

1984

MERCURY LYNX



Mercury Lynx, the quality-built small car that keeps getting better.

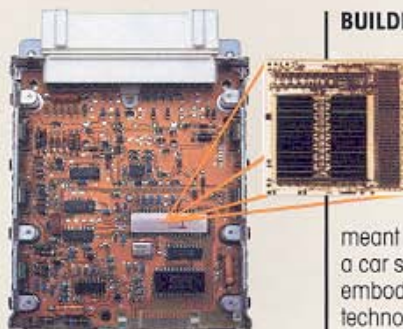
From the start, the people at Mercury knew what they wanted Lynx to be.

It was to be a car to meet the demands of contemporary driving—an economy car, to be sure, but not stopping there. Lynx would not emphasize one characteristic, such as mileage or room, to the exclusion of others, as some economy cars do. Instead, Lynx would make the most of every component and combine them in one quality-built, technologically advanced small car. That was the Lynx idea.

CONTINUALLY IMPROVED

Another idea was to keep on improving Lynx, year after year. So, Lynx highlights these changes for '84: redesigned instrument panel; new center console on some models; new overhead console; sporty new 3-oval steering wheel with the horn control in its center yoke; new flat-folding rear seat on L models; new split-folding seat on GS, LTS and RS models.

The 1.6 liter engine, standard on the RS and LTS, features Electronic Fuel Injection (EFI). It takes the place of the conventional carburetor and provides an accurate fuel/air metering for peak performance.



Electronic Engine Controls (EEC-IV) are also featured. One of the world's most advanced engine computers, EEC-IV, shown here with an enlarged view of its one-quarter inch semi-conductor microchip, which processes input from its engine sensors to help maintain peak performance and efficiency.* For more information on EEC-IV see page 17.

Also new is the Lynx 1.6 liter EFI turbocharged engine, available in February 1984. See page 9 for more information on this spirit-boosting power plant. A 2.0 liter diesel engine is also available. Page 16 has all the details.

BUILDING THE QUALITY IN

From the start, the goal for Lynx was to build a car of superb quality. That required building team work into the actual process of designing and manufacturing Lynx. It meant rethinking some of the ways a car should be built. Lynx is the embodiment of new processes, technologies, and philosophies.

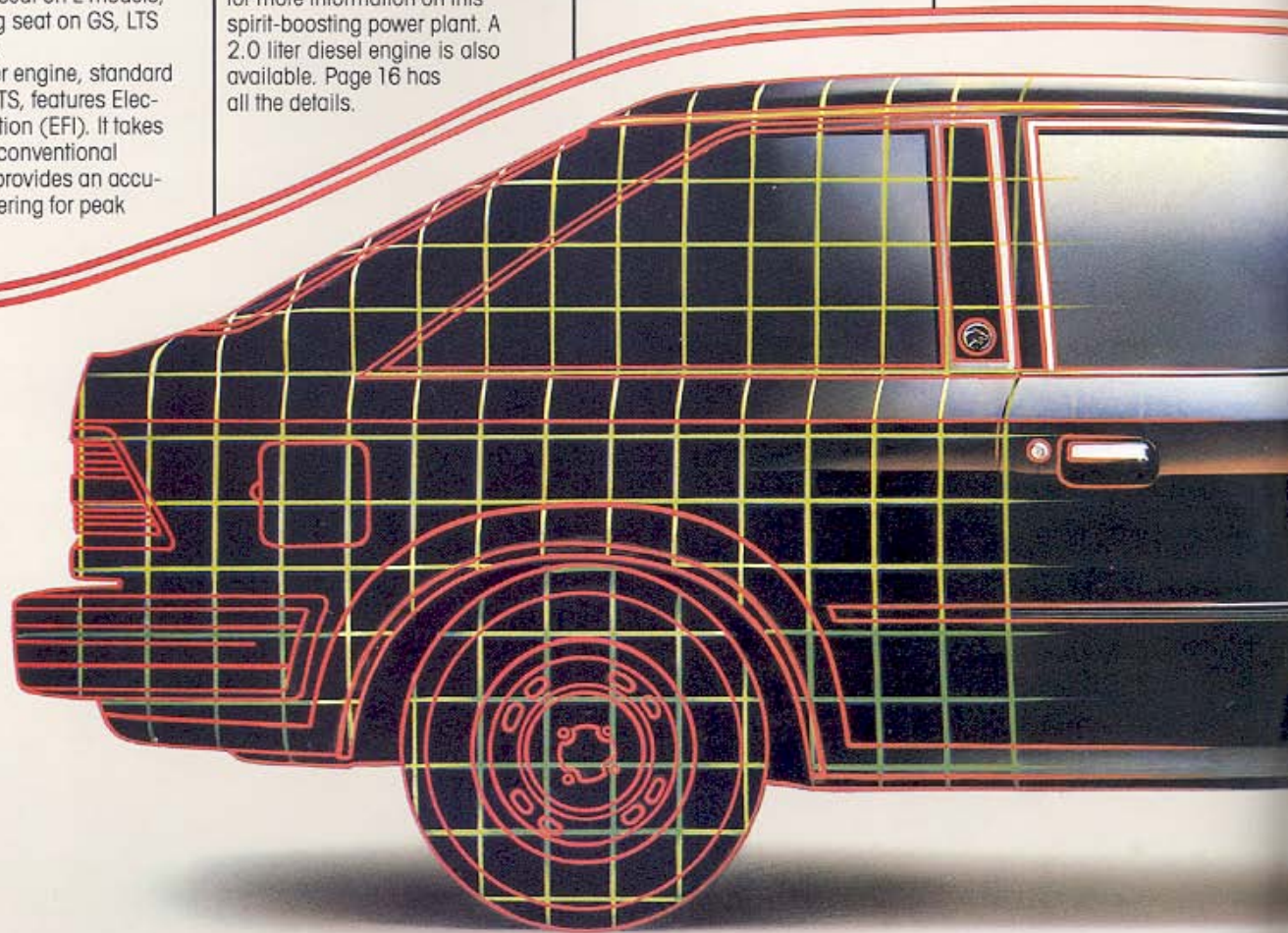
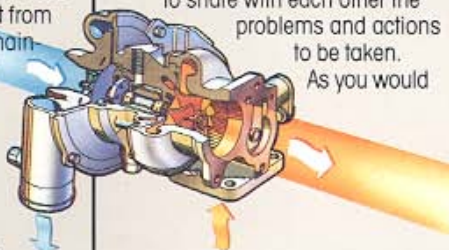
For example, with Lynx, Quality/Reliability Teams were formed from Day One with representatives from Engineering, Manufacturing, Assembly, Service and outside suppliers. The teams met periodically to share with each other the problems and actions to be taken.

