

# Ford

## 1965 REGISTERED OWNER'S MANUAL

### CONTENTS

REGISTERED  
OWNER PLAN 1

WARRANTY 3

CONTENTS  
PAGE 10

MAINTENANCE 11

INSTRUMENT  
PANEL AND  
CONTROLS 30

CAR OPERATING  
INSTRUCTIONS 50

ACCESSORIES 59

SPECIFICATIONS 62

MAINTENANCE  
AND LUBRICATION  
SCHEDULE 66

INDEX 72

# CONTENTS

Registered Owner Plan....	1	Trouble Diagnosis.....	27	Driving with Manual Transmissions.....	52
Warranty		Pushing and Towing.....	29	Driving with Cruise-O- Matic Transmissions..	54
New Car Warranty.....	3	Instrument Panel and Controls		For Best Economy.....	50
Warranty Explanation..	5	Instrument Controls....	30	Accessories.....	59
Owner Responsibility...	7	Seat Controls.....	37	Specifications.....	62
Foreword.....	9	Window Controls.....	39	Lubricant Specifications.	65
Maintenance		Station Wagon Controls	41	Maintenance and Lubrica- tion Schedule.....	66
Ownership Responsibility		Convertible Controls....	43	1965 Service Literature....	69
Items.....	11	Heating and Ventilating Controls.....	45	Towing a Trailer.....	71
General Maintenance		Car Operating Instructions	50	Index.....	72
Recommendations....	20	Starting the Engine.....	51		
Non-Scheduled					
Maintenance.....	20				
Tire Care.....	26				

## MAINTENANCE

### THE OWNER'S RESPONSIBILITY FOR MAINTENANCE

As the Registered Owner, you are the real Quality Car Care Manager for your car. The maintenance program of the Quality Car Care Maintenance Guide was conceived to make it easy for you to meet your responsibilities and to help your car retain its value as well as its performance capabilities throughout the time you will be driving it. However, there are certain definite items that only you can control. Although they may seem relatively minor, they can have a profound effect on how reliably your car will serve you and on the prevention of costly repairs. Details of Owner responsibility items are included in this Maintenance section.

### OWNER RESPONSIBILITY ITEMS

To enable you to conveniently locate the instructions for the various operations, each

subject is numbered to correspond with the details in the text.

1. Use the Right Fuel
2. Check Engine Oil Level Frequently
3. Changing the Oil & Filter
4. Oil Quality Recommendations
5. Oil Filter Recommendations
6. Check the Engine Coolant
7. Check the Battery
8. Check Tire Pressures
9. Maintain Car Appearance
10. Have the Recommended Services Performed

1

#### Use the Right Fuel

The engine of your car will usually operate efficiently under most operating conditions using the grade of fuel in-

dicated on the Fuel Recommendations chart. Generally, the grades of fuel recommended will provide satisfactory engine performance. However, if "pinging" or "spark knock" occurs and cannot be cured by spark timing or other engine adjustments, change to the next higher grade of fuel. If you plan to drive your car outside Canada or the United States, ask your travel agent or auto club about the quality of gasoline available in the area you expect to visit. The octane rating of gasolines will vary in different parts of the country. Also the octane requirements of the engine will vary with changes in air temperature and altitude. In most cases, this can be compensated for by adjustments in the ignition timing which your Dealer can perform. If you use a high octane fuel, take full advantage of it by having the ignition timing set to the proper advance.

## FUEL RECOMMENDATIONS

ENGINE	GRADE OF FUEL
<b>240-Cubic-Inch Six</b> (135 Horsepower)	<b>Regular</b>
<b>352-Cubic-Inch V-8</b> (220 Horsepower)	<b>Regular</b>
<b>390-Cubic-Inch V-8</b> (300 Horsepower)	<b>Premium</b>
<b>427-Cubic-Inch V-8</b> (410 Horsepower)	<b>Super Premium</b>

Check the fuel supply when the ignition switch is at ON or ACC and the car is reasonably level. The fuel capacity of your Ford is 16.5 Imperial gallons.

2

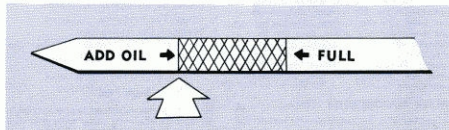
## Check Engine Oil Level Frequently

Check the engine oil level as the last step during a fuel stop or before the car is started each day. This allows the normal accumulation of oil to be in the crankcase for a more accurate reading of the level. Remove the dipstick, wipe it clean, then insert it and remove again to read the oil level. If necessary, add oil to maintain

the level between the FULL and ADD OIL marks on the dipstick.

It is normal to add some engine oil between oil changes. Requirements will vary with driving conditions, but the addition of one quart each 1,000 miles would not be excessive.

Do not operate the engine when the oil level is below the ADD OIL mark on the dipstick.



3

## Changing the Oil and Filter

Under nearly all circumstances your car, when delivered to you, has the proper grade and viscosity of oil in the engine. Under "normal" driving conditions it will not be necessary to change this oil, or the filter, until 6,000 miles, or 6 months, of driving and thereafter at 6,000 miles or 6 month intervals. Conditions under which vehicles are driven vary greatly in Canada, considering the extremes of temperature, urban and rural traffic, paved and unpaved roads, dry areas where dust is prevalent, and so on. Operating conditions are considered "normal" unless:

- (a) More than 50% of the operation is stop-and-go, as in city traffic.
- (b) The average trip is less than 10 miles.
- (c) Operation of the vehicle includes long periods of idling, such as encountered in taxi, patrol and police units, where the mileage is not an accurate indication of the engine hours run.

(d) The temperatures for periods of two months at a time regularly range below 10°F.

(e) Dust conditions encountered are more severe than those in a typical suburban area where the majority of streets are paved.

(f) The vehicle is used for consistent high speed or competition driving.

Where operating conditions are *more severe than normal* — i.e. one of the above conditions applies — then oil and filter should be changed *every 3,000 miles or every three months* whichever occurs first.

Where operating conditions are much more severe than normal — i.e. two or more of the above conditions apply — then oil and filter should be changed *every 2,000 miles or every two months*, whichever occurs first.

### FOR EXAMPLE:

1. A vehicle whose operating conditions are "normal", except that temperatures range below 10°F., for two or three months, should have oil and filter changed at 3,000 miles or 3 months during the winter and 6,000 miles or 6 months during the rest of the year.

2. If the same vehicle were to operate all the year round in a situation that calls for more than 50% stop-and-go driving, it would thus require oil and filter changes at 2,000 miles or 2 months in winter and 3,000 miles or 3 months during the rest of the year.

3. Conversely a vehicle operating in "normal" conditions except for a two or three month period of dusty operation in the summer, would require an oil and filter change at 3,000 miles or 3 months in summer and at 6,000 miles or 6 months the rest of the year.

4. A vehicle operating in "normal" conditions all year round would, of course, require oil and filter change at 6,000 miles or 6 months.

Where the oil in an engine in operation shows a tendency to form sludge or varnish, because of the operating conditions, the use of C2AZ-19579-A or CC4AZ-19579-A: Rotunda Oil Conditioner (available from your Ford of Canada dealer) will effectively reduce these deposits and generally allow longer periods between oil and filter changes.

## 4

## Oil Quality Recommendations

Oil developed especially to meet rigid Ford specifications and to fully satisfy the "engine operating sequence tests" for Service MS" was used for the original fill of your engine at the factory. This oil ensures maximum engine protection and the best operating performance. In order to provide your engine with continued protection, when changing or adding oil, Rotunda Super Motor Oil, or an oil of certified high quality from a reputable refiner or distributor, should be used. It is important that you know that not all oils sold "For Service MS" meet the exacting requirements of the engine operating sequence tests\* and oils which do not are liable to replacement filter. It is designed to protect

prove harmful to your engine. When an MS oil is used which is not certified by the marketer as having passed the engine operating sequence tests\* the addition of C2AZ-19579-A or CC4AZ-19579-A Rotunda Oil Conditioner to the oil, in the recommended proportions, will satisfy the requirements. Rotunda Super Motor Oil and Rotunda Oil Conditioner are available from your Ford of Canada dealer.

\*"Engine operating sequence tests" have been defined by ASTM Committee D2 for Section G IV of Technical Committee B and published in the SAE Handbook. Certified oils are usually described on the container by such statements as "meets the test requirements of automotive manufacturers for Service MS", "Exceeds the MS Service tests of car manufacturers" or "meets automotive manufacturers sequence tests for Service MS" etc.

## 5

## Oil Filter Recommendations

The engine oil filter is as important as the engine oil quality in preserving the internal condition of your engine. Your new car is equipped with a Rotunda oil filter which should be changed each time you change engine oil. For reliable service, you should always specify a genuine Rotunda

your engine by filtering all harmful abrasive or sludgy particles without clogging up and blocking the flow of oil. The exclusive two-stage filtering action of the Rotunda replacement filter has been shown by tests to be far more effective in over-all ability to keep the oil clean, removing particles even *finer than talcum powder*. The Rotunda oil filter is the oil filter which made a 6,000 mile (or 6 month) oil change interval possible.

**YOUR BEST ASSURANCE OF THE RIGHT FILTER IS TO SEE FOR YOURSELF THAT THE FILTER INSTALLED ON YOUR CAR CARRIES THE ROTUNDA NAME AND THE UNIQUE ROTUNDA SHAPE.**

Use of an engine oil or oil filter other than specified here will require more frequent engine oil and filter changes.



## 6

### Check the Engine Coolant

You should check the level of coolant about once a month. It should be about an inch below the ring inside the filler neck. **DO NOT FILL ABOVE THIS LEVEL.** If you have to add coolant more than about once a month or if you have to add more than a quart at one time, have your Ford Dealer check the cooling system for leaks or other trouble.

It is best to check this when the engine is cool. When the blue light is out on the instrument panel, you must be very careful about removing the cooling system filler cap because the internal pressure can blow out scalding fluid and vapours. Best way is to muffle the cap in a thick cloth and turn it gradually counterclockwise until the pressure just starts to escape. When the pressure is down, the cap can be fully removed. When-



ever possible, it is best to let the engine cool off before removing the cap.

Your cooling system is filled with a special Rotunda long-life coolant mixture. This prevents corrosion and keeps the cooling system clean for best operation summer and winter. In winter, it provides anti-freeze protection to  $-35^{\circ}\text{F}$ . and in warm weather permits your engine to operate at temperatures up to  $245^{\circ}\text{F}$ . without boiling. This coolant is good for two years (or 36,000 miles) of operation if not lost by leakage or overflow.

For most effective cooling and engine protection, you should maintain this coolant at its original strength all year round and in

all climates. (Use a regular permanent anti-freeze hydrometer to check.)

If it becomes necessary to add coolant, we recommend a 50-50 mixture of Rotunda Permanent Anti-freeze and water. Ordinary tap water may be used except in areas where



## MAINTENANCE

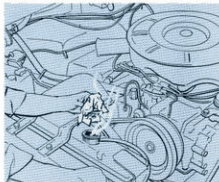
the water is known to be exceptionally hard or to have a high alkali content.

Whenever the cooling system is completely refilled, a can of Rotunda Radiator Rust Inhibitor should be added.

Rotunda Permanent Anti-freeze may be added undiluted if anti-freeze protection below  $-35^{\circ}\text{F}$ . is required. Refer to the coolant mixture charts on the container.

Regular inspections of the cooling system may reveal minor trouble which can be corrected quickly and inexpensively before they result in costly repairs to either the cooling system or the engine.

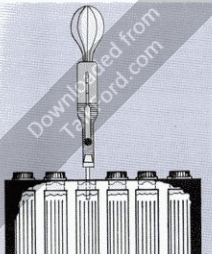
Bugs, leaves, papers, etc. that might restrict the flow of air through the radiator can cause overheating. They can be blown out with an



air hose or flushed out by spraying cold water through the rear of the radiator.

Hose leaks can often be stopped by tightening the clamps. Cracked or worn hoses should be replaced.

