inside door handles will automatically release only the front door locks.

Manual Door Locks

The manual door lock knobs are located at the top of the door trim panels. Two door models are equipped with theft resistant lock knobs. Pushing the knobs down locks the doors. The knobs cannot be raised by hand. Pulling the inside door handles will unlock the doors. Four door models use the lock knobs that can be pushed down for locking and raised for unlocking. Pulling the inside door handles will not automatically release the rear door locks.

Power Door Locks

The switches which control the optional power door locks are located in the front seat armrests. Pull either DOOR LOCK switch away from the door to lock all doors. To unlock the doors, push either DOOR LOCK switch towards the door. If you close the doors with the power locks engaged, the doors will remain locked. The manual door locks will override the power controls in case the power mechanism should ever fail.

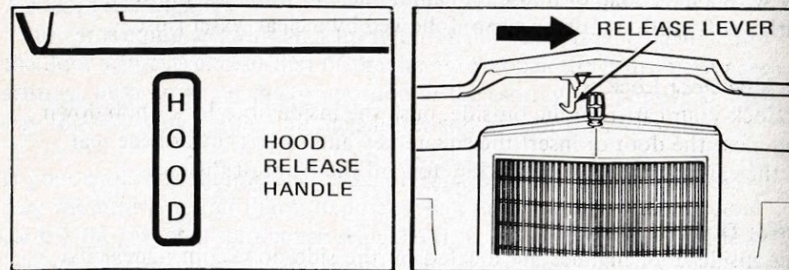
GETTING TO KNOW YOUR CAR

Hood Latch

CAUTION — Do not release the hood latch unless the car is in P (PARK) and the parking brake is on.

Release the hood latch from inside the car by pulling the release handle on the lower left of the instrument panel.

To raise the hood, release the auxiliary catch by reaching inside the hood opening and moving the lever sideways. Lift the hood until the counter-balanced hinges hold it open.



Trunk Lock

Insert the round key in the trunk lid lock. Turn the key clockwise until the lid opens. Remove the key before you close and lock the lid. Always make sure you close the trunk lid securely.

Remote Controlled Trunk Release

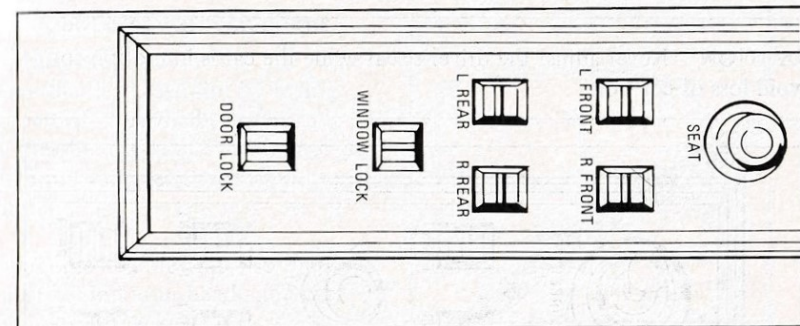
If your car is equipped with the optional remote controlled trunk release, you can open the trunk lid from inside your car. Open the glove box and press the TRUNK button with the ignition lock cylinder in the ON or ACC positions. If you're outside your car, use the round key to open the trunk manually.

Windows and Controls

Power Windows

The switches for controlling the power windows in your car are located in the armrests below each window. The master control panel which operates all four windows on four door models and the door windows on two door models, is located in the driver's armrest. The switches on the other door armrest(s) individually control the window next to them. You must place the ignition lock cylinder in the ON or ACC position to use your power controls. To lower a window, push the window switch toward the rear of the car. When you want to raise the window, push the switch forward.

GETTING TO KNOW YOUR CAR



WINDOW LOCK SWITCH (4 DOOR MODELS ONLY) — The driver of the car may lock out all window switches except the master controls by pushing the window lock switch toward the door. When the switch is pulled toward the driver, the windows may be individually operated again.

Power Mini-Vent Windows

If your car is equipped with optional vent windows, they are also controlled by the power window switches. The vent window opens first and closes last when you use the power controls. If you want to open the vent without lowering the side window, release the switch before the side window starts to open.

Seats and Controls

Manual Seats

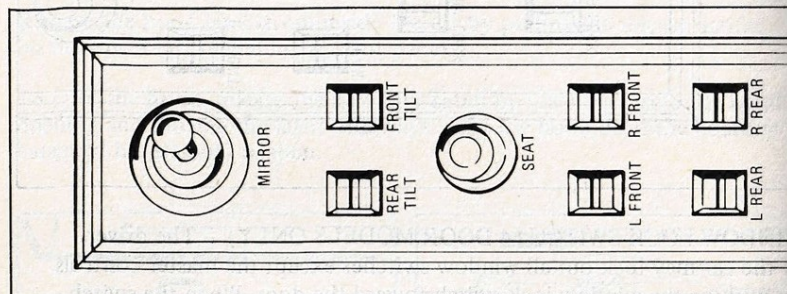
Your car's manual seat adjustment lever is located on the lower side of the seat. Lift the lever to unlock the seat. Move the seat to the desired position and then release the lever to lock the seat in its new position.

Power Seats

If your car is equipped with optional power seats, the three switches which control your six-way power seats are located in the driver's door armrest. If you have split bench seats, the passenger's side is power adjustable and a set of controls will also be located in the passenger's door armrest. The SEAT switch controls forward-and-backward and up-and-down movement. The FRONT TILT switch moves the front of the seat up or down. The REAR TILT switch moves the rear of the seat up or down.

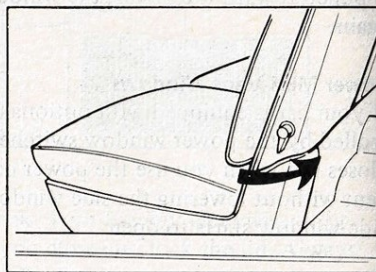
GETTING TO KNOW YOUR CAR

CAUTION — Never adjust the driver's seat while the car is in motion to avoid loss of control.



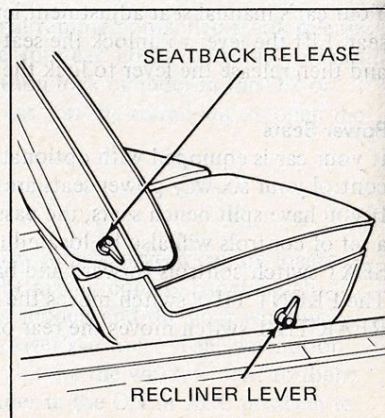
Automatic Seatback Release

The automatic seatback release (two door models only) unlocks both seatback levers whenever either door is opened. The levers will return to the locked position when both doors are closed. A manual release lever is also provided for your convenience. To release the seatback, push the lever toward the rear of the car and push the seatback forward.



Reclining Passenger Seat

To adjust your optional reclining passenger seat to a tilt position, first lift up and hold the lever located on the lower side of the seat. Then lean against the seatback to tilt it backwards. If the seat reclines back too far for your comfort, remove your body pressure from the seatback and the springs will return the seat to an upright position. When you have reached the desired degree of tilt, lock the seat in position by releasing the lever.



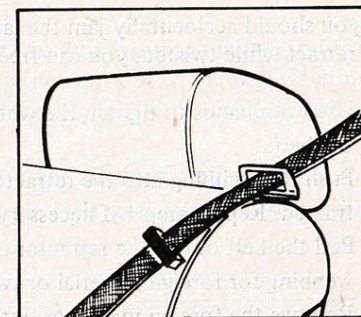
GETTING TO KNOW YOUR CAR

Occupant Restraint Systems

Head Restraints

Raise the head restraint by lifting up on it. Lower the head restraint by pressing down on it with enough force to overcome the retaining friction.

Adjust the head restraint so that it is just behind your head and never behind your neck.

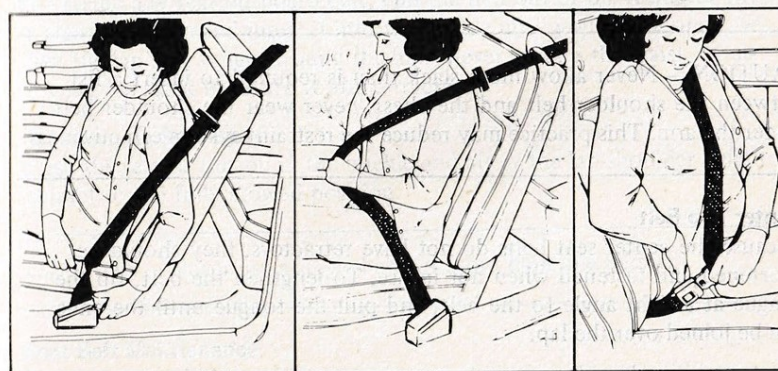


To Fasten the Front Lap-Shoulder Belts

For personal safety and protection, all vehicle occupants, front and rear, should fasten the lap and lap-shoulder belts.

After entering your car, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following sequence for fastening belts.

- Pull the lap-shoulder belt from the retractor in one continuous motion so the shoulder portion of the belt crosses your shoulder and chest and insert the belt tongue into the proper buckle until you hear a snap and feel the latch engage. If the pulling motion is interrupted while extending the belt, it may be necessary to fully retract the belt (until the belt tongue rests against the retractor cover) to release the stop mechanism in the lap portion of the belt.



Adjust lap portion of seat belt **SNUGLY AROUND THE HIPS** (not the waist) by allowing any excess belt to return into the retractor.

GETTING TO KNOW YOUR CAR

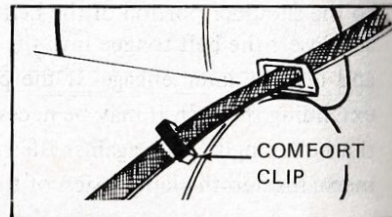
If you should accidentally jam the lap belt retractor by allowing the belt to retract while twisted, you can free the webbing with this procedure:

1. Use both hands to tighten the webbing on the spool by pulling on the belt.
2. Push the webbing into the retractor until the belt is completely retracted. Repeat step 1 if necessary.
3. Pull the belt out of the retractor as far as it will go and inspect the webbing for foreign material or twisting.
4. Remove the foreign matter or untwist the belt and let the webbing retract.
5. Then, sit in the seat, pull out the lap belt, and buckle up. Do this about five times to make sure the belt retractor operates properly.

The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately five mph (8 km/h) or greater. The reel cannot be made to lock-up by jerking on the webbing.

Adjusting Shoulder Belt

To relieve belt pressure on your shoulder after the shoulder belt is fastened, slide the shoulder harness "comfort clip" to a position that provides a comfortable shoulder harness length.



CAUTION — Never allow more slack than is required to insert a fist between the shoulder belt and the chest; never wear the shoulder belt under the arm. This practice may reduce the restraint system effectiveness.

Center Lap Belt

Because the center seat belts do not have retractors, they should be shortened and fastened when not in use. To lengthen the belt, tip the tongue at a right angle to the belt, and pull the tongue until the ends can be joined over the lap.

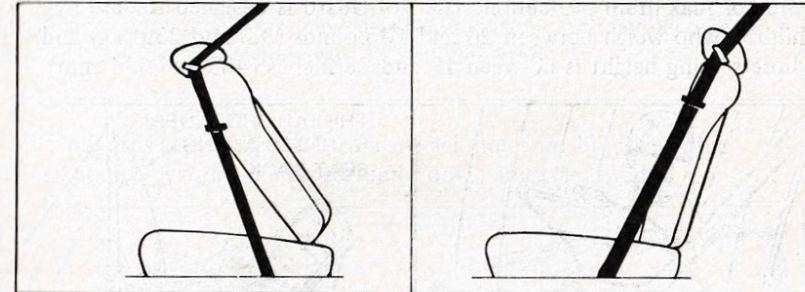
To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap and feel the latch engage. The belt should be **SNUG ACROSS THE HIPS, NEVER ACROSS THE WAIST.**

GETTING TO KNOW YOUR CAR

To Enter Rear Seats

The front shoulder belts are attached to the front seatback with a footman's loop (on two-door models) to help keep the belts out of the way when the seats are pushed forward for rear seat entry or exit. To avoid problems, follow these precautions:

- Push the front seats forward in a smooth, uninterrupted motion. A jerky motion may lock the lap-shoulder belt, preventing the seat from folding forward.



- If the seat's travel is restricted due to seat belt lock-up, return the seat and belt to their normal positions and repeat as above.

PASSENGERS SHOULD ENTER BELOW THE BELTS AND NOT USE THEM AS AN ASSIST STRAP FOR ENTRY OR EXIT.

Rear Outboard Belts

To fasten any rear outboard belt, pull the belt out of the retractor with a steady motion and insert it into the buckle until you hear a snap. Adjust the lap belt snugly around the hips, never around the waist, by allowing the slack to return to the retractor.

Unfastening Seat Belts

Push the release button in the buckle and allow the lap-shoulder belts to retract to the fully stowed position.

CAUTION — Never use a single belt for more than one person.

Seat Belt Maintenance

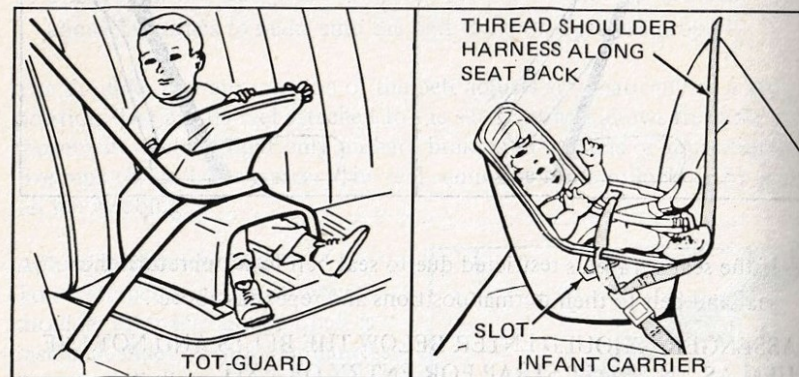
Seat belt assemblies are maintenance-free; however, they should be periodically inspected to assure that they have not become damaged and that they remain in proper operating condition. Ford Motor Company recommends that you always "buckle up" for safety.

