

YOUR 1956 LINCOLN

How to drive and care for it

Welcome to

the Lincoln family of owners . . .

We know you'll be just as happy as we are that you chose Lincoln for 1956.

Given the care it deserves, your Lincoln's beauty and performance will last for a long time.

The purpose of this book is to tell you how to get the most pleasure from your Lincoln —how to drive it, how to care for it.

LINCOLN DIVISION

FORD MOTOR COMPANY, DETROIT 32, MICHIGAN

COPYRIGHT 1956
FORD MOTOR COMPANY
DEARBORN, MICHIGAN

TABLE OF CONTENTS

I At The Wheel Of Your 1956 Lincoln 3
Controls 3
Instruments 5

II Driving Your Lincoln 8

III Your Lincoln Power Assists 10
Comfort-Convenience Features 11

IV Lincoln Accessories 13

V How To Take Care Of Your New Lincoln 14
How to Change a Tire 15
Service Log 16
Under-Hood Care 18
Chassis Care 19
Exterior Care 19
Interior Care 20

VI Where To Get The Best Service For Your Lincoln . . . 21

VII Warranties Covering Your New Lincoln 22

VIII Maintenance Reference Charts 23

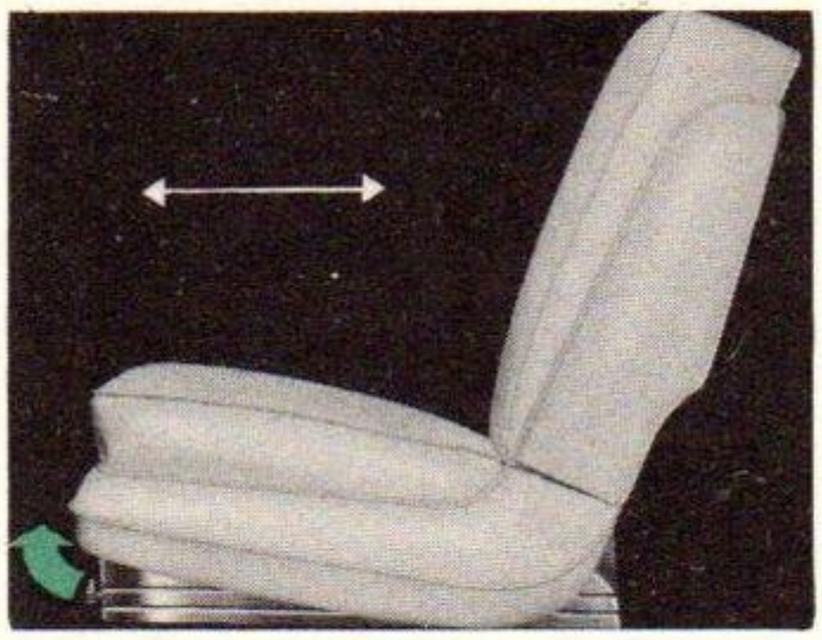
IX Lincoln 1956 Specifications 28
Index 29

I

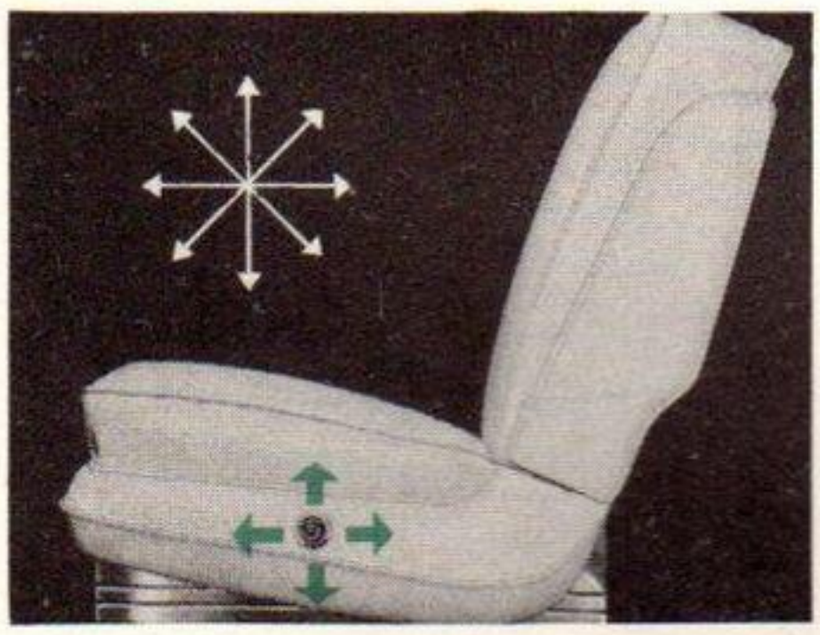
AT THE WHEEL OF YOUR 1956 LINCOLN

This part tells about the important controls and instruments you should know before driving your Lincoln. First of all, of course, you'll want to make yourself comfortable . . .

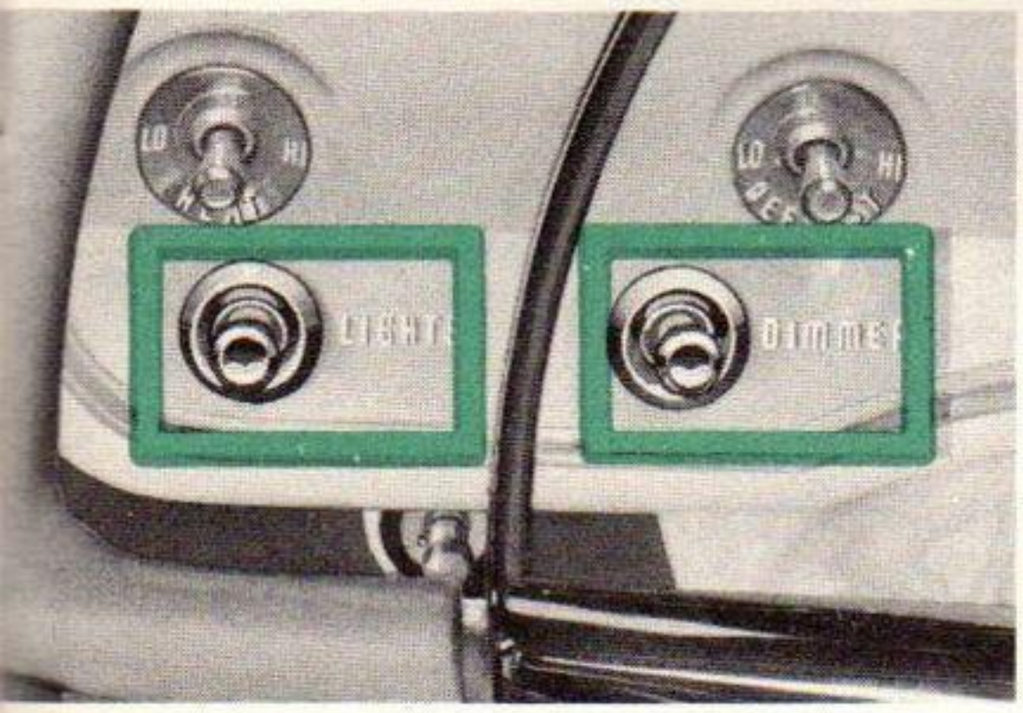
CONTROLS



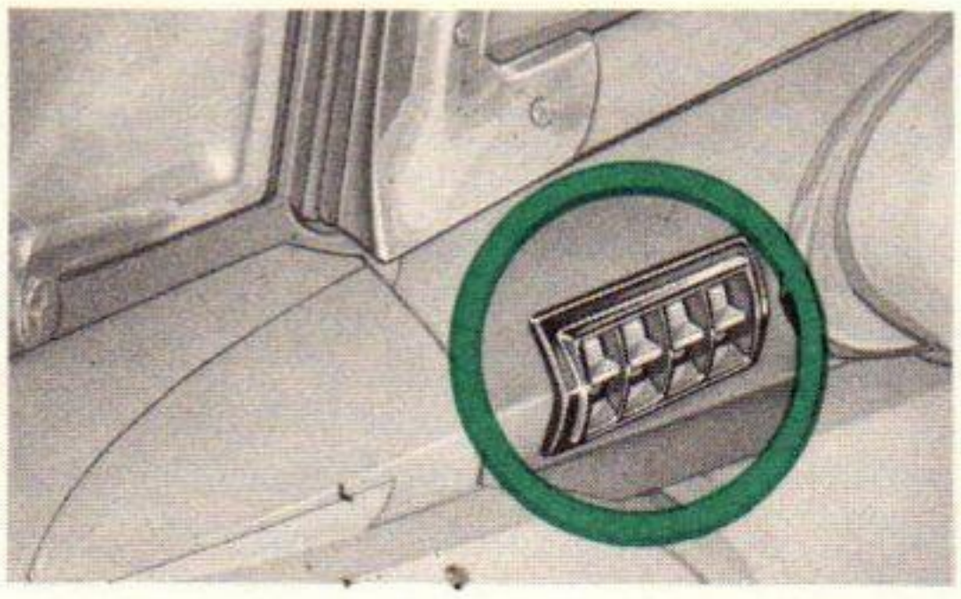
Manual Seat Control Just pull the lever up, and then slide the seat back or forward until the seat position is right for you. You'll find it moves very easily. When you release the lever, the seat locks securely into place.



Power Seat Control You simply press the single switch in the direction you want the seat to move—up or down, backward or forward. In seconds you'll have a commanding view of the road. *Caution:* don't store things under the power seat because they can damage the mechanism or be damaged themselves.

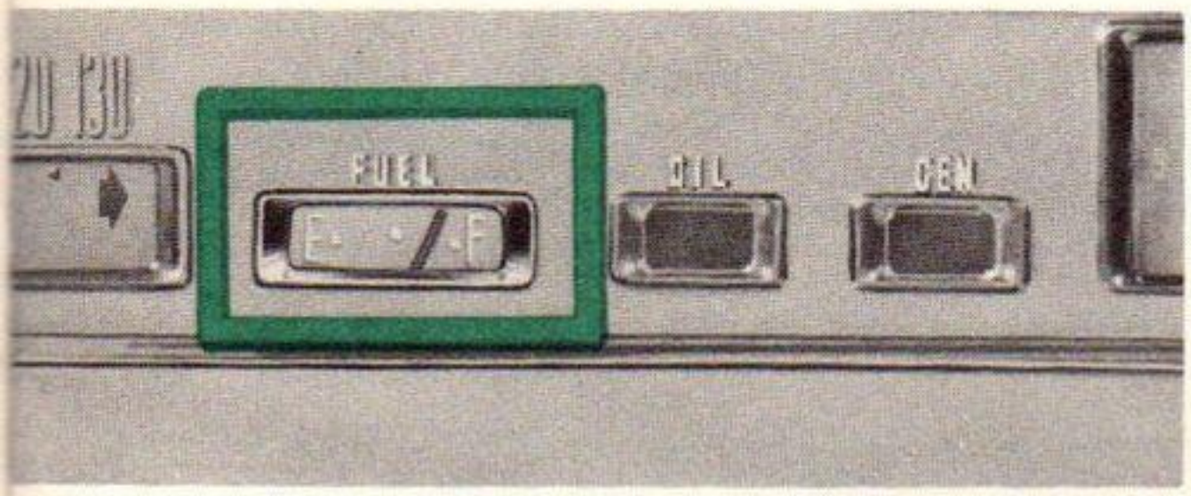


Light Switch This switch has three positions. When it's pointing *straight out*, all lights are off. When you flick it to the *left*, parking lamps and tail lamps are on. And when you move the switch to the *right*, headlamps and tail lamps are on. Instrument panel lights can be dimmed or brightened by rotating the knob next to the light switch—clockwise to dim, counter-clockwise to brighten.

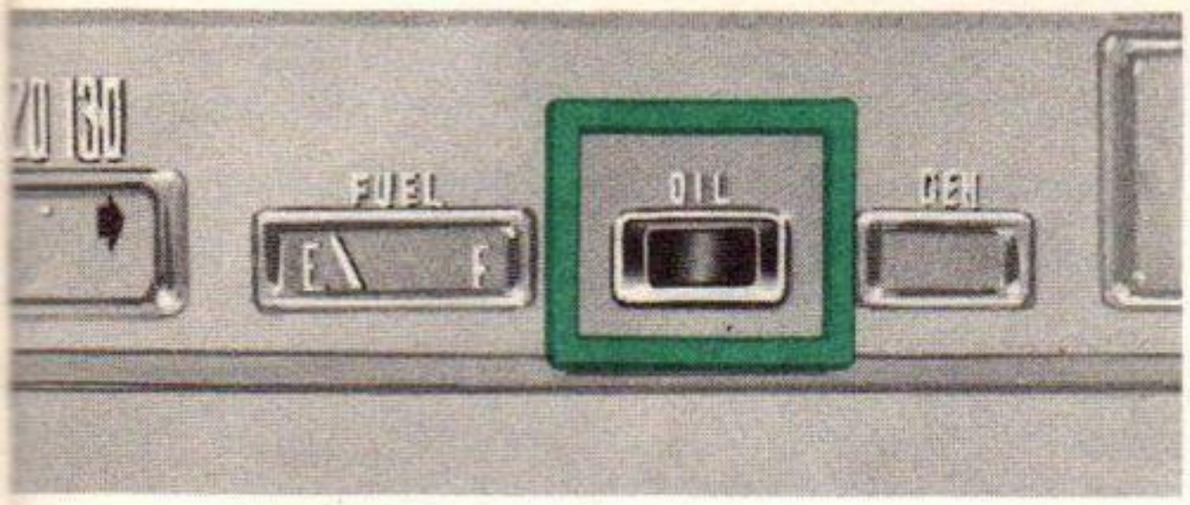


Power Window Lifts The four switches at your left let you open or close all four windows from your driver's seat. There are individual switches at each of the other windows. Press the switch down to lower the window, up to raise the window. As a safety measure in unattended cars, the ignition key must be turned on in order to operate the windows.