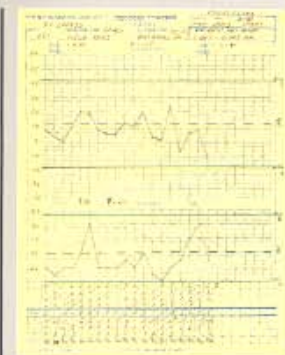
As you would

expect, computers had an important role in developing the body design of Lynx. Also, extensive use was made of computer-aided structural analysis to help suppress noise- and vibration-producing conditions early in the design stage. It was no longer necessary to wait until the car was built, then scramble to fix the problems. The quality was designed in.

To maintain the quality, new procedures were developed. One utilizes a quality control method, called statistical process control, that concentrates on defect prevention rather than the traditional defect detection. Lynx production is constantly monitored—using "X-bar and R charts," like the one shown here, to see whether parts are meeting previously agreed upon standards—so that quality variations can be immediately caught and corrected.

Another example of how advanced technology contributes to Lynx quality is in the use of





encourages them to think constructively about their tasks, but solicits their ideas. This is not just another "suggestion box" process, but an actual program that utilizes the best ideas and energies of the people who work on the car. The notion is that those closest to the problem are closest to its solution, that given greater responsibility, workers will respond with a greater concern for quality. The proof that it works is in the quality of Lynx itself.



For example, one new design solution for Lynx is a new door hinge, developed to reduce squeaks in doors. It never requires lubrication.



MUCH MORE THAN JUST AN ECONOMY CAR

One of Mercury's most firmly held beliefs—in a small car especially—is that a smooth, comfortable ride, superb handling, and precise steering are fundamental to the enjoyment of a car and to its operating safety. Thus Lynx was designed with front-wheel drive, rack-and-pinion steering, a four-wheel fully independent suspension system (first on an American-built compact car) and standard steel-belted radial tires with wraparound tread design. The result: a car that, for all its common sense and practicality, is simply fun to drive. Which is yet another Lynx idea: to be a driver-centered car—that is, designed from the driver outward—in which the focus of all engineering, design and manufacturing is to enhance the driver/machine relationship.

A driver's car, to be sure, Lynx is

every bit as much a passenger's car. With more total space than many other small cars. This, because the engineers made every cubic inch count. Rated as a four-passenger car, Lynx is so spacious that, according to government classifications by internal volume, it is also rated as a compact car! A case in point is the luggage space, which is comparable to some mid-size cars!

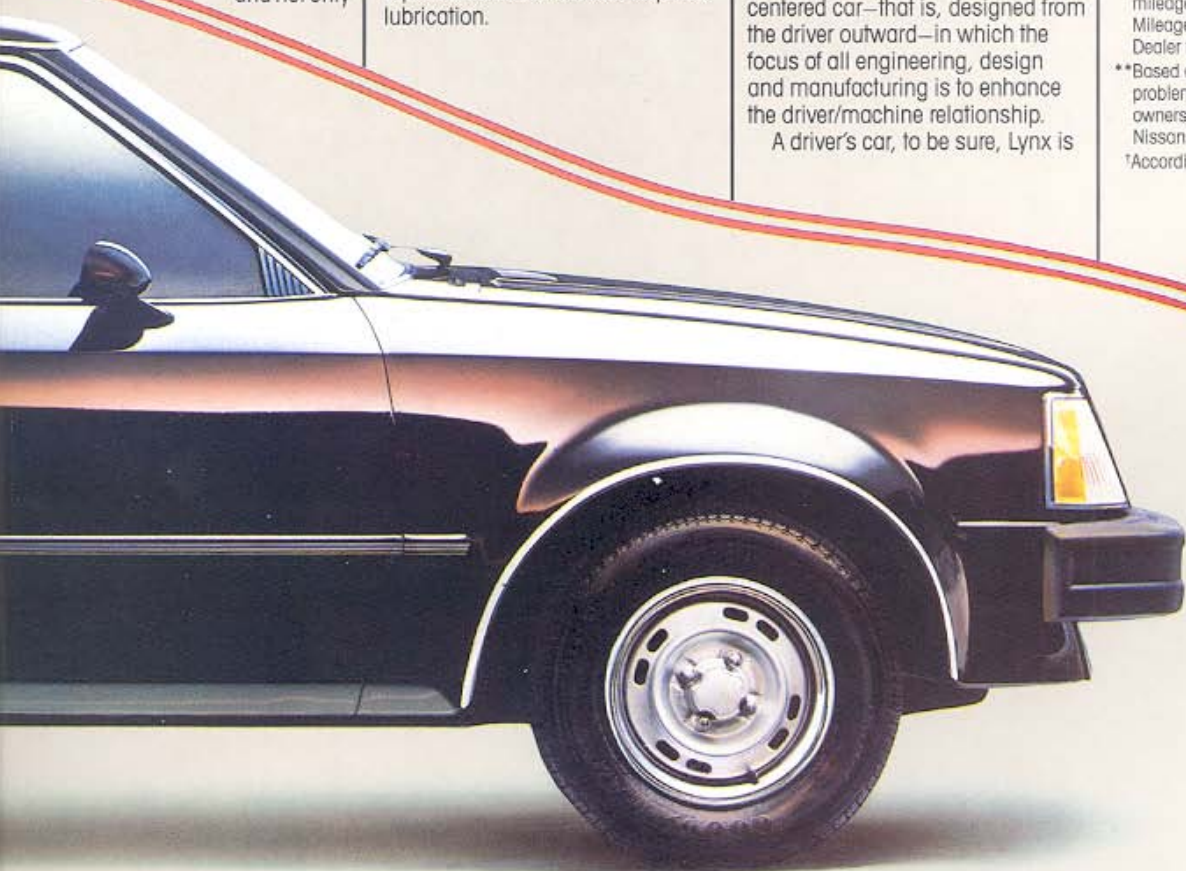
To be sure, a small car—no matter how big inside—ought to be economical.* And Lynx most certainly is, thanks to its low-drag coefficient aerodynamics (.40 for the 3-door) and the advanced design of its four-cylinder Compound Valve Hemispherical (CVH) engine—not to mention its gas-conserving 4-speed wide ratio manual transaxle. A generous 13-gallon fuel tank provides long distance, too, between fuel stops.

Mercury Lynx for '84. The quality-built small car that proves even the best ideas keep getting better.

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

**Based on a survey of owner-reported problems during the first three months of ownership of 1983 Mercury Lynx and Nissan Sentra automobiles.

†According to EPA Volume Index.



**Mercury Lynx LTS,
because driving should be
enjoyed.**

Achieving high mileage is one thing. Achieving room enough for comfort is another. But the real test of enjoyment is in the driving. Mercury Lynx LTS passes with high honors.

