

# 1960

# MERCURY

# TABLE OF CONTENTS


| | Page |
|---|---|
| Keys | 2 |
| Other Locks and Handles | 4 |
| Starting and Driving | 6 |
| Instruments and Lighting | 12 |
| Seats and Windows | 16 |
| Special Appointments | 18 |
| Controlled Air Systems | 20 |
| Fuel and Oil | 24 |
| Station Wagon | 26 |
| Convertible Top | 28 |
| Preventive Maintenance | 29 |
| Maintenance Schedule | 33 |
| Chassis Lubrication Guide | 34 |
| Body Lubrication Guide | 35 |
| Specifications | 36 |
| Accessories | 39 |


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NATIONAL SERVICE DEPARTMENT
M-E-L Division, Ford Motor Company
Dearborn, Michigan



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# KEYS . . .

You will notice that there are two keys of different design . . . one has a head shaped like a shield, and the other is rounded. The shield-shaped key operates the ignition switch and outside door locks; the rounded key operates the glove compartment and luggage compartment locks. (The rounded key also operates the tail gate on station wagon styles.)

## IGNITION SWITCH

There are four positions in the ignition switch:

- Left—All electrically powered equipment may be operated without starting the engine when the key is turned to the left.
- Center—"OFF" position.
- Right—"ON" position.
- Fully Right—"START" position.

The key must be held in this position until the engine starts. Then, when the key is released, it will return automatically in the on position.

NOTE: On cars with an automatic power transmission, the transmission selector lever must be placed in either the "N", neutral or "P", park position before the engine can be started. With a standard transmission depress the clutch pedal and place the shift lever in neutral position.

## OUTSIDE DOOR LOCKS

The outside door locks are located in the push-button portion of the door handles. Turning the key toward the front of the car will lock the door . . . turning it in the opposite direction will open the lock.

## GLOVE COMPARTMENT LOCK

The glove compartment door forms the right hand portion of the instrument panel. The combination lock and pushbutton is located just above the "Mercury" crest near the upper edge of the door. Turn the round headed key a full turn counterclockwise to lock the door.

## LUGGAGE COMPARTMENT LOCK

The luggage compartment lock is located near the lower, center edge of the rear compartment lid behind the hinged portion of the crest. Clockwise rotation of the key will open the lock and release the lid.

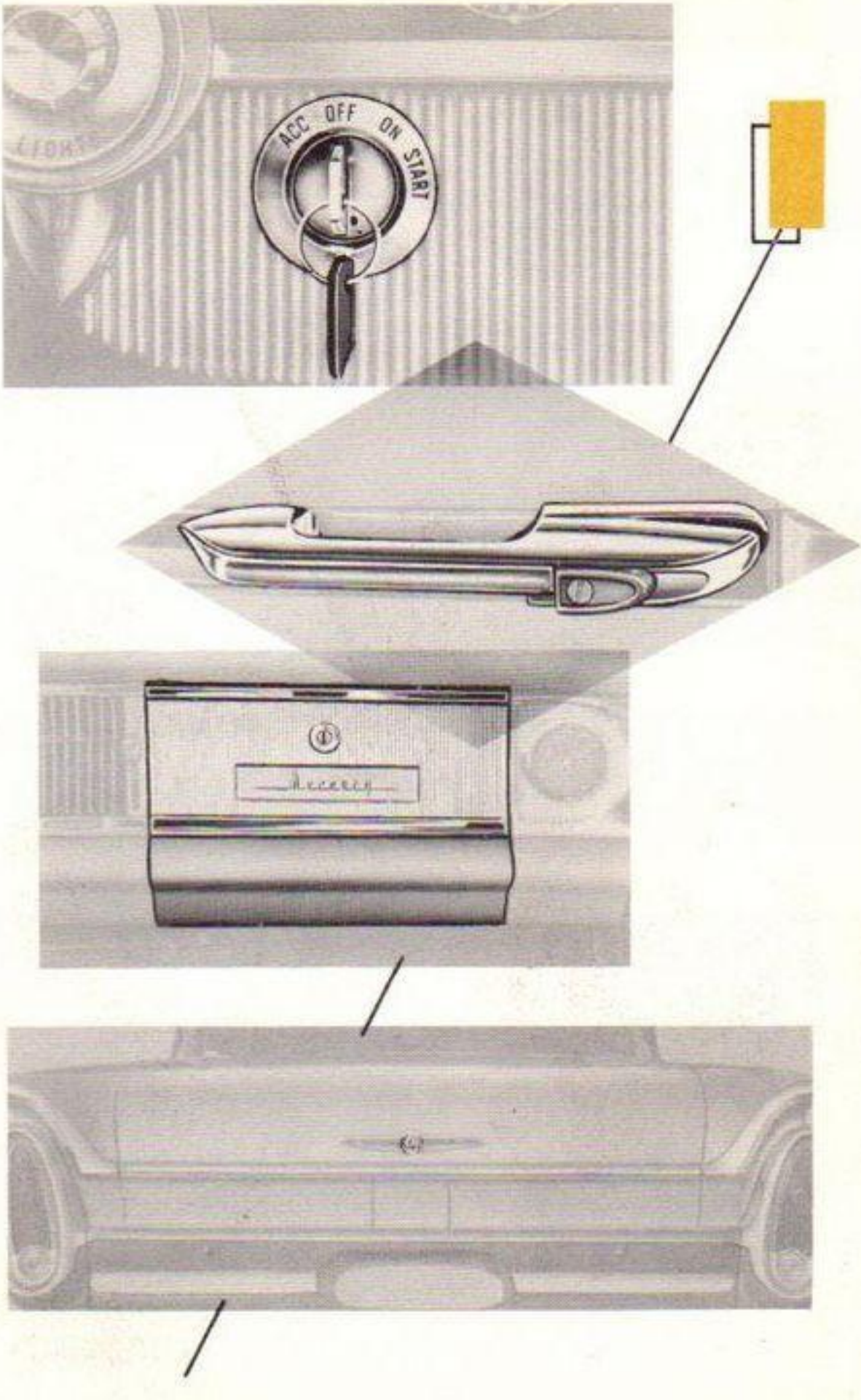
## LOCK MAINTENANCE

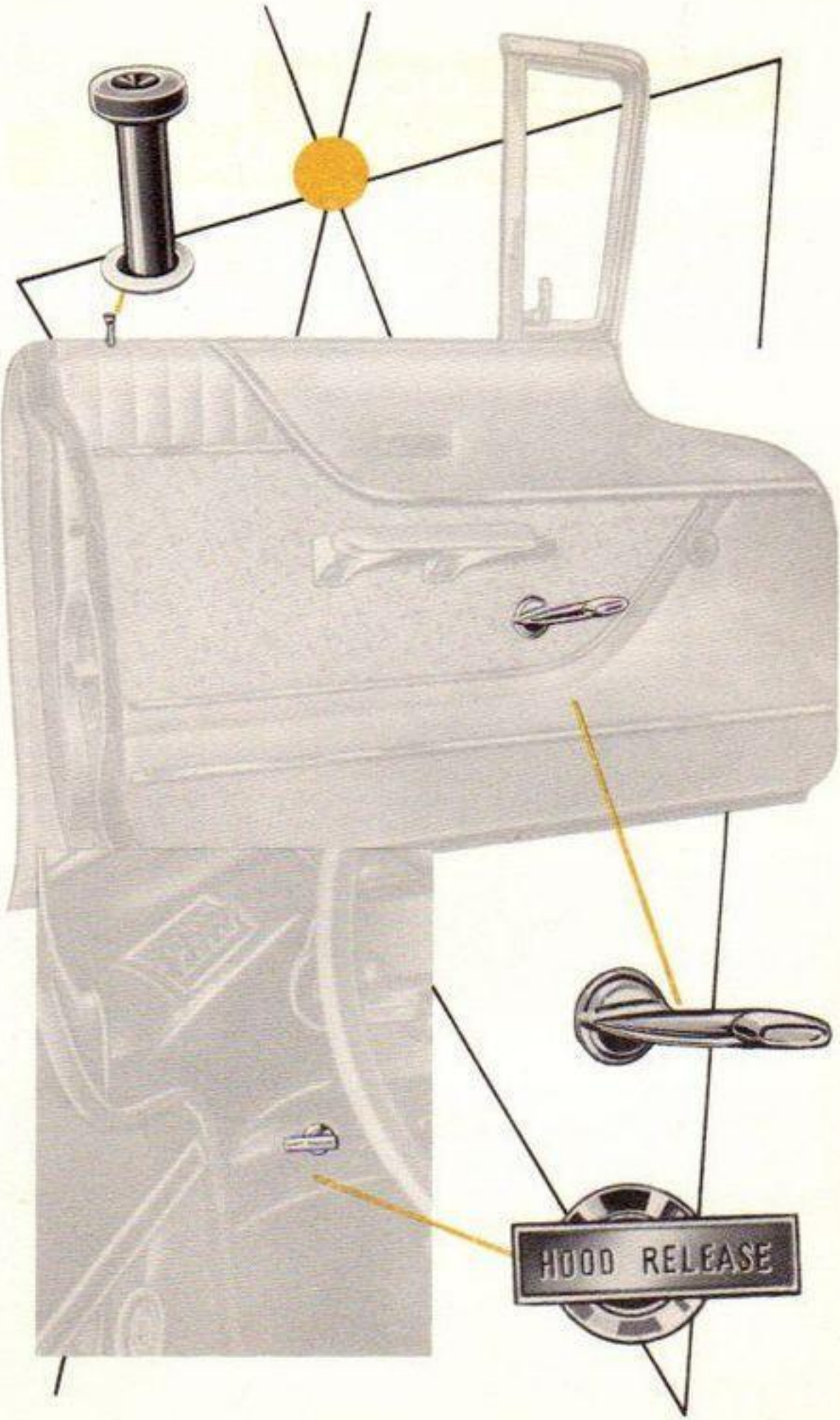
A mixture of graphite and alcohol inserted in the lock cylinder will minimize the possibility of a frozen lock during the winter months. If, however, moisture should freeze in the cylinder, heating the key and inserting it in the lock will alleviate the condition.

CAUTION: *Do not lubricate a lock cylinder with oil. Do not exert force on a key in an attempt to operate a stubborn lock.*

## KEY IDENTIFICATION

Identification numbers are stamped on separate tags attached to each key. Your Mercury Dealer, with the aid of these numbers, can make a prompt replacement in the event of loss or damage. We suggest that you record them for emergency use, particularly when travelling.


ACC OFF ON START


HOOD RELEASE

# STARTING AND DRIVING...

## BREAK-IN

Your new Mercury requires no formal break-in period. We suggest, however, that prolonged high speed driving (above 60 m.p.h.), extensive driving at one speed, long periods of idling, and "jack rabbit" starts be avoided during the first 500 miles of driving.

## TRANSMISSIONS

There are three types of transmissions used on the Mercury line . . . a Standard Transmission . . . a Merc-O-Matic Single Range Transmission . . . a Merc-O-Matic Dual Range Automatic Transmission.

## STANDARD TRANSMISSION

The shift pattern for the Standard transmission is the familiar "H". (Shifting gears is accomplished by moving the lever projecting from the right of the steering column through the "H" pattern, as required.) The cross bar on the "H" represents the neutral position in which the car has neither forward nor reverse motion under its own power. Reading clockwise around the "H" from its lower left point, the transmission selector places the transmission in low, reverse, second, and high gears. The clutch must be disengaged by depressing the clutch pedal when shifting from one gear to another. Note: Do not shift to reverse or low when the car is in forward motion.

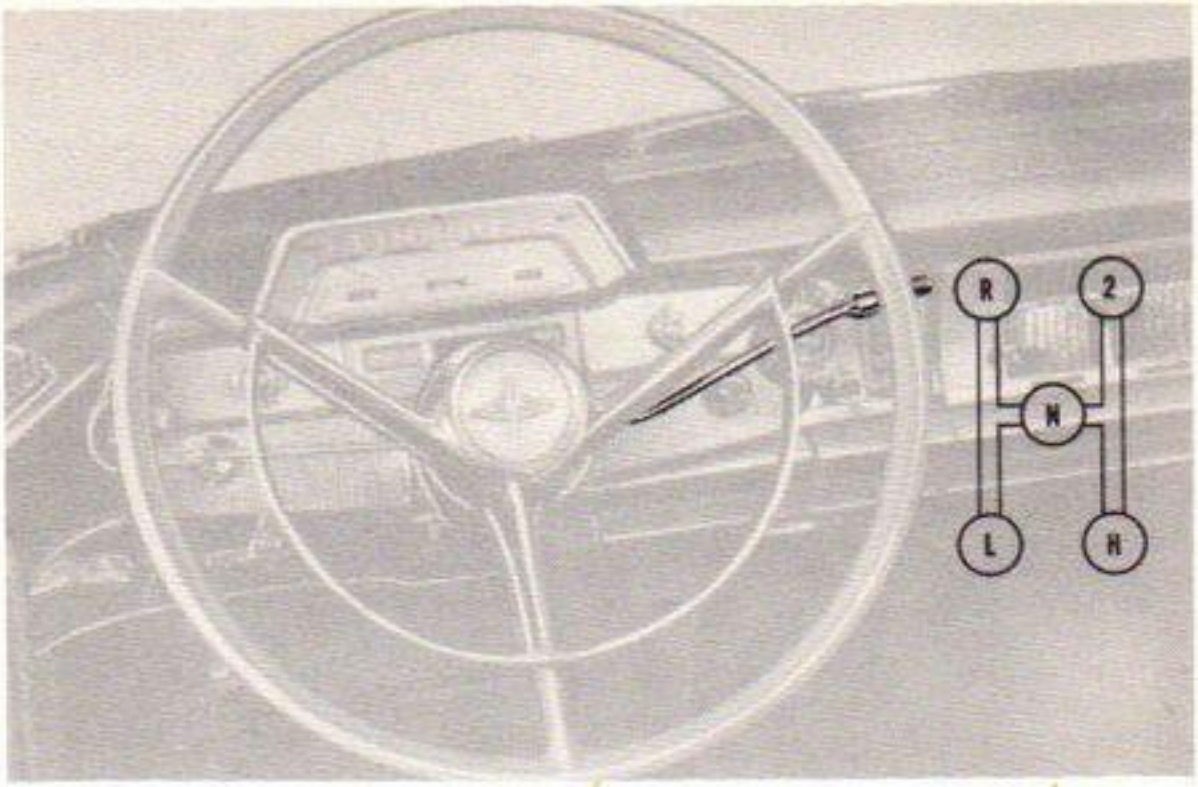
## AUTOMATIC TRANSMISSIONS

If your car is equipped with a Single Range Merc-O-Matic Transmission it will have a five-position shift lever mounted on the right side of the steering column. The Dual Range Merc-O-Matic Transmission will have six positions. The indicator in the transmission quadrant (positioned above the steering column) denotes which of the five or six positions has been selected. In the Dual Range Transmission, "D1" features maximum performance and flexibility by providing a low gear start every time the car is started from a standstill. Use the "D1" position for a high degree of maneuverability in traffic. To obtain maximum acceleration, depress the accelerator pedal all of the way to the floor. The "D2" position adapts itself well to the type of driving done in the open country or under light traffic conditions. It features gentle starts and best cruising characteristics. It is also conducive to safer driving on wet or slippery surfaces.

