owner's handbook

1955 LINCOLN



...opening up new ranges of
fine car performance

congratulations on your selection of a new Lincoln

As the owner of a new 1955 Lincoln you have acquired one of the finest cars ever built.

In this car you will find a completely new kind of performance together with the most pleasant ride you ever experienced.

To help you obtain the fullest enjoyment from your new Lincoln and its many new features, we have prepared this booklet as a guide to a better understanding of its operation . . . to furnish helpful information about its care and maintenance.

We should like to have you read this Lincoln Owner's Handbook carefully. Then, we suggest that you keep it in your glove compartment as a handy reference in case you have occasion to refer to it again.

LINCOLN DIVISION • Ford Motor Company • Detroit 32, Michigan





your Lincoln keys

Two sets of keys are furnished with your Lincoln. The key with the Lincoln shield is for the ignition and front doors. The round-head key is for the glove compartment.

For your protection, the key number is stamped on the small metal tag accompanying each key. Duplicates can be obtained from your Lincoln dealer by referring to these numbers.

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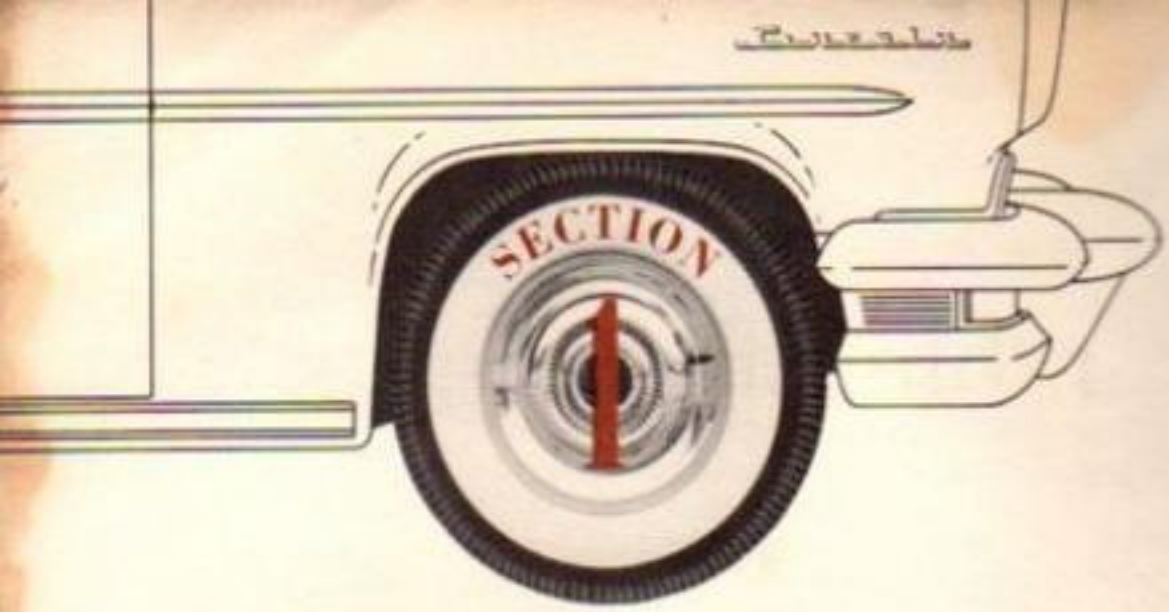
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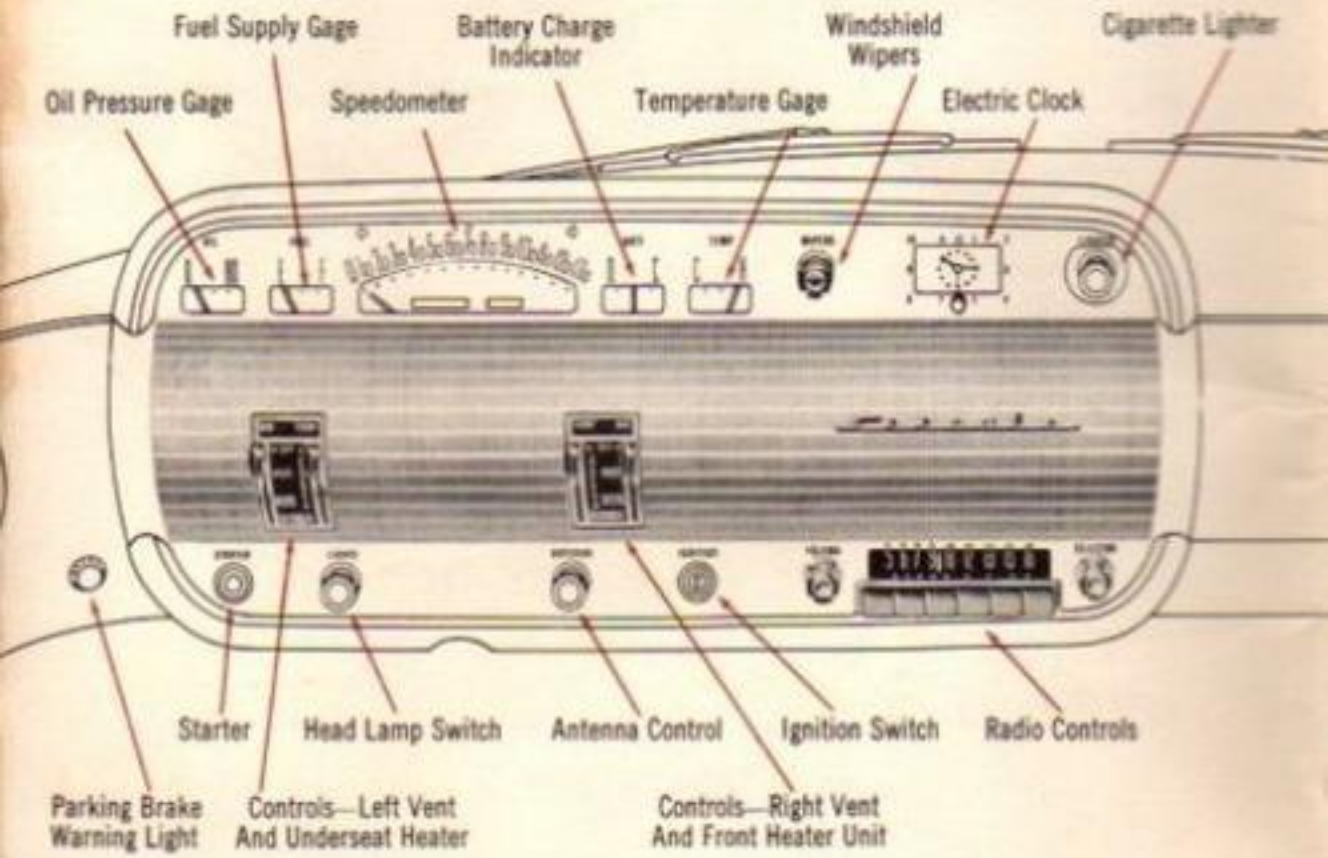
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OPERATING YOUR LINCOLN



Instruments and Controls

When you step into your new car and are seated behind the steering wheel, you'll find the instruments and controls are all grouped for convenient use. The principal instruments are spaced horizontally along the top of the instrument panel just below the line of your forward vision. Controls are centered for safe, easy operation around the steering wheel.

Starting

If engine is cold accelerator pedal should be depressed one complete stroke and released before starter button is pressed.

If engine is warm accelerator pedal should be depressed slightly and held during the time starter button is pressed.

As a safety precaution, starter operates only when automatic transmission selector lever is in "N" (neutral) position. The starter has a "Folo-Thru" type drive. When the starter drive is engaged it remains engaged until the engine is turning about 350 rpm. This prevents engine from stopping after firing once or twice. Another aid to quick starting is the automatic choke which temporarily enriches the fuel-air mixture by closing the choke plates. Also, when the engine is cold, it automatically causes the engine to idle fast until it warms up, thereby reducing stalling. If the engine does not start immediately, it may be "flooded." To start a "flooded" engine, push the accelerator to the floor (this prevents the choke from operating and admits a large amount of air to the intake manifold) and press the starter button until the engine starts.



3-position ignition switch

Oil Pressure Gage

The oil pressure gage is at the left in the row of instruments at top of instrument panel. This engine oil pressure gage should always show pressure when engine is running. Operating conditions and engine speed cause oil pressure to vary. At normal operating temperature and at speed of 45 miles per hour and higher, the indicator needle should be approximately at the center of the dial. The oil pressure gage does NOT show quantity of oil. If gage shows abnormal oil pressures, engine should be stopped and investigation made for the cause.



Oil pressure gage

Fuel Gage

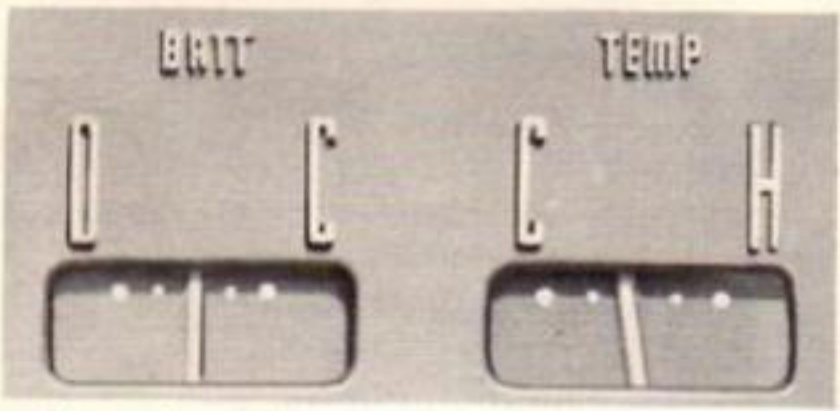
The electrically operated fuel gage indicates the amount of fuel in the tank. By referring to markings between "E" and "F" positions you can determine the amount of fuel in the 20-gallon tank. Keeping the tank full will reduce condensation of air-borne moisture in the tank.

Speedometer

The speedometer, directly in front of the driver, has an easy-to-read calibrated dial marked in 10's up to 130 mph. Trip and total car mileage indicators are in the center of the instrument face. The trip mileage recorder (or odometer) can be reset with the knob on the lower edge of instrument panel.

Battery Charge Indicator

The ammeter shows whether battery is being charged or discharged. When ignition and all accessories are "OFF," the needle should be centered midway between the "D" and "C" marks. Immediately after starting, the charge indicator should show high rate of charging, and then needle drops back toward the center mark as battery becomes charged. When battery is fully charged, the ammeter needle is slightly on the charge side of center mark. If the needle shows discharge or no charge for an unusual length of time, the generator system should be checked.



Battery charge indicator *Coolant temperature*

Temperature

The temperature gage is an accurate electric thermometer indicating temperature of engine coolant. Normal operating temperature is indicated when needle is approximately centered, or slightly toward "H" from center. Higher indications are

considered normal during long hot weather driving, or when driving slowly in traffic. If gage shows abnormally high temperature, stop and investigate cause. When ignition switch is "OFF" needle rests at "H."

Electric Clock



Your new Lincoln is the only fine car that is equipped with the new Motochron electric clock. This fine-quality timekeeper has a sweep second hand and an exceptionally quiet and accurate movement. Should the clock ever need attention, see your Lincoln dealer for service.

Light Switches

Headlights are controlled by the three-position switch just to the left of the steering column. "OFF" is with the knob all the way in. Parking lights, tail lamps, and instrument panel lights come on at the middle position, half-way out.

All the way out is for the headlights. Intensity of instrument panel lighting can be controlled by rotating the knob. Head lamp beam control is at the left end of the toe-board. The high beam indicator is a small red light that glows on the speedometer dial face when the high beam lights are on.

