

1969

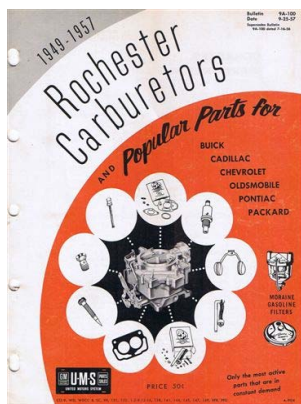
LINCOLN CONTINENTAL

registered owner's manual



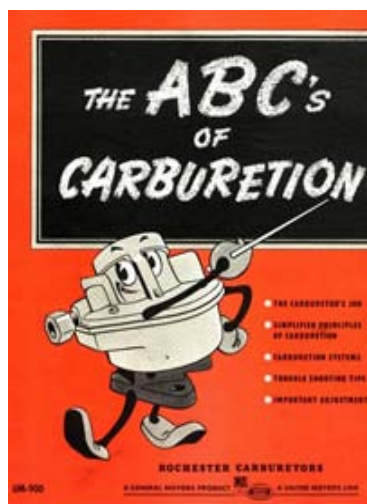
www.carburetor-manual.com

Would you like some Free Manuals?



<http://carburetor-manual.com/free-shop-manual-club-t-13.html>

Also visit <http://freeshopmanual.com> for more Free Manuals



Also Visit my website for 7 FREE Download Manuals starting with this one.

"The ABC's of Carburetion"

[Click Here Now](#)

LINCOLN *Continental*

The information and specifications included in this publication were in effect at the time of approval for printing. The Ford Motor Companies reserve the right, however, to discon-

tinue or change specifications or design at any time without notice and without incurring any obligation whatsoever.

Read your Warranty Facts Booklet that accompanies this Owner Manual for full details of your Ford Motor Company New Vehicle Warranties.

**SERVICE DEPARTMENT
LINCOLN-MERCURY DIVISION**



STARTING AND OPERATING

SECTION ONE TABLE OF CONTENTS

	Page No.
REVERSIBLE KEY LOCKING SYSTEM.....	4
IGNITION SWITCH.....	4
STARTING THE ENGINE.....	4
STARTING UNDER ADVERSE CONDITIONS.....	5
DRIVING—	
TRANSMISSION OPERATION.....	5
NEW CAR BREAK-IN.....	6
TOWING.....	6
PUSHING.....	7
ROCKING THE CAR.....	7
USE OF BATTERY "JUMPER" CABLES.....	7
POWER BRAKES WITH DISC BRAKE FEATURES.....	7
PARKING BRAKES.....	8
PARKING BRAKE RELEASE.....	8
TOWING A TRAILER.....	8

STARTING YOUR 1969 LINCOLN CONTINENTAL

REVERSIBLE KEY LOCKING SYSTEM



IGNITION
DOOR LOCKS



LUGGAGE COMPARTMENT
GLOVE COMPARTMENT

NOTE: Each key has identical "bits" top and bottom and may be inserted either way into the lock.

Identification numbers are stamped on the tags which are attached to the keys. Have them available to enable your dealer or locksmith to make duplicates in the event of loss or damage.

COMBAT CAR THEFT

Always remove ignition keys and lock all doors when leaving car unattended.

STARTING THE ENGINE

Place the selector lever in the "N" or "P" position.

IGNITION SWITCH

As soon as the engine starts, release the key.



COLD ENGINE—Position the automatic choke by depressing the accelerator pedal slowly to the floor and then releasing it.

Turn the ignition key to the "start" position until the engine starts and then release it.

Allow the engine to operate freely for a few seconds then depress the accelerator pedal slightly and release, to reduce engine speed.

The engine will idle faster than normal until it warms up and the choke is fully open.

NOTE: If air temperature is below +10°F, or the vehicle has been idle for several days, depress accelerator two or three times before starting.

WARM ENGINE—Depress the accelerator pedal half way down and *hold in this position*.

CAUTION: Do not "pump" accelerator pedal.

Turn the ignition key to the "start" position until the engine starts, and then release it.

Permit the engine to operate freely momentarily, at slightly faster than idle speed, then release the pedal.

CAUTION: If the engine stalls or falters in starting, wait 3 or 4 seconds before re-engaging starter. This will prevent possible damage to the starter or engine.

STARTING THE ENGINE UNDER ADVERSE CONDITIONS

TO START A FLOODED ENGINE—Depress the accelerator pedal to the floor and “hold” it in this position. (*Do not pump the pedal.*)

Turn the ignition key to the “start” position, until the engine starts.

When the engine starts, release the accelerator pedal gradually as the engine clears and speed increases.

DRIVING

DRIVING WITH THE SELECT-SHIFT TRANSMISSION

The Select-Shift automatic transmission provides for either fully automatic operation in the D (Drive) position or for manual control of the speed at which the upshifts are made by permitting start-ups in either first gear (1) or second gear (2) and manually making the upshift to the next gear ratio.

The following are the Select-Shift selector positions:

“P” (PARK)—After the car has fully stopped, shift the selector lever to “P” and then as an added precaution apply the parking brakes.



“R” (REVERSE)—Use the “R” position to back up. When the car is completely stopped, hold your foot on the brake pedal and move the lever to the “R” (Reverse) position.

CAUTION: Do not shift into reverse (“R”) when the car is moving forward. Do not shift into a forward range when the car is moving backward.

“N” (NEUTRAL)—When the transmission selector lever is placed in the “N” position, there is neither forward nor reverse gear engagement.

“D” (DRIVE)—The normal driving range is indicated by “D”; this will permit the car to start in first gear giving the best combination of automatic gear shifts to provide for economy and full power starts. As the accelerator is depressed and the car picks up speed, automatic shifts to second and high gears will occur. The transmission will automatically downshift from high as speed decreases.

2 (SECOND)—Provides a second gear start-up and holding in Second. To permit an upshift to high gear, move the selector to the “D” position. The “2” position is particularly useful when ascending moderately steep grades or for braking purposes on mountain grades. Use the “2” position for starting up when the roads are wet or slippery.

CAUTION: Do not exceed 70 MPH in “2” position.

1 (FIRST)—Provides a first gear start-up and holding in first. Also, to help brake the car on hilly roads where the "2" position does not provide sufficient braking, shift the selector lever to "1". The transmission will shift to and remain in second gear at speeds above approximately 20 to 29 MPH. If vehicle speed drops below 20 to 29 MPH, the transmission will automatically shift to and remain in first gear. To prevent unnecessary wear, do not drive faster than 35 MPH in first gear. Upshifts from "1" should be made only by manually shifting from "1" to "2" and then from "2" to "D" position.

CAUTION: On slippery road surfaces (wet, icy, gravel, greasy, etc.), do not shift into "1" position at speeds above 20 MPH because the slippery surface might cause the vehicle to skid when the powerful braking action resulting from the shift is imparted to the rear wheels. Under normal conditions, the transmission may be shifted to the "1" position at speeds up to 70 MPH.

Forced Downshifts ("D" position only)—At speeds between 30 and 75 MPH in the "D" range, you can get the quick power and acceleration needed to pass moving cars or to climb steep grades by flooring the accelerator pedal to downshift from high to second gear.

A forced downshift from high or second to low gear is possible at speeds under 35 MPH in "D" range.

NEW CAR BREAK-IN

Up to 250 miles, avoid wide open throttle starts and drive slowly until the engine warms up. Brake linings will seat better if hard stops are avoided. In fact, brake lining wear can be materially reduced by avoiding severe stops throughout the life of the car.

250 to 500 miles, drive normally up to speeds of 60 miles per hour. Variable speeds are best during the break-in period.

500 to 2000 miles, drive at any legal speed. Top speed should be avoided until the car has been driven at least 2000 miles.

Don't look for top economy in your new car until it has been driven at least 2000 miles. It's normal for a new car to use more fuel during the break-in period. Fuel economy will be improved by avoiding wide open throttle starts.

TOWING

Make sure the parking brakes are released (use the manual trip lever) and the transmission is in neutral. See page 8 for instructions. It is important to know that the transmission and rear axle are in proper working order before pushing or towing. To move a car with an inoperative axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the driveshaft must be removed or the rear wheels raised, whichever is more convenient.

If the car is being towed with the rear wheels on the ground, do not exceed 30 MPH or a distance of 15 miles. If this is not possible, it is advisable to tow the car with the rear wheels raised off the ground or with the driveshaft disconnected from the rear axle.

ROCKING THE CAR

If you become stuck in loose sand or deep snow, shift back and forth between "R" and "1" to "rock" the car. Avoid racing the engine. If the car is still stuck after a minute or two of rocking, have the car towed out. Further rocking may result in transmission failure and costly repairs.

PUSHING

Your car cannot be started by pushing. Use a booster battery or jumper cables from the battery of another car.

USE OF BATTERY "JUMPER" CABLES

If the battery "jumper" cables are used to start a car with a rundown battery, extreme care must be used in connecting the battery which is being used as a booster to the "rundown" battery. The positive (+) terminals of the batteries must be connected through one cable (usually red), and the negative (-) terminals through the other cable. If this procedure is not followed, extensive damage may be done to the charging system of your car.

CAUTION: Since explosive hydrogen gas is always present, sparks, or flames should not be allowed near the battery. When using battery "JUMPER" cables, the cables should always be hooked to the booster battery first to reduce the possibility of sparks near a charged battery.

POWER BRAKES—WITH DISC BRAKE FEATURE

Your car is equipped with vacuum assisted four-wheel hydraulic brakes. The front brakes are the disc type; the rear brakes are the drum type. The brakes are self-adjusting and automatically compensate for braking action lost as the result of normal lining wear. Adjustment is obtained by firmly applying the brakes while moving in reverse. Actually, normal driving will ordinarily provide enough firm reverse stops for the required adjustment.

NOTE: If normal driving is such that reverse stops are infrequent, several firm reverse stops should be made to bring about the required adjustment.

CAUTION: It is most important that you do not drive the car with your foot resting on the brake pedal when braking is not required. "Riding" the brake pedal will result in abnormally high brake temperatures, excessive lining wear, and possible damage to the brakes.

DUAL MASTER CYLINDER

A dual tandem master cylinder is used in the brake system; one piston of the master cylinder energizes the front brakes, the other piston energizes the rear brakes. If through any circumstance there is an accidental loss of fluid in either the front or rear brake system, the unaffected brake system will still be operative; however, the distance required to stop the vehicle will be increased. In case of a loss of hydraulic pressure in the front or rear brakes, a "BRAKES" warning light on the instrument panel will light up. Any indicated malfunction in the hydraulic braking system should receive immediate mechanical attention. See Instruments and Control Section in this manual for the "BRAKES" warning light location.

NOTE: The "BRAKES" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal "ON" position.

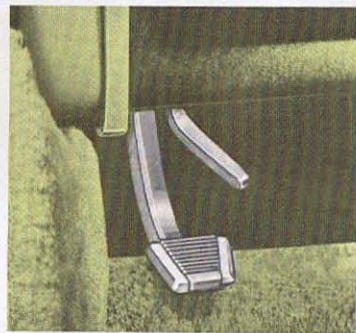
WARNING: Use only Ford Extra Heavy Duty Brake Fluid C6AZ-19542-A or a fluid meeting Ford Specifications ESA-M6C25-A. Use of other brake fluids may result in brake failure.

PARKING BRAKES

The parking brake pedal is suspended above the toeboard to the left of the service brake pedal. For maximum ease of application depress the service brake firmly with the right foot and hold, follow with firm application of the parking brake.

PARKING BRAKES RELEASE

All Lincoln Continentals are equipped with an automatic parking brake release. This device automatically releases the parking brakes when the engine is started and the transmission selector lever is placed in any forward DRIVE position or reverse. The parking brake can also be released by pulling rearward on a trip lever located near the upper end of the parking brake pedal arm. This lever is provided for releasing the parking brakes when the engine is not running.



TOWING A TRAILER

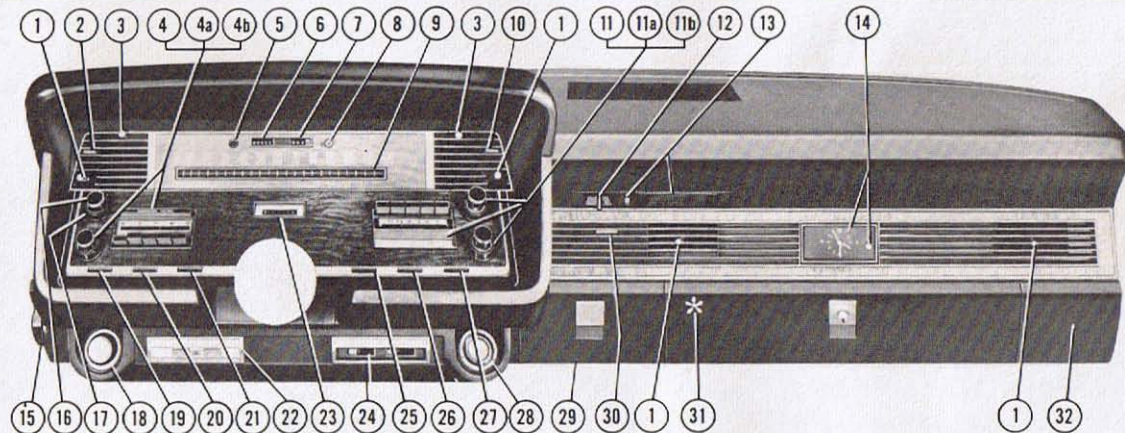
A large percentage of light trailers can be hauled with a conventional car using no special equipment other than a proper hitch. However, because of the many types and sizes of trailers, it is advisable to consult your dealer about the special equipment, factory designed wiring harness and Ford hitches that might be required or recommended for the type and weight of trailer you plan to tow. He also has a brochure which covers trailer towing.

NOTE: See page 49 for maximum allowable loading.

