1970 Maverick Owner's Manual

To the New Maverick Owner:

The Maverick is a direct result of the long tradition of quality products and superior values in which the Ford Motor Companies—U.S. and Canada—take great pride. It has, however, been conceived and designed as a fresh expression of the enduring North American concept of individuality.

The purpose of this manual is to provide the operating and maintenance information you need to make your Maverick meet your personal motoring objectives for many thousands of miles.

Knowing what the various controls do and what the different instruments indicate will literally put you in the driver's seat to make the car do what you want. A knowledge of its maintenance requirements can help keep you there for many more miles than you may believe possible and with much less effort and cost than would have been believable even a few years ago.

Ford Division

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FOREWORD

This owner's manual is divided into 7 groups.

The first 4 groups explain the car features and driving controls. The last 3 groups include the information that you want to know about maintaining the beauty, quality, and performance of your car. The contents of the manual are summarized here under the 7 groups (page headings).

An index is included at the back of the manual to aid you in quickly locating specific information.

DRIVING COMFORT AND SAFETY

Steering wheel, seat and mirror adjustment–seat and shoulder belts, door locks, keys, and window operation..... (pages 2-5)

DRIVING CONTROLS

Operation of safety features, brakes, clutch, turn signals, lights switch, and windshield wiper..... (pages 6-9)

TO OPERATE THE CAR

Warning lights and instrument panel usage–starting the engine –driving, pushing, towing and emergency starting tips–trouble diagnosis ..... (pages 10-23)

COMFORT AND CONVENIENCE FEATURES

Operation of heater, air conditioner, clock and radio (pages 24-27)

DAY-TO-DAY CARE

Fuel, oil, oil filter, coolant, and tires maintenance recommendations and specifications–tire changing..... (pages 28-36)

MAINTENANCE

Scheduled and non-scheduled maintenance services–maintenance record–maintenace "How to do it" procedures (pages 37-61)

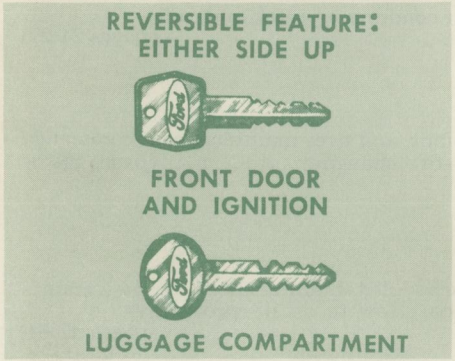
SPECIFICATIONS AND SERVICE INFORMATION

Literature coupon – refill capacities – engine specifications – lubricants ..... (pages 62-69)

VEHICLE WARRANTY

The vehicle warranty and a complete explanation is covered in the "WARRANTY FACTS BOOKLET." A copy of this booklet is held in the retainer clip under the front passenger seat. It is recommended that you read your WARRANTY FACTS BOOKLET so that you may gain a full understanding of the broad protection features of the Warranty on your vehicle.

KEYS

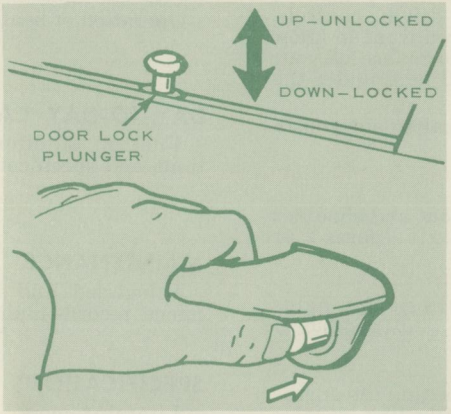


Record your key numbers. They enable your Ford or Ford of Canada dealer or a locksmith to replace lost keys.

Combat Car Theft

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

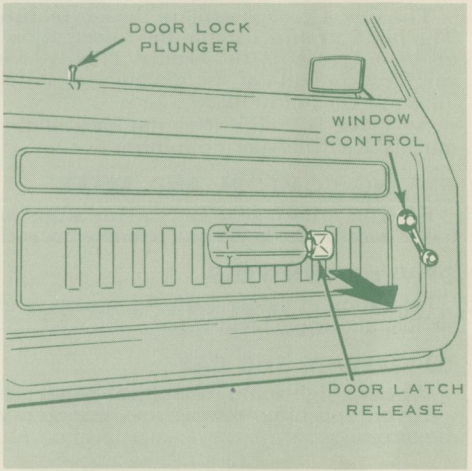
DOOR LATCH RELEASE



Handles are designed to prevent involuntary door opening. As a further precaution, when the door is locked from the inside, the latch release handle is inoperative.

To operate, raise door lock plunger and pull latch release handle inward.

STANDARD DOOR LOCKS



To Lock Doors Without Key

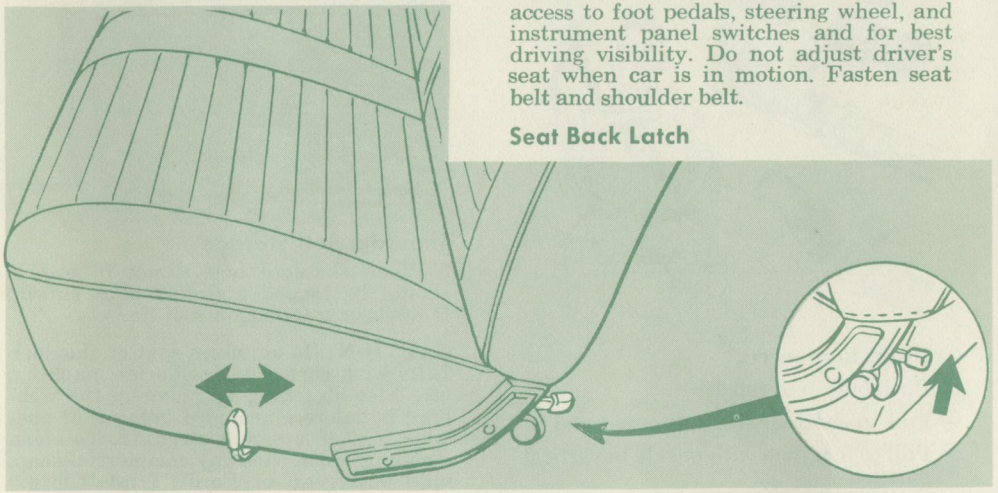
Push lock plunger down and hold push button in while closing door.

SEATS

ADJUST SEAT POSITION

Position driver's seat for comfortable access to foot pedals, steering wheel, and instrument panel switches and for best driving visibility. Do not adjust driver's seat when car is in motion. Fasten seat belt and shoulder belt.

Seat Back Latch

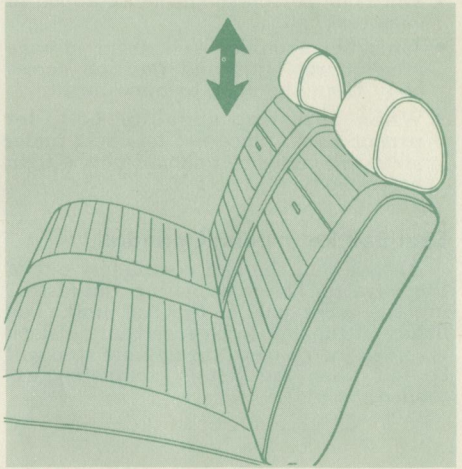


Pull handle rearward to unlock, adjust seat position, and release handle.

Pull lever upward to release seat back latch. Then seat can be tipped forward.

HEAD RESTRAINTS

Raise or lower so that the occupant's head centers on the restraint; avoid a vertical position which centers the restraint in the neck area.



Adjust Head Restraints Before Starting That Drive

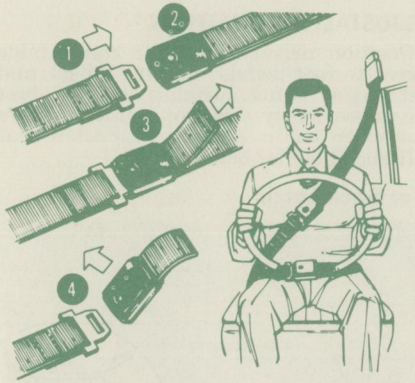
FASTEN SEAT AND SHOULDER BELTS

Fasten lap belt first and adjust so that belt is snugly fitted AROUND THE HIPS – NOT THE WAIST – and not twisted.

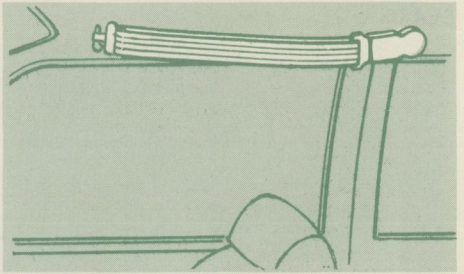
- Only one person should be strapped in each seat belt.
- Unfasten shoulder belt from storage area on roof line and position across body from shoulder to opposite hip.
- When adjusting shoulder belt, for proper slack, place fist on chest under strap. Shoulder belt should not be tight across body.

Seat Belt Retractors (Optional)

Always pull the belt completely out of the retractor before adjusting and fastening the other half of the belt unit. Tug firmly at the belt to be sure that no slack is left in the retractor. A definite stop will be felt when the belt is completely extended.



① Insert to connect
② Push button to release
③ Pull to shorten with belt connected
④ Pull to lengthen with buckle in vertical position



Shoulder Belt Storage

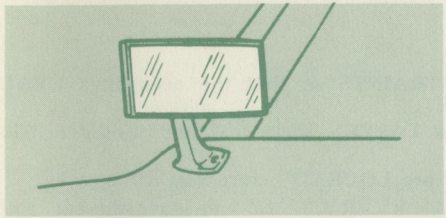
When shoulder belt is not in use, it should be looped and folded as shown. Hook over retainer on roof line.

CAUTION: Do not clean seat or shoulder belts with carbon tetrachloride, naphtha, etc. Also bleaching or redyeing the webbing is not recommended because of possible loss of webbing strength. To clean webbing, wash with any commercial soap, mild detergent, or Ford "Triple Clean."

CAUTION: Shoulder belts should never be worn without regular lap seat belt.

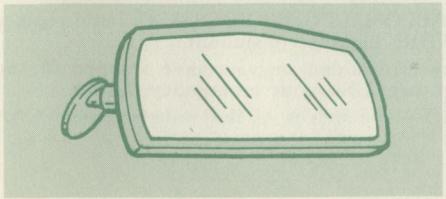
OUTSIDE MIRROR

Adjust for most effective view to rear in lane to your left.



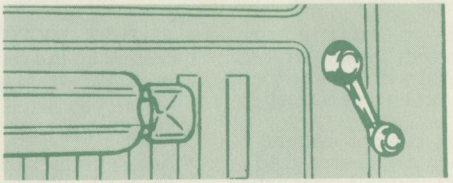
INSIDE MIRROR

Adjust for maximum field of view.



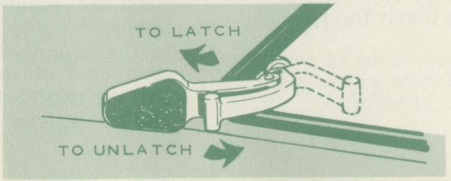
MANUAL WINDOW CONTROL

Rotate manual window control clockwise to raise right window and counterclockwise to raise left window. Reverse direction of the window control to lower windows.



QUARTER WINDOW

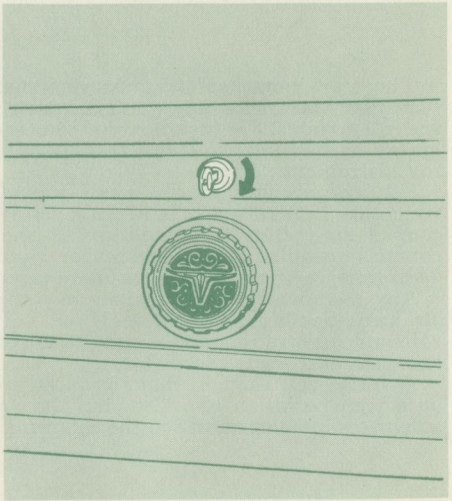
Pull latch to unlock and push window outward to open.



Adjust Mirrors Before Starting That Drive

Luggage Compartment Lock

To open, turn key clockwise. Push decklid down to close.



DRIVING CONTROLS

FORD'S LIFEGUARD DESIGN MAVERICK SAFETY FEATURES ARE DESIGNED FOR YOUR PROTECTION

There are many safety improvements which are "built in" to your new Maverick—they won't be visible nor do they need operating instructions. For instance, your car is equipped with an energy absorbing steering wheel and column as well as an energy absorbing instrument panel.

Other important improvements include smog control systems which are integral parts of all vehicles and which are designed to combat air pollution. In addition to the crankcase and exhaust controls installed on all passenger cars, 1970 models built for California registration will include evaporative emission controls.

Any modification of the emission control systems is subject to the penalties of Federal law (U.S.A.) if made prior to the first sale and registration, and is subject to penalties under the laws of some states if made thereafter.

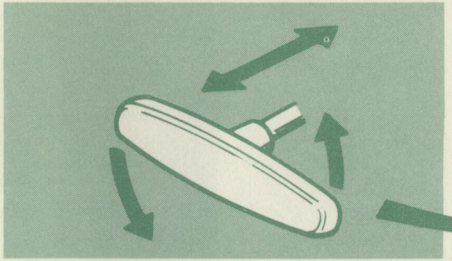
Don't forget, though, that the most important safety factor in auto transportation today is you, the driver. Learn to use your safety equipment, and keep the following points in mind:

- **ADJUST HEAD RESTRAINTS so that the occupant's HEAD centers on the restraint.**
- **Be sure all occupants FASTEN their seat and shoulder belts before you drive away.**
- **Make SURE all doors are LOCKED before you drive away.**
- **Set your parking brake EVERY TIME you leave the car. Put transmission in reverse gear (in "PARK" with automatic and semi-automatic transmission).**
- **Use BOTH rear-view mirrors and your turn signal before you change lanes.**
- **Keep tires inflated to RECOMMENDED PRESSURES and replace tires before they are WORN completely smooth.**
- **In the event your car is disabled or you have stopped for an emergency on the highway, USE your emergency flasher.**
- **DRIVE DEFENSIVELY—The driver of that other vehicle CAN make a mistake.**

BRAKES

Parking Brake Control

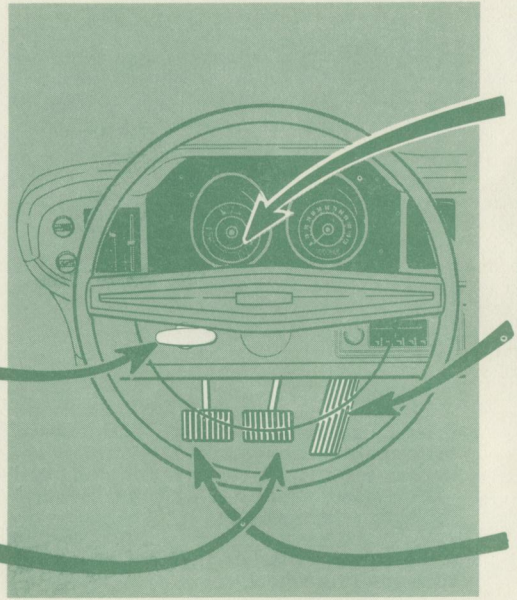
Depress and hold service brake, then pull parking brake handle outward. Release the service brake.



NOTE: For easy release, hold foot firmly against service brake pedal, twist the parking brake handle counterclockwise, and slowly push the handle inward.

SERVICE BRAKES

Brakes adjust automatically when applied firmly while backing up.



CAUTION: "Riding" the Brake pedal can result in abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

Service Brake Warning Light

If either half of the dual brake system fails, the brake warning light glows when brakes are applied. If this occurs and in your judgment you can safely operate with two-wheel brakes, proceed at reduced speed to the nearest service station for immediate repairs.

ACCELERATOR PEDAL

Depress to increase speed. For economical operation and increased car life:

- Remove all foot pressure when idling, braking, or shifting standard transmission gears.
- Always apply or remove foot pressure smoothly.

CLUTCH PEDAL

Depress fully, move transmission shifter to desired position; and release clutch pedal with continuous smooth motion.

TURN SIGNAL

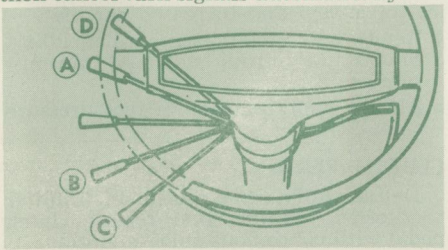
On vehicles built after early November, 1969, side marker lights also flash when turn signals are actuated.

