



Ford Granada



Owner Handbook



Ford Granada

Owing to late production changes the trim levels and options described in this book are incorrect as follows:—

Hazard Flashers and Rear Fog Lamps are not available on this vehicle.

Electric Clock and Centre Console

A different centre console is fitted to this vehicle with the clock mounted within the console.

The clock is adjusted as described in the handbook.

Owner Handbook

WELCOME TO YOUR GRANADA

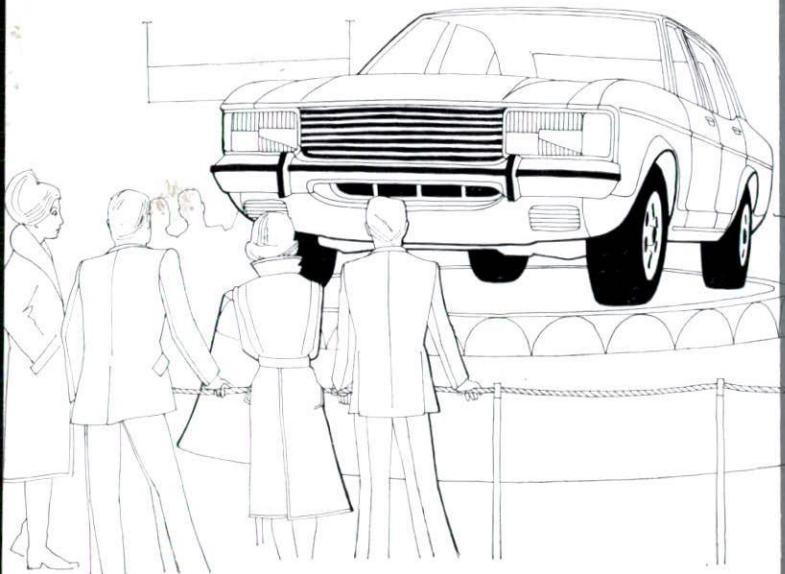
Your new Granada is backed by the benefit of over 75 years of technological achievement and know-how and is supported by the parts and service expertise behind the Ford sign of every dealer.

This handbook contains details of regular servicing, which, carried out at the periods shown in your booklet *Our Assurance to customers* will ensure many miles of pleasant, care-free motoring. However, the intervals between each service must be considered as maximum since both local and operating conditions may require interim servicing. The advice of your Authorised Ford Dealer will be the best guide to this.

When servicing, adjustments, mechanical or body repairs are required, then only the best is good enough. The skill and knowledge required are available through your Ford Dealer, as are the genuine Ford and Motorcraft parts required to maintain your Granada in first-class condition.

Remember, your Authorised Ford Dealer is there to help you. Do not hesitate to request his assistance or advice.

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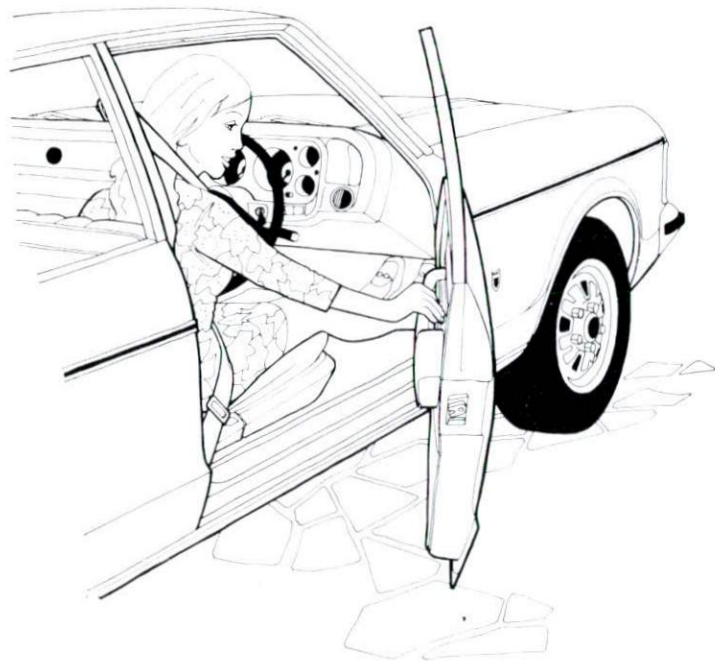


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The illustrations and descriptive text in this issue were correct at the time of going to print. The Ford policy is one of continuous improvement and the right to change prices, specifications and equipment at any time without notice is reserved.

This manual describes the options and trim levels available throughout this model range, and therefore, some of the items covered may not apply to your vehicle. If any doubt exists about any of the options or trim levels, do not hesitate to contact your Authorised Ford Dealer for information of the latest levels.



ON TAKING CONTROL

- ★ KEYS
- ★ SEATS
- ★ MIRROR
- ★ SEAT BELTS

ON TAKING CONTROL

This section is designed to help you get comfortably seated in the car with the seats correctly adjusted, the correct key to hand, and wearing your seat belt properly. Remember, by wearing your seat belt at all times you offer protection to yourself and your passengers against others' mistakes.

KEYS

Two keys are supplied with your Granada. They both fit doors, ignition, boot lock and the glove box. The key number is not stamped on the keys but is on a separate metal tag on the key ring and it is suggested that this tag is kept separately in a safe place. The number should be carefully noted in the event of a replacement being required. Early vehicles also had two secondary keys which only operated the door locks and ignition and were intended for use by garages and car park attendants.

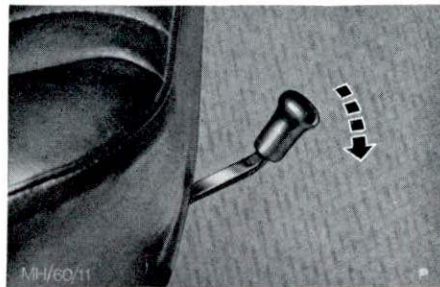
SEATS

POSITIONING THE SEAT

You will find a small lever beneath the front of each seat which, when pushed sideways, allows the seat to be moved backwards or forwards until you find the most comfortable position. Ensure that the seat is firmly located in the desired position before you drive off.

RECLINING INDIVIDUAL FRONT SEATS

The angle of the front seats can be adjusted by the lever at the outer edge of each front seat. To operate pull up the lever and tilt the seat back to the desired position. Release the lever to lock.



MIRROR

DIMMING REAR VIEW MIRROR

To reduce glare from the lights of following vehicles the rear view mirror may be dimmed by operating the small lever under the mirror lens. For safety reasons this mirror can snap off during a collision, and is reused by pushing back into the balljoint.

SEAT BELTS

The seat belts fitted to your car will be one of the following types:

Static — of the lap strap/diagonal design.

Inertia reel — of the lap strap/diagonal design.

If you experience any difficulty or are in any doubt regarding the fitting or wearing of the seat belts, do not hesitate to contact your Authorised Dealer.

The seat belt fitted to your vehicle should not be worn by children much less than eight years of age.

STATIC TYPE

To wear the belt — Put your arm through the long loop of webbing so that the belt fits across the chest and over the hips, and **snap** the tongue into the buckle on the semi-rigid stalk.

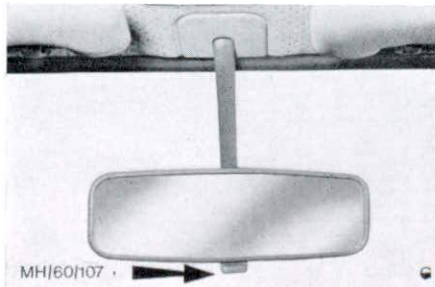
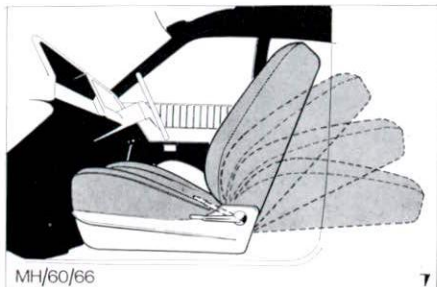
To adjust the belt — To tighten the belt, pull the loose end of the webbing away from the adjuster, then move the plastic clip as necessary to retain the belt end. To

FULLY RECLINED POSITION

It is possible to convert the front seats into beds. To do this slide the front seats to their foremost position and then recline the seat backrests to a horizontal position level with the rear seat. The reverse of this procedure will convert the seats back again. Before driving the car again ensure your seat is properly adjusted to your driving requirements.

HEADRESTS

The height of each headrest can be adjusted to the required position by pulling it up or pushing it down.



lengthen the belt, turn the adjuster at right angles to the belt and pull away from the body.

To release the belt — Press the push-button in the centre of the buckle. After releasing the belt, push the tongue of the long loop into the stowage position on the door pillar. To release the tongue, pull away and down from the stowage position.

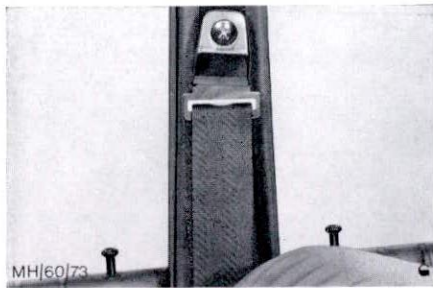
INERTIA REEL TYPE

The Inertia reel allows the wearer to move freely by paying out a controlled amount of webbing. Any violent movement of vehicle or wearer causes the reel to lock immediately. After use the harness will retract for neat stowage.



To wear the belt — Use the belt by gently pulling the tongue down from its position on the door pillar. Put your arm through the long loop of webbing formed, so that the belt fits across the chest and over the hips. Take hold of the buckle on the semi-rigid stalk and snap in the tongue. When the buckle locks a click will be heard. Ensure that there is no loose webbing on the lap portion of the belt by pulling the diagonal strap through the tongue. No further adjustment is required.

To release the belt — Press the button in the centre of the buckle. The belt will automatically retract for neat stowage.



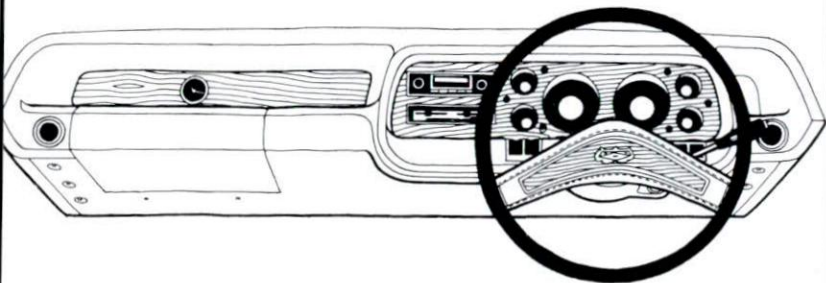
CLEANING AND INSPECTION

The webbing should be lightly brushed with **only** Ford cleaner (part number 204E 19526). Rinse and dry naturally away from artificial heat.

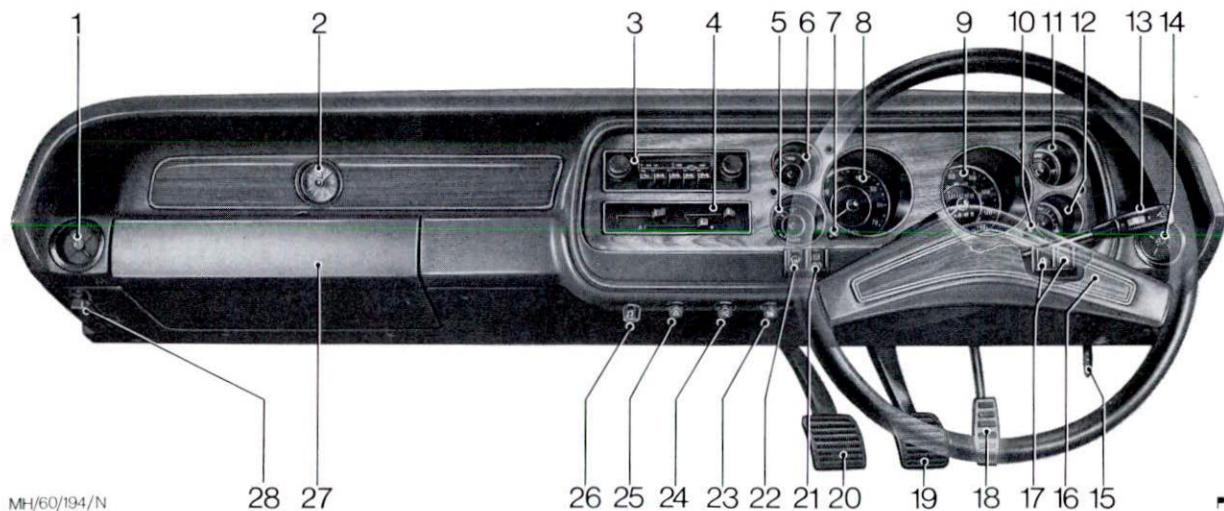
Do not attempt to alter or modify the seat belts in any way.

Your seat belts like most components in your vehicle are subject to wear and tear. For your own safety you should periodically check the security of mounting points. Replace the complete belt if it has been subjected to stress in a vehicle accident or if it shows signs of fraying, cuts or splits. If in any doubt consult your Authorised Dealer.

INSTRUMENTS, CONTROLS AND FITTINGS



- ★ **FACIA**
- ★ **INSTRUMENTS**
- ★ **OPERATING THE CONTROLS**
- ★ **FIXTURES AND FITTINGS**



MH/60/194/N

- | | | |
|------------------------------|------------------------------------|--|
| 1 Aeroflow facia vent | 11 Ammeter | 21 Heated rear window switch |
| 2 Clock | 12 Oil pressure gauge | 22 Washwipe switch (current models only)
Auxiliary light switch (early models only) |
| 3 Radio | 13 Multi-function switch | 23 Auxiliary light switch |
| 4 Heater controls | 14 Aeroflow facia vent | 24 Rear fog lights switch |
| 5 Temperature gauge | 15 Bonnet release lever | 25 Hazard flasher switch |
| 6 Fuel gauge | 16 Horn control | 26 Radio speaker balance control |
| 7 Panel illumination control | 17 Light switches | 27 Glove box |
| 8 Tachometer | 18 Accelerator pedal | 28 Face level vents temperature control lever |
| 9 Speedometer | 19 Brake pedal | |
| 10 Trip control | 20 Clutch pedal (where applicable) | |

INSTRUMENTS, CONTROLS AND FITTINGS

The following pages are where you get to know your car, what the warning lights signify, what gauges are fitted and their function.

This section also covers the controls and refinements, both mechanically and in fittings.

READING THE INSTRUMENTS

1. WATER TEMPERATURE GAUGE

This gauge functions when the ignition is switched on. When the engine has reached working temperature the needle will register within the centre sector.

