

**PRODUCT**

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**DATA**

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**BOOK**

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# 1964 LINCOLN CONTINENTAL

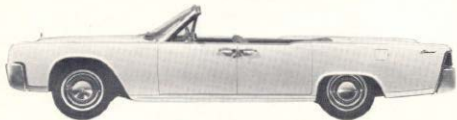
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## 1964 Lincoln Continental



4-door sedan



4-door convertible

... the classic profile is lengthened for greater interior space and comfort

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### More impressive over-all size

- Longer wheelbase—increased 3" to 126".
- Longer over-all—increased 3" to 216.3".
- Longer, wider, higher roof panel ... tumble-home angle reduced from 23½" to 14".
- Door entrance height for sedans increased 1.2" for front doors and 0.4" for rear doors.
- Increased window area with larger windshield, back window and rear door windows.
- Larger wheels (15" over 14").
- Rear door width increased 3" for easier entrance and exit.
- Larger trunk compartment. Usable sedan luggage capacity increased from 13.5 to 15.5 cu. ft. over 1963 model ... an increase of 15%. (The trunk compartment is 1/3 larger than the 1961 and 1962 Lincoln Continental trunks.)

### Greater interior space

- 5.4" wider between interior roof rails.
- Effective front head room increased to 39.0".
- Front seat hip room increased 2.2" to 62.3".
- More room under steering wheel. Preliminary specifications show steering wheel to torso distance increased 1.6" and steering wheel to thigh distance increased 0.7".
- Distance between front and rear seat passengers increased 3.4" to 36.8" (with front seat in rearmost position).
- Rear seat head room increased to 38.4" (eff.).
- Rear seat leg room increased 4" to 40.5" (eff.).
- Rear seat hip room increased .4" to 62.4".
- Rear seat effective knee room increased 2.5" to 7.7"—more than double the rear seat knee room in 1961 and 1962 models.

# New Features Highlights—1964 Lincoln Continental

## New Exterior Styling

- Longer, larger appearance in Lincoln Continental classic design.
- New convex front grille with vertical bars separating square-texture sections. New front bumper ends.
- 3" wider rear doors for easier entrance and exit.
- New rocker panel, lower fender and lower rear quarter molding treatment.
- New wheel covers with star at center.
- New Continental script on rear quarter panel . . . made of anodized impact-formed aluminum.
- New rear deck lid with a full-width square-texture applique.
- New rear bumper with dual impact bars, integral bumper guards and appliques.
- New, wider convertible top with friction-lock back window seals.

## New Interior Styling

- New instrument panel design with full-width upper panel with horizontal texture . . . and deep vinyl-clad steel lower panel.
- Cut-pile carpet. Seamless, molded to contour.
- New 2-color 16" steering wheel of 3-spoke design with horn button on each spoke.
- Sedan rear-roof pillar reading lamps operated by integral tap switch.
- Flush-mounted door release handles integral with armrests.
- Walnut-tone appliques on front and rear door trim panels (optional at no extra cost).
- 3 all-new interior design schemes. A total of 37 different interiors.
- New individually adjustable contour front seat option.

## Finer Body Construction

- New floor panel construction with revised sides and underbody reinforcements.
- New, longer, wider and higher roof panel. Sedan entrance height, measured from seat cushion to windcord, is increased 1.2" for front seat and 0.4" for rear seat with the new roof panel.
- Rubber-cushioned double-yoke door latches.
- New 3-ply floor insulation.
- New sedan deck lid with counterbalanced double torsion-bar hinges.
- Full windshield pillar drip molding.
- New weatherscals for doors and rear deck.
- Improved 1-way drain valves for doors.
- Recessed trunk floor and low sill for increased capacity and convenience.
- 24-gallon fuel tank.

## New Driving Aids and Conveniences

- Trip odometer added to instrument panel.
- Battery charge indicator and oil pressure gauges added.
- Automatic parking brake release . . . vacuum-powered. Releases brake automatically when transmission is shifted into reverse or a drive gear with engine running.
- Fuel gauge warning light mounted below fuel gauge pointer. Comes on when 3 gallons or less remain in tank.
- Map light added to panel and courtesy light circuits.
- Large centered instrument panel ashtray with concealed cigarette lighter. (Removes lighter from panel face.)
- Simplified, high-style heater (or A/C) control panel for easy reading.
- Maximum-visibility instruments with ice-white lettering against black suede background. Slanted glass minimizes reflections.
- Electrical fuses located to permit examining or changing fuses while sitting in front seat.
- Flush-mounted door handles integral with armrests.
- Windshield-mounted rear view mirror.
- Larger glove compartment with about 50% more capacity.

## New Mechanical Improvements

- 15" wheels and new high-efficiency, high-performance tires.
- Choice of standard 2.89 to 1 or optional 3.11 to 1 rear axle ratios.
- Heavier rear axle gears and pinion shaft.
- High-reliability, longer-life sealed beam headlamps.
- Better brake cooling with 15" wheels for longer brake lining life.

## New Optional Equipment

- Built-in air conditioning with integral instrument panel registers.
- Vertically adjustable steering column.
- Speed control with instrument-panel mounted drum-type control and integral switch.
- Individually adjustable contour front seats, each with 6-way power seat control.
- Improved AM-FM radio with illuminated dial.
- Directed Power differential with high-performance 3.11 to 1 gear ratio.

*(Individually adjustable contour front seats and vertically adjustable steering column to be introduced during model run.)*

# 1964 Lincoln Continental

## Interior Trim Selections

	SEDAN		CONVERTIBLE	
	Bench Seat	Ind. Adj. Contour Front Seat	Bench Seat	Ind. Adj. Contour Front Seat
<b>Cloth with Leather and Vinyl—Roll-Over Pleat Style</b>				
Rose Beige Motif Cloth with Rose Beige Leather and Vinyl	70			
Silver Blue Motif Cloth with Silver Blue Leather & Vinyl	71			
Blue Motif Cloth with Blue Leather and Vinyl	72			
Beige Motif Cloth with Beige Leather and Vinyl	74			
Black Motif Cloth with White Leather and Vinyl	76			
Turquoise Motif Cloth with Turquoise Leather and Vinyl	77			
<b>Cloth with Leather and Vinyl—Biscuit Sew-Style</b>				
Silver Blue Versailles Cloth with Silver Blue Leather & Vinyl	61	41		
Beige Versailles Cloth with Beige Leather and Vinyl	64	44		
Black Versailles Cloth with Black Leather and Vinyl	66	46		
Rose Beige Motif Cloth with Rose Beige Leather and Vinyl	20			
Blue Motif Cloth with Blue Leather and Vinyl	22			
Turquoise Motif Cloth with Turquoise Leather and Vinyl	27			
<b>Wool Broadcloth Interior—Roll-Over Pleat Style</b>				
Silver Blue Wool Broadcloth with Vinyl	31			
<b>Leather with Vinyl—Roll-Over Pleat Style (a)</b>				
Rose Beige Leather and Vinyl	80		80	
Silver Blue Leather and Vinyl	81		81	
Blue Leather and Vinyl	82		82	
Black and White Leather and Vinyl	83		83	
Beige Leather and Vinyl	84		84	
Red Leather and Vinyl	85		85	
Black Leather and Vinyl	86		86	
Turquoise Leather and Vinyl	87		87	
Burgundy Leather and Vinyl	88		88	
Palomino Leather and Vinyl	89		89	
White Leather and Vinyl	(b)		(b)	
<b>Leather with Vinyl—Ind. Adj. Contour Seats—Biscuit Sew Style</b>				
Rose Beige Leather and Vinyl		50		50
Silver Blue Leather and Vinyl		51		51
Blue Leather and Vinyl		52		52
Beige Leather and Vinyl		54		54
Red Leather and Vinyl		55		55
Black Leather and Vinyl		56		56
Turquoise Leather and Vinyl		57		57
Burgundy Leather and Vinyl		58		58
Palomino Leather and Vinyl		59		59
White Leather and Vinyl		96 (c)		96 (c)

(a) Pleated leather and vinyl upholstery optional at extra cost for sedans.

(b) White trim code numbers for interiors with bench-type front seats are identified by the secondary color used for instrument panel, carpet and other areas: 12—Blue, 14—Beige, 15—Red, 16—Black.

(c) White leather and vinyl interior with black as secondary color for instrument panel, carpet and other areas.

The White leather and vinyl interiors for the 1964 Lincoln Continental are to be introduced during the model run.

## Interior Trim Materials

**Motif Cloth**—This new fabric has a high-sheen surface with a regular pattern of lower reflectance Continental stars. Metallic thread provides occasional speck in the stars. Motif Cloth is a weave of bright-finish nylon yarn, for an all-nylon face, with bright rayon for the fill. A soil-resistant treatment is applied after cloth is woven. Six colors are available. Blue, Turquoise and Black are woven with matching metallic thread in the stars while other shades have bright metallic thread.

**Versailles Cloth**—The uniform tapestry pattern is provided by contrast of low-reflectance weave and high-shoan weave. Bright-finish nylon yarn produces an all-nylon surface. Metallic yarn adds highlights to the tapestry pattern. A blend of nylon-rayon yarn serves as the fill. A soil-resistant treatment is applied. Three colors are available—Silver Blue, Black and Beige.

**Wool Broadcloth**—The face-finish wool broadcloth is available in Silver Blue in a roll-over pleat style. A soil-resistant treatment is applied after weaving.



Biscuit design



Roll-over pleat style  
— Motif Cloth with  
leather and vinyl



Roll-over pleat style  
— leather and vinyl

## 1964 Continental Upholstery

The more spacious 1964 Lincoln Continental interiors are finished in a wide variety of trim schemes featuring new materials and sew styles. Highlights:

- A total of 37 different interiors in three design schemes—twice as many as last year.
- 2 new upholstery fabrics . . . plus new down-soft leather for seat upholstery.
- Individually adjustable contour front seats and console . . . available in 13 different trim schemes. (Optional at extra cost.)
- New expanded vinyl for door trim panels.
- New cut-pile carpet—finest ever for Continental.
- New white leather and vinyl interiors are offered for both bench-type and individually adjustable contour front seats. Carpet instrument panel and other areas are available in 4 different secondary colors for bench-type seats and with Black as the secondary color for the individually adjustable contour seats.

**Biscuit Design Trim** is available in two new fabrics with leather and vinyl. The leather horseshoe bolsters enclose the four large biscuit pleats, tied with vinyl-covered buttons, in each seat-back area. Three schemes are available with Versailles Cloth and J with Motif Cloth. *Door trim panels* of all-new design utilize the biscuit pattern above the armrests.

**Roll-Over Pleat Upholstery**—This new interior design has a localized group of 1½" roll-over pleats extending to the top of the individual seat-backs of the driver and passenger sections. Six individually hand-tied vinyl-covered buttons mark each section. The design is duplicated on the seat cushion. *Door trim panels* have 1½" vertical pleats above the armrest.

**Wool Broadcloth Upholstery**—Silver Blue face-finished wool broadcloth covers the bolsters and edges and serves for the roll-over pleat inserts. Crinkle vinyl is used for secondary areas in matching color. The sew style is the same roll-over pleat pattern as the leather and vinyl and Motif Cloth and vinyl seats shown at left.

**Down-soft leather**—The softer feeling, more comfortable leather used in 1964 Continental interiors is made by giving a special tumbling treatment to the selected premium-quality hides. This additional process makes the leather softer and more breathable. Other finishing processes include all of the steps used previously in manufacturing Lincoln Continental's deep-dyed leather. In the deep-dye process, the dye penetrates all the way through so that wear or even scratches hardly show. Regular, pearlescent and metallic dyes are used.

**Crinkle vinyl** used in 1964 interiors has texture that's closest to natural leather. Four new shades of premium-quality crinkle vinyl are added for 1964—palomino, burgundy, beige and red.

**Expanded vinyl** is introduced for door trim panels in 1964 Lincoln Continentals. Expanded vinyl is identified by the softer, leather-like feel and more luxurious appearance. Expanded vinyl is made by foaming the material with minute air bubbles. Like other vinyls, the expanded vinyl has a woven-cotton backing and is finished with a vinyl-film surface layer.

## Individually Adjustable Contour Front Seats



*This illustration shows the biscuit pattern upholstery sew style for the new individually adjustable contour front seat.*

Individual front seats which retain all of the styling, comfort and appearance features of the full-width bench seat plus the unique advantages of individual adjustment are offered as optional equipment for 1964 Lincoln Continental. Highlights:

- Individual 6-way power adjustment permits driver or passenger to position seat for maximum comfort.
- Lockable, lighted console for convenient storage. Compartment interior finished with flocked suede-like finish.
- Padded console cover permits 3rd-passenger occupancy for short distances.
- Hinged center armrest for comfort and convenience.
- Heater duct outlet for rear passenger compartment incorporated in rear of console.
- Ten leather-and-vinyl trim schemes are available for both sedans and convertibles, and three Versailles Cloth with leather and vinyl interiors are available for sedans. All are biscuit design sew-style.