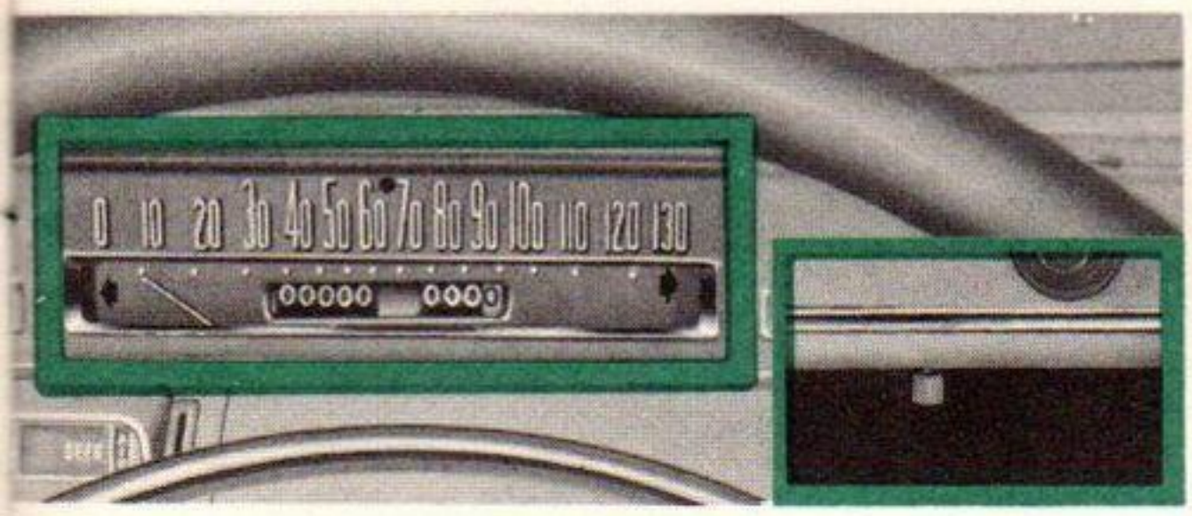
YOUR LINCOLN INSTRUMENTS



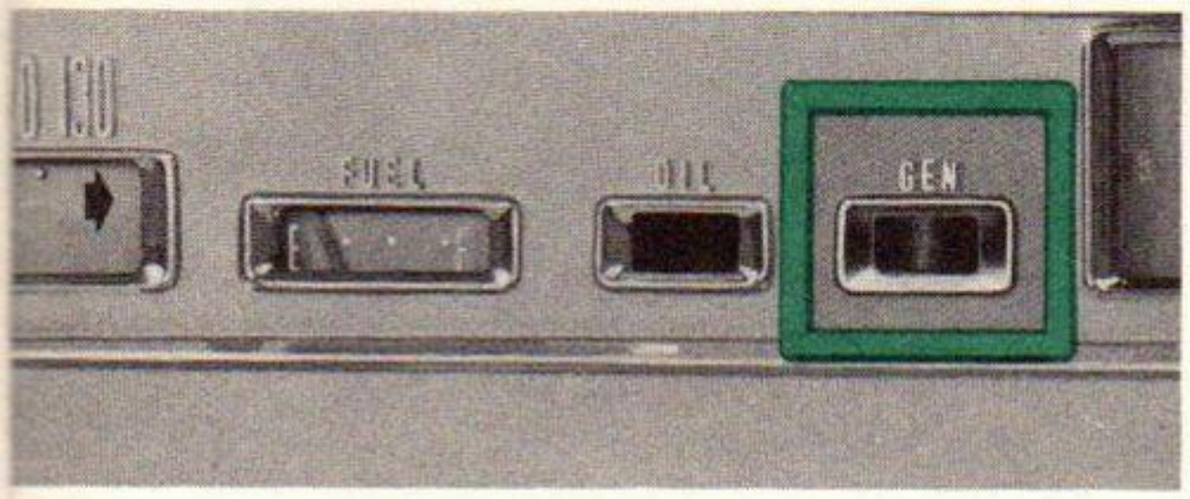
Gasoline Gauge This Lincoln instrument is electrically operated and marked to show the approximate level of gasoline in the tank. "E" indicates empty, "F" shows full. If you keep your 20-gallon tank as close to full as possible at all times, you'll avoid rust-causing moisture condensation.



Oil Pressure Indicator If the red light comes on when the engine is running, the oil pressure is below normal. Stop and have the trouble remedied. *Note:* After a sudden stop, the warning light might flicker on and off. Don't worry unless the light stays on longer than a few seconds. Do not run engine if warning light remains on steadily.



Speedometer and Odometer Your speed is shown in easy-to-read numbers. Mileage recorder (odometer) and trip mileage indicator are in low center of dial. To measure trip mileage, set the indicator to zero, using knob shown in picture.

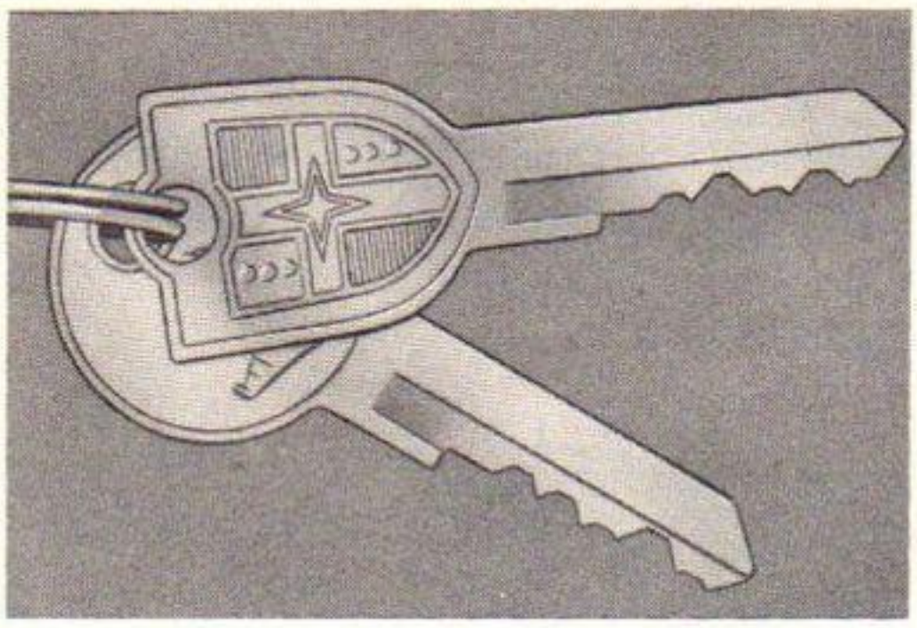


Battery Indicator If the red light comes on when the car is in motion, your battery is discharging. If you continue driving, the battery will run down. Stop and have the trouble remedied. *Note:* When engine is idling, warning light might flicker. This doesn't mean trouble unless warning light stays on when engine speed is increased.

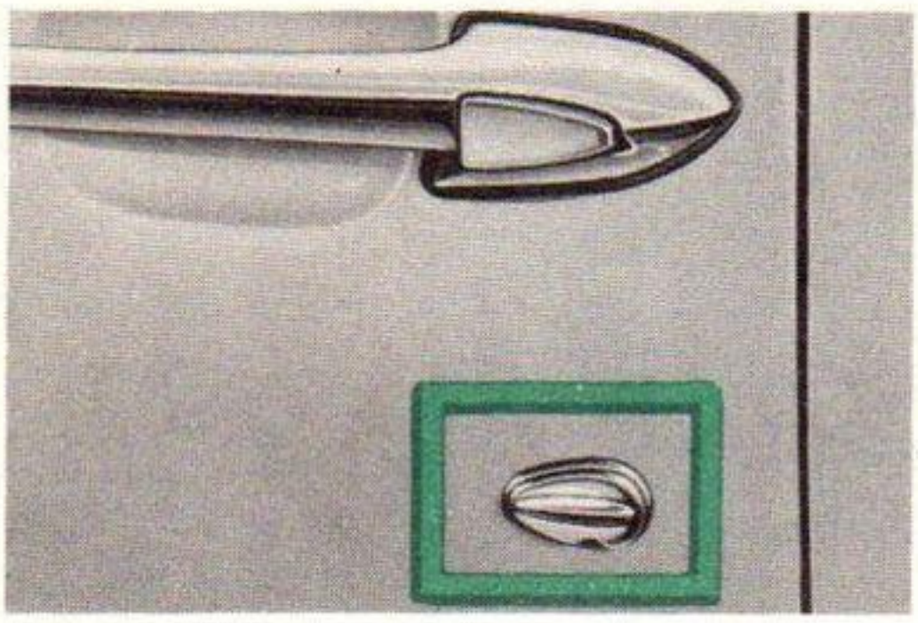
the strength of local stations, use of the "Town" bar for automatic selection of stations may cause the tuner to seek indefinitely. Where the tuner seeks beyond its complete range depress the "Country" bar or move the car to a stronger signal area.

To obtain optimum performance in low signal strength areas, extend the antenna to its maximum length. The toggle switch to the left of ignition switch controls the antenna—press to the right to raise the antenna, press to the left to lower it.

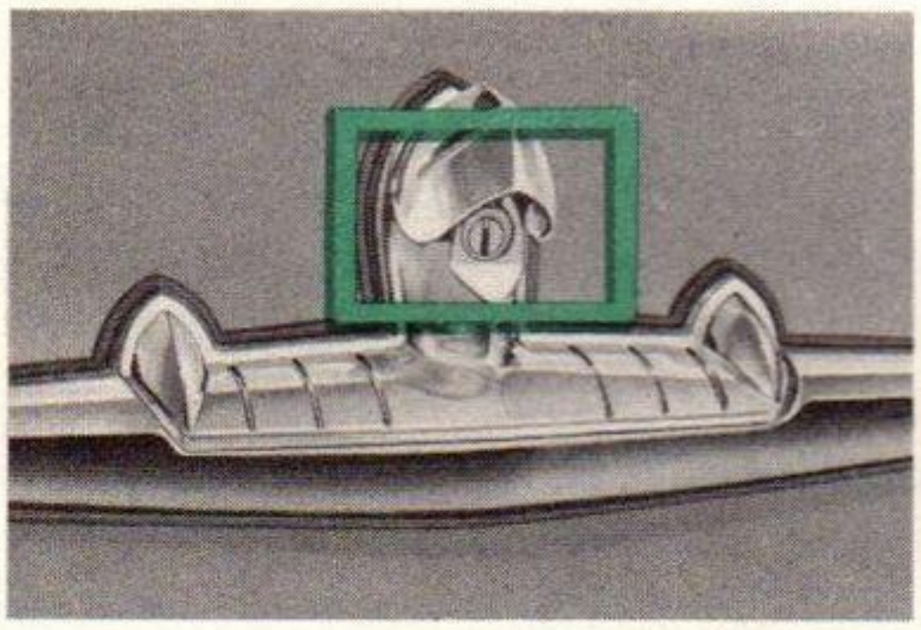
Your radio warranty is described on page 22.



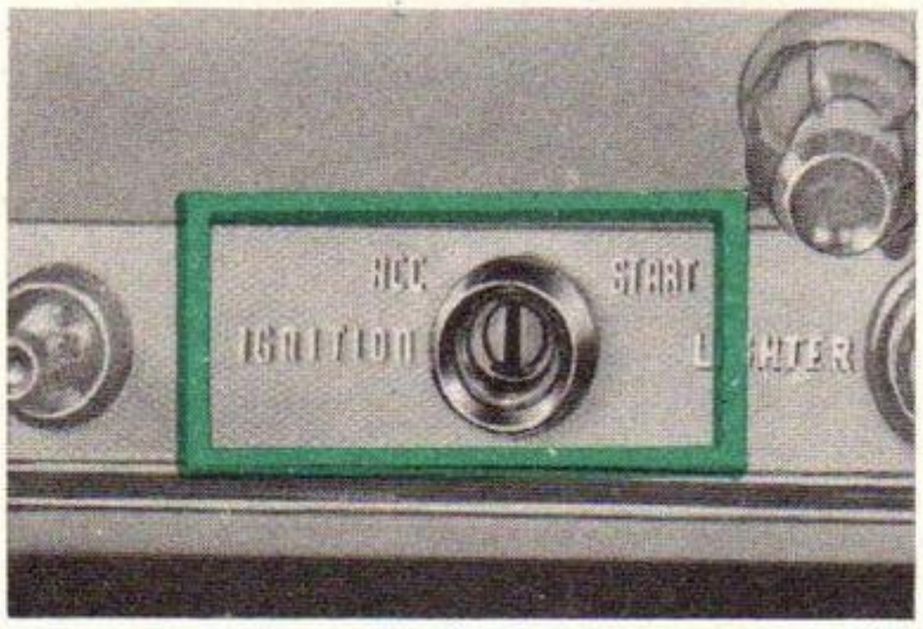
Your Lincoln Keys The key with the Lincoln shield is for doors and ignition. The round-headed key is for the glove box and the luggage compartment. If you register your key numbers with your Lincoln dealer, you'll get duplicates faster in case you lose your keys.



Door Locks Press down the button on each door to lock it. To lock the door you leave by, use your key. This guards against the possibility of locking keys into your car. And, for 1956 Lincoln developed a safety door latch that gives you extra protection against doors springing open. This safety feature is on all 1956 Lincolns.



Trunk Lock Just lift the Lincoln knight's visor to find the keyhole. This visor keeps rain, snow and ice out of the lock. The trunk lid is spring counterbalanced, so it will stay safely up until you want to close it.

