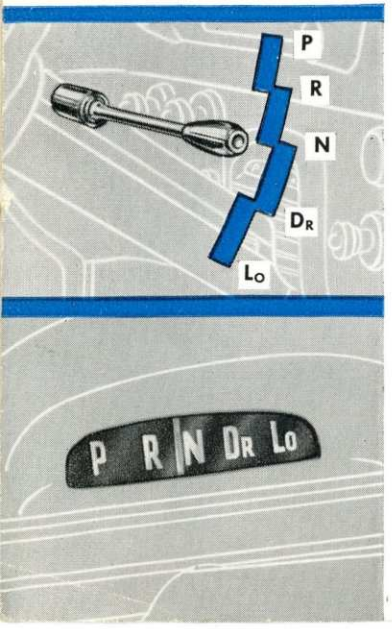
Fordomatic. The *Fordomatic*-equipped car has a five-position selector lever and indicator dial in place of the gear shift lever, but doesn't have a clutch pedal.

After you've started the engine, move the selector lever to the desired position. To go forward, move the lever to DR (drive), then press down on the accelerator pedal. *Fordomatic* does all the shifting for you.

For extra-fast "get aways" or for fast acceleration when passing cars, push the accelerator pedal down all the way to the floor. *Fordomatic* will shift down to give you the necessary power. When you let up the pedal, or when the car speed reaches about 60 miles per hour, *Fordomatic* will automatically shift to give you the smoothest and most economical operation for the existing load and road conditions.

The LO (low) position is for operation in deep snow, mud, or sand, and is not ordinarily used for normal driving. To "rock" the car in case you get stuck, keep a light, steady pressure on the accelerator pedal, and move the selector lever back and forth between R (reverse) and LO (low). *Never move the selector lever to R (reverse) while the car is moving forward faster than 5 miles per hour.*



If you want more braking action when going down steep hills, move the selector lever to LO (low). By shifting to LO (low) on hilly roads, *Fordomatic* will shift into and remain in the intermediate range as long as you maintain speeds faster than 25 miles per hour. However, as soon as the car speed drops below 25 miles per hour, *Fordomatic* will automatically shift into and remain in low range. A flick of the lever to DR (drive) shifts *Fordomatic* back to the drive range at any time.

When you park your car, place the lever in P (park). *Never move the lever into P (park) while the car is moving.*

Driving on Sand, Snow, or Ice. When you're driving through deep sand or snow, shift into second or low (LO on *Fordomatic*). You'll have more power available to keep you going steadily at low speed without overworking the engine.

To start your car moving on an icy surface, start in second or high (DR on *Fordomatic*) and accelerate slowly to avoid spinning the wheels or skidding the car.

Performance and Fuel Economy. Your driving habits can affect the performance and fuel economy of your new Ford. For the best gasoline mileage, shift gears at the lowest speeds possible without "laboring" the engine. Don't race the engine unnecessarily. You'll also get better mileage if you maintain a steady, reasonable pace whenever traffic conditions permit. Fast starts, high-speed driving, and frequent accelerating and slowing down in traffic will greatly reduce your gasoline mileage.

The I-Block Six and the 162-h.p. Y-Block V-8 engines do not need premium fuels and will perform efficiently with most regular grades of gasoline. However, if your new Ford is equipped with the 182-h.p. Y-Block Special V-8, you should use only premium-grade, high-octane gasolines in this high-compression engine. Whichever engine you have in your car, let your Ford Dealer keep it properly adjusted for maximum power and performance throughout the life of your Ford.

In cold weather, keep the fuel tank nearly full of gasoline. When the fuel level in the tank is low, water condenses and may freeze in the fuel lines.

Towing Your Car. If it should ever become necessary to tow your car, a few simple precautions should be taken.