Automatic courtesy lighting is provided by door post switches. The trunk compartment light comes on whenever headlights or parking lights are on, and the glove compartment light comes on automatically when its door is opened. An additional light which owners find an extra convenience is the map light installed on the lower edge of the instrument panel. The toggle switch for this light is directly beside it.

Windshield Wiper and Washer Control

The windshield wiper knob serves both to start wipers and to regulate their speed. The button in the center of the knob controls the Lincoln Windshield Washers*. Simply press the button, hold it momentarily, and release. This starts wipers and spray action, then stops wipers in one conveniently timed cycle. Windshield wiper operation on your Lincoln is excep-

*Optional at extra cost

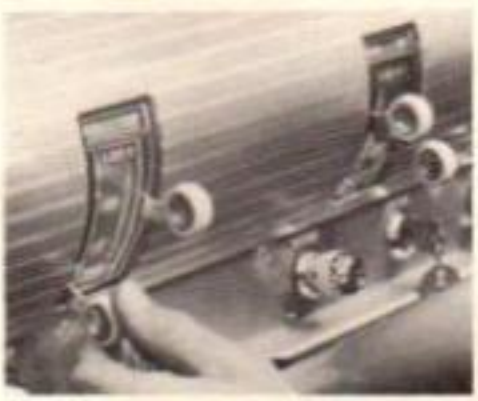
tionally quiet because the vacuum driven wiper motor is in the engine compartment. This location has the additional advantage of being easily accessible for inspection and service.



Knob controls wiper operation

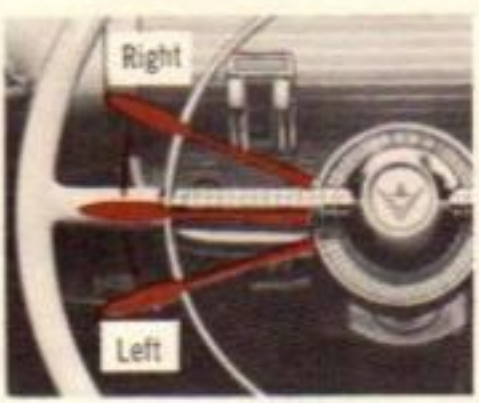
Dual Heater and Vent Controls

You have at your finger tips complete control of the Lincoln's dual outside air heating* and ventilating system. The four levers on the main instrument panel regulate the amount of air admitted, its distribution, and temperature to which it is heated. The right pair of controls are for the right air inlet and windshield defroster. The left pair control the left air inlet and underseat heater. The two heater installations are completely independent and individually controlled. There's a lighted indicator panel for each unit. (See "Comfort Control" Heating and Ventilating for more details about operation of Lincoln's heating and ventilating system.)



Four handy levers control heating and ventilation

*Optional at extra cost



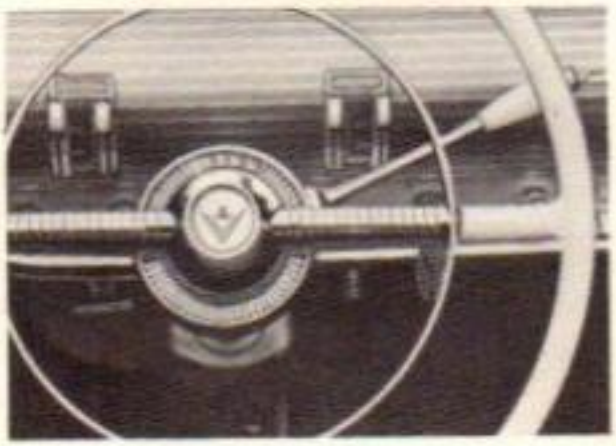
Lever starts turn signals

Turn Signal Lever

The turn signal control on the steering column signals your turns, front and rear. Moving the lever down signals a left turn. Moving it up flashes the right turn signal. The lever automatically returns to center position and stops signal when the turn is completed.

Drive Selector Lever and Indicator Dial

Driving the Lincoln or Capri you enjoy the combination of Lincoln power and fully automatic Turbo-Drive transmission. Both the drive selector lever and indicator dial are conveniently placed on the steering column. The shift selector extends slightly beyond the steering wheel for finger-tip control and operation. The dial, positioned at the top of the steering column, serves as your compact, easy-to-read transmission control panel. Its five positions cover the entire range of operation.



Shift lever and dial are convenient for hand and eye

*Lincoln Power Steering**

If your Lincoln has optional power steering you will enjoy the ease of handling possible with hydraulically assisted power steering and ball-joint front suspension. Lincoln power steering has *both* hydraulic power, which helps whenever more than finger-tip pressure is needed on the wheel, and direct mechanical linkage. The mechanical linkage will provide safe steering without the aid of the hydraulic system.



Power-assisted steering takes work out of driving

**Optional at extra cost*

Radio and Antenna Controls



Lincoln radio has both manual and push-button controls

Your Lincoln radio* has both automatic and manual tuning. Dial includes Conelrad Civilian Defense frequency markings. The left knob governs volume in both the front and rear seat speakers. The outer ring on the knob controls tonal range. Right knob serves as the station selector, and its outer ring adjusts balance between front and rear speaker volume. Pushing any of the automatic station selector buttons turns the set "ON." The left push-button turns it "OFF." The antenna button, just to the left of the radio, raises and lowers the antenna. When still longer range reception is desired, two inner sections of antenna can be raised manually.

Seat Adjustment

The front seat is adjusted with either manual or electric* controls. The manual control is a small lever located near the lower left front corner of the seat. To adjust seat, pull the lever up and "glide" the seat to your most comfortable driving posture.





Buttons on front seat shield control 4-way power seat

**Optional at extra cost*

If your car is equipped with Lincoln's optional 4-way power seat, you have the extra convenience of being able to position the front seat simply by operating controls for the electric power units. Control switches for adjusting movements of the power seat are located on the top edge of the left trim shield. The front switch regulates forward and backward adjustments, and the rear switch is for up and down adjustment. (Articles should not be carried under the power seat as they could be damaged or cause damage to the power seat mechanism.)

Window Controls

Windows are raised and lowered by either attractively styled hand cranks, or electric window lifts which are optional extra cost equipment. Each electrically controlled window has its own electric motor which operates the window control mechanism. A control switch is provided for each electrically operated window. The driver's door carries a complete set of four switches. Pressing a button up raises the window; pressing down lowers it. Note: Electric window lifts are connected to operate only when key is in ignition switch and is turned to either "on" or accessories positions. However, the wiring can be changed to be independent of the ignition switch so the automatic window lifts operate at all times.



Driver's door has complete set of electric window controls

Hood Lock Control

The Lincoln hood is locked with a manually controlled latch and an auxiliary safety catch. Both are operated from the front of the car. To open the hood, reach under the front edge of the hood just to the right of center (facing car) and pull and hold the auxiliary catch lever forward. Then reach under the left front edge of hood (facing car) and pull the hood lock release rod forward to release the lock. Counter-balancing hood hinge springs aid in raising the hood and hold it in open position. Always be sure the hood is locked before the car is driven.

New Turbo-Drive Transmission

Your 1955 Lincoln is equipped with the advanced new Turbo-Drive transmission designed and built exclusively for this fine car. Teamed with the powerful high-compression Lincoln V-8 engine, Turbo-Drive gives you far smoother and quieter shifting in all drive ranges. After a few minutes behind the wheel, you will feel perfectly at home with this versatile transmission.

The selector dial, located on the steering column, is designed for utmost convenience and safety. The five positions on the dial are: "P" for park, "R" for reverse, "N" for neutral, "Dr" for normal forward driving, and "Lo" for extra pulling power.

One of the outstanding features of Turbo-Drive is the availability of all three forward gears (low, intermediate, and high) when the selector lever is in "Dr." To obtain low, simply press the accelerator to the floor and keep it there until the desired range is reached. This feature is especially helpful when you need maximum acceleration from a standstill, for passing under certain traffic conditions, and for mountain driving.

To Start Engine

Move selector lever to "N." The starter will not operate with lever in any other position. This is a safety feature to prevent starting the engine while the car is in gear.



For Normal Driving

Move the control lever to "Dr." To go, merely press the accelerator. To stop, merely step on the brake pedal. Gears will shift automatically, according to the speed of the car and your pressure on the accelerator.



To Stop Car

For normal driving, simply release the accelerator and step on the brake pedal. It isn't necessary to move the shift lever. If the car is stopped on an upgrade, it can be held stationary by depressing the accelerator pedal slightly. This should not be done for extended lengths of time, or on very steep grades.

Operating in "Lo" Range

"Lo" can be obtained either by pressing the accelerator pedal all the way to the floor with the selector lever in "Dr" or by moving the lever to "Lo." The selector lever must be raised slightly before it can be moved into "Lo" position—a safety precaution that prevents "over-riding" into "Lo" when going into "Dr."



For Added Acceleration

Extra pickup is instantly available through the Turbo-Drive "kick-down" feature. This is obtained simply by pressing the accelerator to the floor. In "Dr" position (below approximately 63 mph), the transmission will automatically shift down to the more powerful intermediate gear.

Downhill Braking

You can secure efficient engine braking by leaving the selector lever in "Dr" or by moving the lever to "Lo" position. The latter is recommended for steeper hills and inclines. Caution: The shift from "Dr" to "Lo" is not recommended on slippery roads. To slow car, apply brakes gently.

Parking

For added safety in parking, shut off engine and then move selector lever to "P" position. This locks the car in gear and prevents it from rolling forward or backward. Applying parking brake provides additional braking, and is also recommended whenever car is parked.



trol lever in "N" (neutral) position. If it becomes necessary to tow the car greater distances, make sure transmission is protected by disconnecting drive shaft at rear universal joint or that rear of car is raised by tow truck.

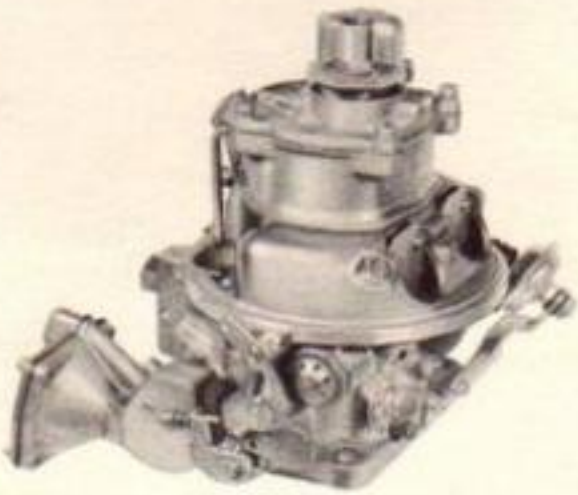
About Fuel For Your Lincoln

Your 1955 Lincoln engine is a high-compression engine and has been engineered to use premium fuel. To insure the inherent exceptional performance of its high (8.5 to 1) compression ratio, premium grade fuel is recommended.

Four-Venturi Carburetor

The two-stage carburetor on your Lincoln engine has many advanced features that contribute to better performance, easier starting, and economical operation.

The carburetor has four venturis (or barrels) which function in pairs to provide proper fuel-air mixture according to need. The two primary (front) venturis furnish air and fuel for normal driving. For rapid acceleration, extra power and higher speeds, both the primary and secondary venturis are in use.



