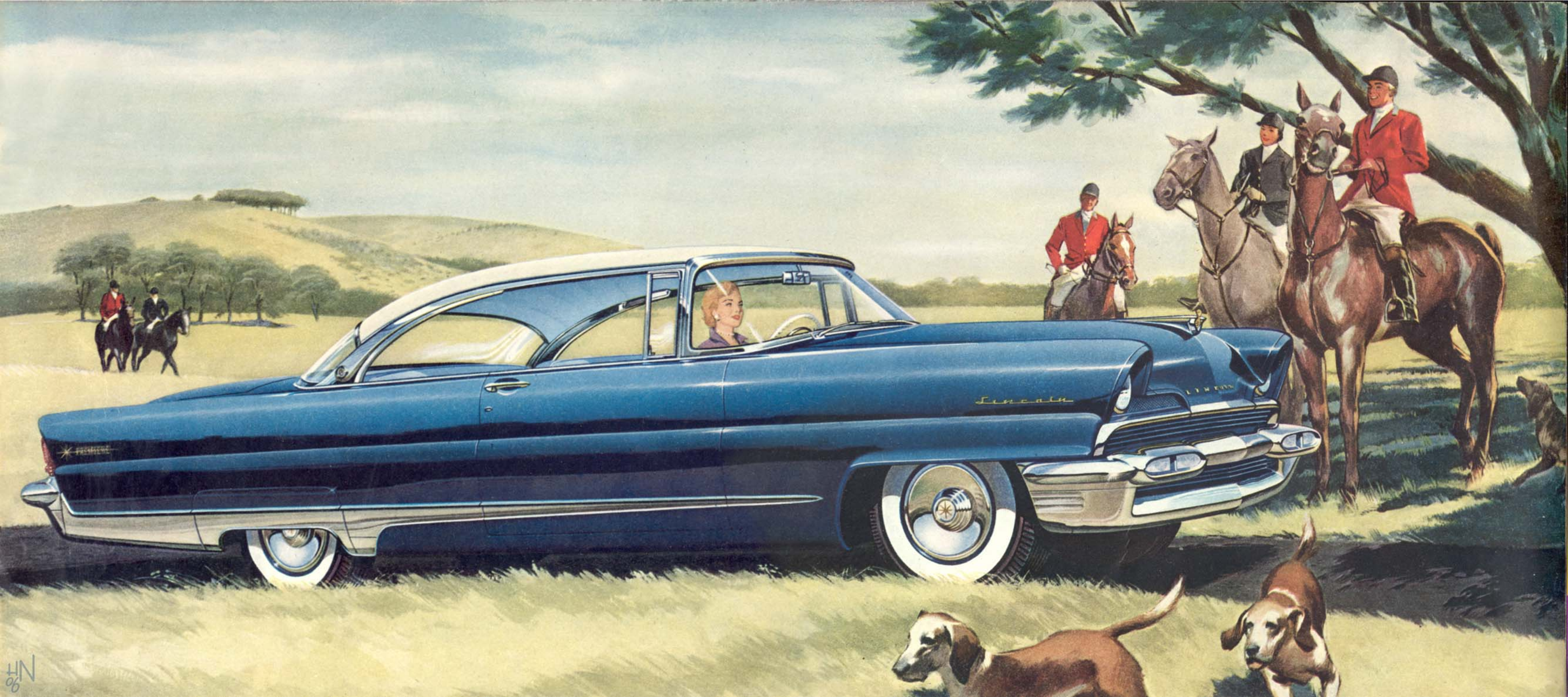


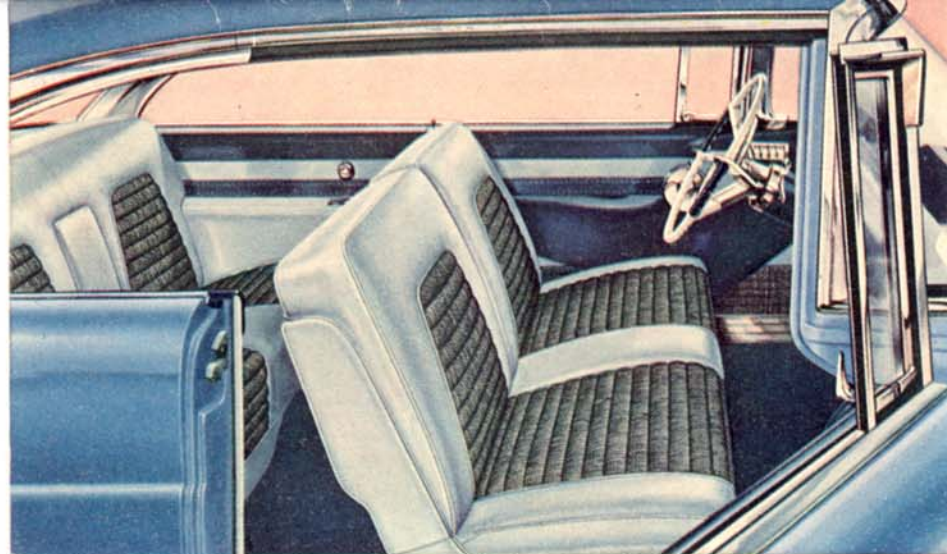


LINCOLN FOR 1956



THIS IS LINCOLN FOR 1956

In the pages that follow, you will meet and come to know the only completely new car in the fine car field. ■ Here you will see a fresh new kind of styling as Lincoln proves that a car can be truly large and spacious, yet lithe and graceful, too. ■ Here you'll get a hint of Lincoln's new interior luxury. But only a hint. Like so many of this new car's attributes, Lincoln's artistry with color, fabric and leather must be seen to be appreciated. ■ And you will read about a completely new kind of performance—about the safety-minded way the new Lincoln Engine translates its 275 horsepower into sensible, usable, high-torque power. You'll learn how unique Lincoln Turbo-Drive serves up this tremendous power smoothly and instantly at all driving speeds. ■ Beyond these highlights and the many other significant details of the new Lincoln Capri and the even more magnificent new Premiere series, you will get a sense of the future. ■ You'll find, we're sure, that this is the year of *your* Lincoln.



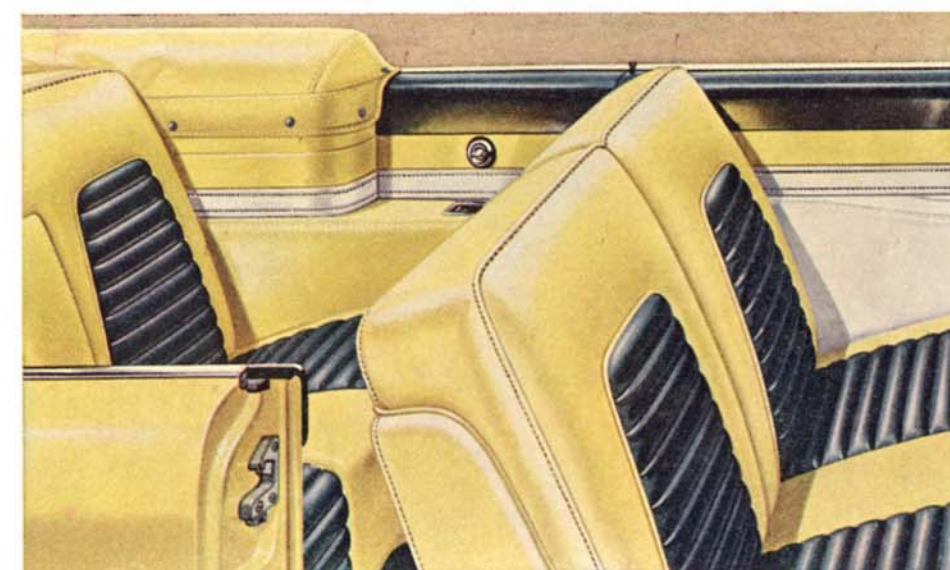
In interior luxury, the new Premiere series even surpasses the luxurious Capri series. Here, light blue leather bolsters contrast texturally with the deeper blue of the tweed seats. The marvelous softness and distinctive grain of the leathers shown here is achieved through hand-boarding the finest grade of top grain leathers. It's a long, expensive process, but well worth it for the added pleasure it will bring to Lincoln owners.