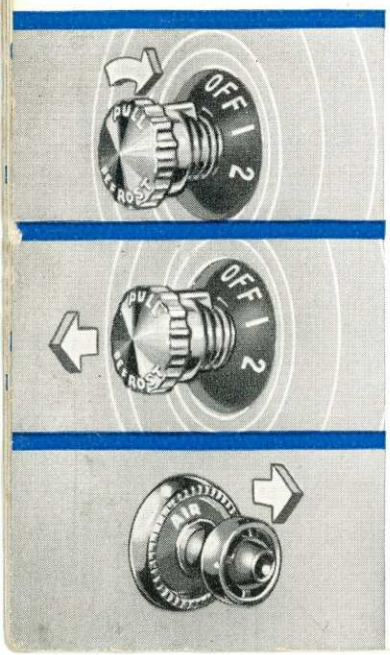
To tow the car less than twelve miles, place the gear shift lever (selector lever with *Fordomatic*) in neutral. Don't tow the car at speeds faster than 40 miles per hour.

If a *Fordomatic*-equipped car must be towed more than twelve miles, or if the transmission is inoperative, tow the car with the rear wheels raised or with the drive shaft disconnected and the rear of the transmission covered.

For Your Added Comfort and Convenience

Driving your new Ford can be even more of a pleasure when you become acquainted with the many comfort and convenience features, including the optional equipment, for your car. This section of the manual gives you instructions and suggestions for using these features.

Warm Weather Driving. You can easily increase your driving comfort in warm weather. Open the windows and set the ventilator windows to draw air out of the car or scoop air into the car. You can adjust the RIGHT AIR and LEFT AIR controls to let outside air enter the car. The LEFT AIR control is on the control panel at the left of the steering column. The RIGHT AIR control is located either below the control panel at the right of the steering column or, with the *MagicAire System,* on the heater control panel.



Recirculating Air Heater. If your car is equipped with a *recirculating air heater,* operate the blower by turning the single control knob to either of two positions. To defrost the windshield, pull the control knob out, then turn on the blower. In warm weather, the hot water supply to the heater can be shut off by closing the heater valve in the engine compartment.

Cold Weather Heating. In extremely cold weather, high-temperature thermostats can increase the heating capacity of your car heater. These thermostats should be used only with a permanent-type anti-freeze in the cooling system.

MagicAire System. You can get "living room" comfort all year long in your Ford with the *MagicAire System.*

FRESH AIR HEAT. Set the air lever to HEAT and the TEMP lever to the desired range. Turn the BLOWER switch to LOW or HIGH, and heated outside air will enter the car. When the car is moving, you may not have to turn on the blower, as the car's forward motion will let air enter from the front. If you want quick heat, open the direct-flow door on the front of the heater.

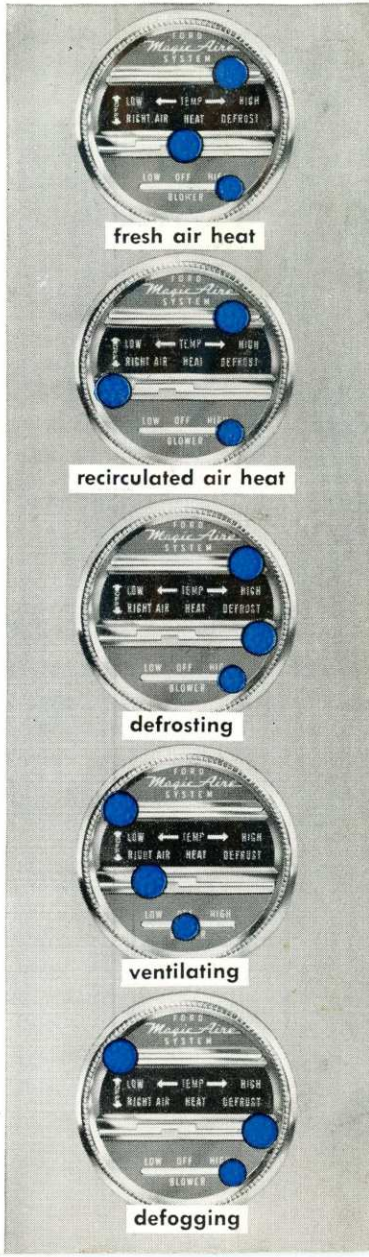
RECIRCULATED AIR HEAT. Set the air lever to OFF and the TEMP lever as desired. Turn the BLOWER switch to LOW or HIGH. These settings will let the air in the car recirculate through the heater, and will prevent odor-contaminated outside air from entering.

DEFROSTING. Set the air lever to DEFROST and the TEMP lever to HIGH. Turn the BLOWER switch to HIGH for maximum defrosting. Close the direct-flow door on the heater.

