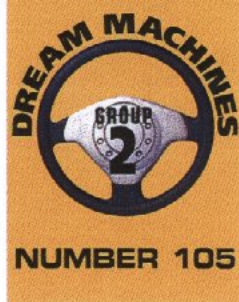




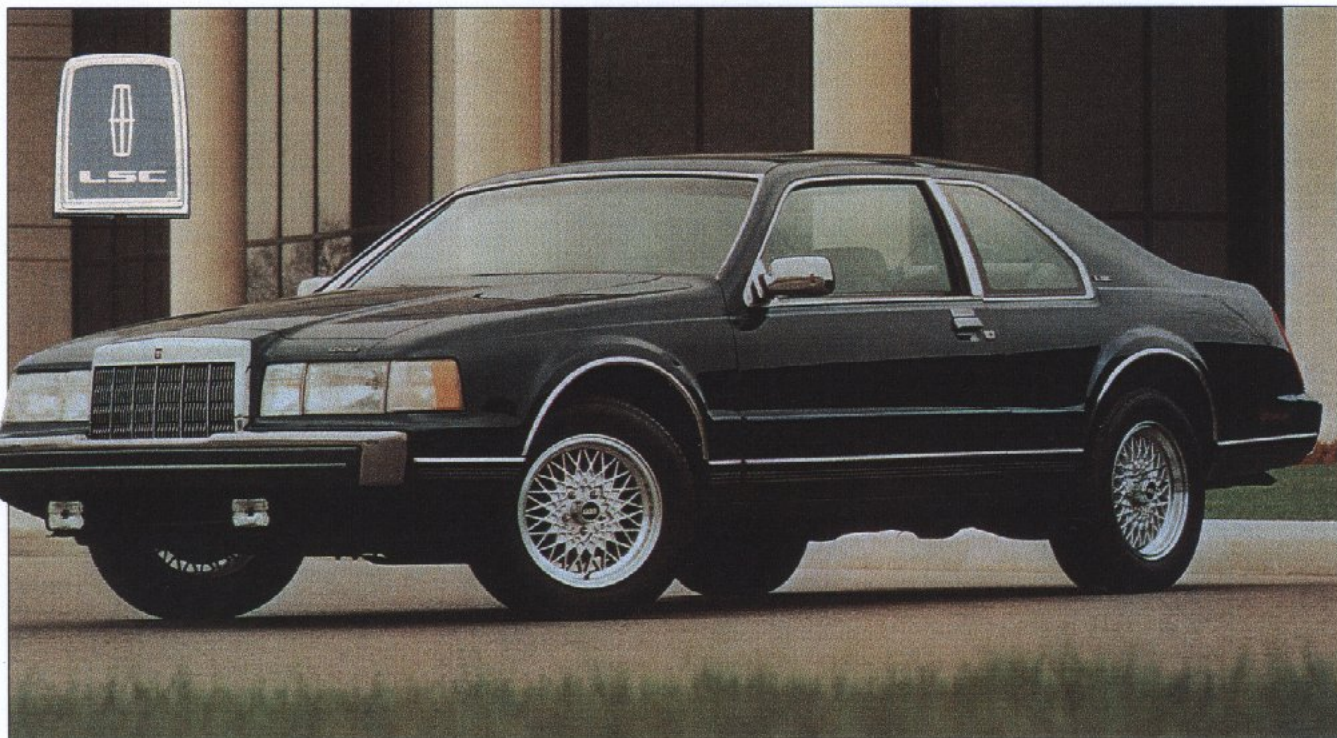
USA 1984-1992



# Lincoln MK VII LSC

If the MK VI had been somewhat somber, its successor was anything but. It combined both modern aero and classic retro styling touches. It also offered remarkable straight-line grunt with exceptional road manners.

