



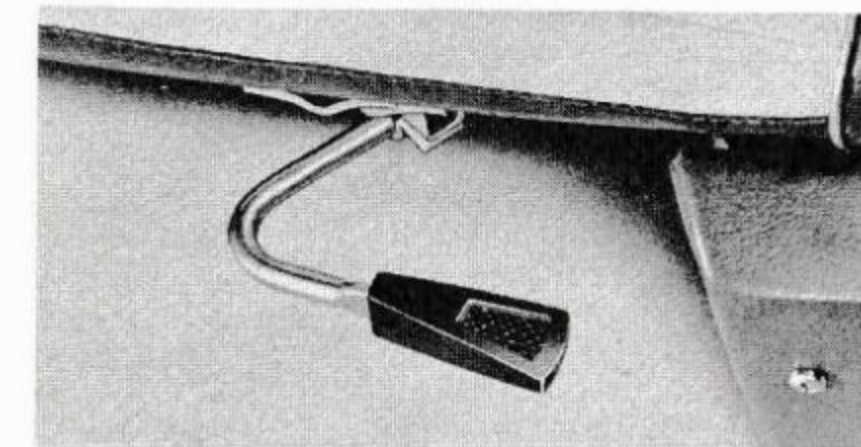
1959 *Thunderbird*

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YOUR THUNDERBIRD'S SEATS

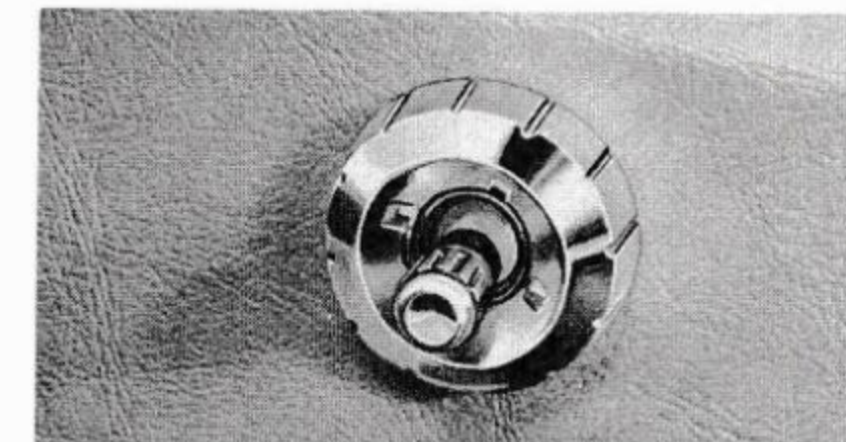
Before you operate any of your Thunderbird's equipment, check your view of the instrument panel and the road ahead when you sit behind the steering wheel. The driver's seat in your Thunderbird can be adjusted to the position that's most comfortable for driving and, at the same time, gives you good visibility. If your car has a movable right-hand front seat, it can also be adjusted by the passenger sitting in it.



MANUALLY-ADJUSTED FRONT SEAT. The lever at the left side of the driver's seat unlocks the seat for adjustment. To move the seat forward or backward, pull the lever upward, and slide the seat to the position that suits you best. When the seat is properly adjusted, release the lever to lock the seat firmly in place.

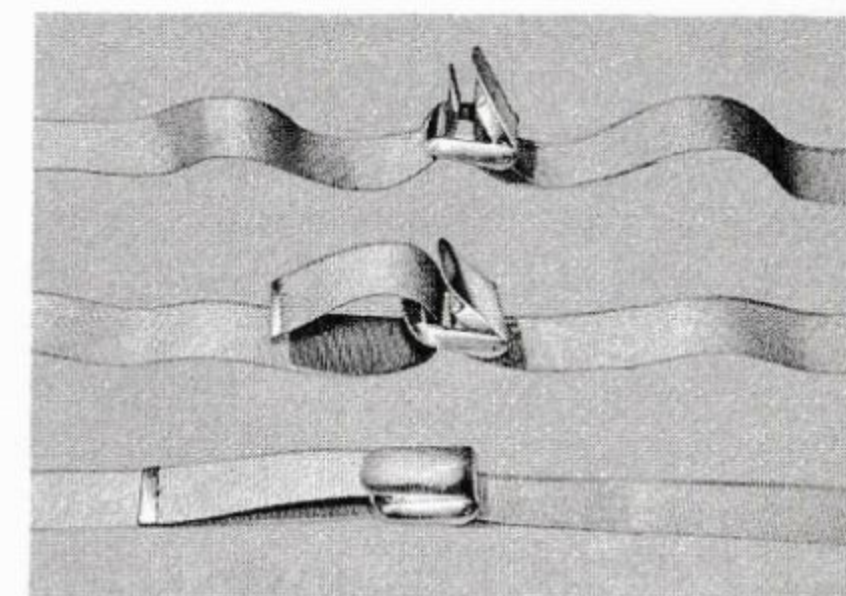
4-WAY POWER FRONT SEAT. With the ignition switch on, press the 4-way toggle switch at the left side of the driver's seat in the direction you want the seat to move—up, down, forward, or back. When the seat reaches the best position for you, release the switch to stop the movement.

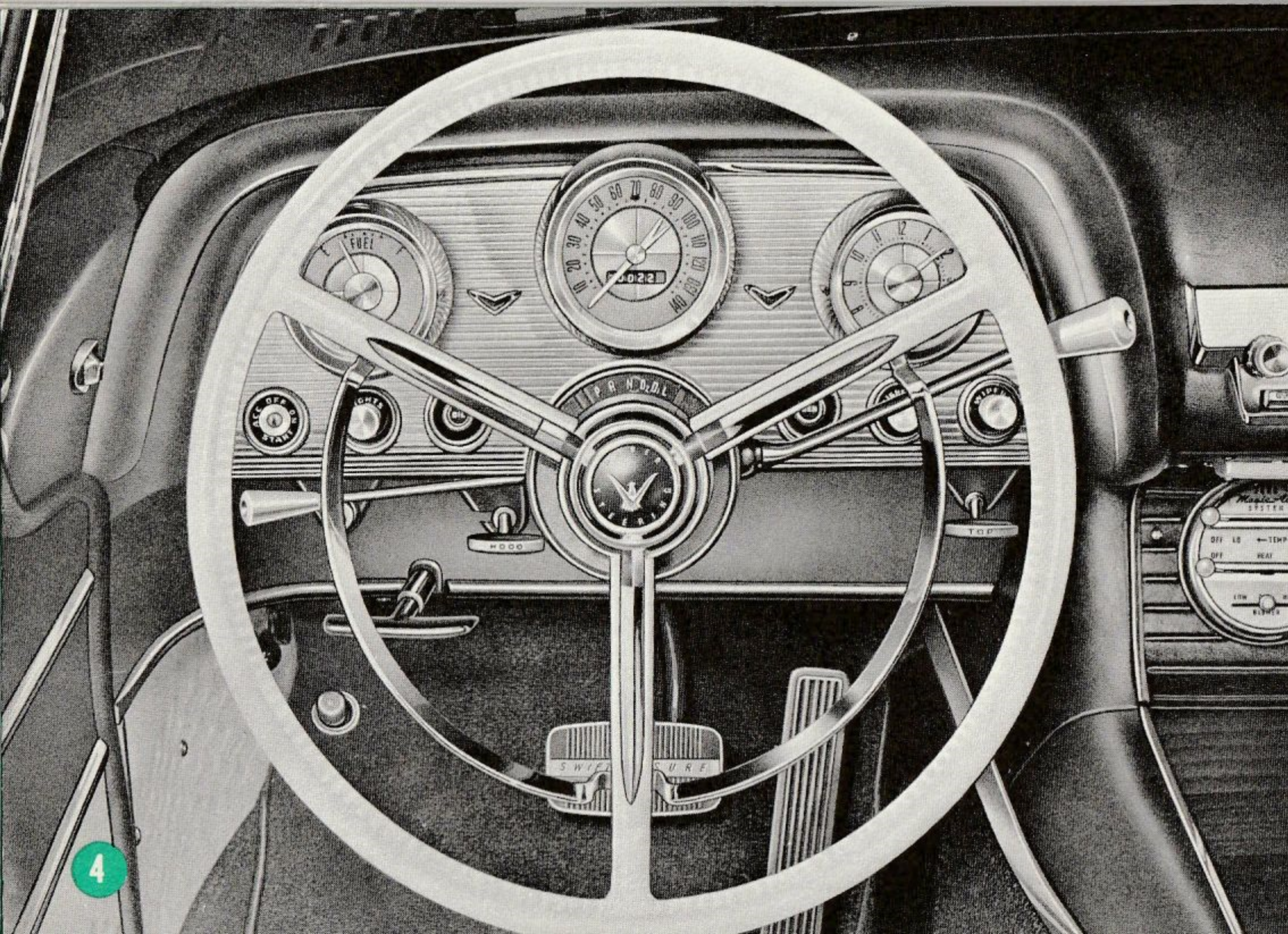
The right front seat can also be adjusted in the same way by pressing the switch at the right side of that seat.



SEAT BELTS. A Ford accessory seat belt should be fastened with the buckle end of the belt at your left and the other end at your right. Make sure that the two halves of the belt aren't twisted or reversed. Slide the right-hand end of the belt through the opening under the safety buckle, and pull the belt through the buckle until it holds you snugly and comfortably in place.

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





INSTRUMENTS AND CONTROLS

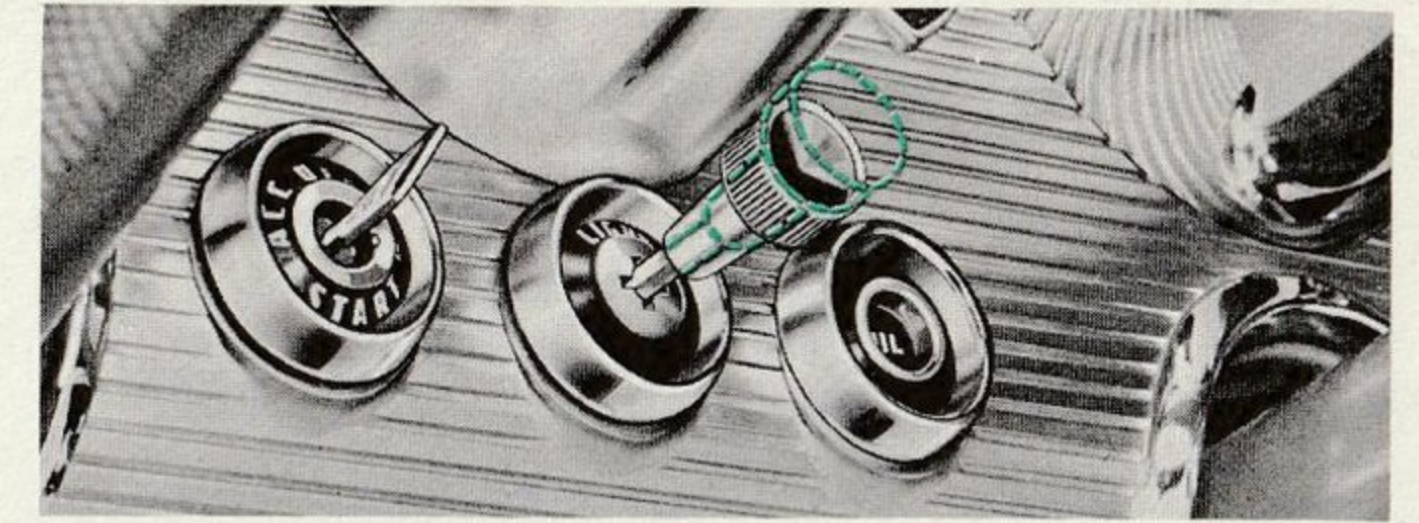
Most of the instruments and controls described on the following pages are shown in the illustration at the left.

Glance occasionally at the various gauges and indicators while you're driving your Thunderbird. If engine trouble should occur, this good habit will generally bring a warning to your attention in time to save you inconvenience and the cost of repairs.