GETTING TO KNOW YOUR CAR

Infant Carrier and Tot-Guard

It is important that the infant and child occupants of your car are protected by safety restraints designed especially for them. The Ford Infant Carrier and Ford Tot-Guard are available from your dealer or may be ordered directly from Ford Motor Company (see order coupon in back of book). Both accessory units are secured by the vehicle lap belts or lap-shoulder belts.

The Ford Infant Carrier is designed to protect infants up to 20 pounds (9.0 kg) in weight — or until approximately one year of age. It faces rearward for maximum protection. The Tot-Guard is designed for use by children who weigh between 20 and 50 pounds (9.0 and 23.0 kg) and whose seating height is between 19 and 28 inches (483 and 711 mm).



NOTE — Be sure to read all instructions accompanying the Infant Carrier or Tot-Guard before using.

For children having a seating height greater than 28 inches (711 mm), the maximum for use of the Tot-Guard, the following seat belt usage is recommended:

- Lap belts in the rear seat of all models or in the center front seat of vehicles without a center console.
- The lap-shoulder belt in the right front seat only when the shoulder strap does not contact the face, chin, neck, or throat. In many cases such contact can be eliminated by positioning the child further toward the center of the car and/or by adjusting the shoulder belt comfort clip.

GETTING TO KNOW YOUR CAR

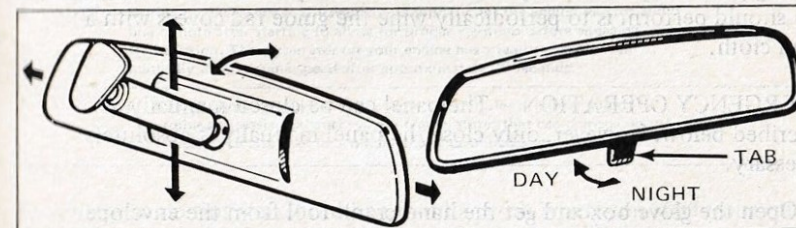
Mirrors

Rear View Mirror

Your inside rear view mirror has a day and a night position. The night position reduces glare from the headlights of cars behind you. Move the tab at the bottom of the mirror away from you for the day position. Then adjust the mirror to see through the rear window. Move the tab toward you for the night position.

CAUTION — Do not put packages on the flat area behind the rear seat (the rear window deck), as they can obscure vision and may become dangerous projectiles in the event of a sudden stop.

Your mirror is also equipped with a special mounting bracket which allows you to position the mirror up or down and side to side.



CAUTION — Do not clean your mirrors with a dry cloth or abrasive cleaning materials. Instead, use a soft cloth and mild detergent and water or Ford Glass Cleaner. Be extremely careful when removing ice from your outside mirror as you may crack, scratch, or shatter the glass surface.

Left and Right-Hand Side View Mirrors (Remote Controlled)

The control knob to adjust the left mirror is located on the driver's door armrest. The control knob to adjust the right mirror is located on the instrument panel. Rotate the appropriate control knob for proper mirror adjustment.

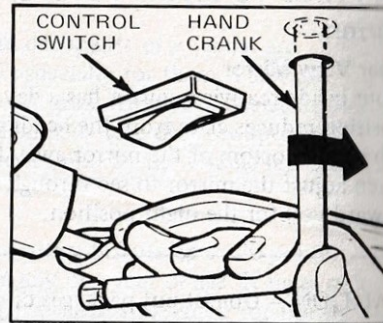
Lighted Visor Vanity Mirrors

To operate the optional lighted visor vanity mirrors, pull down either the driver's or the front passenger's visor. Then lift the cover from the mirror to automatically illuminate the mirror. You can control the light intensity of the mirror using a slide switch mounted in the lower right corner of the mirror frame.

GETTING TO KNOW YOUR CAR

Moonroof (Glass Panel)

This optional sliding roof panel is powered by an electric motor. To operate the panel, place the ignition lock cylinder key in the ON or ACC position and use the two-way control switch located above the windshield between the sun visors. Depress the control switch toward the rear of the car to open the panel and toward the front of car to close the panel. The Moonroof has a sliding shade which can be manually closed, if desired, when the glass panel is closed. This shade will automatically open when the Moonroof glass panel is opened. The shade is locked open and cannot be closed when the glass panel is open.



Moving parts are permanently lubricated. The only normal maintenance you should perform is to periodically wipe the guide rail covers with a clean cloth.

EMERGENCY OPERATION – The panel can be closed manually as described below. However, only close the panel manually if absolutely necessary.

1. Open the glove box and get the hand crank tool from the envelope.
2. Remove the small round drive gear access plug located in the center of the headlining just forward of the roof panel opening. Grasp with fingers and pull downward.
3. Using hex end of crank tool, remove the screw which is located under the cover.
4. Insert the screw driver blade end of crank tool into the slot in the motor shaft. Turn handle clockwise until roof panel is full closed.
5. Reinstall screw, replace the cover, and take your car to your dealer for diagnosis and repair.

Starting the Engine

Climate conditions and other factors play a large part in deciding how you should go about starting your car. Read all the starting instructions carefully, so you'll be aware of these factors when you start your car.

Be sure to read the starting instructions that were attached to the visor on your new car.

GETTING TO KNOW YOUR CAR

Starting the Engine

COLD ENGINE	WARM ENGINE	ENGINE FLOODED
<ol style="list-style-type: none">1. Turn key to "ON" position.2. Press accelerator pedal slowly to floor.3. Slowly release pedal completely.4. Turn key to "START" until engine starts, then release key. If engine fails to start, wait 3 to 4 seconds then: repeat procedure once.5. After engine starts, run for a few seconds. Hold foot on brake. Engage transmission, gradually release the brake and drive away.	<ol style="list-style-type: none">1. Turn key to "ON" position.2. Press accelerator pedal 1/4 to 1/2 way down and hold. <hr/> <p>CAUTION – Do not pump the pedal.</p> <hr/> <ol style="list-style-type: none">3. Turn key to "START" until engine is started, then release key.	<p>If engine fails to start using preceding instructions, wait 3 to 4 seconds then:</p> <ol style="list-style-type: none">1. Press the pedal all the way to the floor and hold.2. Turn key to "START".3. When engine starts, release key then release pedal gradually as engine speeds up.
<p>NOTE: During cold weather or if pavement is slippery, let the engine idle for about one minute after starting to allow for proper warm-up before engaging transmission. The carburetor on your engine has a feature which automatically drops engine speed after approximately 20 seconds.</p>		
<p>CAUTION: Extended high speed idling of engine (10 minutes or more) could produce excessive exhaust system temperatures that can damage your vehicle. You also should avoid extended or unnecessary idling.</p>		

Below are some tips you should be familiar with when you start your car:

1. Turn off your headlights while you crank the engine. This will reduce the electrical load on your battery and supply extra power to the starter motor.
2. In a cold engine starting situation, when the outside air temperature is below 10 degrees F (-12.2 degrees C) or when the vehicle has been idle for several days, depress the accelerator two or three times before starting.
3. The carburetor on your engine has a feature which automatically drops engine speed after approximately 20 seconds.

Starter Operation

The START position on the ignition lock cylinder is used to crank the engine. Before turning the key, make sure that the automatic transmission lever is in P (PARK) or N (NEUTRAL), and the parking brake has been set.

To help avoid starter overheating or damage, do not crank the starter continuously for more than 30 seconds at a time. Wait two minutes after an extended cranking period. Avoid attempting to start an intermittently firing or flooded engine for more than one minute of starter cranking time. When you hear the engine start, immediately release the ignition lock cylinder and it will return by spring action to the ON position.

GETTING TO KNOW YOUR CAR

CAUTION — If the engine stalls or falters in starting, wait three or four seconds before re-engaging the starter. This will help prevent possible damage to the starter or engine.

Emission System

The catalytic converter in your vehicle (if equipped) changes most exhaust emissions into water vapor and carbon dioxide and helps to improve fuel economy and overall vehicle operation. To assure that the converter, as well as other emission control devices and systems, operates effectively, you should use only unleaded fuel and have the services listed in the maintenance schedule performed at the specified time and mileage intervals. You also should avoid running out of gasoline or turning off the ignition while the vehicle is in motion, especially at high speeds.

Your authorized dealer has the equipment and trained technicians needed to perform the required maintenance services. The use of fuels, lubricants, fluids, and parts that do not conform to specifications may result in invalidating the emission warranty when the use of such fuels, lubricants, fluids, or parts causes the vehicle or engine to fail to comply with applicable regulations. You can be confident that lubricants and parts marketed by Ford meet these specifications.

CAUTION — Engine compartment and exhaust system temperatures may be higher due to emission control devices needed to comply with Government mandated emission standards.

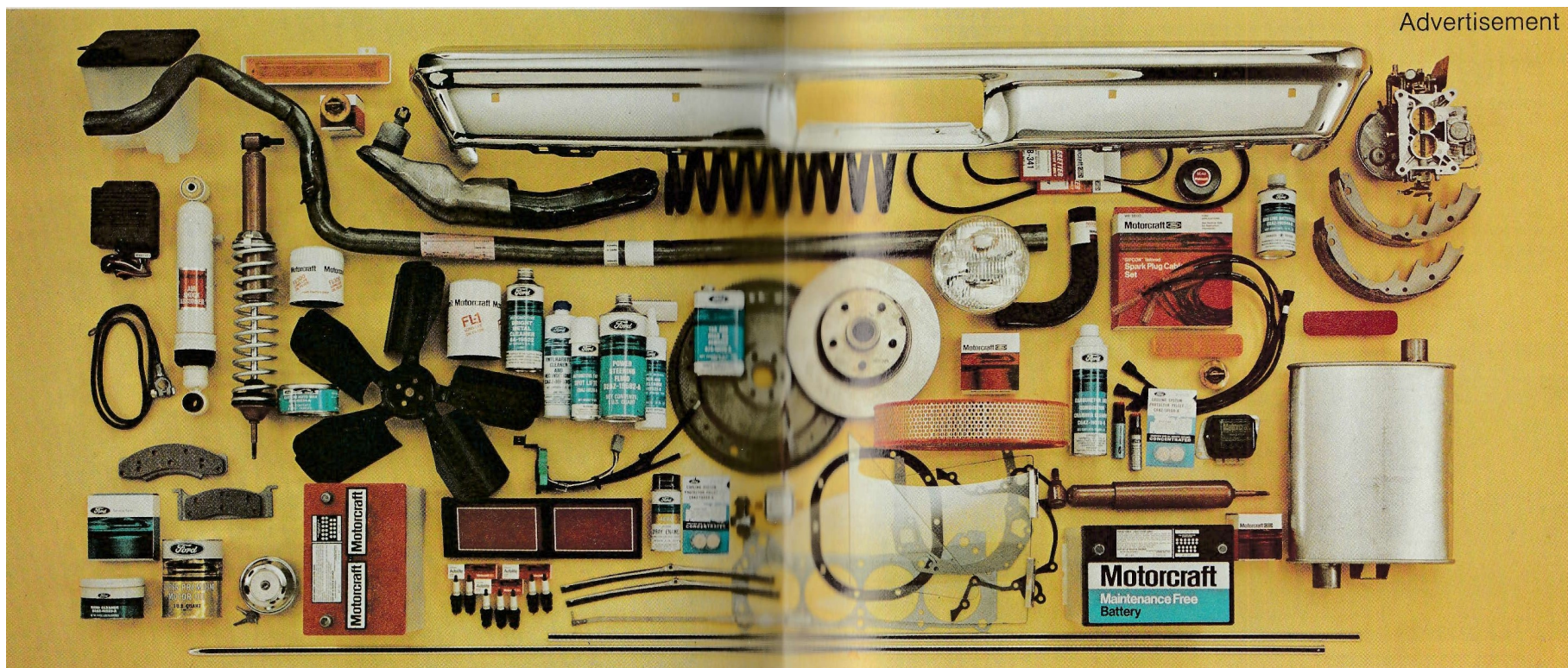
To help avoid possible injury or damage to the vehicle or the environment, the following precautions should be observed:

- Avoid excessive starter cranking (in excess of one minute) with an intermittently firing or flooded engine. See Starter Operation section of Owner's Guide for recommended starting procedures.
- Do not attempt to start a vehicle by pushing. Instead, use jumper cables as described in the Special Situations section of this guide.
- Avoid extended (in excess of 10 minutes) and unnecessary idling, particularly extended idling on the high step of the fast idle cam or at other "high" engine speeds or after sustained high speed operation (in

Help keep your car at its Ford-built best.

Use original equipment parts and factory-authorized service.





Ask for the original equipment parts designed specially for your car!



Motorcraft Parts

Motorcraft Parts and Autolite Spark Plugs are original equipment parts for your Ford, Mercury or Lincoln, designed to keep it running at peak efficiency. Wherever you have your car serviced or buy parts, ask for them by name: Motorcraft Oil, Air and Fuel Filters • Shock Absorbers • Batteries • Ignition Parts • Carburetors and Emission System Parts • Spark Plug Wire Sets • Air Conditioning Parts • PCV Valves • Hoses and V-Belts • and Autolite Spark Plugs.



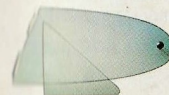
Ford Service Parts

Anytime your Ford, Mercury or Lincoln needs repair, insist on the chassis and engine parts which meet original Ford Motor Company specifications—genuine Ford Service parts. They are available where you bought your car and at any of the 6700 Ford or Lincoln-Mercury Dealerships from coast to coast.



Ford Authorized Remanufactured Parts

Ford Authorized Remanufactured Parts are remanufactured to strict Ford Motor Company engineering specifications and quality control standards. The end result is that you get like-new performance at economical prices. A complete line of remanufactured products is available including engines, engine components, electrical systems and power train components.



Carlite Glass

When you have to replace a windshield or window in your car, ask for Carlite glass. Ford Motor Company is the only car maker in the industry to make its own glass.



Ford Oils and Lubricants

Your dealer will be happy to recommend proper motor oil and lubricants. The oil will most likely be Premium or Super Premium Ford Motor Oil, which meets Ford Motor Company specifications for top performance under a wide range of weather and driving conditions.