## MAINTENANCE



### 7 Check the Battery

About once a month (more often during hot dry weather) have the fluid level in the battery cells checked. The level should be at the ring in the bottom of the filler well. Ordinary tap water can be used except in areas where the water is known to be exceptionally hard or to have a high mineral or alkali content—use distilled water in these areas. In cold weather it is a good idea to have the battery state of charge checked every few weeks. If low, a light

charge will prevent hard starting sometime when you are in a hurry.

### 8 Check Tire Pressures

Before driving each day, glance at all your tires. If one looks softer than the others, have all pressures checked. Otherwise check pressures every few weeks. Check pressures only when tires are reasonably cool—never bleed air out of tires to adjust pressure right after a long period of sustained high-speed driving. Don't forget to check the spare tire occasionally.

The recommended pressures for standard tires are:

Passenger Car—Front . . 24 lbs. Rear . . 24 lbs.  
Station Wagon\*—Front . 24 lbs. Rear . 28 lbs.  
For better gas economy, high speed driving, or for heavy loads it is desirable to inflate tires 4-6 lbs. above recommended pressures.

*\*See page 64 for optional tire pressures.*

## MAINTENANCE

### 9

#### Maintain Car Appearance

##### Paint

Your new Ford has a Super Enamel "Diamond Lustre" finish. This is a finish of maximum beauty which in depth of colour, gloss retention and durability is superior to conventional automobile finishes.

##### Washing

The best way to preserve the finish is to keep it clean with frequent washings. Wash the car with either warm water (never hot) or cold water, not in the direct rays of the sun and not while the sheet metal surfaces are hot. Never wipe the dirt from dry painted surfaces, as this may scratch the finish. The use of strong soaps or detergents should be avoided. Any cleaning agent used, such as Ford Car Wash, should be promptly flushed from the surface with clear water and should not be allowed to dry, as it may streak the finish.

##### Polishing

Even though the finish on your Ford is more durable and retains its gloss better than conventional automobile finishes, polishing will further enhance the beauty of its "Diamond Lustre" finish.

Polishing your car with Ford Siliconized Polish will provide an added degree of protection against road salts, ice-melting agents, road oil and tar, tree sap, industrial fallout from factory chimneys and other foreign matter which, if allowed to remain in contact with the paint film, can damage any automobile finish.

##### Touching-up Paint

After washing the car, it is a good policy to examine the body for stone and parking-lot paint nicks or chips. These should be touched up immediately, before weathering action begins. Touch-up paint to match your Ford colour is available at your Ford of Canada Dealer.

##### Bright Metal

The bright metal trim on your car requires the same care as the painted surfaces. Where salt is used on streets for snow removal, wash more frequently than usual to prevent discoloration. Rotunda Chrome Cleaner may be used to remove rust or salt corrosion, and FoMoCo Chrome Protector will help keep your chrome in excellent condition.

##### Tires

Wash your tires with clear water or water with a mild detergent added. Tar, road oil and similar substances can be removed with Rotunda Tar and Road Oil Remover. White side wall tires are easily cleaned using Rotunda Whitewall Tire Cleaner. Use the cleaner as directed on the container. A stiff-bristled brush or fine steel wool can be used to remove stubborn scuff marks.

## MAINTENANCE

### (Car Appearance Cont'd)

#### Vinyl-covered Roof and Convertible Top

Plain water will ordinarily be sufficient to clean either the convertible top or the optional vinyl roof supplied on hardtop models. However, when it becomes necessary to remove accidental soilage or accumulated grime and dirt, either top can be cleaned as shown below:

1. Rinse the top or roof with clear water to remove loose dirt or grime.
2. Apply Kar Kleen following the directions on the container. Use a soft bristle brush and work only a two foot square area at a time. Carefully overlap each section to avoid streaking.
3. Rinse the top and repeat the operation.

#### Upholstery

Fabric upholstery should be brushed or vacuum cleaned regularly. Generally, oily or gummy stains can be removed with Kar

Kleen. Avoid the use of Rotunda spot remover on vinyl material as damage to the vinyl surface could result. Organic stains are best removed with cold water, followed by application of Kar Kleen.

Vinyl trim and upholstery can be kept soft and clean by regular use of Kar Kleen. This is a specially compounded conditioner for such materials, and is available at your Ford of Canada Dealer.



#### Carpeting

Your carpeting should be cleaned regularly, using a whisk broom to loosen sand and dirt, followed by vacuum cleaning. Kar Kleen may be used to remove oily or gummy deposits, or used as a shampoo, it will help to restore the original appearance and texture. Wash rubber mats with mild detergent or soap and water.

# 10

#### Have the Recommended Services Performed

Take the car to your Ford of Canada Dealer at 3000 miles and also every 6 months or every 6,000 miles (whichever comes first). He is thoroughly familiar with the maintenance requirements of your Ford and he is fully qualified to perform the Quality Car Care maintenance services prescribed in the Maintenance and Lubrication Schedule on pages 66 and 67. All these services will be provided at a reasonable cost to you.

## GENERAL MAINTENANCE RECOMMENDATIONS

All Ford passenger cars have the following parts filled at the factory with a high-quality lubricant designed for use throughout the life of the vehicle: manual transmission, automatic transmission, power steering reservoir, steering gear housing 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.

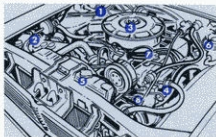
Instructions for checking these and other units are contained in the following paragraphs. Locations of the engine-compartment components are shown on this page. Specified lubricants are given on Page 65.

It is recommended that you return to your Ford of Canada Dealer for the maintenance

## MAINTENANCE

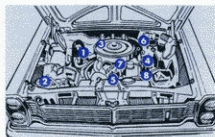
items described in the following pages. Here, you will have the satisfaction of quality workmanship performed by factory-trained

Technicians who use Factory-approved equipment, lubricants, and genuine Ford, FoMoCo and Rotunda parts.



Eight-Cylinder Engine

- 1 Transmission Fluid Dipstick
- 2 Battery
- 3 Air Cleaner
- 4 Engine Oil Dipstick



Six-Cylinder Engine

- 5. Radiator Cap
- 6. Brake Master Cylinder
- 7. Oil Filler Cap
- 8. Power Steering Reservoir

## MAINTENANCE

### 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 special seals and bearing materials. The lubricant used by Ford Motor Company contains molybdenum disulphide and is one of the longest-lasting, most friction-free lubricants known to man.

You may encounter uninformed service people who will recommend that conventional lubrication fittings be installed and that you have the car lubricated every 1,000 miles. This is completely unnecessary and, in fact, may cause damage to the special seals used in the lubrication points. More

important, the warranty, as it relates to this part of the car does not cover damage caused by improper use of conventional lubricants which can destroy seals, be incompatible with the factory lubricant and permit the entry of dirt and water after special sealing plugs have been removed.

Your best bet for expert service and expert service advice is to return to your dealer for Quality Car Care. His facility is equipped to remove the special plugs in the lubrication points at 36,000 miles so that these may be refilled with factory-type Ford lubricant. His application of the special greases combined with the reinstallation of the original plugs will protect lubrication points from damage caused by the entry of dirt and water.

### Checking the Automatic Transmission Fluid Level

The fluid level should be checked with the engine running at idle speed, the fluid at a normal operating temperature, and the transmission selector lever at P (park). Before checking the fluid level, clean the dipstick cap and surrounding area. To check the fluid level, withdraw the dipstick and wipe it clean, then insert it making sure it is firmly seated. Withdraw the dipstick again and check the fluid level—it should be at the FULL mark on the dipstick. **Do not overfill.**

When it is necessary to add fluid to maintain proper level, use only Rotunda Automatic Transmission Fluid or fluids which meet Ford Specification M2C33-D.

## Checking Brake Fluid Level

Wipe off the brake master cylinder filler cap and rotate counterclockwise to remove. The fluid level should be maintained about  $\frac{3}{8}$  inch from the top of the master cylinder. Be sure the gasket is properly seated in the filler cap, then tighten the cap securely.

## Servicing the Air Cleaner

The air cleaner will be serviced by your Ford dealer during each maintenance inspection.

## Checking the Power Steering Fluid Level

Start the engine, turn the steering wheel all the way to the left and right several times, and shut off the engine. Check the power steering fluid level. If the power steering pump on your car has a straight filler tube, the fluid level should be at the bottom of the tube when the system is full. The fluid should not be up into the tube. On pumps with an angled filler tube, the full level is shown on the dipstick attached to the filler cap. Do not overfill.



## NON-SCHEDULED MAINTENANCE

There are some maintenance operations which are required only at irregular intervals. The most effective and economical practice is to have your Ford of Canada Dealer check these items only when in your judgment the car's operation indicates they are necessary:

### • Carburetor idle speed and mixture . . .

Should be adjusted if engine stalls, idles too fast, or idles roughly. If your Ford is equipped with both power steering and air conditioning, and is powered with a 240 Six, the engine idle speed should be faster when you turn the steering wheel to the extreme right or left. If the speed is excessive, or no increase in speed is noticeable, have your Ford of Canada Dealer adjust the idle speed compensator.

## MAINTENANCE

### ● Carburetor accelerator pump . . .

When average outside temperature changes more than 30°F adjust to leanest setting that prevents engine "hesitation" when accelerating.

### ● Cruise-O-Matic . . .

Automatic transmission bands — adjust if transmission "slips" or grabs sharply when shifting.

### ● Convertible top fluid reservoir . . .

Fluid level should be checked (and fluid added if necessary) if top operates more slowly than usual or stops in the course of raising or lowering.

### ● Cross-Switch Tires . . .

Tires should be examined periodically for uneven tire wear and cross-switched or balanced as necessary.

### ● Windshield wiper blades . . .

Replace when blades do not wipe clean after you have wiped the blade off with a cloth.

### ● Body Lubrication and Maintenance . . .

Any vibration or friction between rubber and metal, or rubber or fabric to glass, or metal to metal, will cause annoying squeaks and/or wearing of parts or material. Special lubricants are available to correct these conditions and should be applied as required.

### ● Battery charge . . .

Battery and fluid level — have battery checked (and recharge if necessary) if starter turns engine more slowly than usual or if lights grow dim when engine speed drops to idle.

## ELECTRICAL SYSTEM CARE

### Circuit Breakers and Fuses

Selected circuits, such as headlights, are protected with circuit breakers. A circuit breaker is designed to stop current flow in case of a short-circuit or overload. It will automatically restore current flow after a few seconds, but will again interrupt current if the overload or short-circuit continues. This on-off cycle will continue as long as the overload or short-circuit exists. Refer to pages 63 and 64 for a list of components protected by circuit breakers and fuses.

## MAINTENANCE



21

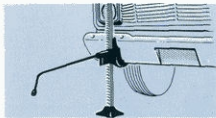
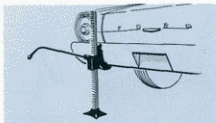
## MAINTENANCE

### CHANGING A WHEEL

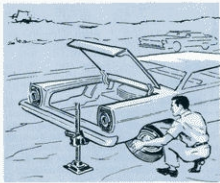
The spare wheel and tire, jack, and jack handle are stored in the luggage compartment. In the Station Wagon they are located under a trim cover panel at the right side of the rear compartment.

Before the car is jacked up, apply the parking brakes and, as an added precaution against moving, place a large stone or block under the front and rear of one wheel. Do not run the engine when the car is on a jack. After loosening the wheel nuts, place the jack under the front or rear bumper as shown in the illustration.

Position the jack hook in the notch in the bumper. Raise the car until wheel clears the ground. Remove wheel and install spare.



**CAUTION:** The car should not be raised higher than necessary for clearance to install an inflated tire. Tighten the wheel nuts on the replacement wheel, and lower the car slowly to the ground. Check all the wheel nuts again to be certain they're tight.



