

1988  
**LINCOLN CONTINENTAL**

# L I N C O L N C O N T I N E N T A L



## The world's most advanced luxury automobile.

Once again, world class luxury isn't from Germany. Or England.

It's from Lincoln. Introducing the new Continental.

Such a statement is not an exaggeration. It's based on Continental's considerable technological innovations. Nor is it an affront to the other great luxury cars of the world. Rather, it's an acknowledgement of their past accomplishments. Their achievements in certain areas were used as the benchmark for this new Continental. Lincoln engineers knew if they didn't simply match those marks, but surpassed them, they would create a luxury car without equal. And they succeeded.

They gave Continental the world's most advanced luxury-car suspension – an electronic self-leveling dual-damping air suspension. It reads the road and the situation, then adjusts the firmness of Continental's shocks to match the driving conditions.

They gave Continental a steering system without equal among the world's

Continental Signature Series in Midnight Black Clearcoat.

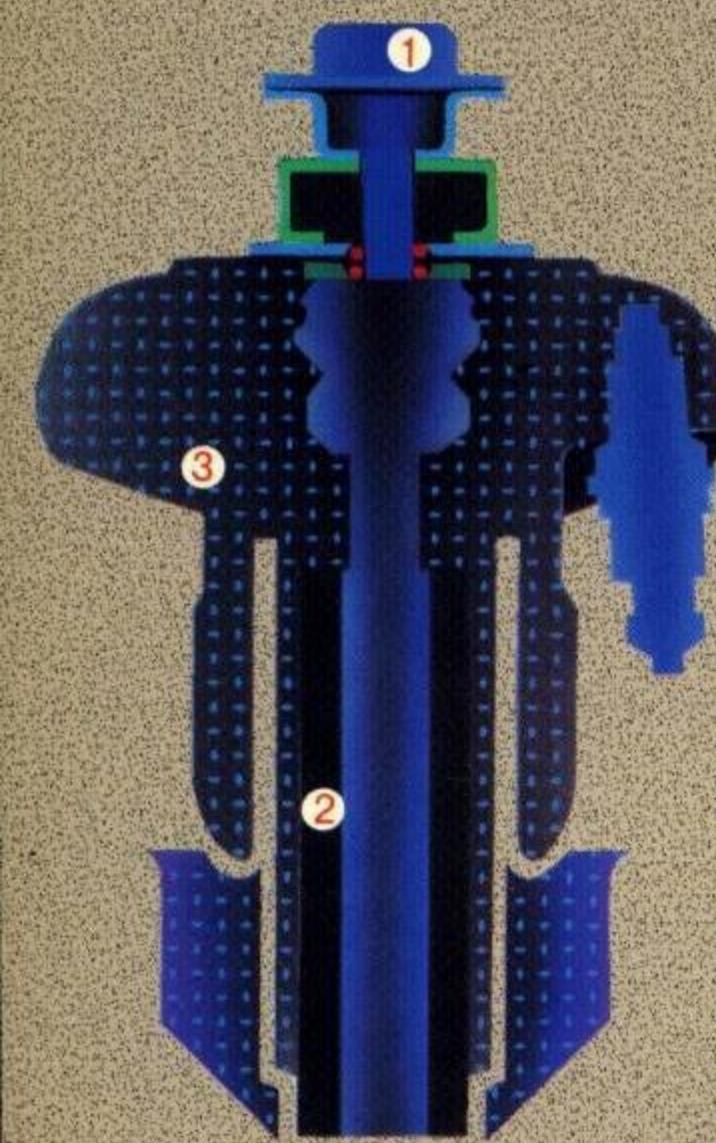
luxury cars. It's a power rack-and-pinion design with speed-sensitive variable-assist. It constantly monitors and adjusts the amount of power assist to match the driver's needs.

They endowed Continental with the world's most advanced brake system – four-wheel-disc Anti-lock Brakes (ABS). ABS helps the driver maintain steering control under the most severe braking situations while simultaneously providing shorter stopping distances under almost all road conditions.

And they surrounded this advanced technology with an aerodynamic body that pays homage to no other car in the world. Then gave it front-wheel drive and a new 3.8-litre EFI V-6 with balance-shaft technology for smooth performance. And, of course, they made it a Lincoln. With six-passenger room, legendary Lincoln comfort, and an impressive list of standard appointments.

