

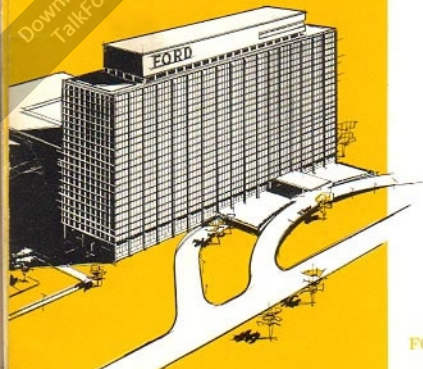
March 27, 1960



1960 FORD CAR

OWNER'S
MANUAL





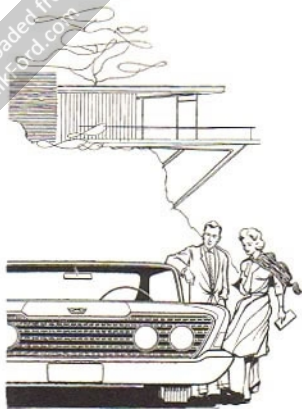
THE AMERICAN ROAD, DEARBORN, MICHIGAN

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● **GET ACQUAINTED WITH YOUR '60 FORD . . .**

Discover for yourself how sensible it is to own and drive one of *The Finest Fords of a Lifetime*. In this manual you'll find helpful information about the operation and maintenance of your new car. The few minutes that it takes to read these pages will be well worth your while by giving you a more authoritative command of your '60 Ford and, therefore, greater driving satisfaction.

● **READ YOUR FORD DEALER'S SERVICE POLICY . . .**

Become familiar with the conditions under which your '60 Ford is warranted to you by your Ford Dealer. Give special attention to the information about the warranty services available for your new car and your responsibilities toward your '60 Ford during the warranty period.

● **GET ACQUAINTED WITH YOUR FORD DEALER'S SERVICE . . .**

He's equipped with the facilities and "know-how" to give your '60 Ford the kind of service it deserves . . . and he'll be glad to answer any questions or discuss any problems you may have concerning your new Ford.

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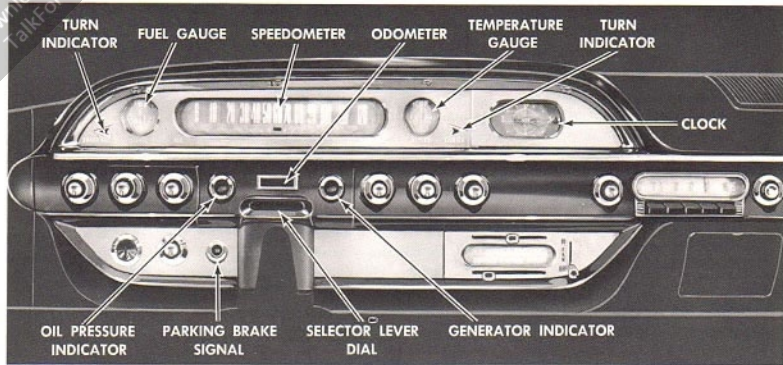
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INSTRUMENTS AND CONTROLS

Everything you'll need to start, drive, or park your '60 Ford is within easy reach of the driver's seat. Familiarize yourself with the locations of the various gauges, indicators, and driving controls so that glancing at them or operating them becomes second nature while you're driving.

PANEL MOUNTED INSTRUMENTS



● OIL PRESSURE INDICATOR

An OIL indicator light glows red to warn you if the engine oil pressure is too low. Normally, the warning light glows the moment the ignition switch is turned on, and it should go out after the engine starts. If the light continues to glow while the engine is running, stop the engine and check the oil level. Add oil if required. If the warning light remains on after the engine is started again, stop the engine immediately and have the trouble checked and corrected.

The OIL light may flicker on and off after a sudden stop, but unless the light remains on, this condition is not harmful to the engine.

● GENERATOR INDICATOR

When the ignition switch is turned on, the GEN indicator light glows red to tell you that the generator is not supplying current to the electrical system. After the engine starts, the light should go out, indicating that the generator is supplying current and keeping the battery charged.

The GEN light may flicker occasionally when the engine is idling, but this is normal unless it remains on after the engine speed increases. Continued driving with the generator out of order will discharge the battery.





- **Fuel Gauge**—The approximate level of gasoline in the tank is indicated by the fuel gauge pointer when the ignition key is turned to either the ON or ACC (accessory) position. The gauge reading will be most accurate when the car is on level ground.

- **Temperature Gauge**—The TEMP gauge shows the temperature of the coolant in the engine's cooling system. Occasionally, continual stop-and-go driving or high-speed driving in warm weather, hill climbing, or pushing another car may cause the temperature gauge pointer to move very close to the H mark, especially if the car is equipped with air conditioning. In some cases the pointer may go all the way to H. *If the pointer remains at H, the engine is overheated and should be stopped for a few minutes to cool and to check the radiator coolant level.*

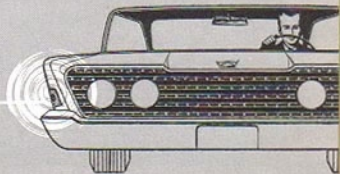
- **Clock**—The self-regulating electrically-wound clock which your Ford may have features a special mechanism for automatically correcting time gain or lag when the hands are reset to the right time. The clock's speed will be reduced or increased in proportion to the amount you turn the hands backward or forward.

WHEN
YOUR
TURN
SIGNALS
ARE
ON . . .

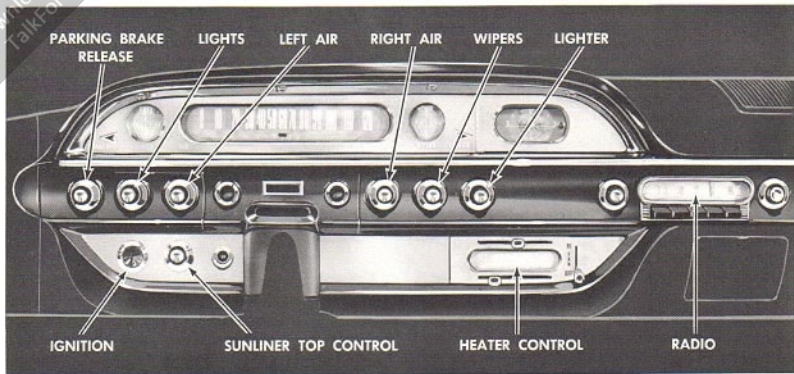


The flashing lights on the front and rear of your car indicate to other drivers that you're about to turn. A corresponding flasher at either end of the instrument cluster tells you which set of signal lights—right or left—are operating.

The signals operate only when the turn indicator lever is in its right-turn position (upward) or the left-turn position (downward), and they normally go out automatically after you've completed the turn. Occasionally, the turn may be so wide that the steering wheel won't rotate far enough to cancel the turn indicator after the car has turned. In this case, just flick the lever to the off position with your hand. Otherwise, the signals will continue to flash, keeping the driver behind you guessing.



CONTROLS ON THE INSTRUMENT PANEL





The controls on the instrument panel were designed for convenience and safety. You'll soon notice how natural all of the controls feel and how they are located so that your hand seems to reach instinctively for the right one.

● **IGNITION SWITCH**—The ACC (accessory) position permits you to use all the electrical accessories when the engine is stopped. When the key is turned to the ON position, all of the electrical circuits, including the ignition system, are ready for use. The START position of the switch allows you to start the engine. (See page 32 for starting instructions.)

● **YOUR IGNITION AND DOOR LOCK KEYS**—It's a good idea to keep a record of your '60 Ford key code numbers with you at all times. You'll find the code numbers listed on the front of your Ford Dealer's Service Policy, as well as on the metal rings which were attached to your keys when the car was delivered to you.

You can quickly get a replacement or an extra key at any Ford Dealer—and at most locksmiths—if you know the code number of the original key.