Lane Change

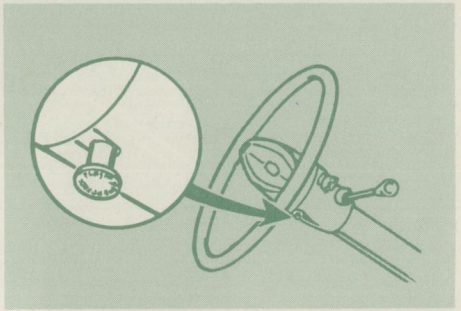
Move turn signal lever to first stop (A) for right lane turn or (B) for left lane turn. Hold lever in position until lane maneuver is accomplished. Lever will return to off position.

Full Turn

For normal full turns, move lever into positions (C) or (D) (left or right). Lever will remain in position without manual effort until turn is completed. Lever will then cancel turn signals automatically.



EMERGENCY FLASHER SWITCH



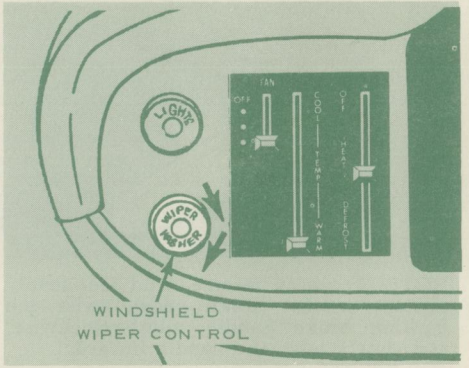
Pushing this switch in will cause all directional signals to flash continuously. Will operate safely, with ignition key removed, for 2 hours (battery fully charged and in good condition) without discharging battery excessively.

To turn off flasher pull out switch or turn steering wheel.

WINDSHIELD WIPERS AND WASHERS

Wipers

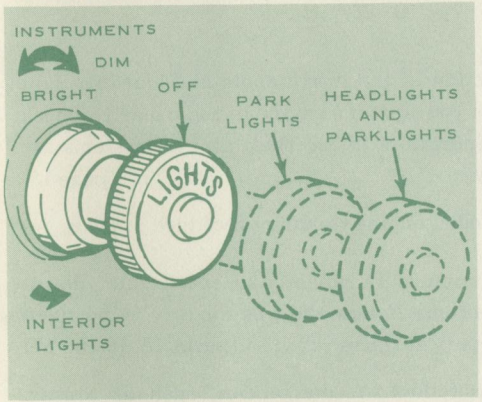
Turn knob clockwise to first detent for low speed—all-the-way for high speed.



Washer

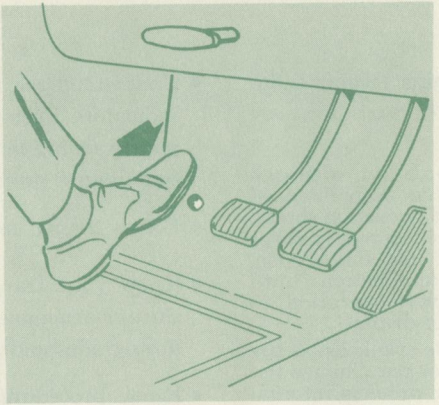
Push wiper knob inward to squirt washer fluid on windshield.

LIGHTS SWITCH



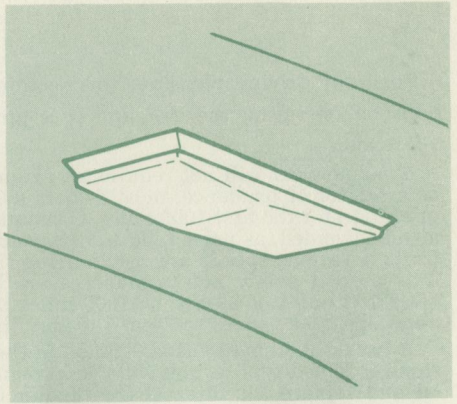
Instrument Panel Lights

The instrument panel lights may be dimmed or brightened to your preference by rotating the lights switch knob clockwise to dim or turn off, or counterclockwise to brighten while in the park or headlights position.



HI-BEAM SWITCH

When headlights are on, press the beam selector with your left foot to change from one set of beams to another. High beam indicator light, at top of speedometer, (see ⑧ page 11) goes on with high beams.



COURTESY LIGHTS

The courtesy light operates when either door is opened. It may also be turned on by rotating the lights switch knob counterclockwise as far as possible.

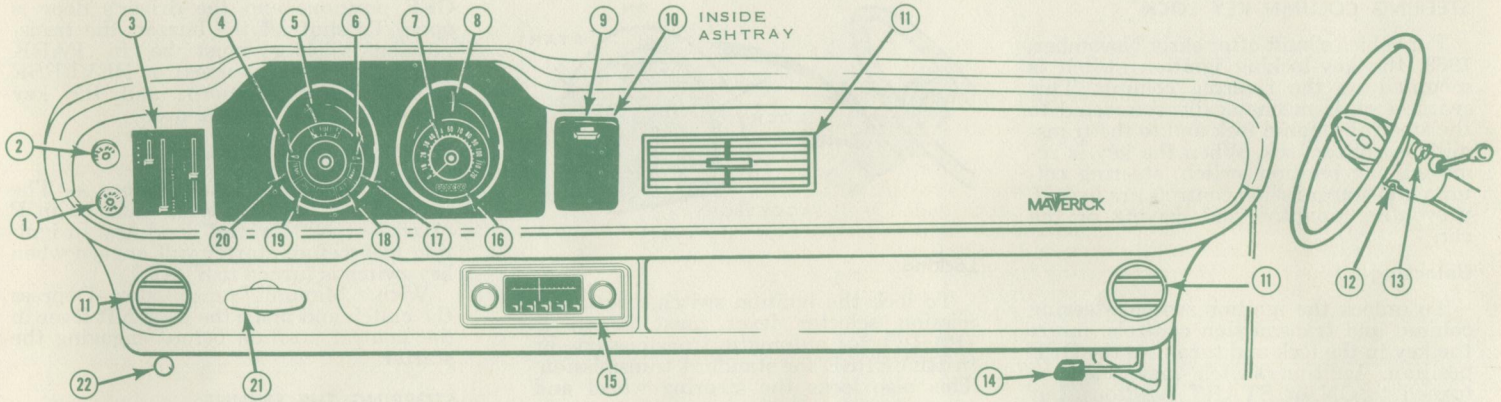
TO OPERATE THE CAR

For your driving pleasure, this section contains recommendations on operating the car, and it is grouped in parts for easy reference.

Your new car will not require an extensive 'break-in,' although as a matter of prudence, most owners avoid extended high speed operation for the first 1000 miles. Constant-speed operation should also be avoided, as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles. Also, it is a good policy not to make severe brake applications until after 100 miles of in-city or 1000 miles of highway operation, to allow the brake shoes to "seat" against the brake drums.

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 on the maintenance schedules.

Addition of anti-friction compounds or special 'break-in' oils is not recommended during the first few thousand miles of operation, since these additives may prevent piston ring seating.



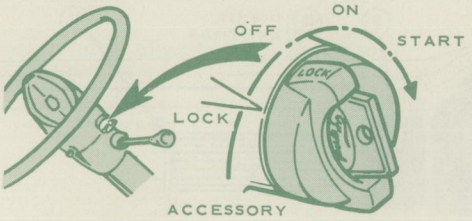
1 Windshield Wiper/Washer Control
2 Light Switch
3 Heater Controls (A/C optional)
4 Left Turn Indicator
5 Fuel Gauge
6 Right Turn Indicator
7 Speedometer
8 High Beam Indicator
9 Ash Tray
10 Cigar Lighter (Optional)
11 A/C Outlet (optional)
12 Emergency Flasher Switch
13 Ignition Switch
14 Right Fresh Air Control (standard heater only)
15 Radio (Optional)
16 Odometer
17 Dual Brake System Warning Light
18 Alternator Warning Light
19 Oil Pressure Warning Light
20 Engine High Temp. Warning Light
21 Parking Brake Control
22 Left Fresh Air Control

IGNITION, TRANSMISSION AND STEERING COLUMN KEY LOCK

For vehicles built after early November, 1969, the key-locking ignition switch is mounted on the steering column. This switch lock is mechanically connected to the steering column lock and to the transmission shifter lock. When the key is removed, the ignition switch, steering column and transmission controls are locked, preventing unauthorized driving of the car.

Unlocking

To unlock the ignition switch, steering column and transmission controls, insert the key in the lock and turn it to the OFF position. Ignition switch may then be turned to ON or START positions, but starter will not engage unless transmission is in PARK or NEUTRAL (automatic transmissions). Before ignition switch can be turned to ACC (Accessory) position, the transmission selector must be in PARK (automatic transmissions) or REVERSE (standard transmission) same as for locking the ignition switch, steering column and transmission.



Locking

To lock the ignition switch, the transmission selector lever must be in P (PARK) for automatic transmissions or in REVERSE for standard transmission. This also locks the steering wheel and transmission controls.

IGNITION KEY REMOVAL WARNING BUZZER

All cars built after January 1, 1970, will have an ignition key removal warning buzzer to warn the driver against leaving the key in an unattended car. The warning buzzer sounds when the key is in the switch in the ACCESSORY, LOCK or OFF positions and the driver's door is open. To shut off the buzzer, the transmission selector must be in PARK (automatic transmissions) or REVERSE (standard transmission), and the key turned to LOCK and removed.

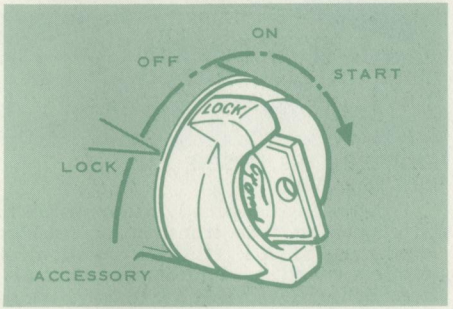
STARTING THE ENGINE

With automatic transmissions – The transmission selector lever must be in P "Park" or N "Neutral" and key in ignition lock before starter will engage when key switch is turned to START.

With a Manual Transmission–Depress the clutch and place the gearshift lever in the neutral position before engaging the starter.

STOPPING THE ENGINE AND KEY REMOVAL

To stop engine, turn ignition switch to OFF position. The transmission selector lever must be in P (PARK) position for automatic transmissions or in REVERSE for standard transmission before ignition switch can be locked. The key can be removed only when ignition switch is locked.



CHECK INSTRUMENTS

1. Insert key in ignition switch, turn key to ON position, and check the instrument panel indicators as follows:

Fuel Gauge

Check the fuel gauge to be sure you have fuel in the tank. Read when car is level.

The gauge is marked in fourths to indicate the approximate amount of fuel in the tank.

Oil

Light glows red until engine starts and oil system is pressurized. The Oil Pressure Indicator may flicker with engine at idle speed or during sudden stops—this is normal. *Do not drive the car if the light is on.*

Alternator

Light glows red until engine is running and alternator begins charging the battery. The Alternator Indicator may flicker red with engine at idle speed—this is normal. Steady red glow with engine running means battery is being discharged, have electrical system checked by your dealer.

2. Turn ignition key to START position, and check the instrument panel indicators as follows:

Overheat Indicator

Glows red with ignition switch in start position—this is normal. If it glows red with engine running, engine is overheating—*check the coolant level following the precautions on* ***page 33.***

Service Brake Warning Light

The dual brake system warning (BRAKES) light glows red until engine starts.

CAUTION: If the BRAKES light does not glow red momentarily with key at START, have electrical system checked for burned bulb or open circuit.

If either half of the dual brake system fails, the brake warning light glows when brakes are applied. If this occurs and in your judgment you can safely operate with two-wheel brakes, proceed at reduced speed to the nearest service station for immediate repairs.

STARTING THE ENGINE

With an Automatic or Semi-Automatic Transmission—The transmission selector lever must be in P "Park" or N "Neutral" before starter will engage.

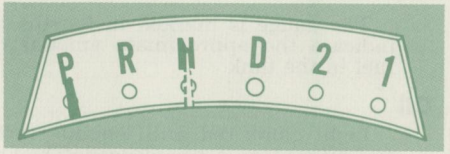
With a Manual Transmission—Depress the clutch and place the gearshift lever in the neutral position before engaging the starter.

Engine Cold—Weather Cool

Turn ignition switch ON. Press accelerator pedal down to floor and release it completely. Then turn ignition key to "START." If engine stalls or falters in starting, be sure the starter stops spinning before re-engaging it, otherwise the starter may be damaged.

After starting the engine and allowing it to run for a few seconds, depress the accelerator pedal slightly and release it to reduce engine speed.

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



Engine Warm

Turn ignition switch ON. Press accelerator pedal approximately ¼ way down and hold in this position. Do not pump the pedal. Turn the ignition key to "START" until engine is started, then release key to "ON" position.

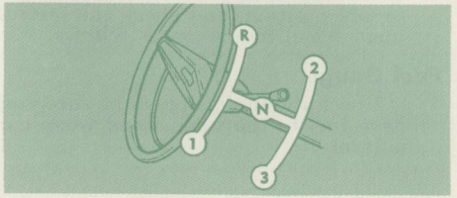
Allow engine to run for a few seconds at slightly faster than idle speed, then release the pedal.

Engine Flooded

Press accelerator pedal down to floor and hold this position. Do not pump pedal. Turn ignition key to "START" until engine is operating, then release the accelerator pedal gradually.

STOPPING THE ENGINE AND KEY REMOVAL

To stop engine, turn ignition switch to OFF position. The transmission selector lever must be in P (PARK) position for automatic and semi-automatic transmissions or in REVERSE for manual transmissions before ignition switch can be locked. The key can be removed only when ignition switch is locked.

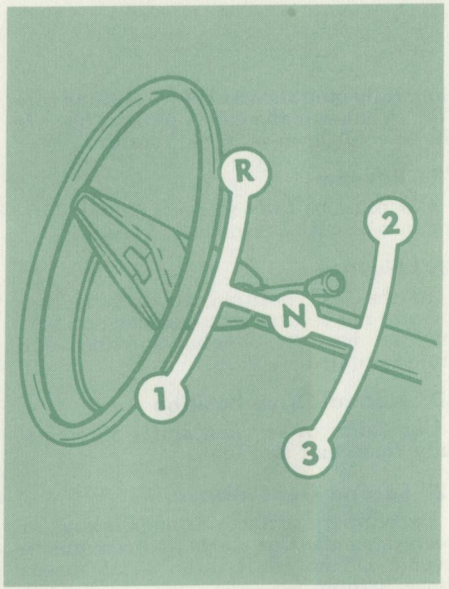


DRIVING WITH MANUAL TRANSMISSION

Three Speed

A normal "H" pattern is used in shifting the three speed standard transmission.

Make full use of the gears. When it is necessary to reduce speed downshift to a lower gear before the engine starts to labor. Downshifts at the right time (see chart) improve both fuel economy and performance, and provide better acceleration when you wish to resume speed. On steep downgrades, downshifting the transmission to second gear helps to maintain a safe speed and to prolong brake life.



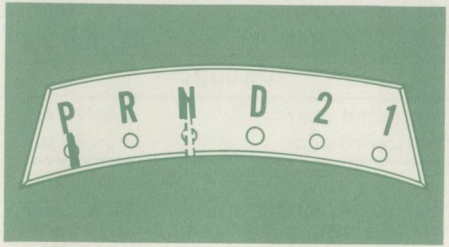
Downshifts	
3rd to 2nd gear	40 to 15 mph
2nd to 1st gear	20 to 0 mph
Upshifts	
1st to 2nd gear	0 to 15 mph
2nd to 3rd gear	15 to 30 mph

YOUR ENGINE ANTI-SMOG DEVICES WILL OPERATE AT PEAK EFFICIENCY AT THESE SHIFT SPEEDS.

Clutch

When shifting, fully depress the clutch pedal, then release the pedal slowly. To avoid premature clutch wear and failure, do not drive with your foot resting on the pedal.

DRIVING WITH AUTOMATIC TRANSMISSION



Engine Starting

Use "P" park position for engine starting and engine idling (except normal driving). Shift into "R" (reverse) or "D" (drive) to move car. Raise selector lever towards steering wheel to shift into P, R, 2 or 1.

"P" Park

The "P" position locks the rear wheels and transmission even with the engine running. To prevent damage to transmission, fully stop the car before shifting into "P". Whenever the car is parked, be sure the selector lever is in "P" position.

"R" Reverse

Car must be fully stopped before shifting into or out of reverse.

"N" Neutral

In the "N" position, there is neither forward nor reverse gear engagement. "N" may be used for engine starting with brakes applied.

"D" Normal Drive Position

Car starts in low and shifts automatically to second and high.

"2" Second Gear Manual

For slippery surfaces, traffic braking, or steep descents. Car starts and remains in second. Do not shift into "2" at speeds above 70 mph.

"1" Low Gear Manual

Car starts and remains in low gear for sustained pulling power or braking on hilly roads. When downshifting, moving selector lever from "D" or "2" to "1" (LOW), the car remains in second gear until 25-35 mph before shifting to LOW gear. Do not exceed 35 mph in low gear.