VENTILATING. Set the air lever to RIGHT AIR and the TEMP lever to OFF. Pull the LEFT AIR control knob out all the way. These settings will give you fresh air from outside the car.

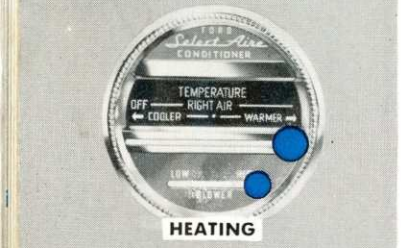
DEFOGGING. Set the air lever to DEFROST and the TEMP lever to the desired range. Turn the BLOWER switch to HIGH.

Open a front vent or rear window for best *MagicAire System* results.





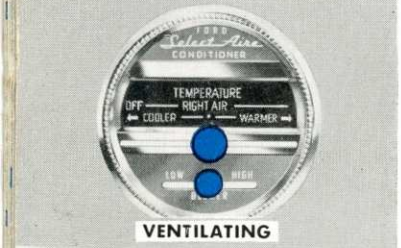
AIR CONDITIONING



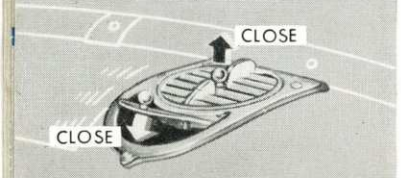
HEATING



DEFROSTING



VENTILATING



LOUVRES

SelectAire Conditioner. The combination air-conditioning and heating system of the *SelectAire Conditioner* makes driving your new Ford even more enjoyable in any temperature or climate.

AIR CONDITIONING. Set the TEMPERATURE lever at the desired cooling range. More cooling is provided as the lever is moved further toward the left. Push the air outlet louvre knobs down to open the air dampers, and open the vent doors at the louvres. Turn the BLOWER switch to LOW or HIGH, and cooled air will circulate through the car.

HEATING. Set the TEMPERATURE lever at the desired heating range. Greater heat is provided as the lever is moved further toward the right. Pull the air outlet louvre knobs up to close the air dampers. Turn the BLOWER switch to LOW or HIGH, and heated outside air will enter the car.

DEFROSTING. Set the TEMPERATURE lever and BLOWER switch at the settings used for heating the car. Turn the air outlet louvres so that the air is directed toward the windshield, then push the louvre knobs down to open the air dampers.

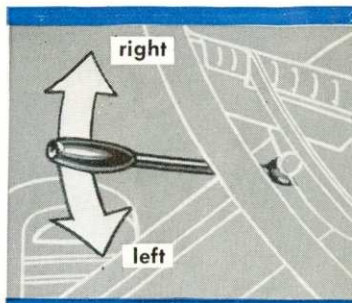
VENTILATING. Set the TEMPERATURE lever at the center of the slot, and turn the BLOWER switch off. Turn the air outlet louvres in the desired direction, and push the louvre knobs down to open the air dampers. Pull the LEFT AIR control knob out all the way. These settings will give you plenty of fresh air from outside the car.

Turn Indicator. The turn indicator control lever is on the steering column below the steering wheel. To signal for a right turn, push the lever away from you. For a left turn, pull the lever toward you. Signal lights on the front and rear of the car and on the control panel near the speedometer flick on and off when the *turn indicator* is operating. The indicator handle automatically returns to the off position and the signal lights go out when you complete the turn.

Cigarette Lighter. Push the cigarette lighter in all the way, and it will automatically pop out to its normal position when it's ready for use.

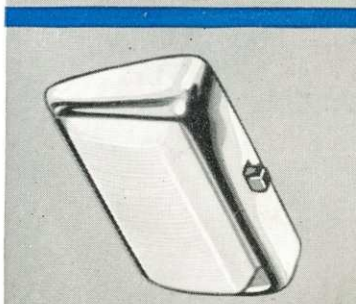
Ash Receptacle. The front ash receptacle is located right under the center of the control panel. Pull the receptacle out to use it. When you want to empty the receptacle, pull it out all the way and press down on the front to remove it. To put the receptacle back, slide it into the guides at each side of the opening.