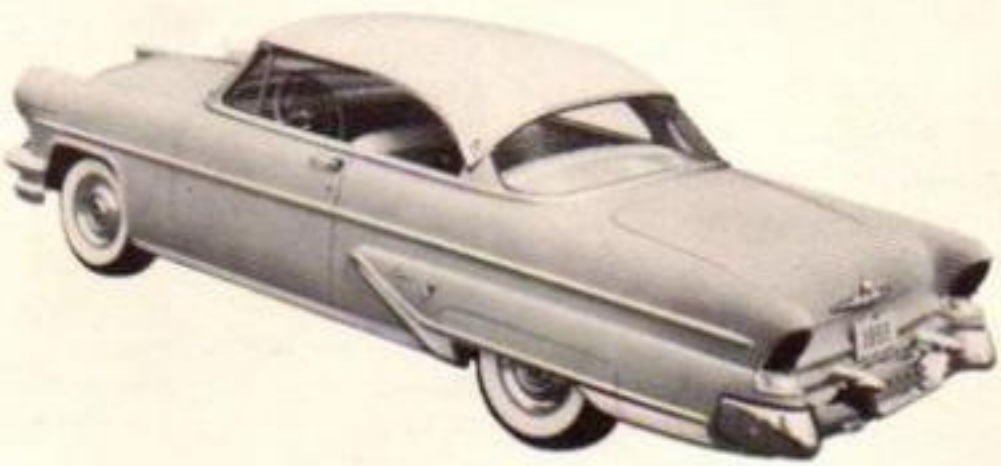
Vacuum operation of the secondary throttle plates provides precise, automatic adjustment to engine operating requirements. Whenever power demands exceed the breathing capacity of the primary stage venturis, the vacuum control opens the secondary throttle plates to the exact position that will admit the right amount of additional air and fuel.

An automatic choke provides the correct amount of choke action for quick, easy starting and greater fuel economy. The automatic fast-idle control functions with the choke system during the warm-up period and reduces stalling.

The Lincoln carburetor has another exceptional feature in the hat-type air cleaner that surrounds the upper part of the carburetor and serves as its intake air horn. This is an oil bath type air cleaner which effectively cleans air before it enters the carburetor.

Fuel Fill Pipe

The spring-loaded rear license plate holder, hinged at its bottom edge, covers the gas tank fill pipe. This eliminates having an outside cap, or a door cut through one of the fenders; avoids chipped paint, stains. Fuel tank capacity is 20 gallons.



Break-In Period

A few precautions in operation of your Lincoln or Capri when the car is new will aid proper breaking in, and contribute to its longer life, performance, and economical operation.

It is advisable to keep below 40 mph for the first 100 miles. From 100 to 500 miles, drive at speeds up to 50 mph and accelerate frequently to 60 mph for short distances, not to exceed two miles. From 500 to 1000 miles, higher speeds may be maintained for short distances. The speeds at which the car is driven should of course be in keeping with state and local traffic regulations.

During the break-in period, speed should be varied so the car isn't operated at constant speed, either fast or slow, for an extended period of time. It is a good practice throughout life of the car, and especially during the break-in period, whenever you start with a cold engine to keep speed under 30 mph until engine warms up.

Other precautions suggested by Lincoln service engineers are: Avoid unnecessary wide open throttle operation until past the first 1500 miles; avoid rapid accelerations during break-in; do not accelerate engine to extremely high rpm when car is standing still; and observe engine water temperature and oil pressure gages frequently. Avoid hard use of brakes during the first 1500 miles.

Safe, Sure Braking

Large 12-inch Brakes

The brakes in your 1955 Lincoln, large in both brake drum diameter and lining area, are the self-energizing type that afford safe, effective braking with low pedal pressure. Brake drum diameter is 12 inches, and total braking area is more then 207.5 square inches.

The brakes are operated by the pivot-action pedal suspended from an instrument panel bracket. If the brake pedal comes within 2 inches of the floor when stopping, brakes should be inspected for brake adjustment and/or brake lining replacement. (For power brakes, see Page 16.)



Brake pedal is suspended for smooth pivot action

Parking Brake

The T-handle for the independent parking brake is mounted below the instrument panel, left of the steering column. The parking brake applies the brakes on both rear wheels. Your Lincoln has a parking brake warning lamp which flashes whenever ignition key is turned on and the parking brake is set.



Parking brake T-handle



Low-positioned power brake pedal

*Power Braking**

If your Lincoln is equipped with power brakes, less braking effort is required by the operator because of the assistance provided by the vacuum power unit.

A few trial applications will soon familiarize you with the light pressures required to bring the car to a smooth, sure stop.

Power assist is available at all times while the engine is turning over. The vacuum reserve tank will immediately provide additional power-assisted stops should engine vacuum be lost.

Even with all vacuum reserve depleted, these power brakes will adequately stop the car (but with somewhat higher pedal efforts) due to the mechanical leverage available. Your dealer will be glad to demonstrate the "no vacuum" brake operation for you.

When parking on steep grades, set hand brake firmly on first application of brake pedal, turn off ignition and place selector lever in "P" position. Engine should be running before releasing hand brake.

If the power brake pedal comes to within one inch of the floor when applying the brakes (engine running), the brakes should be inspected for brake adjustment and/or brake lining replacement.

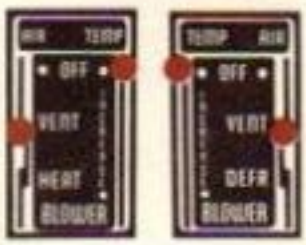
**Optional at extra cost*

"Comfort-Control" Heating and Ventilating

The "Comfort-Control" heating* and ventilating system gives you complete control—right at your finger tips—of the amount of air taken in, its distribution, and the temperature to which it's heated. This is a complete dual system with two large vent tubes extending back to the passenger compartment from air intakes just behind the bumper-grille, two hot water units, each with an electric driven blower fan, and two sets of controls.

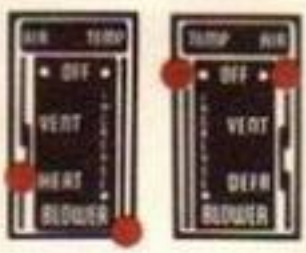
Ventilation

Move both left and right air controls to "VENT" position. Temperature control is at "OFF." Ram effect resulting from car's forward motion forces outside air through ducts which discharge into front compartment. Either air vent can be used individually. Air register doors above the toe riser may be turned to direct air flow within the car.



Heating with Underseat Unit

Use only the left set of controls. Move air control to "HEAT" and move temperature control down to desired position. The blower fan for underseat heater comes on automatically when air valve lever is all way down to "BLOWER" position. Until blower starts, air is forced through heater by ram effect.



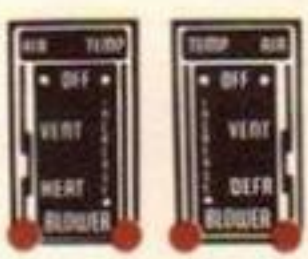
High-Capacity Defrosting

Use the right set of controls. Move air control to "DEFR" and temperature control down. Blower fan comes on when air valve is moved all way down to "BLOWER" position. Defroster also functions with ram air, and under some conditions this is adequate for keeping windshield clear. A door in the metal heater cover can be opened for additional front compartment heating. For maximum defrosting this door must be closed.



Maximum Heating, Defrosting

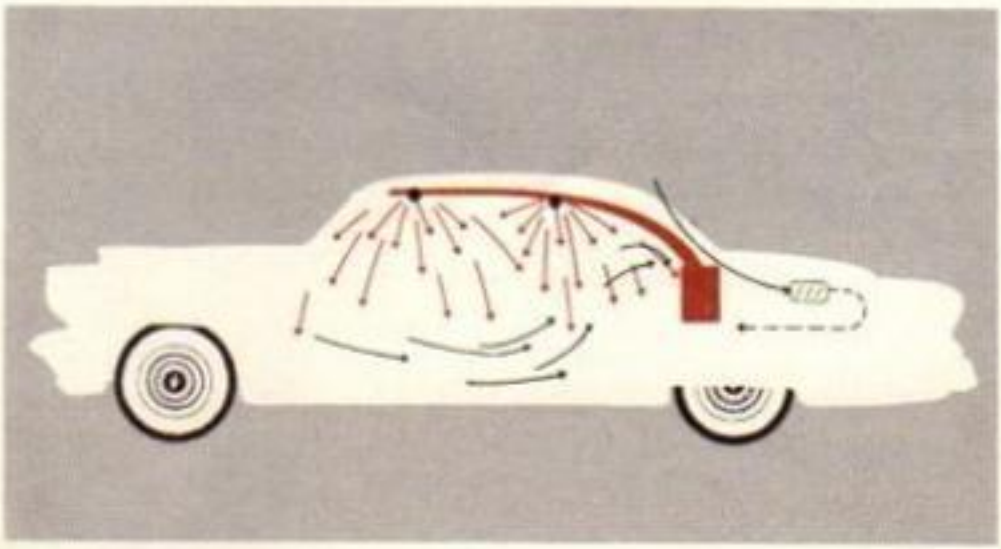
Move all four control levers all way down. This produces maximum volume of hot air from both the front unit (windshield defroster) and underseat heater unit. When driving at moderate or higher speeds, ram effect usually produces ample volume of air for heater or defroster units. Either or both of the blower fans can be turned off simply by moving the air valve control levers up slightly.



Heater units are optional extra cost equipment

Lincoln Air Conditioning

If you ordered your new Lincoln equipped with air conditioning*, you can look forward to the finest comfort on the road. At your pleasure, this exclusive new air conditioning system fills your car with genuinely cooled air that is low in humidity and minimizes dust, fumes, smoke, and pollen.



Operation is quite simple. Two buttons on the instrument panel control the amount of air introduced. A lever close by increases or decreases the temperature of air introduced. Valves operated by levers on the package tray open or close the outside air scoops.

When the air conditioning is turned on, cooled, filtered and dehumidified air comes into the passenger compartment through registers at the roof-line. These registers are the rotary type enabling you to direct the air flow as desired. Used air returns to the evaporator through grilles in the package tray. It is then cooled and returned to the passenger compartment.

Freon 12, a refrigerant widely used in home refrigerators, is the cooling agent.

Lincoln service engineers recommend periodic inspections and service at your Lincoln dealer's. Pressures should be checked and the air filter screen cleaned once a month.

Note: The refrigerant is always under pressure. Service men should never weld, use a blow torch, solder, steam clean, or use any excessive amount of heat on, or in the immediate area of any part of the air conditioning system.

*Optional at extra cost



TAKING CARE OF YOUR LINCOLN

Proper Care Adds Tire Life

Your new Lincoln or Capri is equipped with new tubeless tires or conventional tires and tubes, depending on your decision at time of purchase. Both types are the extra-low pressure variety, and both have a new tread design for greater riding comfort, quieter cornering, and improved traction. Regular attention to tire pressure, tire rotation, and front-wheel alignment will help add thousands of miles to life of your tires and avoid emergency repairs. The following paragraphs contain recommendations on how to obtain greater tire mileage.

Tire Pressure



Pressure of all tires, including the spare, should be checked occasionally. The check should be made when tires are cool or cold, because the pressure increases after traveling a few miles. Recommended tire pressures (checked cold) are:

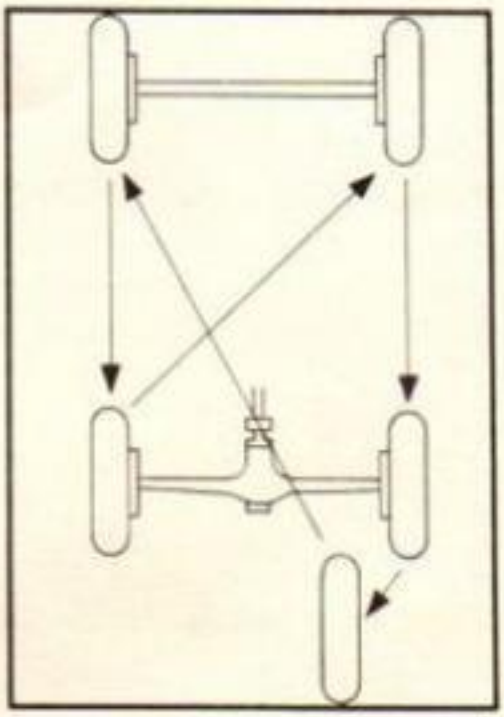
	Front	*Rear*
Closed Cars (8.00 x 15 tires)	26 lbs	22 lbs
Capri Convertible and air-conditioned cars (8.20 x 15)	24 lbs	22 lbs

On long trips, particularly in hot weather, tire air pressure will increase. This is normal, and air should NOT be bled from tires because of the increase. Location of spare tire in its vertical position in trunk compartment permits easy access for checking pressure, or for removal when changing tires.