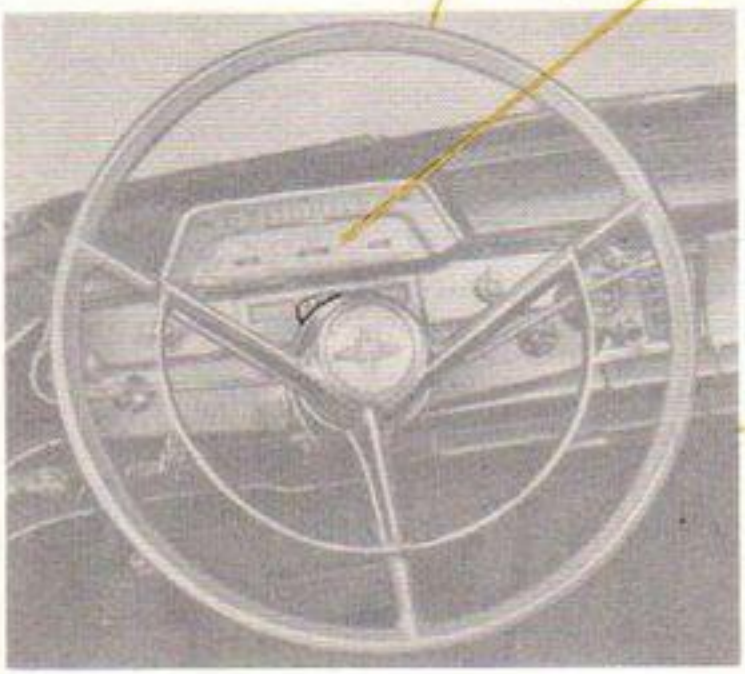
Details regarding the operation of the transmission selector lever follow.

***Low*** — To set the transmission in low gear "L", pull the shift lever toward the steering wheel and then downward. This "L" position provides the extra pulling power or retarding action needed when climbing or descending steep grades. It also aids in moving the car over unfavorable surface conditions—sand, mud, snow. If you are starting in low gear from a standing position the transmission will not "up-shift" automatically into a higher gear. For this reason, car speed should be held below 30 m.p.h. to prevent unnecessary wear and possible overheating. If you shift into low gear when the car is moving forward at a speed in excess of 25 m.p.h., it will automatically shift into an intermediate gear and then into low gear when the car speed drops below 25 m.p.h. (approximate). The transmission will remain in low gear until you shift the lever to some other position.

***Drive Positions*** — An automatic transmission has an "upshift point" for each gear. This point will vary between transmissions.


R
2
N
L
H


P R N D L



but it will occur within a specified range for all transmissions. For example, the Single Range Merc-O-Matic Transmission will automatically "upshift" at any vehicle speed between 10 and 25 m.p.h. under minimum acceleration. Under maximum acceleration (accelerator all of the way to the floor), the transmission will automatically shift to low gear and remain in low until car speed reaches 35-55 m.p.h. It will then automatically "upshift" to intermediate gear and remain in intermediate until a speed of 55-80 m.p.h. is reached. Somewhere within this speed range, the transmission will "upshift" to high gear.

The example covers two conditions of acceleration . . . minimum and maximum. The "upshift points" between these extremes move in a sliding scale of speed ranges proportionate to the amount of increased acceleration.

"Downshift" occurs under two conditions . . . deceleration in the form of coasting or braking, and "forced downshift" effected by depressing the accelerator all of the way to the floor. A "forced downshift" produces a sudden increase in engine speed when the "downshift point" is reached, followed by rapid acceleration into an "upshift" at a higher speed.

The charts on the adjacent page indicate the approximate speed ranges which apply to shift points under minimum and maximum acceleration. The notes which appear after the charts clarify the specified conditions.

The transmission selector lever may be moved as desired from any forward speed setting to any other forward speed setting . . . Low to Drive (Single Range), Low to Drive 1 (Dual Range), Drive 1 to Drive 2, and vice versa. It is recommended, however, that a manual shift into "Low" not be made above 80 m.p.h. because of the load it imposes on the transmission.

***Neutral*** — When the transmission shift lever is placed in the "N" position, there is neither forward nor reverse gear engagement; thus, the car will not move under its own power.

***Reverse*** — Use the "R" position to back up. When the car is completely stopped, hold your foot on the brake and move the selector to "R". Do not shift into reverse when moving forward at a speed in excess of 5 m.p.h. (approximate).

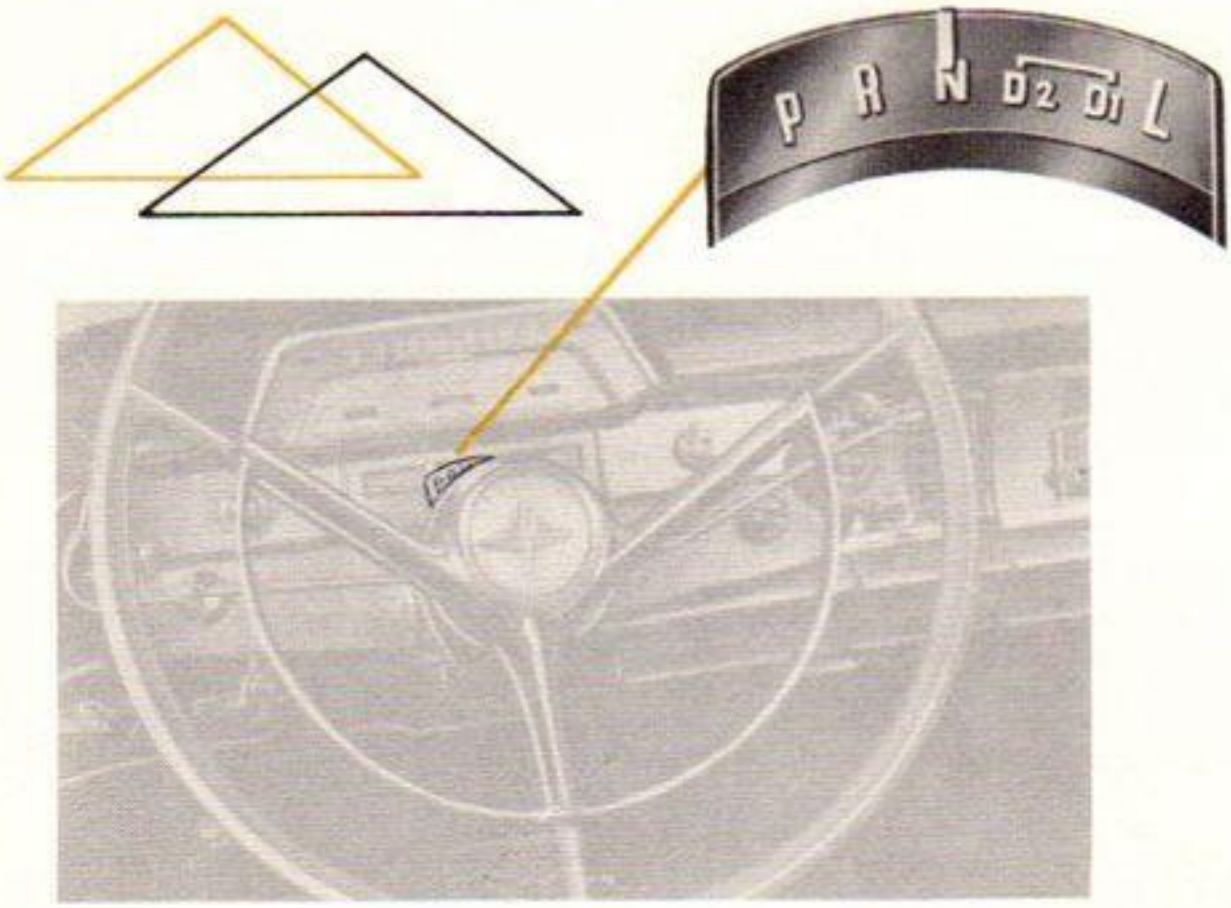
***Park*** — Set the shift lever in "P" position and, as an added precaution, apply the foot-operated parking brake. The parking brake is suspended above the toe board on the left side of the car. A "T"-shaped handle marked "BRAKE RELEASE" is located near the lower left corner of the instrument panel. Pressing downward on this lever will release the parking brake. A flashing light in the instrument cluster lights up the word "BRAKE" whenever the parking brake and ignition are on simultaneously. Releasing the brake cancels the indicator light.

## "ROCKING" THE CAR

If your car is stuck in snow, sand, or mud, you may be able to "rock" it free by moving the shift lever back and forth between the "L" and "R" positions. Just enough pressure should be applied to the accelerator pedal to drive the rear wheels without spinning them. If a minute or two of rocking has not freed the vehicle, obtain help from a tow truck; excessive "rocking" can overheat and possibly damage the transmission.

## STARTING THE ENGINE

With a standard transmission, depress the clutch pedal . . . with an automatic transmission, move the transmission shift lever to either the neutral "N" or park "P" position . . . insert the ignition




## MERC-O-MATIC SINGLE RANGE TRANSMISSION

| CONDITIONS | "UPSHIFT" | | | "DOWNSHIFT" | | |
|---|---|---|---|---|---|---|
| AMOUNT OF ACCELERATION | MINIMUM | MAXIMUM | | COASTING OR BRAKING | FORCED | |
| Gear Shift | 2-3 | 1-2 | 2-3 | 3-2 | 3-2 | 2-1 |
| Speed Range (M.P.H.) | 10-25 | 35-55 | 55-80 | 10-5 | 20-75 | 0-15 |

## MERC-O-MATIC DUAL RANGE TRANSMISSION—DRIVE 1

| CONDITIONS | "UPSHIFT" | | | | "DOWNSHIFT" | | | | |
|---|---|---|---|---|---|---|---|---|---|
| AMOUNT OF ACCELERATION | MINIMUM | | MAXIMUM | | COASTING OR BRAKING | | FORCED | | |
| Gear Shift | 1-2 | 2-3 | 1-2 | 2-3 | 3-1 | 2-1 | 3-2 | 3-1 | 2-1 |
| Speed Range (M.P.H.) | 10-15 | 15-25 | 40-55 | 60-80 | 10-5 | 10-5 | 30-75 | 15-35 | 10-35 |

## MERC-O-MATIC DUAL RANGE TRANSMISSION—DRIVE 2

| CONDITIONS | "UPSHIFT" | | "DOWNSHIFT" | |
|---|---|---|---|---|
| AMOUNT OF ACCELERATION | MINIMUM | MAXIMUM | COASTING OR BRAKING | FORCED |
| Gear Shift | 2-3 | 2-3 | 3-2 | 3-2 |
| Speed Range (M.P.H.) | 15-25 | 60-80 | 11-5 | 10-75 |

**NOTES:**

AMOUNT OF ACCELERATION:
MINIMUM—Light application of accelerator pedal
FORCED—Accelerator pedal all the way to the floor
SPEED RANGE—All speeds shown are approximate

GEAR SHIFT:
1—LOW GEAR
2—INTERMEDIATE GEAR
3—HIGH GEAR

key in the ignition switch . . . turn it as far as it will go to the right to actuate the starter. If the engine is cold, depress the accelerator one complete stroke; and then, release it before using the starter. If the engine is warm, depress the accelerator about ¼ of its travel. Hold it in this position until the starter fires the engine.

CAUTION: *To avoid flooding the engine, don't pump the accelerator.*

With an automatic transmission the engine will run at fast idle after it starts and until normal operating temperatures are reached. It is advisable, therefore, to keep your foot on the brake while engaging the transmission.

## TO START A FLOODED ENGINE

Press the accelerator pedal gently to the floor and hold it there (this partially opens the choke plate, admitting a large amount of air into the intake manifold). Hold the ignition key in the start position until the engine starts, then release the accelerator pedal and allow the engine to idle momentarily until it is cleared.

## STEERING

If you so choose, your Mercury can be equipped with a hydraulic power steering system . . . a system which does all the real work of turning the wheels, even when the car is standing still with the engine running. Mercury power steering is designed to retain a positive "feel" of the road to give you a sure sense of control.

## STOPPING

As another power feature, your car can be equipped with large, vacuum assisted, four wheel hydraulic type brakes. A wide, off-set pedal at the right of the steering column is suspended in such a manner that it requires a minimum of foot movement between the accelerator and brake pedal. The extra width of the pedal will allow braking with either the right or left foot. The vacuum reserve in the power braking system assures power-assisted stops even if the engine should stall.

## TOWING AND PUSHING

As a general rule it is inadvisable to push or tow your car for any great distance. In either case it is important to know that the transmission is in working order.

If the car being towed has an automatic transmission and is moving with all wheels on the ground, do not exceed a speed of 40 m.p.h. or a distance of 12 miles. The transmission shift lever must be in the neutral "N" position.