## MAINTENANCE



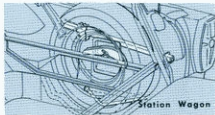
Sedan

### STOWING THE TIRE JACK AND SPARE WHEEL

To eliminate the possibility of the jack and spare wheel rattling while the car is moving, stow them properly, as shown in the applicable illustration. Complete instructions on stowing the jack and wheel are attached to the inside of the deck lid (inside the spare tire trim cover panel in the Station Wagon).



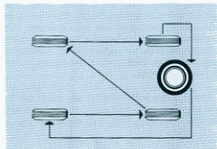
Convertible



Station Wagon

### CROSS-SWITCHING THE WHEELS AND TIRES

Cross-switching wheels and tires will equalize tire wear and may improve smoothness of ride but improvement may not justify the cost of having it done. If it becomes necessary, the pattern shown is recommended.



### TROUBLE DIAGNOSIS

#### General

Most operating troubles that might be encountered with a new or well-maintained car will be of a minor nature. This is a fact well known to experienced auto mechanics. Therefore, if you have trouble starting or operating your car, look for some simple cause, rather than failure of a major component. For instance:

Loose or corroded battery connections are more likely than battery failure.

A loose ignition wire is much more likely than distributor, coil, or ignition system failure.

No fuel in the tank or foreign material in the fuel line is more likely than fuel pump or carburetor failure.

In many cases, car operating troubles are coupled with outside factors, such as climatic conditions, road conditions, change of servicing or fueling source or change of drivers.

Car troubles that occur as a result of normal use and wear usually give plenty of advance warning. These troubles usually result from overlooking specified regular maintenance services. Whenever car performance seems less than normal in any category, it is best to consult with your Ford of Canada Dealer at the first symptom, rather than wait until a serious problem develops. One of the aims of Quality Car Care is to help you under just these circumstances.

#### If Engine Won't Crank

1. Check the Cruise-O-Matic Selector lever operation. The starter will operate only when the lever is at N or P. Apply the brakes and try moving the lever slightly right or left of the "N" position. If engine will then crank, have your Ford of Canada Dealer adjust the safety switch linkage.
2. Switch the headlights. If the lights go out when the key is turned to "Start," the battery connections may be loose or the battery discharged.
3. Another notification of loose battery connections or low battery condition is a stutter-

ing noise from the engine compartment when the ignition switch is turned to the start. This noise comes from the starter solenoid switch and indicates low voltage to the starter. Check the connections to the starter motor and the solenoid switch in addition to the battery connections.

4. Try operating the starter switch several times. Should the switch be corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your Ford of Canada Dealer.

5. If all the electrical connections are tight and you need assistance to start, read the instructions on page 29 under Pushing and Towing.

#### If Engine Cranks But Won't Start, Check:

1. Fuel gauge. You may be out of gas. If the gauge shows that there's fuel in the tank, the trouble may be in either the ignition system or the fuel system.
2. Ignition System. Remove the wire from one of the spark plugs by grasping the moulded

## MAINTENANCE

cap of the wire only, and insert a short piece of bare wire or other metal object in the terminal of the wire. Then hold the wire insulation so that the bare wire is about 3/16 inch from the engine block and crank the engine for at least 3 seconds. If there's no spark between the wire and the metal the trouble may be in the distributor or coil. If you see a spark, then check the fuel system for trouble.

3. Remove the air cleaner and check the position of the automatic choke plate in the carburetor air intake. When the engine is cold, the plate should be in the horizontal, or closed, position. When the engine is warm, the plate should be in the vertical, or open position.

### If Engine Runs Hot

The following items could cause an engine to overheat:

- Lack of coolant
- Loose fan belt
- Dirty cooling system
- Prolonged idling

- Driving car with a frozen coolant
- Defective thermostat
- Overloading or pulling heavy trailers during hot weather

### If Car Steers Hard

This can be caused by low pressure in the tires, by misalignment of the front wheels, or low fluid level in steering system.

### If Brakes Do Not Grip Well

1. If you have been driving through deep water, gently apply the brakes several times as the car is moving slowly.
2. Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high speed stops.

### If Steering Wanders or Pulls at High Speeds

This condition can be caused by . . .

- Soft tire(s) on any wheel(s)
- Wheels out of line, or balance
- Steering gear needs adjusting
- Car overloaded or unevenly loaded

- High winds
- High crown in centre of road

### If Fuses Burn Out

Burned-out or "blown-out" fuses usually indicate an electrical short-circuit, although a fuse may occasionally fail from vibration. Insert a second fuse. If this fuse immediately burns out, and you cannot locate the cause, return your car to your Ford of Canada Dealer for a circuit check.

### If Lamp Bulbs Burn Out

Repeated lamp burn-out usually indicates a loose connection, either at the lamp socket or the system ground. If examination does not indicate the cause of the trouble, return your car to your Ford of Canada Dealer for inspection.

### If Headlights Flash Off and On

If headlights begin to flash off and on at regular intervals, the system circuit breaker is operating, indicating a short-circuit or overload. Take your car to your Ford of Canada Dealer for a circuit check.

## PUSHING AND TOWING

If your car is equipped with a Cruise-O-Matic transmission do not attempt to start it by pushing or towing. Use a booster battery or jumper cables from the battery in another car. Connect positive terminal to positive terminal and negative to negative. If the battery is completely discharged, operate the engine at a fast idle for several minutes after it is started with a booster. This will create enough current to excite the alternator until there is some charge in the battery. Remove the air cleaner and check to see that the choke plate is fully closed.

If you have a manual-shift transmission, the car can be started by having it pushed. Place the shift lever in high gear before being pushed, and keep the clutch pedal fully depressed. In addition, if your car has Overdrive, pull the OVERDRIVE control all the way out. Then, with the ignition switch ON, slowly release the clutch pedal when car speed reaches 10 mph, and press the accelerator pedal halfway down until the car starts

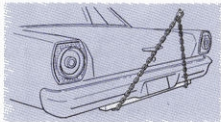
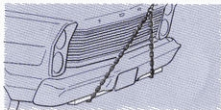
## MAINTENANCE

moving under its own power.

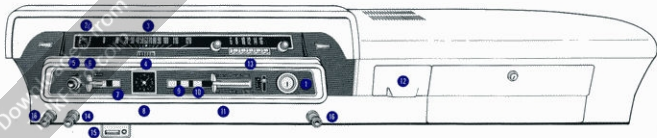
If your car must be towed, it is important that the towing chains be fastened only to the front suspension lower arms or the rear axle, using suitable spacers beneath the underbody so that the towing chain or cable does not bear on the body lower panels or bumpers. **DO NOT LIFT THE CAR BY THE FRONT OR REAR BUMPERS.** Make sure the parking brake is released and the gear selector is in the neutral position. It is important to know that the transmission and rear axle are in proper working order before towing.

To move a car with an inoperative axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the drive shaft must be removed, or the rear wheels raised, whichever is more convenient. Caution: If a car is to be towed with the rear wheels raised, a locking device should be installed to hold the front wheels in a straight ahead position. If your car must be towed with the rear wheels on the ground, do not exceed 30 mph

and the distance should not exceed 15 miles. If the above speed or distance has to be exceeded, it is best to disconnect the drive shaft.



## INSTRUMENT PANEL AND CONTROLS



	Page
1. Ignition Switch .....	31
2. Fuel Gauge .....	32
3-4. Speedometer and Odometer .....	32
5. Lights Switch .....	32
6. Windshield Wipers and Washers ..	32
7. Oil Pressure Indicator .....	32
8. Clock .....	33
9. Engine Temperature Indicators .....	33

	Page
10. Alternator Indicator .....	33
11. Heater or Air Conditioner Controls ..	33
12. Lighter and Ash Tray .....	34
13. Radio .....	34
14. Silent-Flo Rear Vent or Convertible Top Control .....	34
15. Speed Control .....	34
16. Fresh Air Controls .....	34

## INSTRUMENT PANEL AND CONTROLS

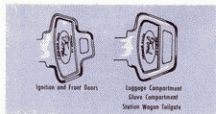
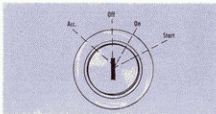
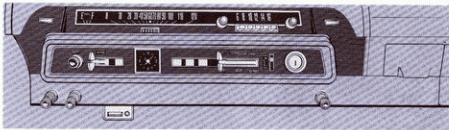
### KEYS

Two keys operate all the locks of your car. The keys are reversible because they have identical "bits" on both sides of the blade; therefore, they can be inserted into the locks with either side up.

Attached to these keys are metal rings on which code numbers are stamped. For extra keys or quick replacement at any Ford of Canada Dealership—and most locksmiths—keep these rings, or the record of these code numbers.

### 1. IGNITION SWITCH

This 4-position switch is located to the right of the heater fan switch. When the key is turned to the left, or accessory position, it permits use of electrical units, such as the radio, heater or air conditioner fan, power windows, and windshield wipers, that are wired through the switch. When the key is turned to the extreme right, or start position, the starting and ignition systems are energized. When the engine starts, and the key is released by you, it will automatically return to the on position for normal car operation. See page 51 for the starting procedure for your Ford.



## INSTRUMENT PANEL AND CONTROLS

### 2. FUEL GAUGE

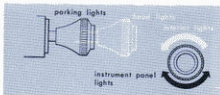
When the ignition switch is at the on or accessory position, the fuel gauge pointer shows the gasoline level. The pointer position varies slightly during acceleration, braking, and when the car is on a hill. Check fuel supply when the car is reasonably level, either standing still or moving steadily.

### 3-4. SPEEDOMETER AND ODOMETER

The speedometer, located above the steering column, indicates the car forward speed in miles per hour. The odometer records the total mileage driven.

### 5. LIGHTS SWITCH

Pull the LIGHTS knob outward to its first position. This turns on parking lights and taillights. At the second position, headlights and taillights are on. At either position, the instrument panel lights can be dimmed, bright-



ened, or turned off by rotating the knob. To switch on interior light, turn the LIGHTS knob all the way to the left, either pushed in or pulled out.



### 6. WINDSHIELD WIPERS AND WASHERS

To operate the windshield wipers, move the WIPERS control lever to the right to start the electric wiper motor. If your Ford is equipped with the optional 2-speed wipers and windshield washers, the WIPER control has two speed positions; and the washers are actuated by the WASH control, when the lever is moved to the right.

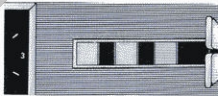
### 7. OIL PRESSURE INDICATOR

Should the engine oil pressure drop below a safe operating limit, the OIL indicator light to the left of the steering column glows red. The OIL light may flicker briefly after a sudden stop or at idle, but this is not harmful to the engine. However, if the light glows steadily when engine speed is above idling, stop the engine immediately and have the oil level checked. Do not attempt to drive in for service when this light is on.



### 8. CLOCK

The electric clock contains a self-regulating mechanism which automatically corrects the speed of the clock. Whenever you find it necessary to reset the hands, simply set the hands ahead to the correct time if the clock is running slow, or back to the correct time if the clock is running fast. Since the speed correction is only a small amount each time the clock is reset, it may be necessary to reset it more than once.



### 9. ENGINE TEMPERATURE INDICATORS

When the engine is started, the blue temperature indicating light will glow until the engine warms up to approximately 115 degrees F., then it will go out. Should the engine become overheated for any reason—approximately 245 degrees F.—the red light will glow. Both lights are out when the engine is within the normal operating range. To check the operation of the red indicator light, turn the ignition switch to the start position; the light should glow until the engine starts.

### 10. ALTERNATOR INDICATOR

With the ignition switch on, the ALT (alternator) indicator light glows red when the battery is being discharged. The ALT light may flicker or glow occasionally as the engine idles; however, if the light remains on steadily at normal driving speeds, the electrical system should be checked by your Ford of Canada Dealer.

### 11. HEATER OR AIR CONDITIONER CONTROLS

Refer to pages 45 and 48 for the operation of the heater and air conditioner controls.



