

NEW '85½

MERCURY LYNX



Over the past few years, the Mercury Lynx has developed an enviable reputation as an economical subcompact car that provides the room and comfort of some larger cars at an affordable price.

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

New Mercury Lynx— The shape of success.

Subtle refinements blend more power and efficiency in an affordable package.

The rack-and-pinion steering, standard on Lynx, enhances its handling capability by offering precise maneuvering in difficult driving situations.

Rack-and-pinion steering provides accurate response to driver input while delivering road feel back to the driver. And Lynx offers responsive power-assisted front disc and rear drum brakes to help provide sure stopping power.

Now, the new Mercury Lynx takes all the standard features which have helped make it such a popular subcompact car and offers several subtle refinements.

Take the obvious, for instance, the attractive exterior shape of the new Mercury Lynx, shown on the foldout in a Bright Red five-door GS model. The stylists and engineers who redesigned 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.

These subtle styling nuances are attractive for more than just appearance's sake. With a drag coefficient of just 0.39, the redesigned Lynx is more aerodynamically efficient than ever. Lynx, in fact, is one of the most aerodynamically efficient small cars built in America.

Aerodynamic engineering on the new Mercury Lynx helps contribute to better fuel economy.

The aerodynamic engineering that went into the new Mercury Lynx enables it to use less road load horsepower to achieve a given speed. That translates into better fuel economy* and lower driving costs.

This commitment to aerodynamic efficiency is just one example how Lynx, and all Mercury cars—Topaz, Cougar, Capri, Marquis, and Grand Marquis—deliver functional as opposed to merely ornamental status. This functional integrity is a cornerstone of Mercury cars and contributes to making them the highest quality cars designed and built in America.**

The new 1.9-liter engine that powers the new Mercury Lynx makes it a more responsive car.

Not all of the improvements on the new Lynx are all that subtle. The new Mercury Lynx, for instance, gets a new engine which offers more displacement and horsepower to go along with good fuel economy.

This new 1.9-liter overhead cam four-cylinder engine delivers a peak of 86 horsepower at 4800 rpm and 100 lbs. ft. of torque at 3000 rpm.† That's an increase of 23% in horsepower and 14% in torque over the 1985 model.

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

Along with refinements in the body and chassis of the new Mercury Lynx, this new engine helps make the new Mercury Lynx a more vibration-free car than its predecessor.

The new Lynx also gets an upgraded suspension with a larger diameter 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.

The new Mercury Lynx. Its refinements give it a sweet shape of success.