### Door Trim Panels

Door trim panels of all-new design together with the new door hardware contribute to the distinctly different appearance customers will see inside the 1964 Lincoln Continentals.

The new design has a ledge-type armrest extending about  $\frac{3}{4}$  of the door width, with the window control switches and paddle-type door release mounted in the forward half.

A long brushed and bright-finish door pull handle, mounted on a brushed plate, is centered above the armrest. Padding for the armrest ledge is a layer of butyl rubber.

The scuff panel area, marked by a chromed molding, is carpet.

The wood-tone armrest applique, a no-cost option, is decorated with a bright Continental star and bright periphery molding. Large courtesy light is mounted on the curved lower edge of armrest. (Not installed on sedan rear doors.)

The flush-mounted door release handles are easy to operate . . . simply by pressing with fingers. The handles are set low on the armrest, completely out of the way, and integrally styled with the armrest hardware.

*The illustration at right shows the door trim panel design with a rolled-pleat interior scheme. The master control panel on the driver's door includes a full set of electric window control switches.*

### Full-Molded Cut-pile Carpet

The cut-pile carpet for 1964 Continentals is 1-piece seamless installation, full-molded to the floor contours.

The carpet is contoured to either front compartment or rear compartment floor, by a combination of heat and pressure when the insulation pad is applied to the underside.

The cut-pile carpet is the finest quality ever for Lincoln Continental. The bright-finish nylon yarn is extremely durable, easy to clean, and has excellent fade-resistant characteristics. It should last for life of car in normal usage. Heel pad is color-keyed rubber.





## Interior Features

The completely new instrument panel, steering wheel and door trim panels, plus the more spacious feeling with wider roof panel and longer passenger compartment provide all-new appearance for 1964 Lincoln Continental interiors.

New instrument panel design has full-width instrument cluster with horizontal texture and vinyl-clad steel lower panel. The deep panel conceals heater or air conditioner (opt.) housing.

The instrument cluster, extending full width of panel, is completely enclosed with padding. The finely detailed cluster incorporates dials, gauges, knobs and accessories as an integral part. For maximum legibility, the nomenclature is ice white against suede background, set behind non-glare angled glass.

**Instrument panel cover**—New low-reflectance vinyl with fine haircell texture is introduced for the instrument panel cover. The covers come in darker shades and are the regular (non-metallic) vinyl.

### Other interior highlights:

- Perforated vinyl headlinings. Four new colors added—red, beige, burgundy and palomino.
- Ignition switch is located at right of steering column for convenient right-hand operation.
- Sedan rear roof pillar reading lamps operated by integral tap switch, by opening any door, or by headlamp switch.
- Larger ashtray receptacle and cover provided with new design of rear door trim panels.
- Larger instrument panel ashtray with cigarette lighter.
- Integral registers are incorporated in instrument panel of cars built with optional air conditioning.
- Concealed sun visor clips, supporting visor inner ends.
- Simulated walnut-texture appliques for front and rear door trim panels (on armrest facing) as no-cost option.
- Rear seat radio speaker for all models.
- More convenient glove compartment—50% bigger.
- Padded sun visors in colors matching interior scheme.

The safety steering wheel is 16" diameter, 3-spoke design with deep recessed hub. There's a horn button on each spoke. The construction combines steel bars and precision-formed plastic of premium quality. The wheel rim features 2-color treatment with the darker color pebble-grain texture for the hand-grip sections. A clear plastic lens covers the hub ornament—a floating Continental gold star over a black background.

Windshield-mounted rearview mirror is bonded to the glass. This places the mirror in an excellent location for improved visibility and easy adjustment while the short bracket arm minimizes vibration. Mirror back and mounting arm are chrome-plated. The non-glare mirror with push-button control is standard equipment.

Lincoln Continental's speedometer gives steadier, more accurate readings because of the sealed cable with a nylon lining. The cable consists of a wound-wire drive cable, three layers of protective covering, and screw-type couplings for sealing the end. Designed for durability and improved speedometer operation, the cable is so strong it cannot be kinked during installation.

The additional driving aids built into the 1964 Lincoln Continental add to driving pleasure and owner satisfaction. The way the additional aids are incorporated in the cleanly designed panel is of special interest.

- (1) Cigarette lighter is out of sight in the ashtray.
- (2) The map light and switch and electric-powered antenna control are in a sub-assembly beneath the upper instrument panel padding.
- (3) Slots for heater (or A/C) control levers are concealed in the instrument panel horizontal texture.
- (4) The new vacuum-powered automatic parking brake release eliminates release lever and warning light.
- (5) The new fuel warning light is integral with fuel gauge.
- (6) The new adjustable trip odometer is adjacent to total mileage odometer in speedometer assembly.
- (7) Battery charge indicator and oil pressure gauge, replacing former warning lights, are in housings matching the fuel and temperature gauges.
- (8) Drum-type speed control head (opt.) matches the unified windshield wiper and washer control assembly.





## 1964 Lincoln Continental Radios

### AM Radio—Push-Button

The standard push-button AM radio for 1964 Continental is an all-transistorized receiver with 6 transistors and 2 diodes. The 8-watt power of this receiver is approximately four times the usual car radio power. A 6" x 9" single-cone speaker is provided for the instrument panel.

Radio performance is improved through the use of the fader control for the rear-seat speaker. This control, the outer ring on the right control knob, adjusts the volume of either the front or back speaker and can bring front and rear speakers into balance. All 1964 models have rear-seat speakers.

**Constant-capacity antenna** is installed on the right front fender. The constant-capacity antenna does not need trimming after the antenna is installed. The optional push-button AM-FM radio uses the same electric-powered antenna as the AM radio.

**2-way Citizen Band radio** with 5-watt maximum power at 27 megacycles is available as optional extra-cost equipment. Both receiver and transmitter are contained in a compact housing which can be mounted on floor tunnel below instrument panel. The set can be adjusted to transmit and receive on any 5 Band D channels which are reserved for personal 2-way communication. (Optional)

### AM-FM Radio\*—Push-Button

Lincoln Continental's combination AM-FM radio is available as optional extra-cost equipment. Highlights:

- Has 10 transistors and 7 diodes in a single package.
- Incorporates latest advances in radio engineering with printed circuits and space-age miniaturization. Weight and power drain are only about half that of separate AM and FM radios which are available independently.
- Offers wider range of entertainment—usual 550 to 1600 kilocycle AM band plus 88 to 108 megacycle FM band.

Customer will notice improved performance of the AM-FM radio in several ways:

- FM sound is better than usual AM radio.
- Finer reception resulting from special noise-reduction techniques in FM circuits.
- Reduced fade-out when passing under viaducts, bridges, or short tunnels.

**Combination face plate.** The FM band is at top of horizontal dial and the AM band at bottom. Three push-buttons are provided for FM stations and two for AM stations. Operator has choice of manual or push-button tuning. A lighted indicator on face plate shows whether the set is on the AM or FM band. *\*Optional at extra cost*

## 1964 Lincoln Continental—Standard & Optional Equipment

### Standard Equipment

430-cu.-in. V-8 engine  
Twin-Range Turbo-Drive transmission  
40-ampere alternator  
Power steering  
Power brakes, self-adjusting  
Power windows  
Power vent windows  
Power door locks  
Heater & defroster  
Dual headlights  
Dual stainless and aluminized steel mufflers  
Hydraulic windshield wipers  
Electric windshield washer  
Crankcase emission reduction system  
Safety steering wheel, 16" diameter  
White sidewall, 4-ply tires 9.15 x 15  
Hydraulic rebound control shock absorbers  
Rear door warning light  
Back-up & courtesy lights  
Folding center armrests  
Foam rubber seats  
Transistorized push-button AM radio  
Rear seat speaker  
Wheel covers  
Cut-pile nylon carpet  
Fuel supply warning light  
Trip odometer, adjustable  
Directional turn signals  
Glove compartment, ashtray and trunk compartment lights  
Fully lined trunk with tire and jack covers  
Rocker panel fender & rear quarter moldings  
Factory-applied undercoating  
Full-flow oil filter  
Dry-type carburetor air cleaner

Remote-control side view mirror, door-mounted  
Padded instrument panel  
Padded sun visors  
Right vanity mirror  
Windshield-mounted non-glare rear view mirror  
Wheel cutout moldings  
6-way power seat  
Electric power antenna  
Automatic parking brake release  
Electric clock  
Aluminum front brake drums  
Map light

### Optional Equipment—Factory or Dealer-installed

Air conditioner  
AM-FM radio  
Tinted glass  
Automatic headlamp dimmer  
Vacuum-powered remote-control rear deck release (sedan)  
Speed control  
Vertically adjustable steering column  
Directed-power differential  
Heavy-duty springs and shock absorbers  
3.11 to 1 (mountain area) rear axle  
Safety seat belts  
Fuel tank locking cap  
License plate frames  
Door edge guards  
Engine coolant heater  
Floor mats  
Leather and vinyl seat upholstery—sedans  
Individually adjustable contour front seats  
*Beginning Jan. 1, 1964, front seat belts are to be installed as standard equipment.*

# 1964 Lincoln Continental Body Color and Upholstery Combinations

## SEDAN UPHOLSTERY

## SEDAN AND CONVERTIBLE

Black Satin	31,41,44,46,61,64,66,71,74,76	16,51,54,55,56,58,59,81,83,84,85,86,88,89,96
Arctic White	20,22,27,31,41,44,46,61,64,66,70,71,72,74,76,77	12,14,15,16,50,51,52,54,55,56,57,58,59,80,81,82,83,84,85,86,87,88,89,96
Fiesta Red	46,66,76	15,16,55,56,83,85,86,96
Princeton	31,41,46,61,66,71,76	16,51,56,81,83,86,96
Silver Blue	31,41,46,61,66,71,76	16,51,55,56,81,83,85,86,96
Platinum	22,31,41,46,61,66,71,72,76	12,16,51,52,55,56,81,82,83,85,86,96
Nocturne Blue	22,31,72	12,52,82
Huron Blue	22,31,72	12,52,82
Powder Blue	22,31,72	12,52,82
Regal Turquoise	27,77	57,87
Highlander Green	44,64,74	16,54,84,96
Silver Green	46,76,66	16,56,83,86,96
Silver Sand	44,64,74	14,54,84
Desert Sand	44,64,74	14,54,84
Royal Maroon	20,31,46,66,70,76	50,56,58,80,83,86,88
Rose	20,70	50,58,80,88
Encino Yellow	44,46,64,66,74,76	16,54,56,83,84,86,96
Buckskin	66,76	56,59,83,86,89

## Lincoln Continentals Normally Need Service Only Twice a Year

One of the advantages of the premium-quality materials and precision manufacturing of the Lincoln Continental is the reduced maintenance. Normally owners are requested to take their cars to a Lincoln Continental dealer for service and minor lubrication twice a year or every 6,000 miles.

All normal maintenance is scheduled at multiples of six months or 6,000 miles, whichever occurs first. The 6,000-mile or 6-month oil changes and minor lubrications coincide with less frequent maintenance operations. Normally, service isn't necessary at irregular intervals... a time-saving convenience for the owner.

All of the previous service-savers are continued for the 1964 Lincoln Continental... with a number of intervals extended for further reductions in maintenance requirements.

- Automatic transmission-band adjustment, formerly every 18,000 miles, is scheduled at 36,000 miles or 3 years, or "as required."
- Lubrication of front suspension ball-joints extended 20% to 36,000 miles or 3 years.
- Periodic steering gear pre-load check is eliminated. Initial check is at 6,000 miles and thereafter as required.
- Lubrication of universal joints extended 20% to 36,000 miles or 3 years.
- Parking brake adjustment check formerly scheduled every 12,000 miles is eliminated.
- Carburetor air filter element replacement extended 20% to 36,000 miles or 3 years.

\*Mileage increments are equivalent to 6 months per 6,000 miles. Service should be performed at time or mileage intervals, whichever comes first.

SERVICE REQUIREMENTS*	Lincoln Continental
Major Chassis Lubrication	
—Front Suspension Ball-Joints	36,000
—Steering Linkage	36,000
—Universal Joints	36,000
Lubricate Body	(a)
Change Oil and Oil Filter	6,000
Change Power Steering Filter	36,000
Replace Carburetor Air-Cleaner Filter	36,000
Replace Fuel Filter	6,000 (b)
Replace Engine Coolant	36,000 (c)
Replace Crankcase Breather Filter Cap (d)	12,000
Clean Carburetor Air Cleaner and Filter (d)	6,000
Clean Crankcase Breather Filter Cap (d)	Not Required
Clean Emission System	
—Tubes and Filter	12,000
—Valve	6,000
Clean and Pack Front Wheel Bearings	30,000 (e)
Adjust Transmission Bands	36,000 (e)
Rotate Wheels and Tires	6,000
Check Power Steering Reservoir Fluid Level (d)	6,000
Check Master Cylinder Fluid Level (d)	6,000
Check Axle Fluid Level (d)	6,000
Check Brake Lines and Lining	30,000
Check Front-End Alignment and Linkage	12,000 (e)
Check Transmission Oil Level (d)	6,000
Check Air Conditioning System	(f)

(a) Body components requiring lubrication should be serviced as required throughout the lifetime of the automobile.

