Ford Maverick

Ford Marketing Corporation
Ford Customer Service Division
Service Technical Communications Department

Mark Corp
Dec. 73 **365-10674-C** Litho in U.S.A.

THIRD PRINTING
1974 OWNER'S MANUAL

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INTRODUCTION

Welcome

Ford welcomes you to the growing group of discerning people who own and drive Ford-built vehicles. We take great pride in the long tradition of quality products and superior values that the Ford name represents. This Owner's Manual has been written to help you enjoy many miles of motoring pleasure in your new car.

You, Your Car, and Ford

New Car Break-In

Your new car will not require an extensive "break-in", although we recommend you limit your maximum speed to 70 MPH during the first 1000 miles. For further break-in instruction see page 36.

No Unhappy Owners

Ford is proud of its vehicles and the expert service available from its dealers. When you buy a new car from us we want you to be completely pleased with it. Our goal is to see that there are No Unhappy Owners.

Service Assistance

Your authorized dealers want you to be completely satisfied with your new car. But, if you feel that you require service assistance beyond that which your dealer is able to provide, the Ford Motor Company District or Regional Office in your area will be pleased to work with you and your dealer. We have district offices set up throughout the United States and Canada to help resolve any service questions you may have. For more information about the function of these District or Regional Offices and the address of the office in your area, see the District Office Assistance Section in the back of this manual. When we say we want you to be 100% satisfied, we mean it!

How to Use This Manual

Each year Ford introduces new features designed to increase your driving pleasure. This Owner's Manual will familiarize you with these improvements as well as other important facts you should know about your car. You are urged to read this manual from cover to cover.

We wrote this manual especially for you. We hope you use it to get to know your new car and learn how to get the most enjoyment from it. First you'll become familiar with the various instruments and controls. As you read further, you'll get some tips on how to drive on slippery roads, how to break-in your new car, and how to drive economically. This manual also includes sections on the maintenance of the beauty of your new car and the services that are needed to keep it in excellent running condition. In the back of the manual there are some convenient forms for do-it-yourself mechanics to order car shop manuals.

INTRODUCTION

After reading this Owner's Manual, be sure to keep it in your car as a ready reference when you need it. See your authorized dealer for any further information. He'll be glad to answer any questions you may have about operating the equipment on your new car.

Warranties

The warranties covering your new car are an integral part of your purchase order. Information about the warranties can be found in the Warranty Facts Booklet and under Emissions Systems in the General Maintenance Section of this manual. Read this information carefully because everything that is covered in the warranties is stated in precise terms.

Lifeguard Safety Features

The car you have just purchased has substantially improved impact resistant bumpers. Specifically, the front and rear bumpers meet Federal Standards for up to five MPH frontal and rear impact protection straight into a flat, vertical fixed barrier without hindering normal operation of the car's hood and trunk latching, fuel, cooling, and exhaust systems or of the propulsion, suspension, steering, electrical, or braking system. Tests show that with bumper guards, no substantial damage to sheet metal should result from such a barrier impact at or below these speeds.

Every new Ford Motor Company car includes the following Lifeguard Design Safety Features:

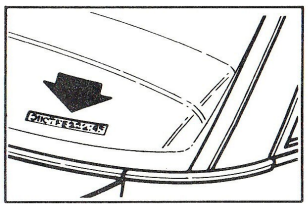
- Dual hydraulic brake systems with warning light
- Energy-absorbing instrument panel with padding
- High strength laminate safety glass windshield
- Double-yoke safety door latches and safety hinges
- Steel guard rails in side doors
- Energy-absorbing front seat back tops with padding
- Self-locking front seatbacks on two-door vehicles
- Safety rim wheels and load-rated tires
- Corrosion-resistant brake lines
- Safety-design front end structure
- Head restraints or high-back seats for front outboard occupants
- Energy-absorbing steering column
- Occupant safety restraint system

Ecology

We, too, are committed to improving the environment. Won't you join us in the fight for cleaner air?

Ford Motor Company vehicles for 1974 have been certified as meeting applicable emissions standards. In complying with these standards, it has been necessary to make certain adjustments, primarily in ignition timing, that may reduce engine smoothness under certain operating conditions. Any minor inconvenience that might be caused by these adjustments is more than outweighed by the fundamental objective of IMPROVING OUR ENVIRONMENT.

Car Identification Plate



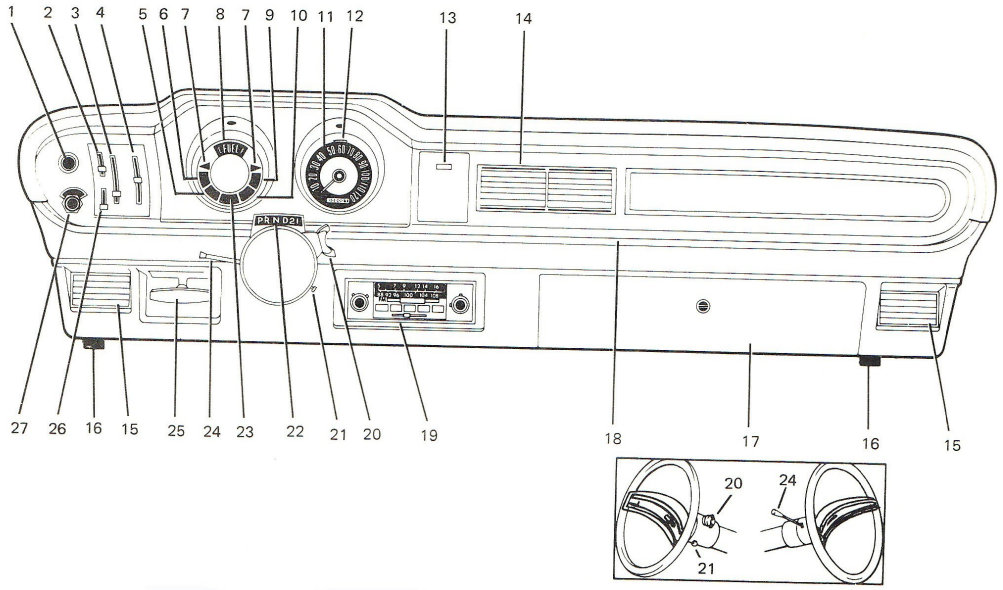
The official vehicle identification number for registration and title purposes is stamped on a metal tag that is fastened to the instrument panel. It is on the driver's side, close to the windshield, and visible from outside the car.

You'll also find this number, along with some other important identifying information, on the Vehicle Certification Label, which is attached to the left door lock pillar. The certification label is made of special material to guard against altering it. If it is tampered with or removed, it will be destroyed or the word VOID will appear. Vehicle loading and tire inflation pressure levels are also shown on a label attached to the rear face of the passenger right-hand door.

If you ever find it necessary to correspond with Ford Customer Service Division about your car, please include the 11-digit vehicle identification number.

Notice

The description and specifications contained in this manual were in effect at the time the book was approved for printing. The Ford Motor Companies reserve the right to discontinue models at any time, or to change specifications or design, without notice and without incurring obligation.



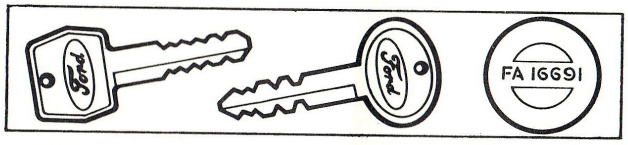
Instrument Panel Nomenclature

1. Lights Switch
2. Fan Switch
3. Temperature Control
4. Heater Control
5. Oil Pressure Warning Light
6. Engine Temperature Warning Light
7. Turn Signal Indicator Lights
8. Fuel Gauge
9. Brake System Warning Light
10. "Fasten Belts" Warning Light
11. Speedometer - Odometer (MPH)
12. "Hi-Beam" Indicator Light
13. Ash Tray and Concealed Cigar Lighter (Lighter Optional)
14. A/C Registers (Optional)
15. Panel Air Registers
16. Air Vent Controls (Non A/C)
17. Lockable Glove Box
18. Bright Lower Moulding (RPO)
19. Radio (Optional)
20. Ignition Switch
21. Hazard Flasher System
22. Select-Shift Transmission Quadrant (Optional)
23. Alternator Warning Light
24. Turn Signal Lever
25. Parking Brake Control
26. Rear Window Defogger (Optional)
27. Windshield Wiper/Washer Control

INSTRUMENTS AND CONTROLS

Keys and Key Records

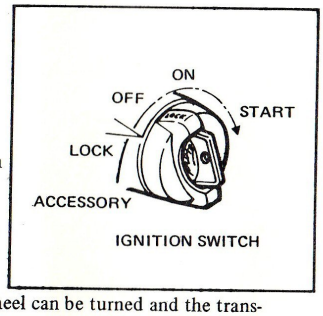
Your new car is equipped with a reversible key locking system. Your ignition key (which also unlocks the car doors) has a square head with identical "bits" on the edges. This enables you to insert the key whether it is up or down. Your trunk key has a round head and it can also be inserted up or down.



When your dealer hands you the keys to your new car, you'll notice that the ring attached to the key set has numbers stamped on it. These numbers are your key numbers. If you should lose your keys, the ring will enable your dealer or locksmith to replace them more easily. Detach the ring and store it in a safe place like your wallet or purse.

Ignition Switch

The ignition switch on your car has five positions as shown in the drawing. Make sure you understand the function of each position before you turn the key.



IGNITION SWITCH

Your reversible key can only be inserted or removed when the ignition switch is in the LOCK position. In the LOCK position, the steering wheel and the transmission controls are locked. Never reach through the steering wheel to turn the key.

In the OFF position, the steering wheel can be turned and the transmission is unlocked. After the engine has been started, the OFF position can be used to shut the engine down without locking the steering column or the transmission.

After you have adjusted your seat, shoulder belts and mirrors, turn the key to the ON position. Turning the key to ON does not start the engine. Your purpose in turning to ON is to supply electrical current to the ignition system so you can check the various warning lights and gauges as outlined in this manual. When you're ready to start your engine make sure all front seat occupants have buckled their seat belts, the shift lever is in P(PARK) or N(NEUTRAL) and turn the key to the START position.

In START, there are more warning system lights you should test before the car starts. While in START, the engine will crank until you release the key. The key then returns to ON, which is the normal running position.

Before you turn the key to ACC(ACCESSORY) or LOCK, the shift lever (on cars equipped with automatic transmission) must be in P(PARK) or R (REVERSE) on cars equipped with a manual transmission. In ACC you can use the electrical equipment on your car without the engine running or electricity flowing in the ignition circuit.

Ignition Buzzer

To remove the ignition key after driving, the ignition switch must be in the LOCK position. A warning buzzer sounds if you open the driver's door with the key still in the ignition switch. The buzzer is to remind you not to leave your keys in the car.

WARNING INDICATORS

Warning Lights

Following is a description of the various warning lights which may be found on your car's instrument panel. The following lights should all glow when you turn the ignition key to the ON position. This indicates that the electrical circuits are functioning properly. If any of these warning lights do not glow with the ignition switch in the ON position, have your car's electrical system checked as soon as possible.

Alternator Warning Light—If your car's alternator warning light steadily glows red when the engine is running, it indicates that your battery is being discharged and the electrical system is malfunctioning. If the alternator warning light indicates that the electrical system is not functioning properly, have your car's electrical system checked by your dealer as soon as possible.

Oil Pressure Warning Light—If the oil pressure warning light glows steadily while the engine is running, it means that there is a loss of pressure in your engine's oil system. If this warning occurs, stop your car immediately and check the oil level. Add oil if necessary. Do not continue to drive your car as long as the warning light is lit.

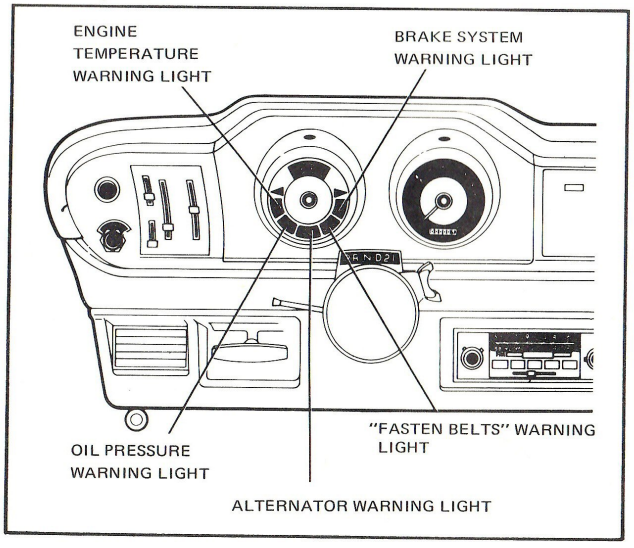
INSTRUMENTS AND CONTROLS

The following warning lights should illuminate when the ignition switch is in the START position. If any of them do not light up in the START position, it indicates a malfunction in your car's electrical circuits. Have the electrical system checked out as soon as possible.

Engine Temperature Warning Light – The temperature warning light (TEMP) will glow red when the ignition key is in start position to prove that the light and electrical wiring are satisfactory. The light will go out when the key is released to ON position.

If the red light glows with the engine running, the car is overheating – STOP ENGINE, have cooling system checked immediately and determine the cause. Otherwise the engine could be severely damaged.

Seat Belt Warning Light and Buzzer–The warning light glows and a buzzer sounds when the ignition switch is turned to the START position if someone in the front seat isn't buckled-up. The light and buzzer also come on if a front seat occupant is not buckled-up and the transmission is out of PARK (auto. trans.) or NEUTRAL (manual trans.) with the ignition switch in the ON position.



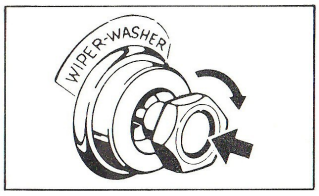
Brake System Warning Light – A dual master cylinder is used in the brake system. In case of a loss of hydraulic pressure in either the front or rear brakes, a BRAKES warning light on the instrument panel will light up upon application of the brakes. Any indicated malfunction in the hydraulic braking system should receive immediate attention.

Warning Gauges

Fuel Gauge – The fuel gauge (FUEL) indicates how much gasoline is left in the tank. It operates with the ignition switch in the ACC or ON position. For better accuracy, read it when car is level. It is a good idea to keep the fuel tank over half full at all times to help eliminate excessive condensation in the tank.

Windshield Wipers and Washers

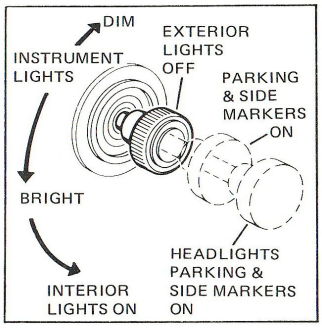
Two-Speed Windshield Wipers



To turn on the standard two-speed wipers, turn the WIPE-WASH control knob clockwise. The first position is low speed; the second is high speed. Do not manually move the wiper arms and pivots.

Windshield Washers–To use the washers turn control knob to low speed and push switch in to start spray. For a constant spray, keep the control knob pressed in.

Headlight Switch With Dome Light Operation



Pull the light switch knob out to turn on the parking or headlights. Turn the knob clockwise to dim or turn off the instrument panel lights. Turn it counterclockwise to brighten instrument panel light and turn on the courtesy lights or the dome light, if your car is so equipped.

INSTRUMENTS AND CONTROLS

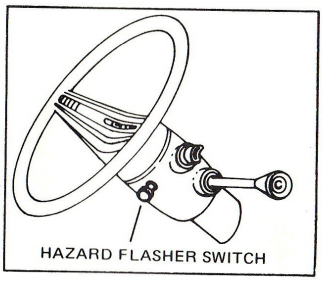
Hi Beam Switch

The headlight beam selector switch is located on the toeboard to the left of the brake pedal. When the headlights are on, press beam selector with left foot to change from high to low or low to high.

The HI-BEAM jewel on the speedometer dial will be illuminated when the headlights are operating on HI-BEAM.

Hazard Flasher

The hazard flasher system provides added safety during emergency parking or when unusual circumstances force you to drive so slowly that your car might be a hazard to other traffic. When you turn on your flasher, it serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your car.



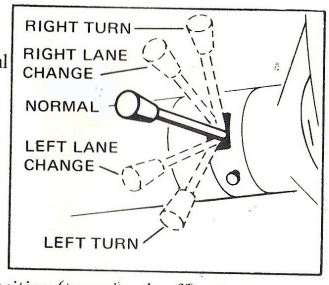
HAZARD FLASHER SWITCH

The flasher switch is located on the steering column below the ignition switch. Pull the switch out to start the flashers; press in on the switch to stop the flashing action.

Caution – Care must be taken when using the hazard warning system while moving on the highway. Such operation may be prohibited in certain areas.

Turn Signals

The turn signal lever is on the left side of the steering column. To signal for a left turn, pull the lever down until it is held in position. To signal for a right turn, push the lever up. When you signal for a turn, the front parking light, the taillight and the indicator light in the instrument panel will flash on and off on the left or right side of your car.



