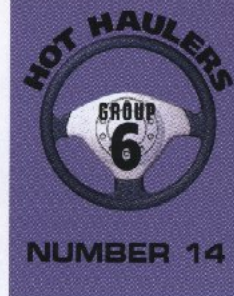




USA 1998-PRESENT

Lincoln NAVIGATOR

With the boom in upscale sport-utility vehicles, Ford decided it wanted a slice of the market. Enter the Navigator, an F-series based off-roader with a powerful 5.4-liter 230-bhp V8 engine and luxury interior appointments.



Produced by Ford Motor Company, Dearborn, Michigan



VITAL STATISTICS

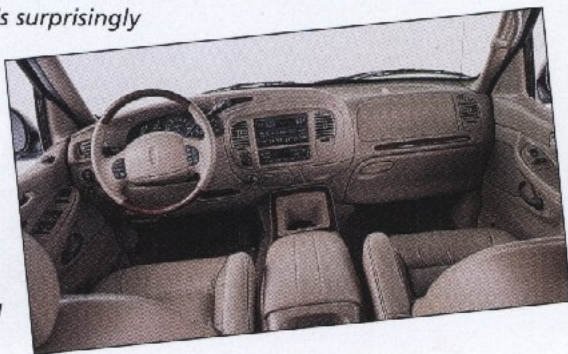
Top speed:	109 mph
0-60 mph:	11.4 sec.
Engine type:	V8
Displacement:	5.4 liter
Max power:	230 bhp at 4,250 rpm
Max torque:	325 lb-ft at 3,000 rpm
Weight:	5,557 lbs.
Gas mileage:	14.7 mpg
Price:	\$43,600



"...does the driving for you."

"Sitting in a Navigator is much like getting behind the wheel of a Lincoln Town Car, though the high driving position offers a better view of the road. Off the highway, the Navigator is surprisingly capable. Select low range four-wheel drive and the vehicle rises an inch higher at speeds under 25 mph, helping it clear difficult obstacles. On the highway, the Navigator is relaxing to drive, being quite comfortable and refined."

A spacious interior offers power everything and standard leather upholstery.



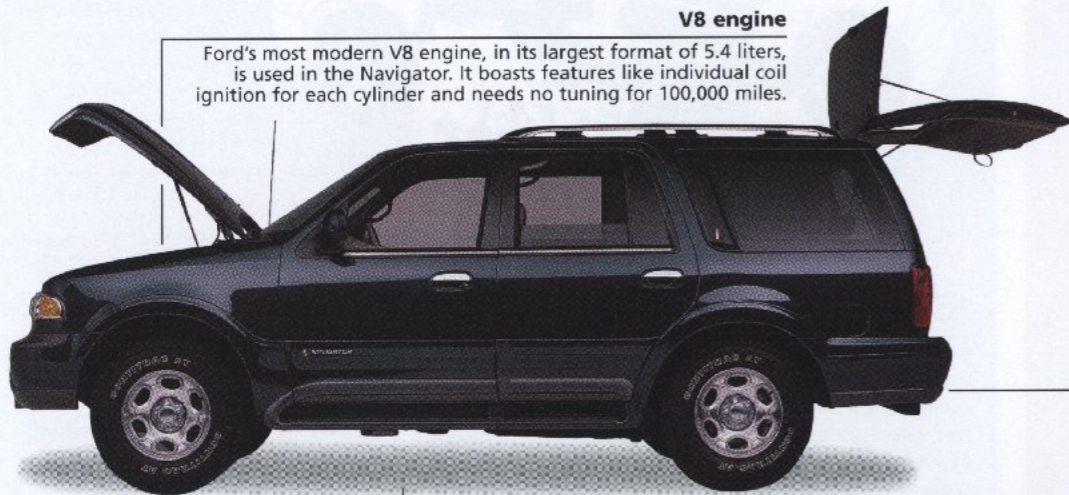
Lincoln NAVIGATOR



Equally at home in the most elegant of residential areas, roaming through a national park or towing a power boat, the Navigator is the most versatile vehicle Lincoln has ever built.

V8 engine

Ford's most modern V8 engine, in its largest format of 5.4 liters, is used in the Navigator. It boasts features like individual coil ignition for each cylinder and needs no tuning for 100,000 miles.



Four-speed automatic

The only transmission available is Ford's four-speed overdrive automatic with a column-mounted shift lever.