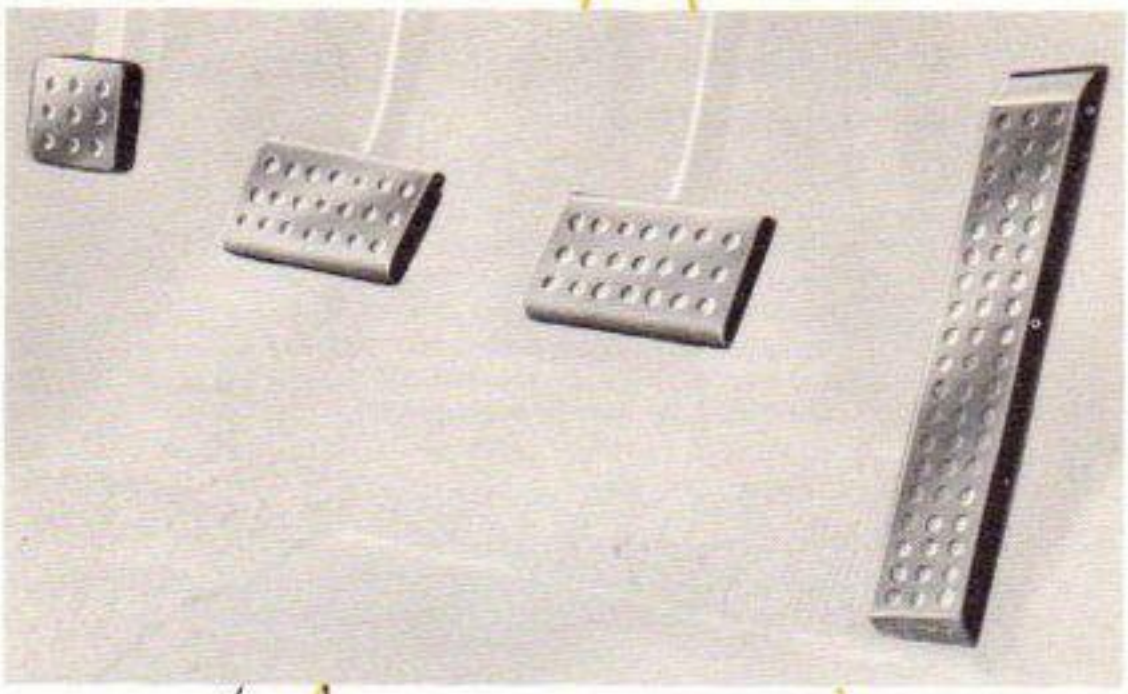
CAUTION: *Do not have your car towed in an effort to start it. If the engine should start, the car may jump forward and collide with the vehicle providing the towing service.*

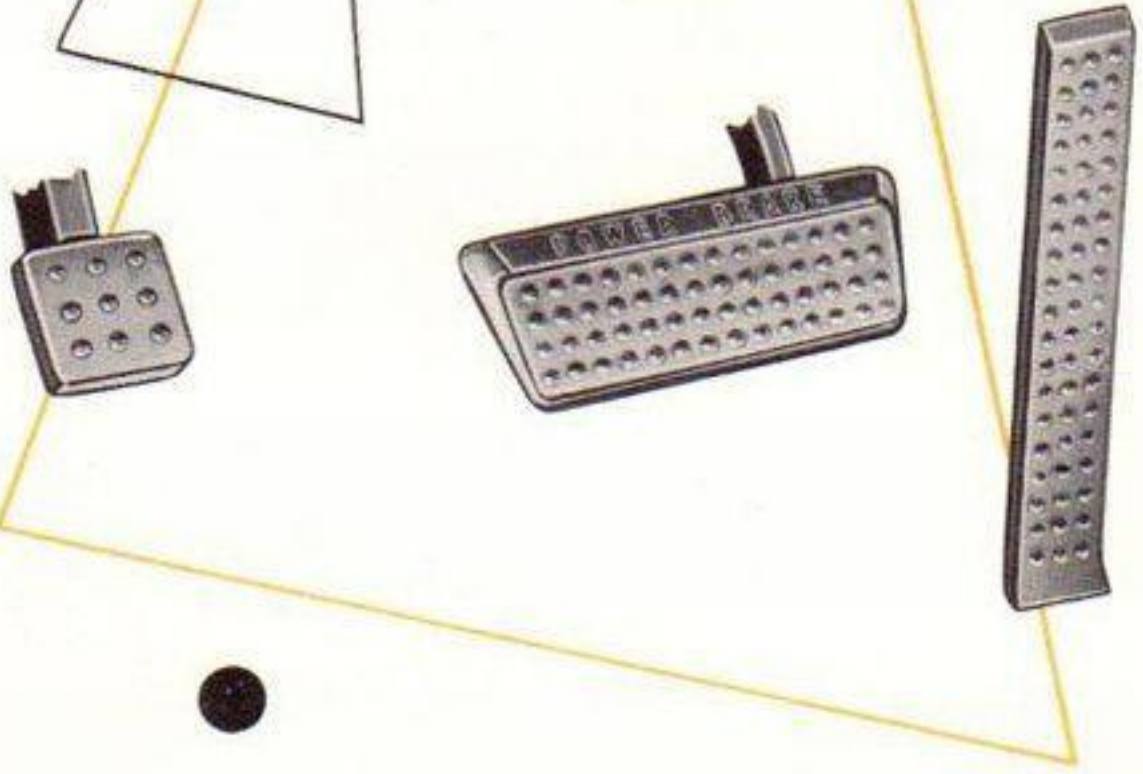
If the car is being pushed to start the engine, place the selector lever in neutral "N" and wait until the car speed reaches 25 m.p.h. Next, partially depress the accelerator pedal, turn the ignition switch to the "ON" position, and then, move the selector lever into low gear, "L" position.

When pushing a car with a standard transmission, to start it turn the ignition switch on, place the shift lever in "high", and depress the clutch pedal. When the car speed reaches approximately 15 m.p.h., release the clutch to start the engine.

To move a car with an inoperative transmission, it is necessary that the drive shaft be disengaged or the rear wheels be raised.

CAUTION: *A locking device or rope should be installed on the steering wheel of a car being towed from the rear, so that the front wheels will remain in a straight ahead position.*





# INSTRUMENTS AND LIGHTING . . .

The instrument cluster in your Mercury is positioned above the steering column with all of the instruments and indicator lights arranged in the cluster so that they can be most easily seen.

## INSTRUMENTATION

The speedometer is located directly above the steering column, beneath an anti-glare hood. A large, easy to see needle indicates car speed in miles per hour. The face of the speedometer dial has a rectangular cut-out for an odometer (mileage indicator) which records the cumulative distance your car has traveled.

The fuel and coolant temperature gauges are located directly below the speedometer. When the ignition switch is turned to a position other than "OFF", the needle in the fuel gauge will indicate the approximate amount of gasoline in the fuel tank. (Tank capacity is 20 U.S. Standard Gallons.) The coolant temperature gauge, for reading simplicity, has a band running between "C" (cold) and "H" (hot). When the engine is running at normal operating temperature, the needle in the gauge will rest in the approximate center of this band.

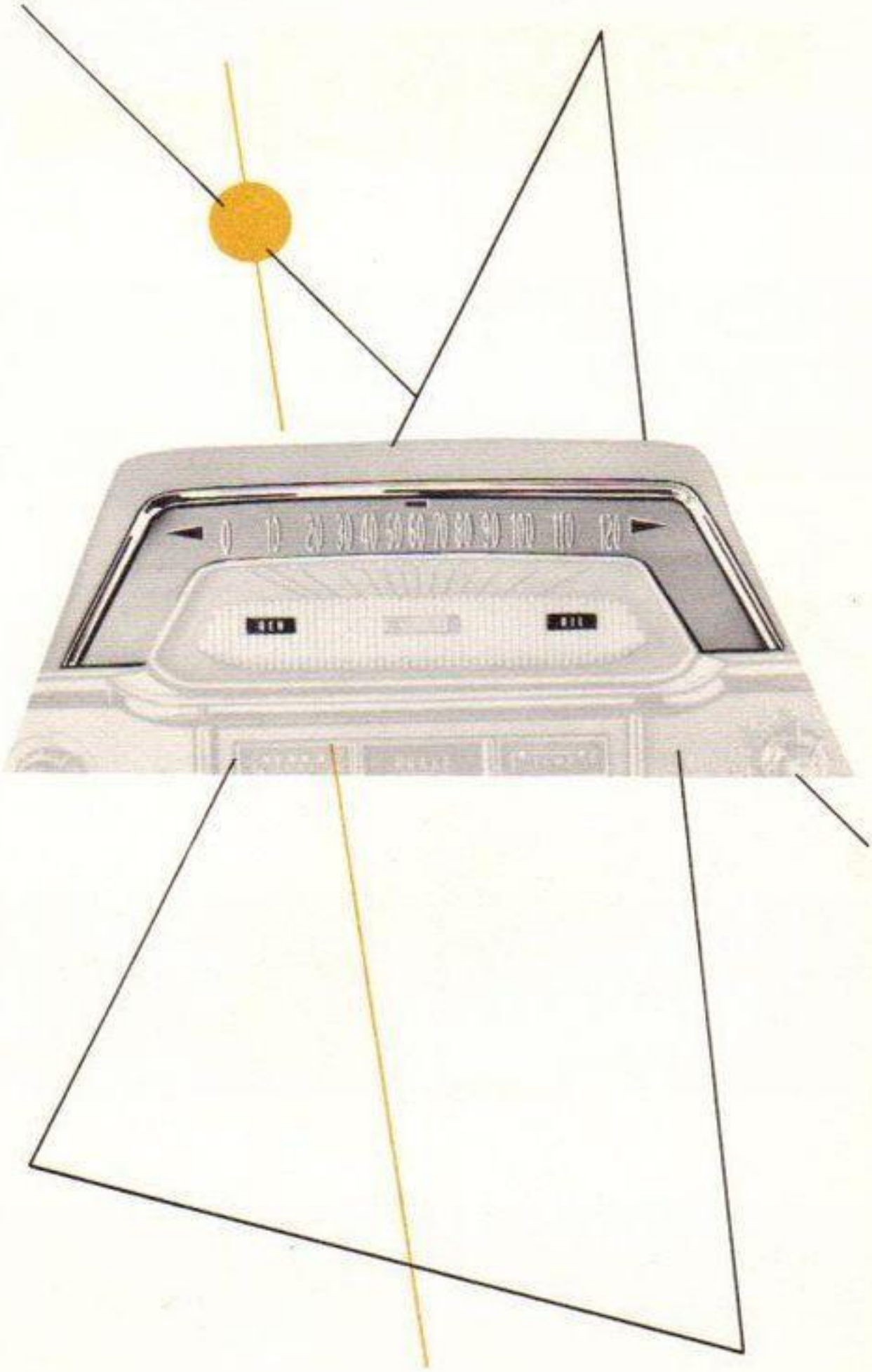
CAUTION: *If the needle points to "H", do not continue to run the engine until the cooling system has been checked, and serviced, if required. Observe particular precaution when removing the radiator cap if the coolant is overheated.* *See page 29 for details.*

## INDICATOR LIGHTS

There are five indicator lights in the instrument cluster:

***"Gen."***—The generator indicator light is positioned at the left of the odometer. This light glows whenever the ignition switch is on and the generator is not charging the battery. When the engine is running, the light is usually off. It may flicker, however, when the engine is operating in the idle speed range. Prolonged illumination indicates a need for checking the car's charging system.

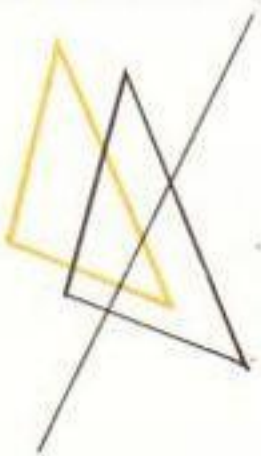
***"Oil"***—The oil pressure indicator light is located at the right of the odometer. This light signals whenever the oil pressure drops below a safe operating level. Momentary blinking at low-engine speed is a normal condition. If, however, the light remains on under any driving condition, shut off the engine and check the oil level in the crankcase. (See page 24.) If the oil supply is low, replenish it. Start the engine and check the oil pressure indicator. If the light remains on under engine acceleration, the warning light circuitry and lubricating system must be thoroughly checked before running the engine any longer.


0 10 120

***Turn Indicator Lights***—The turn indicator lever projects from the left side of the steering column. Pulling this lever downward flashes the left front and rear exterior turn signals, as well as the arrow shaped indicator light at the left of the speedometer dial. Pushing the lever upward activates the right hand combination of exterior signal lights and the arrow at the right of the speedometer dial. When a turn is completed, the lever automatically centers itself thereby cancelling the turn signal.

***"Brake Release"***—The brake release indicator light is set between the fuel and coolant temperature gauges. This light glows whenever the ignition switch and parking brake are on at the same time. By pushing downward on the brake release handle located just below the instrument panel, the parking brake will release and the light will go out.

***Headlight Beam***—A beam control switch on the toeboard at the left of the brake pedal controls the headlight beam. Depressing the foot switch will alternately change the beam between "high" and "low". On high beam, all four headlights are operating to give maximum distance and side-to-side illumination. Low beam employs the outer set of headlights. These lights are pre-set to give the best lighting under average traffic conditions. An indicator light in the top, center of the speedometer dial glows when the headlights are in high beam position.



## MAIN LIGHT SWITCH

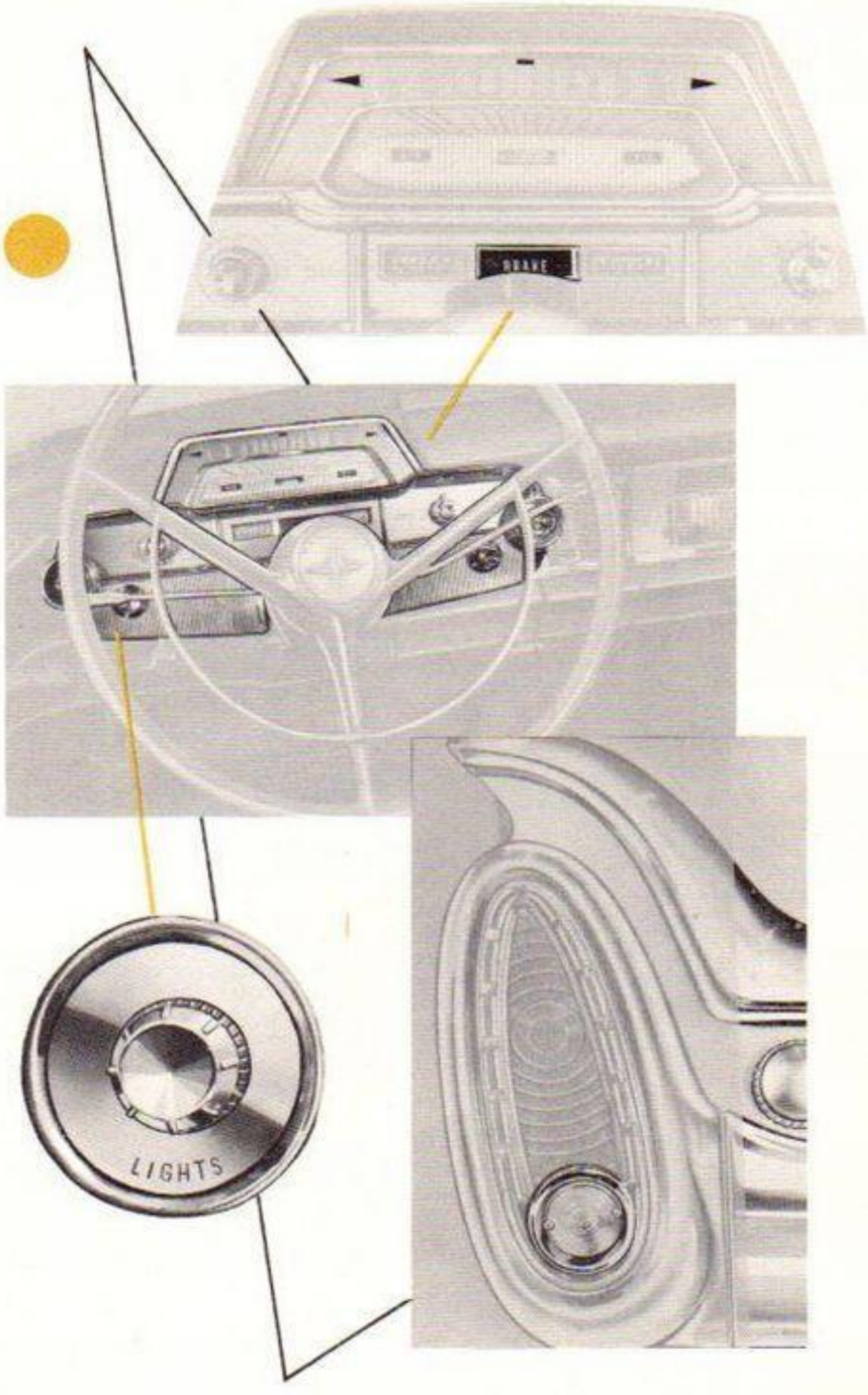
The knob in the upper left corner of the instrument cluster marked "LIGHTS" controls the headlights, parking lights, transmission quadrant light, tail lights, rear license plate light, and all instrument cluster lights except indicator lights. The main light switch also supplements the door operated dome and courtesy lamp switches on all models except Montclair, Parklane and Colony Park.

