

CONTINENTAL



LINCOLN

1992

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CONTINENTAL



**What
a luxury
car
should
be**

PHILOSOPHY

The automobiles of Lincoln are the result of many

long years of careful planning and clear thinking. They are not imitative of other luxury marques, but instead define luxury in a way that is uniquely Lincoln.

The luxury of Lincoln automobiles is a function of technical sophistication, of engineering precision. This sophistication is evident not merely in zero-to-sixty acceleration or cornering skill but in every category of automotive worth. Evident, for example, in terms of occupant safety and occupant comfort. In the slippery road stopping power of an anti-lock braking system. In the split-second

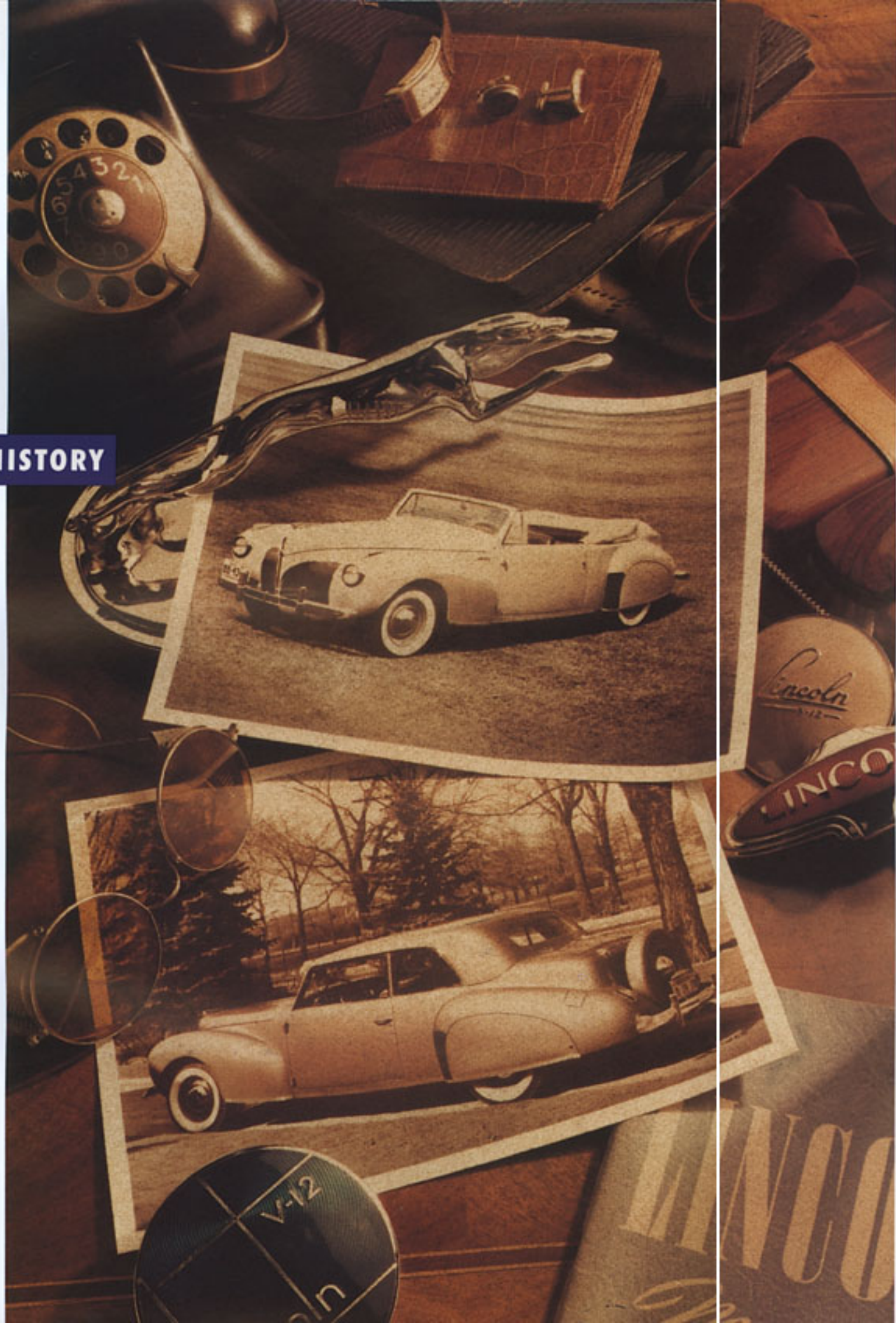
decision-making capability of engine and suspension computers. Evident in the usefulness of cabin amenities, in the cubic-foot volume of a trunk, in the reserves of electrical starting power available.

Lincoln engineering sophistication is evident in terms of smooth ride. Quietness. Spaciousness. Benefits that can only be achieved through diligent application of precise engineering practices. And categories in which Lincoln leads the automotive world.



An
automobile
seventy years
in the
making

8 HISTORY



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"He has made it a life principle always to do things better than they have been done before," wrote a contemporary of Henry Leland some forty years before Leland built the first Lincoln automobile in 1921.

Engineering precision was Leland's passion. It was the tool that helped him teach a fledgling auto industry exactly what a luxury car should be. And it was the prize that led Henry Ford to purchase Leland's Lincoln Motor Company shortly after it was formed.



Under Ford ownership, Lincoln flowered. Year after year, model after model, its reputation grew. Magnificent machines, carrying the custom bodies of America's finest coachmakers, rolled out of the Lincoln plant.

In 1931 an all-new Lincoln series was launched that would include some of the most spectacular automobiles the world has ever seen. And some of the most advanced engineering the world has ever seen: clutchless shifting, the V-12 engine, aluminum cylinder heads, power brakes and much, much more.

Other classic Lincolns would follow: Phaetons and sedans, Town Cars and Marks.

And, of course, the Continental. Among the very greatest of the great Lincolns is the first Continental. Commissioned by Edsel Ford after a trip abroad, the 1940 Continental offered Lincoln precision and comfort in an automobile with European flair. A machine of exceptional beauty and grace, that first Continental established a styling benchmark that every generation of Continental designers would aspire to. A benchmark that today's Continental has arguably eclipsed.

