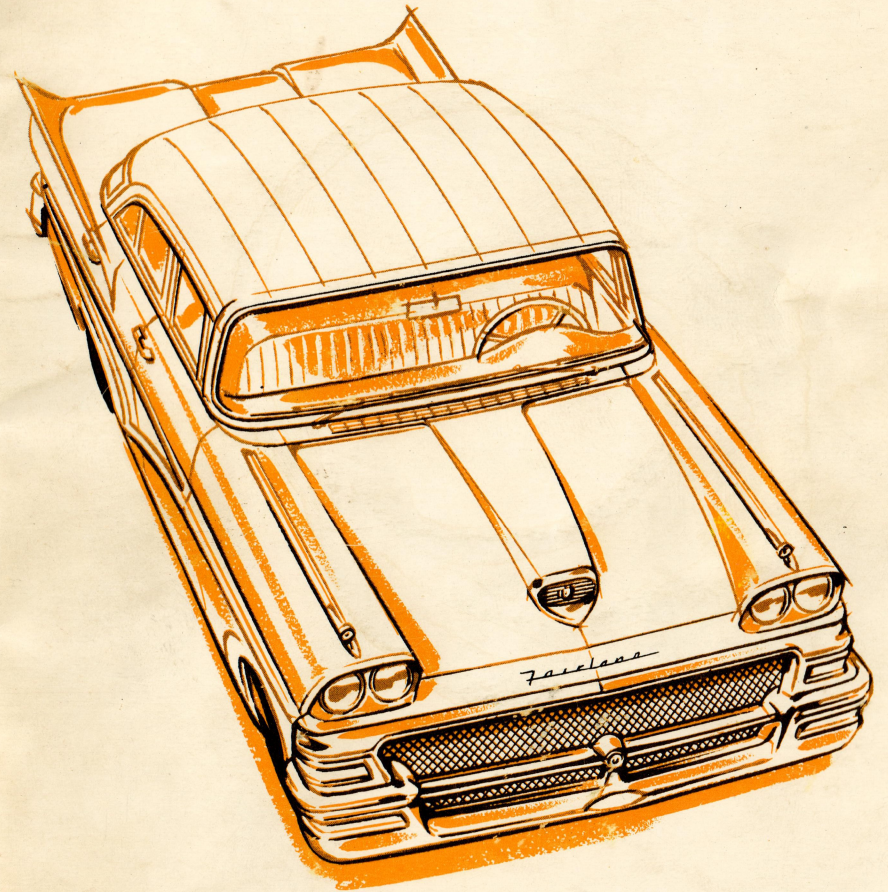


1958

F O R D



OWNER'S MANUAL

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THE INSTRUMENTS AND CONTROLS OF YOUR '58 FORD

All the instruments and controls that you'll use when you start, drive, or park your '58 Ford are described in this section of your manual. Know where they are, what they're for, and how to use them properly.

KEYS. The shield-shaped key is used in the ignition switch and front door locks. This key also operates all other locks in the Courier and Ranchero. The round-headed car key is for the locks in the glove compartment door and luggage compartment deck lid (except on the Skyliner) or Station Wagon tailgate.

Keep a record of your key code numbers with you at all times in case you should lose or break a key when you're away from home. Any Ford Dealer's parts department and most locksmiths can quickly make a replacement or an extra key for you if you know the number of the original key.

DOOR HANDLES AND LOCKS. Pull the outside door handle outward while you press in the push button with your thumb to open the door from the outside. When you're inside the car, lift the inside door handle upward to open the door.

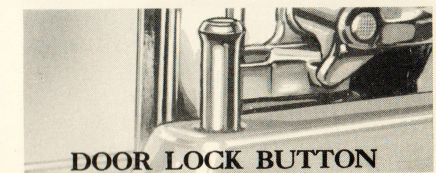
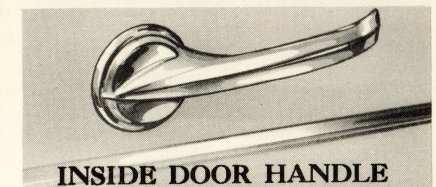
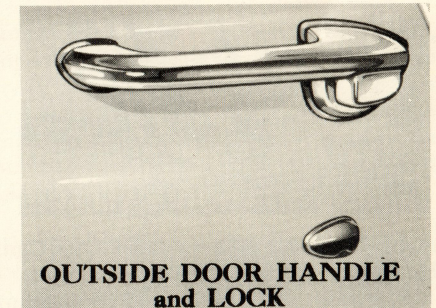
The doors on your Ford can be locked from the inside by pushing down the lock buttons when the doors are closed. Use the key to lock and unlock the front doors from the outside of the car.

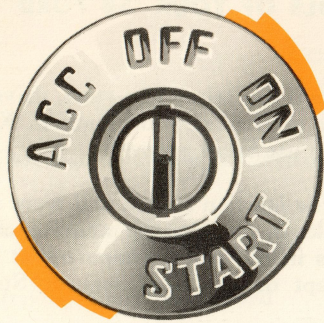
To lock a rear door from the outside, push down the lock button while the door is open. The door will remain locked after it's closed.

The Station Wagon tailgate and the Courier rear door must be locked with the key.

LUGGAGE COMPARTMENT DECK LID LOCK. Turn the key either way in the lock until the lid "pops" open. To close the lid, push it down firmly until the lock clicks shut.

The Skyliner deck lid is operated by the top control knob (page 24). Before you close the deck lid, be sure that nothing under it will interfere with its movement.



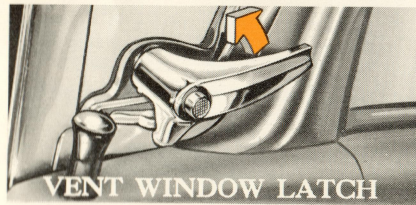


IGNITION SWITCH. Most of the electrical accessories will operate only when the ignition switch is on. To use these accessories and the instruments when the engine is stopped, turn the key in the switch to ACC. The ON and START switch positions allow you to start the engine (see page 10) and to operate all the electrical equipment while the engine is running.

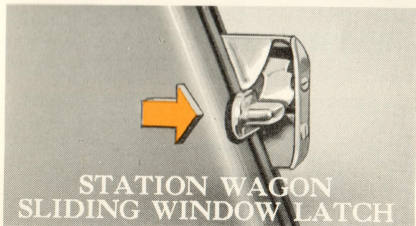
VENT WINDOW LATCHES. Push open the vent window on either front door after you press the button on the window locking latch and turn the window locking latch and turn the electrical equipment while the engine is running.

latch upward. After you close the vent window, turn the latch downward.

MANUALLY-OPERATED WINDOW CONTROLS. To open or close a side window, turn the window regulator handle. Each rear side window on the Ranch Wagon can be opened by releasing the locking latch at the forward end of the window and sliding the window glass rearward. To close the sliding window, push it forward all the way, and the latch will automatically lock itself shut.



VENT WINDOW LATCH



STATION WAGON SLIDING WINDOW LATCH



POWER-LIFT WINDOW CONTROLS

POWER-LIFT WINDOW CONTROLS. All four optional Power-Lift Windows (door windows only on the Station Wagon) can be opened or closed by the driver. The four-button master control is located on the left front door. An individual control button is located beneath each window for the convenience of the passenger sitting near the window.

To open a window, be sure that the ignition switch is turned on. Press down and hold the control button until the window glass has been lowered to the desired level. Then release the button. Press the button up to raise the glass.

FOOT PEDALS. The brake and accelerator pedals are located at the right of the steering column, and the clutch pedal for Conventional Drive or Overdrive is at the left.

MANUALLY-ADJUSTED FRONT SEAT CONTROL. The control lever at the left side of the seat unlocks the seat for adjustment. When you're sitting behind the steering wheel, push and hold the lever backward while you slide the seat forward or back. Release the lever to lock the seat at the position you want.

If the seat has an optional tilting lever, pull the lever upward to tilt the seat back, or downward to tilt it forward.

4-WAY POWER FRONT SEAT CONTROL. With the ignition switch on, press the 4-way toggle switch at the left side of the seat in the direction you want the seat to move—up, down, forward, or back. When the seat reaches the right position for you, release the switch.

SEAT BELT ADJUSTMENTS. To fasten one of Ford's accessory seat belts, slide the end of the belt through the opening under the safety buckle. *Make sure that the two halves of the belt aren't twisted or reversed.* Pull the belt until it holds you snugly in place.

The seat belt can easily be unfastened by lifting up the top of the buckle and letting the belt slide out. It's not necessary to unfasten the front seat belt to move the seat forward or back.

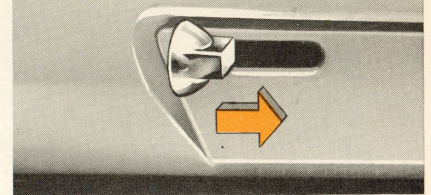
HOOD LATCH RELEASE. Pull out the HOOD latch release to "pop" open the front-hinged hood. A safety catch under the left side of the hood should be pushed inward to allow the hood to open all the way.

To close the hood, stand directly in front of the car and push down firmly on the center of the hood with both hands.

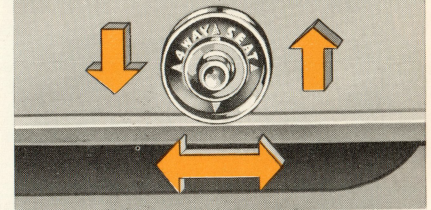
PARKING BRAKE HANDLE. Pull the BRAKE handle out as far as it will go to apply the parking brakes. The handle can be pulled out more easily if you push the brake pedal down at the same time.

