



MERCURY LYNX

'86

Mercury Lynx



Lynx XR3 two-door hatchback in Bright Red. Some features shown may be optional. See option list on page 21.

Mercury Lynx— proof positive that practical can be truly exciting.

Versatile, responsive and fun to drive, Mercury Lynx is affordable transportation that's anything but basic.

Lynx is a popular economical subcompact car that provides the room and comfort of some larger cars at an affordable price. Its front-wheel drive, fully independent suspension and rack-and-pinion steering make Lynx a car that's fun and exciting everywhere you drive it.

And for 1986, Mercury introduces the most exciting Lynx of all. The new Mercury Lynx XR3. This car is the latest member of the legendary line of XR performance cars from Mercury and Ford in Europe that includes the Mercury Cougar XR-7 and the new Merkur XR4Ti.

Sporty, exhilarating, Lynx XR3 is a fun-to-drive performer that can turn day-to-day driving into a real adventure.

XR3 is a totally new edition of Mercury's popular subcompact. It's a sleek, two-door hatchback with a distinctive shape that is the XR3's alone. Its front end is dominated by a unique asymmetric grille, bold XR3 graphics and an aerodynamic front air dam with built-in fog lamps.

XR3's profile is just as distinctive. Wide wheel flares, streamlining spats, rocker moldings, Midnight Smoke lower body color and a rear spoiler give it an aggressive, racy look.

The car sits on big, ruggedly handsome 15-inch aluminum wheels with sticky Goodyear Eagle P195/60HR15 uni-

directional radial tires further enhancing its performance image. These tires, evolved directly from Goodyear's Formula One racing tire development program, deliver exceptional traction on wet or dry surfaces.

XR3's mechanics are equally impressive. It's powered by an improved 1.9-liter High-Output engine with multi-port electronic fuel injection.

The engine is combined with a sporty five-speed manual transaxle for added pizzazz. If you prefer, a three-speed automatic is available as an option. And power steering and a rear stabilizer bar are standard.

XR3 is just one of the 1986 Mercury Lynx models. The standard Lynx also is available as a two-door hatchback, plus two-door and four-door hatchbacks and station wagons are available in either the Lynx L or the Lynx GS series.

All Lynx models have a shape that's clean and lean to help Lynx cars drive as beautifully as they look.

This commitment to aerodynamic efficiency is just one example how Lynx, and all Mercury cars—Topaz, Cougar, Capri, Marquis and Grand Marquis and the new Sable—deliver functional as opposed to merely ornamental status. This functional integrity is a cornerstone of Mercury cars.

Mercury automobiles, in fact, are among the best-built American cars.*

Bold, brash and exciting, the new Mercury Lynx XR3—and the rest of the Mercury Lynx line—are practical, fun-to-drive cars that are everything but basic.

*Based on an average of owner-reported problems in the prior six months in a 1985 survey of 1981 through 1984 models designed and built in the U.S.



Lynx XR3 interior and instrument panel in Smoke. Some features shown may be optional. See option list on page 21.

A full complement of gauges and controls make it a joy to run XR3 through its paces.

XR3 was designed from the very start to be fun and exciting. Its cockpit is laid out in an ergonomically efficient manner. Brake and accelerator pedals are properly placed for spirited toe-and-heel driving. Short, sure shifter throws enhance the pleasures of driving.

XR3's leather-wrapped four-spoke steering wheel gives the driver a commanding view of the arc-yellow instrumentation graphics. An analog tachometer, trip odometer and temperature gauge are all standard.

Vital functions, such as the turn signals, the windshield wiper/washer and the high-beam/flash-to-pass feature are all activated from easy-to-reach stalk-mounted controls that can be reached without taking your eyes from the road. Controls for heating, ventilation and optional air conditioning are all angled toward the driver for added convenience.

The five-speed shifter is an integral part of the car's full center console. The console also houses the front ashtray and a fold-down cloth-covered armrest.