LTS stands for Luxury Touring Sedan. The luxury is immediately evident in such features as the rich-looking Clearcoat Metallic exterior finish, the distinctive blackout treatment, the all-cloth reclining seats.

The touring capabilities are equally evident the moment the driver gets behind the 3-oval Sport steering wheel.

**LTS PUTS THE DRIVE BACK
IN DRIVING**

Lynx LTS is equipped with a TR Touring Suspension which includes stiffer springs, a larger 26-mm stabilizer bar up front and tuned shocks all around. The tires are Michelin 165/70R365 TRX steel-

belled radials, mounted on TR sport steel wheels with trim rings. This strong road-holding combination, matched with the features that make every Lynx a Lynx, creates a handling and ride package that delivers pure driving pleasure. It includes front-wheel drive; road stance tread width of 54.7" front and 56.0" rear; the smoothing action of independent four-wheel



suspension; rack-and-pinion steering; and a split diagonal braking system.

THE REMARKABLE LITTLE "HEMI"

Under the hood is the 1.6 liter Compound Valve Hemispherical engine with Electronic Fuel Injection. This innovative engine combines the classic hemispherical combustion chamber with large valves. The efficiency of this CVH configuration allows a greater

flow of fuel into—and exhaust gases out of—the cylinders. Result: a street engine that optimizes power and performance, providing high mileage* and the ability to take freeway driving in stride.



Electronic Fuel Injection takes the place of the conventional carburetor and precisely mixes fuel with air to enhance engine efficiency and response.

A perfect match for LTS's high-stepping "hemi" is the efficient 5-speed manual transaxle with overdrive. So it is standard. For those who prefer not to do their own shifting, the optional 3-speed automatic transaxle is available.

Mercury Lynx LTS. Now it is possible to take the grand tour in a small, contemporary car.

*See EPA gas mileage statement on page 3.

Mercury Lynx LTS in Silver Clearcoat Metallic. Options shown are listed on page 19.



**Mercury Lynx LTS,
a full measure of luxury,
comfort, and uncommon
good sense.**

Lynx LTS lives up to its name inside as well as out. The seat covering is richly textured luxury cloth. Plush. Soft. Appealing to the touch and sight. And fitted with exacting care.

The low-back individual seats are contoured to give firm, comfortable support. There is a cloth-covered fold-down center armrest. And handy storage bins and large armrests on the front doors. On the floor, deep 14.5-ounce cut-pile carpeting.

LIFE IN THE LAP OF LUXURY

The driver's seat is sensibly positioned for good visibility inside and out. The instrument panel is new and includes all the expected monitors and then some. A tachometer, temperature gauge, and a trip odometer. Each is easy to read and useful to have. An optional A-frame steering wheel with speed control, shown at the far right, is also available.

The controls are logically arranged, easy to reach, and simple to operate. The steering column



stalks operate wiper/washer, turn signals, headlight dimmer, and flash-to-pass. A most sensible device is the remote release for the liftgate. There is even one for the locking fuel filler door. Both outside mirrors are conveniently remote-controlled, as well.



LTS, like all Lynx models, features vents on the instrument panel for demisting the side windows—a blessing on cool, damp mornings. For the extra convenience of the driver and his or her front-seat passenger, there is a new overhead console, shown at left, which houses an electronic digital clock and courtesy/map lights. In addition, LTS comes standard with the new center console with graphic warning display. Among its features are a row of warning lights and a concealed rear storage bin.

Rear-seat passengers will find a surprising amount of room—for two six-foot-plus adults to sit in comfort. New for '84, the rear seats are split, and each seat folds down flat, separately, to allow more cargo room, even when there is one rear-seat passenger.

Now there's a new kind of style in the small-car field. LTS. The luxurious Lynx.

Lynx LTS interior in Charcoal. Options shown are listed on page 19.







Mercury Lynx RS, the cat that breaks away from the pack.

Lynx RS wasn't meant to run with others. This sporty 3-door hatchback is a breed unto itself.

Under its hood is the electronically fuel-injected 1.6 liter CVH engine. Developing 15% more horsepower than the standard Lynx engine, this spirited power plant is matched with a sporty, 5-speed manual overdrive transaxle. And with a rugged TR Sport Suspension and Michelin TRX tires, this Lynx can be a most exhilarating machine.

A front air dam with two integral fog lamps extends below the bumper, for greater aerodynamic efficiency. A rear spoiler sits on the decklid. An exterior blackout treatment adds a sharp edge to the sleek looks, and gives a hint of the machinery that lurks below.

The instrumentation, shown right, behind the new 3-oval Sport steering wheel, reflects the sporty RS heritage. Arc yellow graphics stand out sharp and bright. A graphic warning display in the center console includes warning lights for low levels of fuel and washer fluid, and for failure of a headlamp, taillamp or brakelamp. The reclining Sport seats, with unique see-through headrests, are covered in soft, smart-looking cloth. Contoured for firm lateral support on sharp curves. The orientation is on driver control.

Lynx RS Turbo in Black.

THE NEW LYNX RS TURBO IS ON THE PROWL

Reach for even more power and tighter handling with the new Lynx RS Turbo*. Its 1.6 liter electronically fuel-injected engine is fitted with a Borg-Warner turbocharger that provides 8 psi intake boost for improved acceleration and high-end performance.

Performance like this needs a suspension to match. And the RS Turbo has it. The suspension includes Koni performance shocks.



TR sport cast aluminum wheels are fitted with Michelin 185/65R365 TRX traction compound tires. Power steering and power front disc/rear drum brakes are standard. A full package, designed for performance.

Lynx RS and RS Turbo. Either way, spoiling for a challenge.

*Available in February 1984.

Lynx RS sport interior in Desert Tan. Options shown are listed on page 19.



Mercury Lynx GS, family practicality that can be fun, too.

An important part of the Lynx idea is that practicality doesn't preclude pleasure, function doesn't get in the way of fun. Case in point: Lynx GS.

In a small car, one of the most practical aspects is ample room. And room is where Lynx's ingenuity shines. For example, the engine is mounted sideways, which allows more interior room. That is one reason why four adults can sit so

comfortably in Lynx. In the front, there are individual low-back seats, both of which recline. The back seat is split into two separate seats, each of which folds forward for a flat load floor. Comfort and room are requisites in Lynx. So is cargo area. With the rear seats up, cargo volume is 16.6 cubic feet*—more than is to be found in most small cars. With the rear seats folded flat, cargo volume jumps by one-third to 26.1 cubic feet** Huge. And access is easy through a liftgate which features a power release—

another example of a thoughtful design to make Lynx GS easy to live with.