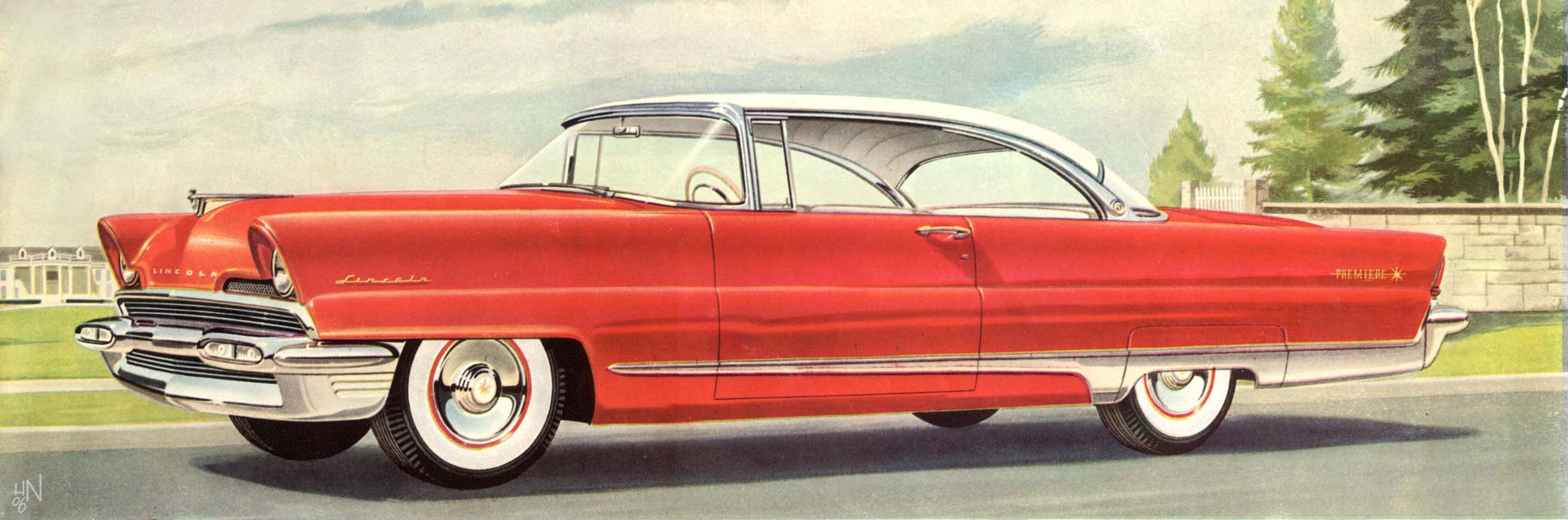
Done in a monochromatic color harmony, this Lincoln Capri Four-Door interior features seats of dark brown Matelasse, which blend smoothly with bolsters of light brown done in Lincoln's finely-tailored broadcloth. Like all Lincoln materials, in both the Premiere and Capri series, these materials wear so well that there's really no need to hide their beauty under seat covers.



Superlative luxury sets the new Premiere series above all others, even the Capri—as evidenced in this interior for the Lincoln Premiere Four-Door Sedan. Black Lurex tweed, which is touched with inter-woven metallic threads for a note of interest, is set off by the distinctive beauty of hand-boarded leather in Lincoln's own Island Coral shade. Remember—it's just one of 27 possible choices.



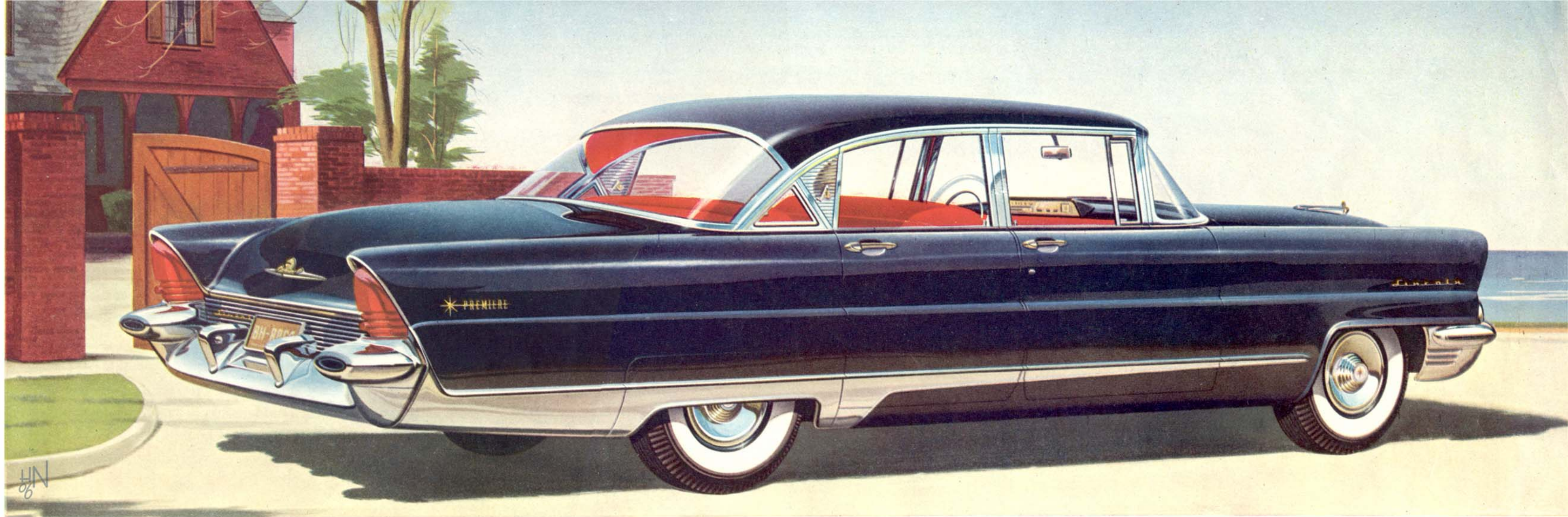
You might elect to decorate your Lincoln Premiere convertible interior in pastel yellow bolsters which contrast sharply with the black leather of the seats. Notice that Lincoln interiors wear their jewelry with very becoming discretion. The interior shown here is only one of 15 all-leather combinations for the Premiere convertible. Whatever your choice, you will be very pleased. And very proud.