Front-wheel drive gives Lynx good traction in mud and snow while maximizing interior space that can be devoted to passenger comfort. And Lynx uses a four-wheel independent suspension to help deliver a smooth, consistently comfortable ride while retaining confident handling.

The rack-and-pinion steering, standard on every Lynx, enhances its handling capability by offering precise maneuvering in difficult driving situations. And Lynx offers responsive power-assisted front disc and rear drum brakes to help provide sure stopping power.

Lynx XR3 is equipped with individually reclining front sport seats with rich, all-cloth trim and see-through head restraints. The car has dual visor vanity mirrors with fold-up covers, a handy coin holder, a storage bin, larger door arm-



rests, door stowage pockets and front-passenger grab handle.

XR3 is loaded with standard equipment. It comes complete with an AM/FM stereo radio* with four balanced speakers, a locking fuel-filler door with remote release, remote liftgate release, glove box lock, dual-note horn, split folding rear seat and overhead console with digital clock and courtesy/map lights.

Some of these standard features may seem small, but they significantly contribute to the enjoyment of XR3.

Yet XR3 still has its practical side. Fold down one or both of its rear seats, and there's plenty of room for luggage,

sports equipment or almost anything else today's active lifestyles might dictate.

Plus Lynx XR3 lets you add optional luxury to the car, such as AM/FM stereo radio with cassette tape player, air conditioning, speed control, rear-window defroster and rear-window wiper/washer.

This means you can turn XR3 from a practical, sporty car into a luxuriously practical, sporty car. It's all up to you.

*May be deleted for credit.

Lynx GS four-door hatchback in Medium Canyon Red Metallic Clearcoat. Some features shown may be optional. See option list on page 21.

Four-door hatchback practicality, shaped to excite the senses without placing unnecessary strain on the family budget.

When people think about the new Mercury Lynx, they assume it is basically the same car Mercury introduced back in 1981. In fact, nothing could be further from the truth.

Since its introduction, its engineers have subtly reshaped, refined and re-engineered the Mercury Lynx into the sleekly styled sedan you see before you.

Lynx hasn't abandoned the strengths which helped make it so successful. It is still an economical subcompact that offers surprising room and comfort at an affordable price.

Instead, Lynx has enhanced its basic attributes to make it an even better, even more economical car.*

Take, for example, the attractive shape of this four-door hatchback Mercury Lynx GS shown here in Medium Canyon Red Metallic Clearcoat. The stylists and engineers who designed this car increased the slope of the hood area, revised the grille and front fenders,

included a new wraparound bumper end treatment and added aerodynamically styled headlamps.

The headlamps themselves are pretty remarkable. They're at least 10 times stronger than comparable glass lamps. Yet they weigh half as much and have superior optical qualities.

These subtle styling nuances are attractive for more than just appearance's sake. They contribute greatly to the Lynx's clean, efficient style.

Not all of the improvements on the Lynx are all that subtle. The 1986 Mercury Lynx is powered by a 1.9-liter

overhead-cam four-cylinder engine that delivers a peak of 86 horsepower at 4800 rpm and 100 lbs. ft. of torque at 3000 rpm. That's an increase of 23 percent in horsepower and 14 percent in torque over the 1985 model, giving Lynx more horsepower to go along with its traditional fuel economy.*

Additionally, the engineers who designed this powerplant paid particular attention to the noise, vibration and harshness levels in the car.

Along with refinements in the body and chassis, this engine helps make the 1986 Mercury Lynx a more vibration-

free car than the 1985 model.

The 1986 Lynx also has an improved suspension with a larger diameter front stabilizer bar and an improved steering system for increased precision and improved road feel. This helps make Lynx a good handling car while still retaining a supple, comfortable ride with room for up to four adults—plus plenty of groceries, vacation gear or almost anything you need to carry.

The '86 Mercury Lynx. Practical? Of course. Yet even more desirable than ever.