IGNITION SWITCH

Most of the electrical accessories will operate only when the ignition switch is turned with the key to ACC or ON. The ACC position permits you to use all the accessories when the engine is stopped. With the switch at ON, all the electrical circuits, including the ignition system, are ready for use. The START position allows you to start the engine (see page 19).



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 headlights and taillights, pull the knob out all the way.

The instrument panel lights go on when the LIGHTS knob is pulled out to either position. Turn the knob clockwise to dim the panel lights, and rotate it counterclockwise to brighten the lights.

The LIGHTS knob also turns the interior dome light on and off. Rotate the knob counterclockwise all the way to turn on the dome light.

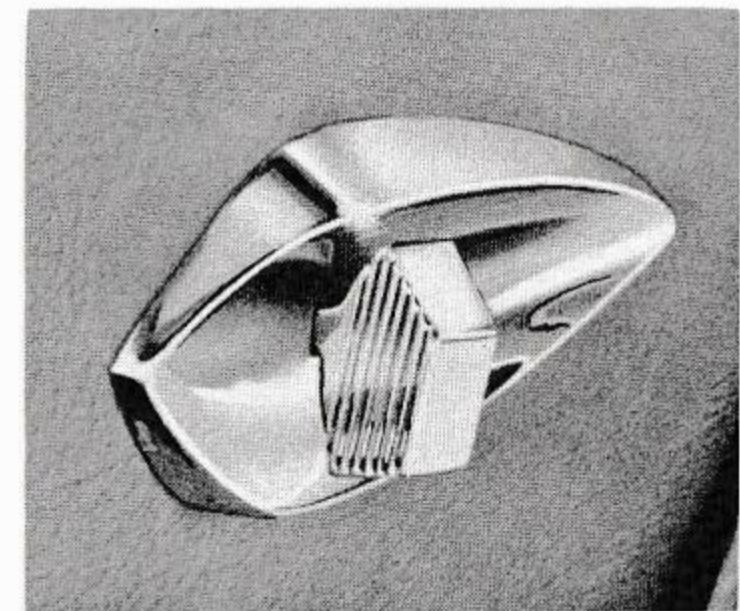
HEADLIGHT BEAM SELECTOR

The Safety-Twin headlight beams can be quickly changed to meet varying driving conditions at night by pressing the 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. *A small red light near the top of the speedometer dial glows whenever the high beams are on.* As a courtesy to other drivers, use the high beams only when you need them to see safely ahead.

WINDSHIELD WIPER CONTROL

The dual windshield wipers can be operated by turning the WIPERS knob clockwise. To increase the speed of the wipers, continue to turn the knob clockwise. Counterclockwise rotation reduces the wiper speed or turns the wipers off.



WINDSHIELD

WASHER

CONTROL

The switch that operates the optional windshield washer is conveniently located beneath the lower left-hand corner of the windshield.

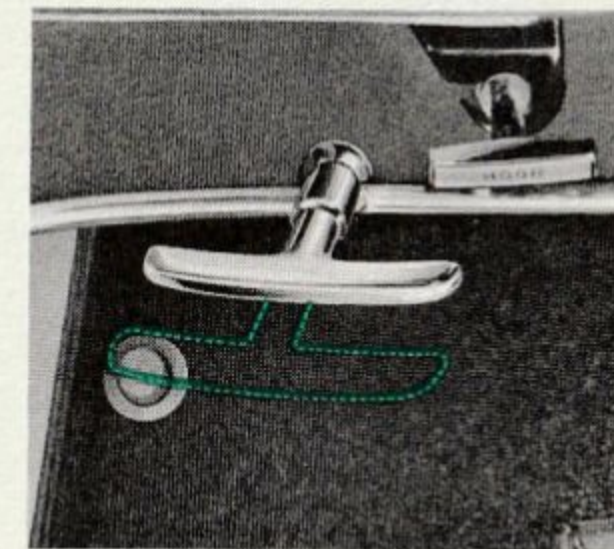
When you press the switch forward, twin jets of fluid from the washer reservoir spray on the windshield, and the wiper blades automatically go into action. *It's not necessary to use the WIPERS knob to operate the wipers.*

Fluid will continue to spray on the windshield and the wipers will continue to sweep across the glass as

long as you hold the switch forward. When the windshield is clean, release the switch to stop the flow of fluid. The wipers will continue to move back and forth 8 to 12 times after you release the switch.

Be sure you always have plenty of fluid in the washer reservoir. Information on adding fluid to the reservoir is given on page 21.

PARKING BRAKE HANDLE



To apply the parking brakes, pull the T-shaped handle all the way out. You'll be able to pull the handle more easily if you push the brake pedal with your foot at the same time.

To release the parking brakes, turn the handle

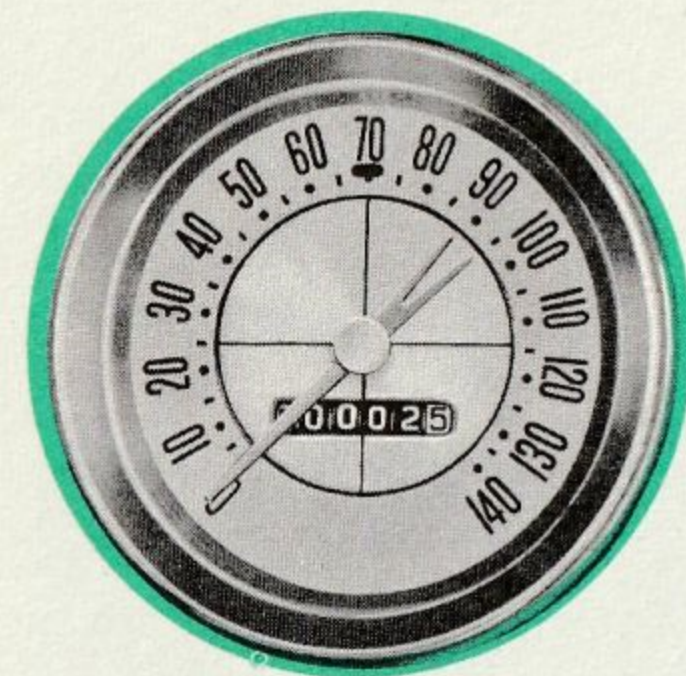
counterclockwise as far as it will go. Then push it in all the way. *Be sure that the parking brakes are fully released before you move the car.*

HOOD RELEASE HANDLE



Pull out the hood release handle to "pop" open the front-hinged hood. A safety catch under the left-hand side of the hood must be pushed inward with your fingers to allow the hood to open all the way.

To close the hood, *be sure that the release handle is pushed in all the way.* Then stand directly in front of the car and push down firmly on the center of the hood with both hands.



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 Thunderbird has been driven, and is useful for keeping track of maintenance intervals and trip mileages.

FUEL GAUGE

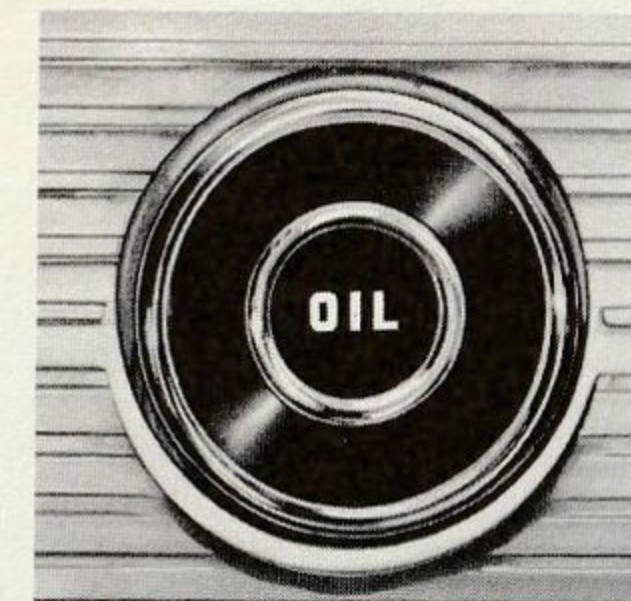
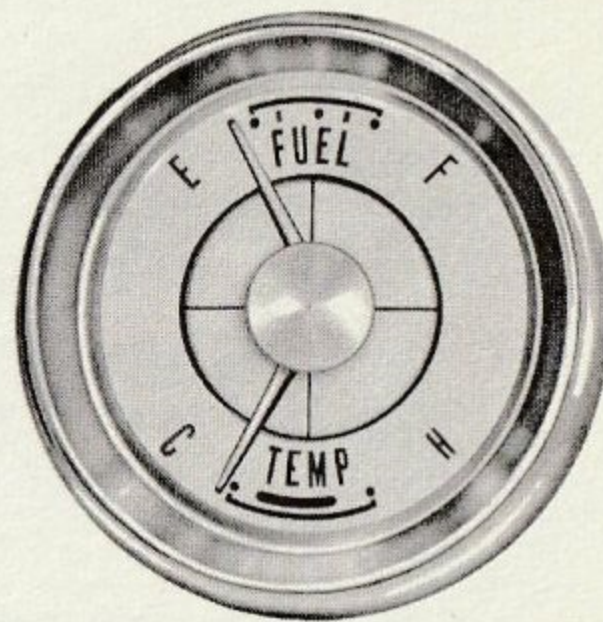
When the ignition switch is on, the fuel gauge pointer shows you the gasoline level in the fuel tank.

The position of the pointer will vary slightly 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 normally, the temperature gauge pointer should remain about midway between C (cold) and H (hot). With a SelectAire Conditioner in the car, the gauge pointer will move closer to H during normal driving.

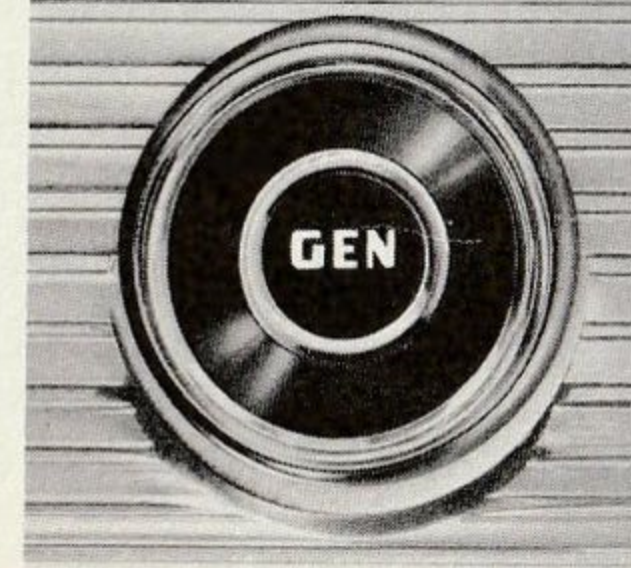
Occasionally, stop-and-go driving in warm weather, hill climbing, or pushing another car may cause the gauge pointer to show a slightly higher-than-normal temperature. In some cases, the pointer may even go all the way to H for a few moments. However, if the pointer remains at H, and won't return to its normal position, the engine may be excessively overheated and should be stopped for a few minutes to cool. After it has cooled, check the radiator coolant level. If necessary, add water while the engine is idling. Should the engine continue to overheat, even with a normal coolant level, check the rest of the engine cooling system for trouble as explained on pages 35-36.



OIL PRESSURE INDICATOR

An indicator light, which glows red the moment you turn the ignition switch on, warns you if your engine's oil pressure should drop below a safe operating limit.

If the indicator light flickers on and off for more than a few seconds after a sudden stop, or if it remains on steadily while the engine is running, stop the engine and don't drive the car until the cause of the low oil pressure is found and corrected.



GENERATOR INDICATOR

If the battery is discharging and the generator isn't supplying current when the ignition switch is on, the generator indicator light will glow red.

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.

