

MERCURY TOPAZ

'85



There are no magicians practicing their craft in the automotive industry.

The liquid-smooth lines of the automobile you see beneath this page did not come out of a black hat.

Nor did the eager performance of its fuel-injected four-cylinder engine. Nor its over-the-road élan and ability to move five passengers in comfort and style.

In short, the qualities that make the 1985 Mercury Topaz such an outstanding contemporary sedan did not just happen.

Rather, they are the result of intensive

development by individuals dedicated to a design philosophy that shuns compromise and prohibits mediocrity.

Topaz was built to appeal to those drivers who want to be participants, not spectators.

Topaz is the result of this philosophy. It is not magic, but careful engineering, attention to detail, and use of modern materials and assembly processes that make the Topaz two-door and four-door sedans such extraordinary cars.

Yet, with that said, it is somewhat magical indeed that Topaz should perform so well and still be enveloped in an attractive, aggressively styled body.

It is a shape that arouses the senses.

Topaz styling is testimony to the simple logic that form should follow function, that the shape should serve the car's purpose. This particular shape carries five people, nearly 13 cubic feet of luggage*, 15.2 gallons of fuel, and a technologically advanced front-wheel-drive engine and transaxle in a package that excels at cheating the wind.

The airflow above and around Topaz is managed for efficiency by softly rounded edges, aircraft-inspired doors, sloped grille, and windshield and rear window that are rakishly slanted nearly 60 degrees.

This efficient shape results from more than 450 hours of wind-tunnel testing. It translates into a drag coefficient rating of a mere 0.36 for two-door and 0.37 for four-door Topaz.

Superb aerodynamics help Topaz in numerous ways: improved engine cooling, better highway stability, a reduction in the deposit of dirt on windshield and side windows, a quieter interior, and maximized use of engine power. Topaz needs only 11 road-load horsepower to maintain a 50-mile-per-hour cruising speed.

Topaz was built to appeal to those drivers who want to be participants, not spectators. It was engineered from the driver outward to enhance the special partnership between driver and automobile.

Topaz engineering touches people.

And people who ride in Topaz are treated as human beings, not as inanimate parcels. Plush, supportive seats, front and rear, and a complement of standard convenience items create a pleasant environment.

The very act of buying Topaz benefits from the same logic that went into its design. Whichever Topaz model you choose, it will be well-equipped, including such standard items as reclining front seats, power steering, and dual remote-control outside mirrors. Because so much is standard, buying Topaz is simplified.

Topaz's uncompromising design approach bestows it with yet another important attribute: product integrity. Put simply, this means that a car delivers what its looks promise. The quality is built in. The integrity endures.

Because so much is standard, buying Topaz has been simplified.

This commitment to integrity and quality is basic to the design of all Mercury automobiles – Lynx, Capri, Cougar, Marquis, and Grand Marquis, as well – and has made Mercury automobiles leaders in delivering functional consumer benefits instead of mere ornamental status.

Topaz – a shape that arouses, engineering that touches, integrity that endures.

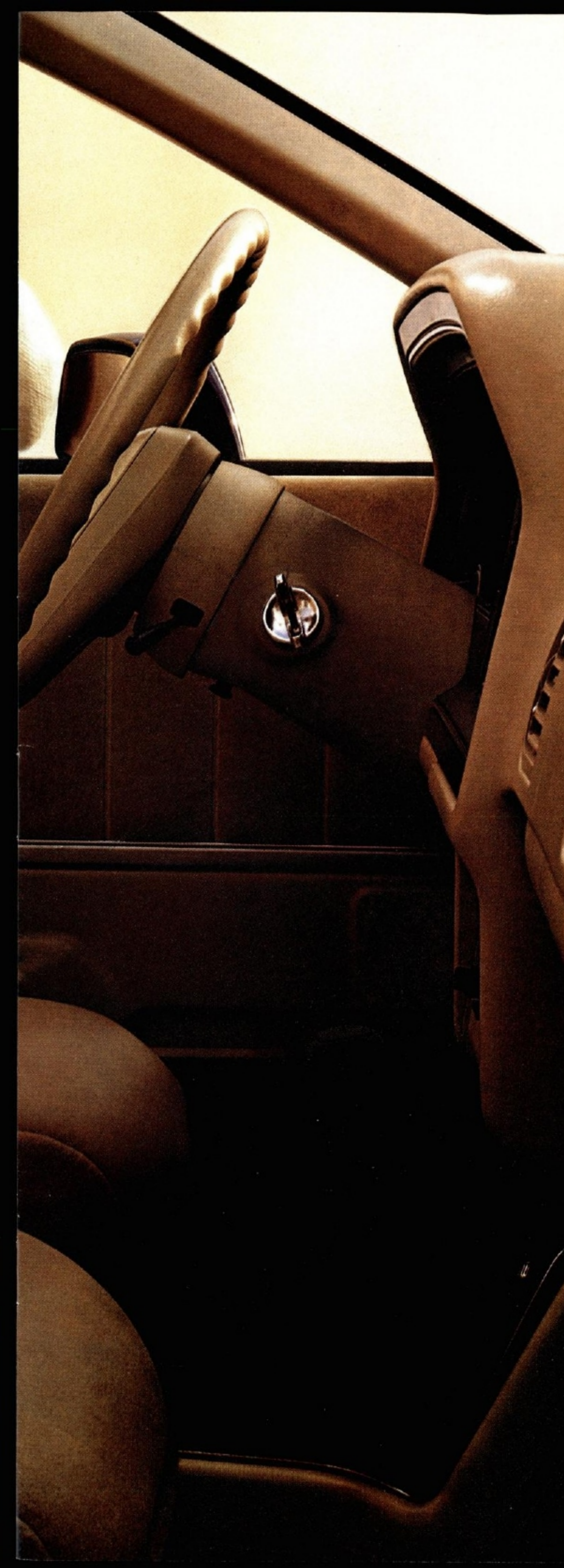
*Based on MVMA specifications.

***Dedicated engineering,
not magic, makes Topaz
a fine compact sedan.***

***Yet, its performance
and styling do have
near magical qualities.***

Topaz LS four-door in Sand Beige Metallic. Some features shown are optional. See option list on page 21.





The human body is an amazing device. It can be twisted and articulated in dozens of ways. Unfortunately, many of these same contortions are necessary just to step inside some of today's smaller cars. Not to mention what happens to the flexible human form once inside some cars' inflexible interiors.