Ford Chemicals

Your dealer carries a full line of quality Ford chemical products. They range from scientifically formulated cleaners, waxes, polishes, vinyl hardtop and multi-purpose cleaners to windshield and glass cleaning products, de-icers and antifreeze coolant solutions.

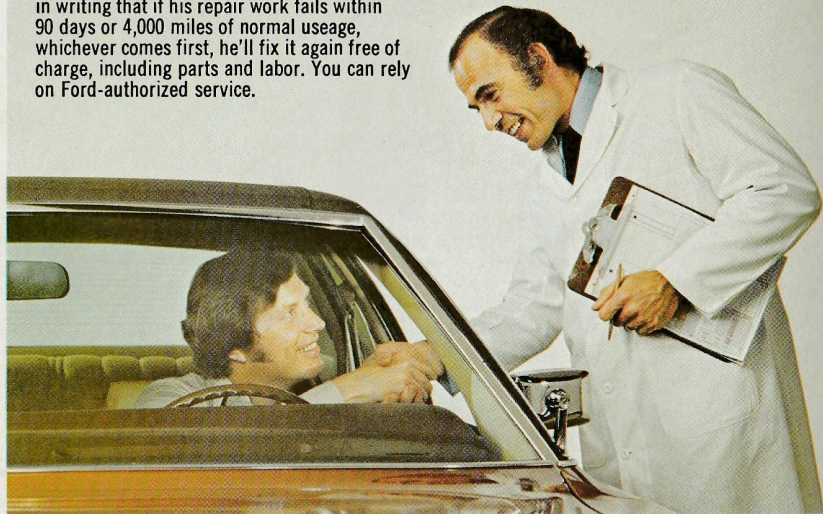


Ford Paints

A full line of Ford paints and refinishing materials is available for quick and easy do-it-yourself touchups of minor nicks and scratches or for spot repairs and complete paint jobs. These paints are scientifically formulated to provide color matching to your car's original finish. For appearance's sake, ask for Ford paints and refinishing products.

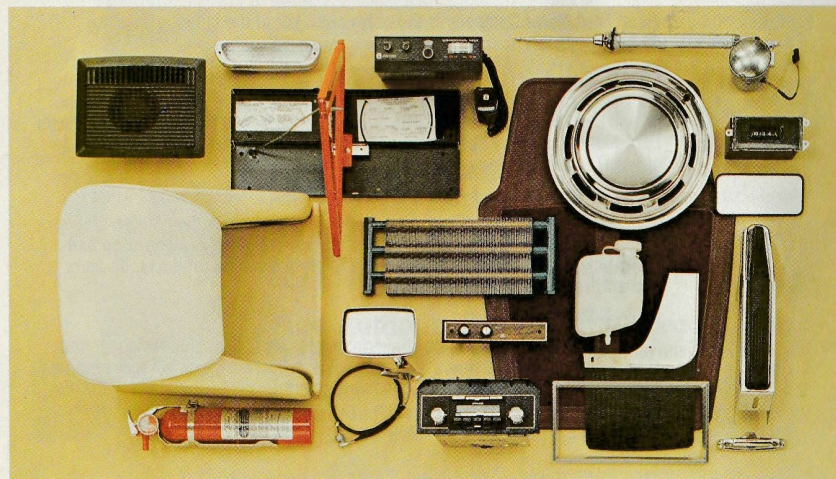
Bring your car "home" for service.

Nobody knows your Ford, Lincoln, or Mercury better than your dealer. That's why it pays to bring it back to him for service. He has trained service technicians, and the advanced tools and equipment to keep your car running at peak performance. And you get more than a good job. At participating dealers, you get a limited warranty in writing that if his repair work fails within 90 days or 4,000 miles of normal usage, whichever comes first, he'll fix it again free of charge, including parts and labor. You can rely on Ford-authorized service.



Ford Accessories
to dress up and protect your car.

Your dealer is eager to install quality Ford accessories designed to add good looks, comfort and convenience to your car. They range from AM radios and stereo radios to body side moldings and door edge guards; from floor mats and luggage racks to infant carriers and air conditioners. Ask your Ford or Lincoln-Mercury dealer for a copy of his accessories catalog.



GETTING TO KNOW YOUR CAR

excess of 85 mph (137 km/h) — where permitted by law.) If extended idling occurs or is anticipated beyond 10 minutes, you should shut down the engine. Restart when conditions are appropriate. Within about 20 seconds after starting a cold engine, the carburetor on your engine will automatically drop engine speed. You should avoid idling in dry grass or other dry ground cover. (See maintenance recommendations with regard to keeping grass shields free of debris.)

Avoid unauthorized modifications to the engine or vehicle. Modifications causing increased amounts of unburned fuel to reach the exhaust system (including the catalytic converter) can increase significantly the temperature of the engine compartment and/or the exhaust system.

Avoid operation under conditions of malfunction or neglect (disregard for recommended maintenance on the ignition system, fuel system, and emission control system). It is important that you have your vehicle examined at the first indication of any significant depreciation in its normal performance. Such indications include, but are not limited to, extended dieseling (more than 5 seconds of engine run-on with ignition lock cylinder key off), persistent misfiring, heavy surging, repetitive stalls or backfires, fluid leakage, odor, smoke, loss of oil pressure or charge indicator or overtemperature warning.

CAUTION – Modifications of the emission control system could create liability under Federal law (U.S.) if made prior to the first sale and registration, and under the laws of some states, if made thereafter. Further, Federal law prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emission control system inoperative after sale and delivery to an ultimate purchaser. In Canada, modifications of the emission control system could create liability under applicable Federal or Provincial laws.

Altitude Compensation

The emission control system of your vehicle has been designed to meet emission requirements as one of the following:

A. High Altitude System

When the principal use of the vehicle is at an altitude higher than 4,000 feet (1219 m), as defined by EPA regulations.

B. Low Altitude System

When the principal use of the vehicle is below 4,000 feet (1219 m).

The vehicle's emission control system was not designed for conversion to allow the vehicle to meet emission standards when operated at an altitude other than that for which it was certified.

GETTING TO KNOW YOUR CAR

Exhaust Fumes

CAUTION – Exhaust gases, particularly carbon monoxide, can be harmful and are potentially lethal.

Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, immediately report such condition to your dealer and have the condition corrected.

In order to guard against the possible entry of carbon monoxide into your vehicle, the exhaust system and body ventilation system should be properly inspected by a competent mechanic as follows:

- Each time the vehicle is raised for service;
- Whenever you detect a change in sounds from the exhaust system;
- Whenever the vehicle has been damaged by an impact.

In order to afford proper ventilation, all air inlet vents should be kept clean of snow, leaves, and other debris.

WARNING – NEVER OPERATE ENGINE IN CLOSED AREAS.

NEVER SIT IN A PARKED OR STOPPED VEHICLE FOR ANY EXTENDED AMOUNT OF TIME WITH THE ENGINE RUNNING.

NEVER LEAVE YOUR CAR UNATTENDED WHILE THE ENGINE IS RUNNING.

If you find it necessary to run the engine in an unconfined area for more than a short length of time, adjust the heating or cooling system to draw outside air into the vehicle as follows:

- Set the fan speed to low or high with the function control lever at any position except OFF or AUTO. Also set the upper control lever to any position to the right of mid-position.

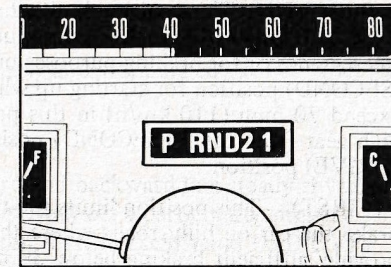
To prevent the possibility of dangerous gases being drawn into the vehicle, rear windows and trunk lids should be closed while the car is in motion. If it is necessary for such windows to remain open, adjust your air control system to force outside air into the vehicle.

GETTING TO KNOW YOUR CAR

Driving With An Automatic Transmission

Your automatic transmission provides you with either fully automatic operation in the D (DRIVE) position or manual control by allowing you to start in either the 1 (FIRST) or 2 (SECOND) positions and then to upshift manually to the next gear.

To shift to the various selector positions, pull the shift lever toward you. The following are explanations of the selector positions.



P (PARK) – This position locks the transmission and prevents the rear wheels from rotating whether or not the engine is running. It is not, however, a substitute for the parking brake. Always come to a full stop before shifting into P (PARK). Remember that the gear shift selector must be in this position before you can remove the ignition lock cylinder key. Do not use the P (PARK) position in place of the parking brake. Always shift into P (PARK) and set your parking brake when you leave your car, and remove the key. You cannot shift into or out of P (PARK) without lifting the shift lever towards you. On console shift vehicles, depress the release button to shift into or out of P (PARK).

CAUTION – In shifting into the P (PARK) position, make sure that the shift lever has been pushed as far as it will go in a counterclockwise direction, and cannot be moved without lifting (or pushing button on console models).

R (REVERSE) – The car must be fully stopped before shifting into or out of R (REVERSE), except when rocking the car as outlined in the Special Situations section of this guide.

N (NEUTRAL) – When you place the transmission selector lever in the N (NEUTRAL) position, there is neither forward nor reverse gear engagement. If necessary, you may start your engine in this position.

D (DRIVE) – The normal driving position is indicated by D (DRIVE). In this position your car starts in first gear giving the best combination of automatic gear shifts for economical and full-power starts. As you press down on the accelerator and the car picks up speed, the transmission automatically shifts to second and then high gear. The transmission automatically downshifts from high gear as speed decreases.

GETTING TO KNOW YOUR CAR

2 (SECOND) — This position limits the transmission to second gear. The 2 (SECOND) position is particularly useful when driving up moderately steep grades or for braking purposes on mountain downgrades. Use the 2 (SECOND) position for starting up when the roads are slippery. Do not exceed 70 mph (110 km/h) in this position. If you want to upshift to high gear from the 2 (SECOND) position, move the selector to the D (DRIVE) position.

1 (FIRST) — This position limits the transmission to first gear. To help brake the car on hilly roads where the 2 (SECOND) position does not provide sufficient braking below 30 mph (50 km/h) shift the selector lever to 1 (FIRST). Upshifts from 1 (FIRST) can be made only by manually shifting from 1 (FIRST) to 2 (SECOND) and then from 2 (SECOND) to D (DRIVE).

FORCED DOWNSHIFTS — At speeds from 35 to 70 mph (55 to 110 km/h) in D (DRIVE) position, you can get the power and acceleration needed to pass moving cars or climb steep grades by pushing the accelerator to the floor to downshift from high to second gear. A forced downshift from high or second to low gear is possible at speeds under 35 mph (55 km/h) in D (DRIVE) position by completely depressing the accelerator pedal. Remember, forced downshifts can be performed only when your car is in the D (DRIVE) position.

Special Driving Situations

Driving on Sand, Snow, Ice, or Slippery Roads

Heavy snow creates two kinds of driving problems: (1) deep, soft snow resists forward motion, similar to loose sand; (2) hard packed snow causes a loss of traction, similar to an icy surface. Similarly in mud, you may lose both momentum and traction.

If your wheels become bogged down in mud, snow, or sand, use 2 (SECOND) to supply the necessary power. Try moving forward slowly but evenly. If the car won't move forward and begins to stall, shift to 1 (FIRST). You can also shift to R (REVERSE) after engine has returned to idle in N (NEUTRAL) and try backing out.

If the wheels spin, try the following procedure. Start the car moving in 2 (SECOND). As the car gains traction, shift to D (DRIVE). Backing up may be difficult, so concentrate on moving forward.

Ice, snow, or wet surfaces on paved and gravel roads (streets) present hazardous driving conditions. Stopping distances are unpredictable and braking on slippery surfaces can cause skidding. When trying to stop on a slippery surface, pump the brakes steadily and evenly without locking the wheels to reduce skidding. Manually downshifting the transmission also helps reduce your car speed.

CAUTION — To avoid skidding on slippery road surfaces (wet, icy, gravel, greasy, etc.), do not shift into 1 (FIRST) position at speeds above 10 mph (15 km/h).

GETTING TO KNOW YOUR CAR

Allow adequate stopping distance between your vehicle and the car or traffic light ahead. Avoid quick movements of the steering wheel. Drive at a speed slow enough to permit steering and stopping control of your car.

Rocking the Car

"Rocking" the car is moving it forward and backward in a steady rhythm, trying to gain enough momentum to move it off a particularly slippery spot. Shift, in a steady rhythm, between R (REVERSE) and D (DRIVE) while pressing gently on the accelerator.

If you are still stuck after a minute or two of rocking, have the car pulled out to avoid overheating and possible damage to the transmission.

CAUTION — Avoid over-speeding the engine and/or excessively spinning the rear wheels as this may cause premature engine, transmission, or axle failure. Prolonged rocking may cause engine overheating or transmission damage.

Traction-Lok Axle

The optional axle provides added traction on slippery surfaces, particularly when one wheel is on a poor traction surface. Under normal conditions the Traction-Lok axle functions as a standard differential.

CAUTION — On cars equipped with a Traction-Lok axle, never run the engine with one wheel off the ground, such as when changing a tire. The wheel still on the ground could cause the car to move.

New Car Break-In

Your new car will not require an extensive "break-in," although we recommend you limit your maximum speed to 55 mph (90 km/h) or the lawful speed limit during the first 1000 miles (1600 km). Also, try not to drive continuously at the same speed, as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles (1600 km). Approximately 100 miles (160 km) of city driving or 1000 miles (1600 km) of highway driving are required to fully break-in a new set of brake linings. Repeated heavy stops should be avoided during this period.

Don't expect top fuel economy until at least 4000 miles (6400 km). All engines use more fuel until they are well broken in. Conserve fuel by avoiding fast starts.

GETTING TO KNOW YOUR CAR

New cars should be driven for 1000 miles (1600 km) before trailer towing.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the maintenance schedules of this guide. Don't add anti-friction compounds or special "break-in" oils during the first few thousand miles of operation, since these additives prevent piston ring seating.

It is normal for the engine to consume oil before the first recommended Scheduled Maintenance Oil Change.