FOOT PEDALS

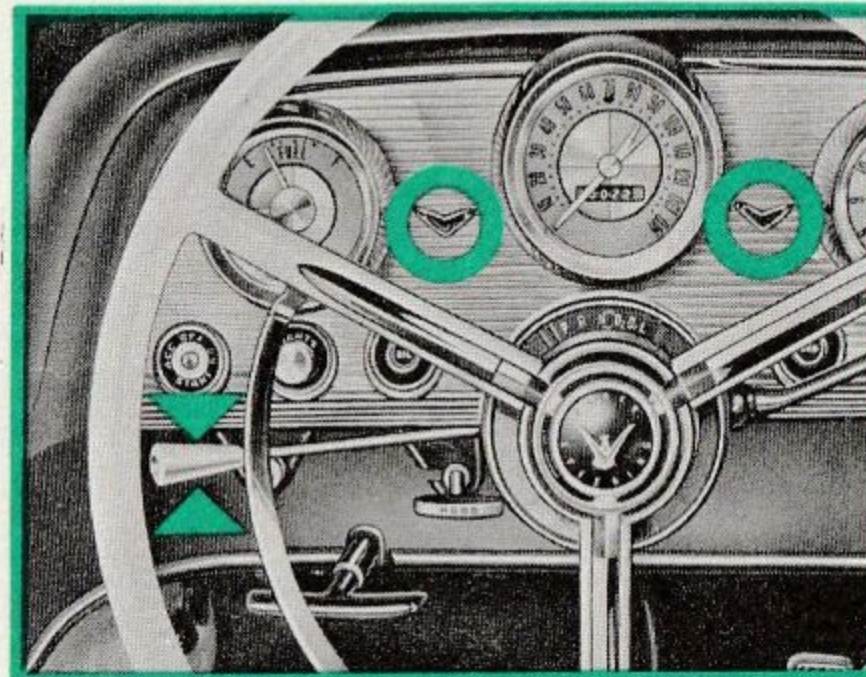
The brake pedal is directly under the steering column, and the accelerator pedal is placed close enough for quick and easy movement of your foot from one pedal to the other. If your Thunderbird is equipped with Conventional Drive, the clutch pedal is at the left side of the brake pedal.

TURN INDICATOR

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, flasher lights on the front and rear of the car and on the instrument panel near the speedometer show the direction in which you intend to 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 indicator lever will automatically return to the "off" position and the signal lights will go out. Occasionally, the turn may be so gradual 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.



TRANSMISSION LEVER

The transmission is operated by a lever on the right-hand side of the steering column (see pages 23 or 24). The Cruise-O-Matic selector lever must be at either N or P before you can start your Thunderbird. With Conventional Drive or Overdrive, the gear shift lever should be in neutral when you operate the starter.

An Overdrive control handle is located just beneath the instrument panel near the steering wheel. To make the Overdrive fourth gear available for use, push in the handle.

DOORS AND WINDOWS

DOOR HANDLES AND LOCKS

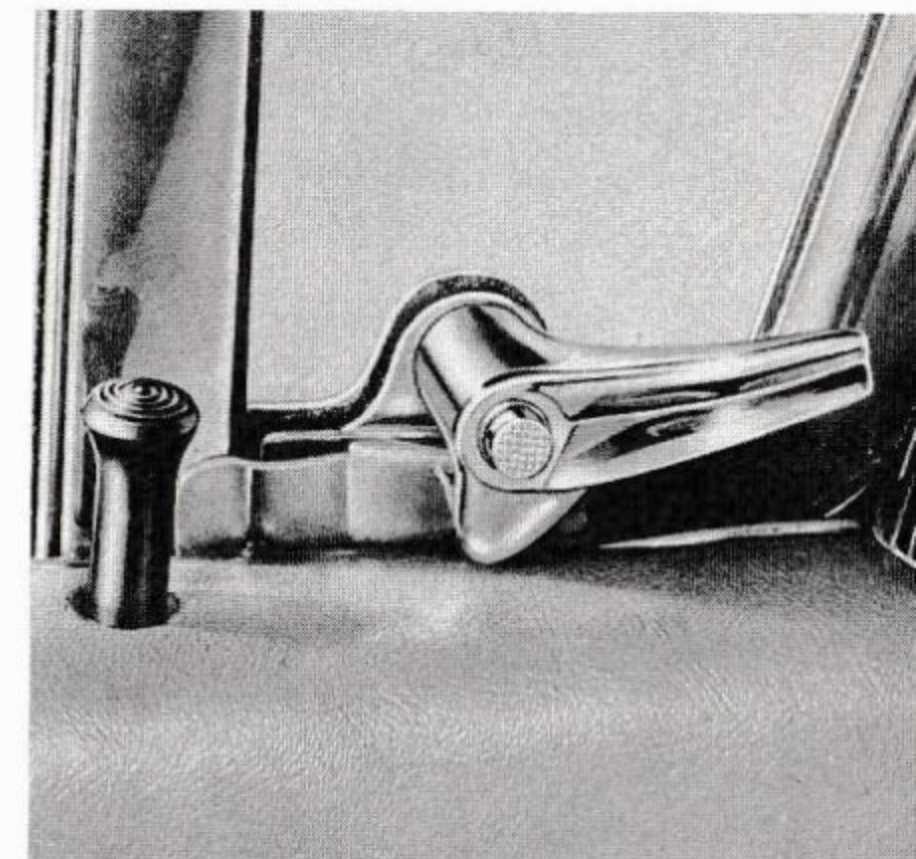
To open an unlocked door from the outside, pull the outside door handle outward after you press in the push button with your thumb. When you're inside your Thunderbird, lift the inside door handle upward to open the door.

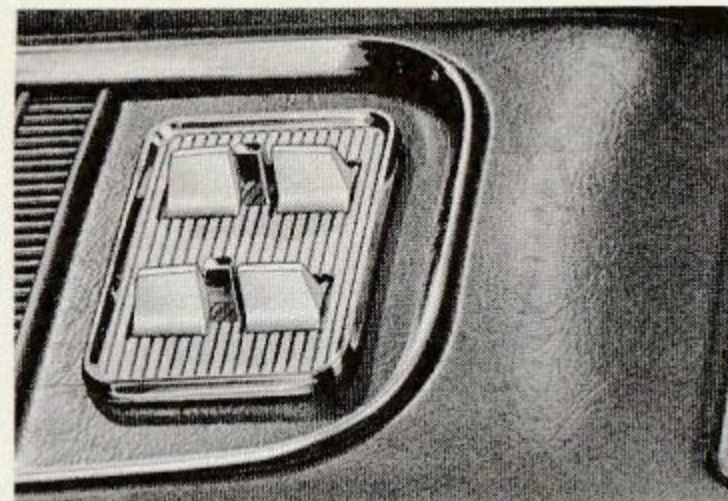
The doors can be locked from the inside by pushing down the lock buttons when the doors are closed. Use the ignition key to lock and unlock the doors from outside the car.

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.

VENT WINDOW LATCHES

To open the door vent window, press the button on the locking latch, turn the latch upward, and push the window open. When the vent window is closed, turn the latch downward to lock it. When locking your car always make sure that you have closed and locked the vent windows.



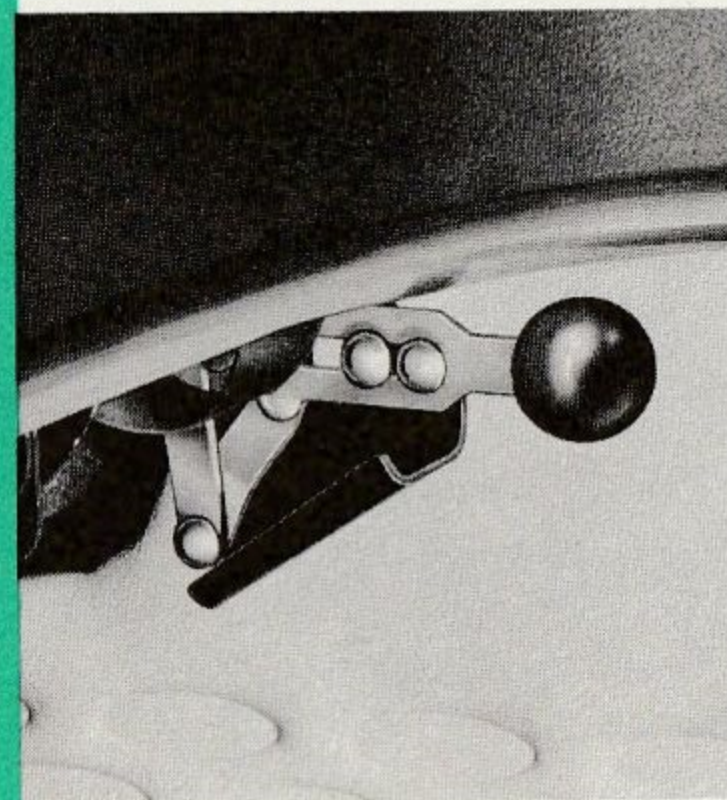


SIDE WINDOW CONTROLS

To open or close a manually-operated side window, turn the window regulator handle.

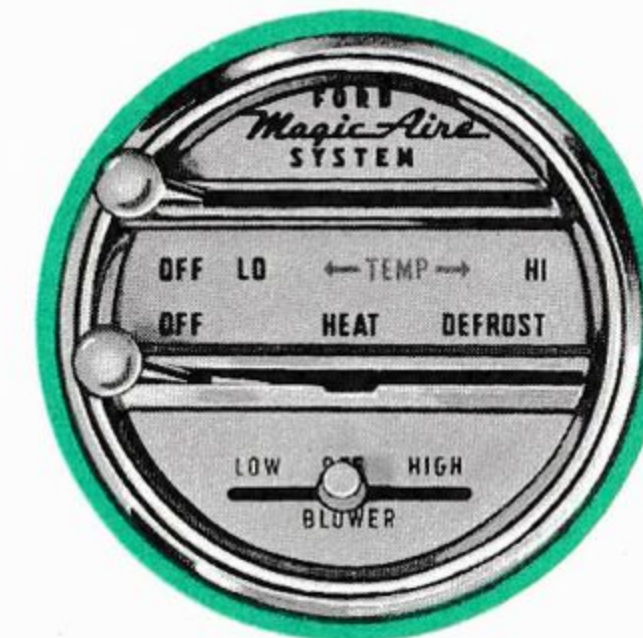
All four optional Power-Lift Windows can be opened or closed by the driver or by any passenger. The four window control switches are grouped together between the two front seats, and can easily be reached from both front and rear seats. The two forward switches control the door windows, and the rear switches operate the rear side windows. To open a window, press and hold the switch inward until the glass has been lowered to the desired level. Press and hold the switch outward to close the window.

VENTILATING, HEATING AND COOLING SYSTEMS



WARM WEATHER VENTILATING

Open the side windows and vent windows as needed to provide enough air circulation in the car for your comfort. To bring outside air into the car through the outlets under the instrument panel, pull out the air control knobs located under both ends of the panel. To shut off the air at either outlet, push the air control knob inward.

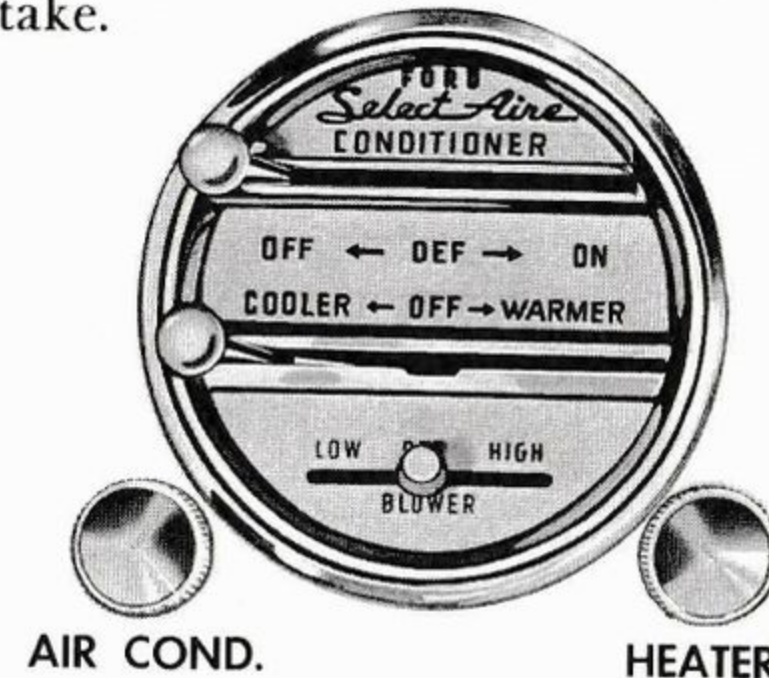


MAGICAIRE HEATING

Push in both air control knobs, and open a vent window or rear side window slightly to drive out stale air and minimize windshield fogging. Set the upper heater control lever at the temperature position you want, and slide the lower lever to HEAT. Then flick the BLOWER switch to either HIGH or LOW. When you're driving at moderate or high speeds, you may not need to turn on the blower for heat as the car's forward

motion will force outside air through the MagicAire System and into the car for your comfort.

