

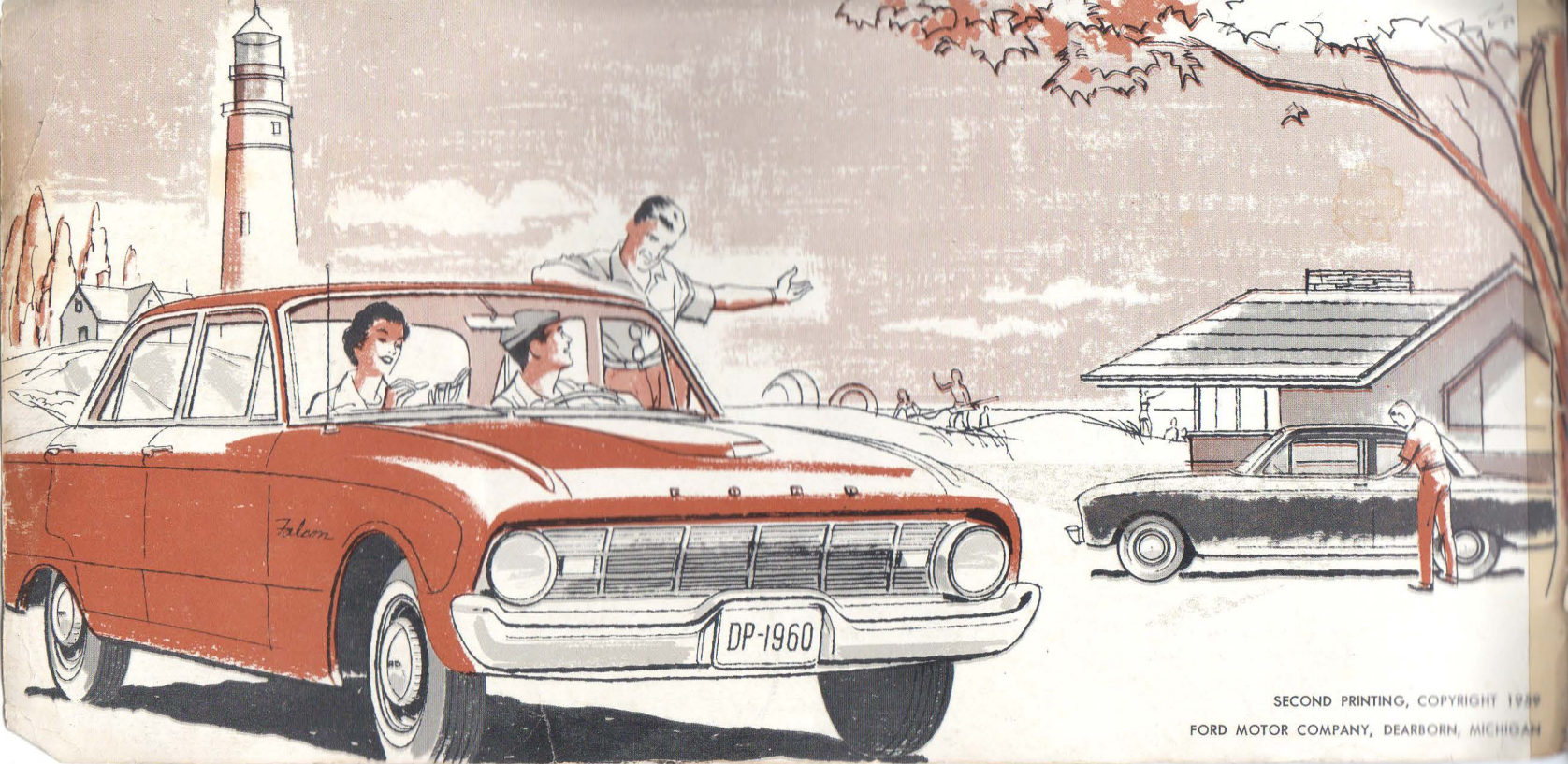


1960 FALCON OWNERS

MANUAL

1960

FALCON



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FORD MOTOR COMPANY, DEARBORN, MICHIGAN

F O R E W O R D

Your new Falcon invites you to enjoy a wonderful new world of driving. On highways or in city traffic, you will experience an entirely new concept of comfort, dependability, and economy of operation, in a car designed and built in the U. S. A. to meet the driving needs of the American roads.

With proper care, your Falcon should provide mile after mile of low-cost motoring. And, it's reassuring to know that wherever you may drive, you are always near a Ford Dealer who offers complete service facilities to keep your Falcon in "ready-to-go" condition.

It's important that you read this manual carefully and completely before driving your new car any appreciable distance. In the following pages of this manual you'll find everything you need to know about the care and operation of your new Falcon.

There's also information here about your Ford Dealer's Service Policy, the 1000-Mile Inspection, and other services available from your Ford Dealer during the normal new-car warranty period.

You'll find your new Falcon the easiest car in the world to own.

The descriptions and specifications contained in this manual were in effect at the time the book was approved for printing. The Ford Division of Ford Motor Company, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or to change specifications or design, without notice and without incurring obligation.

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Before you drive

HOW TO BREAK IN YOUR NEW FALCON

Your new Falcon was ready for the road the moment you took delivery of the car. Slow speed driving is not required for breaking in your new Falcon. However, to assure maximum performance, economy, and durability from your car, follow the simple rules given on this page.

UP TO 100 MILES—Whenever possible, avoid making sudden or fast stops for the first 100 miles. Your Falcon's brakes will seat more uniformly by braking your car to a slow, gradual stop.

UP TO 500 MILES—Avoid fast starts and steady speeds, whether fast or slow, especially during the first 500 miles of driving. Any steady unchanging speed during this period tends to cause uneven wear of the precisely fitted parts. Short spurts of speed up to 60 miles per hour will assist the break-in process of your Falcon.

UP TO 1,000 MILES—You can now drive your Falcon normally at any legal speed, *but short of a wide-open throttle*. The maximum speed should be avoided until your car has been driven at least 2000 miles.

It's important that the lightweight break-in oil and the oil filter element be changed at 1000 miles by your Ford Dealer. (See page 45 of this manual for details about these services.)

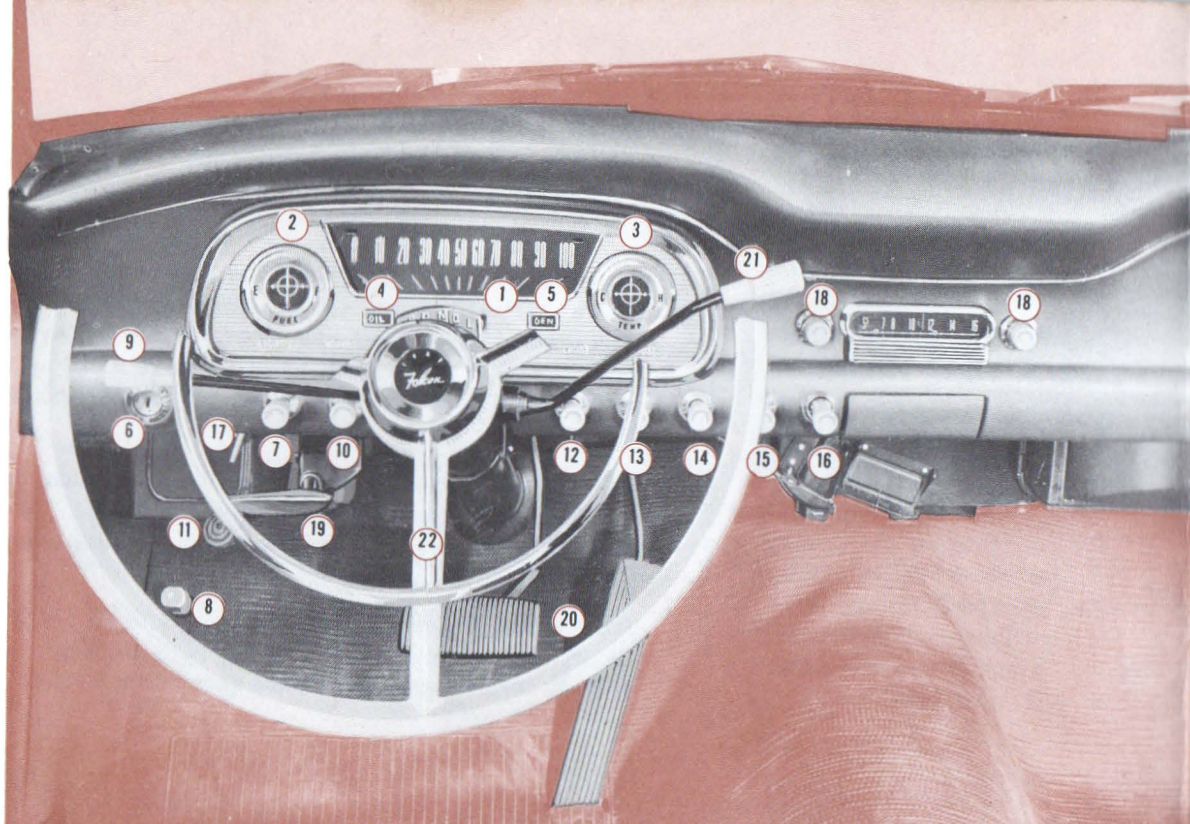




*At the wheel
of your new
FALCON*

As you sit behind the steering wheel of your new Falcon, take this opportunity to get acquainted with the instruments and controls that you'll see and use in your everyday driving.