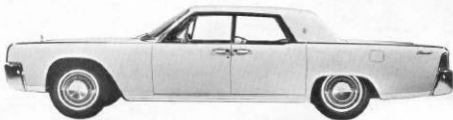
(b) Replace at first 6,000 miles, then at 12,000-mile intervals.

(c) Or every 2 years, whichever occurs first.

(d) Should be checked when oil and oil filter are changed.

(e) If required.

(f) Air conditioning system should be checked annually prior to period of usage.



## 1964 Lincoln Continental Body Construction

In the Lincoln Continental, the underbody structural members are welded directly to the floor to make the frame integral with the body sheetmetal. The entire body is welded together so that all parts contribute to overall strength.

This integral body construction gets the greatest amount of strength . . . space . . . comfort and security from every pound of steel.

Altogether more than 250 pounds of galvanized steel are used in the Lincoln Continental. Also, these bodies are made with larger sheetmetal stampings to reduce the number of welded-together small pieces. Using larger sheet-steel pieces reduces the number of welds. This serves to eliminate squeaks and rattles and to make the bodies tighter and quieter.

**Front-hinged hood**—The double-panel Lincoln Continental hood is insulated with a mastic adhesive between the inner and outer panels. Edges are welded 3-ply seams. The 1" thick dual-density laminated glass-fiber hood insulation has black-sealed surface for improved appearance and durability. Hood is released by an inside control on the instrument panel. Counterbalancing torsion-bar springs assist opening.

The low, narrow floor tunnel in the front compartment takes up a minimum of front compartment space . . . leaves ample foot room and leg room for comfort of 3rd passenger. Floor tunnel in the rear compartment is still smaller.

**Double-panel rear deck**—Torsion-bar springs counterbalance the sedan rear deck for easy opening . . . hold deck at any position. The rear deck is double-panel construction with bonded inner and outer panels and 3-ply welded seams at edges.

**Built-in seat belt anchors** with reinforcement plates welded below the floor panel permit quick, easy installation of front seat belts. Rear seat belt locators are also marked on the floor panel to facilitate installation.

**More precise body assembly**—Greater precision is built into the Lincoln Continental car bodies with a system that produces more uniform openings for doors, deck lids, windshields and back windows. This results in better fits, more uniform margins and more uniform pressure on weathersels. In this system, locating points for assembly and checking are used commonly through the various stages of fabrication. The locating points are called out on engineering drawings for common usage at all levels of tooling.

### Other Continental body features:

- Entire structure is welded together from front to rear. The front-end structure is built integrally with the remainder of the body.
- Front fenders are welded to the front-end structure and body sides for maximum strength.
- Chassis components are mounted to front and rear body side rails after body is completed.
- Convertible underbody side rails are made of extra-heavy gauge steel.
- Underbody side rails, directly below doors, serve as protective side bumpers for passenger compartment . . . permit narrow rear compartment floor sills and more rear foot room.
- Windshield post, center pillar and rear body sidewall are all welded directly to the massive body side rails.

*Stainless steel screws are used to secure Lincoln Continental exterior moldings. These 100% stainless steel screws stay brighter longer and can be wiped clean with a cloth without scouring.*

### New Low-Sill Trunk Compartment

The 1964 Lincoln Continental 4-door sedan is larger, more convenient and better sealed.

Usable luggage capacity is increased from 13.5 to 15.5 cu. ft. for 1964. This is the 2nd straight year Lincoln Continental trunk capacity has been increased, making the capacity 1/3 more than is the 1962 sedans.

Depth is increased several inches to permit carrying large packages in the deep, wide and easily accessible area at the rear of the trunk. Sill height is reduced 4.1" to 24.0" for easier loading and unloading.

Better sealing is provided by the new dense-skin foam latex weathersel retained in channel on body. The seal is permanently positioned to press against the smoother continuous surface on the rear deck lid.

*The Continental trunk is fully lined for protection of luggage. Full covers are provided for the spare wheel and tire as well as for the jack.*

Convertible trunk capacity is increased 10%, the second increase in 2 years. Convertible rear deck lid is opened by operating automatic top control through first phase of cycle.

## Lincoln Continental Center-Opening Doors

Lincoln Continental's center-opening doors afford extra convenience to go with the superior construction. For the front doors, the swept-forward windshield posts afford more all-clear entrance room. The rear-hinged rear doors permit passengers to step right in through a wide unobstructed opening.

The larger door openings for 1964 Lincoln Continentals afford easier entrance and exit. Front door entrance height is increased for both sedan and convertible models. Rear doors are 3" wider for all models. There is also an increase in rear door opening height for the sedan.

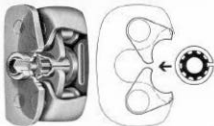
Center-opening doors interlock on the center pillar which is welded directly to the body side rail at the bottom and to roof panel at top.

### DOOR CONSTRUCTION FEATURES:

- Double-wall door construction with steel sealing panel bolted to inner panel. The precisely balanced doors open and close with a light touch.
- Wall-hinged rear doors—3" wider for 1964—are mounted to the rear body sidewall . . . not to the center pillar. This permits making these doors extra strong and heavy.
- Spring assists for easier opening. The spring assembly for each front door assists opening for one-third the way. The clock-type coil spring for each rear door assists opening all the way. Door hinges have bronze bushings for smoother operation and durability.
- Steel sealing panels, secured with cadmium-plated bolts, complete the full double-panel door construction.
- Anti-corrosion and anti-friction treatments of interior door mechanisms contribute to longer life . . . smoother operation.

**Power door locks**—The locks for all four doors can be operated by a toggle switch on instrument panel, or by an individual plunger located on garnish molding of each door.

The rear-door warning light on the instrument panel signals when either rear door is not fully closed after the ignition is turned on. It will stay on until both rear doors are fully closed. The vacuum power system reserve tank can supply vacuum power for lock operation for some time after engine stops. Driver can lock doors with instrument panel switch after passengers leave.



### New Double-Yoke Door Locks

The 1964 Lincoln Continental's new door locks are rubber-insulated self-centering type. The lock striker is a solid pin with a flanged cap, attached securely to the door pillar. The rubber shock bushing between the pin and the outer metal sleeve provides insulation.

The latch assembly is a clamp or yoke with double-grip arms. When the door closes, the double-grip yoke centers over the striker pin and locks securely in position. The rubber shock bushing cushions the closing action and isolates rattles, even over rough roads.

Advantages of the self-centering latches are: (1) Self-centering design eliminates vertical movement. (2) Doors close easier with the two rotors in place of the usual one. The dual yokes compensate for any slight misalignment. (3) Latch is lighter and quieter. (4) Self-centering equalizes wear and adds to durability and reliability. (5) More interlocking area provides greater security.

### Electric-powered window lifts

The electric motors for the Lincoln Continental window lifts are aircraft-type servo motors with high torque output. To provide longer life and more dependable operation, the motors are encased in rubber.

A special feature of the 4-door convertible is automatic lowering of the rear door windows when the door latch is released. If the rear door windows are closed, they automatically lower approximately 5 inches . . . then return to full-closed position when door is closed. Lowering the windows provides additional clearance between the front and rear door windows when both doors are opened.

**Master control panel**, mounted on the armrest on driver's door, contains an individual switch for each window and a master or "lock" switch for locking out all individual switches on other doors. Individual switches are mounted on other doors to control the window glass and front door power-operated vent windows.

*For maximum safety, power windows operate only with the ignition key. If the customer prefers full-time operation, the dealer can make a wiring change.*



# 1964 Continental Convertible Features

The 1964 Lincoln Continental convertible is a finer, more spacious version of the car already established as motordom's finest—a car that's unmatched for quality and exclusive features.

The 1964 convertible continues with sedan-size windows and sedan-size seats—front and rear, while the 3" longer wheelbase permits 3" wider rear doors and 4" additional distance between front and rear passengers.

The wider, longer top affords greater interior spaciousness with 5.4" more space between the roof rails. However, the low profile—only 36" to top of doors—and classic lines are retained.

## Convertible Top Construction

Several improvements are incorporated in the 1964 Lincoln Continental top mechanism.

**Top operation**—The fully automatic Continental convertible top is operated by a push-pull T-handle control located left of steering column. Holding the control out, cycles the mechanisms to open the rear deck, unlock the front bow from the windshield header, lower the top and close the deck to completely conceal the top.

The top has the scissor-type side rail linkage, low-friction self-lubricated nylon bushings, chrome-plated pivot pins, and cast-aluminum side rails.

**The electrical system** includes four reversible motors: (1) Top lock motor in the front bow. (2) The deck lock motor that locks and unlocks the deck lid through flexible drive cables. (3) The upper back panel motor that drives the hinged upper back panel by a small transmission. (4) The motor that drives the hydraulic pump supplying hydraulic fluid pressure to open and close the deck lid and to operate the convertible top.

**The hydraulic system** includes: (1) Single hydraulic pump. (2) Two hydraulic power cylinders—one for each side to actuate the power arms of the mechanical top linkage. (3) Two hydraulic power cylinders mounted on the lower back panel to raise and lower the rear-hinged rear deck lid.

As pivots are self-lubricating nylon and since the electric motors have sealed lube-for-life bearings, no lubrication is required for the top mechanism. The deck-lid hinges are coated with a lifetime lubricant.

*Access to trunk compartment is provided by operating the convertible top control to open the rear deck lid.*

Two new features incorporated in the 1964 convertible are the nylon skid plates and the adjustable nylon swedges on sides of the rear deck lid. The 7" long, 2" wide skid plates assist locating top in the well as it folds down, serving as guides for better positioning the top. The adjustable nylon swedges located on each side of the rear deck lid near the forward edge serve to guide the lid to proper position for the screw locks and to provide stabilizers to minimize deck lid vibration.

*This illustration shows mechanical parts of the Lincoln Continental's fully automatic electro-hydraulic top. The top mechanism is powered by four electric motors and a hydraulic pump.*

## Continental convertible highlights:

- Powered by the most carefully built engine in any American-built car.
  - Its Twin-Range Turbo-Drive transmission is the world's finest automatic.
  - The only convertible with 4-door convenience... with sedan-like rear compartment.
  - The smoothest riding convertible on the road.
  - The world's only convertible with a fully automatic top.
- Through advanced engineering, Lincoln Continental has proved a convertible can be dignified and entirely practical. Improvements for 1964 bring more sedan-type comfort to the Lincoln convertible while adding even more luxury to both top-up and top-down motoring.

## Convertible Top Material

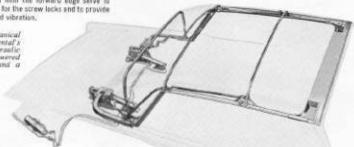
The 5-ply top is laminated, layer upon layer, for maximum strength. The laminations are: (1) Layer of black cotton drill with attractive herringbone texture. A soil-resistant treatment applied to the cotton drill resists water, oil absorption, wicking and staining. (2) Layer of butyl rubber bond. Advantages of butyl rubber are its ability to flow into crevices, and its ozone resistance. It remains an adhesive with aging. (3) Cotton sheeting with square texture. (4) Diamond-texture vinyl coating laminated to the cotton sheeting. (5) Soil-resistant clear vinyl top coat. Seams are bonded by a leak-proof dielectric heat-seal process which eliminates stitching of the top material. Edges, however, are stitched for tailored appearance.

**All-vinyl bead** is installed over the rear (No. 4) bow—a new feature for the 1964 Lincoln Continental tops. This bead is a dove-tail assembly of two extruded vinyl strips. The U-shape bottom piece is laid over the top material at the back bow and secured to the metal bow underneath. The second piece fits snugly into the channel.

**Anti-ballooning attachments** limit the amount the top material can raise when the car is traveling. These attachments are full loops extending full width across the underside of the top at the bows. The upper part of the loop is cemented to the top, while the lower part is held to roof bow by screws. This provides flexibility and prevents stretching the fabric.

**Friction-lock fasteners** (hook-and-loop) provide draft-free water-tight seams for sides of back window. The friction-lock seams attach and hold automatically.

**Brass zipper** above back window has elastic woven rubber and nylon mounting to keep back window taut.



# Improved Body Insulation and Weathersealing

Body insulation superior to any installed in other American-built cars makes the Lincoln Continental weather tight and extremely quiet. Improvements are made in both insulation and weatherseals in Lincoln Continental bodies for 1964.

**Hood insulation**—The laminated hood insulation has a thick core for reduction of high-frequency sounds. Black glass fiber surface affords durability and better appearance.

**Pre-formed dash panel insulation**—The insulation sandwich, shaped to configuration of the steel panel, fits snugly over the entire area. A 1" thick fibrous sound deadener, applied directly to the steel panel, serves both as an absorber and deadener. Completing the sandwich is the molded black panel cover which serves as a sound barrier.