If the engine is cold, the heater may need a few minutes to warm up. During this warm-up time, it's best to set the lower control lever at OFF to keep cold air from entering the car through the heater air intake.



MAGICAIRE DEFROSTING AND DEFOGGING

To keep the windshield free of light frost or fog, set the lower heater control lever at DEFROST, and flick the BLOWER switch to HIGH. For fast defogging, or when the windshield is badly frosted, move the upper lever all the way to HI for maximum heat.

SELECTAIRE COOLING

With your Thunderbird's engine running, push in the HEATER control knob and pull out the AIR COND knob. *If your Thunderbird has been parked in the hot sun and the interior has become very warm,*

you will have to drive the car for two or three minutes with the windows open and the air control knobs under the instrument panel pulled out to bring cooler air into the car. When you have forced the heated air out of the car this way, close all the windows and push in both of the air control knobs.

Then, adjust the temperature control lever. The further you move the control lever toward COOLER, the cooler the incoming air will be. Now, flick the BLOWER switch to either HIGH or LOW, depending on how much air circulation you want inside the car. The outlets on the instrument panel can be adjusted to direct the cool air wherever you would like it.

When you are not using your

Select-Aire Conditioner cooling system regularly, as for example, during cold weather, you should set the temperature control lever at COOLER for at least a few minutes once or twice each month. *This periodic operation of the cooling system throughout the year will help to keep the SelectAire Conditioner ready to give you cool comfort during the hot summer months ahead.*

SELECTAIRE HEATING

You'll get better heating results if you open a vent window or rear side window slightly to permit the heated air to circulate freely through the car's interior. Push in both air control knobs to close the air outlets. Push in the AIR COND

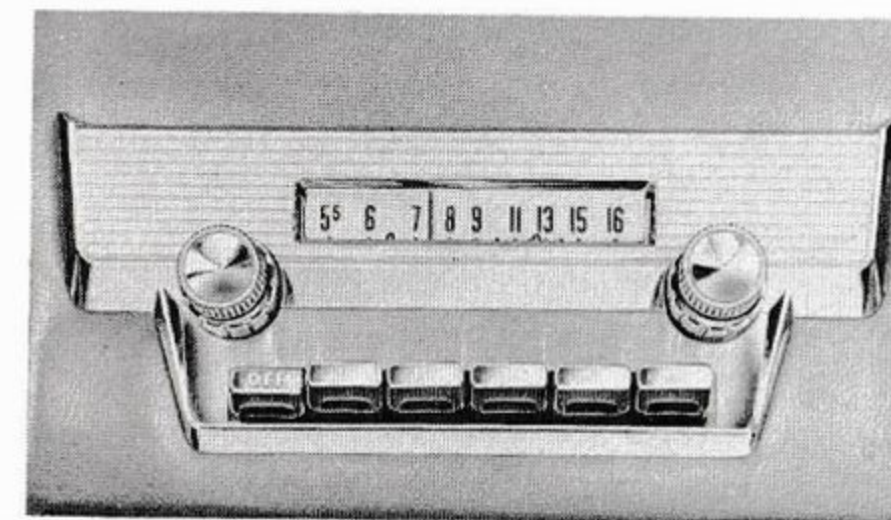
control knob and pull out the HEATER knob. Then move the temperature control lever toward WARMER to select the desired temperature. The further you move the lever toward WARMER, the more heat you'll get from the system.

Flick the BLOWER switch to either HIGH or LOW. When you're driving at steady speeds, you may not need to turn on the blower as the car's forward motion will force outside air through the SelectAire Conditioner heating system and into the car.

SELECTAIRE DEFROSTING AND DEFOGGING

With the HEATER knob pulled out and the AIR COND knob pushed in, set the defroster control lever at DEF. Then move the temperature control lever to WARMER. Flick the BLOWER switch to HIGH to get the greatest air-flow on the windshield. The warm air from the heating system will clear the windshield of frost or fog.

RADIO



Your Thunderbird's radio has five station selector buttons, each of which turns on the radio and tunes in a pre-set local station. Push the button for the station you want, and adjust the volume and tone control knobs for best listening. The radio speaker is located between the two front seats. Push the OFF button at the left to turn off the radio.

The two small triangular marks at 640 and 1240 on your radio's

tuning dial are the CONELRAD (Office of Civilian Defense) station settings. If a national emergency should be declared, all other radio stations will go off the air, and only CONELRAD at 640 and 1240 will broadcast information vital to your safety during the emergency.

To change the station setting of any selector button on your Thunderbird's radio, turn on the radio and let it play for about 10 minutes to warm it up. Pull the selector button you wish to reset straight outward until it stops. Then turn the tuning knob to the station setting you want for the button.

When the sound is clearest and loudest for the desired station, the button is correctly set and should then be pushed in all the way to lock it on the station.

CONVENIENCE FEATURES



ELECTRIC CLOCK

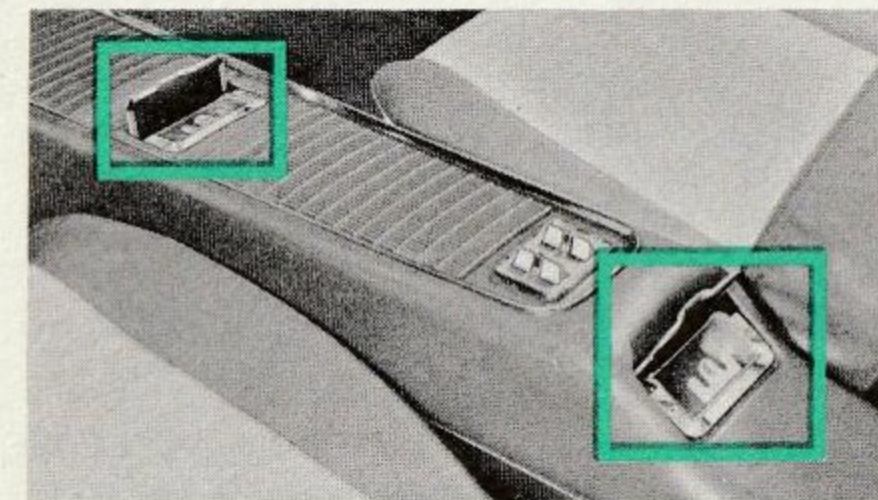
To set the hands of the clock, pull out the time-setting knob at the bottom of the dial and turn the hands to the correct time.

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

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.

ASH TRAYS



The ash tray for both front seats is within easy reach just ahead of the

radio speaker. The rear seat ash tray is located between the backs of the front seats.

Each ash tray is easily removed for emptying and cleaning. Raise the cover and lift the tray straight up.

INTERIOR LIGHT

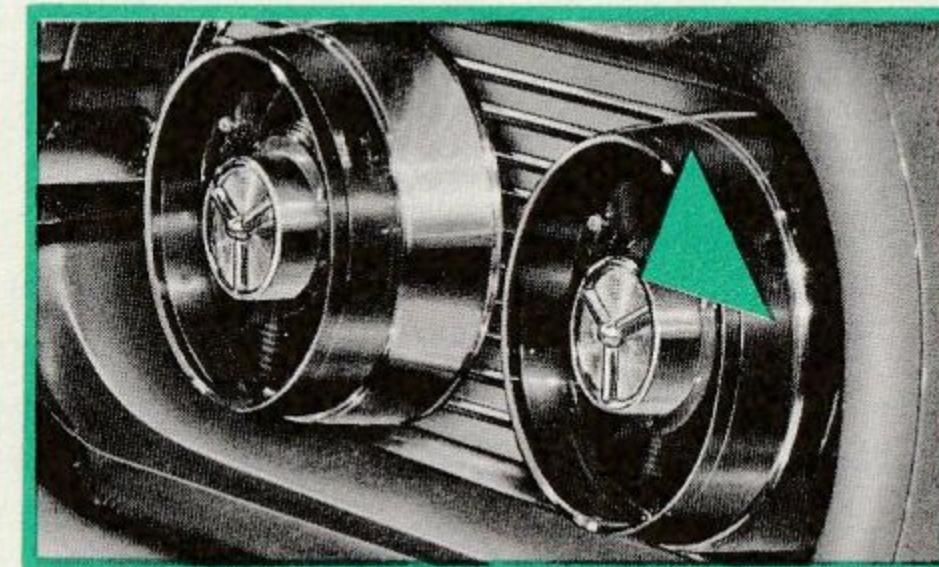
When you open either door, the overhead interior light goes on. When both doors are closed, you can turn the light on or off with the headlight switch on the instrument panel (See page 5).

GLOVE COMPARTMENT

Press the combination release button and lock to open the glove compartment door. To lock or unlock

the glove compartment, turn the round-headed key a full turn in the combination release button-lock.

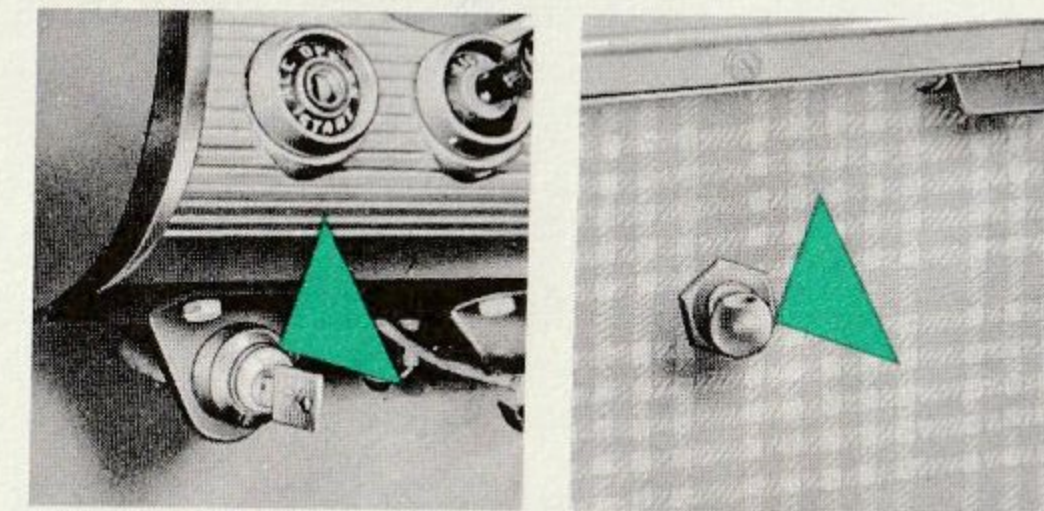
BACK-UP LIGHTS



The accessory back-up lights for your Thunderbird give you better and safer visibility at night when you're backing up the car. They're completely automatic, and will go on only when the transmission lever is shifted to Reverse.

CONVERTIBLE TOP

The luggage compartment deck lid can be unlocked by a key-operated switch located on the instrument panel. The top control switch is located inside the luggage compartment near the lid safety catch.



Lowering the top

Release the convertible top clamps from the header above the windshield, unfasten the four snaps above each rear side window, and open the rear window. *Then pull the rear window forward so that it lies flat to prevent it becoming wedged behind the seat back*

when the top is lowered.

