

LINCOLN DIVISION, Ford Motor Company

Service Bulletin

Service Department

LINCOLN and the Continental MARK II

1955 - 1956 Technical Service Bulletins (TSB)



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**TSB #1 - June 24th, 1955
through
TSB #59 - October 5th, 1956**

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1955-1956 Lincoln Technical Service Bulletins (TSB) (No.1-59)

EAN: 978-1-60371-243-9

ISBN: 1-60371-243-7?

Forel Publishing Company, LLC
Woodbridge, VA 22192
Email: sales@ForelPublishing.com
<https://www.ForelPublishing.com>



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	AUTOMATIC TRANSMISSION- THROTTLE CONTROL INNER LEVER 1955-56 Lincoln	1955, 1956	Lincoln	Transmission	TSB 11	58
	AUTOMATIC TRANSMISSIONS	1956	Lincoln, Lincoln Continental	Transmission	TSB 9	51
	CORRECT ATTACHMENT OF TOGGLE ROD ASSEMBLY	1956	Lincoln, Lincoln Continental	Transmission	TSB 9	54
	IDENTIFICATION OF 1956 TURBO-DRIVE AND MERCOMATIC FRONT SERVO ASSEMBLIES	1956	All Models, Lincoln	Transmission	TSB 40	120
	MODIFICATION OF AUTOMATIC TRANSMISSION PROTRACTOR GAUGE MANZEL NO. 77270-D	1956	Lincoln	Transmission	TSB 29	97
	NEW SHIFT VALVE OUTER SPRING	1955	Lincoln	Transmission	TSB 10	56
	OPTIONAL LINKAGE ADJUSTMENT AND PRESSURE TEST PROCEDURE	1955, 1956	Lincoln	Transmission	TSB 19	74
	REAR AXLE SHAFT AND BEARING ASSEMBLY	1955, 1956, 1957	Lincoln	Transmission	TSB 59	169
	SCREEN ASSEMBLY-AUTOMATIC TRANSMISSION OIL PAN	1956	Lincoln	Transmission	TSB 34	107
	TRANSMISSION LINKAGE ADJUSTMENTS	1956	Lincoln	Transmission	TSB 21	78
	TURBO-DRIVE CONVERTER STATOR THRUST WASHER	1956	Lincoln	Transmission	TSB 34	107
		1955	Lincoln	Transmission	TSB 2	36



Model Year	Title	Model	Category	TSB No.	Page No.
1949	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
1950	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
1951	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
1952	1956 PUSH ROD CHAMBER COVER	Lincoln	Engine	TSB 20	77
	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	FLYWHEEL HOUSING	Lincoln	Engine	TSB 37	114
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	FRONT SUSPENSION REBOUND THUMP	Lincoln	Steering	TSB 47	136
	FRONT WHEEL SHIMMY	Lincoln	Steering	TSB 32	102
	INCREASED EXHAUST VALVE STEM TO GUIDE CLEARANCE	Lincoln	Engine	TSB 29	97
	NEW CAMSHAFT WITH COPPER ADDED	Lincoln	Engine	TSB 3	38
	NEW EXHAUST MANIFOLD BOLT TORQUE WRENCH	Lincoln	Exhaust System	TSB 54	153
	NEW VALVE ROCKER ARMS AND SELF-LOCKING	Continental Mark II, Lincoln	Engine	TSB 44	131
	...B AND WATER PUMP	Lincoln	Cooling	TSB 30	99



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Model Year	Title	Model	Category	TSB No.	Page No.
	PLATE - SPARE WHEEL MOUNTING -BD-1446-A	Lincoln	Miscellaneous	TSB 32	103
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
	REPLACEMENT OF DEFECTIVE ENGINE PARTS	All Models, Lincoln	Engine	TSB 53	151
	REVISED CRANKCASE VENTILATION ADAPTER GASKET	Lincoln	Engine	TSB 10	56
	STARTER THRU-BOL TS	Lincoln	Engine	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 16	69
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131
1953					
	1956 PUSH ROD CHAMBER COVER	Lincoln	Engine	TSB 20	77
	AIR CONDITIONING COMPRESSORS, REPLACEMENT ASSEMBLIES AND ATTACHING COMPONENTS	Lincoln	Air Conditioning	TSB 6	45
	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	FLYWHEEL HOUSING	Lincoln	Engine	TSB 37	114
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	FRONT SUSPENSION REBOUND THUMP	Lincoln	Steering	TSB 47	136
	FRONT WHEEL SHIMMY	Lincoln	Steering	TSB 32	102
	INCREASED EXHAUST VALVE STEM TO GUIDE CLEARANCE	Lincoln	Engine	TSB 29	97
	NEW CAMSHAFT WITH COPPER ADDED	Lincoln	Engine	TSB 3	38
	NEW EXHAUST MANIFOLD BOLT TORQUE WRENCH	Lincoln	Exhaust System	TSB 54	153
	NEW VALVE ROCKER ARMS AND SELF-LOCKING VALVE ADJUSTING SCREWS	Continental Mark II, Lincoln	Engine	TSB 44	131
	NEW WATER PUMP PULLEY HUB AND WATER PUMP ASSEMBLIES	Lincoln	Cooling	TSB 30	99
	PLATE - SPARE WHEEL MOUNTING -BD-1446-A	Lincoln	Miscellaneous	TSB 32	103
	ASSEMBLY	Lincoln	Brakes	TSB 22	81

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Model Year	Title	Model	Category	TSB No.	Page No.
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	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
	REPLACEMENT OF DEFECTIVE ENGINE PARTS	All Models, Lincoln	Engine	TSB 53	151
	REVISED CRANKCASE VENTILATION ADAPTER GASKET	Lincoln	Engine	TSB 10	56
	SERVICE CARBURETOR	Lincoln	Fuel System	TSB 31	100
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 16	69
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131
1954					
	1956 PUSH ROD CHAMBER COVER	Lincoln	Engine	TSB 20	77
	ACCELERATOR PUMP ROD VENT CLIP	Lincoln	Engine	TSB 27	93
	AIR CONDITIONER COMPRESSOR SHAFT SEAL REPLACEMENT TOOL	Continental, Lincoln	Air Conditioning	TSB 18	72
	AIR CONDITIONING COMPRESSORS, REPLACEMENT ASSEMBLIES AND ATTACHING COMPONENTS	Lincoln	Air Conditioning	TSB 6	45
	AIR CONDITIONING OUTLET REGISTERS	Lincoln	Air Conditioning	TSB 50	145
	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	FLYWHEEL HOUSING	Lincoln	Engine	TSB 37	114
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	FRONT SUSPENSION REBOUND THUMP	Lincoln	Steering	TSB 47	136
	FRONT WHEEL SHIMMY	Lincoln	Steering	TSB 32	102
	INCREASED EXHAUST VALVE STEM TO GUIDE CLEARANCE	Lincoln	Engine	TSB 29	97
	NEW CAMSHAFT WITH COPPER ADDED	Lincoln	Engine	TSB 3	38
	NEW TORQUE WRENCH	Lincoln	Exhaust System	TSB 54	153

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Model Year	Title	Model	Category	TSB No.	Page No.
	NEW VALVE ROCKER ARMS AND SELF-LOCKING VALVE ADJUSTING SCREWS	Continental Mark II, Lincoln	Engine	TSB 44	131
	NEW WATER PUMP PULLEY HUB AND WATER PUMP ASSEMBLIES	Lincoln	Cooling	TSB 30	99
	PLATE - SPARE WHEEL MOUNTING -BD-1446-A	Lincoln	Miscellaneous	TSB 32	103
	POWER BRAKE FAILURE TO RELEASE	Continental, Lincoln	Brakes	TSB 28	95
	POWER STEERING CYLINDER AND RACK ASSEMBLIES 1954-55 Lincoln	Lincoln	Steering	TSB 11	58
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
	REPLACEMENT OF DEFECTIVE ENGINE PARTS	All Models, Lincoln	Engine	TSB 53	151
	REVISED CRANKCASE VENTILATION ADAPTER GASKET	Lincoln	Engine	TSB 10	56
	STARTER THRU-BOL TS	Lincoln	Engine	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 16	69
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131
1955					
	1956 PUSH ROD CHAMBER COVER	Lincoln	Engine	TSB 20	77
	ACCELERATOR PUMP ROD VENT CLIP	Lincoln	Engine	TSB 27	93
	AIR CONDITIONER COMPRESSOR SHAFT SEAL REPLACEMENT TOOL	Continental, Lincoln	Air Conditioning	TSB 18	72
	AIR CONDITIONING COMPRESSORS, REPLACEMENT ASSEMBLIES AND ATTACHING COMPONENTS	Lincoln	Air Conditioning	TSB 6	45
	AIR CONDITIONING OUTLET REGISTERS	Lincoln	Air Conditioning	TSB 50	145
	AUTOMATIC THROTTLE CONTROL, FACTORY INSTALLED AIR CONDITIONING	Lincoln	Engine	TSB 7	47
	AUTOMATIC TRANSMISSION CASE AND CONTROL VALVE ASSEMBLIES	Lincoln	Transmission	TSB 6	46
	AUTOMATIC TRANSMISSION FLUID TYPE "A"	Lincoln	Transmission	TSB 38	115
	AUTOMATIC TRANSMISSION MAIN CONTROL	Lincoln	Transmission	TSB 8	50



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	AUTOMATIC TRANSMISSION- THROTTLE CONTROL INNER LEVER 1955-56 Lincoln	Lincoln	Transmission	TSB 11	58
	AUXILIARY STARTER, MODIFIED INSTALLATION INSTRUCTIONS	Lincoln	Electrical System	TSB 10	56
	CORRECTION IN SERVICE BULLETIN	Lincoln	Miscellaneous	TSB 8	50
	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
	DEVIATED ENGINES	Lincoln	Engine	TSB 3	39
	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	ELIMINATION OF EXHAUST FUMES	Lincoln	Exhaust System	TSB 20	77
	FLYWHEEL HOUSING ALIGNMENT	Lincoln	Engine	TSB 3	39
	FRONT DOOR HINGES	Lincoln	Body	TSB 35	108
	FRONT SUSPENSION REBOUND THUMP	Lincoln	Steering	TSB 47	136
	FRONT WHEEL SHIMMY	Lincoln	Steering	TSB 32	102
	FUEL PUMP	Lincoln	Fuel System	TSB 21	79
	HEADLAMP DIMMER ADJUSTMENT	Lincoln	Electrical System	TSB 24	86
	INCREASED EXHAUST VALVE STEM TO GUIDE CLEARANCE	Lincoln	Engine	TSB 29	97
	LUGGAGE COMPARTMENT DOORHANDLE ORNAMENT	Lincoln	Accessories	TSB 21	79
	MULTI-LUBER	Lincoln	Steering	TSB 12	60
	MULTIPLE LUBRICATOR	Lincoln	Engine	TSB 1	32
	MULTIPLE-LUBRICATOR ADAPTERS	Lincoln	Engine	TSB 21	79
	NEW CAMSHAFT WITH COPPER ADDED	Lincoln	Engine	TSB 3	38
	NEW CARBURETOR ASSEMBLIES WITH REVISED CHOKE LINKAGE AND NEW ACCELERATOR PUMP PISTON ASSEMBLY	Lincoln	Engine	TSB 10	56
	NEW EXHAUST MANIFOLD BOLT TORQUE WRENCH	Lincoln	Exhaust System	TSB 54	153
		Lincoln	Engine	TSB 10	56
		Lincoln	Transmission	TSB 10	56

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	NEW VALVE ROCKER ARMS AND SELF-LOCKING VALVE ADJUSTING SCREWS	Continental Mark II, Lincoln	Engine	TSB 44	131
	NEW VALVE STEM OIL SEAL AND CYLINDER HEAD ASSEMBLIES	Lincoln	Engine	TSB 6	46
	NEW WATER PUMP PULLEY HUB AND WATER PUMP ASSEMBLIES	Lincoln	Cooling	TSB 30	99
	OPTIONAL LINKAGE ADJUSTMENT AND PRESSURE TEST PROCEDURE	Lincoln	Transmission	TSB 19	74
	PLATE - SPARE WHEEL MOUNTING -BD-1446-A	Lincoln	Miscellaneous	TSB 32	103
	POWER BRAKE BOOSTER ASSEMBLY	Lincoln	Brakes	TSB 22	81
	POWER BRAKE FAILURE TO RELEASE	Continental, Lincoln	Brakes	TSB 28	95
	POWER STEERING CYLINDER AND RACK ASSEMBLIES 1954-55 Lincoln	Lincoln	Steering	TSB 11	58
	POWER STEERING PUMP AND RESERVOIR ASSEMBLY	Lincoln	Steering	TSB 3	38
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
	REAR AXLE SHAFT AND BEARING ASSEMBLY	Lincoln	Transmission	TSB 59	169
	REPLACEMENT OF DEFECTIVE ENGINE PARTS	All Models, Lincoln	Engine	TSB 53	151
	REVISED CRANKCASE VENTILATION ADAPTER GASKET	Lincoln	Engine	TSB 10	56
	SERVICING STUCK MULTI-LUBER PUMP PLUNGERS	Lincoln	Engine	TSB 19	75
	SPEEDOMETER DRIVE GEAR (NYLON)	Continental, Lincoln	Accessories	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 16	69
	TURBO-DRIVE TRANSMISSION	Lincoln	Transmission	TSB 2	36
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131
1956	1956 LINCOLN AIR CONDITIONING ELECTRICAL WIRING DIAGRAM	Lincoln	Air Conditioning	TSB 36	112
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		Lincoln	Engine	TSB 25	89