The lever will return to the center position (turn signals off) automatically once you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to center position. When you want to change lanes, you can flash your turn indicators without putting the lever in the "hold" position by moving the lever either up or down until the indicator flashes. When you release the lever it will return to the center position.

If the turn indicator light on the instrument panel does not flash or remains on continuously, or if the flasher does not "click" when you signal a turn, the signaling system is malfunctioning. Have this condition corrected as soon as possible, making sure in the meantime to use the accepted hand signals to indicate your driving intentions.

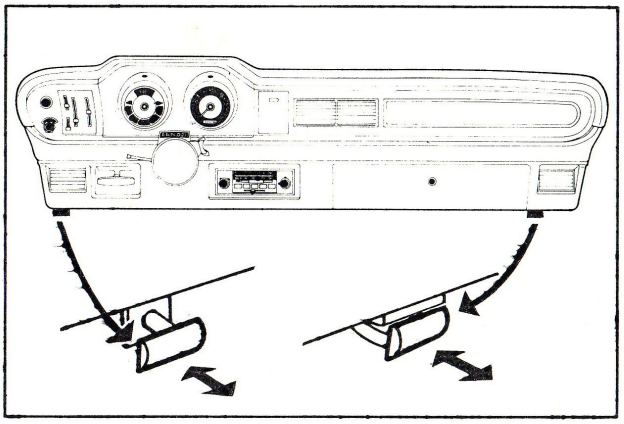
Dual Beam Map Lights

The optional map lights are located on each side of the dome light. Each map light can be turned on by a switch located between the dome light and the map light.

Heater System

Ventilation

The vent system on your car allows fresh air to enter through the floor ducts and/or the instrument panel registers. The controls for these vents are located on each side of the instrument panel. The vents are closed when the controls are all the way in. If you pull the controls out midway, most of the air will be directed through the floor ducts, with some of it going through the panel registers. Pull the vent controls all the way out and the air will flow through the panel registers only. You can then adjust the panel registers for air direction with a control in the center of each register.



INSTRUMENTS AND CONTROLS

Heating

To heat the car, move the temperature (center) control lever to WARM, and the heater (right) selector lever to HEAT. Set the fan switch to the desired fan speed, and as the car warms, adjust the temperature control lever to a comfortable position.

Defrosting and Defogging

Move the temperature control lever to WARM, and the heater selector lever to DEFROST. Set the fan switch to the desired fan speed for air flow toward the windshield. You can regulate the distribution of air between the defroster and heater by positioning the heater selector lever between HEAT and DEFROST.

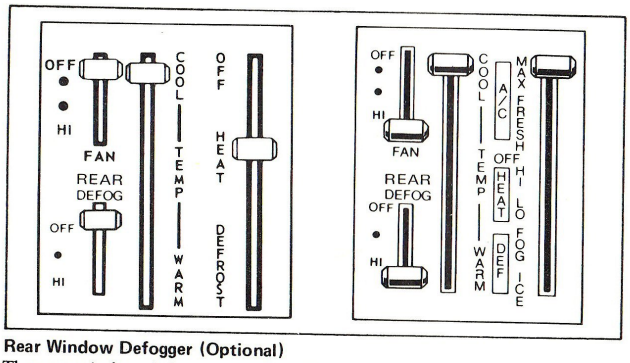
For defogging, set the controls as described above, with the fan at high speed. When the windshield starts clearing, reduce the fan speed and move the temperature control lever to a more comfortable position.

Heating and Defrosting Tips

You can improve heater and defroster efficiency and reduce the possibility of fog forming on the inside of your windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

Off Position

With the temperature in the OFF position, outside air is prevented from entering the vehicle through the heater and defroster outlets.



Rear Window Defogger (Optional)

The rear window defogger circulates air across the inside of the rear window. A two speed fan is operated by a switch located in the heater or air conditioning control panel.

Air Conditioner System

The optional manual control air conditioner in your car has two slide controls on the instrument panel. The temperature control (left) lever regulates the air temperature entering your car.

The air control lever allows selection of inside air (MAX) or outside air (FRESH) for cooling through the instrument panel registers and allows selection of heated air through the instrument panel registers, floor ducts or defroster ducts.

The separate fan switch is used to select the fan speed.

Cooling

Cooled air is directed through the car by registers in the instrument panel. You can adjust the louvers with the control in the center of each register, allowing you to direct the cold air flow in any direction.

To cool your car more quickly, move the air control lever to MAX A/C, and the temperature control lever to COOL. This will recirculate air in the car for quickest cooling. Set the fan switch to the desired speed. After the car has cooled, adjust the temperature control lever to obtain the most comfortable temperature, and set the fan switch for desired air flow. If you move the air control lever to FRESH, cooled outside air will be directed into the car.

During operation with the temperature control lever on COOL, frost may build up on the air conditioner lines and components in the engine compartment. Since the air conditioner removes moisture from the air during operation, water may drip on the pavement under the air conditioner after you have stopped your car.

Air Conditioning Tips–If your car has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you will drive for two or three minutes with all the windows open. This will force most of the warm air out of the car. Then, close the windows and operate the air conditioner in the regular way.

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in P (PARK) to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency.

INSTRUMENTS AND CONTROLS

Heating—To heat your car, move the temperature control lever to WARM, and the air control lever to either HEAT HI or HEAT LO. The HEAT LO position directs air through the floor ducts, with a small amount going through the defrosters. The HEAT HI position directs air through both the floor ducts and the instrument panel registers. Set the fan switch to the desired speed for the required amount of air flow, and as the car warms, adjust the temperature control lever for maximum comfort.

Defrosting and Defogging—To defrost the windshield, move the temperature control lever between COOL and WARM, and the air control lever to HEAT. Set the fan switch to the highest speed and run the system for approximately 30 seconds. This will reduce chances of fog forming on the inside of the windshield. After the 30 seconds, move the air control lever to DEFROST, and the temperature control to WARM, to deflect all the air flow toward the windshield. You can split the air flow between the defrosters and the floor ducts by setting the air control lever at DEFOG.

You can use the air conditioning system to defog the side windows in mild weather. Set the temperature control lever to COOL, the air control lever to A/C, and the fan switch to a high speed. Rotate the instrument panel registers to direct the air flow towards the windows.

Heating and Defrosting Tips—You can improve heater and defroster efficiency and reduce the chances of fog forming on the inside of the windshield by removing any snow or ice from the air intake below the windshield on the outside of the car.

Off Position

With the temperature in the OFF position, outside air is prevented from entering the vehicle through the heater and defroster outlets.

Radios

AM Push Button Tuning

To set the five push buttons for AM broadcasting on your radio, follow the directions below.

- Turn your radio on.
- Allow the radio about five minutes to warm up.
- If your radio is equipped with a band selector, be sure it is in the AM position.
- Pull out the button to be set.
- Tune in the desired station with the manual tuning knob.
- Push the button all the way in and release it.
- Repeat for the remaining buttons.

FM and FM/Stereo Tuning

FM and FM/Stereo broadcasts have some characteristics which do not appear in AM broadcasting. These conditions are not due to any fault in your car radio.

The effective range of FM and FM/stereo broadcasts is about 20 miles. When driving away from a station, you may have to fine-tune your radio and turn up the volume as the station becomes weaker. When the hissing or popping noise (which indicates a weak broadcast signal) becomes too strong, tune to another station.

Tall buildings, hills, or depressed roadways may cause garbled or weak reception or even temporary loss of the program.

When you pass near the broadcasting tower of an FM station, that station may cut out another station to which you are listening even though you haven't changed your dial setting. The two stations may even switch back and forth several times until you move a little farther away from the tower.

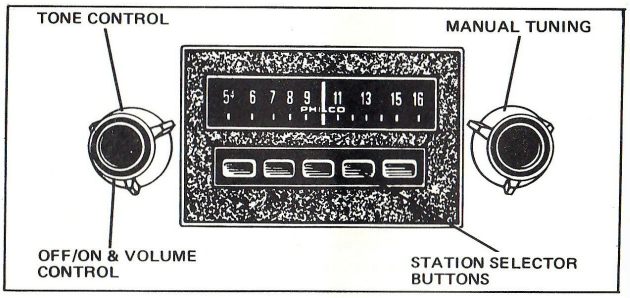
To set the five push buttons for FM or FM/stereo broadcasting, follow the directions below.

- Turn your radio on.
- Allow the radio about five minutes to warm up.
- Be sure the band selector is in the FM position.
- Pull the push button out until it stops.
- Tune in the desired station with the manual tuning knob.
- Push the button all the way in and release it.
- Repeat for the remaining buttons.

INSTRUMENTS AND CONTROLS

AM Radio

To operate your optional AM radio, follow the instructions below.



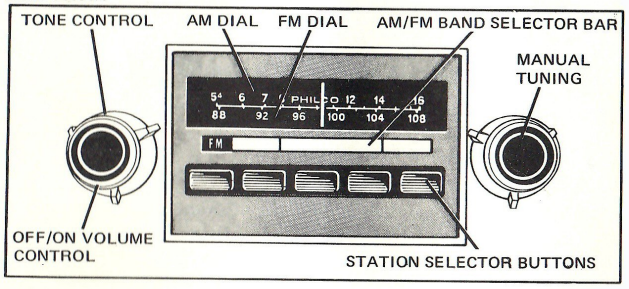
Off-On Knob, Volume Control–You can play your AM radio when the ignition switch is in either the ON or ACC positions. To turn it on, turn the off-on knob, located on the left side of the radio, clockwise. By continuing to turn the knob in the same direction, you will increase the volume.

Tone Control–The tone control is the ring knob located right behind the off-on knob. Turning the tone control clockwise will increase the treble range while turning it counterclockwise will increase the bass range.

Station Selection–You can select the radio station you want by turning the manual tuning knob, located on the right side of the radio. Or you can use the push buttons which can be pre-set to the stations of your choice.

AM/FM Monaural Radio

To operate your optional AM/FM monaural radio, follow the instructions below.



Off-On Knob, Volume Control–You can play your radio when the ignition switch is in the ACC or ON positions. To turn it on, turn the off-on knob, located on the left side of the radio, in a clockwise direction. By continuing to turn the knob in the same direction, you will increase the volume.

Tone Control–The tone control is the ring knob located right behind the off-on knob. Turning the tone control clockwise will increase the treble range while turning it counterclockwise will increase the bass range.

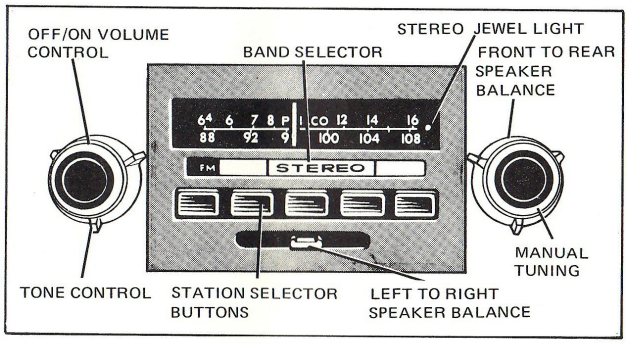
Band Selector Bar–The band selector bar allows you to select either AM or FM broadcasting. Slide the bar, located just below the numbered scale, to the left for AM operation. Slide it to the right for FM operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM stations.

Caution – Do not operate the band selector bar if any push buttons are pulled out.

Station Selection–You can select the radio station you want by turning the manual tuning knob, located on the right side of the radio. Or you can use the push buttons which can be pre-set to five AM stations and five FM stations of your choice.

AM/FM/MPX Stereo Radio

To operate your optional AM/FM/MPX stereo radio, follow the instructions below.



INSTRUMENTS AND CONTROLS

Off-On Knob, Volume Control–You can play your radio when the ignition switch is in the ACC or ON positions. To turn it on, turn the off-on knob, located on the left side of the radio, in a clockwise direction. By continuing to turn the knob in the same direction, you will increase the volume.

Tone Control–The tone control is the ring knob located right behind the off-on knob. Turning the tone control clockwise will increase the treble range while turning it counterclockwise will increase the bass range.

Band Selector Bar–The band selector bar allows you to select either AM, FM, or FM/stereo broadcasting. Slide the bar, located just below the numbered scale, to the left for AM operation. Slide it to the right for FM and FM/stereo operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM and FM/stereo stations.

Caution – Do not operate the band selector bar if any push buttons are pulled out.

Station Selection–You can select the radio station you want by turning the manual tuning knob, located on the right side of the radio. Or you can use the push buttons which can be pre-set to five AM stations and five FM or FM/stereo stations of your choice.

Right-Left Speaker Balance–This control, located at the bottom of your radio, allows you to confine the sound to either the right or left speaker, or to balance the sound between both speakers.

Front-Rear Speaker Balance–This speaker control, located behind the manual tuning knob, allows you to adjust the volume between the front and rear speakers.

Jewel Light–The amber jewel light on the numbered scale will glow when your radio is receiving an FM/stereo broadcast. It will not illuminate during AM and Monaural FM reception.

Steering Wheel Controls

Horn

To sound the horn on the two-spoke steering wheel, press on the raised center rib of the steering wheel pad.

City-Country Horn–(New York only) Your city-country horn is designed to produce two levels of sound. While city driving, you can set the horn for the quieter level of sound. Set it for the louder level of sound however, when driving in the country.

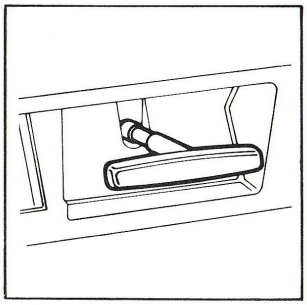
Brakes

Foot Brakes

Your car is equipped with either front drum or optional disc-type brakes and drum-type rear brakes. The optional front disc brakes adjust automatically through normal usage. The front and rear drum brakes adjust automatically each time you apply the brakes while moving in reverse.

Caution – Do not drive with your foot resting on the brake pedal. "Riding" the brakes may result in abnormally high brake temperatures, excessive lining wear and possible brake failure.

Parking Brakes



Be sure to release parking brake before driving. Failure to do this will cause rapid brake wear.

The parking brake handle is located in the instrument panel to the left of the steering column. To apply brake, pull straight out. To release the brake, turn the handle a quarter turn counterclockwise while pulling slightly outward; then, guide the handle inward. To reduce the effort required to release the parking brake, apply the footbrake and hold; then release the parking brake.

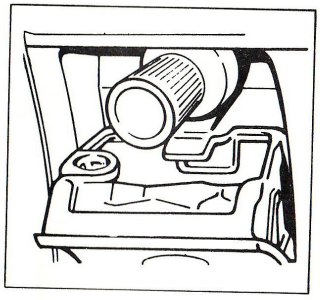
Miscellaneous

Glove Box

Turn the knob clockwise to open your glove box. To lock it, insert the round-headed key and turn it counterclockwise.

INSTRUMENTS AND CONTROLS

Ashtray and Lighter



Your car is equipped with an ashtray on the instrument panel. To open it, push down on the top portion. To remove the ashtray for emptying, pull up on the snuffer

The optional lighter is exposed when you open the ashtray. To operate the lighter, push it in all the way, and then release it. When it is ready for use, it will spring back to its normal position,

Speedometer and Odometer

Your speedometer registers road speed in miles per hour. The odometer records the total miles the car has been driven.

GETTING TO KNOW YOUR CAR

Door Handles and Locks

Outside Door Lock

To lock your car from the outside, insert the square-headed key and turn it toward the front of the car; to unlock, turn the key toward the rear of the car.

Inside Door Handles

The inside door latch handles are located on the door trim panels. To operate the handles, pull inward toward you. Operating the inside front door handles will automatically release the front door locks if the manual door lock knobs are up.

Manual Door Locks

The manual door lock knobs are located on the top rear of the door trim panel. Pushing the knob down, locks the door; pulling the knob up, unlocks the door. When you pull the front door inside handles, the front door locks will be automatically released if manual door lock knobs are up.

Windows

Manual Windows

The side windows on your car are raised or lowered by turning hand cranks. To open a window, turn the crank counterclockwise. Turning the crank clockwise closes the window.

Rear Quarter Windows

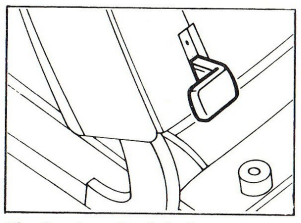
Two door models are equipped with flipper-type rear quarter windows. They can be opened by simply pushing the latch forward. To close, pull the latch inward and snap rearward.

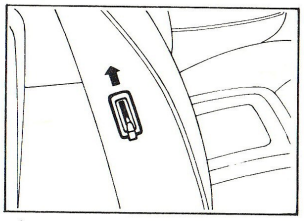
Seats and Controls

Manual Seats

Your car's manual seat adjustment lever is located at the front lower part of the seat; push the lever to the left to unlock the seat. Move the seat to the desired position and then release the lever to lock the seat in its new position.

