

Mercury for 1961

1961 MERCURY

METEOR 600

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MONTEREY

The BETTER low price Cars!



This Owners Manual is a guide for locating and operating the controls in your new Mercury. It is also a guide for planning a maintenance program which will help to retain the appearance and performance of your car. May we suggest that you read the entire book; and then, keep it in your glove compartment for future reference.

Your Mercury Dealer will be pleased to help you with your car maintenance needs. His staff of mechanics are specialists in Mercury Service. Our Registered Mechanics factory training program is available to each man to give him real product "know how." He is also equipped with the right tools and genuine parts needed to do the job quickly, correctly, and economically.

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SERVICE DEPARTMENT

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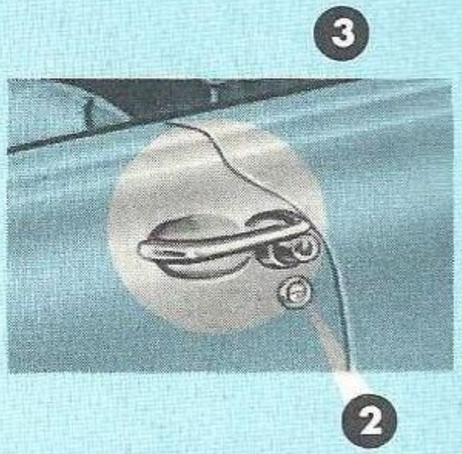
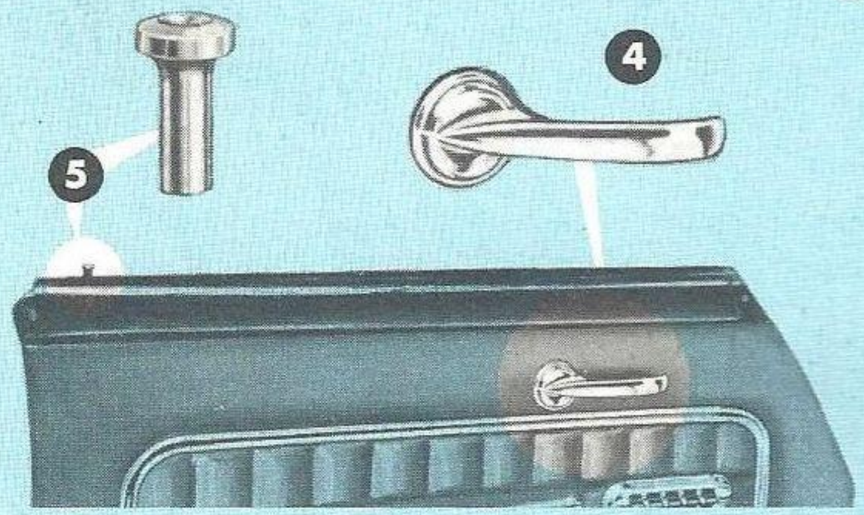
KEYS, LOCKS AND HANDLES







1 There are two keys, each with a different head design . . . one is rectangular, and the other is round. The rectangular key operates the ignition switch and outside door locks; the round key operates the glove compartment and luggage compartment locks. (The latter also operates the tailgate window on Station Wagons.)

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

2 OUTSIDE DOOR LOCKS

The outside door locks are located below the pushbutton portion of the front door handles. Turning tthe key toward the front of the car will lock the door . . . turning it in the opposite direction will unlock the door.

3 DOOR HANDLES

Open the doors from the outside by depressing the push button located in the door handle.

4 Interior door handles must be pulled upward to open. This is a safety feature to prevent accidental opening by leaning on the handle.

5 INSIDE DOOR LOCKS

The inside door locks are controlled by a plunger located on the top surface of the door interior trim panel. To lock the door, press the plunger control downward; to unlock it, pull

the control upward. On four-door models, the rear door locks may be unlocked only by raising the plunger. Front doors may be unlocked by pulling the inside door handle upward.

On four-door models, the rear doors can be locked by depressing the plunger control, and then closing the door.

6 IGNITION SWITCH

There are four positions in the ignition switch:

- Left—"ACC" position. 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 to the "ON" position.

7 GLOVE COMPARTMENT LOCK

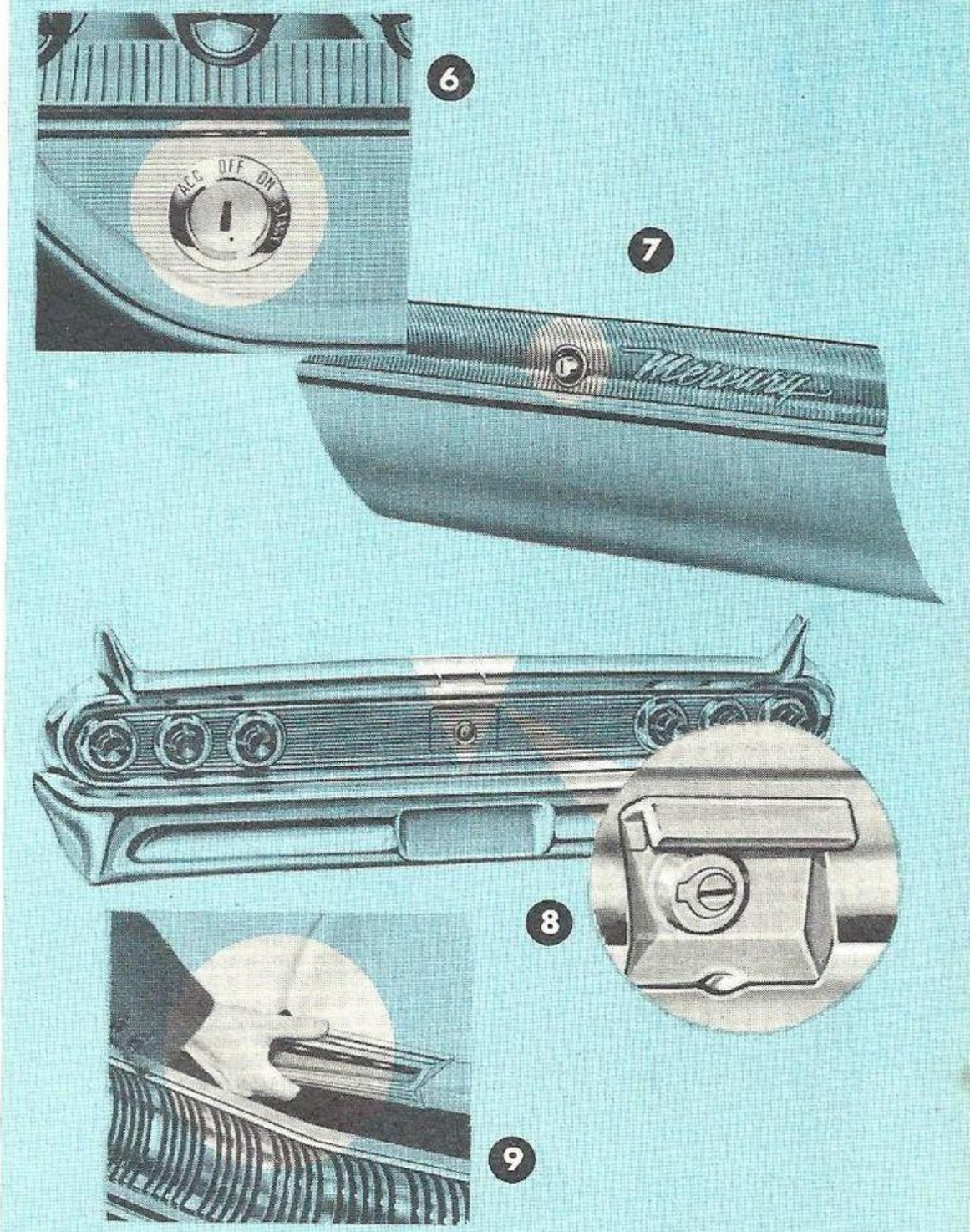
The glove compartment door forms the right hand portion of the instrument panel. The combination lock and pushbutton is located near the upper edge of the door. Turn the round-headed key a full turn counterclockwise to lock the door.

8 LUGGAGE COMPARTMENT LOCK

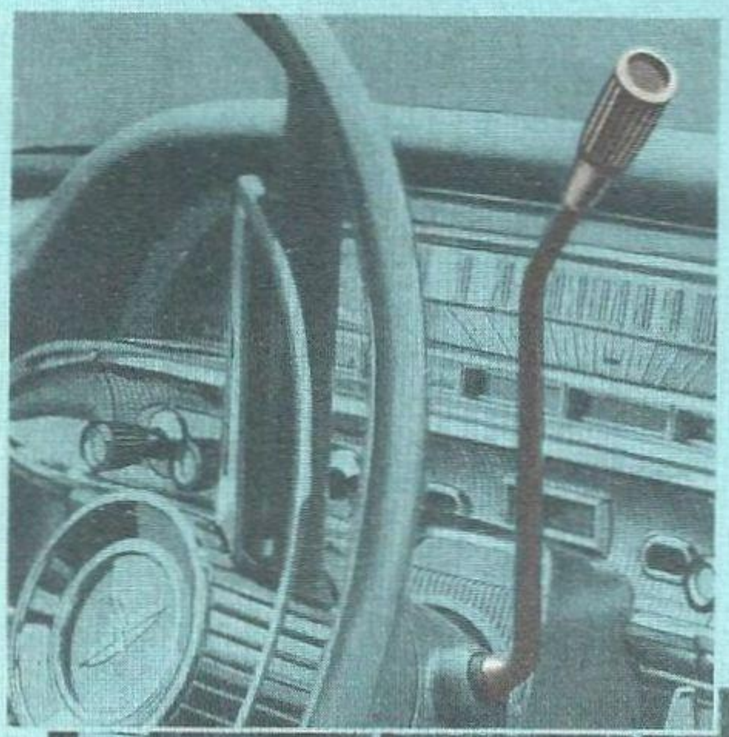
The luggage compartment lock is located near the lower, center edge of the rear compartment lid behind the hinged portion of the moulding. Clockwise rotation of the key will open the lock and release the lid.

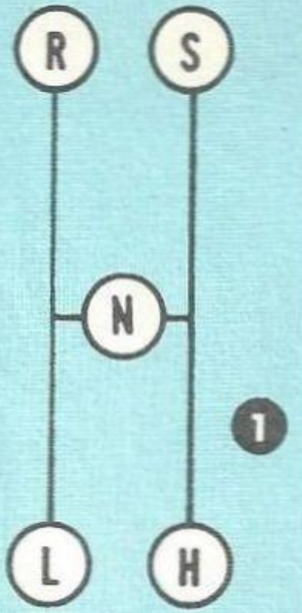
9 HOOD RELEASE LATCH

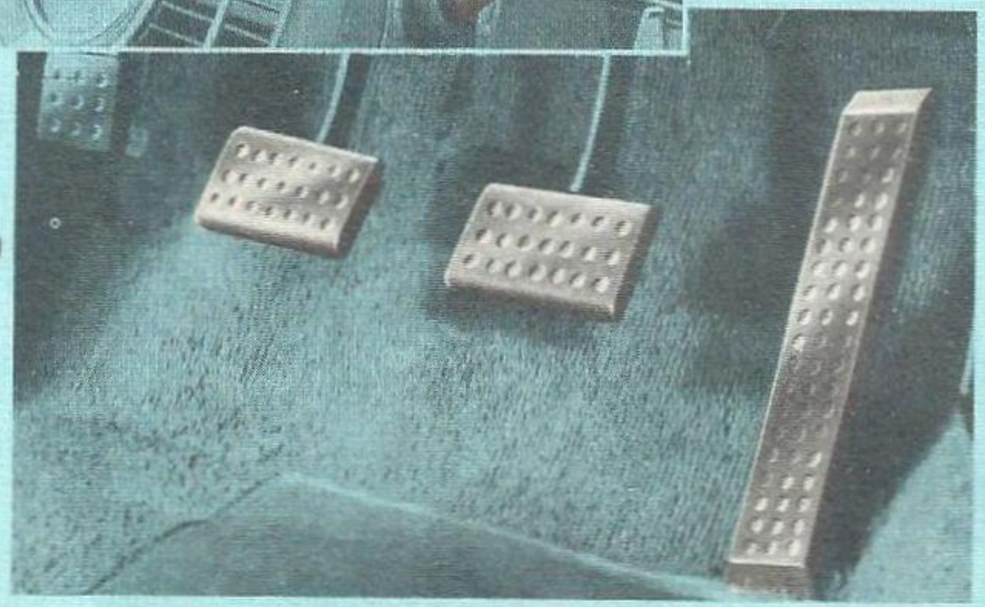
To gain access to the engine compartment, lift the hood release latch located at the front center edge of the hood. This will unlock the hood; then, continue to lift the hood release latch to free the safety catch and permit the hood to be raised.



