Would you like to obtain service literature for your new car?



PUBLICATIONS ARE AVAILABLE FOR CAR OWNERS WHO WISH TO DO SOME OF THEIR OWN MAINTENANCE. REFER TO THE ORDER FORMS IN THIS OWNER'S GUIDE.

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Training and Publications Department

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1977 Mercury Cougar

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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 motoring 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). For further break-in instructions, see page 65.

Service Assistance

Your authorized dealers want you to be completely satisfied with your new car. But, 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 offices set up throughout the United States and Canada to help resolve any service questions you may have. For more information about the function of these District or Regional offices and the address of the office in your area, see the District Office Assistance Section in this guide. When we say we want you to be happy, 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.

INTRODUCTION

This guide includes sections on the maintenance of the beauty 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 car shop manuals and tools.

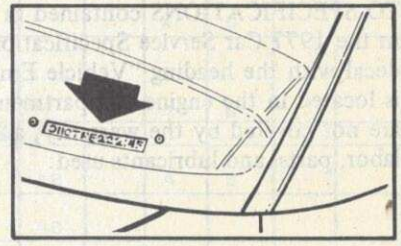
After reading this owner's guide, always keep it in your car as a ready reference for any who drives it. See your authorized dealer for any further information you may want. He'll be glad to answer any questions you may have about operating the equipment on your new car.

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 Emission Systems Warranty in the General Warranty and Maintenance Section of the guide. Read this information carefully.

Vehicle Identification Number

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 on four-door models and to the left door lock pillar on two-door models. 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 guide 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

Three maintenance schedules are specified for 1977 passenger cars. They are identified by the letters A, B and C. The schedule which applies to your vehicle is identified by a decal on the glove box door which displays either an A, B or C, as applicable. This information also appears on the Vehicle Emissions 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.

Refer to the Service Literature Order Form at the back of this guide.

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 in 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:

SCHEDULED MAINTENANCE SERVICES

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.) MAINTENANCE OPERATION	SERVICE INTERVAL – Time in months or miles (kilometres) in thousands, whichever occurs first, unless otherwise specified.					
MONTHS/MILES	7.5	15	22.5	30	37.5	45
KILOMETRES	12	24	36	48	60	72
EMISSION CONTROL DEVICES AND SYSTEMS						
Change Engine 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
Check 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		
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 (10)			AB			AB

See page 8 for notes.

SCHEDULED MAINTENANCE SERVICES

NOTES FOR SCHEDULES A AND B:

* Refer to the Vehicle Emission Information decal for specification.

1. ENGINE OIL AND FILTER: Change oil every 7500 miles (12,000 kilometres) or 6 months, whichever occurs first. Change filter at first oil change and at alternate oil changes thereafter.

2. SEVERE SERVICE OPERATION: When operating your vehicle under any of the following conditions, change engine oil and replace the oil filter every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first and replace oil filter at alternate 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. (907.2 kg) gross loaded weight for long distances.
   - Operation when outside temperature remains below +10° F (-12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).
   - Operation in severe dust conditions.

3. 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.

4. Replace coolant at the recommended service interval or every three years, whichever occurs first.

5. Check coolant system hoses and clamps at the recommended service interval or every three years, whichever occurs first.

6. Refer to the Vehicle Emission Control information decal for correct PCV Valve usage.

7. More often if operated in severe dust conditions.

8. . If so equipped.
   . Remove accumulated debris and inspect shield and attachment. Perform each 10,000 miles (16,000 kilometres) for severe service usage over unpaved roadways or off road applications.

9. Adjust, repair or replace as required.

10. Adjust bands at 7,500; 15,000; 30,000 and 45,000 miles (12,000; 24,000; 48,000 and 72,000 kilometers) for severe service.

EMISSION SYSTEM ABBREVIATIONS

PCV – Positive Crankcase Ventilation System
TSP – Throttle Solenoid Positioner

Inspect means a visual observation of a system.

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

SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULE C MAINTENANCE OPERATION	SERVICE INTERVAL—Time in months or miles (kilometres) in thousands, whichever occurs first, unless otherwise specified.							
MONTHS/MILES	6	12	18	24	30	36	42	48
KILOMETRES	9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
EMISSION CONTROL DEVICES AND SYSTEMS								
Change Engine Oil (1, 2)	SEE NOTES							
Replace Engine Oil Filter (1, 2)	SEE NOTES							
Replace All Spark Plugs* (with Use of Low Lead or Unleaded Fuel) (2, 3)			C			C		
Replace All Spark Plugs* (with Use of Leaded Fuel) (2, 3)		C		C		C		C
Lube & Free-Up Exhaust Control Valve (If so equipped at Each Oil Change (1, 2)	SEE NOTES							
Check Fuel Deceleration Valve (If so equipped) (4)	C	C		C		C		C
Adjust Idle Fuel Mixture*	C			C				
Adjust Fast Idle Speed	C			C				
Adjust Curb Idle Speed* and TSP Off-Speed	C			C				
Torque Intake Manifold Bolts and Nuts			C					
Replace Crankcase Emission Filter in Air Cleaner (5)				C				C
Check Carburetor Air Cleaner Element (5)		C				C		
Replace Carburetor Air Cleaner Element (5)				C				C
Inspect Fuel Vapor Emission Control System (Hoses, Vapor Lines, and Fuel Tank Filler Cap) (4)				C				C
Adjust Initial Ignition Timing*			C			C		
Inspect Spark Plug Wires (with Use of Low Lead or Unleaded Fuel)			C			C		
Inspect Spark Plug Wires (with Use of Leaded Fuel)		C		C		C		C
Check Spark Control Systems & Delay Valve (6)		C		C		C		C
Replace PCV Valve				C				C
Clean PCV System, Hoses and Tubes (4)				C				C

See Page 11 for notes.

SCHEDULED MAINTENANCE SERVICES

MAINTENANCE SCHEDULE C (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL — Time in months or miles (kilometres) in thousands, whichever occurs first, unless otherwise specified.							
MONTHS/MILES	6	12	18	24	30	36	42	48
KILOMETRES	9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
EMISSION CONTROL DEVICES AND SYSTEMS								
Check PCV System, Hoses and Tubes (6)		C				C		
Check Air Cleaner Temperature Control and Delay Valve (6)		C		C		C		C
Check Thermactor System (If so equipped) (6)				C				C
Check Carburetor Throttle and Choke Linkage, Delay Valve, and Air Valve (4)	C			C				
Replace Fuel System Filter	C							
Check EGR System and Delay Valve (4, 6, 7)		C		C		C		C
Check Coolant Condition and Protection (8)		C		C		C		C
Replace Cooling System Fluid (9)						C		
Check Cooling System Hoses and Clamps				C				C
Inspect All Drive Belts (Check Tension at 6,000 Miles/9,600 Kilometres) (4)	C	C		C		C		C
Inspect Distributor Cap and Rotor (4)			C			C		
Inspect Evaporative Emission Canister (4)				C				C
OTHER SYSTEMS								
Check Brake Master Cylinder Fluid Level					C			
Inspect Exhaust System Shields (10)			C			C		
Inspect Brake Lines, Hoses and Linings and Front Wheel Bearing Lube (4)					C			
Lubricate Front Suspension and Steering Linkage						C		
Drain and Refill Automatic Transmission Fluid (severe or continuous service only) (11)			C			C		

SCHEDULED MAINTENANCE SERVICES

NOTES FOR SCHEDULE C:

- Refer to the Vehicle Emission Information decal for specification.

1. Normal oil change is at every 6,000 miles (9,600 kilometres) or 4 months, whichever occurs first. Oil filter change is at first 6,000 miles (9,600 kilometres) or 4 months, and at alternate oil changes thereafter.

2. SEVERE SERVICE OPERATION: When operating your car under any of the following conditions, change engine oil every 2 months or 3,000 miles (4,800 kilometres) and oil filter every 4 months, or 6,000 miles (9,600 kilometres). Check spark plug wires, and clean and regap spark plugs every 4 months or 6,000 miles (9,600 kilometres) whichever comes first.

   - Extended periods of idling or low-speed operation such as police, taxi or door-to-door delivery service.
   - Towing trailers over 2,000 lbs. (907.2 kg) gross loaded weight for long distances.
   - Outside temperature remains below +10°F (−12° C) for 60 days or more and most trips are less than 10 miles (16 kilometres).
   - In severe dust conditions.

3. If replacement is not performed at 12,000 or 18,000 mile (19,200 or 28,800 kilometre) intervals as appropriate, replace complete plug set at time of plug malfunction.

4. Adjust, repair or replace as required.

5. More often if operated in severe dust conditions.

6. Check for function and replace as required.

7. Clean exhaust passages in EGR valve, carburetor spacer, and intake manifold.

8. 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.

9. Drain and flush cooling system and replace cooling system fluid every 36,000 miles (57,600 kilometres) or 36 months. Use only permanent type coolant that meets Ford Specification ESE-M97B18-C.

10. If so equipped remove accumulated debris and inspect shields and attachments. (Repair or replace as required.) Perform each 6,000 miles (9,600 kilometres) for severe service usage over unpaved roads or off-road application.

11. For severe service or taxi and police use adjust bands at 6,000; 12,000; 30,000; and 48,000 miles (9,600; 19,200; 48,000; and 76,800 kilometres).

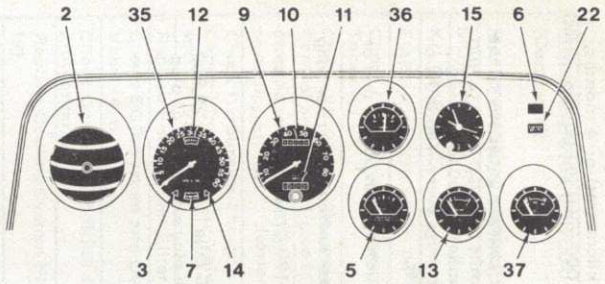
EMISSION SYSTEM ABBREVIATIONS

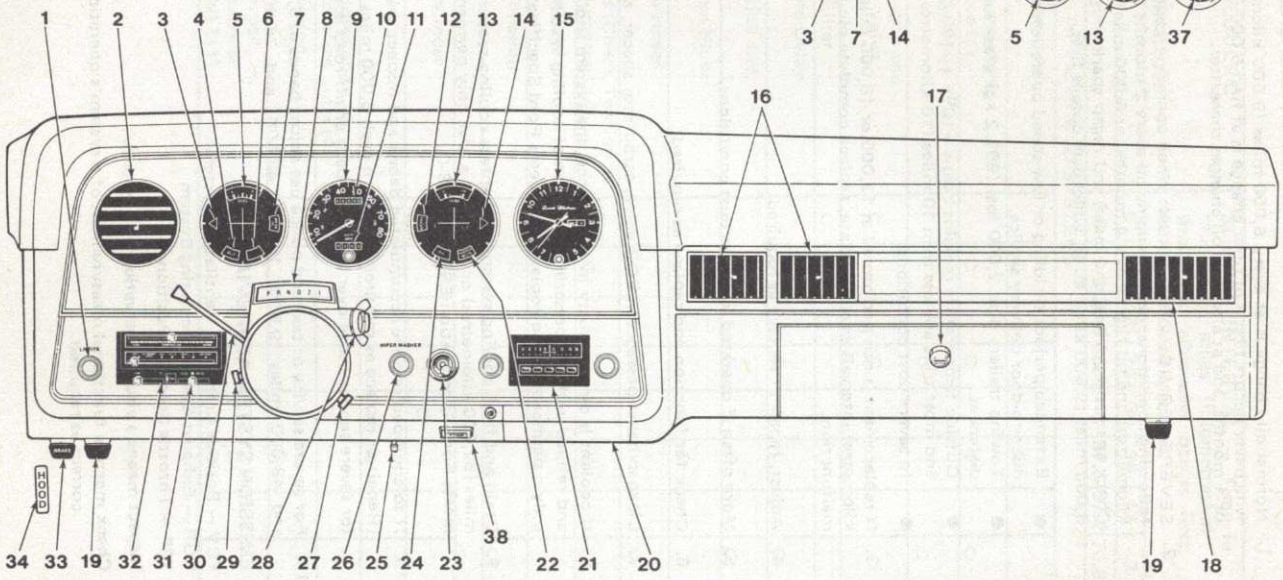
PCV — Positive Crankcase Ventilation System
EGR — Exhaust Gas Recirculating System
TSP — Throttle Solenoid Positioner

Inspect means a visual observation of a system.

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

OPTIONAL INSTRUMENTATION

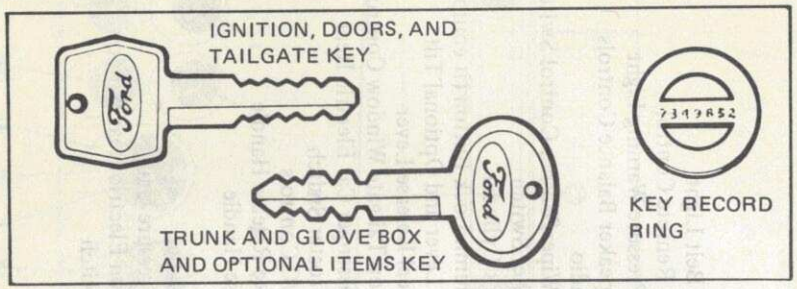




1. Light Switch
2. Ventilation or A/C Register
3. L.H. Turn Indicator Light
4. Alternator Light
5. Fuel Gauge
6. Door Ajar Warning Light
7. High Beam Indicator Light
8. Automatic Transmission Quadrant
9. Speedometer
10. Odometer
11. Trip Odometer
12. Brake System and Optional Parking Brake Warning Light
13. Engine Temperature Gauge
14. R.H. Turn Indicator Light
15. Clock
16. A/C Registers
17. Glove Box
18. Ventilation or A/C Register
19. Outside Air Vent Control
20. Ash Tray and Lighter
21. Radio
22. Fasten Seat Belt Light
23. R.H. Mirror Remote Control
24. Engine Oil Pressure Warning Light
25. Rear Seat Speaker Balance Controls with AM Radio
26. Windshield Wiper/Washer Control Switch
27. Hazard Flasher Switch
28. Ignition Lock Cylinder
29. Steering Column Lock Button (if equipped)
30. Turn Signal Lever and Optional Tilt Steering Wheel Release Lever
31. Station Wagon Tailgate Window Control Switch or Passenger Car Electric Rear Window Defroster Switch
32. Heater or A/C Controls
33. Parking Brake Release Handle
34. Hood Release Handle
35. Tachometer
36. Alternator Gauge
37. Engine Oil Pressure Gauge
38. Station Wagon Electric Rear Window Defroster Switch

Keys and Key Records

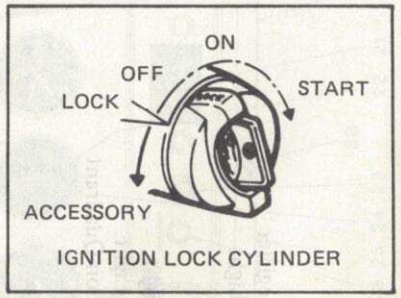
Your new car is equipped with a reversible key locking system. The key with the square head is your ignition key. It also unlocks the car doors, and on station wagons, unlocks the tailgate. The key with the round head locks and unlocks your trunk, glove box, and spare tire lock. Both keys can be inserted up or down.



When your dealer hands you the keys to your new car, you'll notice that the ring attached to the key set has numbers stamped on it. These numbers are your key identification numbers. If you should lose your keys, the ring will enable your dealer or locksmith to replace them more easily. Detach the ring and store it in a safe place such as your wallet or purse.

Ignition Lock Cylinder

The ignition lock cylinder on your car has five positions as shown in the drawing. Make sure you understand the function of each position before you turn the key.



The reversible key can only be inserted or removed when the ignition lock cylinder is in the LOCK position. In the LOCK position, the steering wheel (all vehicles) and the transmission controls (column shift automatic only) are locked. Never reach through the steering wheel to turn the key.

To reach LOCK or ACCESSORY position from the off position, the selector lever must be in the P (PARK) position on vehicles with column shift automatic transmission and the lock button must be depressed on console shift vehicles.

In the OFF position, the steering wheel can be turned and the transmission is unlocked. After the engine has been started, the OFF position can be

used to shut the engine down without locking the steering column or the transmission.

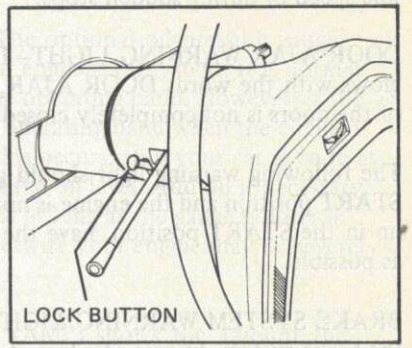
After you have adjusted your lap-shoulder belts and mirrors, turn the key to the ON position. Your purpose in turning to ON is to supply electrical current to the vehicle electrical system so you can check the various warning lights and gauges as outlined in this guide.