LINCOLN PREMIERE

The Coupe

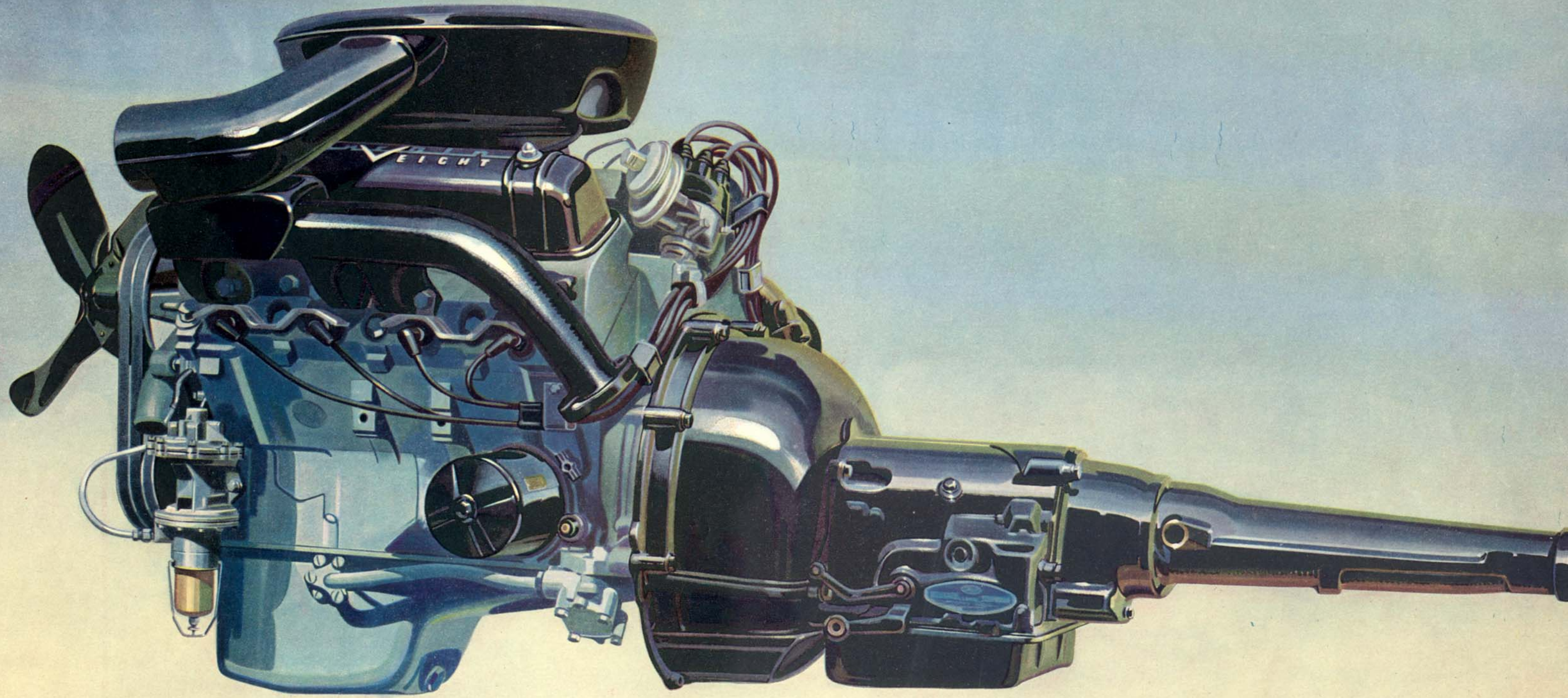
If you wanted to explain the complete Lincoln idea to somebody, you could simply show him this new 1956 Premiere Coupe. ■ As you can see, the absence of window posts accentuates the long, unbroken lines that characterize all Lincoln models. You can see here, too, the distinctive new mesh treatment around the headlights, the flowing horizontal lines of the bumper-grille, and the new parking and turning light integration. ■ You *can't* tell from the picture, though, what Lincoln's low hood and high fender line mean in extra visibility—how even a small woman driver can see all four fenders as guides for parking and passing. And you won't know how close to the ground this Lincoln is until you stand beside it—and look *down* at the top. ■ The picture doesn't show you, either, the full wonders of the new interiors in the Premiere series, which surpass even the Lincoln Capri in tasteful richness.



LINCOLN PREMIERE

The Four-Door Sedan

However big and long and roomy it may be, a sedan can still be graceful. We submit this 1956 Lincoln Premiere Four-Door Sedan as evidence of this Lincoln styling doctrine. ■ For all its great size and luxury, this fine car retains all the lithe and trim Lincoln look. It is big—much longer over all than even last year's Lincoln. Inside, both front and back, it offers so much more hip, leg and shoulder room that six husky men with their hats on can slip in easily and never crowd one another. ■ And from the rear, Lincoln identity is clear, yet clean and simple. Back-up lights are completely hidden, helping to achieve that uncluttered look. See, too, how the new textured metal pattern joins naturally with the horizontal flow of the rear deck and bumpers, and with the new integrated jet-pod exhausts, to tell you even from a distance that this is unmistakably Lincoln for 1956.



ENGINEERING ADVANCES...WHERE LINCOLN WIDENS ITS LEAD

NEW 275 HP LINCOLN ENGINE

...with high-torque power that works for your extra safety in every speed range

As you read this, we ask you to keep this one point in mind: everything we say about our engine can be proved. If we use words like "new" or "best," we are stating facts, not opinions.

So we'll start right off by telling you that the 1956 Lincoln Engine is entirely new. It differs importantly from any other V-type engine under the hood of any other large car. And, in terms of the ratings you are probably most familiar with, this new Lincoln Engine has 275 horsepower, and a new high-efficiency 9.00 to 1 compression ratio.

There's another listing you'll see in the 1956 engine specifications, that is actually far more meaningful for you.

What it says is: *Torque—401 foot pounds at 2,800 rpm.*

What it means is that Lincoln power is usable, practical, safety-minded. That you get its full benefit at the speeds you usually drive in. That at 5 miles per hour . . . 10 miles per hour . . . 30 miles per hour—as well as at the legal limits—power works to give more responsive performance.

Our new 4-barrel carburetor design—improved successor to the first fully automatic 4-barrel carburetor pioneered by

Lincoln—carries out this same realistic philosophy. The two reserve barrels are called into action solely by the demands of the engine rather than by the accelerator. You get the happy result in instantaneous acceleration reflexes at every speed—and better gas mileage at low speeds.

This year, too, we're introducing the temperature-controlled air induction system. This feature lets only pre-warmed air into the carburetor when the engine is cold, and only cool outside air when the engine is warm. Result: faster warmups and no carburetor icing in cold weather . . . higher breathing efficiency in any weather. This is another Lincoln engineering first—an important one.

And there are many more engineering refinements in this new Lincoln Engine—far too many, in fact, to include here. But the essential difference—the difference you can feel and appreciate when you drive the new Lincoln—is that Lincoln power is more than "paper" horsepower. It is everyday power, every speed power performing all the time for your safety.

Yes, and for your pleasure, too.

NEW LINCOLN TURBO DRIVE

...with "escalator action" for smoother, more responsive performance

Even the most powerful engine can't deliver any better performance than its transmission permits.

That's the very reason why we designed Lincoln Turbo-Drive to measure up to the 1956 Lincoln Engine in every phase of performance.