INSTRUMENTS AND CONTROLS

SECTION TWO TABLE OF CONTENTS

	Page No.
WARNING LIGHTS.....	11
FUEL GAUGE AND LOW FUEL WARNING LIGHT.....	12
SPEEDOMETER AND ODOMETER.....	12
TRIP ODOMETER.....	12
HIGH BEAM INDICATOR LIGHT.....	13
COURTESY LIGHTS.....	13
LIGHT SWITCH.....	13
TURN INDICATOR LIGHTS.....	14
WIPERS & WASHERS.....	14
WINDSHIELD WASHER ADDITIVE.....	15
ELECTRIC CLOCK.....	15
MAP LIGHT.....	15
ASH TRAYS & LIGHTER.....	15
EMERGENCY FLASHER.....	16
NON-GLARE INSIDE MIRROR.....	16
REMOTE CONTROL SIDE VIEW MIRROR.....	16



	See Page		See Page		See Page		See Page
1. Louver Control.....	24	8. Trip Reset Knob.....	12	15. Hood Release.....	20	24. Rear Window Defogger.....	26
2. Left Turn Indicator.....	14	9. Speedometer.....	12	16. Light Switch.....	13	25. Alternator Charge Warning Light.....	11
3. Louver Shut-Off.....	24	10. Right Turn Indicator.....	14	17. Auto. Headlamp Dimmer Control.....	35	26. Trunk Open Warning Light.....	12
4. Heater-Defroster System.....	22	11. AM Radio.....	28	18. Windshield Wiper-Washer Control.....	14	27. Seat Belt Reminder Light.....	12
4a. Heater-Air Conditioner.....	23	11a. AM Radio/Stereo Tape System.....	31	19. Door Open Warning Light.....	11	28. Ignition Switch.....	4
4b. Auto. Temp. Control System.....	24	11b. AM-FM Radio.....	28	20. Oil Pressure Warning Light.....	11	29. Ash Tray and Lighter.....	15
5. High Beam Indicator Light.....	13	12. Antenna Switch.....	31	21. Engine Temp. Warning Light.....	11	30. Brake Warning Light.....	12
6. Odometer.....	12	13. Map Light and Switch.....	15	22. Speed Control.....	33	31. Concealed Remote Trunk Release.....	38
7. Trip Odometer.....	12	14. Clock and Reset Knob.....	15	23. Fuel Gauge/Low Fuel Warning Light.....	12	32. Fuse Access Door.....	59

INSTRUMENTS-CONTROLS



Warning lights, as the name implies, are intended to warn the driver that an unsafe or undesirable operating condition exists. Normally, the warning light windows are black in appearance. However, when a warning light glows, the appropriate letters are visible.

Other lighted indicators are used to act as signals or denote operational conditions.

DOOR AJAR WARNING LIGHT

The word "DOOR" appears as a warning light if the rear doors of sedans and front doors of the coupe are not completely closed.

OIL PRESSURE WARNING LIGHT

The "OIL" warning light is connected to the engine's oil pressure system. Loss of oil pressure causes the light to glow. Have the cause for the loss of oil pressure corrected before continuing to operate the car.

NOTE: The "OIL" warning bulb will light when the ignition key is in the "ON" position (engine off) to prove that the bulb and electrical wiring are satisfactory. The light should go out when the engine is started.

Momentary flickering of the warning light at engine idle speeds may be encountered and is considered normal, providing the light goes out and remains out when higher engine speeds are obtained.

ENGINE TEMPERATURE WARNING LIGHT

The "HOT" warning light appears if the engine becomes overheated. The cause for an overheated engine condition must be corrected before continuing to operate the car.

If an overheating condition is encountered at engine idle, the engine speed will automatically increase. The higher engine speed and resultant higher fan speed will tend to reduce the engine temperature. When the engine cools down, the idle speed will return to its normal setting.

NOTE: The "HOT" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal "ON" position.

ALTERNATOR WARNING LIGHT

Operation of the "ALT" (Alternator) warning light at normal highway speeds indicates a malfunction in the charging system that should be corrected as soon as possible to prevent a complete discharging of the battery.

NOTE: The "ALT" warning bulb will light when the ignition key is in the "ON" position (engine off) to prove that the bulb and electrical wiring are satisfactory. The light should go out when the engine is started.

TRUNK OPEN WARNING LIGHT

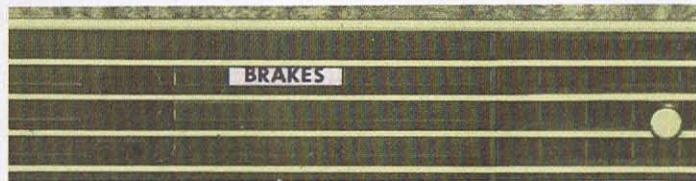
This warning light (in conjunction with the optional remote control trunk lid release) is used to indicate a luggage compartment door that is not securely closed.

SEAT BELT REMINDER LIGHT

This reminder light is an important safety feature. As soon as the ignition switch is turned on, the word "BELT" is illuminated to alert the driver and passengers to fasten their seat belts. The reminder light will remain on for a few seconds.

"BRAKES" SYSTEM PRESSURE WARNING LIGHT

The word "BRAKES" will be illuminated on application of the brakes if the system has sustained a loss of brake hydraulic pressure to either the front or rear brakes. Any indication of such a malfunction requires that the brake system receive immediate mechanical service.



NOTE: The "BRAKES" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal "ON" position.

FUEL GAUGE AND LOW FUEL WARNING LIGHT

This gauge registers the fuel level in the tank whenever the ignition switch is in the "accessory" or "ignition" position and will read "F" for a full tank.

A small window in the center of the fuel gauge dial will light up when the tank is approximately three gallons from being empty.

NOTE: The "LOW FUEL" warning bulb will light when the ignition key is in the starting position to prove that the bulb and electrical wiring are satisfactory. The light will go out when the key is released to the normal "ON" position.

SPEEDOMETER AND ODOMETER

The odometer portion of the speedometer records the total mileage that the car has been driven and is thus particularly useful in determining when regular maintenance is required.

The speedometer is marked in increments of 5 miles per hour with a red indicator band starting at 70 miles per hour.

TRIP ODOMETER

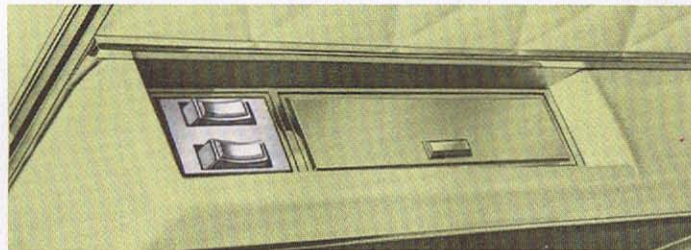
The trip section of the odometer can be reset to zero by turning the reset knob at the right of the odometer clockwise.

HIGH BEAM INDICATOR LIGHT

The small round opening to the left of the odometer will glow "red" when the headlights are operating on high beam.

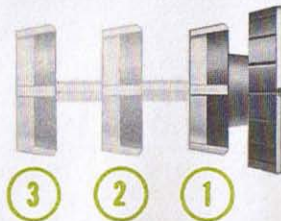
COURTESY LIGHTS

All courtesy lights, including the reading lights, operate when any door is opened. They can also be turned on by rotating the light switch knob counterclockwise as far as possible. The rear reading lights can also be operated by a switch in each rear arm rest.



SWITCH POSITIONS

- 1 All lights are OFF
- 2 Parking lights, instrument panel lights, rear lights and side marker lights are ON
- 3 Head lights, instrument panel lights, rear lights and sidemarker lights are ON



LIGHT SWITCH

Switch positions

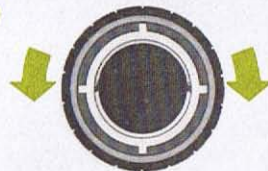
- 1
- 2
- 3

Rotate to Turn "ON":

*Rear Reading Lights

Courtesy Lights

*Also operated by a switch in the rear arm rests panels.



Switch positions

- 2
- 3

Rotate to Dim:

Instrument Panel Lights

TURN INDICATOR

The turn indicator lever projects from the left side of the steering column. Pulling this lever downward flashes the left front parking light and left rear tail light as well as the indicator light at the left of the speedometer dial. Pushing the lever upward activates the right hand combination of exterior signal lights and the indicator light at the right of the speedometer dial.

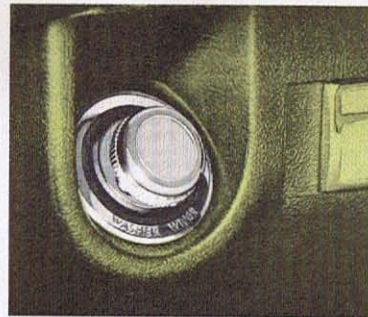
LANE CHANGING FEATURE—When signaling for lane changing purposes, instead of moving the turn signal lever to the limit of its travel, apply only slight pressure on the turn signal lever arm in the direction of the turn and hold in this position until the maneuver is completed. The signal will automatically cancel when the lever is released. This feature should be used when the extent of the turn is not great enough to cause mechanical cancellation when the turn is completed.

NOTE: If the indicator light on the instrument panel does not flash, remains on continuously, or no flasher sound can be heard when signaling a turn, there is a malfunction in the system that should be corrected as soon as possible by a qualified service technician. Until the repair is made, be sure to use the accepted hand signals to indicate your driving intentions.

VARIABLE SPEED WINDSHIELD WIPER AND WASHER

The hydraulically powered wipers are controlled by the knob of the wiper-washer control. Turning the knob clockwise, starts the wipers; continue to turn the knob to the right to increase wiper speed.

Push on the knob to start the washer operation. The wipers, if they are not in operation, will start whenever the washers are turned on and make several passes across the windshield and stop automatically.



NOTE: The windshield wipers will operate only when the engine is running. However, the washers will operate with ignition switch in the "ON" position even though the engine is not running.

WINDSHIELD WASHER ADDITIVES

A windshield washer additive is designed primarily to act as a solvent for removing grime from a windshield. Some solutions are designed to be used full strength; others are to be diluted with water according to directions that are given on the container.

There are also windshield washer solvents that contain an anti-freeze that, if used according to directions, will reduce the freezing point of the solution. However, in freezing weather the solution should never be sprayed on a cold windshield while the car is in motion. Under this condition, the solution may freeze and thus obscure your vision. When contemplating the use of the windshield washers in freezing temperatures, first warm the windshield with the defrosters.

Ford All Weather Windshield Washer Solution is recommended for year around use.

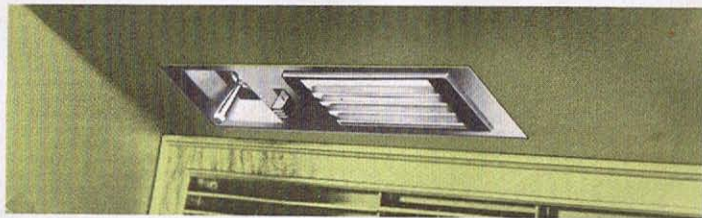
ELECTRIC CLOCK

The electric clock can be adjusted to compensate for "fast" or "slow" running. If the clock is not keeping accurate time, the hands should be reset by pulling outward on the reset knob and turning it counter-clockwise to move the clock hands back to correct for fast running or clockwise to move the hands forward to correct for slow running. This action will cause the self-regulating mechanism within the clock to automatically correct the clock speed by a small increment.

If, for example, the clock's timekeeping error is greater (fast or slow) than 3 minutes in 24 hours, reset the clock to the correct time once each day. If the timekeeping error is less than 3 minutes in 24 hours, let the error accumulate for a few days and then reset the clock to the correct time.

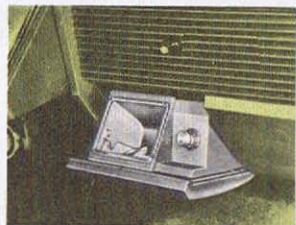
MAP LIGHT

The map light is located in the under side of the hood portion of the instrument cluster. The switch projects through the map light bezel.



ASH TRAY AND LIGHTER

Pull outward on the ASH TRAY handle to expose the ash tray and the cigarette lighter. To remove the ash tray, pull upward on the snuffer. To operate the lighter push it in all the way and release it. In a few seconds, the lighter will spring back to its normal released position, ready for use.



EMERGENCY FLASHER

An emergency flasher system is provided for added safety during emergency parking. When the system is operated, the front and rear turn signal lamps flash a warning at the same time.

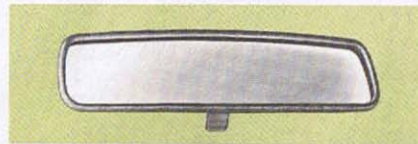
The switch that activates the system is located on the right side of the steering column above the transmission selector lever. Press the switch inward to activate the flashers; pull out on the switch to stop the flashing action. Turning the steering wheel will also cancel the flashing action.



CAUTION: Do not use the emergency flasher system while moving on the highway. Such operation is prohibited in certain areas.

DAY-NITE NON-GLARE REAR VIEW MIRROR

This two position inside rear view mirror features a daytime position and a nighttime non-glare position which effectively reduces headlight glare from the rear. Move the small tab fore or aft to select the position desired.



REMOTE CONTROL SIDE VIEW MIRROR

This mirror is adjusted by moving the inside control knob in the direction that the mirror is to be moved. Move the control knob up or down to move the mirror up or down. Move the control knob fore or aft to move the mirror inward or outward.



SEATS, WINDOWS, LOCKS, and HOOD RELEASE

SECTION THREE TABLE OF CONTENTS

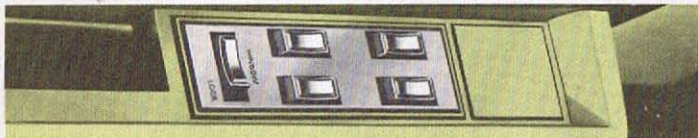
	Page No.
POWER WINDOW CONTROLS.....	18
VENT WINDOWS.....	18
FRONT SEAT CONTROLS.....	18
SEAT BELTS.....	19
SHOULDER BELTS.....	19
ADJUSTABLE HEAD RESTRAINTS.....	20
DOOR LOCK SYSTEM.....	20
HOOD RELEASE HANDLE.....	20

WINDOWS

WINDOW CONTROLS

The master control switch for the power windows is located in the left front door arm rest. There are four window switches in pairs representing the positions of the windows in the car. Pressing the switch rearward when the ignition switch is in the "ON" position lowers (opens) a window; pressing it forward raises (closes) a window.

The switch at the rear of the master control, if moved to the LOCK position allows the driver to lockout all door window control switches except the drivers switch. This feature is designed to avoid inadvertent operation of the windows.



The right front door arm rest contains a switch which controls the right door window. The rear side trim panels each have a switch to operate a rear window.

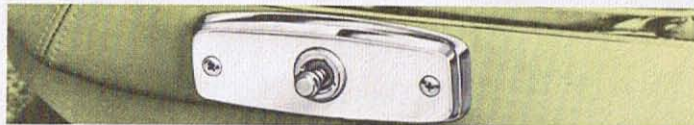
POWER VENT WINDOWS

Refer to the OPTION and ACCESSORY Section of this manual.

FRONT SEAT CONTROLS

Two-Way Power Seats

The standard two-way power seat (bench type seats only) provides fore and aft movement of the seat. The switch is located in the lower left seat side shield.



Six-Way Power Seats

Refer to the OPTIONS and ACCESSORIES SECTION.