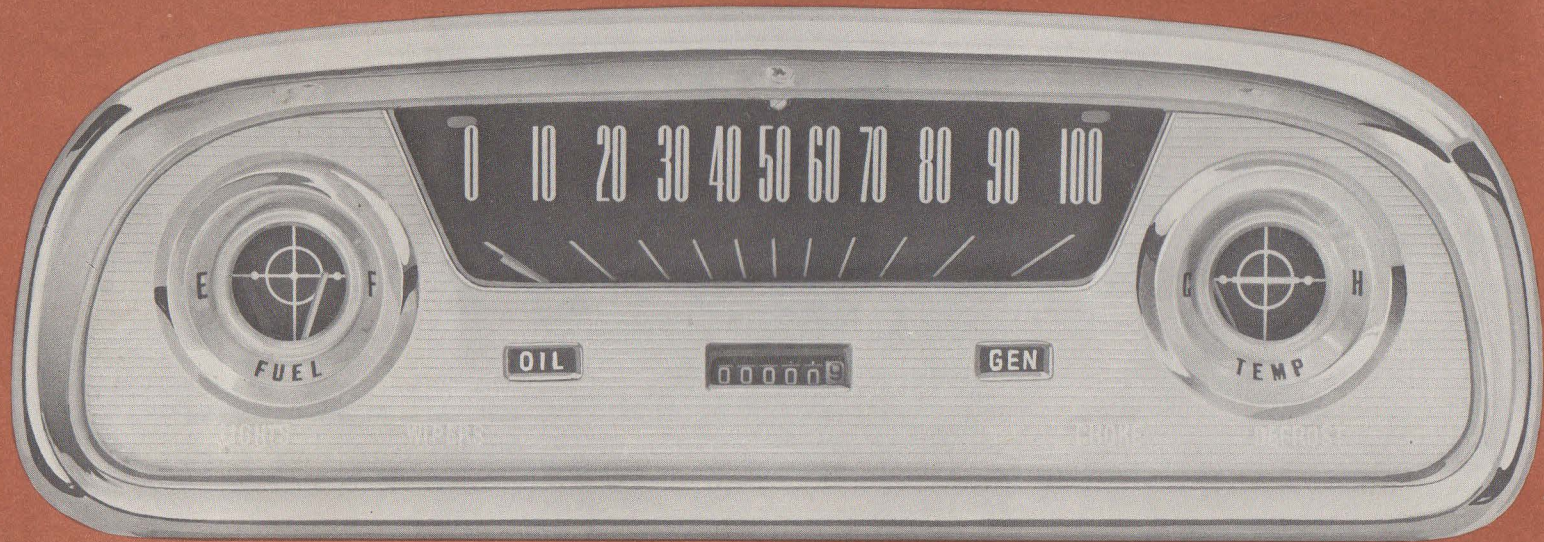
For your convenience, you'll find each gauge, indicator, and control discussed on the following pages of this manual.



INSTRUMENTS AND CONTROLS

<i>Location</i>	<i>For Information See Page</i>	<i>Location</i>	<i>For Information See Page</i>	<i>Location</i>	<i>For Information See Page</i>
1. Speedometer and Odometer . . .	7	8. Headlight Beam Selector	8	16. Cigarette Lighter	29
2. Fuel Gauge	7	9. Turn Indicator Lever	8	17. Fresh Air Vent Control	28
3. Temperature Gauge	7	10. Windshield Wiper Control	9	18. Radio Controls	30
4. Oil Pressure Indicator	7	11. Windshield Washer Control	9	19. Parking Brake Handle	10
5. Generator Indicator	7	12. Choke Control	10	20. Foot Pedals	11
6. Ignition Switch	10	13. Defrost Control	27	21. Range Selector Lever or Gear Shift Lever	11
7. Headlight, Instrument Panel Light, and Dome Light Switch	8	14. Heater Temperature Control	27	22. Steering Wheel and Horn	11
		15. Heater Blower Control	27		

INSTRUMENTS



SPEEDOMETER AND ODOMETER—The speedometer indicates the car's forward speed in miles per hour (mph). The odometer, located below the speedometer, shows the total accumulated mileage.

FUEL GAUGE—The fuel gauge indicates the approximate level of gasoline in the tank. The pointer operates only when the ignition switch key is turned to the ACC position, or to the ON position. The fuel gauge will read F, meaning full, when the fuel tank contains its maximum capacity of about 14 gallons.

TEMPERATURE GAUGE—The temperature gauge indicates the operating temperature of the coolant in the engine's cooling system.

Occasionally, continual stop-and-go driving, high-speed driving in warm weather, hill climbing, or pushing another car may cause the gauge pointer to swing closer than normal to the H mark. However, if the pointer swings all the way to H and remains at that position while driving, you should stop and have the engine cooling system checked.

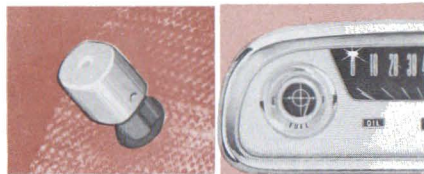
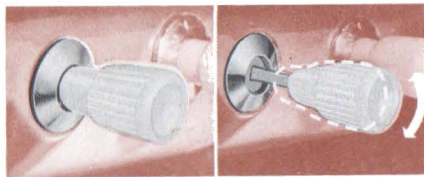
See pages 22 and 38 for details about the engine's cooling system.

OIL PRESSURE INDICATOR—The oil pressure indicator light will glow red the moment you turn the ignition switch on. As soon as the engine is running, the indicator light should go off, indicating the engine is operating with normal oil pressure.

Trouble is not necessarily indicated should the oil pressure indicator glow *momentarily* as you complete a sudden stop. This is normal.

However, if the indicator light remains on while driving, *stop the engine immediately* and have the engine lubrication system checked.

GENERATOR INDICATOR—When driving, the generator red indicator light is normally off, which indicates the generator is supplying the proper charge to the battery. There is no cause for concern should the generator indicator glow or flicker occasionally while the engine is idling. However, if the indicator light remains on while driving, the generator and electrical system should be checked as soon as possible.



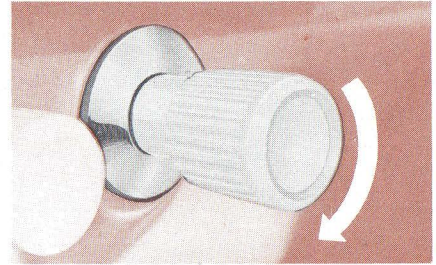
CONTROLS YOU SHOULD KNOW ABOUT

HEADLIGHT AND INSTRUMENT PANEL LIGHT SWITCH—To turn on the parking lights and taillights, pull the lights' knob out to the first position. To substitute the headlights for the parking lights, pull the lights' knob all the way out. To vary the brightness of the instrument panel lights, turn the lights' knob either to the left or right. To turn on the dome light, turn the lights' knob all the way counterclockwise.

HEADLIGHT BEAM SELECTOR—The headlight beam selector is located on the floorboard, convenient for left foot operation. Depressing the selector switches the headlights between the high beams and low beams. When the high beams are being used, a small red indicator light, at the left of the speedometer face, glows. Always switch your headlights to the low beams when approaching other cars.

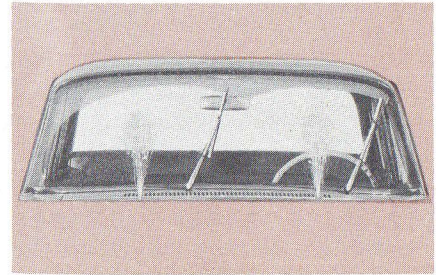
TURN INDICATOR LEVER—The turn indicator lever is located at the left of the steering column. Moving the lever down signals a left turn. Moving it up signals a right turn. In each position the corresponding front and rear turn signal lights flash on and off to indicate the direction of your turn. When the turn is completed, the lever moves back to the neutral position, automatically. If you've made less than a full turn, the turn signals may not cancel automatically. In this case, the lever can be moved back to the neutral position by hand.

WINDSHIELD WIPER CONTROL—To operate the windshield wipers, turn the wipers' knob clockwise until the wiper action starts. Turning the knob further in this direction increases the speed of the wiper action. Turning the knob counterclockwise slows or stops the wiper action.



WINDSHIELD WASHER CONTROL—The pedal at the left front corner of the toe board operates the optional windshield washers. Depress the pedal with the foot and two jets of fluid spray the windshield. If the wipers are not already in operation, they'll automatically start operating as part of the cleaning cycle and remain operating as long as the pedal is depressed.

(See page 23 for location and instructions for refilling washer reservoir.)



YOUR OPERATING CONTROLS

IGNITION SWITCH—The shield-shaped key operates the ignition switch. Turning the key to the ACC (accessories) position will permit you to operate all accessories with the engine stopped. Turning the key to the START position connects all electrical circuits, including the ignition system, and operates the starter. As the engine starts, the key should be released. It then returns to the ON position for normal operation. To stop the engine, turn the key to the OFF position. The key can be removed only in the OFF position.

(See page 13 for information on starting the engine.)

CHOKE CONTROL—The choke control is used only when starting the engine and during the engine warm-up period. Pulling the knob outward enriches the gasoline mixture supplied to the engine, providing easier starting and smoother engine warm-up operation.

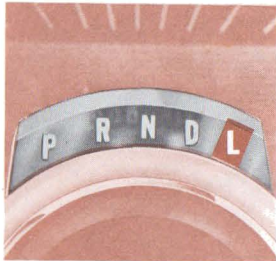
(See page 13 for information on starting the engine.)

PARKING BRAKE HANDLE—To apply the parking brakes, pull the handle straight back. It will then lock at this position. To release the brakes, turn the handle a quarter turn to the right and push *completely in*.