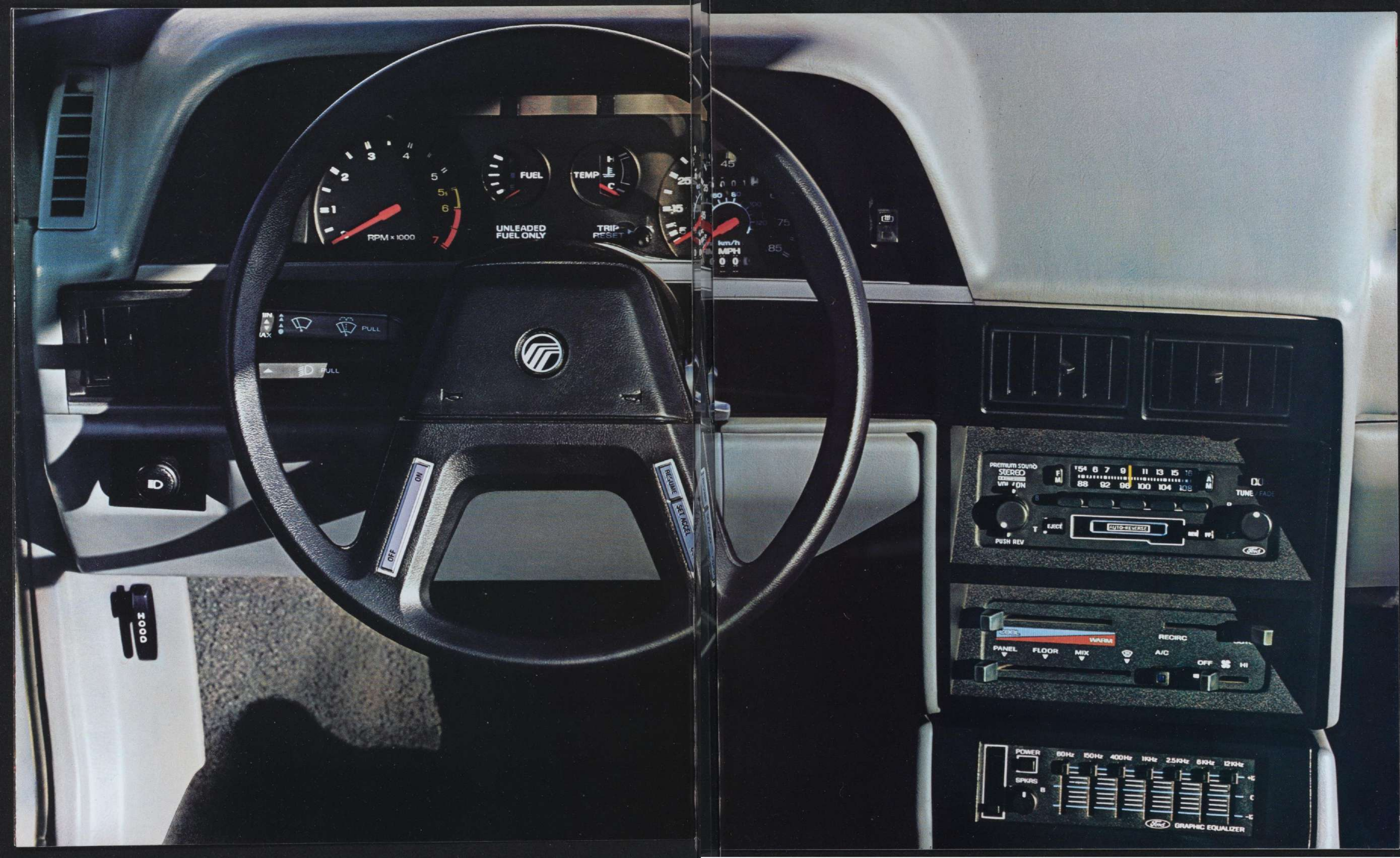
*See EPA statement on page 17.

**Based on an average of owner-reported problems in the prior six months in a 1984 survey of 1981 through 1983 models designed and built in the U.S.

†Based on SAE Standard J1349.

New Mercury Lynx five-door GS in Bright Red. Some features shown may be optional. See option list on page 15.







Improvements on a good thing — in this case the new Mercury Lynx — aren't limited to the outside. The new Lynx received some special attention inside designed to increase the comfort and convenience offered to both driver and passengers.

But then, Lynx had a good base on which to build. Take the instrument and control panel on the Lynx, shown on the preceding pages in a GS model with Smoke interior. It is the result of painstaking attention to detail, and it is designed to be simple to understand and easy to use.

The engineers who designed the Lynx instrument panel paid particular attention to the interaction of people with machines. Ergonomics is the fashionable word to describe this discipline, but in simple terms it means that every control, every gauge, is in quick and easy sight or reach of the driver. It means that people feel comfortable and confident when driving the Mercury Lynx.

And now, the new Mercury Lynx five-door and wagon models come with child-proof rear door locks to add to your peace of mind while driving.

Easy-to-see gauges and easy-to-reach controls help people feel comfortable and confident driving the new Mercury Lynx.

This attention to proper ergonomics extends well beyond the instrument panel. In designing the interior shape of the Lynx, its engineers didn't neglect your own shape.

Because Lynx is a front-wheel-drive car, there is no transmission tunnel intruding on passenger space. And because its engine is mounted transversely, or sideways, Lynx can devote more interior space to passengers.