STARTING AND DRIVING







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There are five types of transmissions used on the Mercury line . . . a Standard Transmission, an Overdrive Transmission and three Merc-O-Matic Transmissions—one is a two speed unit, the other two are three speed units with either single or dual driving ranges.

1 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 shift lever places the transmission in low, reverse, second, and high gears.

2 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 motion.

OVERDRIVE TRANSMISSION

The manual shifting pattern of the Overdrive Transmission is identical to the Standard Transmission. However, at speeds above 27 MPH (approximately), when the overdrive control knob, which is located on the instrument panel on the right side of the steering column is pushed in, 4th gear can be engaged by momentarily releasing the accelerator pedal.

To get extra power and speed when the car is in "Overdrive," depress the accelerator pedal until the "kick-down" switch is actuated and the transmission will automatically shift into 3rd gear.

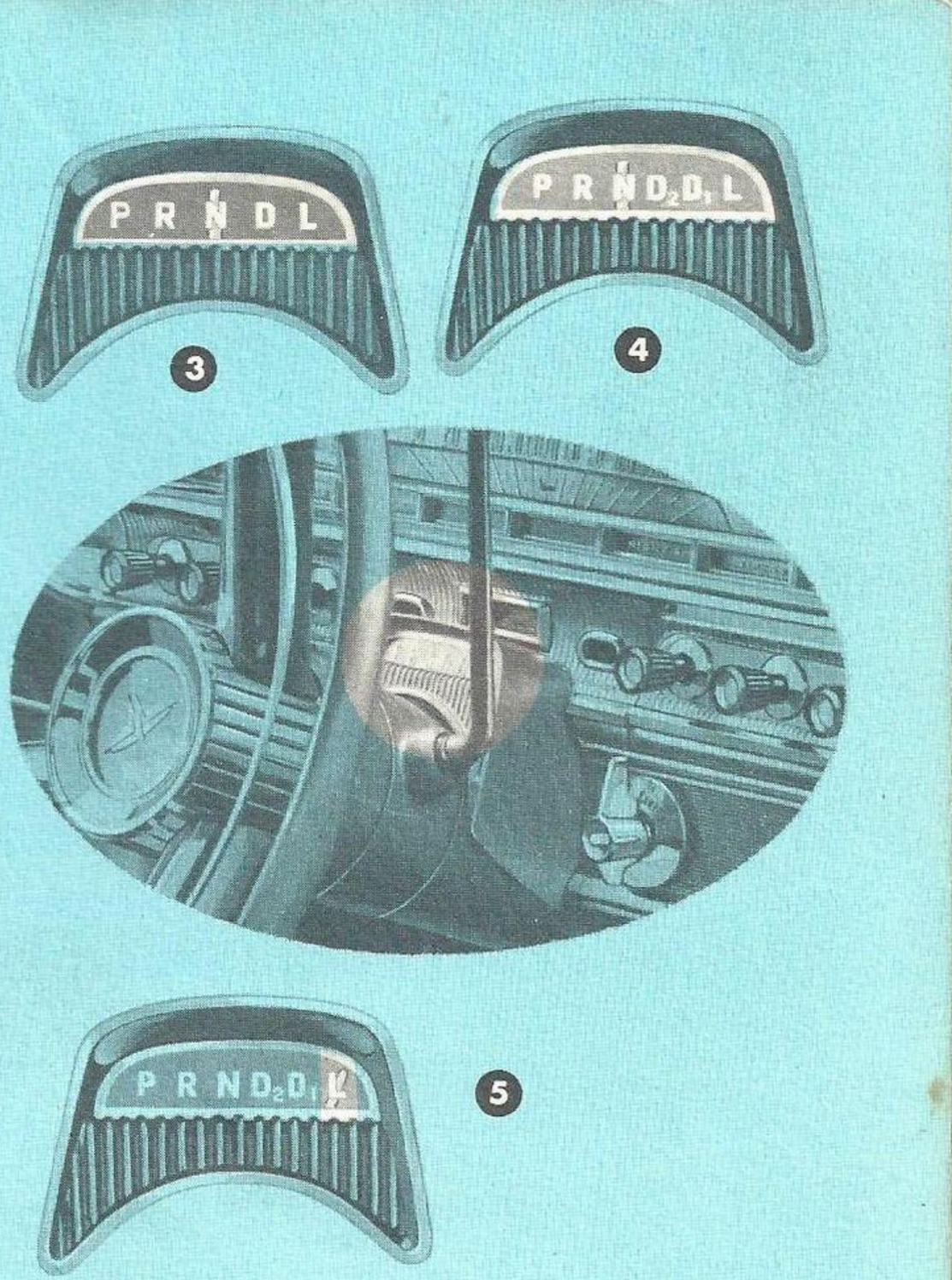
When you are approaching slippery roads or steep grades and the extra braking power of the engine is desired, press the accelerator pedal until the "kick-down" is accomplished; then pull the overdrive knob all the way out and release the accelerator pedal.

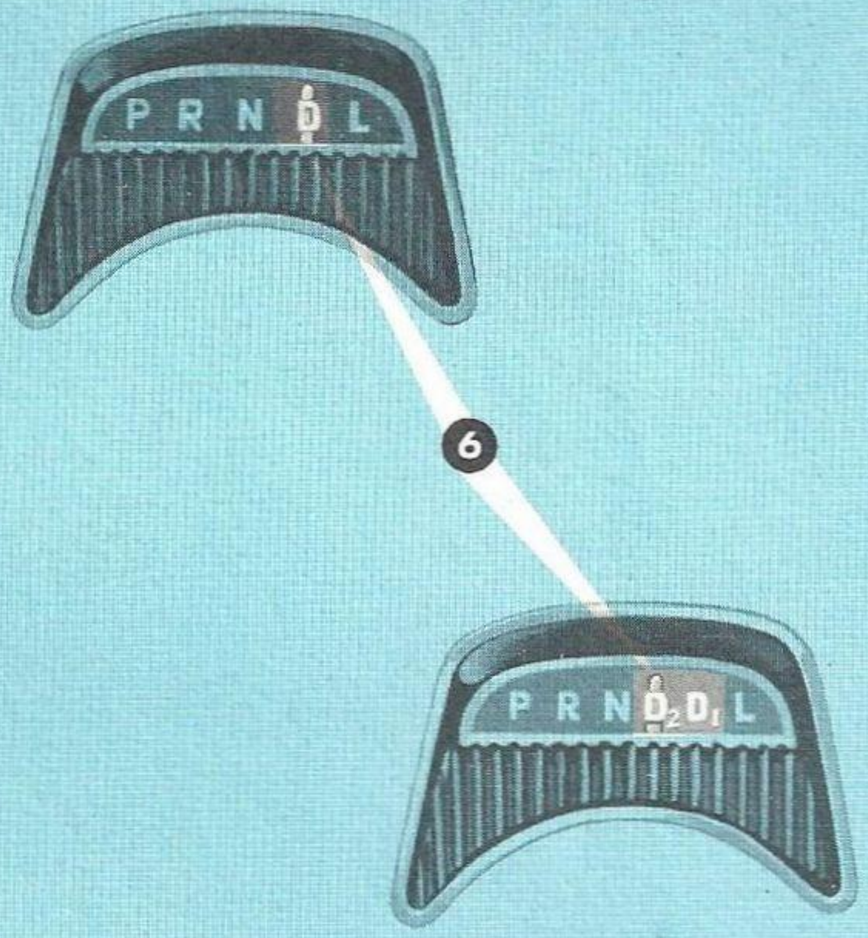
CAUTION: *The control knob should be in the out position whenever the car is towed or pushed.*

MERC-O-MATIC TRANSMISSIONS

If your car is equipped with a two speed Merc-O-Matic or three speed, single range Merc-O-Matic transmission, the selector lever mounted on the right side of the steering column has five positions into which it can be placed. The Multi-Drive Merc-O-Matic transmission has six positions. An indicator in the transmission quadrant (located above the steering column) denotes which of the five or six positions has been selected. In the Multi-Drive Merc-O-Matic 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 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 selector lever toward the steering wheel and then downward. This 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, or 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 MPH 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 MPH, it will automatically shift into an intermediate gear and then into low gear when the car speed drops below 25 MPH (approximate). The transmission will then remain in low gear until you shift the lever to some other position.

6 ***Drive Positions***—An automatic transmission has an "upshift point" for each gear. This point is controlled by the driver by varying the rate of acceleration.

The two speed Merc-O-Matic Transmission will start in low gear and upshift from low to second gear at low road speeds by using a minimum acceleration. Under maximum acceleration the transmission will automatically upshift from low to second gear at higher road speeds. At road speeds below 50 MPH (approximately) with the transmission in second gear if the accelerator pedal is completely depressed the transmission will automatically downshift back to low gear. When the maximum upshift point is reached, the transmission will shift to second gear.

The transmission will also downshift from second to low gear when the vehicle is stopped or the road speed is reduced.

The three speed single range Merc-O-Matic Transmission will automatically "upshift" at a comparatively low vehicle speed under minimum acceleration. Under maximum acceleration (accelerator all the way to the floor), the transmission will automatically shift to low gear and remain in low until car speed reaches an intermediate speed. It will then automatically "upshift" to intermediate gear and remain in intermediate

until a relatively high speed is reached, at which time 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 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 (Multi Drive), Drive 1 to Drive 2, and vice versa. It is recommended, however, that a manual shift into "Low" not be made above 75 MPH because of the load it imposes on the transmission.

7 ***Neutral***—When the transmission shift lever is placed in the "N" position, there is neither forward nor reverse gear engagement.

8 ***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 MPH (approximate).*

9 ***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. *Do not shift into "P" position while the car is in motion.*

STARTING THE ENGINE

With a standard transmission, depress the clutch pedal and move the shift lever to the neutral position—with an automatic transmission, move the selector lever to either the neutral "N"



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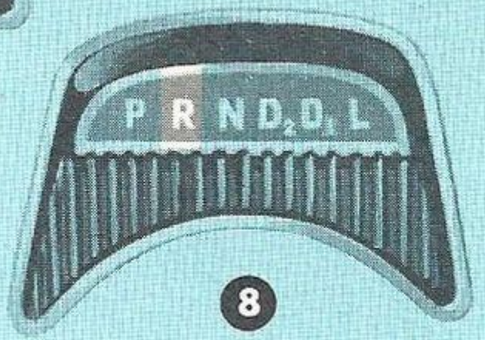

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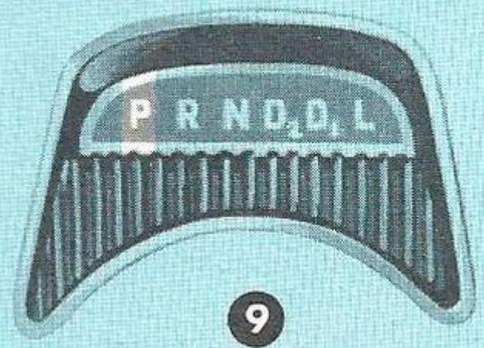

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position, or the park "P" position . . . insert the ignition key in the ignition switch. Cars equipped with an 8 cylinder engine have an automatic choke, while those equipped with a 6 cylinder engine have a manual (hand) choke. Starting procedures are as follows:

With Automatic Choke—If the engine is cold, depress the accelerator pedal one complete stroke and release it. (If the engine is warm, depress the accelerator pedal slightly and "hold" it in this position.) Now, turn the ignition key to the "Start" position until the engine starts and then release the key. If the engine is cold, allow it to run freely for a few seconds; then, depress the accelerator pedal slightly and release it.

10 ***With Manual Choke***—If the engine is cold, depress the accelerator pedal slightly and pull the choke knob all the way out; then, release the accelerator pedal. If the engine is warm, depress the accelerator pedal slightly and pull the choke knob out partially, as required. Turn the ignition key to the "Start" position until the engine starts and then release the key. After the engine starts, adjust the choke knob in or out, as required, to keep the engine running smoothly.

STARTING THE ENGINE UNDER ADVERSE CONDITIONS

To Start a Flooded Engine—Press the accelerator pedal gently to the floor and hold it there (Do not "pump" the pedal). Hold the ignition key in the start position until the engine starts, then release the accelerator pedal.

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 the rear wheels on the ground, do not exceed a speed of 40 MPH 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 in neutral "N" and wait until the car speed reaches 25 MPH. 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 MPH, 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 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.*

"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.

As a final note on driving your new Mercury, we suggest that prolonged high speed driving (above 60 MPH), extensive driving at one speed, long periods of idling, and fast or "jackrabbit" starts be avoided during the first 500 miles.