FOOT PEDALS—The brake pedal located directly under the steering column operates your Falcon's Truck Size Brakes. The accelerator pedal is located in a convenient position to the right of the brake pedal, allowing quick, easy foot movement from one pedal to the other.

If your Falcon is equipped with Conventional Drive, a clutch pedal is located at the left of the brake pedal.



RANGE SELECTOR LEVER OR GEAR SHIFT LEVER—The range selector lever for the Fordomatic Drive or the gear shift lever for the Conventional Drive is located on the right hand side of the steering column.

The Fordomatic selector lever positions are shown on the dial or quadrant located just above the center of the steering wheel. The selector lever positions are P (park), R (reverse), N (neutral), D (drive), and L (low).

The gear shift lever of the 3-speed Conventional Drive operates in a U.S. standard "H" pattern with shift lever positions of first gear, second gear, third gear, and reverse gear.

STEERING WHEEL AND HORN—Your Falcon's Lifeguard Steering Wheel is designed to give you the maximum protection in case of accident. The dual horns on your Falcon can be sounded by pressing the horn button or the horn ring. Use your car's horn as a warning signal only when necessary.



Driving *your new* **FALCON**

DON'T TAKE CHANCES

For your own safety, don't start or run any car's engine in a closed garage or poorly ventilated building. The gases from the exhaust system contain poisonous carbon monoxide which can endanger your health or life if breathed steadily for even a few minutes.

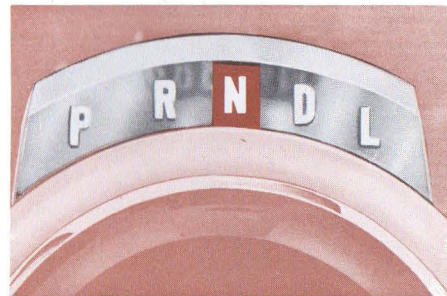
Be safe—ventilate—before you start.

BEFORE STARTING THE ENGINE

If your Falcon has Conventional Drive, place the gear shift lever in its neutral position before you turn the key in the ignition switch to start the engine.

(In cold weather, you can start a cold engine more easily if you hold down the clutch pedal while operating the starter.)

If your Falcon has the Fordomatic Drive, the selector lever must be either at N or P in order to operate the starter. As a safety feature, the starter is automatically locked out in all other lever positions to prevent anyone accidentally moving the car by starting with the transmission in gear.



STARTING THE ENGINE

NORMAL STARTING

First, press the accelerator pedal down slightly. Next, pull out the choke knob as needed (all the way if the engine is cold). Then turn the key in the ignition switch to the extreme right, to the START position. Hold the key at the START position until the engine starts. Then release the key so that it springs back to the ON position.

IF THE ENGINE DOESN'T START PROMPTLY

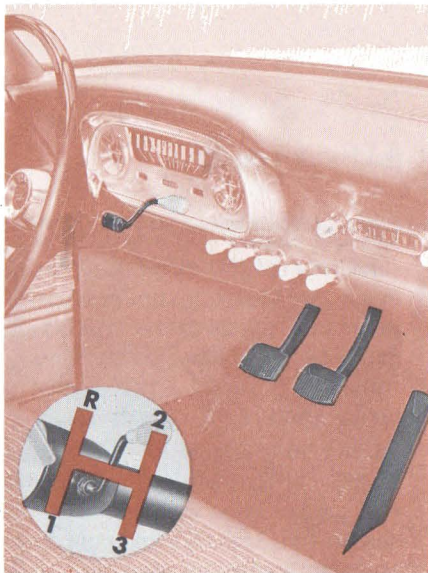
If the engine doesn't start promptly, push the choke knob in all the way, and hold the accelerator pedal clear to the floor while you operate the starter. (Don't pump the accelerator pedal . . . you'll only flood the engine with excess gasoline.)

As the engine starts, adjust the position of the choke knob in or out to keep the engine running smoothly.

WARM-UP PERIOD

Let the engine idle a few minutes (check to see if your parking brake is released), or drive under 25 miles per hour until the temperature gauge pointer begins to move away from the C mark. Then push the choke knob in *all the way*.

(When your engine is operating at its normal heat range, driving with the choke knob out reduces the engine's performance and cuts down your car's gasoline mileage.)



DRIVING WITH CONVENTIONAL DRIVE

TO GO FORWARD, press the clutch pedal down *all the way* and move the gear shift lever toward the steering wheel, and then down toward you to the first-gear position. Let up the clutch pedal gradually, but not too slowly, as you press down the accelerator pedal so that the car begins to move forward smoothly without jumping or stalling. *Don't rest your foot against the clutch pedal while you drive. Press it down only when you're ready to shift gears.*

As the car gains speed, shift to second gear, and then to third, in the same way, at whatever speeds are best for the driving conditions.

When you're about to turn a corner at a low speed or when you're driving in slow traffic, you'll find that driving is usually easier and the engine more responsive to acceleration when you first shift down to second gear. When driving up steep hills, shift to second gear or, if necessary, to first gear to keep moving steadily. To maintain safe speeds on steep downgrades, shift to second or, if necessary, to first gear. *It's advisable to stop the car completely before shifting to either first or reverse gear. This will avoid clashing the transmission gears.*

When you're ready to stop your car, press down the clutch pedal just before the car fully stops, and shift the gear shift lever to neutral. The clutch pedal can then be released.

DRIVING WITH FORDOMATIC

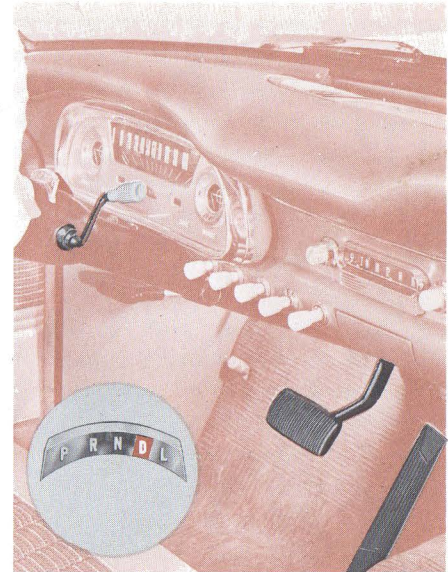
TO GO FORWARD—For all normal driving, shift the selector lever to D, and then press down the accelerator pedal as needed for the driving conditions. The D position will always give you starts in first gear. As the car's speed increases, the transmission will automatically shift, as required, from first to high (cruising) gear.

To get fast car-passing acceleration or extra hill-climbing power at speeds below 50-55 mph, press the accelerator pedal down to the floor and hold it there for a downshift to first gear. To upshift to high gear again, just release the pedal.

The L selector lever position is most useful for driving in mud, sand, or deep snow, and when you want braking action on steep downgrades. With the lever at L, the transmission will always operate in first gear, regardless of the car's speed or the position of the accelerator pedal. If the lever is moved from D to L at any road speed, the transmission will immediately shift to first gear. *It's not advisable to shift to or drive in L at speeds faster than 55 mph.*

TO GO BACKWARD—After the car has *fully stopped*, shift the selector lever to R. Then press the accelerator pedal down lightly to back up the car.

TO PARK THE CAR—Bring the car to a *full stop*, and apply the parking brakes. Then shift the selector lever to P.



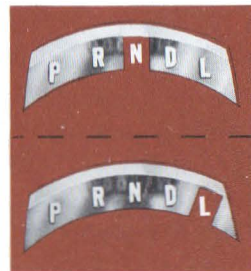
CAUTION

If your Falcon should have to be pushed to start the engine, make sure the front bumper of the car that's going to push won't climb and lock with your car's rear bumper. *It's not advisable to have someone tow your car to start the engine. The sudden forward surge that often occurs when the engine starts could damage both your car and the tow car.*

PUSHING THE CAR TO START THE ENGINE

WITH CONVENTIONAL DRIVE—hold down the clutch pedal, shift to third gear, and turn the ignition switch to the ON position. When the car's speed reaches 5 mph, slowly release the clutch pedal and hold the accelerator pedal halfway down until the car starts moving under its own power. Then increase the car's speed to suit the driving conditions.

WITH FORDOMATIC—shift the selector lever to N before the car begins to move forward. As soon as the car's speed reaches 20 mph, turn the key in the ignition switch to ON and shift the selector lever to L. Hold the accelerator pedal halfway down until the engine starts. When the car starts moving under its own power, shift the selector lever to D and adjust the car's speed as needed.

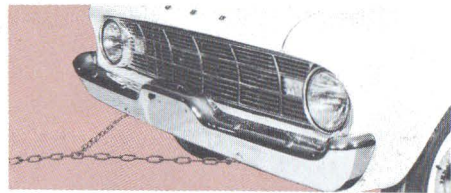
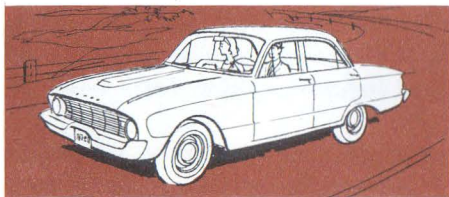


TOWING YOUR FALCON

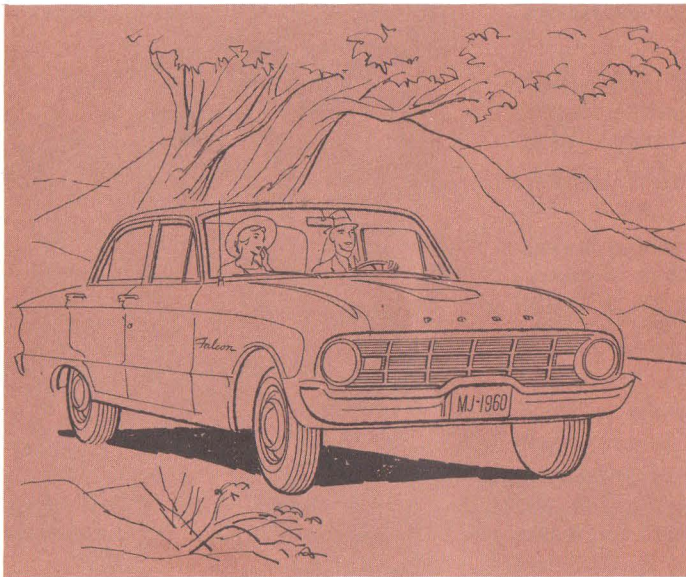
If your Falcon must be towed, it's important that the tow chains be fastened *only to the bumper arms between the body and bumper*. The chain should be routed under the bottom edge of the bumper as shown in the illustration below.