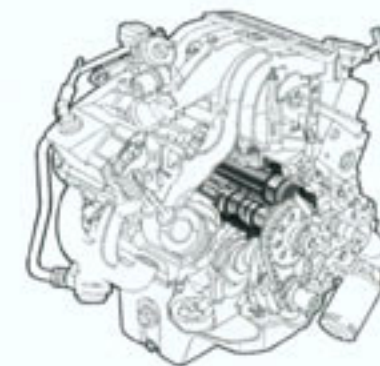
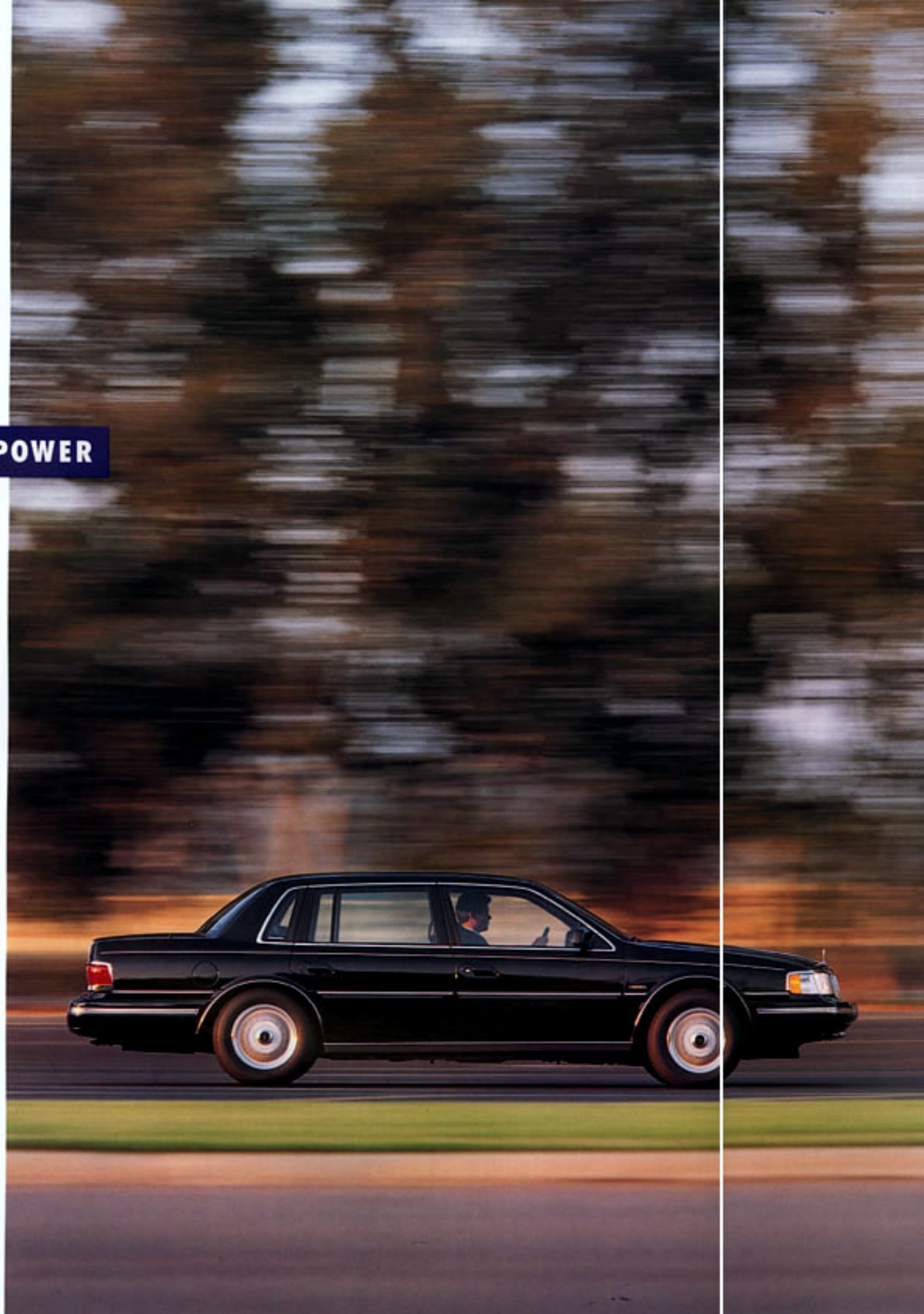
Today, Lincoln automobiles are built in a plant that produces only Lincolns. A plant where precision of design, manufacture and assembly are inflexible mandates. All in the interest of satisfying some of the world's most demanding luxury car buyers.

Today, Lincoln stands at the pinnacle of the automotive world. In the following pages, you'll discover why.

A
symphony
of driving
systems

10

POWER



Continental's 3.8-liter V-6 engine employs advanced engineering to provide luxurious driving smoothness and energetic response without wasteful inefficiency.*

The Continental powertrain is a synthesis of advanced engineering systems. Each component designed to work in near perfect harmony with every other component.

Fuel injection, ignition, transmission shifting and other drivetrain management functions are regulated by EEC-IV: one of the industry's most advanced computer control systems. By monitoring an extensive range of input sensors, EEC-IV maintains a watchful eye over almost every driving event. Like the conductor of an orchestra, it makes sure every player performs its part in near perfect coordination with every other player.

The centerpiece in this automotive symphony is Continental's 160-horsepower 3.8-liter six-cylinder engine. At its heart is a sturdy cylinder block that features reinforcing ribs for extra rigidity in key stress areas.

A massively strong crankshaft and connecting rods mount lightweight yet rugged aluminum-alloy pistons. To reduce power-robbing, fuel-wasting internal friction, roller

tappets are employed to open and close large free-breathing valves.

Sequential multi-port electronic fuel injection distributes fuel in precise injections to provide smooth running and enhanced driveability. Intake runners are tuned for optimum mid-range and low-speed power.

Also worth noting is this engine's ingenious internal balance shaft. Driven by the camshaft and spinning in a direction opposite that of the crankshaft, the balance shaft helps improve idle smoothness. Hydraulic engine mounts contribute further to an overall sensation of silken power.

Coupled to this jewel of a powerplant is an equally advanced electronic automatic overdrive transaxle. With the help of the EEC-IV computer system, this superbly efficient transmission smoothly selects the best range for every driving situation.

All of which helps make driving a Lincoln Continental more pleasant than you might ever imagine.

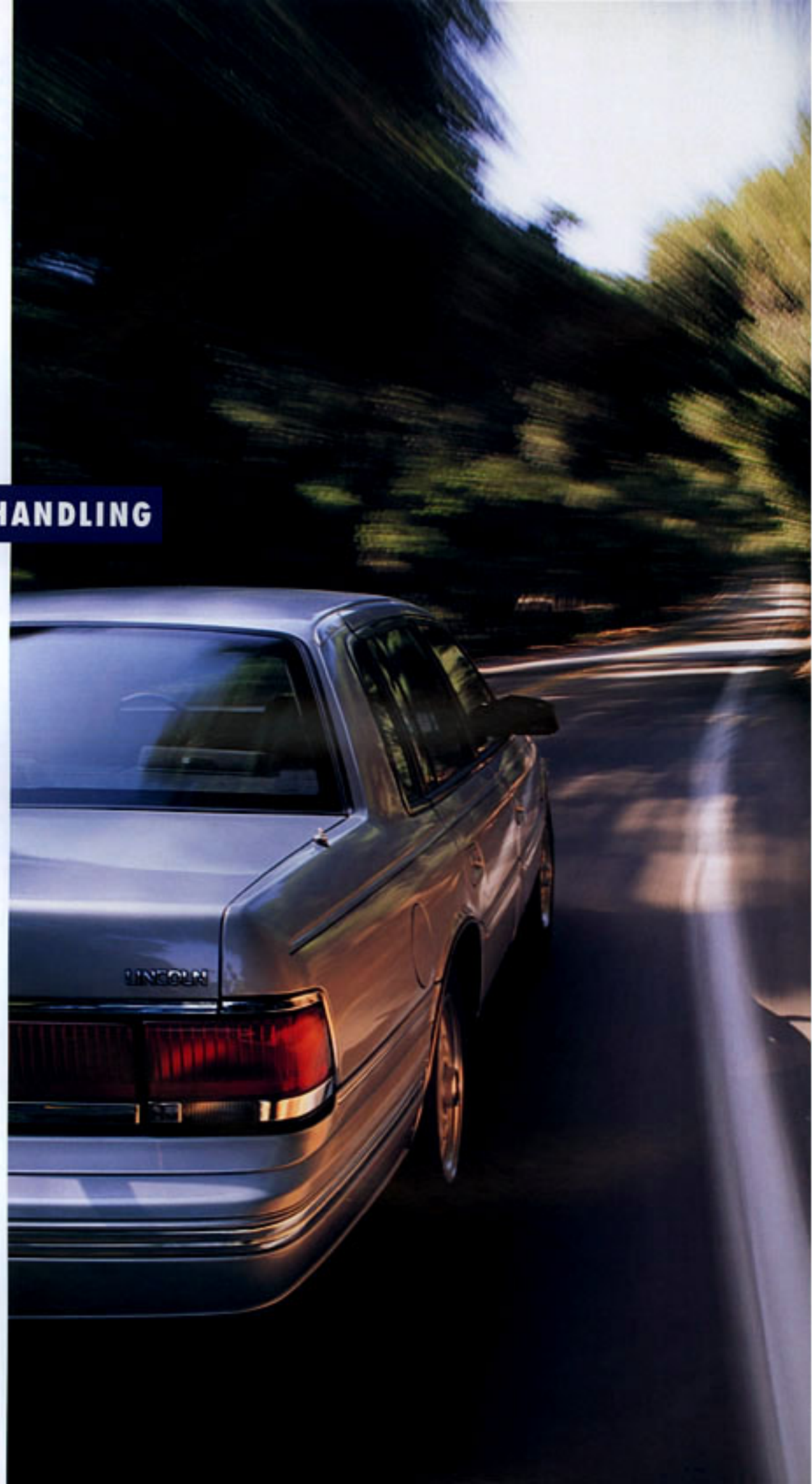
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*See the EPA statement in the back of this brochure.