The main light switch has three operating positions. When all doors are closed and the switch is all the way in, all lights are off; with the doors closed and the switch half way out, all lights except the courtesy, dome and headlights are on; with the doors closed and the switch all of the way out, all lights except the courtesy, dome, and parking lights are on.

To dim the instrument panel lights, rotate the switch clockwise. To turn on the courtesy lamps, and dome lamps on Monterey and Commuter models (with all doors closed) rotate the switch fully counterclockwise in any of its three positions. The dome light on Montclair, Park Lane, and Commuter models is operated independently of the main light switch. On these models, the dome lamp is controlled by a switch on the lamp bezel.

## BACK-UP LIGHTS

Bright, wide-beam back-up lights which are available as an accessory will automatically illuminate the area in back of your car whenever the ignition is in other than the off position and the transmission is in reverse.


BRAKE
LIGHTS

# SEATS AND WINDOWS...

## SEATS

Depending upon the choice you made, your car is equipped with one of the two types of front seats used in the Mercury line of cars —a manually controlled seat with fore and aft adjustment or a 4-Way power seat with up, down, fore and aft adjustment. The control for the Manual seat is mounted on the left hand seat side panel. The control for the power seat is mounted in the left side of the instrument cluster above the ignition switch.

***Manual Seat***—Pull the hand lever back and the seat will be released to glide in its track to the desired fore or aft position.

***4-Way Seat*** — Move the seat switch up, down, left or right and the seat will move up, down, fore, or aft.

CAUTION: *It is recommended that the area under the seat be kept clear if it is controlled by a power mechanism. Using this space to store tools or other articles could cause damage.*

The rear seat may incorporate an optional retractable center arm rest. When it is not in use, it folds neatly into the seat back blending with its adjacent trim.

## WINDOWS

The master control switch for cars equipped with power windows is located in the upper left hand portion of the instrument panel. There are five switches arranged in a line—from back to front they operate the left front, right front, left rear, and right rear windows. The fifth switch in the master control enables the driver to lock all windows. On Station Wagon styles, the fifth switch controls the tail gate window and a sixth switch is provided to lock all windows. Pressing a switch downward lowers the window; pressing it upward raises the window.

Each window except the left front window is equipped with an individual window control. The tail gate window on Station Wagons with power windows may also be operated with the round headed key. Turning the key clockwise opens the window; turning the key counterclockwise closes it.

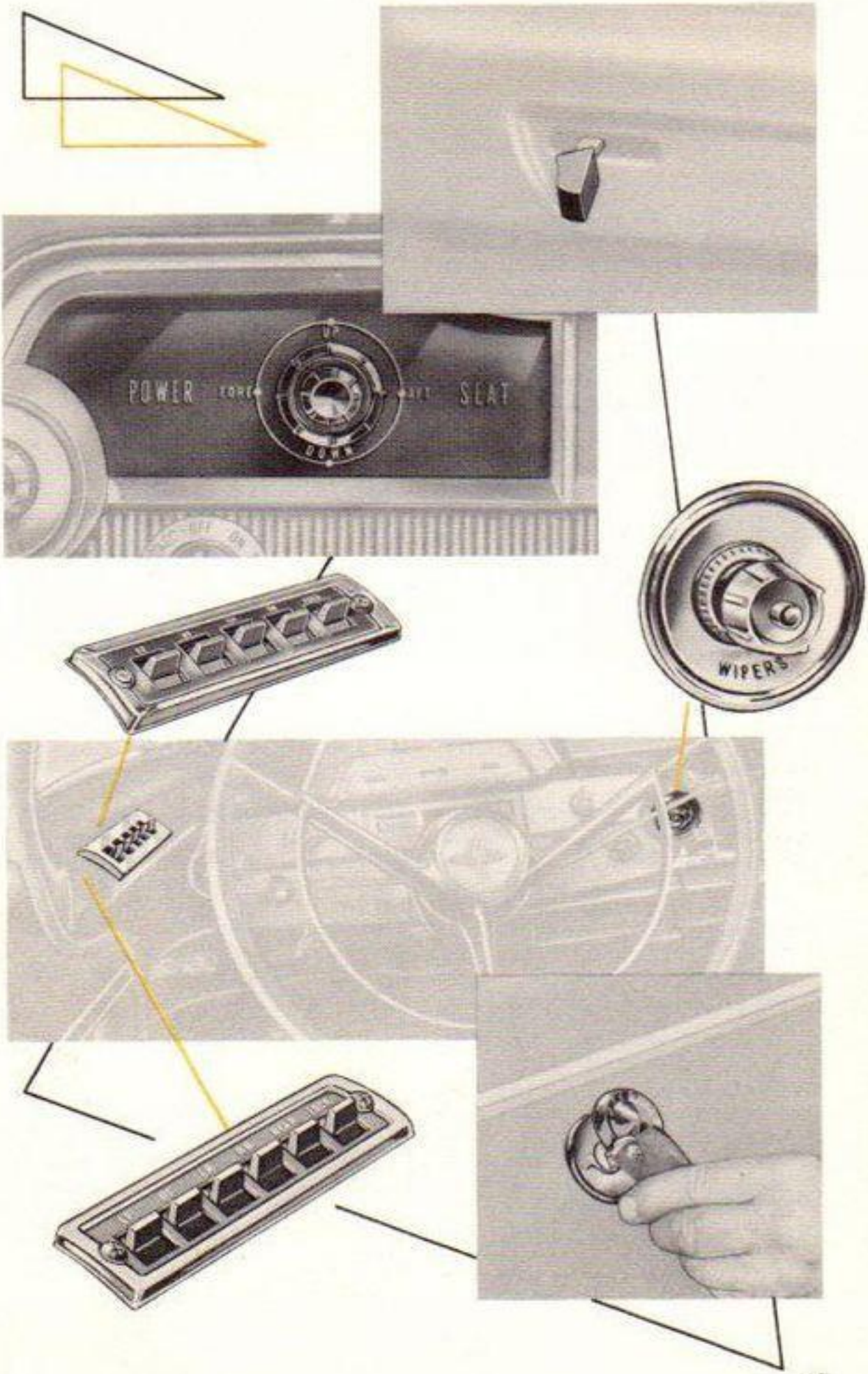
A conventional crank handle is located at each window if the car is not equipped with power windows. The manually controlled back window on Station Wagons operates as follows:

1. Turn the rounded key in the tail gate lock.
2. Open the cover which surrounds the lock and turn it clockwise to lower the window.
3. Reach inside and pull up on the handle to open the tail gate.

## WINDSHIELD WIPERS

The windshield wiper control knob is located near the inboard end of the instrument cluster. Clockwise rotation of the knob will start wiper action and increase wiper speed as rotation continues. There are three wiper speeds . . . slow, medium, and fast. A slight detent action can be detected as the knob reaches the position for each speed. The cleaning arc is constant at all speeds.

NOTE: For maximum heat open the small door on the heater outlet (just above the accelerator pedal).


POWER
SEAT
WIPERS

# SPECIAL APPOINTMENTS . . .

## ELECTRIC CLOCK

The clock in the instrument cluster is an accurate, self-regulating time piece. To set the hands, pull out the time setting knob at the bottom of the clock face and turn it until the correct time is registered. When the hands are set, release the knob. If the clock is running fast or slow, reset the hands to the correct time, and a self-regulating mechanism will automatically change the clock speed in proportion to the amount you have turned the hands. It may be necessary to adjust the clock a few times to pinpoint a correct regulation.

## ASH RECEIVERS AND CIGAR LIGHTERS

Body style determines the number and location of ash receivers and lighters. The standard arrangement provides for 2 ash receivers and a cigar lighter in the instrument panel, and on all models except hardtops and convertibles there is another ash receiver in the back of the front seat. In convertibles and 2-door hardtops there is an additional ash receiver in the right hand rear seat arm rests. In Park Lane Models there is also an additional lighter provided either in the front seat back or the rear seat arm rests depending upon body style. Pressing forward on the instrument panel lighter knob or downward on an arm rest lighter knob will cause the heating element in the lighter to operate. When the element becomes sufficiently heated, the lighter will automatically snap back to its normal position ready to be withdrawn from its socket and used.

The instrument panel ash receptacle may be removed for cleaning by depressing the tabbed flange at the rear of the tray. Other receptacles may be removed by lifting the tray upward.

## DAY-NIGHT REAR VIEW MIRROR

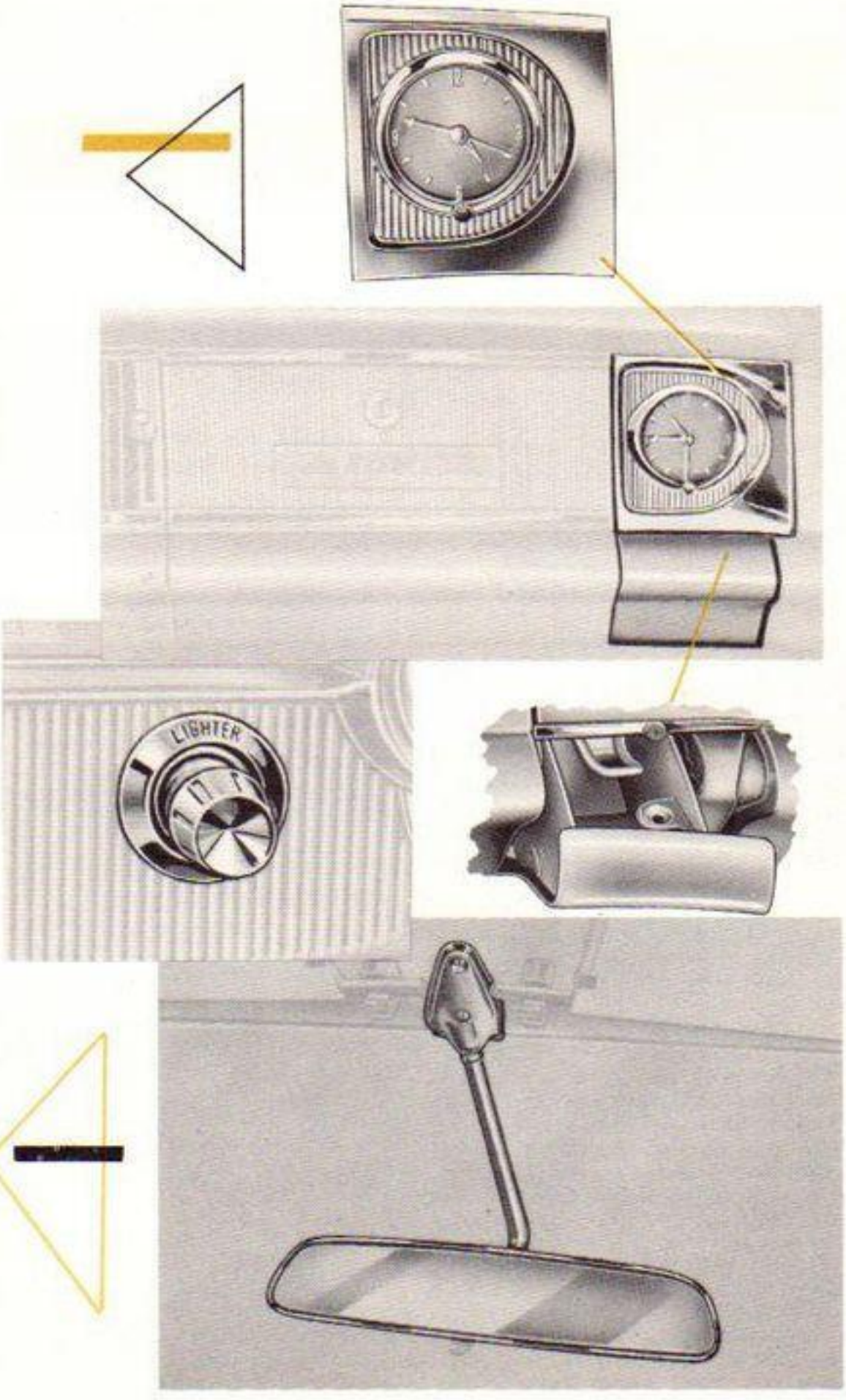
The rear view mirror has an adjusting tab marked "DAY" and "NIGHT". The "NIGHT" position provides an anti-glare feature to minimize the discomfort of headlight reflection in the mirror. The mirror can also be adjusted on its swivel to suit the driver's height and seat position.

## PADDED SUN VISORS

The padded sun visors, located above the windshield, pivot in such a manner as to allow protection from sun glare at various angles between the windshield and door. When not in use the visors may be retained in the hooks located at the inner ends of the visors.

## SPECIAL LIGHTING CONVENIENCES

Handy lights for the glove compartment, luggage compartment, and engine compartment are available as optional equipment. Each of these lights operate automatically when their respective door or the hood is opened.


LIGHTER

# CONTROLLED AIR SYSTEMS . . .

There are three controlled air systems available on the Mercury line: ventilation only . . . ventilation, heating and defrosting . . . ventilation, heating, defrosting, and air conditioning.

## WITH VENTILATION ONLY

Separate push-pull knobs are located on each side of the steering column. Their bezels are marked "LEFT VENT" and "RIGHT VENT". The extent to which these knobs are pulled out will determine the amount of ram air which is admitted into the passenger compartment.

## WITH VENTILATION, HEATING, AND DEFROSTING

The upper, right hand portion of the instrument cluster has two slotted openings for the heat and right hand ventilator control levers. The blower control knob is located in the same area. A push-pull knob at the left of the steering column controls the left hand ventilator. The defroster control is mounted below the control levers, at the left of the cigar lighter.

***To ventilate the car,*** move the lower lever to the center of the slotted opening (at "R VENT") and pull out the left vent knob. The upper lever should be all of the way to the left in the "LOW" position.