Economy Driving Tips

To operate your car as economically as possible, use the following driving suggestions:

1. Always keep your tires inflated to the recommended pressure for longer tire life and fuel economy.
2. Accelerate moderately; but do not creep. Get into high gear quickly so that the engine can operate economically.
3. Avoid speeding up and slowing down. Maintain a level pace and flow with the traffic.
4. Try to time the traffic signals so that you stop as little as possible. Long idling periods and fast acceleration are causes of greater fuel consumption.
5. Maintain a moderate speed on the highway. At higher speeds, gasoline consumption rises sharply.
6. Keep your engine tuned-up and keep other maintenance work on schedule for longer life of all parts and lower operating costs. It is important to note that the ignition wires on your new Dura Spark system are not a scheduled maintenance item.
7. Keep your distance from other cars and be alert to avoid sudden stops. This will greatly reduce wear on your brake linings and pads.

SPECIAL SITUATIONS

Spare Tire

Your spare tire and jack are stowed in the trunk compartment. Refer to the illustrated instruction sheet attached to the inside of the trunk lid for directions on stowing the jack and tire.

The space-saver spare tire is designed to provide more luggage room; therefore it is stowed deflated. A can of tire inflation propellant is provided

SPECIAL SITUATIONS

with the tire and is located in the luggage compartment. Be sure to read all the instructions on the can and on the wheel decal before use.

Before inflating, mount the spare tire on the car axle with the valve at the bottom; slightly tighten all lug nuts. Inflate the tire by pushing the inflator bottle onto the valve stem until the sound of gas entering can be heard. One minute after the sound stops, remove the inflator and replace the valve cap. Continue with step 14 of Changing a Tire. When first filled, the tire may not appear fully inflated. In this case, driving slowly for the first mile will increase the pressure in the tire.

NOTE — The space-saver spare tire is provided for temporary, emergency use only; continuous use as a road tire should be avoided.

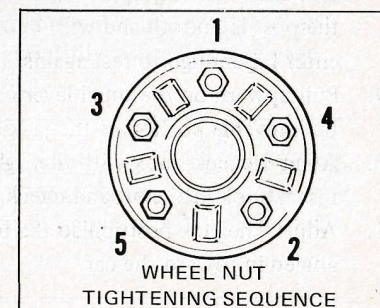
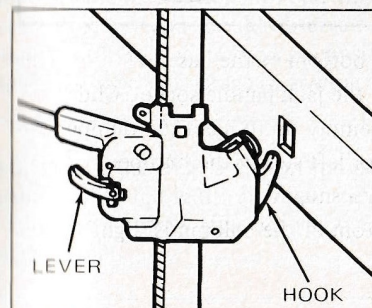
CAUTION —

- Do not attempt to repair or remove the collapsible tire from the wheel.
- Mount the tire on the axle before inflating.
- Inflate with approved canister only which is available at all Ford dealers.
- Do not exceed the maximum vehicle load rating.
- Do not use tire chains with this tire.
- Do not exceed 50 mph (80 km/h). Adjust tire pressure per the tire placard as soon as possible.

Remove the space-saver spare tire at the earliest opportunity; deflate to store by removing the valve stem core. Avoid inhaling the discharged propellant. When tire is fully deflated replace valve stem core and obtain a new canister. The can of tire inflation propellant contains enough propellant for one application. Additional cans are available from your Ford or Lincoln/Mercury dealer.

Changing A Tire

In the event of sudden tire failure, avoid heavy brake application, maintain a straight line while decreasing speed, and slowly move to a safe, off-road position.



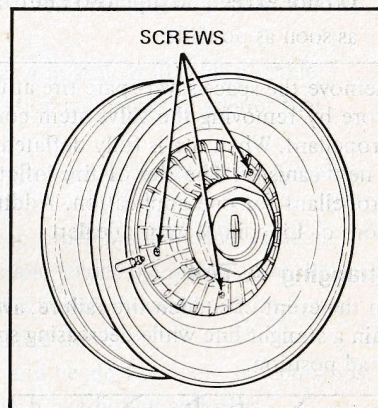
SPECIAL SITUATIONS

Park the car on a level spot, put the selector lever in P (PARK) and set the parking brake. Turn on the hazard flasher system.

CAUTION — Never attempt repairs on heavily traveled roads or high-ways. Always get completely off the road before trying to change a tire. If you cannot find a firm, level place off the road, call for a service truck. In addition, do not put any portion of your body under the vehicle, or start the engine while the car is on the jack.

Follow this procedure to change the tire: (see decal attached to decklid)

1. Block the wheels.
2. On rear wheels, remove the fender skirt by lifting upward, and then pulling straight down on the release handle located on the underside of the skirt.
3. Remove the spare tire from stowage.
4. Lean the tire against the car near the tire to be changed.
5. Pry the wheel cover off with the tapered end of the jack handle.
6. If your car is equipped with the optional wheel ornament, remove the three attaching screws with the blade end of the jack handle.
7. Loosen the wheel nuts one-half turn each, but do not remove them until the tire is raised off the ground.
8. Assemble the jack by inserting the bottom of the jack post into the base. The bottom of the post is smooth and will enter far enough to rest against the bottom of the base.
9. Pull upward on the small lever near the jack handle socket. Slide the movable portion of the jack assembly up to meet the bumper.
10. Align the jack hook with the right or left slot in the bumper, insert hook into slot, and check for a snug fit.
11. Adjust the jack position so the bottom of the column is slightly angled in toward the car.



SPECIAL SITUATIONS

12. Insert the handle in the jack. Move the handle up and down until the tire is off the ground. Be careful that the jack position doesn't change, or the jack could slip.
13. Remove the wheel nuts. Pull the tire and wheel off and immediately replace it with the spare.

NOTE — If you are using the space-saver spare tire, follow instructions on the canister and continue with step 14.

14. Replace the wheel nuts with the beveled edges facing inward. Tighten them snugly and carefully. Don't attempt to tighten them fully until you lower the car, or the car could be forced off the jack.
15. Place the small lever, located near the jack handle socket, in the down position to lower the car. Lower the jack, moving the handle up and down as you did to raise the car. Keep a firm grasp on the handle during this operation.
16. Tighten each of the nuts fully in a diagonal sequence as shown. Install the valve extension from the replaced tire onto the spare.
17. Align the wheel cover with the valve stem extension matching the hole in the cover. Install the cover and be sure it is snapped in place all the way around.
18. Install the fender skirt. Pull the release handle up and over its hook to hold it in place.
19. Stow the tire, jack, and other loose hardware and properly secure.
20. Unblock the wheels.

Use of Jumper Cables

The following instructions for starting your car with jumper cables contain precautions that you should observe to avoid possible injury to yourself, or damage to your car. If you are unsure about this procedure, seek the help of a competent garage or towing service.

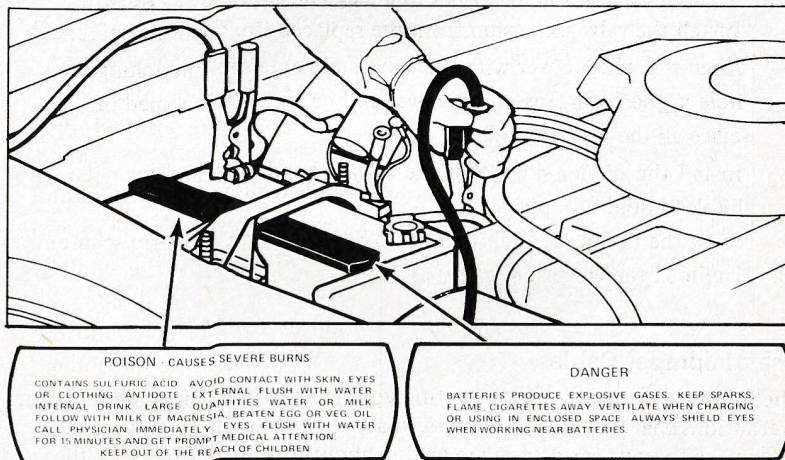
CAUTION — Use only a 12-volt jumper system. You can damage a 12-volt starting motor and ignition system beyond repair by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set).

SPECIAL SITUATIONS

WARNING — Batteries contain **SULFURIC ACID**. Avoid contact with skin, eyes, or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with skin, eyes, or clothing, **FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF 15 MINUTES**. Get “on-the-spot” medical attention immediately. If accidentally ingested, drink large quantities of milk or water, followed by milk of magnesia, a beaten egg, or vegetable oil. Call a physician immediately.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames or sparks are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation. Do not smoke.

NOTE — The battery has safety vent caps with above warnings.



Use particular care when connecting a booster battery to prevent sparks. Before jump starting, turn the heater A/C blower “ON” and leave it on after the engine starts until after the jumper cables are removed. Turn all the lights “OFF” before jump starting and leave them off after the engine starts until after the jumper cables are removed. To jump start: (1) connect ends of one cable to positive (+) terminals of each battery, (2) con-

SPECIAL SITUATIONS

nect one end of other cable to negative (-) terminal of “good” battery, (3) connect other end of cable to engine block on vehicle being started (**NOT TO NEGATIVE (-) TERMINAL OF BATTERY**). Use the starting instructions in the “Getting to Know Your Car” section of this guide. To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables. When disconnecting cables, remove cable from engine block before disconnecting cable from battery positive terminal.

When lifting a plastic cased battery, excessive pressure on the end walls could cause acid to spew through the vent caps. Lift with a battery carrier or with your hands on opposite corners.

Pushing and Towing

Vehicles equipped with automatic transmissions cannot be started by pushing. Follow the directions under Use of Jumper Cables.

To tow your car, make sure the parking brake is released and the transmission shift lever is in N (NEUTRAL). The transmission and rear axle must be in proper working order before pushing or towing. To move a car with an inoperative transmission or rear axle, you must raise the rear wheels and tow the car from the rear.

If the car is being towed with the rear wheels on the ground, do not exceed 30 mph (50 km/h) or a distance of 15 miles (25 km). If this is not possible, tow the car with the rear wheels raised off the ground.

Trailer Towing

It is important to your safety and to the care of your car to properly match the trailer towing equipment with the trailer and to carefully follow all vehicle and trailer loading recommendations. Make sure that all towing equipment is properly and safely attached to your car. Your dealer will be happy to supply you with this information upon your request. The following is some general information which you may find helpful. No trailer towing package as such is available. However, the optional 3.0 axle is available which enables you to tow a trailer weighing 6000 pounds (2722 kg) with a tongue weight of 700 pounds (318 kg).

Hitches

There are currently two types of hitches in common use — the simple load-carrying for light trailers and the load-equalizing (weight distributing) for medium and heavy trailers.

Choose a proper hitch and ball and make sure its location is compatible with that of the trailer.

SPECIAL SITUATIONS

LOAD-CARRYING HITCH – This type of hitch places the entire tongue load of the trailer on the rear wheels of your car and therefore is designed for use with CLASS I trailers (up to 2000 pounds (907 kg) gross loaded weight and 200 pounds (91 kg) maximum tongue load).

LOAD-EQUALIZING HITCH – This type of hitch distributes the tongue load to all four wheels of your car and a portion of the weight back to the trailer wheels. These hitches are designed for towing CLASS II trailers (up to 3500 pounds (1588 kg) gross loaded weight and 500 pounds (227 kg) tongue load) or CLASS III trailers (up to 6000 pounds (2722 kg) gross loaded trailer weight and 700 pounds (318 kg) tongue load).

CAUTION – Bumper hitches are not recommended nor should safety chains be attached to the bumper or the ball hitch platform. However, a trailer rental multi-clamp type hitch is safe as long as it is installed properly. Follow the usage and towing instructions of a reputable trailer agency. Single clamp and hitches which attach to the car's axle should never be used.

Vehicle Loads

NOTE – In no case should you exceed the gross axle load rating (GAWR) as shown on the Vehicle Certification Label.

CLASS I TRAILERS – To figure the vehicle load for CLASS I (light) trailer towing, add the actual weight of the driver, passengers, luggage, and the static tongue load of your trailer. If additional equipment has been added to your car since delivery, don't forget to include this weight in figuring the load. If you don't know the individual weights of the driver, passengers, luggage, extra equipment, and tongue load, here is another method for calculating your total vehicle load. First, weigh your car without the driver, passengers, and luggage. Then weigh your car with the driver, passengers, luggage, and trailer attached. Subtract the two weights to determine the vehicle load. If the vehicle load is greater than the rated load capacity shown on the tire decal, remove enough weight from the vehicle to bring the load down to the rated load capacity.

CLASS II AND III TRAILERS – To figure the vehicle load for CLASS II (medium) or CLASS III (heavy) trailer towing, first weigh your car without the driver, passengers, and luggage. Record this information. Now hook up the trailer to your car and adjust the hitch spring bars until the car and trailer are level. With the trailer hooked to the car, weigh the car with the driver, passengers, luggage, and optional collapsible spare tire,

SPECIAL SITUATIONS

if so equipped. Record this figure. Now, subtract the weight of the car without the trailer from the weight of the car with the trailer. Compare this load to the allowable load for your vehicle which is shown on the tire decal. Weight in excess of the amount shown on the tire decal can cause rapid tire wear and must be removed.

Trailer Brakes

Separate trailer brakes are recommended and required on most trailers with a gross weight over 1500 pounds (680.3 kg). Check your state or Provincial requirements.

Electric brakes, either manual or automatic, or surge-type hydraulic trailer brakes are considered safe systems if properly installed and adjusted as recommended by their manufacturer. Be sure your brakes conform to local and Federal regulations.

CAUTION – Do not couple a trailer hydraulic brake system directly to the car brake system.

Trailer Lights

Equip your trailer with lights that conform to Federal and local regulations.

CAUTION – Do not connect a trailer lighting system directly to the lighting system of the car. See your local recreational vehicle dealer or trailer rental agency for correct type of wiring and relays for your trailer.

Safety Chains

Safety chains connecting the car and trailer are recommended and required in most areas. Never tow without using safety chains. Should the hitch connection fail, the trailer could break free, possibly endangering others. Cross the safety chains under the trailer tongue to help support the tongue in case of failure. Be sure to leave enough slack in the chains to allow for turning corners. Never attach safety chains to the bumper or to any other portion of the vehicle not specifically designed for this purpose. If in doubt, seek dealer assistance.

For rental trailers, follow rental agency instructions for proper hook-up.