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HEADLIGHT AND INSTRUMENT PANEL LIGHT SWITCH



INSTRUMENT PANEL LIGHTS

This single four-way switch controls the parking lights, or headlights, and taillights. And it also operates the instrument panel lights and the interior light.

The LIGHTS knob has two pull-out positions. Pull the knob to the first position to turn on the parking lights and taillights. To turn on the headlights and the taillights, pull the knob out to the second position. The operation of the headlight beam selector switch is described on page 20.

The instrument panel lights can be dimmed, brightened, or turned off by rotating the LIGHTS knob.

To turn on the dome light or the map and courtesy light, rotate the LIGHTS knob counterclockwise all the way.

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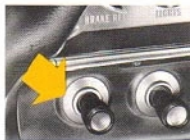
WINDSHIELD WIPER AND WASHER CONTROL

AIR CONTROLS

- The windshield wipers can be operated at various speeds simply by turning the wiper control knob clockwise until the desired speed is obtained. *For driving safety, check the condition of the wiper blades often, and replace them before they wear enough to scratch the windshield or give poor wiping action.*

The wiper control knob also controls the optional windshield washer. To operate, simply pull out the knob. Twin jets of fluid will go into action on the windshield. Then turn the knob to start the blades moving.

- Two separate outside air controls are provided in a convenient location on the instrument panel. By pulling out the air control knob to the *left* of the steering column you control the air intake on the *driver's* side of the car, and the one to the *right* of the column controls the air for the comfort of your *passenger*.



- **PARKING BRAKE RELEASE**—A gentle pull of the parking brake release knob on the left side of the instrument panel will release the parking brake, and the parking brake warning signal light will go out.
- **SUNLINER TOP CONTROL**—The top control is on the instrument panel near the ignition switch. Complete instructions for the special features of this popular convertible are given in the Sunliner Convertible section of this manual.
- **RADIO CONTROLS**—*The two small triangular marks on the radio's tuning dial are the CONELRAD (Office of Civilian Defense) station settings at 640 and 1240 kilocycles. If a national emergency should be declared, all commercial radio stations will cease broadcasting, and only CONELRAD at these two settings will broadcast information vital to your safety during the emergency.*

The volume control knob on either the Manually-Tuned Radio or the Console Range Radio is also used to turn the radio on and off. The tone control knob behind the volume control can be adjusted so radio will produce a deep bass or a treble.



Either radio may be tuned manually by turning the tuning knob. The Console Range Radio may be tuned automatically by pushing one of the five station selector buttons which have probably been pre-set to the local stations in your locality.

To reset any selector button of the Console Range Radio to tune in another station within range of the

radio, turn on the radio and let it play for about ten minutes to warm up. Next, pull the selector button straight outward until it stops. Then turn the tuning knob to the station setting you want for that button. When the sound is clearest and loudest for the desired station, push the selector button all the way in to lock it in with the station.

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RECIRCULATING AIR HEATER AND DEFROSTER CONTROL

MAGICAIRE HEATER AND DEFROSTER CONTROLS



The handy one-knob control on this low-cost optional heater lets you operate the unit without taking your eyes off the road.

To operate the heater, just turn the heater knob clockwise to either HI or LO. To defrost or defog the windshield, pull the heater knob outward as far as it will go, and turn on the fan to HI. Be sure that both air control knobs on the instrument panel are pushed all the way in during cold weather.

With a MagicAire heater and defroster in your '60 Ford, you can adjust the heater output to *any* temperature you want—not just one or two levels of heat. It's as simple as setting the thermostat in your home.

To put your MagicAire heater into operation, set the upper lever of the control at the temperature position you want, and then set the lower lever of the control at HEAT. Flick the FAN switch to one of the two low-speed settings or to HI, depending upon how much air circulation you want. If the engine is cold, it's best to keep the lower lever and the FAN switch at OFF until the temperature gauge pointer starts to move toward H.

When you're driving at moderate or high speeds, you may not need to keep the fan on to maintain the temperature after the car's interior has been warmed up. The forward motion of the car will force outside air through the MagicAire System, and into the car for your comfort.

The MagicAire defroster will keep the windshield free of light frost or condensation when you set the lower control lever at DEFROST and position the FAN switch at HI. For fast defrosting or when the frost is very heavy, set the upper control lever at HIGH for maximum heat.



COOL TIPS FOR HOT WEATHER . . .

If the car's interior is very warm, the SelectAire Conditioner will do a faster job of cooling if you'll drive for two or three minutes with the windows open and with the left AIR control knob pulled out to force most of the warm air out of the car. Then close the windows and the left air vent, and operate your SelectAire Conditioner in the usual manner.



HOT TIPS FOR COOL WEATHER . . .

A vent window or a side window opened slightly will improve the air circulation in your '60 Ford when the heater is in operation, and fresh, warm air will be available for your comfort at all times.

When you're not using your SelectAire Conditioner cooling system regularly, especially during cold weather, move the cooling control lever to ON for a few minutes once or twice a month while the engine is running. This periodic operation of the system throughout the year will keep your SelectAire Conditioner ready for use in hot, uncomfortable weather.

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SELECTAIRE CONDITIONER CONTROLS



The Selectaire Conditioner couples the advantages of the MagicAire heater with a cooling unit to provide you with unexcelled driving comfort during the hottest, most humid days.

To operate your Selectaire Conditioner for cooling, have the engine running, and both the heating and temperature control levers positioned *all the way to the left in their OFF slots*. Pull out the right-hand AIR control knob and rotate the cooling control knob clockwise to start the air conditioning system. The further you rotate the cooling control knob clockwise, the cooler the incoming air will be when you turn on the FAN switch. Now, position the FAN switch at one of the two low-speed settings or at HI, depending upon how much air circulation you want.

The air outlets on the instrument panel can be adjusted to direct the cool air where you want it. By directing the air upward, you'll get greater over-all cooling in the car. Doors, located under the air outlets, can be opened to cool the car at floor level.

For heat and warm air for defrosting during the cooler seasons, be sure both the right and left hand AIR control knobs are pushed in and the cooling control knob is rotated to OFF. Close the doors under the air conditioning outlets, then operate the system in the same way as the MagicAire Heater.

OVERDRIVE CONTROL HANDLE

- Ford's '60 Overdrive offers an economical automatic fourth gear which lets the engine run about 28% slower than at the same road speed in conventional direct gear. Fuel-saving Overdrive means more miles per gallon and prolonged engine life, plus quieter engine operation at high speeds.

The Overdrive control handle is located on the instrument panel at the right of the steering column. The instructions for operating your Overdrive are given in the *Driving Your '60 Ford* section of this manual.

CHOKE CONTROL



- The '60 Ford equipped with the economical Mileage Maker Six engine has a manually operated choke control knob located at the end of the group of knobs to your right. See page 34 for instructions on the use of the CHOKE knob when starting the Mileage Maker Six.

CONTROLS UNDER FOOT



THE PARKING BRAKE APPLY PEDAL is located at the extreme left of the pedal group. Press the pedal downward as far as you can to apply the parking brake. The brake release control knob is conveniently located on the instrument panel. The brake signal light on the instrument panel tells you when the parking brakes are applied, and it automatically goes out when they have been properly released.

THE HEADLIGHT BEAM SELECTOR SWITCH quickly changes the headlight beams to meet varying night-driving conditions. Press the switch with your left foot to change from one set of beams to the other.

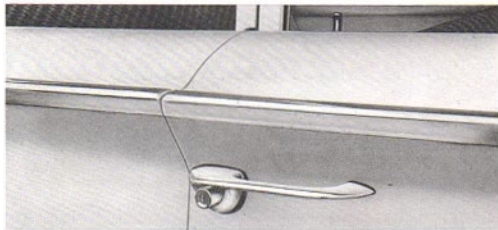
The *low beams*, which come from only the outer headlights, supply the necessary visibility for city driving and for passing oncoming traffic. The *high beams* from all four headlights will give you better long-range visibility on dark roads where there's not much traffic.