Before starting the engine, make sure you read Starting the Engine 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 turn the 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 key. The key then returns to ON, which is the normal running position.

Steering Column Lock Button

If your car is equipped with a floor shift automatic transmission, you must push the steering column lock button on the left side of the steering column to turn to ACC or LOCK. In ACC you can use the electrical equipment on your car with the ignition circuit OFF.



Ignition Key Buzzer

To remove the ignition 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 key still in the ignition lock cylinder.

Warning Indicators

Warning Lights and Buzzers

The following is a description of the various warning lights which are located on the instrument panel of your car.

The following lights should all glow when you turn the ignition key to the ON position and the engine is not running. This indicates that the electrical circuits are functioning properly. If any of these warning lights do not glow with the ignition lock cylinder in the ON position, have your car's electrical system checked as soon as possible.

SEAT BELT WARNING LIGHT AND BUZZER–This warning light glows for approximately 4 to 8 seconds after the ignition key 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.

ALTERNATOR WARNING LIGHT–If the alternator warning light (ALT) steadily glows red when the engine is running, it indicates that the electrical system is malfunctioning and should be checked as soon as possible.

ENGINE OIL PRESSURE WARNING LIGHT–If the oil pressure warning light (OIL) glows steadily while the engine is running, this indicates a loss of pressure in your engine's oil system. 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. It is normal for the light to flicker with the engine at idle speed or during sudden stops.

DOOR AJAR WARNING LIGHT–The optional door ajar warning light glows with the words DOOR AJAR, while the engine is running, if one of the doors is not completely closed.

The following warning light should glow when the ignition key is in the START position and the engine is not running. If the light does not light up in the START position, 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 an any position except OFF or LOCK.

HEADLIGHTS ON WARNING BUZZER–This optional warning buzzer sounds if you open the driver's door while the headlights are on.

Warning Gauges

FUEL GAUGE–The fuel gauge (FUEL) indicates how much gasoline is in the tank, and operates whenever the ignition key is in the ON or ACC position.

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

NOTE–The engine temperature indicating system used in your car is based on Ford standard requirements for engine cooling systems. 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 top of the normal band when coolant temperature is within specification.

ENGINE OIL PRESSURE GAUGE–The optional oil pressure gauge (OIL), indicates the oil pressure in your engine's oil system. It is normal for the gauge pointer to vary within the operating band. However, if the gauge pointer drops below the normal operating band when the engine is running, there is a loss of pressure. If this occurs, stop your car as soon as possible, shut off the engine and check the oil level. Add oil if necessary. Do not continue to operate your engine as long as the gauge pointer is below the normal operating band. Otherwise your engine may be severely damaged.

ALTERNATOR GAUGE–This gauge (AMP) shows the amount the battery is being charged or discharged. When electrical equipment is being operated with the engine stopped or at slow idle, the gauge needle may move toward the left (–) to indicate discharge. At fast idle or driving speed, the needle should move toward the right (+) to indicate charge. When the battery is fully charged and the alternator is generating enough power to supply the system loads, the needle will remain slightly on the right (+) side of center. If the needle is on the left (–) side of center, or indicates a continuous high charge rate in normal driving, the charging system needs attention.

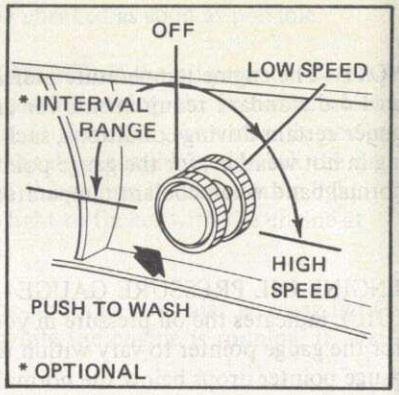
Windshield Wipers and Washers

To operate the windshield wipers and washers, the ignition key must be in the ON or ACC position.

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

Two-Speed Windshield Wipers

To operate the standard two-speed wipers, rotate the WIPER-WASHER control knob clockwise for low and high speed operation.



Interval Windshield Wipers

To use this optional wiper system for constant wiping speeds, rotate the WIPER-WASHER control knob clockwise for low and high speed operation. To operate the wipers at intervals, rotate the control knob counterclockwise from OFF position. In the interval range, the wipers will complete a cycle, and then pause before the next cycle. The length of the pause will increase as the control knob is rotated counterclockwise.

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 washers when the reservoir is empty.

Windshield Washer Reservoir

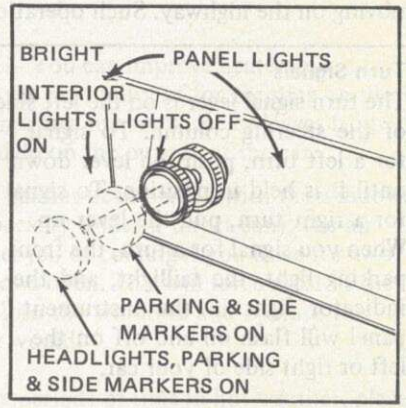
Periodically check the fluid level in the reservoir located in the engine compartment. When it is below half full, fill the reservoir with a solution of water and windshield washer solvent. In addition to removing grime, most windshield washer solvents contain antifreeze to reduce the freezing point 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. Ford Ultra-Clear Windshield Washer Solution, or equivalent, is recommended for year around use.

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

Light Controls

Headlight Switch With Dome Light Operation

Pull the light switch knob out to turn on the parking or headlights 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 or turn on the dome light and other interior lights.

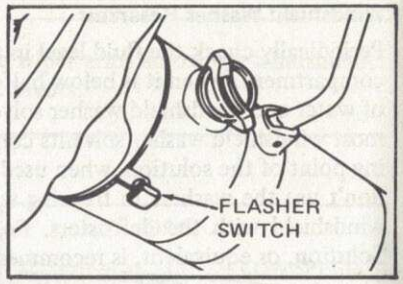


High Beam Switch

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 on the instrument panel will glow.

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. It serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your car.

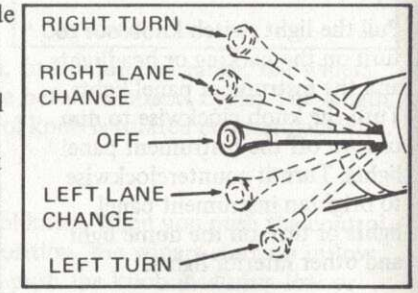


The flasher switch is located on the steering column below the ignition lock cylinder. Pull the switch out to start the flashers; press in on the switch to stop the flashing action.

CAUTION–Care must be taken when using the hazard warning 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.



If your car is equipped with front cornering lights, when you signal a turn, the light 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 (turn signals off) 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 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.

Map Lights

The optional dual beam map lights are located on each side of the dome light. Each map light can be turned on by a switch located between the dome light and the map light.

Climate Control

For operation and control functions, refer to the following pages for the appropriate climate control system which is installed in your car.

These tips will help improve the efficiency of your car's heating and air conditioning system:

- HEATING AND DEFROSTING–You can improve heater and defroster efficiency and reduce the possibility of fog forming on the inside of your windshield by removing any snow, ice or leaves from the air intake below the windshield on the outside of the car.
- AIR CONDITIONING–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 the windows open. This will force most of the hot air out of the car. Then, close the windows and operate the air conditioner as you normally would.

  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. Move the function control lever to ECONOMY VENT to stop the compressor.

NOTE–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 your car.

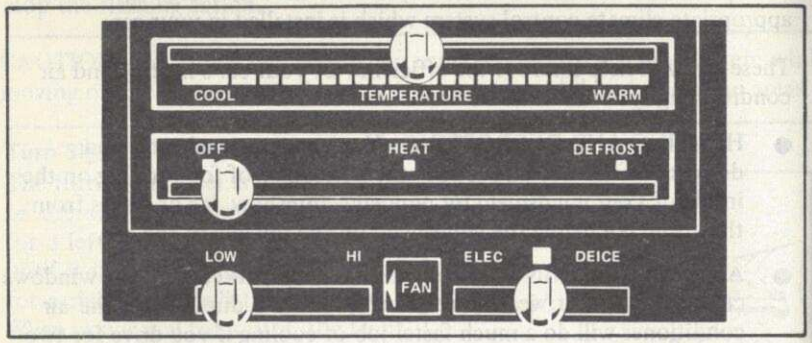
Heater System

VENTILATION–The vent system on your car allows outside air to enter through the floor ducts and/or the instrument panel registers. The controls for these vents are located on each side of the instrument panel. The vents are closed when the controls are all the way in. If you pull the controls

out midway, most of the air will be directed through the floor ducts, with some of it going through the panel registers. Pull the vent controls all the way out and the air will flow through the panel registers only. You can then adjust the panel registers for air direction.

For maximum heater and defroster performance, the right and left vent knobs must be pushed in to the OFF position.

HEATING–To heat the car, move the temperature (upper) control lever to WARM, and the function (lower) control lever to HEAT. The fan will automatically come on when the function control lever is moved from OFF. Set the fan switch to the desired fan speed, and as the car warms, adjust the temperature control lever to a comfortable temperature position.



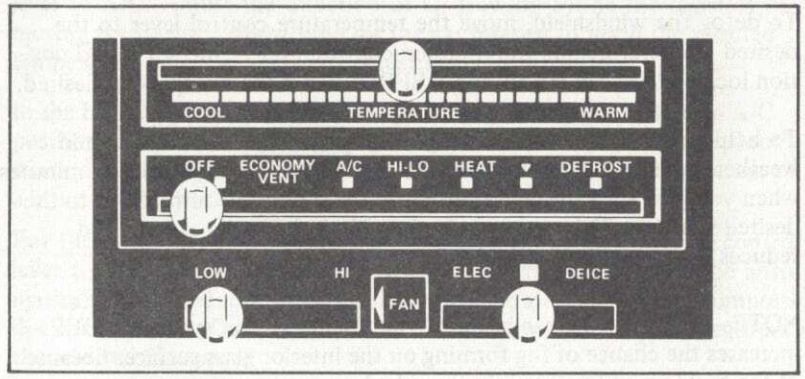
DEFROSTING AND DEFOGGING–Move the temperature control lever to WARM, and the function control lever to DEFROST. Set the fan switch to the desired fan speed. You can regulate the distribution of air between the defroster and heater by positioning the function control lever between HEAT and DEFROST.

For defogging, set the controls as described above, with the fan at high speed. When the windshield starts clearing, reduce the fan speed and move the control lever to a position for a more comfortable temperature.

Manual Air Conditioning Heater System

The optional manual air conditioning heater system in your car has two slide controls on the instrument panel. The temperature control (upper) lever regulates the air temperature entering your car, and for air conditioning selects inside air for maximum cooling or outside air when less than maximum cooling is required.

The function control (lower) lever selects where the air is to be directed; through the instrument panel registers, floor ducts, or the defroster ducts. This lever also controls the on-off operation of the fan. The separate fan switch is used to select the fan speed.



COOLING–To cool your car in moderately warm temperatures, move the function control lever to ECONOMY VENT and the temperature control lever to COOL. In ECONOMY VENT the compressor is not running. Air (uncooled and unheated) will be directed through the instrument panel registers. This position will permit cooling of your car with better fuel economy than in the A/C position.

If more cooling is desired, move the function control lever to A/C.

To cool your car in warm temperatures, move the function control lever to A/C, and the temperature control lever to COOL. This will recirculate air in the car for quickest cooling. Set the fan switch to the desired speed. After the car has cooled, adjust the temperature control lever to obtain the most comfortable temperature, and set the fan switch for desired air flow. If you move the temperature control lever about an inch to the right of COOL, outside air will be directed into the car.

HEATING–To heat your car, move the temperature control lever to WARM, and the function control lever to either HEAT, HI-LO, or ECONOMY VENT. The HEAT position directs air through the floor ducts, with a small amount going through the defrosters. The HI-LO position directs air through both the floor ducts and the instrument panel registers. The ECONOMY VENT position directs air through the instrument panel registers. Set the fan switch to the desired speed for the required amount of air flow, and as the car warms, adjust the control lever to a position for a comfortable temperature.

DEFROSTING AND DEFOGGING–To defrost the windshield, move the temperature control lever to a warm setting, and the function control lever to DEFROST. Set the fan to the highest speed. All the air will be directed to the defroster outlets.

To defog the windshield, move the temperature control lever to the desired temperature and the function control lever to the ▽ (defog) position located between HEAT and DEFROST. Set the fan speed as desired.

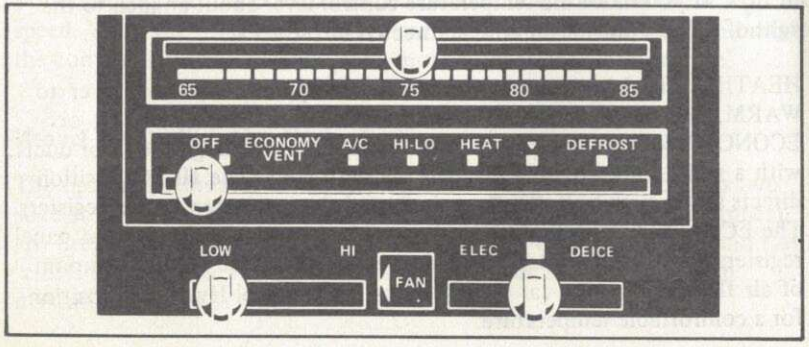
To help prevent fog from forming on the windshield in mild humid weather, operate the system in DEFROST or ▽ (defog) for a few minutes when you first start the car. Then move the function control lever to the desired position. This removes the humid air from the system and reduces the chance of fog formation.

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 build up of humid air in the vehicle.

You can use the air conditioning system to defog the side windows in mild weather. Set the temperature control lever to COOL, the function control lever to A/C, and the fan switch to a high speed. Adjust the instrument panel registers to direct the air flow towards the windows. Closing the instrument panel center registers will increase the air flow toward the side windows.

Automatic Temperature Control (ATC) System

To operate the optional ATC System, position the temperature control lever at the desired numerical temperature setting (usually in the white band) and place the function control lever in the position desired (usually A/C or HEAT). The system will then automatically regulate discharge air temperature to maintain the selected temperature inside your car.



The fan speed may be adjusted for more or less air, as desired, depending upon the operating condition.

COOLING–Move the temperature control lever to the temperature desired. Set the fan switch to the desired speed and move the function control lever to A/C. Adjust the direction of air flow by tilting the registers or moving the louvers. Allow time for the car interior to reach the selected temperature before making any adjustments to the setting.

In the HI-LO position, the system operates for cooling as it does in A/C position except the air flow is split between the panel registers and floor ducts. Use the A/C position for maximum cooling and initial cooling of a hot car interior.

For fuel economy in moderate temperatures, move the function control lever to ECONONY VENT. The discharge air temperature will be automatically regulated, but not cooled because the air conditioning compressor does not operate. Outside air will be directed through the panel registers at the selected fan speed.

HEATING–Move the temperature control lever to the temperature desired. Set the fan switch to the desired speed and move the function control lever to HEAT. Air will be directed through the floor ducts, with a small amount going through the defrosters. In HEAT, the automatic temperature control will start when the engine warms to about 125 degrees F (52 degrees C). At freezing temperature this will take about four minutes.

In HI-LO position, the system operates for heating, but is not as economical because the air conditioning compressor operates if the outside temperature is above 35-50 degrees F (2 - 10 degrees C). In HI-LO, the system will start immediately, regardless of engine temperature.

DEFROSTING AND DEFOGGING–To defrost the windshield, move the temperature control lever to a warm setting, and the function control lever to DEFROST. Set the fan to the highest speed. All the air will be directed to the defroster outlets.

To defog the windshield, move the temperature control lever to the desired temperature and the function control lever to the ▽ (defog) position located between HEAT and DEFROST. Set the fan speed as desired.

In DEFROST or ▽ (defog), the system will start immediately, regardless of engine temperature.

To help prevent fog from forming on the windshield in mild humid weather, operate the system in DEFROST, or ▽ (Defog) for a few minutes when you first start the car. Then move the function control lever to the desired

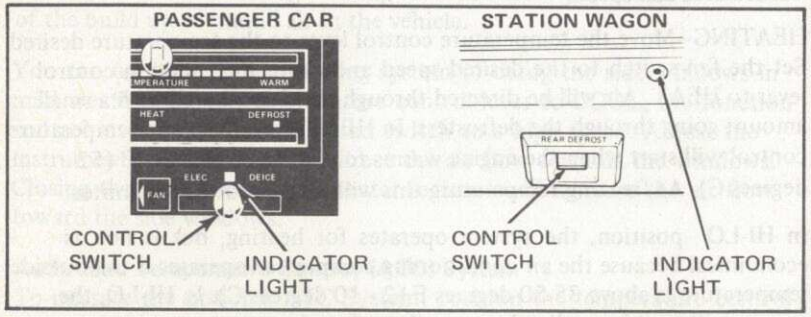
position. This removes the humid air from the system and reduces the chance of fog formation.