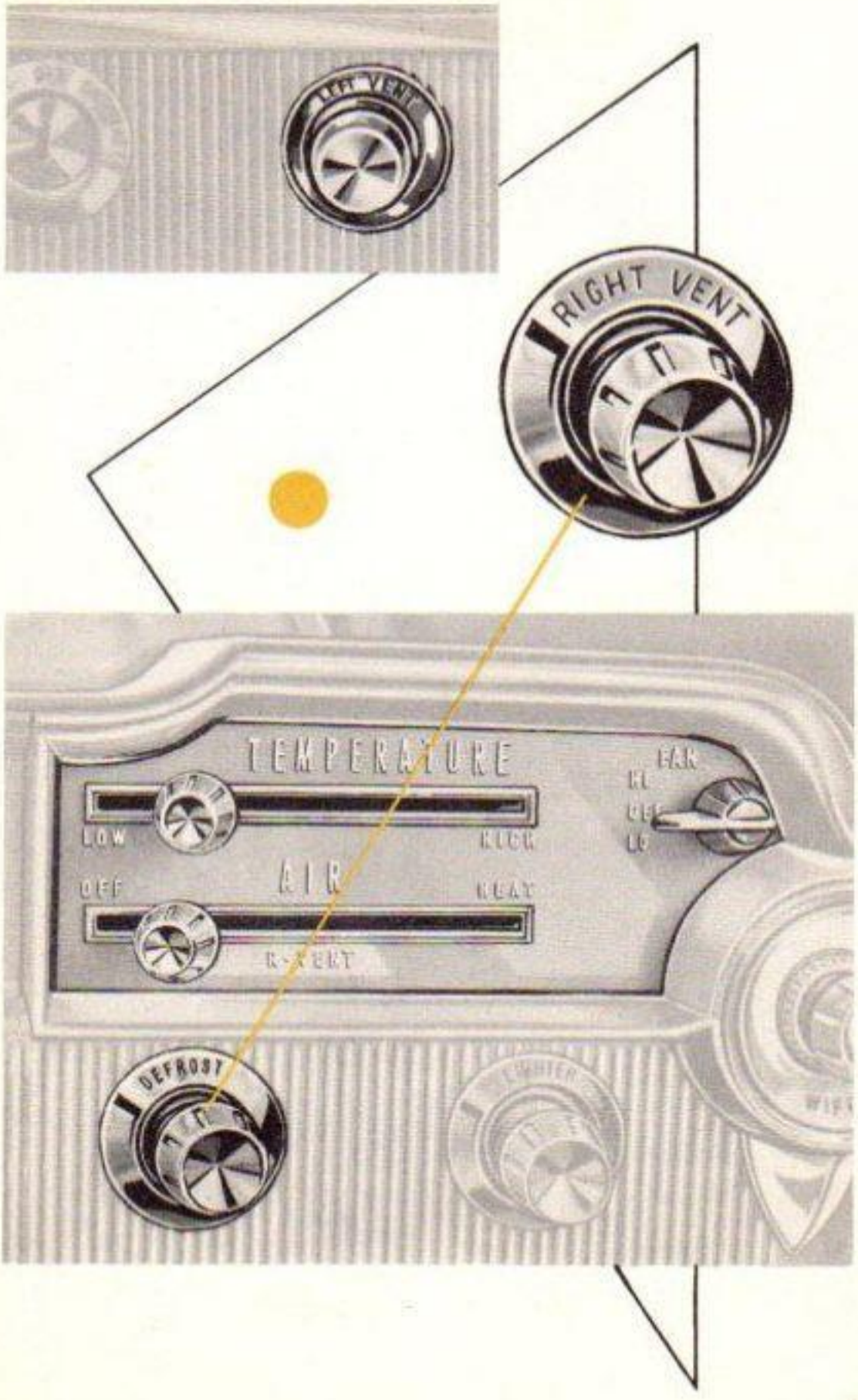
***To heat the car,*** fully depress the left vent and defroster knobs, run the engine until its normal operating temperature is reached, move the lower lever to the heat position, and the upper lever to the position which produces the amount of heat desired. The ram effect of the car's forward motion will produce a moderate amount of heated air flow. Turning the fan control knob to its "HI" or "LO" position will increase the flow.

***To Defrost the Windshield***—Observe the following steps:

1. Run the engine until it reaches its normal operating temperature.
2. Set the top lever for the amount of heating desired. Move the bottom lever to the HEAT position.
3. Pull out the DEFROST knob.
4. Run the blower at either high or low speed.
5. For maximum defrosting, move the top lever to the extreme right and run the blower at high speed.

## WITH VENTILATING, HEATING, DEFROSTING, AND AIR CONDITIONING

A single control knob, the climate dial, controls the ventilating, heating, defrosting and air conditioning systems. It rotates left and right moving the pointer in the temperature control dial in a corresponding direction. The pointer knob which controls the blower has two operating positions—down for low speed and up for high. When the blower is in the off position, and the dial is set in the "HEATER" or "VENTILATE" zone, the amount of air flow into the passenger compartment is governed by the ram effect of the car's forward motion.


LEFT VENT
RIGHT VENT
TEMPERATURE
LOW
HIGH
AIR
OFF
HEAT
DEFROST

***To Ventilate the Car***—Move the control dial pointer counterclockwise to ventilate the desired area in the car—"L" for left, "R" for right, and "L-R" for both sides of the passenger compartment. As the car moves forward, air will enter through the inlet registers.

***To Heat the Car***—Clockwise rotation of the knob moves the dial pointer through the heat zone from "LO" to "HI". The volume of heated air flow can be adjusted to suit the passengers' preference —with the fan in the off position, there will be a moderate flow of heated air as the car moves forward; with the fan switch in the "LO" or "HI" position, the blower will produce a more constant forced air flow.

NOTE: For maximum heat open the small door on the heater outlet (just above the accelerator pedal).

***To DeFrost the Windshield***—Clockwise rotation of the pointer through the Defrost zone on the dial, directs a flow of heated air onto the windshield from "HI" to "LO" heat intensity. The volume of air flow is again determined by the positioning of the blower control knob.

The defrosting system also provides a handy method for "de-fogging" the windshield. Setting the dial pointer in the lower portion of the "DEFROST" zone, and running the blower at either high or low speed will evaporate the condensation formed on the inside of the windshield.

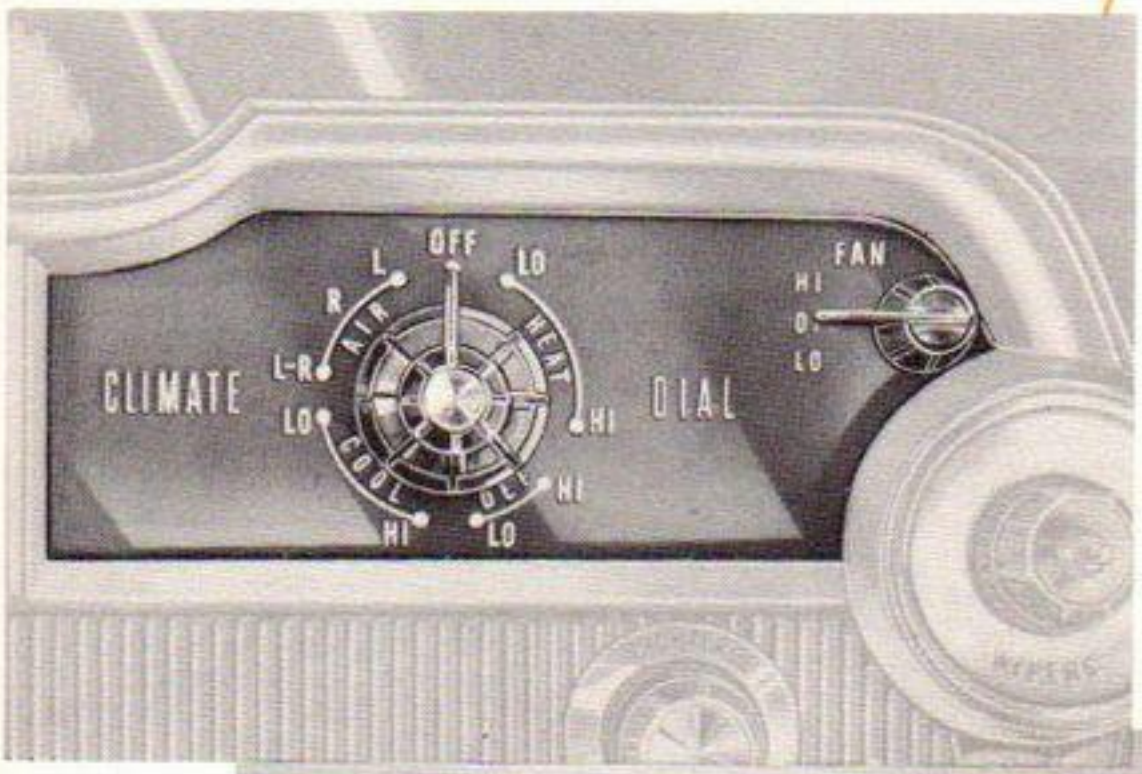
NOTE: The production of heated air requires that the engine be at normal operating temperatures. A few minutes of engine operation are needed to reach these temperatures.

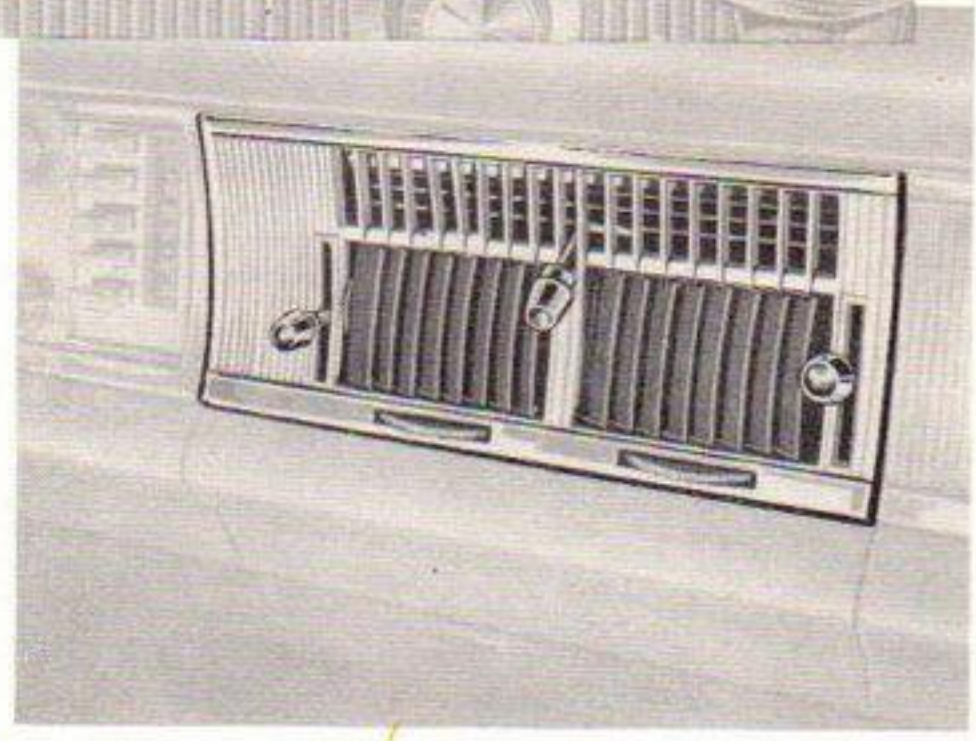
***To Air Condition***—The lower, left segment of the climate dial includes a minimum to maximum band to indicate the temperature of refrigerated air being admitted into the passenger compartment. Counterclockwise rotation of the dial knob will pass the dial pointer through this cold air range.

CAUTION: *The "FAN" knob must be turned to either a low or high speed position whenever the air conditioning system is placed in operation.*

***To Cool the Car***—Open at least one window if the air temperature outside the car is cooler than that inside. This will speed the dissipation of heat in the passenger compartment. Start the engine, move the dial pointer to the maximum detent in the air conditioning zone, turn the FAN knob to high speed position, and then with one window open run the system under these conditions for at least three minutes to rapidly expel the remaining warm air in the car. Next, close the window and continue operating the air conditioner using the high speed fan until the desired temperature is reached. The need for further adjustment with the dial and fan will depend on passenger preference.

***Registers***—Refrigerated air is admitted into the passenger compartment through an outlet register located in the center of the instrument panel. The register incorporates both horizontal and vertical louvers designed to best distribute air throughout the passenger compartment. The control levers in the face of the register operate the horizontal louvers, and the knurled knobs, inset at the base of the register, control the vertical louvers.


CLIMATE
DIAL
OFF
L
LO
R
AIR
HEAT
L-R
LO
HI
COOL
HI
LO
HI
FAN
HI
LO



# FUEL AND OIL . . .

***Fuel***—If your Mercury is equipped with an engine having a 430 cubic inch displacement, it will operate best on premium gasoline. Thus, to obtain top efficiency and performance, it is recommended that dependable brands of "premium" gasoline be used. (The smaller engines (312 and 383 cubic inch displacement) are designed to perform efficiently on "regular" grade gasolines.)

The fuel filler pipe is located in the center of the rear grille behind a hinged door. On station wagon styles the filler pipe is located behind a hinged door just inboard of the left hand tail light. Filters in the fuel tank and in the engine compartment guard the fuel system against the admission of harmful foreign matter. The fuel tank filter is an integral part of the tank. It requires no scheduled maintenance service. The filter in the engine compartment is a new design which offers greatly improved filtration and much less maintenance. This filter should be replaced every 12,000 miles or yearly, whichever occurs first.

***Oil***—Your car, when delivered to you, has the proper grade and viscosity oil in the engine. After the first 1,000 miles of operation, this oil should be drained and the oil filter replaced.

After the initial drain, the engine oil and oil filter should be changed at 4,000 miles and at each 4,000 mile interval thereafter, or every four months, whichever occurs first. More frequent changes are required under abnormal driving conditions, such as consistent high speeds in high temperature areas, extremely dusty areas, or frequent low speeds and engine idling periods in low temperature areas. Consult your Mercury dealer for the frequency of oil changes which will best suit your driving conditions.

The weight of oil to be used is also governed by the ambient conditions which prevail in the area where most of your driving will be done. The chart on the adjacent page is a guide. Select the temperature category into which the majority of your driving will fall.

***Crankcase Oil Level***—Have the oil level checked whenever you stop for fuel. The oil level indicator is marked for a safe driving range. If the oil level is between the "ADD OIL" and the "FULL" marks, it is not necessary to add oil. Whenever the level is at or below the "ADD OIL" mark, add oil immediately one quart at a time, checking the indicator after the addition of each quart. Do not fill above the "FULL" mark.

NOTE: When checking the oil level, be certain that the dipstick is properly seated on the top of the dipstick tube.