Such is not the case with the 1985 Mercury Topaz. This is an automobile designed around the human shape.

No extraordinary gymnastics are required to slide behind its artfully crafted steering wheel and onto its supportive, standard cloth-covered driver's seat. Nor is such agility needed to enter the rear seat — be it a two-door or a four-door Topaz.

Once inside, both front- and rear-seat occupants will discover a spacious interior that mixes comfort, function, and appearance in just the right doses.

Topaz is an automobile designed around the human shape.

Topaz provides good head room and leg room for rear-seat passengers. Evidence of the attention to detail that went into Topaz shows even in the front seat-backs which were specifically designed to enhance rear-seat knee room.

This car's generous standard-equipment list includes cloth-covered seats, soft door-trim panels with handy storage bins, a locking glove box, and an instrument panel storage compartment.

Topaz has standard low-back reclining front seats, each with its own adjustable headrest. This year, the shape and padding of all Topaz front seats have been further refined for added comfort and support.

Topaz also has been improved in other subtle ways for 1985. Four-door models, for instance, have new child-proof rear-door locks for an extra measure of safety, as well as relocated seat-belt anchors for improved comfort. Topaz's instrument-panel design and steering wheel also are new for '85.

What you see at left are two of the most luxurious seats to be found inside a Topaz.

It is a Topaz LS model with Sand Beige cloth-covered seats.

The LS model elevates Topaz to a superb level of luxury.

Or, as an alternative to the LS model, you can order Topaz GS with a Comfort/Convenience Package. To the already well-equipped standard GS this option adds such functional appointments as a tilt steering wheel, rear-window defroster, interval windshield wipers, digital clock, locking fuel-filler door with remote-control release, and remote-control decklid release. It also adds an AM/FM stereo cassette radio* and a convenience lighting group.

With the LS model, Topaz is elevated to a superb level of luxury.

Topaz LS can be tempting, though. It includes all the aforementioned equipment plus power windows and door locks, more luxurious seat and door trim, 16-ounce carpeting, full console, a front-seat center armrest, illuminated entry system, and dual lighted vanity mirrors.

Whatever your preference — the well-equipped GS, the GS with Comfort/Convenience Package, or the luxurious LS — each and every Topaz includes two additional no-cost features: quality materials and excellent workmanship.

But then, nothing less would be acceptable from an automobile of such intelligent design.

*See page 21 for details.

Topaz LS interior in Sand Beige. Some features shown are optional. See option list on page 21.



An automobile should be an extension of the human being sitting behind the wheel. It should respond quickly and obediently to the commands of the driver. It should, in turn, communicate its status and its needs—and do it in a language that can be understood.

Topaz is an automobile that responds and communicates.

To do this, it needs properly designed and strategically located controls, switches, instruments, and other components. Topaz, borne of a driver-centered design philosophy, is an automobile that responds and communicates.

These qualities result largely from the application of ergonomics, the study of the relationship between human beings and machines.

In Topaz, proper ergonomics start when you sit down. The seat places the driver in the right position, at the right height to reach the controls and to read the gauges. In the Topaz driver's seat, human and automobile become an integrated package. They form a special partnership.

The steering wheel itself is a marvelous example of biotechnology at work. Its A-frame shape provides strength while allowing the driver to fully scan the instrument pod behind it.

The instrument panel, shown at left in a Sand Beige LS model, is new for 1985 and incorporates an attractive dark gray brushed instrument-cluster cover. Also new this year are demisters, built into the instrument panel, which help keep the side windows clear of condensation, or "fogging."

Topaz instrumentation includes clear white-on-black analog gauges with contrasting orange indicator needles—easy to interpret with a quick glance.

Speedometer, trip odometer, tachometer, temperature gauge, and ammeter are included. These are standard, of course, on all Topaz models.

Steering-column stalks are used to control the headlamp dimmer, flash-to-pass feature, turn signals, and wiper/washer functions. All of these vital operations can be activated without having to fully remove the left hand from the steering wheel.

Controls for the heating, ventilation, and optional air conditioning are designed logically and placed within the driver's reach—but away from the main instruments to avoid confusion.

Logic was the underlying factor in the placement of optional Topaz equipment, too. Speed control is activated from push buttons mounted on the steering wheel but separated from the horn button. Controls for the power windows and power door locks are placed in the lower console, directly between the front-seat occupants who use them.

Logic was the underlying factor in the placement of standard and optional Topaz equipment.

A console-mounted graphic warning display, standard on Topaz LS, alerts the driver to a low-fuel or low windshield-washer fluid condition and to malfunctions in headlamp, brakelamp, or taillamp systems.

A new warning system which uses chimes instead of buzzers briefly reminds the driver to fasten his or her seat belt.

Driver-centered engineering—it's what makes Topaz a "partner" in the sheer joy of driving.

Topaz LS instrument panel in Sand Beige. Some features shown are optional. See option list on page 21.



The sum of all engineering and design work on Topaz was directed to the activity you see at left – the pleasure of driving.

The individuals you see in the Topaz LS two-door, this one with the optional TR Performance Group, no doubt are enjoying themselves.

It's a pleasure derived from Topaz's good handling. It means being able to maneuver out of harm's way when the need arises.

It also means enjoying that favorite stretch of serpentine highway or that particular sweeping curve. Proper road manners help make Topaz comfortable, safe, and enjoyable.

These handling and ride qualities took shape during the early design stages. Front-wheel drive, for example, was selected for Topaz because of the good traction it provides in mud and snow.

Proper road manners help make Topaz comfortable, safe, enjoyable.

Then there is the suspension itself, technologically superior to many cars because it is independent at all four wheels. Each wheel absorbs road imperfections with minimal effect on the other wheels.

Proven MacPherson struts are incorporated at all four wheels. Topaz also has a standard front stabilizer bar to allay body lean during aggressive cornering.

Topaz's advanced rear suspension is a rarity among automobiles made in America. Two parallel-mounted arms at each wheel allow totally independent up-and-down movements. This four-link design, plus a generous 8.5 inches of wheel travel, give Topaz a smooth ride and sure handling.

Steering and braking performance, as well, are vital to overall handling. Topaz has precise power-assisted rack-and-pinion steering and power-assisted front disc/rear drum brakes.