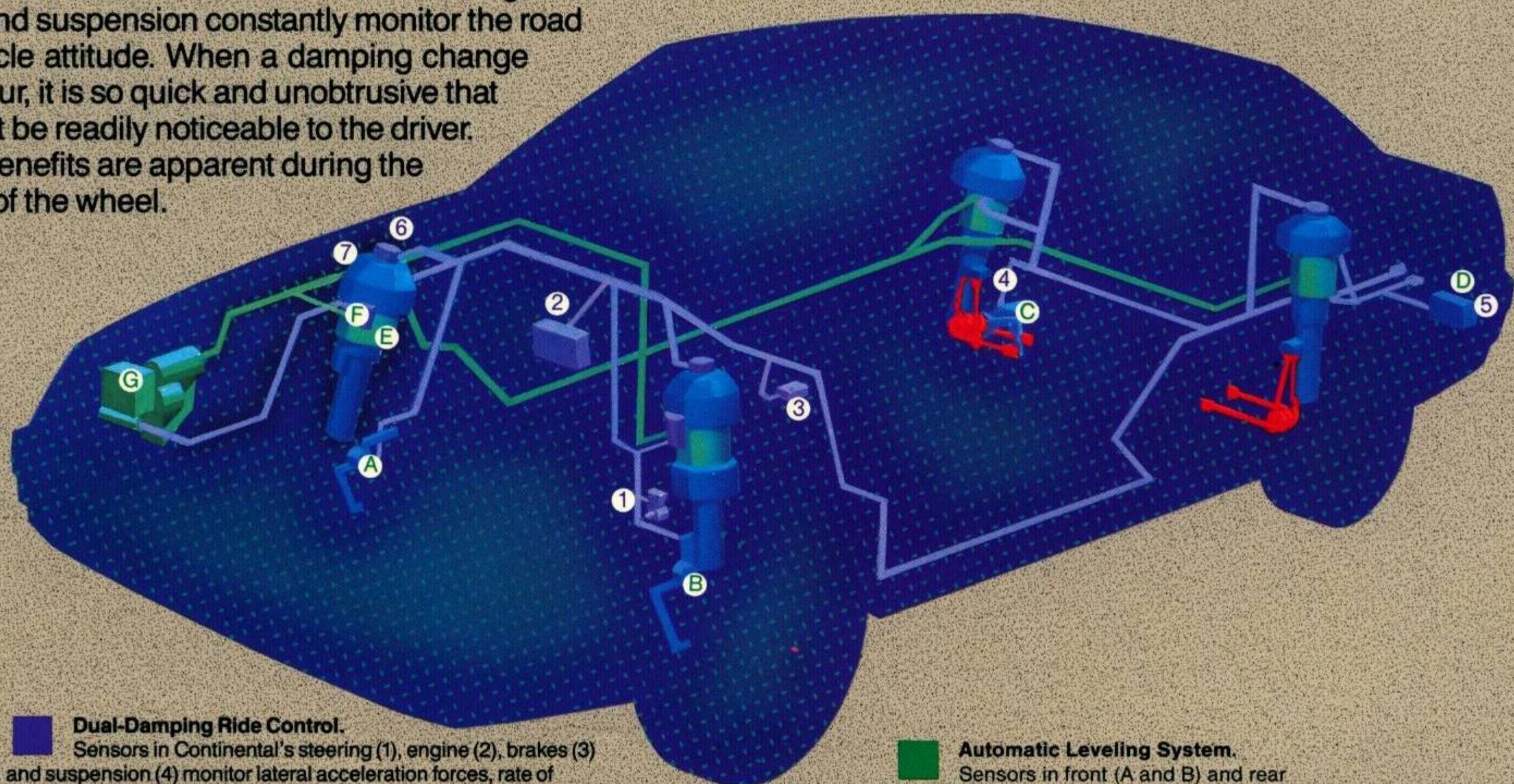
There's a new benchmark for judging world-class luxury. It's the new Continental. And it's the most convincing argument yet of why Lincoln is still "What a luxury car should be."

## The road is ever-changing. The world's most advanced luxury-car suspension lets Continental change with it.



Continental's MacPherson struts use an innovative dual-damping mechanism (1). When actuated by computer command, they provide up to a nine-fold increase in damping force, allowing Continental's ride to truly change from soft to firm. The struts themselves are pressurized with harmless nitrogen gas (2) to help prevent deterioration of damping ability over rough surfaces. Each strut also has an integral air spring (3) that is automatically inflated or deflated to maintain constant ride height and stance.

**The power to "think" its way over the road.**  
Sophisticated sensors in Continental's steering, brakes, engine and suspension constantly monitor the road and vehicle attitude. When a damping change does occur, it is so quick and unobtrusive that it may not be readily noticeable to the driver. But the benefits are apparent during the first turn of the wheel.



**Dual-Damping Ride Control.**  
Sensors in Continental's steering (1), engine (2), brakes (3) and suspension (4) monitor lateral acceleration forces, rate of steering-wheel turn, rate of acceleration, rate of deceleration and vertical movement of the road wheel. Sensor input to a suspension control computer (5) can initiate a damping change — from soft to firm or back again. A mechanical actuator (6) on each of Continental's dual-damping struts (7) makes the change in fractions of a second.

As Continental enters a sharp turn, its optical steering sensor reads the amount of steering-wheel turn, then converts it to lateral acceleration, or g-force. When this force reaches a certain level, shock damping switches to firm to provide flatter cornering. This same sensor also tracks the rate of turn. An abrupt movement of the wheel — as in an avoidance maneuver — initiates a firm suspension setting to give the driver better response and improved control.

The suspension sensor measures vertical travel of the wheel as Continental negotiates road imperfections. When the rate of travel exceeds a given limit — while crossing rough railroad tracks, for example — the shock damping again is switched to firm. This minimizes suspension "bottoming" and excessive bouncing after a series of severe bumps.

During hard braking or acceleration, sensors in those systems will call for a firm suspension setting to compensate for suspension squat and dive. That means a more comfortable ride and a feeling of confidence for driver and passengers.