This means that Lincoln Turbo-Drive is the smoothest, most responsive and versatile transmission yet developed—by years. Only Lincoln in the fine car field has this uniquely different transmission, and it's standard equipment on *all* Lincoln models for 1956.

Now, let's see why we can promise that you will be completely unaware of any jerk or hesitation or engine race when your Lincoln changes gears. That it will respond immediately. That you will have no sensation of high engine speed and noise when you're actually moving quite slowly. That you can get the precise acceleration you need to get away fast or pass safely—without ever moving the selector lever.

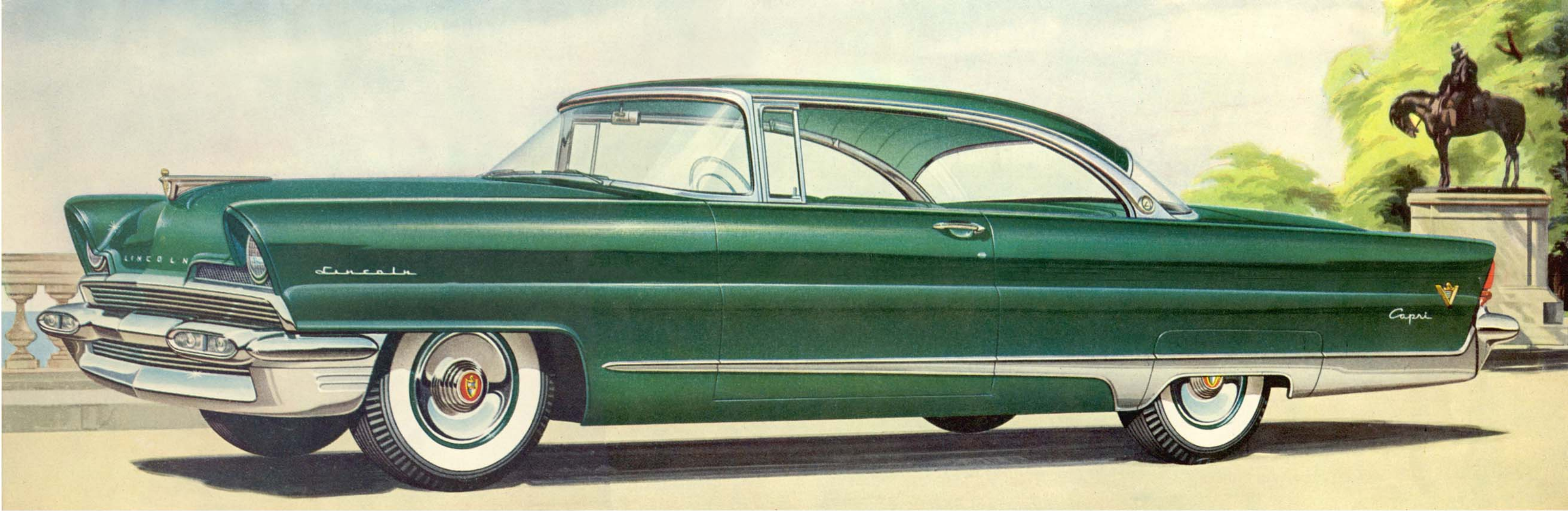
Most of these things happen because Lincoln Turbo-Drive combines the smoothness of a torque convertor with the responsiveness of a streamlined self-shifting

transmission. The result is positive yet even-flowing "escalator action"—something else that's yours only in Lincoln.

In addition, Lincoln Turbo-Drive has a "kickdown" feature that lets you shift into a lower gear ratio for extra acceleration at all speeds below 70 mph. For example, from a standing start you can tramp all the way down and stay in low gear until about 40 miles an hour. That's for a really fast getaway. Or, to pass another car on the highway or climb a hill, you can tramp down to intermediate for quick, extra power—all without touching the gear selector.

You can see that we believe Lincoln Turbo-Drive, combined with the new Lincoln Engine, is an entirely different kind of performance unit from any you have ever known. We think that you will agree with us, once you have tried it.

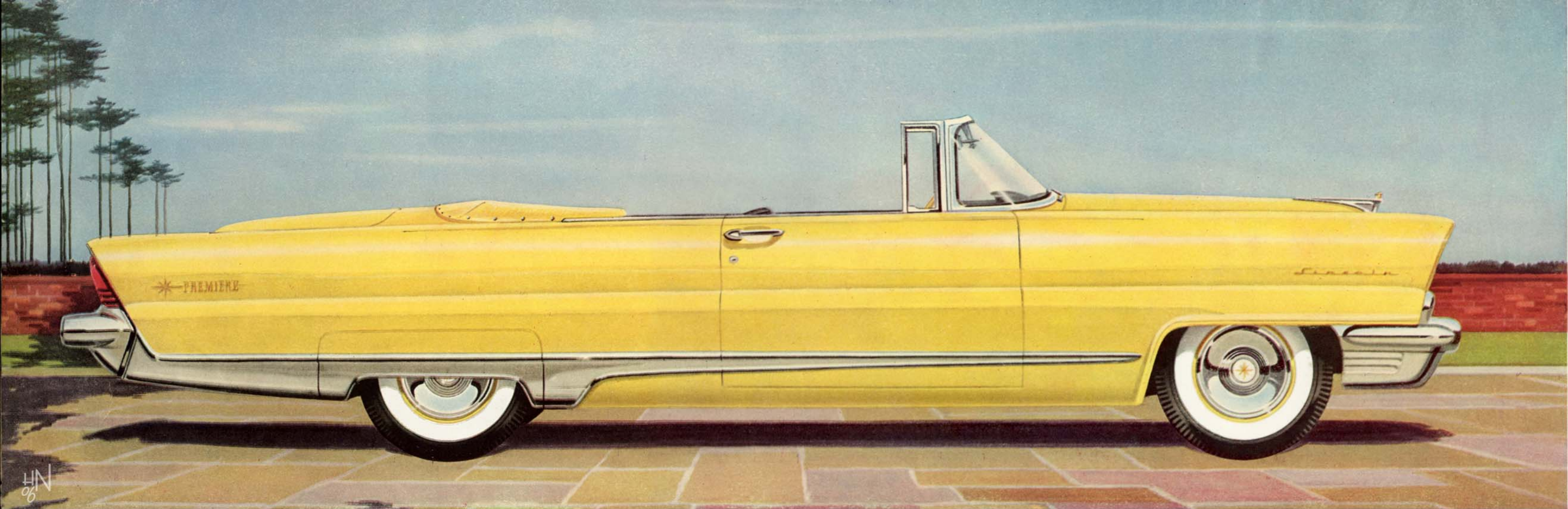
Why not come in today to test for yourself the smoothest and most effective engine-transmission teamwork in the fine-car field? We'll let a Lincoln do the talking—with performance.