To avoid skidding on slippery surfaces, do not shift into "1" position above 20 mph. Under normal road conditions the transmission can be shifted to "1" at speeds up to 70 mph.

Accelerator Downshifts—In Drive

At speeds between 35 and 75 mph, depending upon tire size and axle ratio, you can get the quick power and acceleration needed to pass moving vehicles or to climb steep grades by flooring the accelerator pedal to downshift from high to second gear. A forced downshift from second or high to first gear is possible in "normal drive" at speeds under 35 mph.

DRIVING WITH SEMI-AUTOMATIC TRANSMISSION

The semi-automatic transmission is a manually operated three speed power shift transmission with no clutch pedal.

Engine Starting

Use "P" park position for engine starting and engine idling (except normal driving). Shift into "R" (reverse) or 1 (low) to move car. Raise selector lever towards steering wheel to shift into P, R, 2 o r 1.

"P" Park

The "P" position locks the rear wheels and transmission even with the engine running. To prevent damage to transmission, fully stop the car before shifting into "P." Whenever the car is parked, be sure the selector lever is in "P" position.

"R" Reverse

Car must be fully stopped before shifting into or out of reverse.

"N" Neutral

In the "N" position, there is neither forward nor reverse gear engagement. "N" may be used for engine starting with brakes applied.

"1" Low, "2" Second and "HI" Gears

Put selector in "1" position and accelerate. Between 15-40 mph, move the selector to "2". Between 30-65 mph, move selector to "HI."

For best operation in traffic at 20 to 30 MPH, the selector lever should be in the "2" position. Below 20 mph use "1".

The "2" position may be used to start from a stop. However, for best fuel economy and acceleration, the "1" position should be used. Starting from a stop in the "2" position is normally used when roads are wet or slippery. Avoid starting in high gear to prevent overheating of transmission fluid.

On steep downgrades, downshifting from "HI" to "2" to "1" helps to maintain a safe speed and extend brake life.

Under wet or slippery road conditions, shifts to "1" position should not be made above 20 mph. Do not shift or drive in "1" position at speeds above 40 mph. For prolonged driving above 50 mph, the selector must be in the "HI" position.

PUSHING

Vehicles Equipped with Automatic or Semi-Automatic Transmission

If your car is equipped with one of these transmissions, it cannot be started by pushing. Use a booster battery or jumper cables from the battery of another car.

Vehicles Equipped with Manual Transmission

If your engine cannot be started normally, a push from another car will usually get you going, providing the battery isn't "dead." Since a sudden, forward surge often occurs when the engine starts, having your car towed to "start" the engine is not advisable.

Turn the ignition key on, fully depress the clutch and shift to high gear. Hold the accelerator pedal about half way down. When car speed reaches 10 MPH, slowly release the clutch pedal to start the engine.

TOWING (Vehicle Inoperative)

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

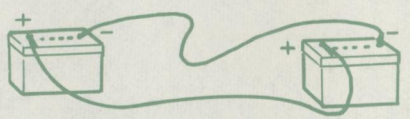
NOTE: If steering column and transmission are locked and ignition key is not available, lift vehicle from rear with wheels locked straight. If wheels are locked in a turned position, they MUST BE SUPPORTED with a DOLLY suitable for towing.

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

EMERGENCY STARTING

Use of Battery Booster and Jumper Cables

To start a car with a "run-down" battery, hook the jumper cables to the booster battery first. Be sure to connect the positive (+) terminals of the batteries through one cable and the negative terminals through the other. Any other procedure will damage the charging system and could result in personal injury caused by electrolyte squirting out of the vents.



Keep fire away from the top of open battery cells. Combustible gas is always present.

TIPS FOR COLD WEATHER OPERATION

Freezing cold affects automobiles much as it affects people, they need protection from the weather. Normally your car will run as easily in winter as in milder weather. But when extremely frigid days occur, you can avoid virtually all difficulties by these simple steps:

Watch Your Battery

Keep battery fluid level at the ring in the bottom of the filler well.

Batteries produce less power when very cold and are easily drained by winter cold starting and extra use of lights. Therefore, have the battery charge checked if the engine turns over slowly when starting or if lights are dim. Partially discharged batteries may freeze in extremely cold temperatures.

Shelter the Car

In freezing temperatures, protect your car from the wind. Moving air speeds up the rate of temperature change; thus car will cool off more quickly than normal. Any shelter will help; even an unheated garage or a carport.

Warm Up Thoroughly

Start the engine as described on page 14. Then let it run for a few minutes, to give the engine and transmission lubricants time to circulate to all moving parts. When you drive away, take it easy at first because the lubricants in the transmission and axle are cold too and need time to circulate.

Check Anti-Freeze

Your new car has anti-freeze protection to −20°F.,* unless there has been a loss of coolant through leakage, overheating, or similar mishap. If the radiator level is low, add Ford Permanent Anti-Freeze and Coolant with water as recommended on page 32.

* −35°F. Canadian Delivery.

Keep Car Clean

Wash the body frequently in winter to remove road salt and dirt. Protect door locks from possible entry of water by applying Ford Lock Lubricant. If a lock freezes, heat the key with a match, and thaw out the lock with the heated key.

TIPS FOR DRIVING ON SAND, SNOW OR ICE

A heavy snowfall creates two kinds of driving problems, and it is helpful to consider each kind separately. Deep soft snow resists forward motion in a manner similar to loose sand. Hard, packed snow causes the wheels to lose traction on the icy surface. In mud, both momentum and traction may be lost.

When wheels are bogged down in soft material, use second gear (2) with automatic or semi-automatic transmissions to supply the necessary torque. Try to crawl forward slowly but evenly. Should resistance increase to the point where the car begins to stall, shift to low gear (1) with automatic or semi-automatic transmissions. Reverse gear, which is still lower, may also be used in this situation for backing out.

If the wheels spin, a different technique is required. With a standard transmission, start in second then shift to high. With automatic or semi-automatic transmissions, start the car in (2) and then shift to (D) or HI. Backing up may be difficult so concentrate on keeping the car moving forward.

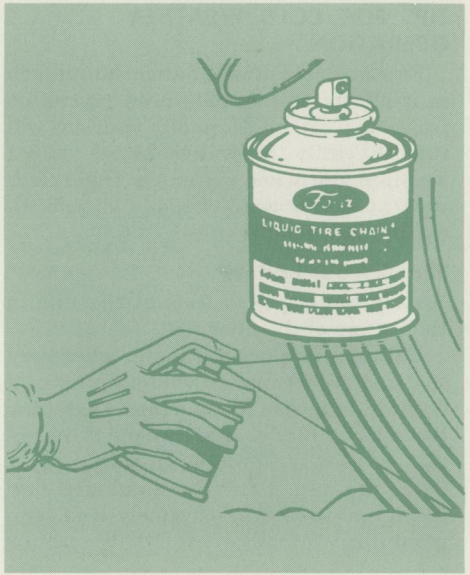
"Rocking" the car works like a pendulum, to swing the car off a particular slippery spot. Shift rhythmically between reverse and first gear while keeping a gentle pressure on the accelerator. With automatic or semi-automatic transmissions shift between reverse and (1).

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 overspeeding the engine and/or excessively spinning the rear wheels.

For temporarily increasing tire grip on ice or snow, we recommend spraying the rear tire treads with Ford Liquid Tire Chain. This fluid is available in small aerosol cans.

Or try putting something under the wheels to roughen the slippery surface: dry dirt or leaves; torn newspapers; etc. Snow tires or skid chains help avoid getting stuck in soft materials, but may still spin on ice.



FOR BEST ECONOMY

1. Start Gradually, Accelerate Slowly

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

2. Drive at Moderate Speeds

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

3. Drive at Steady Speeds

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

4. Avoid Hard Braking

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

5. Shut Off Ignition when Parked

An idling engine uses a richer mixture to prevent stalling. Thus, whenever the car is parked, shut off the engine to conserve fuel.

6. Tire Pressures

Keep tires up to recommended pressures. Correct pressure will improve economy – especially when carrying heavy loads.

7. Cooling System

The 185-195-degree thermostats installed in your car at the factory usually provide better fuel economy than 160-degree thermostats.

8. Choke

Your car has an automatic choke that is preset at the factory. Have it adjusted to the leanest setting that will give you reliable starting in existing climatic conditions.

9. Keep your Car in Condition

Have your authorized dealer regularly perform the Ford maintenance operations called for on the Maintenance Schedules in this book.

TROUBLE DIAGNOSIS

General

Most operating troubles that might be encountered with a new or well maintained car will be of a minor nature. For instance:

Loose battery connections are more likely than battery failure.

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

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

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

Whenever car performance seems less than normal, it is best to consult with your Ford dealer at the first symptom, rather than wait until a serious problem develops. One of the aims of Ford regular maintenance is to help you prevent car troubles.

If Engine Won't Crank:

1. Check the automatic or semi-automatic transmission Selector lever position. The starter will operate only when the lever is at N or P. Apply the brakes and try moving the lever slightly right or left of the "N" position.
2. Switch on the headlights. If the lights go out when the key is turned to "Start," the battery connections may be loose or the battery discharged.
3. Another indication of loose 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, solenoid and battery.
4. Try operating the starter switch several times. Should the switch be corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your authorized dealer.
5. If all the electrical connections are tight and you need assistance to start, read the instructions on Page 18 under Pushing and Towing and Booster Battery.

If Engine Cranks but Won't Start, Check:

1. Fuel gauge. You may be out of gas. If the gauge shows that there's fuel in the tank, the trouble may be in either the ignition system or the fuel system.
2. Ignition System. To check for trouble in the ignition system, remove the wire from one of the spark plugs. Grasp the moulded cap of the wire only, twist it and pull it off the spark plug. Insert a short piece of bare wire or other metal object in the terminal of the wire. Then hold the wire insulation with insulated pliers or a dry cloth so that the bare wire is about 3/16 inch from the engine block, and crank the engine (with ignition switch on) for a least 3 seconds. If there's no spark, the trouble may be in the distributor or coil. If you see a spark, check the fuel system for trouble.

3. Check the choke. Remove the carburetor air cleaner and check the carburetor choke plate. If the choke plate is closed, hold the accelerator linkage to open the throttle plates part way, and actuate the choke linkage to locate any binding condition.

If Engine Runs Hot

The following items could cause an engine to overheat:

- Lack of coolant
- Late ignition timing
- Loose fan belt
- Dirty cooling system
- Prolonged idling
- Driving car with a frozen coolant
- Sticking thermostat
- Overloading the car or pulling heavy trailers during hot weather

Engine 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 clatter for a few seconds after the engine starts until oil pressure builds up. This momentary start-up noise is normal and is not detrimental to engine operation.

If Brakes Do Not Grip Well

1. To dry wet brakes, gently apply the brakes several times as the car is moving slowly.
2. Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high-speed stops.
3. Check the Brake System Warning Light for indication of hydraulic system leak.
4. See page 7 for adjustment instructions.

If 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 assembly.

If Steering Wanders or Pulls

This condition can be caused by . . .

- Soft tire(s) on any wheel(s)
- Wheels out of line, or balance
- Steering gear preload needs adjusting
- Car overloaded or unevenly loaded
- High cross-winds
- High crown in center of road

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 on page 62.

If Lamp Bulbs Burn Out

Repeated lamp burn-out usually indicates a loose connection, either at the lamp socket or the system ground. If examination does not indicate the cause of the trouble, return your car to your authorized dealer for inspection. Bulb specifications are on page 63.

If Headlamps Flash Off and On

If headlights flash off and on at regular intervals, the system circuit breaker is operating, indicating a short-circuit or over-load. Take your car to your authorized dealer for a circuit check.

THE REAL VALUE OF OPTIONAL EQUIPMENT

Ford-built cars offer a wider selection of comfort and convenience equipment than ever before. The investment you made in the factory-installed options – air conditioning, radio, or whatever – has customized your car to your personal requirements, and made it more valuable when trade-in time comes.

The following pages show how to operate and control the MagicAire heater and defroster, SelectAire air conditioner, and radio as well as many other features for your enjoyment.

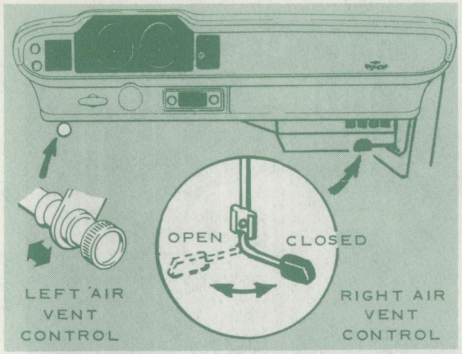
If you find that some detail of optional equipment was overlooked when you ordered your new car, your Ford or Ford of Canada dealer can add almost anything you desire. He stocks many comfort and convenience items to further enhance the joy of modern motoring.

Keep your new Ford-built car all Ford with genuine Ford accessories – they're made right, to fit right and to last longer.

YOUR DEALER CAN INSTALL THESE ACCESSORIES:

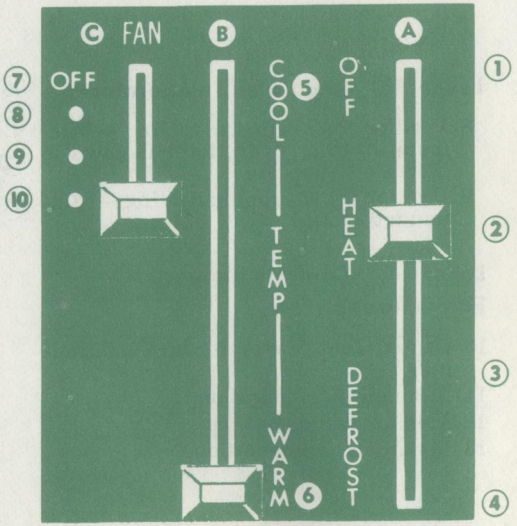
Air Conditioner
Air Horns
Bumper Guards
Child's Safety Seat
Cigar Lighter
Deck Mounted Luggage Rack
Door Edge Guards
Electric Luggage Compartment Door Release
Floor Mats
Locking Gas Cap
Mirrors, Remote and Manual, Trailer Towing
Power Steering
Rear Seat Speaker
Radio—AM & AM-FM
Rear Window Defogger
Simulated Vinyl Roof
Snow Tires
Spotlamps
Tachometer
Trailer Hitch
Trailer Wiring Harness
Vanity Mirror
Wheel Covers

VENTILATION, MAGICAIRE HEATER AND DEFROSTER



Pull left air vent control knob to desired opening. Open rear quarter windows for maximum air flow.

To open the right air vent, move control lever to left. Close the vent by moving control lever to the right. For heater operation, the right air vent must be closed. The right air vent is not available on cars equipped with air conditioning.



Right Lever Ⓐ Controls Air Flow For Heating or Defrosting

1 Heater and defroster off
2 Position for heating only
3 Position for heating and defrosting
4 Position for defrosting only

Lever Ⓑ Regulates Temperature

5 Minimum heat position.
Set lever Ⓑ between ⑤ & ⑥ to obtain desired temperature.
6 Position for maximum heat

Lever Ⓒ Controls Blower Fan Operation

7 Fan off
8 Position for minimum fan operation
9 Position for medium fan operation
10 Position for maximum fan operation

SELECTAIRE AIR CONDITIONER (Optional)

Lever Ⓐ Selects Cooling, Heating or Defrosting

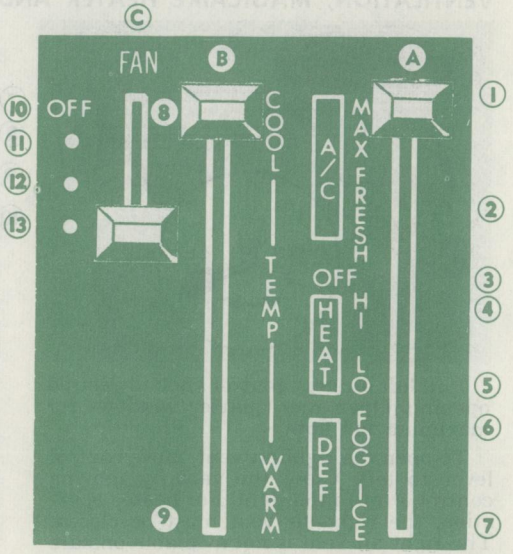
1 "MAX" – recirculated inside air for cooling.
2 "FRESH" – outside air for cooling.
3 Complete unit off.
4 Heated air from instrument panel register and floor duct.
5 Heated air discharged at floor level only.
6 "FOG" – Air discharged equally thru defrost ducts (defog) and floor heat ducts (heat).
7 "ICE" position – Air discharged thru defrost ducts onto windshield with some air bleed thru floor heat ducts (heat).