If you desire even greater handling, order Topaz with the TR Performance Group option (not available with diesel).

This package adds lower-profile Michelin TRX 185/65 R365 black sidewall tires, lightweight cast-aluminum wheels, and special suspension components.

New optional leather seating surfaces, available in Charcoal (shown below) and Sand Beige, can be the perfect complement to either standard or TR-equipped Topaz models.

Whichever you choose – standard or TR – you may find that the outstanding handling of Topaz has you searching for new curves to put between you and your destination.

Topaz LS two-door in Charcoal Metallic with optional TR Performance Group. Topaz LS interior with optional Charcoal leather seating surfaces. Some features shown are optional. See option list on page 21.





In this age of high technology, there is no legitimate reason why an automobile buyer should be forced to choose fuel economy over performance – or performance over fuel economy.

The modern engine should deliver both. That was the goal of the talented engineers who developed the 2300 HSC (High Swirl Combustion) four-cylinder, electronically fuel-injected engine that is standard in the 1985 Topaz.

This powerplant combines the latest breakthroughs in internal-combustion design with the accuracy of micro-processor technology and the efficiency of fuel injection.

The result is a 2.3-liter engine that yields considerable power but that has a stingy attitude toward the consumption of fuel.*

The heart of this engine is its "fast-burn" combustion chambers. These wedge-shaped chambers, and a specially designed induction system, cause the incoming air/fuel mixture to burn quickly and efficiently. Fuel is metered precisely by the engine's new-for-1985 electronic fuel-injection system.

Fast-burn technology and fuel injection help the 2300 HSC engine squeeze more power, and miles, from each gallon of gasoline.

Topaz's engine yields considerable power but has a stingy attitude toward the consumption of fuel.

The power of the 2300 HSC engine is transferred to Topaz's front wheels through a standard five-speed manual transaxle or an optional three-speed automatic. For 1985, reverse gear on Topaz's manual transaxle has been relocated to a more-familiar below-fifth-gear position.

Topaz, with the automatic, performs better than many similarly equipped small sedans because its engine, by comparison, develops peak torque and horsepower at lower rpm. This means that acceleration is more responsive in city and other low-speed driving situations.

More than powerful and efficient, Topaz's

engine is also "smart." While you're busy minding the road, Topaz's on-board computer, its "brain," is busy minding the engine.

This brain is the fourth-generation Electronic Engine Control system, dubbed EEC-IV. Explained on page 18, it is simply one of the most advanced computers used in any production automobile in the world.

More than powerful and efficient, Topaz's engine also is 'smart'.

Drivers who seek greater fuel economy can equip Topaz with an optional 2.0-liter four-cylinder diesel engine. This overhead-cam engine, matched to a standard five-speed transaxle, offers good performance and impressive fuel economy.*

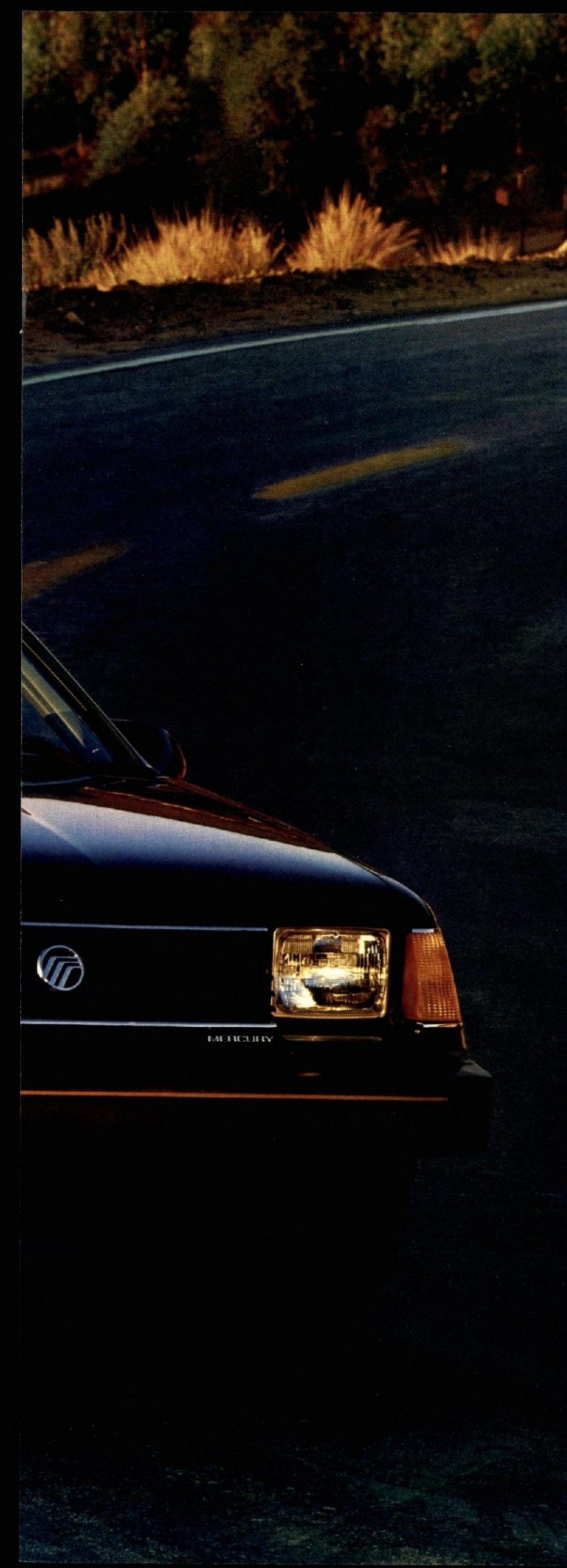
This advanced engine was designed from the drawing board as a diesel. It uses a special glow-plug system which provides an approximate three-second wait-to-start capability, even when the temperature drops well below the freezing point. And, an after-glow feature reduces cold-start smoke and promotes smooth running during warm-up.

A sophisticated filtration system helps keep water and other contaminants out of Topaz's diesel engine.

Fuel efficiency. Driving enjoyment. The powertrains available in Topaz put the emphasis on both.

*1985 EPA estimates were not available at the time this catalog was published. Mercury Topaz and Mercury Topaz Diesel, however, are expected to post good mileage figures in the new EPA Gas Mileage Guide. See your Lincoln-Mercury Dealer for the latest information.