WITH CONVENTIONAL DRIVE—place your gear shift lever in the neutral position and check to see that the parking brake is released.

WITH FORDOMATIC—place the range selector lever in N; check the parking brake. Make sure that the car is not towed faster than 30 mph, nor farther than 15 miles, with the rear wheels on the road. Otherwise, it is advisable to tow the car with the rear wheels raised off the road, or with the drive shaft disconnected from the rear axle.



WHEN DRIVING—Make it a habit to glance frequently at the gauges and indicators on your Falcon instrument panel. If engine trouble should occur while driving, your attention to this detail could save you both inconvenience and possible repair costs.



DRIVING TIPS

HOW TO GET THE GREATEST GAS MILEAGE—Your Falcon is designed to give you up to 30 miles per gallon on most regular grades of gasoline, and under almost all driving conditions, whether it's on the highways or in heavy traffic.

By following the suggestions given below, you can get even greater gasoline economy in your everyday driving.

WHEN YOU BUY GASOLINE—Buy your regular grade of gasoline from a dealer who sells in enough volume so that his tanks are constantly refilled with fresh gasoline. Gasoline stored for long periods of time soon loses its volatility and accumulates moisture and engine-damaging dirt.

YOUR CRUISING SPEEDS—During the break-in period of your Falcon, varied speeds are recommended. However, after this

period, moderate and constant speeds will provide the best gas mileage.

WHEN YOU ACCELERATE—Pick up speed gradually. "Jack-rabbit" starts and fast getaways consume excessive amounts of gasoline. Use your Falcon's accelerating ability only when it's necessary to get out of hazardous driving situations.

PACING YOUR DRIVE—When driving, it pays to always be aware of not only your immediate driving situation, but of traffic and road conditions ahead. This allows you to pace your driving, avoiding unnecessary stops. And, when the occasion demands, your stops can be gradual, using only the car's momentum to carry you to the point of stopping. *Pace your drive and save your fuel.*

WHEN YOU PARK—It's a good economical habit to turn off the engine when you park your Falcon, even though it may

be only for a few minutes. It is a characteristic of gasoline engines to require a richer mixture of fuel for idling than for moderate speeds.

CHECKING YOUR TIRES—Keep your tires up to the recommended 24-pounds (cold) at all times. Soft tires create unnecessary friction on the road, and require more gasoline to be fed to the engine for any given car speed. In addition, under-inflation can create tire damage. (See page 37 for details on Wheels and Tires.)

KEEPING YOUR FALCON "READY-TO-GO"—Keep your engine and chassis properly lubricated at all times to keep friction at a minimum.

Let your Ford Dealer tune your Falcon engine at regular intervals to assure top engine efficiency with maximum gas economy.



DRIVING ON SAND, SNOW OR ICE—If you should have to drive your Falcon through deep sand or snow, shift to second (with Conventional Drive) or first gear (L on Fordomatic). You'll have more power available to keep the car going steadily without getting stuck. Avoid spinning the wheels.

To start your Falcon moving on icy surfaces where there's not much traction, start in second or third gear of the Conventional Drive or in D or L of the Fordomatic. Accelerate slowly to avoid spinning the wheels or skidding the car.

To stop on sand, snow, or ice, apply the brakes gradually by pumping the brake pedal lightly to prevent skidding or sliding.

If the rear wheels of your Falcon get stuck in deep snow or ruts, keep a light steady pressure on the accelerator pedal, and shift back and forth between Reverse and First gears (R and L on Fordomatic). Avoid racing the engine. Time the movement of the lever from one position to the other to take advantage of the back-and-forth rocking momentum of the car. Don't shift the lever while the car is moving forward or backward.

DAY-TO-DAY CARE OF YOUR FALCON

Keeping your Falcon always ready to go is a simple and sensible matter. Whenever you stop for gasoline, just ask the service station attendant to also check your tire pressures and the following items located under the hood:

- | | | | |
|---------------|---------------------|------------------|----------------------------|
| 1. ENGINE OIL | 2. RADIATOR COOLANT | 3. BATTERY FLUID | 4. WINDSHIELD WASHER FLUID |
|---------------|---------------------|------------------|----------------------------|

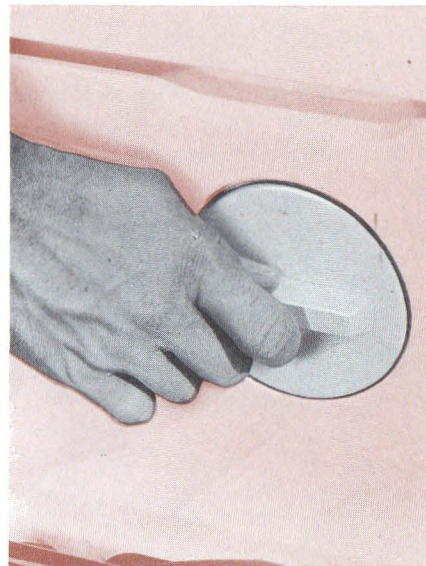
Details for checking the under-the-hood items are covered on pages 22 and 23.

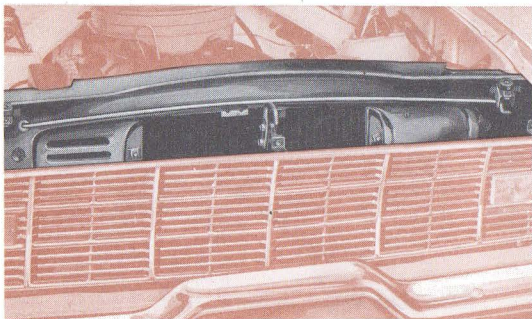
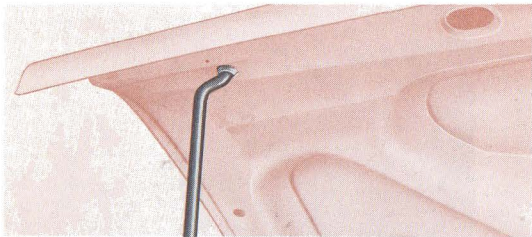
FILLING YOUR FUEL TANK—The fuel tank filler cap is located at the center rear of the car directly below the luggage compartment lock.

Twist the cap counterclockwise to remove. The capacity of your fuel tank is approximately 14 gallons, at which point your fuel gauge reads F (FULL). Grade of gasoline—Regular.

CHECKING TIRE PRESSURES—For proper inflation, the pressure for both front and rear tires should be 24 pounds (cold). Your spare tire located in the luggage compartment should also carry 24 pounds pressure. If you expect to do much high-speed driving, it's a good idea to add 4 to 6 pounds to the recommended cold pressure.

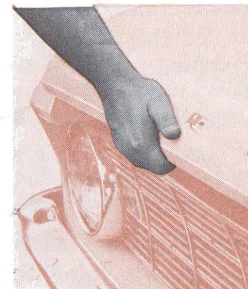
(See page 37 for the importance of proper tire inflation.)





OPENING AND CLOSING THE HOOD—To unlock the hood, lift up on the safety latch pad located under the front center of the hood. Raise the hood, and then raise the support rod so that it fits into the small round hole at the right-hand underside of the hood.

When you're ready to close the hood, place the support rod horizontally across the front of the radiator so that the rod rests *on top of* the safety catch and is held *under* the hood rubber bumper bracket as shown in the illustration at the left. Then close the hood.



UNDER THE HOOD—Check the radiator coolant level as part of your day-to-day care.

CAUTION: Be careful of escaping steam or hot water when removing the radiator filler cap, especially if the engine is overheated. The coolant level should be kept just below the bottom of the radiator filler neck. *Don't overfill.*

(See page 38 for details on the care of cooling system.)

CHECKING ENGINE OIL—To check the level of the engine crankcase oil, stop the engine, and then remove the dipstick and note the level of the oil on the dipstick. The oil level is satisfactory if it falls anywhere between the marks FULL and ADD OIL.

(See page 44 for the correct grade of oil to be used.)

CHECKING THE BATTERY

CAUTION: Don't allow flames or sparks to be brought near the battery openings. Explosive gases, produced during normal battery operation, may be present at these openings and could be accidentally ignited.

The fluid level of the battery should be checked frequently, especially during hot dry weather. Unscrew each filler cap from the top of the battery and observe the fluid level. If the fluid is below the ring in the bottom of the filler well, add distilled water to bring the level up to the ring. Don't overfill the battery.

