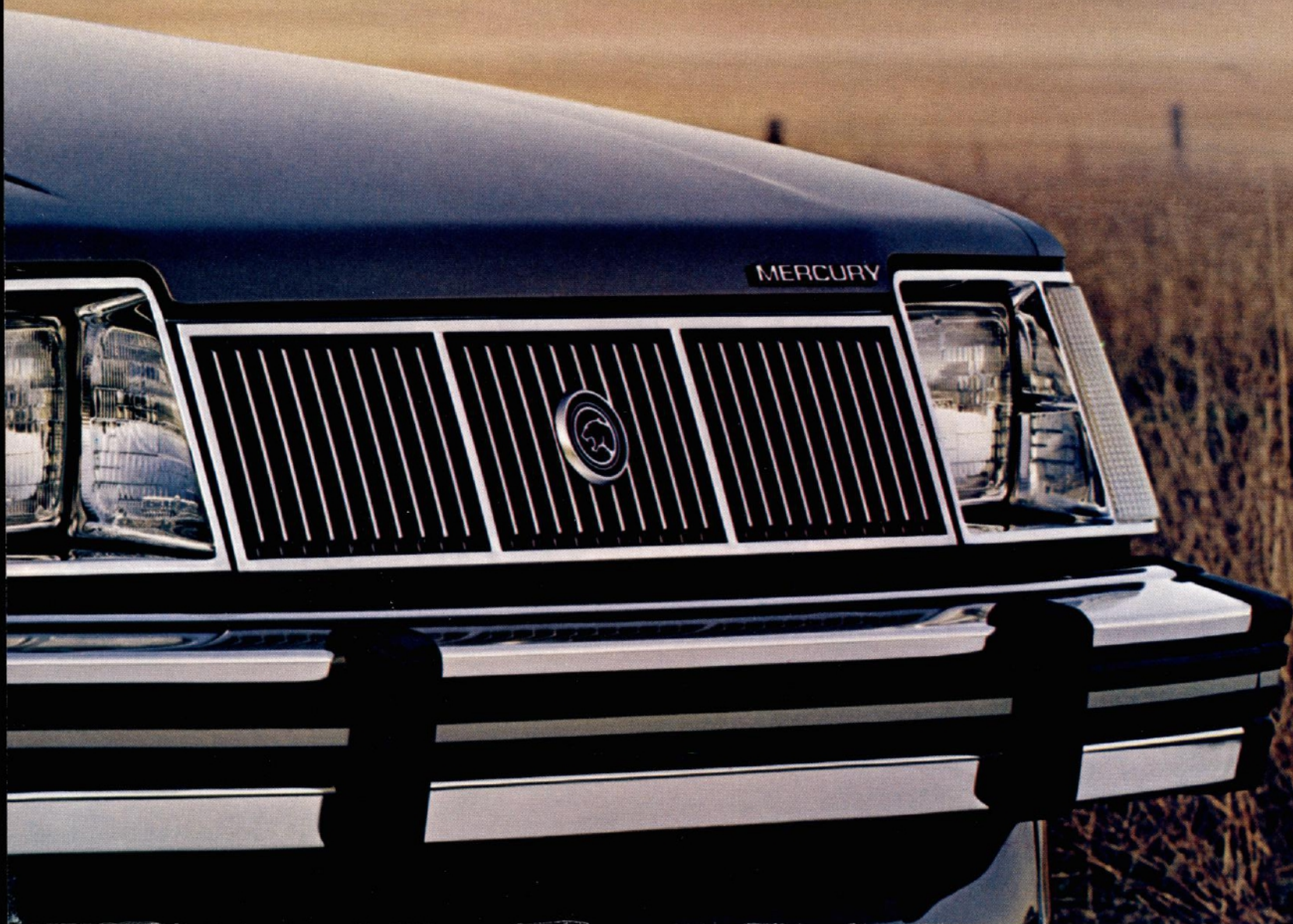


MERCURY LYNX

'85



Any company can build a little economy car. From the very start, though, Mercury Lynx was to be more.

In the pursuit for "more," the engineers and designers who built Lynx faced some thorny questions.

Could an economy car be trim on the outside, roomy on the inside? Could it have stimulating handling and engine performance? Could it offer real comfort? Could it meet tough quality standards? And, finally, could it be made affordable?

**1985 Mercury Lynx—
the trim economy car
that's big in a lot of ways.**

**...like quality, comfort,
performance, space...**

The answer?