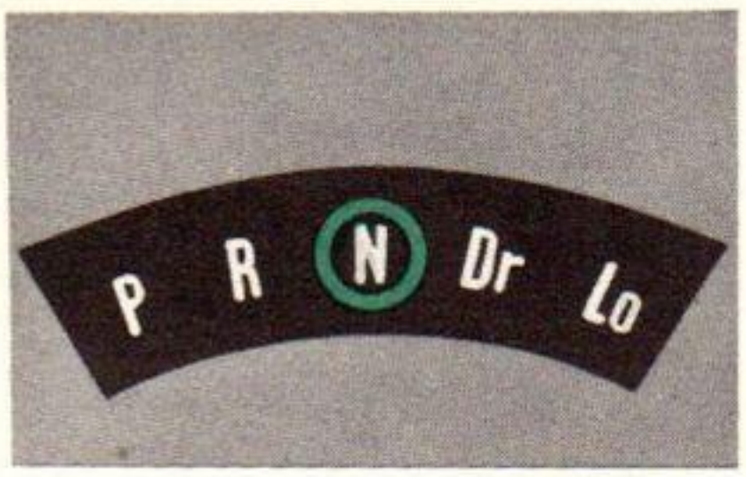


Ignition Switch There are four positions: Off, Accessories, On, and Start. The Lincoln shield key fits the ignition switch. You turn the key to the right to put the ignition on. To start the engine, turn the key to the extreme right (marked "START"). To operate car accessories without having the engine running, turn the key left to the position marked "ACC".

II

DRIVING YOUR LINCOLN

Now that you're familiar with your Lincoln controls and instruments, you're ready to drive . . .



Starting the Engine Move the Turbo-Drive selector to neutral position (N). This is the only setting at which the engine will start—a safety precaution.

If the engine is cold, depress the accelerator one complete stroke and then release it completely. Turn the key in the ignition switch to start, and release key when engine starts.

If the engine is warm, depress the accelerator pedal slightly (Not more than ¼ of its travel) and hold in this position while operating the ignition key. Avoid pumping the accelerator because this might flood the engine. Note: Until the engine is warmed up, it idles fast, so keep your foot on the brake while shifting from Neutral to the gear you're going to drive in.

Warning: DO NOT start or run your car's engine in a closed or poorly ventilated building. AVOID breathing the exhaust gases as they contain carbon monoxide which is poisonous.

To start a flooded engine, press the accelerator pedal gently but completely to the floor and hold it there (this prevents the choke from operating and admits a large amount of air to the intake manifold), and then hold the ignition key in the Start position until the engine starts. Then release the accelerator pedal.

Cold Weather Driving At temperatures below freezing, it's good practice to drive at low speeds until the engine reaches normal operating temperature. (See Break-In Procedure on page 16.)

Normal Driving Just set the Turbo-Drive selector in DR (drive), and press on the accelerator pedal. You'll be in intermediate gear until about 17 to 20 mph, when Turbo-Drive shifts automatically to high.

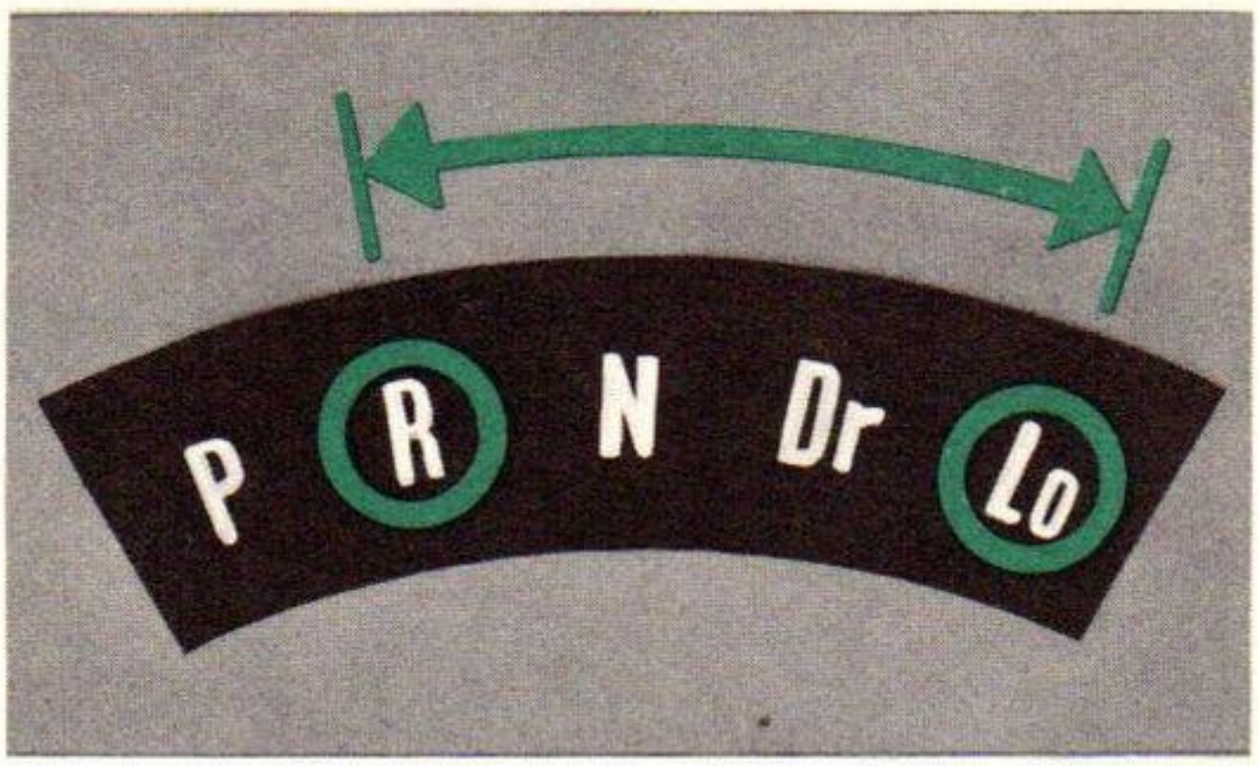
Stopping Just move your foot from the accelerator pedal to the brake pedal and press down. You don't have to move the shift lever. If you're stopping on an upgrade, you can hold the car by pressing very lightly on the accelerator pedal. This shouldn't be done for longer than a traffic stoplight or on a very steep hill.

When Passing You can use the powerful intermediate gear for swifter, safer highway passing at speeds up to 63 mph. Just press the accelerator pedal all the way to the floor.

For Extra Speed From a Standing Start Just press the accelerator pedal all the way to the floor. Turbo-Drive will shift automatically from intermediate to low range and stay there, if you hold the pedal down, until 35-38 mph. Or, if you prefer, you can move the selector lever to LO (raise the lever slightly to move it to LO) and then move it back to DR when your car is in motion.

Downhill Braking On most hills, you'll get good engine braking with the selector in DR. But on very steep grades, use LO. *Caution:* If the road is slippery, bring your car to a complete stop before shifting from DR to LO to avoid downshift skids.

For Reverse With your car completely stopped, hold your foot on the brake pedal and move the selector lever to R.

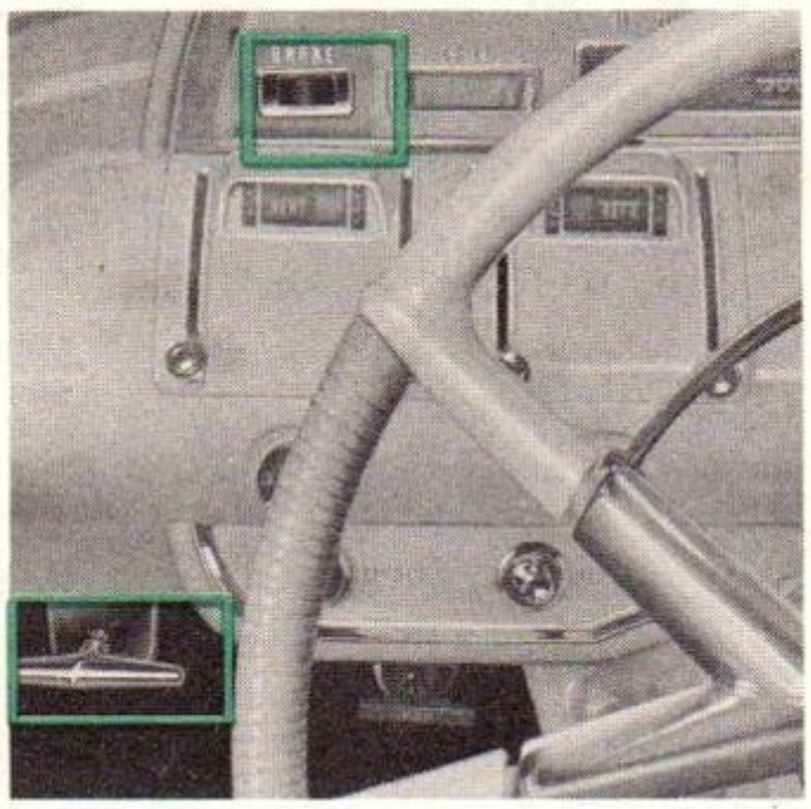


"Rocking" Free of Snow, Sand, Mud Just move the selector lever back and forth between R and LO, and press lightly on the accelerator pedal—lightly enough that you won't spin the wheels and will get good traction.

Pushing Car to Start Engine Set the selector in N. When your car is going about 20 mph, press lightly on the accelerator pedal, turn on the ignition and move the selector to LO. *Caution:* Do not have your car towed to start the engine, because when the engine starts your car might jump forward suddenly and damage your grille or the towing car.

If You Have to be Towed If there's nothing wrong with your Lincoln Turbo-Drive, your car can be towed for a short distance at speeds below 40 mph, with the selector lever set at N. If you have to be towed farther than two or three miles, protect the transmission either by having the rear wheels raised off the ground or by having the drive shaft disconnected at the rear universal joint.

Parking Set the selector in P (Park) position and, as an added precaution, set the hand brake (see page 10).

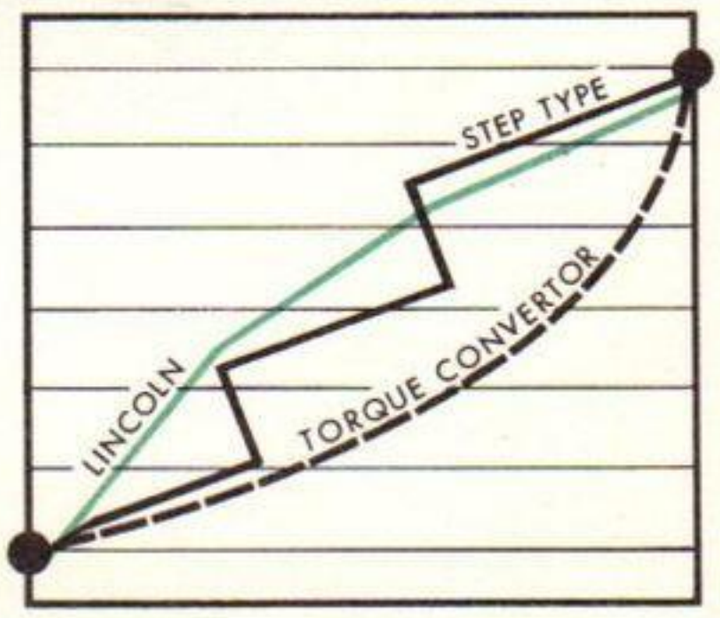


Hand Brake and Warning Light

Pull out on the T handle. To release the hand brake, rotate the handle and release. The red warning light comes on if the engine is running or the ignition is on and the hand brake is set.

III

YOUR LINCOLN POWER ASSISTS

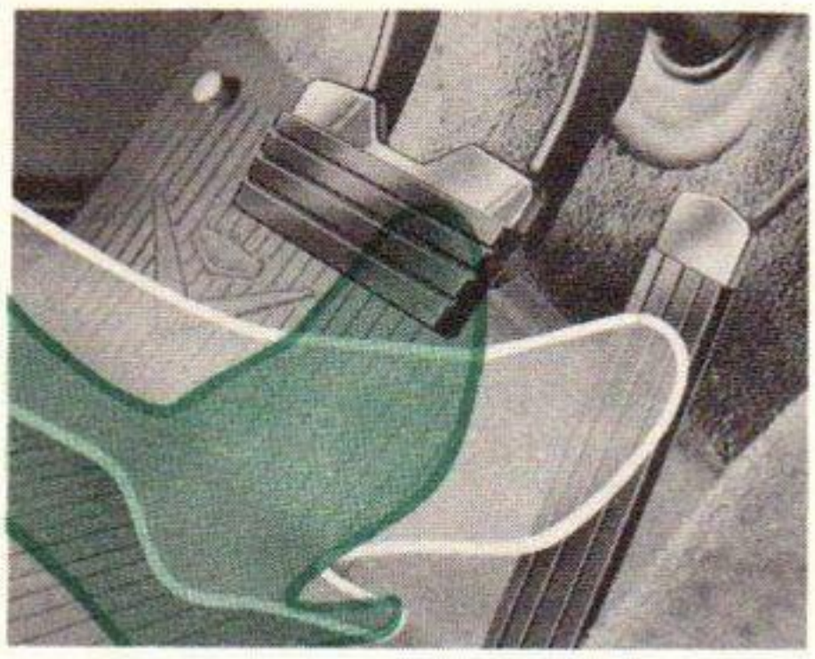


Lincoln Turbo-Drive This is the smoothest, most responsive and most versatile automatic transmission ever developed. That's quite a statement, but you'll be proving it to yourself in the pleasant miles ahead. You'll find that Lincoln Turbo-Drive has the swift, positive response of the step-type transmission—but *without* the jerk and hesitation of this type. And Lincoln Turbo-Drive has the smoothness of a torque-converter transmission—but *without* its sluggishness and excessive gas-wasting slippage. Besides, Lincoln Turbo-Drive has a "kick-down" feature to give you—instantly—the kind of power you need in every driving situation. Of course, Turbo-Drive *has* to be good to live up to the new high-torque, high-compression 285 hp. Lincoln Engine.

Lincoln Power Steering We firmly believe this is the most sensible power steering available. You'll probably agree, after using it just once. Lincoln Power Steering does all the real work of turning the wheels (even when the car is standing still you can turn the steering wheel with very little effort), yet leaves in a positive "feel" of the road to give you a surer sense of control. The hydraulic oil in the system acts as a cushion, absorbing road shocks before they reach the steering wheel, and making driving safer and more pleasant.

This oil also lubricates all the internal workings of the system, making it unnecessary to grease the steering gear.