Rear tailgate

For extra convenience the rear tailgate is split so that either the upper glass section or the whole door can be opened depending on the size of the load.

Air suspension

Like the Lincoln Mk VIII coupe, air springs are used on all four wheels of the 4WD Navigator. They work in conjunction with the automatic load leveling facility which senses the load and adjusts the suspension pressure accordingly.



Speed sensitive steering

Although old-fashioned, a recirculating ball steering system is used on this Lincoln. It's allied to speed-sensitive power assistance.

Illuminated running boards

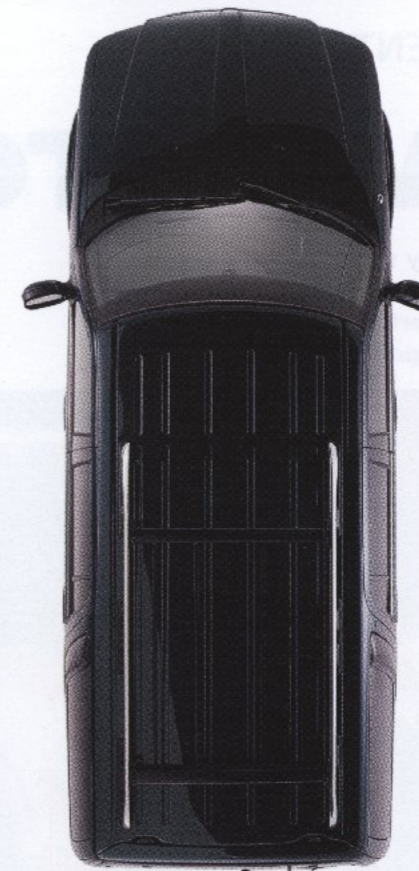
To save knocked or bruised shins and the sort of undignified stumbles quite inappropriate to a Lincoln owner, the running boards are illuminated at night when the doors are unlocked.

Skid plates

The Navigator is the only Lincoln ever made to need skid plates. They are fitted under the vehicle to prevent damage to engine or transmission when the Navigator goes off road.

Live rear axle

The one area in which the Navigator shows its Ford F-150 truck chassis origins is the live rear axle. It is well located, however, with upper and lower trailing arms and a Panhard rod to prevent lateral movement.



Perfect accommodation

Not only do the power front seats have a memory function with three settings but there are bucket seats for the second row of passengers and a bench seat for the third row. All seats can be leather trimmed if desired and the third-row bench can be removed for extra luggage space.



Specifications

1998 Lincoln Navigator

ENGINE

Type: V8

Construction: Cast iron block and alloy heads

Valve gear: Two valves per cylinder operated by single overhead cam per bank of cylinders

Bore and stroke: 3.55 in. x 4.16 in.

Displacement: 5.4 liter

Compression ratio: 9.0:1

Induction system: Multi-port sequential fuel injection

Maximum power: 230 bhp at 4,250 rpm

Maximum torque: 325 lb-ft at 3,000 rpm

TRANSMISSION

Four-speed auto with four-wheel drive, high and low ratio

BODY/CHASSIS

Separate box section frame with steel SUV four-door seven- or eight-passenger body

SPECIAL FEATURES



High-intensity headlights give excellent illumination at night.



Directional arrows appear in the mirrors at night when the indicators are in use.

RUNNING GEAR

Steering: Recirculating ball

Front suspension: Double wishbones with air springs and anti-roll bar

Rear suspension: Live axle with air springs, trailing arms, Panhard rod and anti-roll bar

Brakes: Vented discs, (front), solid discs, (rear), ABS standard

Wheels: alloy, 7.5 in. x 17 in.

Tires: P255/75R 17

DIMENSIONS

Length: 204.8 in. Width: 79.9 in.

Height: 76.7 in. Wheelbase: 119 in.

Track: 65.4 in. (front), 65.5 in. (rear)

Weight: 5,557 lbs.

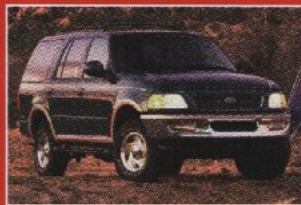
Milestones

1996 The last of the F-150-based two-door Bronco off-roaders goes on sale.



Mercury launched its first sport utility, the Mountaineer, in 1997.