STEERING AND STOPPING



1

1 STEERING

If your car has power steering, you will enjoy the ease of handling provided by hydraulic assistance. Power steering has both hydraulic power, which helps whenever more than finger-tip pressure is needed on the wheel, and direct mechanical linkage, which will provide safe steering without the aid of the hydraulic system if a leak or other trouble in the system should occur.

2 STOPPING

If your car has power brakes, very little braking effort is required. Power assist is available at all times while the engine is running. A vacuum reserve tank will provide a vacuum safety reserve for a number of power assisted stops, should the engine vacuum be unavailable. Should there be any malfunction in the vacuum power system, hydraulic braking action is still at your service.

A self-adjusting mechanism is included in each brake assembly (whether power assisted or standard brakes), which automatically compensates for braking action lost through normal lining wear. Automatic adjustment is obtained, as necessary, by applying the brakes three or four times while "backing-up."

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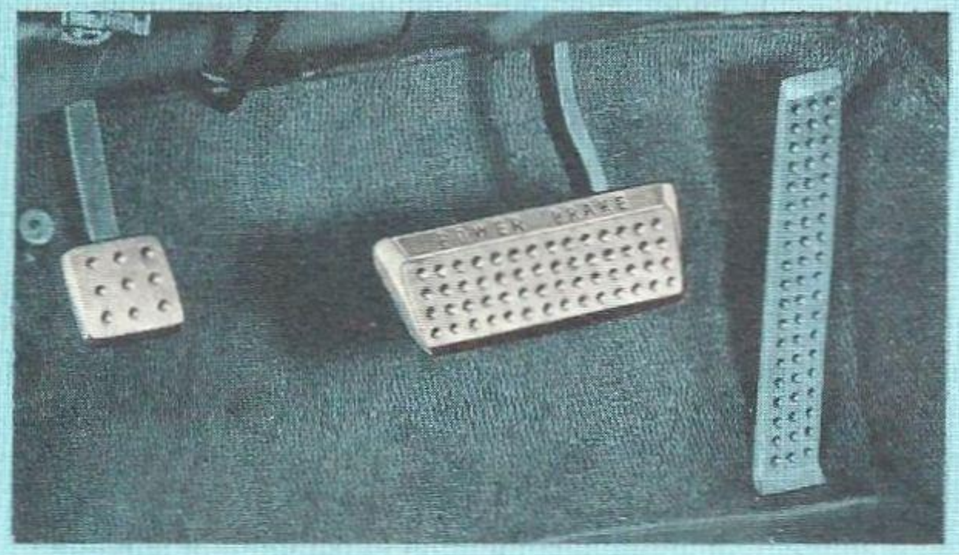

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3 PARKING BRAKE

The parking brake pedal is suspended above the toe board to the left of the service brake pedal. To apply the parking brakes, depress the pedal firmly with your foot.

A parking brake release knob at the left of the center portion of the instrument panel will release the brake when it is pulled outward from the panel. If the warning light is flashing, it will go out when the brake is released.

A brake release indicator light is located in the lower left portion of the instrument panel between the steering column and the ignition switch. This light flashes whenever the ignition switch and parking brake are on at the same time.

INSTRUMENTS AND LIGHTING

The instrument cluster 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

1. ***Speedometer***—The speedometer is located in the upper, center portion of the instrument cluster. The face is graduated in 10 MPH increments from "0" to "120." The large easy to see needle indicates the speed at which your car is traveling.
2. ***Odometer***—An odometer (mileage indicator) is located in the center of the instrument panel directly below the center of the speedometer. The odometer records the cumulative distance which your car has traveled.
3. ***Fuel Gauge***—The fuel gauge is located near the left end of the instrument cluster. This instrument indicates the amount of fuel in the fuel tank when the ignition switch is turned to a position other than "Off."
4. ***Coolant Temperature Gauge***—The coolant temperature gauge is located near the right end of the instrument cluster. A band extending between the markings "C" (cold) and "H" (hot) gives a relative reading for the coolant temperature.

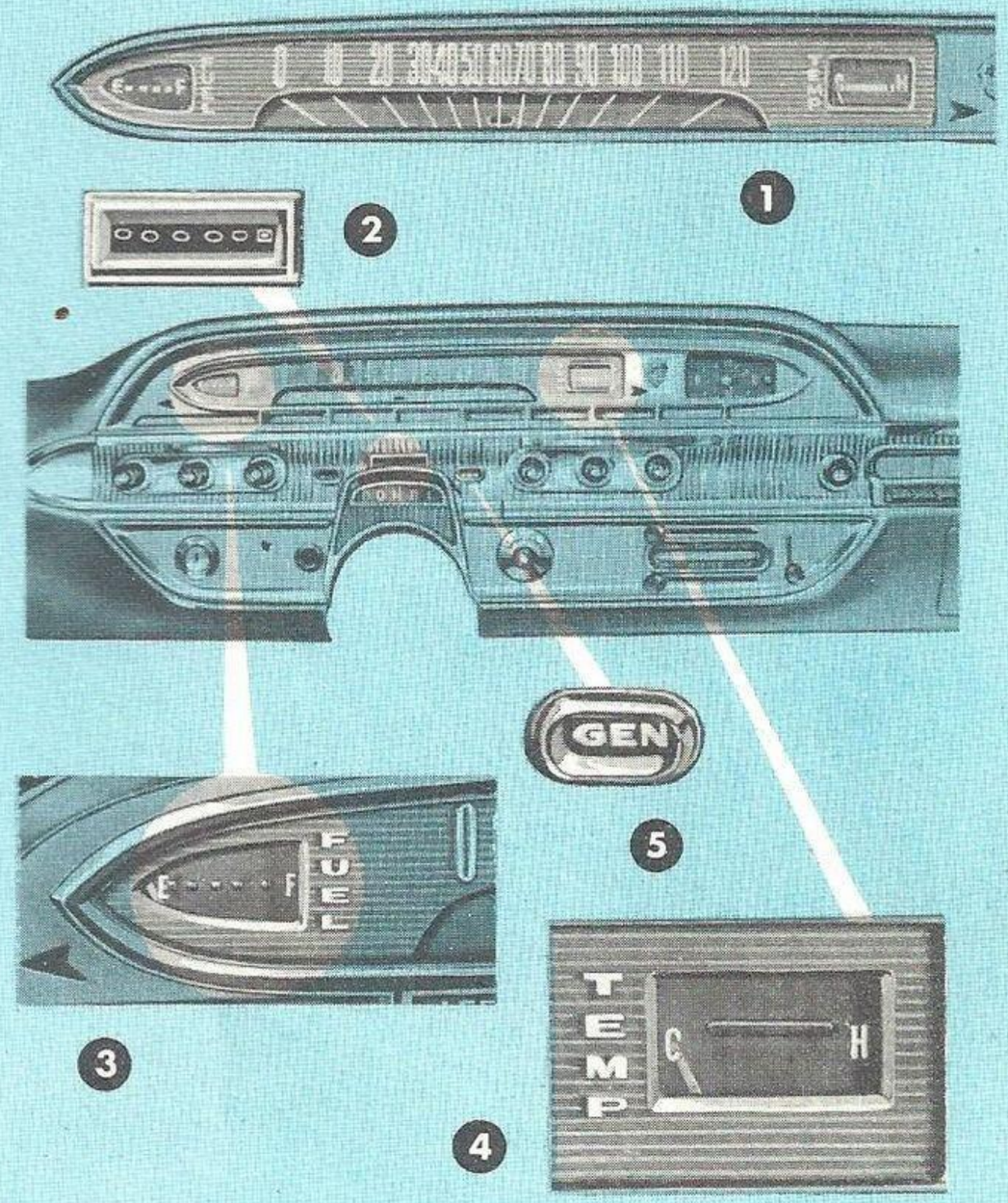
   When the coolant temperature is normal, the needle in the gauge will rest between the ends of the band.

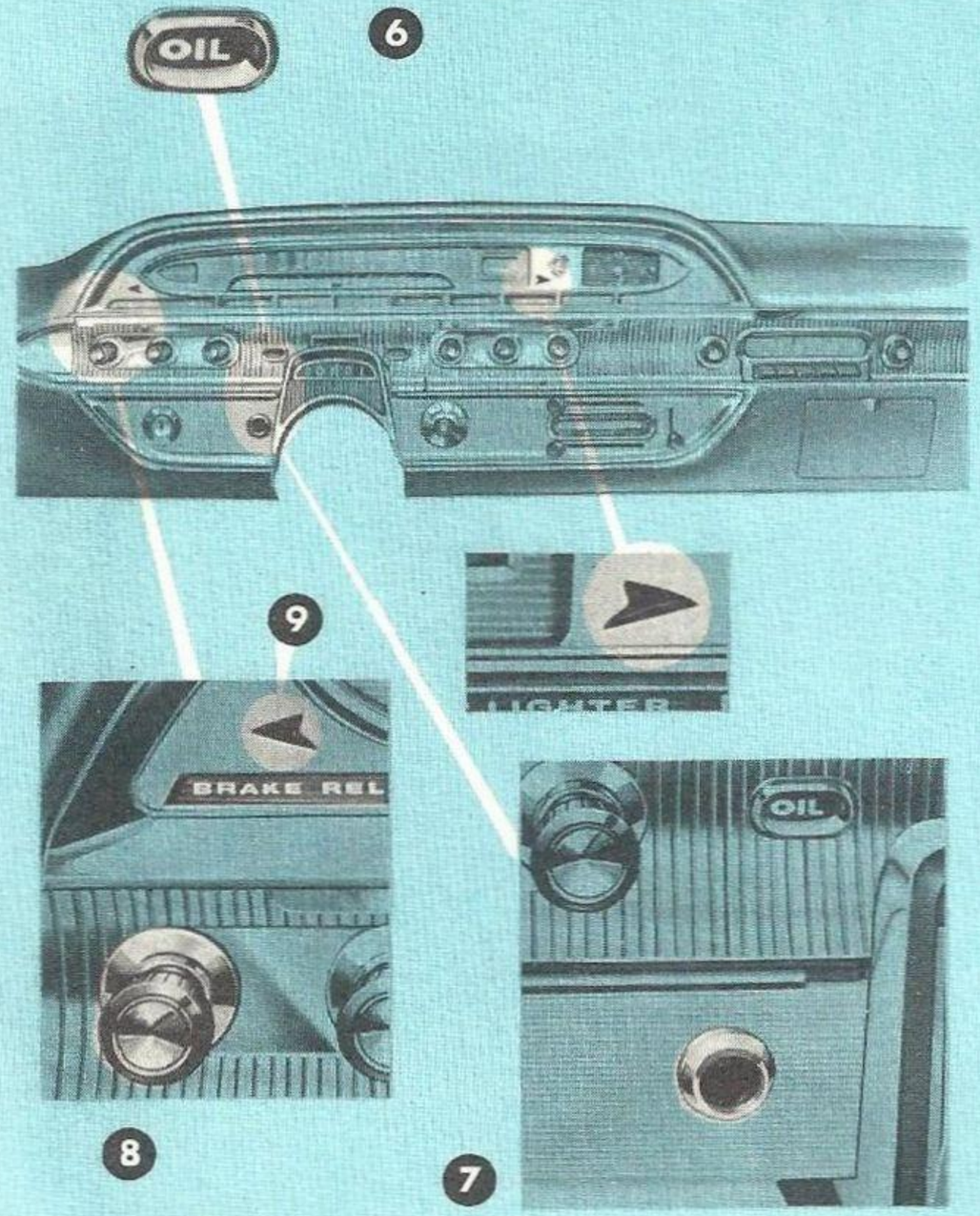
   CAUTION: *If the needle points to "H," do not continue to run the engine until the cooling system has been checked, and serviced, if required. Observe particular precaution when removing the radiator cap if the coolant is overheated.*

INDICATOR LIGHTS

There are five indicator lights in the instrument cluster:

5. ***"Gen"***—The generator indicator light is positioned at the right





of the odometer. This light glows whenever the ignition switch is in either the "ON" or "ACC" position. When the engine is running, the light is usually off. (It may flicker or glow dimly when the engine is operating in the idle speed range.) Prolonged illumination indicates a need for checking the car's charging system and condition of the drive belt.

6 ***"Oil"***—The oil pressure indicator light is located at the left of the odometer. It also glows in either the "ON" or "ACC" position. Under driving conditions the light is off unless 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.

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.

7 ***"Brake Release"***—The brake release indicator light is located in the lower left portion of the instrument panel between the steering column and the ignition switch. This light flashes whenever the ignition switch and parking brake are on at the same time.

8 A parking brake release knob at the left of the center portion of the instrument panel will release the brake when it is pulled outward from the panel. If the warning light is flashing, it will go out when the brake is released.

9 ***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.

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. A red indicator light in the center of the speedometer dial glows when the headlights are in high beam position.