LINCOLN CAPRI

The Coupe

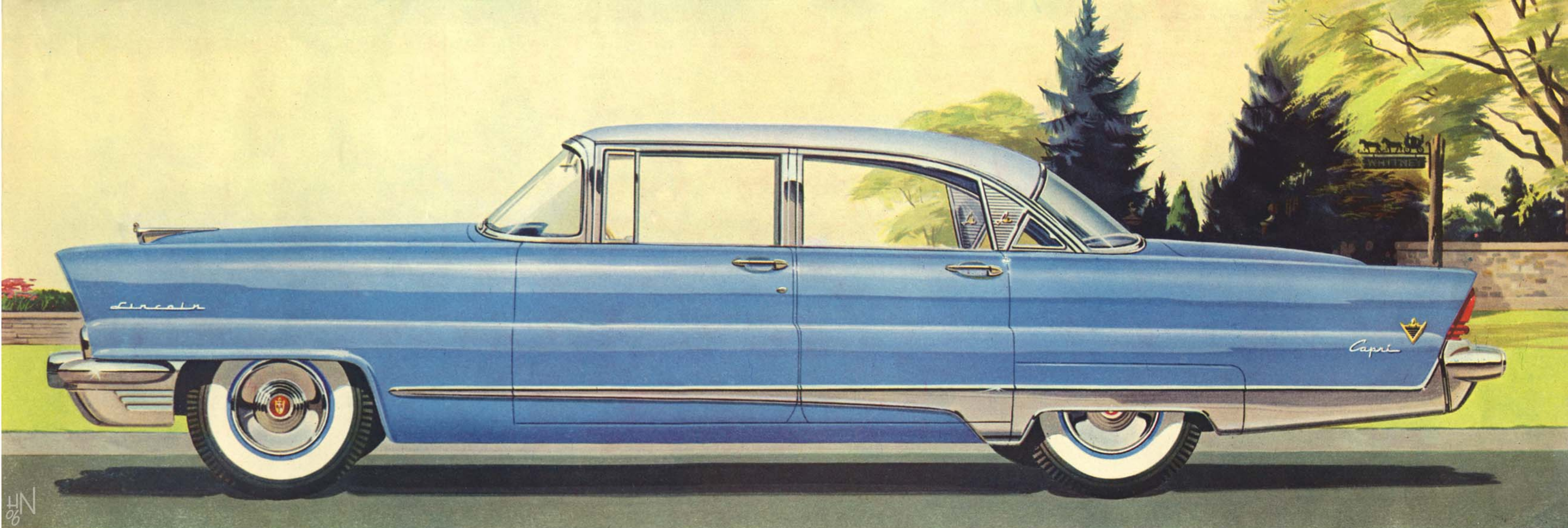
Too often, an automobile is a compromise—maybe sacrificing power to economy or ruggedness to comfort, or handling ease to massive bulk. ■ This doesn't have to happen, though, and this new 1956 Lincoln Capri Coupe proves that a fine car can have a wonderful balance of attributes. ■ For instance, professional test drivers tell us that Lincoln, because of its ball-joint front suspension and superior controllable balance, corners better than many sports cars. Yet, these are the very features that also help insulate you against road bumps and produce the famous Lincoln gliding ride. No other suspension system can match the combination of roadworthiness and comfort provided by Lincoln's ball-joint suspension. Just try it and see if you don't agree.



LINCOLN PREMIERE

The Convertible

An automotive writer once commented that no other car seemed quite so natural a convertible as Lincoln—and in this 1956 Lincoln Premiere Convertible, you can see exactly what he meant. ■ The explanation, we think, is that Lincoln looks like an outdoor action car. When you crown the flowing lines with a rakish convertible top, you're merely extending the essential theme of Lincoln Design. ■ Of course, when you drive this convertible, what is out of sight under the hood also does a great deal to further this impression of agile grace. You hardly have to do more than wish the new 275 horsepower Lincoln Engine into action, and the smoothest, most versatile automatic transmission ever engineered—new Lincoln Turbo-Drive—serves up the right power portion instantly. ■ It is, in fact, a completely new *kind* of performance—sensible, practical, high-torque power that's available at all driving speeds.



LINCOLN CAPRI

The Four-Door Sedan

May we again call your attention to the way Lincoln combines true size with trim gracefulness, using this 1956 Lincoln Capri Four-Door Sedan as an example of our idea? ■ Now, this Lincoln is a *long* car (see the specifications on the back cover). It's as roomy as they come, too—six adults can ride in perfect, uncrowded comfort. But because Lincoln believes that cars should be big without being heavily unmaneuverable, a woman can wheel this 18-foot-plus sedan into a tight curb space and smile about it. With Lincoln Power Steering (standard equipment on *all* 1956 Lincolns), she can do it with one hand. ■ In fact, Lincoln offers *all* the power assists—seats, windows, braking and even the Push-Button Lubrication system. And each is engineered for safety as well as for ease.

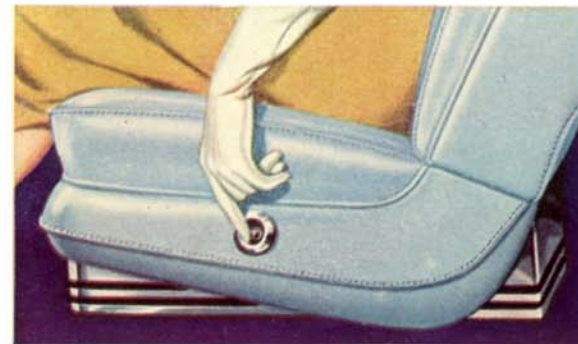
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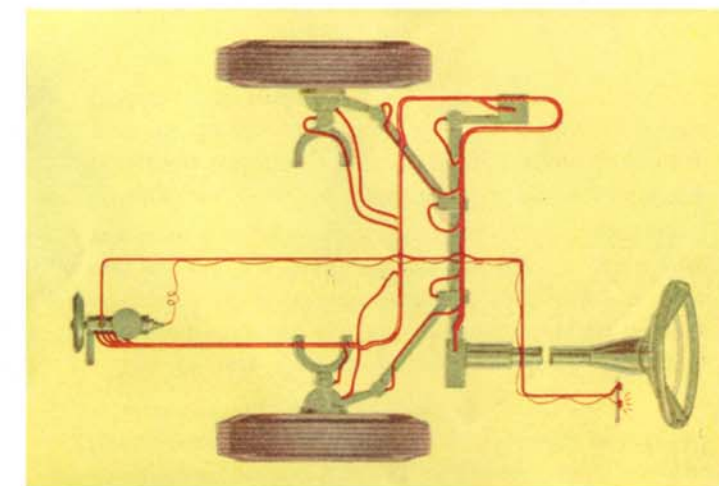
Lincoln Power Steering is a completely new In-Line system for 1956. It does all the *real* work (80% of the turning effort), yet leaves in that important "road feel". Its simplified design lessens the sensation of transition from manual to power-assisted steering, reduces the danger of over-steering, cuts service needs almost to the vanishing point. (Standard equipment on *all* 1956 Lincolns.)



Lincoln Power Window Lifts let the driver control all four windows in the car by touching the switches ahead of the door panel. There's a separate control for each of the other three windows so that passengers can raise or lower the windows nearest them. (Standard equipment on Premiere models, extra cost option on Capris.)



Lincoln Four-Way Power Seat has *one* switch. Just touch it and the seat moves up or down, backward or forward, until you're in the most comfortable driving position for you. This Lincoln "first" provides a completely individual, customized driving seat—and wonderful comfort. (Standard equipment on Premiere, extra-cost option on Capris.)