Engineered
to instill
absolute
confidence

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HANDLING



Perhaps the most valuable reward of true automotive luxury is the sense of confident control that only the world's best engineered cars can deliver. And few automobile control systems are engineered with the kind of lavish care that created the Continental steering and suspension systems.

For example, Continental is equipped with rack-and-pinion steering that utilizes fewer joints than parallel link/recirculating ball designs for more direct, more precise control. A feeling that is reinforced by computer-regulated variable power assist. As driving speed increases, the computer instructs an electrohydraulic valve to gradually decrease power steering assist for enhanced road feel. At lower speeds, more assist is provided for easy maneuverability.

To this sense of driving ease add the unique blend of glass-smooth ride and surefooted handling that Continental's computer-managed suspension system achieves. As you drive, the suspension computer monitors rate of steering wheel turn, road bumpiness, rate

of acceleration and rate of deceleration, then calculates whether firm or soft suspension damping is required. Changes in damping rate are made in milliseconds. Cornering is flatter, ride is optimized, braking dive and acceleration lift are minimized.

In order to allow considerable loads in the trunk and rear seat without significant loss of ride smoothness, the suspension computer monitors front and rear ride height. Should loading cause a change in ride height, the computer will incrementally inflate or deflate the automobile's air springs. All you notice is Continental's superb ride and certain handling.



Continental's computer-managed suspension system can change from a soft to firm damping rate in milliseconds based on inputs from sensors in the brakes, suspension and engine.

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The
priceless
luxury of
driving
peace of mind



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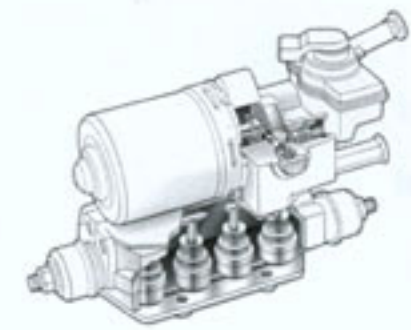
STABILITY

The best driver, the safest driver, is a calm driver. And nothing puts a driver more at ease than a clearly communicated sense of driving confidence.

Unless perhaps it is the knowledge that driving confidence was a principal engineering goal. Exactly what Lincoln engineers had in mind when they designed the Continental.

For example, Continental is equipped with an advanced trans-axle system that delivers driving power to the front wheels. Thus, the weight of the engine and transaxle enhances traction. An attribute that is most appreciated in slippery conditions and inclement weather.

Another example: Continental is equipped with four-wheel disc brakes that provide smooth, certain stops. Both front and rear brake discs are vented to help dissipate heat. Thus, even in repeated heavy braking, fade is minimized; stopping power is retained.



Hydraulic controls within Continental's anti-lock brake system precisely regulate fluid pressure levels at each brake based on input from electronic sensors. This computer-managed system can apply brakes up to ten times per second.

To help ensure that driving stability is maintained when braking, Continental's disc brakes are augmented by an advanced anti-lock brake system. ABS helps prevent wheel lockup when the brakes are aggressively applied. Sensors at each wheel measure rotational speed. A computer monitors the sensors, watching for the decrease in rotational speed that signals impending lockup. If a decrease in speed relative to the other wheels is noted, the computer modulates braking pressure to that wheel. Thus rotation is maintained and lockup is averted. The immediate result is shorter stopping distances on many surfaces and improved ability to steer while braking.

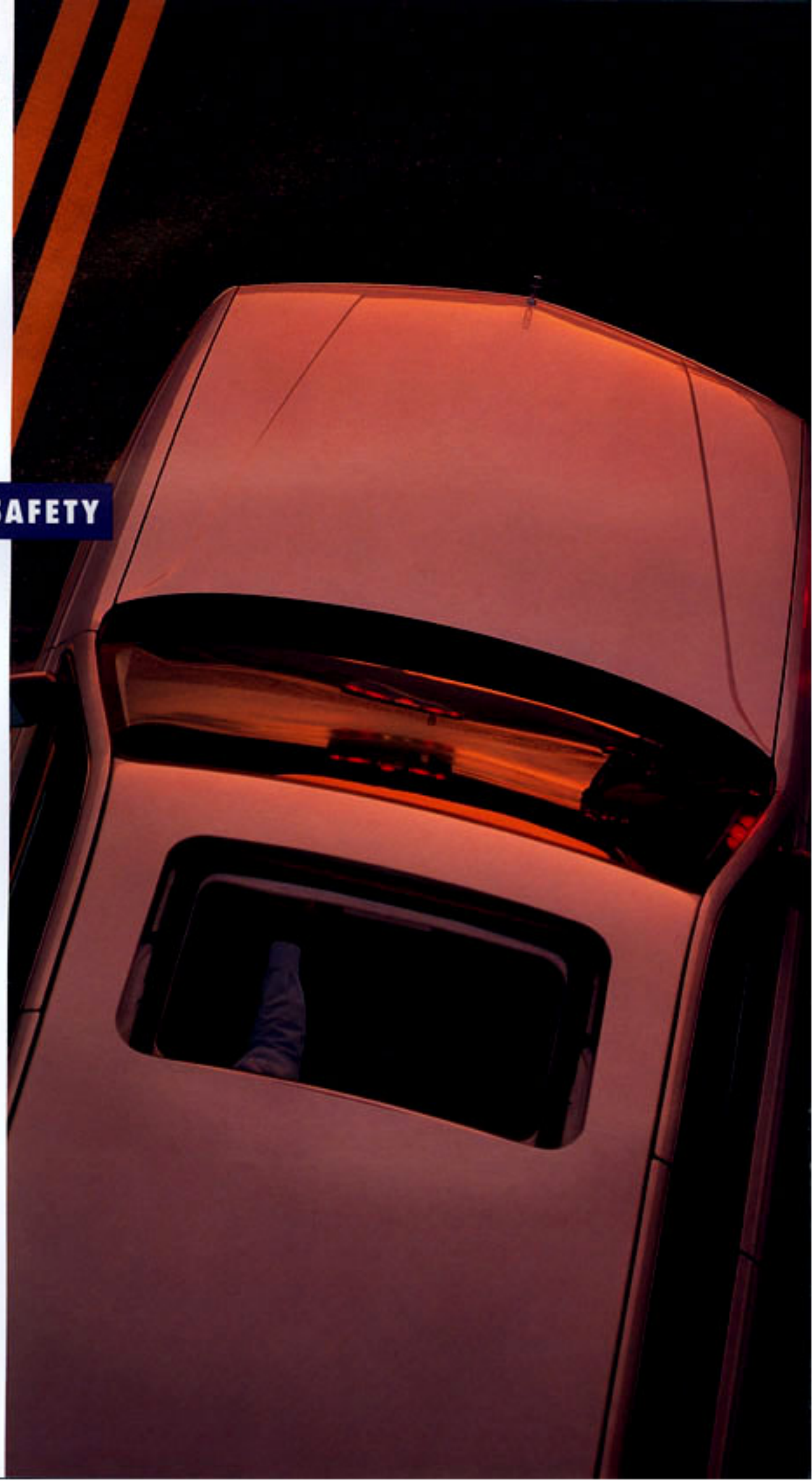
The ultimate result is peace of mind, the most valuable luxury an automobile can provide.