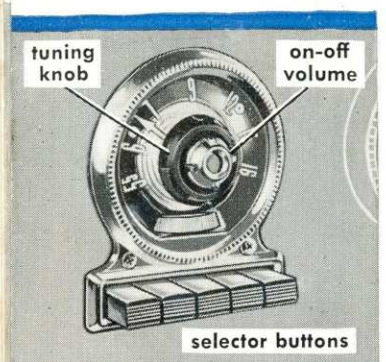
Interior Lights. The moment you open either front door of a Customline or Fairlane Ford, the interior lights go on. You may also control the dome light, unless your car is a Sunliner, with the switch on the light. The courtesy and map lights on the Sunliner may be turned on and off with the switch under the control panel.



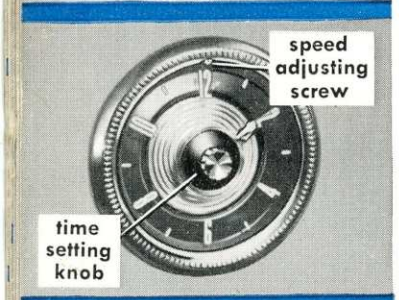


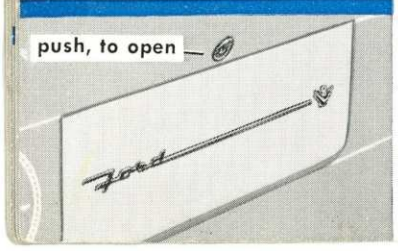












Radio. To turn on the Ford radio, turn the volume control knob to the right. The ignition switch, of course, must be at either ACC or ON. Push the selector button for the station you want, then adjust the volume and tone to the settings that suit you best. To turn off the radio, turn the volume control knob all the way to the left.

Whenever you want to change the station setting of any of the five buttons, pull the button straight out, then tune in the station you want with the manual tuning control knob. Push the button in all the way to set the station.

Notice the two small triangular marks on the dial. These are the CONELRAD station settings, used only in case of enemy attack or other emergency.

Clock. You may have either a hand-wound or an electrically-wound clock in your Ford. Wind the spring of the hand-wound clock by turning the winding knob gently to the right.

To set the hands of either clock, push the single knob in, then turn the knob until the hands are at the correct time. After you've set the hands, just release the knob.

You can regulate the speed of the clock by turning the adjusting screw either to the right or left.

Parcel Compartment. Press the release button above the parcel compartment door, and the door will open from the top.

See-Clear Windshield Washer. When the windshield is dirty, press the foot-operated control lever at the left corner of the floor to operate the *See-Clear Windshield Washer.* Fluid, under pressure, will squirt onto the windshield. Turn on the windshield wipers to clean the windshield surface.

An all-weather solution, which does a better job of cleaning than plain water, should be used in the windshield washer reservoir. It is not advisable to operate the windshield washer when the temperature is below freezing as the fluid may freeze when it touches the cold windshield.

Swift Sure Power Brakes. The pedal for *Swift Sure Power Brakes* operates the same as for the conventional brakes except that less pedal pressure is needed to stop the car. Even if the power system is not operating normally, *Swift Sure Power Brakes* will function as normal brakes.

Master-Guide Power Steering. Just turn the steering wheel to discover how easily your new Ford handles in traffic and when parking with *Master-Guide Power Steering.* Although *Master-Guide Power Steering* operates only when the engine is running, safe steering and full control of your car is provided at all times by the conventional steering system.

The Crown Victoria Transparent Roof

The Crown Victoria Transparent Roof is equipped with a two-piece curtain. Unroll the curtain from the space above the rear roof moulding. Pull the two slide fasteners at the sides forward until they meet, then pull the center fastener forward all the way, and the curtain is in place.

To store the curtain, open the slide fasteners, roll the curtain halves up, then tuck them in above the roof moulding.

Either half of the curtain can be used separately. Unroll the half to be used, then pull the fastener forward.

The Station Wagons



You can convert the space behind the front seat of the Station Wagons into a roomy, level compartment for carrying packages or cargo.

On the Country Squire and Country Sedans, raise the front of the auxiliary seat cushion, and remove the cushion. Unhook and remove the seat back from the back board, then lower the back board into the open space.