Self Locking Folding Seat Backs

Each folding front seat back locks automatically into its normal upright position. To release the seat back so that it can be tipped forward, move the top of the release lever toward the rear of the car.



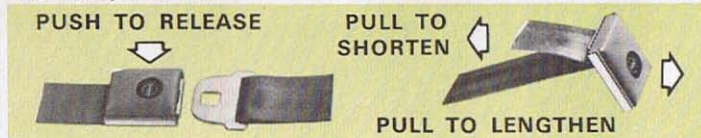
RECLINING SEAT BACK

Refer to the **OPTIONS** and **ACCESSORIES** SECTION

SEAT BELTS

Wear seat belts even on short trips.

ADJUSTING SEAT BELTS—To lengthen a seat belt, tip the buckle end downward, as illustrated, and pull the buckle until the belt ends can be joined. Insert the belt end into the open end of the buckle until a snap is heard.



To shorten a seat belt, pull the loose end of the web after the belt is fastened until the belt is snug.

Be sure the belt is snugly fitted across the lap and not twisted. Never fasten more than one person in each seat belt. Do not fasten a front seat belt until the seat has been properly positioned.

NOTE: It is extremely important that you always pull the belt completely out of the retractor before adjusting and fastening the other half of the belt unit. Pull firmly at the belt to be sure no slack is left in the retractor. A definite stop will be felt when the belt is completely extended.

CAUTION: Never install a retractor on the belt to which the buckle is attached.

SEAT BELT ANCHORAGE—Special bolts are used for fastening the belt and hardware to the floor. For your own safety, occasionally check the bolts for tightness.

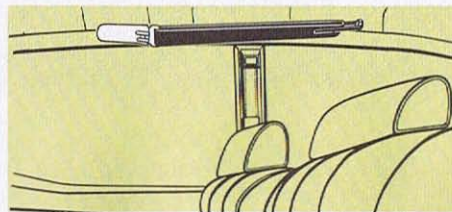
CLEANING SEAT BELTS—The seat belt webbing can be cleaned with any commercial soap or mild detergent.

CAUTION: Do not clean belt webbing with carbon tetrachloride, naphtha, etc. Bleaching or redyeing is not recommended because of the possible loss of webbing strength.

SHOULDER BELTS

Two shoulder belts are provided for the front seat as standard equipment.

To use a shoulder belt, unhook the belt from the hook retainer and place it across the body as illustrated. Buckle the belt in the same manner as a regular seat belt.



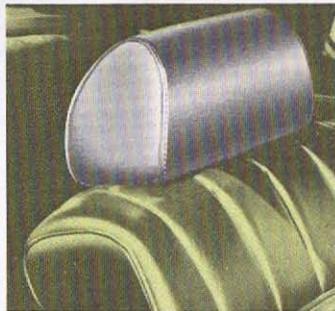
NOTE: For riding comfort, leave approximately two inches of slack in the belt.

To stow a shoulder belt, fold the belt as shown and then hook the elastic strap over the retainer located above the side window.

CAUTION: Shoulder belt should never be worn without a correctly adjusted lap seat belt.

ADJUSTABLE HEAD RESTRAINTS

The manually adjustable head restraints can be raised by lifting upward on the head restraint to one of the automatic holding positions provided. To lower the head restraint simply press downward on the head restraint with sufficient pressure to overcome the holding detents.



DOOR LOCK SYSTEM

The door outside lock cylinders are located below the push button portion of the front door handles. To lock the door with the key, insert the key and turn it toward the front of the car; turn the key

toward the rear of the car to unlock the door. All doors can be locked from the inside by depressing the door lock control knobs.

The front doors can also be locked by depressing the inside door lock control knob when the door is open, then holding the door outside handle plunger inward while closing the door.

A rear door can be locked when leaving the car by first depressing the door inside lock control knob and then closing the door. It is not necessary to hold the door outside handle plunger inward while closing the rear door.

Door Latch Inside Release Handle—All door latch release handles are recessed in the door interior trim panel. Pull inward on the top of the rectangular handle to open a door. As a safety precaution, neither the front nor the rear doors can be opened by the inside release handle when the lock control knob is in the depressed position. The latch release handle is operative only when the control knob is in the upward position.

CAUTION: For maximum protection depress all door lock buttons when operating vehicle.

HOOD RELEASE HANDLE

Pull the "Hood" release handle, located at the lower left area of the instrument panel to release the hood. An auxiliary catch, located under the right center edge of the hood must be pushed inward to completely release the hood.



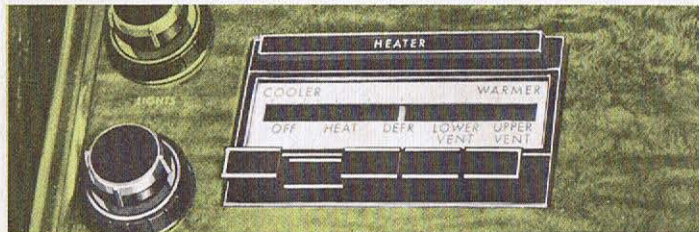
HEATING, VENTILATING AND COOLING

SECTION FOUR TABLE OF CONTENTS

	Page No.
HEATING, VENTILATING, AND DEFROSTING (NON-AIR CONDITIONED CARS)...	
TO VENTILATE THE CAR.....	22
TO HEAT THE CAR.....	22
TO DEFROST THE WINDSHIELD.....	22
TO DEFOG THE WINDSHIELD.....	23
AIR CONDITIONER—HEATER SYSTEM WITH MANUAL TEMPERATURE CONTROL	
TO COOL THE CAR.....	24
HEATING—DEFROSTING.....	24
AIR CONDITIONER WITH AUTOMATIC TEMPERATURE CONTROL.....	24
TO DEICE THE WINDSHIELD.....	25
TO DEFOG THE WINDSHIELD.....	26
TIPS FOR BETTER AIR CONDITIONING.....	26
REAR WINDOW DEFOGGER WITH ENVIRONMENTAL CONTROL.....	26

HEATING – VENTILATING – DEFROSTING (NON-AIR CONDITIONED CARS)

The operation of the heater-ventilator system is controlled by five push-buttons, a temperature control knob with its slide rule dial, and a four speed fan. The fan is automatically turned on when any push button, other than the OFF button, is depressed. The OFF button turns all systems off and stops the fan. Four adjustable registers in the instrument panel provide for ventilation. There is also an air duct over the tunnel area that directs heated or unheated air to the rear floor area.



TO VENTILATE THE CAR

Two Flow-Control push buttons are provided. The "UPPER VENT" button when depressed directs outside air through the instrument panel registers and through openings under the instrument panel.

Depressing the "LOWER VENT" Flow-Control button directs outside air through openings under the instrument panel to cool the floor area.

- Adjust the fan speed by rotating the large knob to the fan speed desired.

TO HEAT THE CAR

- Depress the "HEAT" control button.
- Turn the "TEMP" control knob to move the pointer to the desired temperature range.

TO DEFROST THE WINDSHIELD

- Depress the "DEFROST" control button.
- Turn the "TEMP" control knob to move the pointer to the "MAX" position.

- Turn the "FAN" knob to highest fan speed.
- After the windshield is defrosted, adjust the air temperature as desired.

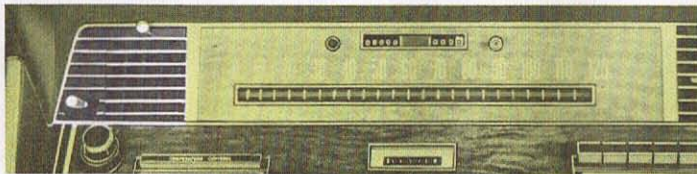
NOTE: During "DEFROST" operation, a portion of the heated air is directed through the heater outlets for passenger comfort.

- Adjust the fan speed by rotating the large knob to the fan speed desired.

NOTE: There is purposely some air flow through the defroster outlets when the heat button is depressed.

TO DEFOG THE WINDSHIELD

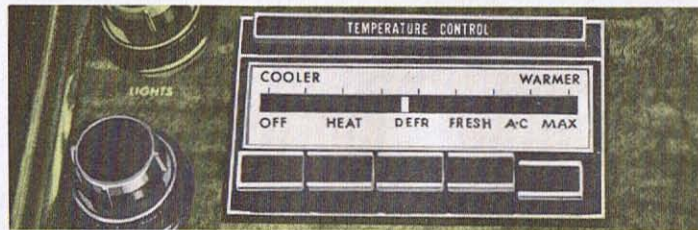
Use same procedure as for defrosting. As the windshield begins to clear, the "TEMP" control can be turned toward the "COOLER" position to reduce the air temperature to a more comfortable level. Fan speed can be reduced if desired.



AIR CONDITIONER-HEATER SYSTEM WITH MANUAL TEMPERATURE CONTROL

The cooled air is discharged through the four adjustable registers in the instrument panel and two additional outlets under the instrument panel which cool the floor area. The cold air flow from the floor discharge outlets can be regulated by a slide control at each port outlet.

NOTE: The two instrument panel registers have a shut-off knob which can limit or completely shut-off the cold air flow from these registers.



TO COOL THE CAR

- For rapid cooling, press the "MAX" (recirculating air) pushbutton.
- Turn the "FAN" speed control knob to obtain the highest fan speed.
- Adjust the position of the four air registers as required.

NOTE: Each of the two instrument cluster registers are provided with a shut-off knob which can limit or completely shut off the cold air flow from these registers. Make sure these registers are open when first starting the system.

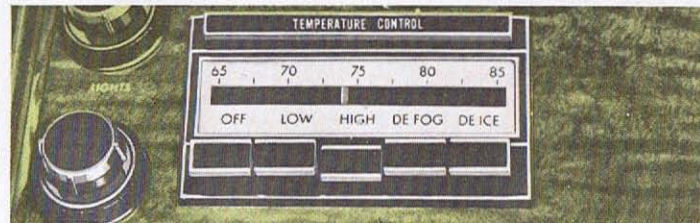
- Continue to operate the air conditioner using the fan high speed, until the desired temperature is reached. Then, adjust the "TEMPERATURE" dial pointer between "COOLER" and "WARMER" as necessary to maintain the desired temperature. Adjust the "FAN" control for the desired air output. It may be desirable to depress the "FRESH" button in order to change from the use of all recirculating inside air to that of all outside air. The addition of outside air is helpful in removing smoke or inside odors. When driving in heavy city traffic, depress the "MAX" button to cut off outside air odors.



HEATING-DEFROSTING

These operations are identical with that of the standard heater system. For detailed operation refer to page 22.

AIR CONDITIONER WITH AUTOMATIC TEMPERATURE CONTROL



The Automatic Temperature Control System is one in which the heating and air conditioning systems have been so integrated that the systems work to produce automatically the exact air temperature that has been selected.

Turn the control knob to the left of the dial face to move the pointer to the desired temperature. Depress the "LOW" or "HIGH" push button to place the system in automatic operation. During winter operation, the system will not operate until the engine temperature reaches 125°F. (approximately 4 minutes at 32°F.)

Eight fan speeds are used in maintaining automatic temperature control. The "LOW" button provides five low speed ranges. This selection is generally sufficient for temperature control when the outside air is neither extremely cold nor hot. The "HIGH" button provides three additional fan speeds which may be required when the outside air is considerably colder or warmer than the temperature selected on the dial. In both the "LOW" and "HIGH" positions, the best fan speed for the temperature condition is selected automatically.

When first turned on, the system will automatically warm or cool the car at the fastest rate possible to obtain the comfort level selected.

The four adjustable instrument panel registers are used when conditioned air is required to maintain the selected air temperature. Also, if cooling is required, two outlets under the instrument panel will provide air to cool the floor area. The cold air flow from these discharge outlets can be regulated by a slide control at each port outlet.

NOTE: Each of the two instrument cluster registers are provided with a shut-off knob which can limit or completely shut off the cold air flow from these registers. Make sure these registers are open when first starting the automatic temperature control system.

IMPORTANT: Do not set the temperature dial at the

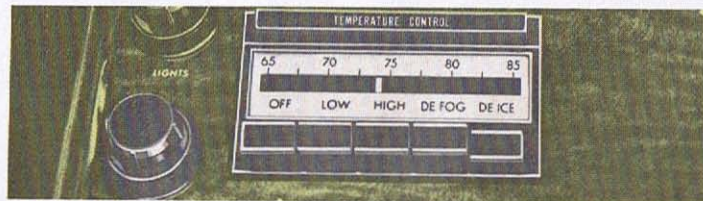
maximum cold or hot position when the system is first turned on. This will not increase or decrease the cool down or warm up rate. Instead, select the ultimate temperature desired for your comfort. (Recommended start-up setting is 75°). Starting the system at a maximum setting will actually delay reaching the desired comfort setting as several adjustments may likely be required.

Allow time for the car interior to reach the temperature you have selected before making any minor adjustment you may feel is necessary. After a readjustment of the temperature setting, the system will automatically operate to maintain the comfort level selected.

TO DE ICE THE WINDSHIELD

- Press the "DE ICE" push button. Automatically the fan will operate on its highest speed and maximum heat will be directed to the defroster outlets at the windshield.

NOTE: Some heated air will also be directed through the heater outlets and the rear seat heater duct.



TO DEFOG THE WINDSHIELD

- Press the "DEFOG" push button. Automatically the fan will operate and air will be directed on the windshield from the outlets at the windshield.

CAUTION: Part of the mechanism of the automatic temperature control system is located back of the instrument panel and is visible through a hole in the panel. Under no circumstances are objects to be thrust into this opening or the opening covered.



TIPS FOR BETTER AIR CONDITIONING

If the car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you will drive for two or three minutes with all windows open. This will force most of the warm air out of

the car. Then, close the windows and operate the air conditioner in the regular manner.

NOTE: An air conditioner, as part of its normal operation, removes a considerable amount of moisture (water) from the air as it passes through the cooling unit. A drain leads from the air conditioner to a point under the car. Often-times after the car stops, a pool of water may collect on the ground or pavement below the drain.

REAR WINDOW DEFOGGER WITH ENVIRONMENTAL CONTROL (OPTIONAL)

The control located to the right of the steering column acts as a "Defogger" by circulating air across the interior of the rear window or as an "Extractor" by removing smoke and stale air from the vehicle. The adjacent "Fan" switch regulates a three speed fan for the required air flow.