Announcing the little car that could—and does—the 1985 Mercury Lynx.

That Lynx is able to offer so much results from years of painstaking development and refinement, the application of modern technologies, and attention to the details—large and small.

This start-to-finish fussiness about details helps give Lynx its uncompromising product integrity. This integrity, this "wholeness," is basic to the design of all Mercury automobiles—Topaz, Capri, Cougar, Marquis, and Grand Marquis, as well—and has made Mercury automobiles leaders in delivering functional benefits as opposed to mere ornamental status.

Delivering functional benefits means that Lynx was designed to be more than just the attractive front-wheel-drive car you see beneath this page—a Lynx GS five-door. Above all else, it means that Lynx is a quality-built product that serves the practical needs and wishes of both driver and passengers. Comfortable. Economical. Entertaining.

In addition to the GS model, Lynx also is offered in well-equipped standard and L versions.

Lynx makes a trip to the gas pump a pleasant rarity instead of a nagging necessity.

Lynx is the small car of big ideas. Take, for example, its front-wheel drive, which provides good traction in mud and snow while allowing maximum use of space. All Lynx models have standard rack-and-pinion steering for precise response and four-wheel independent suspension for both a smooth ride and confident handling. Lynx, in fact, is one of the few American-built small cars offering the advantages of fully independent suspension.

Lynx is powered by a standard 1.6-liter Compound Valve Hemispherical engine, a powerplant that gives equal priority to power and fuel economy.*

And, with the 13-gallon fuel tank that is standard in L and GS models, Lynx makes a trip to the gas pump a pleasant rarity instead of a nagging necessity.

Lynx GS has a higher-output version of the 1.6-liter engine,** while standard Lynx has a miserly Fuel Saver version. For even greater fuel economy, a 2.0-liter four-cylinder diesel engine is available.

Just because Lynx is long on economy, doesn't mean it's short on accommodations.

This little car is big on space, and that's where comfort begins. Lynx competes against subcompact cars, but according to government classifications of interior volumes, it's rated as a compact car. And, its cargo-carrying capacity earns it a rating comparable to some mid-size automobiles.

Just because Lynx is long on economy doesn't mean it's short on accommodations.

If this is all getting a bit confusing, just remember: Mercury Lynx, the little car that could, is the car that's really big in a lot of ways. Except maybe one—the price.

* 1985 EPA estimates were not available at the time this catalog was published. Mercury Lynx, however, should post excellent mileage figures in the new EPA Gas Mileage Guide. See your Lincoln-Mercury Dealer for the latest information.

** See page 14 for Western states content.

Lynx GS five-door in Medium Charcoal Metallic. Some features shown are optional. See option list on page 15.





The words "economy car" don't always conjure up the best image when it comes to interiors. But who says that an automobile designed to be efficient has to be spartan or dull on the inside? Certainly not the creators of Lynx.

Every Lynx, be it a standard, L, or top-of-the-line GS version, offers an interior that's not only functional, but handsome and comfortable, as well.

It all starts with interior room, an area where Lynx really shines. Lynx's engine is mounted transversely, or sideways, so that more overall car space can be devoted to passenger and cargo. Lynx has front-wheel drive which means there is no drive shaft to the rear wheels to intrude on passenger space.

Lynx sedans seat four individuals, plus 16.6 cubic feet* of their luggage—more cargo-carrying capacity than is found in many other small cars.

With the rear seat folded down, Lynx cargo volume nearly doubles to 32.2 cubic feet* for the three-door and to 32.0 cubic feet* for the five-door sedan.

More standard Lynx equipment means more car for the dollar.

Not only is choosing Lynx a wise idea, it's also an easy one. Additional standard equipment has been added for 1985 to both Lynx L and GS models. More standard Lynx equipment means more car for the dollar.

The Lynx GS you see here eloquently proves a point: small-car interiors can be attractive and luxurious.

GS driver and front-seat passenger are treated to the support and comfort of individual reclining low-back bucket seats, each covered in a rich cloth fabric.

Both the Lynx GS and the L have a padded instrument panel with handy passenger-side parcel shelf, glove box (with lock on GS), and built-in side-window defoggers.

A smart-looking A-frame steering

wheel, convenient center console, plus full interior carpeting and completely trimmed door panels are standard on L and GS models.

Lynx GS eloquently proves a point: small-car interiors can be attractive and luxurious.