The new "In-Line" design also makes it quieter and smoother, and cuts service requirements almost to the vanishing point.



Lincoln Power Braking You don't even have to raise your foot from the floor. Instead, just swing your toe from accelerator pedal to wide, low-level brake pedal. Or, because the brake pedal is extra wide and straddles the steering column, you can brake with your left foot if you like. Either way, you'll get smooth, sure stops—and easy, too, with power doing most of the work. And for 1956, Lincoln engineers have developed a vacuum reserve in the power braking system so you'll get power-assisted stops even when the engine has been off overnight.

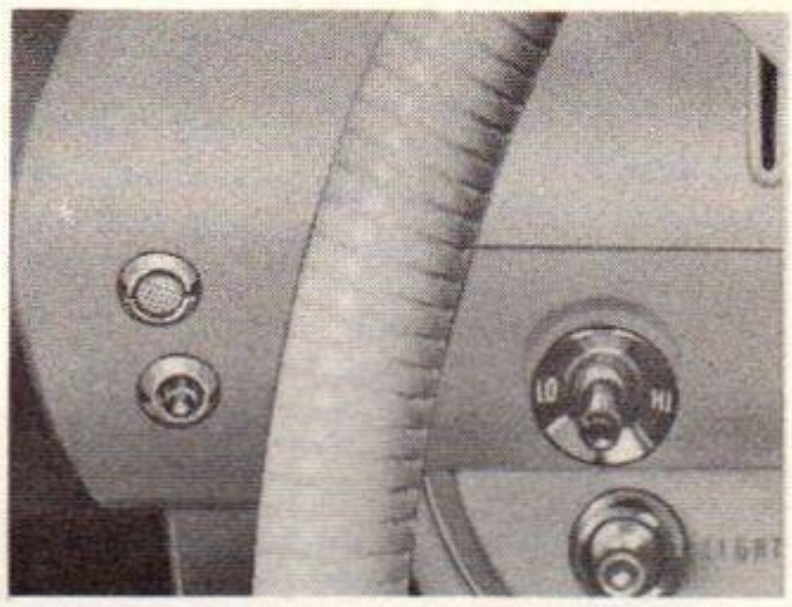
Lincoln 4-Way Power Seat Introduced by Lincoln, this feature lets you "custom-set" the seat to your own comfort.

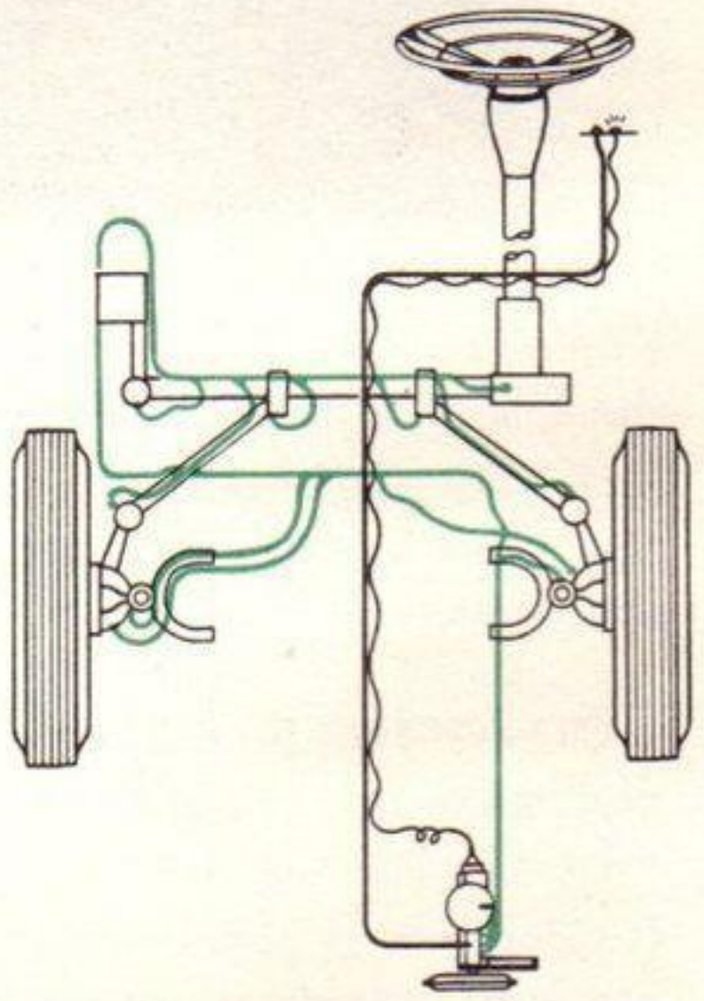
Lincoln Power Window Lifts From the driver's seat, you can raise or lower all four windows with just the touch of your finger. Each of the other windows has an individual control.

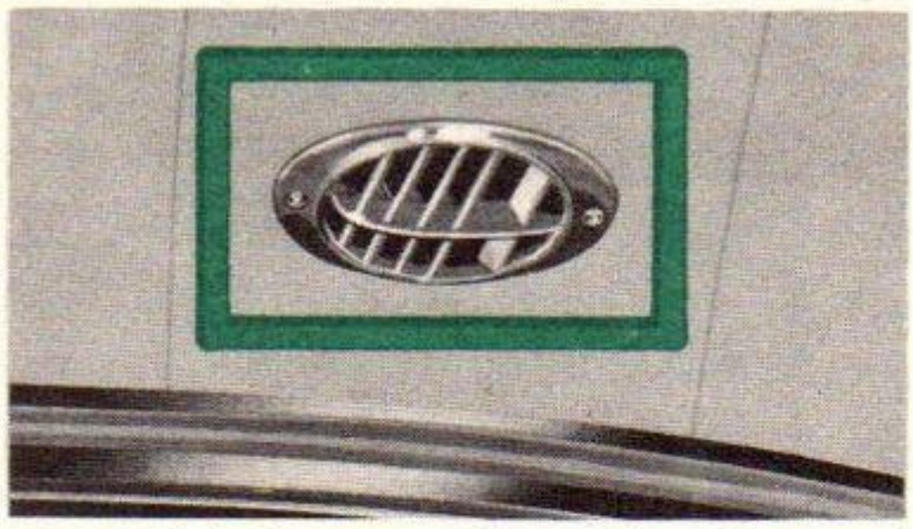
Lincoln Power Lubrication

You just press the button. In a few seconds, a green light will come on, telling you that every front suspension and steering fitting has been properly lubricated. If the green light fails to come on, it means the system isn't working and should be checked. Power-operated, this system lubricates from the inside, so fittings are sealed safely from harmful dirt. The grease reservoir holds enough for from 225 to 300 lubrications. Lincoln Power Lubrication maintains that "just-lubricated" feel *every day*—even during dusty or rainy weather.

And, as you probably know, frequent lubrication is one of the most important ways to keep that smooth, new car feel. A Lincoln "first." (*Note:* If you didn't order the Lincoln Power Lubrication system, it's still not too late. Your Lincoln dealer can install one for you, and the price is very reasonable.)





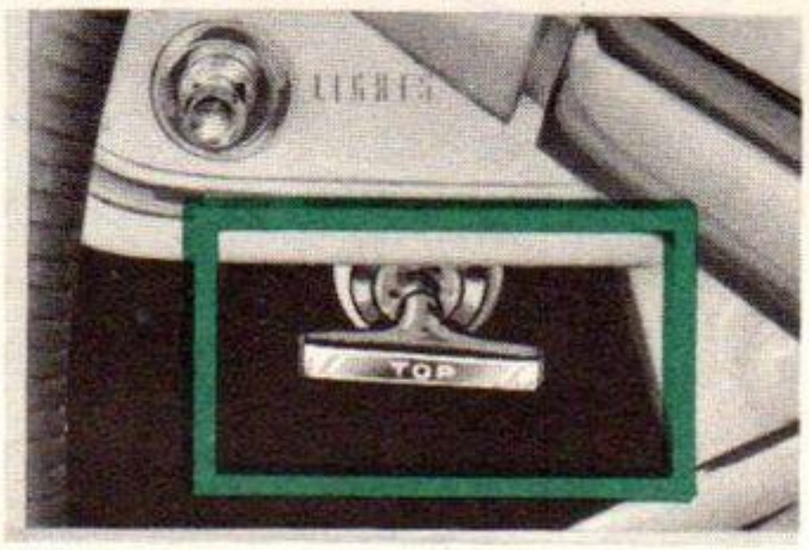


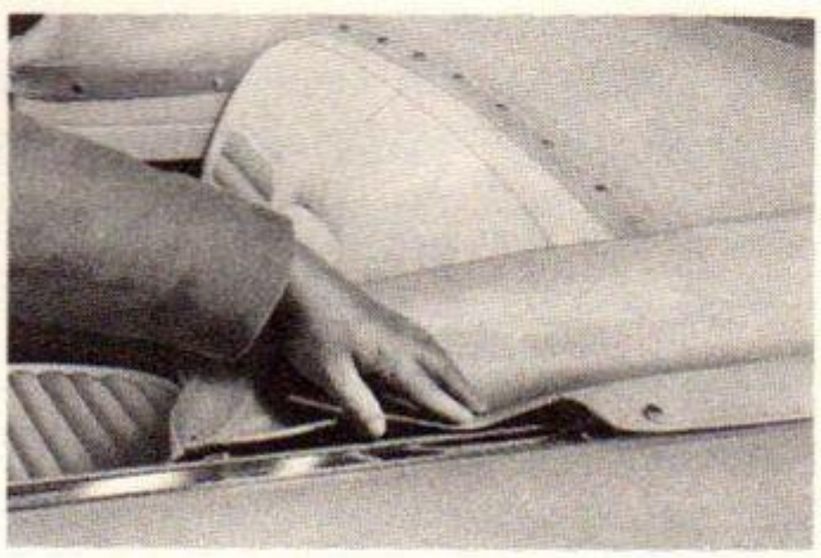
Lincoln Air Conditioning The left-hand knob controls air blower speeds on the left side of the car, and the right-hand knob controls blower speeds on the right side. The lever between these knobs turns on the blowers and regulates the degree of coolness of the air conditioned car. The farther you move this lever to the right, the cooler the air will be. Fresh air entering the system is controlled by the two levers on the package tray. Normally, you'll want them in the ON position. But if you want to keep unpleasant outside odors from entering your car, move these two levers to the OFF position. Also, during the winter, you'll get more benefit from your heating system if you have these levers in OFF. The louvered registers in the headlining (ceiling) rotate, so you can direct air currents wherever you wish. No matter how hot and humid the weather is, you'll ride in cool, dust-free comfort with Lincoln Air Conditioning.

Lincoln Power-Operated Convertible Top Your new Lincoln Convertible is equipped for your convenience with a fully automatic top which may be released and opened, or closed and locked by a mere touch of the "Top" actuator handle on the instrument panel.

The following instructions are important as your guide to proper operation:

1. **Roll all windows down.**
2. With the engine running (Turbo-Drive in N and hand-brake set), pull the "Top" actuator handle and hold until the top is three-quarters of the way down.
3. Pull the top padding inward from the bows, as shown, to avoid pinching the material and to allow the top to fit neatly in place, and pull the "Top" handle until the top is all the way down.
4. To improve the top-down appearance, snap the boot into place.





When Raising the Top Remove the boot, **lower all the windows,** and **push** the "Top" actuator handle, holding it in until the top is all the way up.

Just two precautions: Don't raise or lower the top while the car is in motion; and don't fold away a wet top for longer than a couple of hours, or it might mildew and weaken the fabric.

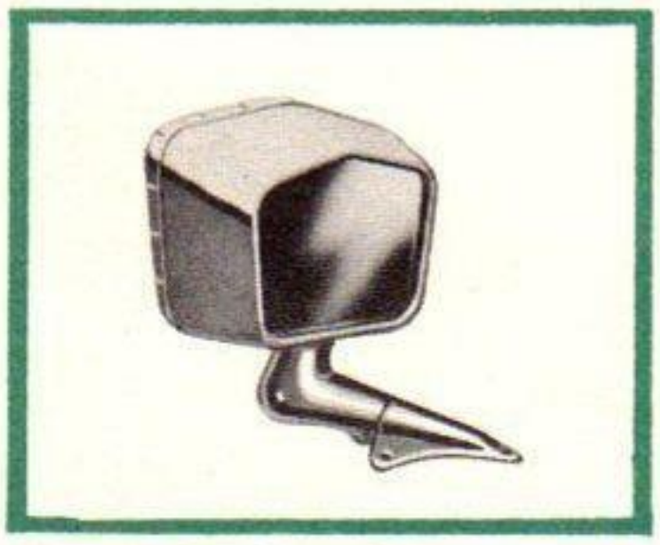
Convertible Top—Rear Window To relieve tension on the zipper and make it work more easily when you are opening or closing the rear window, raise the top slightly.

Hold the rear window in position when opening or closing it. This will prevent straining or damaging the zipper.