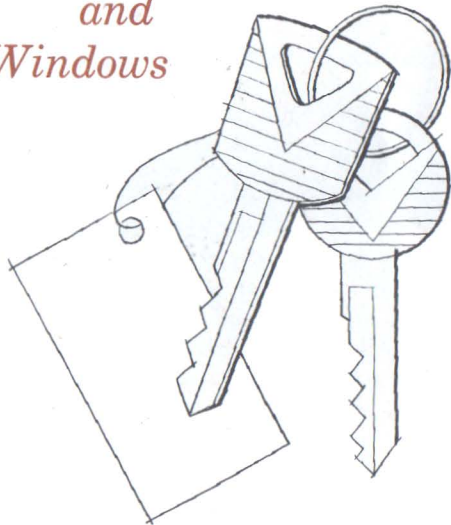
When water is added to the battery in freezing weather, drive your car at least five miles to allow the water to mix thoroughly with the electrolytic fluid of the battery. Otherwise, the water may freeze, causing damage to the battery.

(See page 39 for further details on battery care.)

CHECKING THE WINDSHIELD WASHER FLUID—The windshield washer reservoir is located at the left-hand fender apron. If the level of fluid is low, add water and the recommended proportion of FoMoCo All Weather Windshield Washer Solution. Follow the instructions on the solution container.



Your Keys, Locks, Doors, and Windows



YOUR FALCON KEYS

The key with the shield is for the front door locks and ignition switch. The round-headed key is for the luggage compartment.

KEY REPLACEMENT—Included with each set of keys for your car are two small metal tags carrying the recorded identification numbers for your particular keys. These numbers should also appear on the front of your Ford Dealer's Service Policy. This will insure faster service should you need duplicate keys. Your Ford Dealer can assist in replacing lost or misplaced keys.

LOCKS

OUTSIDE DOOR LOCKS—To unlock either front door of your car, slide the dust shield back, insert and turn the key.

INSIDE DOOR LOCKS—*To lock*, press the door-lock button down. *To unlock*, pull the button upward.

UNLOCKING THE LUGGAGE COMPARTMENT—To unlock the luggage compartment, insert the round-headed key into the lock and turn one-quarter turn to the right. The counterbalanced lid will then lift easily and retain its open position. The key

then may be turned to the left and removed. When you close the lid, it will lock automatically.

DOORS

DOOR HANDLES—To open the doors from the outside, press the button located on the door handle, and pull the handle.

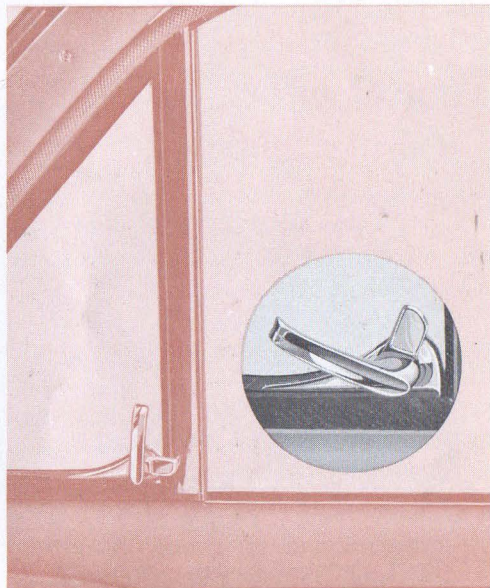
To open the doors from the inside, pull the interior door handle upward.

WINDOWS

VENT WINDOW LATCH—To open the vent windows, press the button on the locking latch, turn the latch upward, and push the window open. When the vent window is fully closed, it can be locked by turning the latch downward.

Both vent windows should be locked before locking your car from the outside.

SIDE WINDOW CONTROLS—To open or close a front or rear side window, turn the window regulator handle.





*Your Comfort,
Convenience,
and Safety
Features*



Comfort

ADJUSTING THE FRONT SEAT POSITION

Realize the comfort of your Falcon by adjusting the front seat for your most comfortable driving position.

While seated behind the wheel, reach down to the left side of the front seat and push the seat control lever rearward. You can then slide the seat forward or back. Release the lever to lock the seat in the position that's best for you.

HEATING AND DEFROSTING

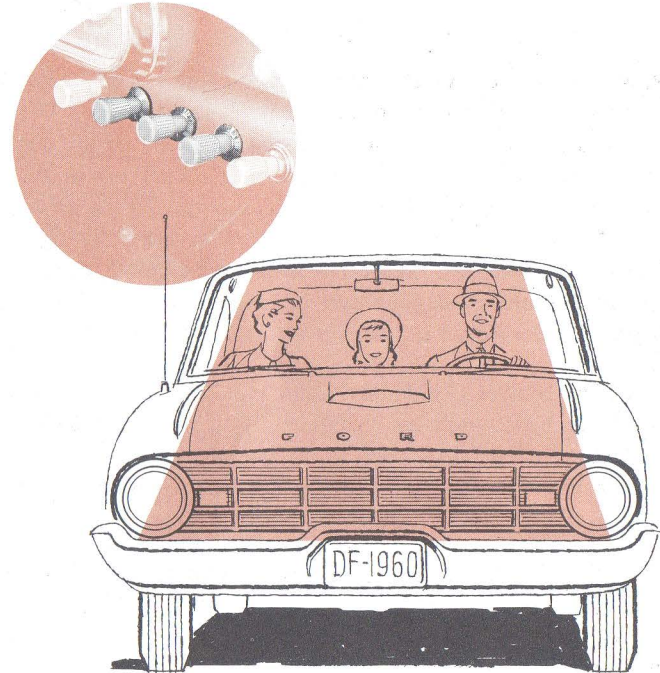
Your Falcon heating and ventilating system features an efficient heater-defroster unit combined with a high-capacity cowl ventilation system.

DEFROSTER AND HEATER CONTROLS—The Defroster, Temperature, and Heater Blower Controls are grouped together on your instrument panel for easy operation.

(How to operate your heating and defrosting system is described on page 28.)

AIR VENT CONTROL DOORS

Two air vent doors located below the instrument panel can be manually opened or closed. When opened, the vents allow fresh air to enter the interior of the car for warm weather ventilation. Normally, the vents should be closed when the heater system is in operation. Page 28 describes how to ventilate your car in warm weather.



HEATING—Open a vent window or rear side window slightly to drive out stale air and minimize windshield fogging. When the temperature gauge indicates that the engine is reasonably warm, then the Heater Blower Control should be pulled out to the limit. Pull the Temperature Control out to its limit for maximum temperature or partially out for lower temperatures. There's a small door on the front of the heater chamber that can be opened to warm up the front seat floor area quickly.

Turn the Blower Control to either HIGH or LOW, depending upon how much air circulation you want. To turn the blower off, turn the knob to the center (OFF) position. Don't try to turn the Blower Control unless it's pulled out all the way. And turn it off before you try to push it in.

When you're driving at moderate or high speeds, you may

not need to operate the heater blower as the car's forward motion will force sufficient outside air through your heater system, providing a comfortable amount of air circulation.

DEFROSTING—To clear the windshield of light frost or fog, pull the Defrost Control out to the limit. Then pull the Heater Blower Control out far enough to get the air needed to clear the windshield. For maximum defrosting action pull the Heater Temperature Control and the Blower Control all the way out. Then turn the Blower Control to HIGH.

WARM WEATHER VENTILATING

To bring outside air into the car, open the Air Vent Control doors as needed. Your Heater Temperature and Heater Blower Controls should be pushed all the way in.

In addition, opening your vent windows and side windows will provide the maximum circulation of air for your comfort.

Convenience

ASH TRAYS

An ash tray is located at the center of the instrument panel. Open the tray by pulling outward at the top of the tray cover. Remove the tray for cleaning by pressing down the tab at the rear of the tray.

The optional ash tray for the rear seat passengers is located on the back of the front seat in the Fordor sedan. In Tudor sedans they are located in the rear seat arm rests.

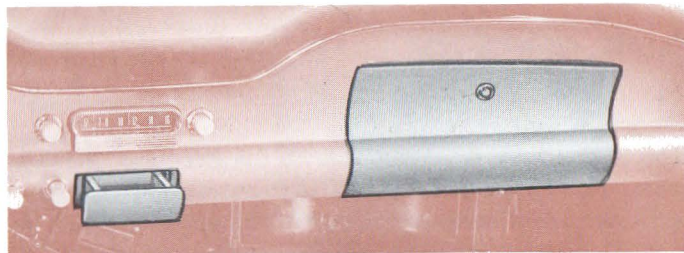
The rear seat arm rest ash trays may be removed by pressing down on the cigarette snuffer while lifting up the tray.

GLOVE COMPARTMENT

The glove compartment is located at the right side of your instrument panel. To open the glove box, press the release button. When the glove compartment door is pushed closed, it will automatically latch.

CIGARETTE LIGHTER

To operate the optional cigarette lighter, push the lighter all the way in. In a few seconds the lighter will automatically



snap back into its normal position, ready for use.

COURTESY DOOR LIGHT SWITCHES

In addition to the manually operated switch controlling the dome light, your car may be equipped with optional door-operated switches which automatically turn on the dome light when either front door is opened.

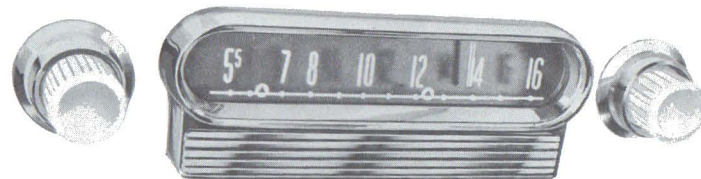
COAT HOOKS

For your convenience, a metal coat hook is located directly above each rear side window for hanging coats or extra clothing.

RADIO CONTROLS

Your Falcon may be equipped with the Economy Console Radio. This optional radio is fully transistorized, and provides distortion-free reproduction. (The antenna which is located on the right front fender should be extended to at least the height of the car roof for best reception.)