If you need more space, swing the center seat cushions up and forward so that the seat supports at each side of the cushions touch the floor. Lower the seat backs into the opening. The seat on the right side can be folded forward for entry to the auxiliary seat.

Pull the back edge of the Ranch Wagon rear seat upward, then swing it forward. Lower the back of the seat into the seat cushion opening.

On all Station Wagons, the rear lift gate has a push button-type handle with a lock on the left side of the handle. To unlock the lift gate, raise the cover on the lock, then insert and turn the key. The lift gate has counterbalanced hinges and will remain open.

Turn the inside handle to lower the tail gate. To raise the tail gate, press the release lever on the right support arm. Close the tail gate before lowering the lift gate unless you want to leave the tail gate open.

The Sunliner Top

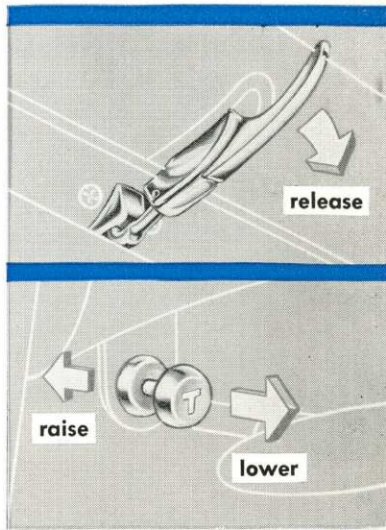
If you're driving a 1955 Sunliner Ford, you'll want to enjoy every minute of those nice "convertible" days and evenings when you can drive your car with the top down.

Lowering the Top. Make sure the storage compartment behind the rear seat is empty. Pull the two clamps above the windshield downward to unfasten the top, then push the top header bow out of the retaining pin holes. Open the slide fastener around the rear window. Pull the top-control knob at the left of the control panel, and the top will fold back into the storage compartment. *Don't lower or raise the top when the car is moving, and don't lower a damp top.* When the top is down all the way, cover it with the protective boot.

Raising the Top. Unfasten and remove the protective boot from behind the rear seat, then push the top-control knob in all the way. When the top is fully raised, make sure that the two retaining pins in the top header bow are seated in the holes in the windshield header. Close the slide fastener around the rear window, then fasten the top to the windshield header with the two clamps.

Rear Window. For lots of fresh air in your Sunliner when you're driving with the top up, unfasten the slide around the rear window.

Top Storage Compartment. When the Sunliner top is raised, the storage compartment behind the rear seat can be collapsed to provide more space in the luggage compartment. To collapse the storage compartment, open the luggage compartment, then push the storage compartment forward and up.



Your Service Policy and Car Warranty

When your Ford Dealer delivered your new car to you, he gave you a Service Policy which entitles you, as a new Ford owner, to certain inspection services. The Car Warranty for your new Ford is also explained in the Service Policy. Read the Service Policy carefully, then keep it in the parcel compartment of your car with this manual.

Mechanical Maintenance

Before your new Ford was delivered to you, your Ford Dealer inspected and serviced the car to make sure it was ready to give you peak performance from the start. Regular lubrication and maintenance services, performed by properly trained personnel in a suitably-equipped garage, can help keep your car operating at its best. Your Ford Dealer can perform these services for you. If you ask him to, he will remind you as the various services become necessary.

At 300 Miles. After you have driven your new Ford 300 miles, you should have the break-in lubricant drained from the engine crankcase and replaced with the proper grade of engine oil. The lubricant in the rear axle should not be drained and replaced.

At 1000 Miles. When you've driven your new Ford a full 1000 miles, return it to your Ford Dealer. He'll make a complete 1000-Mile Inspection as described in your Service Policy. Anything that isn't working properly will be inspected and corrected at this time. If your car is *Fordomatic* equipped, the transmission fluid will be drained, the *Fordomatic* bands will be adjusted, and the fluid will be put back in the transmission during the 1000-Mile Inspection.