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 build up of humid air in the vehicle.

You can use the air conditioning system to defog the side windows in mild weather. Set the temperature control lever for comfort, the function control lever to A/C, and the fan speed to high. Adjust the panel registers to direct air to the windows.

Rear Window Electric Defroster

The optional rear window defroster is designed to clear frost, fog, and thin ice from the interior and exterior of the rear window. The control switch for the defroster is located on the instrument panel, below the heater controls, on passenger cars. On station wagons, the defroster control is located below the windshield wiper control.



To operate the defroster, first start the car engine. On passenger cars, move the control switch to the right and release it. On station wagons, pull the switch toward you and release it. The switch will return to the center position and remain there while the defroster is operating. An indicator light located near 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 defroster in clearing frost from the window. Turn off the defroster by moving the control switch to the left and releasing it on passenger cars, and pushing the switch forward on station wagons. The defroster may also be turned off by turning the ignition key to OFF.

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 . . .

KNOW THE LIMITATIONS–FM in the automobile is not static free. If particular stations are always noisy in the same general area of driving, then the noise must be expected, and no defect or malfunction is present in your radio. All FM radios respond about the same way in these "bad" areas. Tune to a stronger station. Experience will dictate which stations are best for your usual listening area. On trips, tuning to strong stations will have to be more frequent on FM than on AM. Refer to pages 28 and 29 for details on the limitations of FM reception, and how to obtain maximum listening enjoyment from your radio.

KNOW THE CONTROLS–Always "fine tune" your radio after using a push button. Even slight de-tuning causes unnecesary noise. Turn the tone control full counterclockwise to cut out noise. Push buttons that were set in a strong signal area may require re-setting after driving to a weaker signal area. Refer to the following pages for the proper use of your radio controls.

KNOW THE CARTRIDGES–Defective cartridges can cause distorted or slow sound from your stereo tape player. Use a known good cartridge to check for proper sound reproduction. Any warranty claims will be checked by your dealer using a Ford Motor Company music cartridge. Defective cartridges within their own warranty period should be returned to their source of purchase. Ford Motor Company does not warrant tape cartridges. Refer to page 37 for tips on caring for your tape cartridges.

Automobile Radio Reception

Although your new radio will give you outstanding mobile reception, it cannot provide the continuous reception of that enjoyed in the home radio. FM in an automobile is not static free (as it is sometimes advertised for FM home receivers). The home receiver is not limited by operating characteristics and certain geographical effects as is the mobile unit. For example . . .

ANTENNAS AND MOBILITY–For the best FM reception, the automobile antenna should be designed similar to a TV antenna and pointed in the direction of the station. The best AM antenna is a long piece of wire . . . the higher the wire the better the reception. However, because of design necessity, the automobile antenna is restricted in size, height and direction and must receive both AM and FM stations. This means that comparatively less of the station's signal reaches the car radio. In addition, the car and

its radio are portable. This mobility and reduced signal pickup result in FM FLUTTER (as it would also in the "static free" home unit if it should ever be installed in an automobile).

FM FLUTTER–Flutter can best be described as repeated pops and hissing bursts heard in the speaker, during an otherwise good broadcast. Usually this condition exists while traveling in the fringe area of the stations. The signal loss will become greater as you drive farther from the station, until finally noise takes over and you can no longer receive the station. FLUTTER may also be noticed near the station because of the "line-of-sight" characteristic of FM radio waves. This condition can happen when a building or large structure is between you and the station you are trying to receive. Some of the FM signal "bends" around the building, but certain spots have almost no signal. Some of these losses are only a few inches wide and if your car is parked in one of these "dead spots" you will only hear noise from the speaker. As you move out of the shadow of the structure, the station will return to normal. FLUTTER will not occur on AM, because the radio waves are much longer than FM waves.

FM MULTI-PATH CANCELLATION–Another effect caused by the "line-of-sight" characteristic is called CANCELLATION. This condition exists when the radio waves are reflected from objects or structures. The noises produced by CANCELLATION are similar to FLUTTER, with the addition of distortion in the program. A more familiar description of CANCELLATION is its similarity to the multiple ghosts and picture jumping that occur on television when a low flying plane passes. The same condition exists in your car, except that your car is moving and the reflecting structure is stationary. The reflected signal cancels the normal signal, causing your antenna to pick up noise and distortion. CANCELLATION effects are most prominent in metropolitan areas, but can also become quite severe in hilly terrain and depressed roadways.

FM STRONG SIGNAL CAPTURE AND OVERLOAD–FM Capture is an unusual condition that occurs when traveling in the vicinity of a broadcast tower. If you are listening to a weak FM station, when passing the broadcast tower, a stronger station up or down the radio dial may CAPTURE the weak station. This switch to the stronger station occurs without changing the radio dial. As you pass the tower, the station may 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 noisefree broadcast range is approximately five miles (eight kilometres) less than 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. The high voltage of this system produces noisy side effects that can interfere with both the AM and FM stations. Although precautions have been taken to minimize ignition noise, a certain amount can be heard on FM when the station is not quite tuned. Ignition noise from passing vehicles can occasionally be heard if they do not have proper suppression equipment installed. These same vehicles 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 (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 (30-40 km), 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.

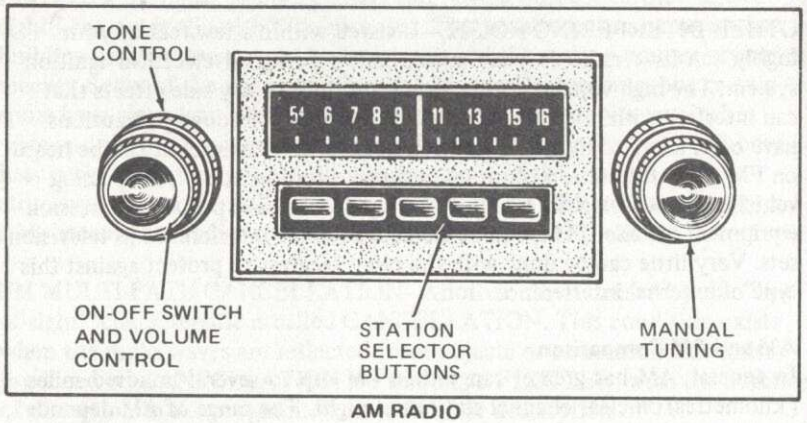
Static on AM is caused by power lines and electric fences, particularly noticeable in rural areas where only weak stations are available. Traffic lights and electric signs can cause static. Static from thunderstorms can make AM unlistenable.

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

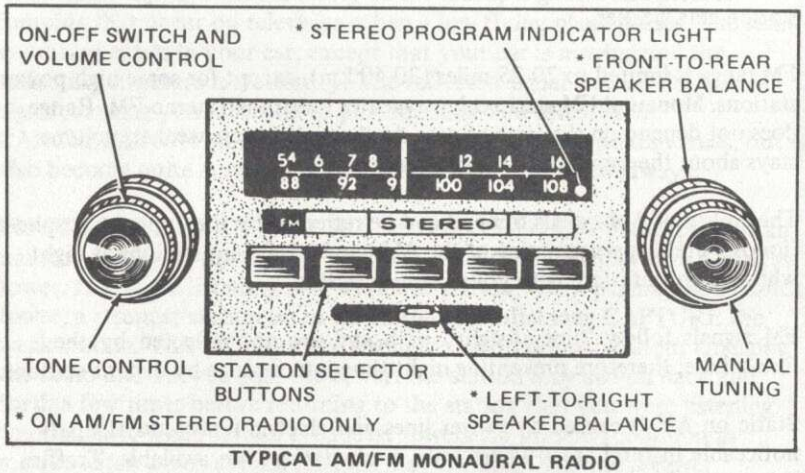
AM fades under freeway viaducts and when on distant stations at night and in downtown areas with many tall buildings.

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

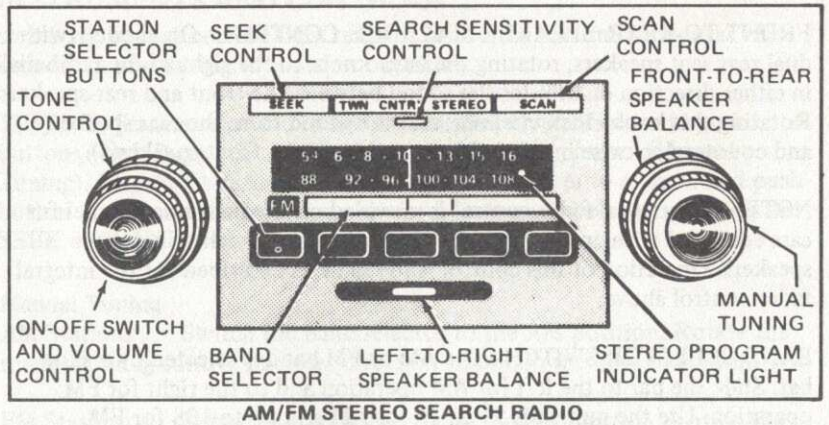
Radio Controls



AM RADIO



TYPICAL AM/FM MONAURAL RADIO OR AM/FM STEREO RADIO



AM/FM STEREO SEARCH RADIO

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.

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

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 speaker(s) in your car, sounds originating on the right are heard through the right speaker(s). Owners of AM/FM stereo radios which include side and rear speakers have complete control of the stereo effect through the left-right balance control combined with the front-to-rear balance control for a maximum of fully balanced stereo listening pleasure.

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

FRONT-TO-REAR SPEAKER BALANCE CONTROL–On models with dual rear seat speakers, rotating the large knob, to the right of the radio dial, in either direction distributes the sound between the front and rear speakers. Rotating this knob clockwise increases the sound from the rear speaker(s), and counterclockwise increases the sound from the front speaker(s).

NOTE–An external fader control is provided on the instrument panel for cars equipped with an AM or AM/FM Monaural radio with dual rear speakers. 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.

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 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 "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).

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 it may be necessary to retune the radio for minimum noise as the signal becomes weaker. When the fringe area is reached and the station can no longer be heard without excessive noise or "flutter," it is necessary to retune to a stronger station.

Push Button Tuning

Push button tuning is accomplished by firmly pressing any one of the five push buttons (located below the radio dial), which automatically selects the AM or FM radio 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 ten stations for five 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 the push-button, proceed as follows:

Turn on the radio and allow it to warm up for about five 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 out the push button to be set to unlock its mechanism. Carefully tune in the desired FM stations 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.

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.

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 to 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 eight (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 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.

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.

Tape Player Special Instructions

These special instructions are for controls and functions unique to the Stereo Tape Player in combination with an AM radio or AM/FM Stereo Radio, and for the Quadrasonic Tape Player in combination with AM/FM/ Stereo Radio. Refer to preceding pages for operation of controls which are 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.

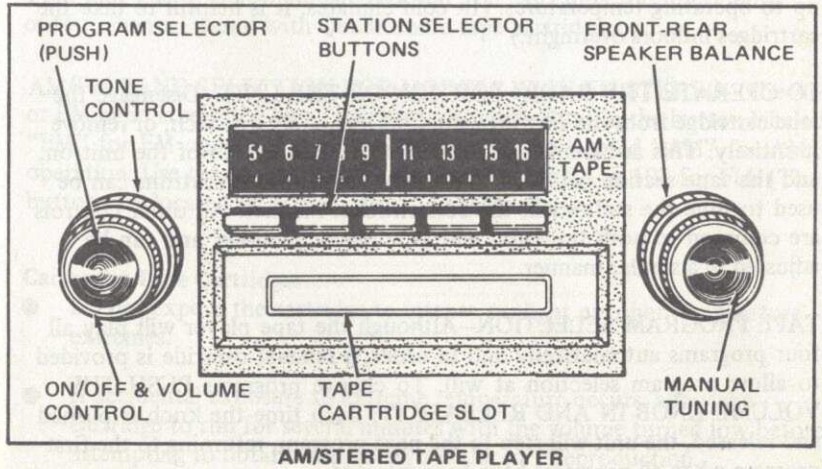
FORD STEREO TAPE PLAYERS are 8-track solid state units designed to use prerecorded 8-track (4-program) stereophonic tape cartridges. (Do not use 4-track cartridges.)

Ford stereo tape player systems provide a true stereo sound, using speakers mounted on both sides of the vehicle.

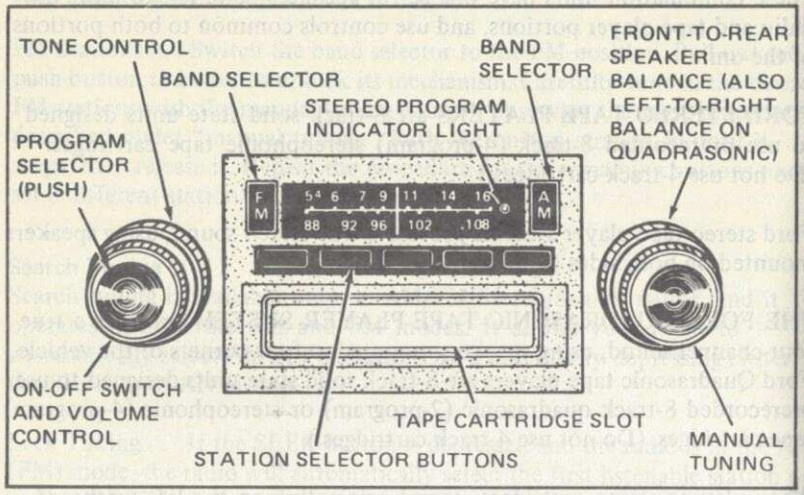
THE FORD QUADRASONIC TAPE PLAYER SYSTEM provides a true four-channel sound, using speakers mounted in four corners of the vehicle. Ford Quadrasonic tape players are 8-track solid state units designed to use prerecorded 8-track quadrasonic (2-program) or stereophonic (4-program) tape cartridges. (Do not use 4-track cartridges.)

When playing stereo cartridges, sound 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 interference.

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 kit.



AM/STEREO TAPE PLAYER



TYPICAL AM/FM STEREO TAPE PLAYER OR AM/FM STEREO RADIO WITH QUADRASONIC TAPE PLAYER

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 climates, 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 pushbuttons 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 SPEAKER BALANCE–The balance is fixed by the manufacturer and no external control is provided for adjustment of sound by the customer. Any readjustment should be performed by the dealer.

LEFT-TO-RIGHT AND FRONT-TO-REAR QUADRASONIC–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 between 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.
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 Tape Cartridges

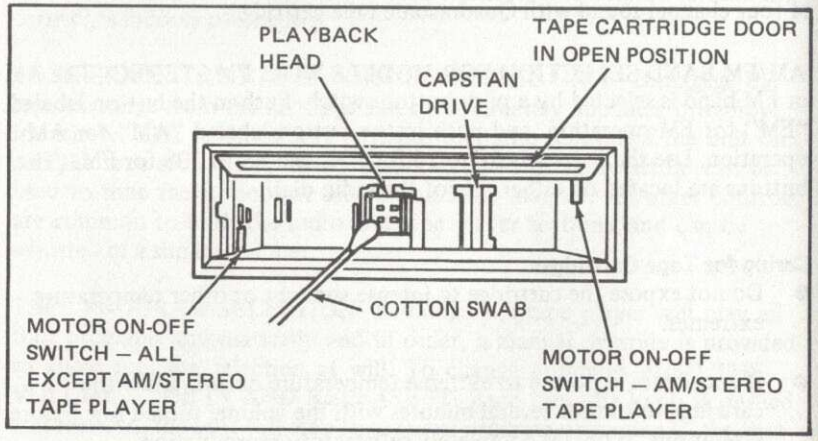
- Do not expose the cartridge to intense sunlight or other temperature extremes.
- If accidental exposure to extreme temperature occurs, allow the cartridge to run for several minutes with the volume turned low before attempting to obtain completely satisfactory reproduction.

- 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 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 tape 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.

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



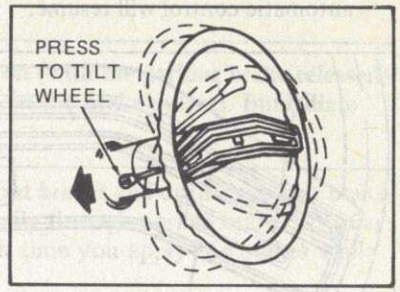
Steering Wheel Controls

Power Steering

Your car is equipped with power steering. To avoid possible damage to your car's power steering pump, do not position the steering wheel so the front wheels are turned and held against the stops (extreme right or left turn) for more than 5 seconds.

Tilt Steering Wheel

On vehicles equipped with the tilt steering wheel, press and hold the turn signal lever toward the instrument panel to change the position of the wheel. Move the wheel up or down to the desired position and release the lever to lock the wheel in place.



Horn

To sound the horn, press the center button on the sport steering wheel; press the raised center rib of the steering wheel pad on the deluxe wheel; and press the raised center bar on the steering wheel pad, on the luxury or speed control wheel.