You'll notice your radio has two small triangular marks on the tuning dial. These marks indicate 640 and 1240 kilocycles, the *Conelrad* (Office of Civilian Defense) broadcasting frequencies. In case of a national emergency, tune your radio to either of the *Conelrad* markings for information vital to your safety.



ECONOMY CONSOLE RADIO

TO OPERATE

- Turn the volume control to turn on the radio and adjust the volume.
- Turn the tuning knob for quick, accurate, selection of stations.
- Turn the tone control knob for the tone you prefer.

Safety

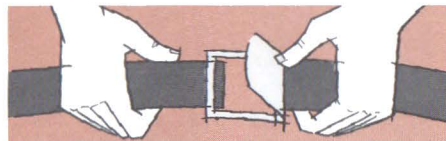
Your Falcon incorporates many features designed to provide you with the maximum protection possible under today's driving conditions. In addition to the safety afforded by your Falcon's rugged unitized body, you have additional safety features which you will appreciate greatly as you experience their use in your everyday driving. For example:

DUAL SUN VISORS

Your dual sun visors are latched at the top center of the windshield header to eliminate vibration when not in use. To unlatch the visor, swing outward and position it to reduce glare from sun or headlights.

REAR VIEW MIRROR

Your rear view mirror is designed for maximum safety in case of impact. The mirror, mounted by means of a ball and socket, can be adjusted to the best angle for your rear vision.



SEAT BELTS

If your Falcon is equipped with Ford's accessory seat belts, you'll note that the buckle end of the belt is at the center of the seat.

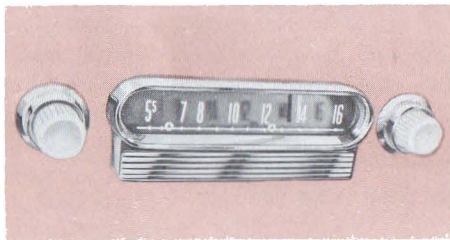
TO FASTEN—First make sure that the two halves of the belt are not twisted, then slide the flat end of the belt through the opening under the safety buckle until it holds you comfortably in place.

TO UNFASTEN—Just lift up the top of the buckle and let the belt slide out.

It is not usually necessary to unfasten or readjust your seat belt when adjusting the front seat position.



Accessories designed for your FALCON



Genuine Ford accessories are available for your 1960 Falcon. Each accessory is designed with integrated styling to perfectly match and blend into the new style lines of your Falcon.

Not only will these accessories enhance the appearance of your car, but they'll provide the greatest pleasure in use, for they are specifically designed to function properly in relation to all other components of your car.

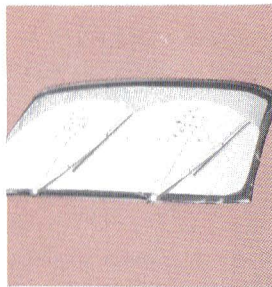
Your Authorized Ford Dealer will be glad to install or supply any of the accessories which are shown or listed on the following pages.

ACCESSORIES

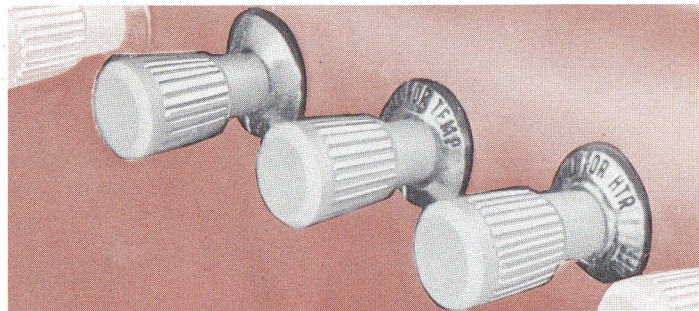
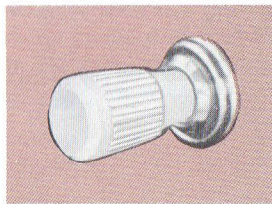
ECONOMY CONSOLE RADIO—Manually-tuned, transistorized radio for your listening pleasure. Featuring Advanced Design for full fidelity of sound. Printed circuits for trouble-free performance. Fender-mounted telescopic antenna available for finest reception.

AQUAMATIC WINDSHIELD WASHER-WIPER —

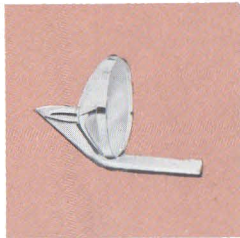
The Aquamatic-Windshield Washer makes it possible to enjoy the convenience and safety of clear visibility of the road ahead at all times. Merely press the convenient washer foot pedal and your parallel action wipers will automatically go into operation as twin jets of fluid spray the windshield. Wipers will also operate normally, controlled by the knob on the instrument panel.



CIGARETTE LIGHTER—Convenience and safety are offered in the cigarette lighter designed for your Falcon. Safe, reliable and easy to use: merely push in on the knob, it heats, it “clicks” out, it’s then ready to remove for use.

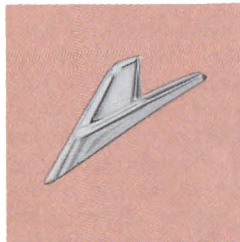
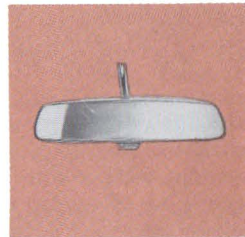


MAGICAIRE HEATER—The finest in advanced design of heating, ventilating and defrosting systems. The MagicAire heater features the new “air blending principle.” The temperature control provides an exact blend of cool and hot air within a special chamber for instant selection of the desired heat level. Blower control provides either medium or high volume circulation of warm air for comfort on the coldest mornings. Windshield-wide defrosting action clears windshield quickly on the frostiest mornings. In summer, its full-car ventilation system makes driving a pleasure.



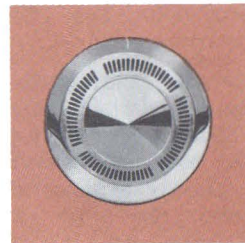
FULL-VIEW MIRROR—The Falcon Full-View Mirror provides styling emphasis, added convenience and safety. Fully adjustable for the best angle of rearward vision.

INSIDE NON-GLARE MIRROR—Inside Non-Glare Mirror cuts glare of following headlights for better rearward visibility in night driving. Metal parts attractively finished in chrome.



FENDER ORNAMENTS—Falcon Wing Fender Ornaments add a distinctive style-note to the forward sweep of the front fenders.

WHEEL COVERS — Stainless steel conical hub wheel covers lend distinction and sparkle to the lines of your new Falcon.



APPEARANCE AND MAINTENANCE AIDS

Protect the quality built into your new Falcon by using only the appearance and maintenance aids designed specifically for your car. When you purchase the high quality FoMoCo aids, from your Authorized Ford Dealer, you can be sure the product has passed the most rigid tests for quality. You will always be money ahead when you use FoMoCo products.

FOR EXTERIOR MAINTENANCE

Wax-Treated Dusting Cloth
Rymplecloth
Cleaner-Wax-Polish
Custom Silicone Gloss
Custom Auto Polish
Tar and Road Oil
Remover
Whitewall Tire Cleaner
Chrome Protector
Chrome Cleaner

FOR INTERIOR CLEANING

Foam Upholstery Cleaner
Spot Remover
Interior Trim Cleaner

FOR THE COOLING SYSTEM

Permanent Anti-Freeze
Radiator Rust Inhibitor
Cooling System
Protector Pellets
Cooling System
Sealer-Inhibitor

FOR TOP ENGINE PERFORMANCE

Carburetor and
Combustion Chamber
Cleaner
Fuel Conditioner
Crankcase Conditioner
Lock Lubricant

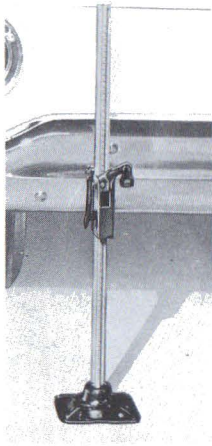
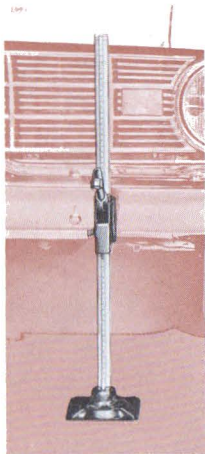
OTHER FINE FOMOCO PRODUCTS

All-Weather Windshield
Washer Solvent
Automatic Transmission
Fluid
Heavy Duty Brake Fluid





How to take care of your FALCON



WHEELS AND TIRES

CHANGING A WHEEL—To change a tire and wheel on your Falcon, *first* apply the parking brakes and, as an added precaution, place stones or blocks under the front and rear of one wheel to prevent the car from accidentally moving while up on the jack.

Remove the spare wheel, jack, and wheel nut wrench from the luggage compartment. Pry the cover off the wheel with the flat end of the wheel nut wrench. Loosen the wheel nuts (only two or three turns) with the wrench.

Do not remove the nuts until the car is on the jack.

If changing a front wheel, place the jack under the lower edge of the front bumper directly in front of the parking light.

If changing a rear wheel, place the jack under the lower edge of the rear bumper as illustrated.

With the jack post resting in its base and at the correct jacking position, move the jack control lever upward to the Raise position. Using the wheel nut wrench as a jack handle, insert the flat end into the jack operating lever and raise the car until the wheel clears the ground.

