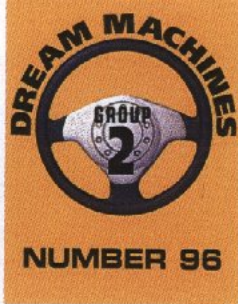




USA 1992-PRESENT



Lincoln MK VIII

The stylish, quad-cam 32-valve Mk VIII not only carried on the pioneering work of the Mk VII—the car that started Lincoln's assault against luxury exotic imports—it took it onto a totally new level.

Produced by
Ford Motor Co.,
Dearborn, Michigan



VITAL STATISTICS

Top speed:	123 mph
0-60 mph:	7.0 sec.
Engine type:	V8
Displacement:	4,601 cc
Max power:	290 bhp at 5,750 rpm
Max torque:	285 lb-ft at 4,500 rpm
Weight:	3,765 lbs.
Gas mileage:	22 mpg
Price: (1999)	\$39,320

BEHIND THE WHEEL

"...air-cushioned ride."

"Remarkably, slowing the steering for the final version actually improved the feel of the big Lincoln. With just 2.6 turns lock to lock, it tended to dart around on lock, but by making it more stable, it allows drivers to enjoy a mix of agile handling and a supple, air-cushioned ride. The refined V8 gives enough power to make the Mk VIII really get up and go—moving its large mass to 60 mph in seven seconds takes plenty of horsepower and torque."

The futuristic, wraparound fascia design incorporates driver and passenger airbags.



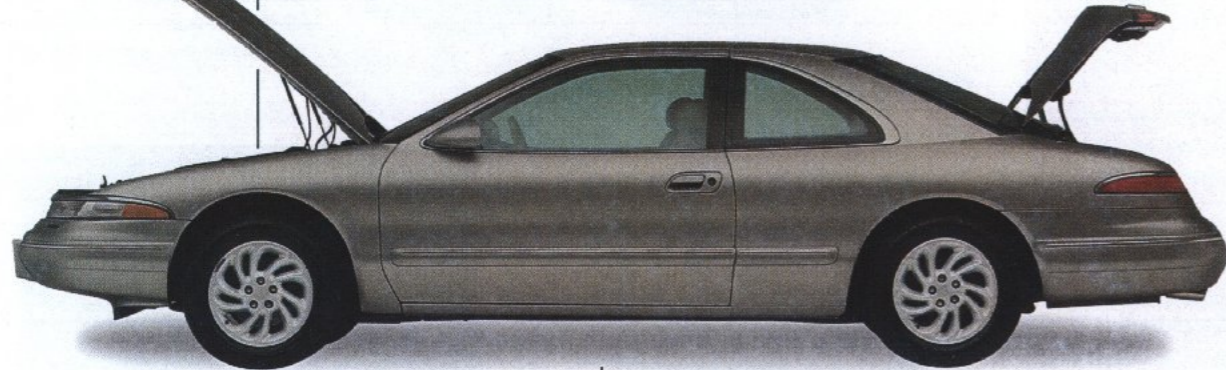
Lincoln MK VIII



The staid looks of the old Lincolns are long gone, and there are big changes under the skin, too. Modern Lincolns have the high performance and handling to match their advanced and racy styling.

V8 engine

The top-of-the-range LSC model uses the same 4.6-liter alloy quad-cam 32-valve V8 as the rest of the Mk Vllls, but for the LSC it has an extra 10 bhp. Compared with a traditional iron pushrod V8, the power and the torque are both produced at higher rpm.



Air suspension

The Lincoln dispenses with conventional steel coil springs in favor of pressurized air bags that act as springs.

