



**1951  
PASSENGER CAR  
OWNER'S  
MANUAL**



**FORD DIVISION**  
FORD MOTOR COMPANY

Form 3692-51-B

**Keys** One key operates the ignition and the door locks, the other is for the trunk compartment and the glove box. To avoid inconvenience in the event of key loss, make a record of the key numbers. New keys may be ordered by this number from your Ford dealer.

## License Data

<b>Piston Displacement:</b> 6-Cylinder Engine . . . . .	225.9 Cu. In.		
	V-8 Engine . . . . .	239.4 Cu. In.	
<b>A.M.A. Horsepower Rating:</b> 6-Cylinder Engine . . . . .	26.1		
	V-8 Engine . . . . .	32.5	
<b>Wheelbase</b> . . . . .	114"		
<b>Tentative</b>		<b>Tudor</b>	<b>Fordor</b>
<b>Curb Weight:</b> Six . . . . .	3137 lbs.	3207 lbs.	
( <small>Custom Models Only</small> ) Eight . . . . .	3186 lbs.	3256 lbs.	
		<b>Height</b>	
	<b>Length</b>	<b>Width</b>	<b>Unloaded</b>
<b>Ford Deluxe and Custom Deluxe.</b>	16'4 3/4"	6'3/4"	5'4 3/4"
<b>Station Wagon</b> . . . . .	17'3"	6'4 1/4"	5'10 7/8"

**Break In Period** Start by making a few gentle starts and stops. This will seat the brake linings and clutch disc (or bands). Then, do not drive over 50 M.P.H. for the first 500 miles, and not over 70 M.P.H. until the car has been driven 1000 miles. Change the factory-filled engine oil at 300 miles. Change the factory-filled rear axle lubricant at 1000 miles. Be sure to leave the original rear axle lubricant in for the full 1000 miles.

# 1951 PASSENGER CAR OWNER'S MANUAL

Copyright 1951  
Ford Motor Company  
DEARBORN, MICHIGAN  
All rights reserved

**FORD DIVISION**  
FORD MOTOR COMPANY

# Foreword

The maintenance of your car in good working order depends on your skill as a driver, and on the prompt application of corrective measures as soon as it is apparent that adjustments are needed.

This manual has been prepared to help guide you to greater motoring pleasure than you have ever experienced before. It will help you get acquainted with the many fine car features of this great new Ford. It includes information on the Station Wagon, the Convertible, and the Crestliner, as well as on the Ford Deluxe and Custom Deluxe Models. It gives you valuable hints on the operation of your Ford, whatever the driving conditions may be. These same driving hints will help you obtain greater economy and longer trouble-free service.

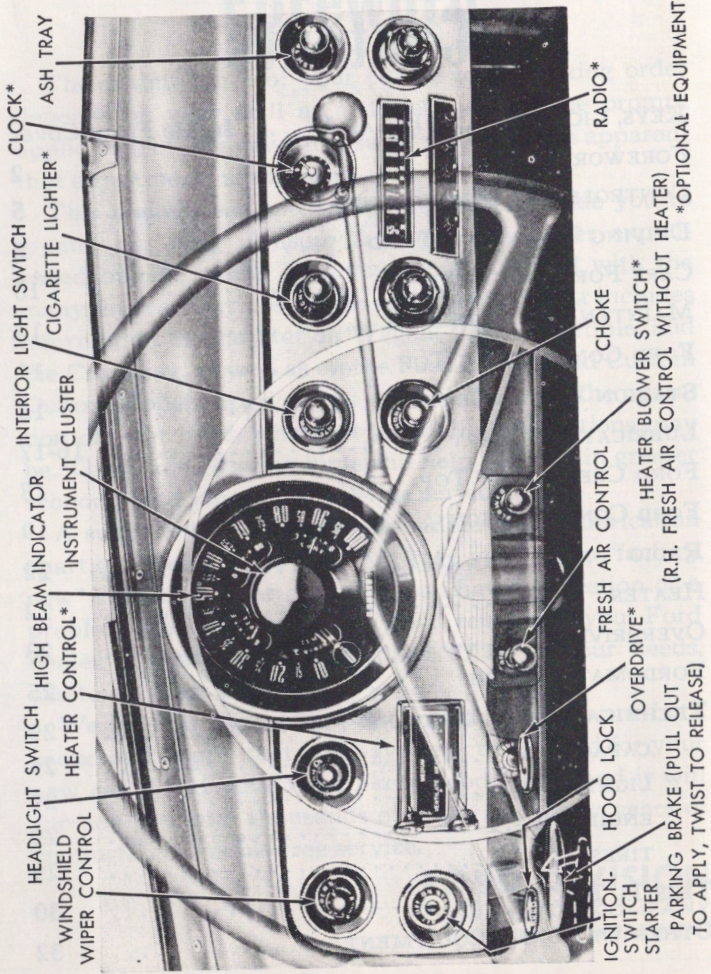
A suggested Maintenance Schedule and a lubrication chart are presented to help you keep your car in "factory new" condition. If at any time you have a question or a problem concerning your new Ford, remember your Ford dealer is qualified and equipped to serve your needs, whatever they may be.

We here at Ford — as well as your dealer — are both proud and happy that you have selected a Ford for your new car. Treat your Ford like a good friend and it will provide you with thousands of miles and many years of comfortable, trouble-free service.