Remove the wheel nuts, replace the wheel and tighten the nuts evenly. Press the jack lever control down, then operate the jack to lower the car slowly to the ground.

Check all the wheel nuts again to make sure they are tight, then replace the wheel cover. Store the spare tire, jack, and handle in the luggage compartment so that they won't rattle when the car is moving.

TIRE CARE

Tubeless tires are standard equipment on your Falcon. Service and repair of these tires differ from that of tube-type tires. Your Ford dealer is equipped to handle all your tire needs. Proper care of your tires is not only important to your safety, but is a vital factor in maintaining economy of operation.

FOR MAXIMUM TIRE LIFE:

- Check tires for proper inflation regularly.
- Have the tires inspected for nails or sharp stones each time your Falcon is lubricated.
- Try to avoid sharp objects or holes in the road.
- Slow down on the curves.
- Avoid skidding or spinning of wheels.
- Cross-switch the tires every 6000 miles.

PROPER TIRE INFLATION—The correct air pressure for all the tires, including the spare, is 24 pounds (cold). After driving three miles or more at approximately 40 mph, the pressure may build up to about 28 pounds. This is normal. Do not reduce the pressure at this time. Make it a point to check your tires for proper inflation when they are relatively cold. If you expect to do much high-speed driving, it's a good idea to add 4 to 6 pounds to the recommended cold pressure.

RESULTS OF IMPROPER INFLATION



OVERINFLATION

- Wears out center of tire
- Hard ride
- Poor traction
- Bruises easily
- Breaks fabric



PROPER INFLATION

- Even wear
- Longer tire life
- Good ride
- Good traction

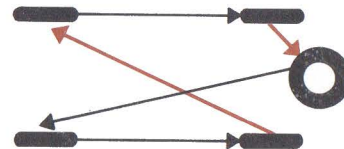


UNDERINFLATION

- Uneven wear at the edges
- Runs hot
- Loosens cord
- Blowouts

CROSS-SWITCHING TIRES —

To equalize tire wear, cross-switch all five tires every 6000 miles of driving, following the above diagram.





COOLING SYSTEM CARE

Proper cooling system maintenance is just as important to your 1960 Falcon as changing the engine oil or maintaining correct air pressures in the tires.

Check the radiator coolant level frequently according to instructions on page 22.

While you're checking the radiator coolant level, inspect the front of the radiator and remove any bugs, leaves, or papers that might restrict the flow of air through the radiator and cause overheating.

Inspect the radiator for leaks, and check for any coolant dripping from the hoses.

The cooling system should be drained at least twice each year, preferably just before summer and winter. *Complete draining requires opening the drain at the bottom of the radiator and on the engine cylinder block.* Drain and discard the antifreeze that was used during the winter. If the drained coolant appears to be very dirty, clean the system with FoMoCo Regular or Heavy Duty Cooling System Cleanser. Be sure to follow the instructions which are printed on the cleanser container. Close all the drains when you've finished the job.

In warm weather, fill the radiator with clean water and the right amount of FoMoCo Rust-Inhibitor.

In cold weather, use clean water and good anti-freeze in the proportions for the expected temperatures in your area. *Always use new permanent type anti-freeze. Don't mix methanol anti-freeze with the permanent type in the cooling system.*

Check the condition of the fan belt, and have it replaced by your Ford Dealer if it appears to be frayed, cracked, or otherwise worn.

CARE OF THE ELECTRICAL SYSTEM

HEADLIGHT AND LAMP REPLACEMENT Your Falcon's 12-volt headlights are of the sealed-beam type with lens, reflector, and filament assembled in a single, sealed unit. All the other lights in the car consist of individual lamps which can be removed from their reflectors or sockets.

Your Ford Dealer can supply new replacement lamps which can be quickly and easily installed. *Use only 12-volt replacement lamps of the recommended wattage or candlepower.* You'll find lamp specifications for all the lights in your Falcon listed on page 46 of this manual.

When a headlight is replaced, the new lamp should be adjusted to aim it properly on the road. Your Ford Dealer has the equipment required for checking and aiming the beam to provide maximum light without blinding oncoming drivers.

TO REMOVE LAMPS FOR REPLACEMENT

Headlight Lamp

- Remove 2 screws holding the headlight door.
- Remove 3 screws holding the lamp retaining ring.
- Remove the lamp from the socket.

Parking and Turn Signal Lamps

- Remove 2 exposed screws and lens. Then remove the lamp.

Dome Light

- Remove 2 exposed screws and lens. Then remove the lamp.

Taillight, Stoplight, Rear Turn Signal Light and License Plate Light

Remove 3 exposed screws and lens. Then remove lamp from its socket. *Do not try to remove the socket from inside of the luggage compartment.*

FUSE REPLACEMENT

The electrical circuits of your Falcon's electrical system are protected by circuit breaker or replaceable, glass-enclosed, cartridge-type fuses. All fuses are located on the fuse panel which is attached to the rear of the headlight switch.

When replacing a fuse, *use only a new fuse rated according to the specifications on page 47 of this manual.* Your Ford Dealer can help you in replacing a fuse and checking the electrical system of your Falcon.

BATTERY CARE

Have the battery's charge checked frequently, especially in cold weather, to make sure there's power to operate the starter.

Keep the battery cables and terminals clean, and make sure that the cables are tightly clamped to the terminals. *Corroded terminals or loose cable clamps may cause a discharged battery.* Corrosion can be removed with a solution of baking soda or ammonia and water. Flush the top of the battery with clean water after cleaning terminals and clamps. Then coat these parts with grease to retard further corrosion.

See page 23 for instructions on maintaining the fluid level of the battery.



KEEPING YOUR FALCON ATTRACTIVE

WASHING THE CAR—Wash your Falcon often and thoroughly with warm or cold water to remove dirt and to preserve the new-car luster of the paint finish. *Avoid washing the car with hot water, harsh detergents, or strong soaps.* Where salt is used to keep the roads and streets free of ice and snow, wash the car more often than usual to prevent salt damage to the finish. Don't wipe off dust and dirt when the finish is dry, as you may scratch the paint.

While you're washing the car, check the drain holes at the bottom of the doors and body panels to make sure they're free of dirt so rain or wash water can drain out.

POLISHING THE CAR—Your 1960 Falcon's Diamond Lustre Finish, the most durable finish offered on any car today, never needs waxing under most normal driving conditions. However, any unprotected paint finish can, in time, become dull from accumulated dirt. And it can be damaged if you drive frequently where corrosive elements (tree sap, fly ash in the air, insect excretions, salt deposits, etc.) can cling to the surface of the paint. You can prevent these undesirable elements from getting a toe-hold on your car's finish by applying a good automobile polish, such as one of the high-quality FoMoCo polishes.

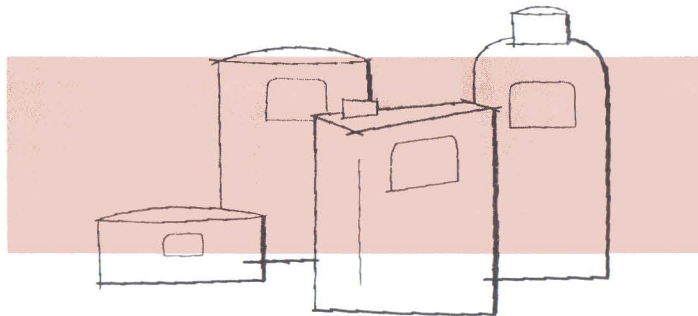
METAL TRIM CARE—Your Falcon is equipped with the finest of bright metal trim parts, and ordinarily an occasional washing with clear water will keep them bright and sparkling. Use a mild soap if the parts are very dirty. In areas where salt is used to melt snow and ice it may be necessary to wash more often. If rust appears, FoMoCo Chrome Cleaner, used sparingly, will restore the original lustre. *Don't scour the bright metal with steel wool or polish it with strong abrasive materials.*

CLEANING THE UPHOLSTERY AND INTERIOR TRIM — The Falcon's luxury-lounge interior contains the finest of upholstery materials. Finer, in fact, than most expensive living room suites. However, like all fine furniture, your Falcon's upholstery should be cleaned occasionally to keep it bright and new looking. And, naturally, stained or torn upholstery should always be attended to immediately. Most loose dust and dirt can be removed from the upholstery and interior trim with a whisk broom or a vacuum cleaner. Vinyl plastic surfaces that are dusty can be cleaned with a damp cloth.

Wash the vinyl plastic upholstery and other soft interior trim with warm water and a mild soap, and wipe them dry. If they're badly soiled or stained, wash them with FoMoCo Interior Trim Cleaner.

If any other type of cleaning fluid is used on upholstery or interior trim, be sure that it is recommended for use on vinyl plastic surfaces.

WHITE SIDEWALL TIRE CARE—Dirty white sidewall tires can usually be cleaned satisfactorily with a cloth and mild soap and water. If the tires become very dirty or scuffed, they should be cleaned with FoMoCo Whitewall Tire Cleaner. Follow the directions on the container and rinse the tires with plenty of clean water when you're through.