### On the level.

For a car to function as its engineers intended, it must ride at its optimum design height — both front and rear. Too much weight in the rear, for example, compromises the effectiveness of the suspension, the efficiency of the aerodynamics, even the aim of the headlamps. A truly advanced luxury car should compensate for varying loads. And Continental's ingenious suspension allows it to do just that.

Three electronic sensors keep watch over Continental's road height and stance. Adjustments are made in the inflation of each wheel's variable-rate air spring to keep Continental level — both front to rear and side to side — and at the optimum ride height.

## There's no other luxury car like this in the world. It deserved a steering system of equal acclaim.

The problem has existed ever since power assist was added to steering. How much is enough? With too much, the steering wheel feels "numb" — all communication between the front wheels and the driver is effectively cut off. With too little assist, the simplest low-speed maneuver, namely parking, becomes a difficult feat.

And the issue is further clouded by the fact that a car rounding a turn at 90 km/h (55 mph) ideally doesn't need as much assist as a car turning at 60 km/h (40 mph). Or at 40 km/h (25 mph). Or 25 km/h (15 mph). Continental's unique solution to this dilemma is called electrohydraulic, speed-sensitive, variable-assist power rack-and-pinion steering. It is, in fact, the world's most advanced luxury-car steering system. And, again, computer technology is at the heart of it.

A microprocessor-based electronic module constantly measures vehicle speed, then signals an electrohydraulic actuator valve to provide the ideal level of power assist for that speed.

As speed increases, power assist decreases (and steering effort rises) in subtle, incremental steps. In fact, between 15 km/h (10 mph) and 80 km/h (50 mph), there are over 80 individual levels of power assist.

This ensures that Continental's driver always receives the optimum level of assist. Full assist at slow speeds for ease of parking, minimum assist at highway speeds for proper road "feel," and graduated levels in between.

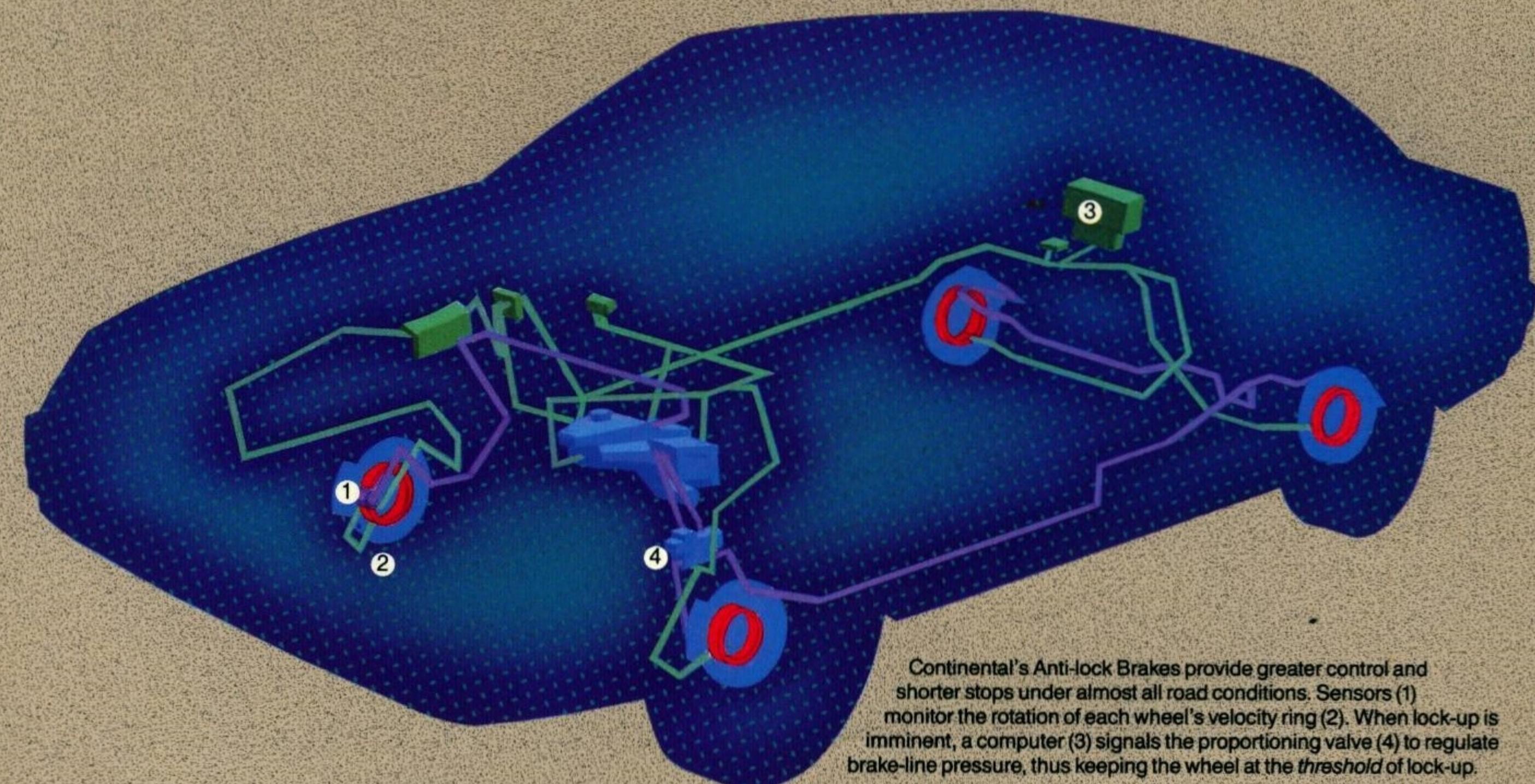
## An ordinary brake system is for ordinary cars. The world's most advanced is for Continental.