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Model Year	Title	Model	Category	TSB No.	Page No.
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	ADJUSTMENTS	Lincoln	Ignition System	TSB 16	68
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	AIR CONDITIONER COMPRESSOR SHAFT SEAL REPLACEMENT TOOL	Continental, Lincoln	Air Conditioning	TSB 18	72
	AIR CONDITIONING CIRCUIT BREAKERS	Lincoln	Air Conditioning	TSB 33	105
	AIR CONDITIONING COMPRESSOR PULLEY	Lincoln	Air Conditioning	TSB 54	153
	AIR CONDITIONING EVAPORATOR AIR FILTER	Lincoln	Air Conditioning	TSB 53	151
	AIR CONDITIONING OUTLET REGISTERS	Lincoln	Air Conditioning	TSB 50	145
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	ALIGNMENT OF WINDSHIELD OUTSIDE MOULDINGS	Lincoln	Body	TSB 42	124
	AUTOMATIC CHOKE CONTROL HEAT TUBE	Continental Mark II, Lincoln	Engine	TSB 41	121
	AUTOMATIC CHOKE FRESH AIR HEATER TUBE TROUBLE DIAGNOSIS	Lincoln	Engine	TSB 24	87
	AUTOMATIC CHOKE MALFUNCTION	Lincoln	Ignition System	TSB 25	88
	AUTOMATIC CHOKE MALFUNCTION	Continental, Lincoln	Fuel System	TSB 35	109
	AUTOMATIC CHOKE MALFUNCTION	Continental, Lincoln	Ignition System	TSB 20	77
	AUTOMATIC CHOKE REVISIONS	Continental Mark II, Lincoln	Fuel System	TSB 38	115
	AUTOMATIC TRANSMISSION "SINTERED IRON" OIL SEAL	Lincoln	Transmission	TSB 28	95
	AUTOMATIC TRANSMISSION FAILURE	Lincoln	Transmission	TSB 52	149
	AUTOMATIC TRANSMISSION FLUID TYPE "A"	Lincoln	Transmission	TSB 38	115
	AUTOMATIC TRANSMISSION PLANET ASSEMBLY	Continental, Lincoln	Transmission	TSB 19	75
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	BATTERY INSTRUCTION DECAL	Lincoln	Electrical System	TSB 11	57
	BENDIX RADIO WARRANTY	Lincoln	Accessories	TSB 33	104
	BINDING BRAKE PEDAL	All Models, Lincoln	Brakes	TSB 40	119
	BODY LEAKS - FLOOR PAN HOLE PLUGS	Lincoln	Body	TSB 35	109
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	CHECKING PERFORMANCE OF TRAVEL-TUNER RADIO RECEIVERS	Lincoln	Accessories	TSB 18	73
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	CIRCUIT BREAKER INTERCHANGEABILITY ELECTRIC SEAT AND WINDOW CIRCUITS	Lincoln	Electrical System	TSB 8	50
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	CONVERTIBLE TOP ELECTRIC LOCKING MECHANISM	Lincoln	Body	TSB 43	125
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	COPPER GASKETS - AIR CONDITIONING SYSTEM	Lincoln	Air Conditioning	TSB 50	144
	CORRECT ATTACHMENT OF TOGGLE ROD ASSEMBLY	Lincoln, Lincoln Continental	Transmission	TSB 9	54
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	CORRECTION IN LINCOLN SERVICE BULLETIN NO. 26	Lincoln	Miscellaneous	TSB 44	131
	CORRECTION IN LINCOLN SERVICE BULLETIN NO. 28	Lincoln	Miscellaneous	TSB 34	107
	CORRECTION IN LINCOLN SERVICE BULLETIN NO. 38	Lincoln	Miscellaneous	TSB 42	123
	CORRECTION IN LINCOLN SERVICE BULLETIN NUMBER 34	Lincoln	Miscellaneous	TSB 37	114
	CORRECTION IN OWNER'S MANUAL	Lincoln	Miscellaneous	TSB 8	50
	CORRECTION IN SERVICE BULLETIN #16	Lincoln	Ignition System	TSB 17	71
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	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
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	DEFROSTER CONTROL CABLE ASSEMBLY	Lincoln	Accessories	TSB 12	60
	DEFROSTER TEMPERATURE CONTROL	Lincoln	Accessories	TSB 21	78
	DEFROSTER TEMPERATURE CONTROL	Lincoln	Accessories	TSB 42	123
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	DISCHARGED BATTERIES 1956 Lincoln	Lincoln	Electrical System	TSB 11	58
	DISTRIBUTOR DIAPHRAGM ASSEMBLY-ALL MODELS	Continental, Lincoln	Electrical System	TSB 21	79
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	DRAIN HOLE PLUGS IN REAR FLOOR PAN EXTENSION	All Models, Lincoln	Body	TSB 24	87
	DRY CHARGED BATTERY	Lincoln	Electrical System	TSB 39	117
	ELECTRIC RADIO ANTENNA	Lincoln	Accessories	TSB 59	169
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	ERRATIC WINDSHIELD WIPER OPERATION	Lincoln	Accessories	TSB 29	97
	EXCESSIVE OIL CONSUMPTION, PLUG FOULING AND EXCESSIVE SMOKING	Continental, Lincoln	Engine	TSB 28	94
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	FRONT SUSPENSION REBOUND THUMP	Lincoln	Steering	TSB 47	136
	FRONT WHEEL SHIMMY	Lincoln	Steering	TSB 32	102
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	GENERATOR ARMATURE IDENTIFICATION	Lincoln	Electrical System	TSB 44	130
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	GROUNDING OF DISTRIBUTOR TERMINAL PRIMARY WIRE ASSEMBLY	Lincoln	Electrical System	TSB 32	103
	HARD COLD STARTING	Continental, Lincoln	Engine	TSB 20	76
	HARD OPERATING FRONT VENT WINDOWS	All Models, Lincoln	Body	TSB 16	68
	HEADLAMP ADJUSTING SCREW PLASTIC NUT	Lincoln	Body	TSB 56	158
		Continental Mark II, Lincoln	Body	TSB 52	148
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	INCREASED EXHAUST VALVE STEM TO GUIDE CLEARANCE	Lincoln	Engine	TSB 29	97
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	INSTRUCTIONS FOR THROTTLE LINKAGE ADJUSTMENT	Lincoln	Engine	TSB 8	49
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	MODIFICATION OF DOOR HANDLE CLIPREMOVER-(MANZEL TOOL No. 21212-A)	Lincoln	Body	TSB 27	93
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	MULTIPLE-LUBRICATOR ADAPTERS	Lincoln	Engine	TSB 21	79
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	NEW CAMSHAFT AND CAMSHAFTBEARINGS WITH REVISED	Continental, Lincoln	Fuel System	TSB 33	105



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	NEW CARBURETOR ASSEMBLY	Continental, Lincoln	Fuel System	TSB 31	100
	NEW CARBURETOR ASSEMBLY WITH REVISED VENTING SYSTEM, FUEL INLET SYSTEM, AND CHOKE LINKAGE	Continental Mark II, Lincoln	Fuel System	TSB 40	120
	NEW CARBURETOR FLOAT AND FLOAT SPRING	Lincoln	Fuel System	TSB 52	149
	NEW CRANKSHAFT	Lincoln	Engine	TSB 35	108
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	NEW EXHAUST MANIFOLD BOLT TORQUE WRENCH	Lincoln	Exhaust System	TSB 54	153
	NEW LUGGAGE COMPARTMENT LAMP	Lincoln	Electrical System	TSB 36	111
	NEW PARKING LAMP	Lincoln	Electrical System	TSB 34	106
	NEW PRODUCTION OIL CONTROL RINGS	Continental, Lincoln	Engine	TSB 28	95
	NEW REPLACEMENT FUSE HOLDERS	Lincoln	Electrical System	TSB 36	111
	NEW STEERING GEAR SHAFTPARTS CHANGE INFORMATION	Lincoln	Steering	TSB 47	137
	NEW VALVE ROCKER ARMS AND SELF-LOCKING VALVE ADJUSTING SCREWS	Continental Mark II, Lincoln	Engine	TSB 38	115
	NEW VALVE ROCKER ARMS AND SELF-LOCKING VALVE ADJUSTING SCREWS	Continental Mark II, Lincoln	Engine	TSB 44	131
	NEW VALVE STEM SEAL AND CYLINDER HEAD	Lincoln	Engine	TSB 20	77
	NOISY STEERING WHEELS	Lincoln	Steering	TSB 22	80
	OIL LEVEL INDICATORS	Lincoln	Engine	TSB 32	102
	OPTIONAL LINKAGE ADJUSTMENT ANDPRESSURE TEST PROCEDURE	Lincoln	Transmission	TSB 19	74
	PARKING BRAKE ADJUSTMENT	Lincoln	Brakes	TSB 34	107
	ING -BD-1446-A	Lincoln	Miscellaneous	TSB 32	103
	EASE	Continental, Lincoln	Brakes	TSB 28	95

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Model Year	Title	Model	Category	TSB No.	Page No.
	POWER SEAT SWITCH	Lincoln	Accessories	TSB 12	60
	POWER STEERING - LOSS OF ASSIST	Lincoln	Steering	TSB 34	106
	POWER STEERING CONTROL VALVE ASSEMBLY LD-3 3 5 77 A & B	Lincoln	Steering	TSB 25	89
	POWER STEERING HOSE INTERFERENCE WITH UPPER A FRAME	Lincoln	Steering	TSB 15	67
	POWER STEERING PUMP PRESSURE	Lincoln	Steering	TSB 54	152
	RADIATOR LEAKS	Lincoln	Cooling	TSB 12	59
	RADIO APPEARANCE DISCREPANCIES	Lincoln	Accessories	TSB 22	80
	RADIO FOOT CONTROL SWITCH	Lincoln	Accessories	TSB 48	139
	RADIO RECEIVER SERIAL NUMBER LOCATION	Lincoln	Accessories	TSB 40	119
	RADIO WARRANTY REGISTRATION CARD	Lincoln	Accessories	TSB 40	119
	REAR AXLE PINION SHAFT OIL SEAL	Lincoln	Steering	TSB 47	137
	REAR AXLE SHAFT AND BEARING ASSEMBLY	Lincoln	Transmission	TSB 59	169
	REAR QUARTER ELECTRIC WINDOW REGULATOR	Lincoln	Body	TSB 57	160
	REAR SUSPENSION THUMP	Lincoln	Body	TSB 42	123
	REAR WINDOW DEFROSTER INSTALLATION	Lincoln	Body	TSB 21	78
	REPLACEMENT OF DEFECTIVE ENGINE PARTS	All Models, Lincoln	Engine	TSB 53	151
	REPLACEMENT OF STEERING GEAR RECIRCULATING BALLS HGK-3 647	Lincoln	Steering	TSB 23	85
	REPLACING HEATER TEMPERATURE CONTROL LAMPS	Lincoln	Accessories	TSB 16	69
	REVISED FRONT AND REAR BRAKE BACKING ASSEMBLY	Lincoln	Body	TSB 45	133
	REVISED JACKING INSTRUCTIONS	Lincoln	Miscellaneous	TSB 52	149
	REVISED JACKING INSTRUCTIONS	Lincoln	Body	TSB 42	124
	RIDING HEIGHTS	Lincoln	Miscellaneous	TSB 23	84
	...	Lincoln	Engine	TSB 32	103
	...	Lincoln	Body	TSB 45	132

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Model Year	Title	Model	Category	TSB No.	Page No.
	RUSTING CONDITION AROUND DOOR SCUFF PLATES-ALL MODELS	Lincoln	Body	TSB 22	80
	RUSTING CONDITION AROUND THE LOWER END OF THE BODY PILLAR ON MODEL 73	Lincoln	Body	TSB 25	89
	SAFETY SEAT BELT ADJUSTMENTS	Lincoln	Accessories	TSB 25	88
	SCREEN ASSEMBLY-AUTOMATIC TRANSMISSION OIL PAN	Lincoln	Transmission	TSB 34	107
	SEAT CONTROL SWITCH ASSEMBLY	Lincoln	Accessories	TSB 37	113
	SELF CRANKING AND/OR SELF STARTING OF ENGINES AND CONTINUOUS OPERATION OF BACK-UP LAMPS	Lincoln	Engine	TSB 34	106
	SERVICE TOOLS FOR EVAPORATOR FITTINGS ON AIR CONDITIONED CARS	Continental, Lincoln	Air Conditioning	TSB 26	90
	SERVICING STUCK MULTI-LUBER PUMP PLUNGERS	Lincoln	Engine	TSB 19	75
	SOLID EXTERIOR PAINT COLORS	Lincoln	Body	TSB 4	40
	SPARK PLUG MISFIRE	Lincoln	Engine	TSB 29	96
	SPARK PLUG MODIFICATIONS	Lincoln	Electrical System	TSB 12	59
	SPARK PLUG SERVICE	Lincoln	Engine	TSB 48	138
	SPEEDOMETER	Lincoln	Accessories	TSB 48	139
	SPEEDOMETER DRIVE GEAR (NYLON)	Continental, Lincoln	Accessories	TSB 35	109
	SPEEDOMETER FAILURES	Lincoln	Accessories	TSB 54	153
	SPEEDOMETER NEEDLE STICKING	Lincoln	Accessories	TSB 23	85
	STAINED CONVERTIBLE TOP MATERIAL	Lincoln	Body	TSB 25	88
	STARTER THRU-BOL TS	Lincoln	Engine	TSB 35	109
	STARTER THRU-BOLTS	Lincoln	Engine	TSB 16	69
	STARTING FAILURE 1956 Lincoln with Air Conditioner Automatic Throttle Control	Lincoln	Electrical System, Engine	TSB 11	57
	STEERING ARM STOPS	Lincoln	Steering	TSB 52	148
		Lincoln	Steering	TSB 15	67
		Lincoln	Steering	TSB 22	81



