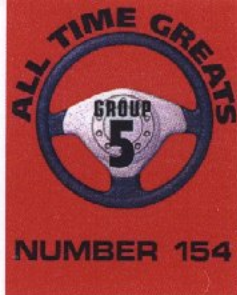




USA 1970-1979



Lincoln CONTINENTAL COUPE

In the mid-1970s, if a Rolls-Royce or Mercedes was not big, quiet, or luxurious enough, American buyers could get those qualities by buying a Lincoln Continental, one of the biggest and luxurious cars of its time.

Produced by
Ford Motor Co.,
Dearborn, Michigan



VITAL STATISTICS

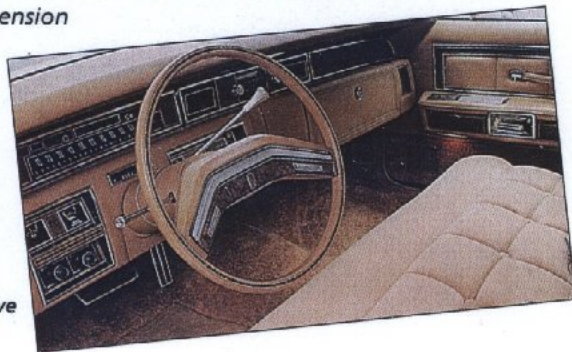
Top speed:	118 mph
0-60 mph:	10.4 sec.
Engine type:	V8
Displacement:	460 c.i.
Max power:	215 bhp at 4,000 rpm
Max torque:	338 lb-ft at 2,800 rpm
Weight:	5,219 lbs.
Gas mileage:	9 mpg
Price:	\$9,214



"...smoothest ride possible."

"The Continental insulates you from the outside world. The big V8 is unstressed, producing power without a murmur, and the sound-deadening works superbly. Suspension is set up to give the smoothest ride possible. Despite its luxury role, this land yacht can be driven hard, partly thanks to surprisingly direct steering. Soft damping, though, means it's tricky keeping the body's movement under control."

Put the cruise control on, relax on the massive bench seat and enjoy the Continental.



Lincoln CONTINENTAL COUPE



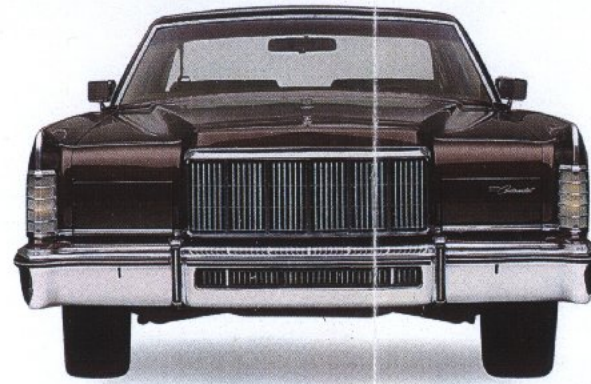
With the Continental, Lincoln was after an image of refinement. It was huge, but the slow, steady evolving styling was intended to be subdued rather than brash, radiating good taste and high quality.

V8 engine

Part of the explanation for the huge difference in power output between the first 460-c.i. V8's output and the far lower figures from the mid-1970s, is that the early outputs were gross figures and the later ones net. Increasingly strict emissions regulations played an influential part.

Auxiliary fuel tank

To increase the thirsty Lincoln's range, an auxiliary fuel tank was part of the options list. This holds around eight gallons, which is about enough to stretch the range by another 100 miles. It fills through an overflow from the standard fuel tank.



Perimeter chassis

In a move that seems counter to automotive progress, Lincoln switched from a modern unitary structure for the Continental back to an old-fashioned chassis frame. This was first done in the late 1960s, and a perimeter-style frame was chosen. The explanation was that it allowed a softer, more luxurious and quieter ride to be engineered into the car.