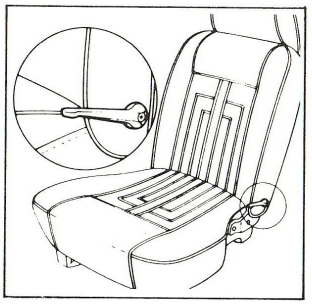
Seatback Release





The front seatback locks automatically (two door models only) in the full upright position. To fold the seatback forward while passengers are getting into or out of the rear seat, lift up on release lever located on the lower part of the seatback.

Reclining Passenger and Driver Seat

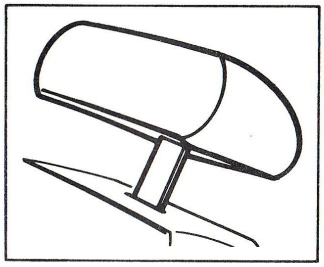


To adjust your optional passenger and driver seat to a reclining position, first lift up on the lever located on the lower side of the seat. Then lean against the seatback to cause it to recline backwards. If the seat reclines back too far for your comfort, remove your body pressure from the seatback and the springs will return the seat to an up right position. When you have reached the desired degree of tilt, lock the seat in position by releasing the lever.

GETTING TO KNOW YOUR CAR

Safety Restraints

Head Restraints



Raise the head restraint by lifting up on it. Lower the head restraint by pressing down on it with enough force to overcome the holding pressure.

Adjust the head restraint so that it is just behind your head and never behind your neck.

Vehicles equiped with high-back seats do not have head restraints.

Buckle Up To Start

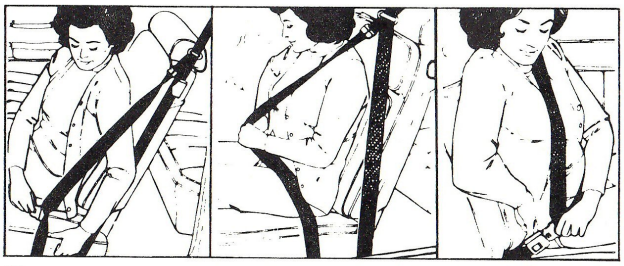
Your new car features a starter interlock system, a seat belt warning system, and a three point lap-shoulder belt system for the front seat outboard positions.

The Starter Interlock System requires all front seat outboard occupants to BUCKLE UP AFTER BEING SEATED or the starter will not operate and the warning system will stay on continuously. The warning system will also stay on continuously if all front seat occupants are not buckled and the vehicle is put in any gear but P (PARK) or N (NEUTRAL) on manual transmissions. Cars sold in Canada do not have a starter interlock system. However, if the front seat occupants do not buckle up AFTER sitting down. the warning light and buzzer will stay on continuously.

For personal safety and protection, all vehicle occupants, front and rear, should fasten the lap and lap-shoulder belts. The front seat outboard three point lap-shoulder belts are new and have been improved by allowing more freedom of movement.

To Fasten The Front Lap-Shoulder Belts

After entering your car, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following sequence for fastening belts.



· Pull the lap-shoulder belt from the retractor in one continuous motion so the shoulder portion of the belt crosses your shoulder and chest and insert the belt tongue into the proper buckle until you hear a snap and feel it latch. If the pulling motion is interrupted while extending the belt, it may be necessary to fully retract the belt (until the belt tongue rests against the retractor cover) to release the stop mechanism in the lap portion of the belt.

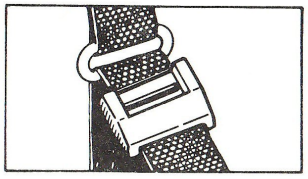
· Adjust lap portion of seat belt SNUGLY ACROSS THE HIPS (never across the waist) by allowing any excess belt to return into the retractor.

· The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph or greater. The reel cannot be made to lock-up by jerking on the webbing.

If you should accidently jam the retractor by allowing the belt to retract while twisted, you can free the webbing with this procedure:

1. Use both hands to tighten the webbing on the spool by pulling on the belt.
2. Push the webbing into the retractor until the belt is completely retracted, repeat step 1 if necessary.
3. Pull the belt out of the retractor as far as it will go and inspect the webbing for foreign material or twisting.
4. Remove the foreign matter or untwist the belt and let the webbing retract.
5. Then, sit in the seat, pull our the lap belt, and buckle up. Do this about five times to make sure the belt retractor operates properly.

Adjusting Shoulder Belt



To relieve belt pressure on your shoulder after the shoulder belt is fastened, slide the shoulder harness "comfort clip" to a position that provides a comfortable shoulder harness length.

Caution – An adjustment that results in more slack than is required to insert a fist between the shoulder belt and the chest may reduce the restraint system effectiveness.

Engine Restart

The engine may be restarted without starter interlock interruptions (U.S. only) provided the driver remains seated.

GETTING TO KNOW YOUR CAR

Corrections If Starter Will Not Crank And/Or Warning System Is On

Front Seat Occupant Sits On A Prebuckled Or Partially Retracted Seat Belt – Unbuckle the belt and fully retract it until the belt tongue rests against the retractor cover. Then, extend and rebuckle it.

Front Seat Occupants Are Buckled but Starter Will Not Crank – The sensor switch in the unoccupied seat(s) may have been inadvertently closed. To return the switch to its normal position, apply and release 50 pounds or more of weight to the seat cushion directly at a point where the occupant would normally be seated.

Heavy Parcel Placed On The Front Seat; Starter Will Not Crank And Warning System Is On – Buckle the seat belt around the parcel (when the parcel is removed, unbuckle the belt); or place it elsewhere in the car.

Heavy Parcel Is Placed On The Front Seat After The Engine Is Started; Warning System Comes On or Comes On Intermittantly – Buckle the seat belt around the parcel (when the parcel is removed, unbuckle the belt); or place it elsewhere in the car.

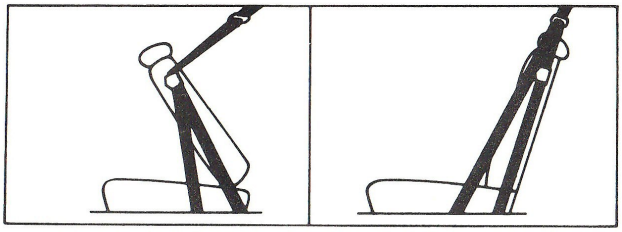
Emergency Use Only; Starter Will Not Crank – An emergency starter interlock override switch is located on the inner part of the fender under the hood and is identified with a decal reading EMERGENCY STARTER-INTERLOCK OVERRIDE. The switch allows the starter to operate in the event of a starter interlock system failure.

Note – This procedure does not apply to cars sold in Canada because they do not have the starter interlock system.

The switch has a red push button to be depressed and then released. DO NOT TAPE THE BUTTON DOWN AS THIS WILL RESULT IN DEACTIVATION OF THE OVERRIDE FEATURE. If the cause of the no-start was a starter interlock system component failure, the starter can now be operated for one complete cycle of the ignition key, from OFF to START and back to OFF. The malfunction should be checked by your dealer immediately.

To Enter Rear Seats

A seat extension (webbing hook) has been added to the side of the front seats (on two-door models) to help keep the belts out of the way when the seats are pushed forward for rear seat entry or exit. To avoid problems, follow these precautions.



- Make sure the belts are in the seat extension.
- Push the front seats forward in a smooth, uninterrupted motion. A jerky motion may lock the lap-shoulder belt, preventing the seat from folding forward.
- If seat's travel is restricted due to seat belt lock-up, return the seat and belt to their normal positions and repeat as above.
- Passengers should enter below the belts and not use them as an assist strap for entry or exit.

Rear Outboard Belts

To fasten any rear outboard belt, pull belt out of the retractor with a steady motion and insert it into the buckle. Adjust the lap belt SNUGLY ACROSS THE HIPS (never across the waist) by allowing the slack to return to the retractor.

Unfasten Seat Belts

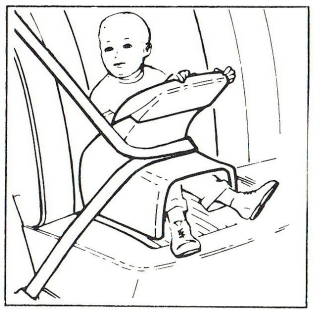
Push release button in the buckle and allow the lap-shoulder belts to retract to the fully stowed position.

Seat Belt Maintenance

Seat belt assemblies are maintenance free; however, they should be periodically inspected to assure that they have not become damaged and that they remain in proper operating condition.

Child Safety Shield (Tot Guard)

A child safety shield (tot guard) is available at your dealership. It is designed for use by children of ages 1 to 5 years who weigh between 20 and 50 pounds, whose seating height is between 19 and 25 inches, and standing height is 46 inches or less. This unit provides excellent protection for small children.



Note – Be sure to read all the instructions that accompany the child safety shield before using it.

If the tot guard is used on the front seat, fasten the seat belt around it after the child is seated. This allows starter operation and prevents the seat belt warning system from coming on. Buckling the tot guard before the child is seated may activate the starter interlock system (except Canada).

For children having a seating height greater than 25 inches, the maximum for use of the tot-guard, the following seat belt usage is recommended:

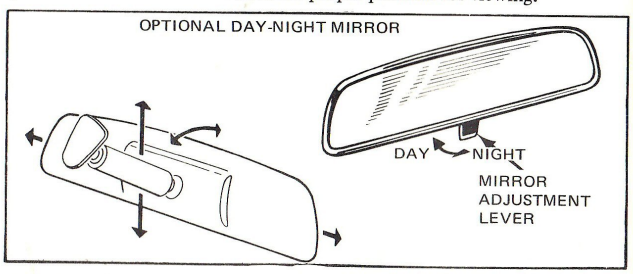
- Lap belts in the rear seat or the center front seat.
- The lap-shoulder belt in the right front seat only when the shoulder strap does not contact the face, chin, neck or throat. In many cases such contact can be eliminated by positioning the child further toward the center of the car and/or by adjusting the shoulder belt comfort clip.

Mirrors

Rear View Mirror

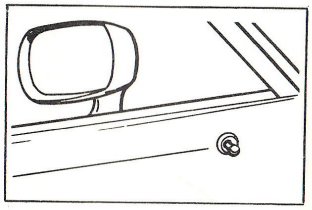
Your car has either a conventional rear view mirror or the optional mirror with a day and a night position. The night position reduces glare from the headlights of cars behind you. Move the tab at the bottom of the mirror away from you for the day position and toward you for the night position.

Your mirror is also equipped with a special mounting bracket which allows you to raise or lower the mirror for proper position for viewing.



Left Hand Side View Mirror (Remote Controlled)

The control knob to adjust this optional mirror is located on the driver's door trim panel. Move the knob up and down to adjust the mirror up and down; move the knob forward and backward to adjust the mirror inward and outward.

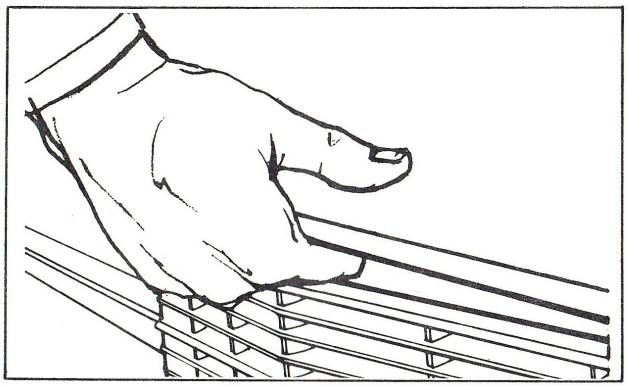


Trunk and Stowage Compartments

Opening Trunk With Key—Insert the round key in the trunk lid lock. Turn the key to the right until the lid opens. Remove the key before you close and lock the lid. Always make sure you close the trunk lid securely.

Opening the Hood

Opening the hood on your new car. First, you must release the hood latch by pulling the release handle at the center of the grille. Then, raise the hood, and prop open with support rod. Always make sure you close the hood securely.



Starting the Engine

Climate conditions and other factors play a large part in deciding how you should go about starting your car. Read all the starting instructions carefully, so you'll be aware of these factors when you start your car.

Your new car features a starter interlock system, a seat belt warning system and a three point lap-shoulder belt system for the front seat outboard positions.

Buckle Up To Start

The Starter Interlock System requires all front seat occupants to BUCKLE UP AFTER BEING SEATED or the starter will not operate and the warning system will stay on continuously.

Corrections If Starter Will Not Crank And/Or Warning System Is On

Front Seat Occupant Sits On A Prebuckled Or Partially Retracted Seat Belt – Unbuckle the belt and fully retract it until the belt tongue rests against the retractor cover. Then, extend and rebuckle it.

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Note – This procedure does not apply to cars sold in Canada because they do not have the starter interlock system.

The switch has a red push button to be depressed and then released. DO NOT TAPE THE BUTTON DOWN AS THIS WILL RESULT IN DEACTIVATION OF THE OVERRIDE FEATURE. If the cause of the no-start was a starter interlock system component failure, the starter can now be operated for one complete cycle of the ignition key, from OFF to START and back to OFF. The malfunction should be checked by your dealer immediately.

Starter Operation

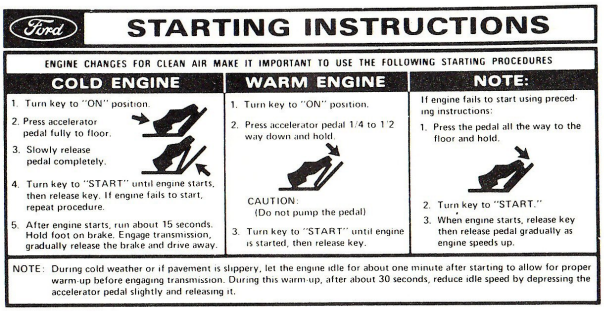
The START position on the ignition switch is used to crank the engine. Before turning the key, make sure that the automatic transmission lever is in P (PARK) or N (NEUTRAL). On manual transmission cars, depress the clutch pedal, as shift lever can be in any gear while starting car. Never crank the starter for more than a minute at a time. Otherwise, the starter may overheat and be damaged. When you hear the engine start, immediately release the ignition key and it will return by spring action to the ON position. If you don't release the key, the starter will continue to crank. If the engine stalls, wait a few seconds before re-engaging the starter or it may be damaged.

Starting Tips

Below are some tips you should be familiar with when you start your car. Following these starting tips is a copy of the starting instructions that were attached to the visor on your new car when you picked it up from your dealer. Read all of these instructions and make sure you use the correct procedures to start your car. If you need further information, refer to the Minor Troubleshooting Guide of this manual.

1. Turn off your headlights and other electrical accessories while you crank the engine. This will reduce the electrical load on your battery and supply extra power to the starter motor.

2. In a cold engine starting situation with 8 cylinder engines, when the outside air temperature is below 10 degrees F. or when the vehicle has been idle for several days, depress the accelerator two or three times before starting.

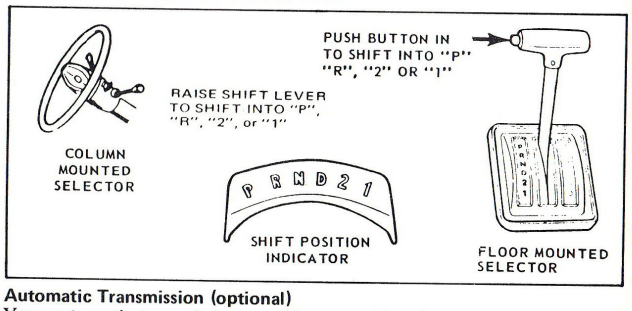


STARTING INSTRUCTIONS

ENGINE CHANGES FOR CLEAN AIR MAKE IT IMPORTANT TO USE THE FOLLOWING STARTING PROCEDURES

COLD ENGINE	WARM ENGINE	NOTE:
1. Turn key to "ON" position. 2. Press accelerator pedal fully to floor. 3. Slowly release pedal completely. 4. Turn key to "START" until engine starts, then release key. If engine fails to start, repeat procedure. 5. After engine starts, run about 15 seconds. Hold foot on brake. Engage transmission, gradually release the brake and drive away.	1. Turn key to "ON" position. 2. Press accelerator pedal 1/4 to 1/2 way down and hold. CAUTION: (Do not pump the pedal) 3. Turn key to "START" until engine is started, then release key.	If engine fails to start using preceding instructions: 1. Press the pedal all the way to the floor and hold. 2. Turn key to "START." 3. When engine starts, release key then release pedal gradually as engine speeds up.

NOTE: During cold weather or if pavement is slippery, let the engine idle for about one minute after starting to allow for proper warm-up before engaging transmission. During this warm-up, after about 30 seconds, reduce idle speed by depressing the accelerator pedal slightly and releasing it.



Automatic Transmission (optional)

Your automatic transmission provides you with either fully automatic operation in the D (Drive) position or manual control by allowing you to start in either the 1 (FIRST) or 2 (SECOND) positions and then to upshift manually to the next gear. If your car is equipped with a column shift selector, move the lever by first applying an upward pressure on it. If your car is equipped with a console shift, press the push button on the end of the selector lever to move the lever to the various selector positions. Following are explanations of the selector positions.