To release the parking brakes, push the brake pedal down to keep the car from rolling, turn the BRAKE handle counterclockwise as far as it will go, and push it in all the way. *Be sure that the parking brakes are fully released before you move the car.*

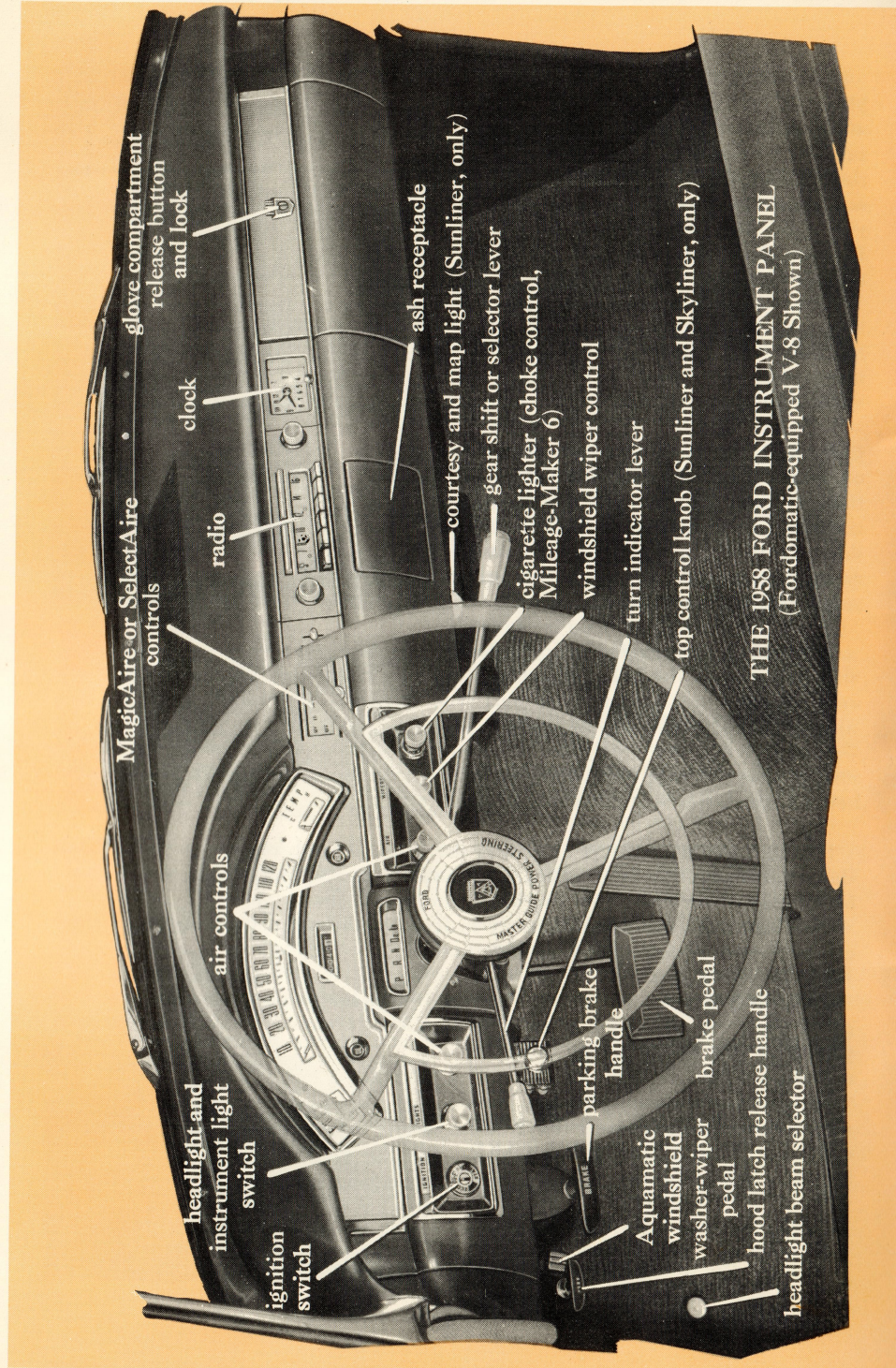
MANUALLY-ADJUSTED FRONT SEAT CONTROL



4-WAY POWER FRONT SEAT CONTROL



HOOD LATCH RELEASE and PARKING BRAKE HANDLE

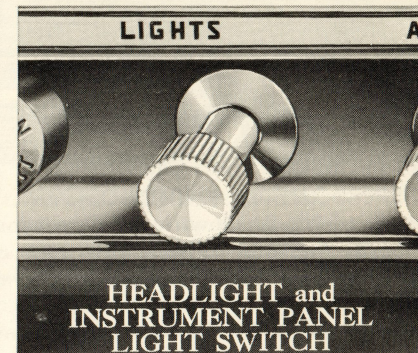


THE 1958 FORD INSTRUMENT PANEL
(Fordomatic-equipped V-8 Shown)

REAR VIEW MIRROR ADJUSTMENTS. If the inside rear view mirror doesn't give you a good view of traffic on the road behind your car when you're sitting in a comfortable driving position, adjust the mirror up, down, or sideways until you can see clearly through the rear window. If your car is equipped with an accessory outside mirror, it's a good idea to adjust it at the same time for best rear visibility.

HEADLIGHT AND INSTRUMENT PANEL LIGHT SWITCH. Pull the LIGHTS knob out to the first position to turn on the parking lights and taillights. To use the dual headlights and the taillights, pull the knob out all the way.

Turn the knob clockwise to dim the instrument panel lights while the headlights or parking lights are on. Rotate it counterclockwise to brighten the panel lights.



HEADLIGHT and INSTRUMENT PANEL LIGHT SWITCH

HEADLIGHT BEAM SELECTOR. The dual headlight beams can be quickly switched to meet varying driving conditions at night by pressing the headlight beam selector with your foot. The low beams (from the two outer lamps) are most useful for passing oncoming traffic or for overtaking and passing other cars from the rear. The longer-range high beams (from all four lamps) give better visibility on dark roads where there's not much traffic.

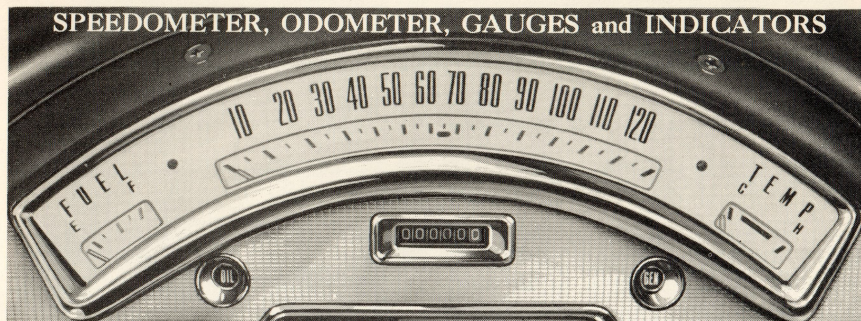


HEADLIGHT BEAM SELECTOR

As a courtesy to other drivers on the road, use the high beams only when you need them to see safely ahead. A small red light near the center of the speedometer glows whenever the high beams are being used.

WINDSHIELD WIPER CONTROL. Turn the WIPERS knob clockwise to use the dual windshield wipers or to increase the speed of the wiper blade action. Counterclockwise rotation of the knob reduces the wiper speed or turns the wipers off.

AQUAMATIC WINDSHIELD WASHER-WIPER PEDAL. The pedal at the left front corner of the floor operates the optional Aquamatic Windshield Washer-Wiper. With each touch of the pedal, twin jets of fluid from the washer reservoir are sprayed on the windshield and the wiper blades automatically go into action. The wipers will continue to operate as long as you hold the windshield washer pedal down. After the windshield is clean, release the pedal to stop the wipers.



SPEEDOMETER AND ODOMETER. The car's forward speed, in miles per hour (mph), is shown on the speedometer. The odometer (mileage gauge) records the total mileage that your car has been driven, and is useful for keeping track of maintenance intervals and trip mileages.

FUEL GAUGE. The fuel gauge pointer normally rests at E (empty) when the ignition switch is off. When the switch is on, the pointer moves along the dial to show you the gasoline level in the fuel tank.

The position of the fuel gauge pointer will vary during acceleration, braking, and when the car is going up or down a hill. The gauge reading will be most accurate when the car is either standing still or moving at a constant speed on a reasonably level road.

TEMPERATURE GAUGE. When the engine is running at normal operating temperatures, the temperature gauge pointer should remain about halfway between C (cold) and H (hot). If the pointer moves to H with the ignition switch on, the engine is overheated. Let the engine cool for a few minutes, and then slowly add water to the radiator while the engine is idling. *Be careful of escaping steam or hot water when you remove the radiator cap.*

OIL PRESSURE INDICATOR. A red glowing indicator light warns you if the engine oil pressure drops below a safe operating limit.

Normally, the indicator light may flicker on and off after a sudden stop. However, if it flickers for more than a few seconds or remains on steadily while the engine is running, stop the engine. The car should not be driven until the cause of the low oil pressure is found.

GENERATOR INDICATOR. When the ignition switch is on, the generator indicator light will glow red if the battery is discharging and the generator isn't supplying current.

The indicator light may flicker occasionally while the engine is idling, but this doesn't necessarily mean battery or generator trouble. If the light remains on after you've speeded up the engine, however, the generator may be out of order and the battery may discharge until it runs down completely and won't operate the starter.



AIR CONTROLS. Two separate air controls (except with the air conditioner) permit cooler outside air to enter the car through the cowl-top louvered air intake. Pull the knob marked AIR at the left side of the steering column to start or increase the flow of air entering from beneath the left side of the instrument panel. The air coming in the right side is controlled by the AIR knob at the right of the steering column. When the knobs are pushed in all the way, the air flow is stopped.

During heater operation in cold weather, be sure that both air control knobs are pushed in all the way to keep out cold air.

You'll find more cooling and heating information for your '58 Ford on page 20 of this manual.

SELECTOR OR GEAR SHIFT LEVER. The various gear ratios in your Ford's transmission are controlled by the position of the selector or gear shift lever. The instructions for shifting ranges or gears are given in the section of this manual on driving your new Ford (page 12).

TURN INDICATOR LEVER. To signal for a right turn, push the turn indicator lever upward toward the top of the steering wheel. For a left turn signal, pull the lever downward. With the lever at either position, signal lights on the front and rear of the car and on the instrument panel near the speedometer flash on and off to show the direction of the turn.

Whenever possible, signal your turn to the driver in back of you in plenty of time for him to slow down or pass you.

As soon as you've completed your turn, the lever will automatically return to the "off" position and the signal lights will go out. Occasionally, the turn may be so wide that the steering wheel won't rotate far enough to cancel the turn indicator. In this case, just flick the lever to the "off" position with your finger after turning.

HORN RING OR BUTTON. The horns on your Ford can be sounded by pressing the horn ring or, if your car doesn't have a horn ring, the button at the center of the steering wheel. Practice good driving manners and be considerate by not sounding your car's horn unnecessarily.

CHOKE CONTROL (MILEAGE MAKER SIX). The CHOKE knob, useful for helping to start your Mileage Maker Six engine, is located next to the WIPERS knob on the instrument panel. The instructions for using the CHOKE knob while starting the engine are given on page 10.

STARTING THE ENGINE

To start the engine in a '58 Ford equipped with Fordomatic or Cruise-O-Matic, the selector lever must be at N or P. A safety feature on the transmission shifting controls prevents anyone accidentally starting the engine when the transmission is in gear.

If your car has Conventional Drive or Overdrive, be sure that the gear shift lever is at neutral before you turn the key in the ignition switch. In cold weather, you can usually start a cold engine more easily if you hold down the clutch pedal at the same time.

SAFETY WARNING

Don't start or run your car's engine in a closed or poorly-ventilated building. The gases from the car's exhaust system contain poisonous carbon monoxide which can endanger your health or life if breathed steadily for even a few minutes.