Model Year	Title	Model	Category	TSB No.	Page No.
	STEERING CONNECTING LINK ADJUSTMENT	Lincoln	Steering	TSB 53	150
	STEERING SPINDLE ARM ROD AND BALL STUD	Lincoln	Steering	TSB 3	38
	STRIPPING THREADS IN ALUMINUM OIL PUMP BODY	Continental, Lincoln	Engine	TSB 35	108
	SUGGESTED LABOR TIME SCHEDULE - AIR CONDITIONING	Lincoln	Miscellaneous	TSB 47	137
	SUGGESTED LABOR TIME SCHEDULE - PAINT REPAIRS	Lincoln	Miscellaneous	TSB 51	146
	SUGGESTED LABOR TIME SCHEDULE FOR ELECTRIC ANTENNA	Lincoln	Miscellaneous	TSB 37	114
	SUGGESTED LABOR TIME SCHEDULE HEATER AND VENTILATION CONTROLS AND CABLES	Lincoln	Miscellaneous	TSB 31	101
	TOE-IN SPECIFICATIONS	Lincoln	Steering	TSB 50	144
	TRANSMISSION LINKAGE ADJUSTMENTS	Lincoln	Transmission	TSB 21	78
	TRIGGER COVER - ROOF SIDE RAIL MECHANICAL WEATHERSTRIP	Lincoln	Body	TSB 53	151
	TUBELESS TIRES	Lincoln	Miscellaneous	TSB 53	151
	TURBO-DRIVE CONVERTER STATOR THRUST WASHER	Lincoln	Transmission	TSB 34	107
	TURN INDICATORS	Lincoln	Electrical System	TSB 25	88
	TWO-TONE EXTERIOR PAINT COLOR COMBINATIONS	Lincoln	Body	TSB 4	40
	VAPOR LOCK CONDITION	Lincoln	Fuel System	TSB 19	75
	WANDER CONDITION	Lincoln	Steering	TSB 27	92
	WATER LEAKS	Lincoln	Body	TSB 13	61
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131
	WINDSHIELD OUTSIDE BELT MOULDING JOINT COVER	Lincoln	Body	TSB 6	46
	WINDSHIELD UPPER GARNISH MOULDING	Lincoln	Body	TSB 48	138
	WINDSHIELD WIPERS	Lincoln	Accessories	TSB 48	139
	WIRING ASSEMBLY FOR AIRCONDITIONER FAST IDLE	Lincoln	Electrical System	TSB 25	89



Model Year	Title	Model	Category	TSB No.	Page No.
	CARPET INSTALLATION	All Models, Lincoln	Body	TSB 59	167
	CORRECTION-INSPECTION AND ADJUSTMENT REPORT	Lincoln	Miscellaneous	TSB 57	161
	DATE CODING OF DRY CHARGE SERVICE BATTERY CARTON	All Models, Lincoln	Electrical System	TSB 57	161
	ELECTRIC RADIO ANTENNA	Lincoln	Accessories	TSB 59	169
	EXTERIOR PAINT COLORS AND VENDORS PAINT CODES	Lincoln	Miscellaneous	TSB 57	161
	PRELIMINARY SUGGESTED LABOR TIME SCHEDULE	Lincoln	Miscellaneous	Specia	163
	REAR AXLE SHAFT AND BEARING ASSEMBLY	Lincoln	Transmission	TSB 59	169
	SUGGESTED LABOR TIME SCHEDULE - PAINT REPAIRS	Lincoln	Miscellaneous	TSB 58	165
	WATER PUMP SEAL REMOVER AND BEARING REPLACER	Continental Mark II, Lincoln	Cooling	TSB 44	131



largest numbered line from the body assembly and cycle unit, by depressing control button, until grease flows from the outlet. Connect line and continue to cycle unit until grease shows at all fittings. Check lubricant level in reservoir and replace if necessary.

5. Should the indicator light fail to light when the control button is depressed, first ground the wire connection on the end of the valve assembly with a screwdriver or jumper wire. If this does not cause the light to come on, check the fuse, bulb, wire connections and the wire. If the light comes on when the above check is made, this indicates that a fuel line is blocked due to a frozen or damaged fitting, undrilled passage in the adapter, or a plugged line.

To determine which line is blocked, insert gauge rod into diaphragm with control button depressed and follow diaphragm with gauge rod until it stops. (The gauge rod is numbered from 1 to 12 to coincide with the numbers on the body.) Number shown on gauge rod when diaphragm stops indicates which line is blocked. Gauge rods will be supplied by your District

Office.

To check for a frozen or damaged fitting or blocked line, remove line from adapter and cycle pump. If grease does not flow, disconnect line at pump and cycle pump again. If grease flows from pump, replace line. If grease does not flow from pump, pump must be blocked. If grease does flow when line is disconnected from adapter, remove adapter and fitting as an assembly. Reconnect adapter and fitting assembly to line and cycle pump. If grease does not flow, replace adapter and fitting as an assembly. If grease flows, trouble must be in bearing.

6. Multi-Luber should be operated at least once each day, preferably in initial start, or every 50 miles, whichever occurs first.
7. Lubricant level should be checked each time crankcase oil level is checked. Dipstick should be wiped clean before inserting into chamber.
8. The universal joint fitting should be lubricated every 2,000 miles on cars equipped with the Multi-Luber. This coincides with recommended engine oil change.

TROUBLE SHOOTING CHART

TROUBLE	CAUSE	REMEDY
1. Indicator light fails to light with control button depressed.	a. Button not held in long enough.	a. Temperature directly affects cycle time, approx. intervals from pressing button to lighting of light, engine idling, 70°F, 3 to 5 seconds; 0°F, 18 to 20 seconds; minimum 20°F, 68 to 75 seconds.
	b. No vacuum at unit.	b. Check with vacuum gauge at unit. Should read engine manifold vacuum.
	c. Open circuit in electrical hook-up.	c. Check light bulb, fuse, connections, proper connections to accessory terminal.
	d. Blocked line.	d. Use gauge rod to determine blocked line. Check fitting adapter at bearing for undrilled hole. Check for damaged fitting and/or frozen bearing.
	e. Scored plunger.	e. Replace pump unit assembly.
	f. Diaphragm stalled.	f. Replace proper parts.
2. Indicator light continues to burn with button released.	a. Ground in electrical line.	a. Check for bare wire against body or frame.
	b. Vacuum lines to control valve hooked up wrong.	b. Correct.
	Diaphragm does not return.	c. See 1-e, 2-b, or faulty plunger return springs.

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TROUBLE SHOOTING CHART – Continued

TROUBLE	CAUSE	REMEDY
3. Broken lines.	a. Improper installation. Insufficient slack at moving points.	a. Correct harness location points.
	b. Flying rocks or obstructions on road.	b. Splice break with coupling union.
	c. Fitting adapter knocked off.	c. Check lubricant fitting damage and replace with a new fitting adapter.
4. Replacement of chassis parts.	a. For repair.	a. Uncouple fitting adapter connection at tube nut.
	b. An accident involving chassis.	b. Check entire harness for broken lines.
5. Dry appearance of bearings.	a. Empty reservoir.	a. Check level of lubricant in reservoir. (Check “g.”)
	b. Loose reservoir.	b. Tighten reservoir on unit. (Check “g.”)
	c. Lubrication cycle too infrequent.	c. Increase lubrication cycle.
	d. Blocked line.	d. See 1-d.
	e. Broken line.	e. See No. 3.
	f. Damaged unit.	f. Check unit and replace proper parts.
	g. Loss of pump prime.	g. Prime pump.
	h. Dirt under plunger ball check.	h. Remove electrical cap at front of unit. Energize vacuum diaphragm to expose plunger end. Use compressed air blow gun to blow away obstruction between ball and seat.

CAUTION: PLUNGER MUST BE IN EXPOSED POSITION OR AIR WILL PASS INTO LUBRICANT OUT THROUGH DIPSTICK OPENING. CARE MUST BE TAKEN NOT TO MAR PLUNGER SURFACE WHILE EXPOSED.

TORQUE CHART

Body Assembly to Cylinder	145-155 inch lbs.
Adapter—Vacuum Supply to Body Assy.	50-60 inch lbs.
Adapter—Lower Grease Filler to Body Assy.	145-155 inch lbs.
Adapter—Upper Grease Filler to Adapter Lower Grease Filler	145-155 inch lbs.
Indicator to Body Assy.	120-130 inch lbs.
Connection to Contact Assy.	2-3 inch lbs.
	40-50 inch lbs.
	40-50 inch lbs.

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PARTS LIST

PART		PARTS CLASS.	EFFECTIVE PUBLICATION DATE (Form 4230)	AVAILABILITY
LE-19568-A	Kit, Multiple Lubricator	A	4-1-55	Stock available at Ford Parts Depots which stock Mercury Division "A" Classified Service Parts and at the Mercury Division General Parts Depot.
LE-19577-A	Lubricant, Special	A	4-1-55	Stock available at Ford Parts Depots which stock Mercury Division "A" Classified Service Parts and at the Mercury Division General Parts Depot.
354750-S	Union Assy., Multiple Lubricator	A	4-1-55	Stock available at Ford Parts Depots which stock Mercury Division "A" Classified Service Parts and at the Mercury Division General Parts Depot.
LE-19567-A	Kit, Multiple Lubricator Repair	A	4-1-55	Stock available at Ford Parts Depots which stock Mercury Division "A" Classified Service Parts and at the Mercury Division General Parts Depot.



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LINCOLN

LINCOLN Division of Ford Motor Company

Service Bulletin

TO: Regional and District Sales Managers
District Service Managers
Dealers' Service Managers
Dealers' Parts Managers
Dealers' Mechanics

NUMBER 2

Date: 7-1-55

Page 1 of 2

TURBO-DRIVE TRANSMISSION

1955 Lincoln

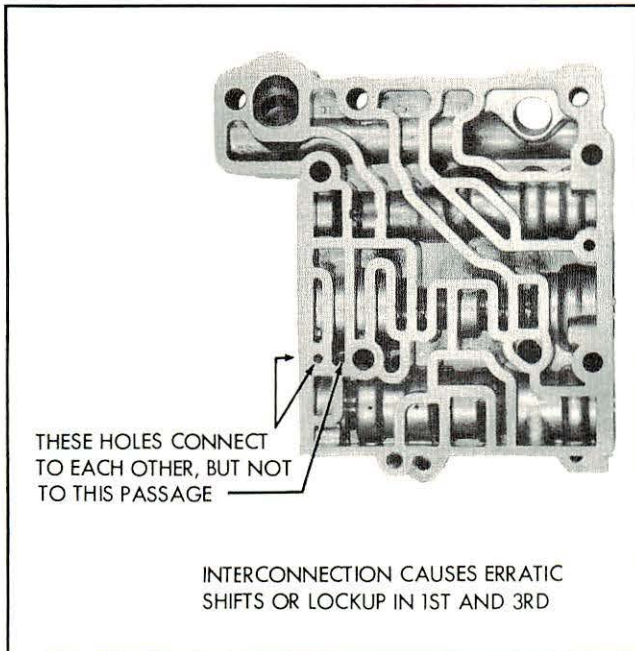


FIGURE 1 — LOWER VALVE BODY

In case of Band or Clutch failure in the subject transmissions, it is suggested that the control valve assembly be thoroughly cleaned and carefully inspected, giving particular attention to the points shown in the following illustrations.