In fact, Lynx has so much interior space that although it competes against subcompact cars, government classifications of interior volumes rate it as a compact car. And the cargo-carrying capacity of the new Mercury Lynx — 16.6

cubic feet with the rear seatback up, 32.2 cubic feet with the rear seatback down, according to 1985 MVMA Passenger Car Specifications — earns Lynx a rating comparable to some mid-sized cars.

In designing the shape of Lynx, its engineers paid attention to your own shape.

Space itself, however, isn't the hallmark of the new Mercury Lynx. It is the comfort and style in that space where the Lynx shines brightest.

The A-frame steering wheel allows an excellent view of the gauges and warning lights on the main instrument pod.

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 off the road.

The secondary network of controls — the slide bar for heating, ventilation, and optional air conditioning — are housed in the center of the instrument panel, which is angled toward the driver for added convenience.

The new Mercury Lynx also gets low-back individually reclining front seats covered with rich, luxurious fabric in all models. And, all front seats on the new Mercury Lynx have been significantly improved for greater comfort with improved lumbar support seatbacks.

Increased comfort means that drivers are less likely to succumb to fatigue on long trips. Comfortable drivers make alert drivers — and alert drivers make safer drivers.

Just another example of how the shape and style of the new Mercury Lynx are designed with your own shape and style in mind.

New Mercury Lynx GS instrument panel (on preceding pages) and interior in Smoke. Some features shown may be optional. See option list on page 15.



There's more than one way to skin a Lynx, and for those persons who need plenty of utility to go with their comfort and economy,* there's the new Mercury Lynx wagon.

The Lynx wagon offers amazing versatility: the same power and panache as the Lynx sedan with nearly double the usable cargo space.

With the rear seats folded down, the Lynx wagon offers 58.8 cubic feet of space for cargo, groceries, sports equipment, or camping gear, according to 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 features include load-cushioning cargo floor carpeting, a small-package stowage bin, a cargo cover to

conceal valuables, and a "tailgate ajar" warning light.

The new Lynx wagon offers the same style as the Lynx sedan with nearly double the cargo space.

For those who are seriously economy minded, the new Lynx can be ordered with a fuel-slingy 2.0-liter four-cylinder diesel powerplant,* such as the Lynx GS diesel wagon shown here.

The new Mercury Lynx wagon—decidedly stylish shape outside, decidedly useful space inside.

*See EPA statement on page 17.

New Mercury Lynx GS diesel wagon with Smoke Metallic exterior and Medium Canyon Red interior. Some features shown may be optional. See option list on page 15.





Because different persons have different needs, the new Mercury Lynx is available in several different models. There are three-door, five-door, and wagon models of the Lynx. The three-door model is available in three trim levels: standard, L, and GS. The five-door and wagon are available in L and GS trim. Each has the right touches to make it the right car.

All models of Lynx come equipped with a padded instrument panel with handy passenger-side parcel shelf, glove box, and side-window demisters. The stylish A-frame steering wheel, newly designed center console, plus full interior carpeting and completely trimmed door panels also are standard on all models of Lynx.

Lynx L includes as standard equipment an AM radio (may be deleted for credit), dual bodyside paint stripes, and other nice touches. Lynx GS brings additional amenities, such as AM/FM stereo radio (may be deleted for credit), dual visor vanity mirrors with covers, 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 many desirable functional and enjoyment options, such as the Comfort and Convenience Package. To the Lynx L or GS, this package adds interval windshield wipers, an overhead console with digital clock, dual remote-control out-

side rearview mirrors, an interior lighting package, and an instrumentation group that includes tachometer, temperature gauge, and trip odometer.*

The new Mercury Lynx—the right car for all reasons.

Although the list of available options is impressive, one needn't order anything extra to get the Mercury style and quality that are standard on every Lynx. This style and quality manifest themselves in the little touches, like the roomy folding rear seat in the Lynx L shown below in a three-door Midnight Regatta Blue exterior and Regatta Blue interior. The split-folding rear seat in Lynx GS can seat two persons or, by folding one half down, carry one person plus an extra long or bulky piece of cargo.

The new Mercury Lynx. Its ability to adapt to different needs makes it the right car for all reasons.