OPTIONS-ACCESSORIES

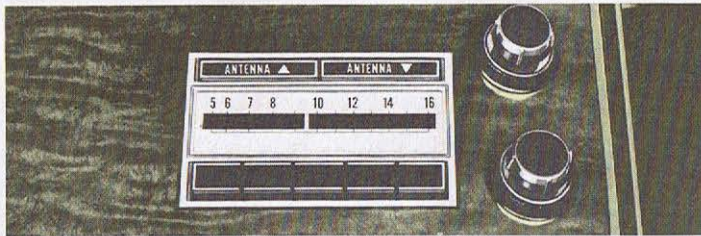
SECTION FIVE TABLE OF CONTENTS

	Page No.		Page No.
RADIO (AM).....	28	POWER DOOR LOCKS.....	34
RADIO (AM-FM).....	28	AUTOMATIC HEADLAMP DIMMER.....	35
PUSH BUTTON SETTING FOR AM & FM OPERATION.....	29	POWER VENT WINDOWS.....	36
TOWN AND COUNTRY SELECTOR SWITCHES.....	30	TILT STEERING WHEEL.....	37
RADIO (AM-FM STEREO).....	30	REMOTE CONTROL TRUNK RELEASE....	38
REAR SEAT SPEAKERS.....	31	SIX-WAY POWER SEAT.....	38
POWER ANTENNA.....	31	RECLINING SEAT BACK.....	38
STEREO-SONIC TAPE PLAYER SYSTEM..	31	AUTOMATIC RIDE CONTROL.....	39
SPEED CONTROL.....	33	ADDITIONAL ACCESSORIES.....	40

OPTIONS-ACCESSORIES

RADIO (AM)

The radio has five push buttons for station selection. Other stations may be selected by the manual tuning knob at the right lower side of the radio dial. A ring-type speaker fader control is located back of the manual tuning knob. A combination on-off and "VOLUME" control knob is located at the right upper side of the dial. A ring type "TONE" control is located behind the volume control knob.



ADJUST THE PUSH BUTTON AS FOLLOWS:

- Turn the radio on.

- Pull the selector button straight out until it stops. Tune in the station you want with the manual tuning knob at the right side of the radio dial.
- After the station is clearly tuned in, push the selector button straight in until it stops, then release it.
- Repeat Steps 2 and 3 for the remaining station selector buttons.

NOTE: The antenna must be extended to the limit of its travel for best AM reception.

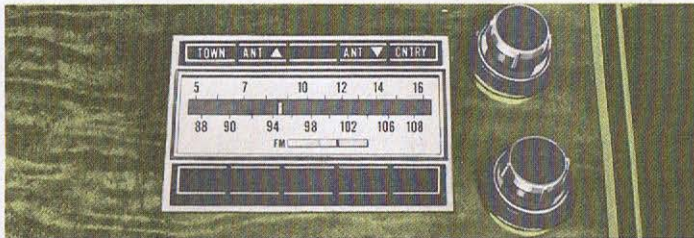
AM-FM RADIO

Station selection is controlled by five push buttons, a manual tuning control and "TOWN" and "CNTRY" selector switches. A band selector bar is provided in the dial for the selection of either the AM or FM band. The five push buttons can be preset to select five AM stations or five FM stations or any combination thereof.

A combination on-off "VOLUME" control knob is located to the upper right of the dial. A ring type "TONE" control is located behind the volume control knob.

The combination tuning and speaker fader control is located directly below the volume-tone controls. The ring type fader control that adjusts front to rear speaker volume is located behind the tuning control knob.

BAND SELECTION AND IDENTIFICATION—A slide bar AM-FM selector switch is located above the push buttons. Slide the bar to the right for FM reception and to the left for AM operation. The band selected is identified by the letters "FM" or "AM".



FM tuning is more critical than AM. When the desired station is tuned in, adjust the dial pointer to the center of the area over which the station can be heard. If the desired FM station is weak, carefully adjust the manual tuning knob for minimum noise. When proceeding away from a station, it may be necessary to retune the radio for minimum noise as the signal becomes weaker. When the fringe area is reached and the station can no longer be heard without excessive noise or "flutter", it is necessary to retune to a stronger station. For best FM reception, adjust the antenna to a height of approximately 33 inches.

PUSH BUTTON SETTING FOR AM AND FM OPERATIONS

To initially set the push buttons to the stations in your area, proceed as follows:

SETTING FM PUSH BUTTONS

- Turn Radio On, allow it to warm-up for approximately 15 minutes for more positive settings.
- Slide the bar to expose the letters "FM"
- Pull out on the push button intended for FM use.
- Manually tune in a desired FM station.
- Push the selected push button inward to lock in the FM station.
- Proceed as above to set as many push buttons as desired for FM listening. However, if a push button is used for a FM station, it cannot at the same time be used for an AM station, unless there is an AM station that tunes in at exactly the same location on the dial.

CAUTION: Do not operate the AM-FM band switch when one or more of the push buttons are pulled out.

SETTING AM PUSH BUTTONS

- Turn the radio on.

The same procedure is used for setting push buttons for AM standard broadcast stations as described above except the slide bar must be moved for AM operation.

NOTE: Movement of the slide bar between AM-FM operations will not change the push button settings.

TOWN AND COUNTRY (CNTRY) SELECTOR SWITCHES

The AM-FM radio incorporates a signal seeking feature that is effective on both AM and FM operation. Pressing the "TOWN" selector button causes the radio to automatically move the dial pointer to the right until a station of sufficient signal strength is reached that will stop the seeking action. Pressing the "TOWN" button again will move the pointer to the right until another strong signal is reached. After traveling to the right end of the scale, the dial pointer will return to left end of the scale and start the signal seeking action as it travels to the right.

Pressing the "CNTRY" (Country) selector button causes the same signal seeking action as that described in the previous paragraph except that a weaker radio signal will stop the pointer.

AM-FM STEREO RADIO

The operation of the AM-FM Stereo Radio is identical to the AM-FM Radio previously described except that the fader control is located on the tunnel mounted stereo unit.

STEREO BALANCE CONTROL—The control knob located on the left of the stereo unit balances the volume of the left and right front speakers. Turning the control clockwise reduces the volume on the left speakers and increases the volume of the right speakers, while turning the control counterclockwise does just the opposite.

SPEAKER FADER CONTROL—The control knob located on the right of the stereo unit adjusts the front and rear speakers for the most pleasing sound effect.

The word "STEREO" will illuminate in the center of the unit when FM stereo programs are being received.



REAR SEAT SPEAKERS

A single rear seat speaker is provided with AM installations & dual rear seat speakers with FM and Stereo-Sonic Tape installations. By turning the fader control (ring type knob in back of tuning knob), the sound from the front and rear speaker(s) can be balanced for more enjoyable listening.

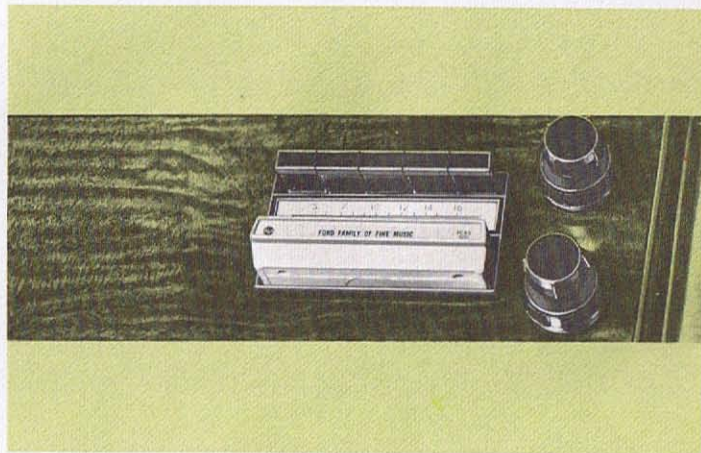
POWER ANTENNA

A power antenna is standard with all radio installations. Two push button switches, marked "ANT" or "ANTENNA" located above the radio dial, are provided for raising and lowering the antenna.

The antenna switch for the Combination Radio/Stereo-Sonic Tape System is located next to the map lamp.

STEREO-SONIC TAPE PLAYER SYSTEM

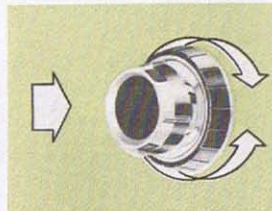
The Combination AM Radio/Stereo-Sonic Tape System (optional) provides the convenience of an AM radio with push button tuning and the enjoyment of a stereo tape system all in the same unit.



To operate the Combination Radio/Stereo-Sonic Tape System, turn the volume knob to turn the unit on. Insert the cartridge label side up and open end first into the tape slot. Make sure cartridge is firmly seated. Adjust volume, balance, tone and fader controls as desired.

PROGRAM CHANNEL SELECTION

—Although the units will play all four program channels automatically and in order, a manual override is provided to allow program selection at will. To change programs, push the volume knob in and release it. Each time the knob is pushed and released, the unit will step to the next program channel, returning to the first program when all programs have been selected.



STEREO BALANCE CONTROL—is the ring knob at the upper right of the dial. Turning the control clockwise reduces the volume on the left speakers and increases the volume of the right speakers, while turning the control counterclockwise does just the opposite.

Speaker Fader Control—The front to rear fader control is located to the right of the steering column under the instrument cluster. It balances the front and rear speakers for the most pleasing sound effect.

CAUTION: The tape cartridge should always be disengaged approximately one inch when not playing. It is recommended that tapes be stored in a Stereo Tape Deckholder which is available from your dealer. Protect the open end of the cartridge from damage and dirt.

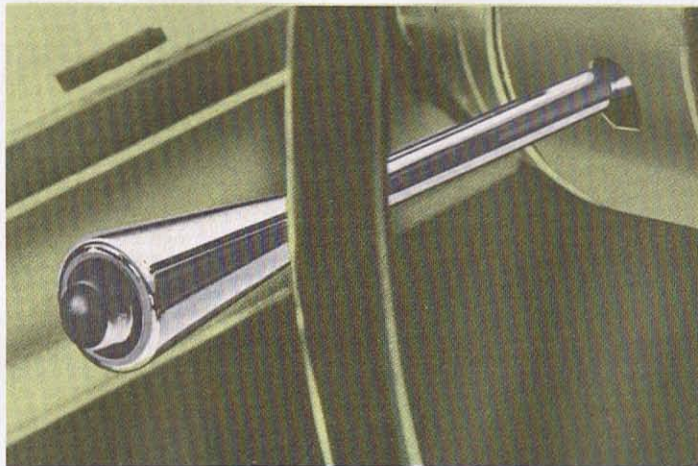
NOTE: During extremely cold weather, the unit may take a few minutes to warm up to operating temperature.

To operate the radio portion of the stereo that is installed in the instrument panel, disengage the tape cartridge from the tape slot approximately one inch or remove entirely. This automatically switches the radio section of the unit on, and the tape section off. Now the small upper right-hand knob or push buttons can be used to tune stations in the conventional manner. All other controls are common to both sections.

NOTE: The push buttons of the Combination AM/Stereo-Sonic Tape System are set to the desired broadcast station in the same manner as the conventional AM radio.

SPEED CONTROL

The speed control provides a means of automatically controlling car speed. By taking advantage of this control, travel will be less fatiguing and the resultant trip more pleasant. Because the device causes the vehicle to maintain a constant speed, fuel economy is generally improved while it is in use.



AUTOMATIC OPERATION

- Press the "ON" button located on the speed control panel. A small jewel light on the panel will be illuminated to indicate that the control is ready to be placed in automatic operation.
- Accelerate the car to the speed that is desired (must be above 25 MPH) and momentarily press the small button on the end of the turn signal lever part way in until a detent is felt. To avoid a further increase in the car's speed, do not hold the button in the first detent position. Release the accelerator pedal and the car speed will be automatically maintained.
- The speed at which automatic control is desired can be increased by either of two methods:
 1. Accelerate normally by use of the accelerator pedal to the desired speed and momentarily depressing the button on the turn signal lever to the first detent. When the button is released, the automatic speed control will take over.
 2. At speeds above 28 to 30 miles per hour, the car speed can also

be increased by depressing the button on the end of the turn signal lever to the first detent and holding it there until the desired higher speed is reached. Release the button and the control will resume automatic operation.

- To lower the speed at which automatic control is desired, press the button on the end of the turn signal lever to the end of its travel. The car will then gradually slow down. When the lower road speed is reached at which automatic control is desired, release the button.

CANCELLING AUTOMATIC OPERATION

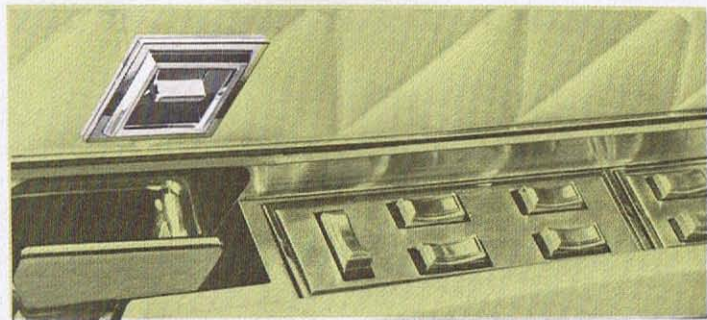
- Automatic control is cancelled by the following methods:
 1. Slightly depressing the brake pedal.
 2. Pressing the "OFF" switch on the instrument panel control.

The speed control is also cancelled each time the ignition switch is turned off.

Automatic operation can be resumed at any time by following the procedures described under Automatic Operation.

NOTE: Once the speed control automatic operation is cancelled by depressing the brake pedal, the system will not again assume automatic control until the push button on the end of the turn signal lever is momentarily depressed to its first detent position.

POWER DOOR LOCKS

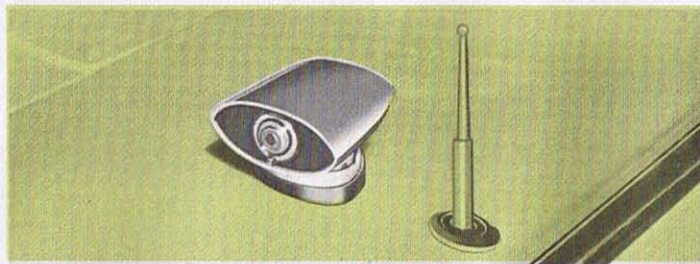


If the door inside locks are vacuum powered, they may be operated either manually or by the door lock control knob, located on each front door just below the swing type pull handles. These are spring-loaded toggle controls which return to the neutral position immediately after they are released. Push the control downward to lock the doors and upward to unlock them. Enough vacuum is held in reserve to operate the locks several times after the engine is shut off. Either door control will lock or unlock all doors.

NOTE: Because vacuum power operates the locks, it is necessary to hold the lock control knob until vacuum has been transmitted to and actuates each door lock.

AUTOMATIC HEADLAMP DIMMER

The optional Automatic Headlamp Dimmer automatically gives you the proper headlamp beam at the proper time—the high beam when on-coming traffic permits, and the low beam when traffic conditions demand. The Phototube Sensor Unit is located on top of the left front fender.