STARTING THE V-8 ENGINE. When the engine hasn't been run for several hours and is cold, press the accelerator pedal to the floor for a moment, and let it up all the way. Then turn the key in the ignition switch clockwise all the way to START. Hold the key in this position until the engine starts. When you release the key, it'll spring back to the ON switch position.

Let the engine idle for a few minutes or drive slowly to warm it up. The automatic choke on the engine will let the engine idle faster than normal until it warms up.

To start a warm V-8 engine, hold the accelerator pedal down about $\frac{1}{4}$ of the way while you operate the starter. Don't pump the accelerator pedal—you'll only flood the engine with gasoline. If the engine doesn't start promptly, press and hold the accelerator pedal to the floor while the starter is operating.

STARTING THE MILEAGE MAKER SIX. Pull out the choke knob as needed (all the way if the engine is cold). Press the accelerator pedal down slightly, and turn the key in the ignition switch to START. When the engine starts, release the key and push the choke knob in far enough to keep the engine running smoothly.

Let the engine idle for a few minutes or drive slowly to warm it up. As soon as the engine temperature has reached its normal operating range, push the choke knob in all the way. Driving with the choke knob pulled out will reduce your car's gasoline mileage.

If the engine doesn't start promptly, don't pump the accelerator pedal and flood the engine with gasoline. Push the choke in all the way. Then hold the accelerator pedal to the floor while you operate the starter.

PUSHING THE CAR TO START THE ENGINE. If your car should have to be pushed to start the engine, make sure that the front bumper of the car that's going to push won't climb and lock with your car's rear bumper after both cars start moving.

When a car equipped with Fordomatic or Cruise-O-Matic is to be pushed, shift the selector lever to N before the car begins to move forward. As soon as the car's speed reaches 20 mph, turn the key in the ignition switch to ON and shift the selector lever to Lo (Fordomatic) or L (Cruise-O-Matic). Hold the accelerator pedal halfway down until the engine starts. When the car starts moving under its own power, shift the selector lever to Dr (Fordomatic) or D2 (Cruise-O-Matic).

If the road doesn't provide good enough traction for you to start the engine in Lo or L, shift the selector lever to Dr or D2.

With Conventional Drive or Overdrive, hold down the clutch pedal, shift to third gear, and turn the key in the ignition switch to ON. If the car has Overdrive, pull out the OVERDRIVE control handle at this time. When the car's speed reaches 5 mph, slowly release the clutch pedal and hold the accelerator pedal halfway down until the car starts moving forward under its own power.

It's not advisable to have your car towed to start the engine. The sudden forward surge that often occurs when the engine starts could cause damage to both cars.

KEEP YOUR EYE ON THE INSTRUMENT PANEL

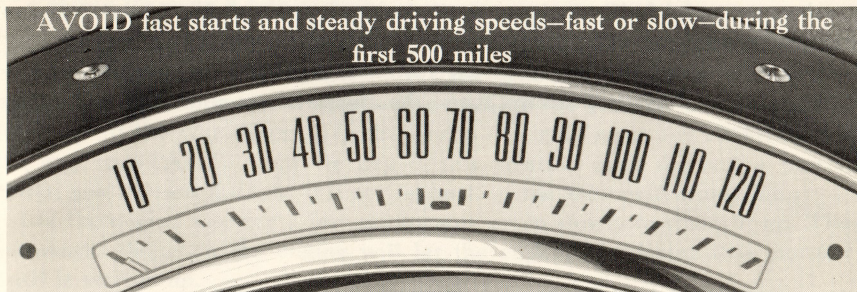
Glance at the gauges and indicators on the instrument panel frequently while the engine is running. By keeping a constant check on the engine and other units in the car, you may be able to prevent trouble before it starts, and save yourself inconvenience and the cost of expensive repairs.

DRIVING YOUR NEW FORD

Your new Ford is easy to drive, but you'll enjoy driving it much more if you get accustomed to it correctly from the start. Everything that you'll need to know to drive your new Ford is explained in this section of the manual, and it can easily be read in a few minutes.

NEW CAR BREAK IN. Consistently slow speeds aren't necessary to "break in" your new Ford. However, avoid fast starts and steady speeds—fast or slow—during the first 500 miles. Occasional short spurts above 60 mph are all right, provided, of course, that you observe state and local traffic regulations while you're driving.

Wherever possible, avoid making sudden or fast stops for the first 100 miles of driving, or at least until your car's brakes have become properly seated. Slow, gradual stops from various speeds will help to seat the brakes.



FUEL RECOMMENDATIONS. Your Ford's engine, unless it's an Interceptor 352 Special V-8, will give you efficient performance with most regular-grade gasolines (with a research rating of at least 88 octane). With the Interceptor 352 Special V-8 engine in your car, you should buy only high-quality premium-grade fuels (with at least a 95-octane research rating).

Should you plan to take your Ford abroad, you may save yourself trouble and inconvenience later by asking your travel agent or auto club about the quality and availability of the gasoline in the countries that you expect to visit with your car.

PERFORMANCE AND FUEL ECONOMY. For the best gasoline mileage, shift gears at the lowest speeds possible without laboring the engine. Don't drive in first or second gears unnecessarily.

For better mileage after the new car "break-in" period, drive at a steady reasonable speed whenever traffic conditions permit. Fast starts and high-speed driving will greatly reduce your car's gasoline mileage.

MAINTENANCE IS IMPORTANT TO YOUR FORD

Certain important maintenance services should be performed on your Ford at various mileage or time intervals to keep the car running and looking its best. Be sure to read the Mechanical Maintenance and Beauty Maintenance sections of this manual for information on when these services are needed.

DRIVING WITH FORDOMATIC OR CRUISE-O-MATIC. The Fordomatic selector dial on the instrument panel is marked with P (park), R (reverse), N (neutral), Dr (drive), and Lo (low). The Cruise-O-Matic dial is similar, except that it has two drive positions—D1 and D2—and L for the low position. When you're ready to drive, shift the selector lever to the desired position and press the accelerator pedal as needed for the driving conditions.

To Go Forward. For most normal driving, Dr (Fordomatic) will provide completely automatic shifts between second and third gears at just the right speeds for the driving conditions. D2 on Cruise-O-Matic will give you shifts between second and third, and D1 will shift between first and second, and second and third.

For extra-fast "get aways" with Fordomatic from standing starts, or at speeds below 19 mph, press and hold the accelerator pedal down all the way to the floor. Fordomatic will downshift (or "kick down") to first gear to give you the needed power. Then it will upshift to second gear at about 35 mph. At 65 mph, or when you let up the pedal, Fordomatic will shift to third.

The Cruise-O-Matic D2 position will always give you starts in second gear, regardless of how little or how much you press down the accelerator pedal. For fast starts, shift the selector lever to D1, and Cruise-O-Matic will always start moving the car in first gear without you having to "floor" the accelerator pedal. As the car picks up speed, shifts to second and third gears will occur automatically as needed.



When you're cruising along the road at speeds between 35 and 65 mph, you can quickly downshift your Fordomatic or Cruise-O-Matic from third to second gear for fast car-passing acceleration or for extra hill-climbing power. Just "floor" the accelerator pedal and hold it there until the need for second gear has passed. In Cruise-O-Matic D1, you can downshift from second to first at speeds under 35 mph. *Don't use first gear in D1 to help brake the car on hilly roads. Shift the selector to L.*

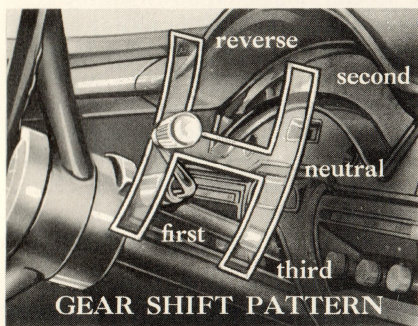
Lo or L is for driving in mud, sand, deep snow, etc., and is not ordinarily used for normal driving. *Don't drive faster than 35 mph in first gear.*

You'll also find Lo or L useful in providing braking action during steep downhill driving. Shift to Lo or L on hilly roads, and the transmission will shift to and remain in second gear at speeds faster than 25 mph. When the car's speed drops below 25 mph, the transmission will automatically shift to and remain in first gear. A flick of the lever to Dr, D2, or D1 will shift the transmission back to a higher gear at any time.

To Go Backward. Shift the selector lever to R only after the car has fully stopped. *When you're backing up with Cruise-O-Matic, always stop the car before you shift the lever from R to D2.*

To Park the Car. Apply the parking brakes, and shift the selector lever to P. *Be sure that the car is completely stopped before you shift the lever to P.*

DRIVING WITH CONVENTIONAL DRIVE. To go forward after you've started the engine, press the clutch pedal down all the way and move the gear shift lever down to the first-gear position. Let up the clutch pedal gradually as you press down the accelerator pedal so that the car begins to move forward smoothly. As the car gains speed, shift to second, and then to third in the same way. The speeds at which you'll shift gears will vary with changing driving conditions. *Don't "ride" the clutch pedal with your foot while you drive except when you're shifting gears.*



When you're ready to stop your car, press down the clutch pedal just before the car fully stops, and shift the lever to neutral. When shifting to either first or reverse gear, it's advisable to stop the car completely before shifting to avoid clashing the transmission gears.

If the engine begins to labor at low speeds or if the car loses speed when driving up steep hills, shift to second

or, if necessary, to first gear to keep moving steadily. To maintain safe speeds on steep downgrades, shift to second or first gear.

DRIVING WITH OVERDRIVE. The gear shift lever for the optional Overdrive shifts the same as for Conventional Drive. To make the Overdrive fourth gear available, push in the OVERDRIVE control handle.

At speeds faster than 27 mph, and with the control handle pushed in, Overdrive automatically shifts from third to fourth gear when you momentarily let up the accelerator pedal. However, when the car's speed drops below 21 mph, Overdrive automatically disengages and downshifts from fourth to third gear.

To get more engine power for climbing steep or long uphill grades, or for passing other cars, push the accelerator pedal down quickly to "kick down" from fourth to third gear. As soon as you let up the pedal again, Overdrive will shift up to fourth gear.

When you need the full braking effect of the engine, the OVERDRIVE control handle must be pulled out to lock out Overdrive. To do this when the car is moving, "kick down" to third gear, pull the control handle, and let up the accelerator pedal.

DRIVING ON SAND, SNOW, OR ICE. If you should have to drive through deep sand or snow, shift to second or first gear (Lo on Fordomatic or L on Cruise-O-Matic). You'll have more power available to keep going steadily at low speeds. Avoid spinning the wheels.

To start your car moving on icy surfaces, start in second or third gear (Dr on Fordomatic or D2 on Cruise-O-Matic) and accelerate slowly to avoid spinning the wheels or skidding the car.

When stopping on sand, snow, or ice, apply the brakes gradually by pumping the pedal lightly to prevent skidding or sliding.