**FORD DIVISION**  
FORD MOTOR COMPANY  
SERVICE DEPARTMENT

# Contents

KEYS, LICENSE DATA, BREAK-IN . . . . .	<i>Inside Front Cover</i>
FOREWORD . . . . .	2
CONTROLS AND INSTRUMENTS . . . . .	5
DRIVING YOUR NEW FORD . . . . .	8
CARE FOR YOUR FORD . . . . .	10
MAINTENANCE SCHEDULE . . . . .	13
FORD CONVERTIBLE TOP . . . . .	14
STATION WAGON SEATS . . . . .	15
LUBRICATION CHART . . . . .	16-17
FORD CRESTLINER TOP . . . . .	18
FORD CONSTRUCTION . . . . .	19
RADIO . . . . .	22
HEATER . . . . .	22
OVERDRIVE . . . . .	23
FORDOMATIC DRIVE . . . . .	25
TECHNICAL SPECIFICATIONS . . . . .	29
CAPACITIES . . . . .	29
LIGHTS . . . . .	29
ENGINE . . . . .	29
TIRES . . . . .	29
THIS IS THE ROUGE . . . . .	30
OTHER OPTIONAL EQUIPMENT . . . . .	32



## Controls and Instruments

Each of the controls and instruments of your new Ford is identified in the illustration on page 4. The use of many of the controls and instruments is obvious and detailed explanations are not required. Other controls and instruments may however require some explanation. Each of these are discussed here under descriptive headings. The controls involved in the use of the various accessories and optional equipment are described later in this manual.

**The ignition and starter switch** are combined to simplify starting. With the key straight up and down the switch is off. For operation of gauges and accessories, turn the key to the left. Turning the key to the right (against a spring load) the starter operates. When the engine starts, simply release the key and it will return to the ignition position.

**The Headlight Switch.** All lights are off when the knob is all the way in. The parking and tail lights are on when the knob is pulled out to the first notch. The headlights and tail lights are on when the knob is all the way out. In either the parking or headlight position the brightness of the instrument lights is controlled by rotating the switch knob (clockwise to dim; counter-

clockwise to brighten). Headlight high or low beam is selected by depressing the step-on beam switch on the left side of the toe board.

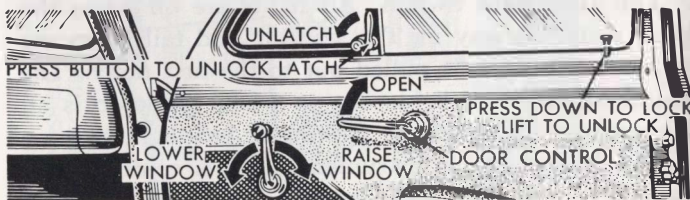
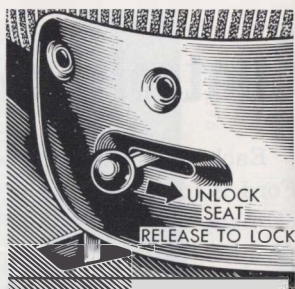
#### Hood Lock and Latch.

Pull out the hood lock "T" handle to unlock the hood. A second safety latch under the front end of the hood must be released before the hood can be raised.

**Seat Adjustment.** The most comfortable position is accomplished by pressing the seat lock to the left and sliding the seat forward or backward. When you release the lock handle the seat locks in the position selected. A seat track spring assists in moving the seat forward.

The windshield wiper speed is controlled by how far the wiper control knob is turned clockwise. Turn the knob all the way right to operate the wipers at full speed.

**Door and Window Controls.** The operation of the door controls and window regulators is as shown in the illustration at the bottom of page 6.



#### Luggage Com-

partment. Merely turn the key in the lock to gain access to the rear luggage compartment. The lid is counterbalanced to stay in the raised position. Just close the lid firmly to lock it.

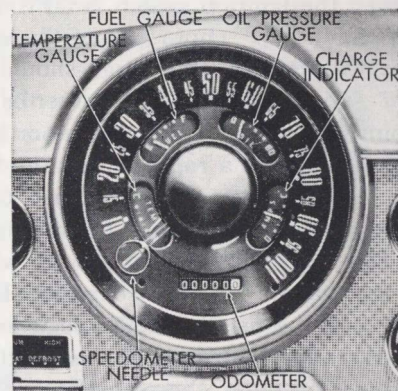
The instrument cluster groups all the operational instru-

ments directly before your eyes. Form the habit of frequent observation of all the instruments as you drive. They will show how the engine and other units are operating. For night driving they and the various control knobs are illuminated by lights which can be adjusted to the proper intensity to suit your need.

**Speedometer—Odometer.** At night when the lights are on, only the portion of the speedometer dial near the needle is illuminated. The odometer (mileage recorder) indicates the total accumulated mileage.

The oil pressure gauge shows the oil pressure to the engine bearings. It does not indicate the quantity or quality of oil in the crankcase. If no pressure is indicated, stop the engine at once and determine the cause. Operation with no oil pressure will cause serious damage.

The temperature gauge is an electric thermometer which indicates the temperature of the engine coolant.



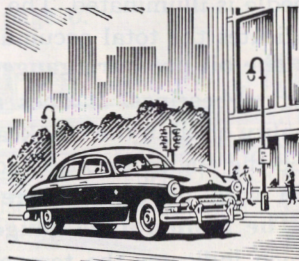
When the ignition switch is OFF the gauge pointer will rest at the "H" (hot) end of the scale. After the engine has warmed up, the gauge should read at or near the "N" (normal) mark. In summer or winter operation, the pointer may be slightly higher or lower than "N." If the gauge registers a rapid rise to the "H" position, stop the engine and investigate the cause. Check water level, fan belt, hose connections, or for obstructions in the radiator.

**The charge indicator** shows whether the battery is being charged (C) or discharged (D). Immediately after starting, the needle should register toward the "C" and then gradually drop back toward the center mark as the battery becomes charged. When the battery has a full charge, the normal position of the gauge needle is slightly on the charge side of the center mark. If the needle shows no charge at any time, have the generating system checked.