THE PAYOFF IS IN THE DRIVING

What counts with any Lynx is the driving experience: the precise control of rack-and-pinion steering; the braking capabilities of front disc/rear drum brakes; the glued-to-the-road handling of a four-wheel independent suspension; the agility in traffic of its trim exterior and short turning diameter of 35.7 feet curb-to-curb, which also permits easy maneuvering into tight parking



spaces; the sure-footed traction of front-wheel drive (with the weight of the engine and transaxle mounted over the driving wheels, it puts a firm grip on the road); and the quick response of the 1.6 liter four-cylinder CVH engine combined with the standard 4-speed manual over-drive transaxle.

For an extra measure of driving ease, add the optional center console, shown at left. Together with the optional overhead console, it helps keep the driver alert to changing vehicle operating conditions.

All in all, a wide choice of power, comfort and convenience options is available to let the driver tailor Lynx GS to his or her exact driving needs.

Family practicality. Driving fun. It makes a superb combination—and this is what Lynx GS is all about.

*Based on MVMA specifications:
16.8 cu. ft. on 3-door hatchback.

**Based on MVMA specifications:
26.4 cu. ft. on 3-door hatchback.

Lynx GS five-door in Midnight Canyon Red.

Lynx GS interior in Canyon Red vinyl.
Options shown are listed on page 19.







Mercury Lynx L, more than an economy car.

What's the mark of a great car? At Mercury, there's just one criterion: The driver feels good about it every time he or she gets behind the wheel.

Lynx L is that kind of car—mile after economical mile. But don't just call it an economy car, because there is a good deal more to it. Even the economies are packed with extra value. For example, the standard Lynx tires are steel-belted radials that feature a wrap-around tread design which helps provide good traction in all seasons. And the tread compound and tire construction help reduce rolling resistance, which contributes to Lynx's outstanding fuel economy.*

INGENUITY IS STANDARD

Ever hear of tire indexing? It's the matching of the high point of a tire with the low point of the wheel. This match-up makes the finished tire/wheel assemblies more concentric, or rounder, which results in increased balance and rolling smoothness.

The clutch is self-adjusting so,

under normal circumstances, it doesn't require periodic adjustment.

To help Lynx deliver the best possible mileage, a manual four-speed overdrive transaxle is standard. At cruising speeds, the overdrive gear reduces engine revolutions. This not only improves fuel economy, it has the added advantage of reducing engine wear and noise. Lynx also offers the

choice of an optional five-speed manual overdrive transaxle and a three-speed automatic transaxle.

For even more mileage, Lynx offers a 2.0 liter diesel engine which is shown and described on page 16.

Available on Lynx L and Lynx GS only, this advanced-design engine comes standard with the five-speed manual overdrive transaxle.

One feature in the Lynx lineup that is unique to Lynx L is a bench-type rear seat. It folds down flat to extend cargo volume significantly.

Lynx L. The lowest-priced Lynx. A lot of small car for the money.

*See the EPA gas mileage statement on page 3.

Lynx L three-door in Medium Charcoal Metallic. Options shown are listed on page 19.



Mercury Lynx Wagon, more than a small wagon.

Take the inherent roominess of a Lynx. The extra space of a station wagon design. And the result is a lot of carrying capacity for a small wagon. Lynx Wagon.

The one-piece liftgate gives easy access to a cargo compartment that measures 27.8* cubic feet in volume with the rear seats up. Folded down, as shown here, they help create a large, flat-floored cargo compartment of 58.4 cubic feet*—a lot of space for any wagon.

A lot of nice features go along with it, too. 14-ounce carpeting on the cargo floor; a storage bin for small packages; a cargo cover to hide valuables; a "tailgate ajar" warning light on the instrument panel.

Like all Lynx Wagons, the GS is good for more than just cargo. It is a place where four adults can sit comfortably. GS comes standard with low-back contoured reclining seats up front, with the comfort of a fold-down center armrest. And with thick color-keyed carpeting underfoot.



The passenger comfort and cargo capacity Lynx Wagon is famous for is available in either the

L or the GS model. And, for those who prefer their wagon with the distinctive look of wood, there is the GS-equipped Villager, shown at right.

IT TAKES A GREAT RIDE TO MAKE A GREAT WAGON

One of the most welcome features of any Lynx Wagon is its remarkable ride—smooth on the cargo, easy on passengers. And the person behind the wheel enjoys the crisp precision of rack-and-pinion steering, the firm, controlled handling of Lynx's four-wheel, fully



independent suspension system. Power brakes are standard, too.

Standard also are the 1.6 liter CVH engine and 4-speed manual wide ratio transaxle. Also new for '84 is the optional 2.0 liter diesel engine. See page 16 for details.

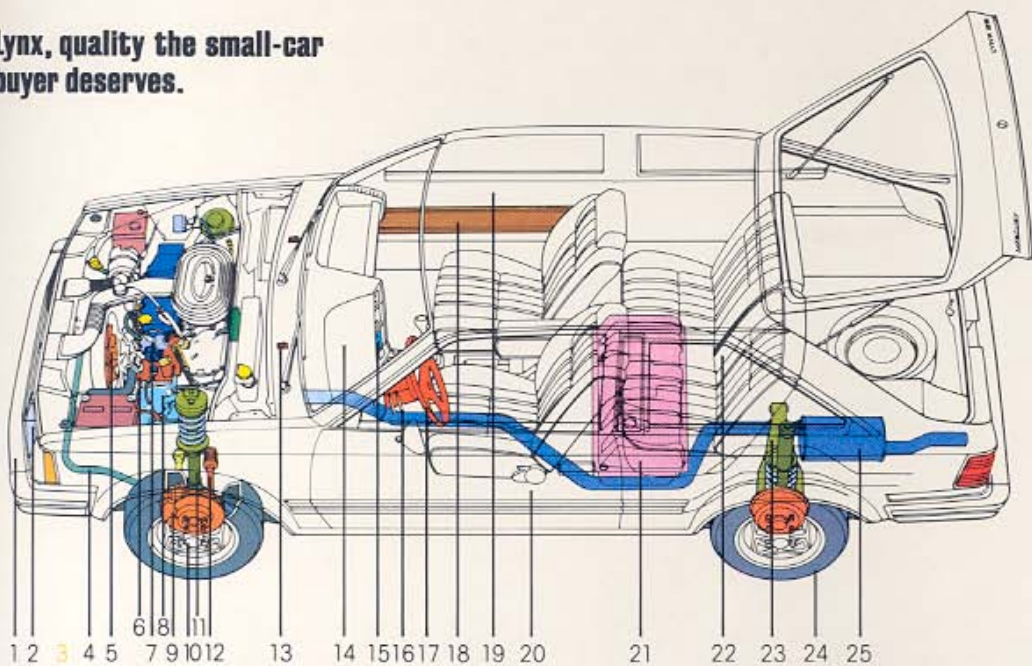
Lynx Wagon—for a small wagon, it is a lot of wagon.