2. FUEL GAUGE

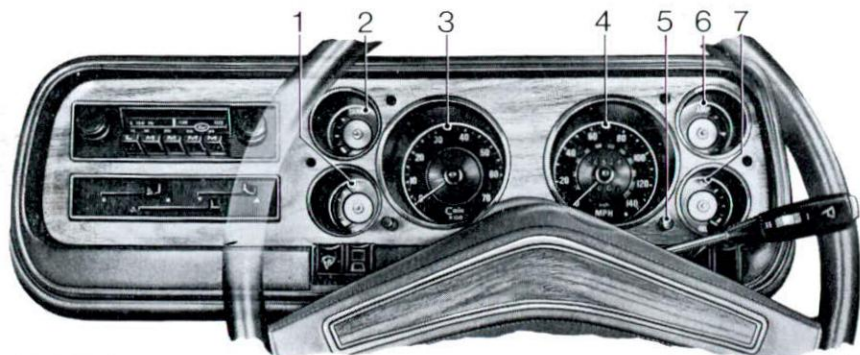
This gauge indicates the amount of fuel in the tank and will operate when the ignition is switched on. Allow up to 30 seconds after switching on before taking a reading. (Tank capacity 65 litres/14.3 Imp. gallons saloon and 62 litres/13.6 Imp gallons estate car.)

3. TACHOMETER

This instrument indicates the engine revolutions per minute. The normal maximum safe continuous engine speed is 5700 r.p.m. Intermittent safe operation up to 6000 r.p.m. is acceptable.

4. SPEEDOMETER

This indicates the vehicle's forward speed. Within this instrument is a total distance recorder which logs the car's mileage.



MH/60/190/N

5. TRIP CONTROL

To provide a precise measurement of journey distance a trip meter is incorporated within the speedometer. The trip meter may be returned to zero by pushing the control inwards.

6. AMMETER

The ammeter indicates the rate at which the alternator is charging the battery or the rate at which the battery is being discharged. The position of the pointer will vary with engine speed, battery condition and the equipment in use. With the windscreen wipers, heater and headlamps in use, for example, but the engine not running, there will be a heavy discharge. After the starter motor has been operated a high charging

rate will be indicated as soon as the engine speed rises above idle. If the ammeter fluctuates, or registers a continual discharge, contact your Authorised Dealer immediately.

7. OIL PRESSURE GAUGE

This gauge indicates the engine oil pressure. When the engine is idling and at normal operating temperature, the pressure will be lower than when running at a higher speed at the same temperature. If the gauge fails to register at normal running speeds then first check the engine oil level and if this is satisfactory, have the engine lubrication system examined immediately by your Authorised Dealer.

ELECTRIC CLOCK

To adjust the clock push in the button in the centre of the clock face and rotate as required. The clock is permanently connected to its supply and will function even when the ignition is switched off.



WARNING LIGHTS

1. HANDBRAKE WARNING LIGHT

This red warning light is illuminated when the ignition is on and the handbrake is applied. It is only extinguished when the handbrake is released.

This warning light also serves as the 'dual brake warning light', when specified. If it should glow whilst driving, stop immediately and ensure handbrake is fully released. If light remains illuminated have the braking system checked by an Authorised Dealer.

2. DIRECTION INDICATOR WARNING LIGHTS

The appropriate green warning light will flash regularly when the indicator lights are operating. An audible warning will be heard whilst the indicator light is flashing.

3. MAIN BEAM LIGHT

This blue light is illuminated whenever the headlamps are on main beam.

4. IGNITION WARNING LIGHT

This red light should glow when the ignition is switched on and be extinguished when the engine is started. If the light remains on while driving, contact your nearest Authorised Dealer immediately.

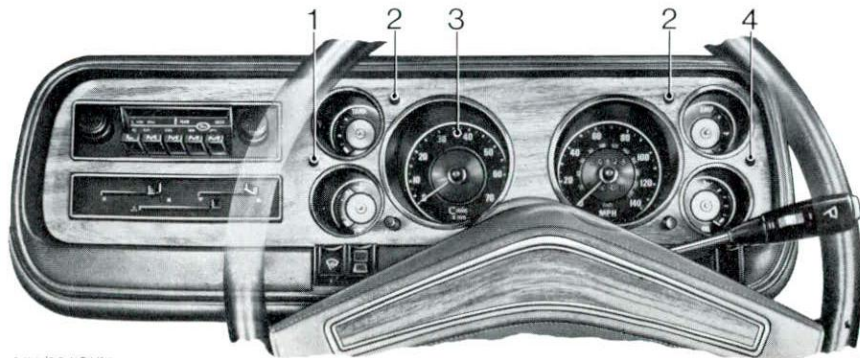
CONTROLS

GEAR LEVER POSITIONS

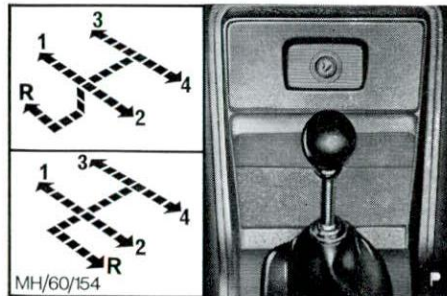
Your Granada has a four-speed all-synchromesh gearbox. Reverse gear is obtained by pushing down on the gear knob and moving to the left and forwards into position. On certain models the gear lever has to be moved to the left against a spring pressure and then rearwards to select reverse.

SELECTOR LEVER POSITIONS (automatic transmission)

The automatic transmission is controlled by a selector lever mounted in the centre console. The driving range is selected by moving the lever backwards or forwards, the quadrant adjacent to the lever indicating which range has been engaged.



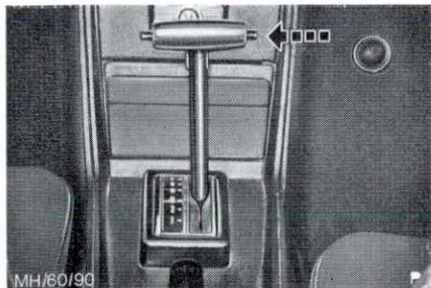
MH/60/191/N



Certain changes cannot be made without pressing the spring-loaded button on the right-hand side of the 'T' handle (left-hand side for left-hand drive vehicles), i.e. when moving the handle from: 'P' to 'R', 'R' to 'P', 'D' to '2', '2' to '1', 'N' to 'R'.

At night, with the side or headlamps switched on, the appropriate symbol on the quadrant will be illuminated according to the range selected. The Selector Lever Quadrant is marked:

- P' Park
- 'R' Reverse
- 'N' Neutral
- 'D' 1st, 2nd and 3rd gear
- '2' 2nd gear
- '1' First gear



STEERING COLUMN LOCK/IGNITION SWITCH

KEY IN POSITIONS

O 'Lock'

Ignition is off. The steering is locked by removing the key. If difficulty is encountered when unlocking from the "O" position, move the steering wheel slightly to relieve the pressure on the locking device.

I 'Accessories'

The steering is unlocked. The ignition remains off. The radio can be switched on.

II 'Ignition'

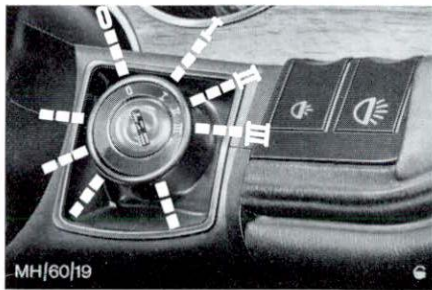
The ignition and all circuits are switched on for driving.

III 'Start'

When the ignition key is turned clockwise, from position II 'Ignition' towards position III 'Start', the starter will operate as long as the key is kept in this position. Immediately the engine fires, release the key and it will return to position II 'Ignition'.

The ignition key cannot be removed in the 'Accessory', 'Ignition', or 'Start' positions.

To avoid possible damage, your Granada is equipped with a start inhibitor device. It prevents you from operating the starter while the engine is running. If the engine does not start, the key must be returned to position I 'Accessories' before the starter can be operated again.



NOTE: Cars with automatic transmission will only start when 'N' or 'P' is selected.

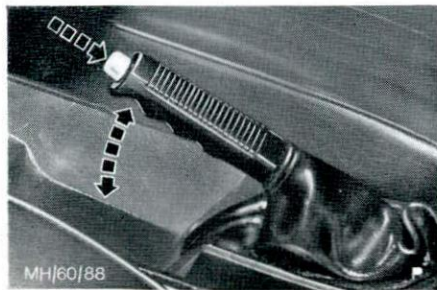
CAUTION

If vehicle is towed, to prevent accidental locking of the steering assembly it is advisable to leave the key in the 'Accessory' position.

HANDBRAKE

To apply, pull the lever firmly upwards. To release, lift lever slightly, depress the button, then ease the lever fully down.

NOTE: When parking the car, handbrake must be applied to ensure that rear brake self-adjusting mechanisms are actuated.



LIGHTING SWITCHES

The lighting switches are operated as follows:

Both switches in the 'out' position — lights off.

Left-hand switch depressed — side and tail lights on.

Right-hand switch depressed and ignition switched on — side, tail and headlights on.

Right-hand switch depressed again — headlights off.

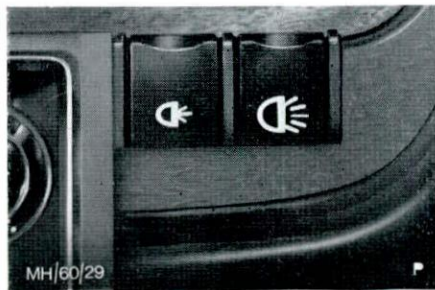
Left-hand switch depressed again — side and headlights off.

MULTI-FUNCTION SWITCH

This switch performs four distinct functions.

Direction indicator control —

This control is self cancelling. Move up for turns to the left, down for turns to the right.



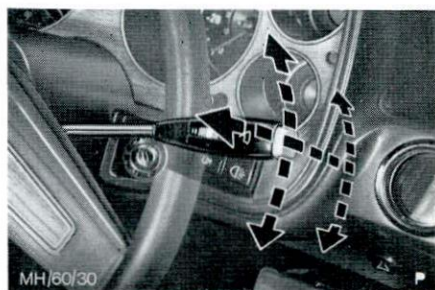
A slight pressure either up or down on the lever allows the indicators to be operated when changing lanes on a motorway.

Headlamp main beam control —

First, switch on the headlamps. Then, to select main beam, move the lever away from the steering wheel. The reverse movement selects dipped beam. The direction indicators can still be operated with the headlamp main beam in operation.

Headlamp flasher control —

By gently pulling the lever towards the steering wheel the headlights are flashed on main beam, even if the lighting is in the 'off' position. Release the control and it will return to its original position. The headlamp flasher will not operate when the ignition is switched off.



Windscreen Wiper Control — By pressing the end of the indicator arm the wipers will operate at the slow speed. To accelerate the wipers to their fast speed, operate the small 'rocker' switch in the indicator arm, reversal of this operation will bring the wipers to the slow speed again. To switch the wipers off depress the end of the indicator arm again. When switching the wipers off the 'rocker' type speed control will automatically return to the slow position.

HORN CONTROL

To operate the horn depress the insert in the steering wheel spoke. The horn will not operate with the ignition turned off.

INTERIOR LIGHT

There are two interior lights in your vehicle and these are operated as follows:

1. With the switch in the middle position the light is permanently **off**, regardless of courtesy switch operation.
2. With the switch in one of the other positions the light is permanently **on**, regardless of courtesy switch operation.
3. With the switch in the third position the light is off unless one of the doors are opened when the automatic courtesy switches will switch the light on.

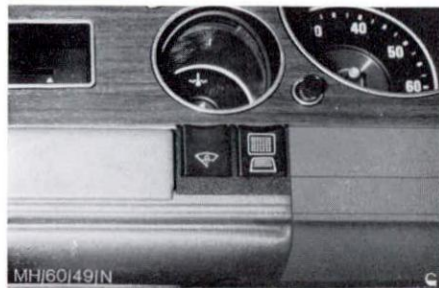
HEATED REAR WINDOW SWITCH

To operate, turn on the ignition and push the switch. The warning light, situated in the switch, will remain alight all the time the element is in operation. Once the window is clear, the element should be turned off to prevent any undue drain on the battery.

NOTE: Care should be taken not to damage the heating element with any sharp objects, either on the parcel shelf, or when cleaning the window.

WINDSCREEN WASH/WIPE SWITCH

With the ignition switched on and this switch fully depressed water will be pumped on to the windscreen and the wipers will operate. When the switch is partially released the water pump is switched off and the wipers will continue to operate. The wipers will park automatically once the switch is fully released.



Early vehicles had a foot operated water pump on the floor next to the transmission tunnel and some of these had an outer ring which operated the wipers.

HAZARD FLASHER SWITCH

When depressed, this switch will cause all direction indicators to flash continuously regardless of whether the ignition is switched on or not.

REAR FOG LAMP SWITCH

When this switch is depressed the red fog lights at the rear of the vehicle will be illuminated. These lights should be switched on in fog to warn following vehicles of your position.



AUXILIARY LAMPS SWITCH

The lamps are operated by depressing the appropriate switch and will only operate with the side/tail lights on. On early models this switch was next to the heated rear window switch.

PANEL ILLUMINATION SWITCH

This is a rheostat control. To dim out the panel lights, rotate the switch anti-clockwise. To brighten the panel lights, rotate the switch clockwise.



DOOR LOCKS AND CONTROLS

To unlock a locked door from the inside simply pull the lock knob upwards, and press downwards to lock.

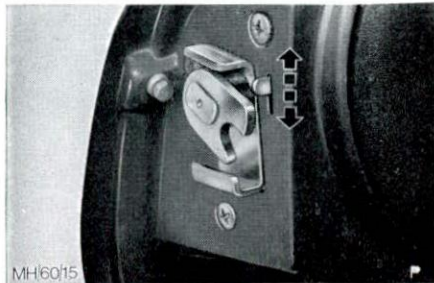
For safety reasons the door handles are recessed. To open the door, lightly pull the handle outwards.

To lock the front doors from the outside, first, depress the inside locking knob, then, holding the outside door handle in the up position, close the door.

Warning: When using this facility take care not to leave the ignition key in the ignition switch whilst locking the doors.

Alternatively, shut the door and inserting the key, turn it clockwise to lock (anti-clockwise on left doors).

To unlock the door, turn the key until the lock knob is fully raised, then lift the external handle and the door will open. The door check straps will retain the door in the open position.



CHILD-PROOF SAFETY LOCKS

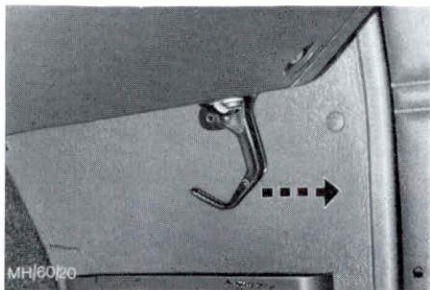
The rear doors are fitted with child-proof safety locks. When the safety lever on each rear door is actuated, by pushing downwards, the rear doors cannot be opened from inside the vehicle.

WINDOW CONTROLS

To open a window, turn the regulator handle anti-clockwise on left-hand doors, and clockwise on right-hand doors. To close, turn clockwise or anti-clockwise respectively.