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Safeguarding
your most
valuable
assets

16

SAFETY

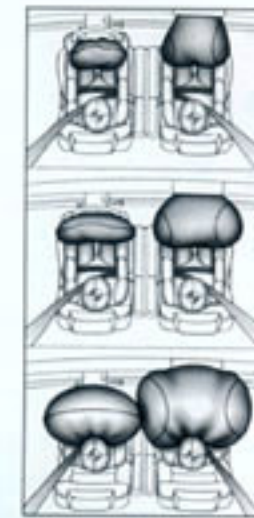


Your well-being and that of your family is a most prized possession. And any automobile that aspires to luxury status must be engineered with occupant protection as a priority.

For 1992, Lincoln's commitment to safety is evident in considerations such as air bag Supplemental Restraint Systems (SRS) for both the driver and right front passenger, which are standard equipment on all Continental models. In fact, Continental was the first U.S.-built automobile to be equipped with both driver- and passenger-side air bags.

Today's air bags are designed to increase the amount of protection provided by your safety belts to help reduce head and chest injuries in certain moderate to severe frontal impacts. They are not a substitute for safety belts but are intended to supplement the belts.

Restraints are provided for rear-seat passengers as well, with lap/shoulder safety belts at outboard seating positions.



Continental includes the advanced protection of a standard air bag Supplemental Restraint System for the driver and right front passenger. Always wear your safety belts, even if your vehicle is equipped with air bags.

But the list of Continental safety features extends well beyond safety restraint systems. Examples: The steering wheel and column are designed to collapse in severe frontal impacts; the front of the car is designed to absorb energy in a frontal impact; the roof and front pillars are built to meet a static force test equal to 5,000 pounds; door latches are of the double yoke design. And much more.

All in the cause of advanced occupant protection.

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An
automobile
for tomorrow
and the day
after

18

ENDURANCE



Among the automotive virtues most prized by luxury car owners is that of sheer endurance. Be assured that this virtue is equally prized by Continental engineers.

Much of the car you see at left is a single component: a monocoque body unit formed of various alloys, including HSLA high strength steel. And welded at more than 2500 points to form an uncompromisingly rigid monocoque structure. An automobile frame and body in a single unit. A unit virtually immune to rattles and squeaks caused by loose body panels.

To guard against the ravages of weather, all Continental exterior body panels other than the roof are galvanized on both sides—a process that greatly inhibits rust formation. Further protection is provided by a variety of anti-corrosion coatings applied to underbody areas, including special primers and anti-chip coatings on lower body panels.

But survival of sheet metal is only one part of automotive endurance. Equally important is mechanical

durability. To this end, Lincoln engineers and quality control experts have devoted numerous hours not only to the automobile itself, but almost every individual part that constitutes the automobile.

From punishing deserts to extreme cold, Continentals have logged test mile after test mile in pursuit of improved mechanical endurance. Elaborate rigs have been constructed that utilize hydraulic devices in an attempt to shake an automobile apart. Engines and other drivetrain components have been stressed far beyond normal limits. And have survived.

A Herculean effort. Undertaken solely to ensure that the automobile is worthy of the Continental name.



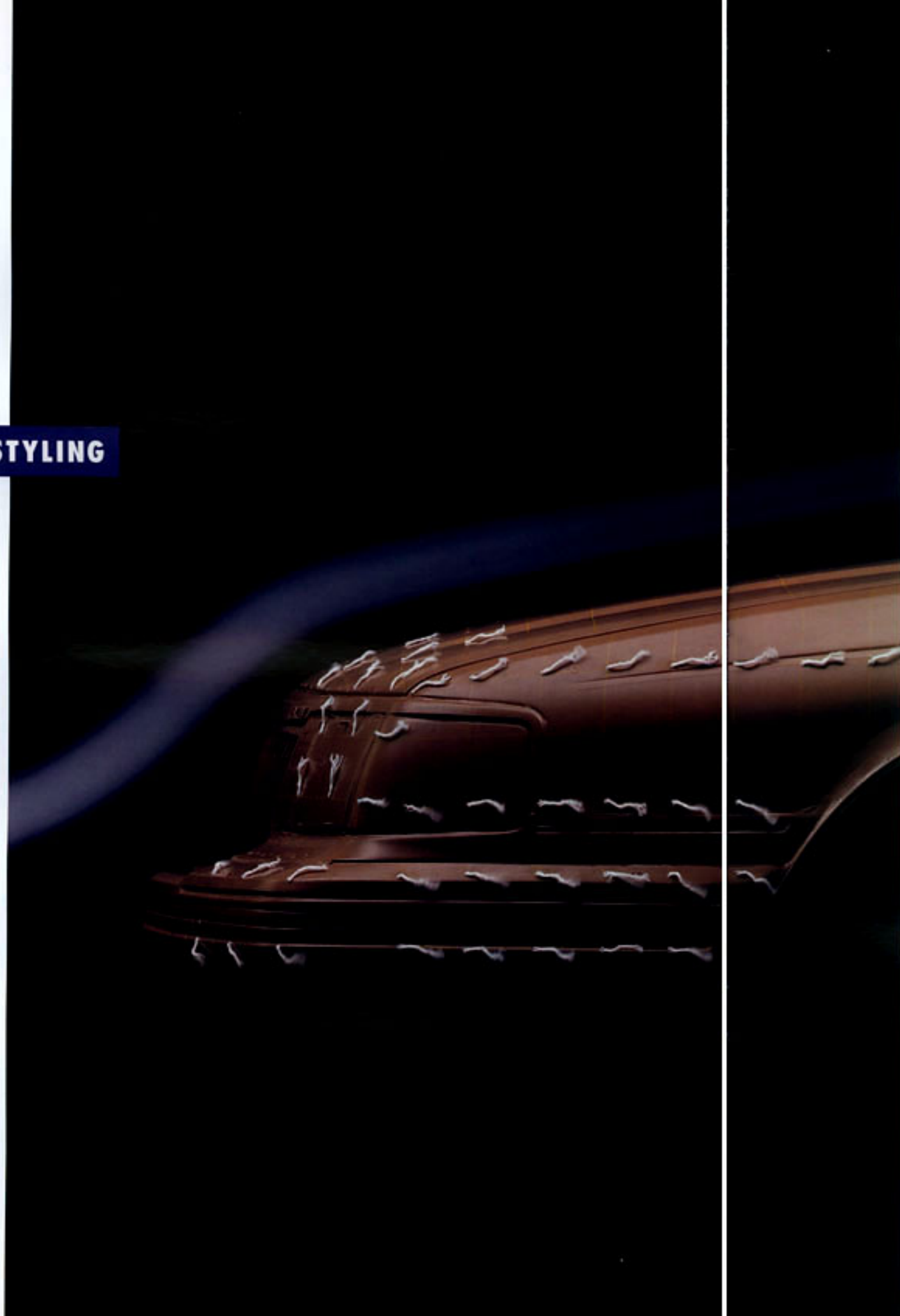
Continental is covered by a four-year or 50,000-mile bumper-to-bumper limited warranty with no deductible. You're further protected by a limited corrosion perforation warranty for six years or 100,000 miles. Ask to see a copy of these limited warranties at your Lincoln-Mercury dealer.