"ROCKING" OUT OF DEEP RUTS. In case the rear wheels get stuck in deep ruts, keep a light, steady pressure on the accelerator pedal, and shift back and forth between reverse and first gears (R and Lo on Fordomatic, L on Cruise-O-Matic). Time the movement of the lever to take advantage of the "rocking" momentum of the car. *Don't shift the lever to reverse while the car is moving forward.*

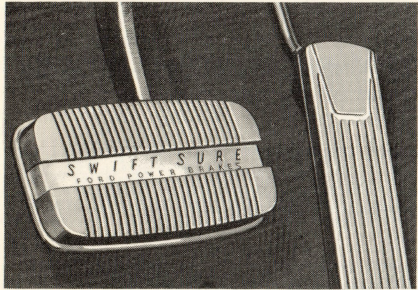
TOWING YOUR CAR. To tow the car less than 12 miles, shift the gear shift lever to neutral (N on Fordomatic or Cruise-O-Matic), and release the brakes. *Don't tow the car at speeds faster than 40 mph.*

If a car equipped with Fordomatic or Cruise-O-Matic should need to be towed more than 12 miles, or if the transmission can't be operated, tow the car with the rear wheels raised. If it's necessary to tow the car on the rear wheels, disconnect the drive shaft at the rear axle, and tie the end of the shaft securely so that it won't loosen and drop down on the road.

A car with a discharged Ford-Aire Suspension system should be towed only after the suspension has been blocked up to normal ride height.

POWER-ASSISTED BRAKES AND STEERING

SWIFT SURE POWER BRAKES. The low-level pedal for the vacuum-operated Swift Sure Power Brakes is close to the floor for quick foot movement from the accelerator pedal, and you'll need only light foot pressure on the pedal—about $\frac{1}{3}$ less pressure than for conventional brakes—for most normal stops.



Should the engine stop for any reason just before you have to apply the brakes, a vacuum reserve tank will provide the assist for up to four power-off stops from 40 mph before it's necessary for you to apply additional foot pressure on the brake pedal. If Swift Sure Power Brakes should completely lose their brake-assisting power, your Ford's conventional hydraulic brake system will

remain fully effective and take over to stop the car safely when you push down the brake pedal with only about $\frac{1}{3}$ more foot pressure.

MASTER-GUIDE POWER STEERING Just turn the steering wheel for Master-Guide Power Steering to discover how easily your '58 Ford handles in traffic and when parking, especially in tight places where there's not much room for maneuvering.



Up to 75% of the effort needed to steer your car is taken over by Master-Guide Power Steering. Yet, this hydraulically-operated steering system allows you to retain the natural feel of the steering wheel, particularly when you're driving your Ford along the open highway.

Master-Guide Power Steering provides a power assist only when the engine of your Ford is running. However, even if the power system should not be operating normally, or if the ignition switch is turned off, you'll have safe steering and full control of your car with conventional steering.

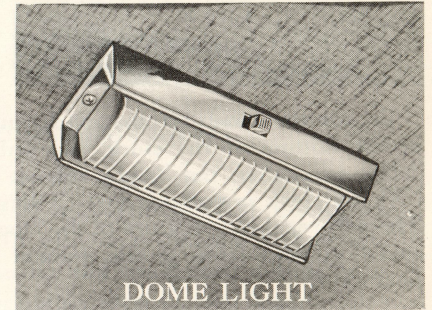
CONVENIENCE FEATURES

Many convenience features to fit your personal driving needs are built right into your new Ford as standard equipment. Other optional accessories can be added if they aren't already installed in your car. Most of these features are described in this section of the manual.

You can see and buy these and many other Genuine Ford Car Accessories at your Ford Dealer. They're made to custom-fit your Ford.

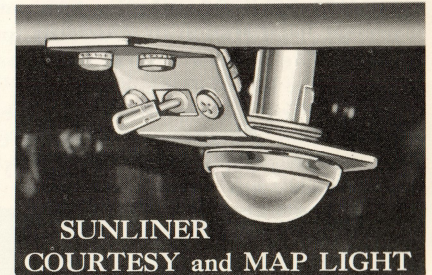
INTERIOR LIGHT. The switch for the dome light (except in the Sunliner) is on the forward side of the light. If your '58 Ford has automatic light switches at the doors, the interior light will go on when you open a door.

The Sunliner courtesy and map light is under the center of the instrument panel, and is operated by the switch on the light and by the door light switches.



DOMELIGHT

GLOVE COMPARTMENT. Press the combination release button and lock to open the glove compartment door. To lock or unlock the door, turn the round-headed key. (ignition key in the Courier or Ranchero) a full turn in the compartment door lock.



SUNLINER COURTESY and MAP LIGHT

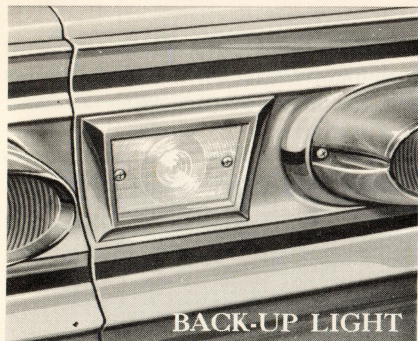
CIGARETTE LIGHTER. Push the cigarette lighter knob in all the way.

In a few seconds, the lighter will automatically pop out to its normal position, ready for use. Just pull the lighter out of its socket to use it.

ASH RECEPTACLES. The instrument panel ash receptacle is located at the center of the panel, and can be opened by pulling outward on the top of the receptacle cover. Ash receptacles for the rear seat are located either on the back of the front seat or in the arm rests at both sides of the rear seat.

The ash receptacles in the instrument panel and the back of the front seat can be emptied by pressing down the tab at the rear of the receptacle and pulling the receptacle straight out. To replace the receptacle, slide it into the opening over the pivot bar and push it shut. The arm rest receptacles in the car can be emptied by pulling them out.

COAT HOOKS. The metal hooks above the rear side windows, except in the Sunliner, are handy for hanging coats or extra clothing to help keep them from wrinkling.



BACK-UP LIGHT

BACK-UP LIGHTS. Ford's accessory back-up lights give you better and safer visibility at night when you're backing up the car. When you shift to reverse, the back-up lights go on automatically. As soon as you shift out of reverse, the back-up lights go out.

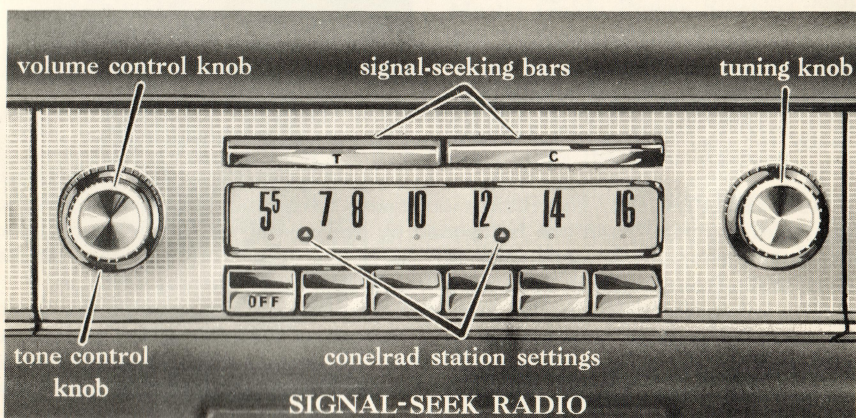
ELECTRIC CLOCK. For the convenience of everyone in your car, the self-regulating electric clock is located near the center of the instrument panel.

To set the hands of the clock, pull out and set the time-setting knob at the bottom of the clock dial until the hands are at the correct time. After you've set the hands, release the knob.

If the clock is running fast or slow, reset the hands to the correct time. The self-regulating feature of the clock will automatically change the clock's speed in proportion to the amount you've turned the hands forward or backward.

SIGNAL-SEEK RADIO. To turn on the Signal-Seek Radio or to tune in a pre-set local station in your area, push any one of the five station selector buttons. *The volume control knob does not turn on the radio.* Push the OFF button at the left to turn the radio off.

To find any station within range of your radio wherever you're driving, turn the tuning knob until a station comes in, or touch either the T (town) signal-seeking bar or the C (country) bar. The T bar automatically tunes



SIGNAL-SEEK RADIO

in all powerful close-by stations, and the C bar seeks weaker or more distant stations.

In areas where all the stations are unusually weak or very distant, the signal-seeking bars may not be able to tune in the stations and the dial pointer may continue to move back and forth after you push either bar. If this should happen, push the OFF button to stop the movement of the dial pointer. Then turn on the radio again and use the tuning knob to find the stations you want.

After you've made your station selection, adjust the volume and tone control knobs for best listening.

To change the station setting of any selector button, turn on the radio and let it play for about 10 minutes to warm it up. Pull the selector button to be reset straight outward until it stops. Then turn the tuning knob to the station setting you want for the selector button. When the sound is clearest and loudest for the desired station, the button is correctly set and should be pushed in all the way.

CONELRAD FOR YOUR PROTECTION

Notice the two small triangular marks at 640 and 1240 on your radio's tuning dial. These marks are the CONELRAD (Office of Civilian Defense) station settings. In case of a national emergency, all other radio stations will go off the air, and you'll have to tune your radio to either 640 or 1240 for information vital to your safety.

CONSOLE RANGE RADIO. The volume control knob at the left side of the tuning dial turns the radio on and off as well as to adjust the volume. The larger knob in back of the volume control knob controls tone adjustments.

To select a station that has been pre-set on the five selector buttons, just push in the button for that station. Then adjust the volume and tone controls to the levels that are best for you.

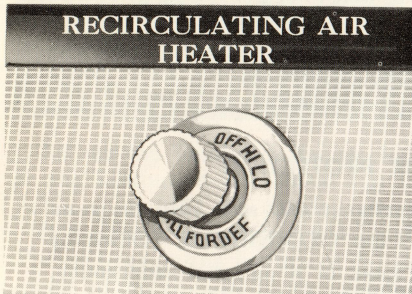
The five station selector buttons on the Console Range Radio can be reset in the same way as those on the Signal-Seek Radio.

ALL-WEATHER COMFORT

Whatever the climate may be where you're driving, Ford's high-level ventilation system and optional heating and cooling systems can bring "living room" comfort into your car all year long.

WARM WEATHER VENTILATING.

Open the side windows and vent windows as needed, and pull out the air control knobs (except with SelectAire) on the instrument panel to provide plenty of ventilating air inside your car.