Topaz GS Diesel four-door in Medium Regatta Blue Metallic. Some features shown are optional. See option list on page 21.



There are all sorts of rational reasons for selecting Topaz, as you no doubt have discovered by reading to this point.

You could choose Topaz because of its enlightened design—a trim front-wheel-drive sedan with state-of-the-art aerodynamics and built with a commitment to integrity and quality.

Or, it could be Topaz's driver-centered interior with room and comfort for five people.

Perhaps it's the long standard equipment list plus the simplified, yet complete, optional packages.

Or maybe the superb ride, exceptional handling, and powerful, yet efficient, drive train appeal to you.

Of course, maybe you just want a car that's both a pleasure to own and a joy to drive. Again, look at Topaz.

Now, let us give you yet one more reason to consider Topaz. This one plays directly to your emotions. It is Topaz with the new GS Sport Group option.

This package, offered on two-door and four-door GS models, complements Topaz's aggressive styling and nimble handling.

Appearances are only one part of the GS Sport Group option.

The GS Sport Group adds gold-painted polycast wheels, black and charcoal-gray exterior trim, a gold insert in the standard wide bodyside moldings, and more.

Inside, the appointments include sport seats with padded headrests, and a contoured rear seat.

But appearances are only one part of the GS Sport Group option.

Beneath the hood of Sport Group-equipped Topaz models sits a performance version of the Topaz engine, called the 2300 HSO EFI (High Specific Output/Electronic Fuel Injection).

A revised intake manifold, larger fuel injector, and cylinder head and combustion chamber modifications give this engine even more power than the impressive standard version.

This increased power is then routed to the front wheels through a numerically higher 3.73:1 final-drive gear ratio which further improves acceleration.

The GS Sport Group option is offered in Black, White, or Medium Charcoal Clear-coat Metallic exterior colors, with a choice of Charcoal or Beige interiors.

The GS Sport Group provides yet one more way to enjoy Topaz.

And Topaz, already well-equipped in GS or LS form, can be tailored to your desires through a choice selection of fine optional equipment.

A new graphic equalizer/console option can be combined with any of Topaz's exquisite sound systems—the AM/FM stereo (standard on GS), the AM/FM stereo with cassette tape player* (standard on GS with Comfort/Convenience Package and the LS), or the AM/FM stereo cassette player with electronic search.

Topaz can be tailored to your desires through a choice selection of options.

The graphic equalizer option includes a higher-output 80-watt amplifier, Premium Sound System with more powerful front and rear speakers, and a seven-band equalizer that offers precision selection of high, mid-range, and low audio frequencies. It has an output level meter and lighted controls.

Other Topaz options, mentioned earlier but worth repeating, are air conditioning, speed control, automatic transmission, leather-surface seating, and the TR Performance Group.

No matter what your motives are, rational or emotional—or a combination of both—purchasing a Topaz can be a very satisfying experience.

*See page 21 for details.

Topaz GS two-door with GS Sport Group option in Black. Some features shown are optional. See option list on page 21.



Statistical process controls and sophisticated gauges help keep the fit of Topaz body panels—such as this fender/hood seam—within ± 1.5 millimeters of design standards.

From concept to reality, the making of Topaz represented a complex undertaking.

The numbers alone are impressive. Five years, thousands of dedicated individuals, and over \$1 billion.

Numbers, though, hardly tell the whole story.

To fully appreciate Topaz you must put your senses, both tactile and visual, to work.

And, what you will discover on this and the following pages can only give you an inkling of the commitment that went into the design, engineering, and manufacturing of this car.

To fully appreciate and understand the qualities that are Topaz, you must put your senses, both tactile and visual, to work. You must personally examine its quality workmanship. You must sit in the driver's seat. You must experience its command of the road.

So that you might be better prepared for this encounter, however, we respectfully invite you to read on.

The body. Its sleek and aerodynamically tuned sheet-metal lines conceal an incredibly strong form.

The sweeping lines that make Topaz so pleasing to the eye stay that way longer because of numerous measures to prevent corrosion.

Topaz features unitized body construction. This design combines the car's body and frame in a unified structure, so engineers are able to achieve strength in a weight- and space-efficient car.

The sweeping lines that make Topaz so pleasing to the eye stay that way longer because of numerous measures to prevent corrosion. Barriers to rust and corrosion are applied to critical body

panels even before they are pressed into shape.

Each body is bathed in a phosphate solution before primer is applied. The primer is drawn like a magnet to the body's surface through a special electrically charged paint process.

Then, four coats of protective acrylic enamel are applied and baked on at high temperature for nine minutes.

To ward off pesky stone chips, which can lead to more corrosion, a tough urethane coating is sprayed onto the lower body panels of each Topaz.

Topaz has damage-resistant bumpers designed to withstand a 5-mph impact—twice the legal requirement. This helps protect the lights, cooling system, and exhaust components and may result in lower repair and insurance costs.

Every component comes under scrutiny in the quest for low noise, vibration, and harshness levels.

Particular attention was paid during body design to eliminate unwanted noise, vibration, and harshness (NVH). Computer-aided analysis helped engineers



Computer analysis helped suppress noise and vibration conditions early in Topaz design.

spot potential problems long before the first prototype car was built.

NVH suppression techniques in Topaz include a standard deluxe sound-insulation package, plus a process called tire/wheel indexing.

Tires and wheels are never perfectly round. Both have high points and low points. To minimize the slight vibrations that can be caused by these variances, the tire's high point and the wheel's low point are marked by the manufacturer. At the assembly plant, when wheel and tire come together, these points are matched to make the finished assembly "rounder."

A cutaway shows Topaz's innovative lubrication-free door hinge.



Every component comes under scrutiny in the quest for low NVH levels. Topaz's refined engine-mount system and the new fine-pitch intermediate gears in its automatic transaxle are two examples.