Lever Ⓑ Regulates Temperature

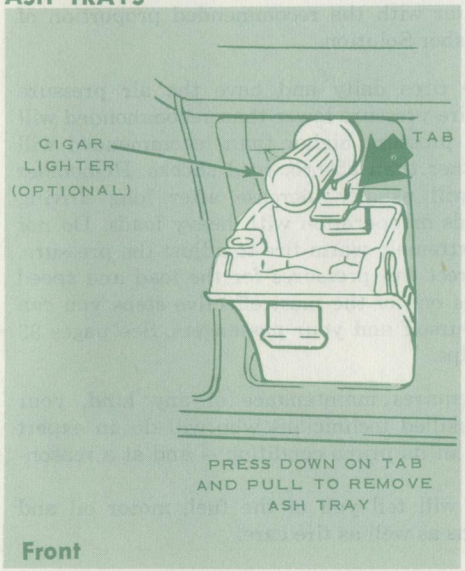
8 Position for Maximum cooling – Minimum heating. Move lever B down to increase temperature.
9 Position for Maximum heating – Minimum cooling.

Lever Ⓒ Controls Blower Fan Operation

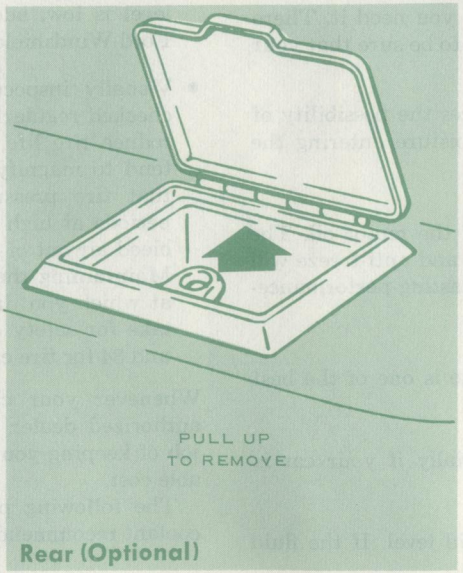
10 Fan off (must be on for air conditioning)
11 Minimum fan operation
12 Medium fan operation
13 Maximum fan operation



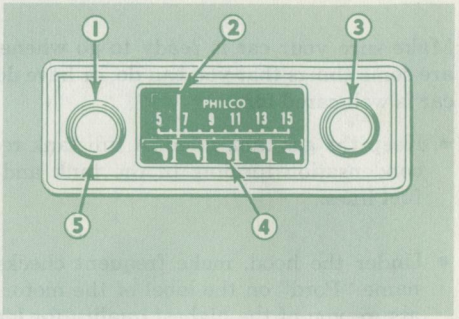
ASH TRAYS



Front



Rear (Optional)



AM RADIO (Optional)

To Set Push Buttons

Pull out selector button
Manually dial station desired
Push in selector button all the way

AM Radio Controls

① Tone Control
② Dial Pointer
③ Manual Tuning
④ Selector Button
⑤ On, Off, and Volume Switch

DAY-TO-DAY CARE

Make sure your car is ready to go whenever you need it. There are some things that you can do, or have done to be sure that your car is well cared for.

- Keep the gas tank filled. A full tank reduces the possibility of condensation forming in the tank and moisture entering the fuel lines.

- Under the hood, make frequent checks of the motor oil. The name "Ford" on the label of the motor oil and anti-freeze will assure you of the highest quality for long-lasting performance-keeping operation.

- A new Autolite oil filter at each oil change is one of the best investments you can make.

- Check the battery fluid level often, especially if your car is being driven in a warm, dry climate.

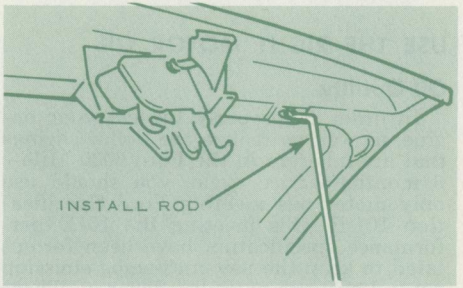
- Check the windshield washer reservoir fluid level. If the fluid level is low, add water with the recommended proportion of Ford Windshield Washer Solution.

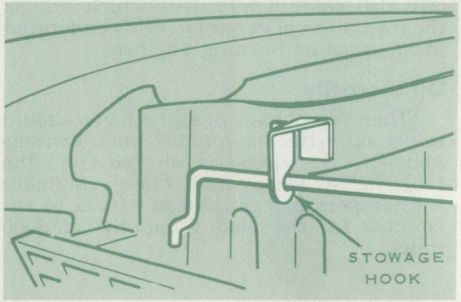
- Visually inspect the tires daily and have the air pressure checked regularly. Tire pressure lower than recommended will reduce tire life, and pressure higher than recommended will tend to magnify, rather than absorb, road shocks. Remember that tire pressure will usually increase after long driving periods at high speeds or operation with heavy loads. Do not bleed air out of an extremely warm tire to adjust the pressure. Maintaining the correct tire pressures for the load and speed at which you drive is one of the most effective steps you can take for safety of yourself and your passengers. See pages 33 and 34 for tire care tips.

Whenever your car requires maintenance of any kind, your authorized dealer has skilled technicians who will do an expert job of keeping your car in its prime condition – and at a reasonable cost.

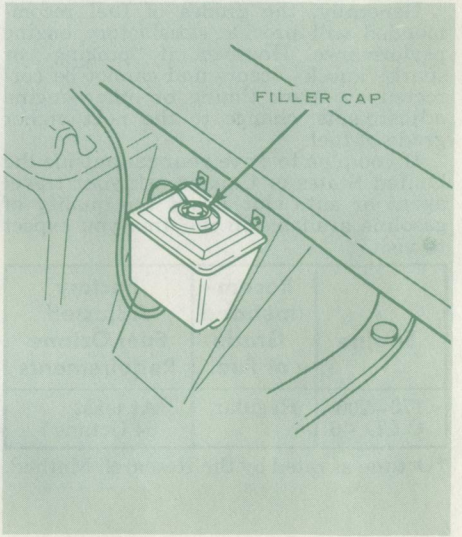
The following pages will tell you of the fuel, motor oil and coolant recommendations as well as tire care.

OPENING THE HOOD





WINDSHIELD WASHER RESERVOIR



USE THE RIGHT FUEL

Generally, the grades of fuel recommended will provide satisfactory engine performance. However, if "pinging" or spark "knock" occurs and cannot be corrected by spark timing or other engine adjustments, change to the next higher grade of fuel.

If you plan to drive your car outside the United States or Canada ask your travel agent or auto club about the quality of gasoline available in the area you expect to visit.

Engine	Recommended Grade of Fuel	Factory Adjusted Fuel Octane Requirements
170–200 C.I.D.–6	Regular	At least 94 Octane*

*Octane as rated by the Research Method.

USE THE RIGHT MOTOR OIL

Oil Quality

In order to properly protect your engine, as well as realize the dollar savings that are inherent in the Ford 6000 Mile–6 months service cycle, you should use only motor oils meeting Ford Specification 101-B. Oils meeting the 101B performance specification have been formulated to keep the new anti-smog emission control systems at peak efficiency. These oils also contain additives which inhibit the formation of corrosive acids generated in all gasoline burning engines.

Oil Viscosity

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

MULTI-VISCOSITY OILS

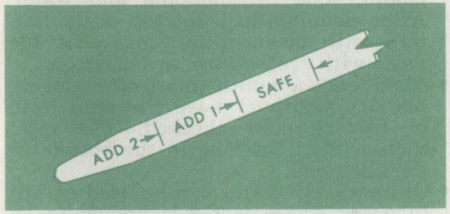
When Outside Temperature Is Consistently	Use SAE Viscosity Number
Below +32° F.	5W-30
	{ 10W-30
−10° F. to +90° F.	{ 10W-40
+32° to above +90° F.	20W-40

SINGLE VISCOSITY OILS

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

CHECK OIL LEVEL FREQUENTLY

The oil level should be maintained between SAFE marks. If level is at or below ADD 1 mark, add 1 quart. Add 2 quarts when level is at or below ADD 2 mark.



Adding Oil Between Changes

It is normal to add some oil between 6000 mile oil changes. The amount added will vary with severity of operation

CHANGING MOTOR OIL AND FILTER

Motor oil and oil filter must be changed regularly every 6 months or 6000 miles, whichever comes first. If you use the recommended motor oils and filters, you do not need to change more frequently under normal driving conditions.* No break-in drain is required. See "specifications" section of this book for the crankcase capacity of your engine.

*Canadian owners should refer to the "Ford Total Maintenance Guide" for instruction about operation in their climate.

Use the Right Oil Filter

Proper oil filtration is just as essential as use of good motor oil. The two-stage filtering action of the Autolite oil filter has been shown by tests to be more effective than ordinary filters. Use only an Autolite 6,000 mile oil filter or one of equal quality which meets Ford Motor Company specifications (page 66).

USE THE RIGHT AUTOMATIC TRANSMISSION FLUID

For satisfactory operation of your automatic transmission, proper lubrication, and correct viscosity under all weather conditions, it is important to use only automatic transmission fluids meeting Ford Specification M2C33F (type F). Ford Automatic Transmission Fluid meets all these requirements.

AVOID MIXING LUBRICANTS

In some cases, different brands of lubricants are not compatible with each other and deteriorate when mixed. It is best to stick with one brand at successive maintenance intervals. You can be sure that Ford brand lubricants are compatible with those used at the factory.

ENGINE COOLANT

The cooling system is filled with "Ford Permanent Anti-freeze and Coolant" and water to prevent corrosion and to provide protection against freezing (approximately —20° F.)* and boiling. This protection is good for 2 years if the recommended anti-freeze and water mixture is maintained at the proper radiator level.

You should keep the freeze protection at an adequate level for the temperatures which may occur in the area in which your car will be operated. We strongly recommend that the freeze protection level be maintained at least to 0° F. to provide adequate corrosion and boiling protection.

- Check the coolant level at least once a month, when the engine is cool. If coolant has to be added oftener than monthly, or if more than a quart is added each time, have your Ford dealer check the cooling system.

*—35° F. for Canadian delivery.

CAUTION: Avoid injury when checking a hot engine. Muffle the radiator cap in a thick cloth and turn it slowly counterclockwise only until the pressure starts to escape. After the pressure has completely dissipated, finish removing the cap.

- When adding coolant, we recommend adding a mixture of "Ford Permanent Anti-freeze and Coolant" and water. To avoid possible chemical damage to the cooling system, do not mix different brands of anti-freeze nor use other than a permanent anti-freeze meeting Ford specification M97B18-C.
- Tap water may be used in the coolant mixture except where it is known to be very hard or to have a high alkaline content.
- Check your anti-freeze protection level at least once a year at the beginning of the winter season and before traveling to a colder climate.
- "Ford Permanent Anti-freeze and Coolant" may be added undiluted if anti-freeze protection below —20° F. is required. Refer to the coolant mixture charts on the container.

BATTERY CARE

- **Keep fire away from the top of open battery cells. Combustible gas is always present.**
- Corrosion can be removed from the cable and terminals with a solution of baking soda or ammonia and water. After cleaning, flush the top of the battery with clean water, and coat the parts with grease to retard corrosion.
- About once a month (more often during hot dry weather) have the fluid level in battery cells checked. The level should be at the ring in the bottom of the filler well.
- Ordinary tap water can be used except in areas where water is known to be hard or to have a high mineral or alkali content—use distilled water in these areas.
- In cold weather have the battery state of charge checked every few weeks. If low (1.230 specific gravity), a light charge will prevent hard starting. If water is added during freezing weather, drive for several miles afterwards to mix the water and battery electrolyte.

TIRES AND TIRE CARE

Original Equipment Tires

The tires for your new car were selected to provide 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, it is essential that you always maintain inflation pressures and stay within the load limits and weight distribution recommended for your car.**

Tire Inflation Pressures and Load Limits

Refer to the tire chart, incorporated here by reference, on the rear face of the right front door for inflation pressures and load limits of standard and approved optional tires for speeds at and below 75 mph.

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

To Figure Your Load

Add the actual weights of the driver, passengers, and luggage (both inside and on a luggage rack) and tongue load if a trailer is to be towed (see Trailer Towing). This total must never exceed the Full Rated (Maximum) load shown in the chart. Within this limit, up to 100 lbs. of extra baggage may be carried in place of each passenger NOT carried in the rear seat. Never exceed 300 lbs. in the front seat. If you add equipment to your car after delivery, include its weight in figuring your load.

High Speed Driving

If you drive at sustained speeds (one hour or more) between 75 and 90 mph, increase the cold inflation pressure shown on the chart by 4 psi, but do not exceed the maximum tire inflation pressure shown on the tires. If tire pressures cannot be adjusted within these limits, do not drive over 75 mph.

Sustained speeds over 90 mph require using special, high-speed-capability tires.

Use of Snow Tires

Snow tires require a 4 psi (cold) increase in the rear tire pressures (only) 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 snow tires rated "Load Range D" (40 psi maximum). See "Trailer Towing" and High Speed Driving" for pressure adjustments recommended for these conditions.

FOR RELIABLE VEHICLE CONTROL ALWAYS MAINTAIN THE SPECIFIED DIFFERENCE BETWEEN FRONT AND REAR TIRE PRESSURES

TIRES AND TIRE CARE (Continued)

Trailer Towing

ALL MODELS – For the tires listed on the tire chart, trailer tongue loads up to 125* lbs. are permissible,** providing the rear tire pressure is increased by 4 psi over that shown on the tire chart. Do not exceed the maximum pressure shown on tire sidewall.

*See a reliable trailer dealer for special equipment required with heavier tongue loads.

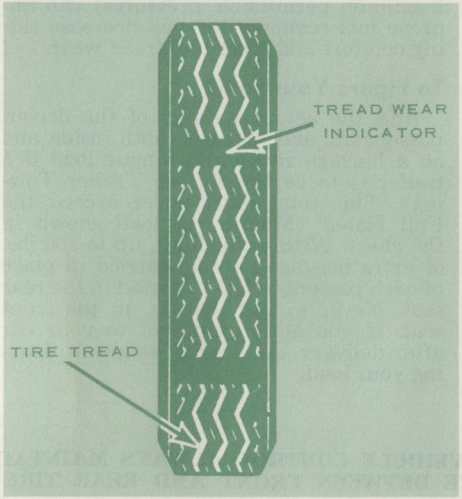
**Vehicle speed must not exceed 75 mph.

Tire Care

Check tire pressures frequently. The "cold" pressure (after car has been parked one hour) should be as 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 frequently for cuts, bruises, or sharp objects embedded in the tread.

Tire Replacement

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



When replacing full sets of tires, install only the recommended standard or optional size tires specified for your vehicle in the tire chart. Undersized tires may be incapable of withstanding vehicle loads, while oversized tires may adversely affect the riding, handling, and durability of your car. Be sure all tires are of the same size, type and load range.

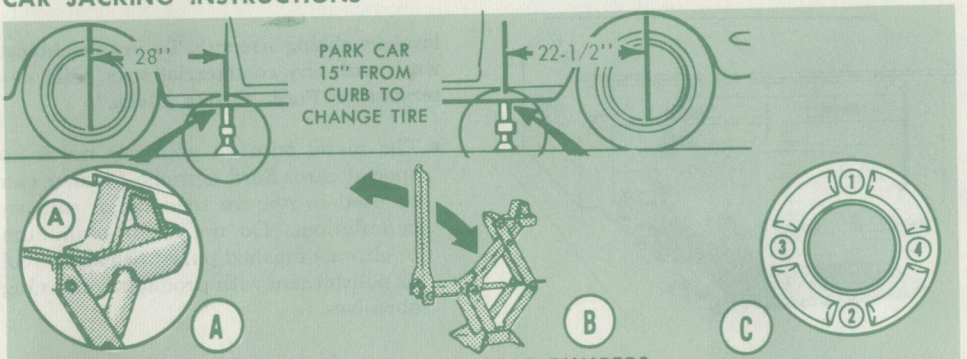
Do not mix radial ply or belted tires with conventional type.

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

When replacing less than a full set of tires, be sure ALL replacement tires are the same size, type, load carrying capacity (indicated in lbs. on the tire sidewall), and load range as the other tires on the car.

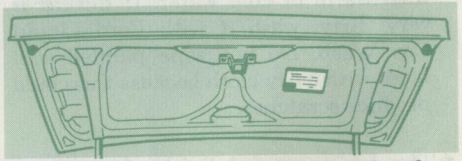
Load Range – The term "Load Range" indicates load carrying range, regardless of the number of layers of fabric, at the maximum inflation pressure permitted for that tire under the Federal Motor Vehicle Safety Standards.