*See EPA statement on page 22.





A decidedly luxurious interior raises the obvious question—can something this posh be truly practical?

The versatile Mercury Lynx is indeed a wonder. Stylishly handsome, purposefully functional, Lynx can handle a weekend full of chores and a gala night on the town with equal aplomb.

It's that kind of practicality that's made Lynx the car of choice for over 350,000 owners.

Mercury Lynx is a proven car that's been kept up-to-the-minute with many ongoing improvements and new ideas.

In designing the interior shape of the Lynx, its engineers didn't neglect your own shape. Lynx has so much interior space that although it competes against subcompact cars, government classifications of interior volumes rate it as a compact car. There's plenty of leg room. And the cargo-carrying capacity of the Mercury Lynx—more than 16 cubic feet with the rear seatback up, over 36 cubic feet with the rear seatback down—earns Lynx a rating comparable to some mid-sized cars.*

There's more to Lynx, however, than just space. It's the comfort and style Lynx puts in that space that's worthy of your attention.

Low-back individually reclining front seats are covered with rich, luxurious fabric in all models. And all front seats on the new Mercury Lynx have lower lumbar support seatbacks for greater comfort.

The instrument and control panel, shown on the following pages in a GS model with Smoke interior, is the result of painstaking attention to detail. It is designed to be simple to understand and easy to use. Every control, every gauge is within quick and easy sight or reach of the driver.

The 1986 Mercury Lynx. Proof that a car doesn't have to be dowdy in order to be practical.

*Based on 1986 MVMA Passenger Car Specifications.

Lynx GS interior and instrument panel (on following pages) in Smoke. Some features shown may be optional. See option list on page 21.



Lynx L two-door hatchback in Midnight Regatta Blue. Some features shown may be optional. See option list on page 21.

1986 Mercury Lynx—the car that can be all things to all people.

Each of us has an idea of what we want and need in a car. That's why there are two-door, four-door and wagon models of the Mercury Lynx.

The two-door hatchback model is available in standard, L, GS as well as the new sporty XR3 models. The four-door hatchback and wagon are available in L and GS trim. Each has the right touches to make it the right car for you.

All models of Lynx come equipped with a padded instrument panel, handy

passenger-side parcel shelf, glove box, side-window demisters and a high-mount rear stoplamp. The new four-spoke steering wheel, center console, plus full interior carpeting and completely trimmed door panels also are standard.

Lynx L includes, as standard equipment, an AM radio,* dual bodyside paint stripes and other nice touches.

Lynx GS brings additional amenities, such as an AM/FM stereo radio,* dual visor vanity mirrors, a remote release for the locking fuel-filler door and a remote release for the hatchback.

Of course, all Lynx models can be purchased with desirable functional and

enjoyment options, such as an automatic transaxle or the Comfort/Convenience Package. To the Lynx L or GS, this package adds interval windshield wipers, an overhead console with digital clock, an interior lighting package and an instrumentation group that includes tachometer, temperature gauge and trip odometer.**

Mercury Lynx. Its exceptional adaptability makes it a car that can be all things to all people.

*May be deleted for credit.

**Contents in California, Washington, Oregon, Hawaii and Alaska may differ.



Lynx GS wagon in Smoke Metallic Clearcoat. Some features shown may be optional. See option list on page 21.

The versatility of a wagon in a shape and style that's distinctly Mercury Lynx.

For some loads—and some people's taste—nothing compares to a wagon.

Lynx wagon combines the stylish good looks of the Lynx sedan with nearly double the usable cargo space. You get the same comfort and economy,* the same power and panache plus the ability to haul bigger, bulkier loads.

With the rear seats folded down, the

Lynx wagon offers 58.3 cubic feet of space for building supplies, landscaping needs, groceries, sports equipment or camping gear, according to 1986 MVMA Passenger Car Specifications.