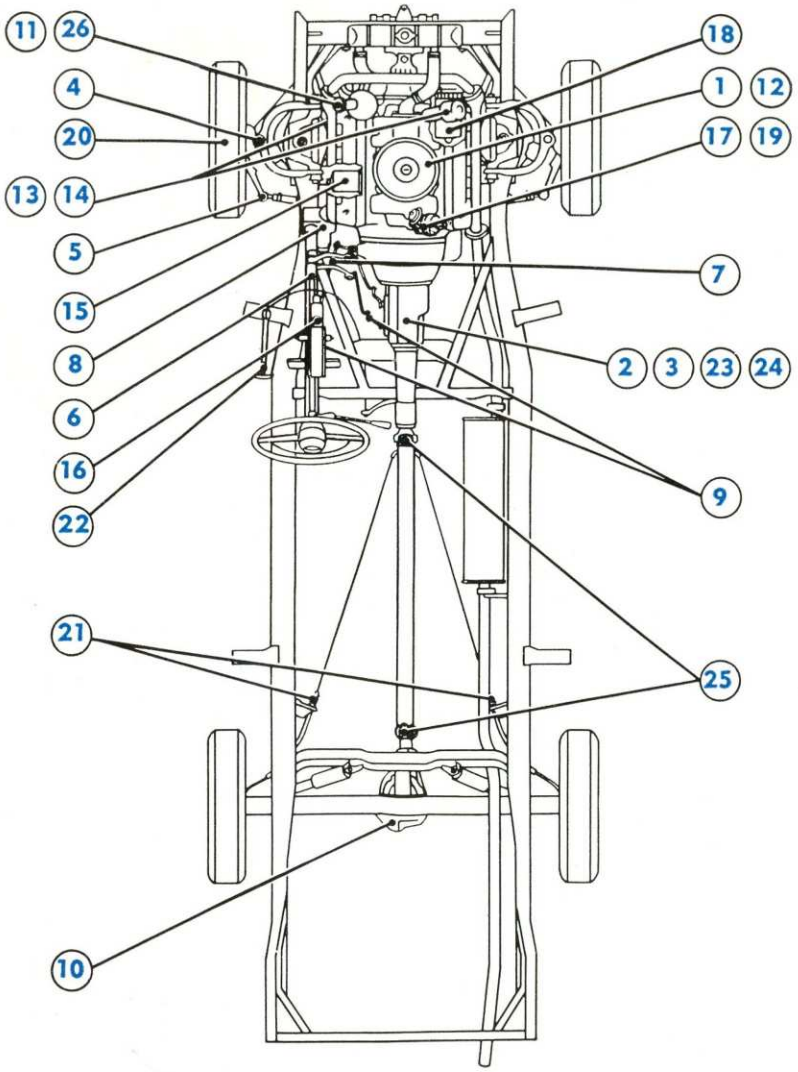
Regular Care. After your new Ford has had its 1000-Mile Inspection, certain units of the car should be inspected and lubricated at regular intervals. The Maintenance Guide on this page and the 1955 Ford Lubrication chart (pages 24-25) list these units and the intervals at which they should be checked under average conditions.

Maintenance Guide

	Each 1000 Miles	Each 2000 Miles	Each 4000 Miles	Each 5000 Miles	Each 10,000 Miles	Each 15,000 Miles	Each 20,000 Miles	Each 25,000 Miles
Lubricate Chassis	X							
Change Engine Oil*		X						
Change Oil Filter Cartridge			X					
Clean Air Cleaner (Dry Type)	X							
Clean Air Cleaner (Oil Bath Type)		X						
Clean Crankcase Breather Cap		X						
Clean Crankcase Ventilation Screen (8 cyl.)		X						
Check Battery Electrolyte Level and State of Charge	X							
Change Fuel Pump Fuel Filter			X					
Complete Dealer Inspection				X				
Engine Tune-Up				X				
Check Brake Master Cylinder Fluid Level				X				
Adjust Brakes				X				
Cross-Switch Tires				X				
Clean and Repack Front Wheel Bearings					X			
Change Transmission (Standard or Overdrive) Lubricant					X			
Adjust Fordomatic Bands and Change Fluid						X		
Repack Universal Joints							X	
Change Master-Guide Steering Fluid Reservoir Filter Element								X

*Initial change required at 300 miles.

1955 FORD LUBRICATION



EACH 1000 MILES

(1) **AIR CLEANER** (DRY TYPE)—CLEAN AND OIL.