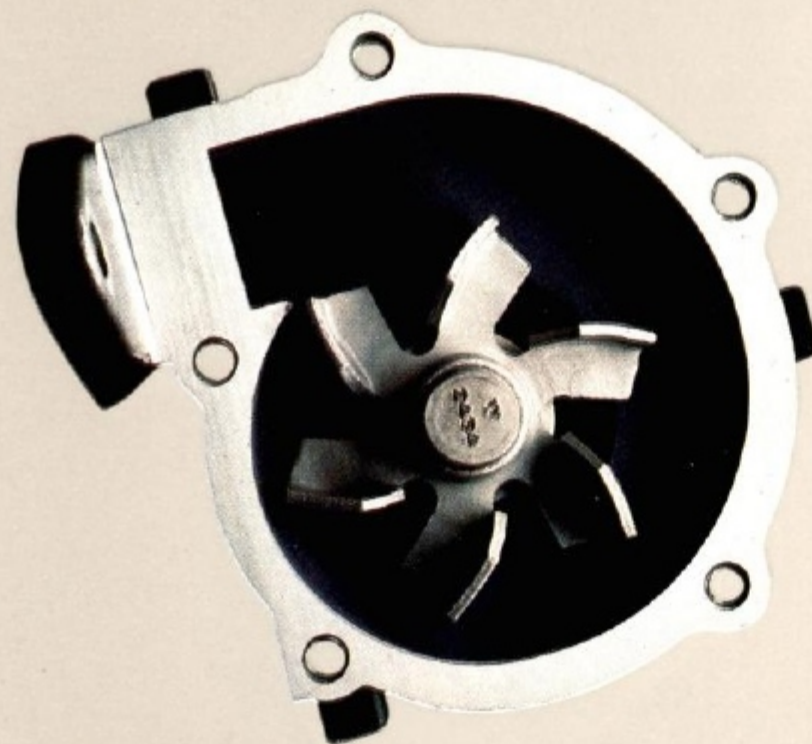
The testing. Topaz was subjected to rigorous testing throughout its development. Roofs and doors were crushed, bodies vibrated, bumpers impacted. Parts and systems were exposed to the use—and abuse—they would receive during years of demanding ownership. For example, the lubrication-free door hinge in Topaz was tested by opening and slamming the door 83,000 times.

Topaz underwent a series of dynamic barrier impact tests in a controlled environment where vehicles were carefully monitored by engineers using computers and high-speed cameras.

Matching the inherent high and low points of both tires and wheels helps give Topaz increased ride smoothness. This process is called tire/wheel indexing.



The materials. Aluminum and various plastics were used wherever advantageous. The benefits are many. Aluminum parts – such as Topaz's oil pan, transaxle casing, radiator, water-pump housing, and intake manifold – are lightweight, have good heat-transference (cooling) properties, and resist atmospheric corrosion.



Lightweight, corrosion-resistant aluminum is used for Topaz's water-pump housing.

Plastic's strength-to-weight ratio and its durability make it ideal for numerous applications. Among the uses in Topaz: a clever inner door-handle latch assembly made of glass-reinforced nylon.

These materials are used, not because they are new or different, but because they result in genuine consumer benefits. They make the car stand up to the harsh realities of day-to-day driving. This relates to the product integrity and built-in quality mentioned earlier in this book.

Topaz's inner door-latch assembly is made of strong but lightweight glass-reinforced nylon.



The intelligent engineering. Intelligent engineering sometimes means simple and ingenious solutions to seemingly complex problems. Take, for instance, Topaz's windshield washers. Hidden inside the tiny spray nozzles are cavities and passages which use the science of fluidics to fan the spray across the windshield numerous times each second. The nozzles use absolutely no moving parts, so there are no moving parts to break or wear out.

Intelligent engineering means an automatic transaxle that maximizes engine power. It does this by eliminating most of the "slip" inherent in conventional three-speed gearboxes. Topaz's torque converter – similar to a clutch in a manual transmission – splits the engine power along two paths, one mechanical, the other fluid-coupled.

The drive to the front wheels in first gear is fluid-coupled for smooth takeoffs. It becomes 62% mechanical in second gear and 93% mechanical – or nearly direct drive – in top gear. This innovative torque converter means better performance and fuel economy.

Intelligent engineering sometimes means simple and ingenious solutions to seemingly complex problems.

The sophisticated electronics. EEC-IV, mentioned briefly on page 13, quite literally is the brain behind the brawn of Topaz's engine. EEC-IV "thinks" at the rate of more than 250,000 commands per second.

In Topaz, EEC-IV senses and/or controls engine speed, coolant temperature, air/fuel ratio, intake-manifold pressure, spark timing, throttle position, and exhaust-gas recirculation.

EEC-IV's advanced microprocessor technology allows it to handle other chores, as well.

It controls the exhaust gas recirculation system to help provide clean air. It will momentarily shut down the air-conditioning compressor to divert power when you need maximum acceleration.



Windshield-washer nozzles use the science of fluidics to fan the spray of solvent across the window.

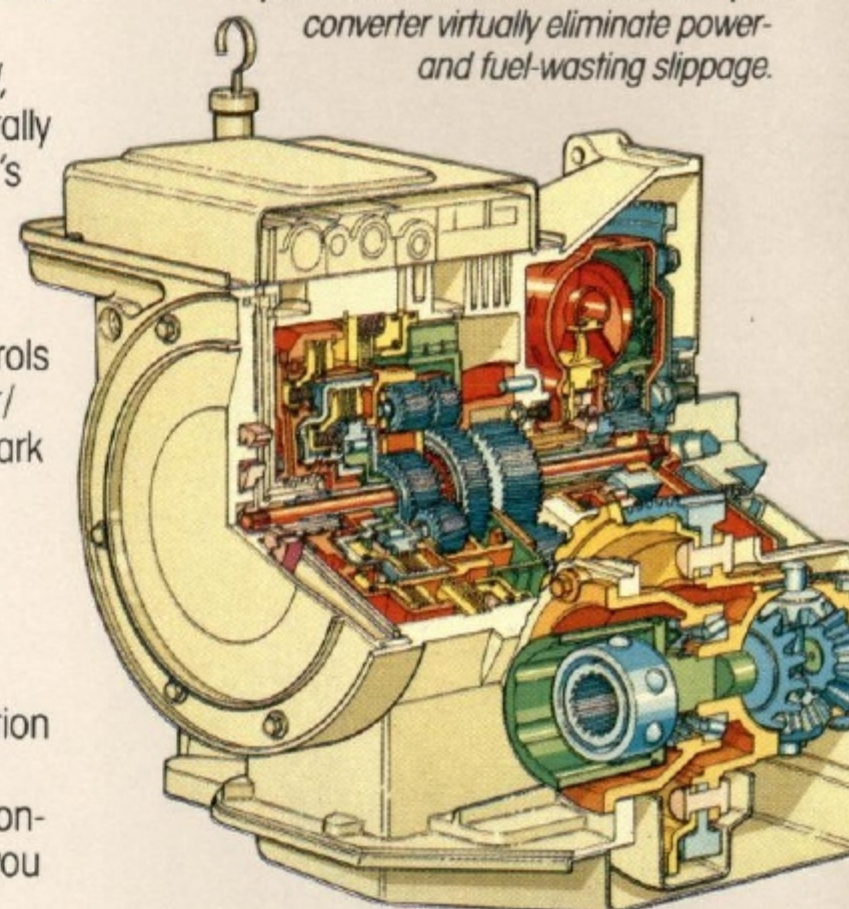
EEC-IV even has a memory that stores vital operation information and will gradually adjust for optimum performance as the engine grows older.