BONNET LOCK

To release, pull the lever located under the driver's side of the fascia. From the front of the car slip your hand between the bonnet lid and the top of the grille and push the safety catch up. The bonnet should then be propped open by disengaging the bonnet stay from its clip and locating the stay in the upper panel location.

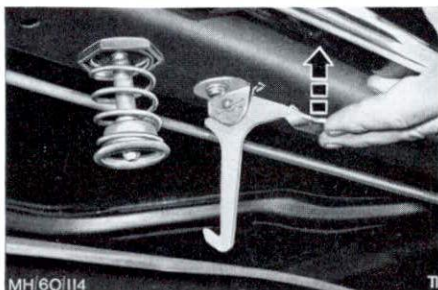


LUGGAGE COMPARTMENT LOCK

Insert the key and turn clockwise to unlock. The lid can then be raised and will remain in the open position. The luggage compartment will lock automatically when the lid is shut again. On early vehicles the lock can only be operated with the master key.

TAILGATE (Estate Car)

The estate car has a counterbalanced tailgate, providing access to the load floor. To operate the lock, insert and turn the key, straighten and withdraw. After depressing the release button the tailgate can be raised, and will remain in the open position. The catch will operate automatically when the tailgate is shut, and may be locked again with the ignition key.



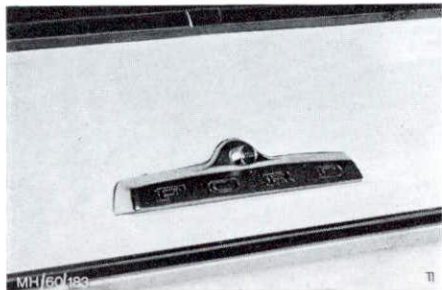
PETROL FILLER CAP

To remove the cap, push the front (right-hand) edge of the spring-loaded cover plate, pull the plate forward and remove the cap by turning anti-clockwise.

If a Ford lockable filler cap is fitted, it is not necessary to turn the cap since it will be released when the lock is undone.

Always ensure that the filler cap is of the vented type.

It is important that the fuel tank is not filled beyond its designed capacity by, 'trickle feeding'. This practice will fill the expansion void and result in overspill from the neck, and staining of the body side.

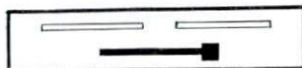


HEATER CONTROLS

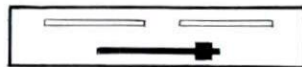
ON/OFF CONTROL LEVER AND BOOST FAN OPERATION



Air intake closed (aeroflow vents operative).



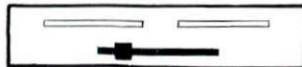
(As above but with knob pulled) air boost to aeroflow vents (on certain models only).



Air intake fully open for ram effect.



Air intake fully open with slow boost (setting for normal conditions.)

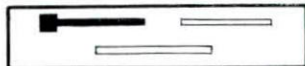


Air intake fully open with medium boost (setting for normal conditions and vehicle loaded with four or five persons.)

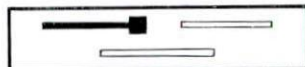


Air intake fully open with fast boost. (Setting for extreme ventilation and heating or maximum defrosting.)

TEMPERATURE CONTROL LEVER

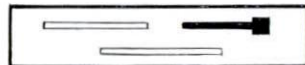


Extreme position of lever giving hot air.

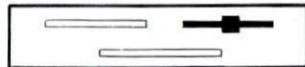


Extreme position of lever for cool air.

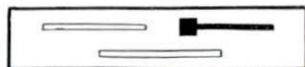
AIR DISTRIBUTION LEVER



Air to windscreen and aeroflow vents.

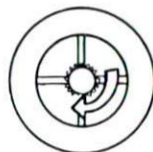


Air divided between windscreen and floor. (Typical setting for ventilation.)



Air to floor and aeroflow vents. (Setting with window or sliding roof open.)

AEROFLOW VENTILATION



Aeroflow vent open.

The direction of the flow of air can be altered by moving the vent within its mounting.



Aeroflow vent closed.

On early models the flow of air through the facia vents is controlled by butterfly flaps.

AEROFLOW VENTS TEMPERATURE CONTROL LEVERS (beneath each face lever vent.)



Air at variable temperature from heater.



Mixture of air from heater and from outside of vehicle.



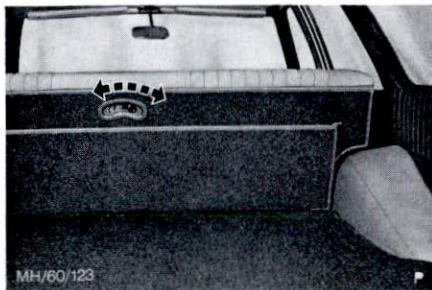
Air at ambient temperature direct from outside of vehicle.

HEAVY DUTY HEATING AND VENTILATION SYSTEM

The controls and operation are exactly the same as the standard unit.

COLD AIR VENTILATION SYSTEM WITH BOOST FAN INCORPORATED

When the ventilation unit is fitted, there are only two operating levers on the control panel which control the direction of the air flow, and the boost switch. No hot air can be obtained from this unit. The face-level ventilation system operates as for the other heater units. The volume of air delivered can be increased by operating the boost switch.



CONVERTING THE LOAD FLOOR (Estate Car)

For additional luggage accommodation the rear seat back may be folded down. To fold down the seat back, release the seat catch mounted in the centre of the seat back by pulling the knob to one side, then lower the seat back and press down to a horizontal position, at the same time pressing down the panel covering the space between the load floor and the seat back. The panel will lock into position. To raise the seat, press gently on the seat back, and lift the cover panel up. Lift the seat back upwards and ensure that the seat is properly engaged.

Heavy goods should be positioned as far forward as possible so that the vehicles handling characteristics are not adversely affected. Loose packages should, whenever possible, be arranged so that they cannot slide about on the load space. Take care not to overload the vehicle and always ensure that the tyre pressures are adjusted accordingly (see back page).



SLIDING ROOF

Your sliding roof can be operated in two ways:

1. To open the roof turn the handle in direction 1 and in direction 2 to close.
2. To tilt the rear edge of the roof push up the lever located in the winder handle stowage recess and turn the winder handle in direction 2 until a resistance is felt. This increases air extraction when driving at speed, therefore, ensure that air can enter the car either through the face-level vents or the heating system. With the lever in the down position the roof cannot be tilted.



CONSOLE UNIT

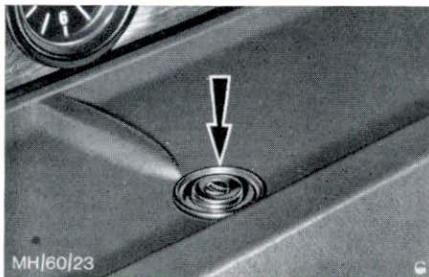
A stowage compartment is provided in the console unit. Access is gained by pulling up against the spring-loaded catch.

MAP POCKET

Map pockets are provided next to the passenger's and driver's feet, for quick access to maps, etc.

GLOVE BOX

A glove box is provided on the passenger side of the fascia. The catch is operated by pressing the lock button down and the box will then drop to the half open position. Push the lid downwards by hand to the fully open position. On early vehicles the glove box is locked by using the master key and cannot be locked with the secondary key. The glove box is illuminated for your convenience.



ARM RESTS

Arm rests are fitted to both front and rear doors and can be used conveniently as door pulls. An additional centre arm rest is fitted in the rear seat and may be folded away when not in use.

ASHTRAYS

The ashtray for the front passenger is mounted in the centre console, below the cigarette lighter. To open the ashtray, pull out to the fully open position. The ashtray can be removed for emptying by pulling the ashtray out while pushing down. The ashtray for the rear passengers is located in the back of the centre console.

SUN VISORS

The padded sun visors can be pulled down to eliminate glare through the windscreen or



side window. The passenger's visor has a vanity mirror on the reverse side.

ASSIST HANDLES

These are provided one above each rear door, and one above the front passenger door.

COAT HOOKS

Two coat hooks are provided and are integral with the rear passenger assist handles.

CIGARETTE LIGHTER

Located in the console immediately above the ash tray, it is operated by depressing the knob and leaving it until it pops up in the socket ready for use. **Never** hold the lighter down.



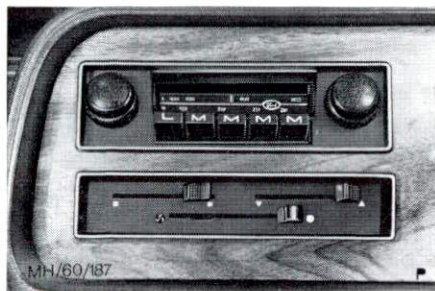
RADIO

The radio will operate when the ignition switch is either in the 'Accessory' or 'Ignition' positions. Before switching on, extend the aerial fully to obtain maximum reception.

Combined on/off switch and volume control — The set is switched on by turning the left-hand inner control knob clockwise. Further clockwise rotation increases the volume.

Tone control — This control varies the tone. Turning the knob fully clockwise will give maximum high-note response. Turning the knob in the anti-clockwise direction will reduce the high-note response and accentuate the bass.

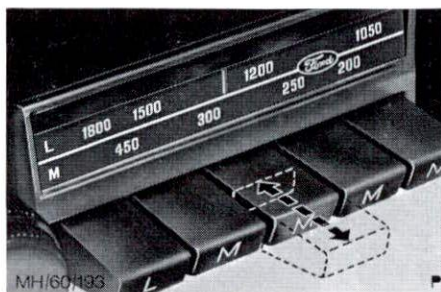
Manual tuning control — To select a station, rotate the right-hand control knob and align the indicator with the required wavelength.



Wave change control — There are five buttons on the radio, four are tuned to the medium wave and are marked by the letter 'M'. The button on the extreme left marked 'L' is for the long wave.

Push-button programme selection — To set a push-button for a medium wave station, first pull out one of the four push-buttons, marked 'M', to its fullest extent and, using the manual tuning control, select the desired wavelength. The station selected can now be locked in position by depressing to its fullest extent. The button will return to its normal position automatically. When each push-button has been set, it is only necessary to depress the correct push-button for the station required.

The button marked 'L' can be tuned to any long wave station by pressing the button, then manually tuning into the required



station. Once the desired station is selected pull out the button as far as it will go then press fully inwards. The button will then automatically select the long wave band and desired station simultaneously.

SPEAKER BALANCE CONTROL

When fitted, this control can be used to select front loudspeaker or rear loudspeaker, or a combination of both.





DRIVING

- ★ **STARTING THE ENGINE**
- ★ **DRIVING — GENERAL**

DRIVING

This section covers the starting of the car, which, if you carry out the procedure as listed, will give you quick, easy starting every time.

It also gives you an insight into driving with a manual, or automatic transmission.

Details of running-in and use of lights are covered as well as some useful tips on driving in adverse conditions.

STARTING THE ENGINE

Ensure brake is applied, gear lever is in neutral or selector lever is in 'N' or 'P'. Insert ignition key.

Note:

If the ignition key is released before the engine starts, the key must be returned to the 'Accessory' position before the starter can be operated again.

STARTING WITH COLD ENGINE

1. Slowly depress accelerator twice to the floor then allow it to return gradually to its normal position. This will set the automatic choke.
2. Crank the engine by turning ignition key fully clockwise until engine starts. If the engine does not start within ten seconds return key to the 'Accessory' position, pause and repeat. Do not 'pump' accelerator. If the engine does not start after two attempts, wait ten seconds then proceed as for starting a flooded engine.
3. Immediately engine starts, release the ignition key. If engine stalls repeat procedure, depressing accelerator ONCE and allowing it to return slowly.
4. Allow engine to run for five to ten seconds then gently press accelerator to obtain a slight increase in speed. Allow pedal to return slowly. This will reduce the initial high engine speed to a moderately fast idle speed.

This is the condition under which the engine should run if it is proposed to warm up with the vehicle stationary. To control engine speed, depress accelerator slightly at intervals until normal idle speed is obtained.

5. After approximately five seconds running, engage 'drive' or 'reverse' as required.

Note:

In conditions of extreme cold do not engage drive under the five second period and it may be beneficial to extend period up to ten seconds.

On initial driveaway from cold within the first mile (1.5 Km) do not depress accelerator beyond half travel until vehicle has attained a minimum speed of 15 mph (25 Kph). Never operate at high RPM or full throttle whilst engine is cold.

STARTING WITH A WARM ENGINE

1. Slowly depress accelerator to half-way position and hold in this position.
2. Crank engine as detailed in para 2 "Starting a cold engine" until the engine starts.
3. When engine starts release accelerator pedal and ignition key.

If engine fails to start after three attempts proceed as for starting a cold engine.

DRIVING

ENGINE FLOODING

If the engine has been cranked several times without starting there could be an excess of unburnt fuel present in the cylinders. This will prevent the engine from starting. Should this occur, slowly press the accelerator pedal to the floor and hold in this position whilst cranking. When engine starts release the ignition key and release the accelerator pedal as the engine clears and speed picks up.

STARTING ENGINES WITH AUTOMATIC TRANSMISSION

A start inhibitor device prohibits starting the engine when a gear is selected. **The engine can only be started when the selector lever is in position N or P.**

NOTE: Owing to the automatic choke a cold engine will run for several minutes at high idle speed after starting and consequently, the vehicle will immediately start moving on selecting **R, D, 2** or **1**. For this reason, the hand or foot brake should be applied before selecting a gear.

With a warm engine the creeping effect is less pronounced. However, in this case, too, the foot brake should be applied before a gear is selected.

AUTOMATIC TRANSMISSION

The automatic 3-speed transmission has the following selector positions:

P = parking

R = reverse gear

N = neutral

D = 1st, 2nd and 3rd gear

2 = 2nd gear

1 = 1st gear

The spring-loaded button on the side of the T-handle must be depressed to prevent wrong shifting between the following positions: from P to R, R to P, D to 2, 2 to 1, and N to R.

The selected position is illuminated during night driving when the lighting is on.

AUTOMATIC TRANSMISSION SELECTOR LEVER POSITIONS

'N' Neutral — With the selector lever in this position, the engine can be started and allowed to idle indefinitely.

'D' Drive — This position is used for normal driving conditions and gives automatic gear-changing from first to second and second to third gear, depending upon the car's speed. Automatic changes from third to second and second to first gear will result as the car's speed decreases.

'R' Reverse — This position is for travelling in a reverse direction, and engine braking is obtained whilst in this position. **Do not** select 'R' when the car is moving forwards.

'P' Park — In this position the transmission is mechanically locked, so immobilising the car. **Do not** select 'P' when the car is moving.

'2' — When shifting into position '2' the car moves off in 2nd gear and will remain in this gear until another gear is selected. No automatic change up of gears will take place. **Do not** select '2' when travelling at speeds above 100 km/h. (63 m.p.h.). When travelling at speeds above 100 km/h. (63 m.p.h.) move selector lever to position 'D'.