(2) **FORDOMATIC**—CHECK LEVEL AND ADD AUTOMATIC TRANSMISSION FLUID-TYPE A.

(3) **TRANSMISSION**—(CONVENTIONAL OR OVERDRIVE)—ADD MULTIPURPOSE-TYPE GEAR LUBRICANT, S.A.E. 80.

(4) **FRONT SUSPENSION BALL JOINTS** (2 FITTINGS EACH SIDE)—PRESSURE GUN GREASE.

(5) **STEERING LINKAGE** (7 FITTINGS)—PRESSURE GUN GREASE.

(6) **GEARSHIFT LEVER** (1 FITTING)—PRESSURE GUN GREASE.

(7) **CLUTCH EQUALIZER BAR**—(2 FITTINGS)—PRESSURE GUN GREASE.

(8) **STEERING GEAR**—ADD MULTIPURPOSE-TYPE GEAR LUBRICANT, S.A.E. 90.

(9) **LINKAGE**—TRANSMISSION, CLUTCH, AND BRAKE—APPLY ENGINE OIL, S.A.E. 10.

(10) **REAR AXLE**—ADD M-4642 LUBRICANT OR MULTIPURPOSE-TYPE GEAR LUBRICANT—USE S.A.E. 90 ABOVE —10° F, S.A.E. 80 BELOW —10° F.

(11) **MASTER-GUIDE STEERING**—CHECK LEVEL AND ADD AUTOMATIC TRANSMISSION FLUID—TYPE A.

DOOR, DECK LID, TAILGATE AND HOOD HINGE PIVOTS—APPLY S.A.E. 10 OIL.

HOOD LOCK, HOOD AND DECK LID HINGE SPRINGS, DOOR CHECK ARMS, TAILGATE SUPPORTS, LIFTGATE HINGES AND CONVERTIBLE TOP LINKAGE PIVOTS—APPLY LUBRIPLATE.

EACH 2000 MILES

(12) **AIR CLEANER** (OIL BATH TYPE)—CLEAN AND REFILL WITH S.A.E. 30 OIL ABOVE 32° F, S.A.E. 10W OIL BELOW 32° F. (***NOTE:*** ON 182-H.P. SPECIAL V-8 ENGINE, USE S.A.E. 50 OIL ABOVE 32° F, S.A.E. 20 OIL BELOW 32° F.)

(13) **CRANKCASE VENTILATION SCREEN** (8 CYL.) **AND BREATHER CAP**—CLEAN AND OIL.

(14) **CRANKCASE**—DRAIN AND REFILL WITH ENGINE OIL, S.A.E. 20 OR 20W ABOVE 32°F., S.A.E. 10W FROM 32°F. TO —10°F., S.A.E. 5W BELOW —10°F.

EACH 4000 MILES

(15) **OIL FILTER**—REPLACE CARTRIDGE.

EACH 5000 MILES

(16) **BRAKE MASTER CYLINDER**—ADD HEAVY DUTY BRAKE FLUID TO RAISE LEVEL TO ½ INCH FROM TOP.

(17) **DISTRIBUTOR**—FEW DROPS OF ENGINE OIL IN OIL CUP.

(18) **GENERATOR** (6 CYL.)—FEW DROPS OF ENGINE OIL IN OIL CUP.

(19) **DISTRIBUTOR CAM**—LIGHT FILM OF DISTRIBUTOR GREASE.

EACH 10,000 MILES

(20) **FRONT WHEEL BEARINGS**—REPACK WITH WHEEL BEARING GREASE.

(21) **PARKING BRAKE CABLES**—APPLY GRAPHITE GREASE.

(22) **PARKING BRAKE HANDLE**—APPLY LUBRIPLATE TO SHAFT.

(23) **TRANSMISSION** (STANDARD OR OVERDRIVE)—DRAIN AND REFILL.

EACH 15,000 MILES

(24) **FORDOMATIC**—DRAIN, ADJUST BANDS AND REFILL.

EACH 20,000 MILES

(25) **UNIVERSAL JOINTS**—REPACK WITH UNIVERSAL JOINT GREASE.

EACH 25,000 MILES

(26) **MASTER-GUIDE STEERING**—REPLACE FLUID RESERVOIR FILTER ELEMENT.