Tire Rotation

To equalize wear on all five tires and thereby prolong the safe service life, Lincoln service engineers recommend a regular schedule for tire rotation. This is especially important when the car is new. The suggested plan is to interchange tires as indicated on the diagram every 2,000 or 3,000 miles for the first 10,000 miles, and every 4,000 to 5,000 miles thereafter.

Front Wheel Alignment



The ball-joint front suspension on your new car is one of the outstanding engineering achievements of the 1955 Lincoln and Capri. In this advanced front wheel suspension, adjustment of front wheel alignment is greatly simplified and more permanent. For example, camber or caster are adjusted simply by changing the U-shaped washers at the upper suspension arms.

Lincoln service engineers recommend having front wheel alignment checked by your Lincoln dealer every 5,000 miles, or at any time abnormal steering or tire wear develop. These checks which can be made quickly by your dealer, will keep your Lincoln or Capri with the ball-joint front suspension system the best-handling and best-riding car on the road.

Wheel Balance

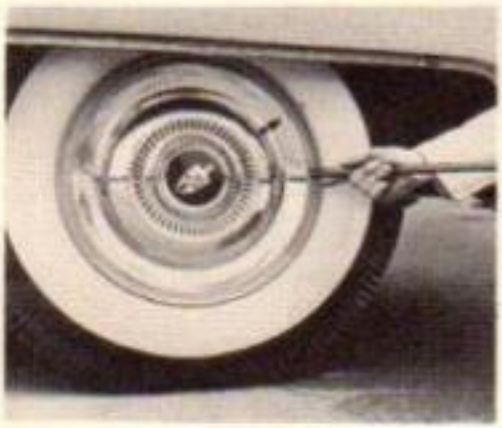
To compensate for any variations in tires or tubes, every wheel is "balanced" at the factory when the tire and wheel are assembled. Proper wheel balance contributes to tire life and pleasure of driving. As tire wear affects balance of the wheel and tire assembly, balance checks should be included in the periodic service for your car. Your Lincoln dealer is equipped to perform this service when you need it.

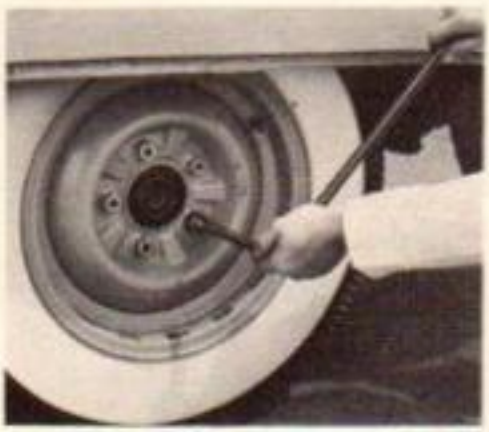
Cleaning Tires

The appearance of either white side-wall or black tires is improved with proper cleaning. Mild soap, warm water and a stiff brush remove ordinary road grime and scuff marks. Do NOT use gasoline or other oil products as these may damage the rubber and possibly discolor tire. Lincoln White Side-Wall Cleaner is excellent for maintaining the fine appearance of white-wall tires.

How to Change Tires

Changing tires on your Lincoln or Capri need not be difficult provided the recommended procedures are followed. You need as tools only the jack, and the lug wrench, which you will find in the luggage compartment. The paragraphs below explain use of jack, removing rear fender shields, and other helpful information.





1. Set the parking brake firmly so car will not roll, and move Turbo-Drive selector lever to "P" position. Wheel blocks can be used as an extra precaution.
2. Remove spare wheel from luggage compartment and place it next to wheel to be removed.
3. Remove wheel disc from wheel by prying edge out with flat end of lug wrench. (Wrench also serves as the jack handle.) Then slightly loosen nuts holding wheel in place.
4. *When raising front of car*, put the square jack base directly in front of the wheel to be removed and directly under the bumper. Insert the bottom of the post in the base and slide the movable part of the jack up until the V-shaped notch is under edge of bumper. The post should be as near vertical as possible.

When raising rear of car, be sure that the V-shaped notch on the jack lift is under the jacking plate beneath the bumper. This jacking plate serves to carry the car weight. *Do not* raise car with jack under any other part of the rear bumper. To raise the car, the small lever under the jack handle should be in upper position. With the lever in this position, you can raise the car by moving jack handle up and down until the wheel is just off the ground.

5. Remove wheel nuts. Pull wheel off and immediately replace it with the spare. Replace nuts but do not tighten them until all nuts have been drawn up ready to tighten.
6. Push the small lever below the jack handle socket all the way down. Let the jack down—keeping a firm grasp on the handle.
7. Then tighten each nut carefully. Replace hubcap, being sure it is snapped into place all the way around.

Removing Rear Fender Shields

When a rear fender shield is to be removed, the following procedure is suggested:

1. Locate end of locking rod, along bottom edge of fender shield, forward of center. Push locking rod upward, then toward the wheel slightly until it is free; then pull rod down and outward.
2. Swing shield out and downward to disengage retaining brackets at bottom front and rear corners.
3. To replace fender shield, hook lower corners in place. Press fender shield toward fender until flush. Push locking rod upward until upper end is inside fender. Replace end of locking rod on bottom flange of shield.







Use of Tire Chains

Tire chains, especially helpful when driving in snow or mud, should be used on rear wheels only. To avoid the possibility of damage to the fender shields, the shields must be left off when chains are in use. Lincoln service engineers have the following suggestions for best results with chains:

1. Leave enough slack so chains can "creep" slightly.
2. Removing chains when driving on hard surface roads will lengthen the life of the chains.
3. Carry spare links for emergency replacements of broken links.

Engine Oil

Proper engine lubrication is vital to the long life and economic operation of your new Lincoln or Capri. Although the car may usually be serviced at an authorized Lincoln dealership, it is important for the operator to know how to check oil, when to change it, and the type required.

Checking the Oil

Oil level is indicated by the steel rod (dipstick) which extends down into the oil pan reservoir through a tube on the right front side of the engine. The dipstick is marked "Full" and "Add Oil." Oil level should be checked frequently, and with the engine stopped.



Check oil level frequently

Oil, preferably the same brand and weight should be added whenever the level drops to the "add oil" mark. When adding oil, put in one quart at a time and check the dipstick each time. DO NOT OVERFILL. It is a good practice of course, to have the oil at the "Full" level when starting a long trip.

Changing Oil

The special break-in oil put in the engine at the factory should be drained at 500 miles and replaced with the oil recommended for the prevailing temperature. After draining break-in lubricant, engine oil should be changed every 2,000 miles, or every three months, whichever occurs first. (In exceptionally dusty areas, oil should be changed as often as needed.)

Quantity: The engine requires five (5) quarts of oil, the refill capacity. When oil filter cartridge is changed, an additional quart of oil is required.

Quality: "Heavy Duty" type oils (American Petroleum Institute classification MS) are recommended for use in the Lincoln engine.

Proper weight: The body of any oil varies with its temperature. Cold oil is thicker than hot oil. In winter, light weight oil gives better lubrication because it flows more freely. In summer, heavier oil is needed, since it thins out with higher engine temperature. Oil weight (viscosity) is designated by number as specified by the Society of Automotive Engineers.

If the weather you expect will be above freezing (+32° F) use SAE 20 or 20W. In winter weather (+32° F to −10° F) use SAE 10W or 10. For sustained extremely cold weather (colder than −10° F) use SAE 5W.

Oil Pressure Gage

While dipstick shows the amount of oil in reservoir, engine oil pressure is indicated by the oil pressure gage on the instrument panel. Oil pressure should always be indicated when engine is running. Normal pressure reading at 45 mph, or above, is approximately the center of the gage.



Oil pressure

Hydraulic Valve Lifters

Your 1955 Lincoln engine is equipped with hydraulic valve lifters to give you the advantages of extended valve life and quiet valve train operation. The lifters are supplied with oil from the engine lubrication system.

Full-flow Oil Filter

The full-flow oil filter, base-mounted on the crankcase on the left side of engine, helps keep oil clean by removing dirt, minute metal particles, and foreign matter. The oil filter cartridge should be changed after 500 miles of break-in operation and every 4,000 miles thereafter under normal conditions, and more often if car is operated in dusty areas. Oil should be changed when a new filter cartridge is installed, and an extra quart of oil added to provide for filter capacity.

Crankcase Ventilation

Air circulates all through the inside of the new Lincoln engine to carry off any water vapor, gases or fumes. To prevent dirt, dust or other foreign matter from getting into the engine, the crankcase vent system has two air cleaners. One is in the oil filler cap, and the other is in the ventilator body on the road draft tube.



Oil filter should be changed every 4,000 miles

Your dealer will clean and oil the two air filters as part of the maintenance service you order. Under normal operation, this should be done every 2,000 miles, or more often if in dusty areas.

Servicing Carburetor Air Cleaner

All air entering the carburetor passes through the oil-bath filter which also serves as the top of carburetor and intake air horn on the Lincoln overhead valve engine. The filter consists of two sections, the lower oil sump, and the upper part which is filled with a filtering mesh.

The filter removes dust and dirt from incoming air and thereby protects the engine from damage.

Because the foreign matter accumulates in both the oil reservoir and the maze of mesh, it is important to keep both clean to provide efficient operation. For this reason, the service





Carburetor air cleaner is easy to service

schedule calls for checking filter every 1,000 miles; and a complete cleaning of both oil reservoir and filter mesh, if examination shows considerable foreign matter in the oil sump.

If car is operated in severe dust, the oil-bath filter should be cleaned often to keep it at top efficiency. Your Lincoln dealer will check the filter for you at the time of each 1,000-mile chassis lubrication, and will completely clean filter when this service is needed.

Cleaning Fuel Pump Filter

The filter in the fuel pump should be changed at the time of the 500-mile inspection, and every 4,000 miles thereafter, or more often if inspection shows this necessary.

Checking Turbo-Drive Transmission

Your Lincoln dealer will check lubricant in the Turbo-Drive transmission at the time of each chassis lubrication. Lincoln service engineers recommend checking the Turbo-Drive transmission every 1,000 miles.

Fluid in the transmission should be changed every 15,000 miles. When adding lubricant, use Automatic Transmission Fluid Type "A".



Use dipstick to check Turbo-Drive transmission

Servicing Cooling System

Highly effective cooling is provided for the Lincoln engine by its series-flow pressurized cooling system. Two reasons for this excellent cooling are (1) the engine's advanced design simplifies cooling, and (2) automatic pressure regulation permits operation with pressures up to 15 pounds. *This means the cooling system pressure is automatically adjusted to the immediate cooling needs.* This is especially important when driving slowly in traffic, in hot desert country, or high mountains. Increased pressure, controlled by the regulator in radiator cap, prevents boiling of coolant, even when coolant temperature is considerably above the normal boiling point.

Radiator Pressure Cap: The pressure regulator, which permits cooling system pressure up to 15 lb, is in the radiator cap. When removing cap, turn to the "partly open" stop, allow pressure to escape, then remove cap.