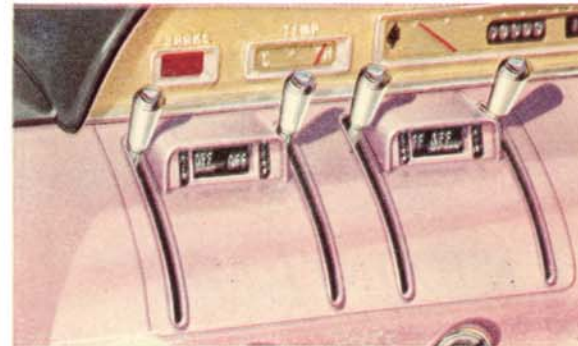
Lincoln Push-Button Lubrication gives you proper lubrication of front-end suspension and steering at just the push of a button. This power-operated system has a reservoir which holds grease for from 250 to 300 lubrications. No matter how dusty the weather, your Lincoln will be properly lubricated, keep that "new car feel" longer. A Lincoln "first," optional at moderate extra cost.



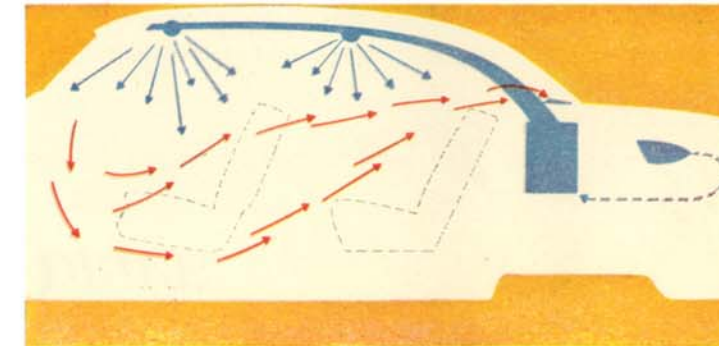
Lincoln Power Braking stops you swiftly, gently—with just a tiptoe pressure on the extra wide, low-level brake pedal. You don't even have to lift your foot. Just pivot on your heel from accelerator to brake. Optional at small extra cost.



Lincoln Travel-Tuner Radio has "town" and "country" switch bars, tunes in two directions. Front and rear speakers can be individually controlled, antenna can be raised or lowered from inside the car.



Lincoln Dual-Control Heater combines an underseat heater with a front compartment heater, which can be operated separately to get the desired degree of warmth. A two-speed blower circulates air, defrosts windshield.



Lincoln Air Conditioning cools, cleans, dehumidifies and circulates up to 258 cubic feet of air per minute—gives you perfect comfort no matter how hot the weather. There are four air inlets, one over each door, controlled by individual louvers.

SPECIFICATIONS

LINCOLN FOR 1956

TYPE: The 1956 Lincoln V-8 is an advanced low-friction, short-stroke design, developing 275 horsepower. Delivers 401 ft.-lb. torque at 2800 rpm. Bore 4.00 in., stroke 3.66 in. Displacement 368 cu. in. Compression ratio 9.00 to 1 with efficient high-turbulence combustion. Reinforced deep-skirt alloy iron cylinder block. Precision-molded 5-main bearing crankshaft with 6 integral counterweights. Selectively fitted main bearings. Rubber-floated vibration damper. Slipper-type aluminum alloy pistons with embedded steel expansion struts. Two compression rings, and one oil control ring with steel expander. Top ring chrome plated. Rotating-type overhead valves with self-adjusting hydraulic valve lifters. Intake valve diameter, 2 in., exhaust, 1.6 in. Integral valve guides cast into cylinder head.

LUBRICATION: Pressure lubrication to all main, connecting rod, camshaft, and rocker arm bearings. Full-flow oil filter. Gear type oil pump. Deep-sump oil pan. Combination road draft and self-induced crankcase ventilation. Oil capacity 5 quarts (refill).

COOLING: "Controlled-pressure" cooling system operating under pressures up to 15 pounds per sq. in. Full-length water jackets encircle cylinders. Impeller-type water pump. Thermostatic temperature control. Radiator capacity (with dual-unit heater) 25.50 qt. Low-speed five-blade fan.

FUEL SYSTEM: Automatic 4-barrel carburetor with vacuum-operated secondary barrels. Concentric fuel bowl. Two-stage operation. Low-restriction oil-bath air cleaner enclosing fuel bowl. Automatic idling control. Automatic choke. Internal and external vents for easier starting. Fuel tank capacity 20 gallons. Built-in plastic fuel tank filter. Camshaft driven diaphragm-type fuel pump with vacuum booster.

ELECTRICAL: Full-vacuum spark control. Single breaker arm distributor. Vented distributor points. Weatherproof ignition. Anti-fouling 18 mm spark plugs. High-capacity low-speed charging generator. Ratchet-type

"Folo-Thru" starter. 78 plate aircraft-type battery with 65 ampere-hour capacity. 12-volt ignition system.

EXHAUST: Overhead exhaust manifolds. Dual exhaust with reverse-flow muffler and resonator in exhaust lines.

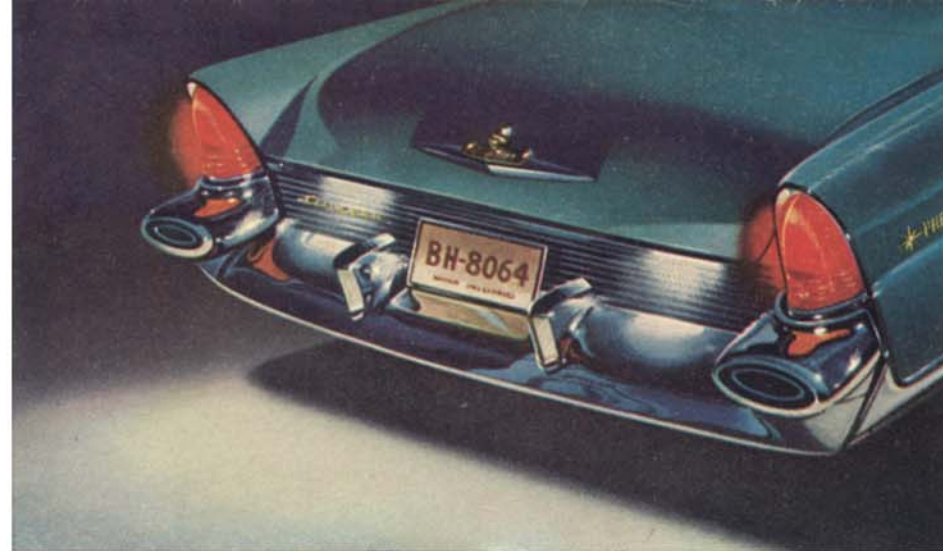
ENGINE AIR INTAKE: Temperature-controlled air induction system; thermostat valve admits right temperature of air to engine in all seasons; provides faster warm-ups, greater engine efficiency; prevents carburetor icing.

DIMENSIONS: Wheelbase 126 in. Over-all length 222.9 in. Over-all width 79.9 inches. Over-all sedan height (loaded) 60 in. Tread 58.5 in.—front, 60.0 in.—rear. Tire size, 8.00 x 15 except on convertible and air-conditioned cars, 8.20 x 15.

FRAME: Extra heavy full-length boxed siderail, four crossmember and an "X" member, the "X" member is an I-beam section type having welded plates top and bottom at the junction. Four-door siderails are of .106 stock, hardtop and convertible siderails are .132 stock. Hardtop and Convertible use a basic frame, with an additional capping strip welded to underside of each siderail on Convertible only.