P(PARK)—This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a full stop before shifting into P(PARK). Do not use the P(PARK) position in place of the parking brake. Always set your parking brake when you leave your car.

R(REVERSE)—This position allows your car to move backward. The car must be fully stopped before shifting into or out of R(REVERSE).

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

D(DRIVE)—The normal driving position is indicated by D(DRIVE). In this position your car can start in first gear giving the best combination of automatic gear shifts for economical and full-power starts. As you press down on the accelerator and the car picks up speed, automatic shifts to second and high gears will occur. The transmission will automatically downshift from high as speed decreases.

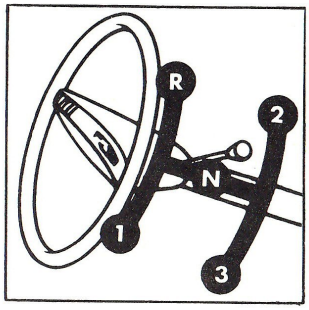
2(SECOND)—This position provides a second gear start-up and holds in second gear. The 2(SECOND) position is particularly useful when driving up moderately steep grades or for braking purposes on mountain downgrades. Use the 2(SECOND) position for starting up when the roads are slippery. Do not exceed 70 mph in this position. If you want to upshift to high gear from the 2(SECOND) position, move the selector to the D(DRIVE) position.

1(FIRST)—This position allows the transmission to start in first gear and stay in first gear. To help brake the car on hilly roads where the 2(SECOND) position does not provide sufficient braking, shift the selector lever to 1 (FIRST). Upshifts from 1(FIRST) can be made only by manually shifting from 1(FIRST) to 2(SECOND) and then from 2(SECOND) to D(DRIVE).

Caution – To avoid skidding on slippery road surfaces (wet, icy, gravel, greasy, etc.), do not shift into 1(FIRST) position at speeds above 20 mph.

Forced Downshifts—At speeds from 35 to 70 mph in D(DRIVE) position, you can get the power and acceleration needed to pass moving cars or climb steep grades by pushing the accelerator to the floor to downshift from high to second gear. A forced downshift from high or second to low gear is possible at speeds under 35 mph in D(DRIVE) position by completely depressing the accelerator pedal. Remember, forced downshifts can be performed only when your car is in the D(DRIVE) position.

Three-Speed Manual Transmission



A normal H pattern is used in shifting your three-speed, fully synchronized standard transmission.

To operate this transmission, first make sure the gear shift is in the NEUTRAL position. Then, press the clutch pedal fully to the floor. Now, start the engine. Move the gear shift lever to the FIRST (low) gear position. Depress the accelerator slowly, while letting out the clutch gradually but firmly at the same time, so that the car moves smoothly away. As the car gains speed, upshift at the approximate speeds shown in the chart on following page. At about 30 mph, shift into THIRD in the same way. To stop the car, release the accelerator and apply the brakes. Press down on the clutch pedal only after the car slows down to 10 to 15 mph. Then continue to use the brake to completely stop the car.

GETTING TO KNOW YOUR CAR

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

· The clutch pedal must be pressed down all the way to the floor when shifting from one gear to another.

· When downshifting, always go from THIRD to SECOND and then to FIRST. Do not shift directly from THIRD to FIRST. See chart below for shifting speeds.

· When you have to slow down in heavy traffic or while driving up steep hills, shift to SECOND before the engine starts to labor. Such downshifting reduces the chance of stalling and gives better acceleration when you need to increase your speed again. While driving down-hill , shifting to SECOND helps to maintain safe speed and to prolong brake life. The best range for making this shift is between 40 and 15 mph. Your fully synchronized transmission allows you to shift into FIRST smoothly while your car is in motion. To avoid possible damage to the clutch, however, don't shift to FIRST when your car is moving over 20 mph.

· To park your car in gear, use the REVERSE position. Always set your parking brake when you leave your car.

· Always bring your car to a complete stop before shifting into or out of REVERSE.

See the table below for shifting speeds.

Upshifts	Shift Speeds	Downshifts	Shift Speeds
FIRST to SECOND gear	10 to 15 mph	THIRD to SECOND gear	40 to 15 mph
SECOND to THIRD gear	15 to 30 mph	SECOND to FIRST gear	20 to 0 mph

WARNING - Failure to observe these instructions will result in unnecesary clutch wear or possible damage to the transmission.

SPECIAL SITUATIONS

Special Driving Situations

Driving On Sand, Snow, Ice Or Slippery Roads

Heavy snow creates two kinds of driving problems: (1) Deep, soft snow resists forward motion, similar to loose sand; (2) Hard packed snow causes a loss of traction, similar to an icy surface. In mud, you may lose both momentum and traction.

If your wheels are bogged down in mud, snow, or sand; use 2 (SECOND) to supply the necessary power. Try moving forward slowly but evenly. If the car won't move forward and begins to stall, shift to 1 (FIRST). You can also shift to R (REVERSE) and try backing out.

If the wheels spin, try the following procedure. Start the car moving in 2 (SECOND). As the car gains traction, shift to D (DRIVE). Backing up may be difficult, so concentrate on moving forward.

Ice, snow, or wet surfaces on paved and gravel roads (streets) present hazardous driving conditions, stopping distances are unpredictable and braking on slippery surfaces can cause skidding. When trying to stop on a slippery surface, pump the brakes steadily and evenly without locking the wheels to reduce skidding. Down shifting the transmission also helps reduce your car speed.

Allow adequate stopping distance between your vehicle and the car or traffic light ahead. Avoid quick movements of the steering wheel. Drive at a speed slow enough to permit steering and stopping control of your vehicle.

Rocking the Car

"Rocking" the car is moving it forward and backward in a steady rhythm, trying to gain enough momentum to move it off a particularly slippery spot. Shift, in a steady rhythm, between R (REVERSE) and D (DRIVE) for automatic transmission cars, while pressing gently on the accelerator, or REVERSE and FIRST for manual transmission cars.

If you are still stuck after a minute or two of rocking, have the car pulled out to avoid overheating and possible damage to the transmission.

Caution – Avoid over-speeding the engine and/or excessively spinning the rear wheels.

SPECIAL SITUATIONS

New Car Break-In

Your new car will not require an extensive "break-in", although we recommend you limit your maximum speed to 70 MPH during the first 1000 miles since operation at high speed during this period can be detrimental to powertrain components.

Also, try not to drive continuously at the same speed, as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles. Try not to make any sudden stops for the first 100 miles of in-city or 1000 miles of highway driving. This will allow the brake shoes to "seat" against the brake drums and disc rotor.

Don't expect top fuel economy until at least 2000 miles. All engines use more fuel until they are well broken in. Conserve fuel by avoiding fast starts and sudden brake stops.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the maintenance schedules of this manual. Don't add anti-friction compounds or special "break-in" oils during the first few thousand miles of operation, since these additives prevent piston ring "seating".

Driving Tips

To operate your car as economically as possible, use the following driving suggestions:

1. Always keep your tires inflated to the recommended pressure for longer tire life and fuel economy.

2. Accelerate moderately; but do not creep. Get into high gear quickly so that the engine can operate economically.

3. Avoid hurrying up and slowing down. Maintain a level pace and flow with the traffic for good fuel economy.

4. Try to time the traffic signals so that you stop as little as possible. Idling and acceleration are times of greater fuel consumption.

5. Maintain a moderate speed on the highway. Above 60 miles per hour (approximately), gasoline consumption per mile rises sharply.

6. Keep your engine tuned-up and keep other maintenance work on schedule for longer life of all parts and lower operating costs.

7. Keep your distance from other cars and be alert to avoid sudden stops. This will greatly reduce wear on your brake linings.

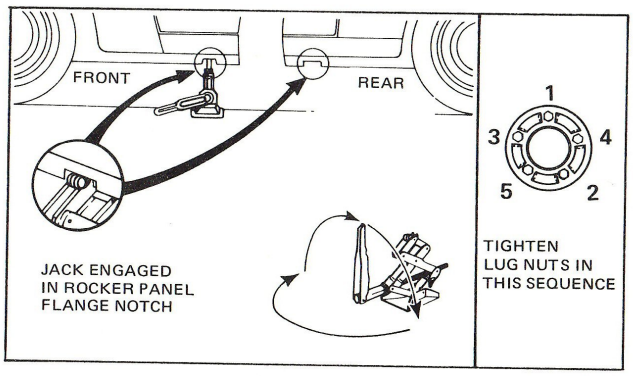
Changing a Tire

Your spare tire and jack are stowed in the trunk compartment. Refer to the illustrated instruction sheet attached to the inside of the trunk lid for directions for stowing the jack and tire.

The optional space saver tire is designed to provide more luggage room, and is, therefore stowed deflated. A tire inflator is provided with the tire in the luggage compartment. Read the instructions on the can before you use it.

If a tire begins to lose pressure rapidly, stop as quickly and safely as possible. Park the car on a level spot, put the selector lever in P (PARK) on automatic transmission or R (REVERSE) on manual transmissions, and set the parking brake. Turn on the hazard flasher system. As an extra precaution, block the wheel that is diagonally opposite the wheel being changed.

Caution – Never attempt repairs on heavily traveled roads or highways. Always get completely off the road before trying to change a tire. If you cannot find a firm, level place off the road, call for a service truck.



SPECIAL SITUATIONS

Spare Tire Lock

Your trunk key locks and unlocks the optional spare tire lock. When in the locked position, the assembly will spin freely around the retaining bolt. When unlocked, the assembly can be removed or installed in the same manner as a conventional retaining wing nut.

Follow this procedure to change a tire:

1. Remove the spare tire from stowage.
2. Lean the tire against the car near the tire to be changed.
3. Pry the wheel cover off with the tapered end of the jack handle.
4. Loosen the wheel nuts one-half turn each, but do not remove them until the tire is raised off the ground.
5. Place the scissors type jack under the side of car so that it fits in the notch in the vertical rocker panel flange nearest the wheel to be changed. There is a front and rear notch on each side of the car as shown.
6. Place the wrench on the jack screw and turn clockwise until the wheel clears the ground.
7. Remove the wheel nuts. Pull the tire and wheel off and immediately replace it with the spare.
8. Replace the wheel nuts with the beveled edges facing inward. Tighten them snugly and carefully. Don't attempt to tighten them fully until you lower the car, or the car could be forced off the jack.
9. Turn the jack screw counterclockwise to lower the car.
10. Remove the jack and tighten the wheel nuts according to the diagram.
11. Align the wheel cover with the valve stem extension matching the hole in the cover. Install the cover and be sure it is snapped in place all the way around.
12. Stow the tire and jack and remove any wheel blocks.

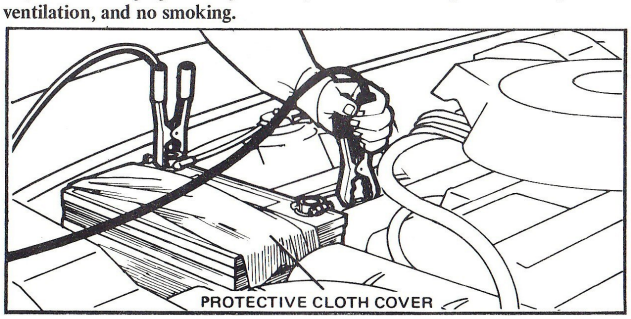
Use of Jumper Cables

The following instructions for starting your car with jumper cables contain precautions that you should observe to avoid possible injury to yourself or damage to your car. If you are unsure about this procedure, seek the help of a competent garage or towing service.

Caution – Use a 12-volt Jumper System. You can damage a 12-volt starting motor and ignition system beyond repair by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set).

Warning – Batteries contain SULFURIC ACID. Shield your eyes when working near the battery to protect against possible spilling of the acid solution. In case of acid contact with skin, eyes or clothing, FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF FIVE MINUTES. Get "on-the-spot" medical attention immediately.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames or sparks are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation, and no smoking.



Use particular care when connecting a booster battery to prevent sparks. To jump start: (1) remove vent caps, (2) cover the top of the battery with a clean dry cloth (if your car is equipped with the optional maintenance-free battery, it does not have vent caps), (3) connect ends of one cable to positive (+) terminals of each battery, (4) connect one end of other cable to negative (-) terminal of "good" battery, (5) connect other end of cable to engine block on vehicle being started (NOT TO NEGATIVE (-) TERMINAL OF BATTERY). To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables. Replace vent caps and carefully dispose of the cloth since it may now contain sulfuric acid.

When lifting plastic cased battery, excessive pressure on the end-walls could cause acid to spew through the vent caps. Lift with a battery carrier or with hands placed at opposite corners.

REMOVE CELL CAPS WHEN CHARGING OR USING JUMPER CABLES.

Pushing and Towing

Vehicles equipped with automatic transmissions cannot be started by pushing. Follow the directions under Use of Jumper Cables.

SPECIAL SITUATIONS

Vehicles equipped with manual transmissions can usually be started by pushing. To start your car by pushing, providing the battery isn't "discharged", turn the ignition key on, fully depress the clutch and shift to high gear. Hold the accelerator pedal about half way down. When the car speed reaches 10 mph, slowly release the clutch pedal to start the engine.

Since a sudden, forward surge often occurs when the engine starts, do not have your car towed to start the engine.

To tow your car make sure the parking brake is released and the transmission shift lever is in N (NEUTRAL). The transmission and rear axle must be in proper working order before pushing or towing. To move a car with an inoperative transmission or rear axle, you must raise the rear wheels and tow the car from the rear.

If the car is being towed with the rear wheels on the ground, do not exceed 30 mph or a distance of 15 miles. If this is not possible, tow the car with the rear wheels raised off the ground.

Caution – If the ignition key is not available to unlock the Anti-Theft Ignition, Steering, and Transmission Lock System, place a dolly under the rear wheels and tow the car with the front wheels raised.

Trailer Towing

It is important to your safety and to the care of your car to use the proper trailer towing equipment and to follow vehicle and trailer loading recommendations. Your dealer will be happy to supply you with this information upon your request. Following is some general information which you may find helpful.

Hitches

Use a good non-equalizing hitch for towing trailers up to 2000 pounds gross loaded weight with a tongue weight of 200 pounds. Towing trailers over 2000 pounds gross loaded weight is not permitted.

Vehicle Load

To figure your vehicle load with a light duty trailer, add the actual weight of the driver, passengers, luggage, any extra equipment (if your car is equipped with the space saver spare tire, add 75 pounds) and the tongue load of your trailer. If additional equipment has been added to your car since delivery, don't forget to include this weight in figuring your load. If you don't know the individual weights of the driver, passengers, luggage,

extra equipment, and tongue load, here is another method for calculating your total vehicle load. First, weigh your car without the driver, passengers, and luggage. Then weigh your car with the driver, passengers, luggage, and trailer attached. Subtract the two weights to find out the vehicle load. If the vehicle load is greater than the rated load capacity shown on the tire chart, remove enough weight from the vehicle to bring the load down to the rated load capacity. When towing a trailer, it is recommended that the tire pressure be increased 4 psi over that shown on the decal. Do not exceed 32 psi.

Caution – Bumper hitches are not recommended. However, multi clamp type rental installations may be made if in accordance with proper installation, usage and towing instructions of a reputable trailer agency. Single clamp bumper hitches are not acceptable.

Trailer Brakes

Separate trailer brakes are required on most trailers weighing over 1000 pounds. Check your state or provincial requirements.

Electric brakes, either manual or automatic, or surge-type hydraulic trailer brakes are considered safe systems if properly installed and adjusted as recommended by their manufacturer. Be sure your brakes conform to local and Federal regulations.

Caution – Do not couple a trailer hydraulic brake system directly to the car brake system.

Safety Chains

If the connection between your car and your trailer should fail, your trailer would wander dangerously across other lanes of traffic. To prevent this, safety chains connecting the car and trailer are required in most areas. Cross the safety chains under the trailer tongue to help support the tongue in case of failure. Be sure to leave enough slack in the chains to allow for turning corners.

Trailer Towing Tips

Before starting on a trip, practice turning, stopping, and backing in an area away from heavy traffic to gain experience in handling the extra-weight and length of the trailer. Take enough time to learn the "feel" of the car-trailer combination before starting out on a trip.

SPECIAL SITUATIONS

Skillful backing requires practice. Back very slowly, with someone outside at the rear of the trailer to guide your efforts. Place your hand at the bottom of the steering wheel and move it in the direction you want the rear of the trailer to swing. Make small corrections instead of exaggerated ones—a slight movement of the steering wheel will result in a much larger movement of the rear of the trailer.

Allow considerably more room for stopping when the trailer is attached. If you have a manual brake controller, "lead" with the trailer brakes when approaching a stop, if possible. Trailer brakes are also handy for correcting trailer side sway. Just touch them for a moment without using your car brakes and the trailer should settle down and track steadily again.

Equip your trailer with lights that conform to Federal and local regulations.

Caution – Do not connect trailer lighting system directly to car light system. See your dealer for appropriate wiring and relays. Check the tire chart for car tire pressure. It is recommended that, when you tow a trailer, you increase the tire pressure by four psi over that shown on the tire chart.