Fingertip Speed Control

The optional speed control allows you to automatically control the speed of your car above 30 mph (50 km/h), and may improve fuel economy.

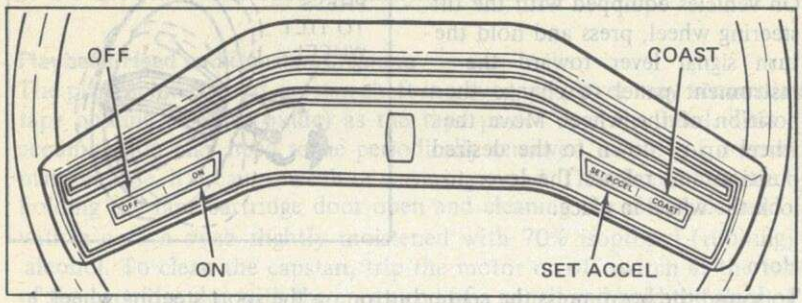
AUTOMATIC OPERATION–The controls used to set the speed control for automatic operation are in the steering wheel spokes.

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.

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–Any of the following methods will 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 key is turned off.

3. If the vehicle slows to 10 mph (16 km/h) or more below the set speed, the system will cancel automatic control.

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

Brakes

Foot brakes

WARNING–If the BRAKE light goes on (with the parking brake released) this is an indication of a malfunction in the brake system. Immediate attention is necessary.

Your car is equipped with disc-type front brakes and drum-type rear brakes. The front 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 may result in abnormally high brake temperatures, excessive lining wear and increased stopping distances.

Parking Brakes

CAUTION–When leaving your car, always shift into P (PARK) and set the parking brake.

Your car may be equipped with either the single-stroke design or multi-stroke design parking brake system. The systems can be easily distinguished since the pedal remains down when applied on the single-stroke system, while the pedal always returns to the UP position on the multi-stroke system.

SINGLE STROKE PARKING BRAKE–The parking brake pedal is 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.

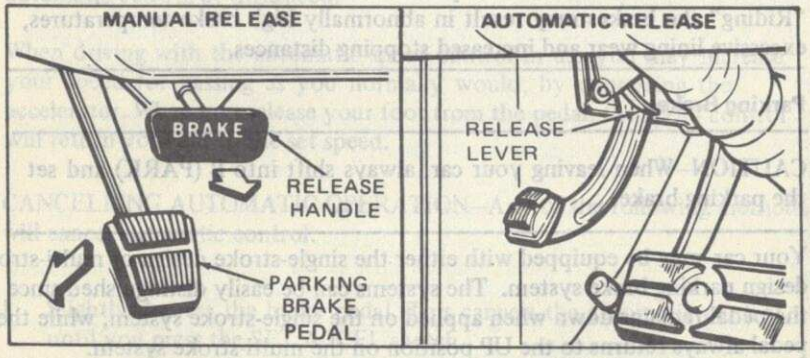
MULTIPLE STROKE PARKING BRAKE–The parking brake pedal is a multi-stroke design suspended above the toeboard at the extreme left of the foot brake pedal. To set the brake, push firmly on the service brake pedal

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 the 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 when the parking brake is 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 the parking brake is applied. Failure to release the parking brake could result in poor fuel economy and rapid brake wear.

MANUAL PARKING BRAKE RELEASE–If your car is equipped with the manual parking brake release, pull the handle marked BRAKE, located beneath the instrument panel, until the parking brake is released.

AUTOMATIC PARKING BRAKE RELEASE–If your car is equipped with the optional automatic parking brake release, the brakes will automatically release when the shift lever is moved to R (REVERSE) or any forward position with the engine running. If necessary, the automatic parking brake can also be released manually by pulling the trip lever located at the upper end of the parking brake pedal arm.



Miscellaneous

Clock

Your car may be equipped with either an optional electric clock or an optional quartz electronic calendar clock.

ELECTRIC CLOCK–Your optional electric clock has an automatic adjustment mechanism. To set the time, pull out the set knob and turn it

counterclockwise if the clock is fast and clockwise if it is slow. Each time you set the clock, the timekeeping mechanism is adjusted about 30 seconds. If your clock is off by more than three minutes a day, set the time once a day until it is accurate. If your clock is off by less than three minutes a day, let it accumulate for a few days before making a correction.

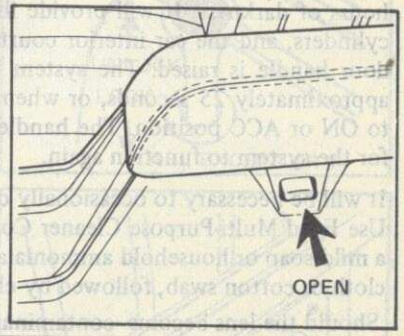
QUARTZ ELECTRONIC CALENDAR CLOCK–For adjustment, pull out the set knob and turn it clockwise to advance the time, or counterclockwise to set back the time.

The calendar feature displays the day of the week (with AM & PM distinction) and the date of the month. The date display advances from 1 to 31 positions; this will require setting adjustments at the end of the month for those months with less than 31 days.

The calendar feature can be adjusted with the set knob in the normal position. The day feature should be set first (if required) by turning the set knob counterclockwise (approx. 1/4 turn), next, set the date feature by turning the set knob clockwise (approx. 1/4 turn). The calendar feature can only be advanced.

Glove Box

Turn the knob clockwise to open your glove box. To lock it, insert the round-headed key and turn it counterclockwise.



Console Stowage Compartment

A convenient stowage compartment is built into the center console on vehicles equipped with bucket seats. To gain access, press the button, located on the driver's side, inward and the padded top will open.

CAUTION–On passenger cars, do not put packages on the flat area at the rear window. They can obscure vision and may become dangerous projectiles in the event of a sudden stop.

Ashtray and Lighter

Your car is equipped with an ashtray on the instrument panel. To open it, push down on the top portion. To remove the ashtray for emptying, pull up on the snuffer and pull out the ashtray container.

CAUTION–Never use the ash tray as a waste receptacle.

INSTRUMENTS AND CONTROLS

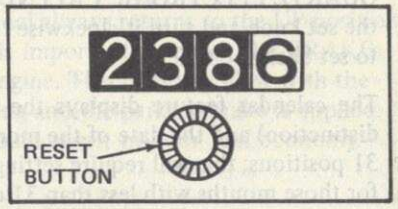
The cigar lighter is exposed when you open the ashtray. To operate the lighter, push it in all the way, and then release it. When it is ready for use, it will spring back to its normal position.

Speedometer and Odometer

The speedometer indicates the car's forward speed. The odometer indicates the distance travelled and is useful in reminding you when the car is due for scheduled maintenance.

Trip Odometer

The optional trip odometer is in the lower portion of the speedometer face. It is equipped with a reset button which changes the registered mileage to zero when depressed.



Tachometer (Optional)

A 6000-rpm tachometer, which indicates the rotational speed of the engine in revolutions per minute (rpm), is located in the instrument pod.

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 handle is raised. The system will automatically turn off after approximately 25 seconds, or when the ignition lock cylinder is turned to ON or ACC position. The handle 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. Use Ford Multi-Purpose Cleaner Concentrate B8A-19523-A, or equivalent, a mild soap or household ammonia and water solution. Apply with a soft cloth or cotton swab, followed by clear water rinse.

Should the lens become contaminated with oil or grease, clean with Ford Tar and Road Oil Remover, B7A-19520-A, or equivalent. Apply solvent sparingly. This solvent is toxic and flammable. Use with adequate ventilation and away from open flames.

CAUTION–Do not use abrasive cleaning preparations and other solvents such as benzene, gasoline, acetone, tetrachloride or denatured alcohol.

Inside Door Handle

The inside door latch handle is located on the door trim panel. To operate, pull the handle toward you. Pulling the inside front door handle will automatically release the front door lock.

GETTING TO KNOW YOUR CAR

Manual Door Lock

The manual door lock knob is located at the top rear of the door trim panel. Pushing the knob down, locks the door, and prevents the door from being opened with the outside door handle. Pulling the knob up, unlocks the door. Pulling the inside front door handle automatically releases the front door lock, however, on four-door models, the inside rear door handle does not automatically release the rear door lock.

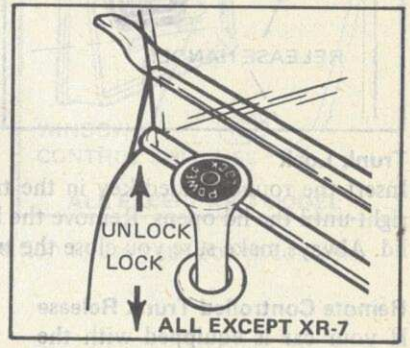
Outside Door Key Lock

To lock your car door from the outside with a key, insert the square-headed key into the key lock and turn it toward the front of the car on two-door models and to the rear on four-door models. To unlock, turn the key toward the rear of the car on two-door models and to the front on four-door models. Rear doors can only be locked and unlocked with door lock knob. To lock any of the doors from the outside without using a key, push the manual door lock knob down, when the door is open, and then close the door.

Power Door Locks – All Except XR-7 Model

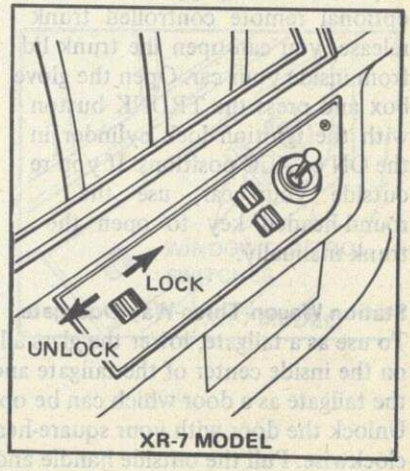
The optional power door locks are operated by the lock control knob located at the top of the door trim panels.

On station wagon models equipped with power door locks, the tailgate lock is also actuated by the front door lock control knob.



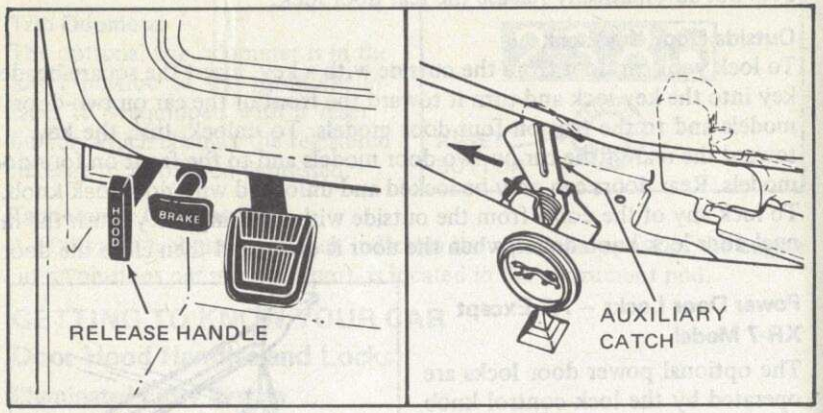
Power Door Locks – XR-7 Model

The switches which control the optional power door locks are located in the front door armrests. Push either DOOR LOCK switch toward the instrument panel to lock all doors. To unlock the doors, pull either DOOR LOCK switch away from the instrument panel. If you close the doors with the power locks actuated, the doors will remain locked. The manual door locks will override the power controls in case the power mechanism should ever fail.



Hood Latch

Release the hood latch from inside your car by pulling the release handle on the lower left of the instrument panel. To raise the hood, reach inside the opening between the hood and the center of the grille, release the auxiliary catch, and lift the hood until the hinges hold it open. Always make sure you latch the hood securely.

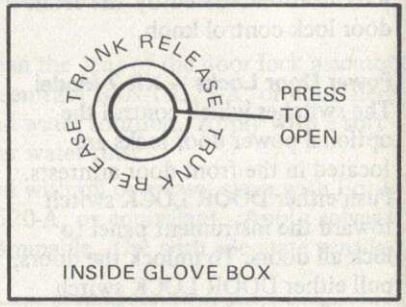


Trunk Lock

Insert the round-headed key in the trunk lid lock. Turn the key to the right 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-headed key to open the trunk manually.



Station Wagon Three-Way Doorgate

To use as a tailgate, lower the glass all the way down. Then pull the handle on the inside center of the tailgate and carefully lower it. You can also use the tailgate as a door which can be opened with the window in any position. Unlock the door with your square-headed key by turning the key counter-clockwise. Pull the outside handle and open the door. When you close the

door, you can lock it by pushing down the inside door lock knob. Once the knob is pushed to lock the doorgate, it can't be pulled up to unlock. When you're outside of your car, you must unlock it with the square-headed key.

Windows and Controls

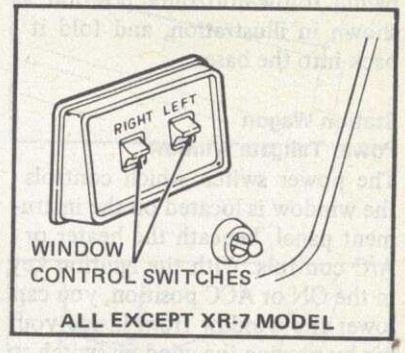
Manual Windows

The side windows on your car are raised or lowered by manually turning hand cranks located on the door trim panel.

Power Windows – All Except XR-7 Models

The switches for controlling the optional power windows are located on the side trim panels below each front window on two-door models and below all the windows on four-door models.

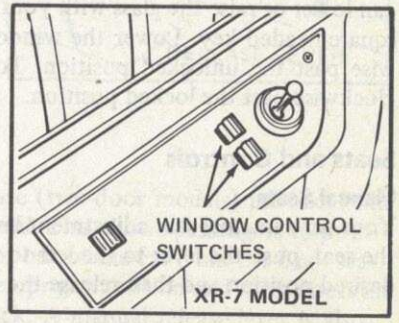
The switch on the passenger's side trim panel controls the right hand window. You must place the ignition key in the ON or ACC position to use your power controls.



Power Windows – XR-7 Model

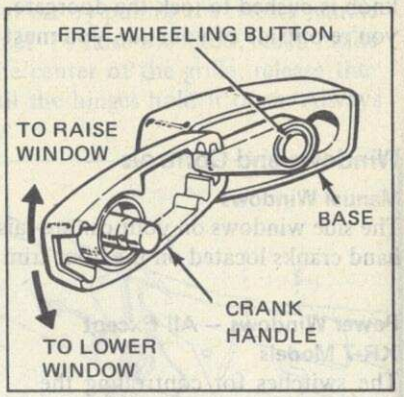
The switches for controlling the optional power windows are located in the armrest below each window.

The switch on the passenger's side controls the right hand window. You must place the ignition key in the ON or ACC positions to use your power controls.



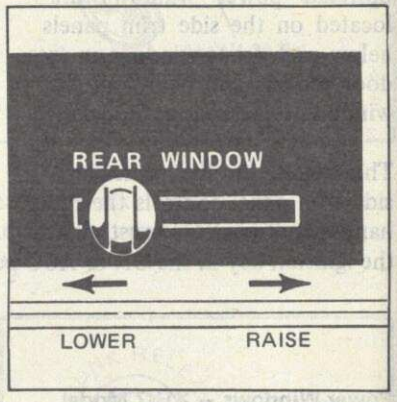
Station Wagon Manual Tailgate Window

When the tailgate is locked, the window crank will free-wheel. Before you raise or lower the window, you must unlock the tailgate with your square-headed key. After unlocking the tailgate, swing the crank handle out and turn it to raise or lower the window. When you have the window in the position you want, press the free-wheeling button, turn the crank handle to the horizontal position, as shown in illustration, and fold it back into the base.



Station Wagon
Power Tailgate Window

The power switch which controls the window is located on the instrument panel, beneath the heater or A/C controls. With the ignition key in the ON or ACC position, you can lower the window from inside your car by moving the window switch to the left or raise the window by moving the switch to the right.



If you are outside of your car, you can lower or raise the glass with your square-headed key. Lower the window by turning the key counterclockwise past the unlocked position. To raise the window, turn the key clockwise past the locked position.

Seats and Controls

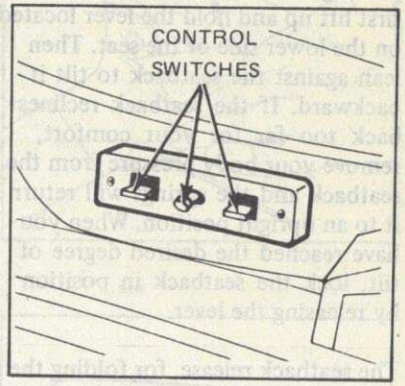
Manual Seats

Your car's manual seat adjustment lever is located at the front lower part of the seat, push the lever to the left to unlock the seat. Move the seat to the desired position and then release the lever to lock the seat in its new position.