CAR JACKING INSTRUCTIONS



Wheel Changing

1. Pry off hub cap with finger on end of jacking wrench.
2. Using the jacking wrench, loosen the wheel nuts about one half turn.
3. Set parking brake and block wheel diagonally opposite wheel to be changed. With automatic or semi-automatic transmission, place selector lever in "P" position. With manual transmission place the shift lever in LOW or REVERSE.
4. Position jack under the car as shown above. Be sure that indentation in the jack load rest (A) contacts the side rail at the slotted points.
5. Raise the car (B) until the tire clears the ground. To complete full turn of the jack wrench, position handle horizontally as it nears ground.
6. Remove the wheel nuts and wheel, place spare wheel on studs and install all wheel nuts. Tighten wheel nuts alternately (C) and evenly.
7. Lower car (B) until the tire just touches ground and securely tighten lug nuts in same sequence (C).
8. Lower the car fully, replace hub cap and stow tire, jack and handle.



Stowing the Jack and Spare Wheel

Car jacking and spare tire stowage are given on the label on the inside of the trunk deck lid.

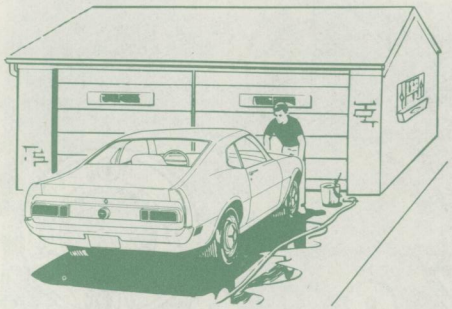
To eliminate the possibility of the jack and spare wheel rattling, stow them properly, as shown.

CLEANING THE CAR

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

- Wash your car often and thoroughly with warm or cold water. If the car is very dirty, wash it with Ford Liquid Car Wash. Do not wipe painted surfaces with a dry cloth because this could produce scratches.

- The super enamel finish of your car will never need waxing under most normal driving conditions. However, damage to the finish may result if you drive frequently where tree sap, fly ash or salt deposits can cling to the painted surface. Ford Custom Silicone Glass



will help prevent this damaging effect by forming an invisible film over your entire car.

CAUTION: Do not clean seat or shoulder belts with carbon tetrachloride, naphtha, etc. Also bleaching or redyeing the webbing is not recommended because of possible loss of webbing strength. To clean webbing, wash with any commercial soap, mild detergent or Ford "Triple Clean."

- The metal trim on your car needs no special care. Ford Chrome Cleaner can be used to remove road tar or salt accumulations. Do not scour aluminum or chrome finished parts with steel wool or polish them with products containing abrasives.

- Dust and loose dirt should be removed from the upholstery, trim and floor covering frequently, using a whisk broom or Ford Auto Vacuum. Vinyl plastic surfaces can be wiped clean with a damp cloth. Use Ford Triple Clean or All-Purpose Cleaner concentrate for cleaning nylon upholstery and nylon-rayon carpeting.

TO REDUCE INCONVENIENCE AND OPERATING COST the Maverick has been designed to eliminate many of the minor items of maintenance formerly required and to extend the intervals at which others are required.

FOR THIS REASON IT IS IMPORTANT that the remaining items be performed regularly at 6000 mile or 6 month intervals as recommended on pages 38 and 39. Also – –

OBSERVE THE DAY TO DAY CARE RECOMMENDATIONS ON PAGES 28 to 36. And – –

WATCH FOR THE SYMPTOMS which indicate that Non Scheduled Maintenance items described on page 40 are needed. Prompt adjustment of such items will pay off in improved performance, durability, and personal satisfaction.

TO PERFORM THESE ADJUSTMENTS AND LUBRICATIONS, more than 6800 Ford or Ford of Canada authorized dealers are ready to serve you wherever you drive in the U.S. or Canada. They employ factory-trained technicians who specialize in knowing all about Ford-built cars rather than a little about all makes. Over 26,000 of these technicians are trained each year through Ford's 46 service schools. They also have the advantage of Ford and Autolite parts and lubricants which you know meet the same exacting specifications as those used to build your car originally. And they have Ford-developed tools and equipment designed to help do the job quickly and right the first time.

MOST OF THESE ADJUSTMENTS ARE SIMPLE enough that you can do them yourself if you have a reasonable amount of mechanical ability. The instructions on pages 43 to 61 will help. More complete information on maintenance operations is available in the 1970 Ford Car Shop Manual (See Coupon, page 68). You can purchase the Ford parts and lubricants you need through your dealers parts department.

CUSTOMER SERVICE

An Ownercard containing pertinent vehicle data is in your vehicle. This Owner's Manual, your "Warranty Facts Booklet" and the Ownercard should be retained in your vehicle. You should present the Ownercard to your authorized dealer when requesting Warranty or Maintenance services or repairs. It will help him to expedite diagnosis and to write up your service instructions quickly and accurately.

When you take your car in for maintenance, you'll find that the dealer has streamlined procedures to minimize delay. At this time, you will be informed of the actual cost of the maintenance service as well as any additional work you have requested.

SCHEDULED MAINTENANCE SERVICES

MAINTENANCE OPERATION	SERVICE INTERVAL					
Number of months or thousands of miles, whichever comes first	6 / 42 / 78	12 / 48 / 84	18 / 54 / 90	24 / 60 / 96	30 / 66 / 102	36 / 72 / 108
Change Ford 6000 Mile Motor Oil and Oil Filter①	X	X	X	X	X	X
Check transmission oil level ②	X	X	X	X	X	X
Check rear axle fluid level ②	X	X	X	X	X	X
Check brake master cylinder fluid level ②	X	X	X	X	X	X
Clean crankcase oil filler breather cap ①	X	X	X	X	X	X
Lube front suspension ball joints						X
Lube steering arm stops	X	X	X	X	X	X
Lube all body lock cylinders	X	X	X	X	X	X
Lube body hinges and door checks	X	X	X	X	X	X
Lube hood hinges, latch and auxiliary catch	X	X	X	X	X	X

MAINTENANCE OPERATION	SERVICE INTERVAL					
Number of months or thousands of miles, whichever comes first	6 / 42 / 78	12 / 48 / 84	18 / 54 / 90	24 / 60 / 96	30 / 66 / 102	36 / 72 / 108
Replace fuel system filter & check for leaks		X		X		X
Replace carburetor air cleaner filter		X		X		X
Replace Fuel Evaporative Emission Control Valve (Vehicles built for Calif. registration only)③		X		X		X

①More frequent service intervals will be required if the vehicle is operated in extremely dusty or low temperature areas or for extended periods of idling, trailer towing or short runs which prevent the engine from reaching normal operating temperature.

②Add fluid if required, additional cost.

③Replace carbon canister if damaged by crushing, contamination from oils or water flooding.

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES

SCHEDULED MAINTENANCE SERVICES

MAINTENANCE OPERATION	SERVICE INTERVAL					
Number of months or thousands of miles, whichever comes first	6 / 42 / 78	12 / 48 / 84	18 / 54 / 90	24 / 60 / 96	30 / 66 / 102	36 / 72 / 108
Clean crankcase emission system hoses, tubes, fittings, carburetor spacer, oil separator assembly, and replace as necessary. Replace Emission Control Valve		X		X		X
Check and adjust carburetor—idle speed, fuel mixture		X		X		X
Clean choke external linkage		X		X		X
Check and adjust distributor points—replace as required		X		X		X
Check and adjust ignition timing—initial timing, mechanical and vacuum advances, and vacuum retard (if so equipped)		X		X		X
Inspect ignition wiring (secondary) for proper installation and good condition		X		X		X
Inspect, clean, adjust and test spark plugs—replace as required		X		X		X
Check drive belts for tension and wear. Adjust or replace as required		X		X		X

MAINTENANCE OPERATION	SERVICE INTERVAL					
Number of months or thousands of miles, whichever comes first	6 / 42 / 78	12 / 48 / 84	18 / 54 / 90	24 / 60 / 96	30 / 66 / 102	36 / 72 / 108
Inspect cooling system hoses for deterioration, leaks and loose hose clamps. Repair and/or replace as required		X		X		X
Drain and flush cooling system. Replace coolant④	EVERY 24 MONTHS					
Clean and repack front wheel bearings					X	
Check brake lines and lining					X	
Adjust automatic and semi-automatic transmission front and rear bands	AT 12,000 MILES ONLY					
Adjust automatic transmission front and rear bands (when used in severe service)	⑤ X		X			X
Check clutch pedal free play—Adjust linkage if required	X	X	X	X	X	X

④The cooling system should be inspected each 12000 miles or 12 months, if the coolant is dirty or rusty in appearance the system should be drained and flushed. The radiator cap should be cleaned and the system refilled with the specified solution of Rotunda coolant and water.

⑤At first 6000 miles—not at 42,000 or 78,000 miles

YOU WILL BE CHARGED FOR THESE MAINTENANCE SERVICES

NON-SCHEDULED MAINTENANCE

The following maintenance operations are not required at definite mileage or time intervals but should be performed as required. For efficiency and economy, have your authorized dealer check these items when your car's performance indicates the necessity. These services are not covered by the warranty and you will be charged for them.

MAINTENANCE OPERATION	WHEN PERFORMED
ENGINE	
Check engine coolant level	At least once a month, or if engine overheats
TRANSMISSION	
Lubricate automatic and semi-automatic transmission shift linkage	Transmission selector lever does not shift freely.
Lube manual transmission shift linkage	Hard shifting effort.
CHASSIS	
Inspect and rotate wheels and tires	Tires show uneven wear pattern.
Check air conditioning system	At beginning of warm weather season.
Check front wheel alignment and steering linkage	Poor ride and handling characteristics—abnormal tire wear.
Balance wheels	
Check parking brake cable tension and adjust if required	Excessive control handle travel required to hold. Will not hold car.
Check headlamp alignment	Light beam appears too high or too low.
BODY	
Replace windshield wiper blades	Blades do not properly clean windshield.
Check and clean body drain holes and dust valves.	When improper water drainage from body is suspected.

OWNER'S MAINTENANCE RECORD

• 6,000 Miles or 6 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 12,000 Miles or 12 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 18,000 Miles or 18 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 24,000 Miles or 24 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 30,000 Miles or 30 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 36,000 Miles or 36 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 42,000 Miles or 42 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 48,000 Miles or 48 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

• 54,000 Miles or 54 Months†

Date_____ Mileage_____

Dealership Name_____

Dealership Address_____

Signed_____

† Whichever Comes First

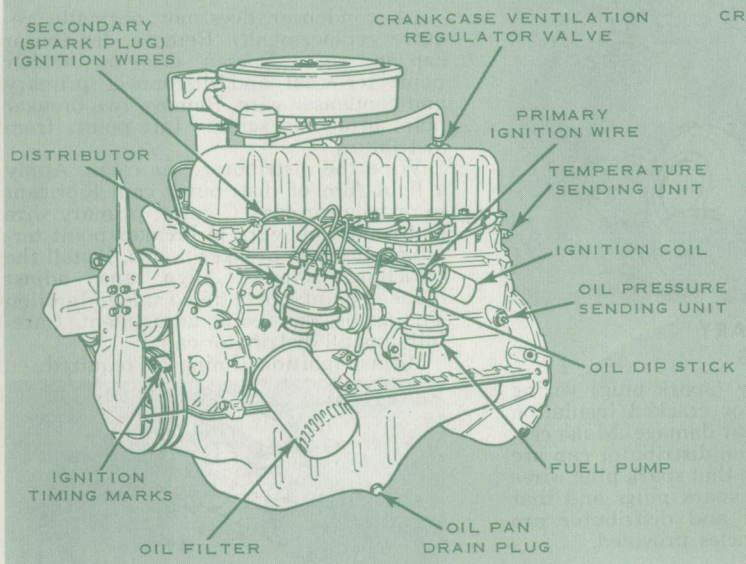
(continued)

OWNER'S MAINTENANCE RECORD

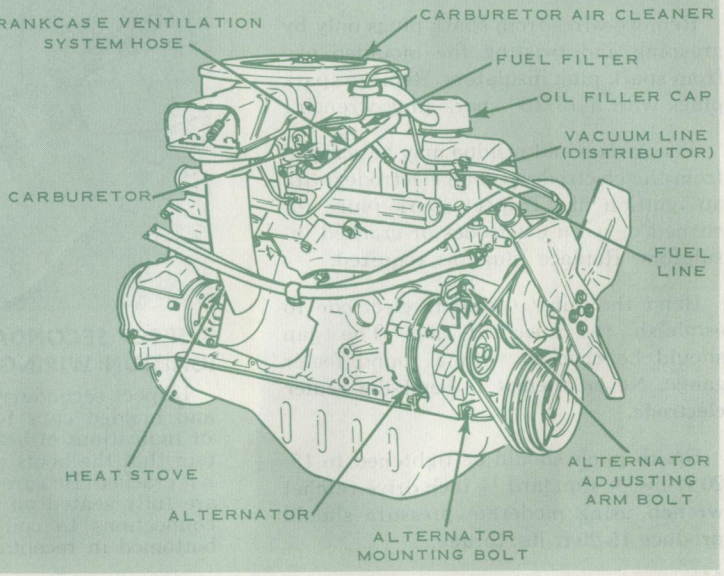
• 60,000 Miles or 60 Months† Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 78,000 Miles or 78 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 96,000 Miles or 96 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____
• 66,000 Miles or 66 Months† Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 84,000 Miles or 84 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 102,000 Miles or 102 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____
• 72,000 Miles or 72 Months† Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 90,000 Miles or 90 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____	**• 108,000 Miles or 108 Months†** Date_____ Mileage_____ Dealership Name_____ Dealership Address_____ Signed_____

† Whichever Comes First

ENGINE—LEFT SIDE VIEW



ENGINE—RIGHT SIDE VIEW



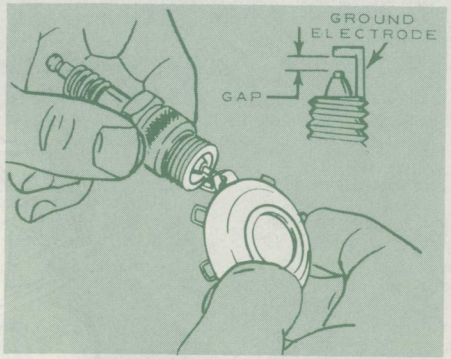
TO CLEAN OR REPLACE SPARK PLUGS

Remove wires from spark plugs only by grasping and twisting the moulded cap from spark plug insulators. Remove spark plugs with a 13/16" spark plug wrench.

The carbon and residue may be scraped from the electrodes. Clean electrodes with an ignition file. Inspect spark plugs for burned or worn electrodes or cracked insulators. Replace plugs as required.

Bend the outer (ground) electrode to establish the specified gap. The gap should be checked with a round feeler gauge. **Never attempt to bend the center electrode.**

Spark plugs should be tightened to 15-20 ft-lbs. A standard ½ inch drive ratchet wrench using moderate pressure should produce 15-20 ft-lbs. torque.



INSPECT SECONDARY IGNITION WIRING

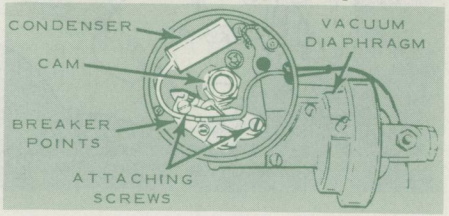
Inspect secondary (spark plug) wiring and molded caps for cracked insulation or indications of heat damage. Make certain that the boots on distributor cap are not cracked. Be sure that spark plug wires are fully seated on spark plugs and that connections to coil and distributor are bottomed in receptacles provided.

IGNITION BREAKER POINT REPLACEMENT

(A condenser does not normally require replacement.) Remove distributor cap and rotor. Loosen screw on breaker point terminal and disconnect primary and condenser wire. Remove two breaker point attaching screws. Lift points from distributor.

Wipe the distributor cam clean. Apply a light film of distributor cam lubricant to distributor cam. Connect primary wire and condenser wire to breaker point terminal. Position breaker points. Install the attaching screws. Align and adjust breaker points as detailed under Ignition Timing breaker point adjustment. Carefully install distributor cap.

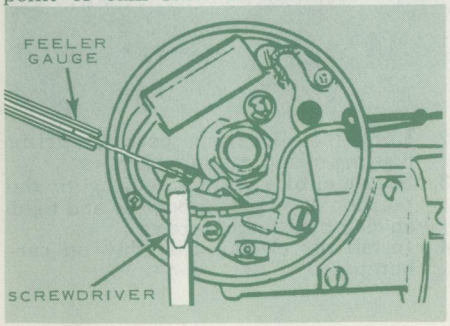
Adjust ignition timing as required.



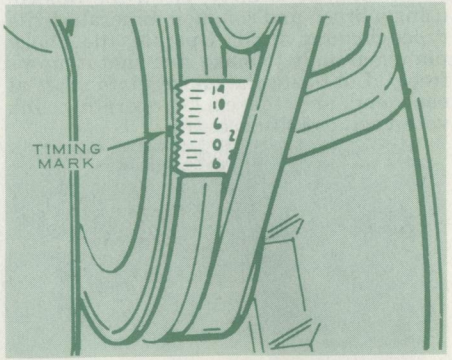
IGNITION TIMING AND BREAKER POINT ADJUSTMENT

Proper setting of ignition timing should be done with a timing light while the engine is operating at idle speed. However, the breaker points should be cleaned and gapped or replaced first.