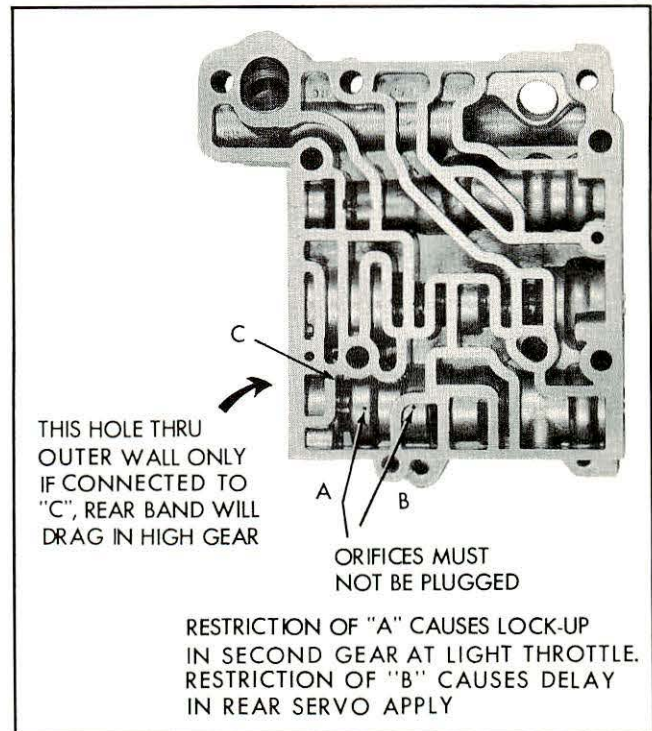


FIGURE 3 — LOWER VALVE BODY



VALVE SHORTER THAN 3 3/16"
MAY CAUSE FAILURE OF REAR BAND

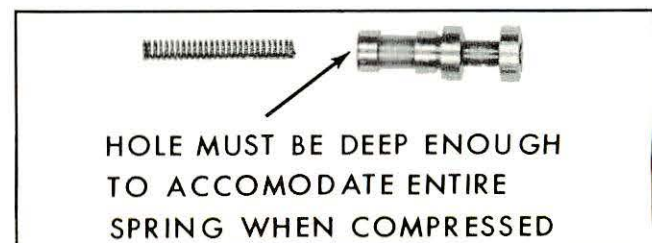


FIGURE 4 — TRANSITION VALVE AND SPRING

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FIGURE 2 — VALVE ASSEMBLY

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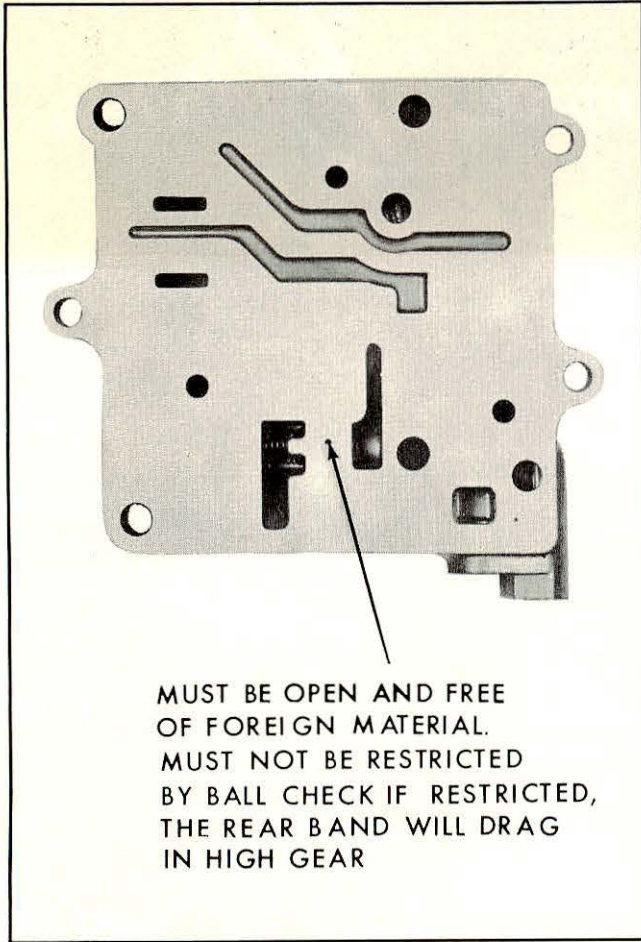
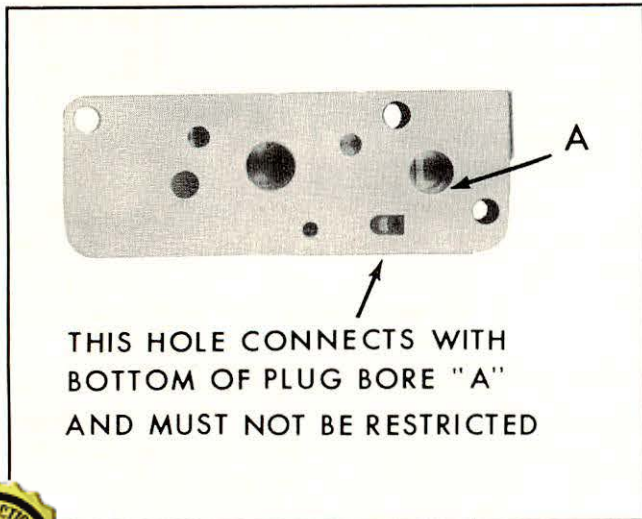


FIGURE 5 — LOWER VALVE BODY COVER



ELIMINATION OF GASOLINE FUMES IN THE LUGGAGE COMPARTMENT AREA
1955 Lincoln — All Models

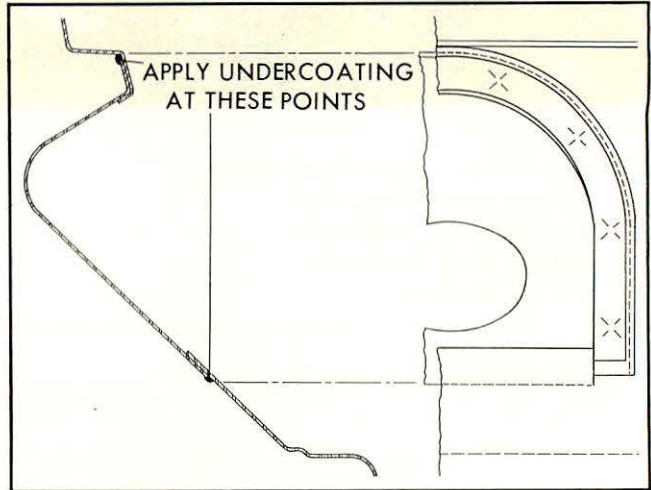


FIGURE 7 — SEALING LOWER BACK PANEL WELD SEAM

Gasoline fumes in the luggage compartment area may be coming through the weld seam where the lower back panel is joined to the gas tank filler pipe outer housing.

This condition can be eliminated by applying undercoating 8L-19515-B to the weld seam. See figure 7. As an added precaution, apply undercoating around the license plate bracket attaching nuts and bolts at the point where the bracket attaches to the body back lower panel. Undercoating 8L-19515-B is Classified "Z" and is presently listed in the Master Price and Reference Book (Form L-4230). Stock is available and all orders should be placed through the District Office.



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LINCOLN

LINCOLN Division of Ford Motor Company

Service Bulletin

TO: Regional and District Sales Managers
District Service Managers
Dealers' Service Managers
Dealers' Parts Managers
Dealers' Mechanics

NUMBER 3

Date: 8-19-55

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STEERING SPINDLE ARM ROD AND BALL STUD

1956 Lincoln

A new Steering Spindle Arm Rod and Ball Stud, part number LD-3280-B, has been released for production and service on 1956 Lincolns. This arm can be used on both the left and right hand sides. The LD-3280-A rod and ball stud is similar in

appearance to the LD-3280-B; however, the "A" suffix part can only be used on the left hand side.

The LD-3280-B can be identified by a 1/4" offset located 10" from the pivot center. This offset provides clearance for the steering idler arm. The LD-3280-A is straight over its entire length.

NEW CAMSHAFT WITH COPPER ADDED 1952-1955 Lincoln Engines

New camshaft assemblies have been released to service 1952-1955 Lincoln engines. The new camshafts are dimensionally identical to the old, but are designed to provide better wear characteristics. These shafts can be identified by the letter "C" followed by two dimples between the first two lobes counting from the front of the shaft. Part number information is shown below:

PART NO.	CLASS.	APPLICATION	CONTROL
EAD-6250-G	C	1952-54 Lincoln	Mercury
EBJ-6250-B	A	1955 Lincoln	Mercury

EAD-6250-G will appear in the 9-1-55 revision of the Master Price and Reference Book. It is presently available at the Mercury Division General Parts Warehouse. EBJ-6250-B is available at the Mercury Division General Parts Warehouse "A".

POWER STEERING PUMP AND RESERVOIR ASSEMBLY 1955 Lincoln

New power steering pump and reservoir assemblies have been released for both production and service on 1955 Lincolns. The new assemblies differ from the old in that the return port has been moved from the pump body to a position on the side of the reservoir near the bottom. New return lines which clamp onto the reservoir inlet have also been released.

The following new parts are the only ones which may be used to service old pump and reservoir assemblies. None of the other parts are interchangeable.

- B5A-33533-A—Power Steering Reservoir Cover —1954-55 Lincoln
- B5A-33536-A—Power Steering Reservoir Filler Cap —1954-55 Lincoln

These parts are Ford controlled and classified "B."

The part number for the new return line is LE-3659-B. This part is Mercury controlled and classified "C."

The "B" classified parts are available at Ford Division Parts Depots which warehouse "B" parts. All parts are available at the Mercury Division General Parts Depot and are presently in the Master Price and Reference Book.

Service Manager
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FLYWHEEL HOUSING ALIGNMENT

1949-1955 Lincoln

If it becomes necessary to correct flywheel housing alignment on 1949-1955 Lincoln, the following procedure should be used:

1. Remove transmission assembly.
2. Clamp indicator with suitable linkage to flywheel mounting bolt.
3. Set indicator to check concentricity of the transmission mounting bore in flywheel housing with the crankshaft and note indicated readings.
4. Set indicator to check squareness of transmission mounting face as follows and note indicator readings.

NOTE: Set indicator dial to "0" at 1 o'clock position. Rotate crankshaft to 5 o'clock position, recording indicator readings. Repeat these steps until four (4) positions have been recorded.

When turning crankshaft, press flywheel towards the engine to prevent end play movement of the crankshaft, thus eliminating the possibility of an erroneous indicator reading on the face of the flywheel housing.

If only squareness is outside limits, proceed with steps 15 and 16 only.

5. Remove flywheel housing.
6. Remove dowel pins from cylinder block for correcting bore concentricity.
7. Inspect flywheel housing mounting face and transmission mounting faces for burrs and remove same.

8. Install flywheel housing to cylinder block and snug attaching bolts.
9. Clamp indicator with linkage to flywheel mounting bolt.
10. Set indicator to check concentricity of transmission mounting bore.
11. Turn flywheel while observing the indicator. If bore is not centered, shift the position of the housing by tapping with a brass hammer until bore is concentric with crankcase.
NOTE: If bore concentricity cannot be obtained, mark bolt holes restricting movement of the housing. Remove the housing and ream bolt holes to obtain clearance.
12. Torque all flywheel housing bolts to required torque.
13. Recheck bore to insure proper location after torquing of bolts.
14. Ream dowel pin holes and install oversize dowel pins to maintain housing concentricity.
NOTE: Use standard size drill rod 1/32" over dowel pin size.
15. Recheck squareness of transmission mounting face and note indicator readings.
16. Cut suitable shims from sheet stock and attach to flywheel housing transmission mounting face with gasket cement.
NOTE: Engineering recommends a maximum shim stock of not more than .010" be used between the flywheel housing and transmission.
17. Install transmission assembly.

DEVIATED ENGINES

1955 EBJ Lincoln

Because of equipment change-over for 1956 production, approximately 600 Lincoln engines are being assembled incorporating the following 1955 EAM truck engine components:

PART NO.	PART NAME	REPLACES
EAM-6303-B	Crankshaft (forged steel)	EAD-6303-D
EAM-6331-J-K	Main Bearing	EAD-6331-L-M
EAM-6333-J-K	Main Bearing	EAD-6333-L-M
EAM-6337-J-K	Main Bearing	EAD-6337-L-M
EAM-6701-A	Crankshaft Rear Oil Seal	EAD-6701-B
EAM-6135-A or D	Piston Pin	EAD-6135-B

EAD-6303-D crankshaft. The bearing journal clearance is increased from .0007"-.0029" to .0015"-.0033". The forged steel crankshaft does not have any counterweights at the thrust bearing journal. The main bearings listed above must be used with this crankshaft. The plastigage method of select fitting main bearings remains unchanged.

The thickness of the EAM-6701-A seal is approximately .012" less than EAD-6701-B. It can be used with either crankshaft.

The EAM-6135-A or D piston pins weigh more than the EAD-6135-B pins; however, they can be intermixed and used in any engine.

These engines can be identified by a daub of yellow paint on the water outlet connection housing.

The main bearing journal diameters on the EAD-6303-D crankshaft are .005" less than on the EAM-6303-B crankshaft.