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A
graceful
network of
intersecting
curves

20

STYLING



We will never know exactly what it was that inspired the first Lincoln Continental. We do know that it was something Edsel Ford experienced in Europe during the summer of 1938. Perhaps it was a quiet afternoon in a Paris cafe. Or a stroll through the Louvre. Or simply the spirit of the times.

We know that when Mr. Ford came home, he created the first Lincoln Continental. Introduced in 1940, it was immediately acclaimed as an automobile of great beauty and exquisite luxury. Today, it is an acknowledged classic and an automotive milestone.

We also know that when Lincoln designers set about to create today's Continental, they chose that first Lincoln Continental as their model. Their inspiration,

The result of those efforts is pictured on the pages of this brochure. It is an automotive shape that is perhaps best described as a graceful network of intersecting curves. A shape that has been hailed as one of the most artful ever to

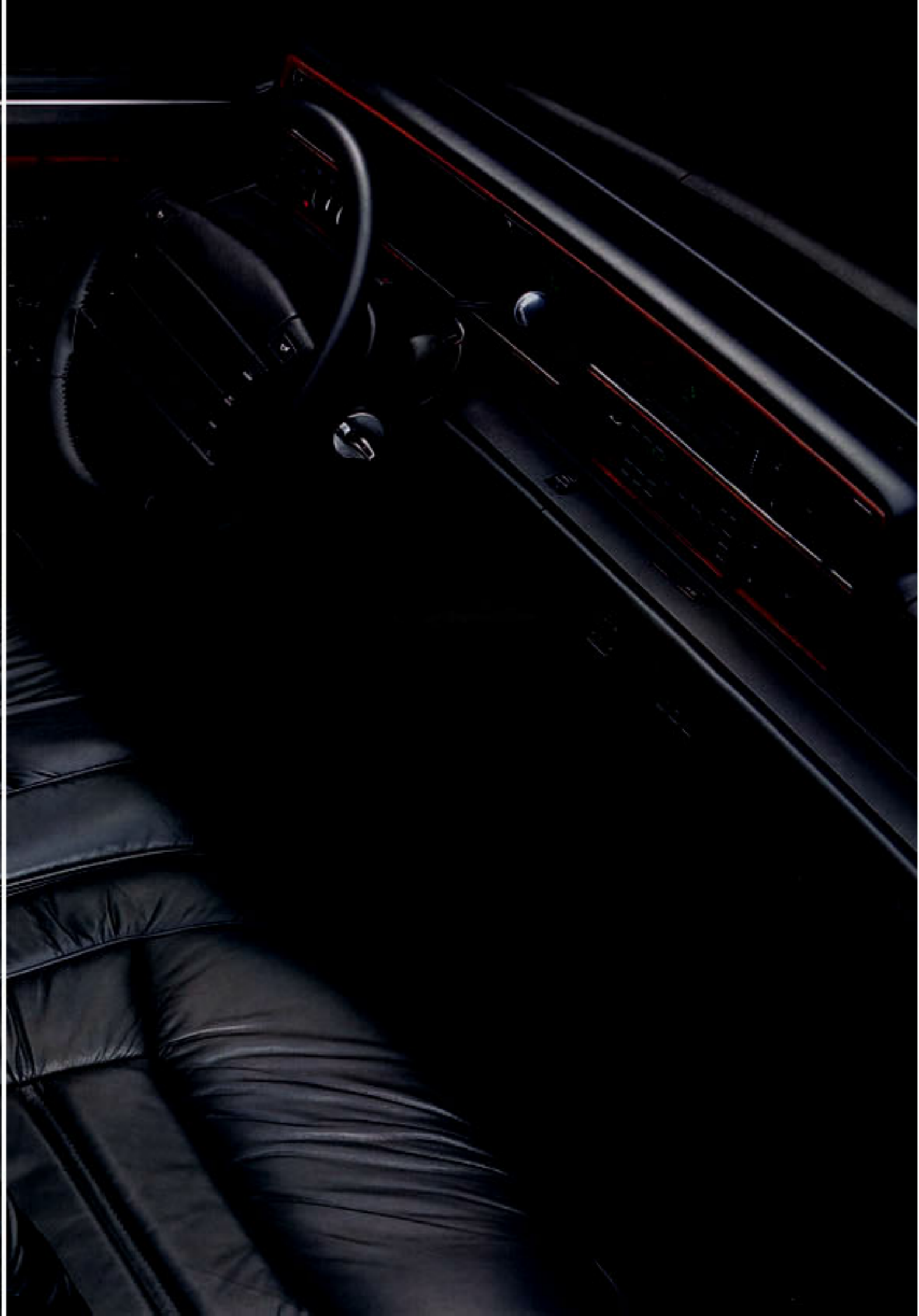
adorn an automobile. And one that arguably exceeds even its esteemed ancestor in terms of pure desirability.

Yet for all its style and elegance, the Continental shape is highly functional. Consider a coefficient of drag measuring a scant .34. A number arrived at only through years of rigorous wind-tunnel testing. Testing that focused not only on achieving an advantageous Cd number to reduce power-robbing, fuel-wasting drag, but on minimizing wind noise as well.

Another benefit of high-science design. Another benefit of an automobile that spares nothing in the pursuit of engineering precision.



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Over
one hundred
cubic feet
of hushed
cabin comfort

COMFORT

A very special place:
the passenger cabin of
a Lincoln Continental.

Broad expanses of leather and deep-pile carpeting. Soothing quiet. Plush comfort.

Continental craftsmanship, as evidenced by the exquisite detailing of this Signature Series passenger compartment, rivals that of any automobile produced in the world today. Note the seams of the leather seating surfaces, stitched with precision. The plump fold-down armrests, the classic piping, the leather-wrapped steering wheel. And, of course, the Lincoln symbol embossed in seatbacks.

The fine leather upholstery is, of course, standard equipment. Cloth seats—reminiscent of those classic sedans of many years ago—are available as a no-cost option.

But Continental luxury is more than attractive design and fine materials; Continental comfort involves more

than ample pillowing. For example, Continental seats—like fine furniture—incorporate coil-and-grid internal spring suspension.