Carefully remove distributor cap and rotor. With the transmission selector lever in neutral, rotate fan blade until breaker arm rubbing block is on high point of cam lobe. If there is a metal build-up on the points, remove it with an ignition file.



With ignition switch OFF and breaker arm on high point of cam, insert a feeler gauge of specified thickness between the points. If points are not set at specified gap, loosen the front stationary breaker point attaching screw approximately ¼ turn. Insert a screwdriver in the breaker plate and the slot in the end of stationary breaker point. Turn the screwdriver counterclockwise to widen the gap or clockwise to close the gap. Tighten both stationary breaker point attaching screws. Re-check the gap, making sure that rubbing block is still on high point of cam lobe. Replace the rotor and cap.



Mark the notch on crankshaft pulley with chalk or white paint.

Loosen distributor hold-down bolt. Disconnect the vacuum hoses from the vacuum diaphragm on the distributor.

Connect timing light per the manufacturer's recommendation. **Make sure all timing light wires are clear of the fan.**

With the selector lever in Neutral, start the engine and allow it to idle (below 700 rpm). Direct the timing light so it flashes on the timing indicator. **Be very careful not to contact the fan or belt with the light or hand.** Rotate the distributor as required to bring the notch in the pulley opposite the specified mark on the timing indicator. Stop the engine and tighten the distributor hold-down bolt. Re-check the timing and remove the timing light. Stop the engine and connect the vacuum hoses to the diaphragm.

FUEL FILTER REPLACEMENT

Replace filter at specified service interval or if it becomes clogged or restricted.

1. Remove air cleaner from carburetor.
2. Loosen clamps and unscrew fuel filter from carburetor
3. Thread new filter into carburetor and tighten.
4. Install new clamps and hose to filter and line. **Wipe any excess fuel from around manifold area.**
5. Start engine and check for fuel leaks.
6. Install air cleaner on carburetor.

AIR CLEANER AND FILTER ELEMENT

Removal

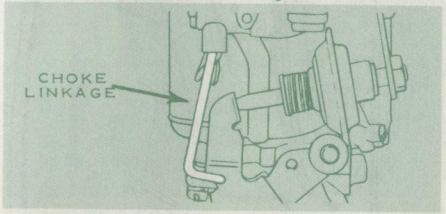
1. Remove wing bolt retaining air cleaner to carburetor. Remove air cleaner.
2. Remove air cleaner cover and filter element from air cleaner body.
3. **Cleaning the filter element is not recommended.** It should be replaced at specified mileage intervals. Clean air cleaner body and cover with a damp cloth.

Installation

1. Install a new filter element in air cleaner body, if required.
2. Install air cleaner cover and retaining wing bolt.

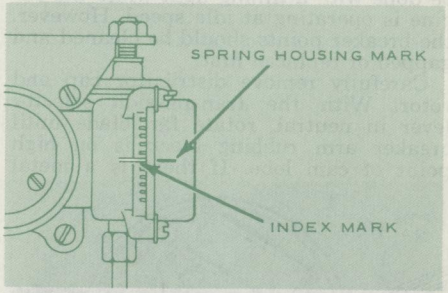
CLEAN CHOKE EXTERNAL LINKAGE

Examine the choke external linkage for free operation. If the linkage appears to be sticking, or is dirty, clean the linkage using a brush and common mineral-spirits type cleaning fluid. Operate the choke plate manually to make sure that it moves freely. Lubricate the choke plate shaft at each end and the choke operating link with engine oil if necessary.



AUTOMATIC CHOKE THERMOSTATIC HOUSING ADJUSTMENT

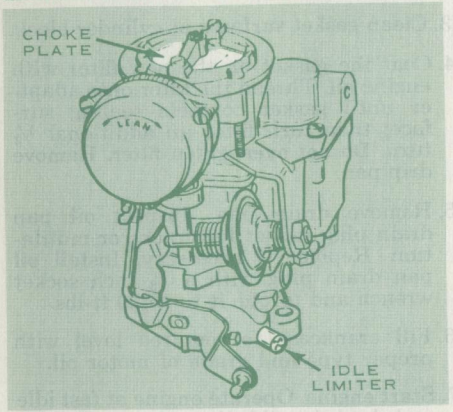
1. Remove air cleaner assembly from carburetor.



2. Loosen choke thermostatic spring housing clamp retaining screws.
3. Rotate choke spring housing to the position specified on page 64 and tighten clamp retaining screws.
4. Install air cleaner assembly on carburetor.

IDLE SPEED AND FUEL MIXTURE

Under no circumstances is the idle adjusting limiter or limiter stop on the carburetor to be mutilated or deformed to render the limiter inoperative. These parts are required by State and Federal Regulations. Remove air cleaner.

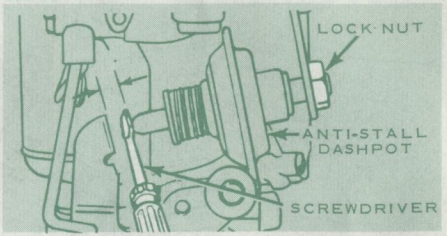


Idle Fuel Settings

1. Engine and underhood temperatures must be stabilized (engine at operating temperature) before adjustments are made. Run engine until choke plate is in full-open position.
2. **On vehicles with a manual-shift transmission, idle setting must be made only when transmission is in neutral.**
3. On vehicles with an automatic or semi-automatic transmission, idle setting is made with transmission selector lever in "1" position with the parking brake applied.
4. Turn headlights on **high beam** to place alternator under a load condition.
5. Adjust idle speed to specification.
6. Turn idle fuel mixture adjusting screw inward to obtain smoothest idle possible within range of idle limiter. Install air cleaner.

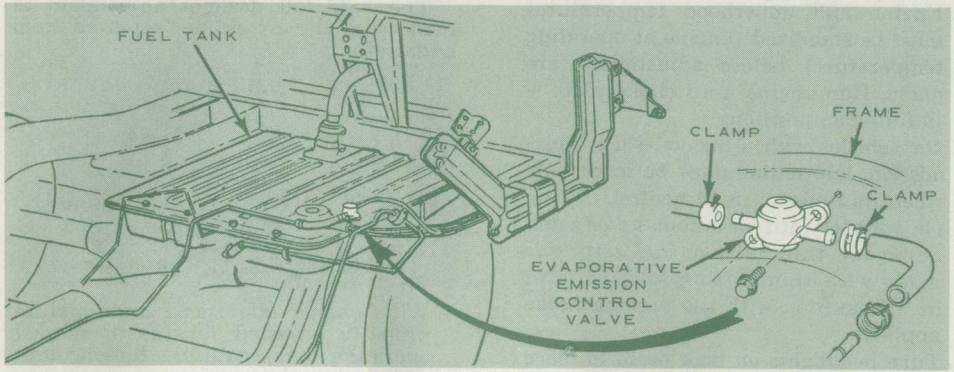
ANTI-STALL DASHPOT ADJUSTMENT

The anti-stall dashpot adjustment is made with the air cleaner removed from carburetor.



1. With engine idle speed and mixture properly adjusted (engine at normal operating temperature), loosen anti-stall dashpot lock nut.
2. Hold throttle in closed position and depress dashpot plunger with a screwdriver blade. Measure clearance between throttle lever and plunger tip. Turn the anti-stall dashpot in a direction to provide specified clearance between tip of plunger and throttle lever. Tighten locknut to secure adjustment.

FUEL EVAPORATIVE EMISSION CONTROL VALVE



The fuel evaporative emission control valve is attached to the frame member at the left front corner of the fuel tank.

Removal

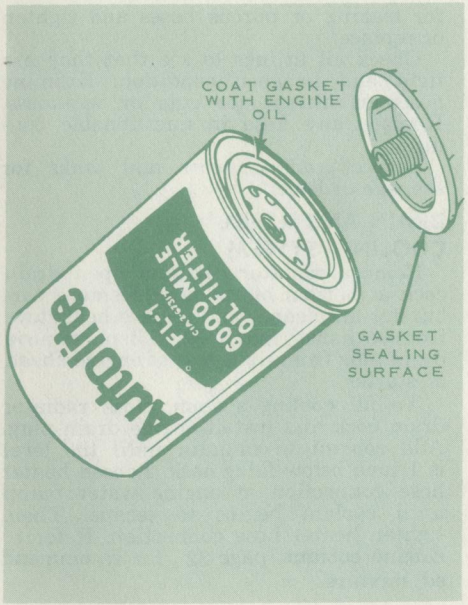
1. Working under the vehicle, disconnect two hoses from the control valve.
2. Remove two attaching bolts and remove valve from frame members.

Installation

1. Position valve to frame member and install two attaching bolts.
2. Connect two hoses to valve assembly.

CHANGING ENGINE OIL AND FILTER

1. Place a drain pan under left side of oil pan and remove drain plug.
2. Place a drip pan under filter. Turn filter counterclockwise with an oil filter wrench to loosen it. Turn filter off adapter.
3. Clean gasket surfaces at cylinder block.
4. Coat the gasket on the new filter with engine oil. Thread the filter onto adapter until gasket contacts sealing surface; then turn filter an additional ½ turn. **Do not overtighten filter.** Remove drip pan.
5. Remove drain pan. Inspect oil pan drain plug gasket for cracks or mutilation. Replace if necessary. Install oil pan drain plug with a ⅞ inch socket wrench and torque it to 15-20 ft-lbs.
6. Fill crankcase to required level with proper type and grade of motor oil.
7. Start engine. Operate engine at fast idle and check for oil leakage.



OIL FILLER BREATHER CAP CLEANING

To clean crankcase oil filler breather cap, disconnect hose from cap. Lift cap from valve rocker arm cover. Agitate breather cap in mineral spirits to clean filter element. Shake cap dry; then, install on valve rocker arm cover. Connect hose to cap.

Do not dry with compressed air, since air pressure may damage the filter element.

CLEAN CLOSED CRANKCASE VENTILATION SYSTEM COMPONENTS

Removal

1. Remove oil filler cap.
2. Remove air cleaner with duct and valve assembly.
3. Disconnect hose, then pull ventilation regulator valve from grommet in rocker arm cover. Discard valve assembly every 12,000 miles (or 12 months) or if test has shown it is not working properly. Do not clean this valve.

Cleaning

1. Wash crankcase filler cap. Shake cap dry. **Do not dry with compressed air, since air pressure may damage the filter element.**
2. Clean rubber hoses. Remove all deposits from inside walls of hoses. Replace any hose that is damaged or cannot be cleaned satisfactorily.
3. Clean carburetor spacer connection by probing with a flexible wire brush.

Installation

1. Install ventilation regulator valve into grommet in rocker arm cover. If grommet is loose or damaged, use a new grommet. Install hose.
2. Install carburetor air cleaner.
3. Install oil filler cap. Connect hose to oil filler cap and carburetor air cleaner.

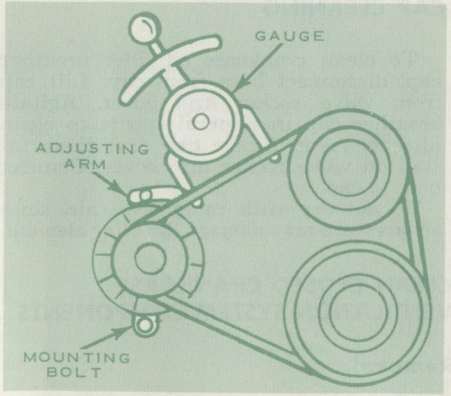
DRIVE BELT

If a drive belt is cracked or frayed, install a new belt. Adjust new belt to new belt tension specification. If a belt has been used 10 minutes or more, adjust belt to used belt tension specification.

Drive Belt Adjustment

Install belt tension gauge on drive belt between fan pulley and alternator. Check belt tension following instructions furnished with gauge.

If adjustment is necessary, loosen alternator mounting bolt and adjusting arm bolt. Move alternator toward or away from engine until correct tension is obtained. **Apply pressure on alternator front housing only when moving alternator.** Remove tension gauge and tighten alternator adjusting arm bolt. Then, tighten alternator mounting bolt. Install tension gauge and recheck belt tension.



INSPECT COOLING SYSTEM HOSES AND LINES

Inspect cooling system hoses for evidence of cracking, checking or extreme weathering. Replace cracked hoses. Check for leaking or porous hoses and tighten or replace.

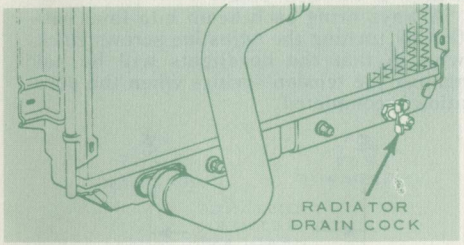
Check all fittings to see that they are tight and in good condition. Examine hoses at fittings for cuts or weakness. Replace any hose in questionable condition.

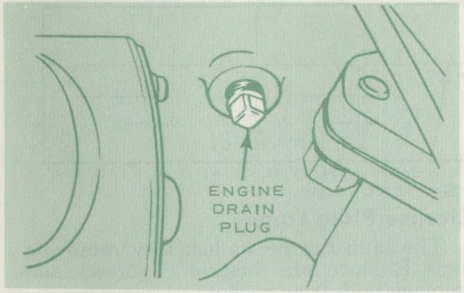
Inspect radiator core and tanks for seepage or leaks.

DRAIN AND REFILL COOLING SYSTEM

Remove radiator cap and open drain cock at bottom of radiator. Remove carburetor air cleaner and remove heat stove from exhaust manifold. Then, remove drain plug from right rear of engine ahead of starter.

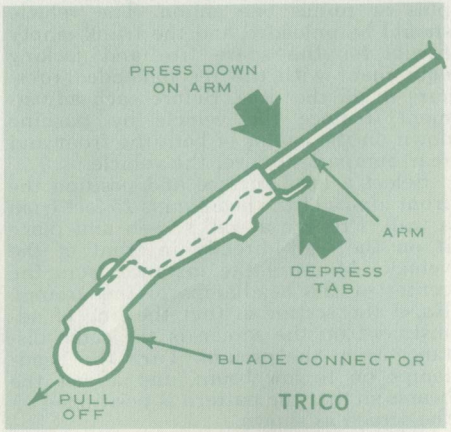
To fill cooling system, close radiator drain cock and install engine drain plug. Add coolant to radiator until the level is 1 inch below filler neck. Loosen heater hose connection at engine water pump until coolant begins to escape. Then, tighten heater hose connection. Refer to Engine coolant, page 32 , for recommended mixture.



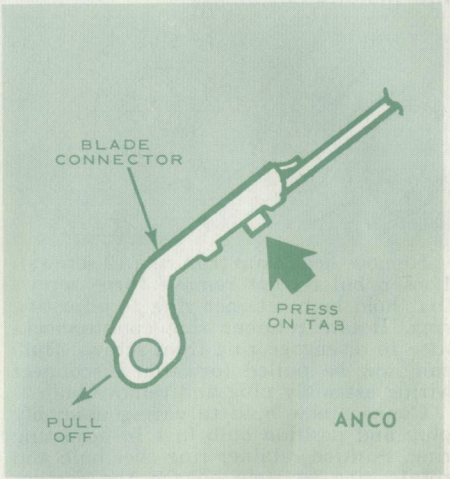


WINDSHIELD WIPER BLADE REPLACEMENT

To install new blade, simply slip blade connector over end of wiper arm so that the locking stud snaps into place.



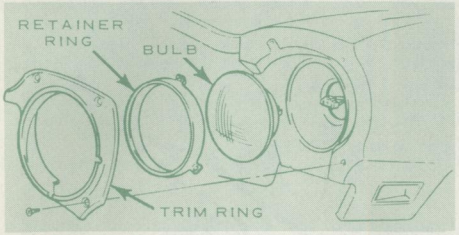
To remove a Trico blade, press down on arm to unlatch top stud. Depress tab on bottom of connector and pull blade connector from arm.



To remove an Anco blade, press inward on tab and pull blade connector from arm.

BULB REPLACEMENT

Headlamp Bulb Removal and Installation



Remove headlamp trim ring (3 screws). Loosen but do not remove three screws that hold bulb retainer ring to adjusting ring. Rotate retainer ring counterclockwise to disengage ring from screws. Bulb can now be pulled forward. Disconnect wiring assembly plug and remove bulb.

Connect new bulb to wiring assembly plug and position bulb lugs in adjusting ring. Position retainer ring over bulb and rotate ring so slots engage the screws. Tighten the screws. Install headlamp trim ring.