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EXTERIOR PAINT COLORS AND VENDORS PAINT CODES

1956 Lincoln

LINCOLN EXTERIOR PAINT COLORS	DUPONT PAINT CODES		RINSHED MASON PAINT CODES		DITZLER PAINT CODES		ACME PAINT CODES	
	"Duco" Lacquer	"Dulux" Enamel	Lacquer	Enamel	Lacquer	Enamel	"Pro-Flex" Lacquer	"Fleet-X" Enamel
Presidential Black	44	93-005	400	P-403	DAL-9000	DQE-9000	1724-L	206
Admiralty Blue Met.	2062	181-14273-H	55L21	255L21 (D)	DAL-11274	DQE-11274	7724-G	22-7724-G
Centurian Gray	2205	93-59367	56L11	256L11	DAL-31306	DQE-31306	7945	22-7945
Balmoral Gray Met.	2198	181-14765	54L11	254-11	DAL-31074	DQE-31074	7506	22-7506
Fairmont Blue	2200	93-59369	56L22	256L22	DAL-11379	DQE-11379	7947	22-7947
Shenandoah Green Met.	2204-H	181-14632-H	56L31 (D)	256L31 (D)	DAL-41800	DQE-41800	7951-K	22-7951-K
Briar Brown Met.	1952-H	181-14223-H	55L81	255L81 (G)	DAL-21109	DQE-21109	7719-K	22-7719-K
Wisteria	2201	93-59371	56L23	256L23	DAL-50421	DQE-50421	7948	22-7948
Summit Green	2034	93-58484	55L32	255L32	DAL-41690	DQE-41690	7725	22-7725
Amethyst	2202	93-59372	56L24	256L24	DAL-50393	DQE-50393	7949	22-7949
Sunburst Yellow	2197	93-59370-H	56LM71	256LM71	DAL-80774	DQE-80774	7950	22-7950
Huntsman Red	2035-H	93-58483-H	55L51	255L51	DAL-70627	DQE-70627	7723-A	22-7723-A
Huntsman Red (A)			56LM51	256LM51	DAL-70671	DQE-70671	802	22-8082
Starmist White	2196	93-59373	56LM91	256LM91	DAL-8050	DQE-8050	7953	22-7953
Desert Buff	2064	93-58685	55L82	255L82	DAL-21804	DQE-21804	7718	22-7718
Island Coral	2203-H	No Match	56L71	256L71	DAL-70607	DQE-70607	7952	22-7952
Taos Turquoise	2061	93-58596	55L23	255L23	DAL-41706	DQE-41706	7721	22-7721
Champlain Blue	2199	93-59368	56L21	256L21	DAL-11380	DQE-11380	7946	22-7946



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See figure 3. For this reason the 1956 Lincoln compressor is not interchangeable with the 1955 service compressor. The component parts of these compressors are alike, however, and existing service kits and procedures apply to each component except the drive pulley.

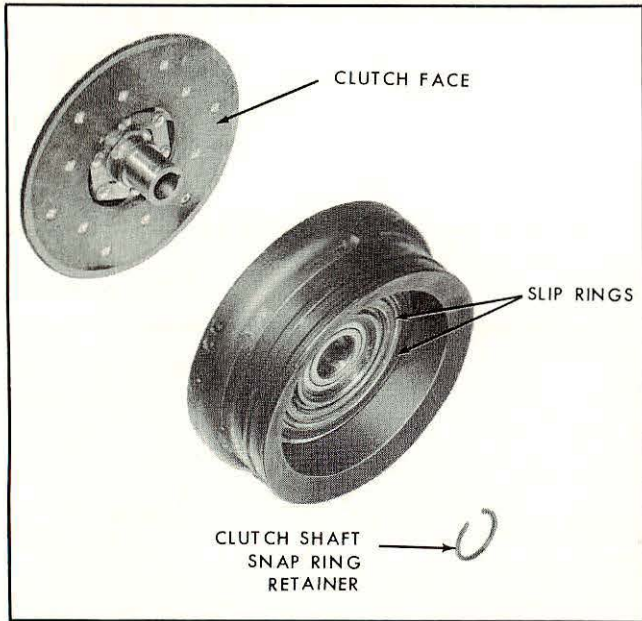


FIGURE 2 — ELECTRICALLY OPERATED CLUTCH

Proper operation of the clutch assembly may be easily checked because its operation can be seen and heard. When the clutch feed wire is energized, the front face of the clutch assembly snaps rearward and seats tightly against the sheaves.

Clutch failure is usually caused by poor contact between the brushes (see figure 3) and sliprings (see figure 2). This assembly can be removed with the compressor mounted on the car by removing the special locking capscrew and its special washer from the end of the compressor crankshaft (see figure 4) and jarring the clutch assembly loose from the tapered compressor shaft.

The brushes are serviced as a brush holder assembly (see figure 5) and its bracket is attached to the compressor front bearing housing with two No. 8-32 screws and lockwashers.

The sliprings are an integral part of the clutch assembly (see figure 2). If the sliprings have become grooved or pitted they may be polished as protected by tape prevent entry of dust aged severely, they are replaced.

care must be taken to assure that it is properly aligned on the tapered compressor shaft and that its retaining bolt is tightened as much as possible before the drive belts are installed. If an attempt is made to first install the belts and then install and tighten the clutch assembly, the side thrust imposed by the belts will prevent proper seating of the clutch hub on the tapered shaft and result in a failed clutch, with the clutch hub slipping within the inner race of its integral ball bearing. The clutch hub is a loose slip fit to its ball bearing, and is dependent upon the uniform expansion of the hub when it is drawn onto the tapered shaft to provide the proper operating fit.

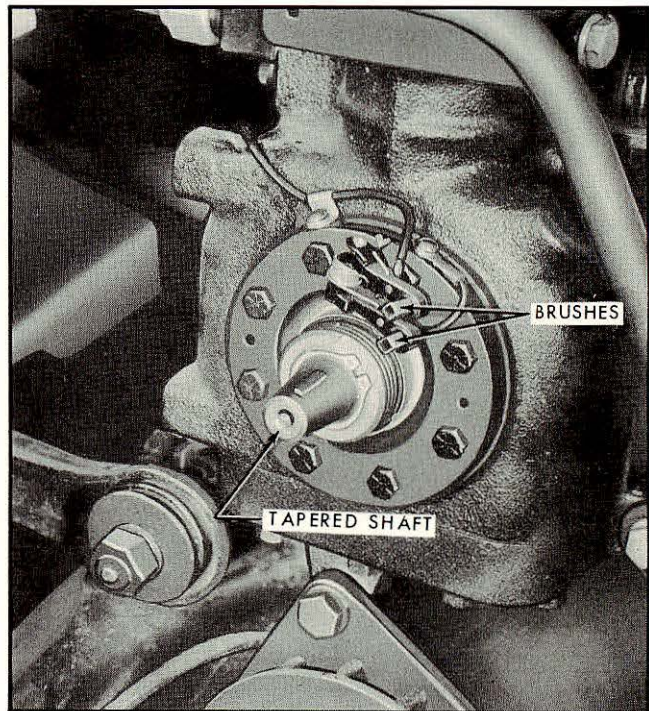


FIGURE 3 — COMPRESSOR ASSEMBLY, CLUTCH REMOVED

Following is the recommended sequence for installing the clutch assembly:

1. Assure that the brush holder assembly is properly installed. Place the clutch assembly on the compressor shaft and start the locking capscrew and washer to hold the clutch assembly in place.
2. Connect the feed wire and energize the clutch to prevent free wheeling.
3. Tighten the locking capscrew as much as possible while holding the clutch assembly to prevent turning. Since this is a special self-locking capscrew with a nylon insert in the threads, it will offer some resistance to turning.
4. Install the compressor drive belts to aid in pre-

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assembly, extreme

venting compressor rotation, and tighten the locking capscrew to 18-22 lbs. ft.

A tapered shaft version of the universal service compressor will be made available for service.

Integral line couplings at evaporator tray.

Possibility of water leaks around the evaporator tray openings for the low and high pressure lines have been eliminated with the use of integral couplings in the base of the evaporator tray.

General

Internal components of the compressor assembly remain unchanged over the 1955 compressor.

The oil separator continues as a factory installed item to assure prompt return of the compressor crankcase oil to the crankcase.

It is possible to isolate the oil separator, compressor and flexible high and low pressure lines from the rest of the system by turning the condenser and fender apron valves all the way in until they seat, thus when servicing these assemblies it will not be necessary to release the charge.

After servicing, it is merely necessary to “purge” the serviced part, then open both valves fully to restore the system to use. To purge, loosen the line fitting furthest away from the fender apron valve on the assembly being serviced. Open the fender apron valve and allow gas to escape for a few seconds. Tighten the fitting.

The expansion valve in the evaporator is now soldered into the line for more positive connection. It is still possible to service the assembly; however, all soldered joints should be thoroughly tested for leaks after installation.

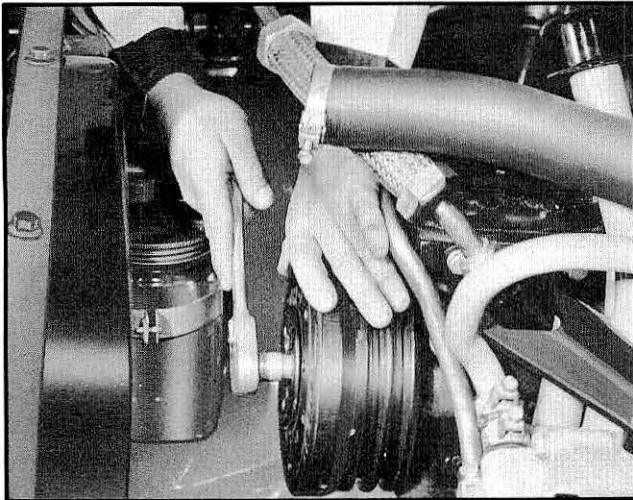


FIGURE 4—REMOVING LOCKING CAPSCREW AND WASHER

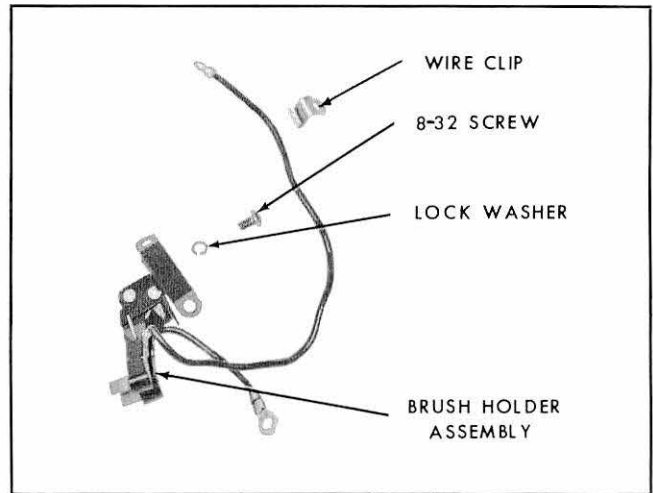


FIGURE 5—BRUSH HOLDER ASSEMBLY

CLEANING STEERING WHEELS

It is extremely important that the steering wheel on 1956 Lincolns be kept clean. Most greases and oils commonly used around a service garage will stain it. For this reason, the wheel should be as well protected as the rest of the interior of the car while it is being serviced.

If the steering wheel becomes stained, it is possible to remove the discoloration and bring back the natural luster by following the procedure below:

2. Lightly sand the stained area with a fine grit paper (no coarser than 600A) wet or dry.
3. Polish the sanded area with BS-19530-A “Flash” polish until the natural sheen returns.
4. If the stain is deep, or if there are deep scratches, it may be necessary to use a coarser grit paper. In this case, follow the coarse paper with progressively finer papers, and finally the “Flash” cleaner.
5. Wipe wheel clean and wash with soap and water.

1956 Lincoln

ossible with a clean

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AIR CONDITIONING COMPRESSORS, REPLACEMENT ASSEMBLIES AND ATTACHING COMPONENTS

1953-55 Lincoln

A new universal service compressor has been released to provide a compressor common to all 1954 and 1955 cars. The universal compressor will be supplied less mounting base, pulley, suction and discharge fittings. These parts will have to be removed from the old compressor and installed on the new before installation in the car.

should be installed on the defective compressor before it is returned to the factory. The new universal compressor cannot be used as a service replacement in the 1953 Lincoln air conditioning system. A separate compressor has been released for 1953 service.

The shipping base and fitting opening caps which are removed from the new compressor

Part numbers for the compressors and attaching parts are listed below:

PART NO.	DESCRIPTION	APPLICATION	CLASSIFICATION
EAD-2878-A	Universal Service Compressor less pulley and mounting bracket	1954-55 Lincoln	Mercury B
EAD-2875-C	Compressor Assembly—Special	1953 Lincoln	Mercury C
EBJ-2880-B	Compressor Pulley Assembly	1955 Lincoln	Mercury C
EAD-2884-A	Compressor Pulley Assembly	1954 Lincoln	Mercury C
EAD-2884-B	Compressor Pulley Assembly—Special	1953 Lincoln	Mercury C
EBJ-2882-B	Compressor Mounting Bracket (Base)	1955 Lincoln	Mercury C
EBJ-22887-A	Gasket, Compressor Mounting Bracket	1954-55 Lincoln	Mercury B
354466-S8	Pulley Disconnect Bolt	1955 Lincoln	Mercury C

All parts are presently listed in the Master Price and Reference Book, Form MD-4230, and are available at Mercury Division General Parts Depot.

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Mechanics

NEW VALVE STEM OIL SEAL AND CYLINDER HEAD ASSEMBLIES

1955 Lincoln Engines

Part number B5A-... production and serv... The skirt on the ... 100" to protect a ... oil splash.

The new oil seal is Ford controlled, "A" classified, and presently shown in the Master Price and Reference Book. Stock is presently available at the Mercury Division General Parts Depot.