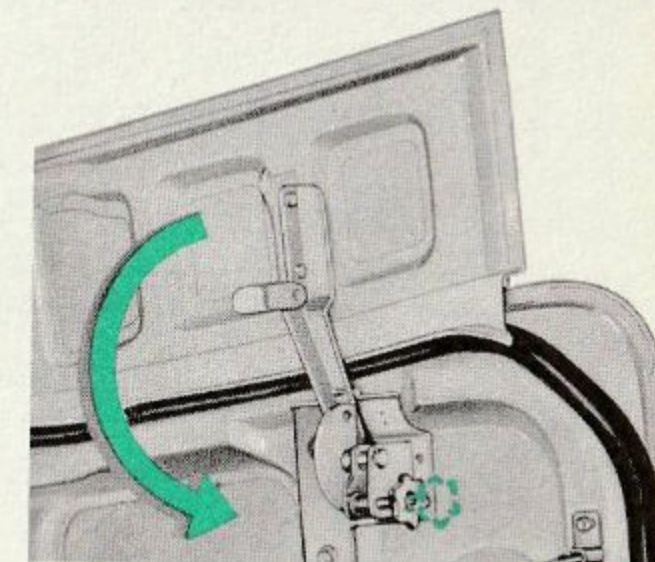
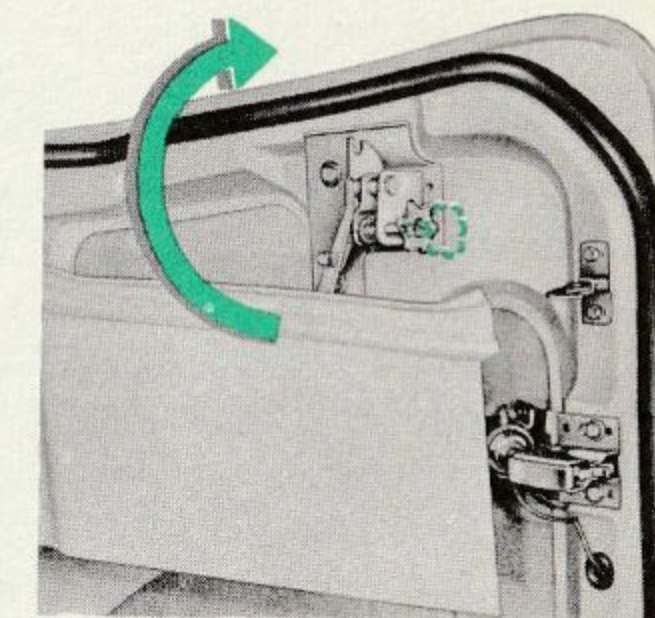
Turn the key clockwise a full turn in the latch release switch and push it inward until the deck lid "pops" open. Press the safety catch at the left side of the lid inward, and lift the lid up.

Press and hold the top control switch downward until the top has been fully lowered into the luggage compartment.

Pull out the locking knob on the underside of the deck lid, and then raise and lock the hinged panel so that it's in line with the top of the lid. *Don't try to close the lid with the panel locked under it.* After the panel has been raised, push the lid downward firmly to lock it.

Raising the top

With the key turned clockwise in the latch release switch, push it inward until the deck lid "pops" open. Press the safety



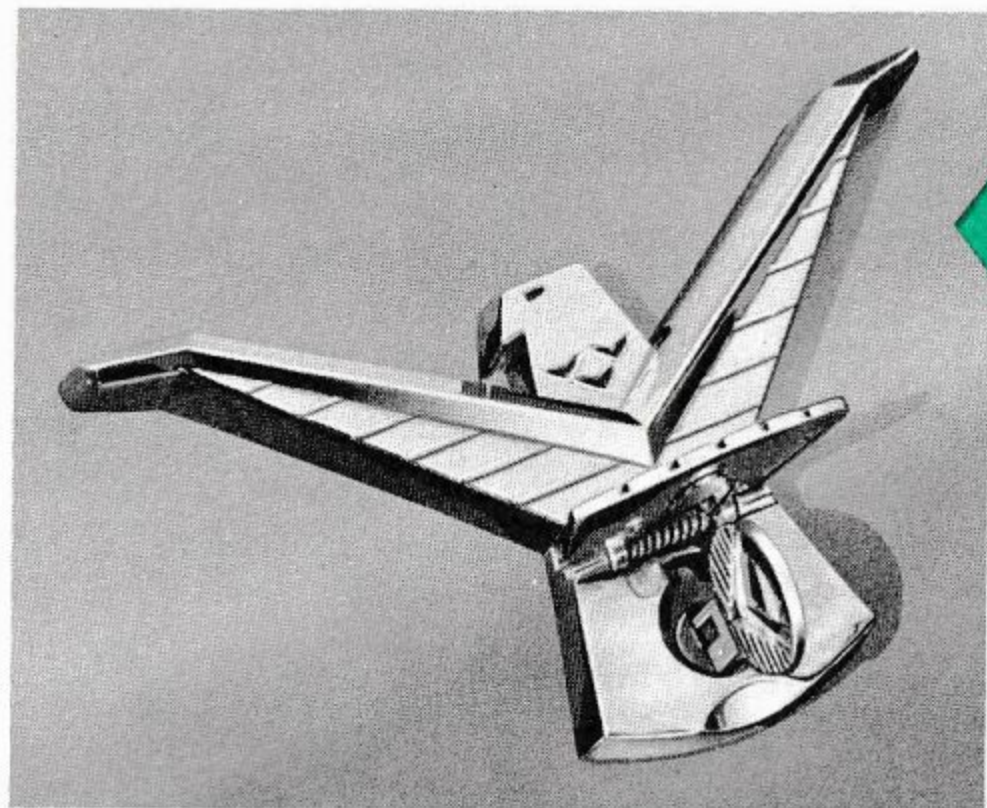
catch at the left side of the lid inward, and lift the lid up.

Press and hold the top control switch upward until the top has been fully raised.

Pull out the locking knob on the deck lid, and lower the hinged panel so that it locks under the lid. *Don't try to close the lid with the panel raised.* After the panel has been securely locked under the deck lid, close the lid until both latches lock automatically. Then clamp the top to the header above the windshield, and fasten the four snaps above each rear side window.

See page 32 for information on the care of the convertible top.

LUGGAGE COMPARTMENT DECK LID LOCK



The round-headed key unlocks the luggage compartment deck lid. On the hard-top, the lock is under the lower part of the Thunderbird emblem on the lid. Turn the key either way in the lock until the lid "pops" open. Then you can easily raise the lid with one hand. To close the deck lid, push it down firmly until the lock clicks shut.

FUEL TANK FILLER

The fuel tank filler is located behind the spring-hinged rear license plate bracket. *Don't allow flames or sparks to be brought near the fuel tank filler. Explosive gasoline vapors which may be present when the cap is off could be accidentally ignited.*

STARTING THE ENGINE

Insert the shield-shaped key in the ignition switch. If your Thunderbird has Cruise-O-Matic, shift the selector lever to N or P so that the starter, which is locked out in the other lever positions, can be operated. With Conventional Drive or Overdrive, the gear shift lever should be at neutral before you start the engine.

Don't start or run your Thunderbird'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 A COLD ENGINE

When the engine hasn't been run for several hours and is cold, press the accelerator pedal to the floor for a moment, then *let it up all the way*. Next, turn

the key in the ignition switch clockwise all the way to START, and hold it there until the engine starts.

If you have Conventional Drive or Overdrive in your Thunderbird, *you can usually start a cold engine more easily if you hold down the clutch pedal at the same time you work the starter.*

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. Then it will automatically slow down to its normal idling speed and will operate more quietly.

STARTING A WARM ENGINE

To start a warm 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.

PUSHING THE CAR TO START THE ENGINE

If your Thunderbird should have to be pushed to start the engine,

make sure the front bumper of the car that's going to push won't climb and lock with your car's rear bumper.

With Cruise-O-Matic, 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 L. Hold the accelerator pedal halfway down until the engine starts. When the car starts moving under its own power, shift the selector lever to D2. If the road doesn't provide good enough traction for you to start the engine in L, shift the selector lever to D2.

With Conventional Drive, hold down the clutch pedal, shift to third gear, and turn on the ignition switch. 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 under its own power.

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

ON THE ROAD WITH YOUR THUNDERBIRD



You'll soon discover that your new Thunderbird is one of the liveliest and most maneuverable cars on the road. But resist the temptation to "speed it up" or cut in and out of traffic. You can enjoy driving just as much by keeping within the legal speed limits wherever you are and by treating your car and your fellow motorists with respect and consideration.

DAY-TO-DAY CARE

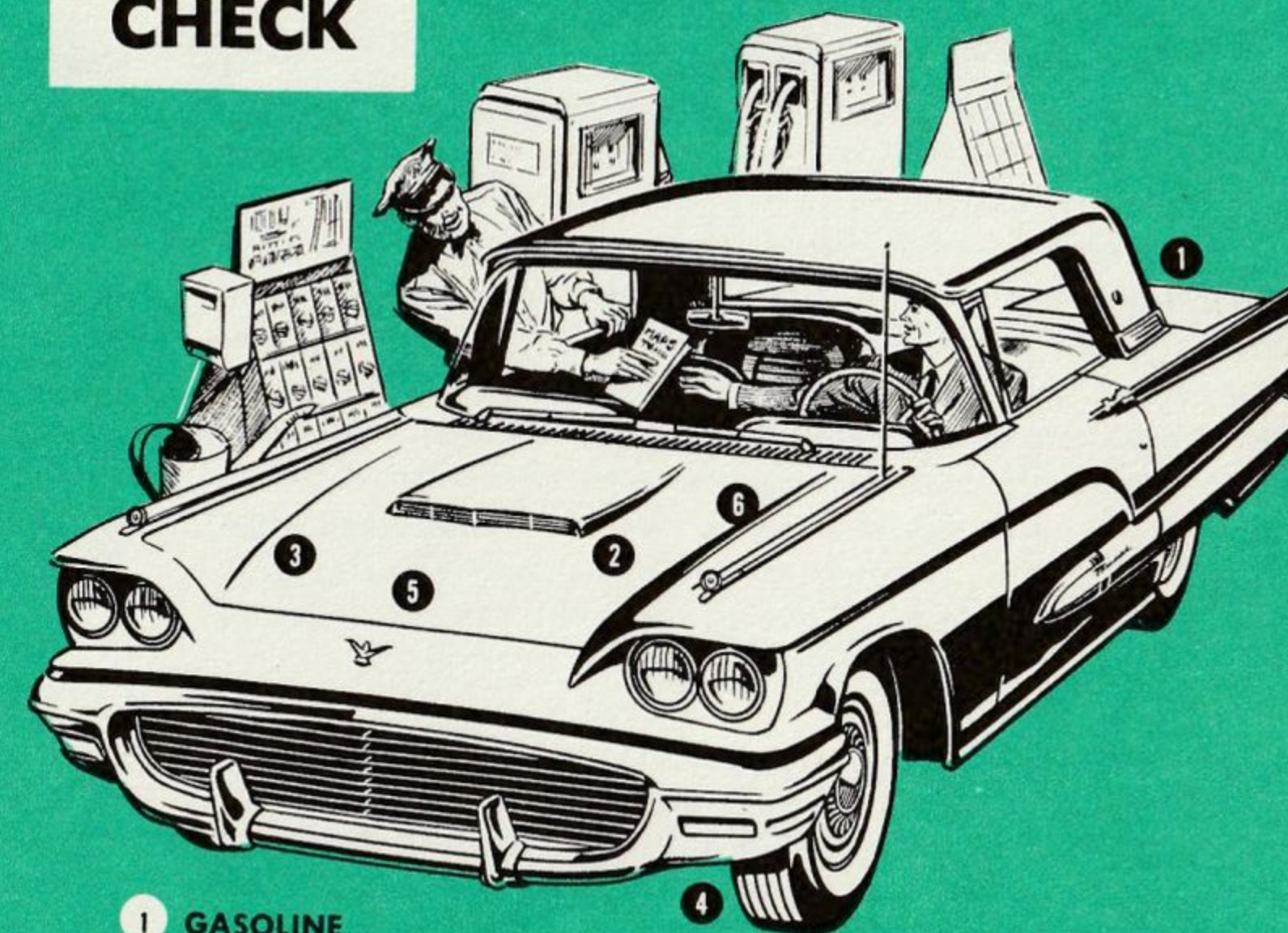
Make sure that your Thunderbird is "ready to go" whenever you need it. Keep enough gasoline in the fuel tank so that you won't be "caught short" at an inconvenient time or place. A full tank also reduces the possibility of moisture condensing in the tank.