A small red indicator, near the center of the speedometer, lights up whenever the *high* headlight beams are being used.

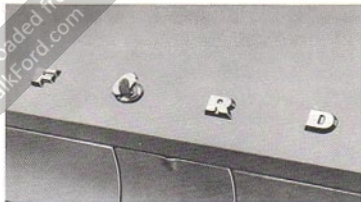
DOORS, LOCKS, AND WINDOWS

Two different keys operate the various locks of your '60 Ford. The shield-shaped key locks and unlocks either front door, and it's also used in the ignition switch. The round-headed key is used in the glove compartment door lock, the luggage compartment deck lid lock, and the tailgate lock of the station wagon.

DOOR LOCKS



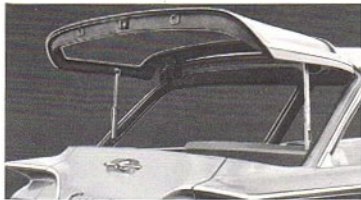
An unlocked door can be opened from the outside simply by pushing the button on the door handle to unlatch the door. Either front door can be unlocked and opened from the inside at any time by lifting up on the inside door handle. Rear doors can be opened from the inside in the same manner except, if the door is locked, you must pull the door lock button upward before the handle can be raised.



● **LUGGAGE COMPARTMENT DECK LID LOCK . . .**

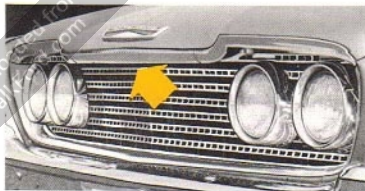
When you turn the key in the lock, the deck lid automatically pops open. Torsion-bar hinging gives better counterbalancing for easier opening and closing. When you close the lid, it will lock automatically without using the key.

- **STATION WAGON TAILGATE LOCK . . .** You can lock and unlock the tailgate and liftgate only from the outside of the Station Wagon . . . and only with the key.



To open the tailgate after you've unlocked it with the key, push in the lock button at the center of the tailgate handle and pull the handle outward. The liftgate on top will unlatch at the same time and will swing upward slightly.

The liftgate can be left fully open, even though the tailgate is closed, by pushing it up until the gate arms are locked in place by their latches. To close the liftgate, raise it high enough to release the latches, then push it down all the way.



● HOOD LOCK AND RELEASE

The hood of the '60 Ford opens from the front, and the lock and release mechanism is easily operated from outside the car.

To open the hood, pull the release lever, release the safety catch, and raise the hood. Counterbalancing hinges will hold the hood in an open position. *Be sure that the hood is securely latched before driving the car.*



● VENT WINDOW LOCK HANDLES

The vent windows in the front doors have easy-to-use lock handles. To open a vent window, press the button on the lock handle, and turn the handle. Then push the window as far as you need for ventilation. When you close a vent window, turn the lock handle until the button clicks and locks it.



● SIDE WINDOW CONTROLS

To open or close a manually-operated side window in your new Ford, simply turn the window regulator handle. The rear side windows in the Station Wagon are stationary and can't be opened.

The electrically-operated optional Power-Lift Windows provide convenient finger-tip control for all main side windows (only the door windows on the station wagon models can be power-operated). The 4-button master control switch is located on the left front door so that you can easily open or close any Power-Lift Window in the car from the driver's seat. In addition, a single control button is located beneath each of the other windows for the convenience of your passengers. Press the button downward to open the window, upward to close it.

The ignition key must be turned to ON or ACC (accessory) to operate any of the Power-Lift Windows.

● GLOVE COMPARTMENT LOCK

To open the glove compartment door when it's unlocked, press the combination release button and lock. To lock or unlock the compartment door, turn the round-headed key one full turn in the lock.

**HAULING
A
TRAILER
WITH
YOUR
'60
FORD**

When you're moving furniture, transporting a boat to your favorite lake, or hauling your house trailer to a vacation spot, remember that a trailer of any size puts an extra load on the engine, brakes, and springs of the car that's pulling it. In short, trailer hauling affects performance, comfort, and economy. With a trailer behind you, you'll have to shift to lower gears more often, travel at reduced speeds, and make wider turns. You'll also have to consider the extra weight of the trailer when you apply the brakes, and anticipate stops whenever possible. Drive more slowly than usual too.

Before starting out with any trailer, be sure its hitch is securely attached to the frame of the car, and that all trailer lights are connected. Use safety chains between the trailer and the car, and be sure they have enough slack to allow the trailer to follow without binding the chains when a full turn is made.



SEATS AND THEIR ADJUSTMENTS

Proper front seat adjustment will provide you with living room comfort and will reduce fatigue on long trips. The front seat of your '60 Ford can be quickly and easily positioned to accommodate any size driver in comfort and with an unobstructed view of the instrument panel and the road ahead. What's more, heavy "stops" help to hold the seat tracks together in case of impact.



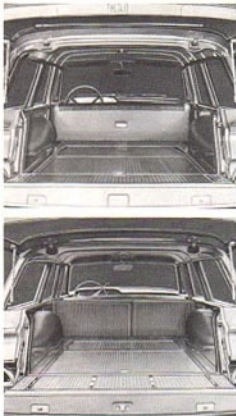
● **MANUALLY-ADJUSTED FRONT SEAT . . .**

The fore-and-aft control lever on the left side of the seat releases the seat latch. To move the seat forward or back while you're sitting behind the wheel, push the lever toward the rear and then slide the seat to the position that's best for you.

● **4-WAY MANUAL TILT FRONT SEAT . . .**

If your '60 Ford has this type of seat, the tilting control is just to the rear of the fore-and-aft control lever. While depressing the tilting control handle, you can tilt the seat up or down while leaning forward or back in the seat.

- **POWER FRONT SEAT . . .** A finger-tip touch of the 4-way switch on the left side of the optional power front seat moves the seat up, down, forward, or back. When you get the seat position you want, release the switch. At the same time the seat is raised or lowered, it tilts forward or back to just the right angle for the height.



● 6-PASSENGER STATION WAGON REAR SEAT

To fold the rear seat down when you need additional load space, pull the back edge of the seat cushion upward and swing the cushion forward so that its support rests on the floor. Release the safety catch at the upper corner of the seat back, and lower the back into the cushion opening.

When you're ready to use the seat again, swing the back up until the safety catch snaps into place. Pull the cushion up and rearward into position with the support on its underside.

● 9-PASSENGER STATION WAGON REAR SEAT

To remove the rear seat from the wagon, first remove the seat cushion, then unhook and remove the seat back from the backboard. Lower the backboard by unfolding it into the open space in the floor. The seat near the right rear door can be folded forward for access to the cargo area behind the center seats.



● 9-PASSENGER STATION WAGON CENTER SEATS

To fold down the center seats, pull the back edge of each seat cushion upward and swing the cushion forward so that its support rests on the floor. Release the safety catch at the upper corner of each seat back, and lower the back into the cushion opening.

To use the seats again, swing each back up until its safety catch snaps into place. Then pull the cushion up and rearward into position with its support on its underside.

DRIVING YOUR '60 FORD

After you've become familiar with the uses and locations of the various instruments and controls, driving your '60 Ford becomes a joy instead of a job! But read the instructions and suggestions in this section to help you get the best possible performance and economy from your kind of driving.

STARTING THE ENGINE

To start the engine in a '60 Ford equipped with either Cruise-O-Matic or Fordomatic, the range selector lever on the steering column must be positioned at N (neutral) or P (park). This safety feature locks out the starter in all other lever positions to prevent moving the car by starting the engine with the transmission in gear.

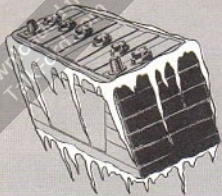
With Conventional Drive or Overdrive in your car, be sure that the gear shift lever is in neutral before you turn the ignition key to the START position of the switch. You can usually start a cold engine more easily if you depress the clutch pedal at the same time the starter is operating.

