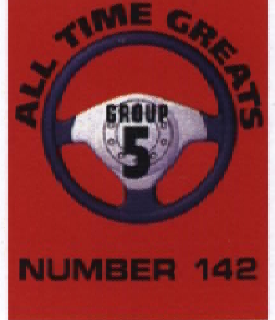




USA 1952-1954

Lincoln CAPRI



A new overhead-valve V8 engine, pioneering suspension and smart styling made the 1954 Lincoln one of the quickest and most roadable luxury cars of its time—so much so that it even won the Carrera Panamericana.

Produced by
Ford Motor Co.,
Dearborn, Michigan.



VITAL STATISTICS

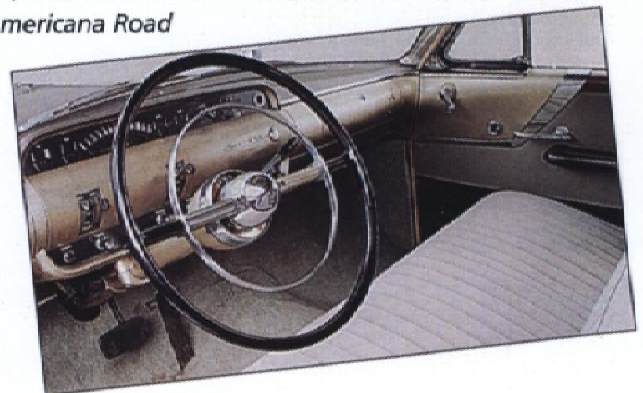
Top speed:	108 mph
0-60 mph:	13.4 sec.
Engine type:	V8
Displacement:	317.5 c.i.
Max power:	205 bhp at 4,200 rpm
Max torque:	280 lb-ft at 1,800 rpm
Weight:	4,250 lbs.
Gas mileage:	19 mpg
Price:	\$3,869



"...speed and agility."

"By 1950s standards, the 1954 Lincoln Capri was an exceptional car to drive, in terms of handling and performance. For three years running, the Capri took first and second place in the Pan Americana Road Race in Mexico—a testament to its excellent handling capabilities and reliability over the roughest terrain. There was even a popular song written about it—Hot Rod Lincoln—praising the car's speed and agility."

Tasteful use of chrome in the cabin helped give the Capri ground-breaking styling impact on the inside as well as out.



Lincoln CAPRI



Triumphs in the Pan Americana Mexican Road Race moved Lincoln upmarket in consumers' imaginations. The marque was once again perceived as competing with Cadillac, Packard and Imperial.

Powerful OHV V8

Lincoln engineers succeeded in coaxing more power from the overhead valve 317-cubic inch V8. First introduced in 1952, it was the first overhead-valve engine ever to be offered in a Lincoln. Initially output was a mere 160 bhp, but by 1954 it was up to 205 bhp.



Stiff chassis

The chassis is regarded as the Capri's great strength. Featuring additional K-braces with six crossmembers, stiffer rear springs and massive brake drums, it had the control and torsional stiffness needed for success in the Pan Americana Mexican Road Race for three consecutive years.



Revolutionary front suspension

In addition to a stiff chassis, Lincolns of this era also benefited from a revolutionary new front suspension setup. Ball-joint suspension with MacPherson struts proved to be much more flexible and rugged than traditional kingpins—ideal for arduous racing conditions.



Wraparound bumper

Wraparound bumpers give the 1954 Lincoln Capri greater visual impact than its predecessor, as do the torpedo-like protrusions at the front, called 'dagmars.'



Specifications

1954 Lincoln Capri

ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by a single camshaft with pushrods and rockers

Bore and stroke: 3.8 in. x 3.5 in.

Displacement: 317.5 c.i.

Compression ratio: 8.0:1

Induction system: Holley 2,140 four-barrel carburetor

Maximum power: 205 bhp at 4,200 rpm

Maximum torque: 280 lb-ft at 1,800 rpm

TRANSMISSION

Hydramatic automatic

BODY/CHASSIS

Separate six crossmembered chassis with steel four-door or two-door body

SPECIAL FEATURES



The striking hood ornament was first seen on a 1949 Cosmopolitan.



The Capri is distinguished from the lesser Cosmopolitan series by its liberal use of chrome.