To use the automatic feature, turn the headlights on. Depress the foot switch part way. If the high beam (bright lights) come on and the high beam indicator light is on, the unit is in the automatic position. Release the foot switch.

If the high beam (all four headlights) does not come on, completely depress and release the foot switch to put the unit in the automatic position.

In the automatic position, your lights will switch to the low beam (two headlights) at the proper distance from an approaching car. The automatic dimmer will restrict your lights to low beam in adequately lighted areas and will switch to high beam whenever driving conditions necessitate brighter headlights.

To obtain momentary high beam for signaling on-coming traffic (when using the automatic control), depress the foot switch part way. This beam of bright light will be maintained as long as the switch is held in this position. To return to automatic control, release the foot switch.

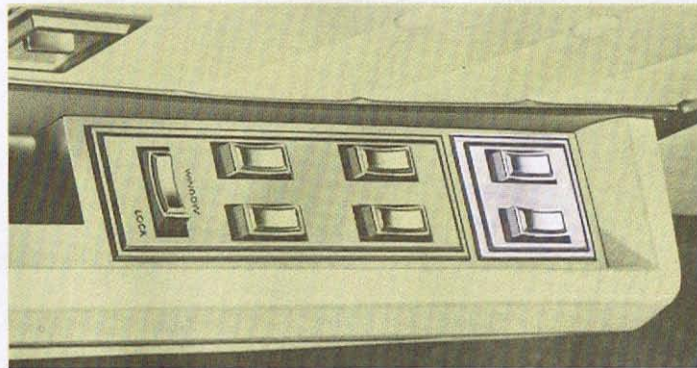
The low beam can be locked in by completely depressing and releasing the foot switch (non-automatic position).



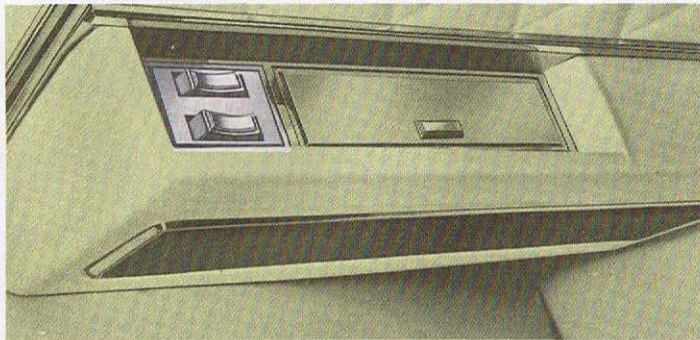
A "Driver Control" is a ring-type knob located concentric with the main light switch. For normal driving conditions, the control should be in the midposition of its travel (pointer forward). If you prefer your lights to react at a farther distance, turn the control towards the right (clockwise). If you desire your lights to dim (low beam) when on-coming cars are nearer to you, turn the control towards the left (counterclockwise). Rotating the control as far to the left as possible causes the dimmer to be inoperative so that manual control of the high and low beam operation can be achieved.

POWER VENT WINDOWS

When equipped with power vent windows, the master switch on the driver's arm rest has two additional switches. The forward switch nearest the door operates the left vent; the forward right hand switch operates the right vent window. The right front door arm rest also has an additional switch to operate its vent window. The lock switch also controls the vent window operation in the same manner as it controls the door side windows.



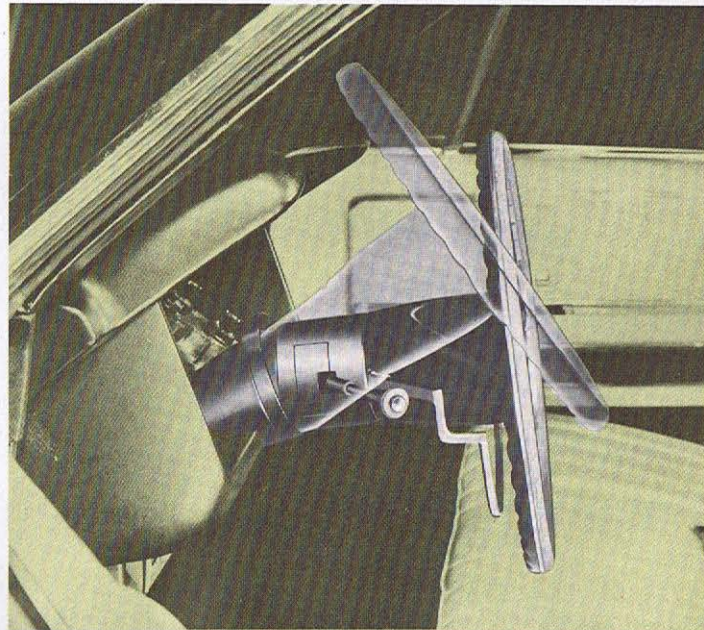
Rear side windows or rear door windows are operated by a switch in each rear armrest.



TILT STEERING WHEEL

To change the steering wheel position, press downward (away from the steering wheel) on the turn signal lever. Move the steering wheel upward or downward to the desired position and release the lever.

NOTE: The steering wheel position may be changed when the car is in motion; however, if this is done, hold the steering wheel firmly at the top or bottom to prevent turning the wheel while repositioning it.



REMOTE CONTROL TRUNK RELEASE

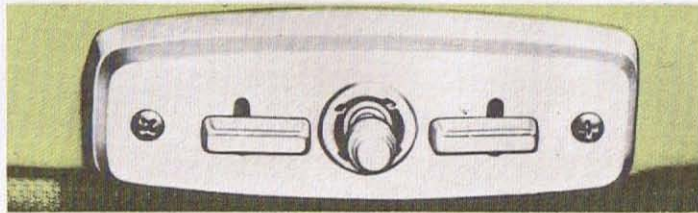
The optional Remote Control Trunk Release Switch is located back of the left side of the glove compartment door. Pressing this switch button (labeled "TRUNK") releases luggage compartment door. A warning light on the instrument panel when lighted indicates that the luggage compartment door is not securely fastened.



SIX-WAY POWER SEAT

BENCH SEAT INSTALLATION—The six-way control switch is located in the seat left side shield. The center switch controls the fore and aft and up and down movement of the seat. Move this switch in the direc-

tion the seat is to be moved. The forward switch moves the front of the seat up or down; the rear switch moves the rear of the seat up or down. It is the action of these two switches that permits tilting of the seat for added comfort.

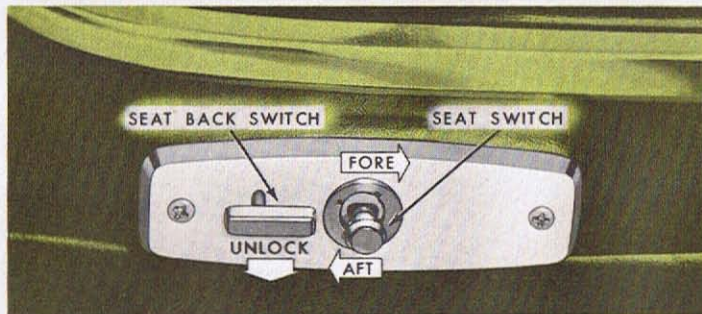


RECLINING PASSENGER FRONT SEAT BACK

INDIVIDUALLY ADJUSTABLE SEATS—The six-way power seat is standard for the left seat. The switch is located in the left seat side shield. The switch operation is identical to that described in the "Bench Seat Installation" paragraph. The right seat, because it has an adjustable seat back has only fore and aft movement which is controlled by the center switch of the switch assembly located in the seat side shield.

The passenger seat back can be adjusted to a more comfortable position by first unlocking it by pushing downward on the seat rear switch, located on the seat side shield and leaning back against the seat to increase the degree of tilt. Removing body pressure from the seat permits the assist springs to move the seat toward a vertical position. When the desired degree of tilt is reached, lock the seat in position by releasing the switch.

NOTE: The center switch operates the two way power seat. Move the switch forward or rearward for fore or aft movement, respectively.



AUTOMATIC RIDE CONTROL

Automatic Ride Control (optional) maintains proper vehicle attitude with loads in rear seat and trunk up to the full rated load capacity of the vehicle. When sufficient weight is added to cause the car to be lowered as little as half an inch, the height control valve opens and allows compressed air supplied by an air pump to enter the inflatable shock absorbers, raising the car to the proper level. When the load is removed, the valve exhausts air to maintain correct vehicle level. The device provides better vehicle appearance, better handling, more accurate headlamp aiming, reduced bottoming and reduced bumper scraping on steep ramps or driveways. This device is extremely useful when towing trailers. Check with your dealer regarding additional trailer towing information.

NOTE: The Ride Control does not become operative until loads in the rear seat and trunk exceed the equivalent weight of three passengers.

ACCESSORIES

Your new car has so much style and luxury—no wonder it's a leader in its class. Its tasteful appearance is equalled only by its driving ease and passenger comfort. To help you personalize and protect your new purchase, a list of major accessories for 1969 has been provided below. You'll be pleasantly surprised with the many ways you can individualize your car. Check the list carefully and then make your selections.

- Air Horns
- Compass
- De-Icer and Scraper Kit
- Door Edge Guards
- Fire Extinguisher
- Floor Mats, (Vinyl—Front & Rear)
- Gas Cap, Fuel Tank Locking
- Headlight Dimmer Automatic
- Highway Emergency Kit
- License Plate Frame
- Light Engine Compartment
- Lights "ON" Warning Buzzer
- Liquid Tire Chain
- Litter Basket
- Load Leveler—Automatic
- Luggage—Matched Set
- Mirror—R.H. Remote Control
- Radio, AM with Power Antenna
- Radio, AM/FM with Power Antenna
- Radio, Two-Way Citizen Band
- Reflector Flares
- Road and Fog Lamps
- Seat Belt Retractors (Rear)
- Seat Cushions, Ventilated
- Shield, Child's Safety Tot-Guard
- Speed Control
- Stereo Multiplex Adaptor
- Stereo Tape Player with "AM" Radio
- Stereo Tape System—Hang On
- Stereo Tape Cartridge Holder
- Tachometer
- Tire Inflator
- Tires, Snow
- Tissue Dispenser, Regular and Junior Sizes
- Trailer Hitch
- Trailer Mirror
- Trailer Wiring Harness
- Trunk Release, Remote Control
- Trunk Light, Portable
- Vacuum Cleaner
- Windshield Washer Solvent and Holder

Your Dealer will be happy to show you any of these genuine Accessories.

MAINTENANCE

SECTION SIX TABLE OF CONTENTS

	Page No.		Page No.
THE OWNER'S RESPONSIBILITY FOR		BRAKE MASTER CYLINDER.....	47
MAINTENANCE.....	42	CHASSIS LUBRICATION.....	47
USE THE RIGHT ENGINE OIL.....	42	ORIGINAL EQUIPMENT TIRES.....	48
OIL QUALITY.....	42	PLY RATING AND LOAD RANGE.....	48
OIL VISCOSITY.....	42	TIRE REPLACEMENT.....	48
ADDING OIL.....	43	INFLATION INSTRUCTIONS.....	48
USE THE RIGHT OIL FILTER.....	43	TIRE CHART.....	49
FUEL REQUIREMENTS.....	44	TRAILER TOWING.....	49
COOLING SYSTEM MAINTENANCE.....	44	DUAL CHAMBER TIRES.....	50
CHECKING COOLANT LEVEL.....	44	AIR CONDITIONING.....	50
POSITIVE CRANKCASE VENTILATION		ELECTRICAL SYSTEM.....	50
SYSTEM.....	45	OTHER MAINTENANCE REQUIRED.....	51
EXHAUST EMISSION CONTROL		BEAUTY MAINTENANCE.....	52
SYSTEM.....	45	CHANGING TIRES.....	54
AIR CLEANER FILTER.....	46	VEHICLE IDENTIFICATION NUMBER....	56
AUTOMATIC TRANSMISSION FLUID		SPECIFICATIONS.....	56
LEVEL.....	46	LUBRICANT RECOMMENDATIONS.....	63
POWER STEERING RESERVOIR.....	46	MAINTENANCE CHARTS.....	66-67

THE OWNER'S RESPONSIBILITIES FOR MAINTENANCE

Your dealer stocks FORD and AUTOLITE parts designed, engineered and manufactured expressly for your car. Always insist on genuine Ford Motor Company engineered parts when your car is serviced.

USE THE RIGHT ENGINE OIL

OIL QUALITY

By law, all 1968 and later vehicles sold in the U.S. are equipped with air pollution control systems. It is imperative that only motor lubricating oils of the highest quality be used in the engine of your vehicle to provide maximum efficiency of the crankcase ventilating system that reduces air pollutants. Oils that meet Ford Motor Company Specification of ESE-M2C101-B should be used. Your dealer has a Ford brand oil that meets this specification.

OIL VISCOSITY

When you change or add oil, you should also select oil with the proper viscosity, selected from the accompanying table, which most closely matches the temperature range you expect to encounter for the next 6 months or 6000 miles.

MULTI-VISCOSITY OILS

When Outside Temperature Is Consistently	Use SAE Viscosity Number
Below +32°F	5W-30 *
-10°F to +90°F	10W-30 or 10W-40
Above +32°F	20W-40

SINGLE VISCOSITY OILS

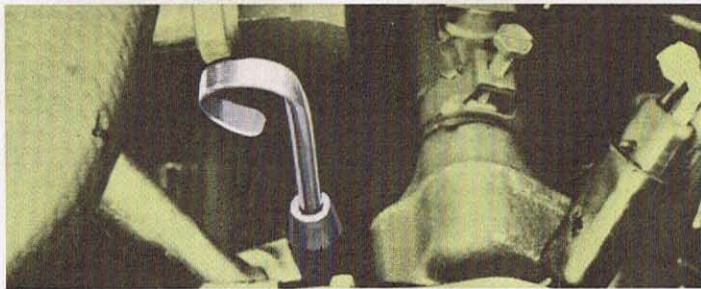
When Outside Temperature Is Consistently	Use SAE Viscosity Number
-10°F to +10°F	SAE 10W *
+10°F to +32°F	SAE 20-20W
+32°F to +90°F	SAE 30
Above +90°F	SAE 40

*When continuous operation is anticipated which will impose maximum loads on the engine or when driving at sustained high speeds above 60 M.P.H., use the next heavier viscosity oil.

ADDING OIL BETWEEN CHANGES

Since it is normal to add some oil between 6000 mile oil changes, depending on the severity of operating conditions, have the engine oil level checked at each fuel stop. Keep the oil level within the "Safe" range or above the "Add" mark on the dipstick by adding oil as required.

When adding oil, only quality oils that meet Ford Specification ESE-M2C101-B should be used.



