4 1959 THREE-SPEED FORDOMATIC

Since production of 1959 two-speed Fordomatic transmissions is insufficient to supply the increased scheduling of 1959 cars, limited quantities of the 1958 three-speed Fordomatic have been reinstated to protect production.

When removing or installing a 1958 three-speed transmission that has been installed in a 1959 car, use the same suggested time schedule as that used for removing or installing a Cruise-O-Matic in a 1959 car. When overhauling this transmission after removal or when making "in car" repairs that require oil pan removal, use the suggested time schedule for 1958 cars equipped with Fordomatic.

Service procedures for overhaul as well as linkage adjustments, pressure checks, diagnosis, lubrication, and maintenance intervals are the same as those outlined in the 1958 Car Shop Manual for the three-speed Fordomatic.

Any 1959 car equipped with a three-speed Fordomatic can be identified by the letter "C" stamped in the transmission code space on the car patent plate.

The transmission itself can be identified as a three-speed Fordomatic by the serial number prefix stamped on the serial number plate located on the left side of the transmission.

The following table lists the serial number prefixes (1959 Three-Speed Fordomatic) and their application.

Trans. Serial Number Prefix	Application
138-10001	6 Cylinder
140-10001	6 Cylinder (Taxi)
*PAY-G-10001	6 Cylinder
*PAY-H-10001	6 Cylinder (Taxi)
142-10001	292 Cu. In. Engine
*PAZ-10001	292 Cu. In. Engine
162-10001	332 Cu. In. Engine
*PBM-M-10001	332 Cu. In. Engine
258-10001	352 Cu. In. Engine

*These transmissions contain rubber seal and snap ring for correction of drive line snap and will, when effective in production, replace transmission prefix numbers 138, 140, 142, and 162 respectively.

5 REAR SHOCK ABSORBER FRAME BRACKET (1959 Police and Taxi Units)

Police and taxi units built on and after October 1, 1958, have the upper shock absorber bracket welded on both the top and bottom to prevent weld failures. Passenger car shock brackets will continue to be welded on one side only.

6 REAR SUSPENSION UPPER ARM AND BUSHING ASSEMBLY (1958 Thunderbird)

An improved rear suspension upper arm and bushing assembly (B8S-5500-A) is now available as a service part for the 1958 Thunderbird.

The bushing insert is made of hardened steel to prevent its collapse and subsequent loosening of the attaching bolt. To prevent the bushing from coming out of the arm, an improved adhesive is used in bonding the rubber portion of the bushing to the arm.

This improved assembly is recommended as a correction for customer complaints.

BODY

7 TAIL GATE SUPPORTS (1959 Station Wagons)

A new-design tail gate support, which incorporates a clock-type spring similar to that used on 1958 models, has been released to correct binding or rattling. This design change in the tailgate support necessitated a corresponding change in the design of the tail gate itself. The support mounting surfaces in the new-design tail gate were depressed to accommodate the new supports.

Due to production scheduling, approximately 500 units were built using both the old design supports (without clock springs) and the old design tail gates (without depressed support surfaces). A number of other units were built with the depressions in the tail gate (new design), but with the old type supports. In order to use the old supports with the new tail gate, a shim was added in production to fill the depression until the new support was available. In either case, the new improved support (B9AB-5944400-1-A) should be installed when complaints of binding tail gate supports are received.

To install the new design support on units that do not have the depression in the tail gate, proceed as follows:

1. Remove the old support from one side of the tail gate.

2. Hammer down any high spots at the depression on the body pillar to assure a flush fit of the tail gate support attaching bracket.

3. Attach the new support to the tail gate and tighten the retaining screws.

4. Place a body spoon over the attaching bracket, then strike the bracket with a hammer to recess the tail gate surface as much as possible.

CAUTION: Do not marr the tail gate surface.

5. Attach the upper end of the tail gate support to the body pillar.

6. Carefully close the tail gate to make certain that there is adequate clearance between the clock spring and the support arm in the closed position.

7. It may be necessary to add an additional recess in the tail gate surface to obtain the necessary clearance for the clock spring.

8. Repeat the above operation to install the tail gate support at the opposite side.

To install the new design tail gate support on these units that do have a depression in the tail gate proceed as follows:

1. Remove the old support and the shim from the end of the tail gate.

2. Install the new design tail gate support without the shim.

3. Repeat this operation to install the tail gate support in the opposite side.

The suggested labor time to perform these operations is:

Oper. SP-B-44400-A-50

Tailgate Support Arm Replacements – Units not provided with a depression in the tail gate .....0.5 Hrs.

Oper. 44400-A

Tailgate Support Arm Replacements – Units provided with a depression in the tail gate.....0.3 Hrs.

8 QUARTER WINDOW DAMAGE (1958 Custom 300 Tudor)

On the 1958 Custom 300 tudor car, quarter window glass damage may be caused by the staples which retain the weatherstrip to the quarter window support plate.

To correct this condition, remove the garnish moulding and the quarter window support plate which is located on the top flange of the inner quarter panel.

Drive the staples below the surface of the weatherstrip with a drift, and install the quarter window support plate and the garnish moulding.

The suggested labor time for this modification is:

Operation SP-29876-A-58

Modification to Quarter Window Side Support – Plate to Prevent Glass Damage

One Side .....0.3 hrs.
Both Sides ..... 0.5 hrs.