*Based on MVMA specifications.

Lynx GS Wagon in Desert Tan Metallic.
Lynx Villager Wagon in Light Cadet Blue Metallic. Options shown are listed on page 19.



Lynx, quality the small-car buyer deserves.



For all its room, practicality, driving pleasure, and economies, one of Lynx's most outstanding characteristics is its innovative engineering. Here are only a few of the thousands of components that make a Lynx.

1. Five-mph front and rear bumpers. This means better protection for lamps, cooling system and exhaust components. It also helps reduce the repair cost of low-speed impacts.*

2. Halogen headlights that cast a more natural, whiter, brighter light than conventional tungsten headlamps.

3. Underhood service points are conveniently indicated by yellow paint, including engine oil dipstick, engine oil filler cap, radiator coolant recovery filler cap, windshield washer fluid cap, and power steering dipstick (optional).

4. Front stabilizer bar links the right and left lower suspension arms and does exactly what its name says: helps stabilize the car and reduce body roll on curves and in turns.

5. An electro-drive cooling fan operates only when extra cooling is needed, thereby eliminating the continual power drain of an engine-driven fan.

6. Standard 1.6 liter CVH 4-cylinder overhead cam engine.

7. Solid-state electronic ignition system. Integrated circuitry in place of the old points and condenser system to eliminate costly tune-ups; no maintenance ever needed in normal use.

8. Standard four-speed manual wide ratio transaxle combines the transmission and axle into one compact unit. It features overdrive in top gear that reduces revolutions and engine wear. It is put through its paces by a clutch that is self-adjusting and, therefore, does not need periodic maintenance.

9. Split-diagonal braking system which, in combination with Lynx's rack-and-pinion steering, helps provide good vehicle brake balancing front to rear in the event of a partial system failure, and better brake balance left-to-right on unequal friction road surfaces.

10. Front-wheel drive. The weight of the engine and transaxle over the front driving wheels helps provide good traction in mud and snow.

11. Front suspension features a MacPherson strut design for simplified construction and reduced maintenance. Springs, shocks, control arm, wheel spindle and braking components are combined in one compact unit. Control arm ball joints are lubed for life. Bushings are strategically placed to reduce noise and vibration.

12. Rack-and-pinion steering offers precise response in both normal driving situations and emergency maneuvers.

13. New dual fluidic windshield washer system is designed for efficient cleaning action.

14. Instrument panel is redesigned to enhance the driving experience.

15. Flow-Thru ventilation, with four blower speeds, allows effective circulation of fresh air.

16. Easy-to-use stalk-mounted control levers activate turn signals, flash-to-pass, headlamp dimmer, and windshield wiper/washer functions.

17. New 3-oval Sport steering wheel with the horn control relocated to its center yoke.

18. High-strength steel door guard beams offer added ride impact protection.

19. Fully-trimmed door panels. Lynx doesn't show bare metal. The doors are trimmed with soft, padded vinyl, and have soft, padded armrests.

20. Generous use of insulation throughout, together with thick carpeting, contributes to Lynx's aura of comfort, quiet, and well-being.

21. 13-gallon tank extends Lynx's driving range.

22. New split rear seatback (GS, LTS, and RS models) folds flat individually to provide extra space for cargo and rear-seat passenger.

23. With Lynx's independent rear suspension, there's no bulky wheel-to-wheel axle. Both wheels move independently of each other, so a jolt to one wheel is not transmitted to the other. In fact, all four wheels on Lynx are fully independent. What results is a smooth, road-hugging ride, and much greater control over the car.

24. All season steel-belted radial tires are standard. They offer low rolling resistance, which contributes to Lynx's outstanding fuel economy.** The wraparound tread design helps Lynx maintain good traction on a variety of road surfaces.

25. Stainless steel, aluminized exhaust system helps prevent corrosion.



LYNX GOES DIESEL

Lynx offers a completely new 2.0 liter four-cylinder diesel engine on the L and GS models. Designed as a diesel from start to finish, this optional power plant incorporates the latest technological advances to help it live up to expectations. An innovative quick-glow plug system provides 3-second-start performance, regardless of outside temperature. An extended after-glow eliminates cold-start smoke. A fine filtration water separator with warning light alerts the driver to the presence of fuel contaminants that might affect performance. Matched to the 5-speed manual transmission, this new design engine should offer impressive performance.

*RS Turbo equipped with 2 1/2-mph bumpers.

**See EPA mileage statement on page 3.

CONSTRUCTION

Lynx features unitized body construction. This design forms a high-strength passenger capsule which is welded from end to end. To this structure are mounted the engine, transaxle, steering and suspension.

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

ERGONOMICS

Despite the emphasis placed on structural integrity, Mercury has always believed that an important factor in the area of a vehicle's driveability is ergonomics... the relationship between driver and machine. So Lynx has been designed to respond readily to driver input with all important controls relating to vehicle operation within easy reach.

For example, several important functions are activated by the twin stalks mounted on the left side of the steering wheel. These include controls for turn signals, flash-to-pass, headlamp dimmer and wiper/washer.

Visible directly in front of the driver is a variety of gauges and warning lights which dispense information quickly and clearly.

Ergonomics extends to the control of vehicle direction, as well. The designers of Lynx believe a car should go where you point it, when you point it. Several design concepts help the Lynx driver in this respect. Due to the increased weight on the driving wheels, front-wheel drive cars like Lynx offer good traction in snow and mud.

ELECTRONICS

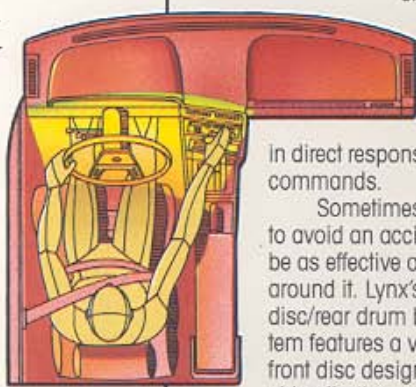
Electronic Engine Controls (EEC-IV) play an important role in the balanced performance of the fuel-injected 1.6 liter CVH engine that is standard on Lynx RS and LTS.

It senses when the engine is operating rich or lean, then orders the fuel injection system to modify

the fuel/air ratio to increase combustion efficiency, thus providing better starting, driveability and performance. EEC-IV even compensates for the octane rating of the fuel being used. And it features an electronic diary that continuously records information about how the engine is operating for quicker and easier diagnosis at service intervals.