Lynx GS adds other nice touches: an AM/FM stereo radio,** dual visor mirrors with covers, a remote release for the locking fuel filler door, and a remote release for the hatchback.

Lynx GS also has split folding rear seats which allow it to carry one rear-seat passenger plus an extra long or bulky piece of cargo.

While Lynx has a simplified lineup with more standard equipment, it still can be tailored to individual needs.

A selection of fine options is available for Lynx, beginning with a Comfort/Convenience Package. To Lynx L and GS,† this adds interval wipers, an overhead console with digital clock, dual remote-control outside mirrors, an interior lighting package, and an instrumentation group (including tachometer, temperature gauge, and trip odometer).

Or, enhance the already pleasant interiors of Lynx L and GS with these options: air conditioning, power steering, tilt steering wheel, speed control, or a new seven-band graphic equalizer (not available in diesel models).

Lynx L and GS have one more standard feature not found on cars in their class—Mercury style.

Lynx L. Lynx GS. Two big and bright reasons why small economy cars are no longer cramped or dull.

* Based on MVMA specifications.

** May be deleted for credit.

† See page 14 for Western states content.



In this, the age of computers, what you see at left might best be described as "user friendly," which means simple to understand, easy to use.

And that's true, certainly, in the driver's seat of a Lynx, shown here in a Charcoal GS with optional Comfort/Convenience Package. The instrumentation and controls are simple to understand, easy to use.

This special rapport between driver and automobile results from Lynx's driver-centered approach, meaning that the car was designed around the needs of the individual sitting behind the steering wheel. It comes from proper ergonomics, the study of the relationship between people and machines.

But all of that is just a fancy way of saying that you feel good when you settle into the driver's seat of a Lynx.

The GS's cloth-covered seat holds you firmly and comfortably in the right position to reach the pedals, to grip the steering wheel, and to read Lynx's instrumentation.

Lynx instrumentation and controls are simple to understand, easy to use.

The steering-wheel design allows a good view of the gauges and warning lights contained within the main instrument pod. With the optional Comfort/Convenience Package, this instrumentation* includes a tachometer with 6000-rpm redline, a temperature gauge, and a trip odometer.

Vital functions, such as the turn signals, washer/wiper, and high-beam/flash-to-pass feature, are activated from easy-to-reach stalk-mounted controls.

The driver's "secondary" network of controls—the slide bars for the heating, ventilation, and optional air conditioning, plus the radio controls—are housed in the center of the dashboard, which is angled toward the driver for added

convenience.

Lynx interior options are not treated as add-ons; they become an integral part of the car and the driving experience.

Day-to-day driving in a Lynx is not a job to be accomplished but an experience to be enjoyed.

The driver doesn't have to fumble about the instrument panel looking for the speed control switches. They're located on the steering wheel within fingertip reach.

The rocker switch for the optional rear-window defogger is placed directly in front of the driver's right hand.

The optional tilt steering wheel is adjusted to optimum position by an individual, shorter stalk control.

Lynx's optional graphic warning display is positioned in the lower center console area—a spot where it can be seen, but where it won't be confused with the main instruments. This ingenious display warns the driver of a low-fuel or low-windshield-washer-fluid condition, or of a failure in the headlamps, taillamps, or brakelamps.

The meticulous design and placement of both standard and optional equipment in Lynx is not done just so that the interior looks neat and orderly—although that is certainly one of the benefits.

More than anything else, this fastidious attention to detail serves one very basic purpose: to make day-to-day driving in a Lynx not a job to be accomplished, but an experience to be enjoyed.

* See page 14 for Western states content.



People consider the station wagon version of Mercury Lynx to be a small wonder...for some big and important reasons.

First off, this is a Mercury wagon. With Mercury style. Mercury performance. And Mercury attention to detail.

Its designers made it trim, maneuverable, yet with plenty of room and comfort. Fold down the rear seats and there's 58.7 cubic feet* of flat-floored cargo space—a lot of carrying capacity for any wagon. With the rear seats up, Lynx can handle four adults plus 28 cubic feet* of cargo, groceries, sport or vacation gear.

Wagon lovers will love Lynx's one-piece liftgate, load-cushioning cargo floor carpeting, small-package storage bin, cargo cover to hide valuables, and "tailgate ajar" warning light.

Lynx has a lot of carrying capacity for any wagon.

For '85 there are two Lynx wagons: Lynx L and Lynx GS.