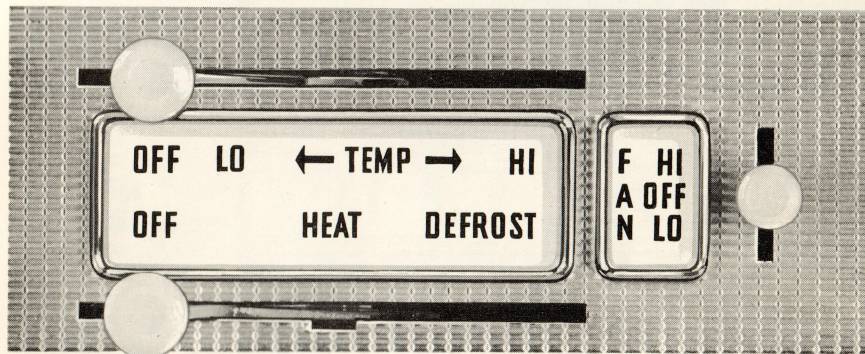


RECIRCULATING AIR HEATER.

Push in the two air control knobs to keep out cold air. Turn the heater knob clockwise to operate the two-speed fan. To defrost the windshield, pull the heater knob outward, and turn on the fan to HI.

In warm weather when you don't expect to use the recirculating air heater for several weeks, shut off the hot water supply at the heater water valve in the engine compartment.

MAGICAIRE HEATING. Push in both air control knobs, and open a vent window or rear window slightly. Set the upper heater control lever at the

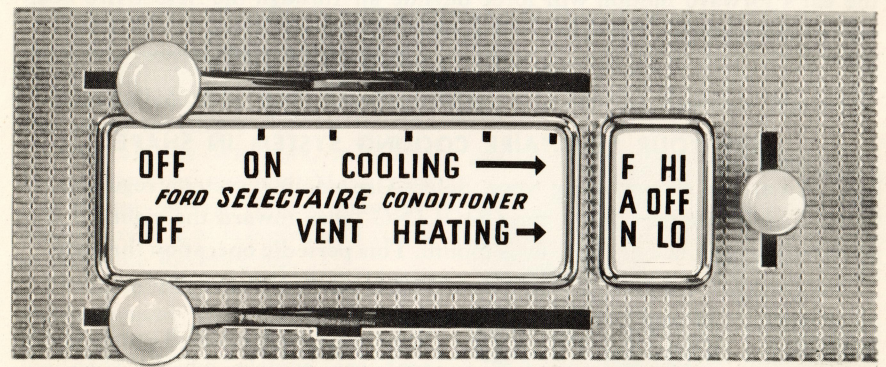


MAGICAIRE HEATER

temperature position you want and slide the lower lever over to HEAT. Then flick the FAN switch to either HI or LO. If the engine is cold, the heater may need a few minutes to warm up.

For extra-fast warm-up of the air at floor level, you can open the direct-flow door on the front of the heater chamber. When you're driving at moderate and high speeds, you may not need to turn on the fan for heat as the car's forward motion will force outside air through the MagicAire System and into the car for your comfort.

MAGICAIRE DEFROSTING. Set the lower lever at DEFROST, and flick the FAN switch to HI. For fast defrosting, or when the windshield is badly frosted, set the upper control lever at HI for maximum heat, flick the FAN switch to HI to get the greatest air-flow on the windshield, and close the direct-flow door on the heater chamber. *Don't drive unless you have clear vision through all windows.*



SELECTAIRE CONDITIONER

SELECTAIRE COOLING. With the engine running and the HEATING control lever at OFF, move the COOLING lever toward the right to start the air-cooling system. If your car has been parked in the sun and the interior is very warm, open the windows and drive for a block or two to drive the heated air out of the car. Then close the windows.

For normal operation of the cooling system, keep all the windows closed, and flick the FAN switch to either HI or LO, depending on how much cool air you want circulating in the car. At the same time, adjust the COOLING lever for the temperature you want. The further you move the lever toward the right, the cooler the air from the cooling system will be.

The outlets on the top of the instrument panel can be positioned to direct the cool air where it's needed. By directing the air toward the car roof,

you'll get greater over-all cooling in the car. If the sun's rays make one side of the car warmer than the other, the outlets can be turned to force the cool air toward that side. The door on the front of the chamber under the instrument panel should be closed for greater over-all cooling, and opened when you want more cool air at the front seat.

SELECTAIRE HEATING. You'll get better heating results if you open a vent window or rear side window slightly to permit the air from the heating system to circulate freely through the car. Move the COOLING lever to OFF to shut off the cooling system, and move the HEATING lever toward the right. The further you move the lever toward the right, the more heat you'll get from the heating system. Flick the FAN switch to either HI or LO, depending on how much warm air circulation you want in the car.

For quick heat at floor level, open the chamber door under the instrument panel. When you're driving, you may not need to turn on the fan as the car's forward motion will force outside air through the SelectAire heating system and into the car.

KEEP YOUR SELECTAIRE COOLING SYSTEM IN SHAPE

When you're not using your SelectAire cooling system regularly, as in cold weather, move the COOLING lever toward the right for a few minutes once or twice each month. This periodic operation throughout the year will help to keep the system ready to give you cool comfort during the hot summer months ahead.

SELECTAIRE DEFROSTING. Push the COOLING lever to OFF, and move the HEATING lever all the way to the right for maximum heat. Flick the FAN switch to HI to get the greatest air-flow on the windshield, and close the chamber door under the instrument panel for maximum defrosting. The warm air from the heating system will clear the windshield of fog or frost.

SELECTAIRE VENTILATING. When you don't want to use either the cooling or heating systems, you can bring in outside air by moving the COOLING lever to OFF and the HEATING lever to VENT.

THE SUNLINER TOP

With the top raised and clamped to the windshield, the 1958 Ford Sunliner gives you sedan-like protection against cold and rainy weather. For fair-weather driving on warm days and evenings, you can lower the top and enjoy the open air.

OPENING AND CLOSING THE REAR WINDOW. Before you open or close the plastic rear window in your Sunliner top, unfasten the two toggle clamps that hold the top to the windshield header.

Always close the slide fastener at the top of the window first. Then make sure that the weatherseals at both sides of the window opening are tucked into the pocket between the window and the outer flap on the window. If the weatherseals aren't correctly installed, rain or wind can blow into the back of the car.

Unless you're going to lower the top, fasten the toggle clamps after you've opened or closed the rear window.

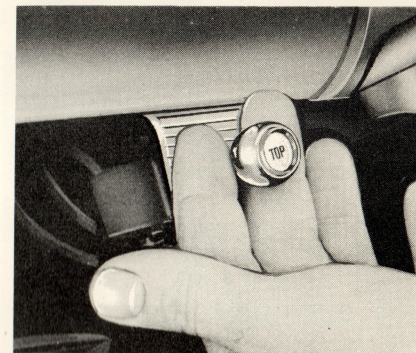
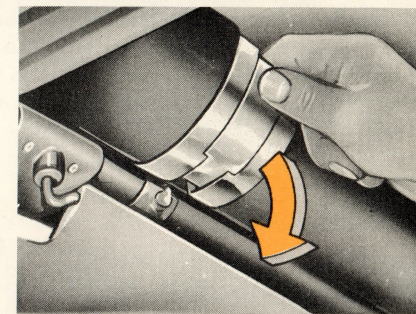
LOWERING THE TOP. Don't attempt to lower the Sunliner top while the car is moving.

Open all the windows, including the plastic rear window. Make sure that the top storage compartment behind the rear seat is empty and ready to store the lowered top.

Unclamp the top from the windshield header by pulling the two toggle clamp handles downward until the ends of the clamps are free of the top. If the top hasn't been lowered for some time and sticks to the windshield header, even after the clamps have been unhooked, push the front of the top upward slightly with your hand to loosen it. After you've unclamped and loosened the top, you should open the rear window and stack it neatly if the top is to remain lowered for any length of time.

Pull out and hold the TOP control knob until the top folds back into the storage compartment behind the rear seat.

When the top is down, it should be covered with the vinyl boot pro-



vided for this purpose. The folds in the top should be rearranged as evenly as possible so that the boot can be properly installed.

RAISING THE TOP. Don't attempt to raise the Sunliner top while the car is moving.

Remove the top boot and open all the side windows. Push in and hold the TOP control knob to raise the top, and release the knob after the top moves forward and stops against the windshield header. The two pins under the front of the top should seat in the holes in the header.

If you intend to close the rear window with the top up, pull the slide fastener over the window before you clamp the top down. Then fasten both toggle clamps to the top and push the handles upward.

After the top has been raised and properly fastened, make sure that the outer weatherseals at both sides of the rear window opening are tucked into the pockets between the window and the outer flap on the window. If the weatherseals aren't correctly installed, rain or wind can blow into the back of the car.

TOP STORAGE COMPARTMENT. When the Sunliner top is lowered, the flexible fabric top storage compartment behind the rear seat is fully extended. When the top is raised, the storage compartment can be collapsed to give you more space in back for luggage.

To collapse the storage compartment, open the deck lid, release the snap fasteners at both lower corners of the compartment, and push the compartment forward and up to provide the space you need.

If you're going to lower the top while carrying luggage, be sure that there's enough room in the luggage compartment for the top storage compartment to extend fully.

THE SKYLINER TOP

The all-metal retractable top on the Skyliner can be lowered or raised in less than a minute.



SKYLINER TOP CONTROL

LOWERING THE TOP. With the engine running and the transmission in neutral, pull out and hold the TOP control knob until the deck lid has fully opened.

Make sure that there's nothing under the deck lid that could interfere with the top retracting operation. Hold the TOP control knob out again until the top is fully lowered and the deck lid closes and

locks. As soon as the red light on the instrument panel goes out, release the control knob.

RAISING THE TOP. Pull the sun visors downward to prevent interference with the top. Then, with the engine running and the transmission in neutral, push and hold the TOP control knob inward while the deck lid opens and the top raises into position.

When the deck lid is closed and locked, the red light on the instrument panel will go out, and you can release the control knob.