In a panic braking situation, there is little time to react. Instinctively, most drivers hit the brake pedal. Hard. Sometimes too hard. The result can be a four-wheel skid. A skidding wheel is actually less effective in stopping an automobile than one that is still gripping the road. More important, a skid can mean loss of steering, loss of control.

Continental's four-wheel-disc Anti-lock Brake System (ABS) — the world's most advanced brake system — helps the driver maintain steering control even during hard braking. And on slick surfaces, an ABS-equipped automobile can reduce stopping distance by up to 40%.

Continental's ABS does this by not allowing the wheels to lock. Sensors at each wheel monitor wheel rotation. A microprocessor then controls brake pressure to keep each individual wheel on the *threshold* of lock-up. It is there that maximum braking efficiency is achieved.

The action of ABS is so quick that changes in brake pressure can occur up to 10 times per second. It is braking efficiency that even the world's best professional drivers can't duplicate. And it's standard on every Continental.



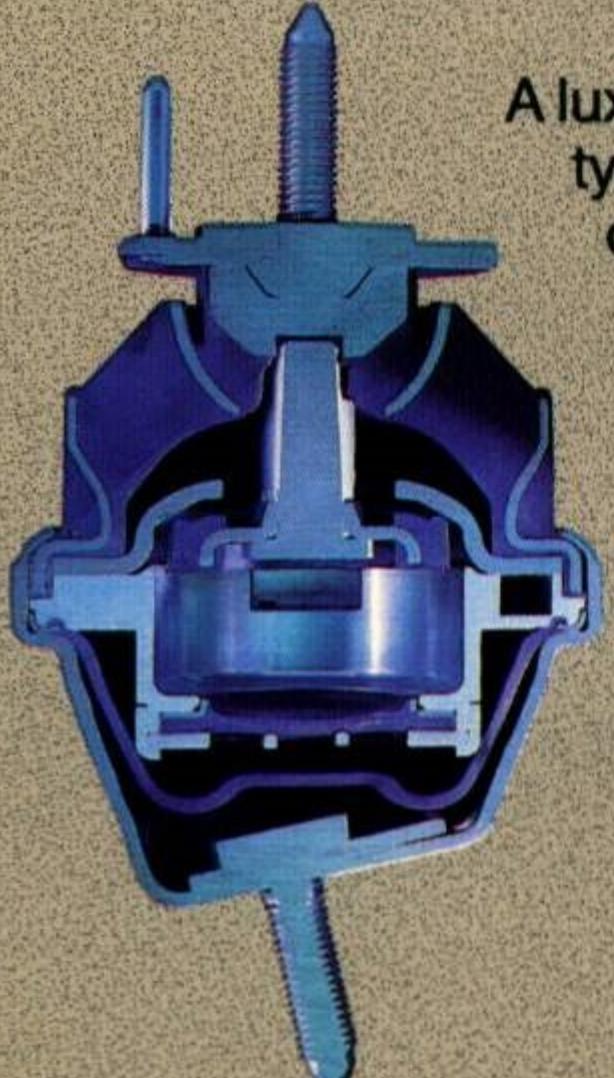
Continental's Anti-lock Brakes provide greater control and shorter stops under almost all road conditions. Sensors (1) monitor the rotation of each wheel's velocity ring (2). When lock-up is imminent, a computer (3) signals the proportioning valve (4) to regulate brake-line pressure, thus keeping the wheel at the *threshold* of lock-up.

**Automatic Leveling System.**  
Sensors in front (A and B) and rear (C) monitor vehicle height. Deviation from optimum height at any wheel prompts the suspension control computer (D) to initiate small inflation/deflation adjustments in Continental's air springs (E) where appropriate. Adjustments are made by an air-spring solenoid valve (F) with air supplied by an on-board compressor (G).

Continental Signature series in Dark Shadow Blue Clearcoat Metallic.



**With Continental, you always arrive in style. And with front-wheel-drive and V-6 power, you might also arrive ahead of everyone else.**



A luxury automobile, more than any type of car, should transport its occupants with a minimum of fuss. It should move quickly, confidently and efficiently. Obviously, its drivetrain should be engineered with these traits in mind.