The Lynx GS wagon, is as comfortable as it is practical—with low-back reclining seats up front and the versatility of split folding seats in the rear.

And Lynx is an easy wagon to handle. Rack-and-pinion steering, four-wheel independent suspension, and a small turning diameter make it nimble and decidedly sporty.

Lynx wagon...its space, versatility, and style make it a small wonder.

*Based on MVMA specifications.

Lynx GS wagon in Sand Beige. Some features shown are optional. See option list on page 15.





Who ever said economical can't be fun? Not the designers and engineers of Mercury Lynx.

Right from its inception, Lynx has been a car that's fun to drive—a pure pleasure to own.

Lynx is an automobile that invites you to answer the call of the open road. To let yourself go. To indulge yourself in the sheer joy of driving.

This is a car whose basics are anything but.

**1985 Mercury Lynx.
It lives up to its name
with cat-like agility.**

**This is a car whose basics
are anything but.**

Take its engine, for instance. It's an overhead-cam 1.6-liter Compound Valve Hemispherical (CVH) four-cylinder powerplant.

**This is an automobile that
invites you to answer the call of the
open road.**

The classic "hemi" combustion chambers are mated to large valve ports for an efficient configuration that maximizes power, performance, and operating economy.

It gives Lynx the power to zip through traffic, wisk along freeways, tackle steep mountain grades.

Even greater performance is available in the 1.6-liter CVH Higher-Output four-cylinder engine that is standard in Lynx GS and optional in Lynx L.

Lynx designers have mated this Higher-Output engine to a highly efficient five-speed manual transaxle with overdrive. New for '85, this shifter's reverse gear has been repositioned to a more universal, below-fifth-gear position.

"Hemi" power and five-speed shifting—an ideal combination of power and control.

**Its engine has the power to zip
through traffic, wisk along free-
ways, tackle steep mountain grades.**

Or if you prefer automatic shifting, an optional three-speed automatic transaxle also is available.

Power is one thing. But to many drivers, what's more important is the way Lynx can hug the curves when they choose to put it through its paces.

Lynx is one of the few American-built cars that has fully independent suspension—a combination of MacPherson struts and standard stabilizer bar up front and totally independent transverse-mounted arms at the rear.

Fully independent suspension

allows each wheel to absorb road imperfections with minimal effect on the others. Independent suspension provides Lynx with both a smooth ride and surefooted handling.

Every Lynx has standard front-wheel drive for tenacious all-weather traction, a wide road stance of 54.7 inches in front and 56.0 inches in rear for good stability, and a tight curb-to-curb turning diameter of 35.7 feet for agile maneuvering and ease of parking.

Additionally, Lynx has standard road-hugging P165/80R13 steel-belted radial tires (P175/80R13 on standard model with Fuel Saver engine), precise rack-and-pinion steering, and a split-diagonal hydraulic-circuit braking system which maintains balanced braking in the unlikely event of a partial system failure.

**Lynx is one of the few
American-built cars with fully
independent suspension.**

The suspension, engines, and other components that comprise the 1985 Mercury Lynx help prove that an economy car can be much more than practical. It can also be an entertaining driver's car.

Not that Lynx has to be driven hard to be enjoyed. It's just reassuring to know that Lynx has the necessary credentials whenever they are needed.

Lynx—the good-looking economy car that knows how to have fun.

Lynx L three-door in Medium Canyon Red Metallic. Some features shown are optional. See option list on page 15.

STANDARD AND OPTIONAL FEATURES

LYNX THREE-DOOR SELECTED FEATURES

- Front-wheel drive
- 1.6-liter Fuel Saver four-cylinder Compound Valve Hemispherical (CVH) overhead-cam engine
- Four-speed manual wide-ratio transaxle with overdrive fourth gear (reverse gear relocated to the right of fourth gear)
- MacPherson-strut independent front suspension with stabilizer bar
- Fully independent rear suspension
- Rack-and-pinion steering
- Self-adjusting clutch with starter interlock
- Dura Spark solid-state ignition
- P175/80R13 BSW steel-belted radial tires
- P155/80D13 BSW temporary spare tire
- Yellow indicators for under-hood service points:
 - engine oil dipstick
 - radiator coolant recovery filler cap
 - engine oil filler cap
 - windshield washer fluid cap
- Two-speed windshield wiper and dual fluidic washer system
- Inside hood release
- Flash-to-pass headlamp feature
- 10-gallon fuel tank