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

New Mercury Lynx L three-door in Midnight Regatta Blue with Regatta Blue interior. Some features shown may be optional. See option list on page 15.



STANDARD AND OPTIONAL FEATURES

LYNX THREE-DOOR
SELECTED STANDARD FEATURES

Functional

- Front-wheel drive
- 1.9-liter overhead-cam four-cylinder engine
- Four-speed manual transaxle with overdrive fourth gear (reverse gear located to the right of 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
- Black left-hand outside mirror
- Semi-styled steel wheels with bright trim rings, argent hub covers, and black lug nuts (see wheel C on page 15)
- 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 vinyl A-frame 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

Three-door
Five-door
Station wagon

- Include all standard Lynx model standard features plus the following selected additions and/or differences:
- Rear-door child-proof locks
 - AM radio (may be deleted for credit)
 - Bright hood molding
 - Semi-styled steel wheels with bright hub covers and lug nuts (see wheel B on page 15)
 - Matte black rocker panel paint
 - Bodyside paint stripes

LYNX GS SELECTED STANDARD
FEATURES

Three-Door
Five-Door
Station wagon

- Include all Lynx L standard features plus the following selected additions and/or differences:
- Five-speed manual transaxle (reverse gear located below fifth gear)
 - Locking fuel filler door with remote release
 - Remote liftgate release (three-door and five-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 five-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
 - 4-Y styled steel wheels (see wheel A on page 15)
 - Body color rocker panel

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

STANDARD INTERIOR COLORS

- Smoke
- Sand Beige

L AND GS INTERIOR COLORS

- Smoke
- Canyon Red
- Regatta Blue
- Sand Beige

| OPTIONS | Lynx Standard | Lynx L | Lynx GS |
|---|------------------|-----------|------------|
| Air conditioning | NA | OPT | OPT |
| Bumper rub strips, front and rear | NA | OPT | STD |
| Defroster, rear window electric | OPT | OPT | OPT |
| Extended Service Plan | OPT | OPT | OPT |
| Floor console with graphic warning display | NA | OPT | OPT |
| Luggage rack, roof-mounted (wagons only) | NA | OPT | OPT |
| Molding, bodyside | NA | OPT | STD |
| Paint, Clearcoat | NA | OPT | OPT |
| Paint, Tu-Tone | NA | OPT | OPT |
| Speed control | NA | OPT | OPT |
| Steering wheel, tilt | NA | OPT | OPT |
| Tinted glass | OPT | OPT | OPT |
| POWER | | | |
| Power steering | NA | OPT | OPT |
| RADIOS | | | |
| AM radio (may be deleted for credit) | OPT | STD | NA |
| AM/FM stereo (may be deleted for credit) | OPT | OPT | STD |
| AM/FM stereo with cassette tape player | NA | OPT | OPT |
| Graphic Equalizer* | NA | OPT | OPT |
| ENGINES/TRANSMISSIONS** | | | |
| 1.9-liter four-cylinder engine with automatic transaxle | NA | OPT | OPT |
| 1.9-liter four-cylinder engine with five-speed manual transaxle | NA | OPT | STD |
| 2.0-liter diesel engine with five-speed manual transaxle | NA | OPT | OPT |
| RADIAL TIRES | | | |
| P165/80R13 white sidewall | NA | OPT | OPT |
| COMFORT AND CONVENIENCE PACKAGE† | | | |
| Includes overhead console with digital clock, dual remote-control mirrors, light group (glove box, dome/map, cargo compartment, and ashtray lights; headlamp-on warning buzzer; rear door and liftgate/hatchback courtesy light switches; illuminated passenger visor vanity mirror), interval windshield wipers, instrumentation group (tachometer, trip odometer, temperature gauge). | NA | OPT | OPT |

STD - Standard; OPT - Optional; NA - Not Available

*Not available in diesel models; requires floor console and AM/FM stereo with cassette.