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

Power Seats

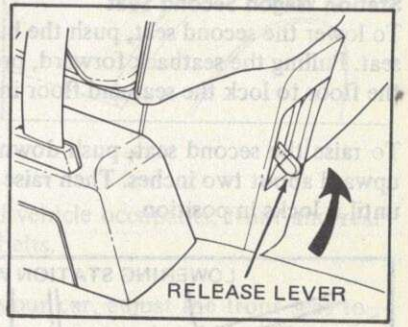
The controls to operate the optional six-way power seat are located on the side of the driver's seat. The center switch controls forward-and-backward and up-and-down movement. The switches on each side of the center switch control the tilt movement of the seat.



On split bench and bucket type front seats, the power control operates the driver's seat only. The passenger's seat is operated as a manual seat.

Seatback Release

The front seatback locks automatically (two-door models only) in the full upright position. To fold the seatback forward while passengers are getting into or out of the back seat, lift the release lever located on the back of the seat. With split bench type seats, the passenger seat release is on the side.

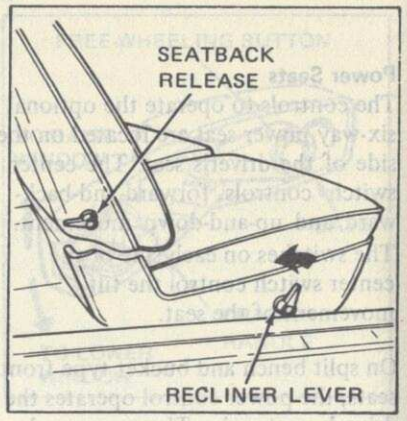


Automatic Seatback Release

The optional automatic seatback release (two-door models) unlocks both seatbacks whenever either door is opened. This allows passengers to push the seatback forward while getting in or out of the car from the back seat. When the seatbacks are returned to the upright position and both doors are closed, the seatbacks automatically lock. A manual release lever is also provided for your convenience.

Reclining Passenger Seat

To adjust the 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 backward. If the seatback reclines back too far for your comfort, remove your body pressure from the seatback and the springs will return it to an upright position. When you have reached the desired degree of tilt, lock the seatback in position by releasing the lever.

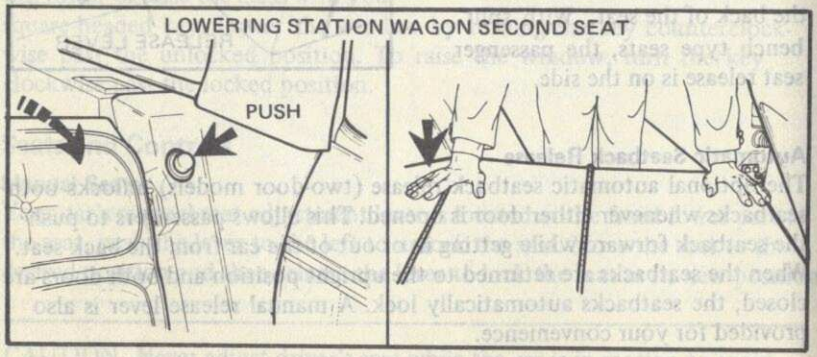


The seatback release, for folding the seat forward while passengers are getting into or out of the back seat, is located on the lower side of the seatback.

Station Wagon Second Seat

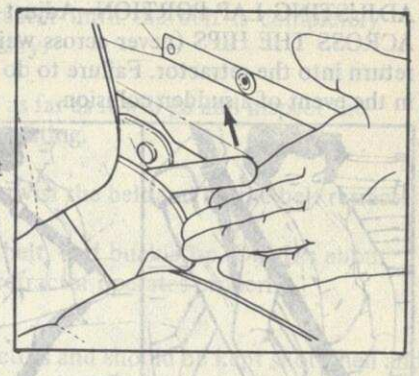
To lower the second seat, push the button on the left side panel next to the seat. Pulling the seatback forward, press down firmly on the seatback and the floor to lock the seat and floor in position.

To raise the second seat, push down on the seatback and pull the floor upward about two inches. Then raise the seatback and push it to the rear until it locks in position.



Station Wagon Third Seat

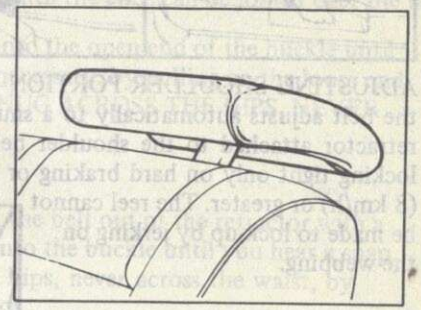
To raise this optional seat, open stowage compartment cover, pull up on cover and fold forward down onto floor. Lift the seatback up and move it forward until secured upright by the two side latches. To lower the seat, lift the release handle on each side latch and move the seatback toward the rear, folding it down. Close stowage compartment cover.



Safety Restraints

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 holding pressure.



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

Front Lap-Shoulder Belts

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

FASTENING 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 lies over 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.

ADJUSTING LAP PORTION–Adjust lap portion of seat belt SNUGLY ACROSS THE HIPS (never across waist) by allowing any excess belt to return into the retractor. Failure to do so may result in unnecessary injury in the event of a sudden collision.



ADJUSTING SHOULDER PORTION–The shoulder restraint portion of the belt adjusts automatically to a snug position. The vehicle sensitive retractor attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph (8 km/h) or greater. The reel cannot be made to lock-up by jerking on the webbing.

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



4 DOOR MODELS 2-DOOR MODELS

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.

LAP BELT RETRACTOR JAMMED–If you should accidently 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 retractor spool by pulling it all the way out.

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 belt retract.

5. 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.

Center Lap Belt

The center seat belts don't have retractors and should be kept 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. Shorten the belt, if necessary, by pulling on the loose end of the webbing. The belt should be SNUG ACROSS THE HIPS, NEVER ACROSS THE WAIST.

Rear Lap Belts

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

Unfastening Front-Lap Shoulder Belts and Rear Lap Belts

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

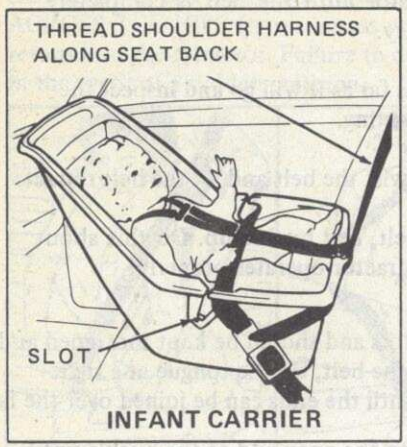
CAUTION–Never use a single belt for more than one person.

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.

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 the order from in the back of this guide). Both accessory units are secured by vehicle lap belts or lap-shoulder belts.



INFANT CARRIER


TOT-GUARD

The Ford Infant Carrier is designed to protect infants up to 20 pounds (9.1 kg) in weight - until approximately one year of age. If faces rearward for maximum protection. The Tot-Guard is designed for use by children who weigh between 20 and 50 pounds (9.1 and 22.3 kg), whose seating height is between 19 and 28 inches (482.6 mm and 711.2 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 (711.2 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 with center seat belts and 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.

Mirrors

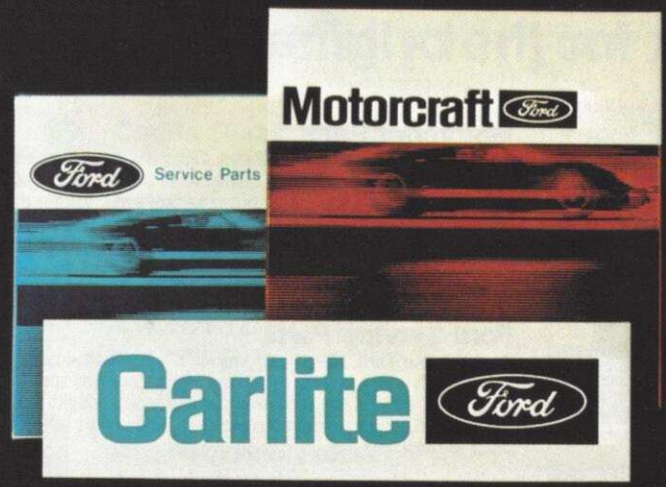
Rear View Mirror

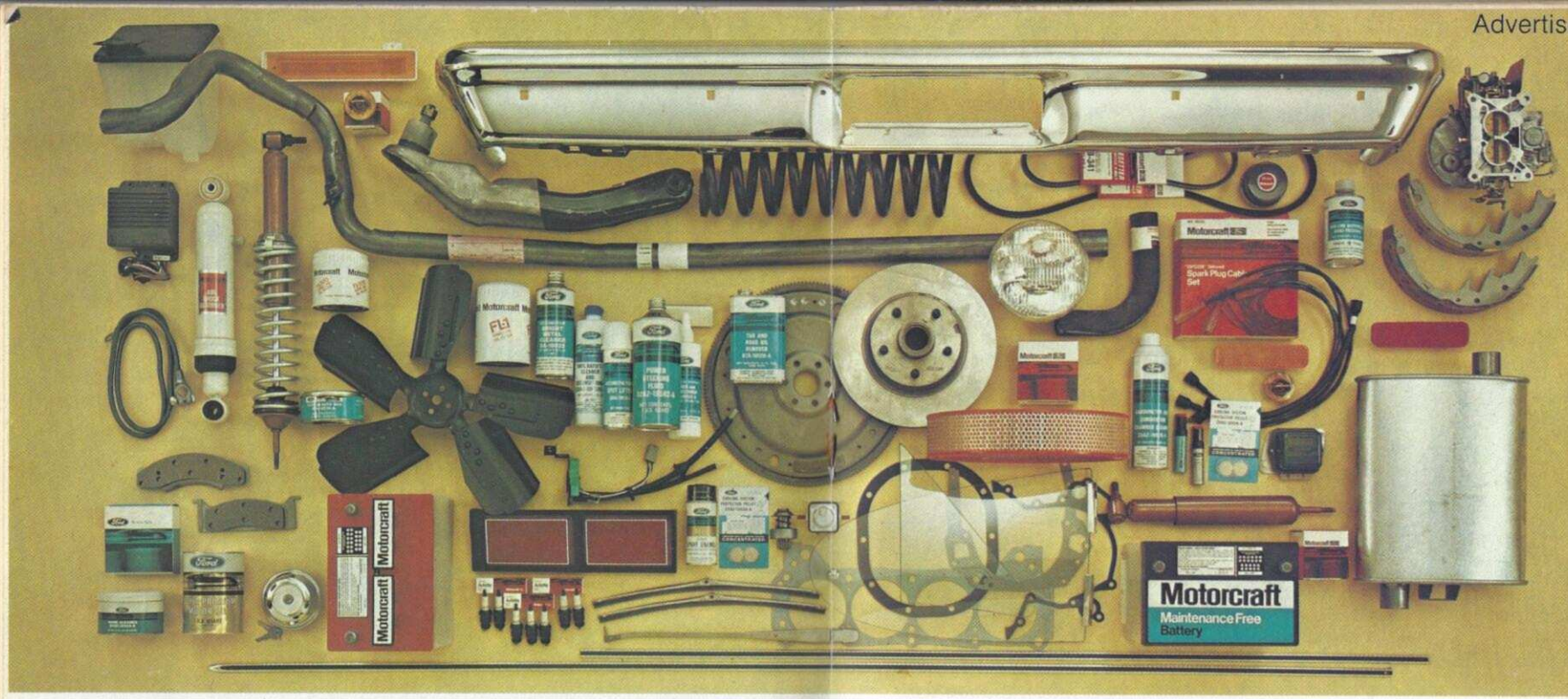
Your inside rear view mirror has a day and a night position. The night position reduces glare from the headlights of cars behind you. Move the tab at the bottom of the mirror away from you for the day position and toward you for the night position.

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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.



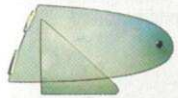
Ford Service Parts

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.



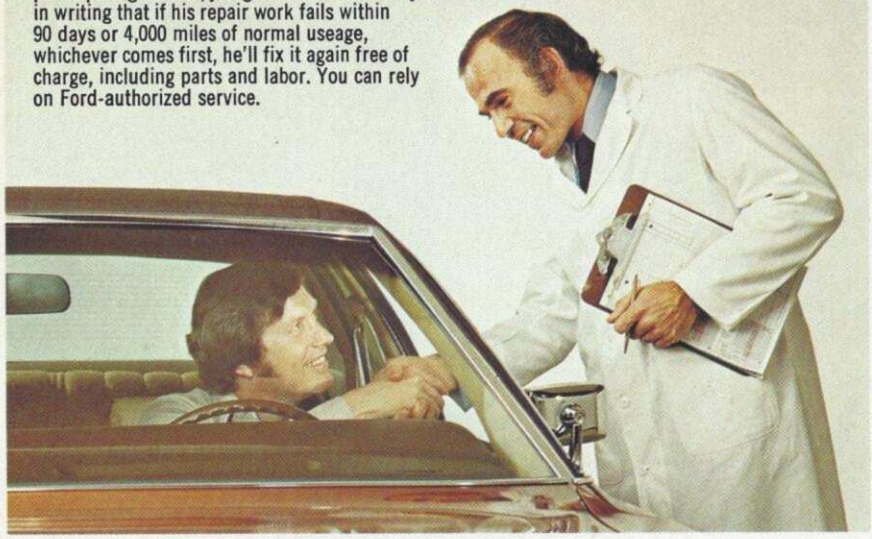
Ford Paints

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.

ADVERTISEMENT

Bring your car "home" for service.

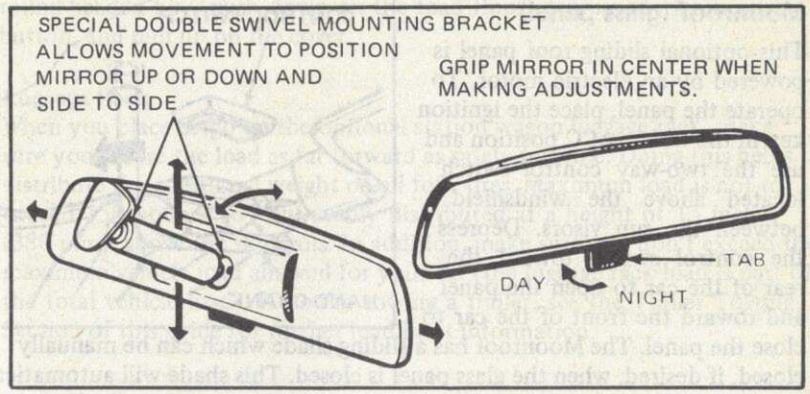
Nobody knows your Ford, Lincoln, or Mercury better than your dealer. That's why it pays to bring it back to him for service. He has trained service technicians, and the advanced tools and equipment to keep your car running at peak performance. And you get more than a good job. At participating dealers, you get a limited warranty in writing that if his repair work fails within 90 days or 4,000 miles of normal useage, 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.





CAUTION–On passenger cars. do not put packages on the flat area at the rear window. They can obscure vision and may become dangerous projectiles in the event of a sudden stop.

Remote Controlled Side View Mirror

The control knob to adjust the left mirror is located on the driver's door armrest, on XR-7 Models, and on the door trim panel on all others.

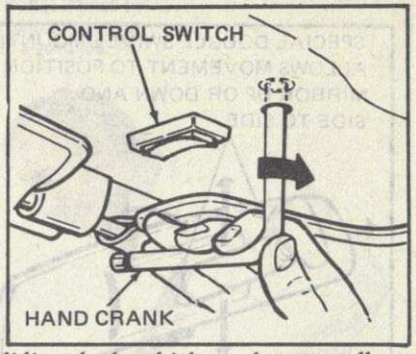
The control knob to adjust the right mirror is located on the instrument panel near the wiper-washer control.

Move the respective knob to adjust the mirrors to the desired viewing position.

Illuminated Visor Vanity Mirror

To operate the optional illuminated visor vanity mirror, first, pull down the front passenger's visor, then lift the cover from the mirror to automatically illuminate the mirror.

Moonroof (glass panel)



This optional sliding roof panel is powered by an electric motor. To operate the panel, place the ignition 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 the 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 fully closed.
5. Reinstall screw, replace the cover, and take your car to your dealer for diagnosis and repair.

Stowage Compartments

Station Wagon Stowage Compartment

Your new station wagon is equipped with a lockable stowage compartment in the rear floor area. To open the compartment, unlock with the

round-headed key, push down on the load floor, depress the latch push button, and pull up on the cover.

Luggage Rack

When you place cargo on the optional station wagon luggage rack, make sure you secure the load as far forward as safely possible. Doing this helps distribute the additional weight on all four tires. Maximum load is not to exceed 150 pounds (67 kg) evenly distributed at a height of 15 inches (380 mm) above the skid rails. In addition, make sure you don't exceed the maximum vehicle load allowed for your car (the luggage rack load is part of the total vehicle load). If you're towing a trailer, see the Trailer Towing Section of this guide for further load limit information.