SELECTED STANDARD INTERIOR FEATURES

- High-back individual reclining front seats in cloth
- Flat folding rear seat with dual release handles
- Color-keyed deluxe seat belts with tension reliever
- Soft-feel instrument panel with side window demister vents
- Grained finish glove box with coin slots inside
- Backlit instrument cluster and upshift indicator light
- Color-keyed vinyl A-frame wheel with center horn control
- Driver and passenger front-door dome light switches
- Color-keyed swivel sun visors with driver's side storage band
- Day/night rearview mirror
- Stalk-mounted controls for wiper/washer, turn signals, headlamp dimmer, and flash-to-pass

- Color-keyed 10-ounce cut-pile passenger compartment carpeting
- Removable package tray/cargo area cover

SELECTED STANDARD EXTERIOR FEATURES

- Rectangular halogen headlamps
- Bright left-hand outside mirror
- Semi-styled steel wheels with bright trim rings
- Bright grille and belt, wheel-lip, door, rear window, windshield, and drip moldings

LYNX L THREE-DOOR LYNX L FIVE-DOOR LYNX L STATION WAGON

Include all Standard Lynx model standard features plus the following selected additions and/or differences:

SELECTED STANDARD FUNCTIONAL FEATURES

- 1.6-liter two-bbl. four-cylinder Compound Valve Hemispherical (CVH) overhead cam engine
- P165/80R13 BSW steel-belted radial tires
- Power front disc/rear drum brakes
- 13-gallon fuel tank

SELECTED STANDARD INTERIOR FEATURES

- Low-back individual reclining seats in cloth
- AM radio (may be deleted for credit)

SELECTED STANDARD EXTERIOR FEATURES

- Matte black rocker panel paint
- Brushed B-pillar molding

LYNX GS THREE-DOOR LYNX GS FIVE-DOOR LYNX GS STATION WAGON

Include all Lynx L standard features plus the following selected additions and/or differences:

SELECTED STANDARD FUNCTIONAL FEATURES

- 1.6-liter CVH Higher-Output four-cylinder engine
- Five-speed overdrive manual transaxle (reverse gear relocated below fifth gear)
- Locking fuel filler door with remote release
- Remote liftgate release (three-door and five-door)
- Dual note horn

SELECTED STANDARD INTERIOR FEATURES

- Low-back individual reclining front seats in cloth with cloth headrests
- GS door trim with storage bin, larger armrest, door armrest reflector, and carpeted lower area
- Color-keyed fold-down front center armrest
- Split folding rear seat
- Dual visor vanity mirrors with covers
- Passenger's side rear ashtray
- Color-keyed carpeting on rear seatback
- Roof grab handles: one over front passenger's door and two in rear on five-door and wagons
- Color-keyed load floor carpeting —12-ounce on three- and five-door —14-ounce on station wagon
- Glove box lock
- AM/FM stereo radio (may be deleted for credit)

SELECTED STANDARD EXTERIOR FEATURES

- Front and rear bumper rub strips with argent stripe
- Long front and rear bumper end caps with argent stripes
- Wide bodyside molding with argent stripes
- Two-color dual bodyside paint stripes
- 4-Y styled steel wheels with bright trim rings
- Black front air deflector
- Black lower back panel surround molding (three and five-door only)

LYNX STANDARD, L, AND GS EXTERIOR COLORS

- Black
- Oxford White
- Medium Sand Beige
- Sand Beige
- Bright Red
- Pastel Regatta Blue
- Light Oxford Gray
- Midnight Regatta Blue
- Silver Metallic

L and GS OPTIONAL CLEARCOAT COLORS

- Silver Metallic
- Sand Beige Metallic
- Medium Regatta Blue Metallic
- Medium Canyon Red Metallic
- Medium Charcoal Metallic

STANDARD INTERIOR COLORS

- Charcoal
- Sand Beige

L AND GS INTERIOR COLORS

- Charcoal
- Canyon Red
- Regatta Blue
- Sand Beige

WESTERN STATES CONTENT

Lynx models sold in California, Washington, Oregon, Alaska, and Hawaii have more standard equipment. L and GS models sold in those states have as standard:

- Higher-Output 1.6-liter CVH engine
- Five-speed overdrive manual transaxle
- AM/FM stereo radio (may be deleted for credit)
- Interval wipers
- Instrument package
- Handling suspension (GS only)