## INSTRUMENT PANEL AND CONTROLS

### 12. LIGHTER AND ASH TRAY

The lighter is contained in the ash tray assembly on the instrument panel. Pull outward on the bottom edge of the tray front for access to both the lighter and ash tray. To remove the tray for cleaning, open and lift the tray out.

To remove the rear seat ash tray, open the cover, and lift the tray from the arm rest(s).

### 13. RADIO

Instructions for the operation and tuning of the optional AM radio is given on page 50.

### 14. SILENT-FLO REAR VENT OR CONVERTIBLE TOP CONTROL

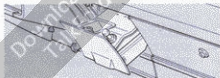
The Silent-Flo rear vent, standard on 4-door hardtop models, is described on page 47. The operation of the convertible top control is given on page 43.

### 15. SPEED CONTROL

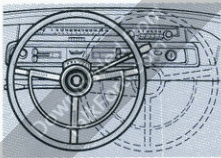
Operating instructions for the optional automatic speed control are given on page 58.

### 16. FRESH AIR CONTROLS

See page 45 for the operation of the right- and left-side fresh air controls.



## INSTRUMENT PANEL AND CONTROLS



### SWING-AWAY STEERING WHEEL

If your car is equipped with the optional factory-installed Swing-Away steering wheel, it can be swung to the right after the Cruise-O-Matic selector lever has been shifted to P (park). For safety reasons the selector lever

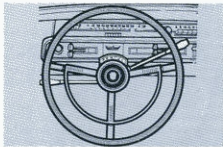
can't be moved out of P, with the steering column in this position, and you won't be able to drive the car until the column is again securely locked in its normal driving position. When you are ready to drive, swing the wheel all the way to the left and move the gear shift lever out of "Park" position. This securely locks the wheel in driving position. It cannot swing until you have again stopped and placed the shift lever in "Park".

### TRANSMISSION SELECTOR LEVER

The selector lever for the 3-speed manual-shift transmission and for the optional Cruise-O-Matic is located at the right side of the steering column, on all but the Galaxie 500 X/L models. The Galaxie 500 X/L Cruise-O-Matic selector lever is on the console. Models with a 4-speed manual transmission have a floor-mounted gear selector lever. See "Car Operating Instructions" for the proper use of these controls.

### TURN SIGNAL LEVER

To signal for a right turn, push turn indicator lever upward. For a left turn pull lever



downward. Flashing lights in the front of the car and in the taillights indicate the direction you intend to turn. If the turn is very gradual, the indicator may not shut off when you straighten the wheels. If this occurs, merely move the lever to the neutral position by hand.

### HORN

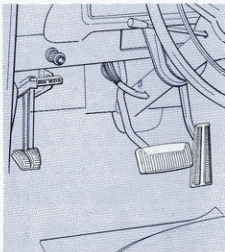
The horn is sounded by pressing the horn ring on the steering wheel.

**ACCELERATOR—BRAKE PEDALS**

The accelerator pedal and the pedal for the service brakes are located close enough to each other to permit quick and easy foot movement between pedals. The brakes are hydraulically applied for ease of operation to help provide smooth stops.

A self-adjusting mechanism, which automatically compensates for the normal brake lining wear, is part of each brake assembly. This automatic adjustment is obtained by applying the brakes while "backing up." Some drivers may find that they do not make many stops in reverse under normal conditions and in their case they should make a point of performing several sharp brake applications while moving in reverse. This will set up the brake shoes to the correct adjustment.

If further brake adjustment is necessary, see your Ford of Canada Dealer.

**PARKING BRAKE CONTROL**

To apply parking brakes, push the pedal under the left end of the instrument panel down all the way. To release brakes, pull the **BRAKE RELEASE** handle located at the extreme lower left edge of the instrument panel. The brakes release more easily if you push down firmly on the parking brake pedal first. Then pull the release handle while you let the pedal up slowly.

**HEADLIGHT BEAM SELECTOR**

Two sets of headlight beams meet varying night driving conditions. Generally, low beams provide adequate light; high beams give better long-range visibility on dark roads. When the headlights are on, press the beam selector with your left foot to change from one set of beams to another.

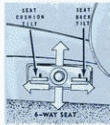
## SEATS

## Front Seat Adjustment

In cars equipped with full-width front seats, a control lever on the left side of the seat releases the seat latch. To move the seat forward or back, pull the lever upward and hold it as you slide the seat to the desired position. Release lever to lock the seat in place. On bucket seat models, push the lever toward the rear while you adjust the seat fore and aft position.

The bucket seat back angle can be adjusted. Two seat back stops, located on the bottom edge of the seat back, can be screwed in or out. The seat back will be more erect when the stops are lengthened. Adjust both stops to the same length.

Also, your Ford of Canada Dealer can relocate the whole front seat assembly to adjust leg room.



## Power Seat Adjustments

A finger-tip touch of the switch on the side of the optional power front seat moves the seat to the most comfortable driving position for you. Hold the switch handle until the seat reaches the position you desire, then release the handle.

Full width seats have a six-way control for adjustments fore and aft, up and down, and front and back tilt of seat. Bucket seat models have a four-way control for fore and aft and up and down seat movement.

## INSTRUMENT PANEL AND CONTROLS

### SEAT BELTS

For greater safety and comfort:

1. Be sure the belt is snugly fitted well down on the hips and not twisted.
2. Only one person should be strapped in each seat belt.
3. To clean webbing, wash with any commercial soap or mild detergent.



**CAUTION** – Do not clean with carbon tetrachloride, naphtha, etc. Also bleaching or re-dyeing the webbing is not recommended because of possible loss of webbing strength. The outboard half of the factory-installed deluxe seat belt is automatically retracted. To use this seat belt, grasp the outboard end and unreel the belt. This belt can be shortened, after it is connected, simply by pulling on the loose end until the belt is snug. To remove the belt, lift the buckle release. The outboard half will automatically reel itself in.



To lengthen the belt inboard half, tip the buckle end downward and pull the buckle until the ends can be joined.

### Seat Belt Retractors

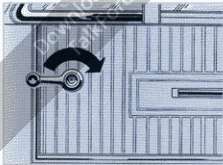
Seat belt retractors pull the loose outer belts into the storage box. Always pull the belt completely out of the retractor before adjusting and fastening the other half of the belt unit. Tug firmly at the belt to be sure no slack is left in the retractor. A definite stop will be felt when the belt is completely extended.

### Seat Belt Anchorage Check

For your own safety, check the seat belt anchor attachments. Special bolts have been used to fasten the belt-end hardware of the factory-installed deluxe seat belts to the floor, make sure the bolts are tight.

**WINDOW CONTROLS****Vent Window Controls**

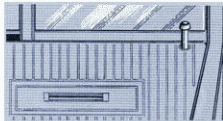
To open a front vent window, turn the regulator handle that is located beneath the window in a clockwise direction. The window can be cranked to any desired opening.

**Side Window Controls**

Most side windows are lowered to any desired opening by turning the individual handles toward the front of the car. (The 4-door hardtop rear door window control is turned toward the rear of the car to open the window.) To raise the window reverse the procedure.

**Power Window Controls**

The driver can open or close all four side windows by actuating the master control switch mounted on the left front door or on the console panel. Individual control buttons are located within easy reach of each passenger. A LOCK button is provided on the master control switch which, when set, locks out all window control switches except the master control. For maximum safety, the ignition switch must be either on in the accessory position before the windows can be operated. If you prefer full-time operation, your Ford of Canada Dealer can provide this by a simple wiring change.

**DOOR LOCKS**

The doors of your Ford have a keyless locking system. They can be locked from outside the car without a key by first depressing the inside lock plunger and then holding the outside push button in when the door is closed. To unlock a door from the outside, insert the key in the lock, and turn it toward the front of the car. The front doors can be unlocked from inside by pulling the door handle rearward or pulling up on the door lock plunger. On rear doors, pull the door lock plunger up to unlock the door.

## INSTRUMENT PANEL AND CONTROLS

### PARCEL COMPARTMENT LOCK

To open the unlocked parcel compartment door, press the combination release button and lock cylinder. To lock the door, turn key in the cylinder one full turn in a clockwise direction. To unlock the door, reverse the procedure.

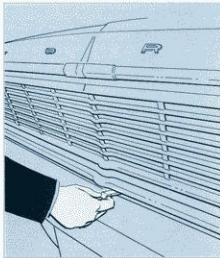
### OPENING THE HOOD

Your Ford is equipped with a single-action hood release which completely releases the hood locking mechanism and the safety catch in one easy motion.

To open the hood, pull forward on the release lever below the centre of the grille. With the lever in the forward position, open the hood.

### DECK LID LOCK

Turn the key to right in the lock, and the deck lid will automatically pop open part way. Torsion bar hinging provides easy raising and lowering of the lid. To close, push the lid down firmly and it will lock itself.



### FUEL FILLER LOCATION

Your Ford car or station wagon is fueled from the left-hand side. This arrangement has permitted the larger-than-before car luggage compartment and station wagon cargo area for your convenience.

The filler cap is located beneath the hinged access door near the top of the left rear fender. Turn the cap to the left to remove.



## INSTRUMENT PANEL AND CONTROLS

### STATION WAGON FEATURES



#### Manually Operated Tailgate Window

The window must be opened or closed with the handle outside the tailgate. Lift the handle out of the handle base for access to the lock cylinder. To unlock the handle, turn the key in the tailgate lock one-fourth turn to the right. The window may be cranked up or down after you've unlocked the handle. To lock the window at any position (open, partially open, or closed), turn the key one-

half turn to the left with the handle hinge in the top or bottom position. To fold the handle back into its base, the handle hinge must be in the top or bottom position.

#### Power-Operated Tailgate Window

The power-operated tailgate window is controlled by a switch on the left side of the instrument panel next to the LIGHTS switch. For maximum safety, the ignition switch must be either on or in the accessory position before the window can be operated. You can also open or close the tailgate window from the outside by turning the key in the tailgate lock, and holding it until the window reaches the position you desire.

#### Tailgate Opening

Open the tailgate window as previously described. With the window fully opened, reach inside the station wagon and pull up on the

tailgate latch release lever located on the inside top edge of the tailgate. Then pull the tailgate down all the way.

#### Tailgate Closing

Before closing the tailgate, be sure the window is all the way down. Don't close the tailgate with window even partially raised. Lift the tailgate up and push it forward firmly. Be sure the tailgate is fully forward and latched so that the glass aligns with its guides.

#### Station Wagon Second Seat

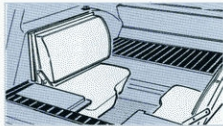
For maximum floor area, simply pull forward on the chrome lever at the right side of the seat-back and, at the same time, pull the seat-back completely forward. With the seat-back all the way forward and flat, the section of floor attached to the seat-back is also made flat and becomes part of the cargo-carrying area.

## INSTRUMENT PANEL AND CONTROLS

To make the rear seat usable for passengers, press down on the top edge of the seat back, lift up about an inch on the section of floor attached to the seat back and, at the same time, pull up and rearward on the seat back. When the seat back is fully erect, it automatically locks into position.

### Station Wagon Rear Seats

The Ford 6 + 4 (10-passenger) station wagons are equipped with two opposed, centre-facing rear seats. Entrance and exit is from the rear of the station wagon after the tailgate is lowered. The seat backs are attached to hinged floor sections which fold down to form a flat load floor when not in use. With only one seat open, a convenient table and chair arrangement is provided. A lockable luggage compartment stowage space is provided beneath the rear compartment floor when both seat backs are in the down position. The lock is optional on the Ranch Wagon model.



### Rear Seat Heater

If your 6 + 4 (10-passenger) station wagon is equipped with the optional rear compartment heater, this is located beneath the right-hand rear seat. This hot-water-type heater is controlled by a combination water control valve and two-speed blower switch located on the instrument panel to the right of the steering column.