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

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

| SPECIFICATIONS | Lynx Three-Door | Lynx Five-Door | Lynx Wagon |
|--|--------------------|-------------------|---------------|
| Wheelbase | 94.2" | 94.2" | 94.2" |
| Turning diameter (curb-to-curb) | 35.7" | 35.7" | 35.7" |
| Overall length | 166.9" | 166.9" | 168.0" |
| Overall height | 53.3" | 53.5" | 53.5" |
| Overall width | 65.9" | 65.9" | 65.9" |
| Wheel tread | — Front 54.7" | 54.7" | 54.7" |
| | — Rear 56.0" | 56.0" | 56.0" |
| Head room | — Front 38.1" | 38.1" | 38.1" |
| | — Rear 37.4" | 37.4" | 37.4" |
| Leg room | — Front 41.5" | 41.5" | 41.5" |
| | — Rear 35.0" | 35.0" | 35.0" |
| Shoulder room | — Front 51.3" | 51.3" | 51.3" |
| | — Rear 51.6" | 51.4" | 51.4" |
| Hip room | — Front 51.9" | 51.9" | 51.9" |
| | — Rear 44.1" | 44.4" | 44.4" |
| Luggage capacity/Cargo volume (cu. ft.)* | 37.6 | 37.4 | 58.3 |
| Fuel capacity (gals.) | 13.0 | 13.0 | 13.0 |
| Curb weight (lbs.) | 2144 | 2200 | 2226 |

*With rear seat folded down.



A

B

C

The new Mercury Lynx is engineered from the ground up for function, fun, and frugality. Perhaps nothing illustrates this intent better than the new engine that comes standard with the Lynx.

In designing this 1.9-liter overhead-cam four-cylinder engine, its engineers sought to deliver an engine that would provide good performance along with economy of operation.

Many engine components were specifically designed or modified for compatibility with this particular powerplant.

For instance, the combustion chambers have been redesigned for a higher air/fuel swirl mixture and mated to larger intake manifold runners for a configuration that maximizes performance and economy by delivering an optimum burn rate.

**Satisfaction, style,
and safety—**

**Standard elements that
come with every
new Mercury Lynx.**

The cam shaft on this engine was specifically modified to achieve higher specific output at lower engine speeds.

This means your car is delivering more power at lower rpm, so you get more performance using less fuel.

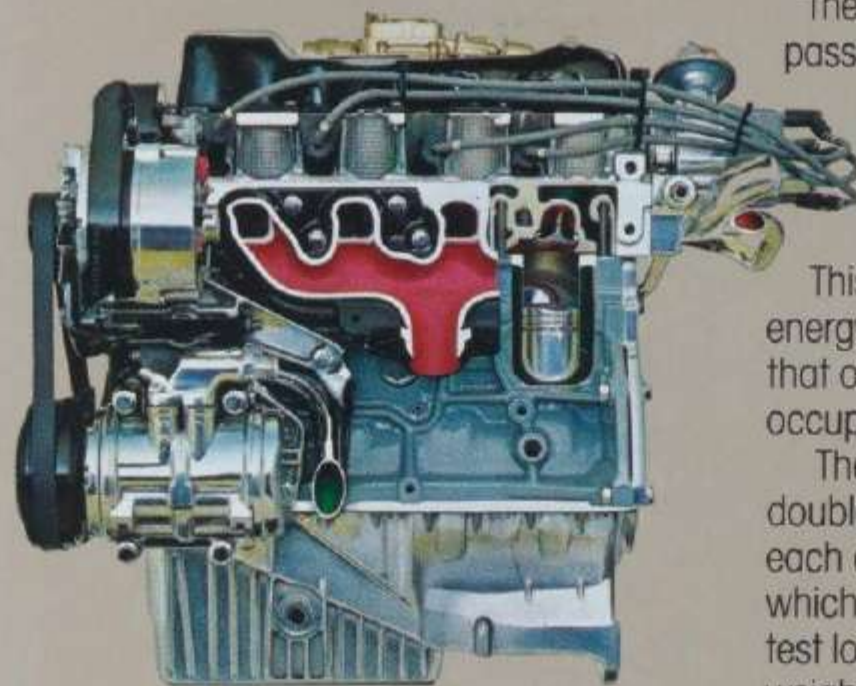
And the intake manifold and carburetor which feed the 1.9-liter engine are designed for improved fuel distribution, contributing to good cold starting ability.