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 when driving in warm, dry climates.

Glance at the tires before you drive your car, and have all the pressures checked if one tire looks softer than the others. Check the spare tire too.

Check the fluid level in the optional windshield washer reservoir. If the level is low, add water and the recommended proportion of FoMoCo All-Weather Windshield Washer Solution. Follow the instructions on the solution container.

CHECK



1 GASOLINE

2 ENGINE OIL

3 BATTERY FLUID

4 TIRE PRESSURES

5 RADIATOR COOLANT

6 WINDSHIELD WASHER FLUID

FUEL RECOMMENDATIONS

Your Thunderbird's completely new V-8 engine, built around Precision Fuel Induction, should be operated only on the highest-quality premium-grade gasolines available in your locality. *The use of low octane fuels in this engine will cause spark knock and poor performance, and may eventually cause serious damage to the internal parts of the engine.*

Should you plan to take your Thunderbird abroad, ask your travel agent or auto club about the quality and availability of the gasolines in the countries that you expect to visit with your car. You may save yourself trouble and inconvenience by knowing beforehand whether or not you'll have to have the engine adjusted or modified for operation in these countries.

NEW CAR BREAK-IN

It is by no means necessary for you to drive your new Thunderbird at consistently slow speeds during the "breaking-in" process.

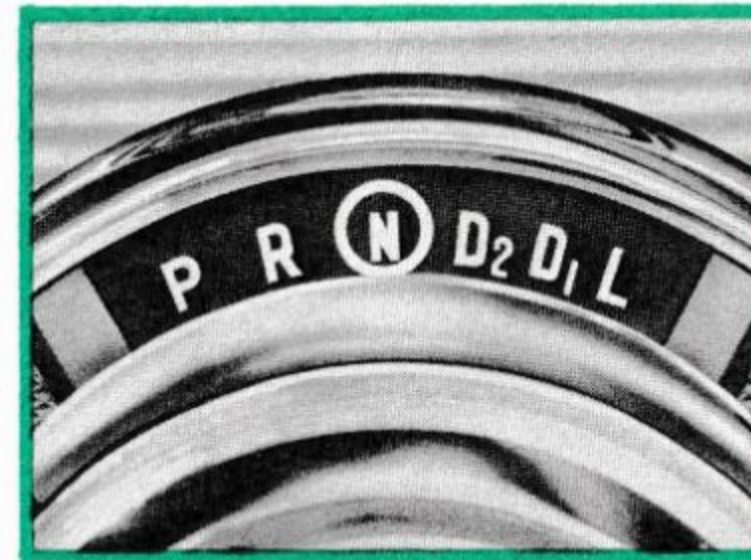
But you should avoid fast starts and steady speeds—fast or slow—during the first 500 miles of driving.

Occasional short spurts above 60 mph are all right, provided, of course, that you observe traffic regulations while you're driving.

Wherever possible, avoid making sudden or fast stops for the

first 100 miles, or at least until your Thunderbird's brakes have become properly seated. A succession of slow, gradual stops from various speeds will help the brakes to seat themselves.

DRIVING WITH CRUISE-O-MATIC



The Cruise-O-Matic selector lever positions, which are shown on the dial over the center of the steering wheel, are P (park), R (reverse), N (neutral), D1 and D2 (two drive ranges), and L (low).

To go forward

The D1 selector lever position will give you the best combination of automatic gear shifts for full-power starts and practically all normal driving. With the lever

at this position, Cruise-O-Matic will always start the car moving in first gear without you having to "floor" the accelerator. The further you push the pedal, however, the faster the car's acceleration will be. As the car picks up speed, shifts to second and third gear will occur automatically as they are needed.

The D2 position will always give you starts in second gear, regardless of how little or how much you press down the accelerator pedal. Then Cruise-O-Matic will upshift automatically when the need for second gear has passed. D2 is especially useful when starting from a standstill on icy pavements where gentle sure-footed acceleration is needed to provide good traction.

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

In D1 range, you can also downshift from second to first gear at speeds under 35 mph.

Don't use first gear in D1 to help brake the car on hilly roads. Shift the selector lever to L.

When you shift the selector lever to L while driving on downgrades,

Cruise-O-Matic will shift to and remain in second gear at speeds faster than 25 mph. If the car's speed should drop below 25 mph, Cruise-O-Matic will automatically shift to and remain in first gear. The transmission can be shifted back to a higher gear at any time by flicking the selector lever to D1 or D2.

The L position of the lever is also useful for driving in mud, sand, deep snow, etc., where you need all the power the engine can deliver.

At L, Cruise-O-Matic will remain in first gear until the lever is moved to another position.

Do not drive your Thunderbird faster than 35 mph in first gear.

To go backward

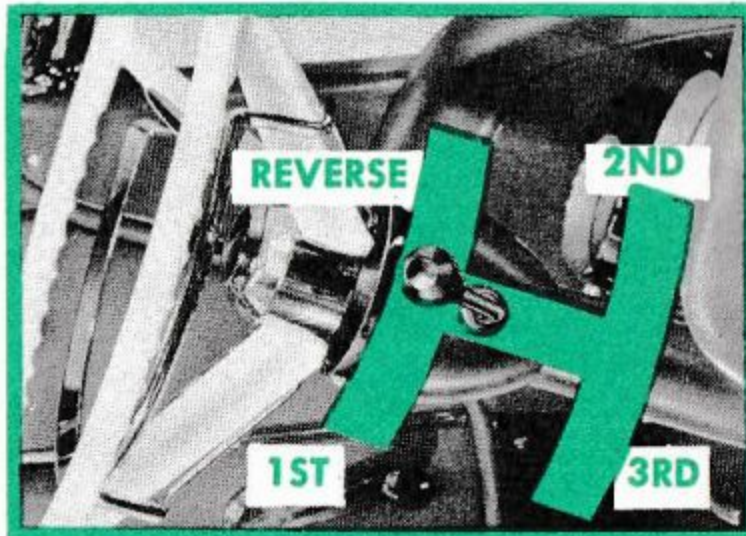
Shift the selector lever to R only after the car has fully stopped. Then press the accelerator pedal down lightly to back up the car.

Always stop the car before you shift the selector lever from R to D2. If the car is moving backward when the lever is shifted to D2, the rear wheels will lock to prevent backward rotation.

To park the car

Apply the parking brakes, and shift the selector lever to P. *Always bring the car to a full stop before you shift the lever to P.*

SHIFTING THE 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. *Don't "ride" the clutch pedal with your foot while you drive, except when you're shifting gears.* As the car gains speed, shift to second gear, and then to third in the same way. The speeds at which

you'll shift gears will vary with changing driving conditions.

If your Thunderbird's engine should begin 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 into second or into first gear.*

When you're ready to stop your Thunderbird, press down the clutch pedal just before the car fully stops, and shift the lever to neutral.

When you are shifting to either first or reverse gear, it's advisable to stop the car completely before shifting. This will avoid clashing the transmission gears.

ENJOY YOUR THUNDERBIRD . . . SAFELY!

Your '59 Thunderbird's performance is hard to beat. But don't try any fancy driving until you are sure that you can safely handle the car in any road situation you may encounter.

Remember, also, that road and track racing puts any car, no matter how well built it may be, under severe strain. And your Thunderbird was not primarily designed for this special kind of driving.

While many Thunderbirds have been successful in competition, please note that your Ford Dealer's Warranty for your new car (see page 32) does not cover materials or workmanship on a Thunderbird that has been subjected to abnormal use or has been incorrectly serviced.



MASTER-GUIDE POWER STEERING

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

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

SWIFT SURE POWER BRAKES

The low-level pedal for the optional vacuum-operated Swift Sure Power Brakes system will operate with approximately one-third less pressure than the conventional brake pedal for most normal stops.

If, for any reason, Swift Sure Power

Brakes should completely lose their brake-assisting power, your Thunderbird's conventional hydraulic brake system will remain fully effective and it will take over to permit you to stop the car safely when you push down the brake pedal.

DRIVING ON SAND, SNOW OR ICE

If you should have to drive your Thunderbird through deep sand or snow, shift to second or first gear (L on Cruise-O-Matic). You'll have more power available to keep going steadily. Avoid spinning the wheels.

To start your Thunderbird moving on icy surfaces, start in second or third gear (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.

Tire chains or snow tires of the proper size are often helpful in driving where there's poor traction. When using chains, remove the rear fender shields and install the chains very tightly. Any unused adjusting links should be cut off or wired tightly against the tires. *Always drive slowly when using tire chains.*

ROCKING OUT OF DEEP RUTS

In case the rear wheels of your Thunderbird 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 L on Cruise-O-Matic). *Avoid racing the engine.* Time the movement of the lever from one position to the other to take advantage of the rocking momentum of the car. *Don't shift the lever to reverse while the car is moving forward.*

If the car is still stuck after a minute or two of rocking, you should have it pulled out of the ruts to prevent overheating and possibly damaging the transmission.

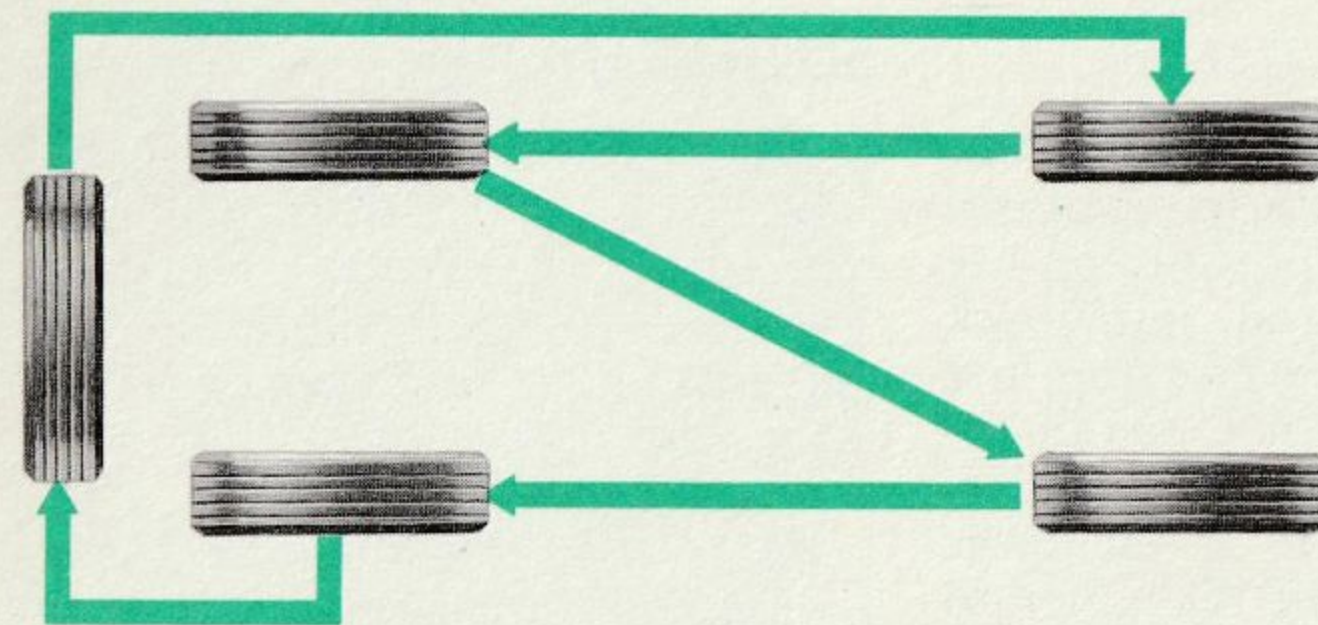
FUEL ECONOMY SUGGESTIONS

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

After the new car "break-in" period, you'll get better mileage with your Thunderbird if you drive at steady, reasonable speeds whenever traffic conditions permit.