10 MAIN LIGHT SWITCH

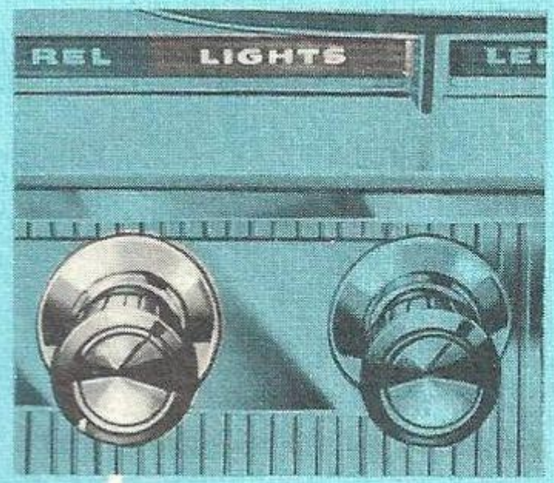
The knob located directly above the ignition switch controls the headlights, parking lights, transmission quadrant light, tail lights, rear license plate light, and all instrument cluster lights except indicator lights. The main light switch also supplements the door-operated dome and courtesy lamp switches on all models. (In convertibles, the courtesy light group is standard equipment. There is no dome lamp.)

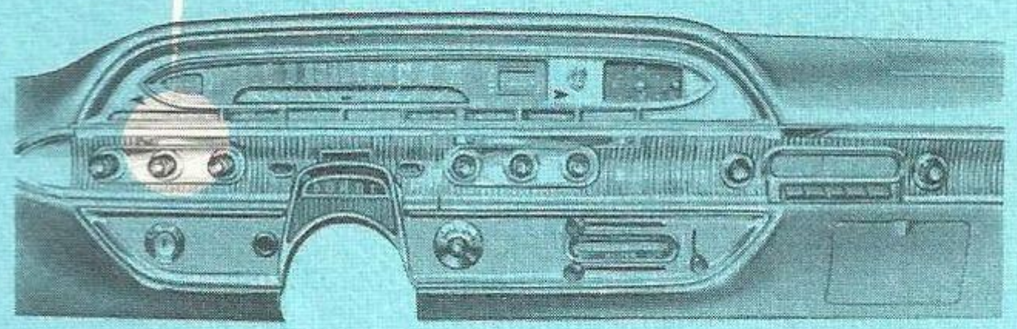
The main light switch has three operating positions. When all doors are closed and the switch is all the way in, all lights are off; with the doors closed and the switch half way out, all lights except the courtesy, dome, and headlights are on; with the doors closed and the switch all of the way out,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

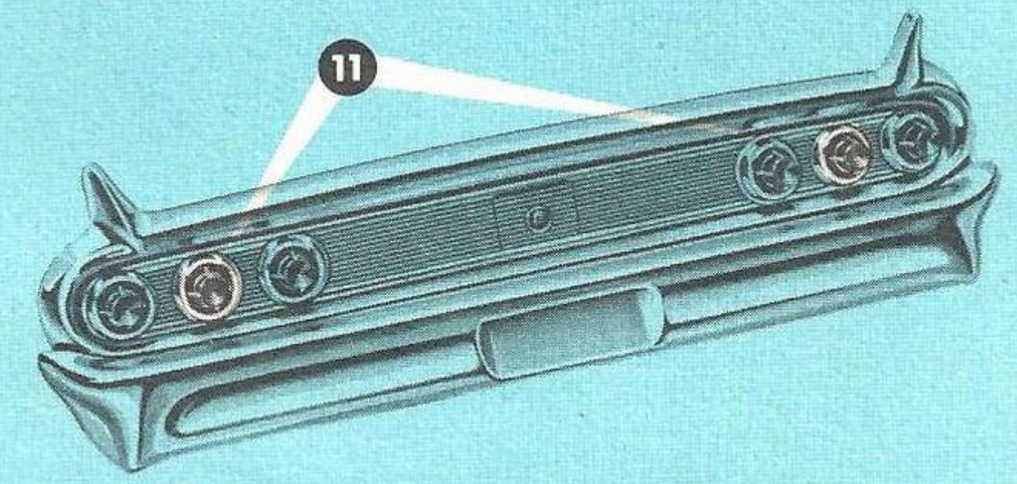
To dim the instrument panel lights, rotate the switch clockwise. To turn on the courtesy lamps, and dome lamp (with all doors closed) rotate the switch fully counterclockwise in any of its three positions.

11 BACK-UP LIGHTS

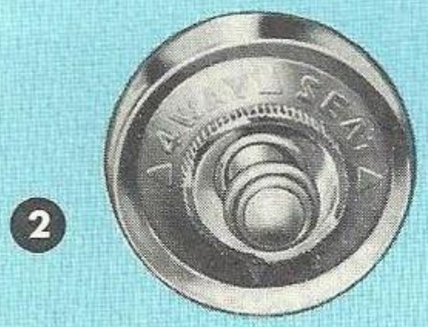
Bright, wide-beam back-up lights, which are available as an accessory, will automatically illuminate the area in back of your car whenever the ignition is in other than the "OFF" position and the transmission is in reverse.

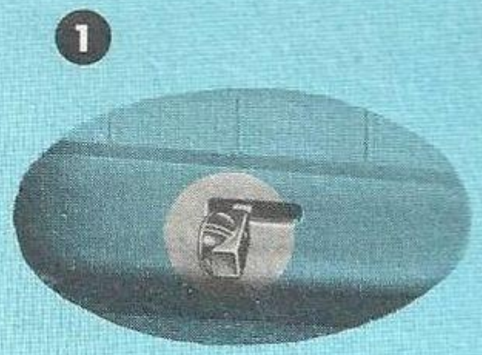




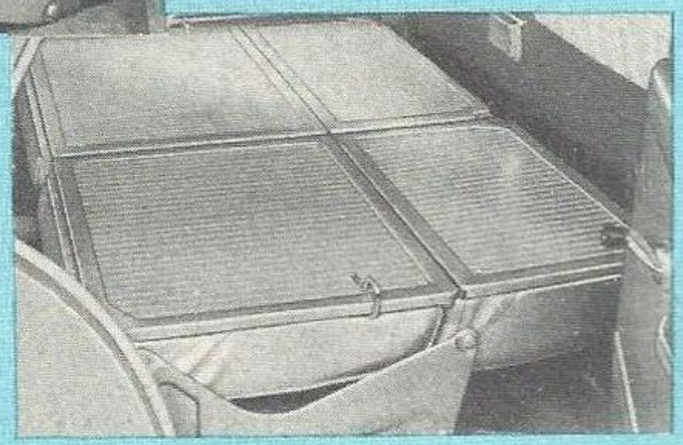


SEATS AND WINDOWS









FRONT 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 or power seat is mounted on the left hand seat side panel.

1 ***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.

2 ***4-Way Seat***—Move the seat switch up, down, fore, or aft, and the seat will move in a corresponding direction.

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.*

3 STATION WAGON REAR SEATS

Station Wagons are available in two series—the Commuter and the Colony Park. The six-passenger model is standard. The nine-passenger model, which is equipped with a "split" second seat, is optional. (The "split" second seat, when pivoted forward, provides a passageway for access to the third seat.) All rear seats on Station Wagons are designed to fold so that the entire rear compartment can be converted into a spacious load-carrying area. (The front seat *must* not be in the fully back position when folding the second seat.)

In Nine-Passenger Models—Each side of the second seat is individually hinged at the front. To convert either or both of the second seats to floor area, pull the cushion assembly upward from its rear edge far enough to provide access to the hinged stand which is attached to the underside of each cushion. Rotate the stand up and over the cushion; then, pivot the cushion assembly forward until it rests on the floor. A latch on the outboard side of each seatback secures it to the body just to the

4 rear of each door opening. Pull up on the latch handles to release the seat-backs; then, rotate the seat-backs forward into the floor area from which the seat cushion assemblies were removed.

(Reversing this procedure will restore the seats to their upright position.)

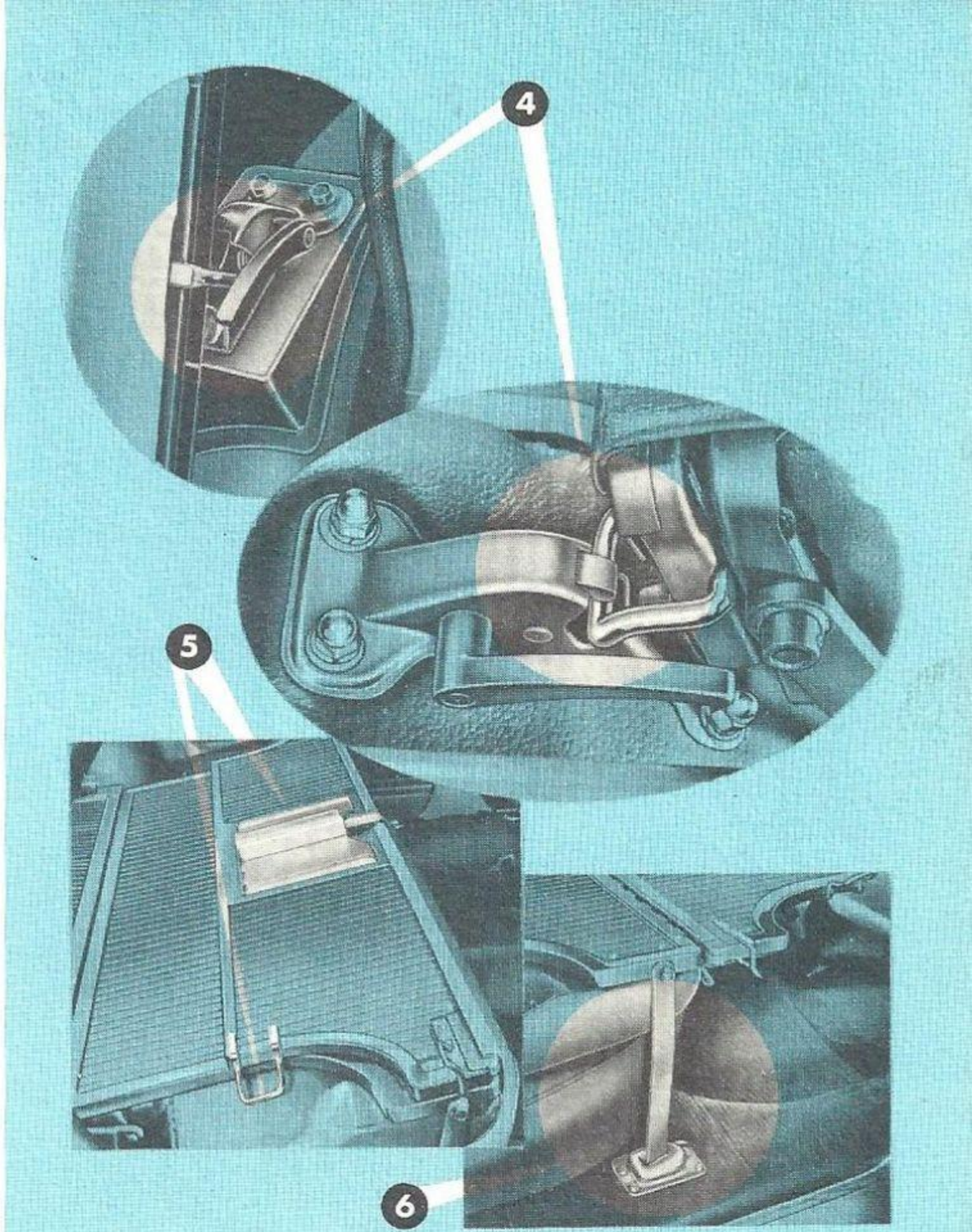
To convert the third seat into floor area, remove both the seat cushion and the seat-back cushion. The seat cushion and seat-back cushion are secured in place with snap fasteners. The snap fasteners on the seat cushion are located along its front, lower edge . . . for the seat-back cushion, along its lower, back edge. (The seat-back cushion is then removed in a manner similar to removal of a slip-cover.) Then, release the seat-back latch. This latch is located at the lower right hand corner of the seat-back. Pivot the seat-back forward into the floor area. (Reversing this procedure will restore the seat assembly to its upright position.)