**3-ply floor insulation** is a combination sound absorber and barrier. The first two layers— $\frac{1}{4}$ " thick fibrous material and  $\frac{1}{16}$ " thick mastic—serve as sound absorbers, while the heavy crepe kraft upper surface serves as a sound barrier. This combination affords highly effective insulation in relation to the thickness. Lincoln Continental's full-molded carpet with  $\frac{1}{2}$ " thick jute pad cemented to the underside is installed over the sandwich to complete the floor insulation and cushioning.

**New door-belt rubber window seals** turn away water to keep moisture from the inside of door panels and body. When a window is up, the strip on the window's lower edge presses against the T-shaped extruded rubber seal on the door. The rubber seal is installed over the polypropylene pile strip which affords additional exterior sealing. This combination provides a positive seal to keep out dust and reduces wind noise.

**New polypropylene pile** is used for horizontal window seals, both inside and out, and for window rats inside doors. Advantages of the polypropylene material are its low friction, wear resistance and moisture resistance. The low-friction characteristics mean smoother, easier window operation. Moisture absorption is zero.

## OTHER INSULATION INCLUDES:

**Foil-faced glass fiber blanket** behind rear seat.

**Glass fiber blanket**, foil-faced on both sides, is installed over a layer of uncured rubber between front floor tunnel and heater ducts.

**Glass fiber 2" thick** below instrument panel.

**Glass fiber roof insulation** or the equivalent. Rear roof pillar insulation includes glass fiber pad, asphalt-impregnated felt and cellulose wadding.

**Air-conditioned cars** receive additional  $\frac{1}{2}$ " foil-faced glass fiber floor panel insulation.

*The illustration below shows the improved 1-way drain valves for Continental doors.*



## New Door and Deck Seals

Improvements are made for both door sealing and rear deck lid sealing for 1964 Lincoln Continentals. A new latex foam material with dense skin is used with mechanical retainers for lower door seals. Double sealing is provided at the front of front door below the belt-line. The resilient latex foam reduces door closing efforts for plusher feel.

**Door weatherstrips**—Lincoln Continental door weatherstrips are 100% mechanically retained by integral wire fasteners which snap into hollow plastic plug retainers installed in the 4" spaced holes in the rabbet of the door inner panels.

The upper door weatherstrip, located on the body structure, shingles over the door weatherseal section at the belt-line joint. The outboard seal below the belt-line at front of front door is the same material and is also mechanically retained. It serves as an air, dust and water barrier. Above the belt-line, the weatherstrip is retained by a bright-metal frame.

**Drip molding** on the new 1964 Lincoln Continental body extends down the pillar to the lower corner of windshield. This keeps water away from the door opening and diverts water from the vent window.

**Rear deck lid weathersealing**—The new dense-skin latex foam seals are installed in a channel surrounding the rear deck opening. The seal is retained both mechanically in the channel and by an adhesive. The seal presses against a smooth uninterrupted surface on the rear deck inner panel to provide an effective and continuous air, dust and water barrier.

**Improved 1-way drain valves** for sealing door drain holes are installed on 1964 Lincoln Continental doors. These valves, consisting of a rubber strap suspended between 2 retaining plugs, allow water which may get inside the door to drain away but prevent dust or air from coming in.

**Factory-applied undercoating** is sprayed on the body before chassis parts are installed. The sprayed-on asphalt-base mastic covers underside of front fenders, front underbody structure, rear wheelhousings, and 16" wide strips along each side of the floor panel for the entire length of the car.

*New dense-skin latex foam weatherseals are installed for the rear deck lid for the 1964 Lincoln Continentals. This is one of several improvements in the fully insulated trunk compartment for 1964.*



# 1964 Lincoln Continental Seats

## Highlights of superior features:

- All-foam padding for seat cushions and seat-backs, both front and rear.
- Fully suspended seat-back springs.
- Sedan-width seats, front and rear, for convertibles.
- Center armrests for both front and rear seats.
- Individually adjustable contour front seats, with 6-way power adjustment, as optional equipment.

## Seat Build-Up—1964 Continental

### BENCH-TYPE FRONT SEAT

#### Front Seat Cushion:

- Zig-zag type platform spring
- Burlap and wire spring support pad.
- Molded cored latex pad  $5\frac{1}{2}$ " thick.

#### Front Seat-Back:

- Lateral formed wire spring assembly for each side. Fully suspended spring, with double-back "Z" at both ends of each spring element.
- Burlap and wire pad supports.
- Molded foam pad.

### INDIVIDUALLY ADJUSTABLE CONTOUR FRONT SEATS

Construction is same as for bench-type seats. Seat-back cushions are fixed-position type with movable center armrest.

### REAR SEAT—ALL MODELS

#### Rear Seat Cushion:

- Zig-zag springs in arched configuration with double-back "Z" at front for each spring element.
- Burlap and wire pad support.
- Molded foam pad  $1\frac{1}{2}$ " to 2" thick.

#### Rear Seat-Back:

- Same as front seat.



## 6-Way Power Seat



The 6-way power seat is adjusted in four directions plus fore and aft tilt. The design and construction make a far more durable, reliable and quiet-operating seat.

The power seat is anchored on four screw-type jacks . . . one at each corner. To raise or lower the seat, all four work in unison. To tilt the seat, the front and rear jacks function separately. Forward and back adjustments are made with a pair of angular-placed screws, one at each end.

Operation is by a single electric motor through gears and six flexible drive cables. The controls are mounted on a chrome-plated panel on the front-seat side shield on the driver's side.

Individually adjustable contour front seats have the same deep-foam cushioning as the bench-type seats. The 6-way power adjustment is controlled by individual switches on the outboard seat side-shields.

Lincoln Continental seats, with folding center armrests both front and rear, afford ultimate riding comfort for 4 passengers or 6. When armrests are down, each seat accommodates two passengers in individual seats. With armrests up, there's room for three people in both front and rear seats.

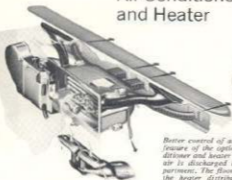
An exclusive feature is the dual softness of the front seat cushion.

Lincoln Continental's front seat, made with foam padding up to  $5\frac{1}{2}$ " thick, contains approximately three times as much foam rubber as other cars in its class. The deep-foam front cushions are installed on flat formed-wire springs.

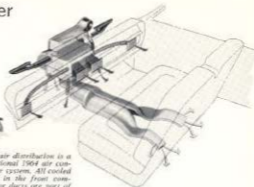
Lincoln Continental's deep-foam front seat affords a feeling of luxurious comfort because of the deep foam's more effective damping action with minimum of rebound. The dual-softness feature makes the seat cushions almost form fitting. This contributes to comfort and reduces tendency to slide in seat during turns.



## Air Conditioner and Heater



*Better control of air distribution is a feature of the optional 1964 air conditioner and heater system. All cooled air is discharged in the front compartment. The floor ducts are part of the heater distribution system.*



Lincoln Continentals ordered with optional air conditioning are built with a combination heating and cooling system. These cars have a special instrument panel with four adjustable cold-air registers, plus the unique control panel for the combination heating and cooling system.

Two control levers and the 3-speed blower fan regulate full range of heating, cooling, venting and defrosting. The easy-working levers control the vacuum-powered servo motors which adjust the different valves.

The selector lever determines the function—cooling, heating or venting. Regulator lever provides temperature modulation. One of the refinements for 1964 is the way the slots for control levers are concealed in the black and bright horizontally ribbed panel. Other outstanding features:

**Selective air system**—The Lincoln Continental air conditioner uses either recirculated or outside air. In extremely warm weather, the car can be cooled more rapidly by recirculating inside air through the cooling chamber. After car is cooled down, usually within 30 minutes, the system can be changed to take in outside air.

**Instrument panel registers**—The distribution system includes four instrument panel registers plus two fixed bleed openings from the evaporator housing. The registers at the ends can be adjusted to send a cool curtain of air over the side windows to effectively combat solar heat load. Each of the registers is individually adjustable. All four can direct air toward front seat passengers, or all or part of the air can be directed higher for more general cooling.

**Concealed evaporator**—The evaporator housing is mounted with the heater unit out of sight behind the deep instrument panel. Short, direct tubes take cold air from the evaporator to the instrument panel registers. The entire system, custom-made for Lincoln Continental, operates for maximum cooling efficiency at exceptionally low sound level.

### Features of special interest:

- The air conditioning compressor has a simpler and more efficient oiling system in which the oil is carried by the refrigerant. This provides positive and continuous lubrication of moving parts any time refrigerant is being pumped.
- New non-permeable nylon hose which reduces refrigerant loss by 70% is introduced. This is used for the suction line and liquid refrigerant line.
- Compressor drive is a magnetic clutch which is engaged and disengaged by a temperature-controlled electric switch in the evaporators. Compressor operates only when it's needed for cooling.
- Power-Booster fan with both temperature- and torque-limiting controls is installed with air conditioning.
- The air conditioner dehumidifies as it cools. The wet coils remove irritating dust, pollen and other airborne irritants from the air passing through the evaporator.

Outstanding characteristics of the air conditioner are quicker cooling and higher efficiency. After a minute's operation, car temperature is going down. On the highway, the air conditioner will maintain car temperature in the 70's when the air is 100° or higher outside. In traffic, it can keep car temperature in the low 80's in 100° weather.

## Heater-Defroster System

Lincoln Continental's standard-equipment heater-defroster system performs all of the functions of the optional unit except cooling. The simple 2-lever controls for this water-heater operate the vacuum-powered valves. The amount of heat available is determined by the valve regulating the volume of water flowing through the heater core.

**Heater core**—A large (3" by 10" by 2") hot-water radiator core installed in housing on the engine side of dash panel functions as a heat exchanger.

**Heater plenum chamber** distributes air across floor in front compartment.

Dual floor ducts extend along floor tunnel to dual outlets beneath front seat. The ducts deliver heated air to rear compartment for maximum effectiveness.

**Blower fan**—An impeller-type fan is mounted adjacent to the heater core.

**Defroster**—For rapid de-icing, practically all of the hot air can be directed to the windshield through wide slots in the upper instrument panel.

**Venting**—The left-and-right air valves can be used independently or together to bring in the desired amount of air from outside.



*This illustration shows heater components and air distribution system for the standard heater-defroster.*



# Baked-On Enamel Produces True-Color Finish

Lincoln Continental paint specifications have set the highest standards in the industry for years. For 1964, baked acrylic enamel is used for all colors and a new primer system is introduced. Eighteen solid colors are offered.

**Acrylic enamel**—Made with acrylic resins that are modified with alkyl or melamine resins, the acrylic enamel represents a further development in baked-enamel finish for automotive bodies. Like the alkyl-based enamels used previously, the acrylic enamels are organic thermosetting material which polymerizes to change molecular structure.

**Primer systems**—Both the epoxy primer system which has been used previously and the new electrocoating process are used in the Continental plant. Either gives the Continental bodies the best preparation for application of the enamel finish.

When the epoxy system is used, the steps are: **1st prime coat**—Red epoxy primer is applied to the body inside and out. **2nd prime coat**—Neutral gray epoxy primer is applied to outside surfaces, baked and then wet-sanded by hand or machine. **Gray enamel sealer**—Is applied over entire body outside, baked and wet-sanded by hand or machine. Neutral gray adds to depth of luster. Every Lincoln Continental body comes with true, even color in all shades.

**Electrocoating**—A new process called electrocoating is being introduced for applying the initial primer coat to Lincoln Continental bodies. The process utilizes direct current to deposit an organic thermosetting primer on the metal. This actually plates the body sheetmetal with primer paint.

An outstanding advantage of electrocoating is its ability to deposit primer paint in normally inaccessible or difficult-to-reach areas of the body with the thickness required for adequate protection.

*The Continental engine compartment is painted black for appearance, in keeping with the over-all quality of the car. Also, the interior of the plenum chamber beneath the outside air intakes in the cowl is painted with body color enamel for improved appearance and durability.*



## Advantages of Acrylic-Based Enamels

- Acrylic enamel finish has greater hardness without being any more brittle than the alkyl-based enamel and still pass the same sheetmetal bend test. Greater hardness means greater wear-resistance and increased impact-resistance to prevent chipping.
- Acrylic enamel produces better metallic finishes. This is important because most Lincoln Continental colors are metallics. In the metallic acrylic enamels there is practically no mottling caused by floating aluminum particles in any colors. The result is a more homogeneous finish.
- Acrylic enamel's hardness permits polishability. The quality of the finish can be improved by polishing.
- Acrylic enamels offer advantages in improved durability in both straight colors and metallics. A contrast: Acrylic enamel provides lasting like-new appearance while acrylic lacquer suffers continual dull-down. (Lacquer's dull-down is remedied by polishing and after each polish job, there's less lacquer finish on the body.) The acrylic enamel makes metallic paint quality equal to straight colors for the first time. This big improvement is a significant achievement in producing a more durable metallic enamel finish for automotive bodies.
- Acrylic enamel is more workable, permitting a 3-coat finish (against 2-coat for the alkyl-based enamels). The 3-coat finish provides a thicker finish over the body sheetmetal. When applied, there's less orange peel effect than with the alkyl-based enamels.