Let pressure escape slowly



Radiator cap controls pressure

Cleaning Cooling System: The cooling system should be cleaned by flushing twice a year. Most owners prefer to obtain this service in Spring or Fall when removing or installing anti-freeze solution. Your Lincoln dealer will do this at nominal cost. If you prefer to do it yourself, this procedure is recommended. (1) Run the engine until water is warm, then shut it off. (2) Open all three drain cocks and let water run out. These are on lower radiator tank, and on lower sides of engine block. (3) Close drain cocks, refill with hot water, and drain again. Repeat procedure until drain water is clear.

Thermostats: Thermostats with two different ranges are available for your Lincoln. The thermostat with the higher temperature range is recommended for use with permanent-type anti-freeze. The unit with the lower range is for use with non-permanent anti-freeze. Because the thermostat used with

permanent-type anti-freeze permits higher engine operating temperatures, it will serve to increase output of your heater-defroster system.

Anti-Freeze: Before filling with anti-freeze, the cooling system should be checked for leaks, and all connections tightened. The kind of anti-freeze you use is a matter of individual preference. Solutions with either alcohol or ethylene glycol base, used in proper quantity, will provide protection against freezing. "Permanent" anti-freeze solutions with ethylene glycol base do not evaporate, require only occasional checking, and will protect your car against freezing, clogging, and rust formations for the winter season. Alcohol-type anti-freeze, due to evaporation, needs to be checked more frequently, and may require addition of more anti-freeze in order to maintain the protection desired. Always play safe by using the proper amount of anti-freeze of an established brand and purchased from a reputable dealer. The recommended operating capacity of the cooling system with optional dual-unit heater is 25.2 qt.

Amount of Anti-Freeze: The following chart indicates the amount of anti-freeze necessary for the desired protection:

TEMP. DEGREES	QUARTS ETHYL-BASE ALCOHOL	QUARTS METHYL-BASE ALCOHOL	QUARTS "PERMANENT" TYPE
20 F	4¼	3¼	4¼
10 F	7¼	5¼	6¼
0 F	9¼	7¼	8½
−10 F	11	8½	10
−20 F	13¼	10	11½
−30 F	15¼	11	13¼

Battery Service

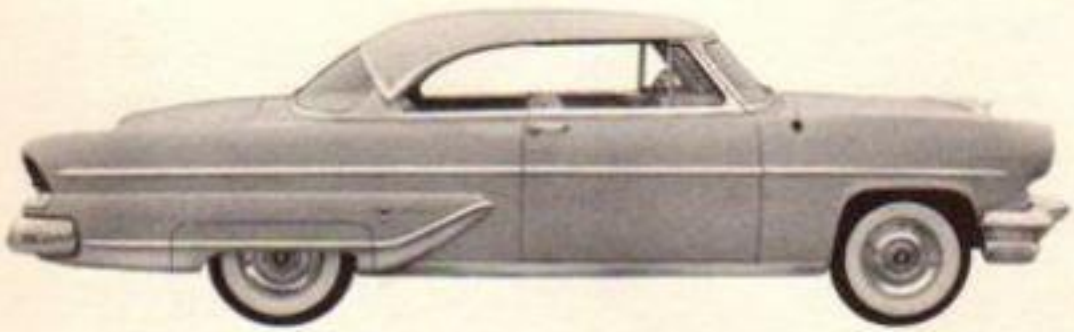
Your Lincoln has an aircraft-type battery with exceptionally good cold starting characteristics. The battery is housed in a metal carrier under the toe-board near the starter. This location, away from engine heat, keeps the battery cooler, an important factor for longer service life.



63-plate aircraft-type Lincoln battery

Water level in the battery should be checked every week; more often in hot weather. When adding water, use only distilled water, available at all Lincoln dealers. *CAUTION: Keep lighted cigarettes or flame away from top of open battery cell as a combustible gas is always present over any battery. Always have battery removed from car when it is to be recharged.*

Preserving Exterior Finish



Your Lincoln or Capri is finished with the best quality automotive paints, and with reasonable care will retain its fine appearance year after year. The following suggestions will help keep the new-car appearance:

1. Wash the car frequently. Use warm or cold water. Avoid using hot water. Do not use household soap. The finish, from time to time, may be cleaned, polished, and waxed, or given Porcelainize treatment. Lincoln body care preparations are specifically designed to help you keep your car looking new.

2. If tar or road oil gets on car body, it can be removed with kerosene. If tar has remained on car for a period of time a commercial cleaner recommended by your dealer can be used.

3. When cleaning chrome, use a soft cloth or sponge and clear water. A mild soap or detergent may be used. Sponge gently. Then rinse with clear water. Lincoln Chrome Coating is recommended for protecting bright metal against damage or discoloration. If it is necessary to remove rust, use chrome cleaner or a polishing compound sparingly on the area affected.

Blue Coral or Porcelainizing

Lincoln Blue Coral treatment or Porcelainizing will give the body a tough long-lasting finish. These are dry treatments that will deepen luster of the paint, and will not wash off. They are not waxes or polishes. They will not pick up dust or scum. If you wish to have this additional protection and extra fine appearance, your dealer can supply the Blue Coral or Porcelainize treatment.

Undercoating

As further protection against rust and corrosion your dealer can supply a protective undercoating, which protects both the frame and underbody. In addition, this special sprayed-on material reduces road noise, and provides additional insulation of the floor against winter cold and summer heat.



Undercoating protects frame and underbody

Care of Upholstery

The interior of your Lincoln or Capri is upholstered with several different materials, each one selected as best for the purpose. Upholstery and carpets require essentially the same care as home furnishings of similar material. The suggestions below will be helpful in keeping its fine interior appearance.

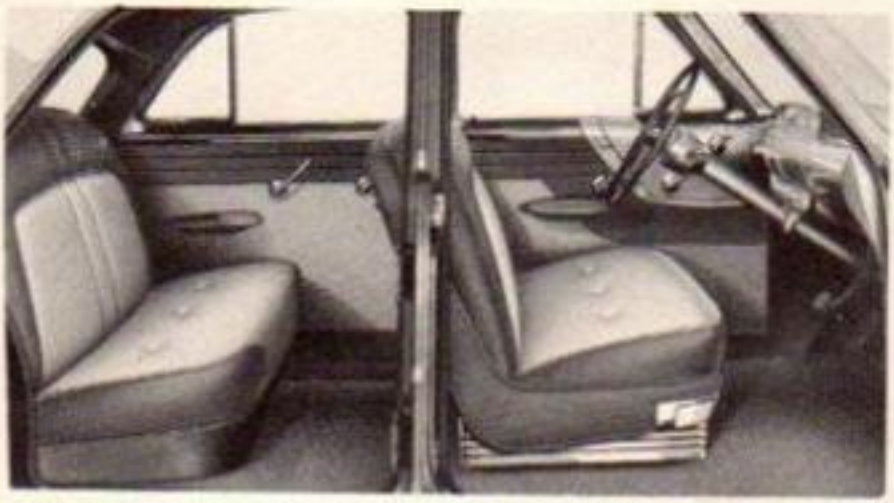
Upholstery fabrics—The nylon fabrics in your car should be brushed frequently, and vacuumed at least once a month. Stains can be removed in much the same manner as from household furnishings. As all Lincoln and Capri seat cushions have foam rubber, volatile-type fluid cleaners, which are harmful to rubber, should not be used. Lincoln Foam Upholstery Cleaner is recommended.

Vinyl upholstery—Wipe with a damp cloth to remove dust. Lincoln Leather Cleaner is recommended for cleaning.

Leather upholstery—Wipe with damp cloth to remove dust. For cleaning and removing stains, use Lincoln Leather Cleaner.

Embossed cardboard panels—Wipe with dry cloth to remove dust, or damp cloth for stains.

Carpet—Brush often. Vacuum at least once a month.



The following suggestions may prove useful in removing stains from upholstery fabric:

Blood stains—Use a clean cloth dampened with cold water. Never use hot water.

Fruit stains, ice cream—Rub stain with clean cloth and hot water. Let dry, then use carbon tetrachloride.

Grease, oil—For small grease or oil spots, use a clean cloth and Lincoln Spot Remover. If the fabric is saturated with oil, pour on cleaning fluid and soak up quickly with a white blotter. Then sponge spot with *cloth* dampened with cleaning solution.

Lipstick—Use cleaning solution and white blotter.

Milk, nausea—Wash stain with warm soap suds. Then rub the stain with cold water and a clean cloth. Any remaining stains should be removed using a cloth moistened with Lincoln Spot Remover.

Candy—All candy stains, except chocolate, can be removed using hot water. (Ordinarily, the use of hot water on upholstery should be avoided.) Use Lincoln Spot Remover or carbon tetrachloride for chocolate stains.

Water—Sponge the entire panel with a clean cloth moistened with cold water. Sponge spots with cleaning fluid.

Lincoln Cleaners and Polishes

The upholstery materials and finish of your car will always be safe when you use the following recommended Lincoln cleaners and polishes. Detailed instructions for use are supplied with these materials.

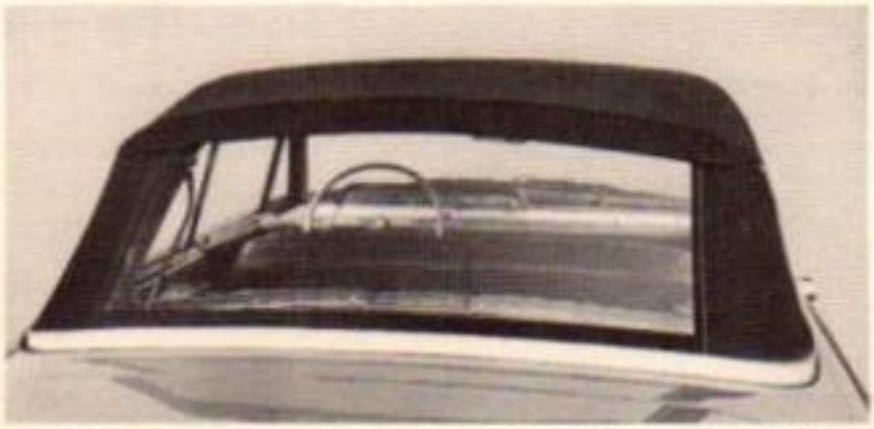


Lincoln Polishing Wax
Lincoln Body Polish
Lincoln Cleaner-Polish
Lincoln Spot Remover
Lincoln Leather Cleaner
Lincoln White Side-Wall Cleaner
Lincoln Foam Upholstery Cleaner
Lincoln Cleaner Wax
Lincoln Chrome Cleaner
Lincoln Chrome Coating

Care of Convertible Top

The convertible top should be washed with cold or warm water. To remove stains, sponge with warm water and mild non-caustic soap. Do not saturate, and sponge only gently.

The convertible rear window is a sheet of clear, heavy gauge vinyl. Clean with water or moist cloth. Be careful not to scratch the surface.



Avoid leaving wet top folded as the fabric may mildew. The top cover is made of the same fabric as top and should be cleaned in same way.

The convertible top is raised or lowered by the electric powered top mechanism operated by a T-handle mounted on the lower edge of instrument panel to left of steering column.

To lower top:

1. Be sure car is standing still and windows down.
2. Pull top locking handle at top of windshield to release.
3. Push top up slightly until top is about one inch above the three locator pins on windshield header.
4. Pull out on top control T-handle and hold out until top is completely lowered. (As there's the possibility of top being pinched between header bows, operator should check when top is ⅔ to ¾ the way down to be sure top material is not damaged from pinching.)
5. Fold fabric in such a way that bows will not abrade it.
6. Install protective fabric top cover by attaching the snap fasteners.



Top locking handle—above

To raise top:

1. Be sure car is standing still and windows down.
2. Remove fabric top cover.
3. Push top control T-handle; hold it in until top rests over windshield header.
4. Pull top down over metal locators on windshield header, and push lock handle forward until tight, and top is secured to the header. Fasten top fabric to clips on top side rails. (2 on each side.)