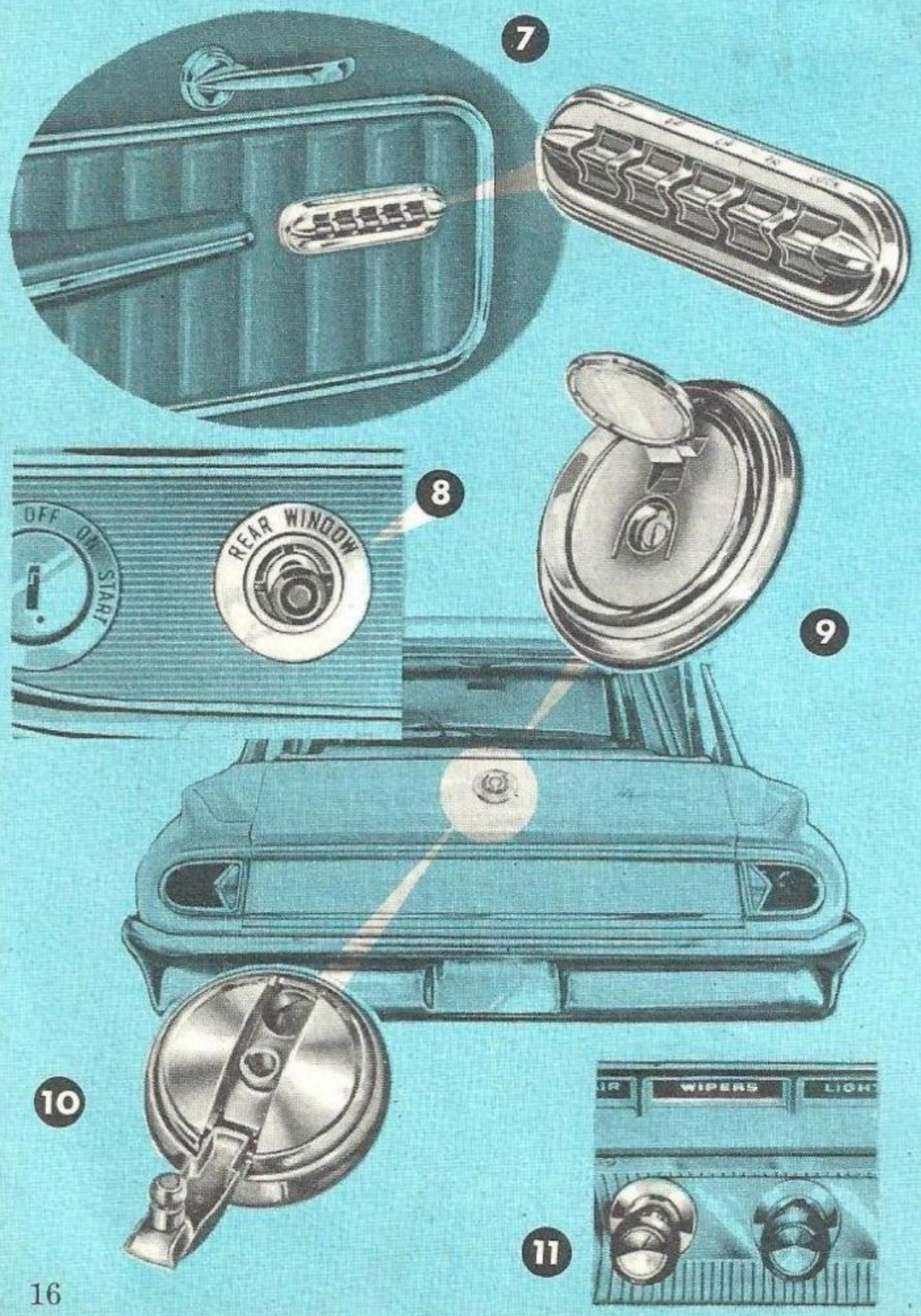
To provide access to the third seat when the "split" second seat is in place, release either the left or right hand second seat-back latch (as required) and pivot the seat assembly forward.

In Six-Passenger Models—The second seat is stationary. The seat-back incorporates à fold-over panel with a securing loop in the
5 upper, right hand corner. This loop engages a latch on the wheelhouse. The center portion of the fold-over panel includes a loadrest which lies on the driveline tunnel when the seat is converted into a maximum cargo-carrying area. A leg on the right side of the seat-back is provided to secure the seat in the down position.

The procedure for converting the seat into floor area is as follows:

1. Disengage the loop on the fold-over panel from its latch on the right-hand wheelhouse. (Raising the latch handle upward releases the loop.)
6 2. Rotate the seat-back and fold-over panel forward as a unit; then, slide the hooked end of the leg into the notched retainer on the floor.





3. Rotate the fold-over panel forward until the load rest is lying on the upper surface of the tunnel.

To return the seat to its upright position, reverse this procedure.

WINDOWS

7 The master control switch for cars equipped with power windows is located on the left hand door trim 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 switch for the back window is located in the instrument cluster 8 next to the ignition switch.) Pressing a switch downward lowers the window; pressing it upward raises the window.

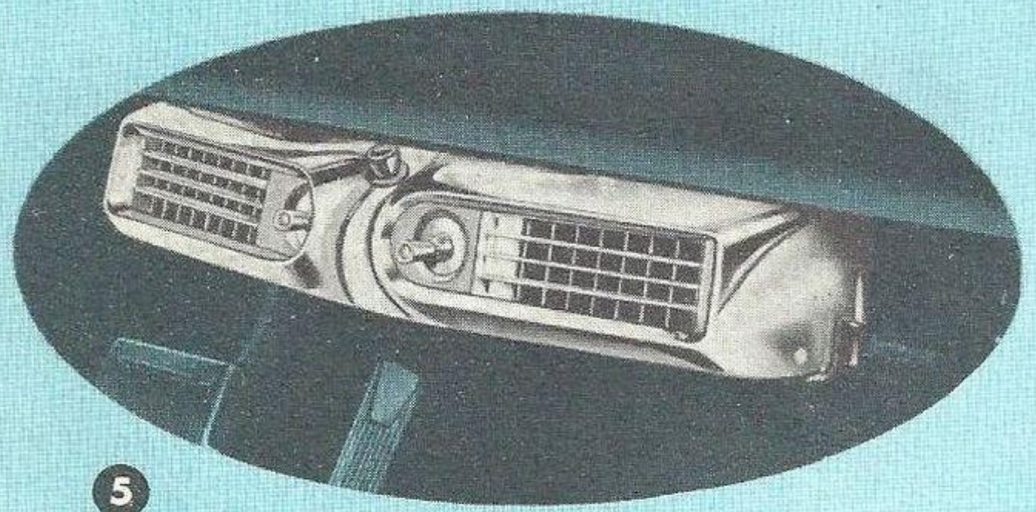
Each window except the left front window is equipped with an individual window control. The tail gate window on Station 9 Wagons with power windows may also be operated with the round headed key. Turning the key clockwise in the lock opens the window; turning it counterclockwise closes it.

A conventional crank handle is located at each window if the car is not equipped with power windows. The manually con- 10 trolled back window on Station Wagons operates as follows:

1. Unlatch the handle from the stowed position and insert the round headed key in the tailgate lock.
2. Turn the key to the full clockwise position to engage the window opening mechanism.
3. Crank the window down and then turn the key counter-clockwise to lock the window in any desired position.
4. Remove the key and stow the handle.

WINDSHIELD WIPER CONTROL

11 The wiper control knob is located on the instrument panel at the right of the steering column. To start the wipers, turn the control knob clockwise. A complete turn will provide maximum wiper speed—a partial turn will produce slow speed operation.



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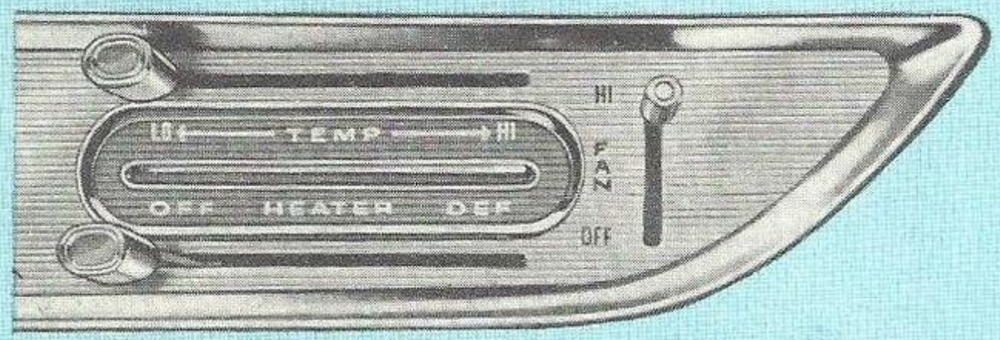


6

5 It has a right and left control lever for adjusting the vertical and horizontal movement of the louvers in the right and left registers. Move the lever in the direction that cooled air flow is desired. Up and down movement directs the horizontal louvers, and right and left movement directs the vertical louvers. Diagonal movement positions both louvers simultaneously. The vertical louvers are closed when the levers are moved in a maximum horizontal direction away from the center of the register. The doors located beneath the register direct air to the floor area.

The thermostatic switch control knob is located on the top center face of the register. Increment markings of "OFF," "1," "2," "3," "4," and "5" permit easy selection of a controlled cooling range from slight cooling (number "1" position) to maximum cooling (number "5" position).

Air velocity through the system is regulated by the heater blower motor switch. This is the same switch used with the heating and ventilation system.

6 To cool the car, set the top heater control lever at "LO" and the bottom lever at "OFF" and push in the left and right air knobs. Then, with the engine running, turn the thermostatic control switch control to the number "5" position and the fan switch to "HI." Place at least one window in the fully down position, and run the system for about three minutes to expel all warm or stale air from the car. After the suggested period of time, close the window. Leave the controls in their high position until the temperature in the passenger compartment suits your comfort. (The fan speed and thermostatic control switch may be adjusted to maintain the desired temperature.) CAUTION: *The fan must be operating whenever the air conditioning system is operating.*

For maximum air conditioning at idle, a hand throttle, at the left of the air conditioner, is provided to increase engine speed during extended idling periods. To operate the hand throttle, position the transmission selector lever in neutral or park, depress the accelerator for desired faster idle speed, pull the knob and turn it clockwise to lock. To release the knob, turn it counterclockwise. Always disengage the hand throttle before placing the transmission in gear.

CONVERTIBLE TOP

1 The convertible top is raised and lowered by the small control on the instrument panel just to the left of the steering column.

TO LOWER THE TOP

1. Be sure the car is standing still and all the side windows are down. Remove all objects from the top compartment.
2. Release the two flush-mounted toggle-type clamps located on the windshield header. Push the top up until it is about one inch above the windshield header. With the top tension relieved, slide the zipper to release the rear window and place it carefully in the top compartment.
3. Pull out the top control knob. When the top is ¾ of the way down, release the control, pull the top padding away from the bows to eliminate pinching. Then pull out the control knob again and complete the lowering cycle.
4. Install the protective top cover (boot) by attaching the snap fasteners.