## Multiple Anti-Corrosion Treatments Protect Body

The strength and beauty of Lincoln Continental bodies are safeguarded with multiple anti-corrosion treatments. Approximately 250 pounds of galvanized steel is used in the sedan body. Galvanized steel resists corrosion from 2 to 3 times longer than conventionally treated steel.

Additional anti-corrosion protection is obtained through wide use of zinc-rich primers which are applied to critical areas. Also, each body receives all-over rust proofing with zinc-phosphate. Here are highlights of Lincoln Continental anti-corrosion treatments.

### Before welding sheetmetal stampings

- Galvanized steel is specified for parts needing maximum corrosion protection.
- Zinc-rich weld primer is applied with spray or brush to critical areas where special protection is needed:
  - ... on door stamping edges that are hemmed over during assembly.
  - ... on front fender areas around wheel openings.
  - ... on body pillars at striker plate and hinge areas.
  - ... on areas where wheelhousings are welded to floor panel.
  - ... on upper front fender underside in headlight area.
  - ... on front fender lower rear reinforcement area.

### Cleaning finished sheetmetal

- After metal finish operations, bodies and parts are cleaned inside and out. An acid wipe is applied to soldered areas. Solder pit filler paste is applied over solder areas.

### 6-step paint preparation process

- Lincoln Continental's proven 6-step paint preparation is given to welded body assembly, front-end assembly, hood, doors and deck lid.
  - (1) Cleaning to remove dirt and other foreign matter from sheetmetal.
  - (2) Warm water rinse.
  - (3) Secured rinse to eliminate carryover.
  - (4) Phosphating. The phosphating solution is sprayed all over the body inside and out, including the galvanized steel areas.
  - (5) Water rinse.
  - (6) Washing with chromic and phosphoric acid solution that neutralizes surface.

**Also:** Hot-air baking for thorough drying before 1st primer coat is applied.

## Electrical Features

New electrical features for 1964 include long-life, high-reliability headlamps, increased interior lighting and a new fuse panel concealed by glove compartment door.

**Long-life headlamps**—The high-reliability sealed beams are designed to have more than double the service life of previous lamps. This quality improvement means cost of headlamp replacement can be reduced more than half.

**New fuse panel**—New location of fuse panel in separate compartment in instrument panel permits examining or replacing fuses while sitting in front seat. Extension of glove compartment door covers the fuse panel area.

**Increased interior lighting** is provided by the instrument panel map light, which is connected in the courtesy-light circuits and the 15-cp. sedan reading lights have integral tap light switches. They also serve as rear compartment courtesy lights, operated by rear door pillar switches.

### Other Premium Quality Features:

**Nylon coating** over the regular wire cover for additional protection against abrasion.

**Hypalon insulation**—All unfused circuits in the 1,600 feet of wiring have Hypalon<sup>®</sup> insulation with greater heat resistance for better protection. One of Hypalon's major benefits is an indirect one. In case of a short, the Hypalon-insulated wire will burn out at the connection rather than inside the harness where it could damage other wires. Repairs at the connection are made easily. (Hypalon is premium-quality thermosetting synthetic rubber. The name is registered <sup>®</sup> by DuPont Co.)

**Multiple quick-disconnect plugs** are located in a cleaner more easily accessible location in the right cowl panel area.

**Long-life bulbs** for taillights, back-up lights, turn signals and parking lamps.

**Wiring for the rear part** of the body and rear doors passes through protected channels along the left-and-right side rails just below the door sills. The rubber sill covers form the inner cover for the channels.

**Ignition switch.** Terminals of the ignition switch are buried inside the switch to prevent tampering. The ignition switch has triple blade-type connectors of "quick-disconnect" design for efficient assembly and service. The accessories terminal for the switch is a bolt that passes through the center of the "quick-disconnect" unit.

**Printed electrical circuits** for the instrument panel lights are made by imprinting copper on a plastic base. Printed circuits eliminate possible sources of wiring trouble while simplifying assembly and service.

### Increased Vision Areas

The larger rear door glass areas and larger back window combine for a significant increase in total glass area. The sedan back window is 126 square inches larger for an increase of 16% in the exposed glass area. There is also a small increase in windshield area.

The compound-curve windshield made of laminated safety plate glass of finest quality, curves around at the sides to the swept-forward windshield posts and flows back moderately at the top.

**Side windows** of tempered solid safety glass, have trim chrome-plated moldings which travel with the glass for both the sedan and convertible models. That is, the Continental thin-pillar sedan has hardtop-type doors and windows.

## LINCOLN CONTINENTAL SPECIFICATIONS—SEDANS

Exterior Dimensions	1963	1964
Over-all length.....	213.3"	216.3"
Over-all width.....	78.6"	78.6"
Height (loaded).....	53.7"	54.2"
Wheelbase.....	123.0"	126.0"
Greenhouse length.....	98.1"	101.2"
Hood length.....	62.2"	62.5"
Deck length.....	48.3"	48.1"
Tire size.....	9.00 x 14	9.15 x 15

### Interior Dimensions

#### FRONT:

Effective head room.....	38.5"	39.0"
Max. eff. accelerator leg room.....	41.9"	41.1"
Shoulder room.....	59.4"	59.3"
Hip room.....	60.1"	62.3"
"H" point to head.....	8.9"	9.3"

#### REAR:

Effective head room.....	38.1"	38.4"
Effective leg room.....	36.5"	40.5"
Shoulder room.....	59.6"	59.4"
Hip room.....	62.0"	62.4"
Effective knee room.....	5.2"	7.7"
"H" point couple distance.....	33.4"	36.8"
Usable luggage capacity (cu. ft.).....	13.5	15.5
Curb weight (pounds).....	5,155	5,278

Interior dimensions with front seat in rearmost position.

### Continental Windshield Wipers

Windshield wipers utilize hydraulic power from the car's power steering system to provide the finest windshield wiper operation on any car. Advantages of the hydraulic power are:

- Full power for wiper motor is available at all engine speeds. There's no slowing down of wipers as engine speed or engine load changes.
- Full variable speed control allows driver to select speed.
- Wipers can be moved without damaging the arms or mechanism because hydraulic pressure is off when wipers are off.

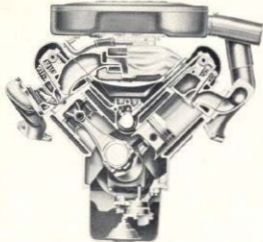
Two improvements in the wipers for 1964 are the 20-inch-long blades which clear 14% more windshield area, and the low-reflectance brush-finished metal for both the wiper blade metal and the wiper arms.

The windshield washer is driven by a high-speed electric motor which makes full power available to the washer pump at all times.

The washer pump forces high-velocity streams of washer fluid to the center of the windshield. Coordinated action of windshield washer and wipers is provided.

Larger reservoir for windshield washer fluid contains five pints of fluid for a 40% increase in capacity. The larger capacity reduces service interval.





## Lincoln Continental V-8

The Lincoln Continental V-8 is designed to be America's finest automotive engine. Owner operation has proved it one of the most reliable, durable and most trouble-free of all automotive engines.

**In-block combustion**—Combustion chambers in the Lincoln Continental V-8 are in the cylinder block instead of cylinder heads. The cylinder head provides a flat-machined upper surface for the combustion chamber. Shape of the chamber is determined by the piston-top contour.

**The cylinder block** is engineered for durability and smoothness of engine operation. The basic structure is a special alloy-iron casting. Deep-skirt construction of the block affords extra strength for the crankcase and transmission mounting area.

**Wedge-top pistons**—Pistons for the Lincoln Continental engine have a 50% wedge top which forms a compact combustion chamber. The 50% wedge provides nearly four times the former squish area. On the compression stroke, fuel-air mixture jets from the squish area into the combustion chamber to produce high turbulence for smoother burning. In the compact chamber, the flame travels less distance for smooth, more rapid burning. This is aided by deep placement of spark plugs to where they fire the heart of the charge.

**Flat-machined cylinder heads**—A major advantage of in-block combustion is that the cylinder heads can be planed off perfectly flat on the bottom side. Intake and exhaust valves are installed alternately to place a cool-running intake valve between each pair of exhaust valves.

**Precision-molded crankshafts**—Crankshafts for Lincoln Continental engines are precision-molded alloy-iron castings with large bearing surfaces. The unusually large overlap of main and crankpin journals contributes to greater rigidity. Vibration damper, rubber-floated and mounted on front end of crankshaft, counteracts torsional vibrations.

**Selectively fitted bearings**, individually fitted to the journals, afford optimum smoothness. Bearings are steel-backed with copper-lead surfaces.

**Induction-hardened camshaft** for the Lincoln Continental engine has stepped bearings which reduce the possibility of damage during assembly. The finished shaft is phosphate coated to facilitate break-in. Cam lobes are precision-ground for high-performance valve operation.

**Rotating-type overhead valves**—Three features of the valve system contribute to cooler running: (1) Alternating arrangement of the intake and exhaust valves in the cylinder heads; (2) rotating-type valves; and (3) cast-in integral valve guides which reduce valve-stem temperatures.

Exhaust valves have positive coil-type rotators which rotate valves at all engine speeds. The intake valves have the "free-turn" rotators.

**Exhaust valves** are aluminum coated for greater durability. Phosphate coating of valve stems serves to extend valve life and improve operation. The phosphate lubricates stems to prevent scuffing during break-in.

**Rim-bolted rocker arm covers**, with a bolt-load spreader under each bolt, provide improved sealing. The load spreaders equalize pressure on the gasket. The covers have an extra-wide flange for positive mating against the cylinder head. The 1-piece gaskets are stapled to the rocker covers to provide proper placement on the cylinder head.

**Intake manifold** of unique design places primary barrels of the 4-barrel carburetor squarely in center of the manifold, with secondary barrels offset to the rear. This arrangement provides a natural, even distribution of fuel-air mixture from the primary pair—90% of all operation. Interior intake manifold baffles serve to balance distribution when all four barrels are in use.





#### MAJOR SPECIFICATIONS

Type	V-8, 90° OHV
Displacement	430 cu. in.
Bore and stroke (in.)	4.30 x 3.70
Horsepower	320 hp @ 1600 rpm
Torque rating	465 @ 2600 rpm
Compression ratio	10.1 to 1
Carburetor	4 barrel
Fuel	Premium

### 3-Stage Cooling System

In the 3-stage system, three thermostats automatically adjust cooling capacity, blocking off circulation through any part of system that doesn't need circulation. The system provides fast, even warm-up that reduces wear on cylinder walls, pistons and valves.

Pressure in the cooling system is controlled by a regulator valve in the radiator cap. This controlled pressure—up to 15 pounds—permits up to about 35° F. higher operating temperature without boiling coolant.

Water-jacketed intake manifold for the Lincoln Continental engine has water passages through which coolant circulates to warm or cool the manifolds as temperatures warrant.

**Cross-flow radiator**—The Lincoln Continental cooling system utilizes a cross-flow radiator of highest quality. The radiator has overlapping flange connections for greater strength. An auxiliary surge tank is installed. The cross-flow radiator permits a lower hood line while providing more efficient cooling because more of the water passes directly in front of the fan.

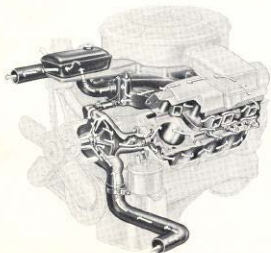
**Long-life coolant** which can provide anti-freeze protection for 36,000 miles or 2 years\* is installed at the factory. The coolant containing ethylene-glycol concentrate and an efficient rust inhibitor affords more efficient cooling than plain water and resists rust formation in engine.

The factory-installed 50-50 mixture of anti-freeze and water protects to —35° F. Owners are requested to have the solution checked seasonally by a Lincoln Continental dealer. If additional protection is desired, the dealer can add coolant.

The 50-50 solution raises the boiling point approximately 10° higher than plain water to provide increased cooling capacity for the system.

*(Under 13 pounds pressure at sea level, the 50-50 solution boils at 252 degrees F., compared with approximately 242 degrees for plain water.)*

**Power-Booster Fan** with both temperature- and torque-limiting controls is installed for air conditioned cars. This 6-blade fan varies air flow through the air conditioner condenser and the car radiator according to the immediate cooling requirements. A stamped-steel shroud surrounding the fan directs air flow through radiator for higher cooling efficiency.



*The cutaway view at left shows flow of coolant through the Lincoln Continental cooling system. Above—The 6-blade Power-Booster Fan which is installed with the Lincoln Continental air conditioner.*

*\* Whichever occurs first.*



## 4-barrel Carburetor

The 4-barrel carburetor for the 1964 Lincoln Continental V-8 affords 2-stage operation for higher performance.