USE THE RIGHT OIL FILTER

Your new car is equipped with an AUTOLITE 6,000 Mile Depth-Type Oil Filter and a filter of this quality should be used throughout the life of the car. It is designed to protect your engine by filtering all harmful

abrasive or sludgy particles without clogging up or blocking the flow of oil to vital engine parts.

The two stage filtering action of the AUTOLITE 6,000 Mile Depth-Type Oil Filter has been shown by tests to be far more effective than ordinary paper filters in over-all ability to keep the oil clean. This filter is especially designed for use in vehicles built by Ford Motor Company to give successful operation with 6,000 mile (or six months) oil and filter change intervals. Use an Autolite 6000-Mile Filter, or one of equal quality, which meets engine oil filter specification number, ES-C8AF-6714-A or ES-C8AF-6714-C.

FORD 6000 MILE MOTOR OIL AND AUTOLITE 6000 MILE DEPTH-TYPE FILTERS are available at your dealer. One of the best ways of keeping the PERFORMANCE built into your new car is to make sure the oil and filter installed in your car are FORD and AUTOLITE products or their equivalents.

NOTE: More frequent service intervals will be required if the vehicle is operated in extremely dusty areas, for extended periods of idling, trailer towing or short runs which prevent the engine from reaching normal operating temperatures.

If engine oils or replacement filters other than those specified are used, more frequent oil changes are recommended.

Canadian owners should refer to the "Supplement to Owner's Manual" for special instruction about operation in their climate.

FUEL REQUIREMENTS

It is important that the recommended octane rated fuel be used. See the SPECIFICATION TABLE elsewhere in this manual. The use of a fuel of lower than the recommended octane rating will cause severe "pinging" and detonation that can in time damage your engine. The use of substandard fuels will also result in poor fuel economy. If you must drive your car in areas where your travel agent or auto club indicates United States or Canadian fuel quality is not available, have the ignition timing temporarily adjusted by an authorized dealer. This will result in a loss of performance and fuel economy, but will avoid engine damage. Readjust the ignition timing when the recommended fuel quality is again available.

COOLING SYSTEM MAINTENANCE

Your engine cooling system has been factory filled with a solution of Ford Permanent Anti-Freeze and water for both winter and summer protection. This will provide protection against freezing to 20° F. below zero. With the use of this inhibited all season engine coolant, it will only be necessary to drain and flush the cooling system after the first 24 months, regardless of mileage, and every 24 months thereafter.

When it is necessary to replace coolant, drain, flush and refill with a sufficient solution of Ford Permanent Anti-Freeze or a coolant which meets Ford Specification M97B18-C, and water to protect against freezing or in warm areas to maintain adequate corrosion protection of at least 0°F.

NOTE: Place the temperature control in the maximum heat position while draining and refilling the cooling System.

When it is necessary to add coolant for any reason, only a high quality inhibited all-season coolant meeting Ford Specification M97B18-C should be used.

In areas where the temperatures fall below the level of 20° F. below zero, a stronger coolant solution will be required to provide special anti-freeze protection. The prescribed anti-freeze available from your dealer, must be diluted according to the temperature range scale provided on the container. If it is necessary to use a permanent anti-freeze other than Ford, only one meeting Ford Specification M97B18-C should be used.

Water only is not recommended as a coolant. It may be used in an emergency but should be drained out of the system and the above prescribed coolant solution added as soon as possible.

The use of alcohol or methanol type of anti-freeze is not recommended. Never mix menthanol solutions with permanent anti-freeze.

HOSES—Because of the high underhood temperatures encountered in the present day cars, some of the engine hoses are subjected to temperatures that, over a long period of time, cause deterioration. To protect the engine and avoid a serious loss of coolant, it is imperative that all engine and heater system hoses be inspected for deterioration, leaks and loose hose clamps every 12,000 miles. Repair or replace as required.

CHECKING COOLANT LEVEL

You should check the level of coolant at least once a month preferably

when the engine is cool. Maintain the coolant level to the "cold fill" mark which is located below the fill cap on the engine side of the radiator. Do not fill above this level.



WARNING: Use extreme care when removing the radiator cap if the coolant is overheated; always turn the cap slowly to the partially open stop to relieve internal pressure before removing the cap. It is advisable to cover the cap with a cloth before turning it. If possible, avoid removing the radiator cap until the engine has cooled sufficiently to relieve the pressure. If you have to add coolant more than once a month or if you have to add more than a quart at a time, have your dealer check the cooling system for leaks.

POSITIVE CRANKCASE VENTILATION SYSTEM

All Ford Motor Company passenger car engines are equipped with a crankcase ventilation system that materially reduces the quantity of burned gases in the crankcase that would normally be discharged into the atmosphere. This feature, in order to function properly, must be serviced at regular intervals. See the Scheduled Maintenance Services Chart in the back of this manual for the maintenance requirements.

NOTE: Failure to clean and maintain the crankcase ventilation system according to the recommended procedures and/or the use of low quality oil will result in a serious accumulation of sludge within the engine which is likely to result in premature engine wear.

EXHAUST EMISSION CONTROL SYSTEM

All Lincoln Continentals are equipped with an exhaust emission control system that reduces the emission of certain unburned substances from the engine. In order for this system to function as designed and thus meet the design requirements, the engine must be serviced at regular intervals. See the Scheduled Air Pollution Control Services Chart in the back of this manual for maintenance details.

AIR CLEANER FILTER

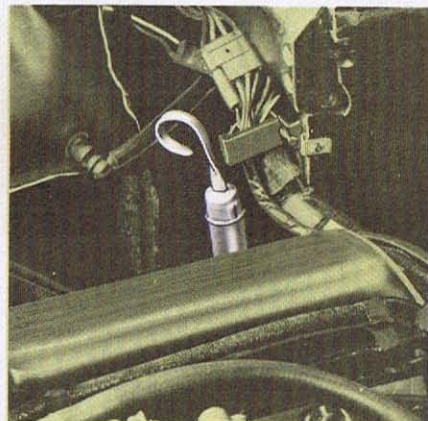
The carburetor AUTOLITE air cleaner filter element should be periodically replaced with an AUTOLITE filter at the intervals detailed on the Scheduled Maintenance Services Chart.

AUTOMATIC TRANSMISSION FLUID LEVEL

The fluid level in the automatic transmission should be checked at the mileage intervals indicated in the Scheduled Maintenance Services Chart. We suggest that you have your dealer make this check because of the several steps which are involved in obtaining an accurate reading.

If in an emergency, you are required to check the fluid level yourself, start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then, apply the brakes and move the transmission shift lever through all drive positions and place the lever in park ("P") position. With the engine running, wipe off the oil level indicator cap, withdraw the oil level indicator from the transmission filler tube and wipe the fluid from the end of the indicator. Re-insert the indicator all the way into the indicator tube, withdraw it and check the level. Fluid level should be between the "ADD" and "FULL" mark on the indicator. The indicator has a lock-on type cap which must be turned to release the dipstick. Make sure the locking cap is all the way down when measuring fluid level.

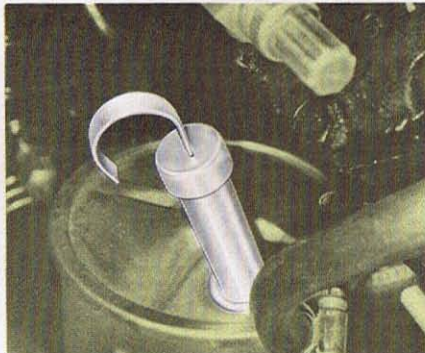
CAUTION: Do not fill above the "FULL" mark. See Specifications Section for recommended fluid.



POWER STEERING RESERVOIR

FLUID LEVEL—Start the engine and turn the steering wheel back and forth several times to expel any air that may be trapped in the system. The engine and power steering fluid should be at normal operating temperature. Stop the engine and observe fluid level on the dipstick. Maintain fluid level at the "FULL" mark.

CAUTION: Do not overfill. See "Specifications" for the recommended power steering fluid.



BRAKE MASTER CYLINDER

FLUID LEVEL—Wipe off the brake master cylinder cover and release the retaining clip. Remove the cover and seal. Add fluid in the reservoirs if necessary to maintain the level between $\frac{1}{4}$ " from the top of the housing and full. Reinstall the cover and seal and snap the bail clip into place.



WARNING: Use only Ford Extra Heavy Duty Brake Fluid C6AZ-19542-A or a fluid meeting Ford Specifications ESA-M6C25-A. Use of other brake fluids may result in brake failure.

CHASSIS LUBRICATION

Your automobile is equipped with an extended chassis lubrication feature which was pioneered by Ford Motor Company. This extended lubrication interval is made possible by a special type chassis lubricant combined with unique bearing materials which completely outmodes the old concept of 1,000 mile chassis lubrication.

Your dealer is equipped to perform the chassis lubrication at the mileage recommended. He handles the special lubricants required. See the Scheduled Maintenance Services Chart for the mileage at which this lubrication is recommended.

ORIGINAL EQUIPMENT TIRES

After extensive testing, the tires for your new Lincoln Continental were selected to provide the best combination of reliability, traction, load-carrying ability, stability at high speeds, tread life, and riding comfort.

PLY RATING AND LOAD RANGE

Although there is no universally accepted definition of ply rating, the term is used to indicate that a four-ply-rating/two-ply tire has the same load carrying capacity as a four-ply-rating/four-ply tire. The newer term, "Load Range", indicates load carrying range, regardless of the number of layers of fabric, at the maximum inflation pressure permitted for that tire under the Federal Motor Vehicle Safety Standards. It is expected that load range designations will eventually replace ply rating designations.

TIRE REPLACEMENT

When a tread wear indicator appears as a solid band across the tread surface, it means that the tire should be replaced.

When replacing full sets of tires, do not install tires smaller or with less load capacity than the standard size shown in the "Tire Chart." For "Tire Chart" location see page 49.

NEVER intermix radial ply, belted or conventional tires.

When replacing less than a full set of tires, be sure all replacement tires are the same size, type, and load carrying capacity as the other tires on the car. Load carrying capacity will be indicated in pounds on the sidewall of the tire. In addition, the term "Ply Rating" or "Load Range" may appear.



INFLATION INSTRUCTIONS FOR SAFE DRIVING

CHECK TIRE PRESSURES FREQUENTLY—The "cold" pressure (after car has been parked one hour and before driving more than 3 miles) must be as specified on the Tire Chart for the type and size tire on your car. It is normal for a hot tire to exceed the specified "cold" pressure. Do not let air out of a hot tire.

HIGH SPEED DRIVING—Your car's tire inflation pressure specifications apply to driving speeds at and below 75 mph. Should special circumstances involve vehicle operation at sustained speeds (one hour or more) between 75 and 90 mph, increase the cold inflation pressure shown on the chart by 4 psi, being certain to maintain the recommended front to rear tire pressure differential and to stay at or below the maximum inflation pressure limit shown on the tire. If these

pressure adjustments cannot be accomplished within these limits, do not drive over 75 mph.

Sustained driving speeds over 90 mph require the use of special high speed capability tires.

SNOW TIRES—Snow tires require a four pound increase in cold inflation pressure above the pressures recommended for rear tires on the tire chart. It may therefore be necessary to use Load Range "D" snow tires (with 40 psi inflation pressure) to avoid exceeding maximum permissible inflation pressures. For Trailer Towing or High Speed Driving, increase pressures by the amount shown under those headings, being certain to always maintain the recommended differential between front and rear tires.

TIRE CHART

The standard size tires for your Lincoln Continental as well as available optional tires and the recommended inflation pressures for them are shown in a chart affixed to the rear (lock) face of the left front door. The chart also shows the maximum rated load for your car, including the number of passengers and amount of luggage for which it is designed. Check the outside of your tires for their type and size, then the chart, incorporated here by reference, for the recommended pressure.

NOTE:

To obtain the balanced performance which your tires are selected to provide, and for your safety, it is essential that you always maintain recommended inflation pressures and stay within the load limit and weight distribution recommendations shown for your car.

NEVER exceed the "total load" given in the tire chart. To figure your load, add the actual weights of the driver, passengers, and luggage both inside the car and on a roof rack. Up to 100 lbs. of extra luggage may be carried in place of each passenger not carried in the rear seat. **DO NOT EXCEED 450 lbs.** in the front seat.

If you added equipment to your car after delivery, include its weight in figuring your load. If a trailer is towed, actual tongue loads should also be added.

TRAILER TOWING

For the tires listed on the tire chart, trailer tongue loads up to 150 lbs. are permissible, providing the rear tire pressure is increased by 4 psi over that shown on the tire chart and vehicle speed does not exceed 75 mph. **DO NOT EXCEED** the maximum inflation pressure (psi) molded on the tire side-wall.

NOTE:

See a reputable trailer dealer for special equipment required for heavier tongue loads.

DUAL CHAMBER TIRES (OPTIONAL)

If your car is equipped with Dual Chamber tires and you have a tire puncture, the Dual Chamber will have sufficient air remaining permitting you to proceed to a tire service center or pull off the road to change the tire. The vehicle should not be driven at speeds in excess of 40 MPH after a puncture.

Loss of air will be signalled by a noticeable vibration of the tire. The distance a tire may be driven after air loss is limited. You may add to the tire damage if the deflated tire is driven over extended distances.

It is important that you read and follow the tire inflation instructions which are found with the "inflation-check adaptor" in a packet in your glove compartment. For chamber pressures, refer to the tire chart on the rear (lock) face of the left front door.

AIR CONDITIONING

At the start of the air conditioning season, have the system checked for sufficient refrigerant charge. If there has been a loss of refrigerant, the compressor oil level must also be checked.

ELECTRICAL SYSTEM

BATTERY CARE—An AUTO-LITE battery is located in the right front corner of the engine compartment. The fluid level in each battery cell should be checked frequently. As indicated on the filler caps, "fill to ring." Use distilled water to replace lost fluid. The level should be checked more often in hot weather.



Have the battery's state of charge checked frequently, particularly during cold weather. Charge the battery if the specific gravity falls below 1.230. Also, make sure the battery cables are tightly clamped to the battery terminals. Keep the top of the battery clean and dry. Corrosion can be removed from the cables and terminals with a solution of baking soda and water. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

WARNING: Keep lighted cigarettes, flames, and sparks away from the top of open battery cells as combustible gas is always present.

LIGHTS AND WIRING—Major safety items, such as headlights, tail lights, turn signals, side markers and stop lights should always be in good operating condition. Prompt replacement of burned-out bulbs and repairs to damaged wiring is a must for safety.

OTHER MAINTENANCE REQUIRED

There are certain maintenance operations which are not required at definite periodic intervals but should be performed on an as-required basis. The most effective and economical practice is to have your dealer check these items when your judgment or an inspection by his service personnel indicates they are necessary.