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 attached to the visor on your new car.

COLD ENGINE	WARM ENGINE	FLOODED ENGINE
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 3-4 seconds, then repeat procedure once. 5. After engine starts, idle about 15 seconds. Hold foot on brake. Engage transmission, gradually release the brake and drive away.	1. Turn key to "ON" position. 2. Press accelerator pedal ¼ to ½ way down and hold. CAUTION: (Do not pump the pedal.) 3. Turn key to "START" until engine is started, then release key.	If engine fails to start using preceding instructions, wait 3-4 seconds, then: 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.

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. During this warm-up, after about 30 seconds, reduce idle speed by depressing the accelerator pedal slightly and releasing it.

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 low speed idling.

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 degrees C) or when the vehicle has been idle for several days, depress the accelerator two or three times before starting.

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).

Never crank the starter for more than 30 seconds at a time. Wait two minutes after an extended cranking period. Otherwise, the starter may overheat and be damaged. When the engine starts, immediately release the ignition key.

CAUTION–If the engines stalls or falters in starting, wait 3 or 4 seconds before re-engaging starter. This will help prevent possible damage to the starter or engine.

Emission System

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 (1219.2 metres), as defined by EPA regulations.

B. Low Altitude System

When the principal use of the vehicle is below 4,000 feet (1219.2 metres).

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.

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 (except for certain vehicles built for sale in Canada) 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 emissions 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 30 seconds) with an intermittently firing or flooded engine. See Starter Operation section of Owner's Guide for recommended starting procedures.

- Avoid attempting 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 speed or after sustained high speed operation. If extended idling occurs or is anticipated beyond 10 minutes, you should shut down the engine. Restart when conditions are appropriate. Within about 30 seconds after starting the engine, you should depress and release the accelerator pedal to produce a lower idle speed. In addition, 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 key off), persistent misfiring, heavy surging, repetitive stalls or backfires, fluid leakage, odor, smoke, loss of oil pressure or charge indicator or overtemperature warning.

Modifications of the emission control systems 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.

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.

NEVER OPERATE ENGINE IN CLOSED AREAS.

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

1. If you have a conventional heating system set the fan speed to medium or high, with the function control lever set at any position except OFF.

2. If your car is equipped with manual air conditioning, set the fan speed to medium or high speed and the function control lever to any position except OFF. Also set the temperature control lever to the right of mid-position.

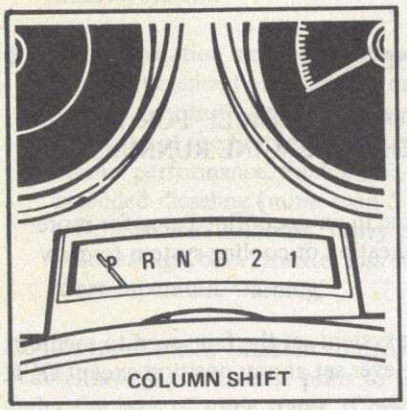
3. If your car is equipped with Automatic Temperature Control, set the fan speed to low or high with the function control lever at any position except OFF or HEAT. Also set the temperature control lever to any position to the right of mid-position.

To prevent the possibility of dangerous gases being drawn into the vehicle, tailgates, tailgate windows, 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. If your vehicle has outside air control vents, open them fully.

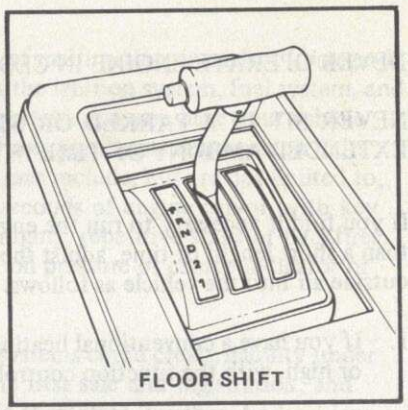
Driving With An Automatic Transmission

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.

If your car is equipped with a column shift selector, move the lever by first pulling the lever toward you. If your car is equipped with a console shift, press the push button on the end of the selector lever to move the lever to the various selector positions. The following are explanations of the selector positions.



COLUMN SHIFT


FLOOR SHIFT

P (PARK)–This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a full stop before shifting into P (PARK). Do not use the P (PARK) position in place of the parking brake. Always set your parking brake and shift into P (PARK) when you leave your car.

R (REVERSE)–The car must be fully stopped before shifting into or out of R (REVERSE). Except when "rocking" the car as explained in SPECIAL SITUATIONS.

N (NEUTRAL)–When you place the transmission selector lever in the N (NEUTRAL) position, there is neither forward nor reverse gear engagement.

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 gears. The transmission automatically downshifts from high gear as speed decreases.

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, 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 all the way to the floor. Remember forced downshifts can be performed only when your car is in the D (DRIVE) position.

SPECIAL 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. In mud, you may lose both momentum and traction.

If your wheels are 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) 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).

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.

Traction-Lok Axle

This 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.

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.

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

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.

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 or 1000 miles (1600 km) of highway driving is 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 (6400km). All engines use more fuel until they are well broken in. Conserve fuel by avoiding fast starts.

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.

Normal oil consumption may be encountered prior to 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 and fast accelerations 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. The ignition wires on the new Dura-Spark ignition system are not a scheduled maintenance item and therefore not only provide improved performance, but help to lower maintenance costs.
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.

Spare Tire

Your spare tire and jack are stowed in the trunk compartment. (In station wagons, they are stowed inside the right quarter trim panel. Refer to the illustrated instruction sheet attached to the inside of the trunk lid for directions on jack usage and stowage. Station wagon instructions are located inside the spare tire trim panel cover.

Collapsible Spare Tire

The collapsible spare tire is designed to provide more luggage room; therefore, it is stowed deflated. A can of tire inflation propellant is provided with the tire, and is located in the luggage compartment. Be sure to read all the instructions on the can and on the spare 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 13 of CHANGING A TIRE. Lower the car and tighten wheel nuts fully. 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.

CAUTION–

- Do not attempt to repair or remove the tire from the wheel.
- Mount the tire on the axle before inflating.
- Inflate with approved canister only.
- 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 spare at the earliest opportunity; deflate to store by removing the valve stem core. 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.

Spare Tire Lock

Your trunk key locks and unlocks the optional spare tire lock. When in the locked position, the assembly will spin freely around the retaining bolt. When unlocked, the assembly can be removed or installed in the same manner as a conventional retaining wing nut.

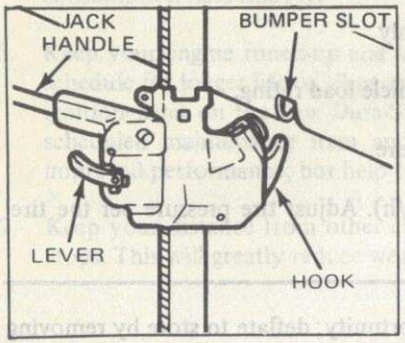
Station Wagon Tire Removal

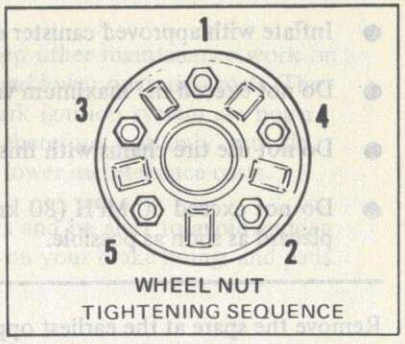
Unlock the cover by rotating the retaining latch inward. Pull the upper edge of the cover from its position below the quarter window, and lift the cover from the floor channel.

You can remove the station wagon spare tire using an optional extractor which is a flexible sling under the spare tire. To remove the tire, remove the retaining wing nut and plate, and pull the handle on the sling straight up. To stow the tire, drop the sling into the wheel well, making sure it is centered in the bottom of the well, then put the spare tire in the well.

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. Park the car on a level spot, put the selector in P (PARK), and set the parking brake. Turn on the hazard flasher system. As an extra precaution, block the wheel that is diagonally opposite the wheel being changed.





WARNING–Never attempt repairs on heavily traveled roads or highways. 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. Do not put any portion of your body under the car, or start the engine while the car is on the jack. The jack is provided for wheel and tire changing only. Use jack stands when servicing the car.

CHANGING TIRE PROCEDURE–Follow this procedure when changing a tire:

1. Block the wheels and apply the parking brake.
2. Remove the spare tire from stowage.
3. Lean the tire against the car near the tire to be changed.
4. Pry the wheel cover, or hub cap, off with the tapered end of the jack handle.
5. Loosen the wheel nuts one-half turn each, but do not remove them until the tire is raised off the ground.

6. 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.
7. Pull upward on the small lever near the jack handle socket. Slide the movable portion of the jack assembly up to meet the bumper.
8. Align the jack hook with the right or left slot in the bumper, insert the hook into slot, and check for a snug fit.
9. Adjust the jack position so the bottom of the column is slightly angled in toward the car.
10. 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.
11. Remove the wheel nuts. Pull the tire and wheel off and immediately replace it with the spare.
12. 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.
13. If you are using the collapsible spare tire, follow the instructions on the canister and continue with this procedure.
14. 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.
15. Tighten each of the nuts fully in a diagonal sequence as shown in the illustration. Install the valve extension from the replaced tire onto the spare.
16. 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.
17. Stow the tire and jack, and secure properly.
18. 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).

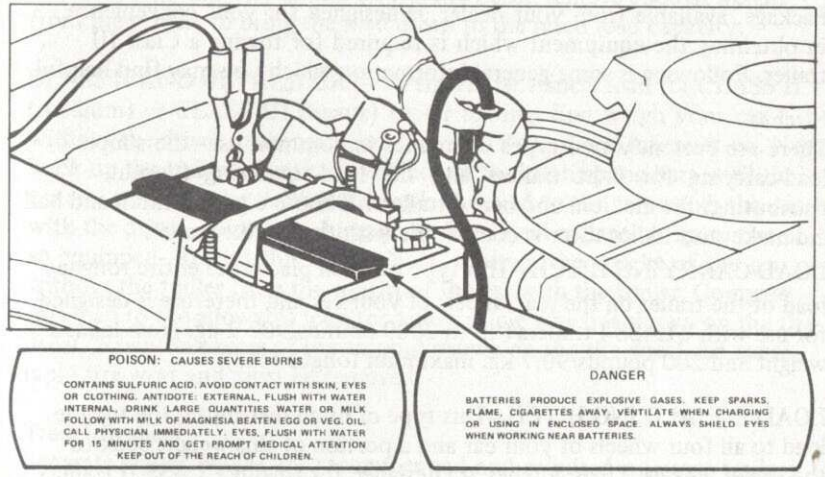
WARNING–Batteries contain SULFURIC ACID. Avoid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with skin, eyes, or clothing, FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF 15 MINUTES. Get "on-the-spot" medical attention immediately. If accidentally swallowed, 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, sparks or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield eyes.

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) connect 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.

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



Pushing and Towing

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

For pushing or towing in situations other than attempting to start 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 that of 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 supply you with information on required and recommended trailer towing equipment. The optional Trailer Towing Package, available from your dealer, is designed for your convenience in obtaining the equipment which is required for towing a Class III trailer. Following is some general information which you may find helpful.

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.

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/907.2 kg. gross loaded weight and 200 pounds/90.7 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 this weight back to the trailer wheels. These hitches are designed for towing CLASS II trailers (up to 3500 pounds/1587.6 kg. gross loaded weight and 500 pounds/ 226.8 kg. tongue load) or CLASS III trailers (up to 6000 pounds/ 2721.6 kg. gross loaded trailer weight and 700 pounds/317.5 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 multi-clamp type hitch is safe as long as you install it properly and follow the usage and towing instructions of a reputable trailer agency. Single clamp hitches 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, 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 weighing over 1500 pounds (680.4 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 or wiring and relays for your trailer.

Safety Chains

Safety chains should be used between your car and trailer. Cross chains and allow enough slack for turning corners. Crossed chains will help support the trailer tongue in case of car trailer connection failure.

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

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.

NOTE–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 pounds (90.7 kg.) for light duty, 500 pounds (226.8 kg.) for medium duty and 700 pounds (317.5 kg.) for heavy duty.

Skillful backing requires practice. Back very slowly, with someone outside at the rear of the trailer to guide your effort. 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 for all models except station wagons, 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 inflation pressure (psi) shown on the tire sidewall. Over or under inflated tires can lead to premature tire failure and possible loss of vehicle control.

NOTE–For optimum handling and riding comfort, for your car, 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

Fuel

The engine in your car is designed to operate on UNLEADED FUEL ONLY. (Cars sold in Canada may be operated on "regular" leaded gasoline unless the instrument panel or area adjacent to the fuel filler door designates that the car is to be operated on UNLEADED GASOLINE ONLY.) Leaded fuel can damage the catalytic converter and affects other emission control components. When the engine is adjusted to recommended specifications, you may use a fuel with a minimum octane rating as designated by any of the following numbers:

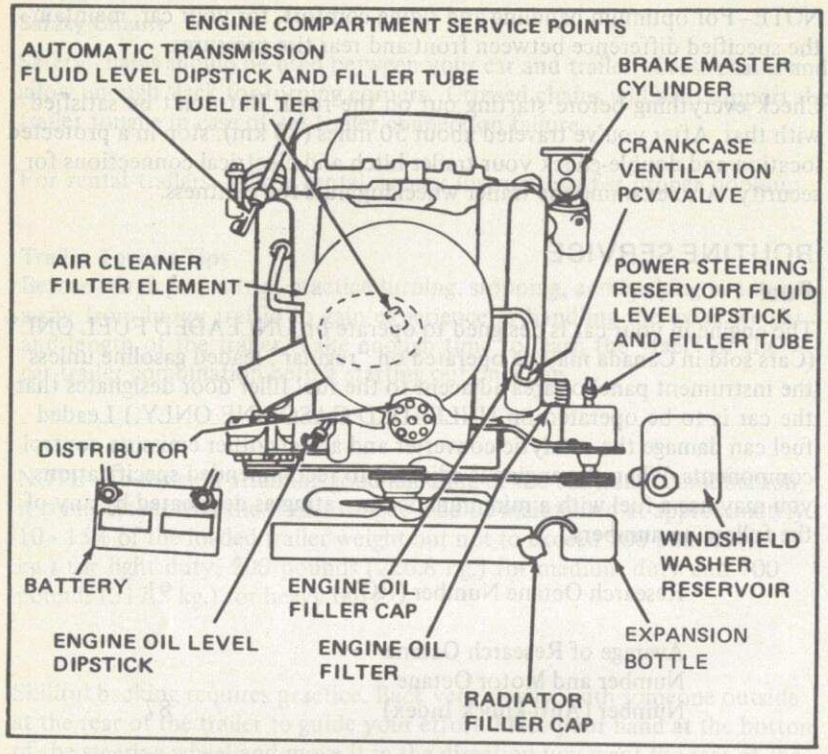
Research Octane Number (RON)	91
Average of Research Octane Number and Motor Octane Number (Anti-knock Index)	87

Octane rating and unleaded fuel availability may vary between gasoline stations. If you plan to drive your car outside the United States or Canada, check the quality of gasoline available in the area you expect to visit.

Fuel Tank Filler Tube and Cap

The filler tube is located under a door on the left rear side of the vehicle. The cap is a pressure-vacuum relief type with double locking tabs requiring a two-step removal procedure. To remove, rotate the cap approximately one-third turn counter-clockwise to allow the first set of tabs to clear the slots inside the filler tube. Next, pull upward on the cap and continue turning counter-clockwise until the second set of tabs is free and the cap can be removed. To install, place cap on filler tube and turn clockwise until fully seated. If this cap is lost or damaged, a replacement cap with the above features should be used.

You can help eliminate excessive condensation from developing in the fuel tank by keeping it over half full at all times.



Engine Oil

Checking Oil Level and Adding Oil

Because it is normal to add some oil between oil changes, have your engine oil level checked each time you stop for gasoline. 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

You should have your car's engine oil and the filter changed according to the Scheduled Maintenance Charts. Under normal driving conditions, you don't need to change more often if you use oil and filters of the recommended quality. 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, or is used as a taxi or police car.

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 sludge 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.

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 polution.

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 dialkldithiophosphate (alkyl zinc)

or

– A high quality fully formulated zinc dialkldithiophosphate 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 dialkldithiophosphate. (16 ounces /473 millilitres of Conditioner to 5 quarts/4.7 litres 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 table on page 78 and select the oil which most closely matches the temperature range you expect to encounter.

MULTI-VISCOSITY OILS			SINGLE-VISCOSITY OILS		
When Outside Temperature Is Consistently		Use SAE Viscosity Number	When Outside Temperature Is Consistently		Use SAE Viscosity Number
Fahrenheit	Celsius		Fahrenheit	Celsius	
Below +32°	Below 0°	5W-30*	−10° to +32°	−23° to 0°	10W
−10° to +90°	−23° to +32°	10W - 30	+10° to +60°	−12° to +16°	20W - 20
−10° to +90° and above	−23° to +32° and above	10W - 40	+32° to +90°	0° to +32°	30
Above +10°	Above −12°	20W - 40	Above +60°	Above +32°	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.