OPTIONS

	Lynx Standard	Lynx L	Lynx GS
Air conditioning	NA	OPT	OPT
Bumper rub strips, front and rear	NA	OPT	STD
Defroster, rear window electric	OPT	OPT	OPT
Extended Service Plan (see page 17)	OPT	OPT	OPT
Floor console with graphic warning display	NA	OPT	OPT
Luggage rack, roof-mounted (four-door wagons only)	NA	OPT	OPT
Molding, bodyside	NA	OPT	STD
Paint, Clearcoat	NA	OPT	OPT
Paint, Tu-Tone	OPT	OPT	OPT
Speed control	NA	OPT	OPT
Steering wheel, tilt	NA	OPT	OPT
Tinted glass	OPT	OPT	OPT

POWER

Power brakes *	OPT	STD	STD
Power steering	NA	OPT	OPT

RADIOS

AM/FM stereo (may be deleted for credit)	OPT	OPT	STD
AM/FM stereo with cassette tape player	OPT	OPT	OPT
Graphic equalizer	NA	OPT	OPT

ENGINES/TRANSMISSIONS

1.6-liter Higher-Output four-cylinder engine with automatic transaxle	NA	OPT	OPT
1.6-liter Higher-Output four-cylinder engine with five-speed manual transaxle	NA	OPT	STD
2.0-liter diesel engine with five-speed manual transaxle	NA	OPT	OPT

TIRES AND WHEELS

P165/80R13 white sidewall radials	NA	OPT	OPT
4-Y-styled steel wheels * with trim rings (shown left)	NA	NA	STD
Semi-styled steel wheels with trim rings (shown right)	STD	STD	NA

COMFORT/CONVENIENCE PACKAGE

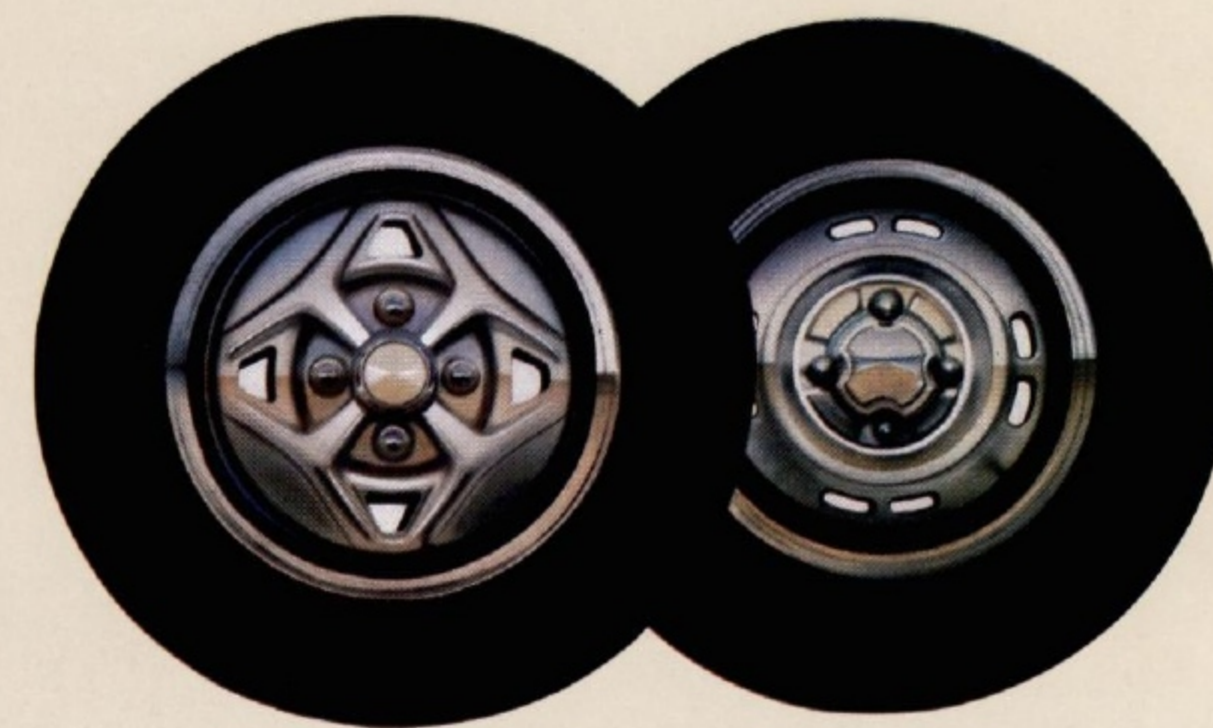
Includes overhead console with digital clock, dual remote-control mirrors, light group (glove box, dome/map, cargo compartment and ashtray lights; headlamp-on warning buzzer; rear door and liftgate/hatchback courtesy light switches; illuminated passenger visor vanity mirror), interval windshield wipers, instrumentation group (tachometer, trip odometer, temperature gauge).	NA	OPT	OPT
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STD - Standard OPT - Optional NA - Not Available

* Selection of this equipment may result in the deletion of certain standard equipment or addition of certain options. Please consult your Mercury Dealer for details.