## Driving Your New Ford

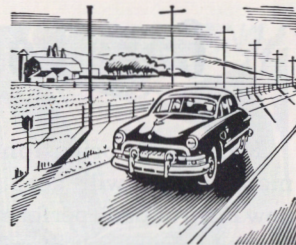
By following the operating and driving hints given below you can obtain the fine performance and maximum economy built into your new Ford.

**In city driving**, avoid unnecessary starting and stopping. Set a pace to coincide with the timing of signal

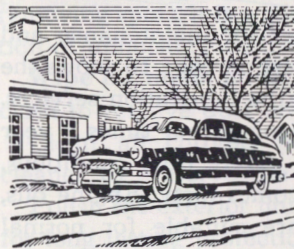


lights. "Jack-rabbit" starts and sudden stops will cut down on economy.

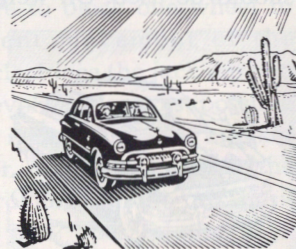
**Out on the open highway**, maintain a steady speed. When driving up a steep hill, shift to a lower gear if the engine begins to "lug." When descending steep hills, use the engine as a brake. Shift to a lower gear, if necessary.



**Cold Weather Operation.** Pull the choke out as far as necessary to start the engine when it is cold (full out for extreme cold). Drive at reduced speed until the engine is warm. As soon as the engine warms up, push the choke button all the way in. Use sufficient anti-freeze in the radiator to keep coolant from freezing. Keep your fuel tank full to minimize condensation that may freeze in the fuel line.

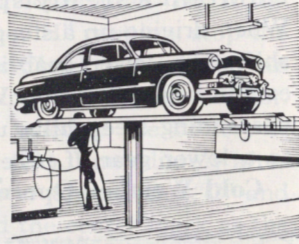


**For hot weather operation**, keep the radiator full at all times. Never add cold water to an over-heated engine. Wait until it cools and then add water while the engine is idling. Keep the radiator core cleared of debris.



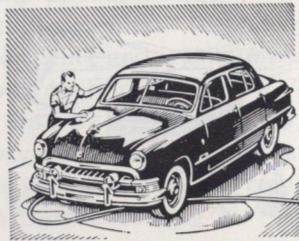
# Care For Your Ford

Regular lubrication and maintenance will keep your new Ford at peak performance and add thousands of miles to its life. Your Ford dealer will be glad to remind you when these services are required. The schedule on page 13 is



intended to serve as a reminder for maintenance and lubrication. The Lubrication Chart on page 16 shows the proper intervals for performing the lubrication services.

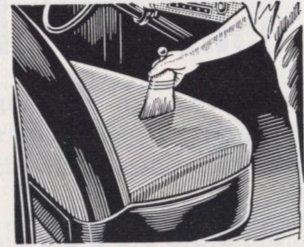
**The engine oil** should be changed four times a year (or every 2000 miles). Under severe dust conditions, change the oil as soon as it becomes dirty. Engine oils, designated as Regular Type are suitable for normal driving. If you drive in mountainous country or do a lot of sustained high speed driving, Premium Type oils should be used. Oil weight (viscosity) is designated by



number as classified by the Society of Automotive Engineers. If the weather you expect will be above freezing use SAE 20 or 20W. For below freezing temperatures use SAE 10 or 10W. For sustained extreme cold (below

-10°F) when starting becomes difficult, use SAE 5W.

**Wash** the exterior finish with clear water to remove dust and dirt. Never wipe off dust when it is dry; it will damage the finish.



**Interior upholstery** and trim should be cleaned with a whisk broom or vacuum cleaner. Remove spots on the upholstery by the same methods as used in cleaning quality furniture. After removing spots, it is a good idea to go over the entire section of upholstery with Ford Foam Upholstery Cleaner.

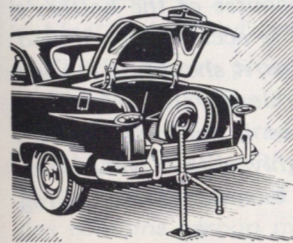
**Wipe off metal and enamel inside** trim with a damp cloth to remove dust or dirt.

Clean all chrome, periodically, with Ford chrome cleaner to preserve the satiny luster.

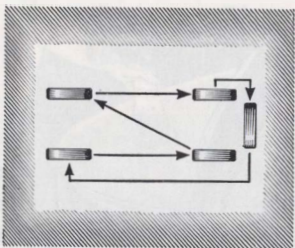
Polish the exterior finish with Ford cleaner-wax polish for long lasting protection and beauty.

**Keep the tires** on your car properly inflated at all times to the pressures shown on page 29.

**When changing tires** be sure to block one wheel to



prevent movement of the vehicle. Place the jack base on as level a place as possible and insert the lift bracket under the bumper. Put the control finger in the "up" position and operate the jack using the wheel nut wrench



one notch at a time.

**Cross-switch** the tires every 5000 miles to equalize the wear over all five tires. Use the pattern shown in the diagram for this operation.

**Brake Master Cylinder.** Check fluid level every 5,000 miles. If brake fluid must be added each time, be sure to check the brake system for leaks.

**Clean white sidewall** tires with soap scouring pads or with mild soap-water and a stiff brush. Flush liberally with clear water.

**Battery.** The electrolyte level should be checked at least twice monthly and distilled water added if necessary.

**WARNING:** Do not allow flames or sparks to be brought near the vent openings of the battery since hydrogen gas is produced in the course of the battery's normal operation. If battery acid is accidentally spilled on the skin or splattered in the eyes, it should be flushed away promptly with quantities of clear water only. Seek medical aid if discomfort continues. If acid is spilled on the clothes, wet the area thoroughly with a weak solution of ammonia or with sodium bicarbonate or baking soda dissolved in water.

as a handle. Pry off the hub cap with the wheel nut wrench and remove the wheel retaining nuts and wheel. Replace the wheel and tighten the nuts securely. Place the control finger in the "down" position and lower the jack

## Schedule Of Maintenance

The suggested schedule is given for a car operating under average conditions. For more severe operation, it may be necessary to shorten the maintenance intervals.