***Oil Filter***—The Mercury engine is equipped with a fullflow disposable type oil filter which may be removed and installed by hand. Normally, filter replacement and crankcase oil changes should be made simultaneously.

***Automatic Transmission Fluid Level***—The fluid level in the automatic transmission should be checked at 2,000 mile intervals. It is suggested that your Mercury Dealer perform this service for you because of the several steps which are necessary to obtain an accurate reading.



| | |
|---|---|
| Above 70° F. . . . | SAE 30W |
| Between 32° F. and 70° F. . . . . | SAE 20 or SAE 20W |
| Between minus 10° F. and 32° F. | SAE 10 or SAE 10W |
| Below minus 10° F. . . . . | SAE 5W |

CAUTION: *Do not use multi-viscosity oils (SAE 10W-30)—except those which are certified by the marketer to satisfy ASTM-G IV test sequence which describes the minimum requirements for oils with an API service MS classification.*

The oil recommended for Mercury engines is a premium, heavy duty type bearing the American Petroleum Institure classification "MS". A.P.I. classifications "MM" and "ML" are not recommended.



# STATION WAGON . . .

## STATION WAGON SEATS

All rear seats on station wagon styles are designed to fold to convert the entire rear compartment into a large load carrying area. The second seat is hinged at the front, and is converted into additional floor area by pulling the seat cushion upward from its rear edge and rotating it approximately 180° over its hinge points. The stand which lies on what has now become the forward floor is to be rotated approximately 270° around its hinge points until it stops. The entire unit (cushion and stand) will then rest firmly on the car's floor pan. The next step is to release the seat back. A latch on each side of the seat back secures it to the quarter panel just to the rear of the door opening. Pull this latch to release the seat back. Then, rotate the seat back forward to fill the space vacated by the seat cushion. (A reverse procedure will reinstate the seat.)

The second seat on 9-passenger models is a "split seat". The same procedure applies to both sections of this seat as applies to the one piece seat. However, there is one additional feature. A "walk through" area to the third seat which is created by raising the entire right hand portion of the seat (cushions and frame). Release the seat back, fold it over the seat cushion, then, raise upward on the unit until it "clicks" into a latched position. (Pulling the "T"-shaped handle in the lower, left corner of the seat frame will release the seat.)

To convert the third seat to floor area, pull forward on the strap on the seat cushion to release the cushion; then, slide it rearward into the well. The lock which secures the seat back is located in the lower, left corner of the seat. To relieve the tension on this lock, simultaneously pull forward on the seat back while pushing rearward on the lock. The seat back will fold forward and fall into the area vacated by the cushion. When the seat back is down, the final section of flooring, which folds into the seat back, is ready to be flipped forward.

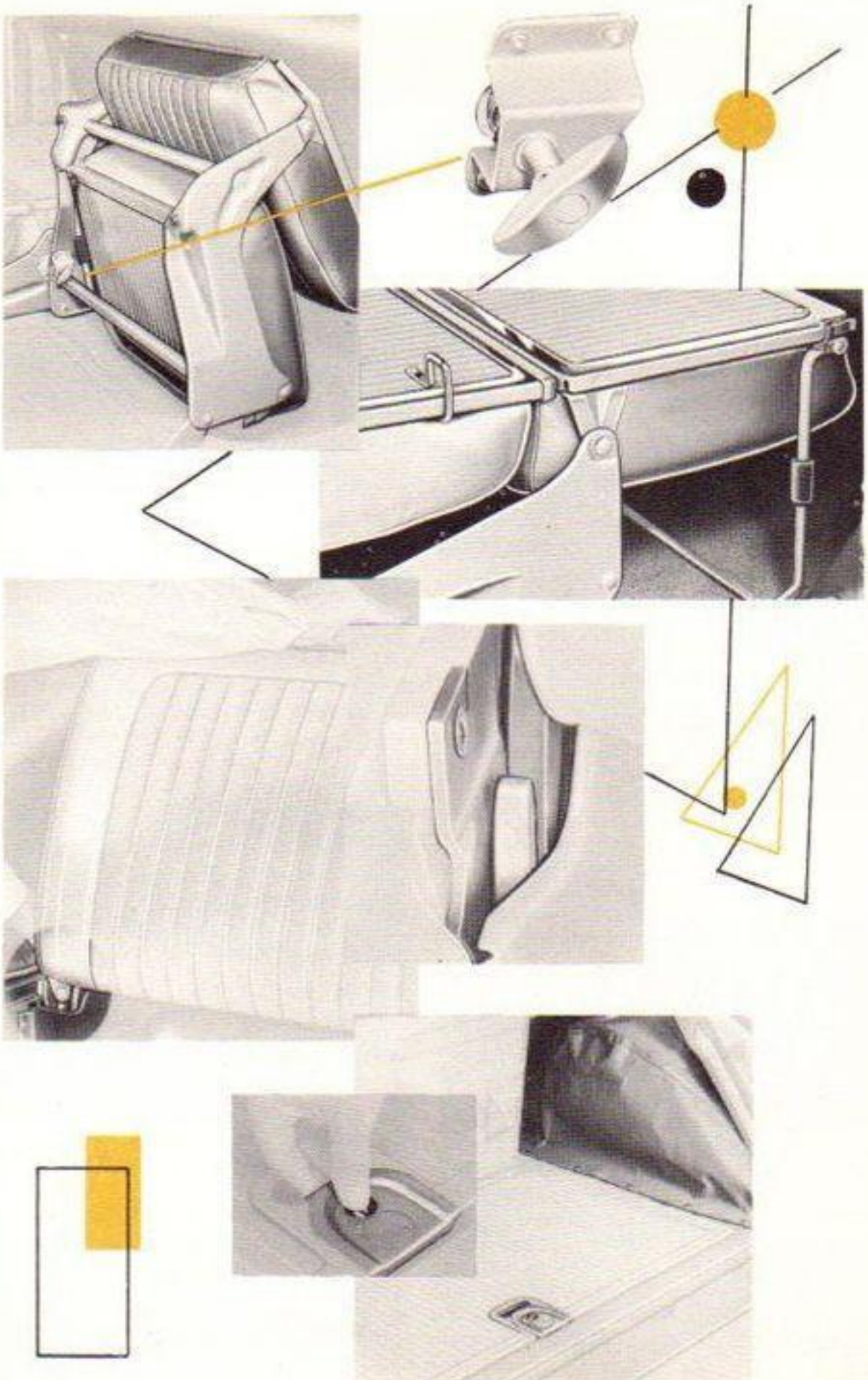
## STATION WAGON SPARE TIRE

The spare tire is carried under a cover in the tire well compartment which is located behind the right rear wheel housing. The cover is secured by snap fasteners. A wing nut and stud secure the jack base, which retains the spare tire.

To remove the spare tire from the tire well:

1. Fold down the third seat if the car is so equipped.
2. Remove the tire cover by unfastening the snaps.
3. Remove the wing nut and stud from the jack base.
4. Lift the tire toward the center of the vehicle to remove.

The jack and lug wrench are spring retained in the rear floor compartment. Raise this section of flooring by depressing the latch in the recess near the rearward edge.



# CONVERTIBLE TOP . . .

Operation — The convertible top is raised and lowered by the small control below the instrument panel just to the right of the steering column.

**TO LOWER:**

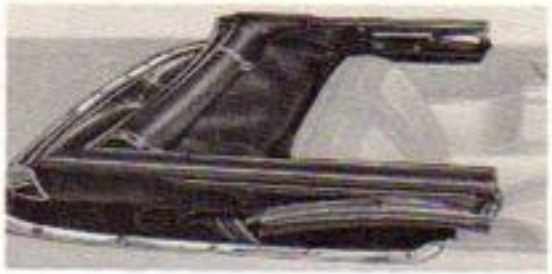
1. Be sure the car is standing still and all the side windows are down. Remove all objects from the top compartment.





2. Pull down the two flush-mounted toggle-type clamps located on the windshield header.
3. Push the top up until it is about one inch above the windshield header.
4. With the top tension relieved, unzip the rear window and lay it carefully in the top compartment.
5. Pull up on the top control. When the top is ¾ of the way down, release the control, pull the top padding away from the bows to eliminate pinching and allow the top to seat fully in the folding compartment.

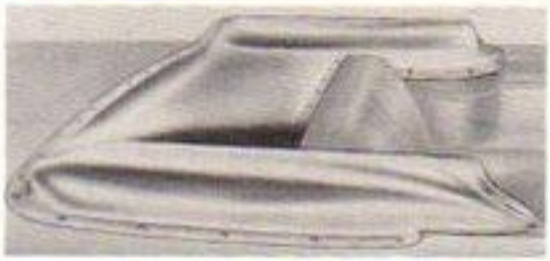




6. Install the protective top cover (boot) by attaching the snap fasteners.

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

**TO RAISE:**



1. Be sure that the car is standing still and that all of the windows are down.
2. Remove the top cover.
3. Push down on the top control and hold it until the top is one inch from the windshield header, then release the control.
4. With the top tension relieved, install the rear window by zipping it carefully into place.
5. Pull the top down on the windshield header and secure the two toggle-type clamps.

# PREVENTIVE MAINTENANCE . . .

Regularly scheduled maintenance will help to preserve the quality of performance and riding comfort which has been built into your Mercury. Your driving habits, prevailing climate, and various other driving conditions all play a part in planning such a schedule. Thus, our recommendations, which represent minimum requirements under average driving conditions, may have to be altered to better suit your needs.

Under preventive maintenance we include the normally recurring service items: seasonal attention to the cooling system, battery care, tire care and rotation, lubrication, and those mechanical inspections which are aimed at stopping trouble before it starts.

## COOLING SYSTEM

The radiator used with 312 cubic inch engine has a 20 quart capacity. The larger engines employ a radiator with a 21 quart capacity. (An additional quart of coolant is required in each case when the car is equipped with a heater.) Coolant temperature is controlled by a high temperature thermostat (180° F.).

Maintenance includes the following:

1. The coolant level should be kept approximately an inch below the bottom of the filler neck. Check this level frequently. If an excessive coolant loss is noted, have the cause diagnosed and serviced.
2. Add fresh anti-freeze each fall if your car will be exposed to freezing temperatures. The factory installed thermostat requires an ethylene glycol base solution (permanent anti-freeze). If a non-permanent type anti-freeze is used, have your Mercury dealer install a low temperature thermostat to avoid overheating. *Do not mix alcohol with permanent anti-freeze.*
3. Have the radiator flushed twice a year. It is perhaps most convenient to have this done in the spring when adding rust inhibitor and in the fall when adding anti-freeze.

***Radiator Cap***—The cooling system is normally under pressure (up to 15 pounds per square inch). For this reason, the radiator cap has a safety or partially open stop which will allow any pressure build-up to escape without completely removing the cap. When removing the cap turn it to the left to this safety position, then wait a moment to be sure that any pressure which exists is dissipated before turning it any farther to the left for removal.

## BATTERY CARE

The battery is located in the right front corner of the engine compartment. This battery will give you dependable service, if properly maintained. The following steps are recommended in this respect:

1. Have the fluid level in the battery checked frequently. As indicated on the filler caps, "fill to ring."
2. Keep the top of the battery clean and dry.
3. Keep the terminals of the battery coated with petroleum jelly to prevent corrosion.

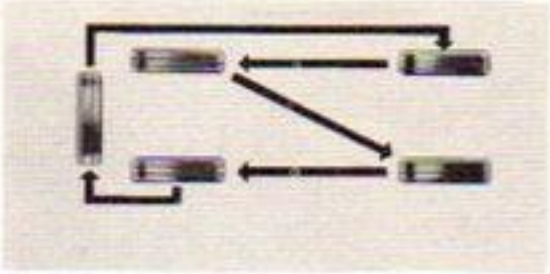
CAUTION: *Keep lighted cigarettes or flames away from the top of open battery cells. Combustible gas is always present.*

## TIRE CARE

Tubeless tires are standard equipment on your Mercury. To obtain maximum life from the tires, check them frequently for correct pressure and rotate them at the recommended 6,000 mile interval. Your driving habits are also a factor in tire longevity.

***Tire Pressure***—Tire pressure should be checked when tires are cool or cold, because pressure increases after traveling a few miles. Recommended cold-tire pressures are 24 lbs. front and rear for all models except station wagons. The recommended rear tire pressure on a loaded station wagon is 28 pounds.

***Tire Rotation***—It is recommended that you rotate all five tires on your car every 6,000 miles to equalize wear. Follow the pattern shown in the diagram on the adjacent page for best results. It is also recommended that the front wheels be checked for alignment by your Mercury dealer every 6,000 miles, or at any time abnormal steering or tire wear develops.



***Changing Wheels***—To change wheels on your Mercury, you need only the jack plus the combination jack handle and lug wrench which came with your car.

A decal on the underside of the luggage compartment lid contains useful information regarding the changing of wheels.

If a tire begins to lose pressure rapidly while driving, stop as quickly as is consistent with safety. Park the car on a level spot, if possible. Set the parking brake and place the car in reverse or, in cars with an automatic transmission, select "P" (park). As an added precaution, block the wheel diagonally opposite from the wheel being changed. At night, turn on the left turn signal lights as a safety measure to warn passing vehicles.

CAUTION: *Do not attempt repairs on heavily-traveled roads or highways; drive the car off the road to change the tire; make certain passengers are not in the vehicle when the car is on the jack.*

Proceed as follows:

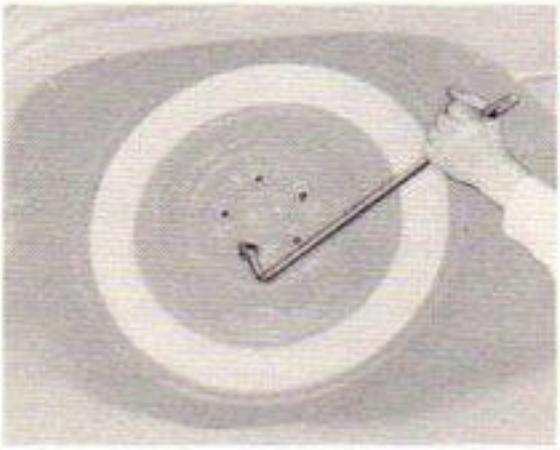
1. Remove the spare wheel. (The spare wheel is released from its stored position by removing the wing nut and jack base from the retaining bolt which passes through the center of the wheel. Lift the tire out of the luggage compartment—or tire well on station wagons.) Lean the wheel carefully against the car near the wheel being changed.
(See page 32 for information regarding the removal of fender shields.)