RUNNING GEAR

Steering: Recirculating ball

Front suspension: Ball-joint suspension with MacPherson struts and coil springs

Rear suspension: Live axle with semi-elliptic leaf springs and telescopic shock absorbers

Brakes: Drums (front and rear)

Wheels: Stamped steel, 15-in. dia.

Tires: 8.00 x 15

DIMENSIONS

Length: 215.0 in. Width: 77.6 in.

Height: 62.6 in. Wheelbase: 123.0 in.

Track: 58.5 in. (front and rear)

Weight: 4,250 lbs.

Milestones

1952 An all-new restyled

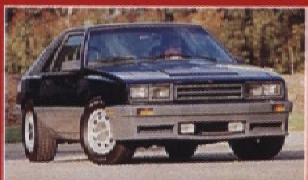
Lincoln is launched. The more modern, racy-looking car also boasts a new overhead 317-cubic inch V8. Lincolns take first, second, third and fourth places in the Pan American Mexican Road Race.



The success of the Panamericana cars defined the image of the Capri.

1953 Lincoln takes the top

four positions in the Pan American Mexican Road Race for the second year.



The Capri name was passed to Mercury and used for cars like this 1986 model.

1954 A slight change

in fortune sees Lincoln take only first and second places in the Pan American Mexican Road Race.

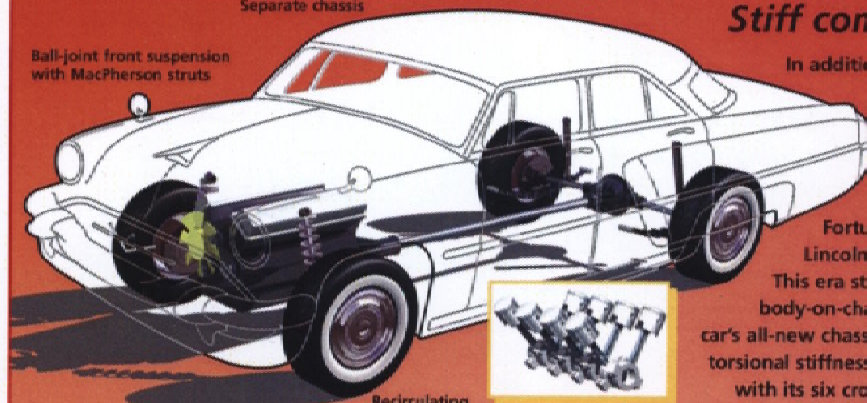
1956 A complete restyle

signals the next development of the Capri.

UNDER THE SKIN

Separate chassis

Ball-joint front suspension with MacPherson struts



Recirculating ball steering



OHV pushrod

THE POWER PACK

Smooth operator

The 1952 Lincolns were fitted with a new engine—a 317-cubic inch overhead-valve V8—which succeeded the old 337 flathead that had been used in everything from Ford trucks to Lincolns. The 317 is a wonderfully smooth engine, no doubt due to the crankshaft, which has no fewer than eight counterbalances (rather than the usual six). It is also highly suited to tuning; from an initial output of 160 bhp, Lincoln engineers managed to get 205 bhp out of it by 1954. And aftermarket items such as oversize inlet valves, mechanical cam followers and truck cams meant it was possible to coax up to 300 bhp from it.

Stiff competition

In addition to a powerful engine, a good chassis is equally important to road racing. Fortunately, the 1954 Lincoln Capri had both. This era still used separate body-on-chassis design. The car's all-new chassis had increased torsional stiffness from the frame with its six crossmembers. The Capri was one of the first cars to utilize ball-joint suspension on MacPherson struts at the front.




The 1952-1954 Lincolns could be very lavishly equipped.

All mod cons

Not many cars can claim both luxury and performance—the 1954 Lincoln Capri can. The option list was extraordinary: power-operated leather seats, power windows, power steering and brakes, and even a Hydramatic automatic transmission.

NOSE TO NOSE

Buick Skylark • Mercedes-Benz 220 • Lincoln Capri

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
120 mph	11.5 sec.	200 bhp	4,260 lbs.	 BUICK SKYLARK
100 mph	15.0 sec.	115 bhp	3,120 lbs.	 MERCEDES-BENZ 220
108 mph	13.4 sec.	205 bhp	4,250 lbs.	 LINCOLN CAPRI

VALUE GUIDE

ORIGINAL PRICE	
1954	53,869
CURRENT VALUE	
	53,100-526,000
PRODUCTION TOTAL	
	29,552

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