EEC-IV assists your engine today, tomorrow, and in the years ahead.

Topaz's brain, EEC-IV, "thinks" at the rate of 250,000 commands per second.

The safety factor. Safety was an all-encompassing pursuit in the design of Topaz. Topaz incorporates occupant protection – systems which help protect driver and passengers during an accident – and

Topaz's automatic transaxle and torque converter virtually eliminate power- and fuel-wasting slippage.



operating safety – systems which help the driver avoid an accident in the first place.

For occupant protection, Topaz's structure has front and rear "crush" zones. This means that the structure collapses in an orderly, predictable manner, absorbing some of the impact energy and reducing some of the forces that otherwise might be transferred to the passenger compartment.

Safety was an all-encompassing pursuit in the design of Topaz.

Topaz doors are of strong double-panel welded construction. Inside each door is a high-strength steel beam which enables the doors to withstand a test load that is twice as great as Topaz's weight.

Safety door latches are of a double-yoke design for secure closing.

Four-door Topaz's have new child-proof rear-door locks for an extra measure of safety. The inside rear-door handles can be deactivated to eliminate the possibility of an accidental opening by a child riding in the rear seat. Those doors can still be opened from the outside.

Inside of Topaz, energy-absorbing "soft" materials cover the instrument-panel top, steering wheel, doors, center console, seatbacks, head restraints, sun visors, and armrest.

Operating safety means Topaz goes where it is pointed, stops where it should.

Operating safety entails a high degree of driver involvement – certainly one of Topaz's greatest attributes. It means effective braking, precise steering, confident road handling.



It means Topaz goes where it is pointed, stops where it should.

The seat belt is a valuable safety device. Topaz has front seat integral lap and shoulder belts and three rear-seat lap belts. Front seat belts have automatic retractors and tension relievers for ease of use.

Proper use of child-restraint systems also is important. And, in fact, almost every state now requires use of these injury-reducing and, sometimes, life-saving devices. Ford Motor Company's Tot-Guard Child Safety Seat and Infant Carrier are designed to meet or exceed all applicable federal standards.

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

The quality of Topaz. It results from a commitment made even before the car's "hard points" – its basic dimensions – were locked in place. From day one in the Topaz program, Reliability Teams – representatives from engineering, manufacturing, assembly, service, and outside suppliers – had input in the final product. This put

quality into Topaz at the earliest stages.

Topaz's quality comes from use of statistical process controls – a mathematically accurate formula for controlling production quality – and use of modern computer and electronic sciences.

Topaz was subjected to rigorous testing throughout its development.

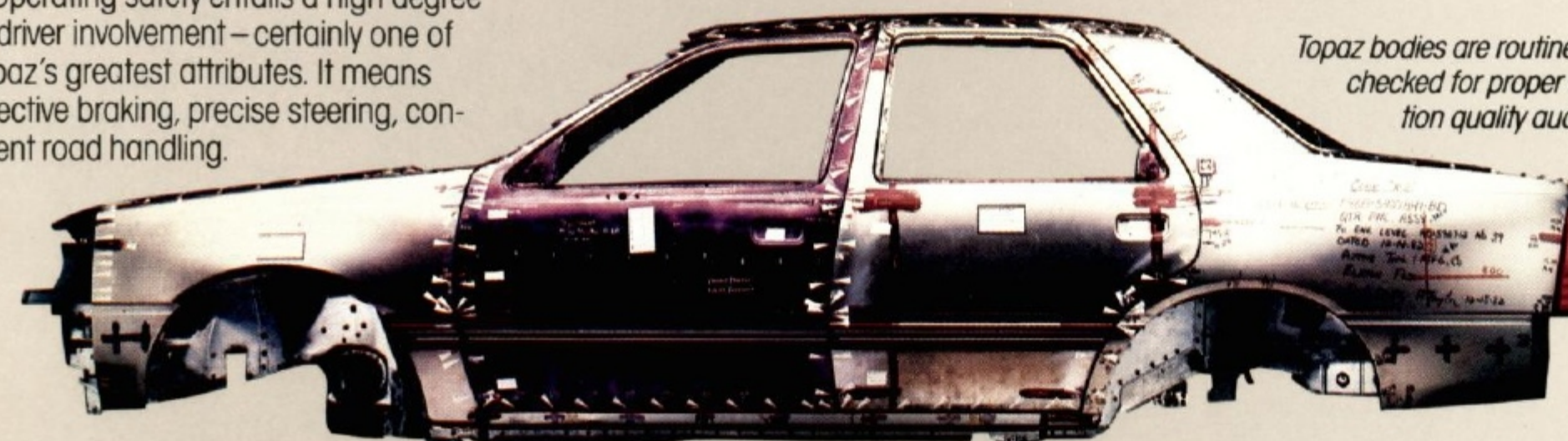
It is these process controls, plus new electronic gauges, that create the precision fit of Topaz's body panels. The gap between panels is kept within ± 1.5 millimeters of design standards – roughly the thickness of a nickel.

Modern equipment and processes are important, but ultimately quality boils down to the people who build Topaz. Ford Motor Company has mobilized the ideas and talents of its workers through Employee Involvement programs. These special groups, volunteers from specific assembly-plant areas, meet regularly to discuss new and better ways of doing their jobs.

Ultimately, high quality boils down to the people who build Topaz.