SPECIFICATIONS

	Lynx Three-Dr.	Lynx Five-Dr.	Lynx Wagon
Wheelbase	94.2"	94.2"	94.2"
Turning diameter (curb-to-curb)	35.7'	35.7'	35.7'
Overall length	163.9"	163.9"	165.0"
Overall height	53.3"	53.3"	53.3"
Overall width	65.9"	65.9"	65.9"
Wheel tread -front	54.7"	54.7"	54.7"
-rear	56.0"	56.0"	56.0"
Head room -front	38.1"	38.1"	38.1"
-rear	37.4"	37.4"	38.2"
Leg room -front	41.5"	41.5"	41.5"
-rear	35.0"	35.0"	35.0"
Shoulder room -front	51.4"	51.4"	51.4"
-rear	51.6"	51.4"	51.4"
Hip room -front	51.9"	51.9"	51.9"
-rear	44.1"	44.4"	44.4"
Luggage capacity/cargo volume (cu. ft.) *	37.6	37.4	58.7
Fuel capacity (gals.)			
—Standard	10.0	NA	NA
—L and GS	13.0	13.0	13.0
Curb weight			
49 states (lbs.)	2082	2147	2173



Mercury Lynx was engineered from the ground up to be a fun and sporty, yet functional car. But its creators didn't rest on their laurels. Lynx has been continuously improved.

Nothing was left to chance in the design of Lynx.

Take a look at the way tire/wheel matching is handled on the Mercury Lynx.

Rolling smoothness on every Lynx equipped with steel wheels is maximized by a process called tire/wheel indexing. Tires and wheels are never perfectly round, both having high points and low points. To minimize the effects of these variances, the tire's high point and the steel wheel's low point are marked by the manufacturer before mating the two. At the assembly plant, these two points are matched to make the finished tire/

Design integrity.

It's what makes Lynx both fun and functional.

wheel assembly more concentric, or rounder, for increased riding smoothness.

Lynx still provides 5-mph bumpers in both the front and the rear. Many other companies now install 2½-mph bumpers for their cars. These 5-mph bumpers help protect the lamps, cooling system, and exhaust components and may result in lower repair costs and lower insurance rates.

Nothing in the design of Lynx was left to chance.

Lynx features standard rack-and-pinion steering for precise maneuvering in difficult situations. Rack-and-pinion steering provides accurate response to driver inputs.

A front stabilizer bar also is standard to help counteract the lateral forces that can be generated if sudden turns should be necessary.

The front brakes provide most of the actual braking in an emergency situation on dry pavement due to dynamic weight transfer to the front of the vehicle. Every Lynx has responsive front disc and rear drum brakes (power assist is standard in L and GS) that provide precise front/rear proportioning during braking application.

Fuel-sipping diesel power is available on both the Lynx L and Lynx GS. This optional 2.0-liter four-cylinder incorporates recent technological advances, such as an innovative quick-glow plug system that provides an approximate four-second wait-to-start capability, even when the temperature drops well below the freezing point. An extended after-glow feature eliminates cold-start smoke. A fuel conditioning unit with a fine filtra-

tion separator helps keep water out of the fuel. And a warning light alerts the driver to the presence of fuel contaminants that might affect engine performance.

Ergonomic design places instruments and controls where the driver can best use them. Several important functions are activated by the twin stalks mounted on the left side of the steering wheel. These include controls for turn signals, flash-to-pass, headlamp dimmer, and wiper/washer. Visible directly in front of the driver is a variety of gauges and warning lights which dispense information quickly and clearly.

The ergonomic design of Lynx places instruments and controls where the driver can best use them.

Lynx was designed to meet or exceed all applicable federal standards regarding vehicle safety.

Lynx features unitized body construction. This design combines the car's body and frame in a unified structure so engineers can achieve structural strength in a weight- and space-efficient car.