**1ST STAGE**—Primary barrels deliver fuel-air mixture needed for engine speeds up to approximately 2700 rpm—about 90% of all driving.

**2ND STAGE**—Throttle plates in secondary barrels open to expand carburetor breathing capacity to deliver additional power for rapid start-up acceleration, passing at highway speeds and other high-performance operation. Throttle plates for the secondary barrels are mechanically controlled to open the proper amount to satisfy velocity requirements.

The 4-barrel carburetor is designed to closely retain the economy, reliability and operational characteristics of a 2-barrel carburetor. Special features contribute to smooth idle, fuel economy and reliability.

**Independent idle system** with an idle-by-pass tube built into the carburetor to deliver air for engine idle operation. With this system, throttle plates are closed when engine is idling.

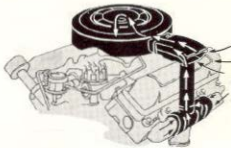
**Hot-idle compensator** is built in to maintain constant idle speed for improved engine cooling in hot weather.

**Idle compensator for air-conditioned cars.** Engine speed remains constant whether air conditioner is on or off.

**Precision machining** of throttle shaft bores and plate shafts.

**Corrosion proofing** of all carburetor parts, inside and out, including die-cast aluminum carburetor body and air horn.

**Filtered air for automatic choke**, taken from inside air filter, keeps dust from choke housing and bi-metal control.



*Air for carburetor enters through either the low intake for heating or directly to the air cleaner through the high intake.*

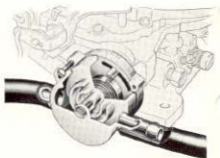
Carburetor dual air intakes serve to improve engine performance . . . reduce hazard and annoyance of engine stalls caused by carburetor icing. System consists of (1) high-level air intake that admits air directly to the carburetor air filter, (2) a low intake that directs incoming air around the exhaust manifold for heating before it goes to the air filter, and (3) temperature-controlled valve that automatically selects heated, unheated or mixed air for the carburetor.

**Carburetor air filter**—All air entering the engine through the carburetor is cleaned by a dry-type filter—the most efficient available for automobile engines. Advantages: (1) Filters air efficiently to remove foreign matter. (2) Easy to service . . . simply by tapping or shaking. (3) Helps keep engine clean, both inside and out.

**Self-cooling fuel pump** has a return line from pump to fuel tank. When fuel temperature rises to the 120-degree point, a by-pass valve opens to permit fuel to flow through the pump and back to tank. This serves to cool the pump and thereby reduces possibility of vapor lock during hot-weather operation.

**Water-heated automatic choke control**—Choke operation for the new 4-barrel carburetor is controlled by temperature of the coolant in the engine instead of by temperature of external exhaust manifold, the usual manner. Customer benefits and advantages:

- Prevents excessive engine idle speeds caused by unnecessary choke operation during short-trip, cold-weather operation.
- Improves fuel economy. Tests showed slightly higher gas mileage with water-heated choke for short-trip, cold-weather operation.
- Avoids flooding engine—unnecessary choke operation can flood engine and cause hard starting. This is less likely to occur with water-heated choke control.
- Eliminates unnecessary choke enrichment at high altitude.





## Engine Lubrication

Full-pressure lubrication provides both efficient oiling and efficient cooling of the engine parts for normal operation, plus lubrication and cooling reserve for heavy-duty demands.

**Oil filter**—Continental engines have a depth-type oil filter as factory-installed standard equipment. The synthetic dacron used as the secondary filtering material affords more uniform control of the material and more efficient filtration. Treated woven cotton continues as the primary filtering material.

Full flow of oil through filter cleans all oil before it goes to the working parts of the engine. All oil for pressure lubrication flows through internal passages. Continuous oiling for rocker-arm shaft affords a constant cushion of oil for quiet operation and longer service life.

Premium-grade oil is put in the engine after the engine's initial 3-hour run-in. Under normal operating conditions, oil and filter require changing only every 6,000 miles or six months, whichever occurs first. This coincides with the recommended twice-a-year service interval.

The 6,000-mile or 6-month oil change interval is recommended for Lincoln Continental engines when premium-quality, heavy-duty type oil (API Classification MS and so labeled on the container) and the Rotunda full-flow oil filter are used. If engine oils or replacement filters other than those recommended here are used, more frequent oil and filter changes may be required.

**Crankcase emission reduction system**—Positive crankcase ventilation is provided by a controlled vent system which re-cycles crankcase air through the intake manifold for re-burning in the combustion chambers. A special quality feature in the crankcase ventilation system is the replaceable breather cap and filter on the oil filter tube. The paper-type filter prevents dust particles and other foreign matter from entering the crankcase. Replacement is recommended at 12,000-mile or 12-month intervals.

**A sealed oil dip stick** on the Lincoln Continental engine serves to keep even minute particles of foreign matter from the engine. The flat lower part is phosphate etched for easier readability.

The illustrations below show: **Breather cap** for the Continental oil filter pipe containing filtering element—left, and **Rotor-type oil pump**—at right. Both the inner and outer rotors of oil pump are precision-cut sintered iron. Operation of the precision-cut gears is practically inaudible.



## Continental Engine Electrical Features



*Lincoln Continental's 40-ampere alternator (above); 2-unit regulator is shown at left.*



The alternator power makes the electrical system more reliable and more trouble-free. All wires from the alternator are in a 4-pole multiple connector with a positive locking device. The 6-pole connector has a unique grouping of the bayonets so the wires cannot be connected improperly.

- Alternator produces current for battery at idle speed, normally from 6 to 8 amps. This helps keep battery more fully charged and thereby adds to battery life.
- Alternator is simpler construction than a DC generator. The alternating current is changed to direct current by six diodes.
- Die-cast aluminum housing and simplified construction save weight.
- Simplified regulation. Only a 2-unit regulator is required.

### Other electrical system features:

- Glass fiber cored ignition cables with three times the former tensile strength.
- Silver-braced pure tungsten breaker points of premium quality.
- Self-cleaning spark plugs.
- Counterbalanced distributor rotor for improved high-speed operation, reduced wear on bearing and contact points.
- Positive-engagement starter. When ignition is turned on, the drive pinion engages the flywheel ring gear before the starter begins turning. Anti-kickout feature keeps starter in engagement until engine is running.
- Front-mounted distributor with combination vacuum-centrifugal spark control.

**Long-life battery** with 80-ampere-hour capacity has a molded rubber top with the cell connectors sealed in. Clamps hold the battery at the bottom. Extra space is provided below the plates so material that drops down does not short the plates. Large space is also provided for electrolyte. A steel heat shield, installed to keep engine heat away, also improves cooling by directing the flow of outside air around the battery.



Scenes from the Continental Engine Plant—Lincoln Continental engines travel on an overhead monorail—well above the floor. The unfinished assembly is wrapped in a plastic bag to keep out airborne particles as it is moved on the monorail.

During the factory run-in that lasts more than three hours, Lincoln Continental engines are operated at various speeds under ideal conditions. The engines of only two other of the

world's finest cars are run-in at the factory. All others require break-in by owner.

After run-in, the oil pan of each Lincoln Continental V-8 is removed for internal inspection. A dental mirror and flashlight are used for examining cylinder bores. Main bearing bolts are torqued after the examination. The run-in and testing are similar to aircraft engine run-in and inspections.

## Factory Run-in and Testing Provide Repeated Checks on Quality

Every part of a 1964 Lincoln Continental must be working properly before the car can leave the assembly plant.

Functional tests and factory run-in of major components are part of the rigid Lincoln Continental inspection procedure.

The final inspection, a 1½-hour examination of the finished vehicle, includes a 12-mile road test. When this test is completed and any necessary corrections made, the new Lincoln Continental is precisely adjusted and tuned so it is in condition for delivery to the owner.

Trained specialists perform factory run-in operations during the manufacturing. The final 1½-hour examination is made by one of the Lincoln Continental test drivers.

### Highlights of Testing Operations

**Initial engine run-in**—3-hour operation under dynamometer load at varying speeds. After run-in, the oil pan is removed and the cylinder bores and bearings examined. Any necessary adjustments are made before the engine runs again.

**Initial transmission run-in**—Lasts 30 minutes . . . includes frequent shifts. Then transmission bands are adjusted to pre-delivery specifications.

**Every brake assembly** receives an operational test at the brake manufacturing plant. Only brake assemblies which pass this functional test are approved for shipment to the Lincoln Continental assembly plant.

**5-minute radio shake test**—To check security of all connections and prove durability of controls and other parts of every Lincoln Continental radio. In addition, each radio light bulb gets a 30-minute test before installation in the receiver.

**Examination for leaks**—Every fluid reservoir, tube, and connection is checked.

**3-minute water test**—For any body leaks . . . before upholstery is installed.

**Electrical system test**—Every electrical part is checked on exclusive electronic testing machine.

**Final tune-up**—Tuning of engine and adjusting for low idle speed after factory run-in eliminates need for 1,000-mile service.

### Aluminized and Stainless Steel Mufflers

The Lincoln Continental exhaust system has large pipes for reduced back pressure and utilizes stainless steel parts in both the mufflers and resonators for greater durability.

The pipes are 2" diameter except the 2¼" tailpipes. Stainless steel is used for inner shell, both ends and one inner baffle for each muffler and for both ends of each resonator. Other steel is aluminized. The dual exhaust lines on the Lincoln Continental are assembled with bolted flange sections so the parts fit tightly and securely. The system includes:

- Laminated (double-wall) inlet pipe attaches to the engine's exhaust manifold.
- The ball-and-flange connection at the exhaust manifold permits flexibility in precision adjustment of the exhaust lines.

- A cross-over pipe connecting the left and right lines serves as an equalizer to smooth out pulsations.
- Fernox-rubber and steel brackets, precision-made and bolted in place, provide proper exhaust-line mounding.

One of the tests made on the Lincoln Continental during the 1½-hour final examination is a muffler sounding-board test. The exhaust sound must be smooth, pleasant and in a prescribed low range to meet Lincoln Continental standards.

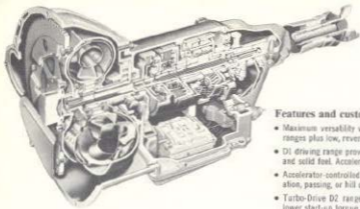
The illustration shows the precision-made exhaust-line insulators. The soft rubber core is formed inside the steel eye. Rubber surrounds the bolt and four rubber ribs extend outward against the inner surface of the eye. This fernox-rubber and steel bracket maintains proper exhaust line alignment while providing both cushioning and insulation.



# LINCOLN CONTINENTAL ENGINE SPECIFICATIONS

<b>General:</b>	
Engine type	90° V-8 overhead valves
Bore and stroke	4.30" x 3.70"
Piston displacement	430 cu. in.
Engine mounts—front	2
—rear	1 on isolated cross-member
Horsepower	370 horsepower @ 4600 r.p.m.
Torque rating	455 lb. ft. @ 2600 r.p.m.
Compression ratio	10.1 to 1
<b>Pistons:</b>	
Pistons, type	Fully conforming full-circle steel insert, slip-type skirt
Material	Aluminum alloy, tin-plated
Number rings per piston	3 (2 compression, 1 oil)
Compression rings, type	No. 1—plain; alloy cast-iron; chrome-plated face
	No. 2—scraper groove; cast-iron; phosphite-coated
Oil ring, type	Steel, 3 piece type, chrome-plated rails; blue steel spacer type expander
Pins, type	Press-fit in connecting rod
Pins, material	Heat-treated alloy steel (tubular)
<b>Valve System:</b>	
Valve, type	Overhead poppet
Valve lifter, type	Hydraulic
Valve rotation—intake	Free turn
—exhaust	Positive turn rotators
Intake valve-head diameter	1.95"-1.97"
Intake valve material	Silichrome steel, 45° seat angle
Exhaust valve-head diameter	1.64"-1.66"
Exhaust valve material	Cast austenitic steel; aluminumized head, 45° seat angle
<b>Connecting Rods:</b>	
Connecting rods, type	I-beam
Materials	Forged steel, rod and cap
Bearing, type	Replacement insert
Bearing material	Steel-backed copper-lead alloy, lead and tin-plated
Bearing diameter	2.5"
<b>Crankshaft:</b>	
Crankshaft, type	Precision molded
Material	Alloy iron
Weight	75.5 lbs.
Main bearing, type	Replaceable insert, selectively fitted
Main bearing material	Steel-backed copper-lead alloy, lead and tin-plated
Number of main bearings	5, 2.5" diameter
Vibration damper, type	Rubber coated
<b>Camshaft Drive:</b>	
Camshaft drive, type	Silent chain
Number of camshaft bearings	5
Camshaft gear	Aluminum die-cast body with molded nylon teeth
<b>Engine Oil System:</b>	
Lubrication system, type	Full-pressure
Oil pump, type	Rotor
Oil pump, intake, type	Stationary screen
Oil filter, type	Full-flow, disposable
Crankcase capacity	6 quarts with sifter change
Normal oil pressure	52-60 psi @ 2000 r.p.m.
<b>Fuel System:</b>	
Fuel tank capacity	24 U. S. gallons
Filter location	Rear center with integral surge tank
Fuel pump, type	Mechanical with return line to tank
Fuel filters, type	Plastic mesh screen in fuel tank, plated paper replaceable filter between fuel pump and carburetor
Carburetor, type	One, 6-barrel, downdraft
Barrel size	Primary—1.56"; Secondary—1.65"
Choke, type	Integral, automatic; water-heated
Air cleaner, type	Fibrous pack, replaceable element
Intake manifold heat control, type	Water-warmed
<b>Cooling System:</b>	
Cooling system, type	Pressure-vented, 3 stage series flow
Radiator cap relief valve pressure	12-15 lbs.
Thermostats	1 in intake manifold, 2 in cylinder block
Water pump, type	Centrifugal, pre-lubricated
Radiator, type	Cross-flow, tube and corrugated fin with surge tank
Cooling system capacity	25 quarts
Water jackets, type	Circumferential, all cylinders, full length
Fan—standard	4 blades, 17.5" diameter
—air conditioning	Power Booster, 6 blades, 18.25", shrouded
<b>Electrical:</b>	
Battery, type	6-cell, 75 plates, 12-volt, 80 amp. hr.
Power source	Alternator, 40 amp.
Regulator, type	2-unit
Starting motor, type	Positive engagement
Starter switch, type	Key switch and solenoid
Spark advance control, type	Vacuum and centrifugal
Spark plug, type	Extended electrode
Spark plug size	18 mm.