Fast starts, high-speed driving, and frequent accelerating and slowing down in traffic will greatly reduce your car's gasoline mileage.

CHECKING THE TIRES



Cross-Switch All Five Tires Every 6000 Miles

Each time you're ready to drive your Thunderbird, glance at all the tires to make sure they're not soft or flat. Check the air pressures in the tires, including the spare tire, frequently.

For normal, moderate-speed driving, the front and

rear tires should be inflated to 24 pounds of pressure (cold).

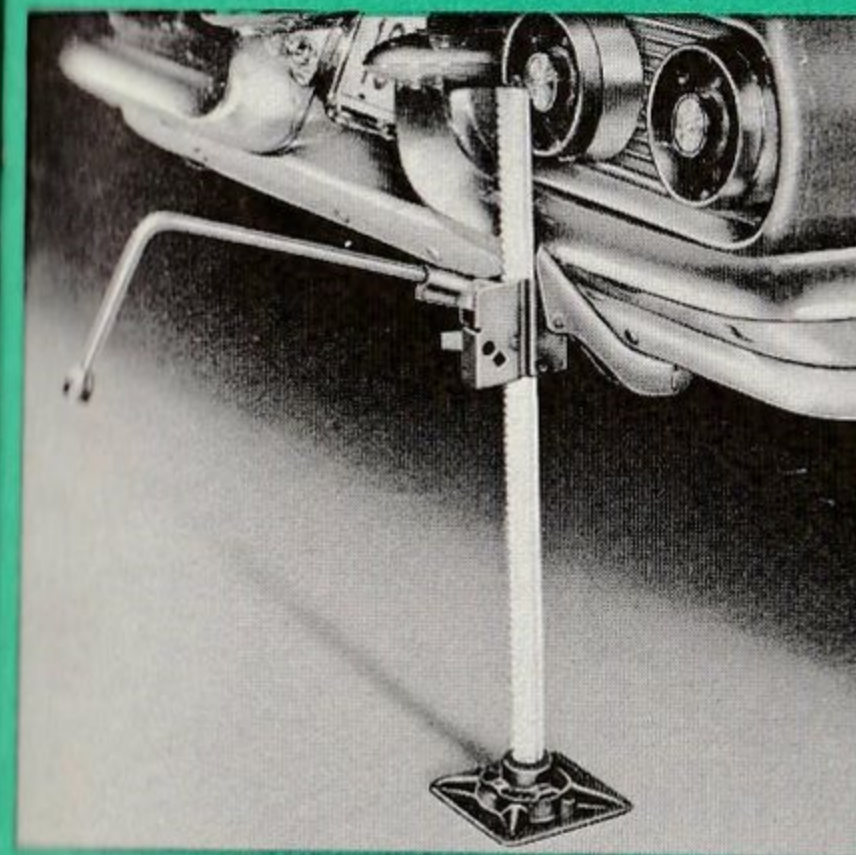
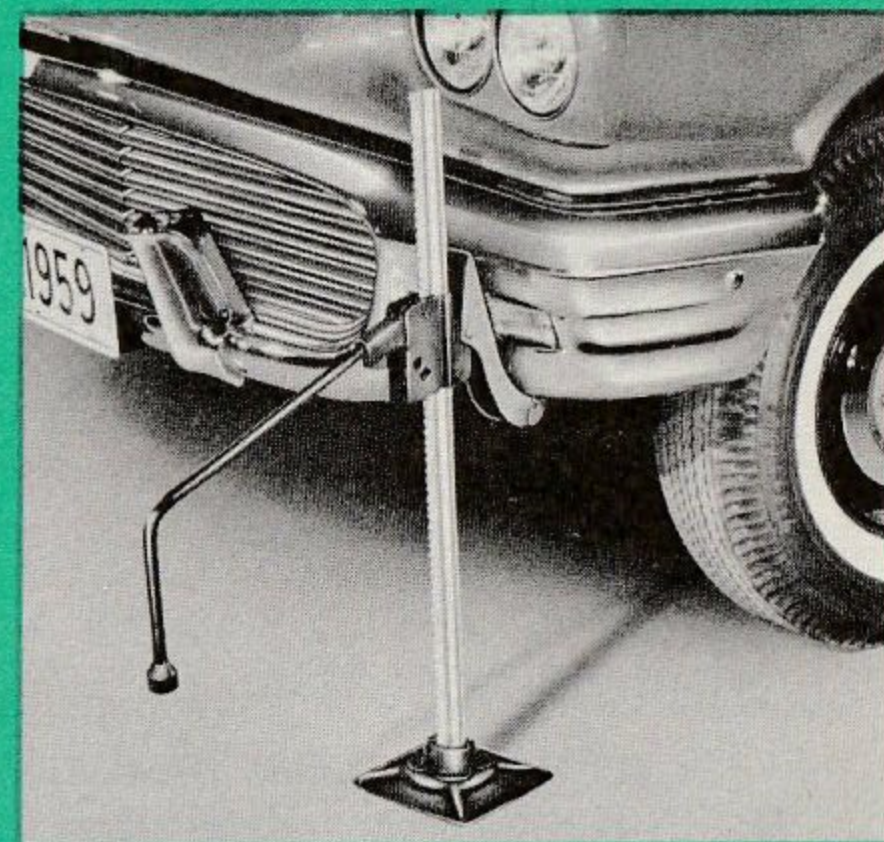
The pressure normally increases as the tires heat up from fast driving, especially during the summer months, but it will return to normal as the tires cool down. So, *don't "bleed" air from your Thunderbird's tires when they are hot to get the right pressure.*

To equalize tire wear, cross-switch all five tires every 6000 miles of driving, following the pattern illustrated on this page.

You should also have all 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 as soon as possible.

CHANGING A WHEEL



If it should become necessary for you to change a wheel on your Thunderbird, set the parking brakes and, as an extra precaution against the car moving, place a block or stone under the front and rear of one wheel. Then remove the spare wheel, the jack, and the wheel nut wrench from the luggage compartment.

To remove the rear fender shield when changing a rear wheel, push the shield release lever up and in, and then pull it down to a vertical position. Pull the rear of the shield down, and slip the locating pin at the front of the shield out of its slot. To install the shield, reverse the procedure just described.

Pry the cover off the wheel to be changed with the flat end of the combination wheel nut wrench and jack handle. Then loosen the wheel nuts with the wrench end. *But do not remove the nuts yet.*

Place the jack under the bumper as shown in the illustrations at the left. On the front bumper, the jack should be directly in front of the parking light. At the rear, place the jack midway between the inner and outer taillights. Raise the control lever on the side of the jack. Then place the wrench in the jack handle socket, and raise the car until the wheel is off the ground.

Remove the wheel nuts, replace the wheel, and tighten the nuts. Press the jack control lever down, and slowly lower the car to the ground. Remove the jack, and then make sure that all the wheel nuts are tight before putting the cover on the wheel.

When you've finished changing the wheel, stow the spare wheel and jack in the luggage compartment, making sure that they won't rattle when the car is moving.

BEAUTY MAINTENANCE

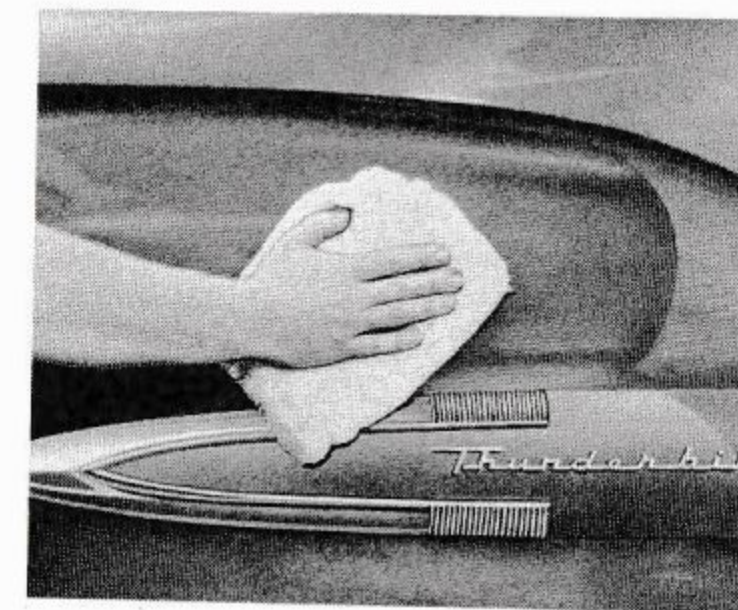
Don't neglect your Thunderbird's appearance. It's easy to keep the outside finish and interior trim looking beautiful throughout the car's life if you take care of it properly right from the start.

WASHING THE CAR

Wash your Thunderbird often and thoroughly with warm or cold water to remove dirt and to preserve the new-car luster of the paint finish. *Avoid washing the car with hot water, harsh detergents, or strong soaps.* Where salt is used to keep the roads and streets free of ice and snow, wash the car more often than usual to prevent salt damage to the finish. Don't wipe off dust and 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 they're free of dirt so rain or wash water can drain out.

POLISHING THE CAR



Your '59 Thunderbird's Diamond Lustre Finish, the most durable finish offered on any car today, never needs waxing

under most normal driving conditions. However, any unprotected paint finish can, in time, become dull from accumulated dirt. And it can be damaged if you drive frequently where corrosive elements (tree sap, fly ash in the air, insect excretions, salt deposits, etc.) can cling to the surface of the paint. You can prevent these undesirable elements from getting a toe-hold on your car's finish by applying a good automobile polish, such as one of the high-quality FoMoCo polishes.

METAL TRIM CARE

The high-quality anodized aluminum and other metal trim parts of your Thunderbird 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 Chrome Protector, available in an aerosol spray can, will help to keep your Thunderbird's chrome in excellent condition in all kinds of weather.

CLEANING THE UPHOLSTERY AND INTERIOR TRIM

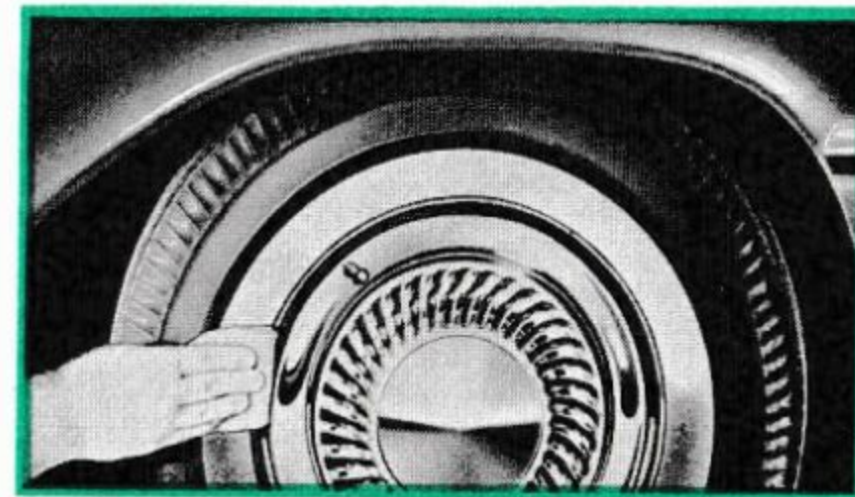
Your Thunderbird's interior should be cleaned at least once a month to keep it in good condition. Most loose dust and dirt can be removed from the upholstery, interior trim, and carpeting with a whisk broom or a vacuum cleaner. Vinyl plastic surfaces that are dusty can be cleaned with a damp cloth.