'1' — In this position the vehicle moves off in 1st gear and remains in this gear. No automatic change up of gears takes place.

Do not select '1' at speeds above 100 km/h. (63 m.p.h.).

DRIVING

For normal driving move the lever to 'D', release the handbrake and depress the accelerator. The car will move off in first gear, automatically changing to second and third gear, depending on car speed and accelerator pedal position. With a small throttle opening, the upward changes are made at a lower speed than with a large throttle opening when maximum acceleration is provided in the indirect gears.

If the engine idling speed is high (e.g. when starting from cold), the car will creep slowly forward if one of the driving ranges is selected, unless the brakes are firmly applied.

STOPPING THE CAR

To stop the car, release the accelerator pedal and apply the brakes, keeping the selector lever at 'D'. To drive off again, release the brakes and depress the accelerator, when the car will start in first gear, automatically changing to second and third gear as the road speed increases.

KICK-DOWN POSITION

The automatic transmission reacts to kick-down only at speed ranges which would, in a vehicle with manual transmission, call for a change down of gears, e.g. when driving uphill, or to speed up a passing manoeuvre. Kick-down can be effected in position 'D' by depressing the accelerator pedal beyond full throttle stop. i.e. to the floor.

ROCKING OUT OF MUD, SAND OR SNOW

If it is necessary to rock the car backwards and forwards to obtain a good rear wheel grip, alternately select 'D' and 'R' with the accelerator slightly depressed.

When rocking out of mud, sand or snow, directional changes between forward and reverse must be made quickly to take advantage of each improvement in momentum, which means selecting 'R' when the car is moving forward. To avoid excessive strain on the rear axle, engine speed must be kept low. Note: this is the only time you may safely select 'R' when moving forwards.

DRIVING – GENERAL

MANUAL CONTROL

Accelerating and changing-up — With the engine idling and the selector in 'N' or 'P', move the lever to '1', release the hand-brake, and by depressing the accelerator pedal, drive away in first gear. As the road speed is increased move the lever to '2' to engage second gear and to 'D' to engage third.

Downward changes — Moving the selector from 'D' to '2' will engage second gear immediately and second gear will remain engaged as long as '2' is selected. If the selector is then moved to '1' first gear will be engaged immediately and held for as long as the selector lever remains in that position. Engine braking is available when either '1' or '2' is selected.

USE OF GEARS AND ACCELERATOR

Firm but gentle handling of the controls will give you the best results in performance, economy and comfort. Never 'labour' the engine, as this strains it unnecessarily. Avoid continuous hard revving, as this could cause extra wear and high fuel consumption.

Should you have difficulty in obtaining first gear from rest, return the lever to neutral, release the clutch pedal then press it in again. The gear should now engage easily. Never use the clutch pedal as a foot-rest.

SMOOTH CORNERING

Avoid braking or gear changing in corners, especially in the wet, and 'straighten' bends as far as you can. Ideally, corners should always be taken under gentle acceleration. If you follow these suggestions tyre wear will be held to a minimum and your passengers will enjoy a more restful ride.

EFFECTIVE BRAKING

The brakes are a major factor in road safety. The following should therefore be borne in mind:

1. Shortly after starting in the morning the brakes should be applied gently at first and then with increased pressure. This will give you an indication of the brake efficiency and road condition and will also serve to remove any film of dust or moisture which may have formed on the discs and linings.
2. Water reduces the friction coefficient of the brake linings. The front wheel disc brakes in particular will become damp in heavy rain slush or when washing the car. Although they dry out very quickly the full braking efficiency may only be restored after a short distance. For this reason, maintain a greater distance behind the car in front of you in wet weather.
3. Brake wear is dependent largely on the driving method and operating conditions. Town traffic and in particular erratic driving will result in increased brake lining wear, which should be borne in mind. A good driver anticipates the road ahead and brakes smoothly and progressively, avoiding emergency braking unless absolutely necessary.
On long downhill stretches brake with the engine, selecting the gear which you would use for driving uphill. Use the brakes only in bends and for short periods. Never keep the brakes applied on long downhill stretches because even the best brakes will wear quickly under these circumstances.
4. Since brake fluid absorbs moisture, thus reducing its efficiency, it is a good plan to renew the fluid every 2 to 3 years.

DRIVING IN FOG OR MIST

Visibility is the key factor involved, so use your wash/wipe control often. Fine globules of moisture can accumulate almost unnoticed on your screen giving the misleading impression that the fog is getting thicker. Don't sit hunched over the wheel, the extra few inches that you gain do not help except to increase the strain and fatigue of driving. Lastly, remember to switch your lights on, and above all reduce your speed to suit prevailing conditions.

DRIVING IN SNOW OR ICE

Once you have got the car moving resist the temptation to build up speed. Always try to keep moving, a slow speed is better than stopping on a surface of snow or ice. As a general rule select a gear one higher than you would normally use. This reduces the amount of torque (turning effort) going through the wheels and so lessens the risk of wheel spin.

Your braking distance can easily be increased ten fold so apply the brakes with a smooth on-off motion. The wheels are then prevented from locking by the last minute release and then re-application of the brakes. Avoid sudden changes in direction or speed wherever possible and avoid braking on bends.

Road and tyre noise diminishes markedly when your car is on ice so be alert for this sign. On black ice it might be your only warning.

USE OF LIGHTS

Check your lights regularly for correct function and always keep the lenses clean. When driving in conditions of poor visibility it is safer to drive with dipped headlights. This enables you to be seen as well as to see.

RUNNING IN

Careful driving during the first 1,000 miles/2,000 kilometres will pay dividends later on in longer engine life and smoother mechanical functioning. Specific running-in, though, is unnecessary, but it is advisable to remember the following :

- Constant speed operation should be avoided as parts tend to quickly adjust themselves to other parts if variable speeds are used during this initial period.
- Severe brake applications should be avoided, if possible, during the first 100 miles/150 kilometres of intercity, 1,000 miles/1,500 kilometres of highway operation. This will allow the brake linings to seat against the brake discs and drums.
- Driving a car with manual transmission, you should avoid consistently high speeds, over-revving, or straining the engine. Use the gearbox freely and vary your speed.
- With automatic transmission, as well as observing the manual transmission recommendations, avoid holding on to the

override positions for prolonged periods harsh engine braking, or too frequent kick-down acceleration.



GENERAL CARE

- ★ COOLING SYSTEM
- ★ ANTI-FREEZE CONCENTRATION
- ★ TYRE CARE
- ★ CHANGING A WHEEL
- ★ ELECTRICAL

GENERAL CARE

The following pages tell you about the cooling system and antifreeze concentrations.

Also included is information on tyre care, changing a wheel and points of importance should the vehicle have to be towed.

Finally there is a section on bulb replacement and fuses.

COOLING SYSTEM

At the time of manufacture, the cooling system of your vehicle was filled with a mixture of 50% 'Motorcraft Antifreeze Plus' and 50% water.

This concentration is required to prevent corrosion and will provide protection against freezing (approx. to -37°C , -34°F).

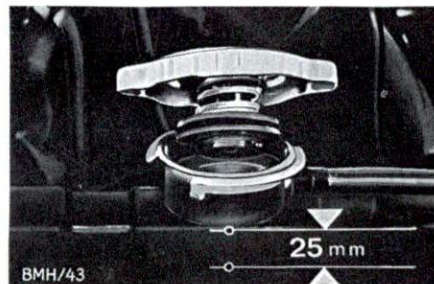
It is essential that only a long life antifreeze meeting Ford Specification SM-97B1002-A, such as 'Motorcraft Antifreeze Plus', is used and the initial fill concentration be maintained throughout the year.

'Motorcraft Antifreeze Plus' affords continuous protection against corrosion and damage from below freezing temperature conditions for a period of up to 24 months or 60,000 to 65,000 kms. (36,000 to

39,000 miles) whichever occurs first providing the concentration is maintained at 50%.

After this period (or mileage) the system should be completely drained, flushed and replenished with a fresh mixture of specified antifreeze and water in the proportions indicated above.

If any doubt exists as to the antifreeze concentration in your vehicle, have it checked by your Ford Dealer and brought up to 50% as required. This check should be carried out periodically and in any case before the beginning of the winter season and before travelling to a colder climate. Do not mix different brands of antifreeze since their chemical compositions may be incompatible.



Topping up. Under normal operating conditions, the coolant level should be checked weekly and only when the engine is cold. If the coolant does not cover the radiator core, top up with a mixture of 50% specified antifreeze and 50% water to a level which is 25 mm. (1 in.) below the filler neck. Since the coolant expands when heated, it is not advisable to fill beyond this level, as any excess coolant will be lost through the overflow.

Caution: If it is necessary to remove the radiator cap when the engine is hot, extreme care should be taken as the cooling system is pressurised. Removal of the radiator cap will release the pressure within the system, and may result in immediate boiling of the coolant and the sudden release of hot vapour under pressure.

To avoid the possibility of scalding, muffle the cap with a thick cloth and turn it slowly anti-clockwise until a drop in resistance is felt. At this point if the coolant temperature is high enough, hot vapour will be heard to escape through the overflow. Only when this ceases should the cap be completely turned past the final stop and removed. Never add cold coolant to a partially filled cooling system when the engine is hot (as there is a possibility of the cylinder head or block casting cracking under sudden contact with the cold liquid).

Always allow the engine to cool first.

Draining and refilling the system. Remove the radiator filler cap taking due precaution if the system is hot. (See note in 'Topping up'). Open the drain tap in the radiator bottom tank and the cylinder block drain tap. Drain the system.

NOTE: On some vehicles where the radiator drain tap has been deleted the bottom hose must be removed to drain the radiator.

Flush out the system, using hot water if the coolant was drained from a hot engine. If the coolant flow seems impeded, reverse flush and if necessary remove hoses and thermostat to clear any obstruction. Examine the radiator hoses and clamps to determine their condition. Mix the specified antifreeze and water in 50% proportions, allowing sufficient quantity for a heater where fitted. Close the radiator and cylinder block drain taps and

add the mixture to the radiator until the coolant level is just below the filler neck 25 mm. (1 in.). Check for any water leaks, paying particular attention to the hose connections and cylinder head.

Run engine for a few minutes with radiator cap removed to purge any air from the system. Recheck level and top up as required. Replace radiator cap.

ANTIFREEZE CONCENTRATION

Checking the strength of antifreeze solution. From time to time the antifreeze solution in the cooling system should be checked for strength. A check can be made by testing the specific gravity of the coolant with a hydrometer.

Antifreeze Concentration

Concentration %	Specific gravity	Freezing protection to		Solidifies at		Replace after		
		°C	°F	°C	°F	months	miles	km
50	1.080	-37	-34	-58	-72	24	36,000 to 39,000	60,000 to 65,000

TYRE CARE

One of the most important points regarding tyre care is to ensure that your tyre pressures are always correct. The only satisfactory method of checking the pressures is to use a tyre pressure gauge. Periodically inspect your tyres, removing any sharp stones that have become trapped in the treads, and examine both tread and side walls for splits, cracks and excessive wear. Wheel balance should also be checked periodically.

Uneven tyre wear may be caused by incorrect toe-in, or worn steering, and if this is suspected, the car should be checked by your Authorised Dealer.

When fitting new tyres to any flat ledge or hump ledge wheel, they should be applied from the side of the wheel which has the narrowest ledge.

Never combine radial-ply tyres on the front wheels with conventional cross-ply tyres on the rear. Similarly, never fit a cross-ply on one side and radial-ply on the other.

After fitting new tyres the following points

are of importance during the first 250 kms. (150 miles) :

Avoid violent cornering manoeuvres because, due to the process of tyre manufacture, a silicon film is deposited on the tyres and this causes a reduction in tyre adhesion, especially on wet roads.

Avoid any continuous high speed motoring because the tyres can be damaged due to the heat build up.

By following these points you should ensure trouble-free performance from your tyres.

NOTE: If tyres are fitted which are not to standard specification this may, in some cases, necessitate a change of speedometer drive gear in order to maintain speedometer accuracy.



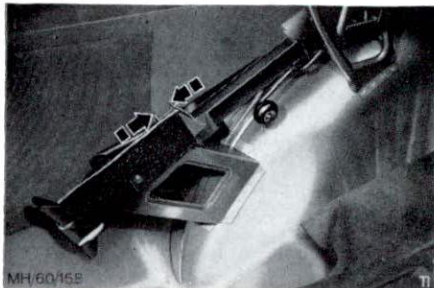
MH/60/34

TUBELESS TYRES — VALVE REPLACEMENT

It is suggested that when fitting a new tubeless tyre, a new snap-in valve is also fitted. The valve is made to last the life of the tyre but beyond this time fatigue of the valve rubber body is likely to impair the air seal at the rim hole. Replacing the valve at the same time as the tyre not only assists in obtaining the full running life of the tyre but also aids tyre safety.

CHANGING A WHEEL

The spare wheel is positioned in the boot. To remove spare wheel, undo the retaining clamp located in the wheel centre.



MH/60/34

REMOVING THE HUB CAP

Remove a hub cap by pushing the end of the wheel brace between the cap and wheel and twisting. Where wheel trims are fitted remove by levering from the edge of the wheel rim, taking care not to damage the trim.

SPARE WHEEL (Estate Car)

The spare wheel is positioned under the rear luggage compartment. To remove, uncover the metal panel and release the two slot-head locking screws by turning them through approximately 180° using a coin. Lift the panel approximately 70 cm (3 ins) and pull to disengage from location lugs.

The wheel is retained by a bolt, which may be removed using the wheelbrace. The jack is retained in its stored position by two

rubber straps. To replace the spare wheel, reverse the above sequence of operations.

JACKING UP THE VEHICLE

To jack up the vehicle ensure the handbrake is applied and, if possible, that you will be working on the kerb side so that you are not subjected to the risk of being hit by passing vehicles.

The jack is stowed in the boot behind the spare wheel. To remove, compress spring clip and lift.

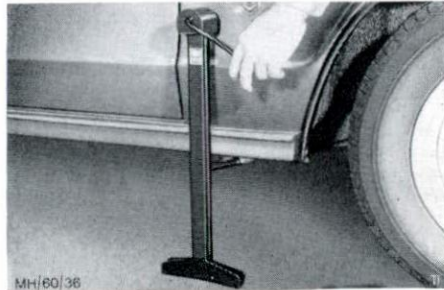
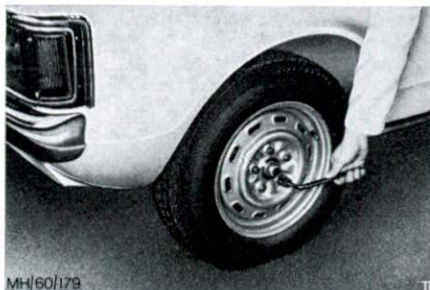
Two jacking points are provided on either side of the vehicle.

Align the jack arm with the appropriate jacking point and locate the end of the jack arm in the hole provided in the side rail. Swing the top of the jack towards the car as

far as the jack will permit, and ensure that the jack base is firmly seated on level ground. If it is necessary to get under the suspended vehicle to carry out any repairs or maintenance, additional supporting stands should be placed under the jacking points.