Produced by Ford Motor Company, Dearborn, Michigan



## VITAL STATISTICS

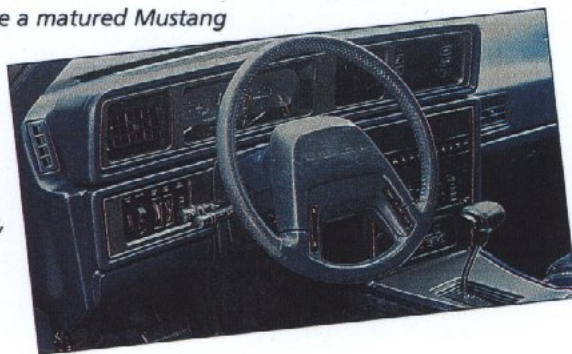
Top speed:	137 mph
0-60 mph:	8.0 sec.
Engine type:	V8
Displacement:	5.0 liter
Max power:	225 bhp at 4,200 rpm
Max torque:	300 lb-ft at 3,000 rpm
Weight:	3,779 lbs.
Gas mileage:	16 mpg
Price:	\$29,437



## "...matured Mustang GT."

"Settle yourself behind the wheel and take it all in. The plush leather seats are comfortable and supportive, and there are electric devices to cater to your every need. If the Mark VII feels like a matured Mustang GT that's because it shares the same 5.0-liter V8 as its sinister stablemate. The engine has plenty of get up and go once you hit the gas. The transmission does a fine job in harnessing its power. An air suspension ensures a smooth ride, but not at the expense of handling."

Electrically adjustable seats, climate control and power everything adorn the Mk VII.



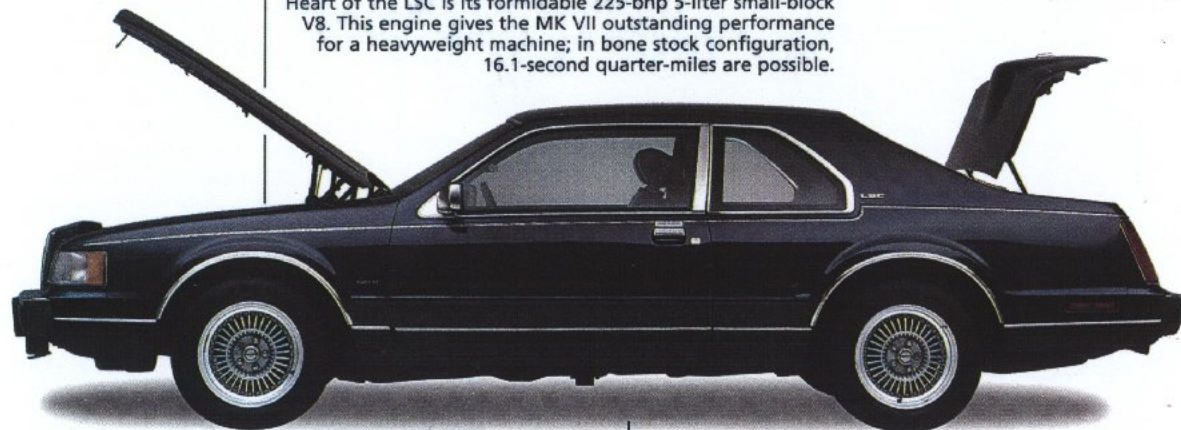
# Lincoln MK VII LSC



LSC stands for Luxury Sport Coupe, and in this form the Mk VII was the hot-rod Lincoln that came to life. It offered similar performance to more exotic and prestigious coupes, but at a fraction of the price.

## Ford Mustang V8

Heart of the LSC is its formidable 225-bhp 5-liter small-block V8. This engine gives the MK VII outstanding performance for a heavyweight machine; in bone stock configuration, 16.1-second quarter-miles are possible.