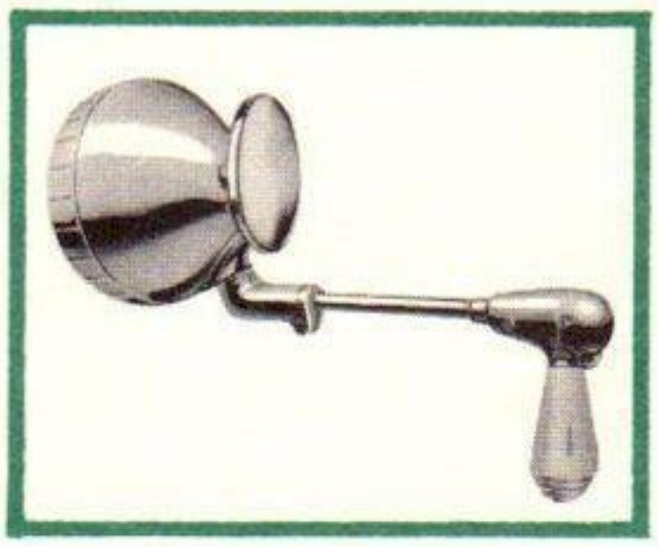
IV

LINCOLN ACCESSORIES

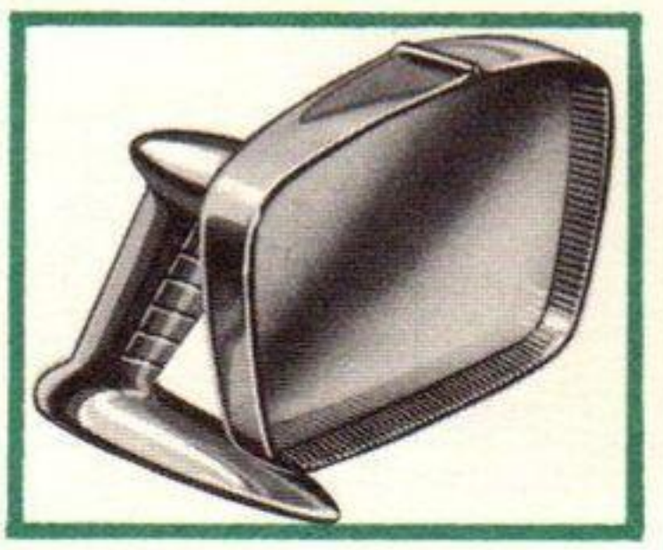
Your Lincoln dealer has, and will install for you, any of the following accessories you wish:



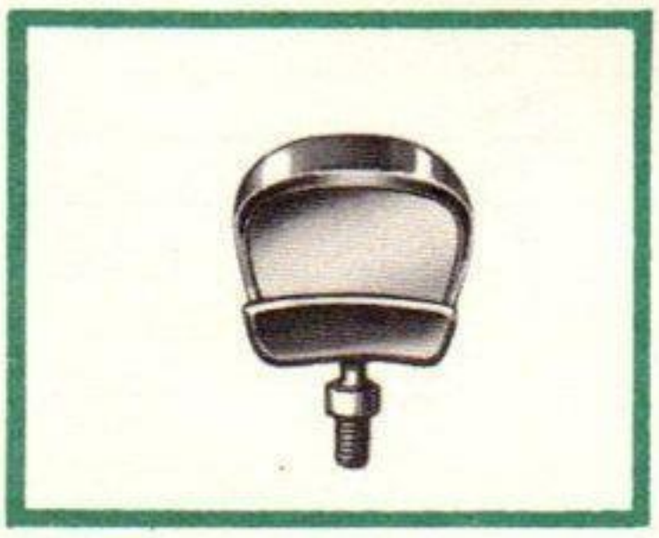
Special Spotlight with integral rearview mirror. Powerful, 1,000-foot beam. Pistol-grip control inside the car. Available in right-hand and left-hand models.



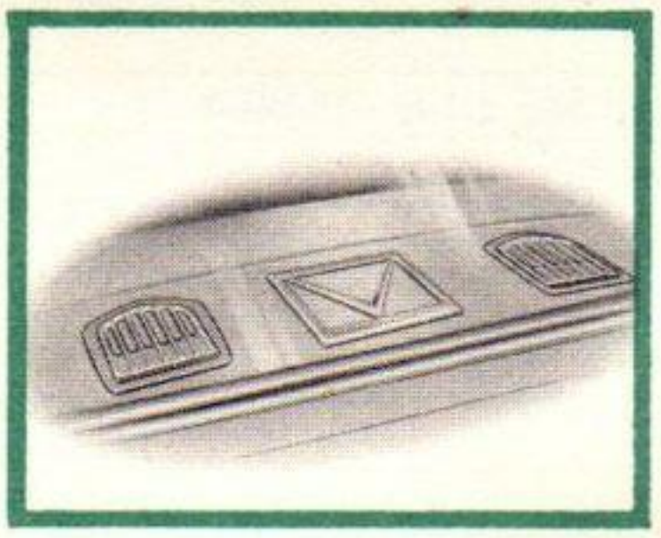
Round spotlight with integral rearview mirror. Available in 4 or 6-inch sealed-beam units, 1,000 foot range. Pistol-grip control. Available in right-hand and left-hand models.



Visored outside rearview mirror reduces glare; has crisp, clean lines.



Traffic signal viewer lets you see overhead traffic signals without craning your neck. Stud mounting.



Rear-window defrosters have high capacity and powerful two-speed blowers, will keep rear window clearer in cold and rainy weather.



Automatic headlight control lowers your headlight beam when other cars approach at night, raises beam when cars are past.

Other Accessories:

Windshield Washer with coordinator
Road (fog) Lights
License Plate Frames
Gas Tank Lock
Visor Vanity Mirror
Chains
Window Vent Shades
Engine Compartment Light
Emergency Utility Light & Case
Rear Door Safety Lock
Seat Belts
Engine Compartment Light
Door Edge Guards
Compass
Tissue Dispenser
Curb Signals
Power Lubrication
Contour Floor Mats
Outside Rearview Mirrors
Travel Tuner Radio
Heater and Defroster

LINCOLN SERVICE LOG . .

WHAT TO DO → / AFTER ↓	2,000 MILES	4,000 MILES
Chassis lubrication (cars not equipped with Power Lubrication).		
Check fluid level of transmission, rear axle, power steering pump reservoir, and brake master cylinder.	X	X
Inspect brake pedal for free travel.	X	X
Inspect and adjust tension of drive belts.	X	X
Inspect tires, battery and battery cables.	X	X
Lubricate door, hood and luggage compartment locks, hinges and door check arms.	X	X
Lubricate exhaust control valve.	X	X
Clean spark plug porcelain insulators.	X	X
Clean crankcase inlet air filter cap.	X	X
Clean carburetor air cleaner.	X	X
Change oil in crankcase.	X	X
Lubricate universal joints.	X	X
Replace fuel pump filter element.		X
Replace oil filter cartridge.		X
Check convertible top reservoir fluid level.		
Engine diagnosis—check starter system, distributor, spark advance, spark plugs, coil, generator, generator regulator, carburetor and choke adjustments. Adjust Turbo-Drive transmission linkage and check shift points.		
Adjust brakes and check operation of hand brakes.		
Inspect all light bulbs.		
Inspect windshield wiper operation and blade condition.		
Clean and repack front wheel bearings.		
Lubricate distributor.		
Rotate tires and check wear.		
Inspect steering gear and all related parts.		
Service spark plugs.		
Check front end alignment.		
Lubricate speedometer cable.		
Change oil in rear axle housing.		
Clean power brake air cleaner.		
Lubricate front seat power regulator shafts.		
Change fluid in Turbo-Drive transmission.		
Adjust Turbo-Drive transmission bands.		
Inspect front and rear shock absorbers.		
Inspect and service rear springs.		
Check torque of all body bolts.		
Tighten all spring clips.		
Inspect brake lining and drums.		
Inspect seals at rear wheels.		

SEASONAL SERVICES:

1. Radiator—flush, Spring and Fall.
2. Inspect all hoses—replace if necessar
3. Add rust inhibitor to coolant each Sp
4. Air Conditioner—Wash air filter, c level, refrigerant lines for leaks, and amount of charge.

. WHAT to do and WHEN to do it

6,000 MILES	8,000 MILES	10,000 MILES	12,000 MILES	14,000 MILES	16,000 MILES	18,000 MILES	20,000 MILES
EVERY 1,000 MILES							
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
X	X	X	X	X	X	X	X
	X		X		X		X
	X		X		X		X
X		X			X		X
X		X			X		X
X		X			X		X
X		X			X		X
X		X			X		X
X		X			X		X
X		X			X		X
		X					X
		X					X
		X					X
		X					X
		X					X
					X		
					X		
					X		
					X		
					X		
					X		
					X		
					X		

ry.
ring.
check compressor oil
d check sight glass for

5. Carburetor—position bowl vent clip (on accelerator pump rod) for Winter or Summer operation.
6. Carburetor—position the accelerator pump link in proper hole in lever for Winter or Summer operation.

V

HOW TO TAKE CARE OF YOUR LINCOLN

Break-In Period Just drive your Lincoln, right from the beginning, as you would normally drive. The formal break-in period is not necessary because Lincoln's precision manufacturing methods have already prepared the Lincoln Engine for normal driving. During the first 500 miles, though, it is a good idea not to drive at high speeds (above 60 mph) for extended periods, or at *any* one constant speed. Also, avoid continuous low-speed driving, idling the engine, and "jack-rabbit" starts.

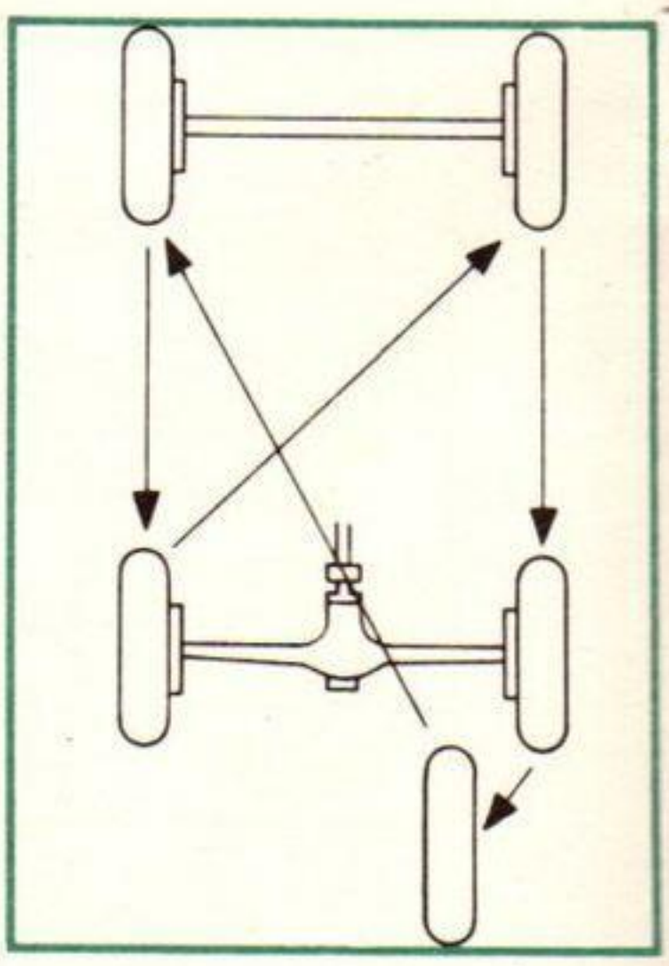
What Gasoline to Use Your 1956 Lincoln Engine is a high-compression engine and has been engineered to use premium gasoline only.

Gasoline System Your engine's gasoline system is protected from harmful foreign materials by: (1) A self-cleaning filter that is an integral part of the gasoline tank and needs no servicing; (2) A porous fiber filter located in a receptacle at the lower part of the fuel pump (this filter element should be *replaced* after the first 1,000 miles of driving, and every 4,000 miles from then on); (3) A fine mesh screen located in the carburetor behind the gasoline inlet fitting.

To protect this system further, it's good practice to keep the gasoline tank as nearly full as possible at all times. This will protect it from water that might accumulate in the tank through condensation from the atmosphere.

What Oil to Use Your Lincoln, when delivered to you, has the right grade and viscosity (weight) of oil in the engine. After the first 1,000 miles of driving, this should be drained and the oil filter element should be replaced. If you add oil during the first 1,000 miles, use nothing heavier than S.A.E. 10 in winter or S.A.E. 20 in summer.

After the first 1,000 miles, engine oil should be changed every 2,000 miles or every three months, whichever happens first. Under bad driving conditions (such as when the engine is driven at consistently high speeds in high temperature areas, or in extremely dusty areas or at prolonged low speeds and engine idling periods in low temperature areas), the engine oil should be changed more often. Your Lincoln dealer will help you decide how often your engine's oil should be changed to fit your own driving conditions.



Quantity of Oil The engine requires five quarts of oil, the refill capacity. If you have the oil filter element changed, an additional quart of oil is needed.

Quality of Oil "Heavy-Duty" oils (American Petroleum Institute Classification Service MS or DG) are recommended for use in the Lincoln Engine.

What Weight of Oil to Use The weight 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 because it thins out with the higher temperatures. Oil weight is shown by the number (the higher the number, the heavier the oil), as specified by the S.A.E. (Society of Automotive Engineers). Here's what oil to use at different temperatures:

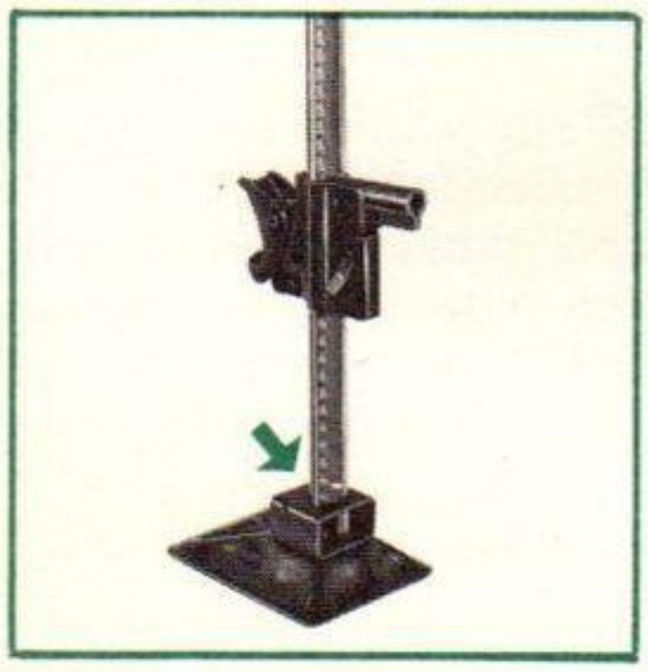
Above Freezing (+32°F)	S.A.E. 20W or S.A.E. 20
Below Freezing (+32°F to −10°F)	S.A.E. 10W or S.A.E. 10
Extremely cold (consistently below −10°F)	S.A.E. 5W

Tire Pressures In all Lincolns, front tires should be at 24 pounds, rear at 24. Check and inflate tires only when they are cool.