Front disc brakes

Even though these big Continentals weigh in at well over 5,000 lbs., Lincoln felt that disc brakes only on the front would be sufficient. They are large vented discs, 11.8 inches in diameter, and are supplemented by drums on the rear axle.

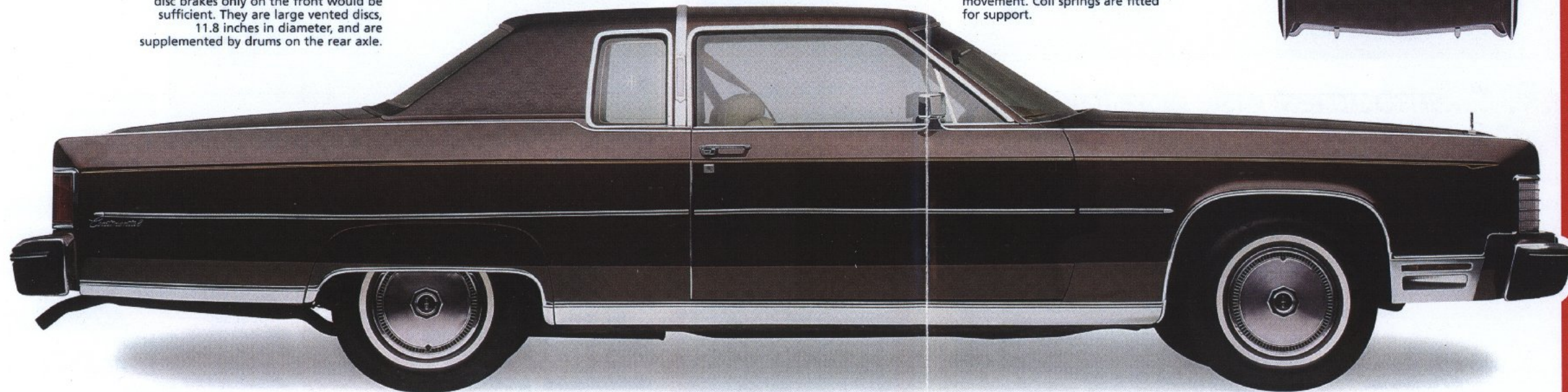
Lower rear wheel arches

On the 1975 model, Lincoln wanted to emphasize the long, low look, and so almost half of the rear wheel arch opening is enclosed by a removable cover.



9-inch Live rear axle

To prevent the rear axle from swaying around, there are trailing arms, an upper torque arm and a transverse link to stop sideways movement. Coil springs are fitted for support.



Specifications

1975 Lincoln Continental Coupe

ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by a single block-mounted cam shaft with pushrods and rockers

Bore and stroke: 4.36 in. x 3.85 in.

Displacement: 460 c.i.

Compression ratio: 8.0:1

Induction system: Single Motorcraft 9510 four-barrel carburetor

Maximum power: 215 bhp at 4,000 rpm

Maximum torque: 338 lb-ft at 2,800 rpm

TRANSMISSION

C6 Three-speed automatic

BODY/CHASSIS

Separate steel-perimeter frame and steel two-door coupe body

SPECIAL FEATURES



Headlights are hidden behind covers, which are vacuum operated.



There is a wide array of gadgets in the Continental. Even the front vent windows are power-operated.

RUNNING GEAR

Steering: Recirculating-ball

Front suspension: Unequal-length A-arms with coil springs, telescopic shock absorbers and anti-roll bar

Rear suspension: Live axle with trailing and radius arms, coil springs and telescopic shock absorbers

Brakes: Discs, 11.8-in. dia. (front), drums (rear)

Wheels: Stamped steel discs, 15-in. dia.

Tires: 230 x 15 steel belted radial

DIMENSIONS

Length: 232.9 in. Width: 78.0 in.

Height: 55.3 in. Wheelbase: 127.2 in.

Track: 64.3 in. (front and rear)

Weight: 5,219 lbs.