Miles	300	1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000	15000
Lubricate Chassis		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Change Oil and Clean Air Cleaner	†		x		x		x		x		x		x		x	
Change Oil Filter						x					x					x
Cross-switch Tires						x					x					x
Adjust Brakes						x					x					x
Tune Engine						x					x					x
Complete Inspection by Dealer		x				x					x					x
Change Transmission and Differential Oil		†									x					
Clean and Repack Front Wheel Bearings											x					
Change Automatic Transmission Oil																x

† See "Break-In Period" (inside front cover).

Check the tire pressure weekly.

Flush the cooling system in the spring and fall and add antifreeze in preparation for winter driving.

**CAUTION:** Avoid inhaling exhaust gases when any large concentration is present in the air. The exhaust gas contains carbon monoxide which is poisonous.

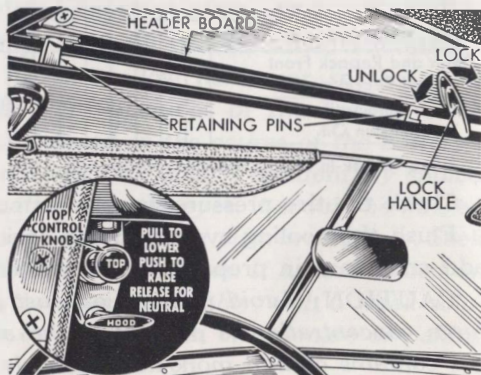


## Ford Convertible Top

The convertible top is operated by a button control to the left of the steering column. The top can be raised or lowered whether the engine is running or not. If the power system fails (battery discharged) the top can be raised or lowered by hand with the control button in the neutral position.

**To lower the top,** turn the handle on the header board above the windshield  $\frac{1}{4}$  turn counterclockwise and push the top free of the three pins. Return the handle to the locked position. Pull the control button OUT and the top will fold back and lower into the well. Fasten the top boot with the push button fasteners.

**To raise the top,** unfasten the boot and push the control button IN. When the top is fully raised, unlock the handle on the header board, pull the top over the retaining pins, and lock the handle by turning it  $\frac{1}{4}$  turn clockwise. Slip the rear quarter flaps under



the chrome retainers located at each side of the back seat, then fasten the sides of the top with the push button fasteners.

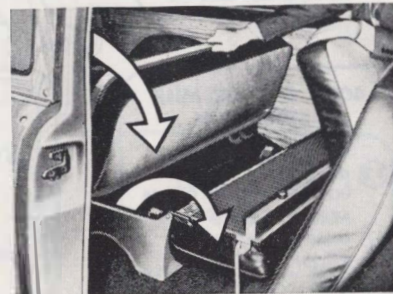
**Wash the top** with Ford foam upholstery cleaner or a mild soap-water solution at least once every three months. To avoid mildew, never lower the top or leave it lowered while it is wet.

**Check the fluid level** in the hydraulic reservoir (located under the left hand side of the rear seat cushion) every 5000 miles. Have the top fully raised or lowered while checking fluid level. Drain and refill the reservoir with Ford hydraulic brake fluid once a year.

## Ford Station Wagon Seats

The seats in your station wagon are designed for beauty, comfort, and versatility. The bottom of the center seat cushion and the center seat back are covered with linoleum so that by inverting the cushion and folding down the back, you can convert the area behind the front seat into a spacious, level compartment for transporting packages or cargo.

**To change the seats** for this cargo space, pull the strip



**1000 MILE LUBRICATION**

**PRESSURE GUN GREASE**

- ① **FRONT SUSPENSION**  
3 FITTINGS, UPPER  
3 FITTINGS, LOWER  
EACH SIDE
- ② **SPINDLE BOLTS**  
2 FITTINGS
- ③ **STEERING LINKAGE**  
3 FITTINGS, LEFT SIDE  
4 FITTINGS, RIGHT SIDE
- ④ **GEARSHIFT LEVERS**  
1 FITTING

- ⑤ **CLUTCH & BRAKE PEDALS**  
2 FITTINGS

**GEAR OIL**

- ⑥ **TRANSMISSION—STANDARD & OVERDRIVE**

ADD SAE 80 MILD E.P. OIL, AS REQUIRED  
USE SAE 75 BELOW -10°F.

- ⑦ **STEERING GEAR**

ADD SAE 90 MILD E.P. OIL, AS REQUIRED

**WAX STICK**

DOOR LATCHES, STRIKER PLATES & HOOD LATCH

**DRIPLESS PENETRATING OIL**  
DOOR, HOOD & DECK LID HINGES

**AUTOMATIC TRANSMISSION FLUID**

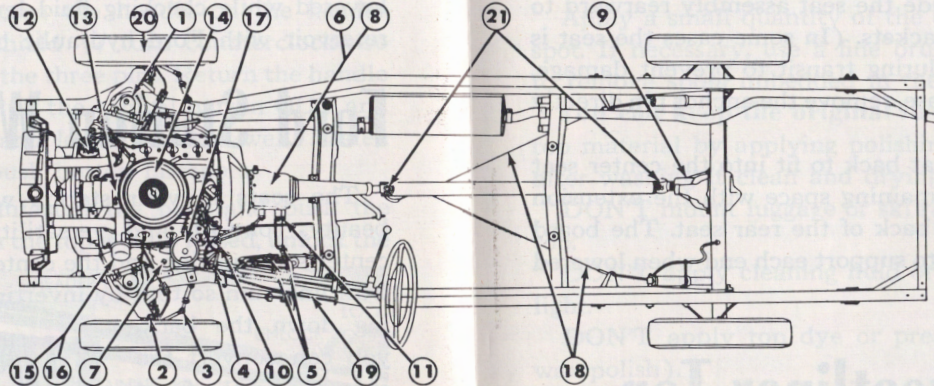
- ⑧ **FORDOMATIC TRANSMISSION**  
ADD FLUID, TYPE "A," AS REQUIRED

**HYPOID OR MULTI-PURPOSE LUBRICANT**

- ⑨ **DIFFERENTIAL**  
ADD, AS REQUIRED  
SAE 90 ABOVE -10°F.  
SAE 80 BELOW -10°F.