CHANGING A WHEEL

Remove the hub cap, slacken the wheel nuts anti-clockwise using the wheel brace, but do not remove them. Jack up the car. When the wheel is clear of the ground, remove the nuts and wheel. It may be necessary to jack the car further to replace the wheel. Replace the wheel nuts (conical face towards the wheel) and tighten diagonally opposite nuts clockwise. Lower the car to the ground and re-tighten the nuts.



ELECTRICAL

Garage hoisting devices (trolley jacks, etc.) must be positioned on the chassis at points where damage to the steering linkage and track control arms (swing arms) is avoided. Use wooden blocks for cushioning.

HEADLAMPS

The headlamps fitted to your Granada are of the semi-sealed type, which means that the bulb is replaceable without having to replace the lens and reflector.

To replace the bulb disconnect the headlamp connector plug and remove the rubber cover. Unclip the bulb retaining clip and remove the bulb. To install the bulb follow the above procedure in reverse.

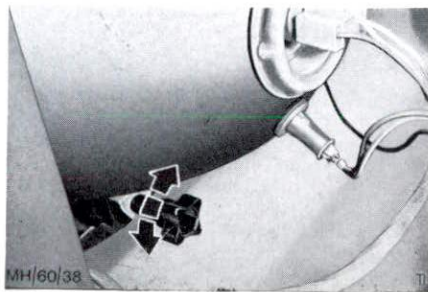
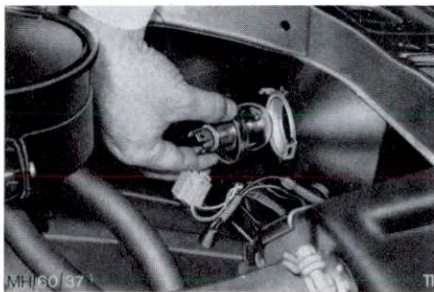
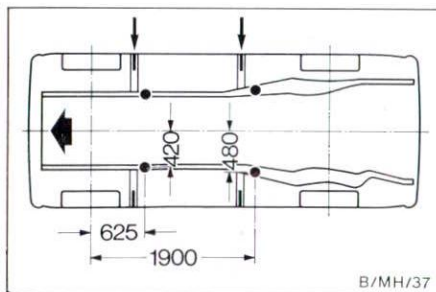
If the bulbs are of the quartz-halogen type take care not to touch the glass as the moisture in the skin can damage the bulb. If the glass is accidentally touched wipe the bulb gently with a soft cloth moistened with methylated spirit and allow it to dry. When replacing the bulb, ensure that the small tang on the locating ring faces forwards and engages with the cutout in the bulb housing.

SIDELIGHT BULB

To replace the side/parking light bulb disconnect the bulb holder located under the main headlight bulb. Install the new bulb and refit the bulb holder.

HEADLAMP ADJUSTMENT

The correct headlamp alignment is set at the factory, adjustment should therefore be unnecessary. Should adjustment be required two plastic adjusters are provided inside the engine compartment. It is suggested that this is not attempted unless full headlamp adjustment facilities are available. Such facilities are of course available at your Authorised Ford Dealer.

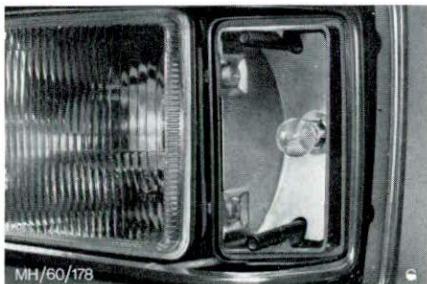


FRONT DIRECTION INDICATOR BULBS

To replace a bulb. Remove the cross-head screws and lens. To remove bulb, gently depress and turn in an anti-clockwise direction. When refitting lens, ensure that the gasket is properly seated to prevent entry of dust and water.

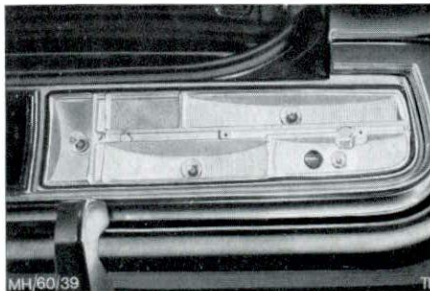
REAR, STOP, DIRECTION INDICATOR AND REVERSING LAMP BULBS

To gain access to these remove the cross-head screws and lens to expose the lamp body. Remove the relevant bulb by depressing and turning anti-clockwise. When replacing the bulb, ensure that it is firmly located. When refitting the lens, ensure that the gasket is properly seated to prevent entry of dust or water.



REAR NUMBER PLATE LIGHT

Remove the assembly by unscrewing the cross-head screws retaining the assembly to the bumper. Unscrew the screws retaining the lens to the body. Remove the bulb by gently depressing and turning anti-clockwise.



AUXILIARY LAMPS

Access to the auxiliary lamps is from under the front wheel arches. To change the bulb release the retaining clip and move the lamp back casing to one side. Ensure that the lamp facia switch is in the 'off' position and then disconnect the wire at its connection with the bulb. Release the bulb retaining clip and remove the bulb. To install the bulb follow the above procedure in reverse. Adjustment of the lamps is made by turning the cross-head screw, located immediately above the lens. Turn the screw anti-clockwise to raise the light and clockwise to lower the light.



FUSES

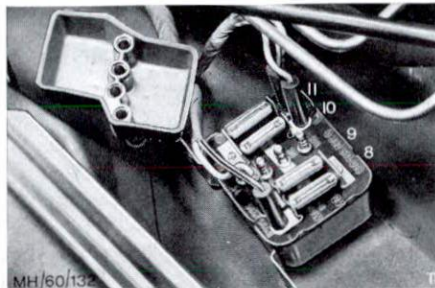
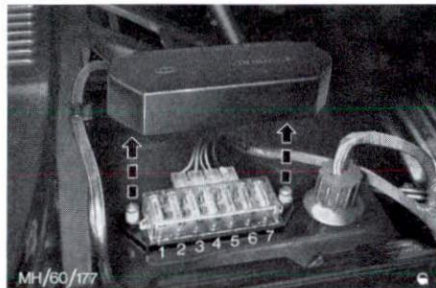
The fuses are mounted in a block in the engine compartment. There are seven fuses and the circuits protected are indicated on the plastic cover. The fuses are as follows:

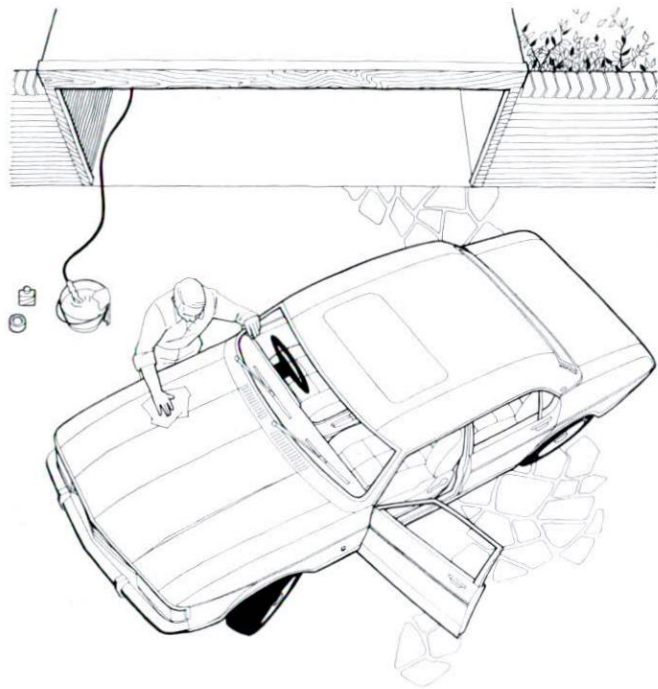
- 1 16 Amp. Cigar lighter, clock, interior lights, glove box lamp, hazard light system.
- 2 8 Amp. Number plate light, instrument illumination, automatic change quadrant illumination (where fitted).
- 3 8 Amp. Tail light/side light — right.
- 4 8 Amp. Tail light/side light — left.
- 5 16 Amp. Horn, heater fan motor, primary circuit, heated rear window.
- 6 16 Amp. Wiper motor, reversing lights, instrument cluster.
- 7 16 Amp. Flasher indicators, stop lights.

There are three unused connections on the fuse block corresponding to fuses 1, 2 and 7 and these may be used as a power source for accessories. Fuse 7 is connected via the ignition switch and is only live while the ignition is switched on, while fuses 1 and 2 are connected to a direct supply and are live all the time. All fuses are rated in amps.

Additionally, headlamp fuses are located at the headlamp relay located on the right-hand inner wing. All the fuses are 16 Amps.

- 8 Headlamp, dipped beam, left-hand side.
- 9 Headlamp, dipped beam, right-hand side.
- 10 Headlamp, main beam, right-hand side.
- 11 Headlamp, main beam, left-hand side.





GENERAL HINTS

- ★ **BODYWORK and INTERIOR**
- ★ **DRIVING with CHILDREN**
- ★ **DRIVING ABROAD**
- ★ **TRAILER TOWING**
- ★ **MISCELLANEOUS**

GENERAL HINTS

The following hints have been included to enable you to maintain the original high standard of your car internally and externally and, in general, to assist in maintaining pleasant motoring in varying circumstances.

BODYWORK AND INTERIOR

BODYWORK

Wash the bodywork frequently with cold or lukewarm water. Never use household soap or detergent, though you will find that any approved car shampoo will be helpful in removing traffic film. Tar spots are best removed by gently rubbing with a cloth, dipped in a mixture of three-quarters petrol and one-quarter clean engine oil. Wash off the dirt with a sponge, using plenty of water, rinse, then dry off with a clean chamois leather. If you use a hose, avoid directing it at full force against the body. An occasional light polish with Ford car polish (part number M-230-A) will give the paintwork extra protection. Chrome and any bright metal decoration are best cleaned with either Ford car chrome cleaner (part number 105E-19522) or cold/tepid water.

The vinyl-covered roof should be washed with tepid water and toilet soap using a soft brush to remove dirt from the grain finish. **DO NOT USE** detergent, car shampoo or household soap on the roof material. Certain premium petrols are dyed by the manufacturers or contain additives which can cause staining on the paintwork around the fuel filler neck. Spilt petrol should be wiped off with a wet sponge as soon as possible.

When washing the windscreen, hinge the wiper-blade assemblies away from the screen.

Windscreen wiper blades should be washed frequently with clean water, soapless detergent, or screen washer fluid (part number EOA-19550-A).

A word of warning — salt mixtures are frequently used in many countries to melt ice and snow. Under these conditions wash the car very frequently and hose it clean underneath wherever possible. Otherwise, serious corrosion could occur.

INTERIOR

The easiest way to keep the interior of the car clean is to vacuum-clean it regularly. Stains are best removed from leather, P.V.C. or brushed nylon upholstery with Ford upholstery cleaner (part number 204E-19526). Clean seat covers and carpets in the same way, but never use a petroleum or spirit solution on any interior trim.

DRIVING WITH CHILDREN

When travelling on long journeys with children the amount of time that they can sit in the car without becoming bored and fidgety varies enormously, so try to make frequent stops, even if only for five minutes or so. Games should be encouraged, such as making words out of index numbers or seeing who spots a police car first. One thing to remember and that is to try and keep the games linked with objects outside the car. This reduces the risk of car-sickness which is the disturbance of the balance organs in a person's ears. Reading books or comics can induce car sickness, so beware and watch out for the sickness symptoms.

DRIVING ABROAD

Your Granada has been designed for all conditions and has been tested extensively on every type of road. Ford Service is world-wide. Spares are readily available wherever you may be. If you plan to take your car abroad, have it thoroughly serviced first, by your local Authorised Dealer. Extra equipment always worth taking includes a spare fan belt, spare bulbs, and a tyre repair outfit. Check that all tyres, including the spare, are in good condition. When driving your Ford Vehicle outside the country in which it was purchased, the Ford Customer Assurance entitles you to the replacement of defective parts necessary to maintain the vehicle in a roadworthy condition.

When requiring this service you should contact an Authorised Ford Dealer and produce the booklet 'Our Assurance to Customers' for inspection. The Dealer should then carry out the necessary repairs free of charge. If for any reason you are unable to obtain this service and have to meet the cost of repairs, you should retain the invoice and, if possible, the displaced parts for discussion with your own Dealer. He will raise the matter with Ford Motor Company and any reimbursement due to you will be obtained.

TRAILER TOWING

If you are one of the increasing number of people who tow a caravan or trailer, or are thinking of towing for the first time, the following information may be of some assistance to you.

Your Authorised Ford Dealer will not hesitate to advise you on your towing needs and capacities together with any points contained in the following text.

ELECTRICAL

A necessary part of your towing equipment is a seven-terminal socket to enable the caravan or trailer lights to be connected to your vehicle lighting system.

The additional direction indicator bulbs of the caravan or trailer would, when in operation, possibly put the flash rate of the flasher unit outside the legal limits, therefore it is necessary to fit a "heavy duty" flasher unit.

A relay can be fitted in the battery charging system which will enable the car battery and an additional battery (possibly located in the boot) to be charged simultaneously. When the caravan is parked the additional battery can be removed from the car and fitted to the caravan. Thus the vehicle and caravan become two independent units.

BRAKES

The brakes on your caravan or trailer play an important part towards overall safety, so do remember to have them checked regularly for wear or malfunction.

If the caravan or trailer has not been used for any length of time check that the brakes operate freely before commencing a journey.

TYRES

The correct pressures to which the tyres should be inflated and maintained will be supplied by the appropriate caravan or trailer manufacturer.

Remember to check your tyre tread regularly as the legal requirements applicable to your car tyres, in your area, also apply to caravan and trailer tyres.

INSURANCE

Before you commence towing ensure that the car and caravan/trailer are suitably covered for situations which arise when actually towing or when the caravan/trailer is disengaged from the car.

GENERAL HINTS

Prior to hitching the caravan/trailer to the vehicle ensure that the towing ball is well greased. To avoid ruining clothes with grease stains replace the ball cover immediately towing is completed.

Endeavour to distribute the weight of articles evenly about the caravan/trailer axle and avoid exceeding the nose weight limits specified by the caravan/trailer manufacturer.

Ensure that your rearward vision is adequate, various types of mirrors are available for use when towing. The fitment of a periscope mirror is a great help when towing certain caravans.

To avoid hours of needless cleaning-up do make sure that all articles within the trailer are securely stowed. Make sure that the lights and reflective triangles are clean and that the number plate, if it is of the removable type, is securely fitted. Additionally, and most important, ensure that the number plate conforms to your towing vehicle, i.e. reflective with reflective, black and white with black and white.