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

Ford's powerful THUNDERBIRD V-8 engine is equipped with an automatic choke which automatically provides the desired engine speed and fuel mixture for faster engine warm-up. When the engine hasn't run for several hours and is cold, press the accelerator pedal all the way to the floor for a moment and then release it to position the automatic choke for starting. Next, turn the key in the ignition switch to the START position, and hold it there until the engine starts. As soon as the engine starts, release the key and it'll spring back to the ON position.

Let the engine idle for a few minutes, or drive the car *slowly* until the engine has warmed up. When the engine is warm, depress the accelerator pedal sharply and release it immediately. This will slow the engine to its normal idling speed.

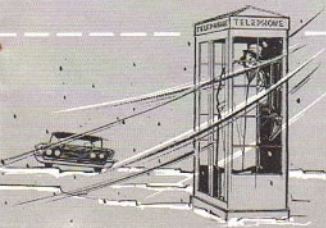
If the engine has been stopped for only a short time and is still warm, depress the accelerator about one-fourth of its travel and hold it there while starting the engine. To prevent flooding the engine with fuel before starting, avoid pumping the accelerator. However, a flooded engine will usually start if the accelerator pedal is pressed all the way to the floor while operating the starter.



IF YOUR CAR WON'T START . . . It's best to call for emergency road service in case there's engine or electrical trouble that needs to be corrected. Should you need a push to start the car's engine, make sure the front bumper of the car that's going to push won't climb over and lock with your car's rear bumper.

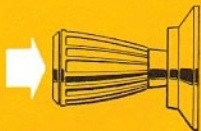
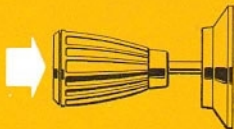
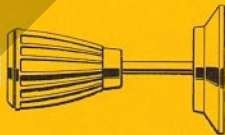
If your new Ford is equipped with Cruise-O-Matic or Fordomatic, start out with the shift selector lever at N. As soon as the car's speed reaches 25 miles per hour, turn the key in the ignition switch to ON and shift the selector lever to L. If the road is slippery and you can't get enough traction to start the engine in L, shift the selector lever to D2 or D.

With Conventional Drive or Overdrive (be sure the OVERDRIVE control handle is pulled out), hold down the clutch pedal, shift to third gear, and turn on the ignition switch. When the car's speed reaches 10 miles per hour, slowly release the clutch pedal and hold the accelerator pedal about halfway down.



WHEN A TOW IS NECESSARY . . . Shift the gear shift lever to neutral if the car has a Conventional or Overdrive transmission. If it's a Cruise-O-Matic or Fordomatic, position the shift selector lever at N. No matter how husky the towing equipment is, *don't tow the car at speeds faster than 40 miles per hour.*

If a Cruise-O-Matic or Fordomatic equipped car should need to be towed more than 12 miles, or if the transmission can't be operated, it is best to tow the car with the rear wheels raised. However, if the rear wheels have to be on the ground, disconnect the drive shaft from the rear axle and securely tie up the loose end of the shaft.



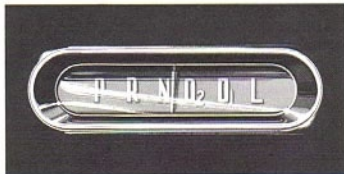
MANUAL CHOKE

The MILEAGE MAKER SIX engine has a manually-operated choke. When the engine is cold, pull the CHOKE knob out, press the accelerator pedal down slightly, then start the engine. *Don't pump the accelerator pedal before starting or you'll flood the engine with excessive fuel.* After the engine starts, push the CHOKE knob in far enough to keep the engine running smoothly.

As soon as the temperature gauge pointer starts moving toward its normal operating range, push the CHOKE knob in all the way. *Driving with the choke knob out will reduce your '60 Ford's gas mileage.*

If the Mileage Maker Six engine doesn't start promptly, push the CHOKE control knob in all the way. Then press the accelerator all the way to the floor while operating the starter.

DRIVING WITH CRUISE-O-MATIC



This is a three-speed automatic transmission featuring two drive ranges. The range selector lever positions—P (park), R (reverse), N (neutral), D2 and D1 (drive ranges), and L (low)—are shown on the dial on the instrument panel directly above the steering column.

TO GO FORWARD—The D1 selector lever position will give you the best combination of automatic gear shifts for full power starts and practically *all normal driving*. With the lever at this position, Cruise-O-Matic will always start the car moving forward in first gear without your having to “floor” the accelerator pedal. The more you depress the pedal, however, the faster the acceleration will be. As the car picks up speed, automatic shifts to second and third gears will occur as they are needed.

The D2 position will always give you starts in second gear, regardless of how much or how little you press down on the accelerator pedal. Cruise-O-Matic will then shift to third gear automatically when the need for second gear has passed.

At speeds between 35 and 65 mph, and with the selector lever at either D1 or D2, you can quickly get the power and acceleration you need to pass cars or to climb steep grades. Just "floor" the accelerator pedal to downshift Cruise-O-Matic from third to second gear. When the need for the extra power has passed, release the pedal to shift back to third gear.

In D1 range, you can also downshift from second to first gear at speeds under 35 mph. *Don't use D1 to help brake the car on hilly roads. Shift the selector lever to L.*

When you shift the selector lever to L on downgrades, Cruise-O-Matic will shift and remain in second gear at speeds faster than 25 mph. If the speed drops below 25 mph, the transmission will automatically shift to first gear. At L position, Cruise-O-Matic will remain in first gear until the selector lever is moved to another position. *Your '60 Ford should not be driven faster than 35 mph in first gear.*

TO GO BACKWARD Stop the car and shift the selector lever to R. Then press the accelerator pedal down lightly to back up the car. Always stop the car before you shift the selector lever from R to D2 to prevent the rear wheels from locking to stop backward rotation.

TO PARK THE CAR After the car is fully stopped, apply the parking brake and shift the selector to P—particularly when you're parked on a hill or even the slightest grade. The positive park position holds the car steady—with or without the engine running.

DRIVING
WITH
FORDOMATIC



All the ease and convenience of automatic driving at low cost is available in Fordomatic, the economical two-speed automatic transmission. The selector dial on the instrument panel above the steering column indicates the selector lever positions —P (park), R (reverse), N (neutral), D (drive), and L (low).

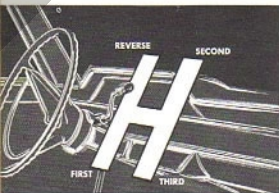
TO GO FORWARD—Shift the selector lever to D, then press down on the accelerator pedal as needed for the driving conditions. With the selector lever at D position, the car will always start out in first gear and as speed is increased, Fordomatic will automatically shift to the second gear for cruising.

To get fast acceleration or extra hill-climbing power at speeds below 50-55 mph, press the accelerator pedal down to the floor and hold it there for a downshift to first gear. When you let up on the accelerator, Fordomatic will upshift to second gear again.

The L selector position is most useful when you're driving in mud, sand, or deep snow, and when you want braking action on steep downgrades. With the lever at L, Fordomatic will remain in first gear, regardless of the speed you are driving. *Do not shift to or drive in L at speeds faster than 55 mph.*

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

TO PARK THE CAR—Bring the car to a full stop in your selected parking space, and apply the parking brake. Then shift the selector lever to P.



● SHIFTING THE CONVENTIONAL DRIVE

The positions of the gear shift lever on the steering column follow the standard H pattern for first, second, third, and reverse gears as shown in the illustration.

● OVERDRIVE OPERATION

The gear shifting procedure for first, second, and third gear is the same as for the Conventional Drive.

At speeds faster than 27 mph, and with the OVERDRIVE control pushed in, the Overdrive fourth gear engages when you momentarily let up on the accelerator pedal. However, when the car's speed drops below 21 mph, Overdrive will automatically disengage and downshift from fourth to third gear.