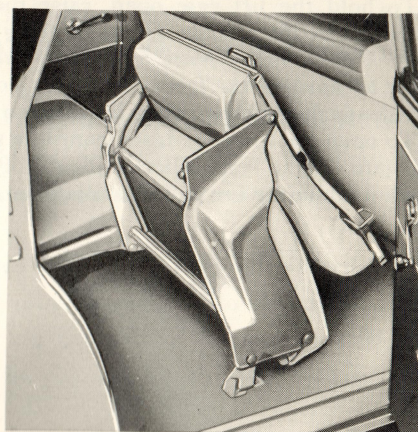
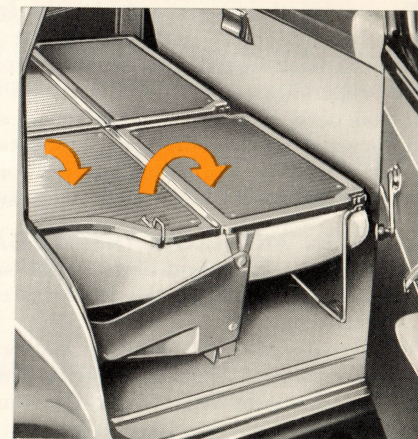
THE STATION WAGON SEATS AND TAILGATE

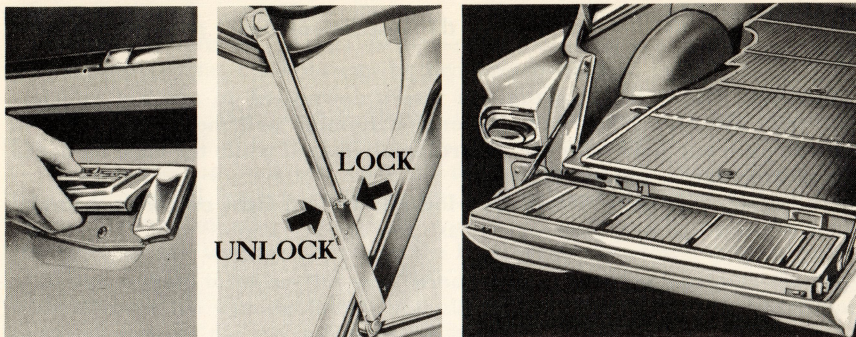
The '58 Ford Station Wagon will carry several passengers in roomy, comfortable seats, or provide plenty of cargo space for carrying bulky loads. The rear or center seats can be converted into a large, level compartment in only a few minutes, and the change requires no tools.

RANCH WAGON REAR SEAT. The 6-passenger Ranch Wagon has a generous cargo area behind the Stowaway rear seat. However, if you need additional room for larger loads, pull the back edge of the rear seat cushion upward, and swing it toward the front seat. Release the catch at the top right-hand corner of the seat back and lower the seat back into the seat cushion opening.

When you're ready to use the rear seat again, just lift the back of the seat upward and pull the cushion into place.

COUNTRY SQUIRE AND COUNTRY SEDAN SEATS. In the Country Squire and 9-passenger Country Sedan, the rear seat can easily be removed from the car and the center Stowaway seat can be folded into the floor. The 6-passenger Country





Sedan doesn't have a rear seat, and the Stowaway seat can be converted into cargo load space in the same way as the Ranch Wagon rear seat.

To remove the rear seat, raise the front of the seat cushion, and remove the cushion. Unhook and remove the seat back from the back board, and lower the back board into the open space in the floor. The Stowaway seat on the right side can be folded forward to allow access to the rear cargo area.

If you need even more cargo space, swing the Stowaway seat cushions up and forward so that the seat supports at each side of the cushions touch the floor. Release the catches at the top right-hand and left-hand corners of both seat backs and lower both seat backs into the cushion openings.

TO OPEN AND CLOSE THE TAILGATE. The Station Wagon upper and lower tailgates open and close in the same way. The tailgate lock is below the pull-type handle on the lower gate, and is operated by the glove compartment key.

When you pull the tailgate handle outward after you've unlocked it, the upper tailgate (lift gate) opens and swings upward. Hidden springs at the top of the gate make it easy for you to move the gate up and down with one hand.

To hold the lift gate open, raise the gate until the arms are held fully extended by the latches. *If you're going to drive with the gate raised, be sure to lock the arms in place by flicking the latch levers to the rear. Unlock the arms by pushing the levers forward.* To close the lift gate, lift it high enough to release the latches. Then let it down all the way.

To open the lower tailgate, continue to pull the handle outward, and lower the gate all the way. There's plenty of space for long loads in your Station Wagon when the lower tailgate is open.

YOUR FORD DEALER'S SERVICE POLICY

Your new '58 Ford is warranted to you by the Authorized Ford Dealer from whom you purchased your car.

When your Ford Dealer delivered your new car to you, he gave you a signed copy of the Authorized Ford Dealer's Service Policy. This Policy entitles you to receive from your Ford Dealer a 1000-Mile Inspection of your car and certain no-charge services or adjustments which may be needed by your car during the normal warranty period.

Be sure to read all of the conditions of the Service Policy carefully and completely. Then keep the Policy in the glove compartment of your car so that you'll have it handy to present to your Ford Dealer when you bring your car in for the 1000-Mile Inspection or if you should request any other warranty services.

If your new Ford should require any warranty services or adjustments while you're traveling away from home, or after you've changed your residence to a distant community, any Authorized Ford Dealer within the United States can perform this work for you.

THE 1000-MILE INSPECTION

When your new Ford has been driven a full 1000 miles, return it to your Authorized Ford Dealer. He'll make a complete 1000-Mile Inspection of your car as described on the Owner's 1000-Mile Inspection Service Coupon which is attached to the Service Policy.

During the Fordomatic or Cruise-O-Matic band adjustment listed on the Service Coupon, the transmission fluid will be drained, filtered, and put back in the transmission. It's not necessary to change the transmission fluid at this time.

While your Ford is being inspected at the first 1000-mile interval, have your car's engine oil changed and the oil filter replaced to help maintain top engine performance. These services are not part of the regular 1000-Mile Inspection, however, and you will be charged for the lubricant and the oil filter.

MECHANICAL MAINTENANCE

Your '58 Ford should be inspected and serviced at regular mileage or time intervals as recommended in this section of the manual. The Maintenance Guide on this page and the Lubrication Guide on page 29 show when, under *average* driving conditions, these important services should be performed. More frequent maintenance is recommended if your car is driven often in stop-and-go city traffic, on short trips, during wet weather, or through mud, slush, or dust.

Consult with your Ford dealer to determine the best maintenance intervals for your car's specific operation.

MAINTENANCE GUIDE

	Each 1000 Miles	Each 4000 Miles	Each 6000 Miles	Each 12,000 Miles	Each 24,000 Miles
Lubricate Chassis	X				
Bleed Ford-Aire Suspension Reservoir	X				
Change Engine Oil		X			
Replace Engine Oil Filter		X			
Clean Crankcase Vent System		X			
Clean Air Cleaner		X			
Check Brake Master Cylinder Fluid Level		X			
Clean Ford-Aire Suspension Compressor Filter		X			
Perform Minor Engine Tune-Up			X		
Perform Preventive Maintenance Service*			X		
Cross-Switch Tires			X		
Perform Major Engine Tune-Up				X	
Clean, Repack, and Adjust Front Wheel Bearings				X	
Replace Ford-Aire Suspension Compressor Filter				X	
Adjust Fordomatic or Cruise-O-Matic Bands				X	
Replace Air Cleaner Element					X
Repack Universal Joints					X
Replace Master-Guide Power Steering Reservoir Filter					X
Change Fordomatic or Cruise-O-Matic Fluid					X
Replace Shock Absorber Bushings					X
Replace Rear Spring Inserts					X

*Preventive Maintenance Service described on page 30.

LUBRICATION GUIDE

EACH 1000 MILES

FRONT SUSPENSION BALL JOINTS—Add Pressure Gun Grease.

FRONT WHEEL STOPS—Apply Pressure Gun Grease.

STEERING LINKAGE—Add Pressure Gun Grease.

MASTER-GUIDE POWER STEERING RESERVOIR—Check and add Automatic Transmission Fluid—Type A.

STEERING GEAR—Check and add Ford Lubricant B8A-19578-A.

CLUTCH EQUALIZER BAR—Add Pressure Gun Grease.

GEAR SHIFT LEVERS—Add Pressure Gun Grease.

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

EXHAUST THERMOSTAT VALVE—Apply Lock Lubricant or Penetrating Oil.

REAR AXLE—Check and add Ford Lubricant B6A-19580-A (S.A.E. 90) above -10° F, B6A-19580-B (S.A.E. 80) below -10° F.

FORDOMATIC OR CRUISE-O-MATIC—Check and add Automatic Transmission Fluid—Type A.

CONVENTIONAL DRIVE OR OVER-DRIVE—Check and add Multipurpose-Type Gear Lubricant (S.A.E. 80).

DOOR LOCK STRIKER PLATES—Coat with Stick Wax.

EACH 4000 MILES

BRAKE MASTER CYLINDER RESERVOIR—Check and add Heavy-Duty Brake Fluid.

ENGINE CRANKCASE—Change Engine Oil ("For Service MS," S.A.E. 20 or 20W above 32° F, S.A.E. 10W from 32° to -10° F, S.A.E. 5W below -10° F).

ENGINE CRANKCASE ROAD DRAFT TUBE SCREEN (V-8 ONLY) AND

BREATHER CAP—Clean and apply Engine Oil (S.A.E. 10W).

EACH 6000 MILES

DISTRIBUTOR—Add Engine Oil (S.A.E. 10W).

DISTRIBUTOR CAM—Apply Distributor Cam Grease.

DOOR LOCKS—Apply Lock Lubricant.

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

DOOR, DECK LID, TAILGATE, LIFT GATE, AND HOOD HINGE PIVOTS—Apply Engine Oil (S.A.E. 10W).

HOOD LOCK AND CATCH, DOOR CHECK ARMS, AND TAILGATE SUPPORTS—Apply Lubriplate.

SUNLINER AND SKYLINER TOP LINKAGE PIVOTS—Apply Engine Oil (S.A.E. 10W).

SUNLINER TOP RESERVOIR—Check and add Heavy-Duty Brake Fluid.

EACH 12,000 MILES

BATTERY TERMINALS—Apply Lubriplate.

FRONT WHEEL BEARINGS—Clean and repack with Wheel Bearing Grease.

4-WAY POWER FRONT SEAT REGULATORY SHAFT—Apply Lubriplate.

GENERATOR (I-6 ONLY)—Add Engine Oil (S.A.E. 10W).

PARKING BRAKE HANDLE SHAFT—Apply Lubriplate.

PARKING BRAKE CABLES AND EQUALIZER—Apply Graphite Grease.

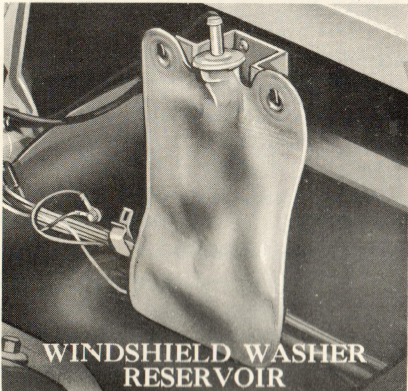
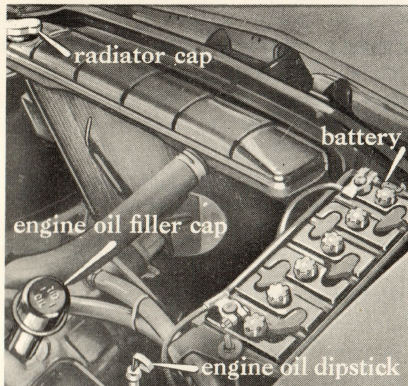
EACH 24,000 MILES

FORDOMATIC OR CRUISE-O-MATIC—Change Automatic Transmission Fluid—Type A.

UNIVERSAL JOINTS—Repack with Universal Joint Grease.