## Twin-Range Turbo-Drive Transmission

### Features and customer benefits:

- Maximum versatility with two automatic forward driving ranges plus low, reverse, park, and neutral.
- D1 driving range provides 1-2-3 shift for lively response and solid feel. Accelerates 10% faster than D2.
- Accelerator-controlled forced downshift for rapid acceleration, passing, or hill climbing.
- Turbo-Drive D2 range starts in intermediate gear with lower start-up torque for starting on slippery surfaces.
- Low range provides maximum power for grades or heavy loads. Also serves for engine braking.
- Park position engages positive transmission park lock-up. Holds car on steepest grade.
- High gear in planetary gear set is always available for the drive range . . . is never locked out.
- Vacuum throttle control provides smoother shifting . . . dependable operation . . . reduced maintenance.
- Water cooling for transmission fluid by cooling unit in radiator tank.

The Lincoln Continental torque converter transmission has been the world's finest ever since its introduction. It's a design major competitors are just beginning to copy.

The Twin-Range Turbo-Drive transmission is a combination of fluid torque converter and automatic planetary gear train. Tailor-made for the Lincoln Continental, this transmission delivers all power through a cushion of oil.

Manufacturing standards for the Lincoln Continental transmission, the highest in the industry, require individually selected control-pressure valve springs and specially hardened steel gears and shafts.

**New selector dial**—The new selector dial has two dot marks under "DRIVE". The larger (gold dot) is for the former D1—the preferred drive range for normal operation. The smaller is former D2 range.

**Low-silhouette gear case**—The precision-cast gear case fits closely around the planetary gear set and hydraulic controls for a low profile which permits the small floor tunnel.

**Servo bores** are cast integral with the case for more precise assembly with fewer parts and to permit use of drilled hydraulic lines in the casting walls (in place of tubes).

**Low maintenance**—Provision is made for external adjustment of both front and rear bands. Band adjustment for 1964 is only every 36,000 miles or "as required". The service, if necessary, can be performed without opening the gear case.

*Life-of-car transmission fluid of premium quality is installed after the transmission run-in. Owner is expected to maintain transmission oil at proper level. Draining is not necessary.*

This illustration shows the internal dacron-type filter in the automatic transmission. All oil for the hydraulic circuits is taken from inside the filter. In operation, oil from the transmission reservoir passes from the outside to the inside of the fully enclosed filter before it enters the hydraulic circuits. Normally, the only time the dacron filter requires replacement is in case of a major transmission overhaul. It is mounted on the pressure regulator assembly.

### Final Acceptance Test for Transmissions

The final acceptance test for the transmission requires 27 minutes of dynamometer operation.

The dynamometer test is a sequential environmental operation covering the full range of transmission functions—to test everything the transmission is designed to do. Every shift is made from 3 to 12 times during the test which is, in effect, a run-in under fully controlled conditions.

During the test, transmission fluid from a filtered central source flows through the transmission at prescribed pressure and temperature to provide optimum lubrication and to carry away any foreign matter which may be present.

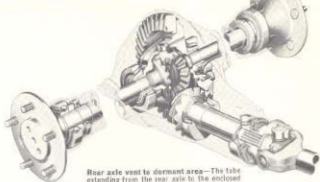
Early in the dynamometer test, the transmission is put under heavy load to glaze the asbestos composition surface of the bands. The glazing operation gives the bands the tough surface essential to durability.

At the conclusion of the test, the dynamometer operator makes the final pre-delivery adjustment of the bands and signs his approval for the unit. After approval, the hydraulic lines, vacuum line, and fluid filler pipe are sealed with plastic plugs to protect against airborne contaminants until the transmission is installed in its car.

As the Lincoln Continental engine is run-in for more than three hours at the engine plant, the engine-transmission combination is ready for normal highway driving when the car is delivered.



# Continental Rear Axle



The axle is filled with life-of-car lubricant at the factory. The owner is expected to maintain lubricant at proper level. There's no drain plug.

Lincoln Continental's rear axle assembly is a modified carrier design with semi-floating rear axle and selectively matched pinion and gear sets. The drive pinion is offset below the ring-gear centerline to permit a lower drive shaft and smaller floor tunnel. Two opposed tapered roller bearing assemblies support the pinion.

Improvements for 1964 include a heavier ring gear and heavier differential gears for greater and generally finer performance. Pinion gear shaft has larger diameter for greater strength. Size of pinion gear bearings is also increased.

A high-performance rear axle with 3.11 to 1 gear ratio is introduced for 1964 as an option. This is recommended for mountainous areas.

The standard 2.89 to 1 rear axle ratio, in the high-economy range, is practical because of the abundant power available from the 430-cubic-inch V-8 and Twin-Range Turbo-Drive transmission.

Lincoln Continental ring gear and pinion are individually selected, matched sets with each gear marked for identification. Copper plating of ring gear contributes to improved break-in, quieter operation and longer service life.

Optional directed-power differential provides maximum rear wheel drive at all times by directing drive line or ring gear torque to either or both rear wheels, depending on road conditions. This provides traction; when either rear wheel is on mud, sand, ice or loose dirt. (Extra cost.)

**Rear axle vent to dormant area**—The tube extending from the rear axle to the enclosed underbody rail provides venting of axle to a dormant enclosed area. Venting to a dormant area prevents road contaminants from reaching the rear axle gears and lubricants.

## Other Power Train Features

**Multiple rubber cushions** serve to isolate or absorb engine, drive line and rear axle vibrations from the Lincoln Continental passenger compartment.

**The rear engine mounting**, under the transmission extension, consists of 2 natural rubber mounts, installed as a "V" on the spring-steel cross-member. The cross-member, extending between side rails, is installed on 4 butyl rubber cushions, above and below, to form a fully isolated platform for the rear engine mount. **Front engine mounts** are 2" thick rubber cushions bonded to steel brackets.

**A constant-velocity universal joint** serves to reduce torsional vibrations in the drive shaft... is more vibration free. The constant-velocity joint, consisting of two universal joints connected by a centering device, is installed directly behind the transmission extension. One of the advantages of the double U-joint is that it permits a steeper angle for the engine and transmission, and a lower floor tunnel.

Large universal joints with higher torque capacity are installed in the 1964 Lincoln Continental power train. The larger joints permit extending the lubrication interval to 36,000 miles or 3 years to coincide with the major chassis lube.

The illustrations below show two features of the Lincoln Continental drive shaft. Two of the exclusive **needle-bearing slip-yoke keys** (shown at lower left below) are installed in the drive-shaft slip yoke. These permit the drive line to change length smoothly to compensate for movements of the rear axle. The cutaway view shows the drive shaft section with rubber torque rings. Torque received from transmission is cushioned in these rubber rings for smoother flow of power.

## Power Train Specifications

### Transmission:

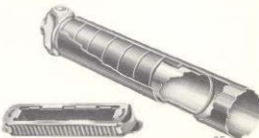
Type	...	Torque converter with automatic planetary gear train
Speeds	...	3 forward speeds with two drive ranges and reverse
Torque converter type	...	Single-stage, 3-element hydraulic
Torque converter stall ratio	...	2.1 to 1
Torque multiplication max.	...	4.98 to 1
Oil capacity	...	11.8 quarts
Cooling	...	Oil cooler in radiator
Gear selector control	...	5-position selector on steering column

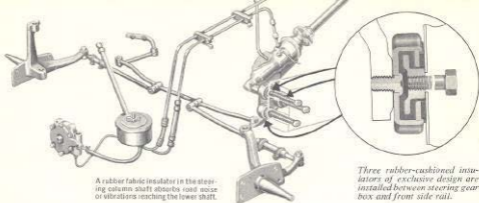
### Rear Axle:

Type	.....	Semi-floating
Gear type	.....	Hypoid
Gear ratio—std.	.....	2.89 to 1 (55-19)
—opt.	.....	3.11 to 1 (59-19)

### Propeller Shaft:

Type	.....	Exposed composite
Length	.....	58"
Universal joints—front	.....	Constant velocity
—rear	.....	Single cross





A rubber fabric insulator in the steering column shaft absorbs road noise or vibrations reaching the lower shaft.

Three rubber-cushioned insulators of exclusive design are installed between steering gear box and front side rail.

## Rubber-Cushioned Steering System

The Lincoln Continental steering gear box is isolated from the side rail with three laminated steel-and-rubber pockets of exclusive design. These insulators, installed at points where other cars have had metal-to-metal contact, serve to reduce high-frequency vibrations.

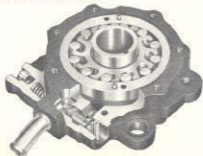
The power steering system is an integral type with the hydraulic power unit built into the steering gear housing.

**Torsion-bar control.** The torsion bar built into the gear automatically regulates the hydraulic valve to provide exactly the right amount of power assistance. As the torsion bar twists, the control valve moves to direct fluid under pressure to the side of the piston which requires power assist. The resistance of front wheels to being turned governs the amount of torsion-bar twist.

**Crankshaft-driven hydraulic pump**—a Lincoln Continental exclusive—makes the hydraulic system an integral part of the car. The usual belt drive to the power steering hydraulic pump is eliminated. The slow-turning, high-capacity crankshaft-driven hydraulic pump is both quiet and durable.

**Long-life lubrication.** Four joints in steering linkage are sealed type which can go 36,000 miles or three years before service. The rubber-and-nylon joints on the steering connecting link ends are self-lubricated by low-friction nylon bushings.

Exclusive for Lincoln Continental is this quiet-running, high-capacity hydraulic pump mounted on the crankshaft. This makes the hydraulic pump for power steering system an integral part of the engine.



### SPECIFICATIONS

Type	Integral power steering, recirculating ball-and-nut, Torsion-bar control.
Steering wheel diameter	16"
Steering gear ratio	17.8 to 1
Over-all steering ratio	28.3 to 1
Number of steering wheel turns (lock to lock)	3.8
Power steering hydraulic pump	Crankshaft mounted
Steering linkage	Parallelogram

### Adjustable Steering Column

A vertically adjustable steering column of exclusive design is offered as optional extra-cost equipment for the 1964 Lincoln Continental.

A joint in the steering column near the floor permits moving the wheel as much as 2½" above normal position and as much as 1" below.

A direct-acting position indicator shows the steering column position through the full range of travel between "HI" and "LO".

Adjustment of the wheel can be made to any point within the 3½" range. A button in the end of the transmission shift lever actuates the vacuum-powered release mechanism, utilizing the car's vacuum reserve supply. The steering column functions the same as the standard-equipment column except for the adjustment feature. Customer benefits:

- Can be adjusted to driver's preferred position for maximum driving comfort.
- Can be raised to permit maximum space between wheel and seat for easier entrance and exit.

*Lincoln Continental's new vertically adjustable steering column is scheduled for introduction during the model run.*

## Rubber-Cushioned Silent-Strut Front Suspension

Lincoln Continental's front suspension is a ball-joint type utilizing coil springs, double-acting hydraulic shock absorbers and multiple rubber insulators.

The sealed ball-joints for the front suspension have extended-life lubrication which normally requires service at 36,000 miles or 3 years. The lubricant with lithium base and molybdenum-disulphide additive penetrates the metal. It cannot be wiped off. Grooves in the ball-joints keep lubricant moving around in the cavity. Seals keep dirt and road splash out. After 36,000 miles, or three years of operation, the 4 ball-joints and 4 steering linkage joints should be lubricated by adding as much lubricant as necessary to fill the cavity.