OPERATING SAFETY

Lynx features the sensitive road feel of rack-and-pinion steering to provide control



In direct response to driver commands.

Sometimes braking to avoid an accident can be as effective as steering around it. Lynx's front disc/rear drum brake system features a ventilated front disc design to provide effective cooling

to reduce brake fade after repeated hard stops and offers fast recovery after wetting.

In braking situations, Lynx's sure-footedness is increased by a design feature known as "negative scrub radius front steering geometry." It helps the Lynx driver follow the desired path of travel should one front wheel move to a road surface that's considerably different from the other, such as a soft, gravel shoulder.

In addition, the Lynx brake system features a split-diagonal hydraulic distribution design, previously described on page 16.

Lynx features an independent rear suspension that enables both rear tires to grip the road firmly over rough surfaces. Taken as a total unit, the Lynx suspension system works extremely well in keeping all four wheels on the road for good traction and responsive handling.

OCCUPANT PROTECTION

Those designers responsible for the interior of Lynx worked as long and hard as those responsible for the Lynx body structure.

So, wherever possible, you'll find energy-absorbing materials on

the instrument panel, steering wheel, doors, center console, seat-backs, head restraints, sun visors and armrest.

There's a steering column designed to help protect the driver in the event of a front-end impact, and a locking glove box latch which is impact-resistant.

The doors on Lynx feature strong, double-panel, welded construction. Inside each door is a high-strength steel beam, to help protect against side impacts. The safety door latches are a double-yoke design for secure closing.

Like all Lincoln-Mercury vehicles, the Lynx was subjected to a series of tests throughout its development.

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

Lynx utilizes a design feature



evaluate present designs and to aid in the development of future designs.

Mercury encourages the use of seat belts by all vehicle occupants. The Lynx seat belt system features front-seat integral lap and shoulder belts with automatic retractors and tension relievers. These make seat belt use easy and comfortable.

There are also lap belts for the rear-seat positions, plus a seat belt fastening reminder light and buzzer for the front seats.



which allows the structure of the car to collapse in a predictable manner upon impact. This absorbs some of the impact energy and can result in reducing force that otherwise would be transmitted to occupants.

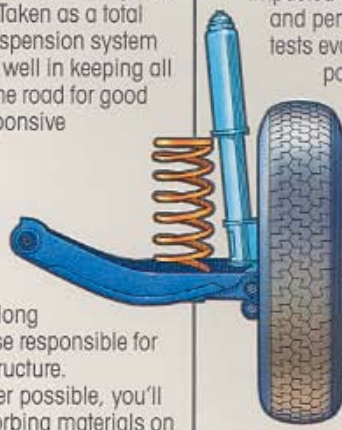
Roofs and doors were crushed, bodies vibrated, bumpers impacted using fixed-barrier and pendulum tests. Other tests evaluated instrument panels, seats, head restraints and seat belt systems.

Extensive amounts of photographic and instrument data were gathered and analyzed for each impact test to verify that the vehicle meets all applicable federally mandated requirements, to

Occupant protection is not limited to adults, however. 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 Child Safety Seat and Infant Carrier meet or exceed all applicable federal requirements. Both are easy to install and use the seat belts already in Lynx.

Mercury strongly recommends the use of child restraints whether you're going around the block or across the country.

The 1984 Mercury Lynx. The quality-built small car, designed for the driving needs of today's families.



Standard Features

LYNX L 3-DOOR

LYNX L 5-DOOR

LYNX L STATION WAGON

SELECTED STANDARD FUNCTIONAL FEATURES

- Front-wheel drive
- 1.6 liter 2-bbl. 4-cylinder CVH (Compound Valve Hemispherical) overhead cam engine
- 4-speed manual wide ratio transaxle
- MacPherson strut front suspension with stabilizer bar
- Fully independent rear suspension
- Dura Spark solid-state ignition
- P165/80R13 BSW steel-belted radial tires
- P155/80D13 BSW temporary spare tire
- Rack-and-pinion steering
- Power front disc/rear drum brakes on station wagons
- Self-adjusting clutch with starter interlock
- Yellow indicators for underhood service points:
 - power steering dipstick (opt.)
 - engine oil dipstick
 - engine oil filler cap
 - radiator coolant recovery filler cap
 - windshield washer fluid cap
- Dual fluidic windshield washer/wiper system
- 13-gallon fuel tank (10-gallon on 5-door with Fuel-Saver option)
- "Tailgate-ajar" warning light (wagon)

SELECTED STANDARD INTERIOR FEATURES

- High-back individual reclining seats in cloth
- Flat folding rear seat with dual release handles
- Color-keyed deluxe seat belts with tension reliever
- New soft-feel instrument panel with side window demister vents
- Backlit instrument cluster with new graphics and upshift indicator light
- Color-keyed vinyl three-oval steering wheel with center horn control
- Stalk-mounted controls for wiper/washer, turn signals, headlamp dimmer and flash-to-pass
- AM radio with dual door-mounted speakers (may be deleted for credit)

- Color-keyed 10-ounce cut-pile passenger compartment carpeting
- Quarter trim panel storage bin (wagon)
- Removable package tray/cargo area cover on 3- and 5-door hatchbacks
- Color-keyed window shade-type cargo area cover (wagon)
- Liftgate and load floor carpet (wagon)

SELECTED STANDARD EXTERIOR FEATURES

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

LYNX GS 3-DOOR

LYNX GS 5-DOOR

LYNX GS STATION WAGON

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

SELECTED STANDARD INTERIOR FEATURES

- Low-back individual reclining seats in cloth with cloth and vinyl headrests
- GS door trim with storage bin and larger armrest with reflectors
- Fold-down center armrest
- Split folding rear seats
- Dual visor vanity mirrors with covers
- Carpeted rear seatback
- Roof grab handles (3 on 5-door and station wagons; 1 on 3-door)
- Color-keyed carpeting on load floor and lower back panel (3-door and 5-door)
- Remote liftgate release (3-door and 5-door)
- Locking fuel filler door with remote release

SELECTED STANDARD EXTERIOR FEATURES

- Wide bodyside molding with argent stripe
- Two-color dual bodyside paint stripes
- 4-Y styled steel wheels

LYNX LTS 5-DOOR

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

SELECTED STANDARD FUNCTIONAL FEATURES

- 1.6 liter EFI engine
- 5-speed manual overdrive transaxle
- Power front disc/rear drum brakes
- TR Touring Suspension
- 165/70R365 Michelin BSW TRX tires
- Deluxe Sound Insulation package