PREVENTIVE MAINTENANCE SERVICES. After each 6000 miles of driving, the following trouble-preventing inspections and adjustments should be made on your Ford.

1. Clean all door and body drain holes.
2. Check all weatherstrips, and cement any that are loose.
3. Tighten all engine oil pan bolts.
4. Tighten the starter mounting bolts and starter cable.
5. Adjust the brakes.
6. Check and adjust the clutch pedal free travel on Conventional Drive or Overdrive.
7. Check and adjust the steering gear.
8. Tighten all body bolts.
9. Check the fluid level in the Sunliner top reservoir.
10. Lubricate the hood and deck lid hinge pivots and door check arms.
11. Lubricate the tailgate supports and lift gate hinges on the Station Wagon.
12. Lubricate the top linkage pivots on the Sunliner or Skyliner.



13. Lubricate the fuel filler door on the Skyliner, Station Wagon, Courier, or Ranchero.
14. Check the exhaust system for leaks.
15. Check the operation of all lights.

Some of these services require special tools and specifications, and should be performed by someone familiar with the work. Your Ford Dealer has the equipment and personnel to do the job for you.

DAY TO DAY CARE. Make sure that your Ford is "ready to go" whenever you need it. Keep the fuel tank full of gasoline if you can so that you won't be "caught short" at an inconvenient time or place.

Each time you stop for gasoline, ask the service station attendant to check the car's engine oil and radiator coolant levels. It's also a good idea to have the battery fluid level checked frequently, especially in warm dry climates.

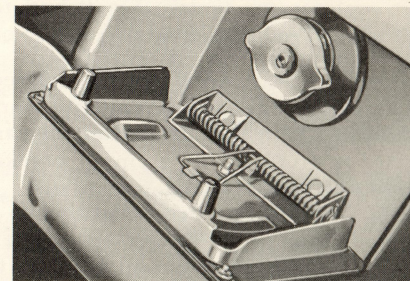
Check the fluid level in the optional Aquamatic Windshield Washer-Wiper reservoir. If the level is low, FoMoCo All-Weather Wind-

shield Washer Solution, which cleans the glass better than plain water and reduces the possibility of the fluid freezing in cold weather should be added to the water in the reservoir.

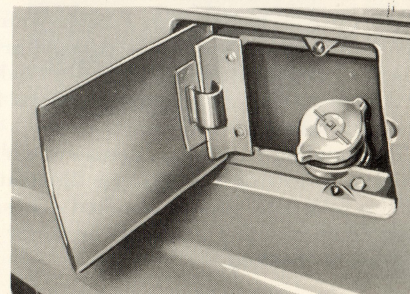
SAFETY WARNING

Don't allow flames or sparks to be brought near the openings of your car's battery or near the fuel tank filler when the cap is removed. The explosive gases and vapors which may be present at these openings could be accidentally ignited.

FUEL TANK FILLER. The fuel tank filler is located behind the spring-hinged rear license plate bracket, except on the Skyliner, Station Wagon, Courier, and Ranchero. On each of these other models, the filler is located on the left side of the car body behind a hinged door.



COOLING SYSTEM CARE. Check the radiator coolant level frequently. *Be careful of escaping steam or hot water when you remove the radiator cap.* Don't overfill the radiator. The coolant level should be kept just below the bottom the filler neck on the radiator.



While you're checking the radiator coolant level, inspect the front of the radiator and remove any bugs, leaves, papers, etc., that might restrict the flow of air through the radiator and cause overheating. These obstructions can be flushed out from the rear of the radiator with a garden hose and cold water.

The cooling system should be drained at least twice each year, preferably just before summer and winter. Drain and discard the anti-freeze that was used during the winter. If the drained coolant appears to be very dirty, clean the system with FoMoCo Regular or Heavy-Duty Cooling System Cleanser. Be sure to follow the instructions for using the cleanser on the container.

In warm weather, fill the radiator with clean water and the right amount of high-quality rust inhibitor, such as FoMoCo Rust Inhibitor.

In cold weather, use clean water and good anti-freeze in the correct proportions for the expected temperatures in your area. Always use new anti-

freeze. When you use FoMoCo Anti-Freeze (methanol or permanent), it's not necessary to add rust inhibitor, as the anti-freeze will protect your car's cooling system against rust. *Don't mix methanol with permanent anti-freeze in the cooling system.*

Check the condition of the fan belt, and have it replaced if it appears to be frayed, cracked, or otherwise worn. A broken fan belt can cause overheating and possible damage to the engine.

CHECKING THE LIGHTS. Your car's lights should be checked occasionally, particularly after each 6000 miles of driving as part of the Preventive Maintenance Services offered by your Ford Dealer. Properly-operating headlights, taillights, and stoplights are especially important for good driving safety.

New replacement lamps can be quickly and easily installed. Use only 12-volt replacement lamps. You'll find the correct lamp specifications for all lights on your Ford listed on page 38 of this manual.

FUSE REPLACEMENT. Glass-enclosed, cartridge-type 12-volt fuses protect many of the electrical circuits in your car. A circuit breaker is used in the headlight, taillight, and instrument panel light circuit. The cigarette lighter circuit is protected by a circuit breaker on the rear end of the lighter unit on the instrument panel.

Use only fuses rated according to the specifications on page 38 of this manual. Your Ford Dealer or service station attendant can help you if you should have fuse or circuit breaker trouble.

CHECKING THE TIRES. Check your car's tires, including the spare tire, frequently to be sure that they're properly inflated. Glance at them each time before you drive your car to make sure you won't be driving on a soft or flat tire. The correct air pressure for your car's tires are given on page 39 of this manual.

To equalize tire wear, cross-switch all five tires after each 6000 miles of driving, following the pattern illustrated on page 33. You should also have all the tires and wheels checked occasionally for proper balance. If the tires seem to be wearing unevenly or faster than they should, have the front wheel alignment checked.

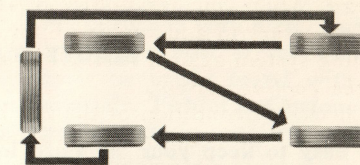
CHANGING A WHEEL. If it should become necessary for you to change a wheel on your car, set the parking brakes and, as an extra precaution, place a block or stone under the front and rear of one wheel. Remove the spare tire and jack from the right-hand side of the luggage compartment, or from the tire well under the rear section of the Station Wagon or Courier floor.

To remove the spare tire from the Skyliner, raise the deck lid, then loosen the two wing nuts at the rear of the luggage carrier. Tip the carrier forward to remove it. Remove the bolt from the left rear corner of the tire cover. Then insert the wrench end of the jack handle in the hole in the tire cover and pull the cover upward toward the right-hand side of the car. Remove the tire from the cover.

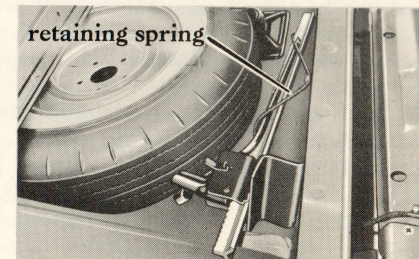
Pry off the wheel cover with the flat end of the combination jack handle

and wrench, and loosen the wheel nuts with the wrench. *Don't remove the nuts yet.* Place the jack under the bumper. Flick the jack control lever upward and insert the handle in the jack. Always close the tailgate before you raise a Station Wagon on the jack. Raise the car until the wheel is off the ground with enough clearance to change wheels. *If your car has Ford-Aire Suspension, keep all the doors closed while the car is raised on the jack.* Remove the wheel nuts, replace the wheel, and tighten the nuts. Press the jack control lever downward, and slowly lower the car to the ground. Be sure that all the wheel nuts are tight before you put the wheel cover on the wheel.

When you've finished changing the wheel, stow the jack as shown in the illustrations on this page. The jack in the car's luggage compartment should rest against the clamp on the floor, and the wing nut and plate at the center of the wheel should be tightened to prevent rattles. On the Station Wagon or Courier, the retaining spring should hold the jack and handle in place in the tire well without rattling.



CROSS-SWITCH TIRES
EACH 6000 MILES



BEAUTY MAINTENANCE

It's easy to keep your '58 Ford looking like new. Frequent and regular beauty maintenance will lengthen the life of your car's paint and bright metal finishes and interior trim.

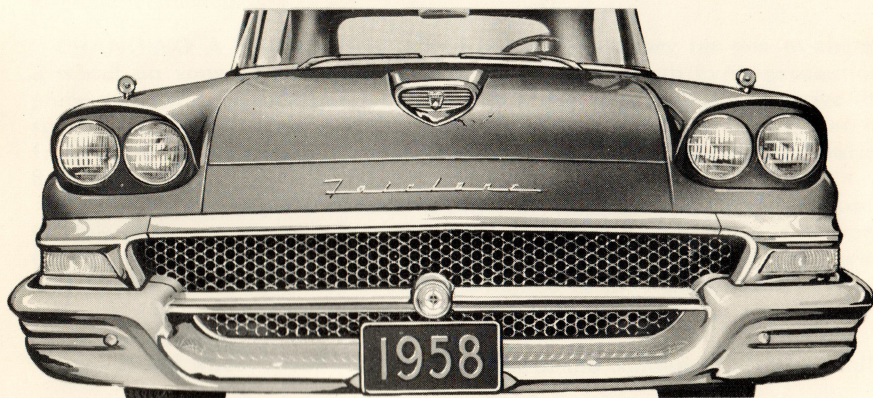
WASHING THE CAR. Wash the car often and thoroughly with warm or cold water to remove dirt and preserve the new-car luster of the paint finish. *Avoid washing the car with hot water, detergents or strong soaps.* In areas where salt is used on icy roads and streets, or where salt water may spray on the finish, wash the car more often than usual to prevent salt damage to the finish. Don't wipe off dirt when the finish is dry as you may scratch the paint.

While you're washing the car, check the drain holes at the bottom of the doors and body panels to make sure that they're free of dirt.

POLISHING THE CAR. To help protect the new-car appearance of your Ford, apply a good automobile wax or polish, such as one of the FoMoCo waxes or polishes, to the finish regularly. If your car is a Country Squire, the exterior wood-grain trim can be polished just as you would polish the paint finish.

If your car's finish is very dull, a cleaner will usually bring back the luster of the paint. In many areas, one thorough cleaning and polishing often lasts several months. However, if you drive frequently in smoky or sooty industrial areas, in places having severe dust or rain, or in salt-water spray at the seashore, it may be necessary to do the job more often. *Wash your car before you clean or polish it.*

BRIGHT METAL CARE. The high-quality anodized aluminum and other bright metal parts of your Ford require no special care to keep them sparkling. Wash them occasionally, rinse with clear water and wipe the metal



dry with a clean cloth. Use a mild soap if the parts are very dirty. FoMoCo Chrome Cleaner may be used sparingly to remove rust or salt corrosion from the chrome-finished parts. Don't scour the bright metal with steel wool or polish it with strong abrasive materials. FoMoCo Custom Auto Wax will help to keep your Ford's bright metal parts in excellent condition in all kinds of weather.