AUTOMATIC TRANSMISSION CASE AND CONTROL VALVE ASSEMBLIES

1955 Lincoln

To facilitate and improve accessibility for service in checking transmission oil pressure, a new case assembly has been released with the pressure take-off hole relocated. Looking towards the front of the case, the new pressure take-off hole is located on the rear face at the left-hand corner near the bottom of the case.

The new case assembly, PMB-7005-D, will replace case assembly, PMB-7005-C, for production and will be serviced under part number B5S-7005-D.

To complete the change a new control valve assembly, B5A-77700-F, has been released with a new separator plate, B5A-77715-D. The new plate has a hole that indexes with the hole in the bottom of the new case which connects to the relocated pressure take-off hole.

Should it become necessary to replace a defective PMB-7005-C case assembly with a B5S-7005-D service case, it will be necessary to drill a pressure take-off hole in the separator plate as shown in figure 1.

All of the new parts are Ford controlled, "A"

classified and presently appear in the Master Price and Reference Book, Form MD-4230. They are all available at the Mercury Division General Parts Depot and Ford Division Parts Depots stocking "A" classified parts.

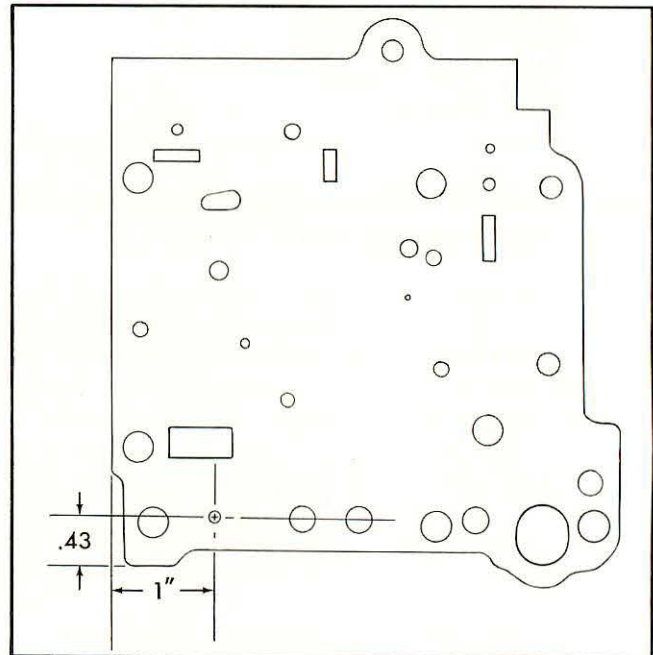


FIGURE 1 — REWORKING SEPARATOR PLATE

WINDSHIELD OUTSIDE BELT MOULDING JOINT COVER

1956 Lincoln

On the 1956 Lincoln, when installing the Windshield Outside Belt Moulding Joint Cover, it is important that the attaching screws are not tightened too much. These screws should be torqued just enough to hold the cover securely. If they are turned in too far, there is a possibility that the additional strain will cause the windshield to crack. This cracking may not be noticeable until the vehicle has been exposed to changes in ambient temperature such as might be encountered

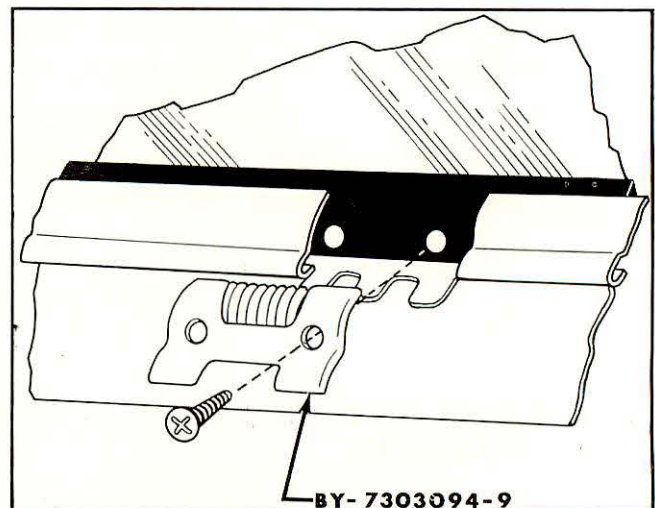


FIGURE 2 — WINDSHIELD BELT MOULDING JOINT COVER

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Date: 9-23-55

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AUTOMATIC THROTTLE CONTROL, FACTORY INSTALLED AIR CONDITIONING

1955 Lincoln

An automatic fast-idle throttle control has been released for vehicles equipped with air-conditioning (factory installed). This feature is designed to provide improved engine cooling and air conditioner output at idle speed in high ambient temperature.

This throttle control consists of a vacuum operated diaphragm connected through an actuating rod to the throttle linkage on the carburetor. Manifold vacuum, which is applied to the diaphragm, is controlled by an electric solenoid. With the control installed, the engine will idle at approximately 800 R.P.M. whenever the air conditioner is operating and the transmission selector is in neutral. The engine will return to normal idle speed when either the transmission selector is moved out of neutral position or the air conditioning system is turned off.

When the air conditioner control is moved toward the full cold position the blower low position switch is automatically closed. Current then flows from the "A" terminal of the ignition switch through the blower switch to energize the coil in the fast idle relay. See figure 1. When the transmission selector lever is placed in neutral, closing the transmission neutral switch, current flows from the starting motor relay, across the points in the fast idle relay (closed when the coil was energized), to energize the fast idle solenoid. This opens the vacuum passage to the diaphragm.

The vacuum connection to the intake manifold is made with a special connector. This connector is tapped to receive the vacuum lines for the vacuum booster section of the fuel pump, the power vacuum line for the blower motor, and the vacuum line for the air conditioner control assembly.

The linkage is made to the throttle lever of the control

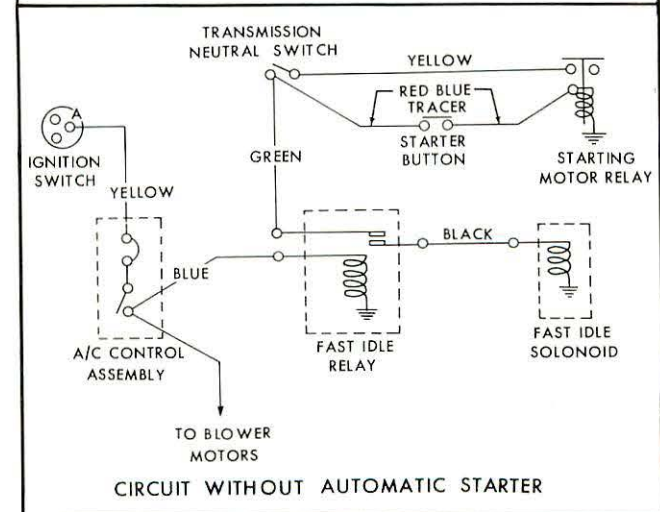
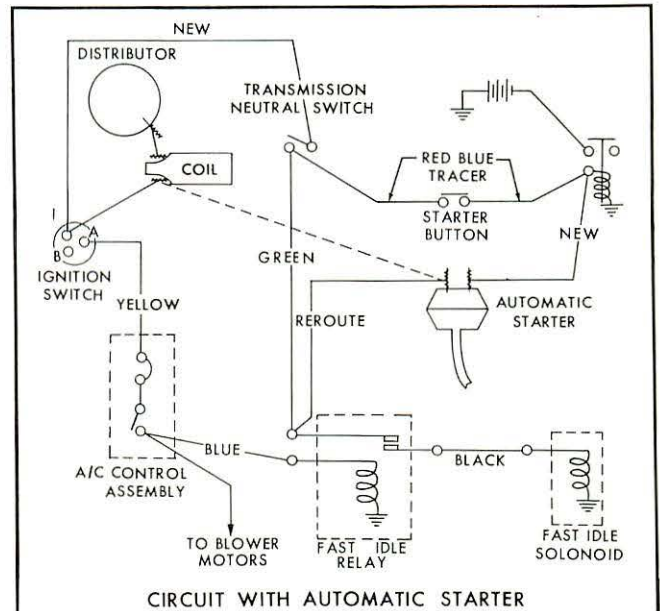


FIGURE 1 — WIRING DIAGRAM—LINCOLN

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assembly. The end of the operating rod is threaded to take a knurled adjusting nut and a locknut. With the engine warm, air conditioning system operating, and transmission in neutral, the knurled nut should be adjusted and locked to provide the desired idle speed of 800 R.P.M. The idle should then be checked to make sure that it returns to normal whenever the air conditioner is turned off or the transmission is shifted out of "neutral."

NOTE: Engine idle should be checked and set to specifications before attempting to adjust the fast idle device.

TROUBLE DIAGNOSIS

If the fast idle control does not operate, check the system as follows:

1. Start engine, place transmission selector lever in neutral and air conditioner lever in full cold position. Touch test light probe to black wire on fast idle solenoid. If light comes on, move air conditioner control lever from "off" to "full cold" a few times and listen for a faint click in the solenoid. If the solenoid is operating remove the rubber vacuum hose from the diaphragm connection and connect to a vacuum gauge. Gauge should read manifold vac-

- uum. If there is no vacuum, check rubber hose and connection to manifold. If there is vacuum, check diaphragm connection for leaks. If diaphragm proves to be defective, replace.
2. If light does not come on in first part of step 1, move probe to the black lead on the fast idle relay. If light comes on, replace black lead.
3. If light does not come on, move probe to green lead on fast idle relay. If light comes on replace fast idle relay.
4. If light does not come on, move probe to green lead on transmission neutral switch. If light comes on, replace green lead.
5. If this point has been reached and the trouble is still not located, return to the fast idle relay and touch probe to the blue lead. If the light comes on, replace fast idle relay.
6. If light does not come on, move probe to blue lead on air conditioner low blower switch. If light comes on, replace blue lead.
7. If light does not come on, move probe to yellow lead on air conditioning low blower switch. If light comes on, replace low blower switch.
8. If light does not come on, move probe to yellow lead on ignition switch. If light comes on, replace yellow lead.

PARTS LIST

PART NUMBER	DESCRIPTION	CLASS.	WHEN IN 4230
LE-19727-A	Automatic Throttle Control Bracket		Not Serviced
FDL-19721-A	Automatic Throttle Control Assembly	Mercury C	Now
LE-19716-A	Tube Assembly	"	"
LE-19725-A	Intake Manifold to Automatic Throttle Control Tube Assy.	"	"
LE-22396-A	Connector, Brake Booster Manifold Tube to Manifold	"	"
LE-19718-A	Power Brake Connector Plug	"	"
50629-S8	Screw and Lockwasher Assembly	Ford A	"
LE-19713-A	Automatic Throttle Control Lever	Mercury C	"
LE-19714-A	Automatic Throttle Control Lever Clamp	"	"
FDL-19771-A	Relay Assembly	"	10-1-55
LE-19724-A	Intake Manifold to Automatic Throttle Control Hose		Not Serviced
FDL-19739-A	Wiring Assembly	Mercury C	10-1-55
42127-S8	Screw, 1/2" Hex. Washer Head Self-Tapping	"	Now
354333-S32	Clip (may be substituted by 356668-S32)	"	"

All serviced parts are available at the Mercury Division General Parts Depot. Parts not serviced should be made locally.

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INSTRUCTIONS FOR THROTTLE LINKAGE ADJUSTMENT

1956 Lincoln

Set the hand brake and adjust the engine idle to 425 RPM with engine at normal operating temperature, fast idle cam in low idle position, and transmission in "Drive" range. Adjust the anti-stall dashpot by turning the throttle lever set screw out until the dashpot plunger bottoms, then back it off to give .045" to .065" clearance. See point "Y" figure 1.