SPECIAL SITUATIONS

Trailer Towing Tips

Before starting on a trip, practice turning, stopping, and backing in an area away from heavy traffic to gain experience in handling the extra weight and length of the trailer. Take enough time to learn the “feel” of the car-trailer combination before starting out on a trip.

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10-15% of the loaded trailer weight but not to exceed 200 (91 kg) light duty—500 (227 kg) medium duty—700 (363 kg) heavy duty pounds.

Skillful backing requires practice. Back very slowly, with someone outside at the rear of the trailer to guide your efforts. Place your hand at the bottom of the steering wheel and move it in the direction you want the rear of the trailer to swing. Make small corrections instead of exaggerated ones — a slight movement of the steering wheel will result in a much larger movement of the rear of the trailer.

Allow considerably more room for stopping when the trailer is attached. If you have a manual brake controller, apply the trailer brakes first when approaching a stop, if possible. Trailer brakes are also handy for correcting trailer side sway. Just touch them for a moment without using your car brakes and the trailer should settle down and track steadily again.

Check the tire decal for car tire pressure. It is recommended that when you tow a trailer you should increase the tire pressure by four psi over that shown on the tire decal. But do not exceed the maximum cold inflation pressure (psi) marked on the tire sidewall. Over or under inflated tires can lead to premature tire failure.

NOTE — For the best handling and riding comfort of your car, always maintain the specified difference between front and rear tire pressures.

Check everything before starting out on the road. But don't be satisfied with that. After you've traveled about 50 miles (80 km), stop in a protected location and double-check your trailer hitch and electrical connections for security. Also examine the trailer wheel lug nuts for tightness.

ROUTINE SERVICE

Gasoline

Filler Cap

The fuel filler cap is a pressure-vacuum relief type, with two-position locking tabs. To remove the cap, turn it to the left until the first set of tabs unlocks. Continue to turn the cap to the left while pulling outward and the second set of tabs will unlock, allowing you to remove the cap. To install the cap, place it on the filler neck and turn it to the right until both sets of tabs lock. See your dealer for proper replacement cap for the type of fuel vapor emissions system on your car.

Gas Tank Refill Capacity

The refill capacity of your car's gas tank is about 24.2 U.S. gallons, 20.2 Imperial gallons, or 41.6 Litres.

Fuel

The engine in your car is designed to operate on **UNLEADED FUEL ONLY**. Leaded fuel can damage the catalytic converter and affects other emissions control components. When the engine is adjusted to recommended specifications, you may use a fuel with a minimum octane rating as designated by the following 2 numbers.

Research Octane Number (RON) 91

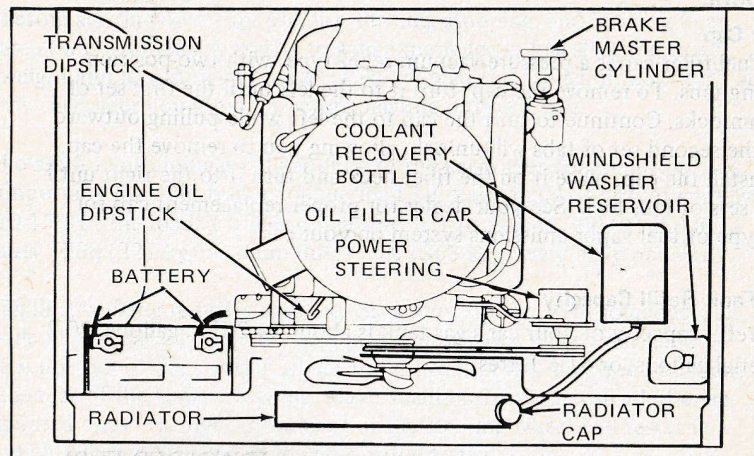
Average of Research Octane Number and Motor

Octane Number (Antiknock Index) 87

Octane rating and unleaded fuel availability may vary between gasoline stations. If you plan to drive your vehicle outside the United States or Canada, make sure the correct type and rating of gasoline is available in the area you expect to visit.

ROUTINE SERVICE

Checking Fluid Levels



Coolant

The engine cooling system in your car is filled at the factory with a solution of Ford Cooling System Fluid and water which will protect your car to -20 degrees F (-29 degrees C) (-35 degrees F (-37 degrees C) in Alaska, Canada, and northern border states. Since the coolant contains rust and corrosion inhibitors, you should leave it in the car year around. Refer to the maintenance schedule for recommended coolant change intervals.

WARNING – Never remove the radiator cap under any conditions while the engine is operating. Failure to follow these instructions could result in personal injury and/or damage to the cooling system.

WARNING – To avoid having scalding hot coolant or steam blow out of the radiator, use extreme care when removing the cap from a hot radiator. If possible, wait until the engine has cooled, then wrap a thick cloth around the radiator cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap (still with a cloth), turn and remove it.

CHECKING COOLANT LEVEL – Check the protection level of the coolant at least once a year, just before winter. Maintain a protection level of at least -20 degrees F (-29 degrees C) to maintain anti-rust protection and to assure proper engine operating temperature.

ROUTINE SERVICE

Check the coolant level in your radiator at least once a month, preferably when the engine is cool. Maintain the coolant level in the radiator to within 2½ to 4 inches (63.5 to 101.6 mm) below the filler neck seat on the radiator when the coolant is cold. Do not add coolant to the expansion bottle.

Whenever you do not add coolant to your car, use equal parts of water and Ford Cooling System Fluid (or equivalent). If you have to add coolant more than once a month, or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.

CAUTION – Be careful that you don't add radiator coolant to the windshield washer bottle.

Coolant Specification

Use only a permanent-type coolant that meets Ford Specification ESE-M97B18-C, such as Ford Cooling System Fluid. Do not use alcohol or methanol antifreeze, or mix them with the specified coolant.

CAUTION – Do not use any antifreeze or summer coolant fluid containing salts such as sodium chloride, calcium chloride, lithium acetate, etc. These products are generally corrosive to cooling system metals and will usually result in plugging of system passages or cause leaks.

You can use plain water to fill your cooling system in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage to the system. When you are using only water in the system, do not let the engine run hot.

Checking Hoses

Inspect all engine and heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Repair or replace as necessary.

Engine Oil Level

Because it is normal to add some oil between oil changes, have your engine oil level checked each time you stop for gas. Keep the oil level within the SAFE range or above the ADD mark on the dipstick by adding oil as required. (DO NOT OVERFILL.)

CHANGING OIL AND FILTER – Change your car's engine oil and filter at the intervals shown in the maintenance schedule; and the filter at the first oil change and then at alternate oil changes thereafter. Under normal driving conditions, you don't need to change more often if you use oil and filters of the recommended quality.

ROUTINE SERVICE

Your new car is equipped with a Motorcraft Long-Life Oil Filter. 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, abrasive, or sludgy particles without clogging up or blocking the flow of oil to vital engine parts.

Use a Motorcraft Long-Life Oil Filter or one of equal quality which meets Ford engine oil filter specification number ES D5ZF-6714-AA or ES D5ZF-6714-BA.

Change your oil and filter more frequently if your car operation includes extended periods of idling or low-speed operation, towing trailers, driving for a long time in cold temperatures, or driving short distances (refer to the maintenance schedule for severe service change intervals).

OIL QUALITY — To help achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the proper quality in your car's engine. Proper quality oils also provide maximum efficiency for the crankcase ventilating system which reduces air pollution. Use only those oils that meet Ford Specification ESE-M2C144-A or API Classification SE or SE/CC.

NOTE — Oils of the above classifications which also meet API Classification CD are not recommended unless: the oil supplier indicates they contain a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (alkyl zinc) or a high quality fully formulated zinc dialkyldithiophosphate oil conditioner such as Ford Part Number D2AZ-19579-A is added at each oil change in a quantity sufficient to provide a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (16 ounces (.4732 Litre) of conditioner to 5 quarts (4.7 Litre) of oil).

It is best not to mix different brands of lubricants and oils, because sometimes they are not compatible and deteriorate when mixed. Stay with one brand to assure compatibility.

OIL VISCOSITY — When you change or add oil, select oil with the proper viscosity. Check the accompanying table and select the oil which most closely matches the temperature range you expect to encounter.

ROUTINE SERVICE

Multi-Viscosity Oils

When Outside Temperature is Consistently	Use SAE Viscosity Number
Below + 32°F (0°C)	5W-30*
-10°F (-23.3°C) + 90°F (32.2°C)	10W-30
-10°F (-23.3°C) + 90°F (32.2°C) and above	10W-40
Above + 10°F (-12.2°C)	20W-40

Single Viscosity Oils

When Outside Temperature Is Consistently	Use SAE Viscosity Number
-10°F (-23.3°C) to + 32°F (0°C)	10W
+ 10°F (-12.2°C) to + 60°F (15.6°C)	20W-20
+ 32°F (0°C) to + 90°F (32.2°C)	30
Above + 60°F (15.6°C)	40

*If your car will be operating continuously, which will impose maximum loads on the engine, or if you are driving at sustained high speeds above 60 mph (100 km/h) use the next heavier viscosity oil.

Transmission Fluid Level

The fluid level in your vehicle's transmission should be checked occasionally. The most convenient time would be when other engine compartment or "under vehicle" maintenance is being performed.

To check the fluid level in your automatic transmission, first 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 of the gear positions, allowing enough time in each range to engage the transmission. Stop at the P (PARK) position and apply the parking brake. With the engine still running and the car on a level surface, wipe off the dipstick cap located at the extreme right rear of the engine. Pull the dipstick out of the transmission filler tube, wipe it clean, and push it all the way back into the tube. Pull the dipstick out of the transmission filler tube, wipe it clean, and push it all the way back into the tube. Pull the dipstick out and check the level. The fluid level should be between the ADD and FULL marks. (DO NOT OVERFILL.)

ADDING FLUID — If you have to add fluid to your car's automatic transmission, add enough fluid through the filler tube to bring the level above the ADD mark on the dipstick, but not above the FULL mark. Be careful not to overfill the transmission because foaming and loss of fluid through the vent may cause the transmission to malfunction.

ROUTINE SERVICE

CAUTION — Your car's automatic transmission fluid is a high quality, long lasting lubricant. When it is necessary to add fluid, use only Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESP-M2C138-CJ. **Use of a fluid other than specified could result in transmission malfunction and/or failure.** When you install the dipstick **MAKE SURE IT IS FULLY SEATED IN THE TUBE.**

Rear Axle Fluid Level

The rear axle lubricant level and quality should not deteriorate under normal driving conditions. However, it is suggested that you have the fluid level checked occasionally. If lubricant is required, add only lubricant meeting Ford specifications ESW-M2C105-A for conventional axles or ESW-M2C119-A for locking differentials.

Suspension and Steering

INSPECTING FOR ROAD DAMAGE — The suspension and steering linkage in your vehicle should be inspected periodically for abnormal looseness and damaged seals.

Power Steering Fluid Level

Before checking the power steering fluid level in your car, let the engine run until it has reached normal operating temperature. With the engine at idle, turn the wheel back and forth several times to get any air out of the steering system. Then stop the engine and check the fluid level on the dipstick. The level must be between the FULL mark and the end of the dipstick. (DO NOT OVERFILL.)

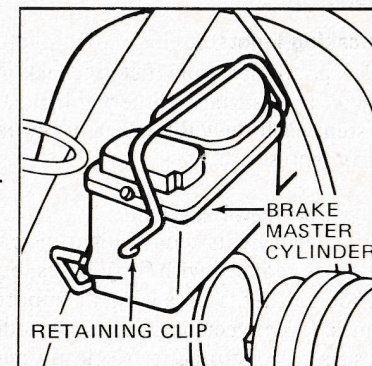
ADDING FLUID — If you have to add fluid to the power steering system, add just enough to bring the level up to its correct point. Do not overfill the system. Use only a fluid that meets Ford Specification ESW-M2C128-D, such as Ford Power Steering Fluid. This is NOT the same fluid that is used in the automatic transmission.

ROUTINE SERVICE

Brake Fluid Level

When checking the brake fluid reservoir level, carefully clean the filler cap before removing it. The fluid level on a new vehicle should be full to ¼ inch (6 mm) from the top.

The fluid level in the reservoir servicing disc brakes will decrease with accumulated mileage. This is a normal condition associated with the wear of disc brake linings.



ADDING FLUID — Top off the reservoir if the fluid is low. If the fluid level is excessively low, inspect the brake linings for wear and/or the brake system for possible leaks. Add only a DOT three (3) heavy duty fluid meeting Ford specifications ESA-M6C25-A such as Ford Heavy Duty Brake Fluid.

Battery

Keeping the top of the battery clean and dry will give you longer, trouble-free operation. Also, make certain the battery cables are tightly fastened to the battery terminals. If there is any corrosion on the battery cables or terminals, remove the cables and clean the cables and terminals with a wire brush. Neutralize the acid with a solution of baking soda and water. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

CHECKING BATTERY WATER LEVEL — Check the water level in the battery at least every three months in temperatures up to 80 degrees F (26 degrees C) and more often in temperatures above 80 degrees F (26 degrees C). Keep the water level in each cell up to the FILL TO RING mark. You can add plain tap water to the battery, provided the water isn't hard or doesn't have a high mineral or alkali content. However, if possible, refill with distilled water. If the battery needs water quite often, have the charging system checked for a possible problem.

CAUTION — Keep lighted tobacco or any other flame or spark, away from open battery. Hydrogen and oxygen is a highly combustible gas mixture that is always present in and around the cells.

ROUTINE SERVICE

General

Checking Lights

It's a good safety practice to check your headlights, taillights, brake stop-lights, turn signals, cornering lights, side markers, and hazard flasher system each day. Replace any burned-out bulbs immediately and clean dirty lenses.

Cleaning Head Lights

Dirty head lights reduce night vision distances. Not only is your vision distance reduced with dirty lights, but oncoming drivers can't see your car as soon either. That's why it's important to keep all your lights clean at all times. In between car washes, periodically wipe your lights with a cloth. It's also a good practice to clean your license plates when you clean your lights.

Cleaning Heated Rear Window

To prevent damage to the conductors which are bonded to the interior surface of the rear window, never use sharp instruments or window cleaners containing abrasives to clean the interior surface of your rear window.