SELECTED STANDARD INTERIOR FEATURES

- Luxury low-back reclining individual seats with plush cloth upholstery, cloth-covered headrests and fold-down armrest
- Luxury door trim panels with storage bin, cloth inserts, carpeting and integral door reflectors
- Console including graphic warning display
- Instrumentation Group—including tachometer, temperature and fuel gauges and trip odometer
- Split folding rear seat
- Overhead console with digital clock, courtesy light and map lights
- Three-oval Sport steering wheel with center horn control
- Color-keyed rear seatback, load floor and lower back panel carpeting
- Dual visor vanity mirrors with covers
- Roof grab handles (3)
- Locking fuel filler door with remote release
- Remote liftgate release

SELECTED STANDARD EXTERIOR FEATURES

- Blackout treatment
- Clearcoat Metallic paint
- Unique 5-color lower bodyside tape treatment
- Dual remote-control racing mirrors
- TR sport steel wheels

LYNX RS 3-DOOR

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

SELECTED STANDARD FUNCTIONAL FEATURES

- 1.6 liter EFI 4-cylinder engine*
- 5-speed manual overdrive transaxle
- Power front disc/rear drum brakes

- TR Rallye Suspension (includes upsized front stabilizer bar, heavy-duty shock absorbers, stiffer front and rear springs)
- Deluxe Sound Insulation package

SELECTED STANDARD INTERIOR FEATURES

- Overhead console with digital clock and courtesy/map lamps
- Console with graphic warning display
- Black interior accents
- 14½-ounce color-keyed passenger compartment carpeting
- Color-keyed load floor carpeting
- Color-keyed roof grab handles
- Visor vanity mirrors with covers
- Individual Reclining Sport seats in cloth (Charcoal and Desert Tan) with fold-down armrest
- Split folding rear seat
- Unique door trim panel with storage bin, seat cloth inserts, carpeting, large armrest and integral door reflectors
- Black three-oval Sport steering wheel with center horn control
- Instrumentation Group with arc yellow graphics—including speedometer and tachometer, temperature and fuel gauges, and trip odometer
- Locking fuel filler door with remote release
- Remote liftgate release

SELECTED STANDARD EXTERIOR FEATURES

- TR sport steel wheels
- 165/70R365 Michelin TRX BSW tires
- Black exterior accents
- Black rear decklid spoiler
- Two road lamps

LYNX RS TURBO 3-DOOR

Includes all Lynx RS standard features plus the following selected additions and/or differences:

SELECTED STANDARD FUNCTIONAL FEATURES

- 1.6 liter EFI turbocharged engine with 5-speed manual overdrive transaxle
- Power steering
- Power brakes
- Turbo TR suspension
- 185/65R365 Michelin BSW TRX tires

SELECTED STANDARD EXTERIOR FEATURES

- TR sport cast aluminum wheels
- *1.6 liter Higher Output engine substituted in Canada

Options

	Lynx L	Lynx GS	Lynx RS	Lynx Turbo RS	Lynx LTS
Air conditioning	OPT	OPT	OPT	OPT	OPT
Battery, heavy-duty 48-amp-hr maint.-free	OPT	OPT	OPT	OPT	OPT
Bumper guards—front and rear	OPT	OPT	STD	STD	OPT
Bumper rub strips—front and rear	OPT	STD	STD	STD	STD
Overhead console with clock, courtesy/map lights	OPT	OPT	STD	STD	STD
Floor console with graphic warning display	NA	OPT	STD	STD	STD
Extended Service Plan (see page 21)	OPT	OPT	OPT	OPT	OPT
Heated rear window	OPT	OPT	OPT	OPT	OPT
Luggage rack, roof- mounted* (4-door wagons only, standard on Villager)	OPT	OPT	NA	NA	NA
Mirrors, dual remote- control	OPT	OPT	STD	STD	STD
Molding, bodyside	OPT	STD	STD	STD	STD
Paint, Glamour	OPT	OPT	NA	NA	NA
Paint stripe, single color	OPT	NA	NA	NA	NA
POWER					
Power brakes* (standard on wagons)	OPT	OPT	STD	STD	STD
Power door locks	NA	OPT	OPT	OPT	OPT
Power steering	OPT	OPT	OPT	STD	OPT
Protection, road abrasion	OPT	OPT	OPT	OPT	OPT
RADIOS					
AM (may be deleted for credit)	OPT	STD	STD	STD	STD
AM/FM stereo	OPT	OPT	OPT	OPT	OPT
AM/FM stereo with cassette tape player	OPT	OPT	OPT	OPT	OPT
AM/FM electronic Stereo Search with cassette tape player	OPT	OPT	OPT	OPT	OPT
Graphic equalizer	NA	OPT	OPT	OPT	OPT
Premium Sound System	OPT	OPT	OPT	OPT	OPT
Roof, flip-up open-air*	OPT	OPT	OPT	OPT	OPT
Speed control	OPT	OPT	OPT	NA	OPT
Steering wheel, tilt	OPT	OPT	OPT	OPT	OPT
Tinted glass	OPT	OPT	OPT	OPT	OPT
Windows, manual pivoting front vent	NA	OPT	OPT	OPT	OPT
Windshield wipers, interval	OPT	OPT	OPT	OPT	OPT
Wiper/washer, rear window	OPT	OPT	NA	NA	OPT
ENGINES/TRANSMISSIONS					
1.6 liter EFI 4-cylinder engine with automatic transaxle	NA	NA	OPT	NA	OPT
1.6 liter Fuel-Saver calibration*	OPT	OPT	NA	NA	NA
1.6 liter Higher Output 4-cylinder engine with automatic transmission	OPT	OPT	NA	NA	NA

	Lynx L	Lynx GS	Lynx RS	Lynx Turbo RS	Lynx LTS
1.6 liter H.O. 4-cylinder engine with 5-speed manual transaxle	OPT	OPT	NA	NA	NA
2.0 liter Diesel engine with 5-speed manual transaxle	OPT	OPT	NA	NA	NA
2.0 liter Diesel engine with 5-speed manual transaxle and Fuel- Saver calibration*	OPT	NA	NA	NA	NA
RADIAL TIRES AND WHEELS					
P165/80R13 WSW	OPT	OPT	NA	NA	NA
TR sport cast aluminum wheels	NA	NA	OPT	STD	OPT
4-Y styled steel wheels with trim rings	OPT**	STD	NA	NA	NA
BSW—Black Sidewall; WSW—White Sidewall.					
OPTIONAL PACKAGES					
HANDLING PACKAGE	OPT	OPT	NA	NA	NA
Includes upgraded front stabilizer bars, heavy-duty shock absorbers, stiffer front and rear springs, styled steel wheels and trim rings.					
INSTRUMENTATION GROUP	OPT	OPT	STD	STD	STD
Includes tachometer, trip odometer, temperature gauge.					
LIGHT GROUP	NA	OPT	OPT	OPT	OPT
Includes glove box light, dome/map light, cargo compartment light, engine compartment light, ashtray light, headlamp-on warning buzzer, rear door and liftgate/hatchback courtesy switches, illumi- nated visor vanity mirror.					
VILLAGER WOODTONE OPTION (Station Wagon only)	NA	OPT	NA	NA	NA
Includes woodtone trim, black bodyside molding, woodtone rails, and roof- mounted luggage rack.					