And, with the rear seatback up, the new Mercury Lynx can carry four people and 28.0 cubic feet of cargo, according to MVMA specifications.

The Lynx wagon makes getting to all that cargo area easy with a one-piece liftgate. Other wagon features include load-cushioning cargo floor carpeting, a small-package stowage bin, a cargo cover to conceal valuables and a "tailgate ajar" warning light.

warning light.

There's an optional rear-window wiper that helps improve visibility. And a new standard high-mount stoplamp located at the top of the rear liftgate.

For those who are even more economy minded, most Lynx models may be ordered with a fuel-stingy 2.0-liter four-cylinder diesel powerplant.* This advanced overhead-cam engine was designed from the drawing board as a diesel.

Its advanced features include a refined air induction system that helps lower noise levels during acceleration.

The Lynx diesel glow-plug system provides an approximate three-second wait-to-start capability, even when the temperature drops well below the freezing point. And, an afterglow feature reduces cold-start smoke and promotes smooth running during warm-up.

Fuel-efficient Lynx diesels. And extra spacious Mercury Lynx wagons. Cars that combine the utility of a wagon with the shape and style of a Lynx.

*See EPA statement on page 22. 2.0-liter diesel not available in California.



1986 Mercury Lynx—whether you choose pure excitement or more basic transportation, Mercury's engineering excellence is standard equipment.

Mercury automobiles have long been recognized for their tradition of engineering and design excellence. It has helped Mercury cars achieve high levels of style, quality and customer satisfaction.

Today's Mercury Lynx is no exception.

Every Lynx—from the standard Lynx two-door hatchback on up to the sporty XR3—is engineered from the ground up to be fun, functional and affordable.

XR3 is powered by a new 1.9-liter High-Output engine, shown at right. This spirited powerplant features multi-port electronic fuel injection, tuned intake and exhaust manifolds, roller tappets, a performance camshaft, lightweight flywheel and Ford Motor Company's advanced fourth-generation Electronic Engine Control system, EEC-IV, micro-processor engine control. The H.O. engine pumps out 25 percent more horsepower than the standard Lynx engine to give XR3 impressive acceleration along with good fuel economy.*

The XR3 engine is a high-performance modification of the standard Lynx 1.9-liter overhead-cam four-cylinder engine. Many components on the standard engine have been specifically designed and modified, too. For instance, the combustion chambers have a higher air/fuel swirl mixture and are mated to larger intake manifold runners for a configuration that maximizes performance and economy by delivering an optimum burn rate.

The camshaft on the standard 1.9-liter engine was modified to improve its specific output at lower engine rpm, so you get more performance using less fuel.*

And the intake manifold and carburetor which feed the standard engine are designed for improved fuel distribution, contributing to good cold starting ability.

Laser halography techniques were used to improve the engine block structure, which, combined with a die-cast aluminum oil pan, helps deliver quiet engine operation at highway speeds.