Tire Rotation Every 6,000 miles, have tires rotated as shown on page 16.

Balance and Alignment Have both checked every 10,000 miles, or whenever steering doesn't feel right or tire wear is abnormal. The ball-joint front-suspension system (introduced by Lincoln) is one reason why balance and alignment aren't required very often on your Lincoln, and also one of many reasons your Lincoln handles so easily.

HOW TO CHANGE A TIRE



Set selector in "P." Fit the vertical jack into the V opening in the jack base.



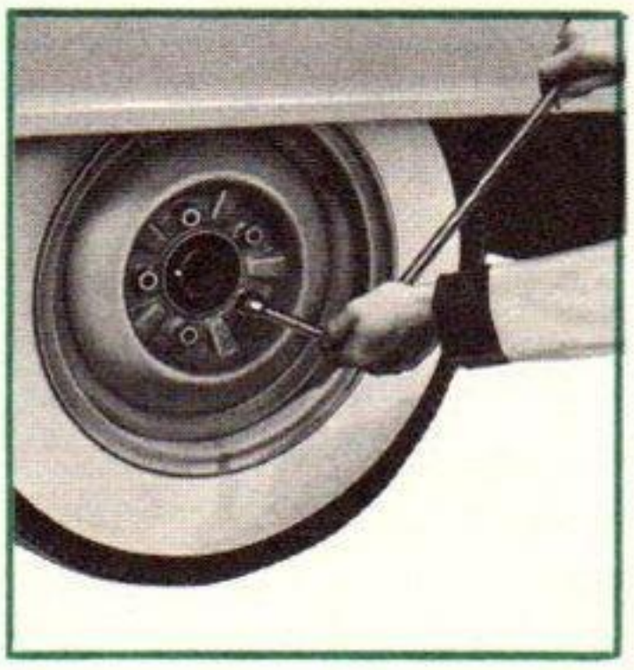
Set the jack control lever to "raise." *Caution:* set hand brake.



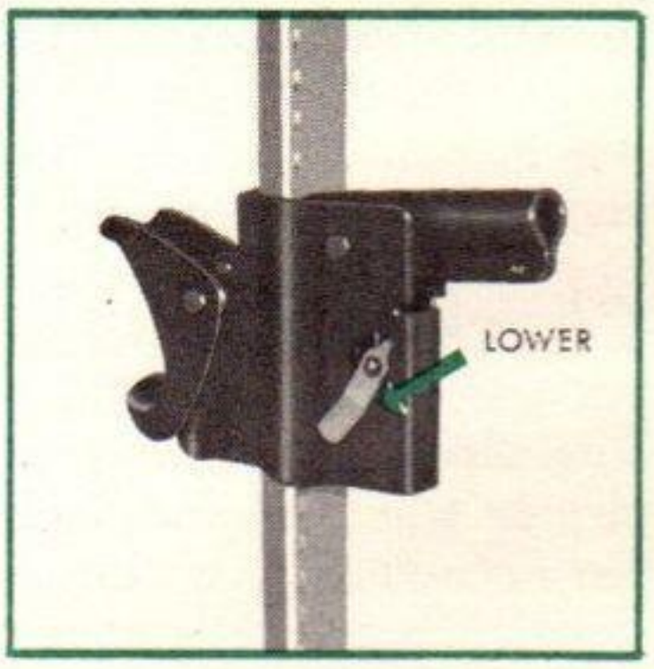
Set jack here to raise front end. Use handle to remove wheel disc, loosen nuts.



Set the jack at this point if you're raising the rear end. Also remove wheelhouse opening cover.

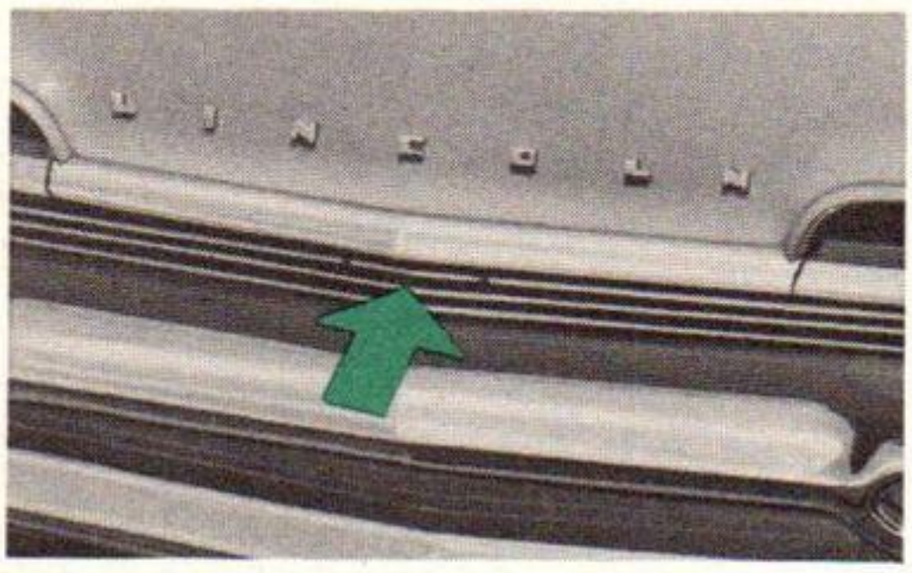


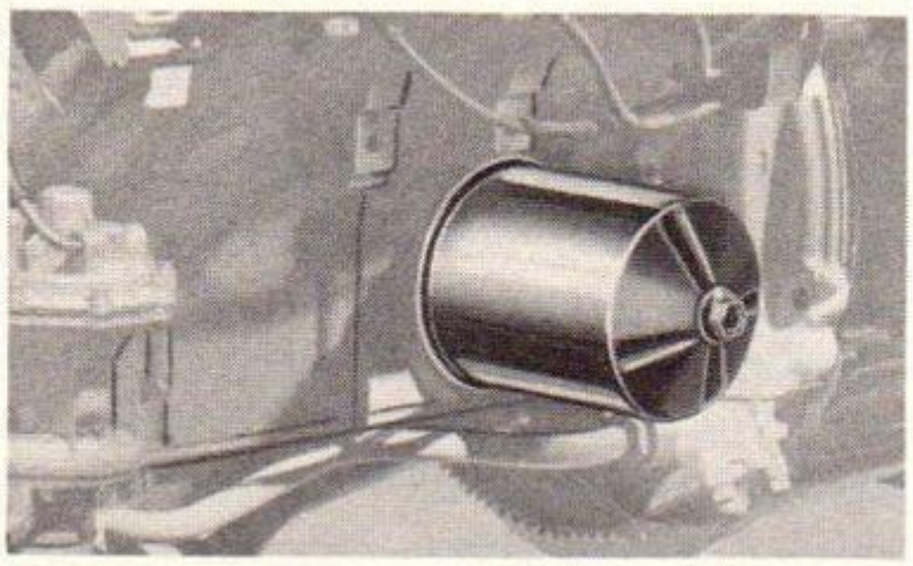
Remove the 5 nuts. Put new tire on. Screw on nuts, tighten.

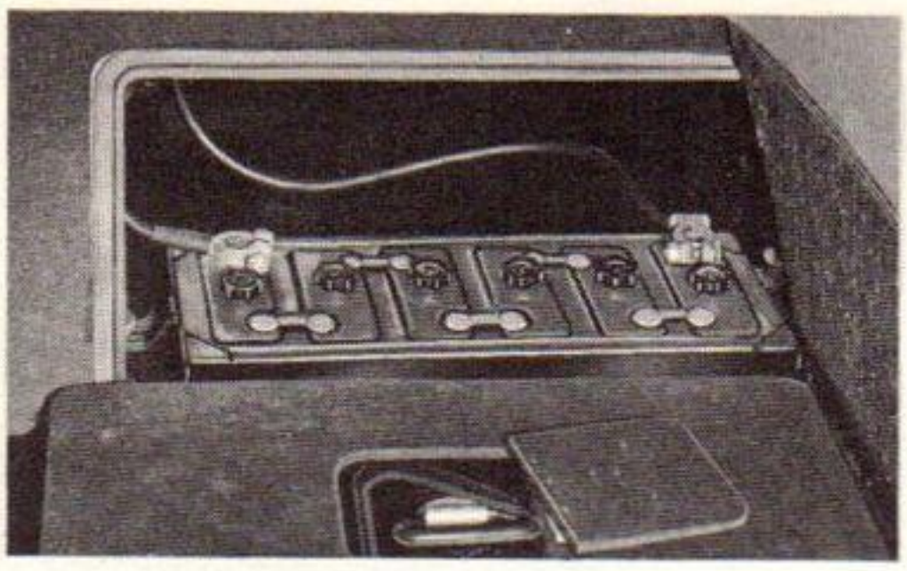


Set the jack control lever to "lower." Lower the car. Replace wheel disc. If rear wheel, install wheelhouse opening cover.

UNDER-HOOD CARE







Hood Latch To open the hood, push back the short section of the top-grille bar below the "C" in "Lincoln". Pull the safety catch you'll find there towards yourself. The hood will open. Spring counter-balancing makes it easy to lift, and it will stay open till you close it.

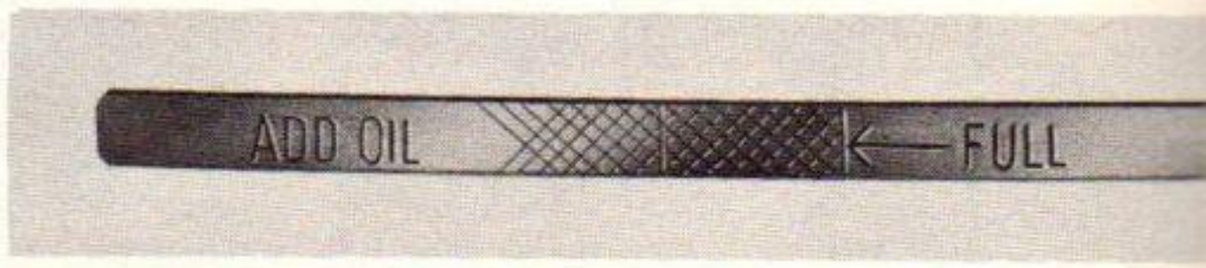
Oil Filter The Lincoln *full-flow* oil filter is a 100% filter. All the oil in the crankcase goes through it—not just part. The filter cartridge should be replaced after the first 1,000 miles of driving. And, to protect your Lincoln Engine from dust and grit, you should have the filter element replaced every 4,000 miles (oftener in dusty areas).

Battery Your Lincoln's aircraft-type battery, located in the right front floor pan away from engine heat, will give you dependable, long-life service. Have fluid level in battery checked weekly.

Crankcase Ventilation Fresh, filtered air circulates through your Lincoln Engine to carry off any water vapor, gases or fumes. To keep harmful foreign matter out of the engine, the crankcase vent system is equipped with a filter. This filter is located in a removable cap attached to the front part of the tappet chamber cover. The filter cap is easy to remove. Just rotate counter-clockwise about one-half of a turn. Your Lincoln dealer will clean and oil this filter as part of the service you order. This service should be done every 2,000 miles, oftener in dusty areas.

Carburetor Air Cleaner The carburetor air cleaner acts as a silencer, and it also filters the air entering the engine induction system. It should be checked and cleaned after the first 1,000 miles of driving; and, after that, whenever the engine oil is changed (normally, every 2,000 miles) the oil reservoir should be drained and the components washed in solvent. The maze screen should be saturated with oil and the reservoir refilled to the level shown on the inside. Use one pint of S.A.E. 50 oil when the average temperature is above +32°F; or, below +32°F, use S.A.E. 20 oil. If you drive in severely dusty areas, the air cleaner should be serviced more often.

Checking the Oil Every time you get gasoline—have the oil level checked. The dipstick markings (see Picture) show clearly when oil should be added. *Caution:* Do *not* over-fill. If the oil level is down, but not to the "Add Oil" mark on the dipstick, wait until next time to have oil added.



Checking the Radiator Have the level checked weekly.

Installing Anti-Freeze The cooling system should be drained, flushed,

Allow it to dry. Some small spots can be removed with an art gum eraser.

2. Wash the top thoroughly with synthetic detergent in warm water and rinse thoroughly (to avoid fading the material).
3. Two cautions: (1) The detergent will dissolve car polish wax, so rinse polished areas thoroughly and (2) Never use cleaning fluids, naphthas, paint thinners or solvents, harsh or gritty cleaners, or wire brushes on the orlon top.

If you use these methods, you should be able to prevent water stains and spotting from appearing on the inside of the convertible top. If spots do appear, you can remove them by washing with warm water and a detergent, scrubbing the spot with a small household brush, and then rinsing thoroughly.

Care of the Convertible Top's Rear Window Wash with warm water and a soft cloth. Lubricate the zipper with paraffin wax. Follow the procedure for raising or lowering the window explained on page 12. Do not use a scraper to clear the window of snow, ice, frost. Instead, use warm water. Do not use solvents such as alcohol or volatile cleaning agents to clean the window.