1997 Ford launches its first full-size four-door sport-utility vehicle, the Expedition. Based on the new 1997 F-150, it is designed to compete with the Chevrolet Tahoe and has selectable four-wheel drive.



The Navigator is based on the full-size Ford Expedition.

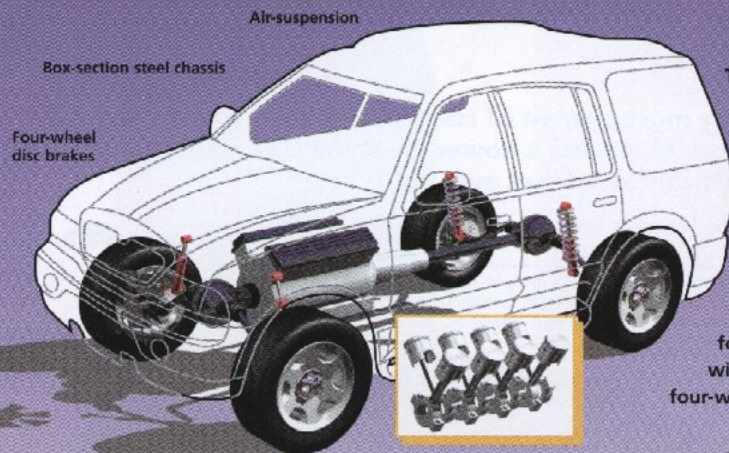
1998 Lincoln introduces an upscaled version of the Ford Expedition. Called the Navigator, it has styling touches to differentiate it from lesser models, a standard 5.4-liter V8 and a luxury interior. It is available in two- or four-wheel drive and can tow up to 8,000 lbs.

VALUE GUIDE

CURRENT PRICE	
2WD	\$39,950
CURRENT PRICE	
4WD	\$43,600

A lot of money, but still cheaper than many luxury imports.

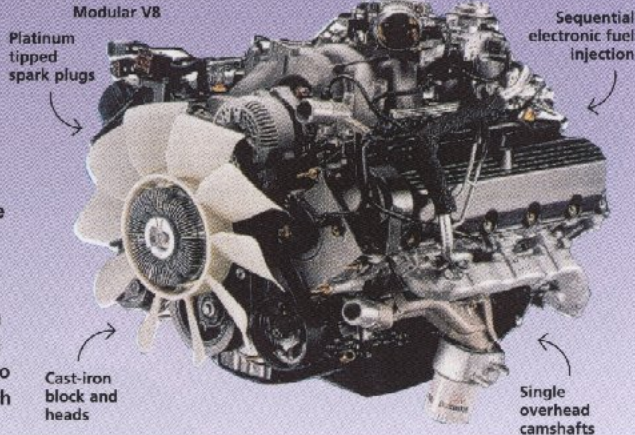
UNDER THE SKIN



THE POWER PACK

High-tech V8

All Navigators use the 5.4-liter Triton version of Ford's modular V8 engine. Although it is a cast-iron engine with two valves per cylinder, it has a single overhead camshaft per bank and sequential multi-point electronic fuel injection. It produces a stump-pulling 325 lb-ft at a low 3,000 rpm, allowing the Navigator to scramble over rough terrain with ease. The modular V8 also has platinum-tipped spark plugs which will last for 100,000 miles.



Subtle changes

The body may look a little bit different from the Ford Expedition, but the floorpan and running gear are shared and can be traced back to the F-150 pickup. The Navigator is more sophisticated, however. There is a choice of rear or four-wheel drive models, both with four-speed automatic. The four-wheel drive has air shocks and springs to give a softer ride.



Navigators have one of the highest towing capacities of any off-roader.

Better buy

Although a two-wheel drive version is available, the four-wheel drive model is the better choice. It costs just over \$3,000 more, but it is far more tractable and easier to drive. Off-road, the 4WD version will handle itself in just about any terrain.

NOSE TO NOSE Jeep Grand Cherokee • Range Rover 4.0 SE • Lincoln Navigator

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
124 mph	8.2 sec.	237 bhp	4,262 lbs.	JEEP GRAND CHEROKEE
116 mph	10.4 sec.	190 bhp	4,549 lbs.	RANGE ROVER 4.0 SE
109 mph	11.4 sec.	230 bhp	5,557 lbs.	LINCOLN NAVIGATOR

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