Windshield Wiper Blade Maintenance

For maximum wiper effectiveness the windshield and wiper blades must be kept clean. Foreign matter on the windshield or wiper blades may cause streaking or smearing. If blades do not clean properly, wash the windshield and wiper blades with undiluted Ford Ultra-Clear. Rinse with water while rubbing with a clean cloth. (An equivalent cleaner or mild detergent may be substituted for Ultra-Clear.) For access to the blades turn ignition to accessory with the wipers on, when wiper blades are approximately vertical turn ignition off.

Commercial hot waxes applied at automatic car washes have been known to affect the cleanability of the windshield.

CAUTION — Do not manually move the wiper arms across the windshield, or you will damage the wiper arms and pivots.

If you find cracks or breaks in the rubber, replace wiper blades with new Ford elements.

CAUTION — Do not allow wiper blades to come in contact with gasoline, kerosene, paint thinner, or similar solvents.

ROUTINE SERVICE

Refilling Windshield Washer Reservoir

The windshield washer reservoir is in the left front corner of the engine compartment. To make sure you always have a clean windshield, keep the reservoir full. It's best to use special solutions when refilling, because they contain additives which dissolve road grime and allow you to use the washers in cold weather.

We recommend the use of Ford Ultra-Clear Windshield Washer Solution in the reservoir.

CAUTION — Be careful that you don't add radiator coolant to the windshield washer bottle, or windshield washer fluid to the cooling system.

Cleaning Mirrors

Do not clean your mirrors with a dry cloth or abrasive cleaning materials. Instead, use a soft cloth and mild detergent and water or Ford Glass Cleaner. Be extremely careful when removing ice from your outside mirror or you may damage the reflective surface.

Tires and Tire Care

Original Equipment Tires

The tires for your new car were selected to provide you with the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To obtain this balance of performance, and for your safety, you must maintain the recommended cold inflation pressures, and stay within the load limits and weight distribution recommendations for your car.

Inflation Pressure Limits

Refer to the tire decal attached to the car on the right hand rear door quarter lock pillar on four door models, or right hand door lock pillar on two door models, for cold inflation pressures and load limits of recommended size tires.

Each tire has its size and maximum cold inflation pressure (psi) molded on the outer sidewall.

NOTE — For the best handling and riding comfort of your car, always maintain the specified difference between front and rear tire pressures.

ROUTINE SERVICE

High Speed Driving

Should circumstances require that you drive continuously above 75 mph (120 km/h) for one hour or more, increase the cold inflation pressure shown on the decal by four psi, but do not exceed the maximum cold inflation pressure shown on the tires. Continuous driving over 90 mph (145 km/h) requires using high-speed-capability tires.

Use of Snow Tires

CAUTION — Snow tires should be of a size and type equivalent to the other tires on the vehicle as recommended in the tire decal.

Be sure to check the tire decal for the correct inflation pressure. Do not exceed the maximum cold inflation pressure shown on the tires. See Trailer Towing and High Speed Driving sections of this guide for pressure adjustments recommended for these conditions.

NOTE — When tire chains are used, the rear fender skirts must be removed to avoid damage to the skirts.

Tire Care

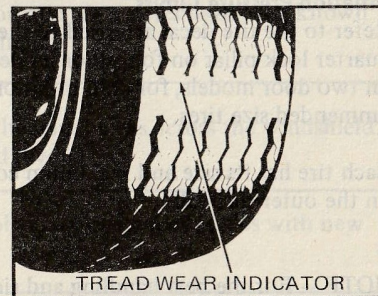
Check tire pressures often and regularly. Never over or underinflate tires. Improperly inflated tires can lead to premature tire failure. The cold pressure (after car has been parked for three hours or more and driven less than three miles (4.8 km) should be as specified on the tire decal. It is normal for a warm tire to exceed the specified cold pressure. Do not let air out of warm tires to adjust pressure. Inspect tires regularly for cuts, bruises, or sharp objects embedded in the tread or sidewalls.

Tire Replacement

When you see a tread wear indicator appear as a solid band across the tread, replace the tire.

When you are replacing tires or wheels, it is **MANDATORY** that you use only the recommended tire sizes and types listed on the tire decal attached to your vehicle.

Use only wheel rim widths and offsets recommended by the car manufacturer for that tire size. Do not use tires and wheels other than those recommended.



ROUTINE SERVICE

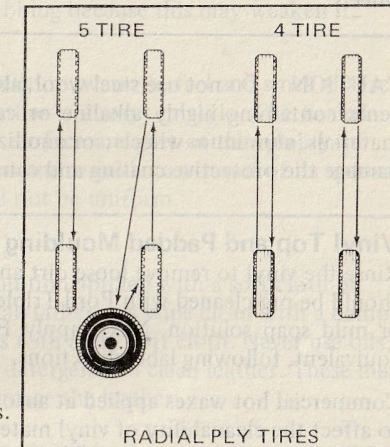
Make sure all tires and wheels on the vehicle are of the same size, type, and load-carrying capacity. Never mix radial, bias belted, and/or conventional bias type tires.

Speedometer Accuracy

Tires larger or smaller than originally installed may affect the accuracy of the speedometer. Consult your dealer about the need to change speedometer drive gears. Refer to the tire decal for recommended tire sizes.

Tire Rotation

Check your tires periodically for wear. If you notice abnormal wear, find and correct the cause before rotating. Then, rotate the tires as shown in the rotation diagram to allow more even wear. After rotation, readjust tire pressure to specifications listed on the tire decal. Radial tires should be rotated from front to rear only. Do not use any other method of rotation for radials. If your car is equipped with the space-saver type spare tire, do not include it in rotation of the road tires.



APPEARANCE PROTECTION

Proper maintenance will help you keep your car looking "factory new" for years to come. The following cleaning and care recommendations will provide your car with necessary protection.

Proper exterior appearance protection includes proper and frequent washing (including underside areas), polishing to shield paint and bright metal surfaces, touching up nicks and scratches with proper paint, and keeping body drain holes unplugged.

NOTE — It is very important to remember when using any chemical cleaner or polish to always follow label directions. Read all warning and cautionary statements which appear on label.

Washing

Use Ford Multi-Purpose Cleaner Concentrate, or equivalent, diluted to the proper concentration, followed by a rinse with clear cold water. Do not wash car with hot water, in the direct rays of the sun, or while sheet metal is hot.

APPEARANCE PROTECTION

Polishing and Waxing

Your Ford and Lincoln/Mercury dealers offer many polishes and waxes which have proven of real value in maintaining a good paint finish.

Chrome and Bright Metal Care

Frequent washing and the use of Ford Bright Metal Cleaner, or equivalent, are recommended for bumpers, body hardware, chrome-plated materials and aluminum components. A coating of car wax (such as Ford Custom Auto Wax) should be applied, for additional protection, to aluminum wheels.

CAUTION — Do not use steel wool, abrasive type cleaner, or strong detergents containing highly alkaline or caustic agents on chrome-plated materials, aluminum wheels, or anodized aluminum parts because you may damage the protective coating and cause discoloration or paint deterioration.

Vinyl Top and Padded Moulding Care (Optional)

Rinse the vinyl to remove loose dirt and grime. Exceptionally dirty areas should be pre-cleaned with Ford Triple Clean, Ford Multi-Purpose Cleaner, or mild soap solution. Next, apply Ford Vinyl-Hardtop Cleaner, or equivalent, following label directions.

Commercial hot waxes applied at automatic car washes have been known to affect the cleanability of vinyl material.

CAUTION — To avoid damage to the vinyl top and mouldings, use only an approved Ford cleaner, or equivalent.

Cleaning White Sidewall Tires

Clean tires with Ford Multi-Purpose Cleaner Concentrate (diluted to the proper concentration), Ford Triple Clean, or equivalents. Follow directions on container and rinse tires and wheels with plenty of clean water.

Cleaning Upholstery and Interior Trim

Remove dust and loose dirt with a whisk broom or vacuum cleaner. Clean the vinyl surfaces with Ford Leather and Vinyl Cleaner, or equivalent. Clean cloth fabrics using only the foam from a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided with the soap.

APPEARANCE PROTECTION

Cleaning Simulated Woodgrain Interior Trim

Clean soiled or stained surfaces with any mild household detergent or Ford's Multi-Purpose Cleaner diluted per label instructions (3 oz./gal.) and a soft cloth. Remove mild abrasions (key marks, etc.) with Ford Custom Silicone Gloss or Ford Custom Auto wax or equivalent.

Cleaning Lap-Shoulder Belt Webbing

Clean the belt webbing with any mild soap solution recommended for cleaning upholstery or carpets; follow the instructions provided with the soap. Do not bleach or redye the webbing because this may weaken it.

Leather Trim Components

Leather components have a special texture, warmth, feel and smell that is unique and cannot be imitated. Leather is always in style. The healed scars, scratches and wrinkles on the surface are part of the quality of genuine leather. These scratches, scars and wrinkles are proof of its natural origin. As a product of nature, it will not be uniform.

Cleaning Hints

Leather is washable. A mild soapy solution applied with a soft cloth or sponge will remove soilage. Remove all lather and wipe clean with a damp cloth, and then dry and buff surfaces with a dry soft cloth. Never use oils, ammonia, cleaning fluid, solvents or detergents to clean leather. These may cause smears or streaks and could damage the leather.

MINOR TROUBLESHOOTING GUIDE

If the Car Steers Hard

This can be caused by low air pressure in the tires, by misalignment of the front wheels, low fluid level in the power steering reservoir, low engine idle speed, or loose drive belts. Have these areas checked and corrected.

If Steering Wanders or Pulls

This condition can be caused by one or more of the following:

- Soft tire(s) — low inflation pressure
- High crown in center of roadway
- High cross-winds on open roads
- Wheels out of alignment
- Steering gear preload out of specification
- Car overloaded or unevenly loaded

If the reason is found to be mechanical, have the problem corrected as soon as possible.

MINOR TROUBLESHOOTING GUIDE

If the Brakes Do Not Grip Well

This condition could be caused by one or more of the following – if the reason is found to be mechanical, have the problem corrected immediately.

- After driving through deep water, gently apply the brakes several times as the car is moving slowly in order to dry off lining material.
- Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high-speed stops.
- Low master cylinder fluid level.
- Leak in the brake system. Check warning light for burned out bulb. See starting instructions at the beginning of this guide on how warning light operation is checked.

CAUTION – If the BRAKE WARNING light stays on consistently, this is an indication of a malfunction in the brake system. Immediate attention and correction of the problem is necessary. Do not drive the vehicle until the situation has been corrected.

GENERAL WARRANTY AND MAINTENANCE

General Maintenance Checklist

Listed below are vehicle checks that should be made periodically either by the owner or a qualified technician. It is recommended that deficiencies be brought to the attention of your dealer or other qualified automotive service outlet, as soon as possible, so advice regarding the need for repairs or replacement can be obtained.

Services required are not covered by the warranty and you will be charged for the labor, parts, and lubricants used.

Maintenance Operation	Frequency – Observation
Inspect wheels and tires for damage and tighten lug nuts	Periodically or if wheels are noisy
Balance and rotate wheels and tires	When tires show uneven wear pattern or vibrate
Replace tires	When tread wear indicator appears
Front suspension check	Abnormal tire wear
Check tire air pressure	At least monthly
Check power steering reservoir	Each time engine oil is checked or when fueling car
Inspect steering mechanism	Hard steering, excessive free play, or unusual noise
Check parking brake operation	Excessive foot pedal travel required, brake will not hold car, or rapid rear brake wear
Check air conditioning system	At beginning of warm weather season
Check headlight alignment	Light beam appears improperly aimed
Inspect exterior lights and replace bulbs as required	When performing regular car services (fueling, cleaning, etc.)
Check operation of turn signals, high beam indicator, and hazard flashers	When performing regular car services (fueling, cleaning, etc.)
Check operation of engine warning lights	Each time engine is started
Check accelerator pedal operation	If uneven pressure is observed or pedal does not function smoothly
Inspect brake system components	When brake light glows with engine running, if brakes are noisy, or brake pedal travel is excessive
Check and lubricate hood latches and auxiliary catch, hood, door, and trunk lid hinges and checks, and all lock cylinders	When performing regular car service or when noisy or hard to operate

GENERAL WARRANTY AND MAINTENANCE

General Maintenance Checklist (Continued)

Maintenance Operation (Continued)	Frequency – Observation (Continued)
Replace windshield wiper blade elements	Blades do not properly clean windshield after wiper blades and glass have been properly cleaned
Check windshield washer reservoir level	When fueling or after extended use
Clean body drain holes	Improper water drainage from body is suspected
Check locking of seatback latches (two door models)	Periodically (with doors closed) (Automatic seat back latch only)
Check seat belt buckles, release mechanisms, and retractor locking	Regularly
Inspect seat belt webbing for cuts or broken fibers	Regularly (replace if cut or broken)
Check horn operation	Regularly and when malfunction is suspected
Check for fluid leaks on pavement (water dripping from A/C after use is normal)	After car has been parked a while or when possible to observe underbody when vehicle is raised
Lubricate transmission controls and kickdown linkage	When moving parts and connections are sluggish in action
Check engine coolant level and add as required	When engine overheats, or once a month
Check engine oil level and add as required	When fueling vehicle
Check battery water and add as required	Every three months; more often in hot weather
Lubricate door and roof rail weatherstrips	When squeaky or noisy during window operation or visual inspection shows need
Lubricate mini-vent division bar area	When mini-vent operation is sluggish
Clean automatic headlight dimmer sensor lens	When dirty
Inspect exhaust system pipes and hangers	When performing regular car services on hoist

GENERAL WARRANTY AND MAINTENANCE

Emission Systems Warranty

Ford warrants to the ultimate purchaser and each subsequent purchaser that his vehicle (or engine) is designed, built, and equipped so as to conform at the time of sale with the emissions regulations, applicable at the time of manufacture, issued under Section 202 of the Federal (U.S.) Clean Air Act or regulations issued under the Motor Vehicle Safety Act of Canada, depending upon whether the vehicle was purchased in the U.S. or Canada, and that it is free from defects in materials and workmanship which would cause it to fail to conform with applicable regulations within the period of five years or 50,000 miles (80467 km) whichever occurs first. Failures which arise as a result of owner abuse and/or lack of proper maintenance rather than from defects in material or workmanship are not covered by the warranty.