## INSTRUMENT PANEL AND CONTROLS

### CONVERTIBLE FEATURES

#### Opening and Closing the Back Window

To open the convertible back window, be sure the stowage compartment behind the rear seat is empty, then open the slide fastener at the top of the window, unsnap the window retaining strap, and carefully lay the window in the top storage compartment behind the rear seat. **Do not rest the glass on the seat back.**

To close, support the rear window in position with the retaining strap provided, and

close the slide fastener at the upper edge.

#### Lowering the Top

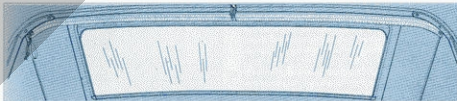
The convertible top can be lowered with the back and side windows either up or down.

If the back window is open it must be stowed in the well in a completely flat position (not resting on the seat back) before lowering the top.

**DO NOT LOWER THE TOP WHEN THE BACK WINDOW IS HANGING BY THE RETAINING STRAP ONLY.**

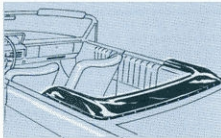
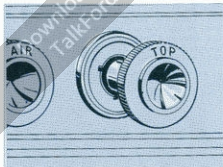
Unclamp the top from the top of the wind-

shield at both right and left sides. The clamps are flush with the frame when in the closed position. Pull each clamp inward until the hook in the windshield header is free. **Close header clamps immediately after disengagement.** This is necessary to avoid cutting the top material by closing the clamps after the top has been lowered. In addition, the clamps must be closed to permit installation of the vinyl boot. If the top has not been lowered for some time and sticks to the header, push the front of the top up slightly with your hand to loosen it. Check the storage compartment behind the rear seat to be sure it is empty and ready to receive the top.



## INSTRUMENT PANEL AND CONTROLS

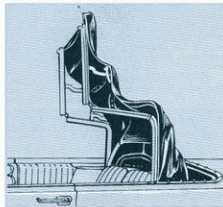
Push down on the TOP toggle switch control, located at the left end of the instrument panel, holding it until the top folds down completely. Don't lower the top while the car is moving or if the top material is wet. After the top is fully lowered, cover it with its vinyl boot to keep out dust and dirt.



### Raising the Top

Partially lower all the side windows so they won't interfere with the forward movement of the top. Then remove the vinyl boot covering and store it in the protective envelope. Don't raise the top while the car is moving. Lift the TOP toggle switch control, holding it until the top unfolds and moves forward against the windshield header. The two pins under the forward edge of the top should

seat themselves in the matching holes in the header. To fasten both clamps securely, push the clamp handles into the frame of the top until they are flush with the frame.



## INSTRUMENT PANEL AND CONTROLS

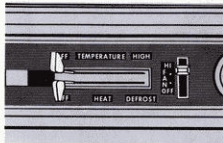
### FRESH AIR CONTROLS

The left and right air controls permit ventilation of your Ford in any kind of weather. The left air control knob is at the left end of the instrument panel over the parking brake release; and the right air control knob is also on the panel below and to the right of the ignition switch. Pull outward on either control knob to regulate the flow of outside air into the car. When driving in dusty areas, it's best to close all windows and open the fresh air vents for air circulation. The fresh air vents controlled by two knobs operate independently of the heater and air conditioner. To let the heater or air conditioner operate at full efficiency, be sure both AIR knobs are pushed in all the way.

### MAGICAIRE HEATER AND DEFROSTER

The MagicAire Heater and Defroster has been painstakingly planned and designed for your comfort. To prevent cold air from enter-

ing through the fresh air registers, push both left and right air knobs in all the way. If the engine is cold, it is best to keep the lower heater control lever at OFF or DEFROST, until the blue engine temperature indicator light goes out. Then move the lower lever to HEAT, and set the upper lever at any position between OFF and HIGH that will maintain the desired temperature of the incoming air.

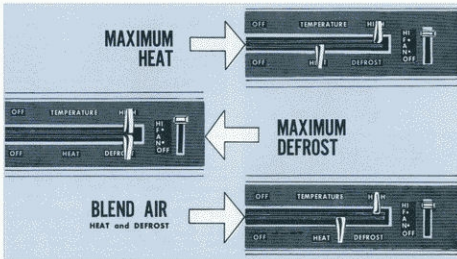


## INSTRUMENT PANEL AND CONTROLS

When the car is standing still or moving slowly, flick the FAN switch to one of its three positions, depending upon how much air circulation you want. At moderate or high driving speeds, the fan will probably not be needed to maintain warm air circulation because the forward motion of the car forces outside air through the heater and into the car for comfort.

### Defrosting

To keep the windshield free of light frost or condensation, set the lower heater control lever at DEFROST, and flick the FAN to HI. For fast defrosting or removal of very heavy frost, set the upper lever at HI to obtain maximum heat. By setting the lower lever between HEAT and DEFROST, you can blend the heated air through the defroster and into the car at floor level.

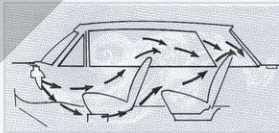


## INSTRUMENT PANEL AND CONTROLS



### SILENT-FLO REAR VENT

This new and unique rear vent for 4-door hard-top models works on the same principle as the vent windows to draw stale air or smoke from the passenger compartment, to reduce fogging of the rear window, and to provide improved air circulation throughout the passenger compartment. The control is located on the instrument panel next to the left air control. Best circulation of air will be



obtained if vent windows are closed whenever the rear vent is open.

In moderate weather this rear vent can be used with all windows closed to cut down wind noise and to keep out rain and dust while providing maximum QUIET ventilation and air circulation throughout the passenger compartment at normal road speeds. For best results under these conditions, the air inlet controls should be fully or partially

open while the rear vent is being used.

During cool weather which does not require "maximum" heater temperature control setting, the rear vent may be used with the heater to improve air circulation and heat distribution (especially to the rear seat) and to reduce window fogging. When used this way, closing the air inlet controls and vent windows will give best results. When your personal warmth requirements are such that the heater temperature control must be set at maximum, it is best to close the rear vent. Similarly, the rear vent may be used with the air conditioner in moderately warm weather, when cooling requirements permit the use of the "Fresh" air control position and cooling control settings less than "Maximum." When comfort requires "maximum" cooling control setting, best results will be obtained with the rear vent closed. Remember that when the air conditioner is being used, the fresh air inlets and vent windows should be closed.

## FORD AIR CONDITIONER

The Ford Air Conditioner is also custom-designed exclusively for Ford cars. The Ford crest on the chrome-finish bezel assures you that this is a top-quality refrigeration-type air conditioner. It provides faster cool-down, greater cooling capacity with a 3-speed blower, and efficient air filtering and de-pollinating action.

For temperature control, start the engine and rotate the TEMP knob on the right of the air conditioner control panel from the OFF position to the cooling position of your choice.

The farther you rotate the knob, the cooler the air will become.

You can control air circulation by rotating the FAN knob, on the left side of the air conditioner control panel. There are three blower speeds to choose from . . . low (1), medium (2), and high (3). The farther you rotate the knob, the higher the blower speed. To control the four movable front air outlets, simply point each outlet in the direction you wish to aim the air stream. The side outlets can rotate 360° to circulate the cool air to individual preference.

## TIPS FOR BETTER AIR CONDITIONING

Your Ford air conditioner has an extremely rapid cool-down rate. However, when starting out in hot weather, it helps to set the temperature control at the maximum cooling position with the fan on. Then drive for two or three minutes with the side windows and both fresh air registers open to force most of the hot air out of the car. Then, close the windows and both air registers, and turn the blower to the desired speed.

Operate your air conditioner cooling system regularly. At least once or twice a month turn on the cooling control and blower for a few minutes while the engine is running. This periodic operation keeps all the mechanical parts of your air conditioner in good operating condition.

Each spring have your Ford of Canada Dealer make a pre-season inspection to be sure your air conditioner is ready for efficient operation. He'll check the cooling system for refrigerant state of charge and leaks, and add the specified refrigerant and compressor oil, if required.



**RADIO**

The optional transistor-powered AM radio is engineered to provide fine fidelity sound reproduction. Each of the five selector buttons has probably been set by your Ford of Canada Dealer to one of your local stations. If other stations are desired, the knob at the right of the tuning dial can be turned manually. The combination on-off switch and volume-control knob is at the left of the dial, and the treble-base tone control is behind the volume knob.



Reset any selector button for automatic tuning of another station by first warming up the radio for at least ten minutes. Next, pull the button to be reset straight out until it stops. Turn the tuning knob to the station setting you want for the button. To lock the new setting, push the selector button all the way in.

**REAR SEAT SPEAKER**

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

A control knob for the rear seat speaker is normally located under the instrument panel. Rotate this knob fully in one direction to operate the front speaker. Rotating the knob in the other direction operates the rear speaker. At a point midway between the rotation for full front or rear, both speakers will operate with an equal output.

**STUDIO SONIC REAR SEAT SPEAKER**

This unit consists of an auxiliary rear seat speaker and a reverberator. This unit offers something really different in car radio listening—studio-type dimensional effect. A switch provides "on" or "off" operation of the unit.

# CAR OPERATING INSTRUCTIONS

## THE FIRST FEW MILES

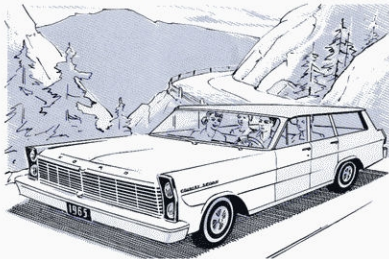
Your new car was ready for the road the moment you took delivery. There is no need for a long, tiresome, low-speed break-in period. Nevertheless, it's best to get your car off to a good start toward a long, economical life. By observing a few simple operating rules during the first few hundred driving miles, you can experience the maximum in new-car performance, economy, and durability.

Remember during the first 250 miles, to avoid sudden, hard stops. The brakes seat more uniformly if you make slow, gradual stops from various speeds.

Avoid fast starts at wide-open throttle. And after starting a cold engine, drive slowly until it warms up. Otherwise, any reasonable speed within legal limits is permissible.

Up to 500 miles, deliberately vary the speed from fast to slow and back again, if traffic conditions don't do it for you automatically.

Any steady, unchanging speed during this period tends to cause uneven wear of precision parts. Accelerate up to 60 mph when you can. In fact, one- or two-mile spurts at legal speeds above 60 are fine. Any legal speed short of wide-open throttle is all right up to the 2,000 mile mark. Keep away from top speeds until you've driven the car at least 2,000 miles.



## CAR OPERATING INSTRUCTIONS

### STARTING THE ENGINE

Be sure your garage door is open **WIDE** before you start or run the engine. All auto-



mobile engine exhaust gases contain poisonous carbon monoxide which will build up to a dangerous level within minutes in any enclosed space.

With any automatic transmission, the range selector lever must be in "P"ark or "N"eutral position before the starter will engage. With a manual transmission, it is good safety practice to place the gearshift lever in the neutral position before engaging the starter.

### Cold Starting (also see page 59)

To operate the automatic choke and fast idle, first press the accelerator pedal all the way to the floor and then release it all the way.

On an eight-cylinder engine, leave the pedal in the released position. On a six-cylinder engine, position the pedal about one-third of its travel to the floor.

Now turn the ignition switch all the way to the right, to the "START" marking. When the engine starts and runs, release the ignition switch and it will spring back to the "ON" position. The fast idle mechanism will run the engine a little faster than normal idle. Allow the engine to operate freely for a short time. A sharp tap with your foot on the accelerator pedal will then let the engine return to a slower idle speed.

### Starting In Extreme Cold Weather

Starting may be assisted by depressing the accelerator pedal two or three times, and then using the above Cold Starting procedure. Use of 5W-20 engine oil will also assist in starting the engine. (See page 65.)

### Warm Starting

If the engine is warm, it is not necessary to "set" the choke and fast idle. Simply press the accelerator pedal down about one inch and turn the ignition switch to "START" until the engine catches.