SUNLINER TOP CARE. The Fairlane 500 Sunliner has either a rayon or fabric-grained vinyl top. Proper care of the Sunliner top will help to lengthen its life and will reduce the possibility of damage from weather and dirt.

Don't fold a damp top. Keep it fully raised with the clamps properly fastened until the top is thoroughly dry. If the top becomes wet while it's folded, raise it as soon as possible and let it dry.

The rayon Sunliner top should be washed often, at least once every three months, with warm or cold water and a mild soap powder. Before you wash the rayon top, remove all loose dirt from the fabric with a whisk broom or a vacuum cleaner. Stubborn stains or spots on the top that won't come off easily with soap and water should be removed with FoMoCo Interior Trim Cleaner. After you've washed the top, rinse it thoroughly with clean water to remove all soap or cleaner.

You can wash the vinyl Sunliner top each time you wash your car. If stubborn stains or spots can't be removed with soap and water or with FoMoCo Interior Trim Cleaner, an abrasive-type cleaner can be used sparingly. Be careful not to scrub the top seams with the abrasive-type cleaner. Don't use any other types of cleaning fluid on the vinyl top because damage to the top may result. Rinse the top thoroughly with plenty of clean water after you've cleaned it.

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

Occasionally apply a light coating of Stick Wax to the slide fastener on the rear window, preferably right after you wash the top, to keep the fastener operating freely without binding or sticking.

A Sunliner rayon top that has become faded can be restored with FoMoCo Top Dye. The dye will bring back the color to the top, help to preserve the fabric, and act as a sealer against moisture.

The boot that covers the Sunliner top when it's down is made of vinyl plastic, and should be cleaned in the same way as a vinyl top.

At times, it may be necessary to adjust the Sunliner top to provide a better fit, to improve the weather seal, or to eliminate sags in the top fabric. If the top should require adjustment, take your Sunliner to your Ford Dealer and let him do the job for you.

UPHOLSTERY AND INTERIOR TRIM. Ford's color-keyed interiors are easy to keep clean. Most loose dust and dirt can be removed from the upholstery and floor coverings with a whisk broom or a vacuum cleaner.



Vinyl and woven plastic surfaces that are dusty can be cleaned with a damp cloth.

Wash the vinyl and woven plastic interiors occasionally with warm water and a mild soap, and wipe them dry. If they're badly soiled or stained, wash them with FoMoCo Interior Trim Cleaner. *If another type of cleaning fluid is used, be sure that it is recommended for use on vinyl or woven plastic surfaces.*

Dirty or stained nylon upholstery and interior trim should be cleaned with FoMoCo Interior Trim Cleaner or an equivalent cleaner. Be sure

to follow the instructions on the cleaner container.

Rubber floor coverings and linoleum in the Station Wagon or Courier load space can be washed with soap and water. Rayon carpeting should be cleaned with FoMoCo Interior Trim Cleaner.

WHITE SIDE WALL TIRE CARE. Dirty or muddy white side wall tires can usually be cleaned with water and mild soap. However, if the tires are extremely dirty or badly scuffed, they should be cleaned with FoMoCo Whitewall Tire Cleaner. Apply the cleaner, following the directions on the container, and rinse the tires with clean water.

The descriptions and specifications contained in this manual were in effect at the time the book was approved for printing. The Ford Division of Ford Motor Company, whose policy is one of continuous improvement, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation.

FACTS YOU'LL WANT TO KNOW ABOUT YOUR '58 FORD

GENERAL DIMENSIONS

Wheelbase—Custom 300	116 inches
Fairlane and Fairlane 500	118 inches
Station Wagon, Courier, and Ranchero	116 inches
Tread—Front	59 inches
Rear	56.4 inches
Length (Over-all)—Custom 300	202 inches
Fairlane and Fairlane 500 (except Skyliner)	207 inches
Skyliner	211 inches
Station Wagon, Courier, and Ranchero	202.7 inches
Width (Over-all)	78 inches

ENGINES

Type—6-Cylinder	Overhead-Valve, In-Line I-Block 6
8-Cylinder	Overhead-Valve, 90° Y-Block V-8

	Mileage Maker Six	Ford 292 V-8	Interceptor 332 V-8	Interceptor 332 Special V-8	Interceptor 352 Special V-8
Bore (Inches)	3.62	3.75	4.00	4.00	4.00
Stroke (Inches)	3.60	3.30	3.30	3.30	3.50
Piston Displacement (Cubic Inches)	223	292	332	332	352
Taxable Horsepower	31.54	45.00	51.20	51.20	51.20
Brake Horsepower (@ rpm) ..	145 @ 4200	205 @ 4500	240 @ 4600	265 @ 4600	300 @ 4600
Torque (Foot-Pounds @ rpm) ..	212 @ 2100	295 @ 2400	340 @ 2400	360 @ 2800	395 @ 2800
Compression Ratio	8.6:1	9.1:1	9.5:1	9.5:1	10.2:1

BATTERY (12 VOLTS)

Capacity (Ampere Hours @ 20-Hour Rate)	55
Number of Cells	6
Number of Plates Per Cell	11
Ground Terminal Polarity	Negative

SPARK PLUGS

Spark Plug Size and Type.....	18 mm, Anti-Fouling
Spark Plug Gap Width (Inches).....	0.032-0.036

LIGHTS (12 VOLTS)

	Lamp Rating	Lamp Number
Headlight—No. 1 (Inner).....	37.5 watts	4001
No. 2 (Outer).....	50-37.5 watts	4002
Parking and Front Turn Indicator.....	4-32 c.p.	1034
Stop, Outer Tail, and Rear Turn Indicator.....	4-32 c.p.	1034
Inner Tail.....	4 c.p.	67
Back-Up.....	15 c.p.	1003
Dome.....	15 c.p.	1003
License Plate.....	4 c.p.	67
Map and Courtesy.....	4 c.p.	67
Instrument Cluster.....	2 c.p.	57
Ignition Switch.....	2 c.p.	57
Radio Dial.....	2 c.p.	57 or 1815
MagicAire or SelectAire Control Panel.....	2 c.p.	57
Recirculating Air Heater Control.....	2 c.p.	57
Clock.....	2 c.p.	57
High Beam Indicator.....	1 c.p.	1445
Gauge and Indicator.....	1 c.p.	1445
Skyliner Top Indicator.....	1 c.p.	1445

FUSES (12 VOLTS)

	Location	Rating
Headlights, Tail, Stop, and Instrument Panel (Circuit Breaker).....	On Switch.....	12 amperes
Overdrive.....	On Overdrive Relay.....	15 amperes
Heater Blower.....	On Switch Wire.....	14 amperes
Dome, Map, and Courtesy Lights.....	Behind Instrument Panel.....	7.5 amperes
Radio—Console Range.....	On Power Feed Wire.....	5 amperes
Signal-Seek.....	On Power Feed Wire.....	7.5 amperes
Turn Indicator.....	On Power Feed Wire.....	7.5 amperes
Clock.....	On Clock Wire.....	1 ampere
Air Conditioner.....	On Power Feed Wire.....	15 amperes

FORDOMATIC AND CRUISE-O-MATIC GEAR RATIOS

First.....	2.40:1
Second.....	1.47:1
Third.....	1.00:1
Reverse.....	2.00:1

CONVENTIONAL DRIVE GEAR RATIOS

	Mileage Maker Six	Ford 292 V-8	Interceptor 332 V-8	Interceptor 332 Special V-8	Interceptor 352 Special V-8
First.....	2.84:1	2.40:1	2.32:1	2.37:1	2.37:1
Second.....	1.61:1	1.49:1	1.48:1	1.51:1	1.51:1
Third.....	1.00:1	1.00:1	1.00:1	1.00:1	1.00:1
Reverse.....	3.37:1	2.86:1	2.82:1	2.81:1	2.81:1

OVERDRIVE GEAR RATIOS

	Mileage Maker Six	Ford 292 V-8	Interceptor 332 V-8	Interceptor 332 Special V-8	Interceptor 352 Special V-8
First.....	2.80:1	2.37:1	2.37:1	2.49:1	2.49:1
Second.....	1.69:1	1.43:1	1.43:1	1.59:1	1.59:1
Third.....	1.00:1	1.00:1	1.00:1	1.00:1	1.00:1
Fourth (Overdrive).....	0.70:1	0.70:1	0.70:1	0.72:1	0.72:1
Reverse.....	3.80:1	3.21:1	3.21:1	3.15:1	3.15:1

REFILL CAPACITIES (U. S. MEASURES)

Cooling System—6-Cylinder.....	15 quarts*
8-Cylinder.....	19 quarts*
Fuel Tank—Cars (except Skyliner).....	20 gallons
Skyliner.....	17½ gallons
Station Wagons, Courier and Ranchero.....	20 gallons
Transmission—Fordomatic—6-Cylinder.....	9-10 quarts
8-Cylinder.....	9-10 quarts
Conventional Drive.....	3 pints
Overdrive.....	3-4 pints
Rear Axle.....	4½-5½ pints
Crankcase—6-Cylinder.....	4 quarts†
8-Cylinder.....	5 quarts†

*Add 1 quart extra on car equipped with heater.

†Add 1 quart extra with oil filter element replacement.

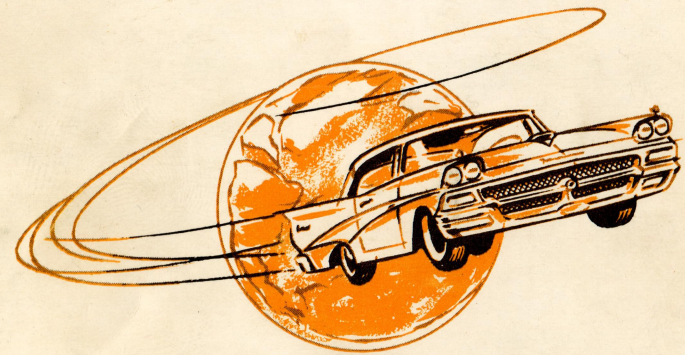
TIRES

	Tire Size and Ply Rating	Pressures*	
		Front	Rear
Custom 300.....	7.50 x 14-4	24	22
Fairlane.....	7.50 x 14-4	24	22
Fairlane 500 (except Sunliner and Skyliner).....	7.50 x 14-4	24	22
Sunliner and Skyliner.....	8.00 x 14-4	24	22
Station Wagon—6-Passenger.....	7.50 x 14-4	24	26
Station Wagon—9-Passenger.....	8.00 x 14-4	24	26
Courier.....	7.50 x 14-4	24	26
Ranchero.....	7.50 x 14-4	24	26

*Pounds per square inch.

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