Intelligent engineering, sophisticated electronics, safety, product integrity – despite the enormous impact of these and other disciplines, it seems appropriate that the final element in the making of Topaz be dedicated individuals.

After all, serving the needs and desires of the individual is what Topaz is all about.



Topaz bodies are routinely measured and checked for proper fit during production quality audits.

STANDARD AND OPTIONAL FEATURES

Topaz also offers an intelligent approach in the areas of standard features and options. Ordering a new Topaz has been simplified by the thoroughness of the offerings in these two categories. Many features found as options on other cars are standard on Topaz GS. The Topaz LS offers even more. Whichever Topaz model you select, you'll be assured of a well-equipped car. It is so well-equipped, in fact, that few options will need to be added, which is why so few options are offered in the first place.

TOPAZ GS SELECTED STANDARD FUNCTIONAL FEATURES

- Front-wheel drive
- 2300 HSC (High Swirl Combustion) four-cylinder engine with electronic fuel injection
- Five-speed manual transaxle with self-adjusting clutch
- Independent MacPherson strut front suspension with stabilizer bar
- Parallel four-link fully independent rear suspension
- Power front disc/rear drum brakes
- Power rack-and-pinion steering
- Deluxe sound insulation
- Power Flow-Thru ventilation
- Fluidic windshield washer
- Halogen headlamps
- Electrostatic paint process
- Lower bodyside protection
- P175/80R13 black sidewall, all-season steel-belted radial tires
- High-visibility yellow components for under-hood service points including the power steering and engine oil dipstick and filler caps for engine oil, the radiator coolant recovery system, and the windshield washer fluid reservoir
- 15.2-gallon fuel tank with tethered fuel cap
- 5-mph bumpers

SELECTED STANDARD INTERIOR FEATURES

- Low-back, cloth-covered individual reclining front seats
- Color-keyed seat belts with front-seat tension relievers
- Dual covered vanity mirrors
- Front door stowage bin/map pockets
- Speedometer, tachometer, fuel gauge, temperature gauge, and trip odometer
- AM/FM radio (may be deleted for credit)
- Luxury steering wheel
- Side window demisters
- Color-keyed console
- Deluxe luggage compartment trim with storage bins

SELECTED STANDARD EXTERIOR FEATURES

- Dual remote-control, color-keyed outside rearview mirrors
- Single-color dual bodyside accent stripes
- Decklid accent stripe (two-door)
- Bright front and rear bumpers with color-coordinated rub strips and end caps
- Unique color-coordinated wide bodyside moldings
- Polycast wheels
- Tinted glass

TOPAZ GS WITH COMFORT/CONVENIENCE PACKAGE

- Includes all Topaz GS standard features, plus the following additions and/or differences:
- Tilt steering wheel
 - Digital clock
 - AM/FM stereo radio with cassette tape player (electronic search version is standard in California, Washington, Oregon, Hawaii, and Alaska and may be deleted for credit)
 - Interval wipers

- Light group
- Remote fuel filler door
- Remote trunk-lid release
- Electric rear window defroster

TOPAZ LS

Includes all Topaz GS standard features and the Topaz GS Comfort/Convenience Package plus the following selected additions and/or differences:

- Full console with folding center front seat armrest
- Unique door trim with cloth insert, carpet, and molding
- Contoured rear seat and package tray
- Power windows
- Power lock group
- Dual illuminated visor vanity mirrors
- Passenger grab handles (3)
- 16-ounce passenger compartment carpeting
- Illuminated entry system
- Dual-color accent stripes
- Decklid molding (four-door only)

TOPAZ DIESEL

- Available in combination with the features standard on either the Topaz GS or the LS. Selection of the diesel engine introduces the following additions and/or differences:
- 2.0-liter four-cylinder diesel engine
 - Glow plug "wait to start" instrument panel warning light
 - Integral fuel filter/water separator
 - Programmable voltage regulator
 - 60-amp alternator (65-amp with air conditioning)
 - Special sound and heat insulation
 - Special cold-cranking battery

TOPAZ GS SPORT GROUP

Available on two-door and four-door GS models. (not available with 2.0-liter diesel, 2300 HSC engine, lower bodyside accent paint, WSW tires, or automatic transaxle.) The

GS Sport Group introduces the following additions and/or differences:

- 2300 HSO EFI engine
- 3.73:1 final-drive ratio
- Gold-painted polycast wheels or optional TRX wheels (includes TRX suspension)
- Black bumpers, rub strips, and end caps with gold tape highlighting
- Dark Smoke window moldings, door handles, and black door and decklid lock bezels
- Gold bodyside molding insert
- Sport seats in deluxe trim
- Black interior door handles
- Choice of Black, White, or Medium Charcoal Metallic Clearcoat exterior and Charcoal or Sand Beige interior colors

STANDARD EXTERIOR COLORS

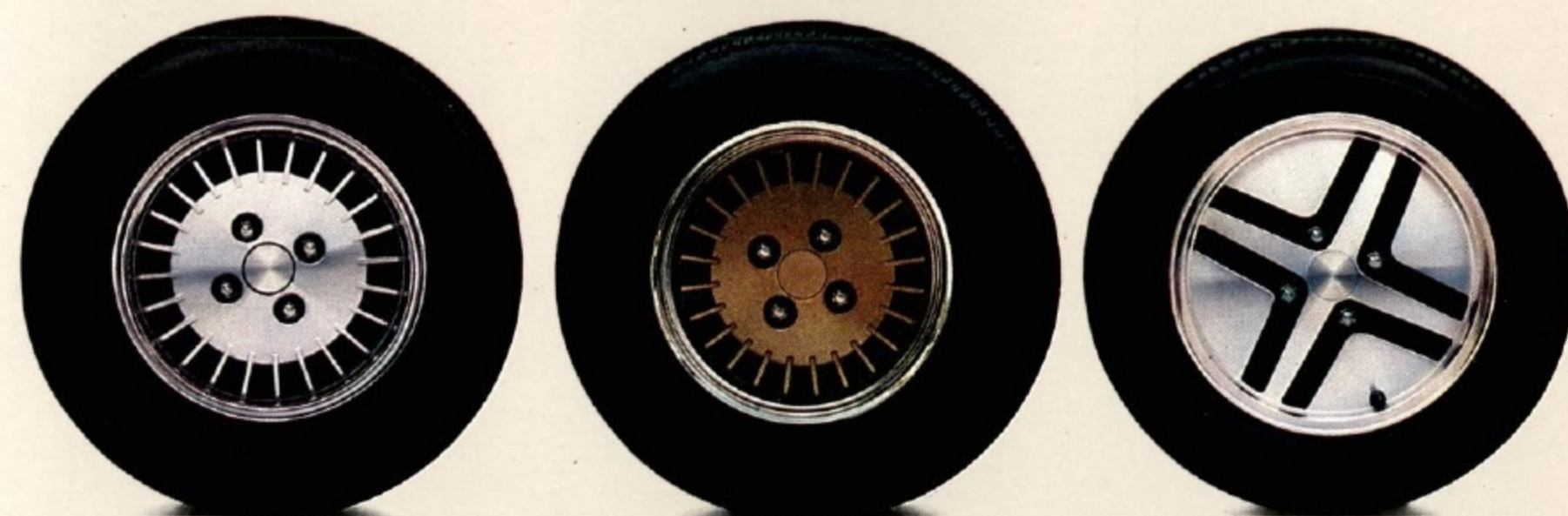
Medium Dark Canyon Red
Pastel Regatta Blue
Midnight Regatta Blue
Sand Beige
Dark Clove Brown
Black
Oxford White
Light Oxford Gray