### Flooding

If the accelerator is pushed all the way to the floor when starting a warm engine or is "pumped" excessively when starting a cold engine, it is possible to "flood" the engine (inject too much gasoline). If the engine turns over but will not fire, or if you smell gasoline, this is probably what has happened. In this case, depress the accelerator all the way down and hold it there while you crank the engine with the starter. As soon as the engine starts to run let up on the accelerator to hold a normal "fast idle" speed.

If the engine does not start within 30 seconds, turn the ignition switch back to "OFF" and wait a few moments before cranking the engine again. This procedure will conserve your battery power and extend the life of your battery.

## CAR OPERATING INSTRUCTIONS

### DRIVING WITH MANUAL TRANSMISSION

#### 3-Speed Transmission

A normal "H" pattern is used in shifting the three speed, fully synchronized standard transmission. To operate this transmission, first make sure that gear shift lever is in the neutral position. Then start engine, press clutch pedal fully to the floor and move gear shift lever to low gear position. Then depress accelerator slowly, letting out clutch gradually but firmly at the same time.

When the car reaches a speed of approximately 15 mph, release accelerator pedal, press clutch pedal fully to floor and move gear shift lever to the second gear position. Release clutch pedal (all the way up) and

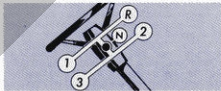
accelerate approximately to 30 mph. Then shift into high gear the same way. To stop the car, release the accelerator and apply the brakes. Depress clutch only after car slows down to 10-15 mph, then continue to use brake to bring car to a complete stop.

Here are several important points to remember when driving a manual-shift transmission:

1. When shifting to second (2) and third (3) gears, release clutch slowly but firmly for smooth engagement. The clutch must be completely disengaged (by fully depressing the clutch pedal when shifting from one gear to another.
2. Avoid resting foot on the clutch pedal when not shifting gears. This is called "riding the clutch" and can result in clutch failure.
3. When shifting the transmission from neutral to low gear, depress the clutch pedal fully to floor before moving the shift level from neutral. The shift from neutral to low gear can be made while the car has forward motion, provided the clutch pedal is first depressed and the car speed

does not exceed 20 mph.

4. When downshifting, always downshift high-to-second, and then to low. Do not shift directly from high to low.
5. Never use the clutch to "hold" the car when at a standstill (as when waiting for a traffic light on an up-grade).
6. When it is necessary to reduce speed in heavy traffic or when driving up steep hills, shift to second (2) before the engine starts to labor. Such down-shifting reduces the possibility of stalling the engine and gives better acceleration when you need to increase your speed again. On steep down-grades, down-shifting the transmission to second (2) gear helps to maintain safe speed and to prolong brake life. The best range for making this shift is approximately 40-20 mph. The fully synchronized transmission permits shifting into low smoothly while the car is still in motion. To avoid possible damage to the clutch, however, a shift to low should not be made when the car is moving over 20 mph.
7. Never shift to reverse gear while the car is in motion.



## CAR OPERATING INSTRUCTIONS

8. To park the car in gear, use the reverse gear position and set the parking brake. Failure to observe these instructions will result in unnecessary clutch wear, or possibly damage to the transmission.



### 4-Speed Transmission

The shift pattern for the optional 4-speed transmission is clearly shown on the gear shift lever knob.

Use the same technique described for the 3-speed transmission to shift from one gear to another.

Always downshift in sequence, that is, fourth to third gear (55-25 mph), third to second gear (35-15 mph), and second to first gear (20-0 mph).

To shift to reverse, first make sure that car is not moving. Depress the clutch pedal, then, place the palm of your hand on the gear shift knob and curl your fingers under to pull the reverse release upward toward the knob. (This release prevents accidentally shifting to reverse gear while the car is in motion). Pull the release up fully and move the gear shift lever to the reverse gear position shown on the knob. Release the finger-operated release lever, then release the clutch pedal. Do not shift into reverse when the car is moving.

### Overdrive Operation

The overdrive feature is controlled by a pull-push knob on the instrument panel. When this knob is pulled out, the transmission operates the same as the conventional 3-speed except that the vehicle must be

brought to a complete stop before shifting into low or reverse gear.

Pushing the knob in puts the overdrive feature into operation. Now, if you lift your foot from the accelerator momentarily at any speed above approximately 27 mph, the transmission will shift into a quiet-running, gas-saving 4th gear. When you slow down below approximately 21 mph, the transmission will shift back into 3rd gear for better low-speed performance. When you lift your foot from the accelerator while operating in overdrive, the vehicle will "free wheel." Because there is no braking from the engine, you will not slow down as rapidly as with a standard transmission.

To disengage "Overdrive" while the car is moving, push the accelerator to the floor for an instant while you pull out the control knob. Then let up on the accelerator and you will be operating in conventional drive. For better acceleration while driving in overdrive, just press the accelerator to the floor and the transmission will shift to conventional drive. When you lift your foot from the accelerator, it will shift back to overdrive.

## CAR OPERATING INSTRUCTIONS

### DRIVING WITH CRUISE-O-MATIC TRANSMISSION

The Cruise-O-Matic selector lever provides six settings to control transmission gear changes—"P" (park), "R" (reverse), "N" (neutral), "•" (drive), "⊙" (drive), and "L" (low).

#### Column-Mounted Lever—

If your Ford has a steering column-mounted automatic transmission selector lever, the position of the pointer behind the quadrant on the steering column indicates your selection of transmission operation. The quadrant is illuminated for your convenience during night time operation.

When positioning the selector lever at "⊙" from "P" or "N", a slight downward pressure on the lever as it is moved will cause it to stop at "•". This allows you to devote full attention to the road ahead.

#### Console-Mounted Lever—

The Ford Galaxie 500 X/L is equipped with a console-mounted "T-bar" transmission selector lever. The left end of the "T" has a

thumb-operated push button as a safety lock-out to prevent accidental shifting to park, reverse, and low. The button must be pushed in when you shift in or out of these positions.

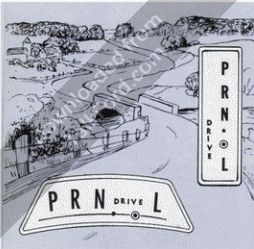
The plate to the left of the selector lever shows the various transmission gear settings, and a pointer indicates your choice of gear selection. The plate is illuminated for your convenience during night time operation.

#### To Go Forward

Two different drive ranges for varying road and driving conditions are available.

#### Drive ⊙

The normal driving range is indicated by a "⊙". Using this position permits the car to start in first gear, giving the best combination of automatic gear shifts and providing for 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 to second and from second to first as speed decreases.



## CAR OPERATING INSTRUCTIONS

### Drive ●

The alternate range is indicated by a "●". In this position, regardless of pressure applied to the accelerator pedal, the car will always start in second gear and automatically shift to high gear. This range is especially useful for starting the car from a standstill on icy pavements or other slippery surfaces.

### Forced Downshifts

At speeds between about 35 to 70 mph in either drive 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 second to first gear is possible at speeds under 35 mph,

when the selector lever is placed in the "●" position only.

### Low "L"

To help brakes slow the car on hilly roads, shift the selector lever to "L". The transmission will shift and remain in second gear at speeds above 30 mph. If vehicle speed drops below 30 mph, the transmission will automatically shift to first gear. To prevent unnecessary wear do not drive faster than 30 mph in low gear. Upshifts from first gear can be made only by manually shifting from "L" to one of the Drive positions.

Do not shift to "L" at road speeds above 70 mph, because of the load imposed on the transmission.

### Neutral "N"

When the transmission selector lever is

placed in the "N" position, there is neither forward nor reverse gear engagement.

### To Go Backward

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.

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.

### Park "P"

After the car has fully stopped, apply parking brakes, then shift the selector lever to "P". This locks the rear wheels and the transmission, even with the engine running.

## FOR BEST ECONOMY

### 1. start gradually, accelerate gently

Jack-rabbit starts and sudden bursts of speed are the main causes of excessive fuel consumption in ordinary driving. By accelerating more slowly, you'll need less power and gasoline to move the car the same distance.

### 2. drive at moderate speeds

Your Ford's best economy is at speeds between 35 and 60 mph. The faster you drive your car, the greater your fuel costs.

### 3. drive at steady speeds

Wherever possible, vary your car speed as little as possible. The driver who jiggles the accelerator pedal, moving the car in little bursts and pauses, is simply throwing away nickels and dimes.

### 4. avoid hard braking

Each brake application means the loss of much energy created to get your car up to speed. You'll save gas if, instead of rushing up to a red traffic light or stop sign, you simply let up the accelerator pedal so that the car does most of the slowing down itself.

### 5. shut off ignition when parked

An idling engine uses a richer mixture to prevent stalling. And since the car is not moving, the gasoline used is wasted. If you don't mind a slightly "rough" idle, idling speed adjustments slightly below normal will sometimes help.

### 6. tire pressures

Keep tires up to recommended pressures. In fact 4 to 6 pounds extra pressure will improve economy — especially when carrying heavy loads — if you don't mind slightly "harder" riding qualities.

### 7. cooling system

The 195-degree thermostats installed in your car at the factory usually provide better fuel economy than the 160-degree thermostats used with alcohol-base antifreeze.

### 8. carburetor accelerating pump

Adjust pump linkage to the leanest setting that will give the desired acceleration characteristics under prevailing climatic conditions. A slight sacrifice in acceleration can pay dividends in economy.

### 9. ignition timing

Have your Ford of Canada Dealer set your ignition timing to the maximum permissible to suit the conditions under which you drive.

### 10. choke

Your Ford has an automatic choke. Have it adjusted to the leanest setting that will give you reliable starting in existing climatic conditions.

### 11. carburetor

If you will be driving mostly at altitudes over 3,000 feet above sea level and/or if you don't mind a slight loss of performance, your dealer can install slightly leaner jets in your carburetor which will improve gasoline economy. This is not recommended on high-performance engines.

### 12. keep your car in condition

Have your Ford of Canada Dealer regularly perform the Quality Car Care maintenance operations called for in the Maintenance and Lubrication Schedule in the back of this book.

## CAR OPERATING INSTRUCTIONS

### OPERATION IN EXTREMELY COLD WEATHER

Your car battery is your best friend in extremely cold weather. Have the cells checked with a hydrometer at regular intervals and if the reading is below 1.250 specific gravity, have it charged. It is also a good idea to turn off your headlights when the engine is shut off or idling. This prevents drain on the battery. Remember that the battery works overtime during the long hours of winter darkness. A little care will be more than repaid in satisfaction and reliability.

When parking your car overnight, leaving it inside a garage, even if not heated, will prevent wind-chill and make morning starting much easier. Changing to a lighter grade engine oil (see page 65) also makes starting easier under the conditions.

When starting, if the engine fires but does not keep running, "pumping" the accelerator a few strokes will provide the extra

fuel needed to get it going. Be careful, however, as too much "pumping" can "flood" the engine.

Whenever possible, it is good practice to let the engine run for a few minutes to warm up before you put it in gear and move off. Even light oils are more sluggish when very cold—and a brief warm-up gives the oil time to circulate to all the vital moving parts of the engine. When you drive away, take it easy at first because the lubricants in the transmission and axle are cold too, and need time to circulate.

Check your anti-freeze protection regularly and watch the temperature indicator. Any sudden rise in the reading may indicate a freeze-up somewhere in the cooling system. Do not put cardboard or cloth in front of the radiator to get higher temperatures. If the temperature does not come up after a few miles of driving, have your Ford of Canada Dealer check the thermostat.

Frost on the outside glass surfaces is best scraped off with a plastic scraper. If the windshield wiper blades are frozen to the glass, free them gently to avoid damage to the rubber blades. In very cold weather, windshield washer solvents will not prevent freezing, so it is a good idea to carry paper towels in the car to wipe dirt and road splash from the glass, especially where salt is used on roads for snow and ice clearance.

Washing the car in cold weather sometimes gets water into locks and push-button latches where it will freeze and prevent the lock from working. The best preventative for this is frequent application of a good lock lubricant (like Rotunda Lock Lubricant) into keyholes and around push buttons. If your lock does freeze-up, heating the key with a match before inserting it into the lock will sometimes help thaw the lock out. Don't blow into the lock. The moisture in your breath will just freeze it tighter.