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

Even the diesel engine, available at extra cost on the new Mercury Lynx, has advanced features. It has a refined air induction system for reduced noise levels under acceleration.

**The new Mercury Lynx delivers
both performance and economy in
good measures.**

Overall, changes in the powertrain are designed to provide a significantly more satisfying engine from the owners' 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 new Mercury Lynx adds three inches of front overhang to provide a more solid-feeling car by reducing road vibrations and enhancing powertrain isolation and structural integrity.

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

and may result in lower repair costs and lower insurance rates.

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 structural strength in a weight- and space-efficient car.

The unitized body forms a high-strength passenger capsule which is welded from end to end. Lynx also includes design features which allow the front and rear of the car to crush progressively upon impact.

This absorbs some of the impact energy and can result in reducing forces that otherwise could be transmitted to occupants.

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

Inside, Lynx features energy-absorbing materials on the instrument panel hood, steering wheel, doors, center console, seatbacks, head restraints, sun visors, and armrests. The steering column also helps protect the driver in the event of a front-end impact.

Finally, seat belts are installed for each passenger—integral lap and shoulder belts with automatic retractors and tension relievers in the front and lap belts in the rear.

Occupant protection, however, is not limited to adults. Several recent studies

have shown that the proper use of child-protection restraint systems prevents injuries and saves young lives. Almost every state now requires the use of protective child restraints. Ford Motor Company's Tot-Guard Safety Seat and Infant Carrier are designed to meet or exceed all applicable federal standards. Both are easy to install and use the seat belts already in Lynx.

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

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

**Mercury is a leader in providing
customer satisfaction.**

In a 1984 J.D. Power & Associates independent Customer Satisfaction Survey of 1983 model new car owners 12-14 months after purchase, Mercury was ranked as the number two domestic franchise in terms of customer satisfaction.

Only Lincoln, among domestic cars, was rated higher. And Mercury was ranked ahead of such prestigious imported cars as Saab, Volvo, and Nissan.

Much of the credit for Mercury's customer satisfaction 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, a new program called the Lincoln-Mercury Quality Commitment Program is being implemented.

The goal of the Lincoln-Mercury Quality Commitment Program is to achieve industry leadership in customer satisfaction. We want our customers to be the happiest, most pleased in the entire industry.

An integral part of the Lincoln-Mercury Quality Commitment is the extensive limited warranty that is given with every Mercury car.

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.

Mercury. The shape you want to be in, the satisfaction you want to feel.

Motorcraft 

QUALITY REPLACEMENT PARTS FROM FORD

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



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 \$190 for the first 50,000 miles of normal operation;* the chassis is lubed for life; spark plugs need changing only once every 30,000 miles of normal use; brakes and clutch are self-adjusting; the battery is maintenance-free.



LIFETIME SERVICE GUARANTEE

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

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

FORD-PAID REPAIR PROGRAMS AFTER THE WARRANTY PERIOD

Sometimes Ford Motor Company offers adjustment programs to pay all or part of the

cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls.

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

To get copies of any adjustment program for your Lynx or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. In Alaska or Hawaii, call 1-800-243-3711.

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

Please include your name and address; year, make, model and vehicle identification number, as well as engine size; and whether 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.

Get it together—Buckle up.

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

EPA Statement

New Mercury Lynx with four-speed manual transmission, 42 estimated highway and 32 estimated city mpg. New Mercury Lynx diesel with five-speed manual transmission, 52 estimated highway and 43 estimated city mpg. These are projected Mercury ratings based on Ford Engineering data and are expected to be very close to official EPA ratings. Actual mileage will vary with maintenance, options, driving conditions, and driving habits.

*Based on recommended scheduled maintenance, Ford Labor Time Standards, current retail parts prices, and an hourly rate of \$28. Some areas will be higher, some lower.

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.





LITHO IN U.S.A. (250M) 3-85 FORM NO. P-9550

MERCURY LYNX
LINCOLN-MERCURY DIVISION