Your Maintenance and Lubrication Guide

OPERATION	At Fuel Stop	Each 1000 Miles	Each 4000 Miles	Each 6000 Miles	Each 12,000 Miles	Each 24,000 Miles
Check Engine Crankcase Oil Level	X					
Check Radiator Coolant Level	X					
Check Battery Water Level	X					
Check Windshield Washer Reservoir Fluid	X					
Check Tire Air Pressures	X					
Lubricate Front Suspension Ball Joints and Steering Linkage		X				
Lubricate Clutch Equalizer Bar		X				
Lubricate Door Lock Striker Plates		X				
Check Brake Master Cylinder Fluid Level			X			
Check Fordomatic Transmission Fluid Level			X			
Drain and Refill Engine Crankcase and Replace Filter			X			
Check Conventional Drive Transmission Lubricant Level			X			
Check Rear Axle Lubricant Level			X			
Lubricate Transmission, Clutch, and Brake Linkage				X		
Perform Minor Engine Tune-Up				X		
Check Steering Gear Lubricant Level				X		
Check and Adjust Steering Gear Preload				X		
Adjust Clutch Linkage and Clutch Pedal Travel				X		
Lubricate Rubber Weatherstrips				X		
Lubricate Hood Lock and Catch				X		
Lubricate Deck Lid Latch				X		
Lubricate Door Locks				X		
Lubricate Door Lock Rotors				X		
Lubricate Glove Compartment Door Latch				X		

OPERATION	At Fuel Stop	Each 1000 Miles	Each 4000 Miles	Each 6000 Miles	Each 12,000 Miles	Each 24,000 Miles
Lubricate Door, Deck Lid, and Hood Hinge Pivots				X		
Perform Minor Brake Adjustment				X		
Clean Body and Door Drain Holes				X		
Cross-Switch Tires				X		
Perform Major Engine Tune-Up					X	
Adjust Fordomatic Transmission Linkage					X	
Clean, Repack, and Adjust Front Wheel Bearings					X	
Lubricate Window Regulators					X	
Perform Major Brake Adjustment					X	
Check Headlight Alignment					X	
Adjust Fordomatic Transmission Bands						X
Change Fordomatic Transmission Fluid						X
Replace Air Cleaner Element						X
Check Carburetor Throttle Shaft Wear						X
Check Exhaust System for Leaks						X
Check Rear Axle U-Bolt Torque						X
Check Shock Absorber Mounting and Bushings						X
Check Rear Spring Eye Bushings						X
Replace Spring Leaf Inserts						X
Lubricate Speedometer Cable						X
Lubricate Heater and Air Controls, and Blower Motor						X
Lubricate Universal Joints						X
Lubricate Driveshaft Slip Yoke (Fordomatic only)						X
Lubricate Windshield Washer Controls						X

LUBRICANT RECOMMENDATIONS

ENGINE CRANKCASE—Engine Oil “For Service MS”—S.A.E. 30 above 90° F. (prevailing temperatures), S.A.E. 20 or 20W between 20° F. and 90° F., S.A.E. 10W between —10° F. and 20° F., S.A.E. 5W below —10° F. (prevailing temperatures).

Multi-viscosity oils (5W-20, 10W-30, etc.) may be used only if they are certified by the supplier to satisfy ASTM-GIV Test Sequences which describe the minimum requirements for API oil classification “For Service MS.”

FRONT SUSPENSION BALL JOINTS AND STEERING LINKAGE—Chassis Lubricant
UNIVERSAL JOINTS—Universal Joint Lubricant

CLUTCH EQUALIZER BAR—Chassis Lubricant

DOOR LOCK STRIKER PLATES—Stick Wax
BRAKE MASTER CYLINDER—Heavy-Duty Brake Fluid

FORDOMATIC TRANSMISSION — Ford Automatic Transmission Fluid B8A-19582-A or Automatic Transmission Fluid—Type A, Suffix A. Other automatic transmission fluids marked “Type A” may not meet the operating requirements of this transmission.

CONVENTIONAL DRIVE TRANSMISSION — Ford Lubricant B9A-19580-B (S.A.E. 80)

REAR AXLE—Ford Lubricant B9A-19580-A (S.A.E. 90) above —25° F., B9A-19580-B (S.A.E. 80) below —25° F. Equivalent substitute lubricants must conform to Ford Specifications M-2C34 (S.A.E. 90) or M-2C42 (S.A.E. 80).

TRANSMISSION, CLUTCH, AND BRAKE LINKAGE—Engine Oil—S.A.E. 10W

STEERING GEAR—Ford Lubricant B8A-19578-A.

RUBBER WEATHERSTRIPS—Silicone Lubricant

HOOD LOCK AND CATCH — Lubriplate

DECK LID LATCH—Lubriplate

DOOR LOCKS—Lock Lubricant

DOOR LOCK ROTORS—Engine Oil—S.A.E. 10W

GLOVE COMPARTMENT DOOR LATCH—Engine Oil—S.A.E. 10W

DOOR, DECK LID, AND HOOD PIVOTS —Engine Oil—S.A.E. 10W

FRONT WHEEL BEARINGS—Wheel Bearing Grease

WINDOW REGULATORS—Lubriplate

DRIVE SHAFT SLIP YOKE—Ford Lubricant B8A-19589-A

SPEEDOMETER CABLE—Ford Lubricant B5A-19581-A

HEATER AND AIR CONTROLS, AND BLOWER MOTOR—Engine Oil—S.A.E. 10W

YOUR FORD DEALER'S SERVICE POLICY

Your '60 Falcon is warranted to you by the Authorized Ford Dealer from whom you purchased your new car. When you accepted delivery of the car, you also received a signed copy of the Authorized Ford Dealer's Service Policy which describes the various provisions and conditions of the new-car warranty, and the services which your car should receive during the warranty period.

While your Ford Dealer warrants the car against certain defects in material and workmanship, he makes no warranty whatsoever with respect to tires and tubes, or to routine parts replacement required during normal periodic maintenance. Nor does he warrant a car subjected to misuse, negligence, accident, or in which parts not made or supplied by Ford Motor Company have affected the car's performance, stability, or reliability.

It's important that you carefully read and fully understand all the conditions of the Service Policy so that you know your obligations, as well as those of your Ford Dealer, toward your car.

Should your new Falcon require any warranty services while you're traveling away from home, or after you've changed your residence to a distant community, any Authorized Ford Dealer near you can perform this work.

THE 1000-MILE INSPECTION

When your new Falcon has been driven a full 1000 miles, return it to your Ford Dealer for a complete 1000-Mile Inspection as described in the Authorized Ford Dealer's Service Policy.

If your Falcon has Fordomatic, the transmission will be adjusted during the 1000-Mile Inspection, and the fluid in the transmission will be drained, filtered, and put back into the transmission. *It's not necessary to change the transmission fluid at this time.*

To help maintain top engine performance, the engine oil will be changed and the oil filter replaced. While these services are part of the regular 1000-Mile Inspection, you will be charged for the lubricant and the new oil filter.



FALCON 1960 SPECIFICATIONS

GENERAL DIMENSIONS

Wheelbase.....	109.5 inches
Tread—Front.....	55.0 inches
Rear.....	54.5 inches
Length (Overall).....	181.1 inches
Width (Overall).....	70.0 inches
Height (with Design Load).....	54.5 inches

ENGINE

Falcon Six

Bore (Inches).....	3.50
Stroke (Inches).....	2.50
Piston Displacement (Cubic Inches).....	144.3
Taxable (SAE) Horsepower.....	29.4
Brake Horsepower.....	85 @ 4000 rpm
Torque (Foot-Pounds).....	138 @ 2000 rpm
Compression Ratio.....	8.7 to 1
Cylinder Firing Order.....	1-5-3-6-2-4

SPARK PLUGS

Make and Model.....	Champion F-14-Y
Thread Size.....	18 millimeters
Spark Gap Width.....	0.032-0.036 inch

LIGHTS (12 VOLTS)

	Lamp Wattage or Candle Power	Lamp Number
Headlight.....	50-40 watts	6012
Parking and Front Turn Indicator.....	4-32 c.p.	1034
Stop, Tail, and Rear Turn Indicator.....	4-32 c.p.	1034
Interior Dome.....	15 c.p.	1003
Rear License Plate.....	4 c.p.	67
Speedometer and Odometer.....	2 c.p.	57
High Beam Indicator.....	1½ c.p.	1445
Oil Pressure Indicator.....	1½ c.p.	1445
Generator Indicator.....	1½ c.p.	1445
Fuel and Temperature Gauge.....	2 c.p.	57
Radio Dial.....	1½ c.p.	1445
Interior Turn Signals.....	1½ c.p.	1445

FUSES (12 VOLTS)

Circuit	Fuse Type	Location
Interior Dome Light.....	3AG-15	Clip on Headlight Switch
Turn Indicator Lights....	SFE-14	Clip on Headlight Switch
Radio.....	SFE-7.5	Clip on Headlight Switch

FORDOMATIC GEAR RATIOS

First.....	1.75 to 1
High.....	1.00 to 1
Reverse.....	1.50 to 1

CONVENTIONAL DRIVE GEAR RATIOS

First.....	3.29 to 1
Second.....	1.75 to 1
Third.....	1.00 to 1
Reverse.....	4.46 to 1

REAR AXLE GEAR RATIOS

Fordomatic.....	3.10 to 1
Conventional Drive...	3.10 to 1

APPROXIMATE REFILL CAPACITIES (*U. S. Measures*)

Cooling System—Without Heater.....	8½ quarts
With Heater.....	9½ quarts
Engine Crankcase—Without Filter Replacement....	3½ quarts
With Filter Replacement.....	4½ quarts
Transmission—Fordomatic.....	6¼ quarts
Conventional.....	2½ pints
Rear Axle.....	2 pints
Fuel Tank.....	14 gallons

TUBELESS TIRE PRESSURES (*Cold*)

Tire Size and Ply Rating	Pounds per Square Inch	
	Front Tires	Rear Tires
6.00 x 13-4	24	24



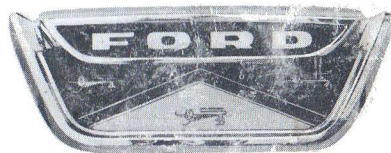
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