This warranty will be performed by the Selling Dealer's repairing, replacing, or adjusting, following delivery of the vehicle to his place of business, without charge for parts or labor and using Ford service parts or Ford Authorized Remanufactured Parts, any part of the emission system covered by the warranty, and determined by Ford to be not in conformity with applicable requirements. If the purchaser is traveling or has moved a long distance from the Selling Dealer or needs emergency repairs, any authorized Ford or Lincoln/Mercury dealer will perform the repairs.

Neither Ford nor any of its dealers assumes any responsibility under this warranty for loss of use of the vehicle, loss of time, inconvenience, commercial loss, or consequential damages.

To the extent permitted by law, THIS WARRANTY IS EXPRESSLY IN LIEU of any other express or implied warranty condition or guarantee agreement or representation by any person with respect to the emissions systems or any part thereof, including ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS.

Maintenance Services and Record Retention

Any claims for repairs or adjustments under this warranty must be accompanied by proof that the required maintenance has been performed at the recommended times or mileage. Claims for repairs or adjustments found to be caused by defects in materials or workmanship will not be denied solely because the vehicle or engine was not properly maintained and used. As previously stated, failures which arise as a result of owner abuse and/or lack of proper maintenance rather than from defects in material or workmanship are not covered by the warranty.

GENERAL WARRANTY AND MAINTENANCE

The maintenance record form which follows is for your convenience. In addition to recording the services performed you should retain copies of your receipts for the services. You also should keep records of any unscheduled emissions systems maintenance services performed on your vehicle.

Maintenance Record

Vehicle Identification Number _____ Warranty Start Date _____

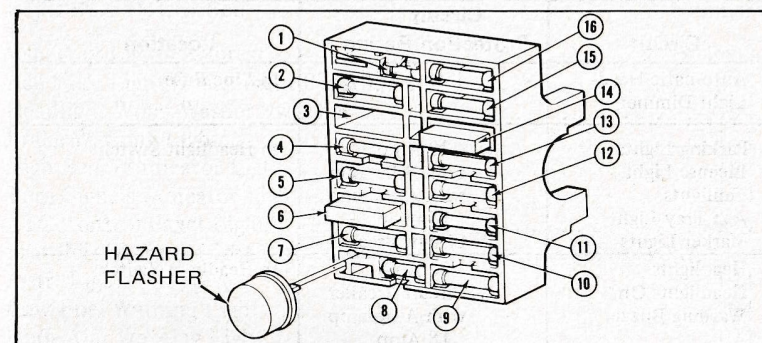
Owner Name _____ Engine Displacement _____

IMPORTANT — This document should remain with the vehicle at all times.

Maintenance Performed	Date	Mileage	Service Shop Name	Address

SPECIFICATIONS AND CAPACITIES

Fuses and Circuit Breakers



- (1) 4 Amp Fuse — Sure-Track Brake System
- (2) 7.5 Amp Fuse — Warning Lights: Door Ajar, Low Fuel, Seat Belt, Dual Brake Warning Light; Throttle Positioner, Emissions, and Parking Brake Warning System
- (3) Blank
- (4) 20 Amp Fuse — Stoplights, and Hazard Flasher System
- (5) 25 Amp Fuse — Cigar Lighter
- (6) 30 Amp Circuit Breaker — Power Seats, Horns, Auto Seatback Release Latch, and Door Locks
- (7) 15 Amp Fuse — Courtesy Lights, Doors, Reading Lights, Luggage Compartment, Map Light, Glove Box Light, Clock Feed, Seatback Latch Control, Ignition Lock Cylinder Key Warning Buzzer, Headlights On Warning Light, and Illuminated Lock Cylinder
- (8) 6 Amp Fuse — Instrument Panel and Cluster Lights, Radio, Clock, Heater—Air Conditioning, Windshield Wiper, Map Light Switch, Transmission Quadrant
- (9) 7.5 Amp Fuse — Speed Control, Windshield Washer Switch, Backlite, Deice Control
- (10) 20 Amp Fuse — Turn Signal and Back-up Lights and ATC Compressor Clutch
- (11) 30 Amp Fuse — ATC Blower (Low to Medium High)
- (12) 7.5 Amp Fuse — Window Safety Relay Coil and Deck Lid Release Control
- (13) 15 Amp Fuse — Radio and Power Antenna
- (14) 20 Amp Circuit Breaker Power Windows and Deck Lid Release
- (15) 7.5 Amp Fuse — Auto Lamp
- (16) 7.5 Amp Fuse — Cornering Lamps

SPECIFICATIONS AND CAPACITIES

Circuit Protectionⁿ

Circuit	Circuit Protection Rating	Location
Automatic Head-Light Dimmer	4 Amp SFE-4	In-Line Fuse
Parking Light ^s License Light Taillights Ash Tray Light Marker Light ^s	20 Amp Circuit Breaker with Autolamp 15 Amp Circuit Breaker	In Headlight Switch
Headlights Headlights On Warning Buzzer	20 Amp Circuit Breaker with Autolamp 18 Amp Circuit Breaker	In Headlight Switch
Power Seat Power Window ^s Windshield Wiper	Circuit Breaker 8.25 Amp Circuit Breaker	In Motor Assembly In Wiper Switch
Door Locks	Circuit Breaker	At Motor
Electric Deice ^c (Backlite) Feed Circuit	Fuse Link	In Wiring Harness (In Engine Compartment)
System "ON" Light	10 Amp Circuit Breaker	In Wiring Harness (by Glove Box)
ATC High Blower (Deice ^c , Defroster)	Fuse Link	In Wiring Harness (In Engine Compartment)

Bulb Chart

Light Bulb Description	Trade Number
Headlights — Hi & Lo	4000
Headlights — High Beam	4001
Front Park and Turn Signal	1157NA
Stop/Turn Signal and Taillights	1157
License Plate Light	168
Door Courtesy Light	212-2
Glove Box Light	1895
Back-up Lights	1156
Front Cornering Light	1295
Front Side Marker Light	194

SPECIFICATIONS AND CAPACITIES

Light Bulb Description Trade Number

Ash Tray Light (Armrest)	1893
Ash Tray Light (Instrument Panel)	1445
Headlight-Wiper-Washer Switches	194
Brake Warning Light	194
High Beam Indicator Light	194
Turn Signals Indicator Light	194
ATC Control Panel Light	194
Seat Belt Warning Light	D2VY-108925-A*
Instr. Lights (Gauges)	194
Low Fuel Warning Light	194
Door Ajar Warning Light	194
Electric Deice Light	D1VY-108925-A
Dome Light	211-2
Map Lights (Dome)	105
Map Lights (Inst. Panel)	212-2
Visor Vanity Mirror	212-2
Radio Pilot Light	
AM/FM Monaural	1893
AM/FM Stereo	1893
AM/FM Stereo and Quadrasonic Tape	37
Radio Stereo Light	
AM/FM Stereo	1892
AM/FM Stereo and Quadrasonic Tape	37
AM/FM Stereo Search	37
Rear Seat Courtesy Light	105
Headlights On Warning Light	194
Speedometer and PRND21 Illumination	194
Coach Lamp Bulb	194
Antenna Nomenclature	1445
Clock Illumination	194
Oil Pressure Warning Light	194
Sure-Track	194
Opera Window Reading Light (4-Dr. Only)	211-2
Luggage Compartment Light	89

*Replaceable Light Assembly

194	194	194	194
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SPECIFICATIONS AND CAPACITIES

Lubrication Recommendations

The transmission, steering system, and rear axle in your car 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 refilled with the proper lubricant or fluid, meeting Ford technical specifications. See the Required Services Maintenance Chart for instructions on maintaining proper fluid levels.

Item	Ford Part No.	Part Name	Ford Specification
Hinges, Hinge Checks and Pivots	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Brake Master Cylinder	C6AZ-19542-A, C6AZ-19542-B	Ford Heavy Duty Brake Fluid	▽ ESA-M6C25-A
Front Suspension Ball Joints	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Linkage	D4AZ-19590-A	Steering Linkage Lubricant	ESA-M1C92-A Type II
Steering Arm Stops	C7AZ-19590-B	Steering Arm Stop Lubricant	ESA-M1C25-A
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Lock Cylinder	D2AZ-19587-A	Ford Lock Lubricant	ESB-M2C20-A
Rear Axle Conventional	C6AZ-19580-E	Ford Hypoid Gear Lube	ESW-M2C105-A
Traction-Lok	D3AZ-19580-A		ESW-M2C119-A
Power Steering (Pump Reservoir)	D6AZ-19582-A	Power Steering Fluid	ESW-M2C128-D
Transmission	D7AZ-19582-A	Ford Auto Transmission Fluid	ESP-M2C138-CJ
Engine Oil Filter	C1AZ-6731-A FL-1	Motorcraft Oil-Filter Long-Life Type	ES-D5ZF-6714-AA or ES-D5ZF-6714-BA
Engine Oil	D3AZ-19579-K (10W-40) or -G (20W-40)	Ford Motor Oil	ESE-M2C144-A or API Classification SE or SF/CC
Engine Coolant	8A-19549-A	Ford Cooling System Fluid	ESE-M97B18-C
Mini-Vent Window Division Bar Area	D3AZ-19553-A	Mini-vent Window Lube	ESF-M2C113-A
Door Weatherstrips	COAZ-19553-A	Silicone Lube	ESR-M13P4-A

SPECIFICATIONS AND CAPACITIES

Refill Capacities (Approximate)

Engine Displacement 400 & 460 CID	U.S.	Imp.	Metric Litres
Cooling System — Quarts (Includes one quart for ATC; add 1 quart for recovery system bottle)			
460 CID	18.5	15.4	17.5
(3.00 Axle) 460 CID	19.0	15.8	18.0
400 CID	17.1	14.2	16.2
Engine Oil* — Quarts (Add one quart at filter change)	4.0	3.3	3.8
Fuel Tank — Gallons	24.2	20.2	91.6
Power Steering* — Pints @	4.2	3.5	2.0
Rear Axle — Pints (Conventional, Traction-Lok)	5.0	4.2	2.4
Transmission* — Quarts (Dry System) (Includes cooler)	12.3	10.2	11.6
Windshield Washer Reservoir — Quarts	1.8	1.4	1.7

*Dipstick used to determine exact fill requirements
@ 4 U.S. pints higher for Sure-Track

ATC Refrigerant Charge (R-12)	U.S.	Metric
Pounds (Pd)	4.25	
Kilograms (kg)		1.93
Radiator Filler Cap		
Pounds Per Square Inch (PSI)	16	
Kilopascals (kPa)		110.3
Rear Axle		
Standard Ratio	2.75:1	
Optional	3.00:1	

DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs — and he has the support and assistance of the Ford Motor Company with District and Regional Offices in 40 locations in the United States and Canada.

If, for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager — make sure he is aware of any problem you may have and that he has had the opportunity to assist you.
2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.

DISTRICT OFFICE ASSISTANCE

For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford Parts and Service Division District (U.S.) or Regional (Canada) office. The addresses and telephone numbers of these offices are listed below and on the following pages.

Ford Parts and Service Division

ATLANTA DISTRICT OFFICE

Northern Georgia
Eastern Alabama
P.O. Box 105003
Atlanta, Georgia 30348
(404) 763-6440

BOSTON DISTRICT OFFICE

Maine, New Hampshire, Vermont,
Massachusetts, Rhode Island,
Northeastern Connecticut
P.O. Box 587, Waltham,
Massachusetts 02154
(617) 890-4545

BUFFALO DISTRICT OFFICE

Upper and Western New York
Northern Pennsylvania
P.O. Box 244
Buffalo, New York 14225
(716) 632-7511

CHARLOTTE DISTRICT OFFICE

Western North Carolina,
South Carolina
P.O. Box 17307
Charlotte, North Carolina 28211
(704) 364-0335

CHICAGO DISTRICT OFFICE

Northeastern Illinois,
Northwestern Indiana
2225 W. North Avenue
Melrose Park, Illinois 60160
(312) 345-5300

CINCINNATI DISTRICT OFFICE

Southern Ohio, Southern West
Virginia, Eastern Kentucky,
Southeastern Indiana
P.O. Box 15280
Cincinnati, Ohio 45215
(513) 782-7264

CLEVELAND DISTRICT OFFICE

Eastern Ohio,
Northwestern Pennsylvania
P.O. Box 41035
Brecksville, Ohio 44141
(216) 526-6900

DALLAS DISTRICT OFFICE

Northern Texas, Oklahoma
P.O. Box 37
Carrollton, Texas 75006
(214) 242-6611

DAVENPORT DISTRICT OFFICE

Northwest Towers
100 E. Kimberly Road
Davenport, IA 52806
(319) 386-3914

DISTRICT OFFICE ASSISTANCE

DENVER DISTRICT OFFICE

Colorado, Eastern Wyoming,
Western Nebraska,
Southwestern South Dakota
P.O. Box 5588, Terminal Annex
Denver, Colorado 80217
(303) 292-6220

DETROIT DISTRICT OFFICE

Southeastern Michigan,
Northwestern Ohio
P.O. Box 775
Wixom, Michigan 48096
(313) 538-8000

HOUSTON DISTRICT OFFICE

Southern Texas
P.O. Box 827
Houston, Texas 77001
(713) 688-4251

INDIANAPOLIS DISTRICT OFFICE

Central and Western Indiana,
Southeastern Illinois
P.O. Box 19448
Indianapolis, Indiana 46219
(317) 353-8251

JACKSONVILLE DISTRICT OFFICE

Florida, Southern Georgia
P.O. Box Y, Jacksonville,
Florida 32203
(904) 781-5420

KANSAS CITY DISTRICT OFFICE

Western Missouri, Kansas
P.O. Box 11000, Antioch Station
Kansas City, Missouri 64119
(816) 452-1150

LANSING DISTRICT OFFICE

Western and Northern Michigan
(exc. Upper Peninsula)
6810 S. Cedar St.
Suite 11
Lansing, Michigan 48910
(517) 694-3301