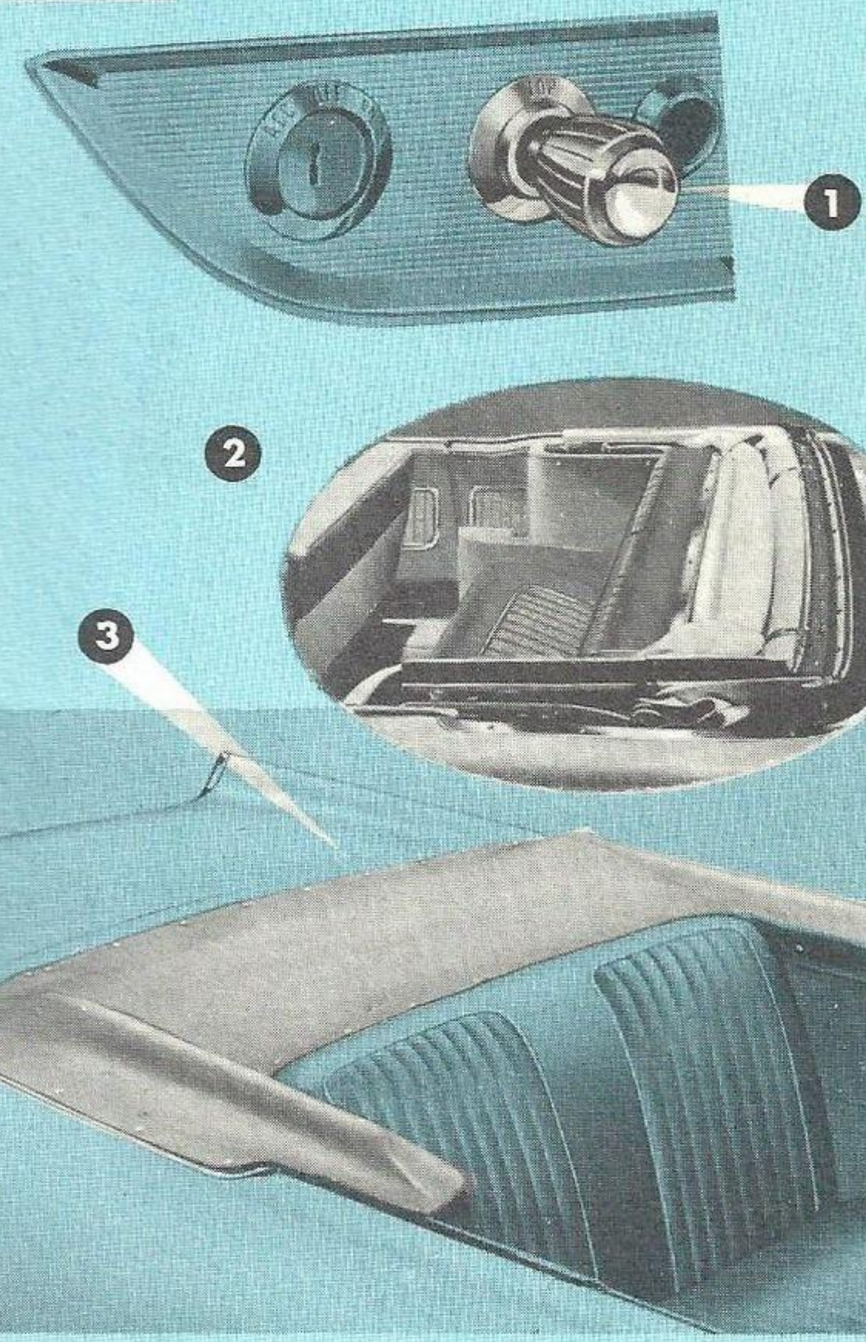
2

3

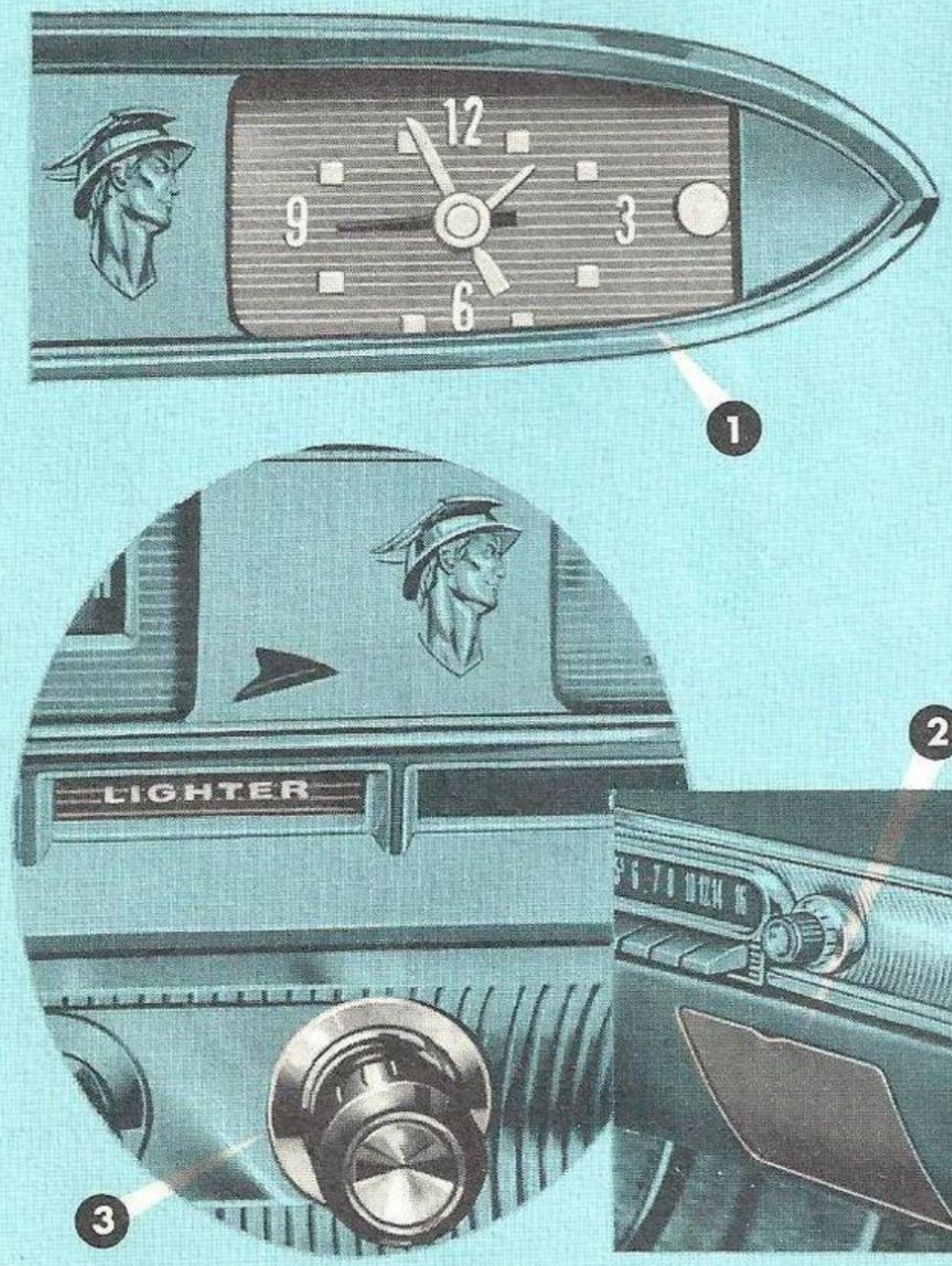
NOTE: *The top cover is normally kept in its own protective envelope in the luggage compartment when not in use.*

TO RAISE THE TOP

1. Be sure that the car is standing still and that all windows are down. Move the sun visors down so as not to interfere with the top.
2. After removing the top cover, push in on the top control knob and hold it in until the top is one inch from the windshield header; then release the control.
3. With the top tension relieved, install the rear window by zipping it carefully into place. Then, pull the top down on the windshield header and secure the two toggle-type clamps. (Be sure to tuck the back window weatherseals into the pockets.)



SPECIAL APPOINTMENTS AND ACCESSORIES



ELECTRIC CLOCK

1 The clock, located in the right end of 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. (Turn the hands in a clockwise direction to the correct time if it is running slow—counterclockwise if it is running fast.) It may be necessary to adjust the clock a few times to pinpoint a correct regulation.

ASH RECEIVERS AND LIGHTER

2 Body style determines the number and location of ash receivers. There is an ash receiver and lighter in the instrument panel on all models. On 4-door models, there is another ash receiver in the back of the front seat. In convertibles and 2-door models, the ash receivers for the rear passenger compartment are located in the rear quarter arm rests. Pressing forward on the instrument panel lighter knob will cause the heating element in the lighter to operate.

3 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 receiver and front seat-back ash receiver may be removed for cleaning by depressing the snuffer at the rear of the tray. Other receivers may be removed by depressing the snuffer and sliding the tray forward.

4 REAR VIEW MIRROR

The rear view mirror has an adjusting tab which can be rotated to the position marked "DAY" or the one marked "NITE." The "NITE" position provides an anti-glare feature to minimize the annoyance 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 should be retained in the clamps located at the inner ends of the visors.

SPECIAL LIGHTING CONVENIENCES

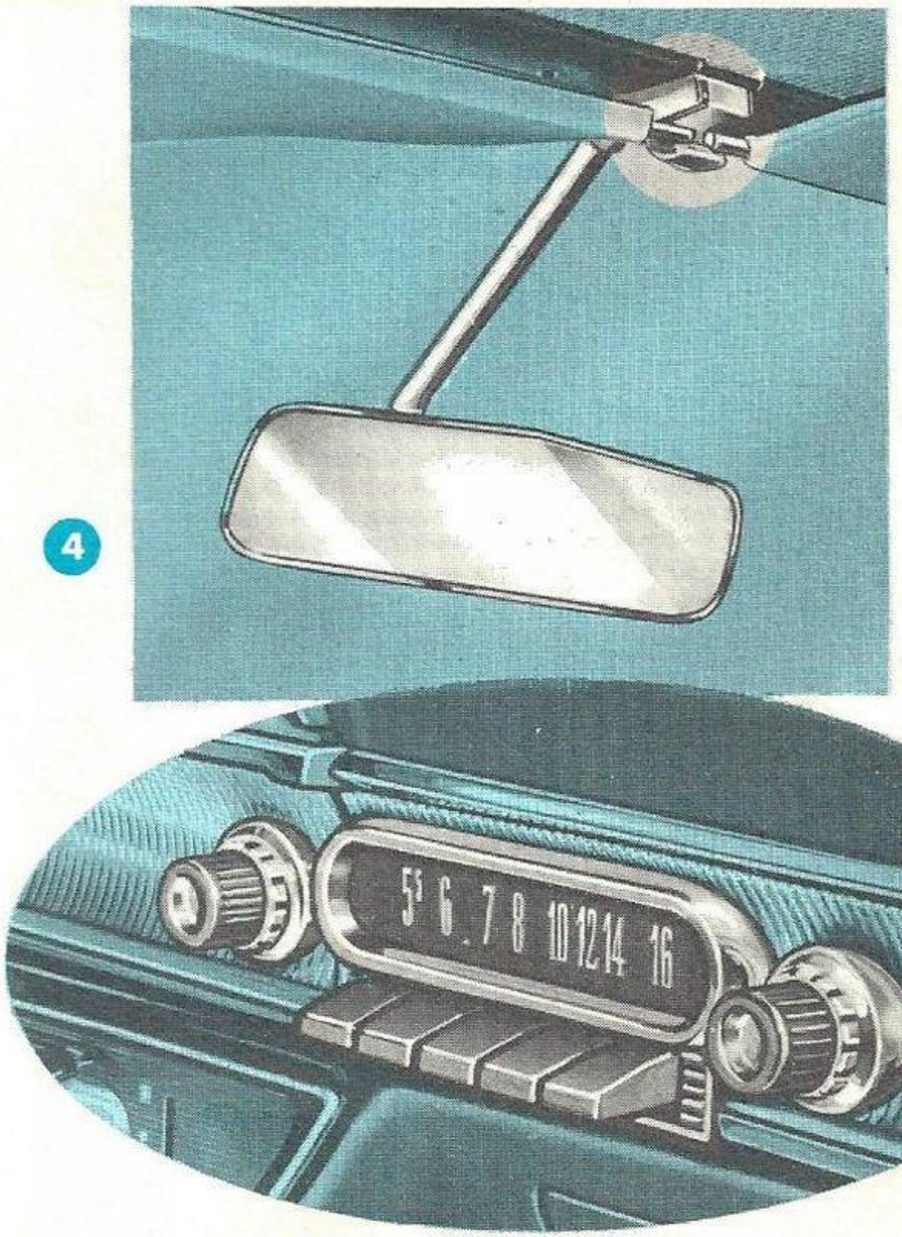
Handy lights for the glove compartment and luggage compartment are available as optional equipment. Each of these lights operate automatically when their respective door is opened.

5 RADIO

The AM Radio, near the right end of the instrument cluster, incorporates five pushbuttons for station selection, a manual on-off volume control knob (left hand knob) over a tone control ring, and a manual tuning knob (right hand knob).

The pushbuttons are adjusted as follows:

1. Turn the radio on and allow it to warm-up for approximately 15 minutes. Then, continue with steps 2 through 5 to set each button for 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.