Engine Coolant

The factory installed solution of Ford Cooling System Fluid and water will protect your car to -20 degrees F (-29 degrees C) or -35 degrees F (-37 degrees C) in some northern districts of the U.S., Alaska & Canada. 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 damage to the cooling system or engine and/or personal injury.

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.

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

Check the coolant level in the radiator at least once a month, preferably when the engine is cool.

Maintain the coolant level to within 2-1/2 to 4 inches (63.5 mm 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 add coolant to the radiator, 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.

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.

Plain water may be used in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage to the system. With 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.

Transmission Fluid

Checking 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 and check the level. The fluid level should be between the ADD and FULL marks.

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. When you install the dipstick, MAKE SURE IT IS FULLY SEATED IN THE TUBE.

When it is necessary to add fluid, use Ford Automatic Transmission Fluid or a fluid that meets a Ford Specification as follows:

AUTOMATIC TRANSMISSION	TRANSMISSION IDENTIFICATION CODE *	FORD SPECIFICATION
C4	W	ESW-M2C33-F (Type F)
FMX	X	ESW-M2C33-F (Type F)
C6	U	ESP-M2C138-CJ

* Refer to Vehicle Certification Label affixed to left front door lock face panel or door pillar for code letter.

CAUTION–Use of a fluid other than specified above could result in transmission malfunction and/or failure.

Suspension and Steering

Inspecting for Road Damage

The suspension and steering linkage in your vehicle should be inspected for abnormal looseness and damaged seals. The most convenient time would be when your car is on a hoist for another reason, such as oil changes or other scheduled maintenance.

Checking 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.

Adding Power Steering Fluid

If you have to add fluid to the power steering system, add just enough to bring the level up to the FULL mark. Do not overfill the system. Use only a fluid that meets Ford Specification ESW-M2C128-D, such as Ford Power Steering Fluid.

Brake Fluid

Checking Fluid Level

Carefully clean and remove reservoir cap. The fluid level, on a new vehicle, should be full to 1/4" (6.4 MM) from the top. The fluid level in reservoirs servicing disc brakes, will decrease with accumulated mileage. This a normal condition associated with wear of disc brake linings.

Adding Fluid

If the fluid level is low, top off. If the level is excessively low, have linings inspected for wear and the system checked for possible leaks. Only a DOT 3 heavy duty brake fluid meeting Ford Specification ▽ESA M6C25-A, such as Ford Heavy Duty Brake Fluid, should be added.

Rear Axle Fluid

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. The most convenient time would be when your vehicle is raised on a hoist for another reason, such as oil changes, lubrication or other repairs. If lubricant is required, add only lubricant meeting Ford Specifications ESW-M2C105-A, for conventional axles or ESW-M2C119-A for Traction-Lok axles.

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 help prevent corrosion.

Checking Fluid Level

Check the fluid level in the battery at least every three months in temperatures up to 80 degrees F (27 degrees C) and more often in temperatures above 80 degrees F (27 degrees C). Keep the fluid level in each cell up to the FILL TO RING mark.

Adding Water

If the fluid level gets low, 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 the cells.

General

Checking Lights

It's a good safety practice to check your car's headlights, taillights, brake stoplights, turn signals, side markers, license plate light and hazard flasher system regularly. Replace any burned-out bulbs immediately and clean dirty lenses.

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).

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

For access to the blades, turn ignition key to "ACC" with the wipers on; when wiper blades are approximately vertical turn ignition key off.

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

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

Refilling Windshield Washer Reservoir

The windshield washer reservoir is in the left front corner of the engine compartment. To make sure you always have fluid for cleaning the windshield, keep the reservoir full. It's best to use special solutions when refilling, because they contain additives which dissolve road grime. They also contain antifreeze so you can use the washers in cold weather. We recommend the use of Ford Ultra-Clear Windshield Washer Solution, or equivalent, in the reservoir.

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. Extreme caution must be used when removing ice from your outside mirror to avoid damaging 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 always maintain inflation pressures, and stay within the load limits and weight distribution recommendations for your car.

Inflation Pressure

Refer to the tire decal attached to the car on the front face of the right hand door pillar on 2-door models, or the front face of the right hand rear door pillar on 4-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 side-wall.

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

High Speed Driving

If you drive continuously above 70 mph (110 km/h) for one hour or more, increase the cold inflation shown on the decal by four psi, but do not exceed the maximum inflation pressure shown on the tires. Continuous driving over 90 mph (144 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 on the decal.

Snow tires require a 4 psi increase in the rear tire (only) cold inflation pressure above that shown on the tire pressure decal, except where such an increase would cause the inflation pressure to exceed the maximum cold inflation pressure shown on the tire. For the exceptions use the maximum cold inflation pressure shown on the tire. Do not drive at speeds above 75 mph (120 k/hr) when using snow tires. See Trailer Towing and High Speed Driving Sections for pressure adjustments recommended for these conditions.

CAUTION–Tire chains are not recommended. In case of emergency, or where required by law, chains may be used if they are the proper size for the tires and are installed tightly (no slack) with ends securely restrained. If any audible contact of the chains against the wheelhouse or other portion of vehicle, is heard, stop and re-tighten chains.

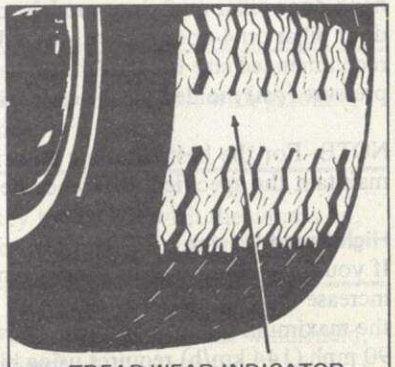
Tire Care

Check tire pressure often. Never over or under inflate tires. Improperly inflated tires can lead to premature tire failure. The cold pressure (after car has been parked for three hours, or more, and has been driven less than 3 miles/5 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 often for cuts, bruises, or sharp objects embedded in the tread.

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 size tires 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.



TREAD WEAR INDICATOR

Do not use tires and wheels other than those recommended because they can affect the safety and performance of your vehicle.

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

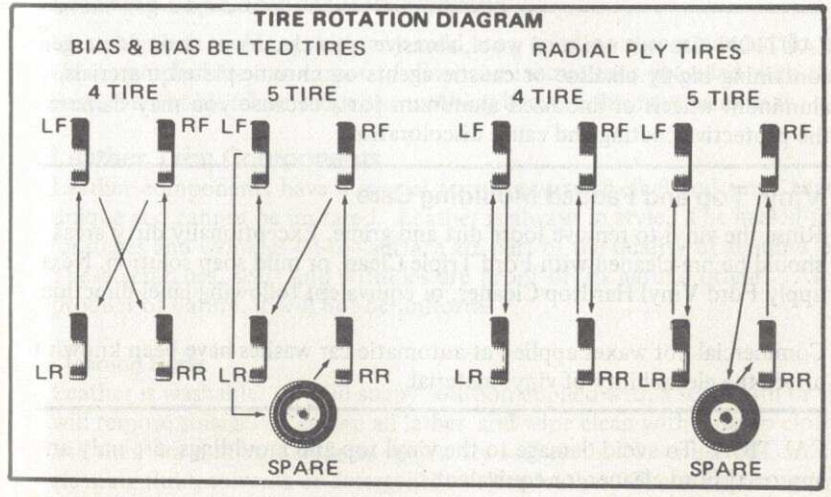
Tires larger or smaller than originally installed may affect the accuracy of the speedometer. Consult your dealer about the need to change drive gears.

Tire Rotation

Check your tires periodically for wear. If you notice abnormal wear, find and correct the cause before rotating the tires. Rotate tires as shown in the diagram to allow more even wear. Radial ply tires should be rotated front-to-rear as shown; do not use any other method of rotation. If you subsequently purchase bias or conventional tires, cross-switch them as shown.

NOTE–If your car is equipped with the collapsible spare tire, do not include it during rotation of the other four tires. For more information on the use of this tire, see Spare Tire in the Special Situations Section.

With aluminum wheels, the spare tire is mounted on a conventional wheel.



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 appearance 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.

Polishing

Use a Ford brand polish, or equivalent, to remove harmful deposits, and provide added protection on body surfaces.

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.

Vinyl Top and Padded Moulding Care

Rinse the vinyl to remove loose dirt and grime. Exceptionally dirty areas should be pre-cleaned with Ford Triple Clean, 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 and Polycast Painted Styled Wheels

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

CAUTION–Do not use steel wool, abrasive type cleaner or strong detergents containing highly alkaline or caustic agents on Polycast Painted Styled Wheels because you may damage the painted surface and/or cause discoloration.

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.

Cleaning Simulated Wood Grain 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 Steering Wanders or Pulls

This condition can be caused by:

- Soft tire (s)
- High crown in center of road
- High cross-winds
- Wheels out of alignment
- Steering gear preload needs adjusting
- Car overloaded or unevenly loaded

If the Car Steers Hard

This can be caused by low air pressure in the tires, by misalignment of the front wheels, or low fluid level in the steering gear assembly or the power steering reservoir, low engine idle speed, or loose drive belts.

If the Brakes Do Not Grip Well

- After driving through deep water, gently apply the brakes several times as the car is moving slowly in order to dry off the brakes.
- Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high-speed stops.
- Check the brake master cylinder fluid level.
- Check the brake system warning light for an indication of a malfunction in the brake system.

CAUTION–If the BRAKE light goes on (with the parking brake released), this is an indication of a malfunction in the brake system. Immediate attention is necessary.

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 another 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	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, rapid rear brake wear, or brake will not hold car.
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

General Maintenance Checklist (Continued)

Maintenance Operation Continued	Frequency – Observation Continued
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
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 obtaining fuel or after extended use of washers.
Clean body drain holes	Improper water drainage from body is suspected
Check locking of seatback latches (two-door models)	Periodically (with doors closed) (auto. seatback 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 fluid and add water as required.	Every three months; more often in hot weather
Lubricate door weatherstrips	When squeaky or noisy during window operation or visual inspection shows need
Inspect exhaust system pipes and hangers	When performing regular car services (on hoist).

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 (80,467 kilometres), 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 non-scheduled emission systems maintenance services performed on your car.

Maintenance Record

Vehicle Identification Number _____ Warranty Start Date _____

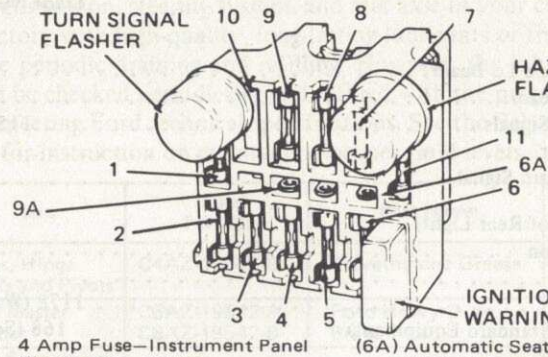
Owner Name _____ Engine Displacement _____

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—Instrument Panel Illumination Lights
(2) 20 Amp—Heater or 30 Amp—A/C, ATC
(3) 20 Amp Fuse—Compressor Clutch, Back-Up Lights and Turn Signal Lights.
(4) 15 Amp Fuse—Courtesy Lights Inst. Panel, Dome, Cargo (Station Wagon only), Glove Box, Luggage Compt., Clock, Key Warning Buzzer, Headlight Warning Buzzer, Seat Back Latch Relay on Sedan, Visor Mirror Light*, Illuminated
(5) 15 Amp—Stop Lamps, Hazard Flasher
(6) 30 Amp—Cigar Lighter
(6A) Automatic Seat Back Latch (2-Door Models) Tailgate Window (Battery Feed to Tailgate key Switch)
(7) 15 Amp Fuse—Radio
(8) 20 Amp Fuse—Windshield Washer, Speed Control, Power Window (4 Door) Safety Relay Coil, Cornering Lamps, Decklid Release, & Illuminated Entry.
(9) 25 Amp Fuse—Power Tailgate
(9A) 20 Amp Circuit Breaker—Power Windows. (2 Door Models)
(10) Blank
(11) 7.5 Amp Fuse—Warning Lights in Cluster Throttle Solenoid and Door Ajar.

Circuit Protection

Circuit	Circuit Protection Rating	Location
Headlight Circuit	22 Amp Circuit Breaker	Integral with Light Switch
Rear, Parking, License, Marker, Console PRND21 Lights, Horns and Trailer Towing Light Relay	15 Amp Circuit Breaker	Integral with Light Switch
Engine Compartment Light	20 G.A. Fuse Link	Part of Wiring at Starter Relay
Power Windows (4 Dr), Seats and Door Locks	20 Amp Circuit Breaker	Attached to Starter Relay
W/S Wipers (Interval & 2-Speed)	Circuit Breaker	In Windshield Wiper Switch
Electric Motors Window & Seats	Circuit Breaker	In Motors
Electric Rear Window Defroster	14 G.A. Fuse Link	Part of Wiring at Starter Relay
Trailer Towing	16 G. A. Fuse Link	Part of Wiring at Starter Relay
Visor Mirror Light *	2 Amp Fuse	Visor Assembly

* Visor Mirror Light uses 2 fuses. One located in fuse block and one located in visor assembly.

SPECIFICATIONS AND CAPACITIES

Bulb Chart

Description	Trade Number
EXTERIOR LIGHTS	
Headlights – Hi and Lo Beam	.4652
Headlights –Hi Beam	.4651
Front Park/Turn Signals	.1157NA
Front Side Marker	194
Rear Tail/Stop/Turn Signal	.1157
Rear Side Marker	
Sedan (Part of Rear Light)	
Station Wagon	194
Back-Up	.1156
License Plate	1178 (Wagon)
INTERIOR LIGHTS (Standard Equipment)	168 (Sedan)
Dome Light	561
Transmission Column Shift Indicator	.1445
INTERIOR LIGHTS (Optional Equipment)	
Dome/Map Light	211-2
Visor Vanity Mirror Light	212-2
Luggage Compartment	89
Engine Compartment	89
Floor Shift – Selector Indicator	.1445
Column Shift – Selector Indicator	
Fixed Column	.1445
Tilt Column	37
Cargo Light – Station Wagon	105
INSTRUMENT PANEL (Standard Equipment)	
Turn Signal Indicator	194
Hi Beam Indicator	194
Warning Lights	194
Gauge Lights	194
Wiper/Washer Switch Illumination	.1815
Fan Switch Illumination	.1892
Heater Control Switch Illumination	161
INSTRUMENT PANEL (Optional Equipment)	
Glove Compartment	.1816
Courtesy Light	89
Ash Tray	161
Clock	194
Radio Dial Light	
AM and AM/FM/MPX	.1893
AM/FM/MPX/Tape	37
Radio Stereo Program Indicator Light	
AM/FM Stereo Radio	.1892
Electric Defroster Indicator Light	*
A/C Control Switch Illumination	161

* Use Ford Part No. D5LY-18C622-A (Sedan) or D20Z-18C622-A (Sta. Wag.). (Bulb is an integral part of lamp assembly.)

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 Scheduled Maintenance Chart for instruction 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 and Steel Upper Arm Bushings on Police/Taxi Only.	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C750B
Steering Linkage	D4AZ-19590-A	Steering Linkage Lubricant	ESA-M1C92-A Type II
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Arm Stops	C7AZ-19590-A	Steering Arm Stop Lubricant	ESA-M1C25-A
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Lock Cylinders	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 C4 (Code W)* FMX (Code X)*	C1AZ-19582-A, C, D	Ford Automatic Transmission Fluid	ESW-M2C33-F Type F
Transmission C6 (Code U)*	D7AZ-19582 -A	Ford Automatic 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 Coolant	8A-19549-A	Ford Cooling System Fluid	ESE-M97B18-C
Engine	D3AZ-19579-G, K	Ford Premium and Super Premium Motor Oil	ESE-M2C144-C or SAE Class SE or SE/CC
Door Weatherstrips	C0AZ-19553-A	Silicone Lube	ESR-M13P4-A

* Refer to Vehicle Certification Label, and Page of this guide for code information.