## Air suspension

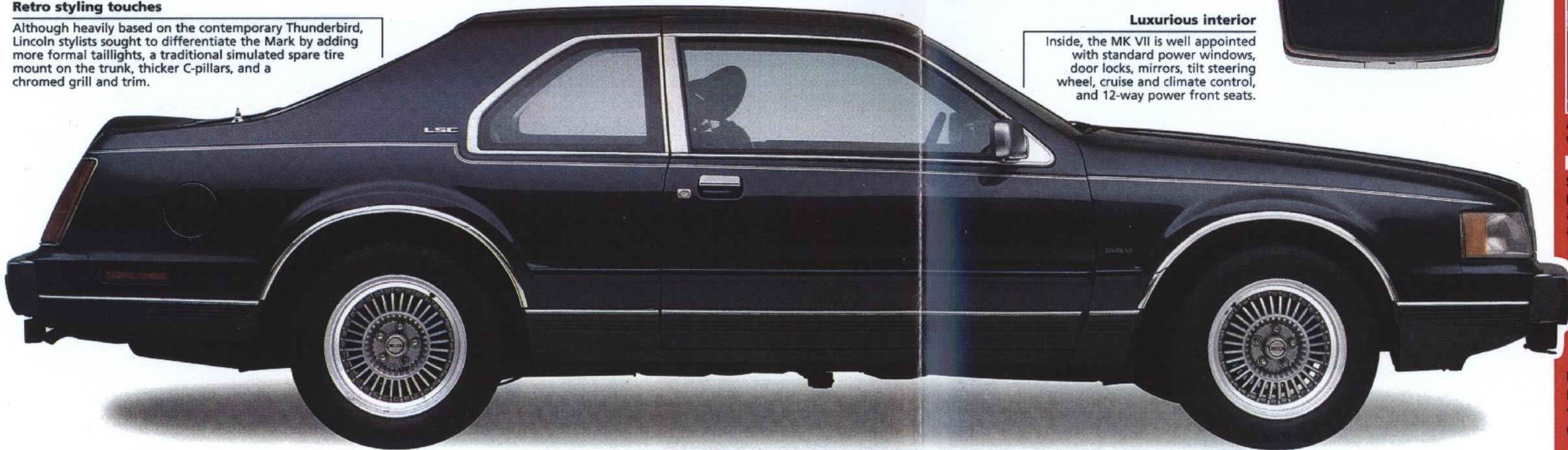
Instead of coil springs, cylindrical airbags are fitted at all four corners. Pressure, ranging from 75 to 100 psi, is controlled automatically by a compressor that optimizes settings for load, ride and handling.

## Retro styling touches

Although heavily based on the contemporary Thunderbird, Lincoln stylists sought to differentiate the Mark by adding more formal taillights, a traditional simulated spare tire mount on the trunk, thicker C-pillars, and a chromed grill and trim.

## Bigger wheels and tires

LSC models got stouter power steering (2.5 turns lock to lock), stiffer shock valving and air springs stiffened by 70 percent. From 1987, tire size was increased to P225/60R16 and BBS cross-lace wheels were added for the 1990 model year.



## Aero headlights

Aero-style headlights were not permitted on U.S.-market cars in the early 1980s, but the Mk VII was one of the first to use them, resulting in a very clean frontal appearance. They are flanked by parking and turn signal/running lights.



## Luxurious interior

Inside, the MK VII is well appointed with standard power windows, door locks, mirrors, tilt steering wheel, cruise and climate control, and 12-way power front seats.

# Specifications

## 1990 Lincoln Mk VII LSC

### ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by pushrods and rockers

Bore and stroke: 4.00 in x 3.00 in

Displacement: 5.0 liter

Compression ratio: 9.2:1

Induction system: Sequential electronic fuel injection

Maximum power: 225 bhp at 4,200 rpm

Maximum torque: 300 lb-ft at 3,000 rpm

### TRANSMISSION

AOD four-speed automatic

### BODY/CHASSIS

Unitary monocoque construction with steel two-door coupe body

### SPECIAL FEATURES



In mid-1987, LSCs were shod with larger, 16-inch aluminum wheels and Goodyear Eagle GT+4 tires. BBS wheels arrived in 1990.



A humped trunklid maintained a link with Lincoln's past.