Milestones

1970 The annual restyling of the Continental goes further this year, as it includes a longer wheelbase. Power comes from the 460-c.i. V8, pushing out 365-bhp at 4,600 rpm.



Most elegant and collectible of all Continentals is the 1956-1957 MKII.

1974 Lincoln gives the Continental a facelift.

The most obvious difference is the radiator grill which loses its chrome top in place of painted metal with 'Lincoln' written across it. By this stage, power output from the V8 has dropped down to 220 bhp, an effect of emissions controls.



Lincoln's personal luxury offering in the late 1970s was the MKV.

1975 This year's variation on the

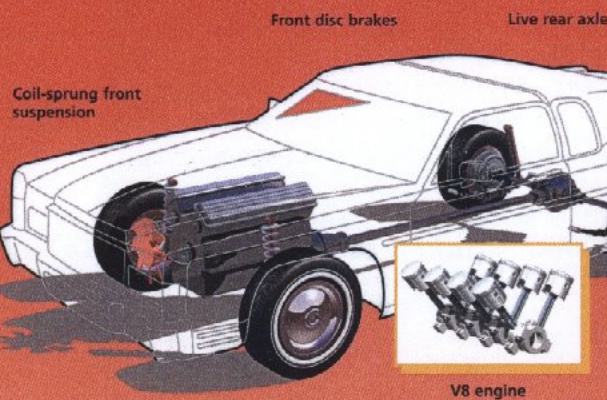
Continental theme sees a new look to the roof and taillights. Underneath are improved brakes, steering and the option of four-wheel discs.

VALUE GUIDE

ORIGINAL PRICE	
1975	59,214
CURRENT VALUE	
	\$3,000-\$9,000

An affordable entry into luxury Lincoln ownership.

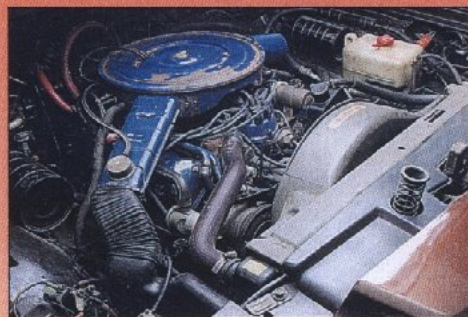
UNDER THE SKIN



THE POWER PACK

More Power!

A big car needs a big engine, and the Lincoln's V8 had grown from 430 to 460 cubic inches. Both bore and stroke are larger to give an oversquare (4.36 inches x 3.85 inches) layout in the conventional 90-degree V8 format, with cast-iron block and heads and a single camshaft mounted in the V driving two valves per cylinder with pushrods and rockers. Back in 1966, compression ratio was a high 10.25:1, helping account for its excellent 340 bhp at 4,600, an output that would rise over the years before plummeting to 215 by the time of the 1975 model and the onset of emissions regulations.



Separate chassis

Whereas other manufacturers moved from separate chassis to unitary construction, Lincoln went the other way with the Continental for the 1970s. It discovered that this was the best way to give the quietest and most refined feel. It has a well-located live rear axle with coil springs and an independent front suspension, along with recirculating-ball steering and a front disc/rear drum setup with optional anti-lock for the rear brakes.



The Continental coupe has a massive road presence.

Early versions

More stylish than the sedan version, the Continental coupe is the model to go for. Pre-emissions cars are the best bets, as with over 300 bhp on tap, they have more than enough power to allow comfortable cruising in a majestic luxu-liner.

NOSE TO NOSE

TOP SPEED	0-60 mph	POWER	S/S ¼ MILE	RIVAL CARS
118 mph	9.8 sec.	210 bhp	18.2 sec.	 LINCOLN CONTINENTAL MKV
130 mph	9.7 sec.	220 bhp	17.4 sec.	 ROLLS-ROYCE CAMARGUE
118 mph	10.4 sec.	215 bhp	17.7 sec.	 LINCOLN CONTINENTAL COUPE

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