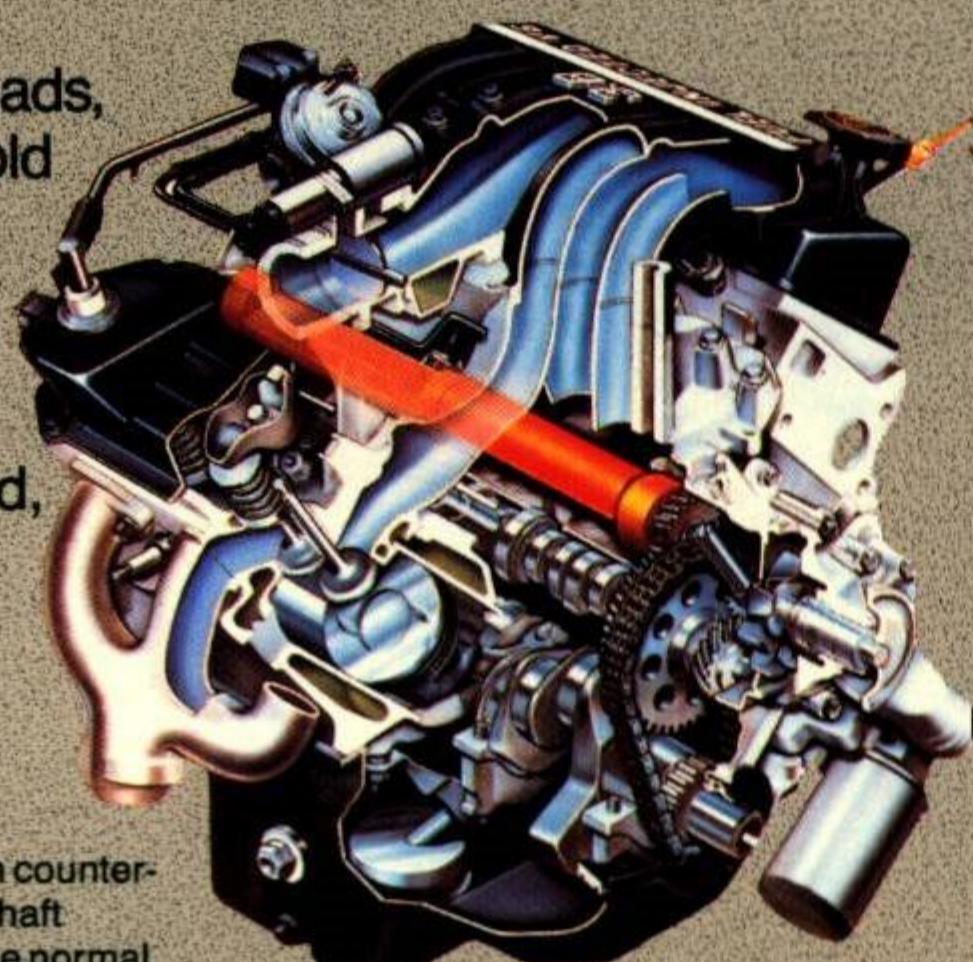
To make Continental a better all-weather automobile, the decision was made early on to give it front-wheel drive. Front drive provides better traction in rain or snow.

Continental's powertrain is a 3.8 litre V-6 matched to a four-speed automatic overdrive transaxle with lock-up torque converter. This combination was selected for both its power and operating efficiency.

Extraordinary measures were taken to ensure smooth performance. A counter-rotating balance shaft was installed in the engine to offset normal engine power pulses. The engine is mounted to a separate sub-frame by three hydraulic engine mounts. The fluid inside these "hydromounts" absorbs engine noise and vibration.

The 140-horsepower engine is equipped with electronic multi-port fuel injection for crisp throttle response and efficient use of fuel. Vital engine functions such as fuel and air delivery are monitored and precisely controlled by EEC-IV, one of the world's most advanced engine computers. EEC-IV is so powerful it even adjusts for altitude and the age and wear of the engine.

The engine's cylinder heads, pistons and intake manifold are made of strong but lightweight aluminum. The manifold itself has tuned intake runners for better low-end torque and, therefore, quicker initial acceleration.



A camshaft-driven counter-rotating balance shaft (orange) offsets the normal power pulses of the engine. This allows Continental's 3.8-litre EFI V-6 engine to deliver smooth performance.

**Months of analysis, testing, tweaking and retesting created this superb example of airflow management.**

**But it's all right if you just think it's good looking.**



Extensive wind-tunnel testing led to Continental's favourable 0.35 drag coefficient.

In fact, that observation may be the ultimate compliment to the aerodynamic experts who designed Continental. It tells them Continental's advanced aerodynamic features have been so perfectly integrated that they go unnoticed. Which means you – and others – are left noticing the distinctive, formal lines of this new Continental.

Look closer, however, and you'll see that almost every turn of Continental's classic shape has been influenced by airflow management.

Continental greets the oncoming air with flush-mounted halogen headlamps, a front bumper that's neatly integrated into the bodysides and a high-efficiency grille designed to provide proper engine cooling while minimizing drag and front-end lift. The smooth flow of air is further promoted by flush-mounted side glass, a windshield that's raked at a 58.6-degree angle and aircraft-style doors that merge with Continental's roofline. Even Continental's outside mirrors have been sized and located for better airflow.

Combined, these features let Continental slip through the air with a 0.35 drag coefficient, while providing benefits such as improved handling and fuel efficiency, lower noise levels, and better engine and brake cooling.



Aerodynamic headlamps have impact-resistant polycarbonate lenses.