LOS ANGELES DISTRICT OFFICE

Southern California,
Southeastern Nevada
P.O. Box 1118
Pico Rivera, California 90060
(213) 723-8633

LOUISVILLE DISTRICT OFFICE

Western Kentucky, Central
Tennessee, South Central Indiana
P.O. Box 1435, Louisville,
Kentucky 40201
(502) 459-1620

MEMPHIS DISTRICT OFFICE

P.O. Box 8347, Hollywood Station
Memphis, TN 38108
(901) 323-8561

MILWAUKEE DISTRICT OFFICE

Wisconsin (exc. Northwestern
Corner) Upper Peninsula Michigan
615 E. Michigan Street,
Suite No. 400
Milwaukee, Wisconsin 53202
(414) 273-5383

NEWARK DISTRICT OFFICE

Northern New Jersey,
Eastern New York,
Northeastern Pennsylvania
U.S. Highway 46
Teterboro, New Jersey 07608
(201) 288-9400

NEW ORLEANS DISTRICT OFFICE

Southern Mississippi, Louisiana
Southwestern Alabama
P.O. Box 517
Metairie, Louisiana 70004
(504) 888-8960

NEW YORK DISTRICT OFFICE

Southeastern New York, Southern
and Western Connecticut,
Long Island
252 Westchester Avenue
White Plains, New York 10604
(914) 682-9450

OMAHA DISTRICT OFFICE

P.O. Box 37433
Millard Station
Omaha, NB 68137
(402) 339-6765

PHILADELPHIA DISTRICT OFFICE

P.O. Box 816
Pennsauken, NJ 08110
(609) 662-8021

PHOENIX DISTRICT OFFICE

Arizona, New Mexico,
Western Texas
P.O. Box 844
Phoenix, Arizona 85001
(602) 264-7121

PITTSBURGH DISTRICT OFFICE

P.O. Box 13289
Pittsburgh, PA 15243
(412) 344-8484

RICHMOND DISTRICT OFFICE

P.O. Box 26984
Richmond, VA 23261
(804) 353-7871

ST. LOUIS DISTRICT OFFICE

Southern Illinois, Eastern Missouri
P.O. Box 24575
St. Louis, Missouri 63141
(314) 567-1922

SALT LAKE CITY DISTRICT OFFICE

Utah, Southern Idaho, Northeastern
Nevada, Southeastern Oregon
Montana
P.O. Box 2428
Salt Lake City, Utah 84110
(801) 486-4755

SAN JOSE DISTRICT OFFICE

Northern California, Southern
Oregon, Western Nevada, Hawaii
P.O. Box 1740
San Jose, California 95108
(408) 262-9110

DISTRICT OFFICE ASSISTANCE

SEATTLE DISTRICT OFFICE

Alaska, Washington, Northern
Oregon
Ford Motor Company
Ford Parts and Service Division
10604 N.E. 38th Place, Suite 123
Kirkland, Washington, 98033
(206) 827-9741

TWIN CITIES DISTRICT OFFICE

Northwestern Wisconsin,
Minnesota, North Dakota
400 Shelard Plaza South, Suite 635
Minneapolis, Minnesota 55426
(612) 546-4383

WASHINGTON DISTRICT OFFICE

Mainland Maryland, Northern
Virginia, Eastern West Virginia,
Peninsular Maryland
8051 Gatehouse Road
Falls Church, Virginia 22042
(703) 573-9005

Questions in the U.S. that cannot be answered by one of the above offices may be directed to:

Ford Parts and Service Division
P.O. Box 1805
Dearborn, Michigan 48126

Ford of Canada Regional Office

Ford Motor Company of Canada, Limited

ATLANTIC REGIONAL OFFICE

New Brunswick, Nova Scotia,
Prince Edward Island,
Newfoundland
P.O. Box 2166
Halifax, Nova Scotia B3J 3C 4
(902) 422-7466

CENTRAL REGIONAL OFFICE

Southern Ontario, Northern
Ontario — East of Geraldton,
8000 Dixie Road
Bramalea, Ontario L6T 2J7
(416) 459-2210

EASTERN REGIONAL OFFICE

7800 South Service Road
Trans Canada Highway
Pointe Claire, QVE H9R 1C6
(514) 697-8220

MIDWESTERN REGIONAL OFFICE

Saskatchewan, Manitoba,
Northern Ontario — West of
Geraldton
1725 Ellice Avenue
Winnipeg 21, Manitoba R3H 0B2
(204) 775-8101

PACIFIC REGIONAL OFFICE

British Columbia, Yukon
P.O. Box 7100
Vancouver, B.C. V6B 4E3
(604) 936-2111

WESTERN REGIONAL OFFICE

North West Territories, Alberta
P.O. Box 2357
Edmonton, Alberta T5J 2R6
(403) 454-9621

In the event that you have a question that cannot be answered by the
Regional Offices, you may contact:

Vice President and General Manager-Sales
Ford Motor Company of Canada, Limited
The Canadian Road
Oakville, Ontario L6J 5E4

OUTSIDE U.S. and CANADA

All locations outside the United States and Canada should use the following
address should it become necessary to correspond with Ford Motor Company.

Ford Export Corporation
P.O. Box 600
Wixom, Michigan, 48096, U.S.A.

1977 SERVICE LITERATURE U.S. RESIDENTS USE THIS SIDE (CANADIAN RESIDENTS USE OTHER SIDE)

CIRCLE ITEM DESIRED	
DESCRIPTION	PRICE EA.*
1977 Car Shop Manual	\$19.75
1977 Car Service Specifications	2.50
1977 Lincoln Continental Wiring Diagrams Only	2.75
TOTAL ORDER	
Michigan Purchasers	\$
Add 4% Sales Tax	SALES TAX \$
GRAND TOTAL	

*Prices are subject to change without notice and without incurring obligation.

- Please allow ample time for postal service.
- **Make check payable to: HELM, INCORPORATED.**
- Cut out and mail this completed page.

MAIL ORDER TO: HELM, INCORPORATED

P.O. Box 07150, Detroit, Michigan 48207

NAME
STREET ADDRESS
CITY, STATE, ZIP CODE

THIS IS YOUR SHIPPING LABEL. PLEASE PRINT PLAINLY.

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Service Publications
2461 East Grand Blvd.
Detroit, Michigan 48211

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1977 SERVICE LITERATURE CANADIAN RESIDENTS USE THIS SIDE
(U.S. RESIDENTS USE OTHER SIDE)

CIRCLE ITEM DESIRED	
DESCRIPTION	PRICE EA.*
1977 Car Shop Manual	\$19.75
1977 Car Service Specifications	2.50
1977 Lincoln Continental Wiring Diagrams Only	2.75
TOTAL ORDER	\$

*Prices are subject to change without notice and without incurring obligation.

- Please allow ample time for postal service.
- **Make check payable to: FORD MOTOR COMPANY OF CANADA, LTD.**
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MAIL ORDER TO: Ford Motor Company of Canada, Ltd.
Service Publications, P.O. Box 905, Station U.
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LINCOLN MONOGRAM PLAQUE

For the final personal touch . . . a set of Lincoln monogram plaques is available to you at no extra cost. Personalized, you have a choice of three individual letters or two letters and a Lincoln star ornament in the center location. The letters are chrome-plated on a black background and mounted in a chrome plaque with adhesive backing. Included are easy to follow instructions and a locating template to ensure correct placement on the exterior of the doors. To order a deluxe custom made monogram plaque, turn to the next page.

If you desire the personalized Lincoln monogram plaques, complete the order form below and mail it to the following address: Lincoln Monogram Headquarters, 15401 Century Drive, Dearborn, Michigan 48120.

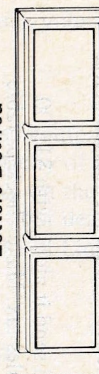
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MAIL TO: Lincoln Monogram Headquarters, P.O. Box 685
Dearborn, Michigan 48121

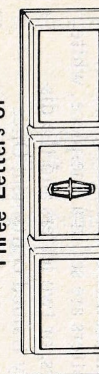
PLEASE PRINT

Customer Name _____
Street Address _____
City and State _____
Zip Code _____
Vehicle Serial No. _____
Dealer Name & Location _____

Fill in Blanks to Indicate
Letters Desired



Three Letters or



Two Letters

Allow four to six weeks for delivery.

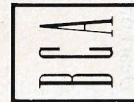
LINCOLN DELUXE CUSTOM MONOGRAM SET

For a more elegant touch, the Ford Motor Company offers you the first totally individual set of monograms to personalize your new Lincoln. Order this deluxe custom monogram and we will mold your initials on two distinctive frames, with hand-polished, raised chrome letters set in a striking vertical style alphabet. The letters are set in a one-piece, white enamel background which is specially baked for exterior use. You can order three letters, or two letters and the distinctive Lincoln emblem in the center. Each set is created especially for you, by specially trained craftsmen. Once your monogram is made, the mold is destroyed. This makes your deluxe custom monogram set unique. Easy to follow instructions and a locating template are included to ensure correct placement of the adhesive backed monogram plates on the door exteriors. Each custom-made set is specially priced at \$15.00.

To order your Deluxe Custom Lincoln Monogram Set, fill out the order form below and send it along with \$15.00 (Check or Money Order only, please No Cash or C.O.D.'s). Michigan residents add 4% sales tax. Make check payable to: Lincoln Monogram Headquarters, 15401 Century Drive, Dearborn, Michigan 48120.

Cut Out Along This Line

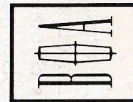
MAIL TO: **Lincoln Monogram Headquarters**
Dept. DL
P.O. Box 685
Dearborn, Michigan 48121
 PLEASE PRINT OR TYPE



Fill in Blanks to Indicate
Letters Desired

Price \$15.00
(Michigan residents
add 4% sales tax)

Three Letters _____
or



Two Letters _____

Please allow four to six weeks for delivery.

Customer Name _____

Street Address _____

City and State _____ Zip Code _____

Signature _____

ACCESSORY EQUIPMENT AVAILABLE

The following accessories are available through your local authorized dealer.

NOTE — When adding accessories, specialized equipment, passengers, and luggage to your vehicle, the total weight capacity of the vehicle (GVWR) or of the front or rear axle (GAWR) as shown on the vehicle certification label MUST NOT BE EXCEEDED. Consult your dealer for specific weight information and assistance in installing Ford and Lincoln/Mercury accessories.

Comfort and Convenience Equipment

Battery Jumper Cables
 Child Safety Seats — Tot-Guard, Infant Carrier
 Door Locks — Lifeguard Junior
 Fire Extinguisher
 Mirror — Vanity
 Radio — Citizens Band
 Radio — AM/FM Stereo and Quadrasonic Tape
 Radio — AM/FM Stereo Search
 Reflector Flare Kit — Emergency
 Remote Control Trunk Lid Release — Electric
 Tape Club — Ford Stereo 8
 Speed Control

Traveling and Camping Equipment

Air Springs and Dash Control — Adjustable
 Battery — Heavy Duty Premium
 Luggage Rack — Rear Deck
 Shock Absorbers — Super-flex and Air
 Trailer Towing Mirror — Fender Mounted
 Transmission Oil Cooler — Economy
 Transmission Oil Cooler — High Capacity

Appearance and Protection

Body Side Mouldings	Floor Mats
Carpet Insert Floor Mats	License Plate Frames
Chemicals and Paints	Wheel Covers
Door Edge Guards	Wheel Splash Guards

"Car Owning Made Easier"

Have you ever wanted to know more about how your car and all its systems really work? Would you like to know how to reduce operating expenses . . . how to explain trouble to an auto mechanic . . . what the warranty means in simple terms . . . whether routine maintenance really pays off . . . and what you can fix on your car yourself?

Ford Parts and Service Division (the people who ought to know) provide plain-English answers to these questions and many more in a 106-page book called "Car Owning Made Easier." Eighteen easy-to-read chapters give tips on just about every aspect of operating and getting service for your car. And it's written for everyone—men, women, tinkers, and drivers who never looked under the hood.

U. S. RESIDENTS

Send to: **Ford Parts and Service Division**
P.O. Box 58
Dearborn, Michigan 48121

Please send me a copy of "Car Owning made Easier."
I enclose my \$1.00 (check, make out to
Ford Motor Company).

(Please Print)

Name _____

Address _____

City _____ State _____ Zip _____

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CANADIAN RESIDENTS

Send to: **Ford Motor Company of Canada, Limited**
The Canadian Road
Oakville, Ontario L6J 5E4

Please send me a copy of "Car Owning Made Easier."
I enclose my \$1.00 (check, make out to
Ford Motor Company of Canada, Limited).

(Please Print)

Name _____

Address _____

City _____ Prov. _____ Postal Code _____

INFANT SAFETY CARRIER AND TOT-GUARD

Please send me: ☐ Infant Carrier at \$19.95* (\$22.75 in Canada) each \$ _____

☐ Tot-Guard at \$29.95* each (not available in Canada) \$ _____

Add sales tax if applicable in your state. (In Canada add applicable provincial sales tax.) \$ _____

Add shipping and handling charge:

Infant Carrier — \$1.50 each (In Canada — \$2.00 each)	\$ _____
Tot-Guard — \$1.75 each	\$ _____

*Price is subject to change.

TOTAL \$_____

Enclosed is my ☐ Personal Check** ☐ Money Order**

OR (U.S. residents only)

Please bill my ☐ American Express ☐ BankAmericard ☐ Master Charge

Credit card expiration date _____ Bank number _____
(Master Charge only)

Credit Card Account Number

[illegible]

** In U.S. make checks or money order payable to Tot-Guard Headquarters;
In Canada make checks or money order payable to Ford Motor Company
of Canada, Limited.

Cut Out Along This Line

Allow approximately 4 weeks for delivery

Name _____

Address _____

City _____

State _____ Zip _____

Ship to (if other than above)

Name _____

Address _____

City _____

State _____ Zip _____

MAIL ORDER TO:

In U.S.:
Tot-Guard Headquarters
P.O. Box 07200
Detroit, Michigan 48207

In Canada:
Ford Motor Company of
Canada, Limited
P.O. Box 905
Toronto, Ont. M8Z 5P9



Ford Parts and Service Division
Training and Publications Department

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