**ENGINE OIL**

- ⑩ **GEAR SHIFT LEVERS—PIVOT PINS**
- ⑪ **CLUTCH & BRAKE PEDALS—LINKAGE SPRAY**
- ⑫ **DISTRIBUTOR—OIL CUP**  
FEW DROPS
- ⑬ **GENERATOR—OIL CUP**  
FEW DROPS  
DO NOT OVER-LUBRICATE
- ⑭ **AIR CLEANER OIL BATH**  
CLEAN & REFILL—SAE 30 OVER 32°F.; SAE 20 UNDER 32°F.



**2000 MILE LUBRICATION**  
**ENGINE OIL**

- ⑭ **AIR CLEANER—DRY TYPE**  
CLEAN, & DIP IN OIL
- ⑮ **CRANKCASE**  
DRAIN & REFILL  
SAE 20 OR 20W ABOVE 32°F.; SAE 10 OR 10W BETWEEN 32°F. & -10°F.  
SAE 5W BELOW -10°F.
- ⑯ **BREATHER CAP**  
CLEAN, & WET WITH OIL

**15,000 MILE LUBRICATION**

**AUTOMATIC TRANSMISSION FLUID**

- ⑧ **FORDOMATIC TRANSMISSION**  
DRAIN & REFILL WITH TYPE "A"

**4000 & 5000 MILE LUBRICATION**

**M-4601 GREASE**

- ⑫ **DISTRIBUTOR CAM**  
LIGHT COATING OF GREASE
- ⑰ **OIL FILTER**  
REPLACE CARTRIDGE (4000 MI., OR WHEN DIRTY)

**10,000 MILE LUBRICATION**

**HYPOID OR MULTI-PURPOSE LUBRICANT**

- ⑥ **GEAR OIL**  
**TRANSMISSION—STANDARD & OVERDRIVE**  
DRAIN & REFILL WITH SAE 80 MILD E.P. OIL  
USE SAE 75 BELOW -10°F.

- ⑨ **DIFFERENTIAL**  
DRAIN & REFILL  
SAE 90 ABOVE -10°F.  
SAE 80 BELOW -10°F.

**M-566 GRAPHITE GREASE**

- ⑱ **BRAKE CABLES**

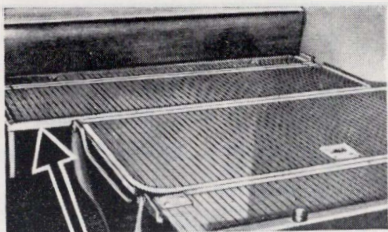
**LUBRIPLATE**

- ⑲ **PARKING BRAKE HANDLE SHAFT**
- ⑳ **FRONT WHEEL BEARINGS**

**20,000 MILE LUBRICATION**

**M-4705 GREASE**

- ㉑ **UNIVERSAL JOINTS**  
REPACK & REPLACE SEALS



EXTENSION BOARD

at the rear edge of the center seat cushion to swing the seat up and forward until it rests on the supports provided at each side of the cushion. Remove the rear seat by tilting it forward to disengage it

from the floor, then slide the seat assembly rearward to disengage the front brackets. (In some cases the seat is anchored with a pin during transit to prevent damage. If the seat will not release, remove the anchor pin directly under the rear seat.)

Lower the center seat back to fit into the center seat opening. Fill in the remaining space with the extension board attached to the back of the rear seat. The board is provided with risers to support each end when lowered into position.

## Ford Crestliner Top

The beauty of the Crestliner top can be preserved indefinitely if ordinary care is exercised.

**Wash the top fabric** frequently with mild soap-water solution or with Ford Foam Upholstery Cleaner to prevent the accumulation of dust or grit particles in the

basketweave pattern of the fabric. Rinse the cleaning solution away with clear water.

**Spots or stains** that cannot be removed by washing, may be removed with cleaning solvent. *Avoid dripping the cleaning solvent on the body paint because some solvents contain ingredients that are harmful to paints.*



Apply a small quantity of the cleaner directly on the spot. If necessary, use a fine brush (not a wire brush) to remove spots imbedded in the basketweave pattern.

**You can keep the original luster** of your Crestliner top material by applying polishing wax to the material after washing it clean and drying it thoroughly.

**DON'T** mount luggage or ski racks on your Crestliner top.

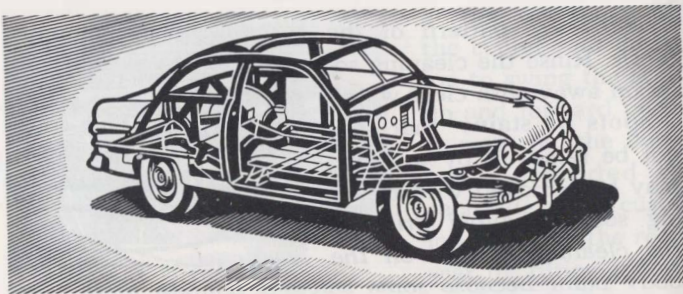
**DON'T** apply cleaning fluid or wax in direct hot sunlight.