**Continental's six-passenger interior could give the term "functional design" a good name.**

Is there something wrong with being comfortable? Of course not. But you wouldn't know that judging by some luxury-car interiors. Their shortcomings – namely spartan accommodations and dull, uninviting appearance – are often justified as "functional design."



Continental's standard tilt steering wheel lets the driver find the most comfortable position, thereby reducing fatigue.

Truth is, a car's interior can be functional and comfortable. Not to mention attractive, elegant and even luxurious. All at the same time.

Welcome to the inside of the new Continental.

**Now sit down.**

And when you do, take notice of the supple leather that fills Continental's interior. It is, of course, standard (a luxurious cloth covering is offered as a no-cost alternative). Take notice, too, of just how much room there is inside this new Continental.

Continental's driver's seat has six-way power adjustments. And both front seats have adjustable seatbacks, four-way articulated headrests and separate fold-down armrests. The seats incorporate a special coil-and-grid internal spring suspension for added comfort and support. Power lumbar (lower back) adjustments and a two-position driver's seat memory feature are available on Signature Series. The adjustable lumbar supports give driver and front-seat passenger individual control over the amount of lower-back support each receives. Proper lumbar support can reduce back fatigue during long trips. The memory seat feature can be programmed to "remember" two distinctly different settings of the driver's six-way seat bottom. Either setting can then be recalled at the push of a button.

As you'd expect of a Lincoln interior, all of the comfort and convenience features are standard. In both Continental and Continental Signature Series, you'll find power windows and door locks, power adjustable heated outside mirrors, tilt steering wheel, interval wipers, electronic digital clock and steering wheel-mounted speed control.

**Digital instruments that make sense.**

Continental's electronic instrument cluster was engineered to be a highly functional means of presenting information. To guarantee it, Lincoln engineers employed a driving simulator to test the efficiency of displays and push-buttons. If something was found to be complicated, it was simplified. If its location was wrong, it was moved. The result is a

system with a high degree of human compatibility. To the left of a large, centrally located speedometer/odometer sits a digital fuel bar graph and digital numerical fuel readout. Next to those is a multi-gauge bar graph that, at the push of a button, will selectively monitor oil pressure, engine temperature or battery voltage/charging. If a critical level is reached in any single area, its graphic readout will immediately preempt the selected display.

On the right of the speedometer, a message display shows trip-computer functions – instant or average fuel economy, distance to empty, elapsed distance or average speed. It also alerts Continental's driver to everything from an open door or lamp outage to low oil level or the need for routine service. The entire message display is controlled by three simple buttons.

**The sun rises, but the temperature doesn't.** Continental's Automatic Climate Control system is so advanced it even compensates for a sunny day. A sunload sensor detects additional heat caused by bright sunlight, then reduces the inside temperature by as much as 3°C (5°F) below the panel setting to keep the driver and passengers comfortable.

Rear-seat passengers receive heating air through their own rear-seat vent.

**A sound system worthy of the home...**

Continental's standard AM/FM stereo cassette radio has an 80-watt amplifier, six premium speakers and total harmonic distortion of less than 0.1%. It contains features difficult to find in a home sound system, let alone in an automobile. There are 18 station memory settings – 12 FM and six AM. Pop-out tone controls retract out of the way after they're set. Seek and scan features work not just with the radio but also with the cassette player. Dynamic and Dolby B® noise reduction systems – even AM stereo reception – are included.

**...one worthy of the concert hall...**

There's only one way to surpass Continental's standard sound system. That's by ordering the optional Ford JBL Audio System. It incorporates all the advanced features of the standard radio plus a 140-watt amplifier and 10 premium speakers.