STD—Standard; OPT—Optional; NA—Not Available.

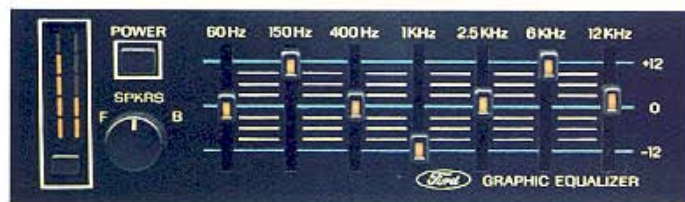
*Selection of this equipment may result in the deletion of certain standard equipment, or the addition or deletion of certain options. Please consult your Mercury Dealer for details.

**Available on L series as part of the handling package.

Selected Options



1



2



4



5



7



8

1. ELECTRONIC AM/FM STEREO SEARCH RADIO WITH CASSETTE TAPE PLAYER.

Lynx offers three radio choices, listed elsewhere on this page. Add optional Premium Sound System to any of the stereo radios for greatly improved sound quality. This system searches the airwaves for the listener's favorite music or information. Includes separate bass/treble and balance controls; also auto reverse on cassette.

2. SEVEN-BAND GRAPHIC EQUALIZER.

Includes integrated higher output amplifier and larger, more powerful front and rear speakers. This new unit provides seven sliding equalizer controls to offer precise selection of high, mid-range, and low audio frequencies. Front to rear fader, balance and volume control included too.

3. MANUAL PIVOTING FRONT VENT WINDOWS.

This comfort feature allows the driver and front-seat passenger to control the direction and velocity of the air flow for added interior ventilation.

4. MANUAL TEMPERATURE CONTROL AIR CONDITIONER.

Provides quick, convenient selection of the desired temperature setting for cool driving on even the hottest days.

5. WHEELS.

Shown left to right: 4-Y styled steel wheels*; TR sport steel wheels; Semi-styled steel wheels with trim rings (standard on L series); TR sport cast aluminum wheels.

6. SPEED CONTROL.

Maintain the selected speed with the touch of a finger and lessen fatigue on long trips. Includes A-frame steering wheel and "resume" feature.

7. REAR WINDOW WIPER/WASHER.

Helps clear rear window of rain or snow. Instrument panel-mounted controls activate the system for convenience and improved visibility.

8. FLIP-UP OPEN AIR ROOF.

Let in the sun, moon and stars with this easy-to-handle, easy-to-like option.

*4-Y styled steel wheels are available on Lynx L as part of the handling package.

Color Choices

LYNX L and GS EXTERIOR COLORS

Black
Oxford White
Silver Metallic
Medium Charcoal Metallic
Pastel Desert Tan
Desert Tan
Light Canyon Red
Midnight Canyon Red
Dark Academy Blue Metallic
Light Oxford Gray
Light Academy Blue
OPTIONAL GLAMOUR
CLEARCOAT COLOR
Desert Tan Metallic

LTS EXTERIOR COLORS

Silver Metallic
Pastel Academy Blue Metallic
Medium Red Metallic
Pastel Desert Tan Metallic

RS AND RS TURBO EXTERIOR COLORS

Black
Oxford White
Light Canyon Red
GLAMOUR CLEARCOAT COLORS
Pastel Desert Tan Metallic
Silver Metallic
Medium Red Metallic

L, GS, LTS INTERIOR COLORS

Charcoal
Canyon Red
Academy Blue
Desert Tan

RS AND RS TURBO INTERIOR COLORS

Charcoal
Desert Tan

SPECIFICATIONS	Lynx 3-Door	Lynx 5-Door
Wheelbase	94.2"	94.2"
Turning Diameter	35.7'	35.7'
Overall Length	163.9"	163.9"
Overall Height	53.3"	53.4"
Overall Width	65.9"	65.9"
Wheel Tread		
—Front	54.7"	54.7"
—Rear	56.0"	56.0"
Headroom		
—Front	38.1"	38.1"
—Rear	37.4"	37.4"
Legroom		
—Front	41.5"	41.5"
—Rear	35.0"	35.0"
Shoulder Room		
—Front	51.4"	51.4"
—Rear	51.6"	51.4"
Hiproom		
—Front	51.9"	51.9"
—Rear	44.1"	44.4"
Luggage Capacity/ Cargo Volume (Cu. Ft.)*	26.4	26.1
Fuel Capacity (Gals.)	13.0	13.0
Curb Weight, 49 States (Lbs.)	2087	2152

*With rear seat folded down.

SPECIFICATIONS CONT.	Lynx Wagon
Wheelbase	94.2"
Turning Diameter	35.7'
Overall Length	165.0"
Overall Height	53.3"
Overall Width	65.9"
Wheel Tread	
—Front	54.7"
—Rear	56.0"
Headroom	
—Front	38.1"
—Rear	38.2"
Legroom	
—Front	41.5"
—Rear	35.0"
Shoulder Room	
—Front	51.4"
—Rear	51.4"
Hiproom	
—Front	51.9"
—Rear	44.4"
Luggage Capacity/ Cargo Volume (Cu. Ft.)*	58.4
Fuel Capacity (Gals.)	13.0
Curb Weight, 49 States (Lbs.)	2181

*With rear seat folded down.

Motorcraft

QUALITY REPLACEMENT PARTS FROM FORD

The 1984 Mercury Lynx comes equipped with factory-engineered and approved parts including a Motorcraft battery, shock absorbers, spark plugs, long life oil filters, and motor oil. For continued top performance, be sure to specify genuine Motorcraft parts whenever replacement is necessary.



EXTENDED SERVICE PLAN

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

MAINTENANCE SCHEDULE

Lynx is designed to keep costs down. Scheduled maintenance comes to less than \$165 for the first five years or 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. Lynx also qualifies for low insurance rates.

*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.



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 transmission.

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 transmission.

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

Get it together—Buckle up.

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.

Specifications in this brochure cover those cars built for sale in all states except California, Oregon, Washington, Alaska, and Hawaii.



LITHO IN U.S.A. (637 5M) 8-83 FORM NO. P-251

MERCURY LYNX
LINCOLN-MERCURY DIVISION 