1. Disconnect the clevis pin at "C" from Transmission Control to Accelerator Shaft and Transmission Control Shaft to Transmission Rod assembly.
2. Disconnect Carburetor to Transmission Control Rod at point "A".
3. Insert gauge pin through bellcrank and bracket in Transmission Control to Accelerator Shaft Assembly. Point "E".
4. Set carburetor arm at low idle manually.
5. Adjust Carburetor to Transmission Control Rod assembly so that with trunnion pin in place at point "B", trunnion pin at point "A" will go in freely. Assemble in this position.
6. Remove gauge pin.
7. Pull upward gently but firmly on Transmission Control Shaft to Transmission Rod assembly. This will position the throttle lever in the stop position at the transmission. Adjust the clevis at point "C" so that the clevis pin enters the clevis and lever on Transmission Control to Accelerator Shaft assembly freely. Lengthen Transmission Control Shaft to Transmission Rod assembly by turning clevis 2½ turns and assemble in place.
8. With the ignition off and accelerator pedal depressed to full kickdown position, adjust the length of the toggle rod assembly so that the nylon bushing nestles in the Transmission Control Lever slat at point "F" within .250" clear-

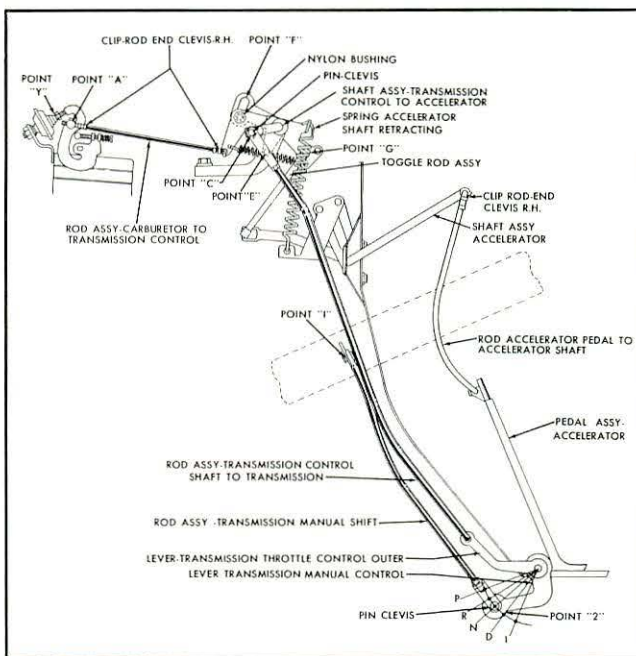


FIGURE 1 — THROTTLE LINKAGE

Instructions for Manual Adjustment

1. Disconnect Transmission Manual Shift Rod assembly from Transmission Control Selector Arm assembly. See point "1", figure 1.
2. Position the manual lever at point "1" so that the pointer at the steering wheel is against the stop in "Drive" position.
3. Position Transmission Manual Control Lever so that it is in the second position from the bottom (counting the end position as the first position). See point "2", figure 1.
4. Adjust Transmission Manual Shift Rod assembly so that the clevis pin enters the hole freely then lengthen the rod by turning the clevis one full turn.
5. Check position of pointer for all stations on the dial.

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CORRECTION IN OWNER'S MANUAL

1956 Lincoln

On page 22 of the 1956 Lincoln Owner's Manual in the paragraph headed "Battery Warranty" it states "credit is allowed on a pro-rata basis for 36 months". Also, the Lincoln Mercury Battery Warranty and Adjustment Policy indicates the Lincoln warranty period as 36 months and the Mercury as 24 months. These figures should be crossed out and corrected by the dealer to the new warranty period before the vehicle is delivered to the customer.

New Battery Warranty cards will be sent to each district office, Monday, September 26, 1955. These cards give the correct warranty period, and supersede those presently in use. The correct warranty periods for the Lincoln battery are 24 months for passenger car use, and 12 months for commercial use.

CIRCUIT BREAKER INTERCHANGEABILITY ELECTRIC SEAT AND WINDOW CIRCUITS

1956 Lincoln

Two separate circuit breakers have been released for production, one to be used in the seat and one to be used in the window circuit. These circuit breakers differ only in the mounting brackets. The bracket on the window lift circuit breaker is parallel to the base, while the bracket on the seat circuit breaker is bent at a 90° angle to the base.

be bent to the 90° position when it is to be used in the seat circuit.

It is suggested that only the window lift circuit breaker be used in service. The base can easily

The part number for the window lift circuit breaker is B6A-14526-C. This part is Ford controlled, "A" classified and appears in the 10-1-55 revision of the Master Price and Reference Book. Stock is available at the Mercury Division General Parts Depot and Ford Division Parts Depots stocking "A" classified parts.

AUTOMATIC TRANSMISSION MAIN CONTROL ASSEMBLY

1955 Lincoln

A new main control assembly to be used in the 1955 Lincoln automatic transmission has been released for production and service. This new control assembly incorporates a new transition valve spring designed to improve quality and elim-

inate slip in the manual shift from drive to low. The new transition valve spring can also be used to service early main control assemblies in order to eliminate complaints of this slipping condition. Part numbers for these parts are listed below:

PART NO.	DESCRIPTION	CLASSIFICATION	DATE IN MASTER PRICE AND REFERENCE BOOK	AVAILABILITY
B5A-77741-A	Transition Valve Spring	Ford A	Now	Now
B5A-77700-F	Main Control Assembly	Ford A	Now	Now

Stock is available at Mercury Division General Parts Depot, and Ford Division Parts Depots which stock "A" classified parts.

CORRECTION IN SERVICE BULLETIN

In Lincoln Service Bulletin No. 6 under the title headed "Automatic Transmission Case and

Control Valve Assemblies" there was no dimension given for the size hole to be drilled. This hole should be 1/8" in diameter.



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- PAN-77364-A Retainer—Front Servo Piston
- PAN-7366-A Piston—Front Servo Release
- PAN-77497-A “O” Ring—Front Servo Release Piston
- PAN-77420-A Bolt—Rear Servo to Case

Regulator Assembly—Oil Pressure PAN-77440-A

The only component of the pressure regulator which has been changed is the main oil pressure regulator spring, PAN-77463-A. This spring is painted red for identification purposes. With the exception of the spring, all the component parts of the PAN-77440-A assembly are the same as those used in the 1955 oil pressure regulator assembly.

Output Shaft and Ring Gear Assembly

- PAN-77059-A – Lincoln**
- PAN-77059-B – Continental**

The new output shaft is dimensionally identical to the old. The material specification has been changed, however. The new PAN assemblies will replace the PNB assemblies for service.

Stator Assembly—Converter PAN-7932-A

The converter stator assembly has been redesigned for 1956. The new stator decreases the stall speed to 1550 to 1750 R.P.M. For this reason, the 1955 and 1956 Stators are not interchangeable.

Main Control Assembly

- PAN-77700-D – Lincoln**
- PAN-77700-E – Continental**

Because of the increased engine torque, it was necessary to increase the line pressure in drive range. To do this the diameters of some of the valves had to be increased. For this reason, the new main control assembly is not interchangeable with past models. The “D” suffix part will have the letter “L” imprinted on the lower valve body, the “E” suffix part will have “LC” in this location.

Hydraulic Pressures and Shift Points

The procedures for checking line pressures and shift points remain unchanged; however, a new protractor gage will be used with the 1956 transmission. The following specifications will pertain to 1956 models:

1. Set T. V. stop 3½° to 4½° for start of pressure rise.
2. Line pressures at closed throttle, using PAN primary regulator spring, will be 55-68 PSI for all ranges.
3. Line pressure should become maximum (195-210 PSI) in reverse between 9.5° to 11.5° T. V. movement.
4. Line pressure should become maximum (147-168 PSI) in drive and low between 14.5° to 17.5° T. V. movement.
5. Shift speeds Lincoln and Continental.

SHIFTS	3.31 REAR AXLE		3.07 REAR AXLE	
	8.00 X 15	8.20 X 15	8.00 X 15	8.20 X 15
2-3 Min.	15-18	15-18	16-19	17-20
2-3 Max.	61-69	62-70	66-74	67-75
3-2 Coasting	10-14	10-14	10-15	10-16
3-2 Kickdown	23-68	24-69	25-73	26-74
2-1 Coasting—Man.	22-26	22-27	24-28	24-29
1-2 Thru Detent.	38-44	38-44	41-47	41-48
2-1 Kickdown—Below	16-18	17-19	18-19	18-20
3-2 Manual—Closed Throttle—Above	22-26	22-27	24-28	24-29
	27-31	27-31	29-34	30-34

Protractor gage is needed to check 1956 Lincoln transmission. 1955 Protractor can be used for the Continental.

PARTS LIST

PART NUMBER	DESCRIPTION	CLASS.	DATE IN 4230
B5S-7005-D	Case Assembly	Ford A	Now
B5A-77700-F	Main Control Assembly	"	"
B5A-77715-D	Separator Plate	"	"
PAN-77162-B	Planet Assembly	Merc. A	11-1-55
PAN-77530-A	Front Clutch Sun Gear Assembly	"	Now
PAN-77519-A	Clutch Internal Spline Plate Assy.	"	"
PAN-77359-A	Front Servo Piston	"	"
PAN-77361-A	"O" Ring	"	"
PAN-77364-A	Retainer	"	"
PAN-7366-A	Front Servo Release Piston	"	"
PAN-77497-A	"O" Ring	"	"
PAN-77420-A	Rear Servo to Case Bolt	"	"
PAN-77440-A	Pressure Regulator Assembly	"	"
PAN-77463-A	Pressure Regulator Spring	"	"
PAN-77059-A	Output Shaft and Ring Gear Assy.	Merc. C	"
PAN-77059-B	Output Shaft and Ring Gear Assy.	Merc. B	"
PAN-7932-A	Stator Assembly	Merc. C	"
PAN-77700-D	Main Control Assembly	Merc. A	11-1-55
PAN-77700-E	Main Control Assembly	Merc. B	"

Stock will be available at the Mercury Division General Parts Depot, and Ford Division's San Francisco Parts Depot on Part Number PAN-77700-E approximately 10-30-55. Stock is immediately available on part number PAN-77059-B in the same locations. PAN-77059-A and PAN-7932-A are immediately available at the Mercury Division General

Parts Depot. All other parts are immediately available at the Mercury Division General Parts Depot and Ford Division Parts Depots stocking "A" Classified parts.

NOTE: Part numbers shown in the above list are service part numbers.

MISALIGNMENT OF LINCOLN VISOR

1956 Lincoln

There have been a few cases of misaligned sun visors on early 1956 Lincolns. To correct this condition, it is suggested that the visor be removed and re-installed so that when it is swung to the side it will be in a position parallel to the side trim.

Figure 1. With the visor in this position drill a hole in the visor mounting bracket. Insert a matching screw. In the next step, drill the remain-

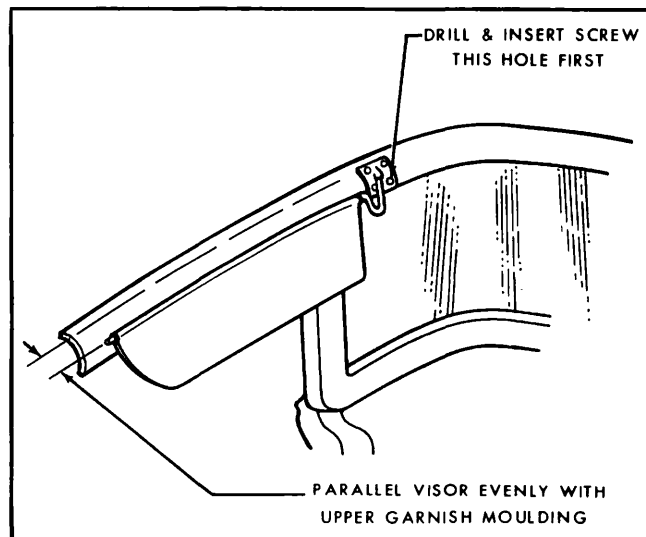


FIGURE 1 — RELOCATING SUN VISOR

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CORRECT ATTACHMENT OF TOGGLE ROD ASSEMBLY

1956 Lincoln and Continental

It is extremely important that the toggle rod assembly be installed in the correct hole in the Transmission Control to Accelerator Shaft Assembly. Improper installation can result in poor shift characteristics. Hole "A" figure 2 should be used for Lincoln and hole "B" for Continental.

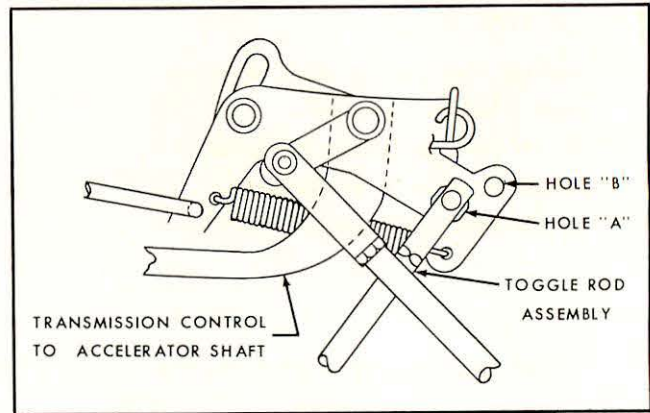


FIGURE 2 — CORRECT TOGGLE ROD INSTALLATION

WINDSHIELD GLASS ACCEPTANCE STANDARDS

All Models

The Ford Motor Company has set up definite acceptance standards for windshield glass. There are certain defects which may be accepted as long as they do not interfere with vision or look unsightly. These acceptable defects are listed below. For inspection purposes the windshield is divided into three areas—A, B and C. The "C" area is the small band completely covered by the windshield weatherstrip. Defects in this area cannot be seen, so will not be covered in this article. The "B" area is an imaginary band 3½ inches wide running completely around the windshield (just inside the weatherstrip). The rest of the windshield is considered the "A" area.

"B" Defects.

1. Bubbles
Bubbles no longer than 1/16" diameter and 3" apart anywhere in "B" area.
2. Stone Drags
Stone drags are transparent or translucent streaks caused by undissolved matter. These defects should not be more than 1" from the ledge of weatherstrip (1½" from the edge of the glass) and 3/8" in length.
3. Dirt Spots
Dirt spots should not exceed 1/32" in length or diameter and they should not be more than 2½" from the weatherstrip (3" from the edge of the glass).

and they should not be more than ½" from the weatherstrip (1" from the edge of the glass).

5. Penetration

Penetration is a frosty condition between the layers of glass caused when wax enters or penetrates during lamination.