SELECT SHIFT TRANSMISSION

The transmission kickdown linkage should be lubricated if abnormal accelerator pressure is required to downshift into passing gear.

FRONT WHEEL ALIGNMENT AND STEERING LINKAGE

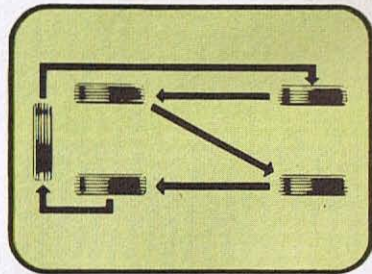
The front wheel alignment and steering linkage should be checked if abnormal tire wear or ride and handling characteristics such as vehicle lead or wander are experienced with properly inflated tires.

PARKING BRAKE

The parking brake should be adjusted if the brake doesn't hold in the applied position.

ROTATE WHEELS AND TIRES

If abnormal or uneven tire wear is experienced, the reason for the uneven wear should be located and corrected. Rotation of the tires is then recommended to provide more even and uniform tire wear.



ALL HINGES, HINGE CHECKS, HOOD LATCH AND AUXILIARY CATCH

The movable mechanical parts of the body are lubricated at the assembly plant for proper quiet operation. However, if additional lubrication should be needed between the required 6000 mile service intervals use the lubricants specified on page 63.

DOOR WEATHERSTRIPS

A light coating of rubber lubricant may be required if the weatherstrips emit squeaks or undesirable noise.

BODY DRAIN HOLES

Check body drain holes and dust valves for proper operation.

WINDSHIELD WIPER BLADES

Replace windshield wiper blades if the blades do not wipe windshield clean after the blades and windshield have been wiped off with a clean cloth.

BEAUTY MAINTENANCE

Your dealer handles many approved car care materials such as chrome cleaners, high luster polishes, interior trim cleaners, and even special car wash additives. Your dealer can recommend the car care chemicals that best suit your needs. Protect your car by using materials formulated for use on Ford Motor Company vehicles.

WASHING

Frequent washings are recommended to maintain the car's original beauty. If tree sap, insect or other type sprays, road salt, fallout from chimneys or any type foreign material are evident, the car should be washed as soon as possible. These deposits often contain chemicals that, if allowed to remain on the painted surfaces, may cause extensive damage. Never wash a car with hot water, in the direct rays of the sun, or while the sheet metal is hot. Never wipe dirt from dry painted surfaces as this may scratch the finish. The use of strong soaps or detergents should be avoided. The use of Ford Liquid Car Wash is recommended. Any cleaning agent used should be promptly flushed from the surface with clear water and should not be allowed to dry as it may streak the finish.

POLISHING

Prompt washing may not always remove damaging material from the

painted surfaces. However, properly applied Ford brand polish will provide excellent protection by preventing harmful deposits from coming in contact with the paint.

Your dealer has the equipment and know-how to do a professional polishing job for you. You may also secure a polishing kit from your dealer which you can apply. Follow the directions on the container.

CHROME CARE

Many parts of your Lincoln Continental, such as the bumpers and body hardware, are chrome plated. Chrome plating is susceptible to corrosion due to salt air near coastlines, factory smoke and other conditions found in today's cities. When such conditions exist, frequent washing and the use of Ford Bright Metal Cleaner are recommended.

CAUTION: Do not use steel wool or abrasive type cleaners on chrome.

VINYL ROOF CARE

Proper care of the vinyl top material will maintain its appearance and durability.

TO CLEAN THE TOP, PROCEED AS FOLLOWS:

- Rinse the vinyl top material with water to remove all loose dirt and grime.

- Using a soft bristle brush, apply Ford Triple Clean to the top. Clean a two square foot area at a time, overlapping each section to avoid streaking.
- After a section has been cleaned, rinse thoroughly with clear water. Exercise care to prevent the cleaner from drying on the body finish and causing streaks.

CAUTION: To avoid damage to the vinyl top, use only an approved cleaner.

WHITE SIDEWALL TIRE CLEANING

If the tires become very dirty or scuffed, clean them with Ford Triple Clean following the directions on the container. Avoid strong caustics that may stain the bright metal wheel covers. When you're through, rinse the tires and wheels with plenty of clean water.

CARE OF UPHOLSTERY AND INTERIOR TRIM

Only the finest materials are used in the upholstery and trim of your Lincoln Continental. Cleaning these materials when the need arises will maintain their beauty and durability. Vacuuming the carpets will greatly reduce the accumulation of dirt and dust.

NOTE: Volatile-type cleaners are harmful to "Scotch Guard" protected fabrics and rubber. Those parts where foam rubber is used (seat cushions, arm rests, etc.) should not be soaked with cleaning solutions. Also, because many cleaners on the market are injurious to vinyl, leather and nylon trim, make sure the cleaner selected is recommended for the material to be cleaned. Consult your dealer for information regarding the selection of the correct cleaner and procedure to be used.

CHANGING TIRES

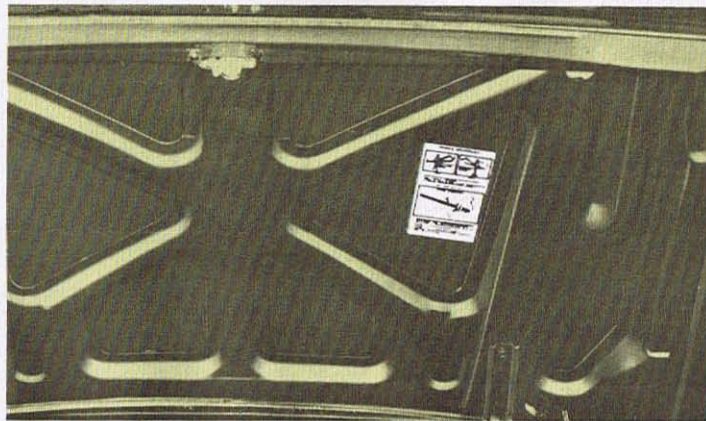
CAUTION: Do not attempt repairs on heavily traveled roads or highways. Drive the car off the road to change a tire.

SPARE TIRE AND JACK STOWAGE

Spare tire and jack are stowed in various positions depending on the model of the vehicle, refer to the illustration that is attached to the vehicle in the spare tire area for correct spare tire and jack stowage.

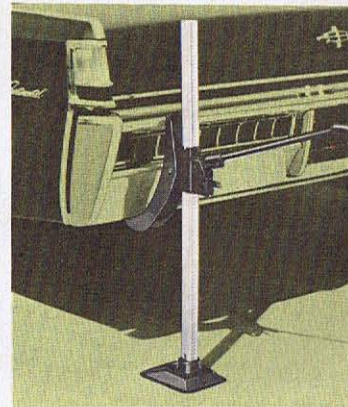
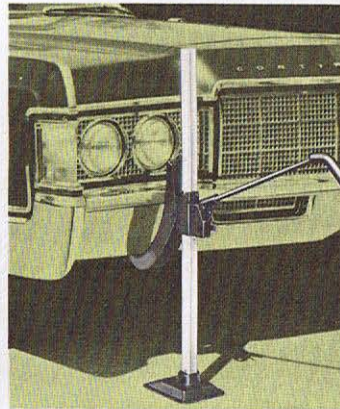
CHANGING WHEELS

If a tire begins to lose pressure rapidly while driving, stop as quickly as is consistent with safety. Park the car on a level spot. Place the selector lever in "P" (park) position and set the parking brake. As an added precaution, block the wheel diagonally opposite the one to be changed.



To change a wheel, proceed as follows:

- Remove the spare wheel and tire from its stowage compartment. Lean the wheel carefully against the car, near the wheel to be changed.
- Pry the wheel cover off with the tapered end of the jack handle.
- Loosen the wheel nuts one or two turns each, but do not remove them until the wheel is raised off the ground.
- Assemble the jack by inserting the bottom of the jack post into the base. The bottom of the post is smooth and will enter far enough to rest against the bottom of the base. Insert the small round shaft of the load rest hook into the cutout of the jack mechanism. A coil spring will prevent the load hook from dislodging.
- Pull upward on the small lever near the jack handle socket. Slide the movable portion of the jack assembly up to meet the bumper. Install the handle. The load-rest hook is not intended to conform to the shape of the bumper bar.
- To raise the car, align the load-rest hook with the right or left notch in the bottom edge of the bumper and check for a snug fit where the jack butts against the bumper. When the jack is properly aligned, alternately raise and lower the handle and the car will rise.

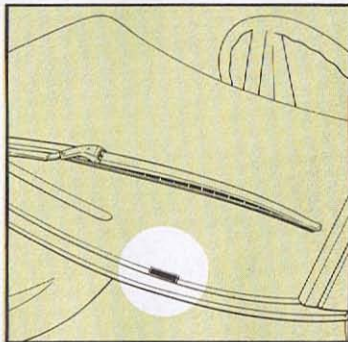


- Remove the wheel nuts. Pull the wheel off and immediately replace it with the spare. Replace the nuts, and then, snug them up evenly before final tightening is completed.
- Place the small lever, located near the jack handle socket, in the down position to lower the car. Lower the jack, using the same motion employed to raise the car. Keep a firm grasp on the handle during this operation.

- Tighten each nut carefully. Replace the wheelcover; be sure it is snapped into place all the way around. The valve stem must be centered in the hole provided.

VEHICLE IDENTIFICATION NUMBER

Your vehicle identification number is stamped on a metal tab located on the driver's side of vehicle between the instrument panel pad and the windshield. This is the official number that is used for car title and registration purposes.



SPECIFICATIONS

DIMENSIONS (Inches)

Overall Length—All Models	224.2
Overall Height—Loaded	
Sedan	54.9
Coupe'	54.2
Overall Width—All Models	79.7
Tread—All Models	
Front	62.4
Rear	61.0
Wheelbase—All Models	126.0

REFILL CAPACITIES

	Imperial Measure	U. S. Measure
Cooling System (Including Heater) Qts.	16.2	19.5

REFILL CAPACITIES (Con't)

	Imperial Measure	U. S. Measure
Engine Oil (Including Oil Filter) Qts.....	4.2	5.0
Fuel Tank (Gallons) (Approx.).....	21.2	25.5
Power Steering @	3.3 Pts.	3.9 Pts.
Rear Axle—Conventional.....	4.2 Pts.	5.0 Pts.
Directed Power.....	4.2 Pts.	5.0 Pts.
Transmission, including Cooler (Dry System)@	10.7 Qts.	13.0 Qts.

@ Dipstick used to determine exact fill requirements

REFILL CAPACITIES (Imperial Measures)

The Canadian Provinces employ an Imperial liquid measure which is 1/5 larger than similar units of liquid measure used under United States standard. If the approximate equivalent liquid capacities are desired, multiply the specified U. S. Measure by .83 to obtain Imperial gallons.

Multiply the Imperial measure by 1.2 to obtain the approximate equivalent in U. S. gallons.

ENGINE

Type.....	V8—90°—OHV
Compression Ratio.....	10.5
Bore (Inches).....	4.36
Stroke (Inches).....	3.85
Displacement (Cubic Inches)	460
Torque (Lbs. Ft.).....	500@2800 rpm
Brake Horsepower.....	365@4600 rpm
Firing Order.....	1-5-4-2-6-3-7-8
Fuel Requirement.....	Premium

ENGINES (Con't)

Distributor Point Gap (In.)

New Points 0.017

Distributor Dwell—New Points 26°-31°

#Idle Speed R.P.M. 550

*Ignition Timing 10° BTDC

Spark Plugs (AUTOLITE):

Size and Type 18MM-BF42

Gap (Inches) 0.032-0.036

Torque (Lbs. Ft.) 15-20

Radiator Filler Cap (P.S.I.) 12-15

#Idle speed adjustments should be made with the transmission in drive, and the headlights on.

On air conditioner equipped cars, the engine idle speed should be set with the air conditioner turned on for a minimum of 20 minutes.

The car windows should also be open.

*Ignition timing requirements may vary depending upon locality, fuel, and operating conditions. If the use of substandard fuels are encountered, the initial setting may be retarded from the normal setting. However, do not retard the initial advance beyond 2°B.T.D.C.

TIRES:

SEE PAGE 48

AXLE GEAR RATIO

Standard 2.80:1

Optional 3.00:1

TRANSMISSION

Speeds Three Speeds Forward, One Reverse

Type Single Stage Torque Converter with Three Speed Fully Automatic Planetary Gear Train

ELECTRICAL SYSTEM

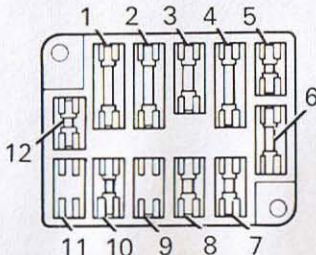
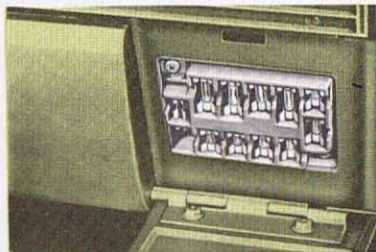
BATTERY—AUTOLITE SV 29 HR

Volts.....	12
Ampere Hour Rating.....	85
Ground Terminal Polarity.....	Negative
Number of Cells.....	6
Number of Plates.....	90

ALTERNATOR (Amps)

Standard.....	55
---------------	----

FUSES



Fuse Panel Location—right side of glove compartment door.

