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1979 Lincoln Continental Collector's

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Windsor engines that preceded it, namely cylinder head air flow. The Windsor engines just couldn't be built at the time to compete effectively with the strongest GM and Mopar small blocks offerings, and the Cleveland engine was the answer to that problem. Unfortunately, the Cleveland engine was introduced at the end of

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Detroit's muscle car era, and the engine, in pure Cleveland form, was very short lived. It did continue on as a low compression passenger car and truck engine in the form of the 351M and 400M, which in their day, offered little in the way of excitement. Renewed enthusiasm in this engine has spawned an influx of top-

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Manual and casting number(s) are shown. In addition to this, each engine's strong points and areas of concern are described in detail. Written with high performance in mind, both traditional power tricks and methods to increase efficiency of these specific engines are shared. With the influx of aftermarket parts, especially

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excellent cylinder heads, the 351  
Cleveland as well as the 351M and 400M  
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great street or competition engine based in  
the 351 Cleveland platform.

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Manual identification, VIN tag information, engine codes, transmission identification, original factory part numbers, and for certain parts casting numbers. Listed below the manual is broken down by the major groups and broken down into specific parts, for example, under the body group it lists everything from bumpers to window

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**Manual** - Axle Group: Shafts, Housing, Gears, etc. - Bearing Group: Pinion, Wheel, etc. - Body Group: Fenders, Grilles, Doors, Bumpers, etc. - Brake Group: Drums, Master Cylinders, Shoes, etc. - Clutch Group: Cover, Disc, etc. - Cooling Group: Radiator, Water Pump, etc. - Electrical Group: Alternator, Horn,

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Distributor, Wiper Motors, etc. - Engine Group: Camshaft, Crankshafts, Heads, Manifolds, etc. - Fuel Group: Carburetors, Fuel Pumps, Tanks, etc. - Suspension Group: Springs, Shocks, Tie Rods, etc. - Transmission Group: Complete Transmissions, Gears, Shaft, etc. - Glass Group: Windshield, Back Window, Vent,

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Door - Wheel Group: Hubs, Wheels  
MERCURY: all full size (63-74), Bobcat  
(74-75), Comet & Cyclone (63-74),  
Cougar (67-74 includes XR7), Meteor  
(63-74), Montego (68-74) FORD: all full  
size (63-74), Fairlane (63-70), Falcon  
(63-70), Galaxie (63-74), Maverick  
(70-74), Mustang (65-74 includes Mach I,

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Manual), Pinto (71-74), Ranchero (67-74),  
Thunderbird (63-74), Torino (68-74)  
LINCOLN: Lincoln (63-74), Continental  
(63-74), Continental Mark III, IV (69-74)

The Ford 8.8- and 9-inch rear differentials are two of the most popular and best-performing differentials on the market.

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While the 8.8-inch differential is commonly used in late-model Mustangs, the 9-inch is the more popular and arguably the most dominant high-performance differential for muscle cars, hot rods, custom vehicles, and race cars. Built from 1957 to 1986, the 9-inch Ford differential is used in a huge range of high-



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Manual Performance Ford and non-Ford vehicles because of its rugged construction, easy-to-set-up design, and large aftermarket support. The 9-inch differential effectively transmits power to the ground for many classic Fords and hot rods of all types, but it is the choice of many GM muscle car owners and racers as well. These

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differentials have been used extensively and proven their mettle in racing and high-performance applications. The Ford 8.8- and 9-inch must be rebuilt after extensive use and need a variety of different ratios for top performance and special applications. This Workbench book provides detailed step-by-step photos and

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**Manual** information for rebuilding the differentials with the best equipment, installing the gear sets, and converting to Posi-Traction for a variety of applications. It describes how to disassemble the rear end, identify worn ring and pinion gears, other damage or wear, and shows step-by-step rebuilding of the differential. It also explains how to

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**Manual** select the right differential hardware, bearings, seals, and other parts, as well as how to set ring and pinion backlash so that the rear end operates at peak efficiency. Aftermarket 9-inch performance differentials from manufacturers including Currie, Moser and Strange are reviewed and you learn how to rebuild and set up

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Manual  
these high-performance aftermarket differentials. In addition, this book provides a comprehensive identification chart to ensure readers properly identify the model and specifics of the 9-inch differential. Chapters include axle identification, inspection, and purchasing axles for rebuilding; differential tear

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down; ring and pinion gear removal;  
inspection and reassembly; drive axle  
choices; and more.

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The complete story of the original Lincoln Continental, as told in the pages of

*Page 55/59*

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Manual Comments, the authoritative publication of the Lincoln and Continental Owners Club. Loaded with insightful stories never before published outside of this award-winning magazine. Read about the development of the Lincoln-Zephyr and its evolution into the original 1939-40 Lincoln Continental, along with quotes



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Manual from people who originally designed the car. Includes stories on the 1949 Lincoln Continental that was never produced, and the 1949-51 era Lincoln flathead V-8s that succeeded the original Lincoln Continental. Concludes with the development of the \$10,000 1956-57 Continental II, why it missed the mark,

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Manual  
and was discontinued after only two years. Also included are stories about movie star and other celebrity owned Lincoln Continental cars including Rita Hayworth, Mickey Rooney, Jack Benny, Babe Ruth and Frank Lloyd Wright.

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