Lincoln engineers know that when the hours and miles grow long, the ability of an automobile seat to support the back and legs is directly related to how comfortable that seat will be. Thus, many hours have been spent on the design and testing of Continental seats. Contours have been carefully shaped. Even a power lumbar adjustment is standard on Signature models as well as a memory seat function. All to ensure that your hours behind the wheel will be comfortable hours indeed.



A lavish
array
of custom
designed
amenities

26

CONVENIENCE



The luxury of a fine automobile is best enjoyed when the driving tasks are simplified by modern technology. Through careful ergonomic design, Lincoln engineers have created a passenger cabin that helps make driving easier and more comfortable than you might ever have imagined. And, at once, offers conveniences and accessories that make hours on the road more enjoyable and refreshing.

For example, Lincoln driving controls are located for easy reach. Switches and levers are positioned to allow operation without taking your eyes off the road. And are sized to meet the engineers' requirements for functional efficiency rather than some temporary notion of current fashion.

You'll find six-way power controls for the driver's seat. You'll find a memory feature on Signature models that enables programming of three seat positions. Power windows. Power adjustable outside mirrors. Steering wheel mounted speed controls.

Directly in front of your driving position, you'll find an instrument



Continental's luxurious interior is a suitable environment for sound systems of outstanding caliber, including the option of the clear, precise audio qualities of a compact disc player.

cluster that presents a wealth of easily readable information.

To your right: an automatic climate control system so advanced it will even sense and compensate for heat caused by sunlight coming through the windshield. Directly below, in the Executive Series, a mighty stereo sound system with 80 watts of power.

Or choose the optional JBL Audio System with 145 watts of brilliant music power (standard in Signature models). A system engineered and tuned to meet the specific acoustic requirements of the Continental cabin. An automotive sound system that is among the world's most advanced.

Choose the optional electrochromic mirrors that automatically switch between night and day mode. A keyless entry system with remote. A compact disc player. Or any of the other optional features listed on the specifications page at the back of this brochure.

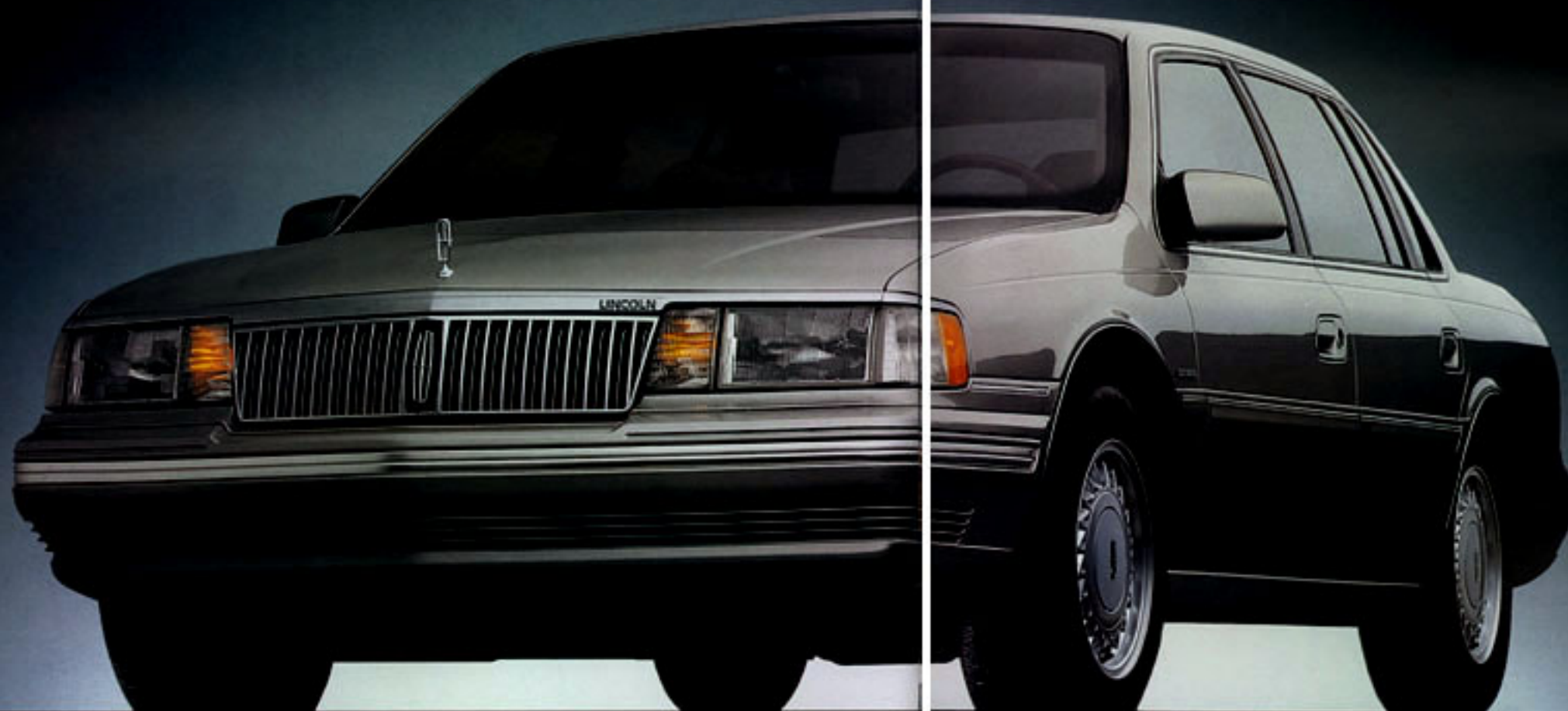
Choose the matchless comforts of Continental, comforts that only Lincoln engineering could create.

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An
automobile
of celebrated
pedigree

28

EXECUTIVE



29

It is a unique expression of design precision. One heralded by auto-makers the world over for both artistry of line and efficiency of shape. It was not conceived as a mere "next step" exercise in Lincoln evolution. Instead it is a rekindling of the original spark that made Continental one of the world's great automobiles more than half a century ago.

The Executive Series Continental is equipped with a wide range of standard features including automatic climate control, Premium Sound system, power windows and door locks, fingertip speed control and much more. Like every Continental, it achieves a near perfect balance of refined comfort and driving precision. Should you desire additional features, you'll find a list of available options at the back of this brochure.

The Executive Series Continental is an automobile in which Lincoln engineers take great pride. And one that you will certainly be proud to own.

The most
exquisitely
appointed
Continental
you can
own

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SIGNATURE



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To the graceful artistry of the Executive Series Continental and all its thoughtful amenities add the distinction and extensive equipment list of the personalized Signature Series Continental.