1. 15 AMP. Cigar Lighter— Front	5. 6 AMP. Instrument Panel Lights	8. 15 AMP. Back-up Lights Washers Turn Signal
2. 15 AMP. Cigar Lighter—Rear	Transmission Indicator (PRND21)	9. Spare
3. 14 AMP. Interior Lights Dome Courtesy Glove Box Luggage Compt. Map Clock	6. 14 AMP. Speed Control Power Windows Heater—A/C Rear Window Defogger	10. 7.5 AMP. Stereo-Tape Player
4. 10 AMP. Antenna	7. 7.5 AMP. Radio	11. Spare
		12. 7.5 AMP. Warning Lights: Open Door Deck Lid Open Seat Belt Engine Temp. Oil Pressure Brake Light Low Fuel

Automatic
Headlamp
Dimmer

4 AMP.
SFE-4

In Line Fuse

Power Circuit

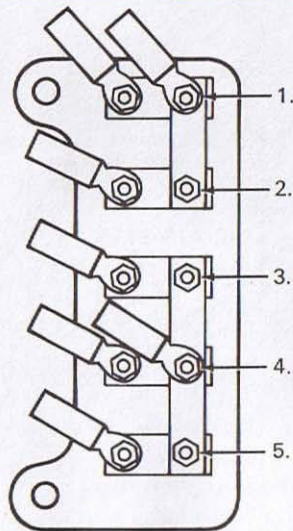
Fuse Assy.
(Fuse Link Wire
6" Long)

Terminal Junction
Block and Starter
Motor Relay

CIRCUIT BREAKERS

Circuit Breaker Panel Location R. H. Side of Dash Panel

- | | |
|---------------------------------------|--------|
| 1. Heater
Air Conditioner | 30 AMP |
| 2. Electric Windows | 20 AMP |
| 3. Electric Seats
Horns | 30 AMP |
| 4. Rear Windows | 20 AMP |
| 5. Stoplights
Emergency
Warning | 10 AMP |



Parking Lights
License Light
Tail Lights
Ash Receptacle
Light
Marker Lights

15 AMP

In Headlight Switch

Headlights

18 AMP

In Headlight Switch

BULB CHART

LAMP DESCRIPTION	Candle Power or Wattage	Trade Number
Headlamps		
Hi-Lo Beam.....	37.5 & 50 watts	4002
Hi-Beam.....	37.5	4001
Front Parking Lamps and Turn Signal....	3-32 c.p.	1157 NA
Front Side Marker.....	4 c.p.	97 NA
Rear Lamp and Stop and Turn Signal....	3-32 c.p.	1157
Rear Seat Reading.....	15 c.p.	1003
Luggage Compartment.....	6 c.p.	631
License Plate.....	4 c.p.	97
Back-up Lamp.....	32 c.p.	1156
Courtesy Lamp (Door) 4-Door.....	6 c.p. Fuse Type	*212
Map.....	6 c.p.	*212

*212-1 Used in 2-Door Models.

LAMP DESCRIPTION	Candle Power or Wattage	Trade Number
INSTRUMENT PANEL		
Warning Lights.....	2 c.p.	1895
Glove Compartment.....	2 c.p.	1895
L & R Turn Signal Indicator.....	2 c.p.	1895
Hi Beam Indicator.....	2 c.p.	1895
Heater Control.....	2 c.p.	1895
Courtesy Lamp.....	6 c.p.	631
Illumination.....	2 c.p.	1895
Speedometer.....	2 c.p.	1895
Clock.....	2 c.p.	1895
Ash Tray (Instr. Panel and Rear Doors)...	1.5 c.p.	1445
Door Lock Nomenclature.....	2 c.p.	1895
Low Fuel Warning.....	2 c.p.	1895
Auto. Trans. Ind. Lamp—Tilt Col.....	1.5 c.p.	1445
Fixed Col.....	2 c.p.	158

LAMP DESCRIPTION**Candle
Power or
Wattage****Trade
Number**

Radio AM.....	1.9 c.p.	1893
Radio AM-FM.....	1.9 c.p.	1893
Engine Compartment.....	6 c.p.	631
Speed Control Illumination.....	1.5 c.p.	1445

IMPORTANT NOTICE:

Reliable operation of your vehicle depends to a great extent on the use of lubricants and service components which meet Ford Motor Company specifications. It is possible that use of lubricants or service products which do not meet these specifications may cause damage to important operating mechanisms.

Use of a lubricant or service product which does not meet these specifications does not, in itself, affect the warranty. If, however, the use of such lubricants or products contributes to the failure of some component of the vehicle, the cost of repairing this and related components is not covered by your Ford Motor Company New Vehicle Warranties.

AUTOMATIC TRANSMISSION OILS

The transmission is filled at the factory with "lifetime" lubricant. When it is necessary to add fluid to maintain proper fluid level, use Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESW-M2C33-F (Type F).

To insure correct selection, look for the description on the container.



LUBRICATION RECOMMENDATIONS FOR 1969 LINCOLN CONTINENTAL

In all Lincoln Continental cars, the following parts are filled at the factory with a high quality lubricant designed for use throughout the life of the vehicle: TRANSMISSION, STEERING SYSTEM, and REAR AXLE. These lifetime lubricants need not be changed in any of these parts. Rather, the lubricant supply should be checked periodically and the proper lubricant "added to" when needed. See the Scheduled Maintenance Services Chart.

ITEM	FORD PART No.	PART NAME	FORD SPECIFICATION	ALTERNATE LUBRICANT
Hinges, Hinge Checks and Pivots	C4AZ-19584-A or B	Polyethylene Grease	ESB-M1C106-B	Zinc Oxide Filled No. "0" Grade Grease
Brake Master Cylinder	C6AZ-19542-A	Ford Extra Heavy Duty Brake Fluid	ESA-M6C25-A	Mandatory that ESA-M6C25-A specification is used. No substitution permitted.
Front Susp. Ball Joints	C1AZ-19590-B	Ball Joint and Multi-purpose Lubricant	ESA-M1C75-B	Lithium Soap Base No. 2 Grade Grease meeting Ford Specification ESA-M1C75-B
Steering Idler Ass'y	C6AZ-19590-A	Steering Linkage Lubricant	ESA-M1C92-A	Must Meet Ford Specification ESA-M1C92-A
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-purpose Lubricant	ESA-M1C75-B	Lithium Soap Base No. 2 Grade Grease meeting Ford Specification ESA-M1C75-B
Steering Arm Stops	C7AZ-19590-A	Steering Arm Stop Lubricant	ESA-M1C25-A	Must Meet Ford Specification ESA-M1C25-A
Hood Latch & Auxiliary Catch	C4AZ-19584-A or B	Polyethylene Grease	ESB-M1C106-B	Zinc Oxide Filled No. "0" Grade Grease

LUBRICATION RECOMMENDATIONS (Con't)

ITEM	FORD PART No.	PART NAME	FORD SPECIFICATION	ALTERNATE LUBRICANT
Lock Cylinders	B4A-19587-A	Ford Lock Lubricant	ESB-M2C20-A	Should Meet ESB-M2C20-A Specifications
Rear Axle Conventional	C6AZ-19580-B	Ford Hypoid Gear Lube	ESW-M2C105-A	Axle Lubricants Must Meet Ford Specifications
Directed Power	C6AZ-19580-C		ESW-M2C104-A	
Steering-Power (Pump Reservoir)	C1AZ-19582-A, C,D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F	Use only AT fluid having Ford Qualification Number indicating fluid meets Ford Specification ESW-M2C33-F
Transmission	C1AZ-19582-A, C,D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F	Use only AT fluid having Ford Qualification Number indicating Fluid meets Ford Specification ESW-M2C33-F
Engine Oil Filter	C1AZ-6731-A	AUTOLITE Oil Filter— 6,000 mile type	ES-C8AF-6714-A or ES-C8AF-6714-C	High Quality Oil Filter specifying 6,000 mile service interval

LUBRICATION RECOMMENDATIONS (Con't)

Engine Crankcase Oil	MULTI-VISCOSITY OILS	ESE-M2C101-B	Should Meet ESE-M2C101-B Specification
	When Outside Temperature Is Consistently		
	Below +32°F -10°F to +90°F Above +32°F		
	SINGLE VISCOSITY OILS		
	-10°F to +10°F		
	+10°F to +32°F		
	+32°F to +90°F		
	Above +90°F		

*When continuous operation is anticipated which will impose maximum loads on the engine or when driving at sustained high speeds above 60 M.P.H., use the next heavier viscosity oil.

SCHEDULED MAINTENANCE SERVICES

These scheduled maintenance services should be performed as indicated to keep your car operating at peak performance.

MAINTENANCE OPERATION	MILEAGE INTERVAL							
Number of months or thousands of miles, whichever comes first since last service	6	12	18	24	30	36	42	48
ENGINE								
Change Motor Oil and Autolite Filter ^① See pages 42-43 for details	X	X	X	X	X	X	X	X
Clean crankcase oil filter breather cap ^①	X	X	X	X	X	X	X	X
Replace Autolite carburetor air cleaner filter ^①				X				X
Drain, flush and refill cooling system	Every 24 Months							
Inspect cooling system and heater hoses for deterioration, leaks and loose hose clamps. Repair and /or replace as required ^③		X		X		X		X
Test crankcase emission system. Clean system and replace emission control valve if necessary	X		X		X		X	
Clean crankcase emission system tubes fittings, carburetor spacer and replace as necessary. Replace emission control valve		X		X		X		X
Check battery fluid level	X	X	X	X	X	X	X	X
Check drive belt tension and adjust—if required	X		X		X		X	

MAINTENANCE OPERATION	MILEAGE INTERVAL							
Number of months or thousands of miles, whichever comes first since last service	6	12	18	24	30	36	42	48
CHASSIS AND TRANSMISSION								
Lube steering idler arm						X		
Lube front suspension ball joints						X		
Check transmission oil level ^②	X	X	X	X	X	X	X	X
Adjust automatic transmission front intermediate band		X						
Check rear axle fluid level ^②	X	X	X	X	X	X	X	X
Clean and repack front wheel bearings					X			
Replace power steering filter						X		
Check power steering reservoir fluid level	X	X	X	X	X	X	X	X
Check tire pressure	X	X	X	X	X	X	X	X
Check brake lines and lining		X		X		X		X
Check brake master cylinder fluid level ^②	X	X	X	X	X	X	X	X
Lube steering arm stops	X	X	X	X	X	X	X	X
BODY								
Lube all lock cylinders	X	X	X	X	X	X	X	X
Lube all hinge, hinge checks, hood latch and aux. catch.	X	X	X	X	X	X	X	X
^① More frequent service intervals will be required if the vehicle is operated in extremely dusty areas or for extended periods of idling, trailer towing, or short runs which prevent the engine from reaching normal operating temperature. ^② Add fluid if required (additional cost). ^③ If coolant is dirty or rusty in appearance, the system should be cleaned and flushed. The radiator cap should be cleaned and system refilled with the prescribed solution of Ford Coolant and water.								

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES

SCHEDULED AIR POLLUTION CONTROL SERVICES

These services are required every 12,000 miles or 12 months (whichever comes first) to keep air pollutants emitted from the engine within legally established limits.

Check and adjust distributor points—replace as required.

Check drive belts for excessive wear or defects—adjust as required.

Check and adjust carburetor—idle speed, fuel mixture.

Clean choke external linkage.

Check and adjust ignition timing—initial timing, mechanical and vacuum advances, and vacuum retard (if so equipped).

Inspect ignition wiring (Secondary) for proper installation and good condition.

Inspect, clean, adjust and test spark plugs—replace as required.

Inspect fuel lines & filter for leaks. Replace fuel filter.

Torque intake manifold bolts to specifications.

YOU WILL BE CHARGED FOR THESE SERVICES

UNITED STATES

LINCOLN-MERCURY DIVISION DISTRICT SALES OFFICES

Factory trained personnel are prepared to render whatever service your Lincoln Continental may require. If you are driving in an unfamiliar area and are in need of service, you may contact the nearest Lincoln-Mercury District Sales Office for a convenient dealer location.

ATLANTA DISTRICT

26 Executive Park West, N.E. 633-6441
Atlanta, Georgia (30329)

BOSTON DISTRICT

81 Wyman St. 891-7900
P. O. Box 283
Waltham, Massachusetts (02154)

BUFFALO DISTRICT

570 Delaware Avenue 882-6406
Buffalo, New York (14209)

CHICAGO DISTRICT

2225 W. North Avenue 379-1000
Melrose Park, Illinois (60160)

CINCINNATI DISTRICT

Interstate 75 &
By-Pass 50, P. O. Box 15093 . . . 782-7800
Cincinnati, Ohio (45215)

CLEVELAND DISTRICT

5800 Grant Avenue 883-7600
P. O. Box 6539, Main Post Office
Cleveland, Ohio (44101)

DALLAS DISTRICT

2405 Belt Line Rd. 242-6611
P. O. Box 37
Carrollton, Texas (75006)

DENVER DISTRICT

2650 E. 40th Avenue 292-6220
P. O. Box 5588, Terminal Annex
Denver, Colorado (80217)

DETROIT DISTRICT

50000 Grand River 538-8000
P. O. Box 400
Wixom, Michigan (48096)

JACKSONVILLE DISTRICT

6674 Commonwealth Avenue . . . 781-5420
P. O. Box 2018
Jacksonville, Florida (32201)

LOS ANGELES DISTRICT

8900 E. Washington Blvd. 723-2471
P. O. Box 212
Pico-Rivera, California (90662)

MEMPHIS DISTRICT

2970 Jackson Avenue 323-8561
Hollywood Station, P. O. Box 8405
Memphis, Tennessee (38108)

NEW YORK DISTRICT

U. S. Highway No. 46 288-9400
Teterboro, New Jersey (07608)

OAKLAND DISTRICT

2010 Webster Street 452-2100
Suite 360, Oakland, California (94612)

PHILADELPHIA DISTRICT

Parkade Building 964-1611
518 Market Street
Camden, New Jersey (08102)

ST. LOUIS DISTRICT

7822 Bonhomme Avenue 862-5400
Clayton, Missouri (63105)

SEATTLE DISTRICT

521 Second Avenue W. 284-7920
Seattle, Washington (98119)

TWIN CITIES DISTRICT

610 Prudential Bldg. 374-1220
3701 Wayzata Boulevard, P. O. Box 539
Minneapolis, Minnesota (55440)

WASHINGTON DISTRICT

3900 Wisconsin Avenue, N.W. . . . 244-7400
Washington, D. C. (20016)

FORD OF CANADA REGIONAL SALES OFFICES

Factory trained personnel are prepared to render whatever service your Lincoln Continental may require. If you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford of Canada Regional Sales Office for a convenient dealer location.

PACIFIC REGIONAL SALES OFFICE

P.O. Box 7100..... 936-2111
Vancouver, B.C.

WESTERN REGIONAL SALES OFFICE

P.O. Box 2357.....454-9621
Edmonton, Alberta

MIDWESTERN REGIONAL SALES OFFICE

1725 Ellice Avenue..... 775-8101
Winnipeg 21, Manitoba

CENTRAL REGIONAL SALES OFFICE

8000 Dixie Road..... 459-2210
Bramalea, Ontario

EASTERN REGIONAL SALES OFFICE

7800 So. Service Road
Trans-Canada Hwy.....697-8220
Point Claire, P.Q.

ATLANTIC REGIONAL SALES OFFICE

P.O. Box 2166..... 422-7466
Halifax, N. S.

CONTENTS

STARTING AND OPERATING.....	PAGE 3
INSTRUMENTS AND CONTROLS.....	PAGE 9
WINDOWS, SEATS, LOCKS AND HOOD RELEASE.....	PAGE 17
HEATING, VENTILATING, AND COOLING.....	PAGE 21
OPTIONS AND ACCESSORIES.....	PAGE 27
MAINTENANCE.....	PAGE 41
SALES OFFICES.....	PAGES 68-69