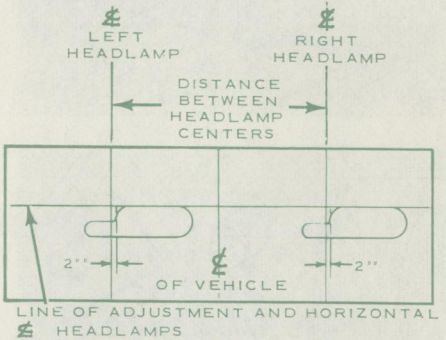
HEADLAMP ADJUSTMENT

All headlamp adjustments should be made with a half-full tank of gasoline plus or minus one gallon. The vehicle should be unloaded and the trunk empty except for the spare tire and jacking equipment with the recommended pressure in all the tires. Before each adjustment, bounce the vehicle by pushing down on the center of both the front and rear bumpers, to level the vehicle.

Select a level surface and position the front lamps of the headlamps 25 feet from a wall. Prepare a wall screen and place it on the wall directly in front of the vehicle. Measure the distance from the center of the headlamps to the ground. Raise the screen so that the line of adjustment on the screen is the same distance from the ground. Turn the headlamps on to low beam, and adjust the beams so that the pattern is positioned on the screen as shown.

Adjust the headlamps by means of two screws located behind two slots in the headlamp trim ring. The horizontal adjusting screw is located at the outside center of the trim ring. The vertical adjusting screw is located at the bottom center of the trim ring.

Always bring each beam into final position by turning the adjusting screws clockwise so that the headlights will be held against the tension springs when the operation is completed.

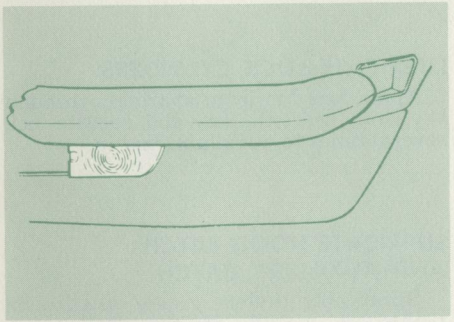


License Plate Lamp

The bulb can be replaced by removing lens. Remove lens retainer (1 screw), and remove bulb from socket.

Front Parking and Turn Signal Lamps

To replace the bulb, remove two lamp body - to - bumper retaining screws and lower body from bumper. Remove lens from lamp body (2 screws) and remove bulb from socket.



Side Marker Lamp

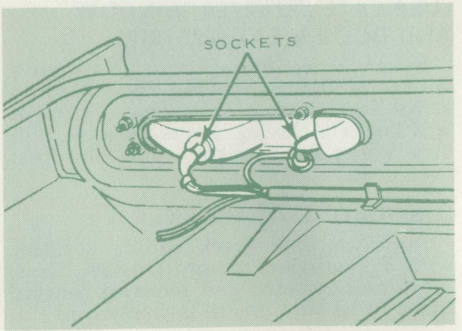
To replace bulb, reach under fender and disengage bulb socket from lamp body. Remove bulb from socket.

Rear Lamp Assembly

Each rear lamp body has two bulbs. The inner bulb is the back-up lamp (white lens). The outer bulb is the tail, stop and turn signal lamp (red lens).

Bulb Removal

From inside the Luggage Compartment, rock the socket from side-to-side while pulling it out of lamp body. Press bulb inward, turn it counterclockwise and remove it from socket.

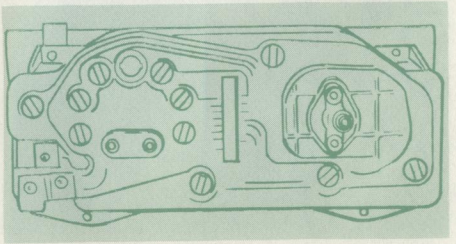


Instrument Cluster Lamp

Disconnect the battery. From under instrument panel, disconnect speedometer cable by pressing on the flat surface of plastic connector (quick connect). Pull cable away from speedometer.

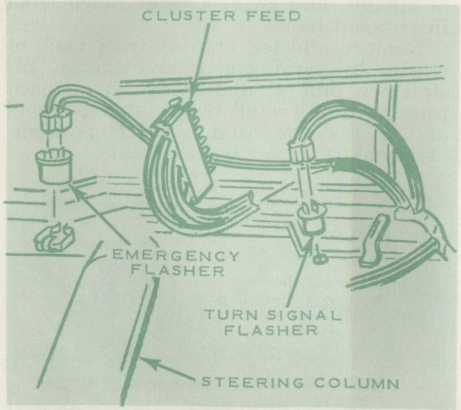
From passenger side of instrument panel, remove two retaining screws at top of cluster, and swing cluster down from instrument panel.

Remove affected bulb(s) from back of cluster by turning counterclockwise. Install new bulb(s) and swing cluster back into position. Install two retaining screws at top of cluster and connect speedometer cable. Connect battery cable.



FLASHER UNITS REPLACEMENT

The emergency indicator flasher unit is clamped in a bracket mounted on the instrument panel lower flange behind the ash tray. To replace emergency flasher, reach under instrument panel and disconnect plug and snap flasher out of bracket.



The turn signal flasher is mounted on the instrument panel lower flange to the left of the instrument cluster. A mounting tab on bottom of flasher unit locks into a hole on instrument panel lower flange. To replace turn signal flasher, reach under instrument panel, disconnect plug, and rotate flasher to disengage it from mounting hole. To install, lock flasher in place by inserting tab in hole and rotating.

LUBRICATE QUARTER WINDOW AND DOOR WEATHERSTRIPS

Spray Silicone Lubricant on quarter window weatherstrips and door weatherstrips to eliminate squeaks and prevent weatherstrip chafing. Do not use the Silicone Spray Lubricant in excess of a light even coat.

LUBRICATE SEAT TRACKS

Lubricate seat track sliding surfaces with Polyethylene Spray Grease. Then, move seat forward and rearward several times to be sure grease is worked in.

LUBRICATE HINGES AND DOOR CHECKS

Spray Polyethylene Grease sparingly on door, hood or deck lid hinge and door check pivot points. Then, open and close hood, deck lid or door several times to spread grease on pivot points.

LUBRICATE LOCK CYLINDERS

Apply lock lubricant sparingly through key slot. Insert the key and operate lock several times to work lubricant in.

LUBRICATE HOOD LATCH AND AUXILIARY CATCH

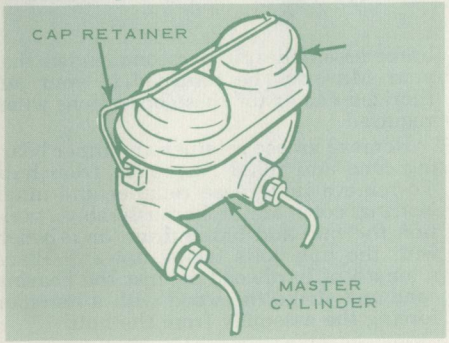
Spray polyethylene grease on all pivot points and on the striker plate as required to eliminate any binding condition. Operate the latch and catch mechanisms several times to be sure that the lubricant has effectively worked in.

BRAKE MASTER CYLINDER FLUID LEVEL CHECK

Check fluid level by pushing the master cylinder cap retainer to one side. Then, lift the cap from the master cylinder. The rubber diaphragm which seals the master cylinder should come off with the cap.

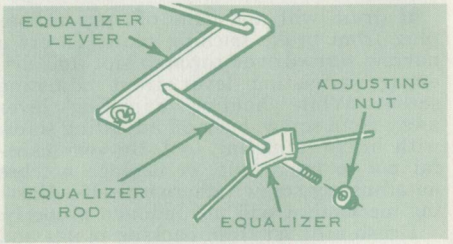
Fill reservoir to within ¼ inch of top with specified brake fluid.

Install filler cap, making sure that the diaphragm is properly seated and reposition the cap retainer.



PARKING BRAKE LINKAGE AJDUSTMENT

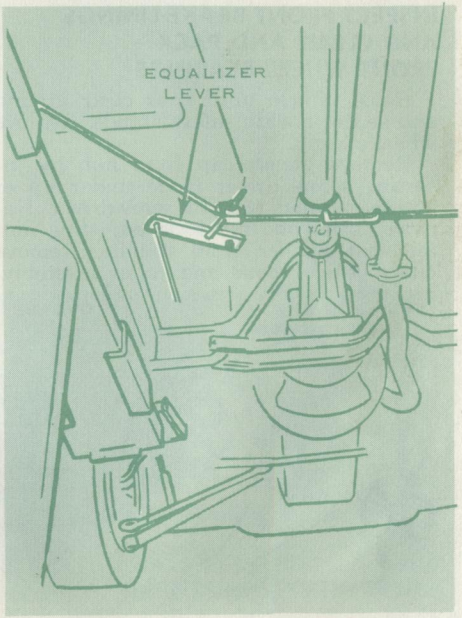
Release the parking brake by pulling the brake handle outward and twisting to release it.



Raise the rear of the vehicle and secure it with safety stands. Place the transmission in neutral.

Tighten the adjusting nut against the cable equalizer to cause rear wheel brake drag. Loosen the adjusting nut sufficiently to just fully release the rear brakes then, back the adjusting nut off two additional (complete) turns.

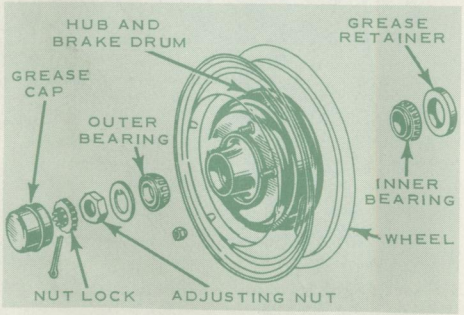
Lower the vehicle and verify parking brake operation.



INSPECT FRONT BRAKE LININGS AND CLEAN AND PACK FRONT WHEEL BEARINGS

Raise vehicle until tires clear ground and secure it with safety stands. Remove wheel cover.

Remove grease cap from hub by inserting screw driver blade under lip of grease cap and twisting screwdriver. Remove cotter pin, nut lock, adjusting nut, and flat washer from spindle. Remove outer bearing cone and roller assembly.



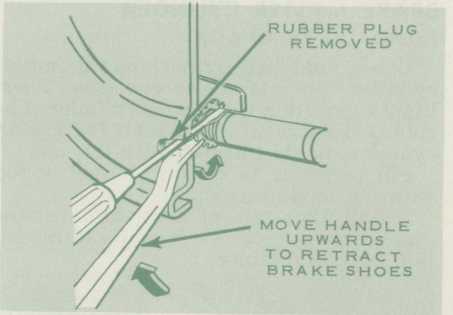
Be sure that all removed parts are placed on a clean surface, as dirt or grit will damage the bearings.

Pull wheel and drum off spindle taking care to avoid damaging the spindle threads.

If drum will not come off, pry rubber plug from brake backing plate. Insert a narrow screwdriver through slot and disengage adjusting lever from adjusting screw. While holding adjusting lever away from screw, back off adjusting screw with brake adjusting tool. **Be very careful not to burr, chip, or damage notches on adjusting screw; otherwise self-adjusting mechanism will not function properly.**

Brush all dust from backing plates and interior of brake drums.

Inspect brake shoes for excessive lining wear or shoe damage. If one wheel brake assembly is inspected, the condition of the brake linings on the remaining wheels is usually about the same as those on the wheel inspected. If the lining is worn to within 1/32 inch of the first rivet heads or if the shoes are damaged, they must be replaced. Since expensive special equipment is required to properly service the



brake assemblies, it is recommended that your Maverick be returned to your authorized dealer for these operations when required.

Remove grease retainer and inner bearing cone and roller assembly from hub. To remove the grease retainer and inner bearing cone and roller assembly, position the hub and brake drum on a bench with the hub bolts facing upward. Place a length of hardwood against the bearing cone and strike the wood with a hammer forcing the assembly from the hub.

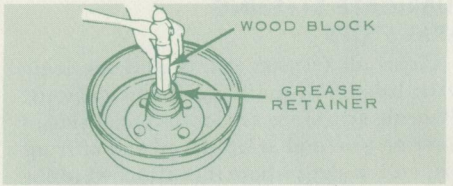
Clean lubricant from inner and outer bearing cups and inside of hub with a clean cloth.

Thoroughly clean lubricant from spindle, inner and outer bearing cones, bearings, and rollers.

Pack inside of hub with wheel bearing grease which meets specifications. **Since some wheel bearing greases are not compatible, it is important that only lubricant meeting the Ford specifications be used.** Add grease to the hub only until grease is flush with inside diameter of both bearing cups.

Pack the grease retainer and bearing cone and roller assemblies with wheel bearing grease. **Be sure the grease is forced between the bearing rollers.**

Place inner bearing cone and roller assembly in inner cup. Install new grease retainer as shown. **Be sure that retainer is properly seated and that retainer lip faces toward the bearing.**



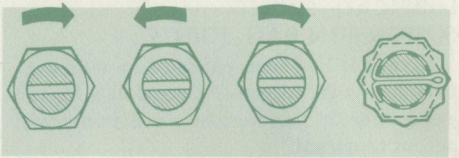
Install wheel, hub, and drum assembly on spindle. **Keep hub centered on spindle to prevent damage to grease retainer or spindle threads.**

Install outer bearing cone and roller assembly and flat washer on spindle. Then install adjusting nut.

While rotating wheel and hub, torque adjusting nut to specification to seat the bearings.

Back adjusting nut off one-half (½) turn; then retighten to final specification or finger tight.

Locate nut lock on adjusting nut so that castellations on lock are aligned with cotter pin hole in spindle.



Install a new cotter pin, and bend ends of cotter pin around castellated flange of nut lock. Install grease cap, wheel cover, and lower vehicle.

If the brake lining adjusting screw was backed off to remove the drum, it can be readjusted by making several brake applications while moving vehicle in a reverse direction. The vehicle must be moved forward after each stop.

LUBRICATE FRONT SUSPENSION BALL JOINTS

If vehicle has been parked in a temperature below 20 degrees F., park in a heated garage for 30 minutes, or until joints will accept lubricant.

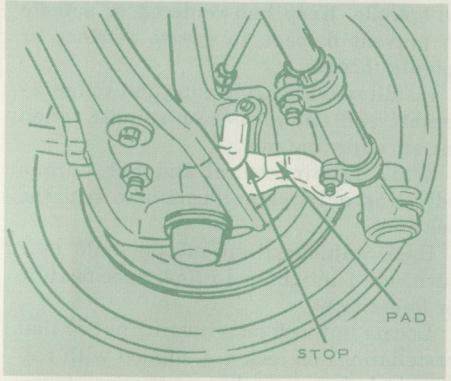
The upper ball joint plugs are located on front of left ball joint and at rear of right ball joint. The lower ball joint plugs are on the underside of the ball joint.

Wipe any accumulated dirt from around lubrication plugs.

Remove plugs using a 5/16-inch six point socket. Use a hand-operated, low-pressure grease gun loaded with chassis and ball-joint lubricant which meets specifications. Force lubricant into joint until joint can be felt or seen to swell indicating that boot is full of lubricant. **Do not lubricate until lubricant escapes from the boot as this destroys the weather-tight seal.** Install plugs.

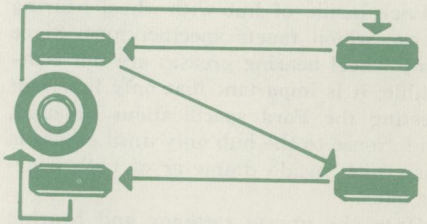
LUBRICATE STEERING ARM STOPS

Clean all friction points and lubricate with lubricant meeting specifications. Steering arm stops are located on inside of steering arm and at upturned end of front suspension strut where it is attached to the lower control arm.



TIRE ROTATION

Cross-switching tires will equalize tire wear and may improve smoothness of ride. Should you desire to perform this yourself, the recommended pattern is illustrated below.

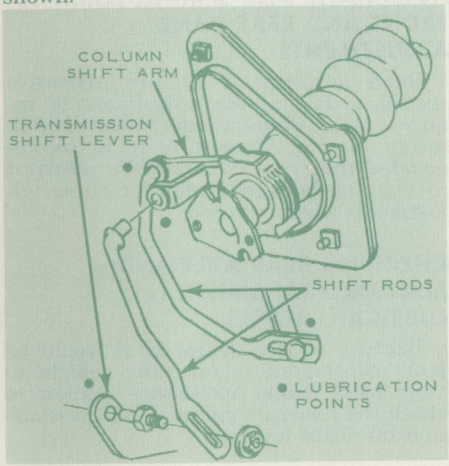


WHEEL BALANCING AND FRONT END ALIGNMENT

Wheel balancing and front end alignment require specialized equipment. Therefore, it is recommended that your Maverick be returned to your authorized dealer for these operations when required.

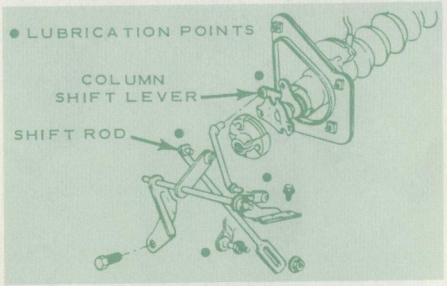
MANUAL TRANSMISSION LINKAGE LUBRICATION

If hard shifting efforts are encountered, apply one or two drops of engine oil at transmission shift arms pivot points as shown.