**DON'T** apply top dye or preservatives (other than wax polish).

Your Ford dealer can supply all the necessary materials for cleaning and preserving your Crestliner.

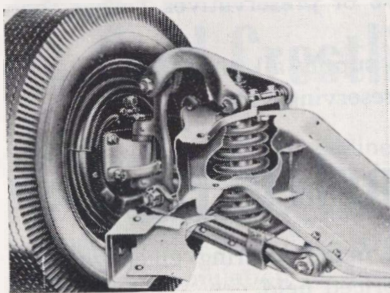
## Ford Construction

Ford engineering and manufacturing gives you the one fine car in the low priced field.



The frame and body of your new Ford incorporate the basic qualities of safety, comfort, driving ease, reliability, and long life with Fashion Car Styling for distinctive long-lasting beauty. You get the comfort of the Ford "mid-ship" ride because the seats are placed between the axles to reduce the effect of rough roads felt by the passengers.

The independent front suspension contributes to your comfort by "ironing out" the bumps in rough roads. Coil springs controlled by telescopic shock absorbers create a "velvet carpet" ride in your car.



The hypoid-drive rear axle is connected to the frame by rubber-mounted flexible elliptical springs which insulate the chassis from road noises and pro-

vide a cushioning action for smooth starts and stops.

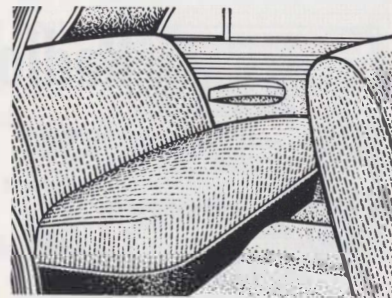
**"Magic-Action"** Brakes operate hydraulically on all four wheels for the quick, easy straight-line stopping ability required in modern

high-speed traffic. You have more than 170 square inches of brake lining area to give you "feather touch" operation.

The seats are designed to give you maximum comfort from your "mid-ship" ride. Zig-zag springs, combined with cushioning pads, and correctly shaped seat contours result in a firmly buoyant non-sag seat for restful posture.

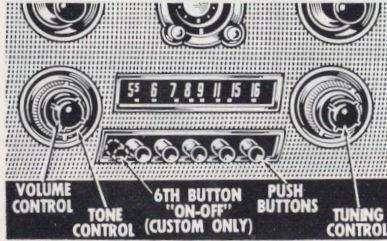
The Upholstery. Artificial leather panels are blended into the cloth to add a distinctive appearance to the interior and as a protection against scuffing and wear.

The large windshield has over 800 square inches of "see-more" visibility to provide excellent vision forward and the rear window has over 650 square inches for safety in traffic and convenience in backing the car.\*



\*Fordor, Tudor, and Coupe models.

## Radio



the illustration. The Deluxe model has one less button than the custom model shown. The Deluxe is turned on by the volume control knob.

To adjust push buttons on your Custom or Deluxe receiver, tune in the desired station with the manual tuning knob, turn the push button one turn counterclockwise, and push the button all the way in until it bottoms. Release the button carefully and tighten it by turning it clockwise. Repeat for other stations and push buttons.

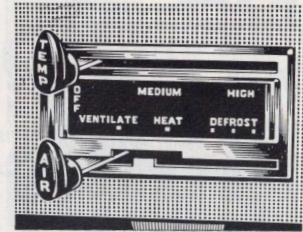
## Heater

The Ford Fresh-air Heater gives climatized control of the temperatures in your car.

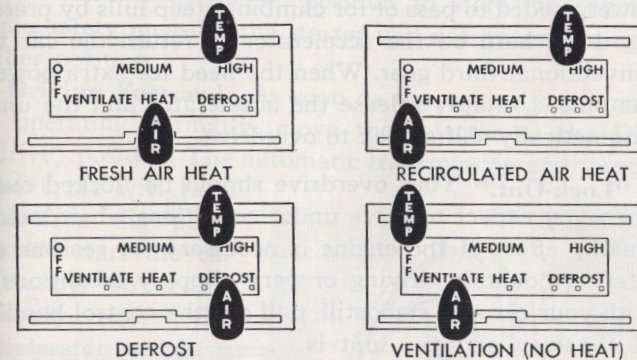
Heater controls are mounted on the left side of the instrument panel within easy reach of the driver. See illustrations for suggested settings of the heater controls.

Two models of radio receivers are available to you, a Custom model and a Deluxe model, both equipped with push button tuning. Control operation is shown in

Usually enough air is forced into the car for fresh air heat when the car is in motion at highway speed. If you require more air, turn on the blower by pulling out the two-position switch to the speed desired.

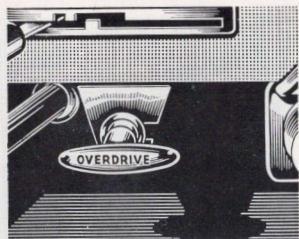


**CAUTION:** When objectionable fumes may be drawn into the car through the fresh air vent, operate the heater on recirculated air heat.



## Overdrive

The Ford Overdrive offers you extra quiet and smooth operation resulting in greater comfort. It gives your engine longer life, better performance and economy, and



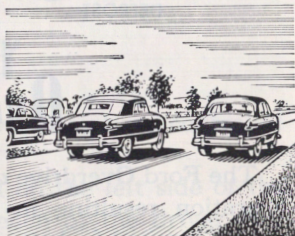
greater flexibility of operation.

The control handle should be pushed in to make the unit automatically shift into overdrive at any speed above 27 miles per hour (approx.) when you release the accelerator pedal momentarily. It

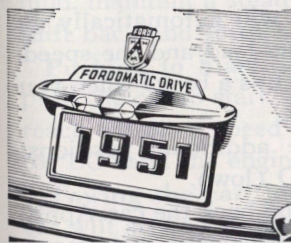
disengages at 21 miles per hour (approx.) regardless of any action on your part.