FRONT SUSPENSION: Independent front-wheel suspension of ball-joint type. Each front wheel spindle installed between ball-and-socket joints. Upper and lower suspension arms mounted to frame with rubber bushings. Telescopic-type hydraulic shock absorbers mounted inside front coil springs. Torsional stabilizer bar. Symmetrical steering with tie-rods of equal length. Over-all steering ratio (power) 20.9 to 1.

REAR SUSPENSION: Long-leaf type rear springs with 8 leaves. Tension-type shackles adjust spring stiffness to road conditions. Full-length waxed liners. Telescopic rear shock absorbers "sea-leg" mounted to control sidesway and dampen spring action. Shock absorbers installed with rubber insulators.



BRAKES: Hydraulic brakes with 12-in. brake drums. Total braking area 207.54 sq. in. Pendant-type suspended brake pedal, pivoted at top. Molded asbestos linings. Independent mechanical parking brake on rear wheels.

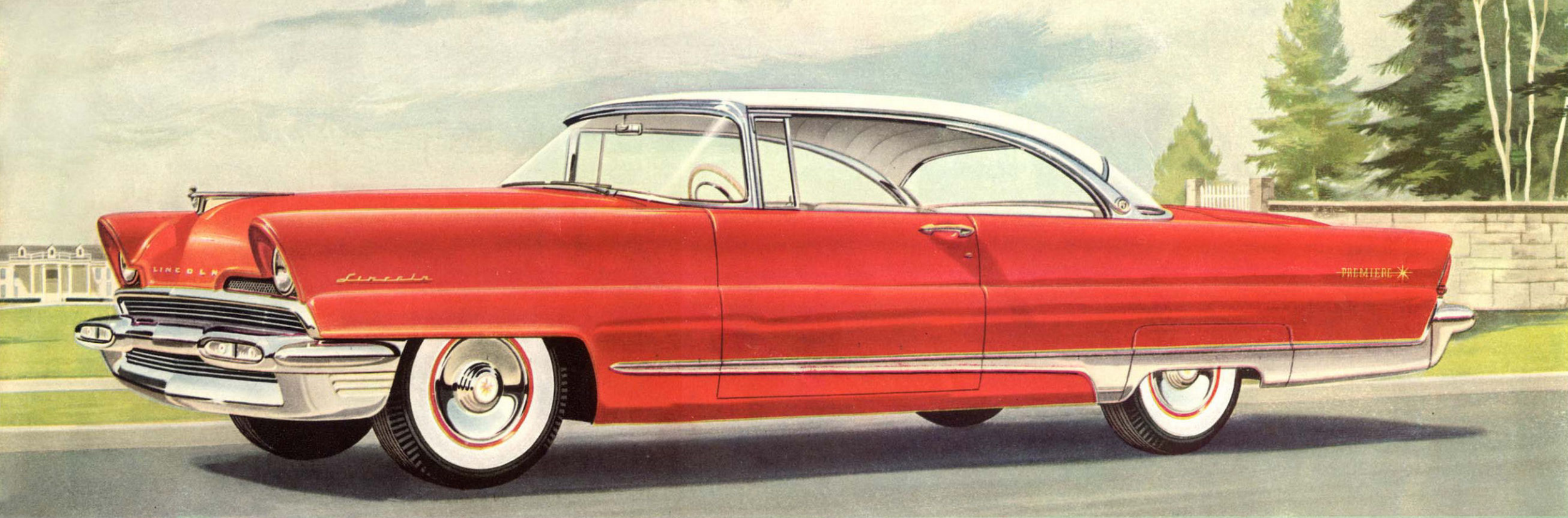
TURBO-DRIVE TRANSMISSION: Combines fluid torque converter and 3-speed planetary gear train. Fully automatic. Maximum over-all torque multiplication ratio, 5.04 to 1. Oil reservoir capacity 11 qts. Integral forced air cooling.

DRIVE: Hotchkiss drive with thrust taken by frame side rails. Precision-balanced propeller shaft. Semi-floating rear axle. Hypoid ring gear and pinion. Rear axle ratio 3.07 to 1 standard; 3.31 to 1 optional and on air-conditioned cars.

BODIES: All-steel heavily reinforced. Welded steel floor. Counter-balanced one-piece hood. Double-panel doors. Two-stop front doors. Body insulated against sound and weather with glass fiber pads and other materials. Up to 258 cu. ft. trunk space in finished trunk compartment. Combination bumper-grille with double impact bars. Canted tail lamp assemblies housing all rearward lights. Center-fill gas tank with filler pipe concealed by license plate. Finished with pigmented baked enamel.

PRICES: Some of the items illustrated or referred to in this catalog are at extra cost. For the price of the model with the equipment you desire, see your Lincoln Dealer.

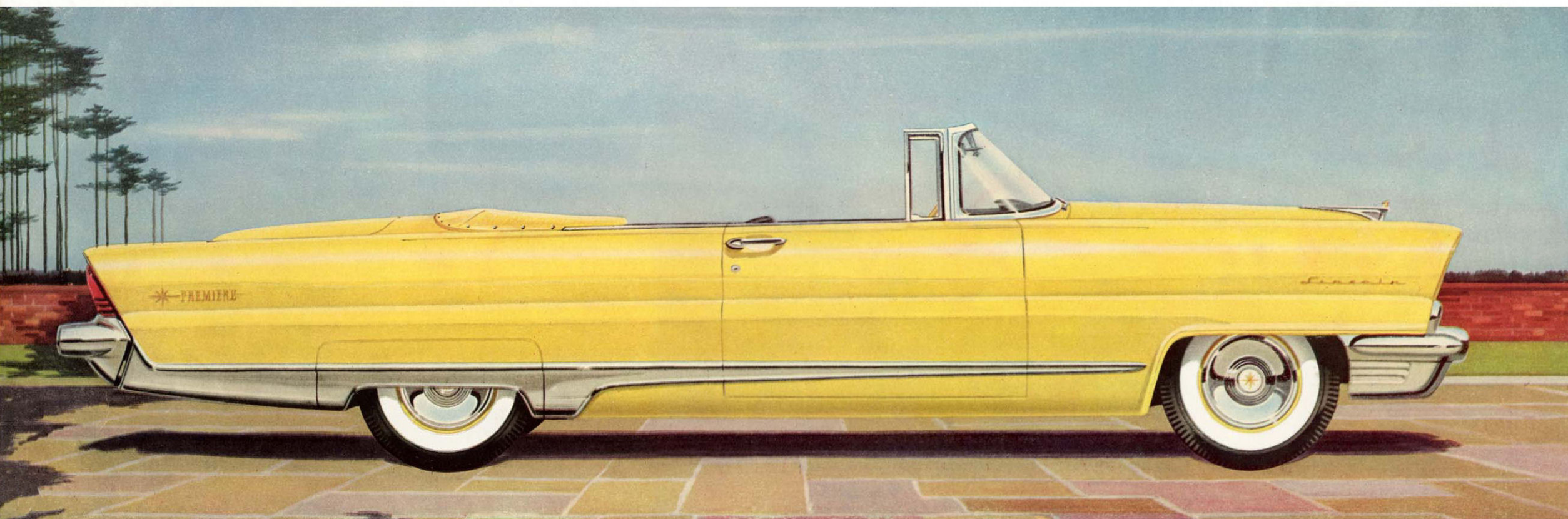
The specifications contained herein were in effect at the time this folder was approved for printing. The Lincoln Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation.