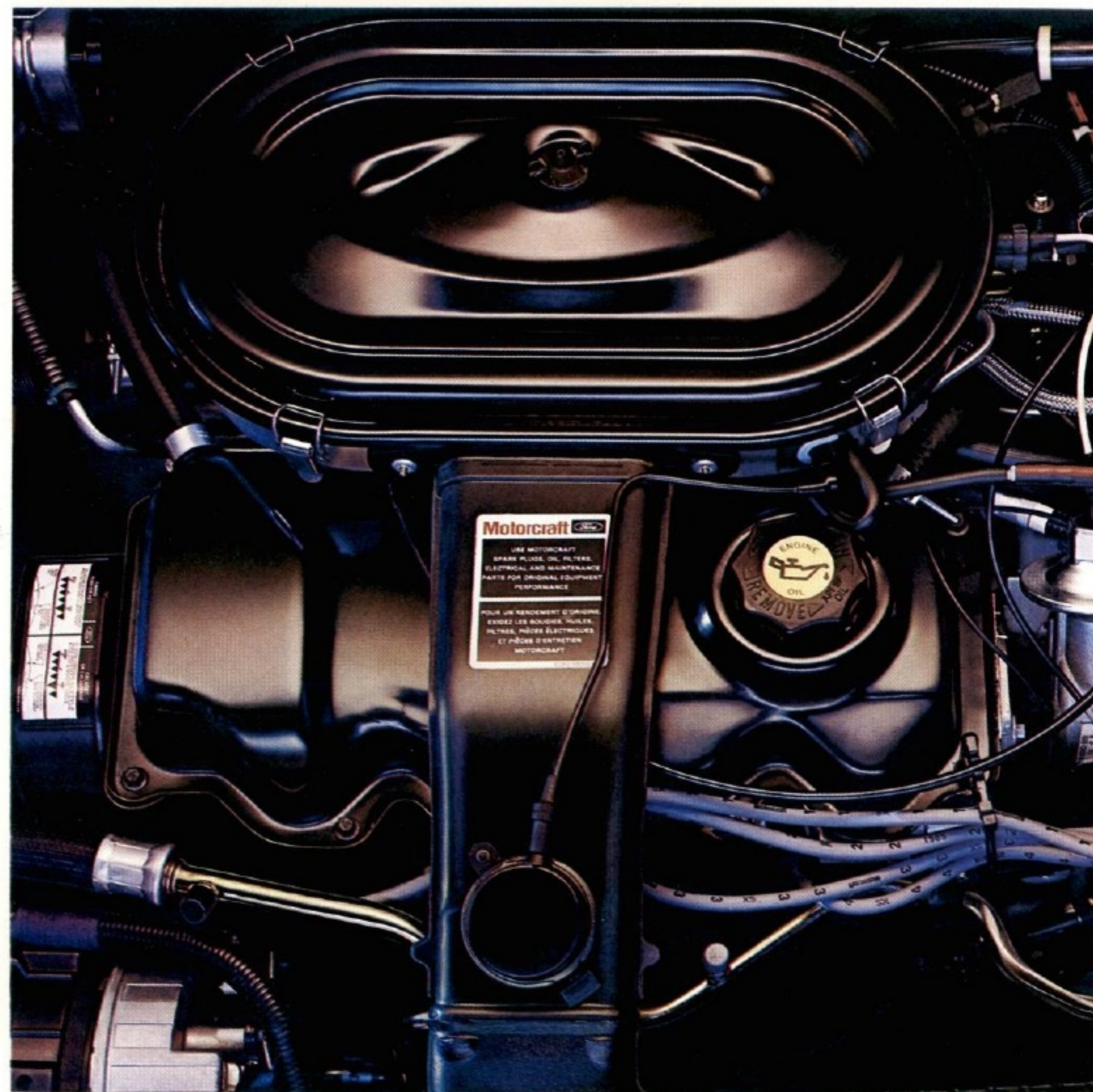
Even the diesel engine,** available at extra cost on the Mercury Lynx, has advanced features. This fuel-efficient, overhead-cam engine has a refined air induction system for reduced noise levels under acceleration.

The right blend of performance and economy make Lynx both fun and frugal.

Overall, changes in the powertrain are designed to provide a significantly more satisfying engine from the owner's viewpoint.

The engineers who designed Lynx also paid a great deal of attention to protection—for both the car and its occupants.

The front end on the 1986 Mercury Lynx has three additional inches of front overhang than the 1985 and earlier Lynx



models to provide a more solid-feeling car by reducing road vibrations and enhancing powertrain isolation and structural integrity.

And the 1986 Lynx has a fully independent suspension system which helps give the driver the feel of the road.

The Mercury Lynx still provides 5-mph impact bumpers in both the front and the rear. Many other companies now install 2½-mph impact bumpers for their cars. These 5-mph impact bumpers help protect the lamps, cooling systems and exhaust components from costly repairs.