### RUNNING GEAR

Steering: Recirculating ball

Front suspension: Struts, lower control arms, air springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Live axle, radius arms, airsprings, telescopic shock absorbers and anti-roll bar

Brakes: Discs (front and rear)

Wheels: 7 x 16 in. cast aluminum

Tires: Goodyear Eagle GT+4 P225/60R16

### DIMENSIONS

Length: 202.8 in. Width: 70.9 in.

Height: 54.2 in. Wheelbase: 108.5 in.

Track: 58.4 in. (front), 59.0 in. (rear)

Weight: 3,779 lbs.

# Milestones

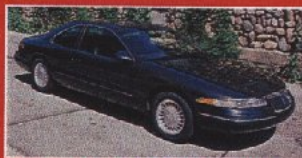
**1984 Lincoln unveils its new** personal luxury coupe, the Continental Mk VII, which has slippery styling. It is initially offered in base, Bill Blass, Versace and LSC editions. The latter is the performance model with fatter tires and a ridged suspension.



The MK VII is based on the 1983-1988 Ford Thunderbird chassis.

**1985 Anti-lock disc brakes** are standard on the LSC. This is one of the first cars offered with ABS.

**1986 LSCs get the 200-bhp** Ford Mustang GT fuel-injected V8, and ABS is standard on lesser Vils.



Replacing the MK VII for 1993 was the swoopy Mk VIII.

**1987 Larger wheels and tires** plus a 225-bhp 5.0-liter V8 come in the LSC. 27,119 Vils are built.

**1990 Exclusive BBS wheels** and a driver's-side airbag are new items.

## VALUE GUIDE

ORIGINAL PRICE		
1984 Mk VII LSC	\$23,706	
CURRENT VALUE		
1999 LSC	\$6,000-\$12,000	
PRODUCTION TOTAL		185,099

## UNDER THE SKIN

Unitary construction

Rear wheel drive

Air suspension

Four-wheel disc brakes

Small-block V8

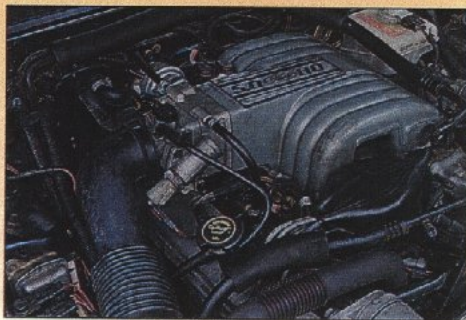
### Floating 'Fox'

Built on a 108.5-inch wheelbase 'Fox' platform (shared with the shorter Ford Thunderbird and Mercury Cougar), the MK VII has a typical front-engined, rear-wheel drive configuration with struts at the front and a live rear axle. In place of conventional coil springs are cylindrical airbags. LSCs have thicker anti-roll bars, wider, high-speed tires and sure-grabbing, four-wheel, ABS disc brakes.

## THE POWER PACK

### Mustang mill

All Mk Vils came from the factory powered by 5.0-liter, small-block, Windsor V8s, but the LSC version is the most muscular. In 1985, power rose from 140 to 165 bhp. A year later, electronic fuel injection arrived, giving a solid 200 bhp and a ground-rippling 285 lb-ft of torque. In 1987, revised cylinder heads and dished pistons helped the engine produce an even greater 225 bhp and its 300 lb-ft of torque made for hasty acceleration. It was the same engine that powered the street-menacing Mustang GTs. This made the LSC a true gentleman's GT.



Of all MK VII variants, LSCs are the most powerful.

### Luxury sport

Greatly undervalued today, the Mk VII LSC is a refined luxury grand tourer with noticeable performance and handling to match. Post-1987 cars with their 225-bhp engines and larger wheels and tires are the ones to go for. 1992 models are especially rare.

## NOSE TO NOSE

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
139 mph	7.3 sec.	218 bhp	3,175 lbs.	BMW 635 CSi
137 mph	6.0 sec.	225 bhp	3,380 lbs.	FORD THUNDERBIRD TURBO COUPE
137 mph	8.0 sec.	225 bhp	3,779 lbs.	LINCOLN MK VII

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