SPECIFICATIONS AND CAPACITIES

Refill Capacities (Approximate)

Cooling System – (Including Heater)	U.S. (Qts.)	Imp. (Qts.)	Metric (Litres)
302 CID Engine Non A/C	14.8	12.3	14.1
302 CID Engine A/C	15.1	12.5	14.3
351M CID Engine A/C and Non A/C	17.1	14.2	16.2
351M CID Engine – Police and Taxi	17.5	14.5	16.5
351W CID Engine Non A/C	15.9	13.0	15.0
351W CID Engine A/C	16.2	13.4	15.3
400 CID Engine A/C and Non A/C	17.1	14.2	16.2
400 CID Engine – Trailer Tow Class III and Police	17.5	14.5	16.5
Engine Oil *			
302 CID Engine †	4.0	3.3	3.8
351W CID Engine †	4.0	3.3	3.8
351M CID Engine †	4.0	3.3	3.8
400 CID Engine †	4.0	3.3	3.8
Automatic Transmission * (Includes Cooler) (Dry System) @			
302 CID Engine with C4	10.3	8.5	9.7
351 CID Engine with C4	10.3	8.5	9.7
351 CID Engine with FMX	11.0	9.0	10.4
351 CID Engine with C6	12.2	10.2	11.5
400 CID Engine with C6	12.2	10.2	11.5
400 CID Engine with FMX	11.0	9.0	10.4

Fuel Tank	U.S. (Gal.)	Imp. (Gal.)	Metric (Litres)
Passenger Cars	26.0	21.6	98.2
Station Wagons	21.3	17.7	80.6

Power Steering *	U.S. (Pts.)	Imp. (Pts.)	Metric (Litres)
All Engines	3.6	3.0	1.7
Rear Axle			
All Models	5.0	4.2	2.4

* Dipstick used to determine exact fill requirements.
† Add 1 additional quart (.9 litres) when oil filter is changed.
A/C – Air Conditioning
@ Includes 1/2 quart (.5 litre) for oil cooler

Specifications

A/C Refrigerant Charge (R-12)	4.25 (lbs.)	(1.9 Kg.)
Radiator Filler Cap	16 PSI	

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

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

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

Boston District Office
Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Northeastern Connecticut
P.O. Box 587, Waltham,
Massachusetts 02145
(617) 890-4545

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

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

DISTRICT OFFICE ASSISTANCE

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
Northwestern Illinois,
Eastern Iowa
100 E. Kimberly Road
Davenport, Iowa 52806
(319) 386-3914

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 90660
(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
Arkansas, Western
Tennessee, Northern
Mississippi, Northwestern
Alabama
P.O.Box 8347 Hollywood
Station
Memphis, Tennessee 38108
(901) 323-8561

Milwaukee District Office
Wisconsin (exc. North-
western 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
Western Iowa, Central
and Eastern Nebraska,
Southeastern South
Dakota
P.O. Box 37433
Millard Station
Omaha, Nebraska 68137
(402) 339-6765

Philadelphia District Office
Southeastern Pennsylvania,
Southern New Jersey,
Delaware
P.O. Box 816
Pennsauken, N.J. 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
Southwestern Pennsylvania,
Northern West Virginia,
Southeastern Ohio
P.O. Box 13289
Pittsburgh, Pa. 15243
(412) 344-8484

Richmond District Office
Southern Virginia,
Eastern North Carolina
P.O. Box 26984
Richmond, Virginia 23261
(804) 353-7871

DISTRICT OFFICE ASSISTANCE

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

Seattle District Office
Alaska, Washington,
Northern Oregon
Andover Building
10604 N.E. 38th Place
Suite 123
Kirkland, Washington
98033
(206) 827-9741

Twin Cities District Office
Northwestern Wisconsin,
Minnesota, North Dakota,
Northern South 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 B3J3C4
(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
Quebec, Labradore, Southern
Ontario—East of Ganonoque
7800 South Service Road
Trans Canada Highway
Pointe Claire 730, Que
H9R1C6 (514)697-8220

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

Pacific Regional Office
British Columbia, Yukon
P. O. Box 7100
Vancouver, British
Columbia V6B4E3
(604) 936-2111

Western Regional Office
North West Territories,
Alberta
P. O. Box 2357
Edmonton, Alberta
T5J2R6
(403) 454-9621

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

Vice President and General Manager - Sales
Ford Motor Company of Canada, Limited
The Canadian Road
Oakville, Ontario L6J5E4

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.

ACCESSORY EQUIPMENT AVAILABLE

A wide selection of accessories is available through your local authorized dealer. Some are listed below:

NOTE–When adding accessories, equipment, passengers and luggage, to your vehicle, the total weight capacity of the vehicle or of the front or rear axle (GVWR, 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.

Safety, Comfort, and Convenience Equipment

Air Conditioner
Battery Jumper Cables
Child Safety Seat–Infant Carrier, Tot-Guard
Clock
Door Locks–Lifeguard Junior
Electric Deck Lid Lock
Emergency Reflector Flare Kit
Fire Extinguisher
Mirrors–Dual Racing
Mirror–L.H. Remote Control
Mirror–R.H. Manual
Mirror–Vanity
Radio–AM
Radio–AM Tape Player
Radio–AM/FM Mono
Radio–AM/FM Stereo
Radio–AM/FM Tape System
Radio–AM/FM Quadrasonic Tape
Speakers–Rear Seat
Tape Club–Ford Stereo 8
Universal Speed Control

Trailer Towing, Traveling and Camping Equipment

Air Springs with Dash Control–Adjustable
Battery–Motorcraft Heavy Duty Premium
Luggage Rack Cover–For Station Wagon
Luggage Rack–Deluxe for Station Wagon
Shock Absorbers–Motorcraft Super-Flex and Air
Trailer Towing Mirror–Door Mounted
Trailer Towing Mirror–Fender Mounted
Transmission Oil Cooler–Economy
Transmission Oil Cooler–High Capacity

Appearance and Protection

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

SERVICE LITERATURE AND TOOL KITS

- Information on maintenance and repair service, plus tips on just about every aspect of operating and getting service for your car,is included in a book called "Car Owning Made Easier". A description and convenient order form follow.

- A special manual (1977 Car Owners Maintenance and Light Repair Manual) and two tool kits are available exclusively to owners of Ford-built cars who wish to do some of their own maintenance. This manual is especially written for the amateur mechanic. It contains simplified instructions and illustrations on almost all of the scheduled vehicle and emission systems maintenance operations and most of the minor adjustments and replacements. The Light Repair Manual is not recommended for Lincoln, Mark V, or high-performance vehicles. Owners of these vehicles should obtain the 1977 Car Shop Manual.

- For major overhaul and repairs, order the 1977 Car Shop Manual and Wiring Diagrams. Appropriate order forms can be found on the following pages.

All the above publications and tool kits can be purchased by filling out the appropriate order forms and mailing each with a check, money order, or credit card information when applicable, to the address indicated on the form.

A complete list of Ford service publications can be obtained upon written request from:

IN U.S.A.

SERVICE PUBLICATIONS
POST OFFICE BOX 07150
DETROIT, MICHIGAN
48207

IN CANADA

FORD MOTOR COMPANY
OF CANADA, LIMITED
SERVICE PUBLICATIONS
P.O. BOX 905, STATION U
TORONTO, ONTARIO, M8Z 5P9

"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....how to avoid service gyps....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 this new fact-filled guide to car owning. Because we listen better, we know that motorists want more information on maintenance and repair service. So we're offering this 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, tinkerers and drivers who never looked under the hood and don't ever plan to.

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 (make check payable to Ford Motor Company).

(Please Print)

Name _____

Address _____

City _____ State _____ Zip _____

----------Cut out along this line----------

CANADA RESIDENTS

Send to: **Ford Motor Company of Canada, Ltd.**
The Canadian Road
Oakville, Ontario L6J5E4

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

(Please Print)

Name _____

Address _____

City _____ Prov. _____ Postal Code _____

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 Owners Maintenance and Light Repair Manual		3.95
1977 Cougar Wiring Diagrams		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.

FROM
Service Publications
2461 East Grand Blvd.
Detroit, Michigan 48211

RETURN REQUESTED

FOR _____
NAME

_____
STREET ADDRESS

_____
CITY, STATE, ZIP CODE

RETURN POSTAGE GUARANTEED

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 Owners Maintenance and Light Repair Manual	3.95
1977 Cougar Wiring Diagrams	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.**
- Cut out and mail this completed page.

MAIL ORDER TO:

Ford Motor Company of Canada, Ltd.
Service Publications, P.O. Box 905, Station U.
Toronto, Ontario, Canada M8Z 5P9

NAME

STREET ADDRESS

CITY, PROVINCE, POSTAL CODE

THIS IS YOUR SHIPPING LABEL. PLEASE PRINT PLAINLY.

FROM **Ford Motor Company of Canada, Ltd.**
Service Publications, P.O. Box 905, Station U
RETURN REQUESTED **Toronto, Ontario, Canada M8Z 5P9**

FOR

NAME

STREET ADDRESS

CITY, PROVINCE, POSTAL CODE

RETURN POSTAGE GUARANTEED

INFANT CARRIER AND TOT-GUARD ORDER FORM

PLEASE SEND ME:

_____ (Quantity) Infant Carrier at $19.95* each (In Canada $22.75 each) $_____

_____ (Quantity) Tot-Guard at $29.95* each (Not available in Canada) $_____

SUB TOTAL $_____

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 (Not available in Canada) $_____

* Price is subject to change. TOTAL $_____

Enclosed is my: ☐ Personal Check ☐ Money Order

OR For U.S. Residents ONLY:

Please bill my: ☐ American Express ☐ Bank Americard ☐ Master Charge

Credit Card Account Number: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Credit Card expiration date_____ Bank Number_____ (Master Charge Only)

Signature _____

In U.S.A., make remittance payable to Tot-Guard Headquarters.
In Canada, make remittance payable to Ford Motor Company of Canada, Ltd.

* *

Allow approximately 4 weeks for delivery.

Name _____
Address _____
City _____
State/Prov._____ Zip_____

Ship to (if other than above)

Name _____
Address _____
City _____
State/Prov._____ Zip_____

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

In Canada mail order to:
Ford Motor Company
of Canada, Limited
P. O. Box 905
Toronto, Ontario M8Z5P9

TOOL KITS AND MAINTENANCE MANUAL

Special and unique tools selected and designed to fit specific components on Ford vehicles are available exclusively to owners of Ford built cars who wish to do some of their own maintenance.

The tools can be purchased individually or as complete tool kits. With the hand tools and gauges offered, such operations can be performed as: changing engine oil and oil filter, change clean and adjust spark plugs, check lubricant levels, lubricate door locks and hinges, etc., clean and maintain battery and cables, precisely set ignition timing, engine idle speed, check and set tension of accessory drive belts.

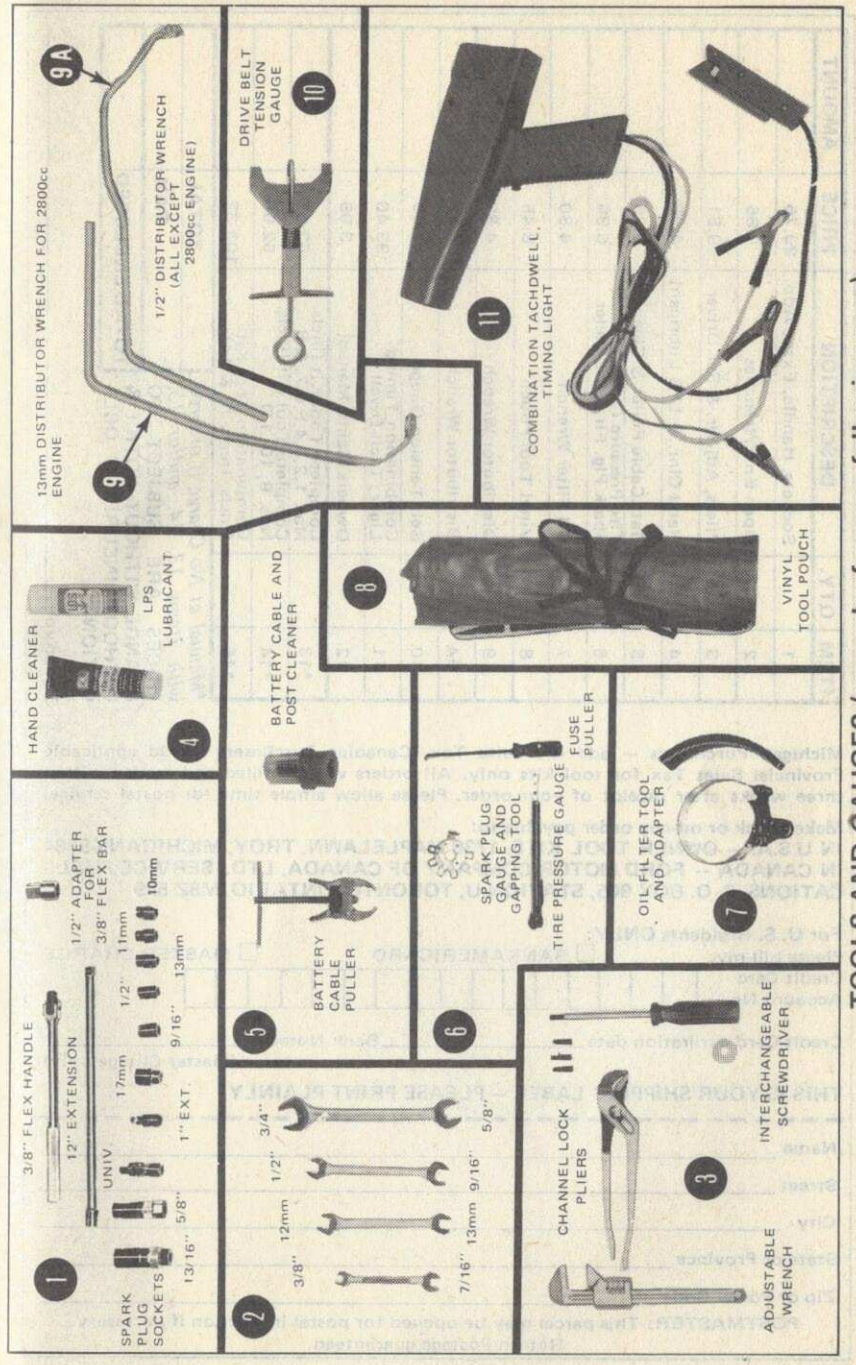
The vinyl pouch is designed specifically for storing all of the tools except the Tach Dwell Timing Light, belt tension gauge and distributor wrenches.

The Owners Maintenance Manual is especially written for the amateur mechanic. The scheduled maintenance operations and commonly encountered minor adjustments and replacements spelled out in the manual can be performed using the tools offered for sale. For example, to adjust timing, the unique combination Tach Dwell Timing Light and distributor wrenches are a must.

TO ORDER TOOLS AND MANUAL -

Select the tools desired as listed on the following page, fill out the order blank and mail it with your check or money order to the address indicated on the order blank. Your tools and manual will be mailed promptly postpaid.

A considerable savings can be realized by ordering complete tool kits.



TOOLS AND GAUGES (see order form on following page)

ITEM	QTY.	DESCRIPTION	PRICE	AMOUNT
1		Sockets, Handle, Exts., Adp.	29.76	
2		Open End Wrenches	9.85	
3		Pliers, Adj.Wr. & Scr.Driver	9.81	
4		Hand Clnr. & LPS Lubricant	4.90	
5		Batt.Cable Puller & Cleaner	5.25	
6		Tire Pressure Gauge and Spark Plg. Flr, Fuse Puller	6.85	
7		Oil Filter Wrench	4.80	
8		Vinyl Tool Pouch	8.45	
9		Distributor Wrench	4.82	
9A		Distributor Wrench	4.82	
10		Belt Tension Gauge	7.85	
11		Combination Timing Light, Tach-Dwell	33.40	
12		Owners Maint. Manual	3.95	
*13		Complete Tool Kit (incls. Nos. 1,2,3,4,5,6,7, & 8	53.63	
*14		Complete Tool Kit (incls. Nos. 9, 10, 11)	52.50	
*15		Combination Tool Kit (Incls. Items 13 & 14)	103.32	
			TOTAL	
			TAX	
			TOTAL ENCLOSED	

Manual at No Charge if ordered with Items 13, 14, and/or 15.

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE & WITHOUT INCURRING OBLIGATION

Signature _____

Michigan Purchasers — add 4% Sales Tax. Canadian Purchasers — add applicable Provincial Sales Tax for tool kits only. All orders will be filled and mailed within three weeks after receipt of your order. Please allow ample time for postal service.

Make check or money order payable to:
IN U.S.A. — OWNER TOOL KITS, 1738 MAPLELAWN, TROY, MICHIGAN 48084
IN CANADA — FORD MOTOR COMPANY OF CANADA, LTD., SERVICE PUBLICATIONS, P. O. BOX 905, STATION U, TORONTO, ONTARIO, M8Z 5P9

For U. S. Residents ONLY:
Please bill my: ☐ BANKAMERICARD ☐ MASTER CHARGE
Credit Card Account No. | | | | | | | | | | | | | | | | | |

Credit Card expiration date_____ Bank Number_____
(Master Charge only)

THIS IS YOUR SHIPPING LABEL — PLEASE PRINT PLAINLY

Name _____

Street _____

City _____

State or Province _____

Zip or Postal Code _____

POSTMASTER: This parcel may be opened for postal inspection if necessary.
Return Postage guaranteed.