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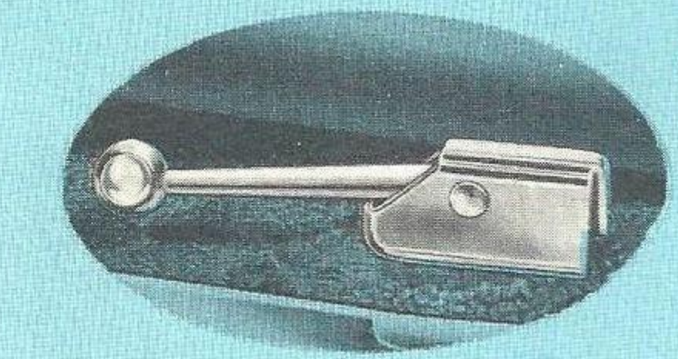
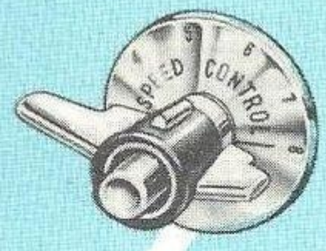
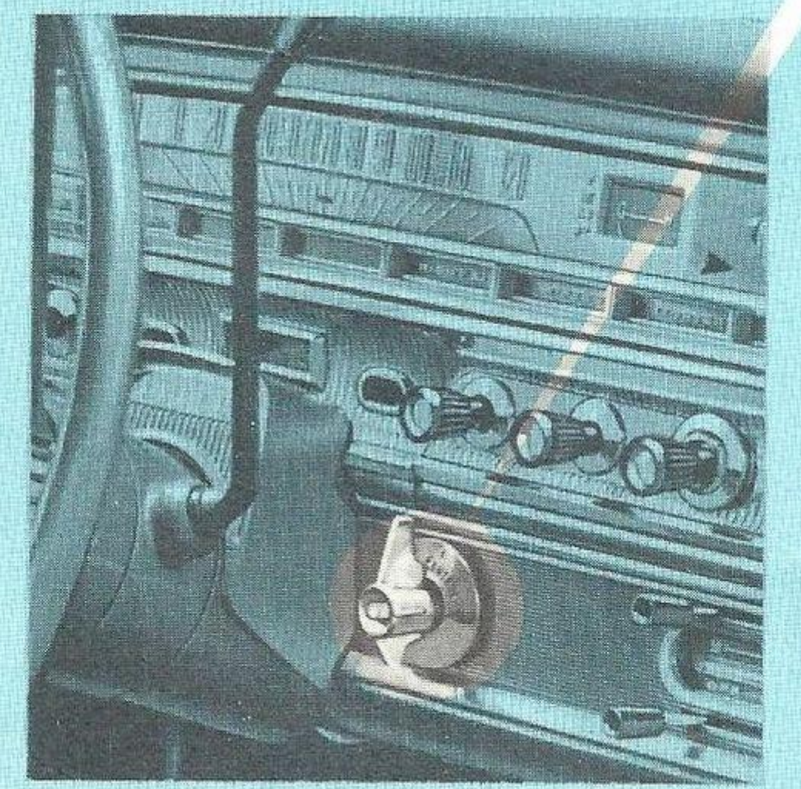






4. After the station is clearly tuned-in, push the selector button straight in, and then release the button.
5. Repeat steps 2, 3, and 4 for the remaining station selector buttons.

SEAT BELTS

Mercury's seat belts offer maximum safety to both driver and passengers. Belts hold you snugly in the seat—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. To release the belt, lift the tongue in the safety buckle.

Tighten the belt by pulling on the loose end of the belt where it emerges from the safety buckle. Loosen the belt by pulling outward on the end of the safety buckle opposite the tongue. *Do not adjust the front seat belts until the seat itself has been adjusted to the driver's satisfaction.*

6 REMOTE CONTROL LUGGAGE COMPARTMENT LOCK

The remote control luggage compartment lock enables the driver to unlock the luggage compartment without getting out of the car. The control lever is mounted on the floor at the left of the driver's seat. Pulling upward on the lever releases the lid.

7 MERCURY SPEED CONTROL

The speed control selector is located in the lower portion of the instrument panel at the right of the steering column. This control functions as a safety device, as well as a driving convenience.

To operate the speed control, turn the selector knob to the increment marking which matches the desired rate of speed—"3" for 30 MPH, "4" for 40 MPH, etc. (Setting the knob be-

tween these markings will produce a corresponding intermediate speed.)

To use the speed control as a safety device, set the selector knob at the desired speed marking. A definite pedal resistance will be experienced whenever the predetermined speed is attained or surpassed.

To use the speed control as an automatic means of controlling road speed, attain the selected speed by manually depressing the accelerator. When pedal resistance is encountered, hold it against this resistance and depress the button in the center of the selector knob. The automatic speed control will now operate automatically without the need for foot pressure on the accelerator pedal. The control unit motor will advance or retard the accelerator pedal, as necessary, to maintain the set road speed.

Under automatically controlled conditions, the speed of the vehicle can be increased or decreased by turning the control knob. The revised setting will become the automatic speed control point. Speed may also be increased under automatically controlled conditions by depressing the accelerator pedal. (When the accelerator pedal is released, car speed will return to its controlled point.) The automatic feature can be released and the unit returned to manual operation by slightly depressing the brake pedal or turning off the ignition switch.

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.

A control knob for the rear seat speaker is located on the bottom edge of the instrument panel just to the right of the steering column. Rotating this knob fully in one direction will operate the front speaker and in the other, the rear speaker. At a point mid-way between the rotation for full front or rear, both speakers will operate with an equal output.

WINDSHIELD WASHER

(NOTE: *A windshield washer is required by State Law in some states.)*

Remove dirt or mud splatter from your windshield in seconds—while driving. Just pull out the windshield wiper knob and two jets of fluid spray the windshield. (The knob is spring loaded. Spraying action will continue as the knob is held out.) If the wipers are not already in use, turn the wiper knob to the right to start wiper operation.

NOTE: *If your car is equipped with an alternator, the washer is controlled by a small foot pedal placed for easy operation with your left foot.*

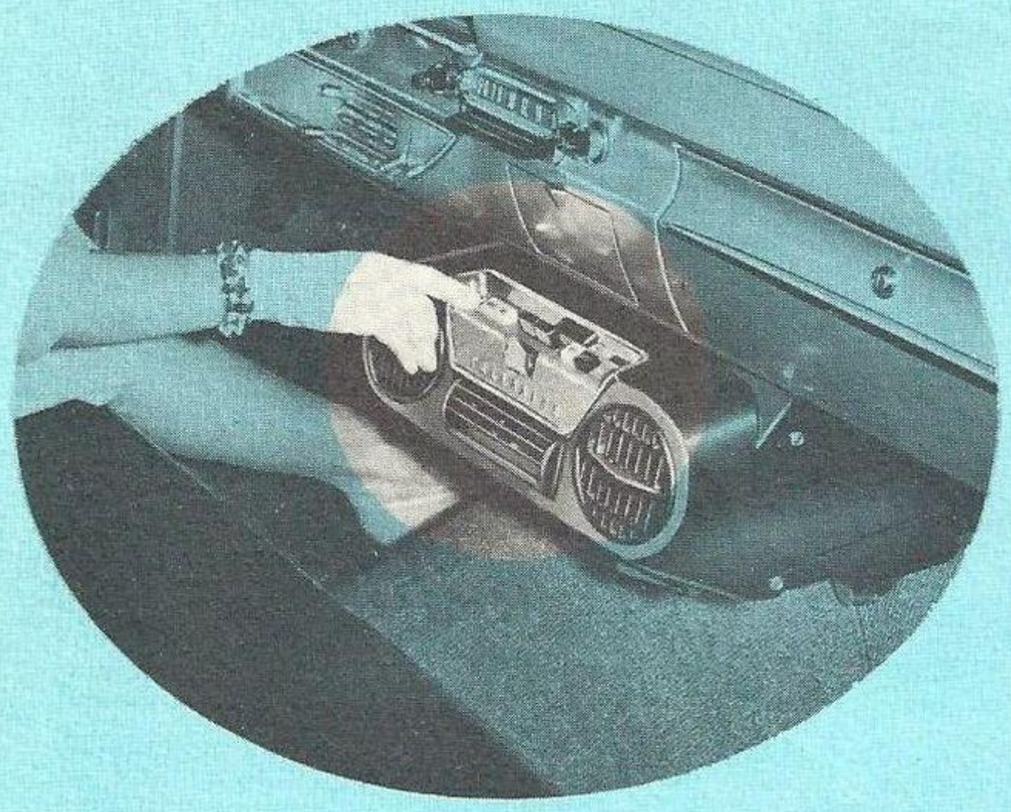
If you use the windshield washer on a cold windshield at freezing temperatures, the fluid may freeze when it touches the cold glass and may temporarily obscure your vision. However, the heater defrosters will usually warm the glass enough so that the fluid will clean the windshield without freezing. Don't drive your car unless you have clear vision through all windows.

An approved "FOMOCO" windshield washer solvent should be added to the water in the washer reservoir during cold weather to reduce the possibility of freezing.

POWER TRANSFER AXLE

Under adverse weather conditions, when one or both driving wheels may be on a low traction surface (snow, ice, or mud), the differential will transfer power to the wheel with the most traction. Thus, the wheel on the slippery or soft surface will lock-up with the opposite wheel and have less tendency to spin.

NOTE: Do not run the engine with the transmission in gear when either or both rear wheels are raised off the floor.





POLAR-AIRE CONDITIONER

Enjoy travel comfort . . . feel cool and refreshed when you arrive at your destination . . . have your Mercury dealer install a Polar-Aire Air Conditioner in your new Mercury. It takes the "touch of a button" to have cooled, dehumidified air completely recirculated every few minutes. It has a 3-speed blower fan and five individually adjustable louvers which give you full control of the air direction and temperature.

For maximum air conditioning at idle, a hand throttle, at the left of the air conditioner, is provided to increase engine speed during extended idling periods. To operate the hand throttle, position the transmission selector lever in neutral or park, depress the accelerator for desired faster idle speed, pull the knob and turn it clockwise to lock. To release the knob, turn it counterclockwise. Always disengage the hand throttle before placing the transmission in gear.

HOODED SIDEVIEW MIRROR

This mirror is attached to the swept-back arm by a ball-joint swivel which permits easy up, down, and side adjustments. A special backing on the mirror glass reduces glare and a rich chrome finish gives durability and beauty. It will add style and convenience to your new Mercury.

Your Mercury dealer has other 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 • License Plate Frame • Rear Door Safety Locks • Spotlight • Hooded Rear View Mirror • Vanity Mirror • Fender Shields • Antenna • Rear Floor Mats • Front Floor Mats • Coverall Front Floor Mat • Curb Signals • Tissue Dispenser • Cargo Mat • Luggage Carrier • Vacuum Disposal • Full-Disc Wheel Covers • Wheel Disc Applique • Remote Control Rearview Mirror • Crested Sideview Mirror • Cushion Toppers—and a complete line of Car-Care Chemicals.

FUEL AND OIL

FUEL

If your Mercury is equipped with the Marauder "390" engine, 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 (Super Economy "6", Super Economy V-8, and the Marauder "352") are designed to perform efficiently on "regular" grade gasolines.

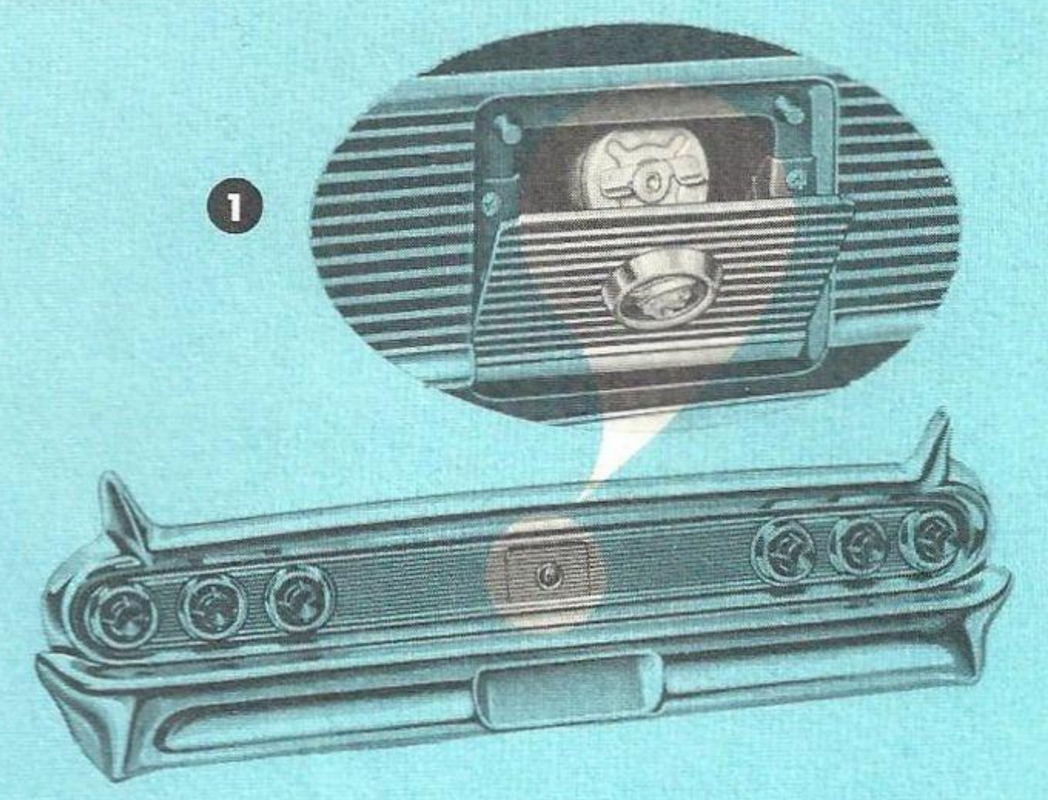
1 The fuel filler pipe is located in the center of the rear grille behind a hinged door. On Station Wagon styles the filler pipe
2 is located in the left quarter panel behind a hinged door. Filters in the fuel tank and in the engine compartment guard the fuel system against the admission of harmful foreign 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 first at 4,000 miles; then every 8,000 miles or yearly, whichever occurs first.