Lynx is 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 a weight- and space-efficient car.

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 the car's curb weight.

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

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. This design helps make seat-belt use, now required by law in many states, comfortable.

Occupant protection, however, is not limited to adults. Several recent studies have shown that the proper use of child-protection restraint systems can prevent injuries and can help save 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



the happiest, most pleased in the entire automotive industry.

An integral part of the Lincoln-Mercury Quality Commitment is the extensive limited warranty that is given with every Mercury car. Ask your Lincoln-Mercury dealer for a copy of the warranty and take time to read it.

Additionally, we occasionally ask our customers to voice their opinions on our quality and their delivery satisfaction. In this way, we are better able to provide the customer satisfaction that has made Mercury a leader in its field.

*See EPA statement on page 22.
**Not available in California.

seat belts already in Lynx.

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

Customer satisfaction also is a top priority at Lincoln-Mercury, and it shows.

Mercury is a leader in providing customer satisfaction.

One of the key ways Mercury cars deliver customer satisfaction is through product quality.

Mercury automobiles are among the best-built American cars, according to an average of owner-reported problems in the prior six months in a 1985 survey of '81-84 models designed and built in the U.S.

Customer satisfaction with Mercury also is attributable to the products' quality, to the personalized attention given by the sales and service staffs at Mercury dealerships and to the firm commitment made to integrity.

To demonstrate the sincerity of this commitment to quality, the Lincoln-Mercury Quality Commitment Program was implemented.

The goal of the Lincoln-Mercury quality Commitment Program is to achieve industry leadership in customer satisfaction. We want our customers to be

Standard and optional features

Lynx Two-Door Hatchback Selected Standard Features

Functional

- Front-wheel drive
- 1.9-liter overhead-cam four-cylinder engine
- Four-speed manual transaxle with overdrive fourth gear
- MacPherson strut independent front suspension with stabilizer bar
- Fully independent rear suspension
- Rack-and-pinion steering
- Power-assisted front disc, rear drum brakes
- 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
- 13-gallon fuel tank

Exterior

- Aerodynamically styled halogen headlamps
- High-mount rear stoplamp
- Black left-hand outside mirror
- Semi-styled steel wheels with bright trim rings, Argent hub covers and black lug nuts (first wheel on opposite page)
- Bumper end caps extending to wheel openings

Interior

- Low-back individual reclining front seats in cloth
- Flat-folding rear seat with dual release handles
- Color-keyed deluxe seat belts with tension relievers
- Soft-feel instrument panel with side-window demister vents
- Grained-finish glove box with coin slots inside
- Backlit instrument cluster with upshift indicator light
- Black four-spoke steering wheel with center horn control
- Driver and passenger front door dome light switches
- Color-keyed swivel sun visors
- 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

Lynx L Selected Standard Features

Two-door hatchback Four-door hatchback Station wagon

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

- AM radio (may be deleted for credit)
- Bright hood molding
- Semi-styled steel wheels with bright hub covers and lug nuts (second wheel on opposite page)
- Matte black rocker panel paint
- Bodyside paint stripes
- Rear-door child-proof locks

Lynx GS Selected Standard Features

Two-door hatchback Four-door hatchback Station wagon

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

- Five-speed manual transaxle
- Locking fuel-filler door with remote release
- Remote liftgate release (two-door and four-door)
- Dual-note horn
- 14½-ounce deluxe floor carpet
- 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
- Color-keyed load floor carpeting
- Roof grab handles: one over front passenger's door and two in rear on four-door and wagons
- Glove box lock
- AM/FM stereo radio (may be deleted for credit)
- Front and rear bumper rub strips
- Wide bodyside molding
- Dual-color bodyside paint stripes
- Styled-steel wheels (third wheel on opposite page)
- Body color rocker panel