MISCELLANEOUS

ROOF RACK

A roof rack has been specially developed for use on your car. This is a Ford accessory, available as Part No. 120E 73550K02. It mounts on four fully adjustable feet, each with its own clamping knob. An elastic luggage grip is also available as Part No. 105E 70195K100-A. Up to 75 kg. (165 lb.) of the car carrying capacity may be supported on the roof rack.

USE OF 'JUMPER' CABLES

If battery 'jumper' cables are used to start a car with a discharged battery, extreme care must be used in connecting the battery which is being used as a booster to the 'discharged' battery. The positive (+) terminals

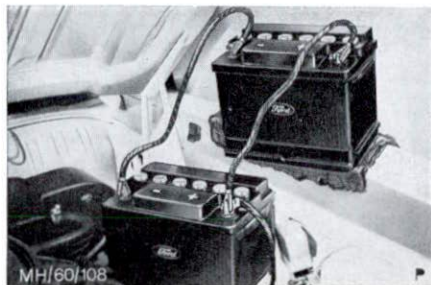
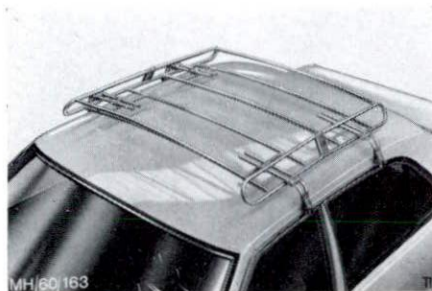
of the batteries must be connected through one cable, and the negative (—) terminals connected through the other cable. If this procedure is not followed extensive damage may be done to the charging system of your car.

CAUTION: When using battery 'jumper' cables, the cables should always be attached to the booster battery first to reduce the possibility of sparks near a charged battery.

PETROL RATING

The high-compression engine fitted to the majority of cars in this range requires the use of a 4-star petrol. The Star emblem represents a certain octane rating regardless of the brand name.

Emblem Rating	Octane Number
5 star (Super)	Over 100
4 star (Premium)	97 and over
3 star (Mixture)	94 and over
2 star (Regular)	90 and over



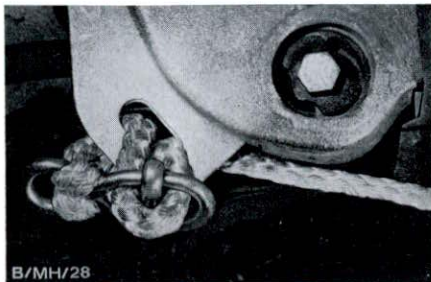
TOWING THE CAR

If it is necessary to tow the car, first ensure that the steering is unlocked. The tow rope should be located through the towing eye fitted on the front subframe on the towed vehicle. Take care that the tow rope does not foul and damage the paintwork.

Where an automatic gearbox is fitted, and provided the transmission is operating satisfactorily and the fluid level is correct, the car may be towed with the selector lever at 'N'. Do not, however, exceed 48 k.p.h. (30 m.p.h.) or tow the car for a distance greater than 24 kms. (15 miles). If the transmission is inoperative the drive shaft should be disconnected or the rear of the car suspended to prevent further damage.

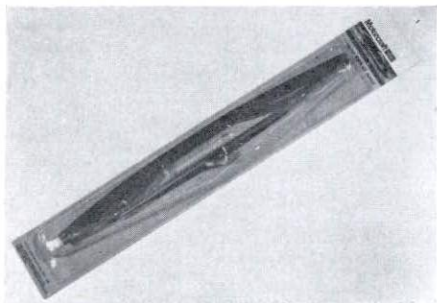
NOTE: It is not possible to push- or tow-start the engine on vehicles fitted with automatic transmission.

If the master key is not available, or for some other reason the steering cannot be unlocked, then the front wheels should be lifted clear of the ground before towing.



B/MH/28

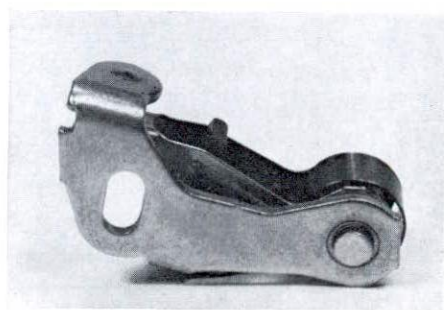
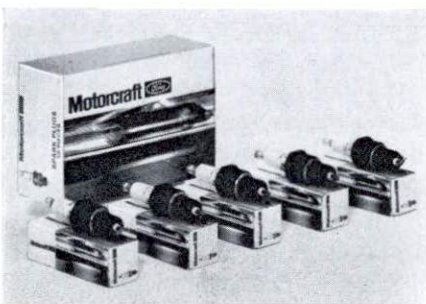
MOTORCRAFT PARTS

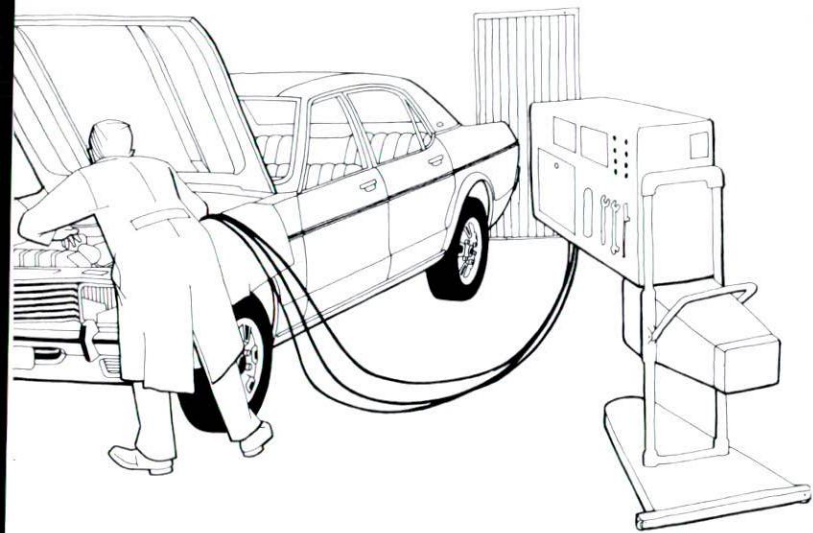


To get top performance from your engine always ensure that during servicing, Motorcraft Spark Plugs (formerly Autolite), Oil Filters and Contact Sets are fitted.

The complete range of Motorcraft parts are manufactured to Ford 'original equipment' standards. All are engineered to meet the exacting needs of modern engines under all driving conditions.

Motorcraft parts are **exactly** right for your engine. Why settle for less ?





REGULAR SERVICING

- ★ **LUBRICATION EXPLAINED**
- ★ **RECOMMENDED LUBRICANTS**
- ★ **SERVICE ITEMS**

REGULAR SERVICING

The secret of keeping your car in good mechanical condition is to make sure that it is lubricated and maintained regularly. Recent developments have made it possible to increase the interval between services considerably, but this has made expert, regular servicing more important. Your car must be lubricated and maintained by technicians who have been specially trained for the job, have the many specialised tools, and who use only lubricants which meet Ford specifications. Because these technicians know your car, they can quickly spot and rectify any small faults that might eventually develop into something more serious. Such experts are available at your Authorised Ford Dealer. In matters of maintenance it is a false economy to choose anything less than the best.

LUBRICATION EXPLAINED

The lubricant in your Granada engine has two main jobs to do. It must separate all the rubbing surfaces of the engine with a thin film of oil so as to minimize wear, and it must also collect and disperse excessive heat from some of the more highly stressed areas. The modern engine produces much more power for its size than older engines and, therefore, requires special lubricants. To this end Ford Motor Company has developed the new Ford Specification ESE-M2C101B and SSM-2C9001-AA which Ford 6,000 mile Motor Oil has been specially formulated to meet.

Your engine has been initially filled with Ford Motor Oil. This multigrade oil does not require draining until the first 10,000 km. (6,000 mile) service has been reached. Thereafter Ford 6,000 mile Motor Oil should be used for topping up. As can be seen from the chart on page 47, Ford 6,000 mile oil, which is available in the 10W/30, 10W/40 and 20W/50 viscosity ranges, is suitable for most temperature requirements. If, however, extremes of temperature are likely to be encountered, most of the nationally known oil companies market oils which conform to Ford Specification ESE-M2C101B and SSM-2C9001-AA and which are suitable for such temperature extremes.

The normal periodic attention required by your car is at intervals of 10,000 km. (6,000 miles). However, since operating conditions can vary, it may be found advisable to carry out some operations, for example, changing the engine oil, at an interim period. Your operating experience is the best guide for attention of this kind.

RESULTS OF NEGLIGENCE

If the correct oils are not used, excessive wear and damage will inevitably result. The oil film will break down in the more highly stressed areas and metal-to-metal rubbing will take place. Sludge will form in the sump, and the vital oilways may well become blocked. Incorrect oils will not be able to counteract the acids formed through combustion and corrosion will take place. After a fairly short time, the engine will lose power, demand excessive fuel and become unnecessarily heavy on oil.

RECOMMENDED LUBRICANTS

The gearbox and rear axle oils suitable for use in your car are listed below.

Gearbox

Amoco Gear Lubricant SAE 80
 Castrol Hypoy Light
 Duckham's Hypoid 80
 Esso Gear Oil GX 80
 Fina Pontonic MP SAE 80
 Mobilube GX 80
 Texaco Multigear EP 80
 Shell Spirax 80 EP
 BP Gear Oil SAE 80 EP

Rear Axle

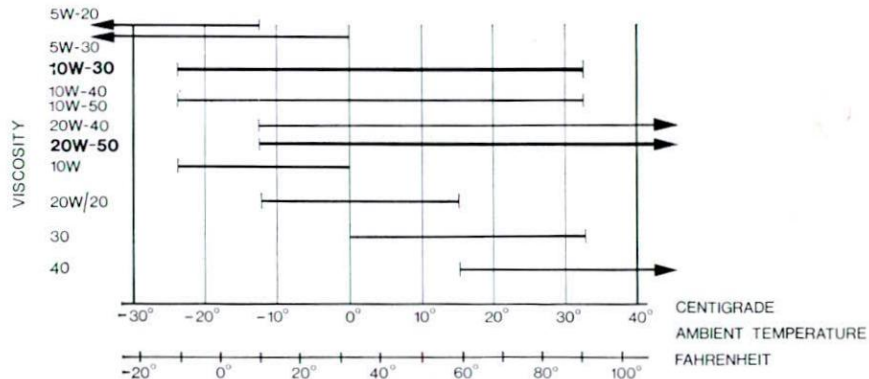
Amoco EP Gear Lubricant SAE 90
 Castrol Hypoy B90
 Duckam's Hypoid 90S
 Esso Gear Oil GX 90/140
 Fina Pontonic XP 90/140
 Texaco Multigear EP 90
 Shell Spirax Heavy Duty 90
 BP Hypo Gear 90 EP
 Mobilube HD 90

Automatic Transmission

Power Steering

Use only Ford Fluid M-2C33-F

Engine Oil Viscosity Chart



SERVICE ITEMS

ENGINE OIL LEVEL

When checking the oil level ensure that the car is on level ground and that the engine is hot. Allow a few minutes to elapse for the oil to drain into the base of the engine.

Withdraw the dipstick, wipe it with a clean cloth, replace it and withdraw. The oil on the dipstick indicates the level. The two marks indicate the Maximum and Minimum requirements, the engine operating satisfactorily when the oil level is anywhere between them. The difference between these marks represents approximately .85 litres (1.5 pints).

If required, add oil meeting Ford specification.

The oil level should not be allowed to fall below the 'Min' mark. Filling above the 'Max' mark will result in high oil consumption and external engine leaks.



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RADIATOR LEVEL

The radiator level should be checked when the coolant is cold. If necessary, top up with a mixture of 50% 'Motorcraft Antifreeze Plus' and 50% water to a level of 25 mm (1 in.) below the base of the filler neck. Since the coolant expands when heated it is not advisable to fill beyond this level, as any excess will be lost through the overflow.

Caution: If it is necessary to remove the radiator cap when the engine is hot, muffle the cap with a thick cloth to avoid the possibility of scalding yourself when removing the cap.



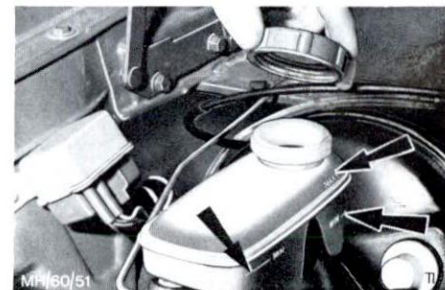
MH/60/33

BRAKE FLUID RESERVOIR LEVEL

The fluid level should be checked every week to ensure that the fluid is up to the level mark on the reservoir. Before unscrewing the reservoir cap, clean the surrounding area. If necessary, top up with the correct Ford fluid, Part No. ESEA-M6C1001A, but do not overfill the reservoir. Ensure that the dividing baffle in the reservoir is always covered.

If the fluid level requires frequent topping-up, have the hydraulic system checked for leaks by your Authorised Dealer.

NOTE: If brake fluid is spilt on the paintwork the affected area **must** be washed down with cold water immediately.



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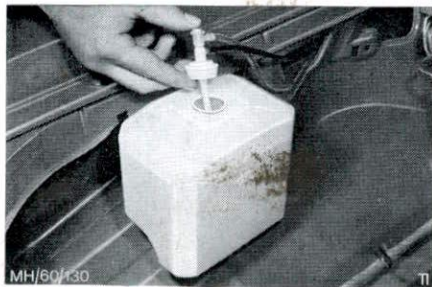
WINDSCREEN WASHER RESERVOIR

Winter or summer, this should be checked regularly. If windscreen smear is a problem add some Ford washer fluid Part No. EOA-19550-A to the water.

When topping up or refilling the reservoir ensure that the system is fully primed before driving the car.

To prime system :

- Top-up or refill reservoir
- Slowly depress foot control to full extent then release
- Repeat item 'b' above until water flows freely to the screen



CHECKING THE BATTERY

The battery should be examined to ensure that the electrolyte level in each cell is 6 mm (0.25 in.) above the tops of the separators. If below this level add distilled water as necessary. In cold weather, to avoid freezing, distilled water should only be added immediately before running the engine. Keep the battery connections tight, and the top of the battery clean. Occasionally check the security of the battery and coat the terminals for protection with petroleum jelly.

If the battery is at any time disconnected, ensure that it is reconnected with the negative terminal earthed,



TYRE PRESSURES

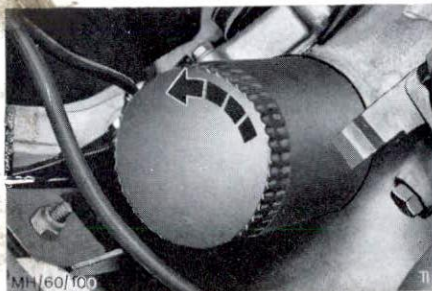
In modern high-speed motoring, correct tyre pressures are vitally important. Incorrect pressures can reduce wheel adhesion, affect the steering, and cause excessive tyre wear. Check the pressures before you start a trip, when the tyres are cold. If the pressures are measured when the tyres are warm, a higher reading will be obtained. The figures recommended take this increase into consideration. Tyre pressures for all driving conditions are given in the chart on the last page of this book. Radial-ply tyres have the characteristic of appearing to be under inflated when in fact they are not. A pressure gauge is your only true indication.