T-handle under instrument panel controls electric top mechanism

The electric controls and mechanism for raising and lowering top should be inspected, adjusted, and lubricated by your Lincoln dealer at least once a year. *CAUTION: If top is wet do not keep it folded as the top material may mildew.*



Rubber folds over zipper provide airtight, waterproof seal



WARRANTIES
COVERING YOUR LINCOLN

Your new Lincoln or Capri is precision-engineered and built with the finest automotive materials. For your protection, the car is thoroughly inspected and serviced by your Lincoln dealer before delivery, and every part is covered by a warranty. The new car service and warranties are listed below.

Dealer's Owner Service Policy

The Owner Service Policy issued by the selling dealer at time of the new car delivery provides for free inspection and service at 500 and 2,000 miles, and states the warranty covering replacement of any parts found to be defective during the first 90 days or 4,000 miles following delivery, whichever occurs first. Any Lincoln dealer will honor this policy in case you are away from home. (Provisions are made on the Owner Service Policy for reimbursement for certain costs in connection with the 500 and 2,000 mile inspections if made by some authorized Lincoln dealer other than the selling dealer.)



Pre-delivery Inspection and Service

Your Owner Service Policy states that the car has been completely inspected and serviced by the selling dealer before delivery. The dealer follows factory-recommended procedures for the service. The pre-delivery inspection form, which also serves as the 500- and 2,000-mile inspection check list, shows the services performed.

Battery Warranty

The battery installed in your new Lincoln or Capri is covered by a 90-day replacement warranty and adjustment policy that allows credit on pro rata basis for a period of 36 months. If for any reason your battery should fail, return it to your Lincoln dealer, or, if traveling, to the nearest authorized Lincoln dealership for examination and attention.



Tire Warranty

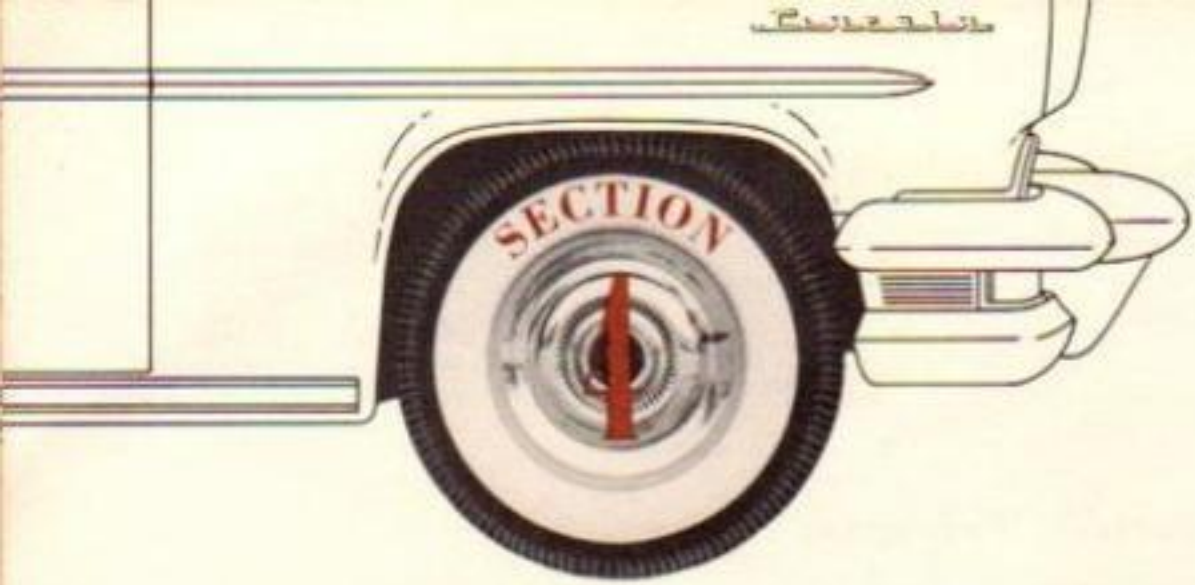
Tires and tubes carry a standard warranty provided by the tire manufacturer. Such warranties usually guarantee tires and tubes against defective workmanship and materials. Adjustments are handled by the tire manufacturer's local dealer.

Radio Warranty

The Lincoln radio is covered by a warranty which covers any defects in material or workmanship for a period of 90 days following the retail delivery. Your Lincoln dealer issues a properly filled out radio warranty registration card at the time of the delivery. This card should be attached to the radio. If your radio needs repairs during the initial 90-day warranty period, contact your Lincoln dealer for warranty service.

Motochron Clock Warranty

The Motochron electric clock in your Lincoln is covered by a warranty for the first 90 days or 4,000 miles, whichever occurs first. If warranty service is required, your Lincoln dealer can give you complete information about this warranty.



SERVICE FOR YOUR LINCOLN

Authorized Lincoln dealers have shop facilities, factory-trained personnel, and scientific test equipment to keep your Lincoln or Capri running like new.

Lincoln dealers offer and recommend economical preventive maintenance—such as lubrications, inspections and adjustments—which keep your car at peak performance.

For your protection, Lincoln dealers have available precision-manufactured Lincoln replacement parts made from the same high quality materials as used in the production of Lincoln cars.



Lincoln dealers offer prompt courteous service

Lincoln Dealer Organization

At home, your Lincoln dealer knows how to service your Lincoln best. When traveling you'll find other Lincoln dealers in Lincoln's nationwide organization are equipped with clean modern shops and ready to give prompt courteous service for your car. Names and addresses of Lincoln dealers in this nationwide network are listed in the yellow pages of telephone books. Their primary interest is to see that your Lincoln gives you complete satisfaction.

Lubri-Plan Coupon Book

Regular lubrication is essential to satisfactory car operation and long life. We recommend the purchase from your dealer of the Lubri-Plan "Personalized" Coupon Book which provides for ten lubrications and inspections. The chassis lubrications and inspections are scheduled every 1,000 miles. At the time of the lubrications and inspections, the dealer's service department will advise you of other services they believe necessary.

Regular care adds to driving pleasure



Registered Mechanics

Most Lincoln dealers offer certified service by Registered Mechanics. When the repair job is completed the Registered Mechanic attaches his RM* seal on the steering wheel and certifies that the work ordered has been completed.

**RM Registered Mechanic means service backed by the mechanic's own name and personal reputation.*

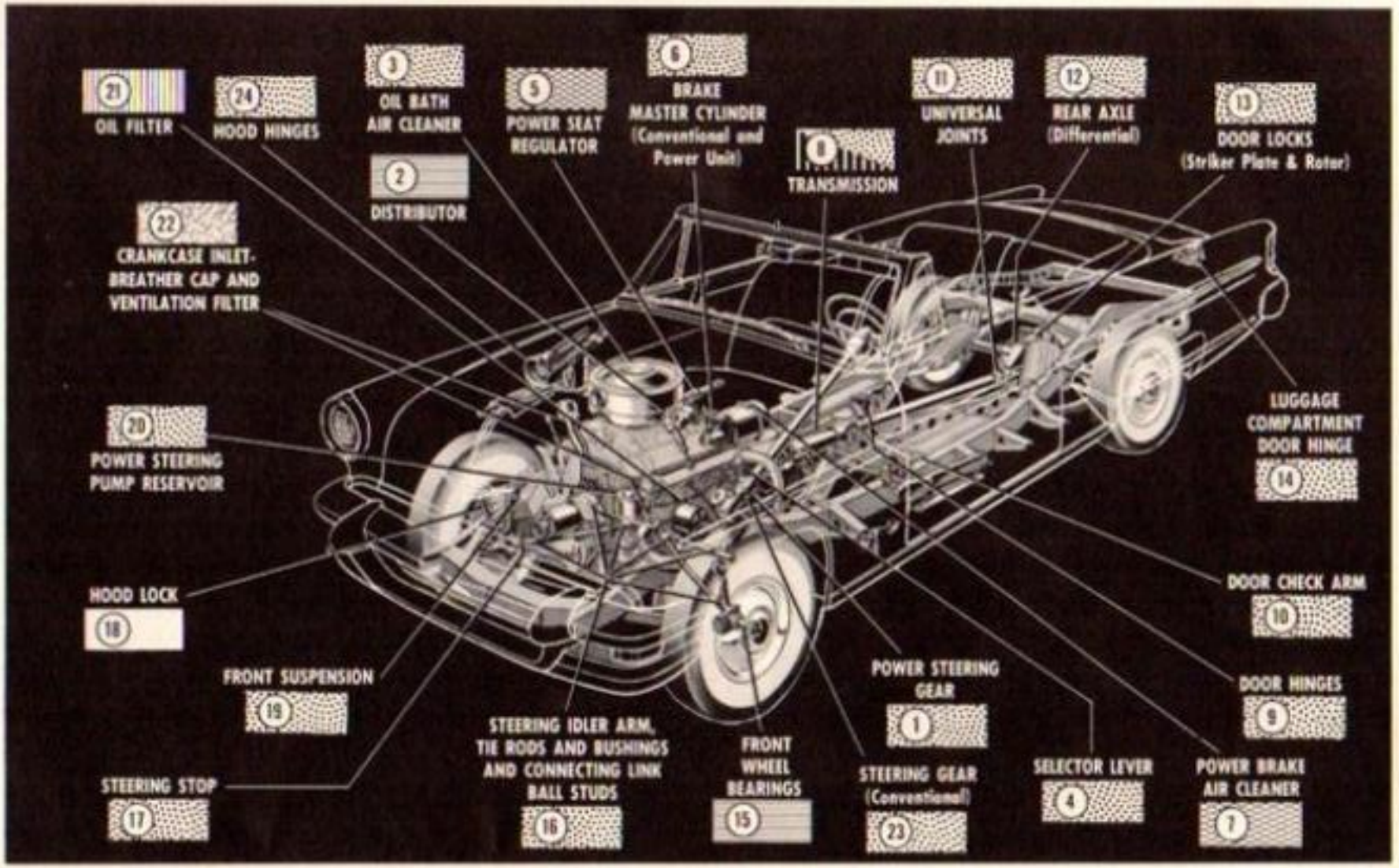


Mileage Service Guide

The chart on Page 40 showing when regular service operations should be performed will serve as a handy guide for the maintenance of your car. Where duplications are shown between items listed for Spring and Fall service, and the mileages, you can make the necessary adjustments.

Lubrication Chart

The Lubrication Chart (pages 38-39) shows location of fittings, inspection plugs, lubricant required, and other information about how and what to lubricate. NOTE: The upper and lower suspension (pivot) arms in Lincoln's ball-joint front suspension have pre-compressed rubber bushings which should NOT be lubricated.


21 OIL FILTER
24 HOOD HINGES
3 OIL BATH AIR CLEANER
2 DISTRIBUTOR
5 POWER SEAT REGULATOR
6 BRAKE MASTER CYLINDER (Conventional and Power Unit)
8 TRANSMISSION
11 UNIVERSAL JOINTS
12 REAR AXLE (Differential)
13 DOOR LOCKS (Striker Plate & Rotor)
22 CRANKCASE INLET-BREATHER CAP AND VENTILATION FILTER
20 POWER STEERING PUMP RESERVOIR
14 LUGGAGE COMPARTMENT DOOR HINGE
HOOD LOCK 18
10 DOOR CHECK ARM
FRONT SUSPENSION 19
POWER STEERING GEAR 1
9 DOOR HINGES
STEERING IDLER ARM, TIE RODS AND BUSHINGS AND CONNECTING LINK BALL STUDS 16
FRONT WHEEL BEARINGS 15
STEERING GEAR (Conventional) 23
4 SELECTOR LEVER
POWER BRAKE AIR CLEANER 7
STEERING STOP 17

1. POWER STEERING GEAR

FILL WITH LUBRICANT M-4738 (USE HAND GUN ONLY).