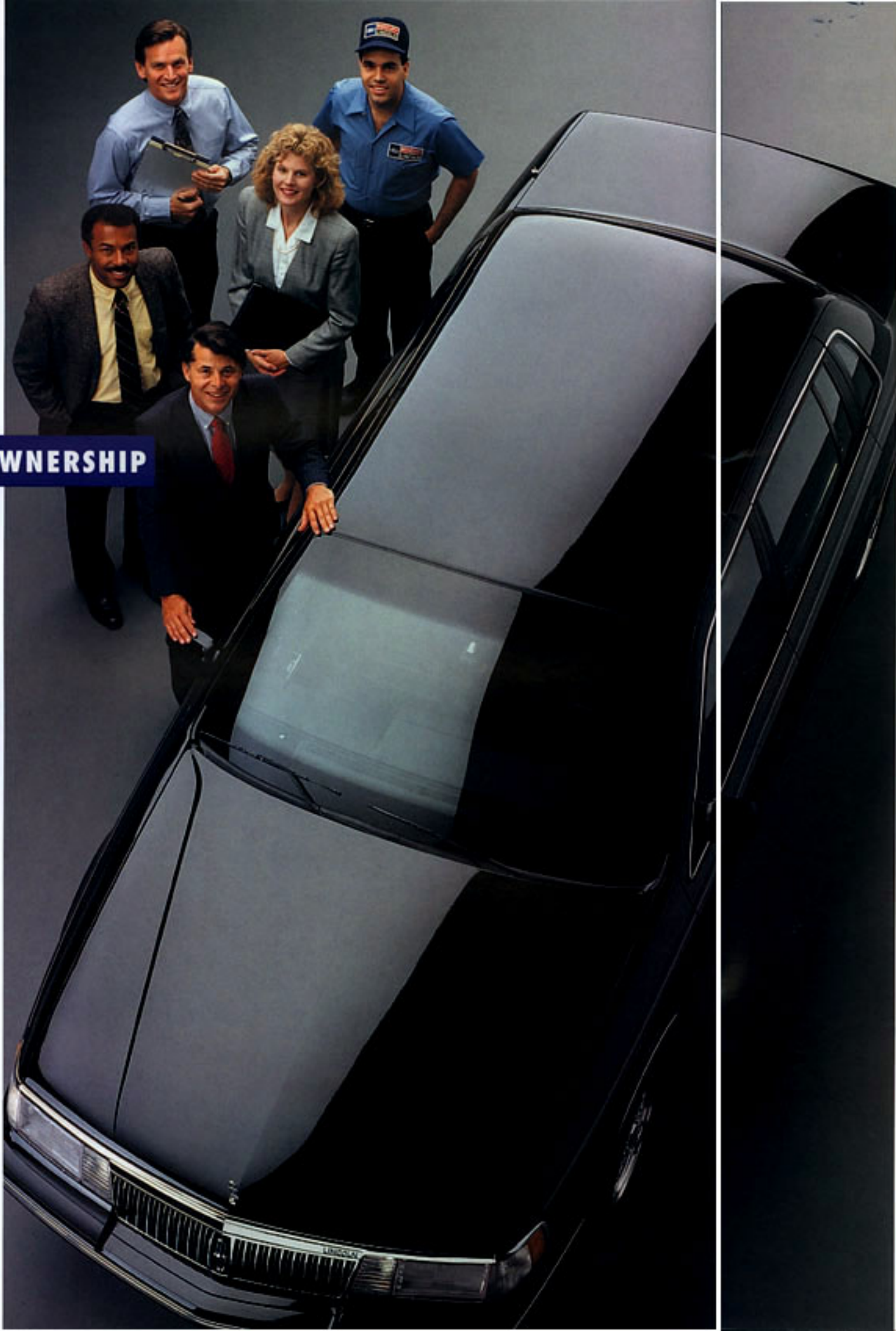
Add a standard comfort/convenience group that includes a power front passenger seat, power decklid pulldown, dual illuminated visor mirrors, custom rear floor mats and multi-function headlamp convenience system. Add unique seat upholstery that is, quite frankly, unavailable on any other Lincoln. Add a keyless entry system with remote that enables unlocking of the doors from up to 20 feet away. Add power front seatback recliners, a leather-wrapped steering wheel, a JBL Audio System and an extensive list of optional features.



Add as well, the prestige of a flagship Continental. Then enjoy the precisely proportioned blend of over-the-road skills and deep comfort that has made Lincoln Continental one of the world's most desired automobiles.

The Lincoln
Commitment
to attentive
customer
care

OWNERSHIP



As a Lincoln owner, you can expect to be treated with lavish care. That's the Lincoln Commitment.

An extensive delivery process familiarizes you with your new automobile and dealership personnel. It even includes a full tank of gas.

You will enjoy the benefits of a Roadside Service Assistance program that includes roadside service and towing anywhere in the United States and \$1,000 emergency travel expense reimbursement (for up to three days when your vehicle is disabled more than 100 miles from home).

Roadside service can be requested by calling toll-free 1-800-521-4140, 24 hours a day, seven days a week. A Lincoln authorized service vehicle will be dispatched immediately and, in most instances, will arrive within 45 minutes of your call. This complimentary service is extended to all new Lincoln owners for one year from original date of purchase, and to any Lincoln owner, regardless of vehicle age, for an appropriate fee. Benefits are provided by Ford Auto Club, Inc.

Should your car require overnight warranty service, you will receive a service loaner car when available or a base rental allowance for up to five days. Ask your dealer for complete information.

All Lincolns are covered by a four-year or 50,000-mile bumper-to-bumper limited warranty with no deductible and by a limited corrosion perforation warranty for six years or 100,000 miles. Ask to see a copy of these limited warranties at your Lincoln-Mercury dealer.

In the event of a problem your dealer can't solve, you can call toll-free 1-800-521-4140 or write Lincoln Customer Assistance Center, 300 Renaissance Center, P.O. Box 43360, Detroit, Michigan 48243. Business hours are from 8:30 a.m. to 5:00 p.m., Eastern Time, Monday through Friday, except holidays. In addition, you may call after normal business hours and speak to a customer service representative. A member of the Lincoln Commitment team will contact you the next business day.

Buckle up—together we can save lives.

1992 Lincoln Continental Specifications

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SPECIFICATIONS

DIMENSIONS

| | |
|-------------------------|------------------------------------|
| Wheelbase (in.) | 109.0 |
| Track (in.) | front 62.3 rear 61.1 |
| Length (in.) | 205.1 |
| Width (in.) | 72.7 |
| Height (in.) | 55.6 |
| Curb weight (lb.) | (Signature) 3,635 (Standard) 3,633 |
| Fuel capacity (gal.) | 18.4 |
| Luggage space (cu. ft.) | 19.0 |

ACCOMMODATIONS

Vehicle type: Six-passenger, four-door sedan

| | | |
|---------------------|------------|-----------|
| Headroom (in.) | front 38.7 | rear 38.4 |
| Legroom (in.) | front 41.7 | rear 39.2 |
| Hiproom (in.) | front 56.5 | rear 56.5 |
| Shoulder room (in.) | front 57.5 | rear 57.4 |

ENGINE

| | |
|--------------------------------|---|
| Layout | front engine, front-wheel drive |
| Type | 90-degree V-6 with EEC-IV computer and counter-rotating balance shaft |
| Displacement (liters/cu. in.) | 3.8/232 |
| Bore & stroke (mm/in.) | 96.8 x 86.0/3.8 x 3.4 |
| Compression ratio | 9.0:1 |
| Horsepower @ rpm (SAE net) | 160 @ 4400 |
| Torque @ rpm (lb.-ft. SAE net) | 225 @ 3000 |
| Fuel delivery | sequential multi-port electronic fuel injection |
| Fuel requirement | 87 octane (minimum) unleaded (anti-knock index) |

DRIVETRAIN

| | |
|-------------------|--|
| Transmission type | electronically controlled four-speed automatic overdrive |
| Gear ratios: | I-2.77:1 II-1.54:1 III-1.00:1 IV-0.69:1 |
| Axle ratio: | 3.37:1 |