To get extra power and speed when the car is in Overdrive, "kick down" the accelerator pedal to the floor. This will automatically produce an instant surge of power for passing other cars or climbing uphill grades.

When you need full braking effect of the engine when driving down steep hills or on slippery roads, press the accelerator pedal to "kick down," pull out the OVERDRIVE control handle all the way, and then let up on the accelerator. *The Overdrive should be locked out if the car is ever towed or if it is necessary to push the car to start the engine.*

To park the car in gear when the Overdrive is engaged, shift the gear shift lever to reverse. *As a safety precaution, however, always apply the parking brake when you park the car.*

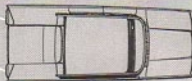
- **NEW CAR BREAK-IN . . .** You can enjoy normal driving right from the beginning in your '60 Ford without the strict formality of a break-in period. However, until your new Ford has covered its first 500 miles, you should avoid fast starts and steady speeds. Extended idling periods should also be kept at a minimum. Occasional short spurts to speeds over 60 mph are all right, provided, of course, that you observe all traffic regulations.

Whenever possible, avoid making sudden or fast stops for the first 100 miles so that the brakes can become properly seated.

- **FUEL RECOMMENDATIONS . . .** The MILEAGE MAKER SIX, the THUNDERBIRD 292 V-8, and the THUNDERBIRD 352 V-8 will perform well when properly adjusted, on regular-grade gasoline. In some areas, "pinging" or "knocking" may occur if the regular-grade fuel is rated at less than 93 octane, but a minor adjustment to the engine will usually eliminate this trouble.

The THUNDERBIRD 352 SPECIAL V-8 should always be operated on a good quality premium-grade fuel for all driving conditions. Low octane fuels will cause poor engine performance and may damage the engine.

Should you plan to drive your car outside of the United States or Canada, ask your travel agent or auto club about the quality and availability of the gasolines in the countries you expect to visit with your car. You may save yourself trouble, time, and expense by knowing beforehand whether or not you'll have to have the engine adjusted or modified for operation in these countries.



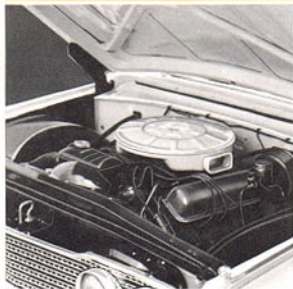
WHEN DRIVING ON SAND, SNOW, OR ICE

You'll have more control over your car if you'll keep the wheels rolling. Shift to second, or even to first gear if necessary (this is the L position of the selector lever if your car has Cruise-O-Matic or Fordomatic). You'll then have more power available to keep the car going steadily without getting stuck.

Drive at reduced speed and, when necessary to stop, apply the brakes gently to prevent skidding. When you accelerate, do it slowly to keep the rear wheels from spinning. In fact make all your driving maneuvers gradually.

When a skid seems imminent, prepare yourself to steer the car in the direction of the skid. As soon as the skid begins, turn the wheel slightly—not sharply—in the direction of the skid. Then accelerate gently to get back on the straightaway.

If the rear wheels get stuck, you can usually rock the car free by shifting back and forth from first gear to reverse while keeping a *light, steady* pressure on the accelerator pedal. If the car is still stuck after a minute or two of rocking, you'd better have it pulled out to prevent overheating and possibly damaging the transmission. Tire chains or snow tires often help in soft snow, but they don't help much on cleared highways where snow melts and freezes. You'll have to come to your own rescue by knowing how to control your car in slippery going.



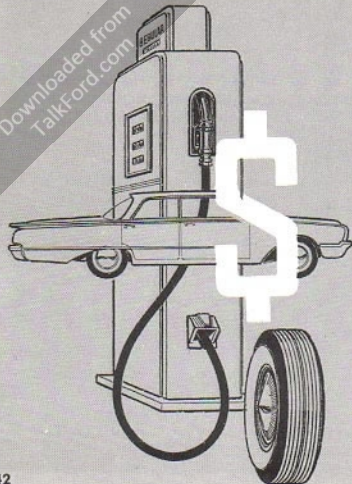
DAY-TO-DAY CARE

Make sure that your '60 Ford is ready to go whenever you need it. Fill up with gasoline often. A full tank reduces the possibility of moisture condensing in the tank and entering the fuel lines.

Frequent checks of the engine oil and radiator coolant levels may help prevent inconvenience to you when you're out on the road, especially when you're driving in remote areas or late at night. It's also a good idea to have the battery fluid level checked often, especially if your car is being driven in warm, dry climates.

Look the tires over before you drive your car, and have *all* the pressures checked if one tire looks softer than the others. The correct cold pressures for your car's tires are given on page 62. When you expect to drive at high speeds for a considerable distance, or when the car is heavily loaded, add 4 to 6 pounds to the recommended pressures.

Check the fluid level in the optional Aquamatic windshield washer reservoir located in the engine compartment. If the level is low, add water and the recommended proportion of FoMoCo All-Weather Windshield Washer Solution. And clean the washer jet nozzles in front of the windshield if they're plugged with dirt.



PERFORMANCE AND ECONOMY . . . For the best gasoline mileage from your '60 Ford, shift gears at the lowest possible speeds without laboring the engine. Don't drive unnecessarily in either first or second gear with Conventional Drive or Overdrive. With Cruise-O-Matic and Fordomatic, tread lightly on the accelerator pedal to move ahead from a standstill. This kind of accelerating will get you into high gear more quickly than flooring the pedal. Driving at steady, reasonable speeds after the first 500 miles on your new Ford will help improve gasoline mileage. Fast starts, quick stops, high-speed driving, and frequent accelerating and slowing-down in traffic are not recognized as good driving habits; and they will greatly reduce your fuel economy and cause unnecessary wear on your engine, tires, and brakes.

Shut off the ignition switch when you're parked. Prolonged idling can make your car's engine a veritable gas hog. The performance and economy of your car is also directly related to its mechanical condition. Be sure that your Ford gets all maintenance and lubrication services recommended in this manual.

THE SUNLINER CONVERTIBLE

Your '60 Ford Sunliner brings a new world of sunshine elegance. And, no matter what the weather may be, this sun-loving, fun-loving car provides you with year-round comfort and dependability.

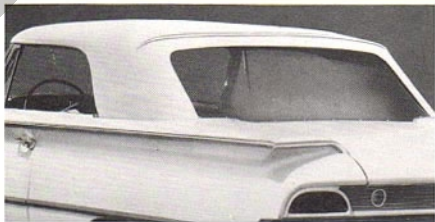
With the vinyl top up, you have a practical 6-passenger all-weather car with the added advantage of a rear window that you can open to provide a refreshing flow of air throughout the car.

With the top down on warm days and evenings, you'll enjoy an unobstructed view of all that surrounds you as you ride in this best-selling convertible of all time.

OPENING AND CLOSING THE REAR WINDOW

Before you open the rear window in your Sunliner, unfasten the two clamps that hold the top to the windshield header. This will relieve the tension on the window. Next, open the slide fastener at the top of the window and remove the side flaps of the window from the weatherseals. Then carefully lay the window in the top-storage compartment. *If you're not going to lower the top at this time, refasten the clamps on the windshield header.*

To close the window, unfasten the two clamps at the top of the windshield, then support the rear window in position with the strap provided, and then close the slide fastener at the top. Tuck the weatherseals at both sides of the window opening into the pockets between the window and the side flaps on the window. *Don't forget to fasten the clamps on the windshield header.*





LOWERING THE TOP . . . Stop the car and open all the side windows before you lower the top.

Be sure the top-storage compartment behind the rear seat is empty and ready to receive the top.

Unclamp the top from the windshield header by pulling the two clamp handles downward until their ends are clear of the top. If the top hasn't been lowered for some time, push the front of the top up slightly with your hand to loosen it. Open the rear window before you lower the top.

The control to operate the top is located on the instrument panel near the ignition switch. Turn the ignition key in the switch to the ACC position (or have the engine running). Then pull out the TOP control and hold it there until the top folds down into its storage compartment. Cover the lowered top with the vinyl boot provided for this purpose.