**“Kickdown.”** You can “kick-down” for the extra power needed to pass or for climbing steep hills by pressing down hard on the accelerator to return the car to conventional third gear. When the need for extra power has passed, simply release the accelerator and the unit automatically shifts back to overdrive.

**“Lock-Out.”** Your overdrive should be “locked out” when you expect to drive under conditions where extra braking effect of the engine is necessary for reasons of safety (mountain driving or very slippery conditions). With your car at a standstill, pull out the control handle all the way and the unit is locked into direct drive. If it is necessary to lock out the unit while your car is in motion, press down hard on the accelerator, pull out the control handle, and release the accelerator.



## Fordomatic Drive



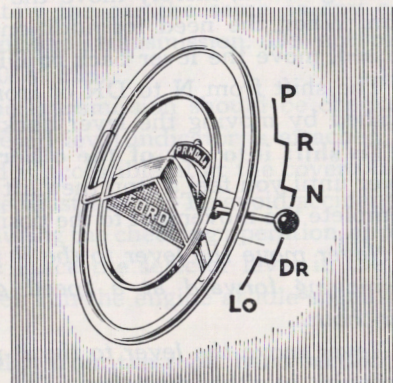
Cars equipped with Fordomatic Drive have a selector lever in place of the gearshift lever and no clutch pedal.

**Starting.** The selector lever on the steering column is placed in the N (neutral) position to start the engine.

As a safety measure the starter will not operate in any other position.

**Driving Forward.** As soon as the engine starts and is operating normally, move the selector to the DR (drive) position. The automatic transmission and torque converter will take over from that point on. To start the car moving forward merely press the accelerator pedal.

**If you want fast “get away”** or are passing another vehicle, press the accelerator down as hard as the situation requires. You don't



have to give a thought to shifting. The transmission will shift automatically to give you the kind of performance you want.

When you reach the speed you desire ease up on the accelerator and the transmission will automatically go into the correct ratio to match the load and the speed.

**At any speed** the engine will act as a brake when you lift your foot from the accelerator.

**The selector lever** has three additional positions; R (reverse), P (parking), and LO (low).

**The R position** is used when you back the car. Apply light throttle pressure for slow backward movement.

**The P position** mechanically locks the drive line so that the car will not roll when parked.

**The LO position** is not ordinarily used and is provided for operation in deep sand, mud, or snow. If you are descending a steep hill in the DR range and want more braking action, merely move the lever to the LO position. When the need for additional braking action has passed, move the lever back to DR.

The shift from N to DR or from DR to N is accomplished by moving the lever backward or forward.

**To shift into any of the other positions**, move the lever until you feel a stop then lift the lever slightly and complete the movement to the position desired.

*Never move the lever to the R position while the car is moving forward at a speed greater than 5 miles per hour.*

*Never move the lever to the P position while the car is moving in either direction.*

At night, when the headlights are on, the indicator dial letters are illuminated with the following colors: LO and DR—Green; N—Amber; R and P—Red.

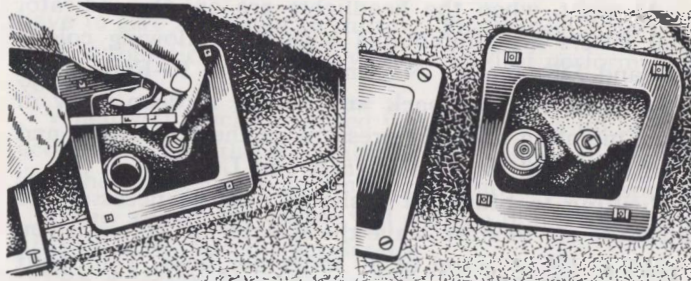
**To rock the car back and forth** in deep snow or mud, maintain a steady pressure on the accelerator and shift back and forth between R and LO.

**Pushing to Start.** If it should ever be necessary to push the car to start, leave the selector in “N” until you reach a rolling speed of 20 miles per hour. Then shift to “LO” and the engine will begin to rotate.

**Towing the car** to start is not recommended as the car will attain considerable speed as soon as the engine starts. If the transmission is inoperative or if the car must be towed twelve (12) miles or more, tow the car with the rear wheels raised or with the drive shaft disconnected and the rear of the transmission covered. If the transmission is functioning properly and is to be towed less than twelve (12) miles, place the selector lever in neutral and tow the car the same as any car equipped with conventional transmission. Do not tow the car faster than 40 M.P.H.

**The oil level** in the transmission should be checked every 1000 miles. The oil level indicator is attached to the filler hole cap, and is accessible after the cover plate has been removed (see illustration). To avoid accidental movement of the car during the checking operation, apply the emergency brake. Place the selector lever in the N (neutral) position, then run the engine at idle speed for about four minutes.

Clean all lint and dirt from the right hand section of



the floor mat, then roll the mat back out of the way. Clean the area around the cover plate, thoroughly, then remove the plate.

Move the selector lever to the park P position, and continue to operate the engine at idle speed. When the engine and transmission reach normal operating temperature, move the selector lever through all ranges to assure fluid distribution throughout the transmission.

Clean all dirt from the filler hole cap. Turn the cap  $\frac{1}{2}$  turn counterclockwise, then remove the indicator.

Wipe the indicator clean and insert it in the transmission. Make sure the indicator is seated and locked. Remove the indicator and read the fluid level. If the level is low, add enough automatic transmission fluid Type A to raise the level to the FULL mark. Replace the indicator making sure the indicator is firmly tightened. Install the cover plate, then replace the floor mat.

The transmission fluid should be changed at 15,000 mile intervals. Your Ford dealer has the equipment and "know how" to best accomplish this operation for you.