INTERIOR CARE

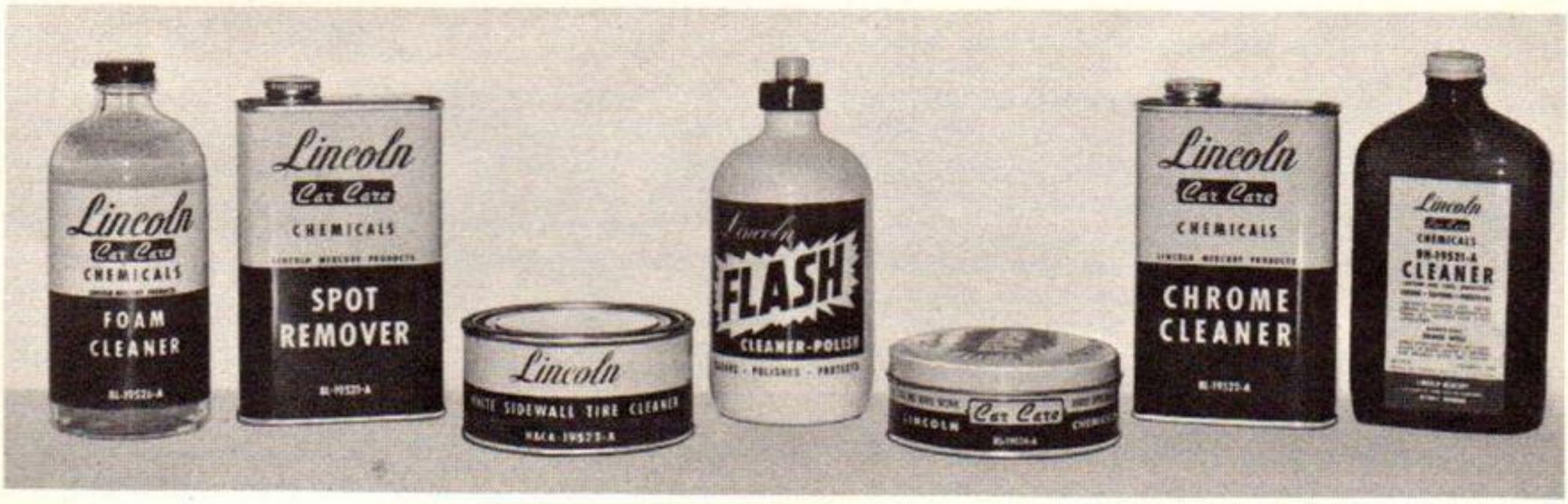
Materials used in your new Lincoln are not only beautiful, but very durable. There's no need for seat covers in a new Lincoln. Here are a few hints on caring for the interior:

Upholstery Brush it often and do not use volatile fluid cleaners, which will harm the foam rubber cushions. To remove stains such as oil, grease, dirt, candy, fruit and lipstick, just use this method:

1. Use a mild detergent solution (one tablespoon of detergent to one quart of water).
2. Use a white cotton cloth or, on stubborn spots, a soft-bristled brush.
3. Cover an area larger than the stain to avoid water stain rings.
4. Rinse with clear, clean water and a white cloth.
5. Don't use too much water. On blood stains, *use cold water only* with common table salt dissolved in the water. After several washings with this salt solution, rinse with clear, cold water.

Carpets Brush them often, and vacuum them at least once a month.

Leather and Vinyl Dust with a damp cloth, and use a brush on crevices. For heavy cleaning, use Lincoln leather cleaner and a soft-bristled brush.



VI

WHERE TO GET THE BEST
SERVICE FOR YOUR LINCOLN

Your Lincoln dealer's obligation to you does not end with selling you your car. Beyond sales, his business depends on giving your Lincoln the proper service at fair, reasonable prices. And, of course, you'll find his staff courteous and prompt. There are other reasons, too, why you'll want to make your Lincoln dealer's service department your headquarters for all your car needs:

Lincoln Registered Mechanics Your Lincoln dealer's service staff is made up of men who have been specially trained in the care and maintenance of your car. They are Lincoln specialists, and the seal at the right means the service job has beer done by a true technician.



Lincoln Dealer Facilities Your Lincoln dealer is equipped with special tools and equipment to service your Lincoln properly.

Lincoln Factory Parts Your Lincoln dealer has parts engineered specifically for Lincoln. And because he stocks Lincoln parts, you'll avoid delays in service.

When to See Your Lincoln Dealer To keep your Lincoln like new, it will pay you to take your car in periodically (see Service Log on pages 14 and 15). You'll find we're sure, that it's wise to do business with the man whose business depends on you—your Lincoln dealer.

VII

WARRANTIES COVERING YOUR NEW LINCOLN

Dealer's Service Policy Your dealer will give you this policy at time of delivery. It entitles you to free inspection and service. It also states your warranty on any parts found to be defective during the first 90 days or 4,000 miles, whichever comes first. If you're away from home, any Lincoln Dealer will honor your policy.

Battery Warranty Your battery is covered by a replacement warranty and adjustment policy. Credit is allowed on a pro-rata basis by the manufacturer of the battery. If your battery should fail, return it to your Lincoln dealer.

Tire Warranty The tire manufacturer guarantees your tires against defective workmanship and materials. Adjustments are handled by the tire manufacturer's dealers.

Clock Warranty Your electric clock is guaranteed against defects in material or workmanship by the clock manufacturer. If your clock needs repairs, see your Lincoln dealer.

Radio Warranty Any defects in material or workmanship are covered by the manufacturer of the radio. Your Lincoln dealer will give you a filled-out radio warranty card. If the radio needs repairs during warranty period, see your Lincoln dealer.

VIII

MAINTENANCE REFERENCE CHARTS

Fuses and Circuit Breakers

CIRCUIT	PROTECTIVE DEVICE	LOCATION
Headlamps, hi-beam indicator and auto. headlamp dimmer pilot	12-amp circuit breaker	Fuse panel on brake support bracket
Auxiliary lamps (park, rear, instrument panel, road, luggage compart., auto. headlamp dimmer control and compass lamp)	12-amp circuit breaker	Fuse panel on brake support bracket
Directional turn-signals	SFE 7.5 fuse	Fuse panel on brake support bracket
Interior lamps (map, glove box, dome and courtesy)	SFE 7.5 fuse	Fuse panel on brake support
Electric window lifts and seats	1—30-amp C.B.—all armature circuits 1—15-amp C.B.—all field circuits 1—15-amp C.B.—per window motor 1—15-amp. C.B.—common to both seat motors	Lower W/S reinforcement Lower W/S reinforcement In motor ground leads In common motor ground lead
Convertible Top Control	1—40-amp. C.B. (Motor line) 1—20-amp. C.B. (Motor) 1—10 amp. C.B. (Switch line)	Lower W/S opening reinforcement R.H. rear floor pan R.H. cowl top panel in engine compartment
Heater Fans	2—SFE 14 fuses	Fuse panel on brake support bracket
Radio	SFE 7.5 fuse	Fuse panel on brake support bracket
Radio Antenna	SFE 14 fuse	Fuse panel on brake support
Clocks—Motochron Electric Wind	Not fused 1—AG-2 Fuse	Fuse panel on brake support bracket
Cigar Lighter	AGC 15 fuse	Fuse panel on brake support bracket
Magnumatic W/S Washer	SFE 7.5 fuse	Fuse panel on brake support bracket
Back-up Lamps	SFE 7.5 fuse	Fuse panel on brake support bracket
Spotlight	SFE 7.5 fuse	Fuse panel on brake support bracket. Cartridge in feed wire on R.H. spotlights.
Multi-luber	SFE 7.5 fuse	Fuse panel on brake support bracket
Automatic headlamp dimmer	AGC 3 fuse	Cartridge in feed wire
Air Conditioner	20-amp circuit breaker	On temperature control panel

1956 LINCOLN CHASSIS LUBRICA

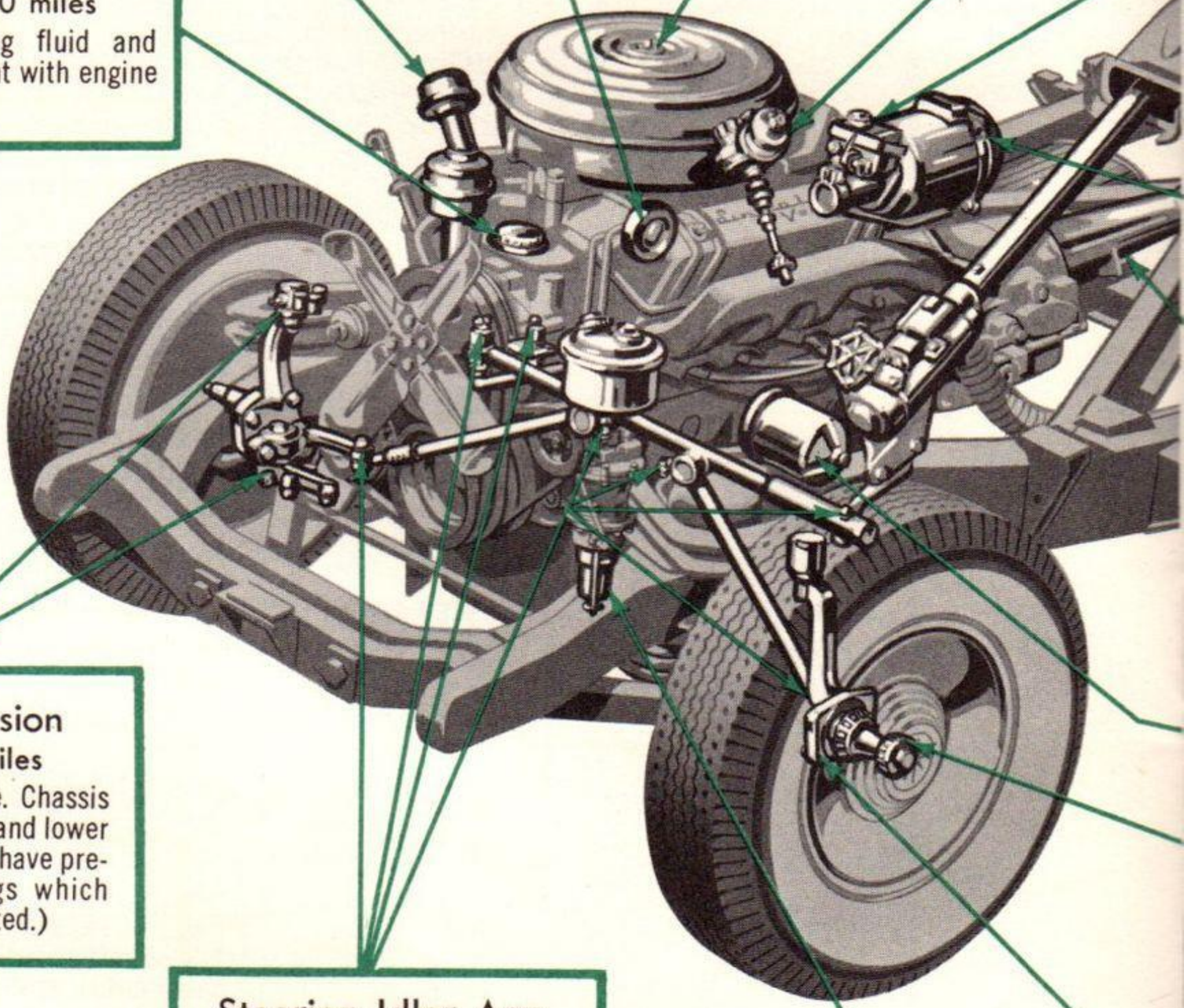
Power Steering Pump Reservoir
Every 2,000 miles
Check level, add if required. Lubricant—Automatic transmission fluid type "A" 8L-19582.

Exhaust Thermostat Valve
Every 2,000 miles
Lubricate shaft bearings. Lubricant—Lock fluid—B4A—19587-A or penetrating oil with graphite mix.

Oil Bath Air Cleaner
Every 2,000 miles
Wash in suitable solvent and drain. Lubricant—engine oil: S.A.E. 50 temp. above +32°F.—S.A.E. 20 temp. below + 32° F.

Engine
Every 2,000 miles
Change oil in crankcase.

Crankcase Inlet Air Filter Cap
Every 2,000 miles
Wash in cleaning fluid and drain. Wet element with engine oil when dry.



Front Suspension
Every 1,000 miles
Two fittings each side. Chassis lubricant. (The upper and lower front suspension arms have pre-compressed bushings which should not be lubricated.)

Steering Idler Arm, Tie Rods and Bushings and Connecting Link Ball Studs
Every 1,000 miles
7 fittings. Chassis lubricant.

Fuel Pump Filter
Every 4,000 miles
Replace filter element.

TION *Services to be performed at mileage readings shown*

Distributor
Every 6,000 miles

Few drops of engine oil in oil cup. Apply light film of distributor grease 8EL-19575 to cam lobes.

Brake Master Cylinder
Every 2,000 miles

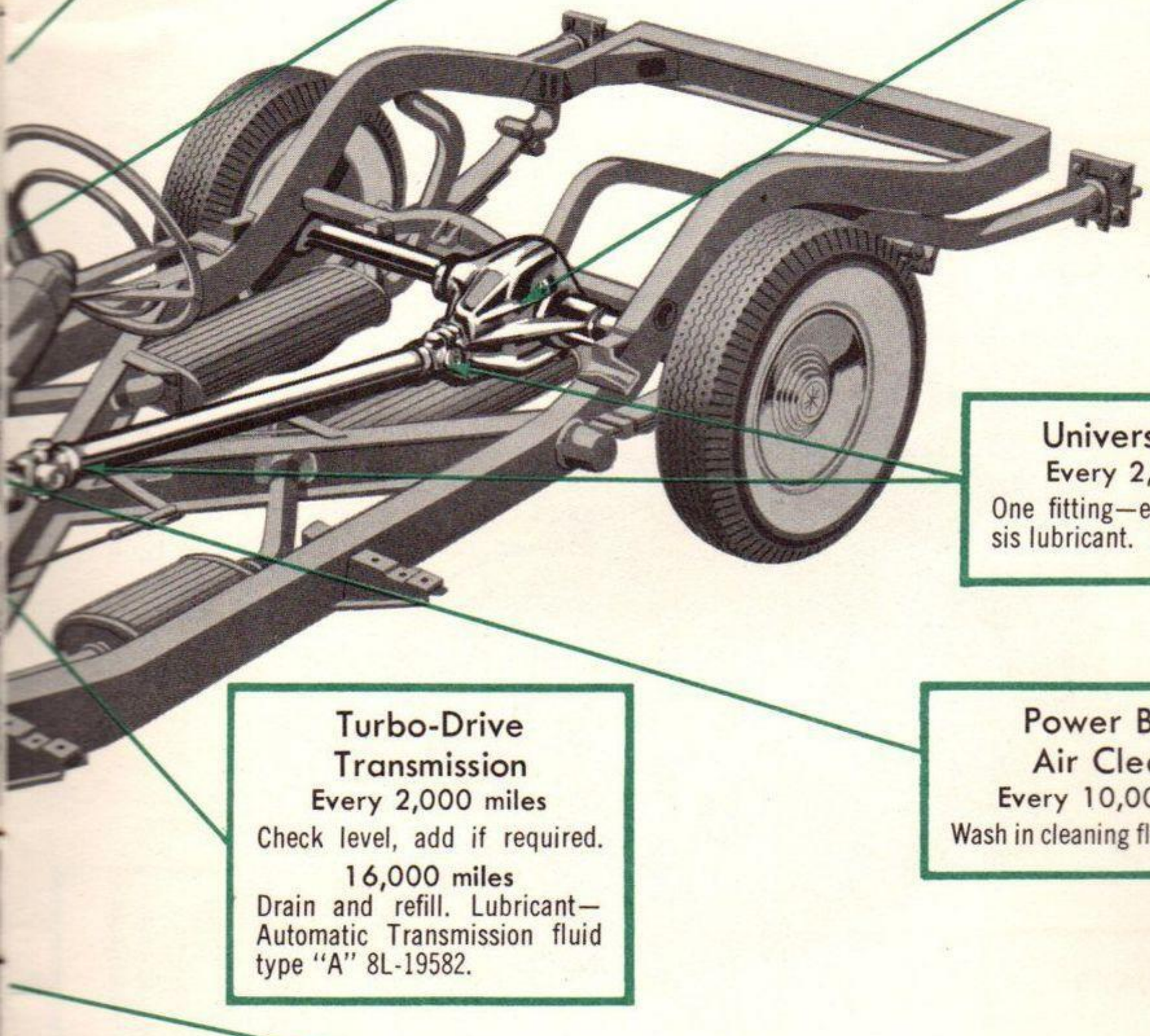
Check level, add if required. Correct level—¼" from top. Brake fluid HACA-19542.