Silent-Strut design of front suspension incorporates a rubber-cushioned compliance strut extending from the lower suspension arm to the front body cross-member. Two large rubber bushings at the front end of compliance strut allow the wheel to recede slightly to cushion the impact of bumps. The rubber cushions also serve to absorb road noise.

Anti-dive is built-in with 9-degree upward tilt of the upper front suspension arms which counteract tendency of the front end to dip during braking.

Link-type stabilizer bar extends across front of car from one lower suspension arm to the other. The bar, attached to rubber-insulated vertical links at each end, provides greater stability when cornering without increasing ride stiffness when driving straight ahead.

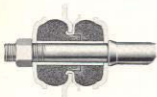
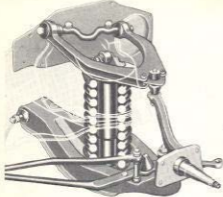
Precision-adjusted camber and caster is provided by the series of teeth in upper front suspension arm shaft. When camber and caster are properly set, two bolts are tightened and the teeth firmly bite into the mating bracket for precise and longer lasting adjustment. The front wheels are held in position in jigs to precise alignment when they are originally installed at the factory. As the serrated upper suspension arm affords infinite settings, the wheels are locked in place with proper alignment.

### Superior Convertible Ride

Scientifically designed tuning weights placed at four corners of the body give Lincoln Continental convertibles the same fine ride and over-all handling as the sedans.

The four balancer weights function as dampers to smooth out road vibrations. Each assembly consists of a precision-cast iron weight that is tuned to its short cantilever mounting spring. Snubbers dampen and absorb weight vibrations.

The tuning weights are an application of the simple principle of introducing sympathetic vibration to dampen out unwanted vibration. The assemblies weigh 22 pounds each for the front and 20 pounds for rear.



*This illustration shows the dual rubber cushions which are installed at the front suspension lower front anchor point where the compliance strut is attached to the front cross-member.*

**Complete rubber insulation.** Multiple rubber insulators completely isolate the front suspension from the body. Rubber insulators are provided at 26 different points in the front suspension.

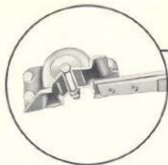
#### FRONT SUSPENSION SPECIFICATIONS

Type	Independent ball-joints pre-lubricated
Front springs	Helical coil
Shock absorbers	Double-acting hydraulic, rebound cut-off, concentrically mounted coil springs
Stabilizer bar	1-piece link, rubber mounted
Silent-Strut members	Rubber insulated, extend from lower suspension arm to front cross-member.

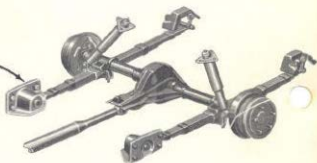
### Fine-adjusted Front Wheel Bearings

Tapered roller bearings for Lincoln Continental front wheels are packed with special long-life lubricant, adjusted with careful precision and secured with a 12-sided vernier-type lock out. Precision adjustment contributes to improved ride and handling, longer bearing life and reduced maintenance. Special tools were developed for use in installing Lincoln Continental front wheel bearings with fine precision. Normally, no service is required for 30,000 miles (or when the brakes are relined.)





The cutaway illustration above shows the housing and 2-inch diameter rubber cushion installed at the front eye of each rear spring. The rear suspension system, shown at right, has Iso-Clamp mountings for rear springs at axle, 60-inch long leaf-type springs, angle-mounted shock absorbers, and rubber-cushioned rear shackles.



## Rubber-Cushioned Rear Suspension

### REAR SUSPENSION SPECIFICATIONS

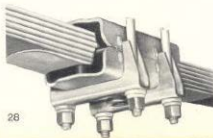
Rear springs.....	60.5" x 2.5", 7 leaves, semi-elliptic
Rear shackle, type.....	Compression
Spring inserts, type.....	Wax-impregnated fabric lip liners
Spring mounting.....	Rubber bushings front and rear
Rear shock absorbers, type.....	Double-acting hydraulic with rebound cut-off, angle mounted

Lincoln Continental has advanced design features which contribute to smoother, quieter ride acclaimed the finest on the road.

**7-leaf rear springs**—Lincoln Continental's 60-inch-long rear springs, in conjunction with the extra-large shock absorbers, are a major reason for the car's finer ride.

The **2" rubber bushing** surrounding the attachment bolt at the front eye of each rear spring provides approximately  $\frac{3}{4}$ " of rubber cushioning around the bolt. This cushioning permits a slight rearward movement of spring to absorb impact when the wheel strikes a bump. With Hotchkiss drive, all driving and rear-wheel braking forces are transmitted to car through these 2" rubber cushions.

**Iso-Clamps** provide a rubber-cushioned mounting that eliminates metal-to-metal contact between the rear springs and axle housing. Each Iso-Clamp assembly includes a 2-piece metal box structure as the housing and  $\frac{1}{2}$ " thick butyl rubber cushions. The rubber completely insulates the spring to minimize transference of axle noise. Each Iso-Clamp is retained by a pair of  $\frac{1}{2}$ " U-bolts. During assembly, the upper and lower sections are drawn together by tightening the bolts. As the metal housing sections are precision made, the clamping on the springs by the rubber inserts remains constant.



### Lincoln Continental Shock Absorbers

The shock absorbers are tailored to the car weight, with specific valving to accommodate the heavier convertible model. Both the front and rear shock absorbers have the rebound control feature. The rebound control by hydraulic valving slows the downward movement of the wheel to a cushioned stop, without the impact and reaction of an ordinary rubber rebound bumper. Features:

- Hardened chrome-plated shock absorber shafts for longer life.
- Dust shields guard against dust and splash reaching the shock absorber shafts... installed on both the front and rear shock absorbers.
- Wide-base mounting of rear shock absorbers. Upper ends are attached to a threaded stud welded to tubular cross-member.
- Premium-quality shock absorber fluid is constant viscosity which is not affected by temperature changes as much as conventional fluid. It does not thicken up to cause hard riding in cold weather or thin out to cause abnormally soft riding in hot weather.

The close-up view at left shows construction of the Lincoln Continental Iso-Clamp. Layers of butyl rubber  $\frac{1}{2}$ -inch thick insulate the rear springs from the axle. The heavy steel box structure surrounding the rubber insulators provides precision installation for each spring. Iso-Clamps, originated and developed as a Lincoln Continental ride improvement feature, are made under a Ford Motor Company patent.

# Lincoln Continental Brake System

Lincoln Continental brakes are made with the finest materials available and with the same attention to detail as the engine. These high standards produce brakes which function better and last longer.

A power booster assembly for the vacuum-powered brake system requires relatively low pedal effort. Vacuum-power assistance is available at all times when the engine is turning over. In addition, a vacuum reserve will immediately provide additional power-assisted stops when engine vacuum is not available. Even with all vacuum reserve depleted, the brakes will adequately stop the car (but with somewhat higher brake efforts) due to mechanical linkage to master cylinder.

The brakes are self-adjusting. Highlights:

- Improved brake cooling with 15" wheels which provide better air flow around the brake drums.
- Aluminum drums for front brakes.
- 100% functional testing of brake assembly in operation at the brake factory. Brakes must pass the functional test before shipment to the Lincoln Continental assembly plant.
- Brake shoes move on chrome-plated ledges on backing plate for easier, smoother operation.
- Brake shoes are zinc-plated to resist corrosion.
- Brake drums are honed to provide smoother operation.
- Internal parts of parking brake system are zinc-plated and then preserved with dichromate dip to resist corrosion.
- Anodized-aluminum wheel cylinder pistons for greater durability. Anodizing treatment hardens surface and protects against corrosion to resist leakage.
- Heat-resistant shoe hold-down and return springs made of special high-temperature-resistant steel wire.
- Labyrinth seals at drum edges are effective barriers against dirt and moisture.
- Deep-notch star wheel for more positive engagement of adjustment lever.



## BRAKE SPECIFICATIONS

Type	..... Duo-servo, hydraulic self-adjusting vacuum power assist
Total brake lining area	..... 259 sq. in.
Brake lining	..... Molded asbestos 3" wide
Front drums	..... Composite-lined aluminum body with cast-iron liners
Rear drums	..... Composite pressed steel and cast iron
Drum diameter	..... 11.3"
Parking brake, type	..... Pedal operated, cable actuated on rear wheels. Vacuum-powered automatic release

**Brake Hydraulic System Testing**—Every 1964 Lincoln Continental's brake hydraulic system is tested for lightness and security at pressure of 1,200 pounds per square inch after the car is assembled.

The high-pressure test serves to detect minute leaks which might not be discovered with less severe testing. New equipment was installed at the assembly plant to permit this more thorough testing. This equipment, replacing two previously used machines, fills, bleeds and tests the brake hydraulic system in one operation.

The check for leaks is a black light test. Fluorescent dye added to the fluid glows under the black light to show any fluid leaks.

## Automatic Parking Brake Release

The automatic parking brake release on 1964 Lincoln Continentals is a feature all drivers will readily appreciate.

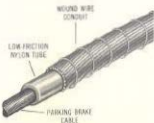
The vacuum-powered unit releases the parking brake when the transmission is shifted into reverse or one of the forward gears when the engine is running. As the release mechanism is operated by engine vacuum, operation is inhibited when engine is off.

In addition to relieving the driver of the parking brake release operation, the system has other advantages. It prevents driving with parking brake on. And the brake cannot be released accidentally.

As the release operates automatically, no parking brake warning light is necessary for the 1964 Lincoln Continental.

A manual release, installed well back under the instrument panel, is provided as means of releasing the parking brake when engine is "off."

Nylon-lined conduit for parking brake cable affords easier low-friction action, longer service-life. Low-friction nylon sleeve requires no lubrication.



## New High-Efficiency Tires

New precision-made high-efficiency tires with low silhouette and wide tread are standard equipment for the 1964 Lincoln Continental.

Introduction of the high-efficiency high-performance tires—so named because they provide better tire performance with better traction and longer tire life than any tires available before in this country—permit the increase from 14" to 15" wheels without increasing the over-all diameter.

Approximately 7 years' development work, aimed toward improving tires' uniformity along with improved appearance and longer tire life preceded introduction of the completely new-tailored tires.

### Benefits of High-Efficiency Tires

The new 1964 Lincoln Continental tires afford a number of important customer benefits:

- Reduced tread wear for longer tire life. Rolling resistance of the new-design large-footprint tires is much less than other tires.
- Better traction and improved braking.
- Increased gas mileage (because of reduced rolling resistance).
- Cooler running because of reduced tire-section height and new tire architecture.
- Quieter running with new tread design.
- Better appearance because of overall contours and greater tire width in proportion to height.
- Biggest footprint for any tires on American-built passenger cars.
- Contoured shoulder for better directional stability, better handling on corners and cooler operation.
- Greater tire uniformity for smoother riding, lower sound and vibration levels.

The new tire architecture moves the rim 1 1/2" closer to the tread, compared with the 1963 tires. Cross-section width was increased so as to maintain the same air capacity. The same 24 pounds all-around tire pressure is recommended (tested cold).



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### Construction Characteristics of High-Performance Tires

**Low silhouette**—The tire is designed so the 9.15 x 15 size has the same rolling radius as 9.00 x 14 tires.

**New tire architecture**—The new tire is of the bias-angle construction. The tire carcass architecture is such as to provide all the advantages of a low section tire without any sacrifice in low deflection.

**Wider tread**—The tread width measures 6 1/2"—an increase of 1/2" over the 1963 tires. This improves the tire traction.

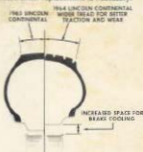
**Large, oval footprint**—The new tires are the first for an American-built car with round-cornered footprint. The elongated oval contact patch means surface irregularities are cushioned gradually for softer riding.

**Reduced tread radius**—The reduced tread radius and contoured shoulder are important advancements. Reducing tread radius means better load distribution across the footprint for better ride stability.

**Contoured shoulder design**—Shoulders on the tread are cut away to a round-shoulder contour for better stability and cooler running. The better directional stability and improved handling on curves contributes to driving safety. New tread designs reduce running noise and improve traction.

**Special tread compounds**—Lincoln Continental tires are made with special compounds of superior quality. Premium quality materials are used in the standard equipment tires for 1964 as in previous years.

**Replacement tires**—The high-efficiency, high-performance equipment tires installed at the factory are the best tires for the car. Continental dealers can obtain replacement tires for their customers when replacement is necessary.



**True-center wheel mounting.** Lincoln Continental wheels are mounted "true-center" on precision-machined hubs with shoulders which pilot the wheels to exact center position. The painstaking attention to provide ultimate trueness of tire and wheel balance is important to quiet, smooth riding at highway speeds. Another benefit is tire uniformity.

**Balanced wheel-tire assemblies.** After each tire is mounted on the wheel, the assembly is balanced to Lincoln Continental standards. Minor imbalance conditions are corrected by addition of split-type weights on the rim flanges. Half of weight is installed on outer rim flange and other half directly opposite on inner flange.

LINCOLN-MERCURY DIVISION

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