Check everything before starting out on the road. But don't be satisfied with that. After you've traveled about 50 miles, stop in a protected location and double-check your trailer hitch and electrical connections for security. Also examine the trailer wheel lug nuts for tightness.

ROUTINE SERVICE

Gasoline

Filler Tube Location

The gasoline filler tube is located in the back of the car between the taillights and above the bumper. A special pressure-vacuum cap is used on the filler neck. The cap is decorated with the product emblem. If this cap is lost or damaged, use only an approved replacement part.

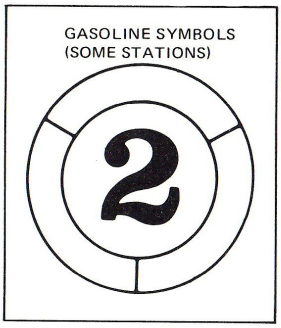
Gas Tank Refill Capacity

The refill capacity of your passenger car's gas tank is about 15 U.S. gallons or 12.5 Imperial Gallons.

Gasoline Octane Rating

The engine in your new car is designed to operate on "unleaded", "low-lead", or "regular" gasoline and does not require "premium" fuel. When the engine is adjusted to factory recommended specifications, you may use a fuel with a minimum octane rating as designated by any of the following three numbers:

Research Octane Number (RON)	91
Average of Research Octane Number and Motor Octane Number (Antiknock Index)	87
Symbol Designation	2



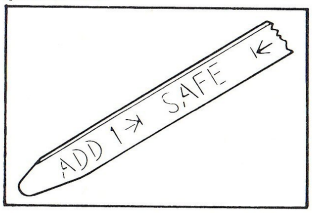
The octane rating number may vary from station to station. The Cost Of Living Councils' decal that are posted on retail gasoline pumps contain the average of the Research Octane Number and the Motor Octane Number (the Antiknock Index).

To obtain best performance with fuels, it is important to have the maintenance services performed at the recommended intervals. If you plan to drive your car outside the United States or Canada, check into the quality of gasoline available in the area you expect to visit.

Motor Oil

Checking Oil Level and Adding Oil

Because it is normal to add some oil between oil changes, have your engine oil level checked each time you stop for gas. Keep the oil level within the SAFE range or above the ADD mark on the dipstick by adding oil as required.



Changing Oil and Filter

Most drivers have to change their car's motor oil every 6000 miles or 4 months and the filter at the first 6000 miles or 4 months and every 12000 miles or 8 months thereafter. Under normal driving conditions, you don't need to change more often if you use oil and filters of the recommended quality.

Change your oil and filter more frequently if your car operation includes extended periods of idling or low-speed operation, towing trailers, driving for a long time in cold temperatures, or driving short distances.

Oil Quality

Since your car is equipped with emissions control systems, it is important that you use only motor lubricating oils of the highest quality in your car's engine. High quality oils provide maximum efficiency for the crankcase ventilating system which reduces air pollutants. Use only those oils that meet Ford specification ESE-M2C101-C or SAE Classification SE

quality. Your dealer has Ford Premium and Super Premium Motor Oils that meet this specification.

It's best not to mix different brands of lubricants and oils, because sometimes they are not compatible and deteriorate when mixed. Stay with one brand, such as Ford oils and lubricants, to assure compatibility.

Oil Viscosity

When you change or add oil select oil with the proper viscosity. Check the accompanying table and select the oil which most closely matches the temperature range you expect to encounter for the next 4 months or 6000 miles.

Multi-Viscosity Oils		Single Viscosity Oils	
When Outside Temperature Is Consistently	**Use SAE Viscosity Number**	**When Outside Temperature Is Consistently**	**Use SAE Viscosity Number**
Below + 32°F	5W-30*	−10°F to + 32°F	10W
−10°F to + 90°F	10W-30	+ 10°F to + 60°F	20W-20
−10°F to + 90°F (or above)	10W-40	+ 32°F to + 90°F	30
Above + 10°F	20W-40	Above + 60°F	40

* If your car will be operating continuously which will impose maximum loads on the engine or if you are driving at sustained high speeds above 60 mph, use the next heavier viscosity oil.

Oil Filter

Your new car is equipped with a Motorcraft Long-Life Oil Filter. A filter of this quality should be used throughout the life of the car. It is designed to protect your engine by filtering all harmful, abrasive, or sludgy particles without clogging up or blocking the flow of oil to vital engine parts.

Use a Motorcraft Long-Life Oil Filter or one of equal quality which meets engine oil filter specification numbers ES-C8AF-6714-A or ES-C8AF-6714-C.

Coolant

The engine cooling system in your car is filled at the factory with a solution of Ford Cooling System Fluid and water which will protect your car to − 20 degrees F (− 35 degrees F in Alaska and Canada). Since the coolant contains rust and corrosion inhibitors, you should leave it in the car year around. The original factory solution in your car can be used for 36 months or 36,000 miles, whichever occurs first.

Check the protection level of the coolant at least once a year, at the beginning of winter. Maintain a protection level of at least −20 degrees F to maintain anti-rust protection and to assure proper engine operating temperature.

Checking Coolant Level

Warning – Use extreme care when removing the cap from a hot radiator. If possible, wait until the engine has cooled, then wrap a thick cloth around the radiator cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap (still with a cloth), turn and remove it.

Check the coolant level in your car radiator at least once a month, preferably when the engine is cold. Maintain the coolant level in the radiator, at the COLD FILL mark, located 2½ inches below the fill cap on the radiator. DO NOT fill above this line.

Whenever you do add coolant to your car, use equal parts of water and Ford Cooling System Fluid. If you have to add coolant more than once a month, or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.

Replacing Coolant

Replace the coolant in your car every 36 months or 36,000 miles. Drain and flush the cooling system completely before refilling it. Place the air temperature control lever of the heating system in your car on maximum heat during coolant replacement to make sure the heater core is also drained and filled.

Coolant Refill

After you have completely drained the cooling system, use the following refill procedure to remove air from the system and provide the proper coolant level.

1. Set the air temperature control lever to the maximum heat position.
2. Fill the radiator to the COLD FILL mark (2½ inches below the filler neck seat) and leave the radiator cap off.
3. Run the engine until the thermostat opens and the radiator upper hose becomes hot.
4. Stop the engine and add coolant to one inch above the COLD FILL mark (1½ inches below the filler neck seat). Install the radiator cap.

Coolant Specification

Use only a permanent-type coolant that meets Ford Specification ESE-M97B18-C, such as Ford Cooling System Fluid. Do not use alcohol or methanol antifreeze, or mix them with the specified coolant.

You can use plain water to fill your cooling system in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage

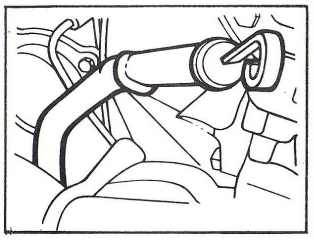
to the system. When you are using only water in the system, do not let the engine run hot.

Checking Hoses

Because engine hoses are constantly exposed to high underhood temperatures in modern cars, they eventually deteriorate. To avoid a loss of coolant, which could damage your car engine, inspect all engine and heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Correct any defect that you find immediately.

Transmission Fluid

Checking Fluid Level



Have your dealer check the fluid level in the automatic transmission at the mileage intervals shown on the Scheduled Maintenance Chart in this manual. If, in an emergency, you have to check the fluid level yourself, follow the procedure below.

First, start the engine and run it until normal operating temperatures and engine idling conditions are stabilized. Then apply the brakes and move the transmission shift lever through all of the gear positions allowing sufficient time in each range to engage the transmission, stopping at the P (PARK) position. Apply the parking brake. With the engine still running and the car on a level surface, wipe off the dipstick cap located at the extreme right rear of the engine. Pull the dipstick out of the transmission filler tube, wipe it clean, and push it all the way back into the tube. Pull the dipstick out and check the level. The fluid level should be between the ADD and FULL marks. Push the dipstick in until fully seated in the tube.

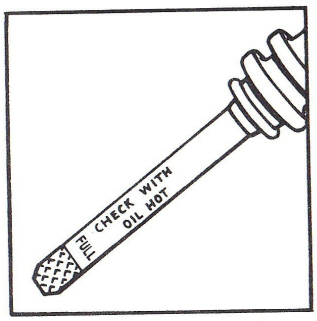
Adding Fluid

If you have to add fluid to your car's automatic transmission, add enough fluid through the filler tube to bring the level to the correct point indicated on the dipstick but do not bring the level above the top arrow on the dipstick. Be careful not to overfill the transmission because foaming and loss of fluid through the vent may cause the transmission to malfunction.

Your car's automatic transmission fluid is a high quality, long lasting lubricant. When it is necessary to add fluid, use Ford Automatic Transmission Fluid or a fluid that meets Ford Specification ESW-M2C33-F (Type F).

Power Steering Fluid

Checking Fluid Level



Before checking the fluid level in your car, let the engine run until it has reached normal operating temperature. With the engine at idle, turn the wheel back and forth several times to get any air out of the steering system. Then stop the engine and check the fluid level on the dipstick. The level must be between the FULL mark and the end of the dipstick.

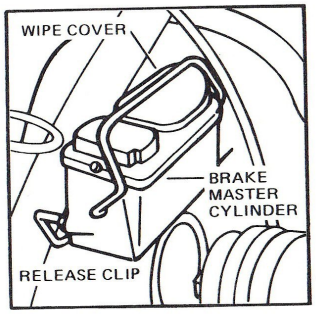
Adding Fluid

If you have to add fluid to the power steering system, add just enough to bring the level up to its correct point. Do not overfill the system.

Use only a fluid that meets Ford Specification ESW-M2C128-A, such as Ford Power Steering Fluid.

Brake Fluid

Checking Fluid Level



Before checking the brake fluid level, carefully wipe off the master cylinder cover to make sure there isn't any dirt or water left that could fall into the fluid reservoir. Release the retaining clip and remove the cover and seal. The fluid level should be full to within ¼ inch of the top.

Adding Fluid

If the fluid level is low, add enough specified brake fluid to bring the level up to the correct position. If the fluid level is excessively low, inspect the brake lines for a possible leak in the brake system.

Use only a heavy duty fluid meeting Ford Specification ESA-M6C25-A, such as Ford Heavy Duty Brake Fluid.

ROUTINE SERVICE

Battery

Checking Water Level

Check the water level in the battery at least every three months in temperatures up to 80 degrees F and more often in temperatures above 80 degrees F. Keep the water level in each cell up to the FILL TO RING mark.

Adding Water

If the water level gets low, you can add plain tap water to the battery, provided the water isn't hard or doesn't have a high mineral or alkali content. However, if possible refill with distilled water. If the battery needs water quite often, have the charging system checked for a possible problem.

Keep lighted cigarettes, or any other flame or spark, away from open battery cells. Hydrogen, which is highly combustible gas, is always present in cells.

Keeping the top of the battery clean and dry will give you longer, trouble-free operation. Also, make certain the battery cables are tightly fastened to the battery terminals. If there is any corrosion on the battery cables or terminals, remove it with a solution of baking soda and water. Periodically apply a small quantity of grease to each battery terminal to prevent corrosion.

General

Checking Lights

It's a good safety practice to check all your lights each day, before you do any nighttime driving. Replace any burnt-out bulbs immediately and clean any dirty lenses.

Headlights–Check to make sure both headlights light up. Then press your high beam switch and check your bright lights.

Taillights–While the headlights are on, check the taillights. Don't forget to check the side marker lights also.

Brake Stoplights–You'll have to have someone help you check your brake lights. With a person standing behind the car, press firmly on the brake pedal to see if both taillights signal the application of the brakes.

Turn Signals–Place the ignition switch in the ON position. Then, place the turn signal lever into the left turn position. First, check to see that the indicator light on the dashboard is flashing. Then, step outside the car to check the operation of the front and rear turn indicator lights. Return to your car to change the turn signal lever to the right turn position and check the lights on the right side.

Hazard Flasher System– Pull the switch on the steering column and step outside the car to check the front parking lights and the taillights to see that all the lights flash in unison.

Cleaning Lights

Dirty lights reduce night vision distances. Not only is your vision distance reduced with dirty lights, but oncoming drivers can't see your car as soon either. That's why it's important to keep all your lights clean at all times. In between car washes, periodically wipe your lights with a cloth. It's also good practice to clean your license plates when you clean your lights.

Replacing Windshield Wiper Blades

Periodically, inspect the rubber blades and replace them if you find cracks or breaks. If the blades do not clean the windshield properly, clean the glass with a cleaner to remove any road film. We recommend using Ford Glass Cleaner. Recheck the operation of the blades. If they still don't clean the windshield properly, replace with new blades.

Replacing Air Cleaner Filter

The Motorcraft air cleaner filter element must be replaced at regular intervals as outlined in the Emissions Systems section of this manual.

Refilling W/S Washer Reservoir

The windshield washer reservoir is in the left front corner of the engine compartment. To make sure you always have a clean windshield, keep the reservoir full. It's best to use special solutions when refilling, because they contain additives which dissolve road grime. They also contain anti-freeze so you can use the washers in cold weather. We recommend year-round use of Ford Ultraclear Windshield Washer Solution in the reservoir.

ROUTINE SERVICE

Cleaning Mirrors

Do not clean your mirrors with a dry cloth or abrasive cleaning materials. Instead use a soft cloth and mild detergent and water. Also do not remove ice from your outside mirror with a scraper or you may damage the reflective surface.

Tires And Tire Care

Original Equipment Tires

The tires for your new car were selected to provide you with the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To obtain this balance of performance, and for your safety, you must always maintain inflation pressures, and stay within the load limits and weight distribution recommendations for your car.

Inflation Pressure Limits

Refer to the tire chart, attached to the car on the rear face of the right hand door pillar on 2-door cars, or right rear hinge face on 4-door cars, for inflation pressures and load limits of standard and approved optional tires for speeds up to 75 mph.

Each tire has its size and maximum inflation pressure (psi) molded on the outer side-wall. By increasing pressure (up to maximum permissible pressure) you can improve fuel economy, but riding comfort and, possibly, tread wear will decrease.

Note – For reliable control of your car, always maintain the specified difference between front and rear tire pressures.

High Speed Driving

If you drive continuously above 70 mph for one hour or more, increase the cold inflation shown on the chart by 4 psi, but do not exceed the maximum inflation pressure shown on the tires.

Continuous driving over 90 mph requires using high-speed-capability tires.

Use of Snow Tires

Snow tires require a 4 psi cold increase in the rear tire pressure above that shown on the tire chart. Do not exceed the maximum inflation pressure shown on the tires. If the increased pressure would exceed the maximum, use the next larger optional tire size shown on the chart. See "Trailer Towing" and "High Speed Driving" for pressure adjustments recommended for these conditions.

Caution – Never mix radial, belted, and/or conventional-type tires.

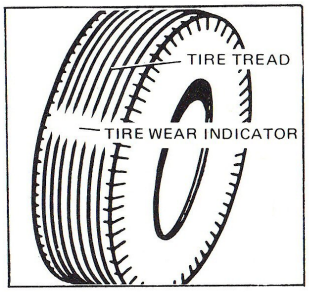
Snow tires should be of a size and type equivalent to the other tires on the vehicle as recommended above.

Tire Care

Check tire pressures often. The "cold" pressure (after car has been parked one hour) is specified on the tire chart or for the special conditions shown above. It is normal for a "warm" tire to exceed the specified "cold" pressure. Do not let air out of "warm" tires to adjust pressure. Inspect tires often for cuts, bruises, or sharp objects embedded in the tread.

Tire Replacement

When you see a tread wear indicator appear as a solid band across the tread, replace the tire.



When you are replacing tires or wheels, it is MANDATORY that you use only the standard or optional tire sizes and types recommended on the tire chart attached to your vehicle. Use only wheel rim widths and offsets recommended by the car manufacturer for that tire size.

Do not use tires and wheels other than those recommended above because they can affect the safety and life of your vehicle.

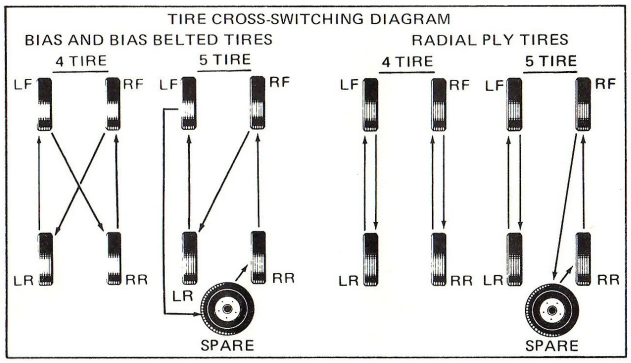
Make sure all tires and wheels on the vehicle are of the same size, type, and load-carrying capacity.

Tires larger or smaller than originally installed may affect the accuracy of the speedometer. Consult your dealer about the need to change speedometer drive gears.

ROUTINE SERVICE

Rotate Tires and Wheels

Check your tires periodically for wear. Your tires will last longer if you rotate them when you notice abnormal wear. Rotate conventional and belted tires as shown.