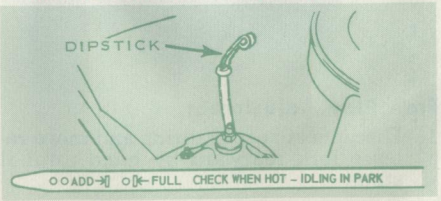
AUTOMATIC AND SEMI-AUTOMATIC SHIFT LINKAGE LUBRICATION

If the manual linkage sticks or binds, clean and lubricate the shift linkage points as indicated with a few drops of engine oil.



AUTOMATIC OR SEMI-AUTOMATIC TRANSMISSION FLUID LEVEL

1. Make sure vehicle is standing level. Then firmly apply parking brake.
2. Run engine at normal idle speed. If transmission fluid is cold, run engine at fast idle speed (about 1200 rpm) until fluid reaches its normal operating temperature. When the fluid is warm, slow engine to normal idle speed.
3. With brakes applied, shift selector lever through all positions, and place lever at P. Do not turn off the engine during fluid level check.
4. Clean all dirt from the transmission fluid dipstick cap before removing dipstick from filler tube.
5. Pull dipstick out of the tube, wipe it clean, and push it all the way back into tube. Be sure it is properly seated.
6. Pull dipstick out of the tube again, and check fluid level. Fluid level should be above ADD mark. If necessary, add fluid to transmission through filler tube to bring level between ADD and FULL marks on dipstick. **Do not overfill transmission.** Install the dipstick.

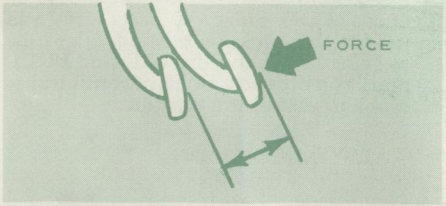


CLUTCH PEDAL FREE PLAY ADJUSTMENT

The clutch pedal should always have free play to prevent premature release bearing and clutch failure.

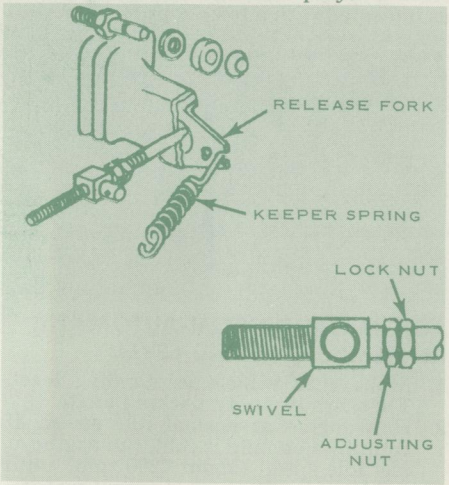
To Check Free Play

Start engine and operate at idle speed. Lightly depress clutch pedal until an opposing pressure is felt. This distance (see specifications) should be measured at the clutch pedal as shown.



Free Play Adjustment

1. Disconnect keeper spring and move release fork rearward by hand until it stops.
2. Loosen locknut and turn adjusting nut to obtain desired free play. Move adjusting nut away from swivel to increase free play. Move it toward swivel to decrease free play.



3. After free play is obtained, hold the adjusting nut and tighten locknut against adjusting nut without disturbing adjustment. Connect keeper spring.

AUTOMATIC AND SEMI-AUTOMATIC FRONT AND REAR BAND ADJUSTMENTS

Band adjustments require expensive special tools and the adjustment is required at 12,000 miles only unless used in severe service. Therefore, it is recommended that your Maverick be returned to your authorized dealer for these adjustments when required.

CHECKING REAR AXLE AND MANUAL TRANSMISSION LUBRICANT LEVELS

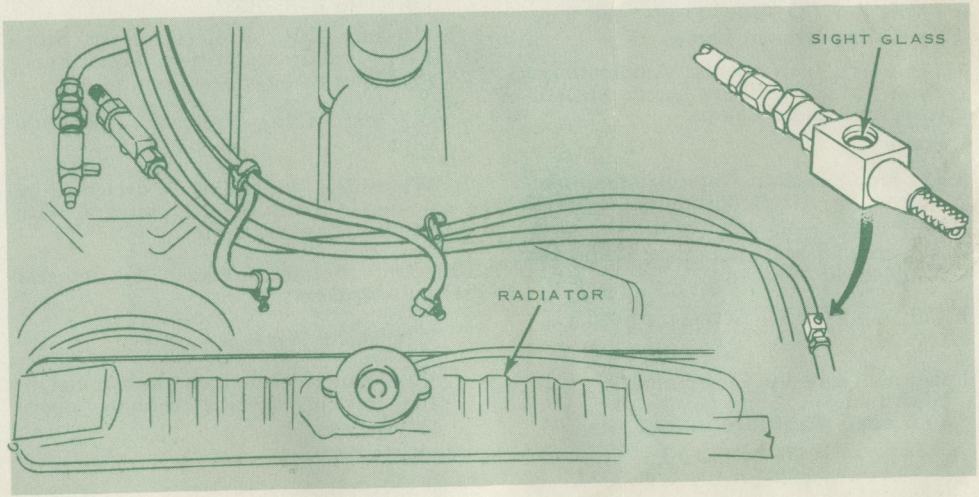
Because of low clearance, it would be more convenient to take the vehicle to your local dealer or service station to check the rear axle and manual transmission lubricant levels.

CHECK AIR CONDITIONER SYSTEM

Check operation of air conditioner controls and air conditioning temperatures (approximately 50 degrees F. at center register at 80 degrees outside temperature and 50% relative humidity).

Clean sight glass. Then, observe sight glass for bubbles with engine running at 1500 rpm and A/C controls set at maximum cooling. Bubbles in sight glass indicate an undercharge of refrigerant. If an undercharge of refrigerant is found, take the vehicle to your dealer for service.

No bubbles in sight glass indicate either full charge of refrigerant or complete loss of refrigerant. While observing sight glass, cycle magnetic clutch off and on with engine running at 1500 rpm. To cycle magnetic clutch, have an assistant turn the blower switch OFF and ON with the TEMP lever at maximum COOL position. During time clutch is off, bubbles will appear if refrigerant is in system and will disappear when clutch is on. If no bubbles appear during on and off cycle of magnetic clutch, there is no refrigerant in system. If there is no refrigerant in system, it will be necessary to leak test, repair as required, and charge system. Take the vehicle to your dealer for service. **Under conditions of extremely high temperatures, occasional foam or bubbles may appear in the sight glass.**



FUSE LOCATIONS

1 (20 amp.) Emergency Flasher, Cigar Lighter and Clock feed.

2 (14 amp.) Courtesy, Dome, and Luggage Compartment Lamps.

3 (4 amp.) Instruments, Automatic or Semi-Automatic Trans Quadrant, Ashtray, and Radio Lamps.

4 Spare

5 (14 amp.) Heater. Note: (30 amp.) required for Air Conditioning equipped units.

6 (15 amp.) Back-Up Lamps, Radio and Windshield Washer.

7 (20 amp.) (RPO) Accessory Feed.

Fuses not located in Fuse Panel:
Spot Lamp
(7.5 amp.) Cartridge in feed line.

Circuit Breaker Protection:

Headlamp Switch (two circuit breakers integral with switch)

(15 amp. C.B.) Protects: Horn, Stop, Front and Rear Marker, Front Parking, Rear and License Lamps

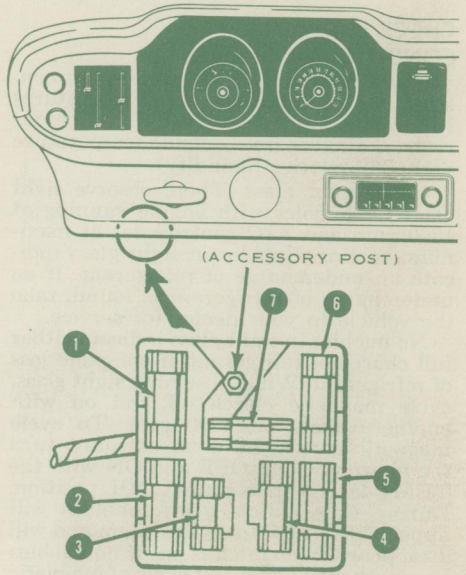
(12 amp. C.B.) Protects: Headlamp Circuit.

Windshield Wiper Circuit protected by 6 amp. Circuit Breaker integral with windshield wiper switch.

Electric Motors protected by integral circuit breakers:

Windshield Wiper

Fuse panel—located on dash panel to the left of steering column, above pedals.



LIGHT BULB CHART

Lamp Description	Number of Bulbs Required	Candela① or Wattage	Trade Number
STANDARD EQUIPMENT			
Headlamps	2	40-50 watts	6012
Front Park/Turn Signal	2	3-32 c.	1157A
Rear Tail/Stop/Turn	2	3-32 c.	1157
Back-up Lamp	2	32 c.	1156
License Plate Lamp	1	4 c.	97
Dome Lamp	1	12 c.	105
Front & Rear Side Marker Lamp	4	2 c.	194
INSTRUMENT PANEL			
Hi-Beam Indicator	1	2 c.	194
Turn Signal Indicators	2	2 c.	194
Warning Lights (Oil, Alt., Hot, Brakes)	4	2 c.	194
Speedometer & Fuel Gauge	2	2 c.	194
Heater Controls	1	2 c.	1895
Ash Tray Light	1	1.5 c.	1445

Lamp Description	Number of Bulbs Required	Candela① or Wattage	Trade Number
OPTIONAL EQUIPMENT			
Spotlight—4.4" Dia.	1	30 watts	4405
Air Cond. Controls	1	2 c.	1895
Radio Pilot Light	1	1.9 c.	1893
Auto. Trans. Quadrant	1	1.5 c.	1445
Tachometer Light (Round)	1	2 c.	1895
Hood Mounted	1	2 c.	57
Luggage Comp. Light	1	6 c.	631

① Candela is the international term for candlepower.

ENGINE SPECIFICATIONS

Displacement (cubic inches)	170	200
No. of Cylinders	6	6
Bore (inches)	3.50	3.68
Stroke (inches)	2.94	3.13
Compression Ratio	9.1:1	9.2:1
Distributor Point Gap (inches)	0.027	0.027
Dwell Angle at Idle Speed	35°-40°	35°-40°
Ignition Timing* (BTC)	6°	6°
Spark Plug (Autolite)	BF-82	BF-82
Spark Plug Gap (inches)	0.032-0.036	0.032-0.036
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4
Idle Speed (rpm) †		
Standard Transmission	750/500	750/500
Automatic Transmission	550/475	550/475
Anti-Stall Dashpot Clearance	0.100 inch	0.100 inch
Choke Housing Setting	1-Rich	Index Mark
Drive Belt Tension (gauge)		
New Belt	140	140
Used Belt	110	110

*If the individual requirements of the vehicle and/or the use of sub-standard fuels dictate, the initial timing may have to be retarded to eliminate detonation (spark knock). If retarding is necessary, it should be done progressively and not to exceed 2° BTC.

†Higher idle speed is for vehicles without Air Conditioning. Lower idle speed is for air conditioned vehicles *with A/C operating* (except 200 C.I.D. engine with automatic transmission) and the throttle solenoid de-energized. To de-energize the throttle solenoid, disconnect the in-line wire connector.

SPECIFICATIONS AND SERVICE INFORMATION

250 C.I.D. ENGINE SPECIFICATIONS

Displacement (cubic inches)	250
No. of Cylinders	6
Bore (inches)	3.68
Stroke (inches)	3.91
Compression Ratio	9.1:1
Distributor Point Gap (inches)	0.025
Dwell Angle at Idle Speed	37°-42°
Ignition Timing* (BTC)	6°
Spark Plug (Autolite)	BF-82
Spark Plug Gap (inches)	0.032-0.036
Firing Order	1-5-3-6-2-4
Idle Speed (rpm)†	
Standard Transmission	———
Automatic Transmission	600/500
Anti-Stall Dashpot Clearance	0.200 inch
Choke Housing Setting	1-Rich
Drive Belt Tension (with tension gauge)	
New Belt	140
Used Belt	110

*If the individual requirements of the vehicle and/or the use of sub-standard fuels dictate, the initial timing may have to be retarded to eliminate detonation (spark knock). If retarding is necessary, it should be done progressively and not to exceed 2° BTC.

†Higher idle speed is for vehicles without Air Conditioning. Lower idle speed is for air conditioned vehicles *with A/C operating* and the throttle solenoid de-energized. To de-energize the throttle solenoid, disconnect the in-line wire connector.

APPROXIMATE REFILL CAPACITIES

	U.S. Measure	Imperial Measure
Cooling System (Includes 1 qt. for Heater)	9½ quarts	8 quarts
Engine Crankcase (Includes 1 quart required for filter replacement)	4½ quarts	3¾ quarts
Automatic Transmission	8 quarts	6½ quarts
Rear Axle	2½ pints	2 pints

Engine	Recommended Grade of Fuel	Factory Adjusted Fuel Octane Requirements
250 C.I.D.–6	Regular	At least 94 Octane*

*Octane as rated by the Research Method.

This page is added to provide specifications for the 250 C.I.D. Engine which was not available in the Maverick at the time this book was printed.

CHASSIS AND DRIVE LINE SPECIFICATIONS

Clutch Pedal Free Play (at pedal)	1 inch
Brake Lining Wear Limit (from rivet head to top of lining)	1/32 inch
Wheel Bearing Adjusting Nut Torque	
To Seat Bearing	17-25 ft-lb
Final Torque Specification	10-15 in-lb

APPROXIMATE REFILL CAPACITIES

	U.S. Measure	Imperial Measure
Fuel Tank		
Except Calif. Reg. Vehicles	16 gallons	13 gallons
Calif. Registered Vehicles	14 gallons	11⅔ gallons
Cooling System (Includes 1 qt. for Heater)		
170 C.I.D. Engine—Standard	10 quarts	8⅜ quarts
w/AC or Extra Cooling	10¼ quarts	8½ quarts
200 C.I.D. Engine—Standard	9¾ quarts	8⅛ quarts
w/AC or Extra Cooling	10 quarts	8⅜ quarts
Engine Crankcase (Includes 1 quart required for filter replacement)	4½ quarts	3¾ quarts
Automatic Transmission	8 quarts	6½ quarts
Semi-Automatic Transmission	8 quarts	6½ quarts
Standard Transmission	3½ pints	3 pints
Rear Axle	2½ pints	2 pints

LUBRICANT SPECIFICATIONS

ITEM	PART NAME	FORD PART NO.	FORD SPECIFICATIONS
Motor Oil	Ford 6000-Mile Motor Oil (Canadian-Long Life Super Premium Motor Oil) (MS Sequence tested)	C5AZ-19579-D, E, K, L, M, P, S (Canadian CC7AZ-19579-A) (Canadian CC5AZ-19579-A, G)	ESE-M2C 101-B
Engine Oil Filter	Autolite Oil Filter—6000 mile type	C1AZ-6731-A (Canadian CC1AZ-6731-A)	ES-C8AF-6714-A or C
Manual-Shift Transmission	Ford Standard Transmission Fluid	C3RZ-19C547-B	ESW-M2C83-B
Automatic and Semi-Automatic Transmission Shift Linkage	Ford Chassis Lube	C1AZ-19590-B	ESA-M1C75-B
Automatic and Semi-Automatic Transmission	Ford Automatic Transmission Fluid	C1AZ-19582-A	M2C33-F (Type F)
Steering Arm Stops	Ford Steering Arm Stop Pad Lube	C7AZ-19590-A	ESA-M1C25-A
Steering Gear Housing	Ford Steering Gear Grease	C3AZ-19578-A	ESW-M1C87-A
Rear Axle—Conventional	Ford Hypoid Gear Lube	C6AZ-19580-B	ESW-M2C105-A
Brake Master Cylinder	Ford Brake Fluid Extra Heavy Duty	C6AZ-19542-A	ESA-M6C25-A
Front Wheel Bearings Front Suspension Ball Joints	Ford Ball Joint and Multi-purpose Lube	C1AZ-19590-B	ESA-M1C75-B
Body Hinges, Hood Latch and Auxiliary Catch	Ford Polyethylene Grease	C4AZ-19584-A, B	EST-M1C106-B or ESB-M1C93-A
Lock Cylinders	Ford Lock Lubricant	B4A-19587-A	ESB-M2C20-A
Speedometer Cable	Ford Speedometer Cable Lube	B5AZ-19581-A	ESB-M1C135-A

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This number and other important identifying information are shown on the Vehicle Certification Label which is attached to the rear face of the driver's door. This label is made of a special material and tampering, alteration or removal will result in its destruction or the appearance of the word VOID.

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