Lynx XR3 Selected Standard Features

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

- 1.9-liter H.O. engine with electronic fuel injection
- 195/60HR15 BSW steel-belted radial tires
- Cast-aluminum wheels (fourth wheel on opposite page)
- 48-amp-hour battery
- EEC-IV engine controls
- Power steering
- Overhead console with digital clock
- Fog lamps
- Full console with graphic warning display and cloth-covered fold-down armrest

- Instrumentation group with tachometer, trip odometer and temperature gauge featuring arc-yellow graphics
- Leather-wrapped steering wheel
- All-cloth sport seats
- Unique cloth on door trim panels
- Dual remote-control outside rearview mirrors
- Blackout greenhouse treatment
- Midnight Smoke lower bodyside Tu-Tone treatment
- Front and rear bumper fascias
- Front air dam
- Body-color grille
- Narrow bodyside molding
- Body-color spoiler

Color Choices Lynx Standard, L and GS Exterior Colors

- Black
- Oxford White
- Sand Beige
- Bright Red
- Midnight Regatta Blue
- Spinnaker Blue
- Midnight Canyon Red

L and GS Optional Clearcoat Colors

- Silver Metallic
- Sand Beige Metallic
- Medium Regatta Blue Metallic
- Medium Canyon Red Metallic
- Smoke Metallic
- Light Aegean Metallic