If your car is equipped with radial ply tires, rotate them from front to rear as shown. Do not use any other method of rotation.

Before rotating any tires, find and correct the cause of uneven wear. Then rotate the tires to allow them to wear more evenly.

Note – If your car is equipped with the optional Space Saver Tire, do not include it during rotation of the other four tires. For more information on the use of this tire, see the section on Changing a Tire under Special Situations.

APPEARANCE PROTECTION

The following maintenance instructions will help you to keep your car looking "factory new" for years to come.

Washing

You should wash your car often to maintain its original beauty. If tree sap, insect or other sprays, road salt, fallout from chimneys, tar or anything similar is on the car, wash it as soon as possible. These deposits often contain chemicals that, if allowed to remain on the painted surfaces,

may cause extensive damage. Do not wash a car with hot water, in the direct rays of the sun, or while the sheet metal is hot. Never wipe dirt from dry painted surfaces because this may scratch the finish. Do not use strong soaps or detergents. Use Ford Multi-Purpose Cleaner, followed by a rinse with clean cold water. Do not allow the cleaner to dry on the car because it may streak the finish.

Polishing

Since washing may not always remove harmful deposits from a car surface, you should polish your car with a Ford brand polish. This will provide added protection by helping to prevent any harmful deposits from coming in contact with the paint.

Your dealer has the equipment and know-how to do a professional polishing job for your car. You may also get a Ford Brand polish from your dealer which you can apply yourself. Follow the directions on the container.

Caution – Do not use steel wool or abrasive type cleaners on chrome-plated or anodized aluminum parts because you may damage the protective coating and cause discoloration.

Chrome and Bright Metal Care

Many parts of your car, such as the bumpers and body hardware, are chrome-plated or anodized aluminum. These finishes can corrode easily due to salt air near coastlines, factory smoke and other conditions found in today's cities. When such conditions exist, wash your car often and use Ford Bright Metal Cleaner on all chrome and aluminum.

Forged Aluminum Wheels

Simple washing when washing the rest of the car will keep the wheel looking good. Avoid using abrasive cleaners or cleaning tools. A protective coating of car wax may be applied to the wheel surface for additional protection against salt chloride compounds used during the winter months if the owner desires.

Vinyl Roof

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

APPEARANCE PROTECTION

After a section has been cleaned, wait several seconds, then wipe with a soft cloth.

Caution – To avoid damage to the vinyl top, use only an approved Ford cleaner or equivalent.

White Sidewall Tires
If the tires become very dirty or scuffed, clean them with Ford Multi-Purpose Cleaner following the directions on the container. Avoid strong cleaners that may stain the bright metal wheel covers. When you're through, rinse the tires and wheels with plenty of clean water.

Cleaning Upholstery and Interior Trim
Remove dust and loose dirt from the upholstery, trim and floor covering with a whisk broom or vacuum cleaner. Clean the vinyl plastic surfaces with Ford Triple Clean. Clean cloth fabrics using only the foam from a mild soap solution recommended for cleaning upholstery or carpets. Follow the instructions provided with the soap.

Wood Trim Panels–Clean caked surfaces (tobacco tars, etc.) or surface stains with any mild household detergent or Ford Spot Remover. Remove mild abrasions (key marks, etc.) with Ford Custom Silicone Gloss or Ford Custom Auto Wax.

Cleaning Seat and Shoulder Belt Webbing
Clean the belt webbing with any mild soap solution recommended for cleaning upholstery or carpets; follow the instructions provided with the soap. Do not bleach or redye the webbing because it may weaken it.

MINOR TROUBLESHOOTING GUIDE

Vehicle Diagnosis

General
Most operating troubles that might occur in a new or well-maintained car are minor. For example:

- Loose battery connections are more likely than battery failure.
- A loose ignition wire is more likely than distributor coil or ignition system failure.

- In many cases, car operating troubles are coupled with other factors, such as climatic conditions, road conditions, change of fueling source, or changes of drivers.
- Car troubles that occur as a result of normal use and wear usually give plenty of advance warning. One of the aims of Ford regular maintenance is to help you under just these circumstances.

The following are some typical troubles encountered by motorists, and checks for their likeliest causes:

If The Engine Won't Crank

- If the seat belt warning system lights up, refer to the Safety Restraints section of this manual for the correct lap-shoulder belts buckling-up procedure.
- Check the automatic transmission lever position. The starter will operate only when the lever in at N (NEUTRAL) or P (PARK).
- Switch on the headlights. If the lights go out when the key is turned to START, the battery connections may be loose, corroded or the battery discharged.
- Another indication of loose or corroded battery connections or low battery condition is a stuttering noise from the engine compartment when the ignition switch is turned to start. Check the cable connections to the starter motor, relay, and battery
- Try operating the starter switch several times. If the switch is corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your authorized dealer.
- If all the electrical connections are tight and you need assistance to start, read the instructions under Pushing and Towing, and use of Jumper Cables.

If The Engine Cranks But Won't Start

- Check the fuel gauge. You may be out of gas. If the gauge shows fuel in the tank, the trouble may be in the ignition system or the fuel system.
- The choke linkage may be binding so that the choke plate is not opening and closing properly. With the engine stopped, remove the carburetor air cleaner and check the choke plate. Check the choke plate by holding the accelerator linkage to open the throttle plates part way, and move the choke linkage to locate any binding condition.

MINOR TROUBLESHOOTING GUIDE

If you continue to experience difficulty after checking the fuel system and choke, have the ignition system checked.

If The Engine Runs Hot

The following items could cause an engine to overheat:

- Lack of coolant.
- Loose fan belt.
- Dirty cooling system.
- Late ignition timing.
- Prolonged idling, or automatic transmission in D (DRIVE) while stopped with engine and air conditioning operating.
- Driving with frozen coolant.
- Sticking thermostat.
- Overloading the car or pulling heavy trailers during hot weather.

If The Car Steers Hard

This can be caused by low air pressure in the tires, by misalignment of the front wheels, or low fluid level in steering gear assembly or power steering reservoir.

If Engine Makes Noise

It is normal for the oil to leak down from some of the hydraulic tappets in your engine during extended shut-down periods (overnight). As a result, these tappets may be noisy for a few seconds after the engine starts until oil pressure builds up. This momentary start-up noise is normal and does not hurt the engine.

If The Brakes Do Not Grip Well

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

- Check the Brake System Warning Light for an indication of hydraulic system leak.

Caution – If the BRAKE light goes on it is an indication of brake system malfunction, and should be attended to immediately.

- Check brake master cylinder fluid level.

If Steering Wanders or Pulls

This condition can be caused by:

- Soft tire(s)
- High crown in center of road
- High cross-winds
- Wheels out of alignment
- Steering gear preload needs adjusting
- Car overloaded or unevenly loaded.

If Fuses Burn Out

Burned out fuses usually indicate an electrical short-circuit. Insert a second fuse. If this fuse immediately burns out, and you cannot locate the cause, return your car to your authorized dealer for a circuit check. Fuse locations and sizes are shown in the General Maintenance section.

If Light Bulbs Burn Out

Repeated light burnout usually means there is a loose connection, either at the light socket or the system ground. If you can't locate the cause of the trouble, return your car to your authorized 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, which means there is a short-circuit or the circuit is overloaded. Take your car to your authorized dealer for a circuit check.

SCHEDULED MAINTENANCE

General Maintenance Checklist

Listed below are vehicle checks that should be made periodically either by the owner or a qualified technician. It is recommended that deficiencies be brought to the attention of your dealer or a qualified automotive service outlet, as soon as possible, so advice regarding the need for repairs or replacement, can be obtained.

Services required are not covered by the warranty and you will be charged for the labor, parts and lubricants used.

Maintenance Operation	Frequency – Observation
Inspect wheels and tires for damage and tighten lug nuts	Periodically or if wheels are noisy
Balance and rotate wheels and tires	Tires show uneven wear pattern or vibrate
Replace tires	When tread wear indicator appears
Front suspension check	Abnormal tire wear
Check front wheel alignment and steering linkage	Abnormal tire wear if normal realignment is not required
Check tire air pressure	At least monthly
Check power steering reservoir	Each time engine oil is checked or when fueling car
Inspect steering mechanism	Hard steering, excessive free play, or unusual noise
Check Parking brake operation	Excessive foot pedal travel required or will not hold car
Check air conditioning system	At beginning of warm weather season
Check headlight alignment	Light beam appears improperly aimed
Inspect exterior lights and replace bulbs as required	When performing regular car services (fueling, cleaning, etc.)
Check operation of turn signals, high beam indicator, and hazard flashers	When performing regular car services (fueling, cleaning, etc.)
Check operation of engine warning lights	Each time engine is started

Maintenance Operation Continued	Frequency – Observation Continued
Check accelerator pedal operation	If uneven pressure is observed or pedal does not function smoothly
Inspect brake system components	When brake light glows with engine running; if brakes are noisy or brake pedal travel is excessive
Check and lubricate hood latches and auxiliary catch, hood, door, and trunk lid hinges and checks, and all lock cylinders	When performing regular car service or when noisy or hard to operate
Replace windshield wiper blade elements	Blades do not properly clean windshield after wiper blades and glass have been properly cleaned
Check windshield washers aim and reservoir level	When insufficient solution is sprayed on windshield or improper cleaning is observed after function
Clean body drain holes	Improper water drainage from body is suspected
Check locking of seatback latches	Periodically (with doors closed)
Check seat belt buckles, release mechanisms, and retractor locking	Regularly
Inspect seat belt webbing for cuts or broken fibers	Regularly (replace if cut or broken)
Check horn operation	Periodically or when malfunction is suspected
Check for fluid leaks on pavement (water dripping from A/C after use is normal)	After car has been parked a while or when possible to observe underbody when vehicle is raised
Lubricate hood latch, hood, door and trunk hinges; checks and all lock cylinders	When squeaky or noisy during operation
Lubricate transmission controls and kickdown linkage	When moving parts and connections are sluggish in action
Check engine coolant level and add as required	When engine overheats, or once a month
Check engine oil level and add as required	When fueling vehicle
Check battery water and add as required	Every three months; more often in hot weather
Lubricate door weatherstrips	When squeaky or noisy during window operation or visual inspection shows need
Test anti-theft alarm system operation	Periodically or when malfunction is suspected

SCHEDULED MAINTENANCE

An Important Message For Owners

A clean environment is an area of national concern. Ford Motor Company shares this concern and has built into your new car emissions control systems that have been certified as complying with applicable laws and regulations. Ordinary gasoline engines discharge pollutants into the air. By incorporating control systems in the engine design, the discharge of these pollutants is drastically reduced. The exhaust emissions systems effect a more complete combustion of fuel. In addition, crankcase vapors are returned to the engine combustion chambers and gasoline vapors are returned to the fuel system to minimize emissions.

The maintenance services outlined in this manual are scheduled to give the best possible results with the maximum time between service intervals. Also listed in this manual are some indicators of the need for emissions control systems service.

You, too, are concerned with clean air, and you have a responsibility to be sure your car receives proper maintenance and is kept up to Ford specifications to ensure maximum efficiency of the emissions system.

Emissions Control System Definitions

Improved Combustion (IMCO) System

Ford Motor Company has developed the IMCO system to control exhaust emissions. The IMCO system uses modifications of many engine subsystems to reduce the internal formation of hydrocarbons and carbon monoxide. Together, these changes promote a more complete combustion of the air-fuel mixture and reduced formation of oxides of nitrogen in the combustion chamber.

Positive Crankcase Ventilation (PCV) System

The PCV system works by drawing in air and mixing it with the hydrocarbons and unburned fuel that have escaped past the pistons. This mixture is then fed into the combustion chamber where it is burned during the normal combustion process. Thus, instead of being emitted into the air, these crankcase vapors are brought back into the system and burned.

Evaporative Emissions Control System

The purpose of this system is to contain gasoline vapors that would evaporate into the atmosphere from both the fuel tank and carburetor. The evaporative emissions control system reduces the amount of this evaporation by means of a closed fuel system. An activated carbon-filled canister

is located in the engine compartment but is connected to the fuel tank by means of a fuel tank delivery line. This canister traps evaporated gasoline and stores it while the engine is not running. When the engine is running, the evaporated fuel is drawn into the carburetor where it is burned during the combustion process.

Exhaust Gas Recirculation (EGR) System

This system helps to reduce exhaust fumes, particularly oxides of nitrogen. The EGR system works by introducing small amounts of exhaust gas into the combustion chamber where the fuel/air mixture is ready to be burned. This small amount of exhaust gas causes the temperature in the combustion chamber to be reduced enough so that oxides of nitrogen levels are significantly reduced.

Inlet Air Temperature Regulation

This device, which is part of the air cleaner, keeps the temperature of the air entering the carburetor at about 100 degrees F whenever sufficient heated or cool air is available. By keeping the air at a constant, moderately high temperature, engine warm-up is improved and carburetor icing is minimized.

Thermactor Exhaust Control System

The thermactor (air injection) exhaust control system reduces the hydrocarbon and carbon monoxide content of exhaust gases by continuing the combustion of unburned gases. This is achieved by using an air pump to inject fresh air into the hot exhaust stream as it leaves the exhaust ports. At this point, the fresh air mixes with the hot exhaust gases and promotes further oxidation (burning) of both the hydrocarbons and carbon monoxide thereby reducing their concentration and converting some of them into harmless carbon dioxide and water.

Spark Delay Valve (SDV)

The SDV system helps to control exhaust emissions by slowing down the vacuum spark advance when you accelerate sharply.

Emissions Systems Warranty

Ford warrants to the eligible ultimate purchaser and each eligible subsequent purchaser that his vehicle (or engine) is designed, built, and equipped so as to conform at the time of sale with the emissions regulations issued under Section 202 (a) of the Federal (U.S.) Clean Air Act applicable at the time of manufacture and that it is free from defects in materials and workmanship which would cause it not to conform with

SCHEDULED MAINTENANCE

those regulations within the period of 5 years or 50,000 miles, whichever occurs first. Failures which arise as a result of owner abuse and/or lack of proper maintenance rather than from defects in material or workmanship are not covered by the warranty.

This warranty will be performed by the selling dealer's repairing, replacing, or adjusting, following delivery of the vehicle to his place of business, without charge for parts or labor and using Ford service parts or Ford Authorized Remanufactured Parts, any part of the emissions system determined by Ford to be defective. If the eligible purchaser is traveling or has moved a long distance from the selling dealer or needs emergency repairs, any authorized Ford or Lincoln/Mercury dealer will perform the repairs.

Neither Ford nor any of its dealers assumes any responsibility under this warranty for loss of use of the vehicle, loss of time, inconvenience, commercial loss, or consequential damages.

THIS WARRANTY IS EXPRESSLY IN LIEU of any other express or implied warranty condition or guarantee agreement or representation by any person with respect to the emissions systems or any part thereof, including ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS.

In Canada the foregoing warranty will also be extended to eligible purchasers.

Maintenance Services and Record Retention

Any claims for repairs or adjustments under this warranty, except for claims involving defects in material or workmanship, must be accompanied by proof that the required maintenance has been performed at the recommended times or mileage.

The maintenance record form which follows is for your convenience. In addition to recording the services performed, you should retain copies of your receipts for the services. Also, you should keep records of any non-scheduled emissions systems maintenance services performed on your car.

Maintenance Record

Vehicle Identification Number_____Warranty Start Date _____

Owner Name _____Engine Displacement _____

IMPORTANT – This document should remain with the vehicle at all times.

Maintenance Performed	Date	Mileage	Service Shop Name	Address

Note – Any modification of the emissions control systems is subject to the penalties of Federal law (U.S.) if made prior to the first sale and registration, and is subject to penalties under the laws of some states, if made thereafter. Further, Federal law prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emissions control system inoperative after sale and delivery to an ultimate purchaser.

In Canada, any modification of the emissions control systems is subject to applicable penalties prescribed by federal or provincial laws.

For total vehicle performance and reliability, the maintenance items listed in this manual should also be performed at the intervals specified.

Your authorized Ford or Lincoln/Mercury dealer has the proper equipment and trained technicians needed to perform the maintenance services on your car.

The use of fuels, lubricants, fluids, and parts that do not conform to Ford specifications may result in invalidating the emissions warranty. You can be confident that Ford lubricants and Ford parts meet these specifications.

SCHEDULED MAINTENANCE

All 1974 Ford Motor Company vehicles have been certified as meeting Federal emissions standards. In complying with these standards, it has been necessary to make certain adjustments, primarily in ignition timing, that may reduce engine smoothness under certain operating conditions. This condition, when present, does not necessarily indicate an engine malfunction. We believe that any minor inconvenience that might be occasioned by these adjustments will be more than outweighed by the fundamental objective of improving our environment.

Symptoms Indicating Need For Emissions Control Systems Service

The emissions control systems in your 1974 Ford-built vehicle have been designed to limit the level of crankcase, exhaust, and evaporative pollutants as required by regulations. Changes in vehicle operation or performance, such as the typical symptoms and causes listed on following chart may indicate increased levels of emissions and a need for vehicle service. However, some causes for increased emissions levels may not be detectable by the driver, making it especially important to adhere to the Required Services Maintenance Chart to ensure proper control of vehicle pollutants and to keep your emissions systems warranty in effect.