Penetration is permitted 1/8" in from the weatherstrip (5/8" from the edge of the glass). It may be no more than 3/8" wide.

"A" Area Defects.

The "A" area must be practically free of defects because it is the principal area of vision. It will be permissible to have one bubble no larger than 1/16" in diameter, or one dirt spot no larger than 1/32" anywhere in the "A" area. Stone drags, dirt streaks or more than one bubble or dirt spot will not be acceptable.

Windshield glass should not be rejected because of fine hairline scratches and scuffs. These imperfections can be removed with a product called "Glass Nu" manufactured by Van Lee Associates, P.O. Box 89, Detroit 12, Michigan. The Van Lee Co. markets a kit which contains everything necessary to remove the scratches described above. The kit consists of:

- (1) 1300 RPM lightweight power tool
- (1) three inch diameter felt wheel
- (1) 24-ounce container of Glass-Nu compound

Brochures which describe the kit and contain instructions for its use are available through your District Office.

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ceed 1/16" in width,

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INSTALLING REAR WINDOW BUMPER

1956 Lincoln Model 73

There have been a few complaints of rear door glass breakage on 1956 Lincolns model 73. This complaint can be corrected by installing a rubber bumper as indicated below:

1. Remove rear door trim panel and inspection plate.
2. Locate and drill one $\frac{17}{64}$ " hole as shown in figure 1.
3. Install rubber bumper, part number B5A-6029986-A, and two $\frac{1}{4}$ "-20 hex. nuts as shown. Do not lock in place.
4. Lower the window glass, and run the bumper in until it just touches the glass.
5. Back it off two turns and run the window glass up.
6. Lock the bumper in this position by tightening both nuts.
7. Run the window up and down to check it. The glass should not touch the bumper at any time during this operation. If it does, readjust bumper to give the necessary clearance.

This will be installed as a running change in production.

Part number B5A-6029986-A is Ford controlled and is fully listed in the parts catalog. Inventory and stock is present in all General Parts Departments. All dealers' shops which stock

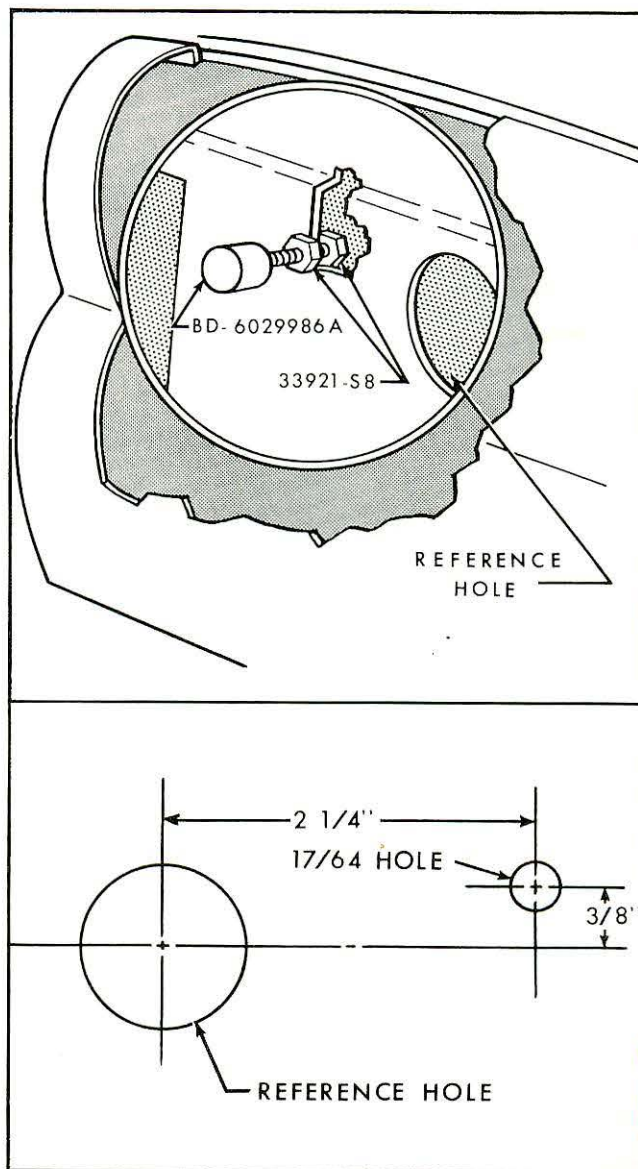


FIGURE 1 — INSTALLING REAR WINDOW BUMPER

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CORRECTING LOOSE HIGH TENSION WIRE CONNECTIONS**1956 Lincoln**

To preclude the possibility of engine malfunction on 1956 Lincoln, it is important that the coil to distributor high tension wire be checked to make sure that the terminal ends are firmly gripped in the coil and distributor towers. If it is found that the ends of the high tension wire cannot be inserted into the towers so that a definite "snap"

is felt, the connector on the ends of the wire may be compressed slightly with pliers until the wire ends can be firmly seated in the towers. If the high tension wire fits the coil or distributor tower loosely, the clips on the ends of the wire may be expanded with a screwdriver to obtain the desired firm connection.

AUXILIARY STARTER, MODIFIED INSTALLATION INSTRUCTIONS

When an auxiliary starter switch is to be installed on vehicles equipped with an automatic headlamp dimmer, it will be necessary to modify the starter switch installation instructions slightly. The original instructions call for the starter switch to be located in the same position as the headlamp dimmer switch. For this reason, the starter switch

1955 Lincoln Equipped with Automatic Headlamp Dimmer

should be mounted 5" below and 2½" inboard of the location specified. An existing engine bonding strap bolt can be used to attach the inboard side of the mounting bracket in this new location. The switch can be used as a template for locating the outboard mounting hole. No other changes are necessary.

NEW CARBURETOR ASSEMBLIES WITH ACCELERATOR PUMP PISTON ASSEMBLY

New carburetor assemblies have been released for production. These carburetors will be available for service approximately 10/1/55. These carburetors feature a new choke plate linkage, choke plate, choke lever and shaft assembly and a shorter stroke accelerator pump piston assembly. The new choke plate incorporates a revised bracket for attaching the linkage which was redesigned to minimize binding. The new linkage is attached

REVISED CHOKE LINKAGE AND NEW 1955 Lincoln Engines

to the new lever and shaft assembly with a roll pin rather than a nut. The shorter stroke accelerator pump piston reduces the amount of fuel discharged during the acceleration stroke. This is designed to eliminate any hesitation or "stumble" during acceleration resulting from a momentary flooding of the engine.

The part number for this carburetor is EBJ-9510-H.

NEW SHIFT VALVE OUTER SPRING

A new shift valve outer spring, part number B5A-77721-A, is being released for service. This new lighter spring is designed to help eliminate rough downshifts from 3 to 2 at closed throttle. The B5A-77721-A spring was incorporated in production at the Automatic Transmission Plant March 28, 1955, effective with Turbo Drive Transmission number 24-29741. The new spring is identified

1955 Lincoln Automatic Transmission

by a wire thickness of .042"; the old style spring had a wire thickness of .049".

Part number B5A-77721-A is Ford controlled, "A" classified and is presently listed in the Master Price and Reference List. Parts are available at the Mercury Division General Parts Depot, and Ford Division Parts Depots stocking "A" parts.

NEW OIL PUMP INTERMEDIATE SHAFT**1955 Lincoln**

A new engine oil pump drive (intermediate) shaft has been released for both production and service. The new shaft has been case-hardened for better durability, otherwise it is identical to the old.

The part number for this shaft is B5Q-6627-B. This part is Ford controlled, "A" classified and presently appears in the Master Price and Reference List. Stock is available at the Mercury Division General Parts Depot.

REVISED CRANKCASE VENTILATION ADAPTER GASKET 1952-55 Lincoln Engines

Adapter gasket has installation. A ½" should be positioned

toward the bottom when installing the gasket. This does not constitute a part number change.

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STARTING FAILURE 1956 Lincoln with Air Conditioner Automatic Throttle Control

One type of ignition switch installed in 1956 production cannot be used when the air conditioner fast idle device is installed. Because of the design of this switch, it is impossible for the automatic throttle relay to release when the switch is turned to the "start" position while the air conditioner is turned on. This prevents the starter solenoid from engaging. See figure 1, Mercury Service Bulletin No. 10 for the wiring diagram.

When a fast idle device is installed in the field it is imperative that the ignition switch be inspected to determine its design. Figure 1 shows how to determine the satisfactory type switch. All switches are satisfactory for operation without the fast idle device installed.

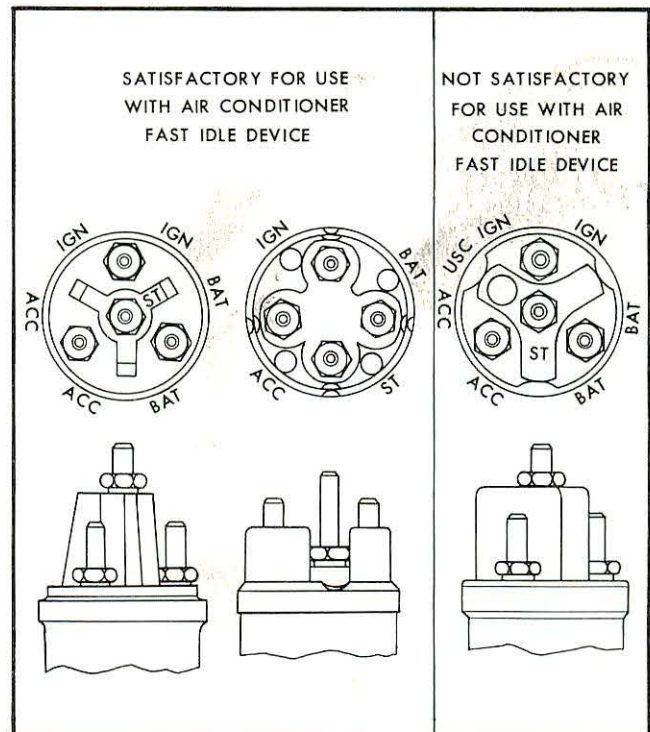


FIGURE 1 — 1956 IGNITION SWITCHES

BATTERY INSTRUCTION DECAL

1956 Lincoln

A few 1956 Lincolns have been released with wrong instruction decal on the battery box. The positive cable uses a negative terminal. If not properly connected, it can damage the outboard

battery post (negative), through the top grommet in the dash panel, and ground to the engine block. The positive cable runs from the inner post, through the lower grommet in the dash panel and connects to the starting motor relay. Incorrect decals should be destroyed.

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DISCHARGED BATTERIES

1956 Lincoln

There have been a few complaints of battery discharge in 1956 Lincolns while the vehicle is in storage. There are two contributing factors which should be investigated and corrected wherever necessary before the vehicle is delivered.

1. In some cases, the luggage compartment light does not shut off when the deck lid is closed. This light is controlled by a mercury type switch, similar in principle to standard household mercury switches. This switch must be adjusted at the correct angle in order to function properly. To make this adjustment lower the deck lid to within 18 inches of the closed position, then

bend the lamp socket assembly downward to turn the bulb off.

2. The horn ring sliding contact brush is carried in a post mounted to the plastic transmission control selector dial. This selector dial is painted with a metallic paint which can conduct electricity. To check for conductivity at this point, remove the horn wire (blue wire with white tracer) from horn relay. If small spark is visible when this wire is lightly touched against horn relay terminal, remove the selector dial assembly and scrape the metallic paint from around the horn wire boss (underside of the dial).

POWER STEERING CYLINDER AND RACK ASSEMBLIES

1954-55 Lincoln

During 1955 production, the power steering cylinder and rack assembly and the rack guide were redesigned. Prior to this change the rack had four machined diagonal grooves and the guide had no grooves. The new rack has no grooves, while the new guide has three grooves.

Both the new or the old rack and guide assemblies are satisfactory; however, they must be used in the correct combination. A rack with the grooves should be used with a guide without grooves, and a rack without grooves should be used with a guide with grooves.

Part numbers are shown below:

- LA-3565-B Cylinder and Rack Assy. (with grooves)
- LE-3565-A Cylinder and Rack Assy. (without grooves)
- LA-33585-A Guide (without grooves)
- LE-33585-A Guide (with grooves)
- LA-33583-A Cover and Guide Assy. (without grooves)
- LE-33583-A Cover and Guide Assy. (with grooves)

LA-3565-B is not serviced. All other parts are Mercury controlled, "C" classified and parts are available at the Mercury Division General Parts Depot. These parts are presently listed in the Master Price and Reference List.

CORRECTION IN THE INSPECTION AND ADJUSTMENT REPORT

All Models

In the Lincoln-Mercury Inspection and Adjustment Report, center column, tenth item, thirteenth item from the top, it states "Inspect Advance Timing (primary spark control vacuum line discon-

ected)." This should be corrected to read "Inspect Advance Timing (primary spark control vacuum line connected)."

AUTOMATIC TRANSMISSION - THROTTLE CONTROL INNER LEVER 1955-56 Lincoln

A new throttle control inner lever has been released for production and service. This lever has been designed to eliminate excessive end play.

The new lever will be stamped with the letter "O." When installing the rod, this letter "O" must be toward the inside of the transmission.

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