2. DISTRIBUTOR

FEW DROPS ENGINE OIL IN OIL CUP. APPLY LIGHT FILM OF DISTRIBUTOR GREASE (BEL-19575) TO CAM LOBES.

3. OIL BATH AIR CLEANER

CHECK — CLEAN OIL FILTER BEFORE DIRT LEVEL HAS REACHED SHELF. LUBRICANT—ENGINE OIL: SAE 50 TEMP. ABOVE + 32° F.—SAE 20 TEMP. BELOW + 32° F. CAPACITY—1 PINT.

4. SELECTOR LEVER

ONE FITTING. PRESSURE GUN LUBRICANT. (CONVENTIONAL STEERING ONLY).

5. POWER SEAT REGULATOR

APPLY LUBRICANT SPARINGLY TO REGULATOR SHAFT. LUBRICANT—LUBRIPLATE.

6. BRAKE MASTER CYLINDER (Conventional and Power Unit)

CHECK LEVEL (CORRECT LEVEL ¼" FROM TOP). BRAKE FLUID—HACA 19542.

7. POWER BRAKE AIR CLEANER

WASH IN CLEANING FLUID AND DRAIN.

8. TRANSMISSION

†CHECK — ADD LUBRICANT AS REQUIRED.
‡DRAIN AND REFILL CAPACITY — APPROX. 10 QTS. LUBRICANT — AUTOMATIC TRANSMISSION FLUID TYPE A.

9. DOOR HINGES

LUBRICATE AT HOLES PROVIDED AT HINGE JOINTS. LUBRICANT—LIGHT ENGINE OIL. FOUR POINTS—EACH DOOR.

10. DOOR CHECK ARM

APPLY LIGHT COAT OF LUBRICANT TO DOOR CHECK ARM. LUBRICANT—LUBRIPLATE.

11. UNIVERSAL JOINTS

TWO FITTINGS. PRESSURE GUN LUBRICANT.

12. REAR AXLE (Differential)

†CHECK — ADD LUBRICANT AS REQUIRED.
‡DRAIN AND REFILL CAPACITY — 4 LBS. OR PINTS. LUBRICANT — USE LA 19581

13. DOOR LOCKS (Striker Plate & Rotor)

APPLY LUBRICANT SPARINGLY. LUBRICANT—LUBRIPLATE.

14. LUGGAGE COMPARTMENT DOOR HINGE

HINGE ASSEMBLY PIVOTS — 3 POINTS EACH HINGE — LUBRICANT — LUBRIPLATE

15. FRONT WHEEL BEARINGS

CLEAN AND REPACK. LUBRICANT—WHEEL BEARING GREASE. (BL-19585).

16. STEERING IDLER ARM, TIE RODS AND BUSHINGS AND CONNECTING LINK BALL STUDS

SEVEN FITTINGS. PRESSURE GUN LUBRICANT.

17. STEERING STOP

ONE EACH SIDE. PUT DAUB OF LUBRICANT ON STOPS. LUBRICANT—LUBRIPLATE.

18. HOOD LOCK

LOCK CATCH AND CONTROL — LUBRICANT — LUBRIPLATE.

19. FRONT SUSPENSION

TWO FITTINGS EACH SIDE. PRESSURE GUN LUBRICANT.

20. POWER STEERING PUMP RESERVOIR

CHECK—ADD AS REQUIRED. LUBRICANT—AUTOMATIC TRANSMISSION FLUID TYPE "A".

21. OIL FILTER

REPLACE CARTRIDGE. (IN DUSTY OR SANDY AREAS MORE FREQUENT CHANGES MAY BE NECESSARY).

22. CRANKCASE INLET—BREATHER CAP AND VENTILATION FILTER

WASH IN CLEANING FLUID AND DRAIN. WET ELEMENT WITH ENGINE OIL WHEN DRY.

23. STEERING GEAR (Conventional)

ADD LUBRICANT AS REQUIRED. LUBRICANT — S.A.E. 90 MULTI-PURPOSE

24. HOOD HINGES

HINGE ASSEMBLY PIVOTS — 4 POINTS EACH HINGE — LUBRICANT — LUBRIPLATE

†1000 MILES ‡10,000 MILES §15,000 MILES

MILEAGE KEY

1,000 | 2,000 | 4,000 | 5,000 | 10,000 | 15,000

CAPACITIES

FUEL TANK	20 GALS.
COOLING SYSTEM	24.2 QTS.
WITH HEATER	25.2 QTS.
TRANSMISSION	10 QTS.
REAR AXLE (DIFFERENTIAL)	4 LBS. OR PTS.
OIL BATH AIR CLEANER	1 PT.
**CRANKCASE—OIL CHANGE	5 QTS.
+32° F AND ABOVE	SAE 30 OR 20W
+32° F BUT NOT LOWER THAN −10° F	SAE 10W
−10° F AND BELOW	SAE 5W

TIRES

TYPE—EXTRA LOW PRESSURE

MODEL	SIZE	PRESSURE
CLOSED CARS	8.00x15	F. 26 LBS. R. 22 LBS.
CONVERTIBLE	8.20x15	F. 24 LBS. R. 22 LBS.

INSPECT FOR UNEVEN WEAR, CUTS, BRUISES, ETC.

COOLING SYSTEM

CHECK RADIATOR COOLANT LEVEL. IN WINTER, TEST ANTI-FREEZE SOLUTION.

BATTERY

CHECK WATER LEVEL AND REFILL WITH DISTILLED WATER COVERING BATTERY PLATES.

DO NOT OVERFILL

CHECK FOR WORN OR CORRODED CABLES. TERMINALS SHOULD BE CLEAN AND TIGHT. **CAUTION:** *Do not charge battery while installed in the Lincoln vehicle.*

LIGHTS

MAKE VISUAL INSPECTION OF HEADLIGHTS, TAIL AND STOP LIGHTS TO BE SURE THEY ARE IN PROPER WORKING ORDER.

ANNUAL LUBRICATION POINTS

THE FOLLOWING ITEMS SHOULD BE LUBRICATED ONCE EACH YEAR OR EVERY 10,000 MILES, WHICHEVER OCCURS FIRST.

FRONT SEAT TRACKS	LUBRIPLATE
HAND BRAKE AND LEVER	LUBRIPLATE
SPEEDOMETER CABLE	LUBRIPLATE

Mileage Service Guide

	Every Week	Spring & Fall	500 Miles	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000	9,000	10,000	11,000	12,000	13,000	14,000	15,000	Other
Axle, Rear—Drain & Refill													x						†
Axle, Rear—Check			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Battery—Check Level	x																		
Bearings, Fr. Wheels—Check and Repack			x					x					x						
Belts, Fan & Power Stg.—Check Tension			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Brakes—Inspect			x					x					x					x	
Chassis—Lubricate			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Cleaner, Air—Clean if necessary			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Complete Inspection			x		x					x					x				##
Cylinder, Brake Master—Check			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Distributor—Oil								x					x					x	
Engine—Change Oil			x		x		x		x		x		x		x		x		*
Engine—Complete Diagnosis	x							x					x					x	
Filter, Carb. Screen—Clean													x						†
Filter, Fuel Pump—Clean			x				x				x				x				
Filter, Oil—Change			x				x				x				x				♯
Filters, Crankcase and Filler Cap—Clean					x		x		x		x		x		x		x		♯
Filter, Power Brake Air—Clean													x						
Pump, Fuel—Check, Clean Sediment Bowl			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Radiator—Fill, Check Coolant	x																		*
Radiator—Drain, Flush		x																	
Steering, Conventional—Check Lubricant			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Steering, Power—Check Gear Lubricant		x											x						†
Steering, Power—Check Reservoir			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Tires—Check	x																		
Tires—Cross-Switch					x		x		x		x		x					x	††
Transmission—Turbo-Drive Check			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	**

*Also check engine oil and coolant level at every gas stop.
**Drain and refill Turbo-Drive Transmission and adjust bands every 15,000 miles.
†Once a year or every 10,000 miles, whichever occurs first.
††Continue tire rotation every 4,000 or 5,000 miles.
♯More often in dusty areas.
##First inspection is made at 500 miles.



LINCOLN ACCESSORIES

Lincoln accessories are styled to add to the convenience and pleasure of your new Lincoln or Capri. As you will see by examining them, Lincoln accessories are carefully engineered and made of high quality materials. Your Lincoln dealer, who has these precision-built Lincoln accessories in his stock, will be glad to help you select useful items which will add to your motoring pleasure and help individualize your car.

The Lincoln Radio

The Lincoln radio is a powerful 7-tube with rectifier receiver which is installed complete with front and rear speakers, push button tuning, and a vacuum controlled antenna.

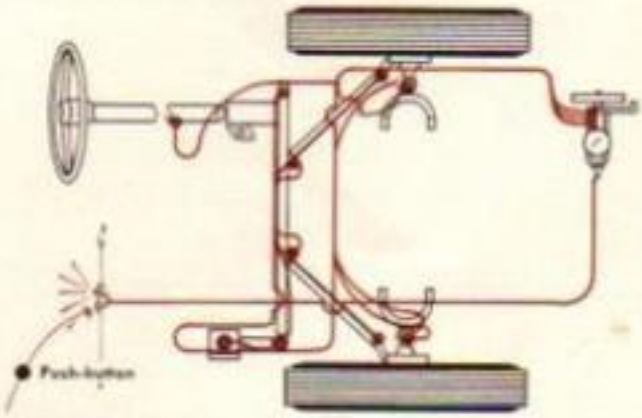
The front speaker is an oval 5" x 7" unit mounted in the instrument panel. The rear compartment speaker is 6" x 9" and installed in the package tray of all models except Capri Convertible which has its rear speaker behind the rear seat center armrest. Tuning is either automatic with one of the push buttons, or manual with the rotary selector knob. Volume is controlled in both front and rear speakers. Tonal ranges can also be selected for the most pleasant reception.



Lincoln Multi-Luber

Just press a button once a day and this automatic chassis lubricating system provides proper, uniform lubrication for front suspension and steering system fittings.

Installation includes control button just below instrument panel, 7-ounce reservoir of special lubricating oil, and vacuum-driven pump. This new Lincoln advancement saves time and trouble and adds to car life.



Special Spotlight with Integral Mirror

This new oblong-shaped spotlight is custom-styled to match Lincoln's modern design. Has a powerful 4-inch sealed beam unit that throws a concentrated light beam 1,000 feet. Integral rearview mirror covering back of spotlight housing adds to the utility of this custom accessory. Adjustable to almost any angle with pistol grip handle inside car.





Round-type Spotlight

This powerful spotlight with round lens is available with either 4-inch or 6-inch sealed beam units. Has 1000-foot range. A genuine aid to night driving safety. Mounts on door panel, and has pistol grip handle inside car that permits adjustment to almost any angle. A rearview mirror can be mounted on the spotlight housing in a combined light-mirror installation with still greater utility.

Remote Control Rearview Mirror

This large outside mirror with sun hood is mounted on a spotlight-type shaft for remote control adjustment inside the car. Driver can position mirror with the pistol grip handle without opening door or reaching outside the car. Styled for Lincoln, it is sturdy construction with trim oblong shape and chrome-plated finish.

Engine Compartment Light

Extra illumination under hood is provided by the engine compartment light. When hood is raised, light controlled by a mercury switch comes on automatically. When hood is lowered, light goes out. Both a convenience and safety aid, the light helps in inspecting and servicing engine.