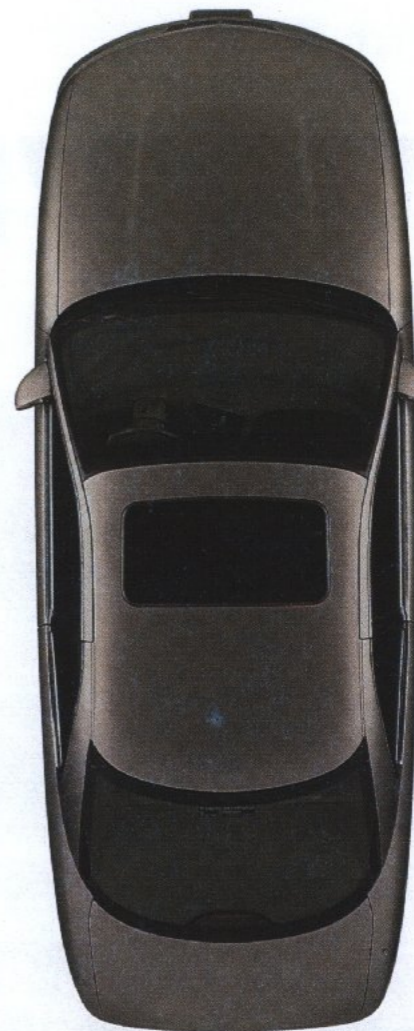
Neon rear light

A single neon light is used to illuminate the rear lights in the band across the back of the car.



Sideview signaling

Small LEDs (light-emitting diodes) are incorporated in the sideview mirrors and light up when the turn signals are used. These lights can be seen by following traffic but not by the driver, to avoid distraction.



Vented discs

For 1997, Lincoln made the vented disc brakes thicker and more durable. The heavy Mk Vlll takes just 183 feet to stop from 70 mph.

Traction control

A sending unit tells the computer if one or both wheels are spinning and then engages the car's traction control system until grip is regained.

Alloy hood

Lincoln needed to save weight wherever possible. One ploy was to make a composite hood, although that policy changed—for 1997 the LSC had an alloy piece.

Specifications

1995 Lincoln Mk VIII LSC

ENGINE

Type: V8
Construction: Alloy block and heads
Valve gear: Four valves per cylinder operated by twin chain-driven overhead camshafts per bank of cylinders
Bore and stroke: 3.54 in. x 3.54 in.
Displacement: 4,601 cc
Compression ratio: 9.8:1
Induction system: Electronic fuel injection
Maximum power: 290 bhp at 5,750 rpm
Maximum torque: 285 lb-ft at 4,500 rpm

TRANSMISSION

Four-speed automatic

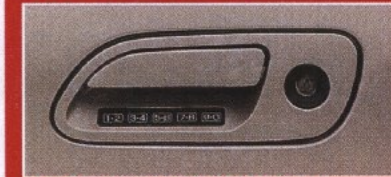
BODY/CHASSIS

Unitary monocoque construction with steel two-door sedan body

SPECIAL FEATURES



All Mk Vllls have these distinctive wraparound front lights.



The security system includes an electronic memory keypad under the door handle to unlock it.

RUNNING GEAR

Steering: Rack-and-pinion
Front suspension: Upper and lower wishbones with air springs, telescopic shock absorbers and anti-roll bar
Rear suspension: Upper and lower wishbones with air springs, telescopic shock absorbers and anti-roll bar
Brakes: Vented discs, 11.5-in. dia., (front), 10.1-in. dia. (rear)
Wheels: Chromed alloy, 7 x 16 in.

Tires: 225/60 R16

DIMENSIONS

Length: 207.2 in. Width: 74.8 in.
Height: 53.6 in. Wheelbase: 113.0 in.
Track: 61.6 in. (front), 60.2 in. (rear)
Weight: 3,765 lbs.

Milestones

1984 The first of a new generation of streamlined modern-looking Lincolns appears in the form of the Mk VII.



The predecessor to the MK VIII was the more upright MK VII.