# Technical Specifications

## Capacities:

Engine Oil	4 qt. (With filter, 5 qt.)
Transmission—	
Standard, 3 $\frac{1}{4}$ pt.; Overdrive, 4 $\frac{1}{2}$ pt.; Automatic, 9 qt. (Approx.)	
Rear Axle	3 $\frac{1}{2}$ pt.
Gasoline Tank	Car, 16 gal.; Station Wagon, 19 gal.
Coolant	6-cyl., 16 qt.; 8-cyl., 21 qt. (With heater, 1 qt. extra)

## Lights:

		<i>Bulb Number</i>
Headlight	45-35 watts	Sealed Beam
Parking	3 c.p.	63
Tail and Stop	3-21 c.p.	1154
License Plate	3 c.p.	63
Instrument Panel	2 c.p.	55
Dome	3 c.p.	63

## Engine:

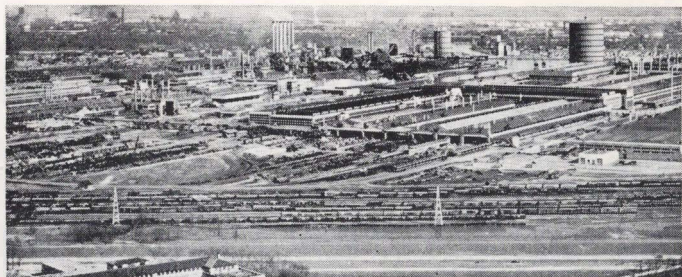
	8 Cyl.	6 Cyl.
Horsepower	100	95
Firing Order	1-5-4-8-6-3-7-2	1-5-3-6-2-4
Distributor Point Gap	0.014-0.016 in.	0.024-0.026 in.
Valve Gap (cold)		
Intake	0.013-0.015 in.	0.013-0.015 in.
Exhaust	0.017-0.019 in.	0.017-0.019 in.
Spark Plug Gap	0.029-0.032 in.	0.029-0.032 in.
Spark Plug Type	H-10 14 m.m.	H-10 14 m.m.

## Miscellaneous:

Fuses: Radio—Custom	14 amp.	Deluxe	9 amp.
Heater	14 amp.	Clock	3 amp.
Clutch pedal free play	1- $\frac{1}{4}$ inches		
Brake pedal free play	$\frac{1}{4}$ - $\frac{1}{2}$ inch		

	<i>Front</i>	<i>Rear</i>
Tire pressure—6.70 x 15	24	21
Tire pressure—6.00 x 16	28	25
Tire pressure—7.10 x 15	25	30





**This is the Rouge**—the world's largest industrial city! Here cars and trucks are produced by more than 75,000 men and women who work at tasks calling for an almost indescribable variety of skills and trades.

On the Rouge's 1,196 acres are blast furnaces, docks, assembly lines, machine shops, glass plant and coke ovens. There are complete railroad and bus systems, and the world's largest production foundry.

In the engineering laboratories and on the test tracks the Ford products of tomorrow are being fashioned.

The utmost in skill and ability is needed by the men and women who form the efficient Rouge manufacturing and production team. Technical schools give classroom and on-the-job training, looking to the constant advancement of employees and their increased earning capacity. Modern lighting and ventilating systems assure the best working conditions.

From the first handling of the raw materials and supplies, arriving by ship, rail, and truck, the Rouge plant performs automotive manufacturing and assembly operations. Cars are fully assembled for distribution to

Michigan sales branches and districts, and parts are shipped to all other assembly plants in the nation.

**Statement by Henry Ford II**

*It takes a vast and costly industrial plant to build cars and trucks.*

*However, all machinery and equipment would be of no value if it were not for the efforts of our thousands of skilled and loyal employees.*

*They are assisting us constantly in our efforts to find new and better methods to make more cars and trucks at lower cost.*



## Other Optional Equipment

You can obtain the following accessories from your Ford dealer:

Turn Indicator	Rear Window Wiper
Road Light	Rear View Mirror
Spotlight	Windshield Washer
Backup Light	Vanity Mirror
Map Light	Cigarette Lighter
Glove Compartment Light	Clock
Engine Compartment Light	Deluxe Steering Wheel
Luggage Compartment Light	Seat Covers
Hydraulic Bumper Jack	Windshield Visor
Bumper Guards	Window Vent Shades
Wheel Trim Rings	Exhaust Deflector

## Notes

---



---



---



---



---



---



---



---

## Warranty

The Ford Motor Company warrants all such parts of new Ford automobiles, trucks and chassis, except tires, for a period of ninety (90) days from the date of original delivery to the purchaser of each new Ford vehicle or before such vehicle has been driven 4,000 miles, whichever event shall first occur, as shall, under normal use and service, appear to it to have been defective in workmanship or material. This warranty shall be limited to shipment, to the purchaser without charge, except for transportation, of the part or parts intended to replace those acknowledged by the Ford Motor Company to be defective. The Ford Motor Company cannot, however, and does not accept any responsibility in connection with any of its automobiles, trucks or chassis when they have been altered outside of its own factories or branch plants. If the purchaser shall use or allow to be used in the automobile, truck or chassis, parts not made or supplied by the Ford Motor Company, then this warranty shall become void. It is agreed that the Ford Motor Company makes no warranty whatsoever regarding pneumatic tires. This warranty is expressly in lieu of all other warranties expressed or implied and all other obligations or liabilities on the part of Ford Motor Company, and no person including any dealer, agent, or representative of the Ford Motor Company is authorized to make any representation or warranty concerning Ford Motor Company products on behalf of the Company except to refer purchasers to this warranty.

The Ford Motor Company reserves the right to make changes in design and changes or improvements upon its products without imposing any obligation upon itself to install the same upon its products theretofore manufactured.