## CAR OPERATING INSTRUCTIONS

### OPERATING THE AUTOMATIC SPEED CONTROL

The automatic speed control is designed to increase your driving pleasure and reduce fatigue during long trips on turnpikes and expressways when you desire to hold the speed for long periods of time.



You may set this control for any desired speed from 25 mph to approximately 80 mph and it takes over the operation of the accelerator to hold this speed uphill or down. You may resume manual control of the speed

at any time simply by a light pressure on the brake pedal or by shutting off the control.

To put the speed control into operation:

1. Drive 5-10 mph below the speed you wish to set.
2. Turn the speed control knob all the way to the left (counterclockwise).
3. Pull out the speed control actuating button.
4. Turn the speed control knob slowly to the right until you feel the speed control engage (you may also hear a soft click). Then lift your foot from the accelerator and continue to turn the knob to the right slowly until the car comes up to the speed at which you wish to drive.

You can vary the speed at any time by simply turning the speed control knob to the new speed setting you wish to maintain. For instance, if you are running along at 65 and you come to a 55 mph speed zone, just turn the knob to the left until you slow to the

desired speed. At the end of the zone, turn the knob back to the right until you come back up to the higher speed you want. For passing, you can accelerate above the set speed at any time by simply pressing down the accelerator. When you let up, the control will again hold you at the set speed.

The speed control can be disengaged at any time by:

#### • Light Pressure on Brake Pedal

When you use the brake to slow down below the set speed, the control disengages. It will stay disengaged until you again accelerate above the set speed.

#### • Pushing in Control Button

This shuts off the speed control and it will not operate until you again pull out the control button and accelerate above the set speed.

#### • Turning Off The Ignition

This prevents the control from overspeeding the engine when restarting.



**FoMoCo and ROTUNDA  
ACCESSORIES  
OPEN THE DOOR  
of your  
stylized 1965 FORD  
for increased  
driving pleasure**

**FORD QUALITY ACCESSORIES ARE DESIGNED, ENGINEERED AND FACTORY-TESTED TO MEET FORD'S  
HIGH PERFORMANCE STANDARDS AND CONFORM TO THE STYLING OF YOUR 1965 FORD**

# 1965 FORD ACCESSORIES added margins of Safety



## NON-GLARE INSIDE REAR VIEW MIRROR

Prismatic mirror can be instantly changed from a clear daytime mirror to a night non-glare mirror.  
Part No. C5AZ 17700-B, C



## BACK-UP LIGHTS

Automatically illuminates area behind car as you shift into reverse . . . makes backing-up at night easier, safer.  
Part No. C5AZ 15499-A (Passenger Cars)  
Part No. C5AZ 15499-B (Station Wagons)



## REAR SEAT BELTS

Give rear seat passengers the same enhanced safety that standard equipment front seat belts provide . . . colour-keyed.  
Basic Part No. 6261200



## SPEED CONTROL

Maintain a constant speed automatically on turnpike trips . . . provide safe, relaxed, foot-free driving . . . increased fuel economy. Constant speed controlled going up hills or down grades.  
Part No. C5AZ 9A818-A



## SPOTLIGHT

Head rotates a full 360° . . . has 50,000 candle-power sealed-beam light.  
Part No. C5AZ 15313-A



## REMOTE LEFT-HAND MIRROR

Adjust by finger-tip control from inside . . . especially convenient during inclement weather . . . features Ford's famous "first surface glass".  
Part No. C5AZ 17696-B

# 1965 FORD ACCESSORIES for unsurpassed Beauty and Utility

## OTHER AVAILABLE 1965 FORD ACCESSORIES

Ford Air Conditioner  
• Engine Dress-Up  
Kit • Floor Mats •  
Power Brakes •  
Power Steering • Rear  
Seat Speakers, Con-  
ventional and Studio

Sonic Sound System •  
Automatic Windshield  
Washers. Plus Many  
More Accessories and  
FoMoCo and ROTUN-  
DA Polishes and  
Chemicals.



# SPECIFICATIONS

## Approximate Refill Capacities

	(U.S. Measure)	(Imperial Measure)
Fuel Tank:		
Car .....	20 gal.	16 1/4 gal.
Station Wagon .....	20 gal.	16 1/4 gal.
Cooling System:*		
240 CID Six .....	16 qts.	12 1/2 qts.
352 & 390 CID V-8 .....	20 1/4 qts.	17 qts.

\*Includes 1 quart for car equipped with heater.

	(U.S. Measure)	(Imperial Measure)
Engine Crankcase:†		
240 CID Six .....	5 qts.	4 1/4 qts.
352 and 390 CID V-8 .....	8 qts.	5 qts.
†Includes 1 quart required with oil filter replacement.		
Transmission:		
Manual Shift Trans. ..	3 1/2 pts.	3 pts.
Cruise-O-Matic Six ..	8 1/4 qts.	7 qts.
352 and 390 CID V-8 ..	11 qts.	9 qts.
Rear Axle .....	5 pts.	4 1/4 pts.

## Engines

Engines Type .....	240 CID Six 6-Cylinder in-line, OHV 240	352 CID V-8 8-Cylinder 90°V, OHV 352	390 CID V-8 8-Cylinder 90°V, OHV 390	427 CID V-8 8-Cylinder 90°V, OHV 427
Displacement (cu. in.) .....	4.00 x 3.18	4.00 x 3.50	4.00 x 3.78	4.23 x 3.78
Bore and Stroke (inches) .....	8.75 to 1	9.3 to 1	10.1 to 1	11.5 to 1
Compression Ratio .....	135 @ 4000 rpm	220 @ 4300 rpm	300 @ 4600 rpm	410 @ 5600 rpm
Brake Horsepower .....	220 @ 2000 rpm	336 @ 2800 rpm	427 @ 2800 rpm	476 @ 3400 rpm
Maximum Torque (lbs.-ft.) .....	Hydraulic	Hydraulic	Hydraulic	Solid
Valve Lifters .....	Automatic choke, Single-venturi	Automatic choke, 2-venturi	Automatic choke, 4-venturi	Automatic choke, 4-venturi
Carburetor .....	Regular	Regular	Premium	Super Premium
Fuel .....	1-5-3-6-2-4	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8
Firing Order .....	B5C-12405-A	B8A-12405-A	B8A-12405-A	CIAP-12405-A
Replacement Spark Plugs: FoMoCo Part .....	0.032-0.036 in.	0.032-0.036 in.	0.032-0.036 in.	0.032-0.036 in.
Spark Gap Width .....	0.024-0.026 in.	0.014-0.016 in.	0.014-0.016 in.	0.014-0.016 in.
Distributor Point Gap .....	195°F.	195°F.	195°F.	195°F.
Thermostat .....				

## Identification

The car serial number and other important identifying information is stamped on the identification plate which is attached to the rear face of the left front door inner panel.

## General Dimensions

Wheelbase .....	119 inches
Tread:	
Front .....	62 inches
Rear .....	62 inches
Over-all Length .....	210 inches
Over-all Width .....	77.3 inches
Over-all Height:	
Sedan .....	55.6 inches
Hardtop .....	54.7 inches
Convertible .....	54.8 inches
Station Wagon .....	56.7 inches

## SPECIFICATIONS

### Ignition Timing

	Degrees† BTDC
240 CID Six *—Std. Trans. ....	6
Auto. Trans. ....	10
352 CID V-8 *—Std. Trans. ....	8
Auto. Trans. ....	12
390 CID V-8 *—Std. Trans. ....	6
Auto. Trans. ....	6
427 CID V-8 —Std. Trans. ....	8
Auto. Trans. ....	8

\*Ignition timing requirements may vary depending upon locality, fuel, and operating conditions. For best economy and performance, the timing may be advanced to a point just short of audible detonation under load but not to exceed 5° over normal setting.

†Do not retard the initial advance beyond 2° BTDC for sub-standard fuels.

### Lights (12 volts)

Headlight — No. 1 .....	
No. 2 .....	
Parking and Front Turn Indicator	
Stop and rear turn indicators .....	
Back-up .....	
Licence Plate .....	
Spotlight .....	
Courtesy Light (Door Mounted) ..	
Courtesy Light (Convertible) .....	
Dome .....	
Parking Brake Indicator .....	
Radio Dial .....	
Heater or Air Conditioner .....	
All instruments panel bulbs	
unless otherwise indicated .....	

Wattage or Candlepower	Lamp Number
37½ watts	4001
50-37½ watts	4002
32-4 cp	1157A
32-4	1157
32 cp	1156
4 cp	1155
30 watts	4405
15 cp	1003
6 cp	631
15 cp	1003
2 cp	257
1.9 cp	1891
3 cp	1816
2 cp	1895

### Circuit Breakers

(See Page 19) .....	
Headlights .....	
Taillights, Parking Lights, Rear Licence Lights, Stop Lights, and Horn .....	
Electric Window Circuit .....	

Location	Protective Device
Integral with Headlight Switch	18 Amp.
Integral with Headlight Switch	15 Amp.
On Starting Motor Relay	20 Amp.

### Battery (12 volts)

Engine	Capacity Standard Battery	(Ampere Hours) Optional Battery
Six Cylinder .....	45	55 or 70
Eight Cylinder .....	45*	55 or 70

\*352 and 390 CID V-8 with Automatic Transmission—55.

## SPECIFICATIONS

### Circuit Breakers (Cont'd)

	Location	Protective Device
Electric Window Motor	Integral with Motor	Not Serviced
Tailgate Window Motor	Left Rear Quarter Panel	20 Amp.
Electric Wiper Motor		
Single-Speed	Integral with Switch	6 Amp.
2-Speed with Washers	Integral with Switch	12 Amp.
Electric Seat Circuit	On Starting Motor Relay	20 Amp.
Convertible Top Motor	On Starting Motor Relay	20 Amp.
Turn Signals	Built-in Flasher	—

### Fuses (12 volts)

(See page 23)

	Location	Fuse Number
Radio	Fuse Panel	SFE-14
Clock	Fuse Panel	SFE-9
Turn Indicator and Back-up Lights	Fuse Panel	SFE-14
Heater Fan	Fuse Panel	SFE-20
Speed Control	Cartridge on Power Feed Wire	SFE-14
Ford Air Conditioner	Cartridge on Power Feed Wire	3AG-20
Overdrive	Clip on Overdrive Relay	SFE-20

	Location	Fuse Number
Spotlight	Cartridge on Power Feed Wire	SFE-7.5
Windshield Washer used with single-speed wipers	Fuse Panel	SFE-14
Lighter	Fuse Panel	SFE-14
Instrument Panel Lights	Fuse Panel	SFE-14
Ash Tray Light	Fuse Panel	SFE-14
P-R-N-D-L Light	Fuse Panel	SFE-14
Courtesy and Dome Lights and Station Wagon Cargo Area	Fuse Panel	SFE-9
Luggage Compartment Light	Fuse Panel	SFE-9
Glove Box Light	Fuse Panel	SFE-9

### Radiator Pressure Cap

(Ford Part No. B8A8100-A)

Rating	12 to 15 PSI
--------	--------------

### Tubeless Tire Pressures

	Pounds per Square Inch (Cold)	
	Front	Rear
Passenger Car*	24	24
Station Wagon (4 ply rating)*	24	28
(8 ply rating—light load)	24	28
(8 ply rating—medium load)	26	30
(8 ply rating—heavy load)	28	36

\*For considerable high-speed driving or heavy loads, add 4 pounds to the recommended cold pressure.