The unitized body forms a high-strength passenger capsule which is welded from end to end.

Lynx also includes design features which allow the front and rear of the car to crush progressively upon impact. This absorbs some of the impact energy and can result in reducing forces that otherwise could be transmitted to occupants.

The doors on Lynx feature strong, double-panel welded construction. Inside each door is a high-strength steel beam which enables each door to withstand a test load twice as great as Lynx's

curb weight.

Inside, Lynx features energy-absorbing materials on the instrument panel hood, steering wheel, doors, center console, seatbacks, head restraints, sun visors, and armrests.

The unitized body of Lynx forms a high-strength passenger capsule.

The steering column also helps protect the driver in the event of a front-end impact. Finally, seat belts are installed for each passenger—integral lap and shoulder belts with automatic retractors and tension relievers in the front and lap belts in the rear.

Occupant protection, however, is not limited to adults. Several recent studies have shown that the proper use of child-protection restraint systems prevents injuries and saves young lives. Almost every state now requires the use of protective child restraints. Ford Motor Company's Tot-Guard Safety Seat and Infant Carrier are designed to meet or exceed all applicable federal standards. Both are easy to install and use the seat belts already in Lynx.

Regular use of both child restraints and seat belts is recommended, whether driving around the block or across the country.

1985 Mercury Lynx—its design integrity makes it fun and functional.



Motorcraft

QUALITY REPLACEMENT PARTS FROM FORD

Genuine Ford and Motorcraft original equipment replacement parts are precision engineered and manufactured to Ford's high specifications, delivering top-level performance in all Mercury cars. The Ford and Motorcraft brand names are your best assurance of quality and long-term satisfaction because these replacement parts meet the same high standards as those installed in production, and at Lincoln-Mercury "Quality is Job 1."

MAINTENANCE SCHEDULE

Lynx is designed to keep costs down. Scheduled maintenance comes to less than \$190 for the first 50,000 miles of normal operation;* the chassis is lubed for life; spark plugs need changing only once every 30,000 miles of normal use; brakes and clutch are self-adjusting; the battery is maintenance-free.



EXTENDED SERVICE PLAN

Ford Motor Company's optional Extended Service Plan covers certain selected components on new Mercury cars for longer than Lynx's basic warranty. The cost is so moderate for the protection offered that it could pay for itself the first time it is used. Ask your Lincoln-Mercury Dealer for complete details of the plan which is available on cars sold and normally operated in the 50 United States and Canada.



LIFETIME SERVICE GUARANTEE

Participating Lincoln-Mercury Dealers are now offering the Lifetime Service Guarantee, which guarantees their work on your Mercury Lynx for as long as you own it. This means that the covered repair is paid for once—and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if the car is kept a lifetime. It doesn't matter where it was purchased, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal, and upholstery. See your participating Lincoln-Mercury Dealer for details.

FORD-PAID REPAIR PROGRAMS AFTER THE WARRANTY PERIOD

Sometimes Ford Motor Company offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls.

Ask Ford Motor Company or your Lincoln-Mercury Dealer about such programs relating to your Mercury Lynx.

To get copies of any adjustment program for your Lynx or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673.

In Alaska or Hawaii, call 1-800-243-3711.

In Georgia, call 1-800-282-0959, or write Ford at Ford Customer Information System, P.O. Box 95427, Atlanta, GA 30347.

Please include your name and address; year, make, model and vehicle identification number; as well as engine size and whether it has a manual or automatic transaxle.

TECHNICAL SERVICE BULLETINS

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford Motor Company or your Lincoln-Mercury Dealer for any such TSBs and explanations relating to your Mercury Lynx.

To get copies of these Technical Service Bulletins and explanations for your Lynx or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673.

In Alaska or Hawaii, call 1-800-243-3711.

In Georgia, call 1-800-282-0959 or write Ford at Ford Customer Information System, P.O. Box 95427, Atlanta, GA 30347.

Please include your name and address; year, make, model and vehicle identification number; as well as engine size and whether it has a manual or automatic transaxle.

Get it together — buckle up.

Buy or lease your Lynx from your Lincoln-Mercury Dealer.

Specifications and descriptions used were in effect when this publication was approved for printing.

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Availability of some features may be subject to a slight delay.

*Based on recommended scheduled maintenance, Ford Labor Time Standards, current retail parts prices, and an hourly rate at \$32. Some areas will be higher, some lower.



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