Rear Axle (Differential)
2,000 miles

Check level, add if required.

10,000 miles

Drain and refill. LA-19581 Lubricant (Winter and Summer.)



Universal Joints
Every 2,000 miles

One fitting—each joint. Chassis lubricant. **Use hand gun**

Turbo-Drive Transmission
Every 2,000 miles

Check level, add if required.

16,000 miles

Drain and refill. Lubricant—Automatic Transmission fluid type "A" 8L-19582.

Power Brake Air Cleaner
Every 10,000 miles

Wash in cleaning fluid and drain

Oil Filter
Every 4,000 miles

Replace cartridge. (In dusty or sandy areas more frequent changes may be necessary.)

Steering Stop
Every 2,000 miles

One each side. Daub on lubricant at stops. Lubricant—lubriplate 8L-19586.

Front Wheel Bearings
Every 6,000 miles

Clean and repack. Lubricant—wheel bearing grease MC-19585.

BODY LUBRICATION *Services to be performed at mileage readings shown*

Hood Hinges
2,000 Miles

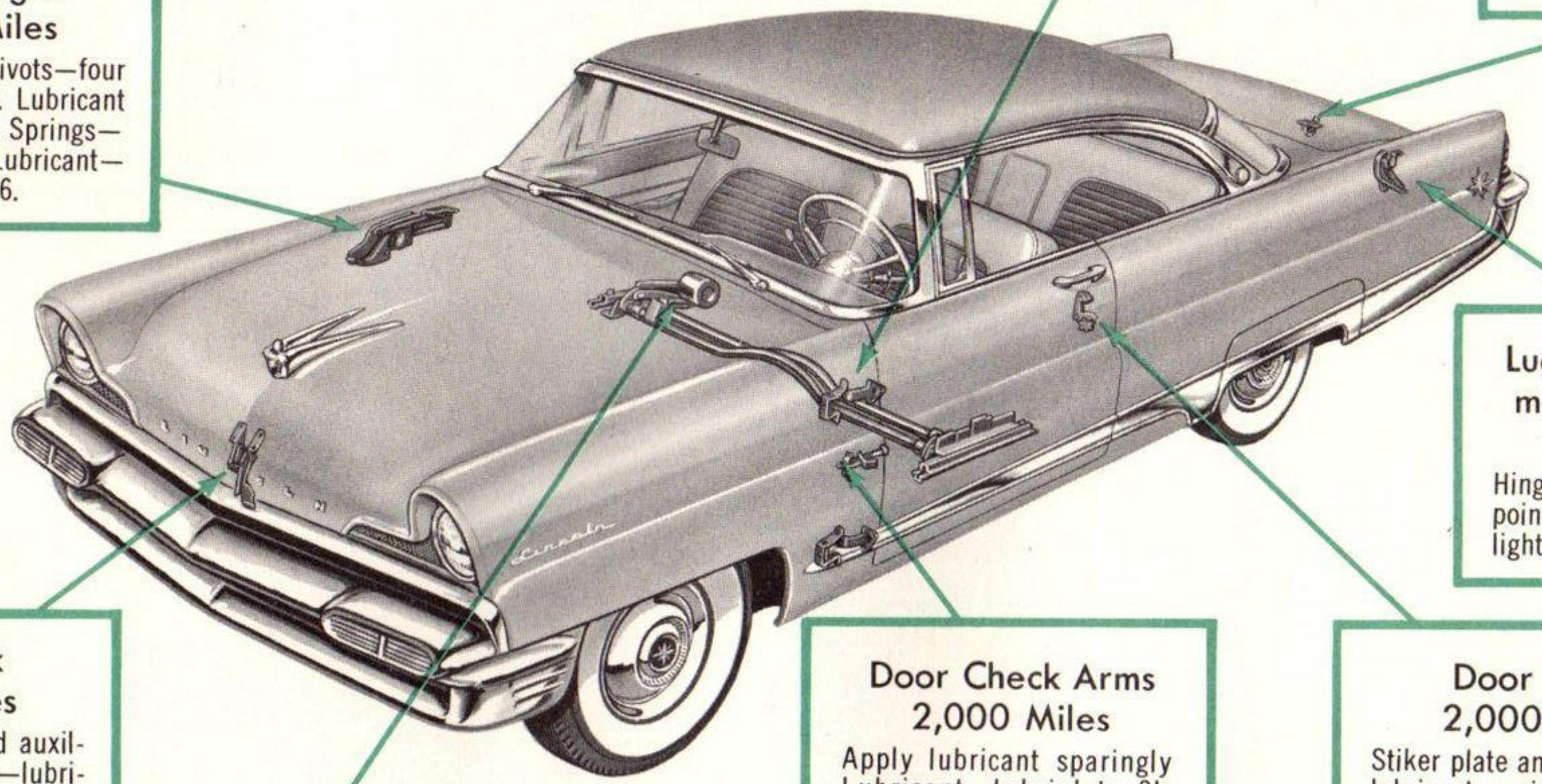
Hinge assembly pivots—four points each hinge. Lubricant—light engine oil. Springs—one each side. Lubricant—lubriplate 8L-19586.

Door Hinges
2,000 Miles

Four points each door at holes provided at hinge joints. Lubricant—light engine oil.

Luggage Compartment Door Lock
2,000 Miles

Rotor and latch. Lubricant—lubriplate 8L-19586.



Luggage Compartment Door Hinges
2,000 Miles

Hinge assembly pivots—one point each hinge. Lubricant—light engine oil.

Hood Lock
2,000 Miles

Lock dowel catch and auxiliary catch. Lubricant—lubriplate 8L-19586.

Power Seat Regulator
16,000 Miles

Apply lubricant sparingly to regulator shaft. Lubricant—lubriplate 8L-19586.

Door Check Arms
2,000 Miles

Apply lubricant sparingly Lubricant—lubriplate 8L-19586.

Door Locks
2,000 Miles

Stiker plate and rotor. Apply lubricant sparingly. Lubricant—lubriplate 8L-19586.

Convertible Top Reservoir
(under rear seat)

6,000 MILES
Check level, add if required. Correct level—up to bottom of filler plug hole. Lubricant—brake fluid HACA-19542.

Bulb Chart

Lamp Description	No. Bulbs Required	Candle Power or Wattage	Trade No.
Head Lamps { High Beam	2	50 Watts	5400
Head Lamps { Low Beam		40 Watts	
Front Parking Lamps	2	3 C. P.	67
Front Turn Signal	2	32/4 C. P.	1043
Rear Turn Signal and Stop/Tail	2	32/4 C. P.	1034
Back-up Lights	2	21 C. P.	1141
Dome Lamp, Rear Seat Center or Roof Rail	1 or 2	15 C. P.	1003
Luggage Compartment Light (Frosted)	1	4 C. P.	67 AF
License Plate Light	2	3 C. P.	67
Map & Courtesy Lights	3	6 C. P.	89
Cigar Lighter Socket	1	1 C. P.	1445
Radio Dial	1	2 C. P.	57
High Beam Indicator	2	2 C. P.	57
L. and R. Signal Indicator	2	1 C. P.	1445
Automatic Transmission Indicator	1	1 C. P.	53
Glove Compartment	1	2 C. P.	57
Hand Brake	1	2 C. P.	57
Panel Illumination:			
Upper Panel	5	2 C. P	57
Lower Panel	4	2 C. P.	57
Engine Compartment Lamp	1	15 C. P.	1003 or 93
Road (Fog) Lamps (Clear)	2	35 Watts	4415
Road (Fog) Lamps (Amber)	2	35 Watts	4415-A
Spotlight	1	30 Watts	4405
Utility Lamp	1	3 C. P.	67
Utility Lamp	1	32 C. P.	1073 or 1143
Oil Indicator	1	2 C. P.	57
Battery Warning Lamp	1	2 C. P.	57
Ignition Switch	1	2 C. P.	57
Heater & Defroster Controls	2	1 C. P.	1445
Air Conditioner Control Panel	1	2 C. P.	57
Automatic Headlamp Dimmer Pilot	1	1 C. P.	53
Compass	1	2 C. P.	57
Multi-Luber Pilot	1	2 C. P.	57

IX

LINCOLN FOR 1956

CONDENSED SPECIFICATIONS

DIMENSIONS:

Over-all length	222.9
Over-all width	79.9
Over-all sedan height (loaded)	60
Tread	58.5
Wheelbase	126

ENGINE:

Type	Low-friction, short-stroke, overhead valve V
Cylinders	8
Bore	4.00
Stroke	3.66
Compression Ratio	9.00 to 1
Displacement	368 cu. in.
Horsepower	285 at 4600 rpm
Torque rating	401 foot-pounds at 2800 rpm
Main Bearings	5
Air Induction	Temperature-Controlled

CAPACITIES:

Fuel tank	20 gallons
Crankcase (add one quart when replacing oil filter cartridge)	5 quarts
Cooling system	25.20 quarts
Turbo-Drive Transmission	10 quarts
Differential	4 pints or pounds
Carburetor air cleaner	1 pint

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—8¼ imperial quarts.

MISCELLANEOUS:

Battery voltage	12
Maximum cooling system pressure	15 pounds
Battery	78-plate, 65 ampere-hour capacity
Rear axle ratio	3.07 to 1
Tire size	8.00 x 15 (8.20 x 15 on convertible or air-conditioned cars)
Wheel diameter	15
Spark plugs	Anti-fouling, 18mm gasketless

The specifications contained herein were in effect at the time this folder was approved for printing. The Lincoln Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications, design, warranty, if any, or prices without notice and without incurring any obligation.

ALPHABETICAL INDEX

	Page
Accessories	13
Accessory Equipment Chart	27
Air Cleaner	18
Air Conditioning (operation of)	12
Antenna Control	6
Anti-Freeze Chart	23
Automatic Choke	8
Battery Indicator	5
Battery Service	18
Battery Warranty	22
Blue Coral	19
Break-In Period	16
Bulb Chart	27
Carburetor Air Cleaner	18
Carpets	20
Circuit Breakers Chart	23
Clock	6
Clock Warranty	22
Convertible Top	
Raising and Lowering	12
Care	19
Convertible Top—Rear Window	
Raising and Lowering	12
Care	19
Crankcase Ventilation	18
Defroster	4
Door Locks	7
Drive Selector Lever	8
Downhill Braking	9
Dual Heater and Vent Controls	4
Electric Clock	6
Engine—(How to Start)	8
Exterior—(Care of)	19
Flooded Engine—(How to Start)	8
Front Seat Adjustment	3
Front Wheel Alignment	17

	Page
Fuel Pump Filter	16
Full-flow Oil Filter	18
Fuses and Circuit Breakers Chart	23
Gasoline Gauge	5
Gasoline System (Care of)	16
Gasoline (What Kind to Use)	16
Hand-Brake	10
Hand-Brake Warning Light	10
Head Lamp Control	3
Heater Controls	4
Hood Latch	18
Ignition Switch	7
Jack	17
Keys	7
Leather—(Care of)	20
Lincoln Dealer Organization	21
Locks	7
Lubrication Chart	24-25-26
Odometer	5
Oil	16
Type	16
Quantity	16
Changing	16
Weight	17
Checking	18
Oil Filter	18
Oil Pressure Indicator	5
Paint (Care of)	19
Parking Brake	10
Porcelainizing	19
Power Braking	11
Power Windows	11
Power Seat	3 & 11
Power Steering	10
Push-Button Lubrication	11
Pushing Car	9
Radiator (Checking of)	18
Radio (Operation of)	6
Radio Warranty	22
Rear Window Defroster	13
Rearview Mirrors	13
Registered Mechanics	21
"Rocking" Car	9
Safety Door Locks	7
Seat Adjustment	3
Manual	3
Power	3
Service Log	14-15
Service for Your Lincoln	21
Service Policy	22
Signal Viewer	13
Specifications	28-29
Speedometer	5
Starting the engine	8
Temperature Gauge	6
Tire Changing (How to)	17
Tire Pressures	17
Tire Warranty	22
Towing Car	9
Trip Mileage Indicator	5
Trunk Lock	7
Turbo-Drive Transmission	10
Turn-Signals	4
Undercoating	19
Upholstery Care	20
Warranties	22
Wheel Alignment	17
Wheel Balance	17
Window Controls (Power)	5
Windshield Washers	4
Windshield Wipers	4

Form LD-3690 Second Printing

Litho in USA