RAISING THE TOP . . . Stop the car, and pull the sun visors downward so they won't interfere with the top when it moves forward over the windshield. Remove the boot from the lowered top, and open all of the side windows. Turn the ignition key in the switch to the ACC position, then push in the TOP control and hold it there until the top moves forward and stops against the windshield header. The two pins under the front of the top should seat in holes in the header. Close the rear window. Next fasten both clamps to the top and push the clamp handles upward.

- **TOP-STORAGE COMPARTMENT** . . . When your Sunliner top is raised, the fabric top-storage compartment can be collapsed to give you more space in the luggage compartment.

To do this, open the deck lid, and release the snap fasteners at both lower corners of the storage compartment. Push the compartment forward and up to provide the additional space.

- **SUNLINER TOP CARE** . . . The '60 Ford Sunliner has a fabric-grained vinyl top. Proper care of the top will help to lengthen its life.

Don't lower a damp top into the storage compartment. Keep it fully raised and clamped to the windshield header until it's thoroughly dry. When the top is lowered, keep it covered with the protective vinyl boot provided for this purpose.

The top of your Sunliner should be washed at least once every two months. Before washing, remove all loose dirt from the fabric with a whisk broom or a vacuum cleaner. Then use warm or cold water and a *mild* soap. Stubborn stains or spots on the top that won't come off easily with soap and water should be removed with FoMoCo Interior Trim Cleaner. Rinse the top thoroughly with clean water. Wipe off excess moisture with a clean absorbent cloth. After the top is dry, it should be brushed lightly.

The plastic rear window can be washed with warm water and a *mild* soap. Rinse the window with clean water and wipe it dry with a clean, soft cloth. *Don't wipe dirt off the rear window with a dry cloth because the dirt particles may scrape across the plastic and permanently scratch it.*

OPTIONAL EQUIPMENT AND ACCESSORIES

The investment you made in the factory-installed optional equipment on your '60 Ford will pay dividends in driving pleasure, convenience, and safety for you and your passengers. These items will also pay off when trade-in time comes, because your car will be more attractive to its second buyer.

Other optional equipment, and many accessories to fit your specific driving needs, can be installed on your '60 Ford by your Ford Dealer to add still further to the joys of modern motoring.



MASTER-GUIDE POWER STEERING . . . This hydraulically-operated steering system allows you to retain a true "road feel" through your hands on the steering wheel. The power assistance reduces steering effort up to 85% to make parking easier and to give you a solid sense of control while driving.

Master-Guide Power Steering provides a power assist only when the engine is running. However, even if the engine is stopped, or if the power system shouldn't be operating normally, you'll have safe steering and full control of your car through the conventional steering system.



SWIFT SURE POWER BRAKES . . . Your '60 Ford can be brought to a swift, sure stop with up to one-third the pedal pressure required with conventional brakes. The low-level pedal also allows you to quickly pivot your foot from the accelerator to the brake pedal.

If, for any reason, Swift Sure Power Brakes should lose their brake-assisting power, the hydraulic system will remain completely effective, allowing you to stop the car safely when you push down the brake pedal.



EQUA-LOCK DIFFERENTIAL . . . This revolutionary rear axle provides better traction for pulling out of snow, ice, or mud. And it's all done automatically when you need it. With this limited-slip differential, driving force is delivered *equally* to both rear wheels so that both wheels turn at the same speed instead of one spinning and the other standing still. You'll find that the Equa-Lock Differential will help eliminate tow calls and reduce skidding when the pavement is slippery.

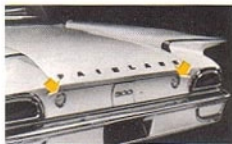


POLARAIRE CONDITIONER

... This low-cost air conditioning unit can be quickly installed under the instrument panel, and will give you a wide selection of cooling ranges and three fan speeds through its easily operated push-button controls. The Polaraire Conditioner operates independently of the heater, and its flow of cool air can be directed throughout the car as you desire.



SEAT BELTS ... When you and your passenger are secured with safety seat belts while driving, the possibility of personal injury is greatly reduced should you be forced to make a sudden stop. The attaching points of the belts are securely anchored to the reinforced body structure behind the seats. The belts meet aviation authority standards.



BACK-UP LIGHTS ... These lights are installed inboard of the tail and stop lights, and are turned on automatically whenever you put the transmission selector or gear shift lever in reverse to back up the car. The bright view furnished by these lights will enable you to park your car or back out of driveways at night with much greater assurance.

FORD DEALER'S SERVICE POLICY

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

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

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

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

MECHANICAL MAINTENANCE

Conscientious care of your '60 Ford is the best way to keep its operating costs as low as possible during its lifetime with you. And the mechanical maintenance services recommended in this section of the manual were developed especially for your car. Your Ford Dealer can perform all of these services for you—as he does for thousands of other responsible Ford owners—to help maintain your Ford's peak performance from the start.

THE 1000-MILE INSPECTION

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

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

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

ENGINE OIL

The engine crankcase capacity is given on page 62. When the oil filter is changed at the same time as the engine oil, an additional quart must be added. Refer to the Maintenance and Lubrication Guide on pages 54 and 55 for the type of lubricant and specified mileage interval between changes.

THE ENGINE COOLING SYSTEM

Your '60 Ford has a pressurized engine cooling system which is sealed by a vented, spring-loaded filler cap. Check the radiator coolant level often. Remember . . . the system is under pressure . . . so use care while removing the filler cap and adding water when the engine is warm.

The cooling system should be drained and flushed every spring and fall in all climates. In the spring, refill the system, using clean water with the proper amount of FoMoCo Rust Inhibitor added to it. In the fall, where cold weather is expected, refill the system with clean water and a good-grade anti-freeze in the right proportion to protect your engine from freezing in the coldest weather expected. *Always use new anti-freeze, and don't mix methanol anti-freeze with the permanent type in the cooling system.* Your Ford Dealer is a specialist in *winterizing* '60 Fords.

MAINTENANCE AND LUBRICATION

The recommendations given in the Maintenance and Lubrication Guide on page 54 apply to *average* driving conditions. If your Ford is driven often in stop-and-go traffic, on short trips, during wet weather, or through mud, slush, or dust, some of the maintenance and lubrication services should be performed more frequently. Consult with your Ford Dealer to determine the best maintenance intervals for your '60 Ford's specific operation.