Symptom	Emissions Systems Check
Engine runs unusually rough or stalls	Ignition system, fuel system, engine ignition timing, exhaust gas recirculation system, crankcase ventilation system, or engine cylinder compression pressure.
Dieseling (engine continues to run after ignition is shut off)	Idle speed – including throttle solenoid positioner adjustment, engine ignition timing, fuel system, or engine cooling system (too hot).
Blue or black smoke from exhaust pipe	Fuel system, ignition system, or engine cylinder compression pressure.
Gasoline odors	Fuel system vent, fuel tank cap, or engine flooded.

Required Maintenance Services

The following chart details the maintenance services which must be performed at the indicated intervals, following the procedures in the 1974 Ford Car Shop Manual. A special decal has been placed on or near your car's engine to provide engine identification and other important information.

Maintenance service adjustments MUST CONFORM TO SPECIFICATIONS contained herein and as published in the 1974 Ford Car Specifications Manual, or the emissions systems may become inoperative. For a copy of this manual, send 60 cents (add postage) to Ford Service Publications, P.O. Box 07150, Detroit, Michigan 48207. In Canada mail orders to Ford Motor Co. of Canada, Ltd., Service Publications, P.O. Box 905, Station U, Toronto, Ontario M8Z 5P9, Canada.

REQUIRED MAINTENANCE SERVICES These services are not covered by the warranty, and you will be charged for the labor, parts, and lubricants used. MAINTENANCE OPERATION	SERVICE INTERVAL								
Number of months or thousands of miles, whichever comes first.	6	12	18	24	30	36	42	48
(E) Change engine oil (1)	X	X	X	X	X	X	X	X
(E) Replace oil filter (1)	X		X		X		X	
(E) Lubricate and check exhaust control valve for free operation (if so equipped)	X	X	X	X	X	X	X	X
(E) Replace fuel system filter	X							
(E) Check carburetor air cleaner element (2)		X				X		
(E) Replace carburetor air cleaner element (2)				X				X
(E) Adjust idle fuel mixture	X			X				
(E) Adjust fast idle speed	X			X				
(E) Adjust curb idle speed and TSP off-speed	X			X				
(E) Check the carburetor throttle, choke and delay valve, and air valve – adjust or replace as required	X			X				

MAINTENANCE OPERATION (Cont'd.)	SERVICE INTERVAL							
Number of months or thousands of miles, whichever comes first.	6	12	18	24	30	36	42	48
(E) Replace crankcase-emission filter in air cleaner (2)				X				X
(E) Torque intake manifold bolts			X					
(E) Inspect fuel vapor emission system (hose, vapor lines, and fuel filler cap) – replace as required				X				X
(E) Replace PCV valve				X				X
(E) Check operation of PCV system, hose, and tubes– adjust or replace as required		X				X		
(E) Clean PCV system, hose, and tubes – replace as required				X				X
(E) Adjust initial ignition timing – conventional distributor	X			X				X
(E) Adjust initial ignition timing – breakerless distributor			X			X		
(E) Inspect distributor points – conventional distributor – replace if required	X							
(E) Replace distributor points – conventional distributor				X				X
(E) Inspect distributor cap and rotor – conventional distributor				X				X
(E) Inspect distributor cap and rotor – breakerless distributor			X			X		
(E) Inspect spark plug wires – conventional distributor (1)		X		X		X		X
(E) Inspect spark plug wires – breakerless distributor (1) (3)			X			X		
(E) Replace all spark plugs (ignition with conventional distributor) (1) (4)		X		X		X		X
(E) Replace all spark plugs (ignition with breakerless distributor) (1) (3) (4)		X		X		X		X

MAINTENANCE OPERATION (Cont'd.)	SERVICE INTERVAL							
Number of months or thousands of miles, whichever comes first.	6	12	18	24	30	36	42	48
(E) Check operation of spark control systems (CTAV, etc.) and delay valve – adjust or replace as required		X		X		X		X
(E) Check operation of air cleaner temperature control valve – replace as required		X		X		X		X
(E) Check operation of thermactor system (if so equipped) – replace as required				X				X
(E) Inspect evaporative emission canister and connecting tubing – replace as req'd				X				X
(E) Check operation of EGR system and delay valve–adjust or replace as required (5)		X		X		X		X
(E) Inspect all drive belts – adjust or replace as required (check tension at 6,000)	X	X		X		X		X
(E) Check coolant condition and protection (6) (7)		X		X		X		X
(E) Check cooling system hose and clamps (replace as required)				X				X
Check automatic transmission fluid level – add fluid if required	X		X		X		X	
Check brake master cylinder fluid level – add fluid if required		X		X		X		X
Check steering linkage for abnormal looseness or damaged seals		X		X		X		X
Lubricate front suspension ball joints and power steering control valve ball stud						X		
Lubricate front suspension upper arm inner shaft bushings						X		

MAINTENANCE OPERATION (Cont'd)	SERVICE INTERVAL							
Number of months or thousands of miles, whichever comes first.	6	12	18	24	30	36	42	48
Check rear axle fluid level – add fluid if required	X		X		X		X	
Adjust automatic transmission bands*		X						
Check brake linings, hose, and lines				X				X
Clean and repack front wheel bearings				X				X
Check manual transmission fluid level – add fluid if required	X		X		X		X	
Check clutch pedal free play and adjust if required	X	X	X	X	X	X	X	X

(E) Item of Emission Control System Scheduled Maintenance.

(1) Normal oil change is at every 6000 miles or 4 months, whichever occurs first. Normal oil filter change is at first 6000 miles or 4 months and at alternate oil changes thereafter. If you are operating your car under severe service conditions, however, change the oil every 2 months or 3000 miles and the oil filter every 4 months or 6000 miles. Under severe service conditions, check spark plug wires and clean and regap spark plugs every 4 months or 6000 miles, whichever comes first.

Severe service conditions include:

- extended periods of idling or low-speed operation such as police, taxi, or door-to-door delivery.
- towing trailers over 2000 pounds gross loaded weight for long distances.
- driving short distances (less than 10 miles) while outside temperature remains below 10°F. for 60 days or more.
- excessive dust conditions.

(2) More often if operated in severe dust conditions.

*At 6,000, 18,000, 30,000 & 42,000 miles for severe service.

(3) Perform at each 18,000 miles or 18 months on engines using "unleaded" or "low-lead" fuel. (12,000 miles/12 months for engines using "regular" leaded fuel.)

(4) If spark plugs are not replaced at 12,000 or 18,000 mile interval, replace the complete plug set at time of plug malfunction.

(5) Clean the exhaust passages in the EGR valve, carburetor, spacer, and intake manifold.

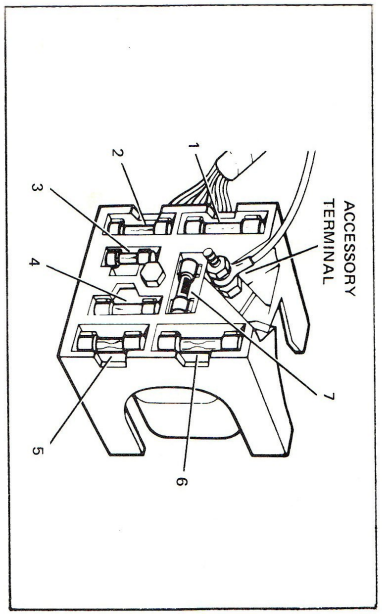
(6) If the coolant looks dirty or rusty, clean the cooling system and refill it with the correct solution of Ford Cooling System Fluid and water.

(7) Drain and flush cooling system and replace coolant every 36,000 miles or 36 months.

Emission System Abbreviations

PCV – Positive Crankcase Ventilation System
EGR – Exhaust Gas Recirculation System
TSP – Throttle Solenoid Positioner
CTAV – Cold Temperature Activated Vacuum Spark System

Fuses and Circuit Breakers



Fuse Panel Location – on dash panel above and left of brake pedal

1. (20 AMP.) Hazard Flasher, Cigar Lighter
2. (14 AMP.) Dome, Ignition Key Buzzer Warning System, Luggage Compartment Glove Box Light
3. (4 AMP.) Instrument Pnl. and Cluster Lights, PRND21 Lamp
4. Radio Light, Htr. & AC Illum. Windshield Wiper Control
5. Spare or (14 AMP.) Warning Lights & Throttle Solenoid and/or Emission Control, Seat Belt Warning
6. (14 AMP.) Heater & Defroster

Note – (30 AMP.) Required for Air Conditioning

6. (20 AMP.) Back-up Lights, Radio Feed and Windshield Washer and Turn Signal Flasher
7. (20 AMP.) (RPO) Accessory Feed, Rear Window Defogger

SPECIFICATIONS AND CAPACITIES

Circuit Protection

Circuit	Circuit Protection Rating	Location
Headlights	18 AMP. C.B.	Integral with Lighting Switch
Horn, Stop, Marker, Parking, RR. & License Lights	15 AMP. C.B.	Integral with Light Switch
Emergency Warning, Cigar Lighter	20 AMP. Fuse	Fuse Panel – located on Dash Panel above and left of Brake Pedal
Dome, Luggage Compt. Lt., & Ign. Key Warning Buzzer, Glove Bx. Lt.	14 AMP. Fuse	
Inst. Panel, & Clus. Lights Radio, & Trans. Ind. PRND21 Illum. Lights	4 AMP. Fuse	
Warning Lights, Throttle Psn., Ems. Control Sol., Seat Belt Warning Buzzer, & Light	14 AMP. Fuse	
Heater & Defroster NOTE: (30 AMP. Fuse) Required for Air Conditioner	14 AMP. Fuse 30 AMP. Fuse	

Bulb Chart

Light Bulb Description	No. of Bulbs Required	Trade Number
Standard Equipment		
Headlamps	2	6014
Front Park/Turn Signal	2	1157
Rear Tail/Stop/Turn	2	1157
Back-Up Lamp	2	1076
License Plate Lamp	1	1178
Dome Lamp	1	561
Front & Rear Side Marker Lamp	4	161

Bulb Chart (continued)

Light Bulb Description	No. of Bulbs Required	Trade Number
Instrument Panel		
Hi Beam Indicator	1	194
Turn Signal Indicator	2	194
Warning Lamp – Brake-OIL-ALT-TEMP	4	194
Seat Belt Lamp	1	194
Instrument Illumination Lamps	3	194
Heater Control Illumination	1	1445
Wiper Switch Illumination	2	168
Automatic Transmission Selector Indicator (Floor or Column)	1	1445
Optional Equipment		
Luggage Compartment Light	1	631
Radio Dial Illumination	1	1893
AM-FM Stereo Indicator	1	1892
Ash Tray Receptable – I/P	1	1445
Glove Compartment – I/P	1	1816
Luggage Compartment Light	1	631
Engine Compartment Light	1	631
Floor Shift – Automatic Transmission Selector Indicator	1	1445
Dome Map Lamp	1 2	211-2 105
Radio Dial Light		
AM	1	1893
AM/FM/MPX	1	1893
AM/FM/MONO	1	1893
AM/FM/MPX Stereo Light	1	1892

SPECIFICATIONS AND CAPACITIES

Lubrication Recommendations

The TRANSMISSION, STEERING SYSTEM and REAR AXLE in your car, are filled at the factory with high-quality, long-lasting lubricants or fluids that do not require periodic draining and refilling. However, the lubricant or fluid should be checked periodically and refilled with the proper lubricant or fluid, meeting Ford technical specifications. See the Scheduled Maintenance Services Chart for instructions on maintaining proper fluid levels.

Item	Ford Part No.	Part Name	Ford Specification
Hinges, Hinge Checks and Pivots	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Brake Master Cylinder	C6AZ-19542-A, C6AZ-19542-B	Ford Heavy Duty Brake Fluid	ESA-M6C25-A or equivalent
Front Suspension Ball Joints and Upper Arm Bushings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Front Wheel Bearings	C1AZ-19590-B	Ball Joint and Multi-Purpose Lubricant	ESA-M1C75-B
Steering Arm Stops	C7AZ-19590-A	Steering Arm Stop Lubricant	ESA-M1C25-A
Hood Latch & Auxiliary Catch	C4AZ-19584-B	Polyethylene Grease	ESB-M1C106-B
Lock Cylinders	D2AZ-19587-A	Ford Lock Lubricant	ESB-M2C20-A
Rear Axle Conventional	C3AZ-19580-E	Ford Hypoid Gear Lube	ESW-M2C105-A
Steering Power (Pump Reservoir)	D2AZ-19582-A	Power Steering Fluid	ESW-M2C128-A
Automatic Transmission	C1AZ-19582-A, C, D	Ford Auto. Trans. Fluid	ESW-M2C33-F Type F
Manual Transmission	C3RZ-19C547-B	Ford Manual Transmission Lube	ESW-M2C83-B
Engine Oil Filter	C1AZ-6731-A	Motorcraft Oil-Filter–Long-Life type	ES-C8AF-6714-A or ES-C8AF-6714-C
Engine Coolant	8A-19549-A, B	Ford Cooling System Fluid	ESE-M97B18-C
Steering Manual (Gear Housing)	C3AZ-19578-A	Steering Gear Lube	ESW-M1C87-A

Refill Capacities (Approximate)

	U.S.	Imp.
Cooling System (including heater) – Quarts		
200 C.I.D. Engine – All	9	7.5
250 C.I.D. Engine – All	9.7	8.1
302 C.I.D. Engine – Standard	13.4	11.1
w/AC or Extra Cooling	14.2	11.8
Engine Oil (Add 1 quart with filter change)		
302 C.I.D. Engine	4.0	3.3
All 6 cyl. Engines	3.5	2.9
Rear Axle – Pints		
All Models	4	3.3
Automatic Transmission (Dry System) * – Quarts		
200 C.I.D. Engines	8	6.6
250 C.I.D. Engines	9	7.5
Steering Gear – Pounds	3/4	.7
Power Steering System * – Pints	2 1/2	2.1
* Dipstick used to determine exact fill requirements.		
Standard Transmission – Pints		
3 Speed	3 1/2	3.0
A/C System Refrigerant Charge Freon R-12 1lb. 14oz. Maximum.		
Fuel Tank (Approximate)	15	12.5

DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs – and he has the support and assistance of the Ford Motor Company with District or Regional Offices in 40 locations in the United States and Canada.

If, for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager – make sure he is aware of any problem you may have and that he has had the opportunity to assist you. Your new vehicle salesman, as well, should be advised. He has a very direct concern for your continued satisfaction and loyalty.
2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.
3. If the Owner or General Manager cannot resolve the matter to your satisfaction, ask him to contact the Ford Customer Service Division District Office to request Company assistance. The District Office is ready to provide both technical and customer service assistance to the dealership.
4. For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford District (U.S.) or Regional (Canada) office for a convenient dealer location.