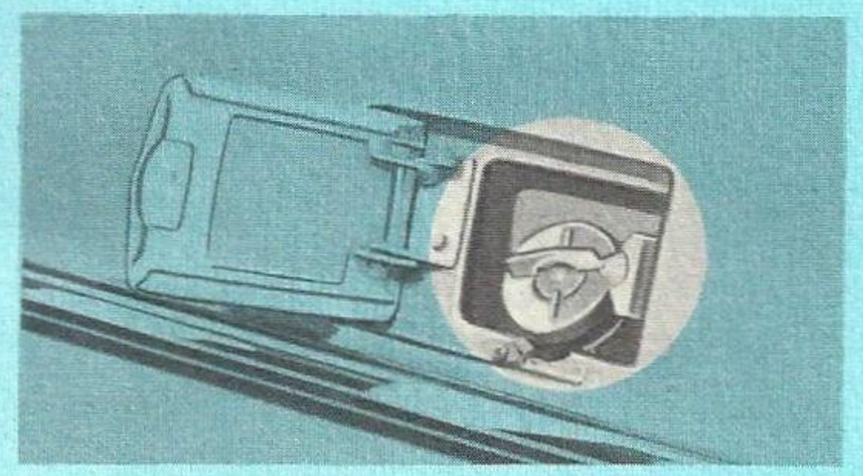
ENGINE OIL LEVEL

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. (Allow drainage time before rechecking.) 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 should be chosen in the viscosity range to accommodate the extremes of expected temperature. (See the Temperature-Viscosity Chart.)





TEMPERATURE—VISCOSITY CHART

+90° F and Above .....SAE 10W—30 or 30
+20° F to +90° F .....SAE 10W—30, or 20—20W
−10° F to +20° F .....SAE 10W—30, or 10—10W
−10° F and Below .....SAE 5W—20 or 5W

Only those oils which have been tested and certified by the marketer as satisfying the engine operating sequences* for service MS should be used.

Certified oils are described on the container by such phrases as: *meets, excels, exceeds, or has proven superior in the test requirements, test sequences, MS Service tests, standards and service requirements of automotive manufacturers, auto-makers, car makers or car manufacturers for MS Service or Service MS.*

*Defined by ASTM Committee D-2 for Section G IV of Technical Committee B and published in the SAE Handbook, 1960 Edition, describing minimum requirements for API oil classification "for service MS."

OIL AND OIL FILTER

Your car, when delivered to you, has the proper grade and viscosity oil in the engine. 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 necessary to accommodate abnormal driving conditions—consult your Dealer for a recommended frequency under these 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 this page is a guide. Select the temperature category into which the majority of your driving will fall.

QUALITY OF OIL

There are some multi-viscosity oils being merchandised which do not meet the standards recommended for the 1961 Mercury. Only tested and certified MS oils should be used. The context of these certifications is quoted in the adjacent column.

AUTOMATIC TRANSMISSION FLUID LEVEL

The fluid level in the automatic transmission should be checked at 4,000 mile intervals. We suggest that you have your dealer make this check because of the several steps which are involved in obtaining an accurate reading.

If in an emergency you are required to check the fluid level yourself, set the parking brake, start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then, move the transmission shift lever through all drive positions, and then place the lever in "Park" position. With the engine running, withdraw the bayonet-type indicator from the transmission filler tube and check the level. This indicator incorporates a lock-on type cap which must be turned a quarter turn to open and close.

CAUTION: *Do not fill above the "FULL" mark.*

TIRES AND WHEELS

TIRES

Tubeless tires are standard equipment on Mercury cars.

Tire Pressure—Tire pressure should be checked when tires are cool or cold, because pressure increases after traveling a few miles. Recommended cold-tire pressure is 24 lbs. front and rear for all models except Station Wagons. The rear tires on a Station Wagon should be inflated to 28 pounds. (Add 4 pounds to the recommended pressure if extensive highway driving is anticipated.)

1 *Tire Rotation*—Rotate all five tires on your car every 8,000 miles to equalize the wear on the tires. Follow the pattern shown in the diagram.

WHEELS

2 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 in the luggage compartment on Passenger Cars and in the rear floor compartment on Station Wagons 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.

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.*

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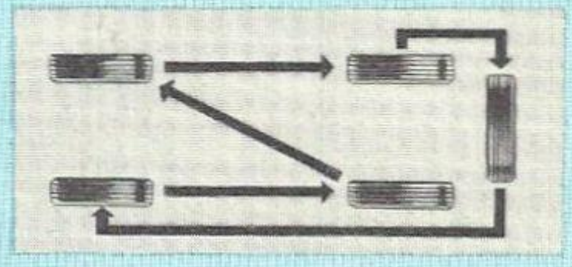

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PREVENTIVE MAINTENANCE

Under preventive maintenance, we include the normally recurring service items: seasonal attention to the cooling system, electrical system care, tire care, lubrication, and those mechanical inspections which are aimed at stopping trouble before it starts. The chart on page 31 summarizes the maintenance operations which are recommended. The mileage intervals specified are recurrent.

CARBURETOR

Adjust the carburetor accelerator pump operating rod for the prevailing temperature.

AIR CONDITIONING

On cars equipped with air conditioning, check each spring for any indications of a refrigerant or oil leak. Also check the sight glass for the condition of charge in the system.

ENGINE PERFORMANCE SERVICE

Your Dealer is equipped to periodically "tune-up" your engine and thus help keep "new car" performance at your command. The specified items in the engine performance service include: checking the battery, battery cables, ignition timing, and carburetor adjustments. It should also include adjusting the valve clearances (Super Economy "6" and Super Economy V-8), replacing the spark plugs, inspecting the distributor rotor and replacing the breaker points. The distributor should be lubricated. The fuel pump sediment bowl should be removed, cleaned, and reinstalled.



LUBRICATION

Periodic lubrication of the universal joints and body components is recommended at 4,000 mile intervals. The steering linkage, front suspension ball joints, "U" joints, front "U" joint yoke, and transmission output shaft splines should be lubricated every 30,000 miles or 2 years whichever occurs first. (The specified lubricants must be used.)

COOLING SYSTEM

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.

CAUTION: *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.*

Drain the cooling system at least once a year, preferably just before winter. If drained coolant appears very rusty or dirty, the system should be cleaned. Check all hoses and connections. Replace cracked or deteriorated hoses and tighten all clamps and connections securely. Refill the system with clean water and the recommended amount of FoMoCo Rust Inhibitor. If cold weather protection is required, use the proper amount of permanent-type anti-freeze.

NOTE: If you desire to use alcohol or methanol base anti-freeze, the standard high-temperature thermostat must be replaced with one rated for lower temperatures (160-165°).

Don't mix alcohol or methanol with permanent-type anti-freeze.

Your Mercury Dealer is qualified to give your car complete year-round cooling system service to prevent trouble before it starts.

ELECTRICAL SYSTEM

Battery Care—The battery is located in the right front corner of the engine compartment. The fluid level in the battery should be checked frequently. As indicated on the filler caps, "fill to ring." Keep the top of the battery clean and dry, and 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.*

Lights and Wiring—Major safety items, such as headlights, tail lights, turn signals, and stop lights, should always be in good operating condition. Prompt replacement of burned-out bulbs and repairs to damaged wiring is a *must* for safety. All Lincoln-Mercury Dealers have the facilities to service these items promptly and properly.

PERIODIC MAINTENANCE SCHEDULE

MAINTENANCE OPERATION	MILEAGE INTERVAL					
Service operations may be scheduled on a monthly rather than mileage basis. Transpose mileage to monthly specifications as follows: 4000 Miles—4 Months, 8000 Miles—8 Months, 12,000 Miles—12-Months, 16,000 Miles—16 Months, 30,000 Miles—24 Months.	EVERY	4000	8000	12000	16000	30000
LUBRICATE BODY. (See Body Lubrication Guide on Page 33.)		X				
SERVICE ENGINE. (Change engine oil and oil filter every 4,000 miles or 4 months, whichever occurs first. Clean the positive crankcase ventilation system and carburetor air cleaner filter.)		X				
CHECK FLUID AND LUBRICANT LEVELS. (Check transmission, power steering reservoir, brake master cylinder, and rear axle. Add fluid or lubricant as required. *DO NOT* drain the transmission or axle as a periodic maintenance operation. Add fluid, as required.)		X				
CHECK TIRE PRESSURE AND INSPECT FOR WEAR. (Correct wheel alignment or balance if wear is uneven.)		X				
CLEAN OIL FILLER TUBE CAP FILTER AND/OR POSITIVE VENTILATION VALVE.			X			
REPLACE FUEL FILTER. (Initial replacement should be made at 4,000 miles. Subsequent replacements to be made at 8,000 mile intervals.)			X			
ADJUST STEERING GEAR PRELOADS AND BACKLASH. (Add Steering Gear lubricant, as required.)			X			
CROSS-SWITCH WHEELS AND TIRES. (Balance wheels and tires, if necessary.)			X			

MAINTENANCE OPERATION	MILEAGE INTERVAL					
Certain service items should be performed on a seasonal rather than a mileage basis. They include: the cooling system (page 29), air conditioner (page 30), carburetor (page 30), and viscosity of engine oil (page 26).	EVERY	4000	8000	12000	16000	30000
INSPECT FRONT BRAKE LINING FOR WEAR.				X		
LUBRICATE AND ADJUST FRONT WHEEL BEARINGS.				X		
ENGINE PERFORMANCE SERVICE. (See Engine Performance Service Description on Page 30.)				X		
ADJUST TRANSMISSION BANDS. (Except Two-Speed Merc-O-Matic.)					X	
REPLACE CARBURETOR AIR CLEANER FILTER.						X
LUBRICATE "U" JOINTS, FRONT "U" JOINT YOKE, AND TRANSMISSION OUTPUT SHAFT SPLINES.						X
LUBRICATE FRONT SUSPENSION AND STEERING LINKAGE. (Every 30,000 miles or 2 years, whichever occurs first.)						X
PERFORM SEASONAL SERVICES.	SEE ABOVE					

SPECIFICATIONS

AXLE GEAR RATIOS

Your car will be equipped with one of the following gear ratios: 2.91:1, 3.00:1, 3.10:1, 3.56:1 or 3.89:1.

NOTE: *The gear ratio may be identified by means of a tag on the rear axle housing or the code number on the patent plate.*

DIMENSIONS

Overall Length (Inches):
- All Models Except Station Wagons 214.6
- Station Wagons 214.4

Overall Width (Inches)—All Models 79.9

Tread (Inches) All Models:
- Front 61.0
- Rear 60.0

Wheelbase (Inches)—All Models 120.0

ENGINES	SUPER ECONOMY "6"	SUPER ECONOMY V-8	MARAUDER "352"	MARAUDER "390"
Displacement (Cubic Inches)	223	292	352	390
Bore (Inches)	3.625	3.75	4.00	4.05
Stroke (Inches)	3.60	3.30	3.50	3.784
Compression Ratio	8.4:1	8.8:1	8.9:1	9.6:1
Type	6-OHV	V8-90° OHV	V8-90° OHV	V8-90° OHV
Firing Order	153624	15486372	15426378	15426378
Valve Lash—Intake and Exhaust	†No Lash *cold—.019 *hot —.019	cold—.019 hot —.019	Hyd.	Hyd.

†No Lash .025 (Late Production).
*Adjustable (Early Production)

Fuel Requirement	Regular	Regular	Regular	Premium
Idle Speed:				
Standard Transmission in Neutral (RPM)	500-525	500-525	500-525	—
Automatic Transmission in Drive (RPM)	475-500	450-475	450-475	450-475
Horsepower—Taxable—SAE	31.54	45.0	51.20	52.49
Torque (Lbs.-Ft.)	196 @ 2000 RPM	279 @ 2200 RPM	336 @ 2400 RPM	427 @ 2800 RPM

REFILL CAPACITIES (U. S. MEASURES)

Cooling System:
- 6 Cylinder Engine ..... 15 quarts*
- V-8 Engines ..... 19 quarts*

Engine Oil (Including Oil Filter):
- 6 Cylinder Engine ..... 5 quarts
- V-8 Engines ..... 6 quarts

Fuel Tank—All Models ..... 20 gallons
Rear Axle ..... 4.5 pints

Transmission:
- Automatic ..... 9-10 quarts
- Standard ..... 3 pints

Power Steering System:
- 6 Cylinder Engine ..... 2.9 pints
- V-8 Engines ..... 3.4 pints

Steering Gear:
- Standard and Power ..... 11 oz.

*Add 1 quart if car is equipped with heater.

Mercury

LINCOLN-MERCURY DIVISION

Ford Motor Company

Dearborn, Michigan

FORM MD-3691-61 DECEMBER, 1960 LITHO IN U.S.A.