OPERATION

1960 FORD CAR MAINTENANCE AND LUBRICATION GUIDE

	At Fuel Stop	Each 1000 Miles	Each 4000 Miles	Each 6000 Miles	Each 12,000 Miles	Each 24,000 Miles
Check Engine Crankcase Oil Level	X	X	X	X		
Check Radiator Coolant Level	X	X	X	X		
Check Battery Water Level	X	X	X	X		
Check Windshield Washer Reservoir Fluid	X	X	X	X		
Check Tire Air Pressures	X	X	X	X		
Lubricate Front Suspension Ball Joints and Steering Linkage		X	X	X		
Lubricate Clutch Equalizer Bar		X	X	X		
Lubricate Door Lock Striker Plates		X	X	X		
Check Brake Master Cylinder Fluid Level		X	X	X		
Check Fordomatic or Cruise-O-Matic Fluid Level		X	X	X		
Check Power Steering Reservoir Fluid Level		X	X	X		
Drain and Refill Engine Crankcase and Replace Oil Filter		X	X	X		
Check Conventional Drive or Overdrive Lubricant Level		X	X	X		
Check Rear Axle Lubricant Level		X	X	X		
Lubricate Transmission, Clutch, and Brake Linkage		X	X	X		
Perform Minor Engine Tune-Up		X	X	X		
Check Steering Gear Lubricant Level		X	X	X		
Check and Adjust Steering Gear Preload		X	X	X		
Adjust Clutch Linkage and Clutch Pedal Travel		X	X	X		
Lubricate Rubber Weatherstrips		X	X	X		
Lubricate Hood Lock and Catch		X	X	X		
Lubricate Deck Lid Latch		X	X	X		
Lubricate Door Locks		X	X	X		
Lubricate Door Lock Rotors		X	X	X		
Lubricate Glove Compartment Door Latch		X	X	X		
Lubricate Convertible Top Linkage		X	X	X		
Lubricate Door, Deck Lid, Hood, and Fuel Filler Door Hinge Pivots		X	X	X		
Lubricate Station Wagon Tailgate Supports		X	X	X		
Perform Minor Brake Adjustment		X	X	X		
Clean Body and Door Drain Holes		X	X	X		
Cross-Switch Tires		X	X	X		
Perform Major Engine Tune-Up		X	X	X		
Adjust Cruise-O-Matic Bands and Linkage		X	X	X		
Adjust Fordomatic Linkage		X	X	X		
Clean, Repack and Adjust Front Wheel Bearings		X	X	X		
Lubricate Window Regulators		X	X	X		
Lubricate 4-Way Power Seat Regulating Shaft		X	X	X		
Perform Major Brake Adjustment		X	X	X		
Check Headlight Alignment		X	X	X		
Lubricate Slip Yoke (Fordomatic or Cruise-O-Matic)		X	X	X		
Change Fordomatic or Cruise-O-Matic Fluid		X	X	X		
Adjust Fordomatic Transmission Bands		X	X	X		
Replace Air Cleaner Element		X	X	X		
Check Carburetor Throttle Shaft Wear		X	X	X		
Check Exhaust System for Leaks		X	X	X		
Check Rear Axle U-Bolt Torque		X	X	X		
Check Shock Absorber Bushings		X	X	X		
Check Rear Spring Eye Bushings		X	X	X		
Replace Spring Leaf Inserts		X	X	X		
Check Convertible Top Operation and Alignment		X	X	X		
Lubricate Speedometer Cable		X	X	X		
Lubricate Heater and Air Controls and Motor		X	X	X		
Lubricate Air Conditioner Controls and Blower Motor		X	X	X		
Lubricate Windshield Washer Control		X	X	X		
Lubricate Universal Joints		X	X	X		

LUBRICANT RECOMMENDATIONS

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

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

FRONT SUSPENSION BALL JOINTS AND STEERING LINKAGE—Chassis Lubricant

UNIVERSAL JOINTS—Universal Joint Lubricant

CLUTCH EQUALIZER BAR—Chassis Lubricant

DOOR LOCK STRIKER PLATES—Stick Wax

BRAKE MASTER CYLINDER—Heavy-Duty Brake Fluid

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

POWER STEERING RESERVOIR—Ford Automatic Transmission Fluid B8A-19582-A or Automatic Transmission Fluid—Type A, Suffix A.

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

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

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

STEERING GEAR—Ford Lubricant B8A-19578-A

RUBBER WEATHERSTRIPS—Silicone Lubricant

HOOD LOCK AND CATCH—Lubriplate

DECK LID LATCH—Lubriplate

DOOR LOCKS—Lock Lubricant

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

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

CONVERTIBLE TOP LINKAGE—Engine Oil—S.A.E. 10W

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

STATION WAGON TAILGATE SUPPORTS—Engine Oil—S.A.E. 10W

FRONT WHEEL BEARINGS—Wheel Bearing Grease

WINDOW REGULATORS—Lubriplate

4-WAY POWER SEAT REGULATING SHAFT—Engine Oil—S.A.E. 10W

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

SPEEDOMETER CABLE—Ford Lubricant B5A-19581-A

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

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

WINDSHIELD WASHER CONTROL—Engine Oil—S.A.E. 10W

THE ELECTRICAL SYSTEM... The *battery*, located in the engine compartment of your '60 Ford, is really the heart of the electrical system. It furnishes the energy needed to start the engine and to operate the electrical equipment and accessories when the engine is stopped. Have the fluid level in the battery checked frequently. Add *distilled or mineral-free water* to each of the six cells as necessary to bring the level up to the ring in the bottom of the filler well. *Do not over-fill the cell.* Keep the battery clean to prevent foreign matter from entering when the fill-caps are removed. Petroleum jelly or Lubriplate, applied to the battery terminals, will help prevent corrosion.

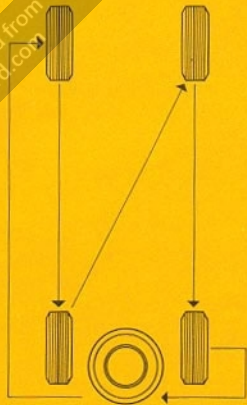
Don't allow open flames or sparks to be brought near the battery fill-cap openings. Explosive hydrogen gas, produced during normal battery operation, may be present at these openings, and could be accidentally ignited.

After you add water to the battery in freezing weather, let the engine run at a fast idle speed for 15 minutes or, preferably, drive at least five miles to make sure the water mixes thoroughly with the fluid in the battery. This will prevent the battery from freezing and being damaged.

The *headlights, taillights, and stop lights* on your '60 Ford are major safety items, and should be kept in good operating condition. Prompt replacement of burned-out light bulbs is a *must* for safety.

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

Replaceable glass-enclosed cartridge-type *fuses* protect many of the circuits in your '60 Ford. *Circuit breakers* are provided for the headlight and auxiliary light circuits, the Convertible top-operating mechanism, power seats, power windows, and similar equipment. If any unit fails to operate because a circuit breaker is "open", turn the key in the ignition switch to OFF for thirty seconds, and then try it again. Your Ford Dealer can help if you should have fuse or circuit breaker trouble.



TIRES . . . Your '60 Ford is equipped with rugged tubeless-type tires for your driving comfort and safety. While these tires are not puncture-proof, they will afford you much protection against sudden tire failure. Your Ford Dealer and many service stations are equipped to make permanent repairs on tubeless tires. Be sure to have the tires inspected occasionally for imbedded objects that may lead to tire damage.

TIRE PRESSURES—Check the tire pressures frequently, including the spare, when the tires are cool—24 pounds in all tires except the Station Wagon rear tires which require 26 pounds. The pressures in the tires always increase as the tires heat up from fast driving and heat transfer from the pavement during the summer. *Don't bleed air from the tires when they're hot—they'll return to normal when they cool down.* When you expect to drive at high speeds for a considerable distance, or when the car is heavily loaded, add 4 to 6 pounds to the recommended pressures.

TIRE ROTATION—To equalize wear and to prolong tire life, all five tires and wheels should be rotated every 6,000 miles, as shown in the diagram.



CHANGING A TIRE AND WHEEL—If it should become necessary for you to change a tire and wheel, set the parking brake and, as an extra precaution, place a block or a stone under both the front and rear of one of the wheels that is not disabled. Remove the spare tire and wheel from the luggage compartment, or from the rear section of the floor in station wagons.

Pry the cover off the wheel that's to be changed, using the flat end of the combination jack handle and wheel wrench. Then loosen, but do not remove the wheel nuts.

With the jack post resting in its base, flick the jack-control lever upward to its RAISE position. Place the jack so its loadrest fits snugly and evenly against the lower edge of the bumper as shown.

Insert the handle in the jack operating lever socket, then work the jack handle up and down until the wheel is off the ground. Remove the wheel nuts, and immediately replace the tire and wheel with the spare, making sure the tire valve of the spare is adjacent to the notch on the brake drum. Be sure you tighten all wheel nuts evenly.

If your '60 Ford has the optional Equa-Lock Differential, don't run the engine while either rear wheel is jacked-up unless the transmission is in neutral and the parking brake set.

After you've finished changing the tire and wheel, press the jack control handle downward, and slowly lower the wheel to the ground. Before you replace the wheel cover, check all wheel nuts again to be sure they're tight. Stow the jack and handle so they won't rattle when you drive away.

BEAUTY MAINTENANCE

The quality and craftsmanship built into your '60 Ford makes its factory-fresh beauty easy to maintain. Regular care of the exterior paint and metal finishes and the inside trim will keep them looking like new.