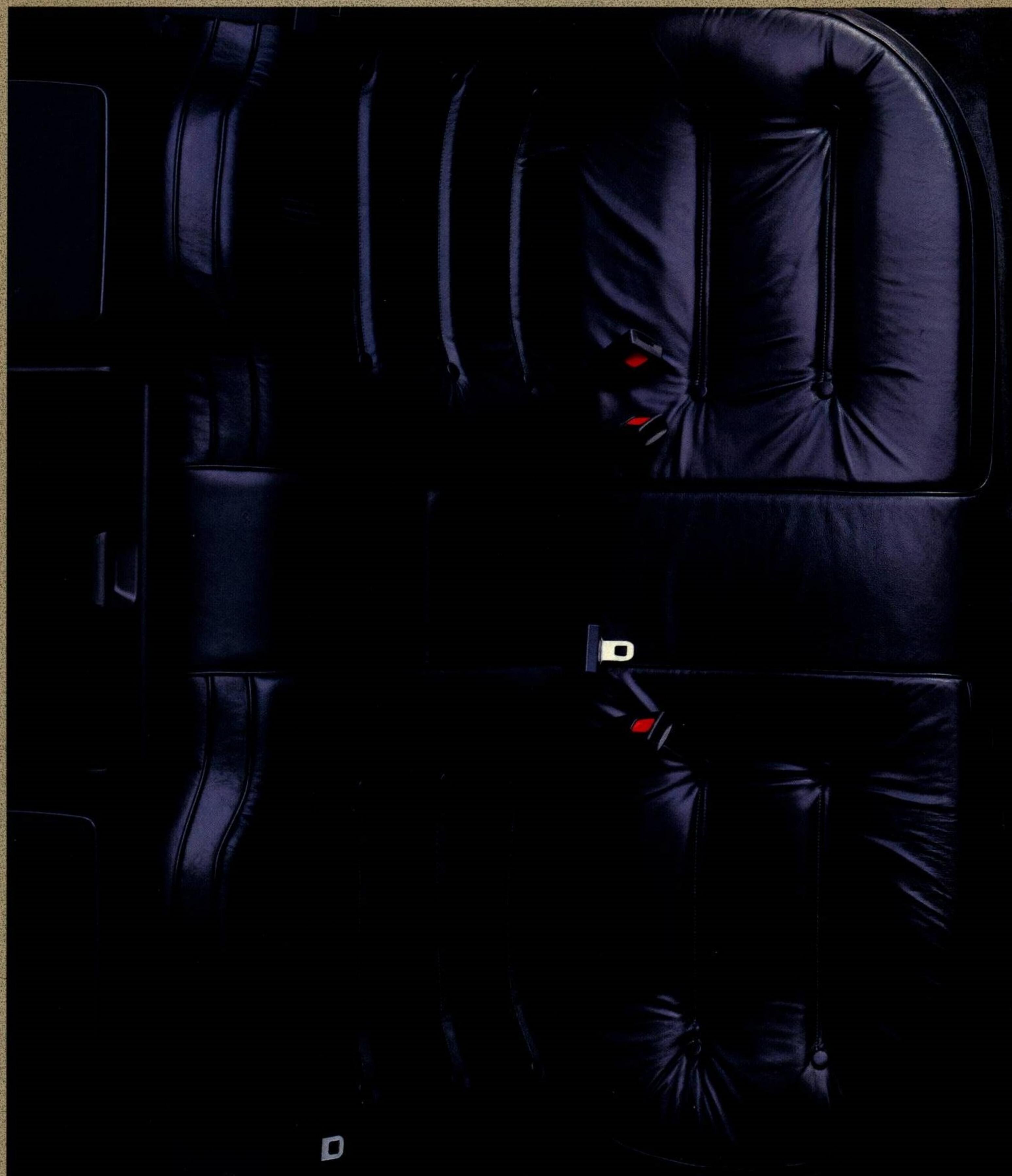
The speakers have been especially designed and located for the acoustics of Continental's interior. The result is a listening experience of concert-hall quality.

To that amazing system you can also add an optional compact disc player. It's a fully integrated system with automatic music search, scan and dual repeat features. Its total harmonic distortion is less than 0.05%.

**...or no sound at all.**

When you want peace and quiet, Continental also delivers. Its aerodynamic shape keeps wind noise to a minimum, while the engine's counter-balancing shaft and acoustically tuned intake manifold and exhaust help suppress powertrain noise. Additionally, two steel panels with an inner sound-absorption material separate passengers from the engine compartment. And Continental's thick 24-ounce floor carpeting has full foam coverage beneath.





Signature Series standard leather interior in Shadow Blue.





Signature series cloth interior (a no-cost option) in Sandalwood.



S Standard features O Optional features NA Not available

#### FUNCTIONAL FEATURES

	Continental	Signature Series
Front-wheel drive	S	S
3.8-litre V-6 engine with balance shaft, multi-port electronic fuel injection and electronic engine controls (EEC-IV)	S	S
4-speed automatic overdrive transaxle	S	S
Four-wheel disc Anti-lock Brake System	S	S
Speed-sensitive variable-assist power rack-and-pinion steering	S	S
Computer-controlled adaptive air suspension with load leveling and dual damping ride control	S	S
Four-wheel independent suspension	S	S
Nitrogen gas-pressurized front and rear struts	S	S
Front and rear stabilizer bars	S	S
Gas-cylinder hood-lift assists	S	S
Instrument panel service/interval reminders	S	S
Anti-theft alarm	O	O

#### INTERIOR CONVENIENCE FEATURES

Comfort/Convenience Group		
Six-way power front passenger seat with power seatback recliner, power decklid pulldown and closure (late availability), dual illuminated visor vanity mirrors, rear floor mats and headlamp convenience system (includes automatic headlamp dimmer and Autolamp on/off/delay system)	O	S
Electronic Automatic Climate Control system with sunload sensor	S	S
Tilt steering wheel	S	S
50/50 twin comfort lounge seats with leather trim	S	S
Cloth seat trim (no-cost option)	O	O
Unique seat trim	NA	S
Seatback robe cords	NA	S
Driver's seat with memory control and power adjustable front-seat lumbar supports	NA	O
Power driver/manual passenger front seatback recliners	S	NA
Dual front-seat folding armrests	S	S
Full-length door armrests	S	S
Electronic AM/FM stereo with cassette and six-speaker Premium Sound	S	S
Power antenna	S	S
Remote decklid release	S	S
Tinted glass	S	S
Power windows	S	S
Power door locks	S	S
Dual power and heated outside mirrors	S	S
Interval wipers	S	S
Side window demisters	S	S
Rear window defroster	S	S
Fingertip speed control	S	S
Rear-seat folding centre armrest	S	S
Rear-seat heat ducts	S	S
3-point safety belts for rear-seat outboard passengers and centre lap belt	S	S