ENGINE OIL FILTER

Remove sump drain plug, allow the oil to drain and then replace plug. Unscrew filter and discard.

Clean mounting face and screw the new Motorcraft filter, part number 712F-9601-BA, onto the block until gasket just contacts the mating face. Tighten three-quarters of a turn. Refill engine with Ford 6,000 mile Motor Oil to correct level. Clean and replace oil filler cap. Start engine and check for oil leaks. Run engine for a few minutes to circulate oil and prime filter. Recheck oil level and top up as required.



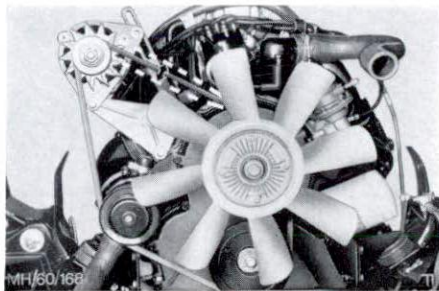
CRANKCASE EMISSION CONTROL VALVE

To remove the emission control valve, disconnect the hose and pull the valve out of its grommet. Do not try to run the engine with the hose disconnected from the control valve, as the fuel mixture strength will be excessively weakened. Dismantle the valve by removing the circlip and extract the valve seal, valve and spring from valve body. Wash the components in petrol to remove any sludge or lacquer that may be present. Reassemble the components in the reverse order and refit the circlip. Push the valve back into its grommet and reconnect the hose.

NOTE: Some vehicles may be fitted with a sealed, non cleanable type of valve. This type should be renewed at the specified service intervals.

FAN BELT ADJUSTMENT

Free movement of approximately 12 mm ($\frac{1}{2}$ in.) should be measured midway between the alternator and water pump pulleys with normal fingertip pressure. If required, adjust by slackening front and rear mounting bolts and front adjusting bolts. Move alternator to give correct belt tension. Tighten bolts. Recheck tension. When replacing the fan belt ask your Ford dealer for the correct Motorcraft part.



MANUAL GEARBOX OIL LEVEL

Check and top up gearbox as necessary to level of filler orifice with an approved oil.

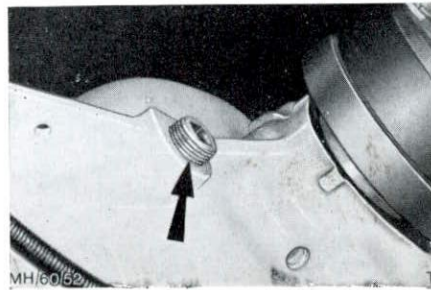
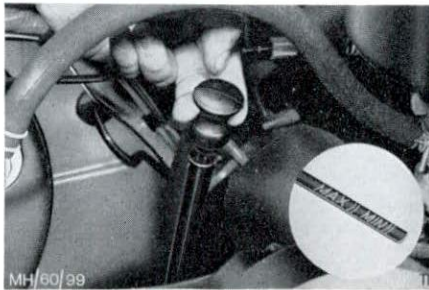
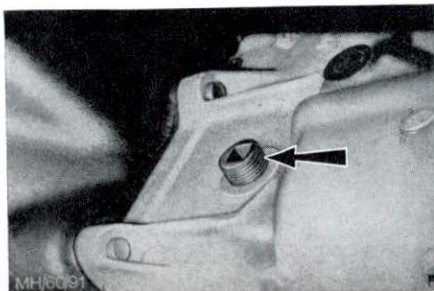
AUTOMATIC GEARBOX FLUID LEVEL

The transmission fluid level should be checked with the car on a level surface and the gearbox at normal operating temperature, as reached after approximately 8 km. (5 miles) of driving. Select 'P' and allow the engine to idle for two minutes. With the engine still idling in 'P' withdraw the dipstick, wipe it with a piece of clean non-fluffy rag, insert and then withdraw. If necessary, add Ford fluid M-2C33-F through the dipstick tube to bring the level to the full mark. The difference between the

'Low' and 'Full' marks on the dipstick is 0.59 litre (1 Imp. pint). Should it be necessary to check the fluid level when the gearbox is cold, carry out the above procedure, when the level should be approximately 9.5 mm (3/8 in.) below the 'Full' mark otherwise it will be too high at normal operating temperature when the fluid has expanded. Recheck the level when the gearbox is at normal running temperature. It is unnecessary to drain the converter and gearbox as a normal service item. Ensure that the ventilator grilles are kept free from mud, etc., otherwise over-heating may result.

REAR AXLE OIL LEVEL

Remove filler and level plug. If necessary top up with approved oil. Replace plug.



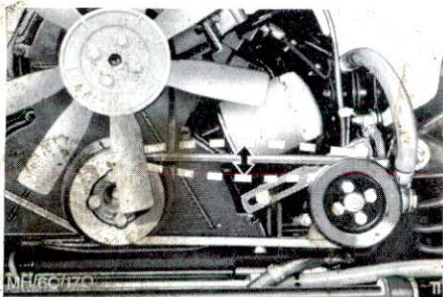
POWER STEERING RESERVOIR

Ensure that you top up reservoir with only the correct Ford fluid.

On current models the fluid should be maintained at a level no more than 15 mm (0.6 in.) below the maximum level mark on the centre spindle. On earlier models fitted with a dipstick, the level should be maintained between the mark on the dipstick and the end of the dipstick.

POWER STEERING BELT ADJUSTMENT

Slacken the power steering pump mounting bolts and the bolt clamping the pump to the adjusting arm. Loosen the adjusting bolt and move the pump to allow the belt free movement of 1 cm (0.5 in.) midway between the crankshaft pulley and the pump pulley. Tighten all the bolts and check the belt movement again. When replacing the belt ask your Ford dealer for Motorcraft part number 722F-8620-CA.

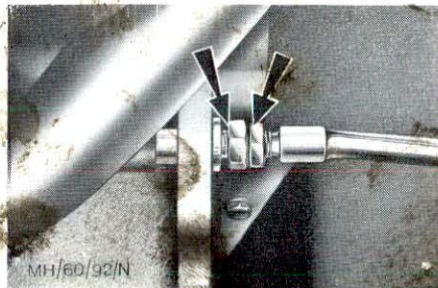


CLUTCH CABLE ADJUSTMENT

Pull the clutch pedal hard against the back stop and retain in position with a block of wood, or any suitable alternative.

From underneath the vehicle slacken the adjuster locknut and take up any slack in the system by pulling the adjuster end of the cable conduit forward. Whilst holding the cable in this position turn the adjusting nut until the specified clearance, 4.35 – 4.85 mm (0.17 – 0.19 in.), is obtained between the nut and the cable bush collar, and then lock the adjusting nut. Remove the block of wood from the clutch pedal and operate the pedal twice, ensuring that the pedal is fully depressed in each operation.

Measure the pedal movement from the 'rest' to the back stop position which should be approx. 27 – 32 mm (1.06 – 1.26 in.). If incorrect, readjust cable as previously described.

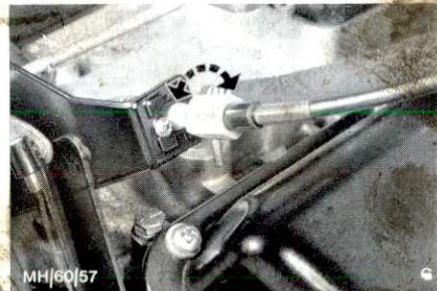


ACCELERATOR CABLE ADJUSTMENT

Press the accelerator pedal fully to the floor and hold in this position ensuring the floor carpet is compressed to simulate wide open throttle road conditions.

With the pedal in this position, set the cable adjuster so that a 0.25 mm (0.010 in.) feeler blade can just be inserted between the full throttle stop and the carburettor throttle lever.

NOTE: It is important that this operation is carried out carefully. If full throttle condition is reached before the pedal has reached the end of its travel, the accelerator system can be overstrained.



VALVE CLEARANCE

Valve clearances should be checked statically not less than 5 minutes after the engine has been switched off. The specified clearances are: Exhaust 0.56 mm (0.022 in.); Inlet 0.33 mm (0.013 in.).

To adjust, turn rocker retaining nut in clockwise direction to reduce clearance and anti-clockwise to increase clearance. Adjust valves in the following order and ensure that the correct clearance is used in relation to exhaust and inlet valves.

Valves Open

1 and 6
8 and 11
2 and 3
7 and 10
4 and 5
9 and 12

Valves to Adjust

7 (In) and 10 (Ex)
4 (In) and 5 (Ex)
9 (In) and 12 (Ex)
6 (In) and 1 (Ex)
11 (In) and 8 (Ex)
2 (In) and 3 (Ex)

DISTRIBUTOR LUBRICATION AND CONTACT BREAKER POINTS

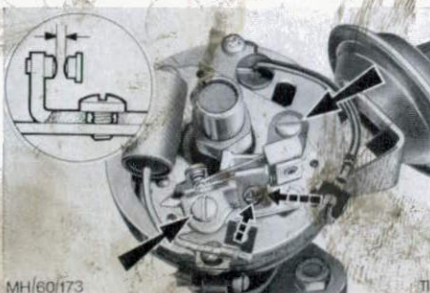
Remove the distributor cap and rotor. Apply two drops of engine oil to lubrication pad inside cam body. To adjust points gap, slacken adjusting screws and ensure that moving contact breaker arm heel is on the highest point of cam. Move fixed contact point to give a clearance of 0.64 mm (0.025 in.) tighten adjusting screws and recheck gap. When fitting a new Motorcraft points set (part number 682F-12107-AA), apply a smear of grease supplied to the cam faces.

SPARKING PLUGS

The Motorcraft sparking plugs should be cleaned and the gaps set at 0.64 mm (0.025 in.), although for maximum efficiency it could be advantageous to renew the sparking plugs with new Motorcraft spark plugs every 20,000 km (12,000 miles). Ensure that the sparking plug insulators, distributor caps and leads are clean to prevent high tension tracking. It may also be advantageous to replace worn or pitted contact breaker points when a sparking plug change is contemplated.



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MH/60/111

CARBURETTOR SLOW RUNNING ADJUSTMENT

Run the engine until normal operating temperature is reached. Depress the accelerator slightly at intervals until normal idle speed is obtained. Switch off the engine and fully screw in both volume control screws (at the base of the carburettor) then unscrew both one and one half turns. Start the engine and screw in the slow running adjusting screw to obtain a fast idle.

Unscrew one of the volume control screws until the engine 'hunts'. Screw in until engine runs evenly noting the new position of the screw. Set the other volume control screw to the same position.

Adjust the slow running screw to obtain normal idle speed if necessary. Repeat operation until engine runs satisfactorily.

NOTE: On vehicles fitted with automatic transmission, if it is necessary to run the engine for prolonged periods, as when

carrying out adjustments to the carburettor etc., the gear selector must be in 'P' or 'N' and the handbrake must be fully applied. In this situation the engine speed must not exceed 4500 r.p.m.

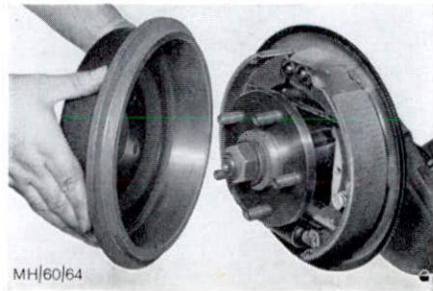
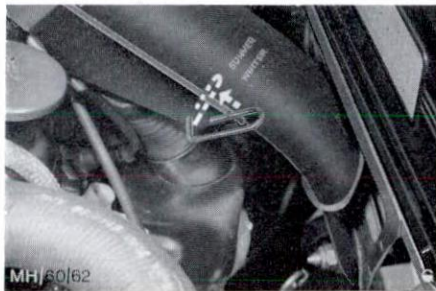
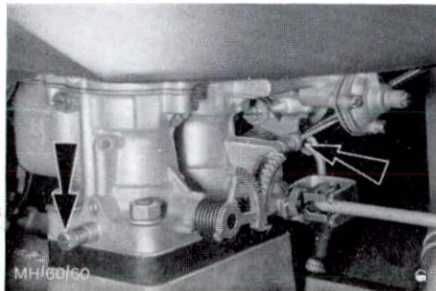
AIR CLEANER

To replace your Motorcraft element remove the top cover, withdraw the element and replace with a new Motorcraft element, part number 712F-9601-BA. Fit the top cover.

The air cleaner spout has a lever operated flap incorporated to permit a supply of warm air to come from the exhaust pipe in winter. Altering the flap enables a supply of cool air to the engine for summer conditions.

REAR BRAKES

The rear brakes are of the drum type and are self adjusting. To check the rear brakes and brake shoes, chock the front wheels, release the handbrake, remove the wheel trim (where applicable) and slacken the wheel nuts. Jack up the vehicle, and remove the wheel nuts and wheel. Remove the drum retaining screw and the brake drum. Examine the linings and check for hydraulic fluid leaks. If any parts need renewing, replace with genuine Motorcraft parts only. Refit all parts and tighten the wheel nuts.



FRONT BRAKE PADS

To check for pad wear, jack up car remove the wheels and measure thickness of pad material. If between 1.5–3.0 mm. (1/16–1/8 in.) fit new Motorcraft pads.

Tap out the pad retaining pins using a suitably slender drift. Remove the cruciform spring, pads and shims. Fit the new pads and the shims ensuring that the arrows on the shims point upwards. It may be necessary to lever the pistons into the caliper to fit each pad and shim. Position the cruciform spring and tap in the retaining pin.

CLEANING, REPACKING AND ADJUSTING FRONT WHEEL BEARINGS

It is recommended that this operation is carried out by your Authorised Ford Dealer. If, however, you have to carry out this

operation yourself do so in the following manner paying particular attention to each step.

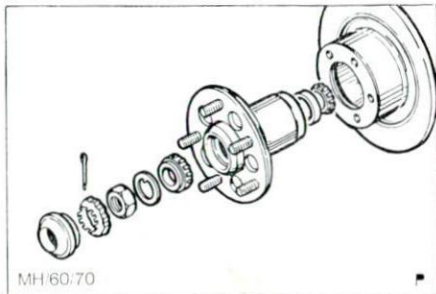
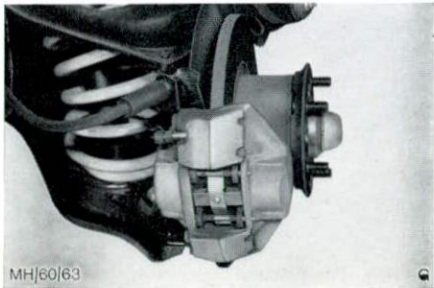
Remove wheel trim, slacken wheel nuts, jack up car and remove wheel and grease cap.