ITEM	FORD PART NO.	PART NAME
Body Hinges	C4AZ-19584-A	Lifetime Body Grease
Brake Master Cylinder	CC1AZ-19542-A	Rotunda Super Duty Brake Fluid
Front Suspension Ball Joints and Steering Linkage	C1AZ-19590-B	FoMoCo Ball Joint Grease
Front Wheel Bearings	C2AZ-19585-A	FoMoCo Wheel Bearing Grease
Hood Latch and Safety Catch	C4AZ-19584-A	Lifetime Body Grease
Lock Cylinders	B4A-19587-A	Rotunda Lock Lubricant
Rear Axle	C1AZ-19580-E or F	FoMoCo Hypoid Gear Lube
Hi Performance Engines 4V, 390, 427	C2AZ-19580-D	FoMoCo Hypoid Gear Lube
Equa-Lock Axles (use 1 oz. per pint of C1AZ-19580-E or F)	C1AA-19B546-A	Equa-Lock Additive
Steering Gear Housing (Manual)	C3AZ-19578-A	Lifetime Steering Gear Grease
Steering — Power (Pump Reservoir)	C1AZ-19582-A	Rotunda Automatic Transmission Fluid
Convertible Top Reservoir	C1AZ-19582-A	Rotunda Automatic Transmission Fluid
Transmission (Automatic)	C1AZ-19582-A	Rotunda Automatic Transmission Fluid
Transmission (Manual Shift)	CC2AZ-19580-B	FoMoCo Hypoid Gear Lubricant
Universal Joints	C1AZ-19586-A	FoMoCo Universal Lube
Engine Crankcase Oil	CC5AZ-19579-A (10W-30)	MS Sequence-tested SAE 10W-30 above —10°F. SAE 5W-20 for sustained temperatures below —10°F.
Engine Oil Filter	CC1AZ-6731-A	Rotunda Oil Filter
Exhaust Heat Control Valve	CB8A-19579-A	Rotunda Heat Rust Solvent

# 1965 FORD MAINTENANCE AND LUBRICATION SCHEDULE

Odometer Reading in Thousands of  
Miles or Number of Months, Which-  
ever Occurs First

	6	12	18	24	30	36
<b>ENGINE</b>						
CHANGE OIL AND INSTALL A NEW ROTUNDA FILTER*	X	X	X	X	X	X
CLEAN CARBURETOR AIR CLEANER AND FILTER	X	X	X	X	X	
CLEAN CRANKCASE BREATHER FILLER CAP	X	X	X	X	X	X
CHECK ENGINE ACCESSORY DRIVE BELTS	X		X		X	
ADJUST VALVE TAPPETS (427 CID High Performance only)		X		X		X
CLEAN AND SPACE SPARK PLUGS (replace if necessary)	X	X	X	X	X	X
CHECK DISTRIBUTOR POINTS (adjust or replace if necessary)		X	X	X	X	X
CHECK AND ADJUST IGNITION TIMING		X		X		X
LUBRICATE EXHAUST CONTROL VALVE (240, 427 CID only)	X	X	X	X	X	X
REPLACE CARBURETOR AIR CLEANER FILTER						X
REPLACE ENGINE COOLANT (or every 2 years)						X
REPLACE FUEL FILTER						X
<b>TRANSMISSION</b>						
CHECK TRANSMISSION OIL LEVEL	X	X	X	X	X	X
ADJUST CRUISE-O-MATIC TRANSMISSION FRONT BANDS (except 427 CID)						X
<b>CHASSIS</b>						
CHECK CLUTCH LINKAGE ADJUSTMENT		X		X		X
CHECK STEERING GEAR BOX LUBRICANT LEVEL			X			X
CHECK POWER STEERING RESERVOIR FLUID LEVEL	X	X	X	X	X	X
CHECK MASTER CYLINDER FLUID LEVEL	X	X	X	X	X	X
CHECK REAR AXLE FLUID LEVEL	X	X	X	X	X	X

\*Refer to pages 12 through 14 for a more complete coverage of this item.

# 1965 FORD MAINTENANCE AND LUBRICATION SCHEDULE

Odometer Reading in Thousands of Miles or Number of Months, Whichever Occurs First

	6	12	18	24	30	36
CHECK STEERING GEAR PRELOAD.....	X					
CHECK FRONT END ALIGNMENT AND LINKAGE AND REPORT CONDITION TO OWNER.....		X		X		X
EXAMINE FRONT WHEEL BEARINGS—REPACK IF NECESSARY—REPORT CONDITION TO OWNER.....					X	
CHECK BRAKE LINES AND LININGS.....					X	
LUBRICATE FRONT SUSPENSION BALL JOINTS.....						X
LUBRICATE STEERING LINKAGE.....						X
LUBRICATE UNIVERSAL JOINTS.....						X

## AS REQUIRED:

**ENGINE:** Adjust Carburetor Idle Speed and Mixture, Adjust Power Steering Idle Speed Compensator (6 Cylinder with air conditioning only), Adjust Accelerator Pump Lever, and Check Engine Coolant Level (at least once a month).

**TRANSMISSION:** Adjust Cruise-o-matic Transmission Rear Bands (except 427 CID), Adjust Cruise-o-matic Transmission Front and Rear Bands (427 CID High Performance only), Lubricate Automatic Transmission Shift Linkage, and Lubricate Manual Transmission Shift Control Linkage.

**CHASSIS:** Inspect and Rotate Wheels and Tires, Check Tire Pressure, and Check Battery Fluid Level.

**BODY:** Lubricate Hood Latch, Lubricate Hood Auxiliary Catch, Lubricate Door Lock Cylinders, Lubricate Luggage Compartment Lock Cylinder, Lubricate Tailgate Lock Cylinders, Lubricate Tailgate Support and Hinges, Lubricate Fuel Filler Door Hinges, Check Convertible Top Operation, Check Convertible Top Fluid, Clean Body Drain Holes or Examine Dust Valves for Proper Operation, Replace Windshield Wiper Blades, Lubricate Door Hinge and Hinge Check, Lubricate Hood Hinge Pivots, Lubricate Luggage Compartment Hinge Pivots, Lubricate Seat Track, and Lubricate Weatherstrip and Rubber Seals.

## FOR HIGHWAY COMFORT AND SAFETY

After you have carefully planned your trip, how can that long jaunt be made easier? Here are a few suggestions that you may not have tried. Frequent shifting of your body position behind the wheel helps, but in addition, try moving the seat itself. As the seat moves fore or aft, the angle of your right knee must change as you operate the accelerator. Change the seat position only while the car is not moving, though, because sudden movement of your body forward might prove dangerous.

Muscular fatigue has a way of sneaking up on you. When we change body position, we counteract this fatigue, but we can further combat it by conscious mental effort. For instance, have you ever noticed stiffness in your finger muscles as you gripped the steering wheel? If so, you may

know that all you need to do for relaxation is simply to tell those muscles that they are too tight — and then consciously relax them!

Feet get tired, too. They may tire because of unduly stiff shoes, uncompromising heels, or excessive warmth. In some cases the solution is simple; try soft, light, open footwear — such as sandals.

To relieve eye fatigue, try varying from time to time the area in front of the car on which you focus as you drive along. Remember, of course, the principle that you should focus proportionately farther ahead as you increase speed. If your eyes tire during daylight driving, good quality sun glasses may solve your problem. Night driving will probably be easier if you dim the instrument panel lights. Consistently severe eye strain

under all driving conditions suggests that a visit to your eye doctor may be in order.

Drive at varying legal speeds for easier highway miles, especially when on a turnpike. Not only is this a safety tip, but also it is one to cut down on fatigue. When you vary speed, you decrease monotony, a cause of fatigue. Also, you will probably find that driving at the low end of the legal speed range is less tiring than driving at the legal maximum.

By all means, stop every couple of hours for coffee, a cold drink, or just to get out and s-t-r-e-t-c-h. The time it takes will be more than made up in comfort and added alertness.

And when you get into the car—**FASTEN YOUR SEAT BELTS.** They are added protection against the contingency that you cannot foresee.

## 1965 SERVICE LITERATURE

The Technical Service Publications shown on the reverse side may be obtained by filling out this order form, enclosing it with cheque or money order payable to Ford Motor Company of Canada, Limited, and mailing it to:

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## TOWING A TRAILER

A large percentage of trailers can be hauled with the conventional car, with no special equipment, except a proper hitch. These range from the simple utility or luggage trailers, to campers, boat trailers, and medium size vacation travel trailers.

Trailers are classified into three groups.

1. The light trailer such as campers, luggage trailers, and normal size boat trailers, fully loaded weight of less than the car weight.
2. Heavy trailers such as heavy boat trailers and travel trailers, fully loaded weight up to that of the towing car.
3. Trailers exceeding the weight of the car.

In the first classification no special equipment is required except a good reliable hitch. However, in the second and third classifications care must be exercised, both relative to the towing vehicle specifications and hitch recommendations.

### trailer hitch

Equalizing frame hitch should be installed on all cars which are pulling a trailer, either travel trailer or boat trailer, where the tongue load exceeds 200 pounds. This type of hitch equalizes the tongue load over both the trailer wheels and to both rear and front wheels of the towing vehicle and enables the trailerist to level his car and trailer to the correct position for proper handling.

When hitching your trailer to your car use the trailer jack to lift the trailer tongue above the towing ball on your car, and lower over the ball and lock in position. The front of the trailer should be  $1\frac{1}{2}$  inches higher than the back end of the trailer when travelling on the highway. This is accomplished by the equalizing type hitch, and your car should remain level.

### backing up a trailer

A little practice of course is necessary to back up

a car and trailer combination. A simple rule is to place your hand at the bottom of the steering wheel, and turn the wheel in the direction you want the back end of the trailer to go.

### passing

Always remember that you have a long vehicle behind you. When passing on the highway allow ample room to compensate for the extra trailer length, and the slower manoeuvrability encountered when pulling the trailer. Allow the right-of-way to faster vehicles.

### overheating

When driving in hilly terrain or mountains where the inclines are long or steep, avoid overheating your engine or transmission. This can be avoided by downshifting manually to low gear. Should overheating occur, stop, park the car, put the transmission in neutral, and run the engine at a fast idle until the temperature returns to normal.

Accessories .....	59
Air Conditioner .....	48
Air Controls .....	45
Alternator Indicator .....	33
Ash Trays .....	34
Cigar Lighter .....	34
Clock .....	33
Contents .....	10
Controls .....	30
Convertible Top Features ..	43
Door Handles and Locks ..	39
Driving with Manual Transmission .....	52
Driving with Cruise-O- Matic Transmission .....	54
Economy .....	56
First Few Miles .....	50
Foreword .....	9
Fuel Filler Locations .....	40
Fuel Gauge .....	32
Heater .....	45
Hood Opening .....	40
Horn .....	35
Ignition Switch .....	31
Instruments .....	31

Keys .....	31
Lights Switch .....	32
Locks .....	40
Lock — Tailgate .....	41
Maintenance	
Beauty Maintenance .....	18
Cooling System Care .....	15
Electrical System Care ..	23
General Maintenance ..	20
Maintenance and Lubrication Schedule ..	66
Mechanical Maintenance	20
Non-Scheduled Maintenance .....	22
Owner's Responsibilities ..	11
Tire Care and Stowage ..	26
Odometer .....	32
Oil Filter Recommendations .....	12
Oil Indicator .....	32
Operation in Extremely Cold Weather .....	57
Overdrive Operation .....	53
Parking Brake .....	36
Pushing .....	29
Quality Care .....	11

Radio .....	49
Registered Owner Plan .....	1
Seat Belts .....	38
Seat — Conventional .....	37
Seat — Station Wagon .....	37
Service Publications—1965	70
Shifting Gears .....	52
Specifications .....	62
Speed Control .....	58
Starting the Engine .....	51
Station Wagon Features ..	40
Steering Wheel — Swing-Away .....	35
Temperature Indicators ..	33
Tire Pressures .....	17
Tire Stowage .....	26
Towing .....	29
Towing a Trailer .....	71
Trouble Diagnosis .....	27
Turn Indicators .....	35
Warranty	
New Car Warranty .....	3
Owner's Responsibility ..	7
Warranty Explanation ..	5
Window Controls .....	39
Windshield Wiper and Washer .....	32

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