DISTRICT OFFICE ASSISTANCE

Ford Customer Service Division

District Office locations in the USA are listed on the following pages. If you have a question that cannot be answered by one of these offices, you may contact:

Vice President and General Manager
Ford Customer Service Division
P.O. Box 1805
Dearborn, Michigan 48126

ATLANTA DISTRICT OFFICE
Northern Georgia,
Eastern Alabama
26 Executive Park Drive West, NE
Atlanta, Georgia 30329
(404) 631-0971

BOSTON DISTRICT OFFICE
Maine, New Hampshire, Vermont,
Massachusetts, Rhode Island,
Northeastern Connecticut
P.O. Box 587, Waltham,
Mass. 02154
(617) 890-4545

BUFFALO DISTRICT OFFICE
Upper and Western New York,
Northern Pennsylvania
P.O. Box 244
Buffalo, New York 14225
(716) 632-7511

CHARLOTTE DISTRICT OFFICE
Western North Carolina,
South Carolina
P.O. Box 17307
Charlotte, North Carolina 28211
(704) 364-0335

CHICAGO DISTRICT OFFICE
Northeastern Illinois,
Northwestern Indiana
2225 North Avenue, Melrose Park,
Illinois 60160
(312) 345-5300

CINCINNATI DISTRICT OFFICE
Southern Ohio, Southern W.
Virginia, Eastern Kentucky,
Southeastern Indiana
Ste. 502 Atkinson Sq.
11750 Chesterdale Rd.
Cincinnati, Ohio 45246
(513) 782-7264

CLEVELAND DISTRICT OFFICE
Eastern Ohio,
Northwestern Pennsylvania
P.O. Box 41035
Brecksville, Ohio 44141
(216) 526-6900

DALLAS DISTRICT OFFICE
Northern Texas, Oklahoma
P.O. Box 37
Carrollton, Texas 75006
(214) 242-6611

DAVENPORT DISTRICT OFFICE
Northwestern Illinois,
Eastern Iowa
211 Brady Street
Davenport, Iowa 52801
(319) 323-9708

DENVER DISTRICT OFFICE
Colorado, Eastern Wyoming,
Western Nebraska,
Southwestern South Dakota
P.O. Box 5588, Terminal Annex
Denver, Colorado 80217
(303) 292-6220

DETROIT DISTRICT OFFICE
Southeastern Michigan,
Northwestern Ohio
P.O. Box 775
Wixom, Michigan 48096
(313) 538-8000

HOUSTON DISTRICT OFFICE
Southern Texas
P.O. Box 827
Houston, Texas 77001
(713) 688-4251

INDIANAPOLIS DISTRICT OFFICE
Central and Western Indiana,
Southeastern Illinois
P.O. Box 19448
Indianapolis, Indiana 46219
(317) 353-8251

JACKSONVILLE DISTRICT OFFICE
Florida, Southern Georgia
P.O. Box Y, Jacksonville,
Florida 32203
(904) 781-5420

KANSAS CITY DISTRICT OFFICE
Western Missouri, Kansas
P.O. Box 11000, Antioch Station
Kansas City, Missouri 64119
(816) 452-1150

LANSING DISTRICT OFFICE
Western and Northern Michigan
(exc. Upper Peninsula)
6810 S. Cedar St.
Suite 11
Lansing, Mi. 48910
(517) 694-2133

LOS ANGELES DISTRICT OFFICE
Southern California,
Southeastern Nevada
P.O. Box 1118
Pico-Rivera, California 90660
(213) 949-6556

LOUISVILLE DISTRICT OFFICE
Western Kentucky, Central
Tennessee, South Central Indiana
P.O. Box 1435 Louisville,
Kentucky 40201
(502) 459-1620

MEMPHIS DISTRICT OFFICE
Arkansas, Western Tennessee,
Northern Mississippi,
Northwestern Alabama
P.O. Box 8276, Hollywood Station
Memphis, Tennessee 38108
(901) 323-8561

MILWAUKEE DISTRICT OFFICE
Wisconsin (exc. Northwestern
Corner) Upper Peninsula Michigan
615 E. Michigan Street,
Suite No. 400
Milwaukee, Wisconsin 53202
(414) 273-5383

NEWARK DISTRICT OFFICE
Northern New Jersey,
Eastern New York,
Northeastern Pennsylvania
U.S. Highway 46
Teterboro, New Jersey 07608
(201) 288-9400

NEW ORLEANS DISTRICT OFFICE
Southern Mississippi, Louisiana
Southwestern Alabama
P.O. Box 517
Metairie, Louisiana 70004
(504) 888-8960

NEW YORK DISTRICT OFFICE
Southeastern New York, Southern
and Western Connecticut,
Long Island
252 Westchester Avenue
White Plains, New York 10604
(914) 428-7800

OMAHA DISTRICT OFFICE
Western Iowa,
Central and Eastern Nebraska,
Southeastern South Dakota
P.O. Box 37505
Millard Station
Omaha, Nebraska 68137
(402) 339-6765

PHILADELPHIA DISTRICT OFFICE
Southeastern Pennsylvania,
Southern New Jersey, Delaware
1040 King Highway North
Cherry Hill, N.J. 08034
(609) 667-2277

PITTSBURGH DISTRICT OFFICE
Southwestern Pennsylvania,
Northern West Virginia,
Southeastern Ohio
P.O. Box 11600
Pittsburgh, Pa. 15228
(412) 344-8484

PHOENIX DISTRICT OFFICE
Arizona, New Mexico,
Western Texas
P.O. Box 844
Phoenix, Arizona 85001
(602) 264-7121

RICHMOND DISTRICT OFFICE
Southern Virginia,
Eastern North Carolina
P.O. Box 6927
Richmond, Va. 23230
(804) 353-7871

DISTRICT OFFICE ASSISTANCE

ST. LOUIS DISTRICT OFFICE
Southern Illinois, Eastern Missouri
P.O. Box 24575
St. Louis, Missouri 63141
(314) 567-1922

SALT LAKE CITY DISTRICT OFFICE
Utah, Idaho, Northeastern Nevada, Southeastern Oregon
P.O. Box 2428
Salt Lake City, Utah 84110
(801) 487-1301

SAN JOSE DISTRICT OFFICE
Northern California, Southern Oregon, Western Nevada, Hawaii
P.O. Box 1181
San Jose, California 95108
(408) 262-9110

SEATTLE DISTRICT OFFICE
Alaska, Washington, Northern Oregon, Western Montana
Andover Building
130 Andover Park East
Suite 201
Seattle Washington 98188
(206) 244-5800

TWIN CITIES DISTRICT OFFICE
Northwestern Wisconsin, Minnesota, North Dakota, Northern South Dakota
400 Shelard Plaza South, Suite 635
Minneapolis, Minn. 55426
(612) 546-4383

WASHINGTON DISTRICT OFFICE
Mainland Maryland, Northern Virginia, Eastern W. Virginia, Peninsular Maryland
8051 Gatehouse Road
Falls Church, Virginia 22042
(703) 573 2100

Ford of Canada Regional Office
Ford Motor Company of Canada, Limited

In the event that you have a question that cannot be answered by one of the following Regional Offices, you may contact:

Vice President and General Manager-Sales
Ford Motor Company of Canada, Limited
The Canadian Road
Oakville, Ontario L6J 5E4

ATLANTIC REGIONAL OFFICE
New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland
P.O. Box 2166
Halifax, Nova Scotia
(902) 422-7466

EASTERN REGIONAL OFFICE
Quebec, Labrador, Southern Ontario – East of Gananoque
7800 South Service Road
Trans Canada Highway
Pointe Claire 730, Quebec
(514) 697-8220

PACIFIC REGIONAL OFFICE
British Columbia, Yukon
P.O. Box 7100
Vancouver, British Columbia
(604) 936 2111

CENTRAL REGIONAL OFFICE
Southern Ontario, Northern Ontario – East of Geraldton, North West Quebec
8000 Dixie Road
Bramalea, Ontario L6T 2J7
(416) 459-2210

MIDWESTERN REGIONAL OFFICE
Saskatchewan, Manitoba Northern Ontario – West of Geraldton
1725 Ellice Avenue
Winnipeg, Manitoba R3H 0B2
(204) 775-8101

WESTERN REGIONAL OFFICE
North West Territories, Alberta
P.O. Box 2357
Edmonton, Alberta T5M 2P5
(403) 454-9621

OUTSIDE U.S. and CANADA

All locations outside the United States and Canada should use the following address should it become necessary to correspond with Ford Motor Company.

Ford Export Corporation
P.O. Box 600
Wixom, Michigan, 48096, U.S.A.

1974 SERVICE LITERATURE

U.S. RESIDENTS USE THIS SIDE
CANADA RESIDENTS USE OTHER SIDE)

CIRCLE ITEM DESIRED

DESCRIPTION	PRICE EA.
1974 Passenger Car Shop Manual and Maverick Wiring Diagrams	$9.45 *
Shop Manual Without Wiring Diagrams	$7.95 *
1974 Maverick Wiring Diagrams Only	$2.00 *
TOTAL ORDER	$
Michigan Purchasers Add 4% Sales Tax — SALES TAX	$
GRAND TOTAL	$

***Manuals and Wiring Diagrams will be available approximately Jan. 1, 1974. Prices shown were in effect in 1973 and may be subject to change by the time the material is available. You may wish to contact Helm, Inc. for price lists.**

- Please allow ample time for postal service.
- **Make check payable to: Helm, Inc.**
- Cut out and mail this completed page.

MAIL ORDER TO: Helm, Inc.
P.O. Box 07150 – Detroit, Michigan 48207

Name

Street Address

City, State and Zip Code

THIS IS YOUR SHIPPING LABEL, PLEASE PRINT PLAINLY.

FROM . . .
Service Publications

RETURN REQUESTED
7419 St. Aubin
Detroit, Michigan 48211

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CIRCLE ITEM DESIRED

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Shop Manual Without Wiring Diagrams	$7.95 *
1974 Maverick Wiring Diagrams Only	$2.00 *
B.C. Purchasers Add Provincial Sales Tax — TOTAL ORDER	$

***Manuals and Wiring Diagrams will be available approximately Jan. 1, 1974. Prices shown were in effect in 1973 and may be subject to change by the time the material is available. You may wish to contact Ford Motor Company of Canada, Ltd. – Service Publications for price lists.**

- Please allow ample time for postal service.
- **Make check payable to: Ford Motor Company of Canada, Limited.**
- Cut out and mail this completed page.

MAIL ORDER TO: **Ford Motor Co. of Canada, Ltd. – Service Publications**
P.O. Box 905, Station U, Toronto, Ontario, Canada M8Z5P9

Name

Street Address

City, Province and Postal Code

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FROM . . .
FORD MOTOR CO. OF CANADA, LTD. – Service Publications
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City, Province and Postal Code

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ACCESSORY EQUIPMENT AVAILABLE

Note – When any of the following listed accessories are added to your car the weight of each accessory and the loaded weight the accessory is capable of carrying should be subtracted from the maximum vehicle load carrying capacity shown on the tire decal.

Safety Equipment

Tot Guard Child Safety Seat
Lifeguard Locks
Air Horn – Chrome
Battery Jumper Cables
Fire Extinguishers
Emergency Reflector Flare Kits

Visibility Equipment

L.H. Manual Remote Control Mirror
R.H. Manual Mirror (to Match L.H. Remote Control Mirror)
Dual Racing Mirrors
Day/Night Mirror
Rear Window Defogger

Comfort Equipment

AM Radio
AM/FM Monaural Radio
AM/FM/MPX Radio
Rear Seat Speakers
Air Conditioner
Electric Antenna
Cigar Lighter
Power Steering
Vanity Mirror
Tachometer
Remote Control Electric Trunk Lid Release

Travel Equipment

Rear Deck Luggage Rack
Trailer Wiring Connector Kit
Trailer Wiring Harness
Trailer Hitch and Ball
Trailer Towing Mirror (Door or Fender-Mounted Models)
Transmission Oil Cooler – Economy
Transmission Oil Cooler – High Capacity
Coolant Recovery System
Super-Flex and Air Shock Absorbers
Premium Heavy Duty Battery – Gold

Protection and Appearance Equipment

Wheel Covers
Bumper Guards
Body Side Moldings
Floor Mats
Carpet Insert Mats
License Plate Frames
Wheel Splash Guards
Door Edge Guards
Chemical and Paint Pkg.

MAINTENANCE MANUALS AND TOOL KITS

Maintenance Manuals and Tool Kits

Beginner Kit—Basic hand tools are needed to perform such operations as: changing engine oil and oil filter, adjusting ignition points, adjusting spark plugs and lubricating door lock, hinges, etc.

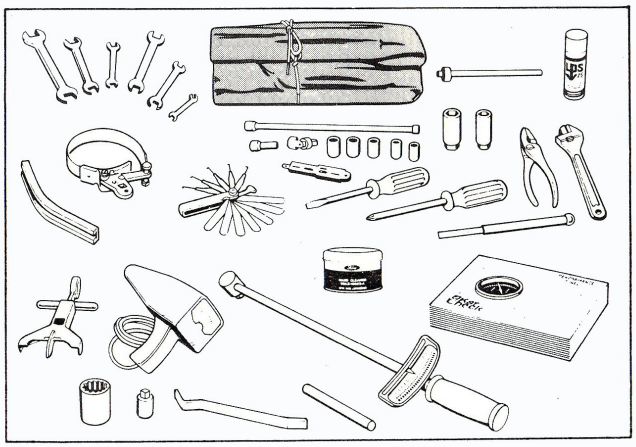
Kit Contains

Screwdrivers(2) Flat Blade and Phillips
Pliers
Adjustable Wrench
End Wrenches (6) U.S. and Metric sizes
3/8-inch drive Socket Wrenches (5)
Extensions (2)
T-Handle and Universal Joint
Spark Plug Socket (2)
Tire Gauges
Feeler Gauges
Oil Filter Wrench
Spray Lubricant
Hand Cleaner
Vinyl Tool Pouch
Fuse Puller

Master Kit—Precision gauges and meters are necessary to set ignition timing, engine idle speed and ignition dwell angle, tension of accessory drive belts, adjust wheel bearings, accurately torque spark plugs and other attaching bolts.

Kit Contains

Vacuum Pressure Gauge
Dwell Meter-Tachometer-Timing Light
Belt Tension Gauge
Torque Wrench
Wheel Bearing Adjustment Socket
Socket Adapter
Brake Adjusting Tool
Oil Seal Drift



How To Order

TO ORDER TOOL KITS AND MANUALS—Fill out the order blank on this page and the preceding page, and mail it with your check or money order to the address indicated.

All orders will be filled and mailed within 10 days after receipt of your order. Please allow ample time for postal service.

Make check or money order payable to:

IN U.S.A.

OWNER TOOL KITS
1738 MAPLELAWN
TROY, MICHIGAN 48084

IN CANADA

FORD MOTOR COMPANY
OF CANADA, LIMITED
SERVICE PUBLICATIONS
P.O. BOX 905, STATION U
TORONTO, ONTARIO M8Z 5P9

A complete list of Ford service publications can be obtained upon written request from:

IN U.S.A.

SERVICE PUBLICATIONS
POST OFFICE BOX 07150
DETROIT, MICHIGAN
48207

IN CANADA

FORD MOTOR COMPANY
OF CANADA, LIMITED
SERVICE PUBLICATIONS
P.O. BOX 905, STATION U
TORONTO, ONTARIO M8Z 5P9

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Maintenance Manuals and Tool Kits

Description	Price Each
1974 Car Owners Maintenance and Light Repair Manual (FORM NO. 365-130)	(No charge if ordered with tool kit) $2.25
1974 Passenger Car Tool Kits Beginner Kit-Hand Tools (NO. 10-4011)	$34.40
Master Kit-Gauges and Tools (NO. 100-4012)	$49.20
Both Kits	$80.15

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE AND WITHOUT INCURRING OBLIGATION.

Total	$
Tax	$
Total Amt.	$
Enclosed	$

Michigan Purchasers - add 4% Sales Tax.
Canadian Purchasers - except B.C. add applicable Provincial Sales Tax for tool kits only. B.C. residents add applicable Provincial Tax.

Signature of Purchaser

FILL OUT ORDER FORM, PRINT YOUR NAME AND ADDRESS ON THE SHIPPING LABEL (SEE BACK OF THIS FORM)

MAINTENANCE MANUALS AND TOOL KITS

Maintenance Manuals and Tool Kits For Car Owners

A special manual (1974 Car Owners Maintenance and Light Repair Manual) and two tool kits are available exclusively to owners of Ford-built cars who wish to do some of their own maintenance. For major overhaul, order the Shop Manual and Wiring Diagrams.

The light repair manual is especially written for the amateur mechanic. It contains simplified instructions and illustrations on almost all of the scheduled vehicle and emissions systems maintenance operations and most of the minor adjustments and replacements.

This manual is not recommended for Lincoln, Mark IV, Thunderbird, or high-performance vehicles. Owners of these vehicles should obtain the 1974 Passenger Car Shop Manual.

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Maintenance Manuals and Tool Kits

The publications and tool kits shown on the reverse side can be purchased by filling out the order form and mailing it with a check or money order to the proper address.

IMPORTANT: THIS IS YOUR SHIPPING LABEL. PLEASE PRINT CLEARLY.

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STREET ADDRESS _____

CITY _____

STATE or PROVINCE _____

ZIP or POSTAL CODE _____

POSTMASTER: This parcel may be opened for postal inspection if necessary. Return postage guaranteed.

"Car Owning Made Easier"

Have your ever wanted to know more about how your car and all its systems really work? Would you like to know how to reduce operating expenses . . . how to explain trouble to an auto mechanic . . . how to avoid service gyps . . . what the warranty means in simple terms . . . whether routine maintenance really pays off . . . and what you can fix on your car yourself?

Ford Customer Service Division (the people who ought to know) provide plain-English answers to these questions and many more in this new fact-filled guide to car owning. Because we listen better, we know that motorists want more information on maintenance and repair service. So we're offering this 106-page book called "Car Owning Made Easier."

Eighteen easy-to-read chapters give tips on just about every aspect of operating and getting service for your car. And it's written for everyone—men, women, tinkerers and drivers who never looked under the hood and don't ever plan to. To order your copy, **see the reverse side.**

Table of contents

U.S. RESIDENTS

Send to: Ford Motor Company Listens
The American Road—JS
Dearborn, Michigan 48121

Please send me a copy of "Car Owning Made Easier."
I enclose my $.50 (coin) (check, made out to
Ford Motor Company).

☐ Mr. ☐ Mrs. ☐ Miss ☐ Ms. ☐ Dr.

Name _____
(Please Print)

Address _____

City _____

State _____ Zip _____

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CANADA RESIDENTS

Send to: Ford Motor Company Listens
The Canadian Road
Oakville, Ontario
L6J5E4

Please send me a copy of "Car Owning Made Easier."
I enclose my $.50 (coin) (check, made out to
Ford Motor Company).

☐ Mr. ☐ Mrs. ☐ Miss ☐ Ms. ☐ Dr.

Name _____
(Please Print)

Address _____

City _____

Prov. _____ Postal Code _____