2. Pry off the hub cap with the flat end of the lug wrench.

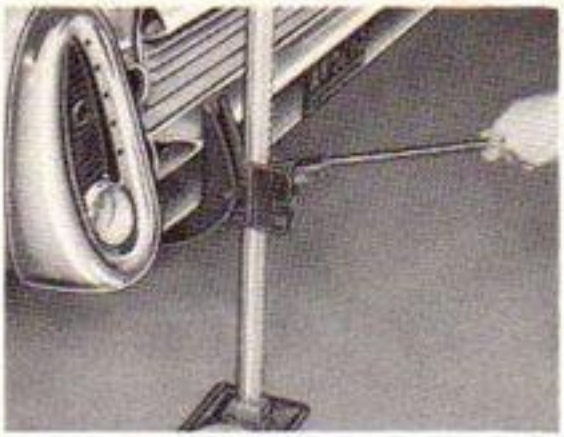
NOTE: The full disc hub cap has locking indentations in the mounting edge to prevent it from rotating on the wheel. With this design, removal of the hub cap is best accomplished in the following manner:

Make sure that the valve stem and hole in the hub cap are approximately horizontal. This will ensure that the jack handle has sufficient clearance when it is being used as a lever to pry the hub cap off. See illustration. Insert the tapered end of the jack handle beneath the hub cap at the valve stem hole, and pry the hub cap out by pushing the jack handle toward the wheel. After the initial pry, insert the tool slightly above and then below the valve stem hole and continue prying the hub cap in each location until it is removed from the wheel.

3. Loosen, but do not remove the wheel nuts.

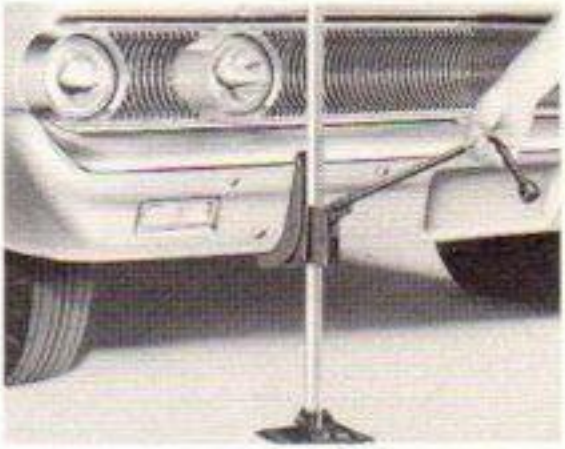


4. The jack has a pivoted load-rest that is contoured to fit both bumpers of passenger cars and the front bumper of the Station Wagon series. To raise the rear of Station Wagons, pivot the nose of the



loadrest downward against the jack post. In this position, the notched top of the load-rest will fit the Station Wagon rear bumper.

5. Raise the small lever under the jack handle into the "up" position. Insert the flat end of the tire wrench into the jack handle socket, and work



the jack handle up and down to raise the car until the wheel clears the ground.

6. Remove the wheel nuts and lift off the wheel.
7. Immediately put on the spare wheel and replace and tighten the wheel nuts. Be sure that the beveled end of the nuts face inward.
8. Press downward on the small lever under the jack handle. Then, slowly lower the car, by raising and lowering the jack handle, keeping a firm grasp on the jack handle.
9. Remove the jack.

10. Replace the hub cap, after making sure that all of the wheel nuts are tight.
11. Stow the jack in the luggage compartment. ALL MERCURY DEALERS ARE EQUIPPED TO SERVICE YOUR TIRES.

***Removing Rear Fender Shield***—(An optional accessory.)

1. Feel under bottom edge of the fender shield until you find the locking rod located just to the rear of center.
2. Push the locking rod up and then away from you until it is free. Pull downward.



3. Slide back end of fender shield downward and away from you to disengage the rod at the rear, and guide the rod at the front from the attaching brackets on the body.
4. To replace the fender shield, slip the front guide rod into its body bracket. Then move the fender shield upward, lining up the locating tabs on the body with the tabs on the fender shield. Push the locking rod upward until the end is retained inside the bottom flange of the shield. It is recommended that the shields be left off when tire chains are in use.

## LUBRICATION

Periodic lubrication of chassis components (at 2,000 mile intervals) and body components (at 4,000 mile intervals) is recommended. The charts on Pages 34 and 35 give detailed information regarding lubrication points.

## MINOR ENGINE TUNE-UP

Having your Mercury Dealer periodically perform a minor engine tune-up will help retain a "new car" performance throughout the life of the car. This tune-up will include checking the battery, ignition timing, carburetor adjustments, and transmission linkage and shift points. It will also include inspection and adjustment of the distributor breaker points and rotor, as well as lubrication of the distributor. Finally, all spark plugs will be checked, cleaned and gapped, or replaced if necessary. As you will note in the chart, we recommend that this tune-up service be obtained every 10,000 miles.

## SEASONAL SERVICES

There are several service items which should be performed on a seasonal rather than mileage basis. These include:

1. Flushing of the radiator each spring and fall.
2. The addition of rust inhibitor to the cooling system each spring.
3. The addition of anti-freeze to the cooling system each fall.
4. Inspect all hoses each spring and fall and replace those which give any indication of leakage.
5. On cars equipped with air conditioning, check each spring and fall for any indications of a refrigerant leak. Also check the oil level and the sight glass for the amount of charge in the system.

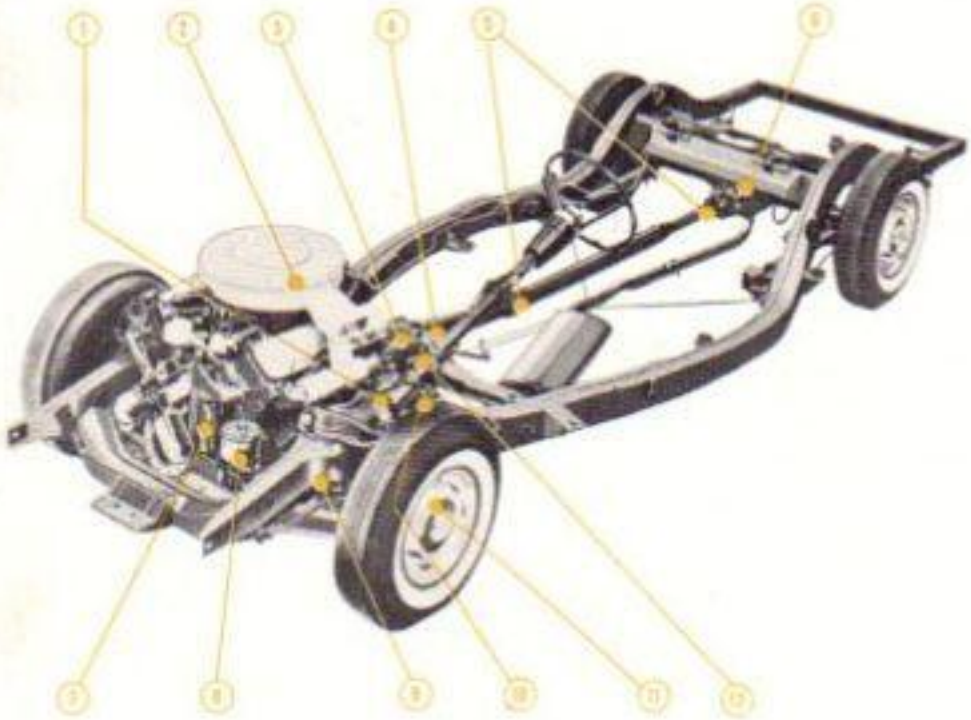
## OTHER MAINTENANCE ITEMS

The chart on the adjacent page summarizes the maintenance operations which we recommend. The mileage intervals specified are recurrent.

# PERIODIC MAINTENANCE SCHEDULE

| SERVICE OPERATION | MILEAGE INTERVAL | | | | | | |
|---|---|---|---|---|---|---|---|
| | EVERY 2000 | 4000 | 6000 | 10000 | 12000 | 16000 | 20000 |
| LUBRICATE CHASSIS.....<br>(See Chassis Lube Chart on Page 34) | X | | | | | | |
| LUBRICATE BODY.....<br>(See Body Lube Chart on Page 35) | | X | | | | | |
| SERVICE ENGINE.....<br>(Includes changing oil in crankcase, replacing engine oil filter, cleaning oil filler tube cap screen, and cleaning carburetor air cleaner filter)<br>NOTE: Oil change should be performed at 4,000 miles, or 4 months, whichever occurs first. | | X | | | | | |
| ROTATE WHEELS AND TIRES AND CHECK WHEEL BALANCE..... | | | X | | | | |
| CHECK FRONT WHEEL ALIGNMENT AND ADJUST, AS REQUIRED... | | | X | | | | |
| CHECK CONVERTIBLE TOP RESERVOIR..... | | | X | | | | |
| PERFORM MINOR ENGINE TUNE-UP.....<br>(See Description of Tune-Up on Adjacent Page) | | | | X | | | |
| CHECK BRAKE LININGS AND CLEAN AND REPACK FRONT WHEEL BEARINGS. REPLACE LININGS IF REQUIRED..... | | | | X | | | |
| REPLACE FUEL FILTER.....<br>NOTE: Replace filter at 12,000 miles or 1 year, whichever occurs first. | | | | | X | | |
| LUBRICATE FRONT "U" JOINT YOKE AND TRANSMISSION OUTPUT SHAFT SPLINES..... | | | | | | X | |
| CHECK AND ADJUST STEERING GEAR PRELOADS..... | | | | | | X | |
| REPLACE CARBURETOR AIR CLEANER FILTER..... | | | | | | | X |
| ADJUST TRANSMISSION BANDS AND DRAIN AND REFILL TRANSMISSION..... | | | | | | | X |
| PERFORM SEASONAL SERVICES (See Description on Adjacent Page) | | | | | | | |

# CHASSIS LUBRICATION GUIDE



1. **TRANSMISSION, CLUTCH AND BRAKE LINKAGE**
   LUBRICATE AT LINKAGE JOINTS AND PIVOT POINTS (EXCEPT THOSE WITH RUBBER INSULATORS) WITH SAE 10 ENGINE OIL.
2. **EXHAUST CONTROL VALVE (312 CU.IN.)**
   APPLY PENETRATING OIL AND GRAPHITE MIXTURE.
3. **BRAKE MASTER CYLINDER**
   USE HEAVY-DUTY HYDRAULIC BRAKE FLUID, PART NUMBER MK-19542. FILL TO 1/4 INCH FROM TOP OF FILLER OPENING.
4. **LOWER GEAR SHIFT SELECTOR LEVER (STANDARD TRANSMISSION)**
   LUBRICATE WITH CHASSIS LUBRICANT.
5. **UNIVERSAL JOINTS**
   USE CHASSIS LUBRICANT.
6. **REAR AXLE HOUSING**
   USE SCL TYPE HYPOID GEAR LUBRICANT SAE 90, MG-19581-B. (IN SUSTAINED TEMPERATURES BELOW 25°F, USE SCL TYPE HYPOID GEAR LUBRICANT SAE 80, MG-19581-A.) DO NOT PERIODICALLY DRAIN AND REFILL REAR AXLE.
7. **DRIVE BELTS**
   INSPECT TENSION.
8. **POWER STEERING PUMP RESERVOIR**
   CHECK FLUID LEVEL. USE AUTOMATIC TRANSMISSION FLUID TYPE A SUFFIX A. ADD AS REQUIRED.
9. **FRONT SUSPENSION**
   USE CHASSIS LUBRICANT AT BALL JOINTS (2 EACH SIDE). USE B-19588 TWO STEERING STOPS (ONE EACH SIDE).
10. **STEERING GEAR**
    USE STEERING GEAR LUBRICANT LA-19578-A AS REQUIRED.
11. **STEERING IDLER ARM BUSHINGS, TIE RODS, AND CONNECTING LINK BALL STUDS.**
    USE CHASSIS LUBRICANT. 5 FITTINGS ON POWER STEERING, 7 FITTINGS ON STANDARD STEERING.
12. **TRANSMISSIONS**
    CHECK FLUID LEVEL. STANDARD TRANSMISSION, USE SAE 80 MULTI-PURPOSE GEAR LUBRICANT. AUTOMATIC TRANSMISSIONS-USE TYPE "A" SUFFIX A, AUTOMATIC TRANSMISSION FLUID, IF NECESSARY, TO BRING FLUID LEVEL TO FULL MARK ON INDICATOR. DO NOT OVERFILL.

# BODY LUBRICATION GUIDE



1. **HOOD HINGES**
   APPLY LIGHT ENGINE OIL TO PIVOT POINTS.
2. **HOOD LOCK**
   APPLY LUBRICANT BL-19586 TO LOCK DOWEL CATCH.
3. **DOOR HINGES**
   APPLY LIGHT ENGINE OIL 4 POINTS EACH DOOR.
4. **LUGGAGE COMPARTMENT DOOR HINGES**
   APPLY LIGHT ENGINE OIL 1 POINT EACH HINGE.
5. **LUGGAGE COMPARTMENT DOOR LOCK**
   APPLY LUBRICANT BL-19586 TO ROTOR AND LATCH. STATION WAGON - APPLY LIGHT ENGINE OIL TO PIVOT POINTS.
6. **HOOD AUXILIARY CATCH**
   APPLY LUBRICANT BL-19586. USE SPARINGLY.
7. **DOOR CHECK ARMS**
   APPLY LUBRICANT BL-19586. USE SPARINGLY.
8. **DOOR LOCKS**
   APPLY LUBRICANT BL-19586. USE SPARINGLY ON STRIKER PLATE AND ROTOR.

# SPECIFICATIONS . . .

## AXLE GEAR RATIOS

Your car will be equipped with one of the following gear ratios: 2.71:1, 2.91:1, 3.10:1 or 3.56:1.

NOTE: The gear ratio may be identified by means of a tag on the rear axle housing.

## DIMENSIONS

| | |
|---|---|
| Overall Length (inches) All Models | 219.16 |
| Overall Width (inches) All Models | 80.10 |
| Tread (inches) All Models—Front and Rear | 60.0 |
| Wheelbase (inches) All Models | 126.0 |

## ENGINES

| | 312 Cubic Inch Displacement | 383 Cubic Inch Displacement | 430 Cubic Inch Displacement |
|---|---|---|---|
| Bore (Inches) | 3.80 | 4.30 | 4.30 |
| Stroke (Inches) | 3.44 | 3.30 | 3.70 |
| Compression Ratio | 8.9:1 | 8.5:1 | 10.0:1 |
| Type | V8-90° OHV | V8-90° OHV | V8-90° OHV |
| Firing Order | 1-5-4-8-6-3-7-2 | 1-5-4-2-6-3-7-8 | 1-5-4-2-6-3-7-8 |
| Valve Lash—Intake and Exhaust | .019" (Hot) | Hydraulic | Hydraulic |
| Fuel Requirements | Regular | Regular | Premium |
| Idle Speed | | | |
| Standard Shift in Neutral (r.p.m.) | 500-525 | — | — |
| Automatic Transmission (in drive) | 450-475 | 450-475 | 450-475 |
| Brake Horse Power | 205 @ 4000 r.p.m. | 280 @ 4200 r.p.m. | 310 @ 4100 r.p.m. |
| Torque | 328 @ 2100 r.p.m. | 405 @ 2200 r.p.m. | 450 @ 2200 r.p.m. |

Cylinder Numbering for all engines is 1-2-3-4 right, 5-6-7-8 left—front to rear.