WASHING . . Wash your car often and thoroughly with warm or cold water. If the car is very dirty, use a mild soap or detergent. *Avoid washing the car with hot water and strong soaps.* Do not wipe painted surfaces with a dry cloth, because gritty particles may produce scratches.

POLISHING . . Your '60 Ford's Diamond Lustre Finish will never need waxing under most normal driving conditions. However, any unprotected paint finish can, in time, become dull from accumulated dirt. Damage to the finish will result if you drive frequently where tree sap, fly ash, insect excretions, or salt deposits can cling to the surface of the paint. FoMoCo polish will help prevent this damaging effect by forming an invisible, protective film over your entire car.

COUNTRY SQUIRE TRIM . . The exterior wood-grained trim of a Country Squire requires no special treatment to keep it bright and glossy. It can be washed just like other painted surfaces, and protected with FoMoCo polish.

METAL TRIM . . The metal trim on your '60 Ford needs no special care to keep it sparkling. FoMoCo Chrome Cleaner can be used to remove rust or salt corrosion that may accumulate. *Don't scour the metal with steel wool or strong abrasive cleaners.* To keep the chrome shining brightly in all kinds of weather, spray it with FoMoCo Chrome Protector.

UPHOLSTERY AND INTERIOR TRIM . . Most loose dust and dirt can be quickly removed from the upholstery, interior trim, and floor coverings with a whisk broom or a vacuum cleaner.

Vinyl plastic surfaces that are dusty can be wiped clean with a damp cloth. Wash the vinyl upholstery and trim occasionally with warm water and a mild soap. Use FoMoCo Interior Trim Cleaner for nylon and for stubborn stains on vinyl. Other types of cleaning fluids may be used only if they are recommended for use on nylon or vinyl plastic surfaces.

Rubber floor coverings and the cargo areas in station wagons can be washed with soap and water. Rayon carpeting should be cleaned with FoMoCo Interior Trim Cleaner.

SPECIFICATIONS

GENERAL DIMENSIONS

Wheelbase	119 inches
Tread—Front	61 inches
Rear	60 inches
Length (Over-all)	213.7 inches
Width (Over-all)	81.3 inches
Height (Over-all)—Fairlane, Fairlane 500, and Galaxie	55 inches
Starliner	54.5 inches
Sunliner	55.5 inches
Station Wagon	56.5 inches

ENGINES

	Mileage Maker Six	Thunderbird 292 V-8	Thunderbird 352 V-8	Thunderbird 352 Special V-8
Number of Cylinders	6	8	8	8
Bore (Inches)	3.62	3.75	4.00	4.00
Stroke (Inches)	3.60	3.30	3.50	3.50
Piston Displacement (Cubic Inches)	223	292	352	352
Taxable Horsepower	31.54	45.00	51.20	51.20
Brake Horsepower	145 @ 4000 rpm	185 @ 4200 rpm	235 @ 4400 rpm	300 @ 4600 rpm
Torque (Foot-Pounds)	206 @ 2000 rpm	292 @ 2200 rpm	350 @ 2400 rpm	381 @ 2800 rpm
Compression Ratio	8.4 to 1	8.8 to 1	8.9 to 1	9.6 to 1

BATTERY (12 VOLTS)

	Standard Battery	Optional Heavy-Duty Battery
Capacity (Ampere-Hours @ 20-Hour Rate)	55, 65*	70
Number of Plates	66, 78*	66
Ground Terminal Polarity	Negative	Negative

*Standard battery only on Thunderbird 352 V-8 and 352 Special V-8.

SPARK PLUGS

Make and Model—Mileage Maker Six	Champion 870
Thunderbird 292 V-8	Champion F-14-Y
Thunderbird 352 V-8	Champion F-11-Y
Thunderbird 352 Special V-8	Champion F-11-Y
Spark Plug Gap Width	0.032-0.036 inches

LIGHTS (12 VOLTS)

	Wattage or Candlepower	Lamp Number
Headlights—No. 1 (Inner)	37½ watts	4001
No. 2 (Outer)	50-37½ watts	4002
Parking and Front Turn Indicator	32-4 cp	1034
Stop, Tail, and Rear Turn Indicator	32-4 cp	1034
Back-Up	32 cp	1073
License Plate	4 cp	67
Luggage Compartment	6 cp	89
Spotlight	30 watts	4405
Courtesy and Map	4 cp	67
Dome	15 cp	1003
Headlight High Beam Indicator	1.5 cp	1445
Oil Pressure Indicator	1.5 cp	1445
Generator Indicator	1.5 cp	1445
Interior Turn Signal	2 cp	57
Parking Brake Indicator	2 cp	57
Instrument Cluster	2 cp	57
MagicAire or SelectAire Control Panel	1.5 cp	1445
Recirculating Heater Control	2 cp	57
Clock	2 cp	57
Radio Dial	1.9 cp	1892

SPECIFICATIONS

FUSES (12 VOLTS)

Circuit	Location	Fuse Number
Manual or Console Range Radio	Fuse Block on Headlight Switch	SFE-7.5
Turn Indicator and Back-Up Lights	Fuse Block on Headlight Switch	SFE-14
Clock	Fuse Block on Headlight Switch	1AG-1
Heater Blower	Fuse Block on Headlight Switch	SFE-14
Spotlight	Cartridge on Power Feed Wire	SFE-7.5
Overdrive	Clip on Overdrive Relay	3AG-15
PolarAire Conditioner	Cartridge on Power Feed Wire	3AG-15

CRUISE-O-MATIC GEAR RATIOS

First	2.40 to 1
Second	1.47 to 1
Third	1.00 to 1
Reverse	2.00 to 1

FORDOMATIC GEAR RATIOS

First	1.75 to 1
Second	1.00 to 1
Reverse	1.50 to 1

CONVENTIONAL DRIVE GEAR RATIOS

	Mileage Maker Six	Thunderbird 292 V-8	Thunderbird 352 V-8	Thunderbird 352 Special V-8
First	3.09 to 1	2.78 to 1	2.37 to 1	2.37 to 1
Second	1.92 to 1	1.61 to 1	1.51 to 1	1.51 to 1
Third	1.00 to 1	1.00 to 1	1.00 to 1	1.00 to 1
Reverse	3.67 to 1	3.38 to 1	2.81 to 1	2.81 to 1

OVERDRIVE GEAR RATIOS

	Mileage Maker Six	Thunderbird 292 V-8	Thunderbird 352 V-8	Thunderbird 352 Special V-8
First	2.80 to 1	2.37 to 1	2.49 to 1	2.49 to 1
Second	1.69 to 1	1.43 to 1	1.59 to 1	1.59 to 1
Third	1.00 to 1	1.00 to 1	1.00 to 1	1.00 to 1
Fourth (Overdrive)	0.70 to 1	0.70 to 1	0.72 to 1	0.72 to 1
Reverse	3.80 to 1	3.80 to 1	3.15 to 1	3.15 to 1

APPROXIMATE REFILL CAPACITIES (U. S. MEASURES)

Fuel Tank	20 gallons
Engine Cooling System—Mileage Maker Six	15 quarts
V-8	19 quarts*
Engine Crankcase—Mileage Maker Six	4 quarts†
V-8	5 quarts†
Transmission—Cruise-O-Matic or Fordomatic	10-10½ quarts
Conventional Drive	3 pints
Overdrive	4 pints
Rear Axle	4½-5½ pints

*Add 1 quart extra in car equipped with heater.

†Add 1 quart extra after oil filter element replacement.

TUBELESS TIRE PRESSURES

	Tire Size and Ply Rating	Pounds Per Square Front Tires	Per Square Inch (Cold) Rear Tires
Car	7.50 x 14-4	24	24
	8.00 x 14-4	24	24
Station Wagon	7.50 x 14-4	24	26
	8.00 x 14-4	24	26
	8.50 x 14-4	24	26

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