Signal Viewer

Especially useful for driving in traffic, the signal viewer brings overhead traffic signals down to eye level. Consists of a simple reflecting prism mounted on a swivel ball joint. Available with choice of bases: chrome-plated cowl bracket, or chrome-plated windshield frame mount.

Lincoln Windshield Washers

The nozzles necessary for installing windshield washers are provided with your car, so this convenient aid to safe driving can be installed quickly and economically. An electro-solenoid control starts wipers and spraying action, then stops wipers in one conveniently timed cycle. Any time your windshield becomes splattered, you can simply press the center button in the wiper control knob just once. Jets of water (or all-weather solution) shoot over the windshield surface, and wipers operate at fast speed to sweep away dirt and scum. When the job is done, the wipers automatically revert to previous setting, whether "OFF", slow or full speed.

Road Lamps

You can have extra safety illumination for easier, safer driving in fog, rain, or snow with Lincoln road lamps. These sealed beam lamps, with special lenses that cut down reflection, throw a diffused beam directly in front of the car.

Seat Covers

Distinctive seat covers give still more individuality to your Lincoln or Capri. Available in a variety of fashionable colors and fabrics—all custom-tailored for your car.

Emergency Utility Light and Case



For lighting all around the car, Lincoln offers this magnet-base type lamp that plugs in cigar lighter socket. Has a 32-candlepower lamp. Magnetized base holds it in place on most any metal surface on the car. Comes in convenient vinyl case.

Rear Window Wiper

Rear window wiper, operated by engine vacuum system, clears away rain, snow, mist, or splash to provide better rearview mirror coverage. Avoids inconvenience and discomfort of getting out to clean rear window.



Rear Window Defroster

Rear window defroster keeps window clear inside and out. Dual blower fans, installed out of sight beneath package tray behind rear seat, circulate air over the window. Can be installed separately or in combination with rear window wiper.

Curb Buffers

Curb buffers serve dual purposes as attractive rocker panel trim and for extra body protection at curb level. Extend from front wheel cutout to rear wheel opening. Made of rustless steel.

Safety Door Locks

These safety door locks provide extra protection against accidental unlocking of rear doors. Easy to install, the safety locks replace the plunger buttons for rear door locks without changing locking action. They are locked by pressing the safety catch. Are unlocked with ignition key.

License Plate Frames

Lincoln license plate frames protect plates and add to finished appearance of the car. Made of chrome-plated brass, the frames are complete with transparent plastic window and decorative insert. These frames fit all license plates. Enhance the beauty and appearance of the car.



Locking Gas Tank Cap

Protect your fuel supply with the locking gas tank cap which replaces the standard cap. Prevents loss of cap, pilferage and tampering with fuel supply.



Visor Vanity Mirror

This handsome larger-size vanity mirror attaches to either interior sun visor. Made of heavy silver-backed plate glass, it is permanently installed with two ornamental screws.

Outside Rearview Mirrors

Outside rearview mirrors styled for your new Lincoln or Capri are available individually or matched pairs.



Other Lincoln Accessories

Chains
Rear Compartment Draft Deflectors
Window Vents
Floor Mats
Instrument Warning Light System
Door Handle Fingernail Shield
Door Edge Guards
Utility Hand Spotlight
Compass
Automatic Starter
Tissue Dispenser



LINCOLN SPECIFICATIONS

Exterior Dimensions:

Over-all length	215.6 in.
Over-all width	77.6 in.
Over-all height—sedans (loaded)	62.7 in.

Capacities:

Fuel tank	20 gal
Crankcase	5 qt
(Add 1 qt when replacing oil filter cartridge)	
Cooling system—with optional dual-unit heater	25.2 qt
Turbo-Drive transmission	11 qt
(Use Type "A" automatic transmission fluid)	
Steering gear (manual)	¾ pt
Optional power steering reservoir	2 pt
(Use Type "A" automatic transmission fluid)	
Differential	4 pt or lbs.
Carburetor air cleaner	1 pt

Engine Data:

Type	Overhead valve, V-type
Cylinders	8
Bore	3.94 in.
Stroke	3.50 in.
Compression ratio	8.5 to 1
Piston displacement	341 cu in.
Horsepower	225 @ 4400 rpm
Taxable horsepower	49.68
Torque rating	332 lb-ft @ 2500 rpm

For convenience of Canadian owners and other owners driving in Canada, the approximate Lincoln capacities in imperial measurements are: Fuel tank—16¾ imperial gallons; cooling system (with optional heater units)—21 imperial quarts; crankcase—4¼ imperial quarts (refill); and Turbo-Drive transmission—9¼ imperial quarts.

Engine mounting	3-point
No. main bearings	5

Engine Construction:

Block	One-piece, cast iron alloy
Crankshaft	Precision cast alloy iron, integral counterweights
Pistons	Aluminum alloy
Compression rings per piston	2
Oil rings per piston	1
Camshaft	High-lift type, cast iron alloy
Valves	Rotating overhead type
Valve lifters	Hydraulic, zero lash

Fuel System:

Carburetor	Four-venturi, downdraft, balanced concentric bowl; integral air cleaner and silencer; vacuum controlled secondary venturis
Choke	Automatic
Fuel pump	Diaphragm
Air cleaner and silencer	Oil-bath type
Vacuum booster pump	Integral with fuel pump
Intake manifold	Dual one-piece cast iron

Oil System:

Oil pump	Gear type
Oil pressure	35-45 lb per sq in. at 30 to 40 mph
Oil filter	Full-flow type, base-mounted on crankcase
Filter cartridge	Replaceable type

Cooling System:

Type	"Controlled Pressure"
Maximum cooling system pressure	12-15 lb per sq in.
Thermostat	Choke type
Water pump	Centrifugal packless
Pump capacity	80 gpm @ 3600 rpm
Pump lubrication	Permanent
Accessory drive	Dual wedge-type belt
Fan	5 blades irregularly spaced, curved tips
Fan diameter	18.25 inches
Radiator	Corrugated fin and tube
Radiator core frontal area	416.38 sq in.

Ignition System:

Distributor	Single breaker-arm type
Wiring	Neoprene sheathed
Spark control	Full vacuum
Spark plug gap	0.032-0.036
Point spacing	0.014-0.016

Electrical System:

Battery ..... 3-cell, 63-plate aircraft type
Battery voltage 6
Battery capacity ..... 110 ampere-hours
Generator rating ..... 50 amperes at 1850 rpm
Starter drive ..... Ratchet "Folo-Thru" type

Exhaust System:

Manifolds ..... Overhead type
Mufflers ..... Dual, each with resonator

Body Data:

Construction ..... All-steel, welded
Insulation ..... Glass fiber
Windshield type ..... One-piece curved
Hood design ..... One-piece, front opening, counterbalanced
Gas tank fill pipe ..... Concealed (behind license plate)
Door construction ..... Double panel

Chassis Data:

Frame:

Type ..... X-member type
Cross-members 4
Wheelbase ..... 123 in.

Front Suspension:

Type ..... Independent ball-joint
Springs ..... Helical coil
Shock absorbers ..... Hydraulic
Torsional stabilizer ..... Steel torsion bar

Steering System:

Type (standard gear) ..... Worm and roller
Linkage ..... Symmetrical
Steering ratio, overall ..... 26.1 to 1
Power steering ..... Optional
Power steering ratio, overall ..... 21.3 to 1

Rear Suspension:

Type ..... Semi-elliptic leaf-type springs
Spring length ..... 54.76 in.
Spring leaf separation ..... Wax-impregnated, full-length liners
Shock absorbers ..... Hydraulic

Rear Axle Assembly:

Type ..... Hypoid
Axle shaft ..... Semi-floating
Final drive system ..... Hotchkiss drive
Axle ratio ..... 3.07 to 1 (standard); 3.31 to 1 (optional)
Axle ratio—air conditioned cars ..... 3.31 to 1

Turbo-Drive Transmission:

Type.....3-element torque converter with 3-speed planetary gear train

Brake System:

Type....."Duo-Servo" internal expanding 4-wheel hydraulic
Brake drum diameter.....12 in.
Total braking area.....207.54 sq in.
Brake lining.....Molded asbestos
Brake lining width.....2.5 in. (front), 2.0 in. (rear)
Brake pedal suspension.....Pendant-type from instrument panel bracket
Parking brake.....Mechanical, cable-operated on rear wheels
Power brakes.....Optional

Wheels and Tires:

Wheel type.....Disc, drop center rim
Wheel diameter.....15 in.
Tire size—Closed cars.....8.00 x 15
Tire size—Convertible and air conditioned cars.....8.20 x 15

Fuses and Circuit Breakers

CIRCUIT	PROTECTIVE DEVICE	LOCATION
Head lamps (only)	30-amp bi-metal circuit breaker	In lighting switch
Auxiliary lamps (all except head lamps, turn signal, dome, and courtesy lamps)	15-ampere circuit breaker	In lighting switch
Directional turn signal	14-ampere fuse	Cartridge in wire
Dome and courtesy lamps	14-ampere fuse	On lighting switch
Electric window lifts	(4) 30-ampere circuit breakers	Right hand cowl side panel under instrument panel
Convertible top control	40-ampere circuit breaker	R. F. hood hinge bracket
Heater fans	20-ampere fuse	Cartridge in wire
Radio	14-ampere fuse	L. H. side of radio

Bulb Chart

Lamp Description	No. Bulbs Required	Candle Power or Wattage	Trade No.
STANDARD EQUIPMENT			
Head Lamps { Hi Beam Lo Beam	2	45 Watts 35 Watts	4030
Front Parking Lamps and Turn Indicator	2	3 C. P. 21 C. P.	1154
Rear Turn Signal and Stop and Rear Lamp	2	21 C. P. 3 C. P.	1154
Back-up Lamps	2	21 C. P.	1129
Dome Lamp, or Roof Rail Lamp	1 2	15 C. P. 3 C. P.	209 63
Luggage Compartment Lamp	1	3 C. P.	63
License Plate Lamp	1	3 C. P.	63
Courtesy Lamps	2	3 C. P.	63
Cigar Lighter	1	2 C. P.	51
Radio Dial	1	1 C. P.	55
Hi Beam Indicator	1	1 C. P.	51
L. and R. Signal Indicator	2	1 C. P.	51
Auto. Trans. Indicator Lamp	1	1 C. P.	51
Glove Compartment	1	2 C. P.	55
Fuel gage, oil gage, temperature gage, battery gage, speedometer, heater and vent control panels, clock, light switch, starter push button, windshield wipers, ignition key and antenna button illumination.	10	2 C. P.	55
Hand Brake Signal	1	2 C. P.	55
ACCESSORY EQUIPMENT			
Engine Compartment Lamp	1	15 C. P.	87
Radio Dial Light	2	2 C. P.	55
Road (fog) Lamps	2	35 Watts	4015
Spotlight	1	30 Watts	4535
Utility Lamp	1 1	3 C. P. 32 C. P.	63 1133

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Interior 1955 Lincoln Capri Special Custom Coupe

CAUTION—Exhaust gases contain a percentage of carbon monoxide which by itself is a poisonous gas that is tasteless, colorless, and odorless. Normally a strong odor of exhaust gas should give warning of the presence of carbon monoxide. However, exhaust gases from some vehicles may not be so noticeable under certain conditions.

To keep out offensive odors and exhaust gases when driving in congested traffic or when parking behind a car with its engine running, move both air control knobs to OFF position. This will cut off outside air from entering the car through the air ducts. Never start or run engine in a closed or partially closed garage. Avoid inhaling exhaust gases when any concentration is present in the air, that is, in a garage or other enclosure whether building or vehicle.

ACCESSORIES, OPTIONAL EQUIPMENT, WHITE SIDE-WALL TIRES ARE INSTALLED AT EXTRA COST.

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LINCOLN FOR 1955



Engineered to give you the finest in motoring

FORM LM-3690-55

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