## REFILL CAPACITIES (U.S. MEASURES)

| | |
|---|---|
| Cooling System | |
| 312 cu. in. engine | 20 quarts* |
| 383 and 430 cu. in. engines | 21 quarts** |
| Crankcase | 5 quarts* |
| Fuel Tank—All Models | 20 gallons |
| Rear Axle | 4½ pints |
| Transmission | |
| Automatic | 9-10 quarts |
| Standard Shift | 3 pints |

*Add 1 quart if car is equipped with heater. **Add 1 quart when replacing oil filter.

## REFILL CAPACITIES (IMPERIAL MEASURES)

The Canadian Provinces employ an Imperial liquid measure which is 1/6 larger than similar units of liquid measure used under United States standard. If equivalent liquid capacities are desired, multiply the specified U.S. measure by 5 and divide by 6. The result will be reasonably accurate.

## TIRES

Size.....8.00 x 14, 8.50 x 14, or 9.00 x 14 depending on model and/or equipment

Pressue

- Front—All Models.....24 lbs.
- Rear—All Models except Station Wagons.....24 lbs.
- Rear—Loaded Station Wagons.....28 lbs.

## TRANSMISSION

Standard Shift Manual

- Speeds.....3 speeds forward and one reverse

Merc-O-Matic Dual Range

- Speeds.....3 speeds forward and one reverse
- Type.....Single stage torque converter with 3 speed fully automatic planetary gear train

Merc-O-Matic Single Range

- Speeds.....3 speeds forward and one reverse
- Type.....Single stage torque converter with 3 speed fully automatic planetary gear train

## ELECTRICAL SYSTEMS

| BATTERY | STANDARD | HEAVY DUTY |
|---|---|---|
| Ampere Hour Rating | 55 | 65 |
| Ground Terminal Polarity | Negative | Negative |
| Number of Cells | 6 | 6 |
| Number of Plates Per Cell | 11 | 13 |
| Volts | 12 | 12 |

| CIRCUIT BREAKERS | RATING (AMPS.) | LOCATION |
|---|---|---|
| Headlamps (High Beam) | 18 | Integral with main light switch |
| Headlamps (Low Beam) | 12 | On brake pedal support bracket |
| Parking Lamps | | |
| Rear Lamps | | |
| Stop Lamps | 12 | Integral with main light switch |
| License Plate Lamp | | |
| Instrument Lamps | | |
| Air Conditioning Blower | 20 | Fuse panel—back of access plate in glove box |
| Electric Wiper Motor | 12 | On brake pedal support bracket |
| Electric Back Window (Station Wagon) | 13½ | Left Rear Quarter Rear Inner Panel |
| Power Windows | | |
| Main Circuit | 30 | On starter relay |
| Floor Door (each) | 15 | Lower instrument panel extension (right and left) |
| Rear Door (each) | 15 | Inner door panels |
| Rear Quarter (each) | 15 | Rear floor panel |
| Four-Way Power Seat | 20 | Near motor under front seat |
| Main Feed | 30 | On starter relay |
| Convertible Top Control | 30 | On starter relay |

Distributor

- Point Gap (inches).....014-.016
- Dwell at Idle (degrees).....26-28½

NOTE: The 20 and 30 amp. Circuit Breakers are non-cycling. In the event of circuit failure, it will be necessary to eliminate the cause of failure before the circuit breaker will reset and power is restored. All other circuit breakers are of the automatic reset type. If repeated circuit interruption occurs, prompt attention to the cause is necessary.

## FUSES

| CIRCUIT | RATING (AMPS.) | LOCATION |
|---|---|---|
| Interior Lamps | SFE 7.5 | |
| Turn Signals | SFE 7.5 | |
| Heater Blowers | SFE 14.0 | |
| Radio | 1 AG-5 | Fuse panel back of access plate in glove box |
| Spotlight | SFE 7.5 | |
| Clock | 1 AG-2 | |
| Back-Up Lamp | SFE 7.5 | |
| Cigar Lighter | 1 AGC-15 | |
| Parking Brake Warning Lamp | SFE 7.5 | |

(Also includes 1 Sulphur Disc in Back of Lighter Socket)

| LAMPS | NUMBER OF BULBS USED | CANDLE POWER OR WATTAGE | TRADE NUMBER |
|---|---|---|---|
| Headlamps | | | |
| Low Beam (#2) | 2 | 50/37.5W | 4002 |
| High Beam (#1) | 2 | 37.5W | 4001 |
| Front Turn Signal/Parking | 2 | 32/4 C.P. | 1034 |
| Spotlight 4.4" Diameter | 1 | 30W | 4405 |
| Engine Compartment | 1 | 15 C.P. | 93 |
| Rear Turn Signal and Stop/Tail | 2 | 32/4 C.P. | 1034 |
| Back-Up Lamps | 2 | 21 C.P. | 1141 |
| Luggage Compartment | 1 | 4 C.P. | 67 |
| Rear License Plate Lamp | 1 | 4 C.P. | 67 |
| Arm Rest | 2 | 6 C.P. | 89 |
| Courtesy Lamps | 2 | 6 C.P. | 89 |
| Compass Lamp | 1 | 1.5 C.P. | 1445 |
| Dome Lamp | 1 | 15 C.P. | 1003 |
| Glove Compartment | 1 | 2 C.P. | 57 |
| Continental Tire Kit (License Plate) | 1 | 4 C.P. | 67 |
| Instrument Panel | | | |
| Indicators and Gauges: | | | |
| Fuel Gauge | 1 | 2 C.P. | 57 |
| Temperature Gauge | 1 | 2 C.P. | 57 |
| Generator Indicator | 1 | 2 C.P. | 57 |
| Oil Pressure Indicator | 1 | 2 C.P. | 57 |
| High Beam | 1 | 2 C.P. | 57 |
| Turn Signal | 2 | 2 C.P. | 57 |
| Parking Brake Signal | 1 | 2 C.P. | 57 |
| Panel Illumination: | | | |
| General Lighting | 3 | 2 C.P. | 57 |
| Ignition Switch | 1 | 2 C.P. | 57 |
| Speedometer | 2 | 2 C.P. | 57 |
| Wiper Control | 1 | 1.5 C.P. | 1445 |
| Ash Receptacle | 1 | 1.5 C.P. | 1445 |
| Clock | 2 | 2 C.P. | 57 |
| Radio Dial | 1 | 1.9 C.P. | 1892 |
| Transmission Control Dial | 1 | 1.5 C.P. | 1445 |
| Main Light Switch | 1 | 1.5 C.P. | 1445 |

Spark Plugs

Size and Type ..... 312 Cu. In. Engine F14Y—18 MM, Anti-fouling
383 & 430 Cu. In. Engine F11Y—18 MM, Anti-fouling

Gap (inches) ..... .032-.036

Torque (lbs. ft.) ..... 15-20

# ACCESSORIES . . .

Your Mercury dealer has many superbly styled accessories in stock which are designed to add to the beauty, comfort, and convenience of your new car. He will be happy to give you specific information about any of these accessories:

• Locking Fuel Tank Cap • Seat Belts • Cushion Topper • Radio • Contour Floor Mats • Rocker Panel and Wheelhouse Finish Mouldings • Dream Car Spare Tire Carrier • License Plate Frame • Rear Door Safety Locks • Remote Control Trunk Lock • Spotlight • Cargo Light • Engine Compartment Light • Child's Safety Jacket • Litter Container • Hooded Rear View Mirror • Vanity Mirror • Front and Rear Sun Shields • Fender Shields • Windshield Washers.

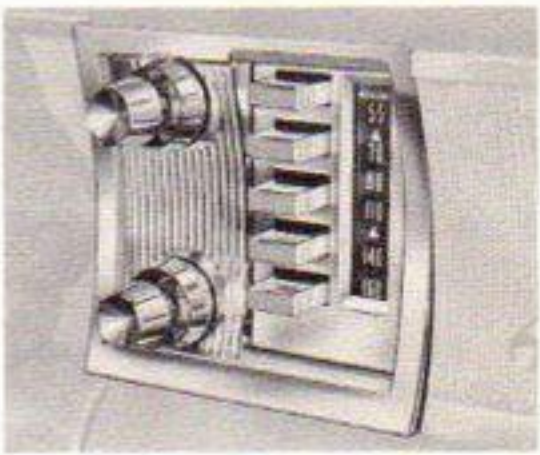
Details follow regarding the operation and adjustment of several of the accessories which are most frequently requested by Mercury owners.

## RADIO

The AM Radio, in the right side of the instrument cluster, incorporates five pushbuttons for station selection, a manual on-off volume control knob (upper knob) over a tone control ring, and manual tuning knob (lower knob) over a speaker control ring. (For rear seat speaker only.)

ADJUST THE PUSH-BUTTONS AS FOLLOWS:

1. Turn on the radio and allow it to warm up for approximately 15 minutes. Then, go through the following steps to set each button at the station of your choice.
2. Pull the selector button straight out until it stops.
3. Tune in the station you want with the manual tuning knob.
4. After the station is clearly tuned-in, push the selector button straight in, and release.
5. Repeat steps 2, 3 and 4 for the remaining station selector buttons.



## REAR SEAT SPEAKER

You can have high quality radio reception in your car or station wagon with the new Mercury rear seat speaker. Passengers will have a deeper appreciation of the car radio because this speaker "carries" the sound to every passenger with crisp clarity and extended tonal range. Both front and rear speakers can be used at the same time, or individually.

The ring behind the tuning knob controls the front and rear seat speakers.

## WINDSHIELD WASHER

With Mercury windshield washer you can clean dust and mud splatter off your windshield while driving—in just seconds. Touch the button at the center of the windshield wiper control and two

jets will spray water on the windshield. If the wipers are not already operating, they will automatically start after the water sprays on the windshield. The wipers will then make ten to fourteen sweeps and automatically shut off.

If you use the windshield washer on a cold windshield at freezing temperatures, the fluid may freeze when it touches the cold glass. This may temporarily obscure your vision. However, the heater defrosters will usually warm the glass enough so that the fluid will clean the windshield without freezing.

NOTE: Your Mercury dealer stocks a windshield washer solution which, when added to the water in the reservoir, will reduce the possibility of freezing.

## SEAT BELTS

Mercury's seat belts offer the maximum of safety to both driver and passengers. Belts hold you snugly in the seat—help prevent injury in case of sudden stops.

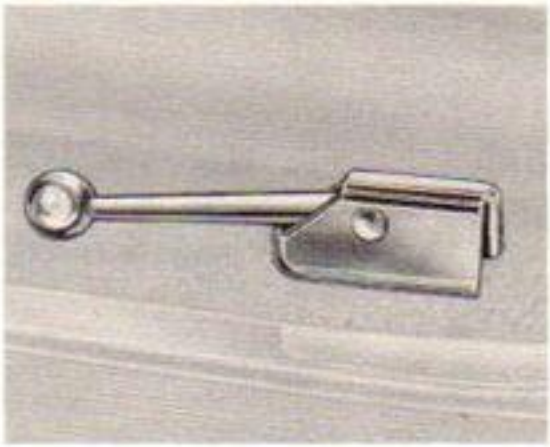
They're rigidly anchored to the floor by stout bolts through three layers of steel. Belts are available in five colors. Belts are comfortable to use—snap on or off easily, instantly.

To put on the belt, slip the slotted metal end of the belt under the tongue of the safety buckle and push in. When a sharp snap is heard, the belt is securely locked. Lift the tongue in the safety buckle to release the belt. The belt may be tightened by pulling the loose end of the belt where it emerges from the safety buckle. To loosen the belt, pull outward on the end of the safety buckle opposite the tongue.

CAUTION: *Do not adjust the front seat belts until the seat itself has been adjusted to the driver's satisfaction.*

## REMOTELY CONTROLLED TRUNK LOCK

The remotely controlled trunk lock enables the driver to unlock the trunk without getting out of the car. Control lever is mounted on the floor at the left of the driver's seat. Pulling upward on the lever releases the trunk lid.



## SPARE WHEEL CARRIER

Another of the popular accessories available to you is an external spare wheel carrier. This carrier can be installed by your dealer.

To obtain access to the luggage compartment lock, pull up on the lever located between the tire cover and luggage compartment lid at the lower right side of the carrier assembly. Pivot the carrier assembly up and to the left on its hinged bracket.

If the spare tire is to be removed, release the wheel cover ring retaining spring by unhooking the spring from the upper portion of the ring. Then, work the wheel cover plate loose from the ring. Open the luggage compartment and remove the wheel nut wrench which is stored there. Allow the spare wheel assembly to fall back to its down position; then, remove the three wheel retaining nuts. Lift the spare wheel off its bracket and remove the wheel cover ring.

# INDEX


**A**

Accessories ..... 39
Air Conditioning ..... 20
Ash Receivers ..... 18

**B**

Back-Up Lights ..... 14
Battery Care ..... 30
Brakes ..... 10
Brake Release Light ..... 14
Break-in ..... 6

**C**

Cigar Lighters ..... 18
Convertible Top ..... 28
Cooling System ..... 29

**D**

Defrosting ..... 20
Door Locks (Outside) ..... 2

**E**

Electric Clock ..... 18
Engine Compartment Light ..... 18

**F**

Fender Skirts ..... 32
Filters ..... 24
Flooded Engine ..... 10
Fuel ..... 24
Fuel Gauge ..... 12

**G**

Generator Indicator Light ..... 12
Glove Compartment Light ..... 18
Glove Compartment Lock ..... 2

**H**

Headlight Beam ..... 14
Heating ..... 20
Hood Latch ..... 4

**I**

Ignition Switch ..... 2
Instruments ..... 12

**K**

Keys ..... 2

**L**

Lights ..... 12
Locks ..... 2
Lubrication ..... 32

**M**

Main Light Switch ..... 14
Maintenance ..... 29
Mirrors ..... 18

**O**

Odometer ..... 12
Oil ..... 24
Oil Pressure Indicator Light ..... 12

**P**

Parking Brake ..... 8
Pushing the Car ..... 10

**R**

Radiator Cap ..... 29
Radio ..... 39
Registers ..... 22

**S**

Seats ..... 16
Special Appointments ..... 18
Specifications ..... 36
Speedometer ..... 12
Starting the Engine ..... 8
Station Wagon ..... 26
Steering ..... 10
Stopping ..... 10

**T**

Tires ..... 30
Towing the Car ..... 10
Transmissions ..... 6
Tune-up ..... 32
Turn Signals ..... 12

**V**

Ventilation ..... 20

**W**

Wheels-Changing ..... 30
Windows ..... 16
Windshield Washers ..... 39
Windshield Wipers ..... 16

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