Lynx XR3 Standard Colors

- Black
- Oxford White
- Bright Red
- Midnight Regatta Blue

Lynx XR3 Optional Clearcoat Colors

- Silver Metallic
- Medium Canyon Red Metallic
- Sand Beige Metallic

Lynx L and GS Interior Colors

- Smoke
- Canyon Red
- Regatta Blue
- Sand Beige

Lynx and XR3 Interior Colors

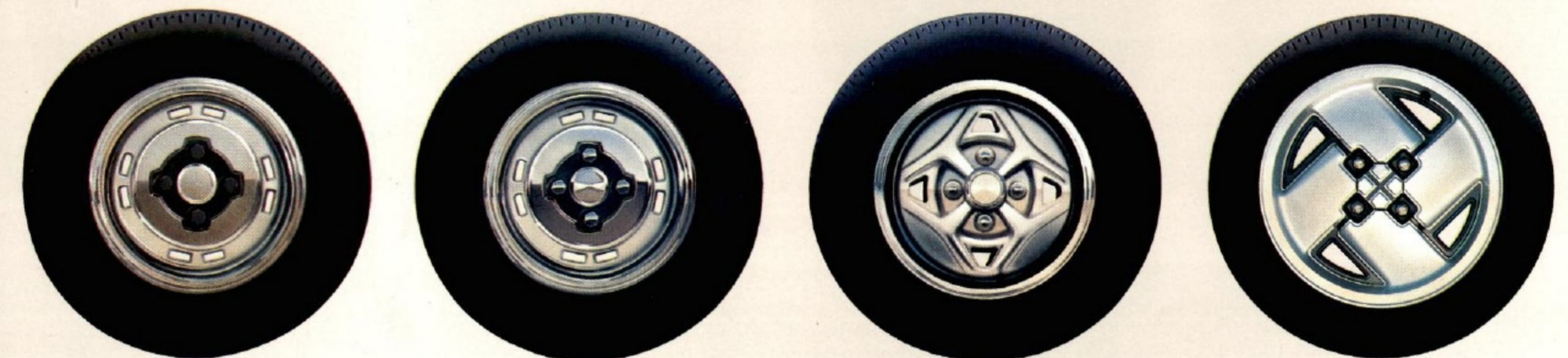
- Smoke
- Sand Beige

Options	Lynx	Lynx L	Lynx GS	Lynx XR3
Air conditioning	NA	OPT	OPT	OPT
Bumper rub strips, front and rear	NA	OPT	STD	NA
Defroster, rear-window electric	OPT	OPT	OPT	OPT
Extended Service Plan	OPT	OPT	OPT	OPT
Floor console with graphic warning display	NA	OPT	OPT	STD
Luggage rack, roof-mounted (wagons only)	NA	OPT	OPT	NA
Bodyside molding	NA	OPT	STD	NA
Clearcoat paint	NA	OPT	OPT	OPT
Tu-Tone paint	NA	OPT	OPT	NA
Speed control	NA	OPT	OPT	OPT
Tinted glass	OPT	OPT	OPT	OPT
Dual remote-control mirrors	NA	OPT	OPT	STD
Power steering	NA	OPT	OPT	STD
Radios				
AM radio (may be deleted for credit)	OPT	STD	NA	NA
AM/FM stereo (may be deleted for credit)	OPT	OPT	STD	STD
AM/FM stereo with cassette tape player	NA	OPT	OPT	OPT
Engines/Transmissions*				
1.9-liter four-cylinder engine with automatic transaxle	NA	OPT	OPT	NA
1.9-liter four-cylinder engine with five-speed manual transaxle	NA	OPT	STD	NA
1.9-liter electronically fuel-injected H.O. engine with five-speed manual transaxle	NA	NA	NA	STD
1.9-liter electronically fuel-injected H.O. engine with automatic transaxle	NA	NA	NA	OPT
2.0-liter diesel engine with five-speed manual transaxle**	NA	OPT	OPT	NA
Radial Tires				
P165/80R13 white sidewall	NA	OPT	OPT	NA

STD — Standard OPT — Optional NA — Not Available

*Some geographic differences for availability may exist. Please consult your Lincoln-Mercury dealer.

**Not available in California.



Options	Lynx	Lynx L	Lynx GS	Lynx XR3
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Comfort/Convenience Package

Includes overhead console with digital clock, 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).

Selection of this equipment may result in the deletion of certain standard equipment, or the addition or deletion of certain options. Please consult your Lincoln-Mercury dealer for details.

Specifications

	Lynx two-door hatchback	Lynx four-door hatchback	Lynx wagon
Wheelbase (in.):	94.2	94.2	94.2
Turning diameter (ft.):†	35.7	35.7	35.7
Overall length (in.):	166.8	166.8	168.0
Overall height (in.):	53.3	53.4	53.3
Overall width (in.):	65.9	65.9	65.9
Wheel tread:			
—front	54.7	54.7	54.7
—rear	56.0	56.0	56.0
Head room (in.):			
—front	38.1	38.1	38.1
—rear	37.2	37.2	38.2
Leg room (in.):			
—front	41.5	41.5	41.5
—rear	35.0	35.0	35.0
Shoulder room (in.):			
—front	51.3	51.3	51.3
—rear	51.4	51.4	51.4
Hip room (in.):			
—front	51.9	51.9	51.9
—rear	44.1	44.4	44.4
Luggage capacity/cargo volume (cu. ft.):	36.1	36.1	58.3
Fuel capacity (gal.):	13.0	13.0	13.0
Curb weight (lb.):	2158	2206	2238

†curb to curb



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."



Extended Service Plan

The optional Ford Extended Service Plan covers certain selected components on new Mercury cars for longer than Lynx's basic limited 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.

Maintenance schedule

Lynx is designed to keep costs down. Scheduled maintenance comes to less than \$202 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.



Lifetime Service Guarantee

Participating Lincoln-Mercury dealers are 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 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. Ask your Lincoln-Mercury dealer for a copy of the warranty and take time to read it.

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 you have 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 you have a manual or automatic transaxle.

EPA statement

1986 EPA estimates were not available at the time this catalog was published. Lynx, however, should post excellent mileage figures in the EPA Gas Mileage Guide. See your Lincoln-Mercury dealer for the latest information.

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*Based on recommended scheduled maintenance. Ford Labor Time Standards, current retail parts prices and an hourly rate of \$34. Some areas will be higher, some lower.

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Standard and optional equipment listed are 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.



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