1992 Lincoln's response to the dominant European and Japanese luxury sedan imports becomes the sleek Mk VIII.

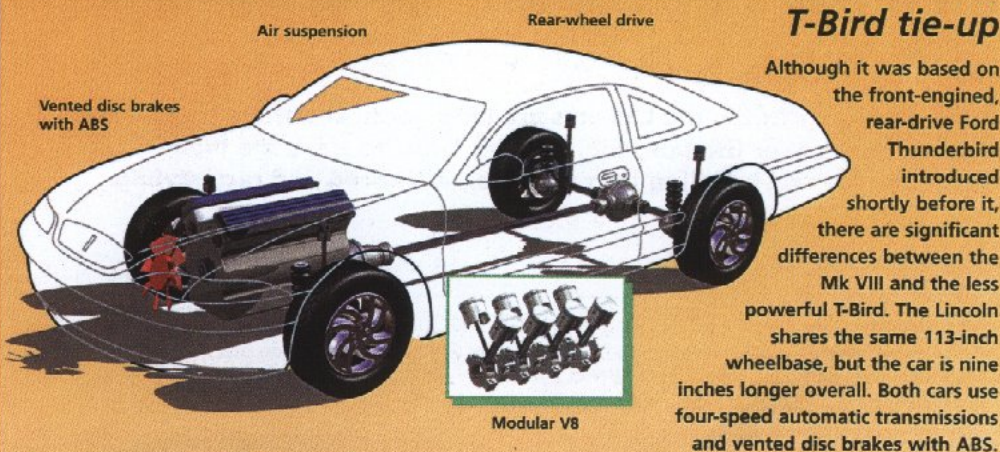
1996 New and far more effective high-intensity discharge (HID) headlights are fitted to the Mk VIII LSC model.



The 1995 Continental sedan shows styling cues from the Mark VIII.

1997 All Mk VIIIs get the HID lights. The steering is recalibrated for greater stability, and a new, more prominent grill appears.

UNDER THE SKIN



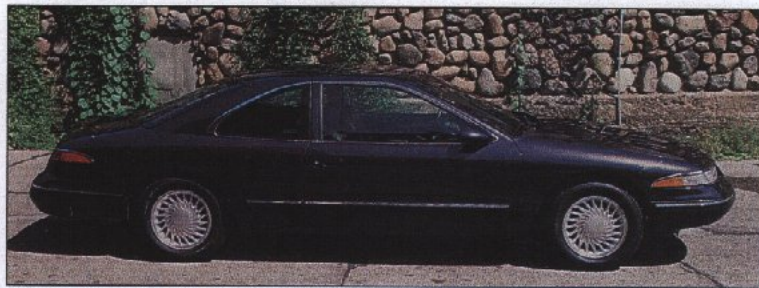
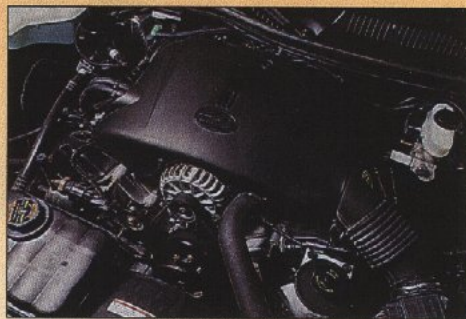
T-Bird tie-up

Although it was based on the front-engined, rear-drive Ford Thunderbird introduced shortly before it, there are significant differences between the Mk VIII and the less powerful T-Bird. The Lincoln shares the same 113-inch wheelbase, but the car is nine inches longer overall. Both cars use four-speed automatic transmissions and vented disc brakes with ABS.

THE POWER PACK

Modular motion

Though not as torquey as the 5.0 liter pushrod V8, the 4.6 liter unit is starting to gain a favorable reputation. This engine is part of Ford's modular V8 family, also found in the Mustang, and has both the block and the heads made in alloy. Also, there are four valves per cylinder rather than two. They are opened by four overhead camshafts. With electronic fuel injection and a fairly high (9.8:1) compression ratio, power output is now an impressive 290 bhp, plus an equally impressive 285 lb-ft of torque.



Suspension modifications transformed the feel of the LSC.

Luxury LSC

The 1998 Mk VIII LSC was the best model ever—thanks to alterations to the steering ratio, which is now more suitable for this heavyweight. Recalibrated shock absorbers give firm yet comfortable suspension control and a more secure feel.

NOSE TO NOSE

Cadillac STS • Lexus LS400 • Lincoln Mk VIII

TOP SPEED	0-60 mph	POWER	SS ¼ MILE	RIVAL CARS
155 mph	6.8 sec.	300 bhp	15.9 sec.	CADILLAC STS 
155 mph	6.3 sec.	290 bhp	16.0 sec.	LEXUS LS400 
123 mph	7.0 sec.	290 bhp	15.4 sec.	LINCOLN MK VIII 

VALUE GUIDE

ORIGINAL PRICE	
1992	\$36,640
CURRENT PRICE	
1999	\$39,320

The Mk VIII combines style, refinement and performance.