#### INTERIOR COLOURS

- Titanium • Shadow Blue • Cabernet • Cinnabar • Sandalwood

#### EXTERIOR COLOURS

- Midnight Black Clearcoat • Sandstone Clearcoat Metallic • Dark Titanium Clearcoat Metallic • Dark Shadow Blue Clearcoat Metallic • Ocean Blue Clearcoat Metallic • Maroon Clearcoat • Rose Quartz Clearcoat Metallic • Regatta Blue Clearcoat Metallic • Arctic White • Cinnabar Clearcoat Metallic • Dark Cabernet Clearcoat Metallic • Medium Driftwood Clearcoat Metallic

S Standard features O Optional features NA Not available

#### INTERIOR CONVENIENCE FEATURES (Con't.)

Electronic warning chimes	S	S
Interior lamps (ashtrays, glovebox, courtesy, front and rear reading, door armrests, floorwell, and engine bay and luggage compartment)	S	S
Electronic instrument cluster with digital speedometer, analog/digital fuel gauge, and multi-function gauge (oil pressure, temperature and battery charge)	S	S
Electronic Tripminder/Message Centre (shows trip distance, average fuel economy, instant fuel economy, average speed, distance to empty and systems check)	S	S
Speed alarm	S	S
Digital clock	S	S
Leather-wrapped steering wheel	O	S
24-oz. floor carpet	S	S
Front floor mats	S	S
Seatback map pockets	S	S
Front/side visor	S	S
Centre visor (extended coverage)	S	S
Front overhead console with dual reading lights	S	S
Overhead console group (digital compass and automatic dimming rearview mirror)	O	O
538 litre (19 cubic ft.) carpeted trunk with low liftover design, luggage compartment lamp and storage compartment	S	S
Automatic parking brake release	S	S
Ford JBL Audio System	O	O
Compact digital disc player	O	O
Insta-Clear® windshield	O	O
Power moonroof	O	O

#### EXTERIOR FEATURES

Aerodynamically designed body with flush halogen headlamps, flush glass, aircraft-style doors and concealed wipers	S	S
Cornering lamps	S	S
Bodyside protection moulding with bright insert	S	S
Bright rocker panel moulding	S	S
Exterior abrasion coating	S	S
Signature Series script on rear quarter window	NA	S
Bodyside accent stripes	NA	S
Keyless/illuminated entry system	O	S

#### TIRES/WHEELS

P205/70R15 steel-belted black sidewall tires	S	S
P205/70R15 steel-belted white sidewall tires	O	O
Styled aluminum wheels	O	S
Full deluxe wheel covers	S	NA
Locking spoke wheel cover	O	O

# THE LINCOLN CARD



## OUR CONFIRMATION OF QUALITY. FOR THREE YEARS, VIRTUALLY ALL YOU'LL PAY FOR IS FUEL.

The Lincoln Card provides you with one of the most comprehensive owner protection programs provided by any luxury vehicle manufacturer in North America or abroad.

A three year unlimited mileage plan that covers all scheduled maintenance services as listed in the owner guide, replacement of items necessitated by wear and all repairs that may be necessary due to defects in materials. The Lincoln Card also includes towing and transportation assistance. Damage caused by accidents and abuse, or fluids required between scheduled maintenance intervals, tires, vehicles in daily rental, taxi or limousine service are not included in the program.

Your Lincoln dealer would be more than pleased to review with you all of the information regarding this preferential plan, to make your Lincoln driving years as pleasurable as possible. Under the program, the Lincoln Card is also transferable at no charge to those subsequent purchasers who own the vehicle within the 3 year period.

After the expiration of your Lincoln card coverage, the new Ford of Canada 6 year/100,000 km (60,000 miles) major component warranty will come into effect. At this point there is a transfer charge to the second owner. See your Lincoln dealer for complete details of this limited warranty.



Genuine Ford and Motorcraft original equipment replacement parts are engineered and manufactured to Ford's high specifications. They're your best assurance of quality and long-term satisfaction because these replacement parts meet the same high standards as those installed in production.

### CORROSION PROTECTION

All Lincoln cars are protected with the DURAGUARD System, which includes 7 processes built in at the factory as standard equipment, to provide corrosion protection as follows:

- precoated steel on doors, quarter panels, hoods, fenders and other selected areas;
- galvanized steel on rocker panels, selected cowl tops and underbody parts;
- vinyl sealer on the underside of rear wheelhouses;
- phosphate coating on the entire car body after a super cleaning process;
- an electrocoat process to apply corrosion resistant primer paint, also on the entire body;
- aluminized wax sprayed into the hard-to-reach lower body areas and the inside surfaces of doors;
- protective vinyl coating behind the wheel openings and along the lower body side area.

The DURAGUARD System is backed by a no-extra charge 6 year/160,000 km (100,000 miles) manufacturer's warranty against corrosion perforation. This warranty, transferable to succeeding owners, covers the cost of both labour and materials for repair of perforation of sheet metal and all other components except exhaust system, caused by corrosion. See your dealer for details of this limited warranty.



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LINCOLN CONTINENTAL