CHASSIS

| | |
|------------------------------------|--|
| Body | unitized construction with separate front subframe |
| Suspension: | front: independent MacPherson struts with strut-mounted air springs, 20.5 mm stabilizer bar, tension struts and lower control arms rear: independent MacPherson struts with strut-mounted air springs, 18 mm stabilizer bar, tension struts and parallel control arms shock absorbers: dual-damping, nitrogen gas-pressurized leveling system: microcomputer-controlled front and rear air springs with automatic front-to-rear and side-to-side leveling |
| Steering type | speed-sensitive, variable-assist power rack-and-pinion |
| Overall ratio | 15.2:1 |
| Turns, lock to lock | 2.7 |
| Turning circle, curb to curb (ft.) | 38.4 |
| Brakes: front | 10.0-inch power-assisted disc, anti-lock |
| rear | 10.0-inch power-assisted disc, anti-lock |
| Wheels | 15 x 6.5-inch steel* |
| Tires | P205/70R15 BSW steel-belted radials |

Information based on MVMA specifications
* 15 x 6.5-inch aluminum on Signature Series

PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays may have occurred which would not be included in these pages. Your Lincoln-Mercury dealer is your best source for up-to-date information.

Lincoln-Mercury Division reserves the right to change product specifications at any time without incurring obligations.

EPA statement: 1992 EPA mileage estimates were unavailable when this publication was printed. The 1992 Lincoln Continental, however, should post good mileage figures. Ask your Lincoln-Mercury dealer for the latest information. Options availability: Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

FUNCTIONAL FEATURES

| | EXECUTIVE | SIGNATURE |
|---|-----------|-----------|
| Passenger-side air bag Supplemental Restraint System | S | S |
| Driver-side air bag SRS | S | S |
| Front-wheel drive | S | S |
| 3.8-liter V-6 engine with balance shaft, sequential multi-port electronic fuel injection and electronic engine control (EEC-IV) | S | S |
| Electronically controlled four-speed automatic overdrive transmission | S | S |
| Dual exhaust outlets | S | S |
| Four-wheel disc anti-lock brake system | S | S |
| Speed-sensitive, variable-assist power rack-and-pinion steering | S | S |
| Computer-controlled adaptive air suspension, load leveling and dual damping ride control | S | S |
| Four-wheel independent suspension | S | S |
| Nitrogen gas-pressurized front and rear struts | S | S |
| Front and rear stabilizer bars | S | S |
| Gas-cylinder hood-lift assists | S | S |
| Instrument panel service/interval reminders | S | S |
| Anti-theft alarm | 0 | 0 |

INTERIOR/CONVENIENCE FEATURES

| | | |
|---|-----|-----|
| Comfort/Convenience Group with six-way power front passenger seat and recliner, power decklid pulldown, dual illuminated visor mirrors, rear floor mats and headlamp convenience system (includes automatic headlamp dimmer and autolamp on/off delay system) | 0 | S |
| Electronic automatic climate control system with sunload sensor | S | S |
| Tilt steering column | S | S |
| 50/50 twin comfort lounge seats with leather trim | S | S |
| Cloth seat trim (no-cost option) | 0 | 0 |
| Unique seat trim | N/A | S |
| Seatback robe cords | N/A | S |
| Driver seat with memory control | N/A | S |
| Driver and passenger seats with power adjustable lumbar support | N/A | S |
| Manual front passenger seatback recliner | S | N/A |
| Power front passenger seatback recliner | 0 | S |
| Dual front-seat folding armrests | S | S |
| Full-length door armrests | S | S |
| High-Level electronic AM/FM stereo with cassette | S | N/A |
| JBL Audio System | 0 | S |
| Compact digital disc player | 0 | 0 |
| Automatic power antenna | S | S |
| Cellular telephone | 0 | 0 |
| Remote decklid release | S | S |
| Tinted glass | S | S |
| Power windows | S | S |
| Power door locks | S | S |
| Dual power and heated outside mirrors | S | S |
| Interval wipers | S | S |
| Side window demisters | S | S |
| Rear window defroster | S | S |
| Finger-tip speed control | S | S |
| Rear-seat folding center armrest | S | S |
| Rear-seat heat ducts | S | S |
| Lap/shoulder safety belts for front- and rear-seat outboard occupants | S | S |
| Interior lamps (ashtrays, glovebox, courtesy, front and rear reading, door armrests, floorwell, engine bay and luggage compartment) | S | S |
| Electronic instrument cluster with digital speedometer, analog/digital fuel gauge and multi-function gauge (oil pressure, temperature and battery charge) | S | S |

INTERIOR/CONVENIENCE FEATURES CON'D

| | EXECUTIVE | SIGNATURE |
|---|-----------|-----------|
| Electronic Tripminder/message center (shows trip distance, average fuel economy, instant fuel economy, distance to empty and systems check) | S | S |
| Digital clock | S | S |
| Leather-wrapped steering wheel | 0 | S |
| Front floor mats | S | S |
| Seatback map pockets | S | S |
| Front/side visor | S | S |
| Front overhead console with dual reading lights | S | S |
| Overhead console group (digital compass, electrochromic automatic dimming rearview mirror and driver-side electrochromic exterior mirror) | 0 | 0 |
| 19 cubic ft. carpeted trunk, with low liftover design, luggage compartment lamp and storage compartment | S | S |
| Automatic parking brake release | S | S |
| Insta-Clear® windshield | 0 | 0 |
| Power moonroof | 0 | 0 |

EXTERIOR FEATURES

| | | |
|--|-----|---|
| Cornering lamps | S | S |
| Bodyside protection molding | S | S |
| Bright rocker panel molding | S | S |
| Exterior abrasion coating | S | S |
| Signature Series script on rear quarter window | N/A | S |
| Bodyside accent stripe | N/A | S |
| Keyless/Illuminated entry system with remote entry and battery saver | 0 | S |

TIRES/WHEELS

| | | |
|--|-----|-----|
| P205/70R15 steel-belted black sidewall tires | S | S |
| Geometric spoke aluminum wheels | N/A | S |
| Styled aluminum wheels | 0 | N/A |
| Full deluxe wheel covers | S | N/A |

INTERIOR COLORS

| | | |
|----------------------|-----|---|
| Oxford White Leather | N/A | S |
| Crystal Blue | S | S |
| Mocha | S | S |
| Cranberry | S | S |
| Ebony | S | S |
| Light Titanium | S | S |
| Shadow Blue | S | S |

EXTERIOR COLORS

| | | |
|---|---|---|
| Light Mocha Pearlescent Clearcoat Metallic | S | S |
| Cranberry Clearcoat Metallic | S | S |
| Burgundy Clearcoat Metallic | S | S |
| Silver Rose Clearcoat Metallic | S | S |
| Amethyst Pearlescent Clearcoat Metallic | S | S |
| Woodrose Clearcoat Metallic | S | S |
| Deep Jewel Green Clearcoat Metallic | S | S |
| Arctic White Clearcoat | S | S |
| Crystal Blue Pearlescent Clearcoat Metallic | S | S |
| Twilight Blue Clearcoat Metallic | S | S |
| Midnight Black Clearcoat | S | S |
| Graphite Clearcoat Metallic | S | S |
| Titanium Pearlescent Clearcoat Metallic | S | S |

S Standard feature 0 Optional feature N/A Not available

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