Unscrew calliper mounting bolts. lift away calliper and suitably support to avoid damage to the flexible hose. Withdraw split pin, bearing adjusting nut retainer, adjusting nut, thrust washer, outer bearing, hub, grease retainer and inner bearing. Wash all parts and reassemble using a new grease retainer and lithium-base grease on bearing and hub. **Do not completely pack hub** — but pack each cage and roller assembly with grease ensuring that spaces between rollers are filled. The grease cap and hub cavity should be left empty but the cavity between the two lips of the grease retainer should be half

filled with grease prior to assembly on the spindle. Adjust bearings, tighten adjusting nut to 3.7–3.85 kg.m. (27–28 lb.ft.) torque, whilst rotating hub. Fit nut retainer.

Slacken nut and retainer 90°, or two castellation slots. Fit new split pin and replace dust cap. Refit calliper (use new tab washers and mounting bracket). Tighten calliper bolts to 6.2–6.91 kg.m. (45–50 lb.ft.). Bend locking tabs. Replace wheel, tighten nuts and lower to ground. Check wheel nuts and refit wheel trim.

Important. Do not allow any grease to come in contact with disc or calliper.



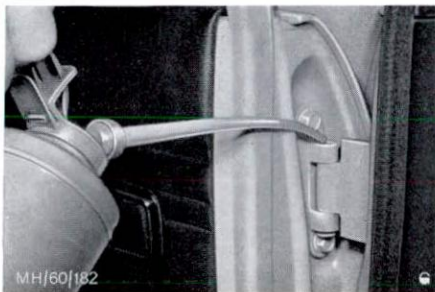
LOCKS, LOCK CYLINDERS, LINKAGES, HINGES, ETC.

Apply a few drops of light oil. Pay particular attention to bonnet safety catch pivot. On exposed surfaces, a wax-impregnated lubricant which does not stain clothing should be used. When lubricating door and luggage compartment lock cylinders, make sure that the protective shutter is pulled back so that the oil can penetrate into the cylinder. This can be effected by lubricating the key and inserting it into the lock several times and turning.

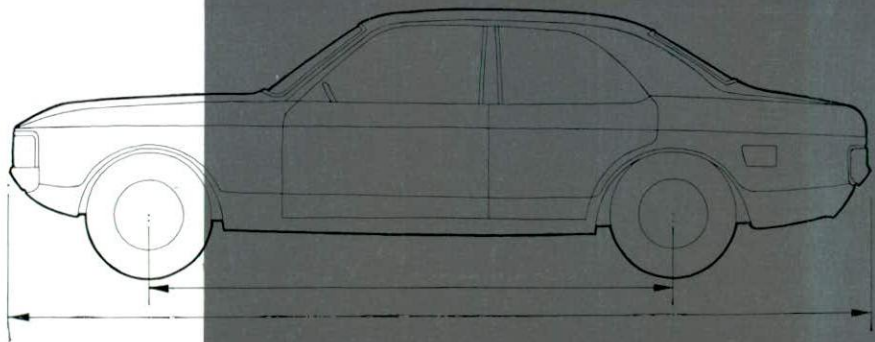
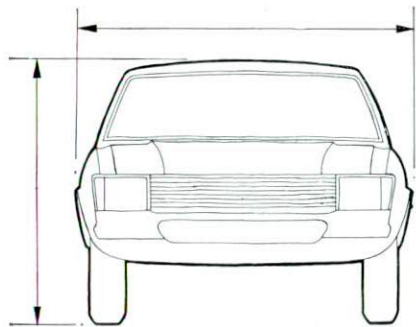
To lubricate a door hinge remove the plastic plug covering the end of the pin and apply a few drops of oil through the hole in the hinge, replace the plastic cap.

Lubricate around the door striker wedge.

Ensure that all brake levers, pulleys and linkages are well lubricated with oil.



SPECIFICATION



VEHICLE IDENTIFICATION PLATE

Fitted in the engine compartment, the vehicle identification plate lists the model and type of variable parts fitted to your vehicle. For your convenience this chart has been reproduced in this book and all the information given on the identification plate should be entered in its appropriate space.

Because of the variety of alternative parts, it is not always possible to order spares from your Dealer without quoting this information. Having entered the information, take this book with you when ordering spares. This will enable your Dealer to supply you with the correct parts with the minimum of delay.

Typ/Type		Version		Fahrgestell/Vehicle No.			
Zul. Gesamtgew.		Zul. Achslast Vorn		Zul. Achslast hinten			
Gross Vehicle Wgt.		Perm. Axle Ld. Front		Perm. Axle Ld. Rear			
		Kg		Kg		Kg	
Lenk	Motor	Getr.	Achse	Farbe	Polst	K.D.	Bremsen
Drive	Engine	Trans.	Axle	Colour	Trim	Ref.	Brakes
						BS. AU48:1965	

	2500 cc	3000 cc
Engine		
Type	V6 Cylinder Overhead valve	V6 Cylinder Overhead valve
Cubic capacity	2494 cc	2992 cc
Compression ratio (high)	9.1:1	8.9:1
Max. BHP (SAE) (high compression)	137 at 5,500 r.p.m.	159 at 5,300 r.p.m.
Max. Power (DIN) (high compression)	120 PS at 5,300 r.p.m.	138 PS at 5,000 r.p.m.
Firing order	142536	142536
Valve clearance*		
Inlet	0.33 mm (0.013 in)	0.33 mm (0.013 in)
Exhaust	0.56 mm (0.022 in)	0.56 mm (0.022 in)
Engine lubrication		
Sump capacity, including filter and oilways	5.0 litres (8.8 imp. pints)	5.0 litres (8.8 imp. pints)
Oil type	SSM-2C 9001-AA	
Idling speed**	780-820 r.p.m.	780-820 r.p.m.
Ignition system		
Spark plugs	Motorcraft AGR22 (14 mm)	
Gap	0.6-0.7 mm (0.023-0.027 in)	0.6-0.7 mm (0.023-0.027 in)
Contact breaker points gap	0.64 mm (0.025 in)	

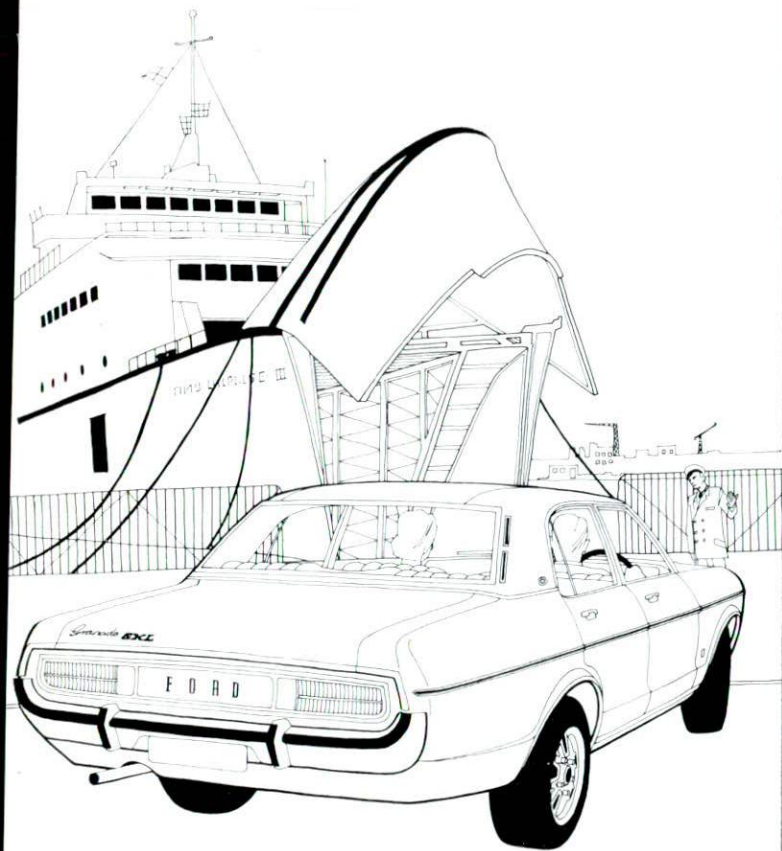
*Valve clearances to be checked statically not less than 5 minutes after the engine has been switched off.

**Vehicles fitted with automatic transmission should be set with transmission selector lever in 'N'

	2500 cc	3000 cc
Fuel system		
Tank capacity – Saloon	65 litres (14.3 galls)	
– Estate Car	62 litres (13.6 galls)	
Octane rating	97	97
Carburettor		
Type	Downdraught double venturi – automatic choke	
Cooling system		
Coolant	50% solution of Motorcraft Antifreeze Plus, Specification SM-97B 1002-A	
Pressure	0.9 Kg/sq cm (13 lb/sq in)	
Capacity, with heater	9.72 litres (17.1 Imp. pints)	9.82 litres (17.3 Imp. pints)
Heater capacity	0.86 litres (1.5 Imp. pints)	0.86 litres (1.5 Imp. pints)
Steering gear		
Type	Rack and pinion	
Oil capacity – Manual	0.21 litres (0.37 Imp. pints)	
– Power assisted	0.20 litres (0.35 Imp. pints)	
Lubricant – Manual	EM-2C-29/SAE 90 EP	
– Power assisted	SSM-2C-9001-AA/SAE 40	
Power steering system capacity	1.47 litres (2.58 Imp. pints)	
Fluid	ESW-M2C-33-F/Automatic transmission fluid	
Clutch		
Type	Cable operated single plate diaphragm	
Diameter	22.9 cm (9.5 in)	22.9 cm (9.5 in)
Manual gearbox		
Type	Four forward speeds all synchromesh	
Oil capacity	1.66 litres (2.91 Imp. pints)	1.985 litres (3.48 Imp. pints)
Lubricant	SM2C-83-A/SAE 80 EP	
Ratios	1st 3.651:1	1st 3.163:1
	2nd 1.968:1	2nd 1.942:1
	3rd 1.368:1	3rd 1.412:1
	4th 1.000:1	4th 1.000:1
	Rev. 3.660:1	Rev. 3.346:1

	2500 cc	3000 cc
Automatic gearbox		
Oil capacity	7.0 litres (12.3 Imp. pints)	
Lubricant	M-2C-33F	
Ratios	1st 2.46:1 ; 2nd 1.46:1 ; 3rd 1.00:1 ; Rev. 2.20:1	
Rear axle		
Ratio — Saloon	3.89:1	3.45:1
— Wagon	3.89:1	3.45:1
Oil capacity	1.8 litres (3.15 Imp. pints)	
Lubricant	SQM2C-9002-AA	
Front suspension		
Type	Unequal length wishbone	
Toe-in (kerb weight)	0-7.0 mm (0-0.28 in)	
Rear suspension		
Type	Independent trailing arms with coil springs	
Brakes		
Front	Hydraulically operated disc brakes, servo assisted	
Rear	Hydraulically operated drum brakes, servo assisted	
Handbrake	Cable operated, effective on rear wheels	
Wheels		
Standard	5½J × 14	5½J × 14
Optional (Saloon only)	6J × 14	6J × 14
Tyres		
Size	Varies according to model application	
Pressures	See last page	

	2500 cc	3000 cc
Electrical system		
Battery (Manual Trans.)	55 amp hrs	55 amp hrs
(Automatic Trans.)	55 amp hrs	55 amp hrs
Alternator	35 amp	35 amp
Bulbs – quantity and description	Quantity	Watts
Driving lamps	2	45/40
Side lights	2	4
Front direction indicators	2	21
Rear direction indicators	2	21
Rear stop/tail lights	2	21/5
Rear tail lights	2	5
Rear number plate	2	4
Interior light	2	10
Instrument panel warning	4	3
Instrument panel illumination	2	3
Automatic gear change illumination	1	2.2
Weights and dimensions		
Wheel base	2769 mm (109.0 in.)	
Track — Front	1511 mm (59.5 in.)	
— Rear	1537 mm (60.5 in.)	
Overall length (without over-riders) — Saloon	4572 mm (180.0 in.)	
Estate car	4674 mm (184.0 in.)	
Overall width	1791 mm (70.5 in.)	
Overall height (kerb weight)	1416 mm (55.6 in.)	
Turning circle — between walls	11.2 m (36ft. 10in.)	
— between kerbs	10.5 m (34ft. 8in.)	
Kerb Weight — Saloon — manual transmission	1370 Kg (3020 lb.)	1385 Kg (3053 lb.)
— automatic transmission	1390 Kg (3064 lb.)	1390 Kg (3064 lb.)
— Estate — manual transmission	—	1455 Kg (3208 lb.)
— automatic transmission	—	1460 Kg (3219 lb.)



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TYRE SIZE	MODEL USAGE (As Standard Fitment or Option)	NORMAL LADEN AND NORMAL USAGE (SEE NOTES 1 and 3)		FULLY LADEN AND NORMAL USAGE (SEE NOTES 2 and 3)	
		FRONT	REAR	FRONT	REAR
6.95S-14 4PR	2.5 litre V6	1.9 (27)	1.9 (27)	2.0 (28)	2.3 (33)
175 SR-14	2.5 litre V6	1.7 (24)	1.7 (24)	1.8 (26)	2.1 (30)
	3.0 litre V6 Automatic	1.8 (26)	1.8 (26)	1.8 (26)	2.1 (30)
175 HR-14	3.0 litre V6 Manual Transmission	1.8 (26)	1.8 (26)	1.8 (26)	2.1 (30)
185 SR-14	2.5 litre V6	1.6 (23)	1.6 (23)	1.7 (24)	2.0 (28)
	3.0 litre V6 Automatic	1.7 (24)	1.7 (24)	1.7 (24)	2.0 (28)
	3.0 litre V6 Automatic - Wagon	1.6 (23)	1.7 (24)	1.7 (24)	2.5 (36)
185 HR-14	3.0 litre V6 Manual Transmission	1.7 (24)	1.7 (24)	1.7 (24)	2.0 (28)
	3.0 litre V6 Manual Transmission - Wagon	1.6 (23)	1.7 (24)	1.7 (24)	2.5 (36)

NOTES

1. Normal laden tyre pressures apply when vehicle is loaded with up to 3 persons.
2. Fully laden tyre pressures apply when vehicle is loaded in excess of the normal condition and up to the maximum rated loaded condition.
3. Normal usage is defined as usage on all roads at all speeds where high speed is not sustained.
4. When operating at sustained high speed, tyre pressures must be increased as follows:

'S' Tyres: Nil.

'SR' and 'HR' Tyres: 0.2 Kg/cm² (3 lb/sq.in.) above 160 k.p.h. (100 m.p.h.).

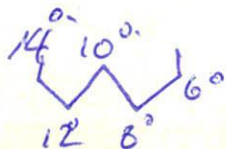
Bose
coil

AT
800 RPM. 10

MOTOGRAPH
coil

14.

Service Schedule



DATSONS

SO14513

COV SO1513

MR SMITH 0203

ENG
DOM
1273



Ford Motor Company Limited, Brentwood, Essex