Wash the vinyl plastic upholstery and other soft interior trim 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 any other type of cleaning fluid is used on upholstery or interior trim, be sure that it is recommended for use on vinyl plastic surfaces.

The floor carpet should be brushed or vacuumed frequently to keep dirt from getting ground into the carpet nap. When the carpet does get very dirty, wash it with FoMoCo Interior Trim Cleaner.

WHITE SIDE WALL TIRE CARE



Dirty white side wall tires can usually be cleaned satisfactorily with a cloth and mild soap and water. If the tires become very dirty or scuffed, they should be cleaned with FoMoCo Whitewall Tire Cleaner. Follow the directions on the container, and rinse the tires with plenty of clean water when you are through.

CONVERTIBLE TOP CARE

Don't lower a damp top into the luggage compartment. Keep it fully raised until it's thoroughly dry.

Wash the vinyl top each time you wash your Thunderbird. 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. Other types of cleaning fluid may damage the top. *Be careful not to scrub the top seams with the abrasive-type cleaner.*

Don't wipe dirt off the clear plastic rear window with a dry cloth because the dirt particles picked up by the cloth may scrape across the plastic and permanently scratch it. The 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.

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.

YOUR FORD DEALER'S SERVICE POLICY

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

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

Read all 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 Thunderbird in for the 1000-Mile Inspection or if you should request any other warranty services.

If your new Thunderbird 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 Thunderbird 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.

If your Thunderbird has a Cruise-O-Matic transmission, the bands will be adjusted during this 1000-Mile Inspection. At the same time, the fluid in the automatic transmission will be drained, filtered, and put back in the transmission. *It's not necessary to change the transmission fluid at this time.*

While your Thunderbird 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.

IN THE GARAGE

MAINTENANCE GUIDE

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

*Preventive Maintenance Services are described on page 35.

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 Ford Automatic Transmission Fluid B8A-19582-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 .

LUBRICATION GUIDE

CRUISE-O-MATIC—Check and add Ford Automatic Transmission Fluid B8A-19582-A.

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

DOOR LOCK STRIKER PLATES—Coat with Stick Wax.

UNIVERSAL JOINTS—Add Pressure Gun Grease.

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 TUBE 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, AND HOOD HINGE PIVOTS—Apply Engine Oil (S.A.E. 10W).

HOOD LOCK AND CATCH—Apply Lubriplate.

EACH 12,000 MILES

BATTERY TERMINALS—Apply Lubriplate.

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

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

PARKING BRAKE HANDLE SHAFT—Apply Lubriplate.

PARKING BRAKE CABLES AND EQUALIZER—Apply Graphite Grease.

EACH 24,000 MILES

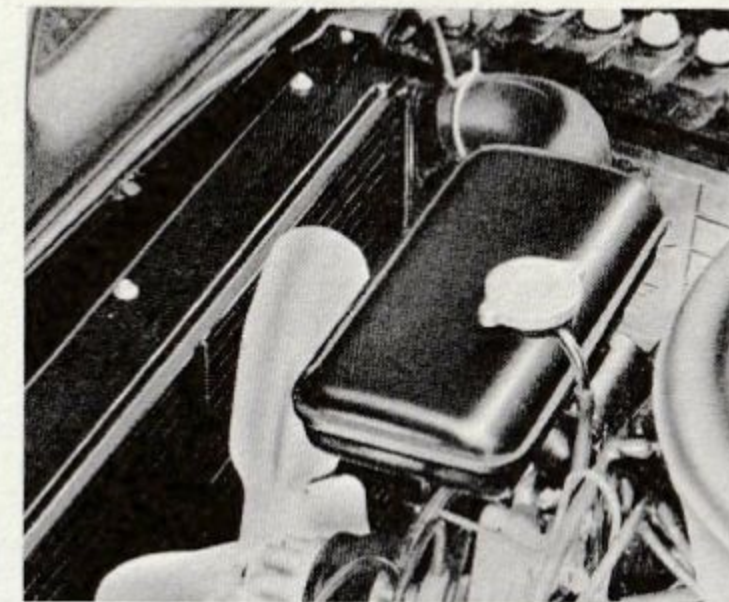
CRUISE-O-MATIC—Change Ford Automatic Transmission Fluid B8A-19582-A.

DRIVE SHAFT SLIP YOKE SPLINE (CRUISE-O-MATIC ONLY)—Add Ford Lubricant B8A-19589-A.

PREVENTIVE MAINTENANCE SERVICES

After each 6000 miles of driving, the following trouble-preventing inspections and adjustments should be made on your Thunderbird. You can have your Ford Dealer perform these services at the same time he does the other maintenance services recommended for your Thunderbird at 6000-mile intervals.

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. Lubricate the hood and deck lid hinge pivots and door check arms.
9. Check the exhaust system for leaks.
10. Check the operation of all lights.

**COOLING SYSTEM CARE**

Proper cooling system maintenance is just as important to your Thunderbird as changing the engine oil or maintaining correct tire pressures. Neglect invites trouble, inconvenience, and unnecessary repairs.

Check the radiator coolant level frequently. *Be careful of escaping steam or hot water when you remove the radiator filler cap, especially when the temperature gauge shows that the engine is overheated.* Don't overfill the radiator. The coolant level should be kept just below the bottom of the filler neck.

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 cold water sprayed from a garden hose at close range.

The cooling system should be drained at least twice each year, preferably just before summer and winter. *Complete draining requires opening the drains at the bottom of the radiator and on the engine cylinder block.* 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 this cleanser which are printed 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 install FoMoCo Anti-Freeze (methanol or permanent), it's not necessary to add rust inhibitor, as either type of anti-freeze will protect your Thunderbird's cooling system against rust. *Don't mix methanol anti-freeze with the permanent type 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. A loose fan belt, or one that is too tight, should be adjusted so that it deflects about ½ inch when you press it with your thumb about halfway between the generator and water pump pulleys.

FUSE REPLACEMENT

Replaceable glass-enclosed, cartridge-type 12-volt fuses protect many of the electrical circuits in your Thunderbird. A permanent-type circuit breaker is used in the headlight, taillight, and instrument panel light circuit. The cigarette lighter circuit is also protected by a circuit breaker. The location of each fuse is given in the Specifications section of this handbook.

If a fuse should need to be replaced, use only a new fuse rated according to specifications listed in this handbook. Substitute fuses may damage the electrical system. Your Ford Dealer or service station attendant can help you if you should have fuse or circuit breaker trouble.

HEADLIGHT AND LAMP REPLACEMENT

The Thunderbird 12-volt dual headlights are of the sealed-beam type with each lens, reflector, and filament assembled in a single, sealed unit. All the other lights in the car consist of individual lamps.

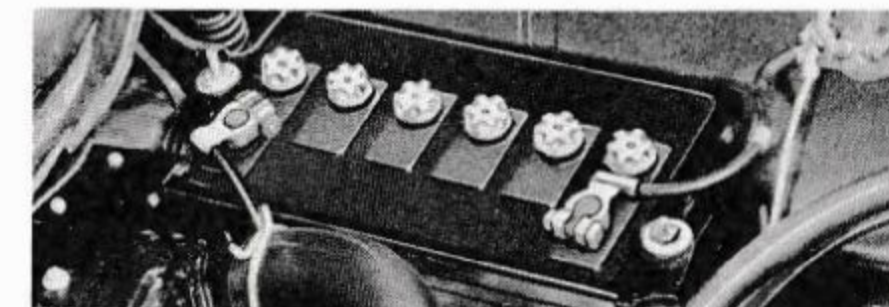
New replacement lamps can be quickly and easily installed. Use only 12-volt replacement lamps. You'll find the correct lamp speci-



cations for all the lights on your Thunderbird listed in the Specifications section of this handbook.

When a headlight is replaced, the new lamp may require adjustment. Your Ford Dealer has the equipment required for checking and aiming the beam to provide maximum light without blinding oncoming drivers.

BATTERY CARE



The 12-volt battery is mounted under the hood at the right front side of your engine compartment.

Check the battery fluid level frequently, especially in hot, dry climates, to prevent the battery going dry. Add pure water to each battery cell whenever the level is below the diamond in the bottom of the filler well.

When water is added to the battery in freezing weather, your Thunderbird should be driven for at least five miles to make sure the water mixes thoroughly

with the electrolyte in the battery. Otherwise, the water may freeze and crack the battery case.

It's a good idea to have the battery's state of charge checked frequently, especially in cold weather, to make sure there's power to operate the starter.

Keep the battery cables and terminals clean, and make sure that the cables are tightly clamped to the terminals. *Corroded terminals or loose cable clamps may cause a discharged battery.* Corrosion can be removed with a solution of baking soda or ammonia and water. Flush the top of the battery with clean water after cleaning terminals and clamps. Then coat these parts with grease to retard further corrosion.

General Dimensions

Wheelbase	113 inches
Tread—Front	60 inches
Rear	57 inches
Length (Over-all)	205.37 inches
Width (Over-all)	76.96 inches
Height (with Design Load)	52.48 inches

Engine

	Thunderbird 352 Special V-8	Thunderbird 430 Special V-8
Bore (Inches)	4.00	4.30
Stroke (Inches)	3.50	3.70
Piston Displacement (Cubic Inches)	352	430
Taxable (SAE) Horsepower	51.20	59.17
Brake Horsepower	300 @ 4600 rpm	350 @ 4800 rpm
Torque (Foot-Pounds)	380 @ 2800 rpm	490 @ 3100 rpm
Compression Ratio	9.6 to 1	10 to 1
Cylinder Firing Order	1-5-4-2-6-3-7-8	1-5-4-2-6-3-7-8

Spark Plugs

Make and Model	Champion F-11-Y
Thread Size	18 millimeters
Spark Gap Width	0.032-0.036 inches

Lights (12 Volts)

	Lamp Wattage or Candlepower	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, Tail, and Rear Turn Indicator	4-32 c.p.	1034
Back-Up	21 c.p.	1141
Interior Dome	15 c.p.	1003
License Plate	4 c.p.	67
Speedometer and Odometer	2 c.p.	57
High Beam Indicator	2 c.p.	57
Oil Pressure Indicator	2 c.p.	57
Generator Indicator	2 c.p.	57
Fuel and Temperature Gauge	2 c.p.	57
Ignition Switch	2 c.p.	57
Headlight and Instrument Panel Light Switch	2 c.p.	57
Windshield Wiper Control	2 c.p.	57
Cigarette Lighter	2 c.p.	57
Glove Compartment	2 c.p.	57
Radio Dial	2 c.p.	57
MagicAire or SelectAire Conditioner Panel	2 c.p.	57
Clock	3 c.p.	1816
Cruise-O-Matic Selector Dial	1 c.p.	1445

Fuses (12 Volts)

Circuit	Fuse Type	Location
Clock	1AG-1	Cartridge on Power Feed Wire
Interior Dome Light	SFE-7.5	Clip on Headlight Switch
Turn Indicator Lights	SFE-7.5	Cartridge on Power Feed Wire
Radio	SFE-5	Cartridge on Power Feed Wire
MagicAire System Blower	SFE-14	Cartridge on Power Feed Wire

Cruise-O-Matic Gear Ratios

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

Conventional Drive and Overdrive Gear Ratios

First	2.49 to 1
Second	1.59 to 1
Third	1.00 to 1
Fourth (Overdrive only)	0.72 to 1
Reverse	3.15 to 1

Rear Axle Gear Ratios

Cruise-O-Matic	2.91 or 3.10 to 1
Conventional Drive and Overdrive	3.70 to 1

Approximate Refill Capacities (U. S. Measures)

Cooling System—Without Heater	20 quarts
With Heater	21 quarts
Engine Crankcase—Without Filter Replacement	5 quarts
With Filter Replacement	6 quarts
Transmission—Cruise-O-Matic	10 quarts
Conventional Drive	3 pints
Overdrive	4 pints
Rear Axle	5½ pints
Fuel Tank	20 gallons

Tire Pressures (Cold)

Tire Size and Ply Rating	Pounds Per Square Inch	
	Front Tires	Rear Tires
8.00 x 14-4	24	24

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