OPTIONAL EXTERIOR COLORS

Silver Metallic Clearcoat
Medium Sage Metallic Clearcoat
Medium Charcoal Metallic Clearcoat
Medium Canyon Red Metallic Clearcoat
Medium Regatta Blue Metallic Clearcoat
Sand Beige Metallic Clearcoat

STANDARD INTERIOR COLORS

Charcoal
Canyon Red
Regatta Blue
Sand Beige



WHEELS (shown left to right): standard polycast wheel, gold-painted polycast wheel (standard in GS Sport Group), and TRX-type cast-aluminum wheel (included with TR Performance Group).

OPTIONS

	Topaz GS	Topaz LS
Air conditioning, manual	OPT	OPT
Tilt steering wheel	OPT	STD
Speed control, fingertip	OPT	OPT
Defroster, rear window	OPT	STD
Paint, lower bodyside accent	OPT	OPT
Graphic equalizer/console	OPT	OPT
AM/FM stereo radio with cassette tape player	OPT	STD*
AM/FM stereo electronic search cassette tape player	OPT	OPT*
Standard 2300 HSC EFI engine with three-speed automatic transaxle	OPT	OPT
2.0-liter four-cylinder diesel engine with five-speed overdrive manual transaxle	OPT	OPT
P175/80R13 white sidewall steel-belted radial tires	OPT	OPT

OPTIONAL PACKAGES

	Topaz GS	Topaz LS
COMFORT/CONVENIENCE PACKAGE	OPT	STD
Includes tilt steering wheel, AM/FM stereo radio with cassette tape player,* interval wipers, rear window defroster, digital clock, light group, locking fuel filler door with remote release, remote decklid release.		
TR PERFORMANCE GROUP	OPT	OPT
Includes 185/65R365 Michelin TRX black sidewall steel-belted radial-ply tires; TR-type aluminum wheels with locking lug nuts; special handling suspension components (not available with diesel engine).		
GS SPORT GROUP	OPT	NA
Includes 2300 HSO EFI engine, a 3.73:1 final-drive gear ratio, sporty exterior featuring gold-painted polycast wheels and Black and Charcoal Gray trim, and interior featuring sport seats with special trim. Available in Black, White, or Medium Charcoal Metallic Clearcoat exterior colors; Charcoal or Sand Beige interior colors.		

*Electronic search is standard in California, Washington, Oregon, Alaska, Hawaii, and can be deleted for credit.

TOPAZ SPECIFICATIONS

	Two-Door	Four-Door
Wheelbase	99.9"	99.9"
Overall length	176.5"	176.5"
Overall height	52.7"	52.7"
Overall width	68.3"	68.3"
Wheel tread - front	54.7"	54.7"
rear	57.6"	57.6"
Head room - front	37.5"	37.5"
rear	37.5"	37.5"
Leg room - front	41.5"	41.5"
rear	35.7"	35.7"
Shoulder room - front	53.5"	53.5"
rear	53.5"	53.5"
Hip room - front	52.7"	52.7"
rear	51.4"	51.4"
Luggage capacity (cu. ft.)	13.2	12.9
Fuel capacity (gals.)	15.2	15.2
Curb weight* (lbs.)	2430	2485

*2542 and 2597, respectively, with 2.0-liter diesel engine.

Motorcraft

QUALITY REPLACEMENT PARTS

Genuine Ford and Motorcraft original equipment replacement parts are precision engineered and manufactured to Ford's high specifications, delivering top-level performance in all Lincoln and 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

Ford Motor Company wants to reduce both the frequency and cost of scheduled maintenance on its cars to an absolute minimum. And compared to just a few years ago, important progress is being made in that direction. For example, in 1973, an engine oil change was called for each 4,000 miles. In 1985, Topaz oil changes are recommended at 7,500-mile intervals. Other recommended intervals are now: 30,000 miles between spark plug changes; 30,000 miles between air filter replacements; 52,500 miles or three years between engine coolant replacement. The company is proud of these improvements and is working constantly to make them even better.



EXTENDED SERVICE PLAN

Ford Motor Company's optional Extended Service Plan covers certain selected components on new Lincoln-Mercury cars for longer than the vehicle's basic warranty. The cost is so moderate for the protection offered that it could pay for itself the first time it is needed. 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 Topaz for as long as you own it. This means that you pay for a covered repair 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 the car 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.

Call Ford Motor Company or your Lincoln-Mercury Dealer about such programs relating to your Mercury Topaz. To get copies of any adjustment program for your Topaz 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.

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 Topaz.

To get copies of these Technical Service Bulletins and explanations for your Topaz 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 you have a manual or automatic transaxle.

Get it together—buckle up.

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

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

Lincoln-Mercury Division reserves the right to discontinue options at any time or change specifications, equipment, or designs without notice and without incurring obligation.

Standard and optional equipment listed is subject to change. Some features described are optional at extra cost. Some options are required in combination with other options.

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

*Refer to the Topaz owner's manual for specific service requirements and added operations related to diesel engines and severe service applications.



MERCURY TOPAZ

LINCOLN-MERCURY DIVISION 