LINCOLN PREMIERE

The Coupe

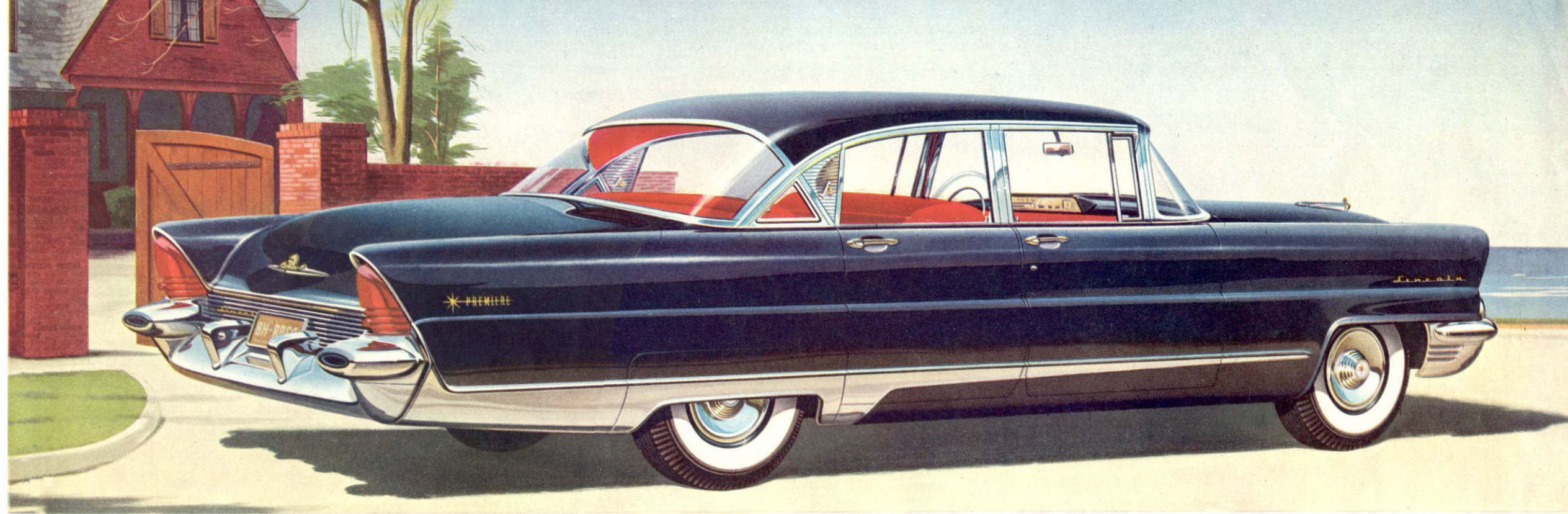
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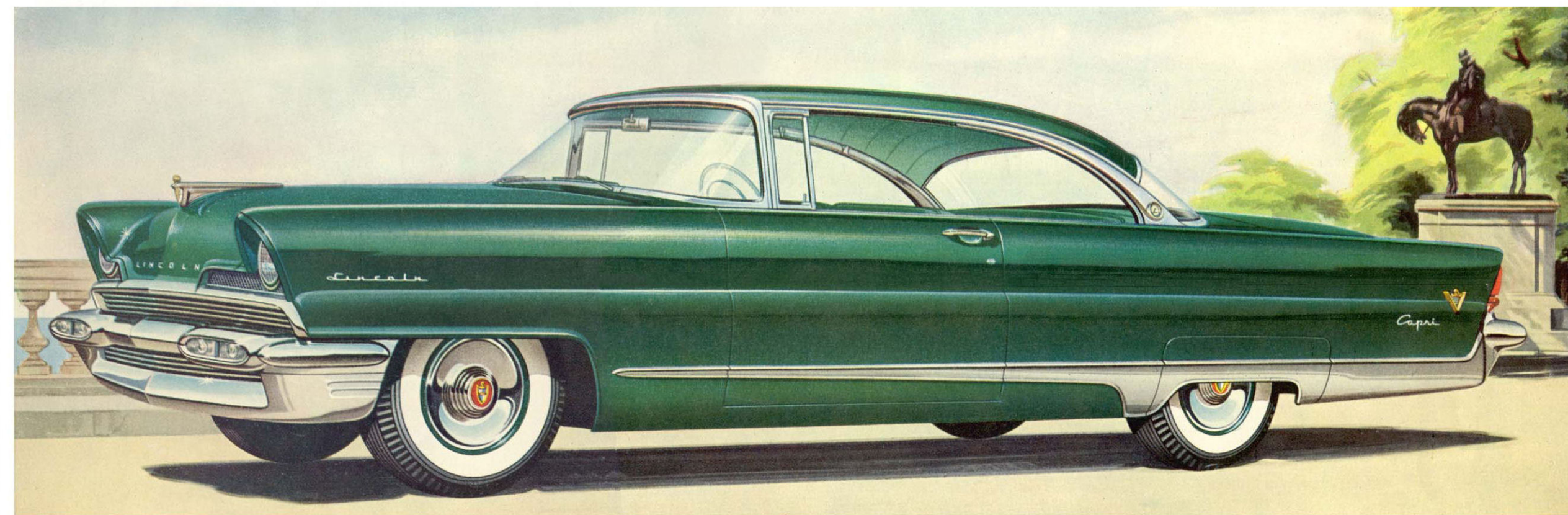
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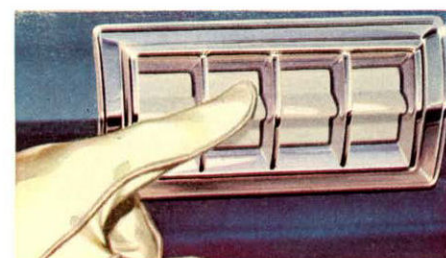
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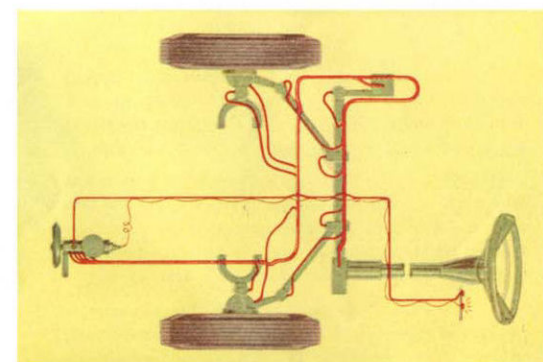
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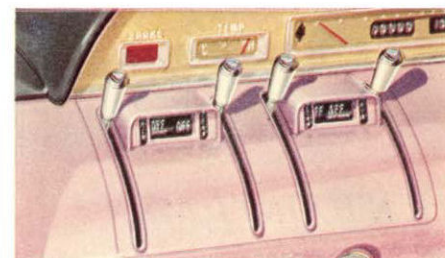
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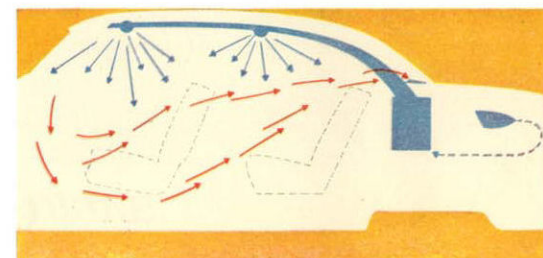
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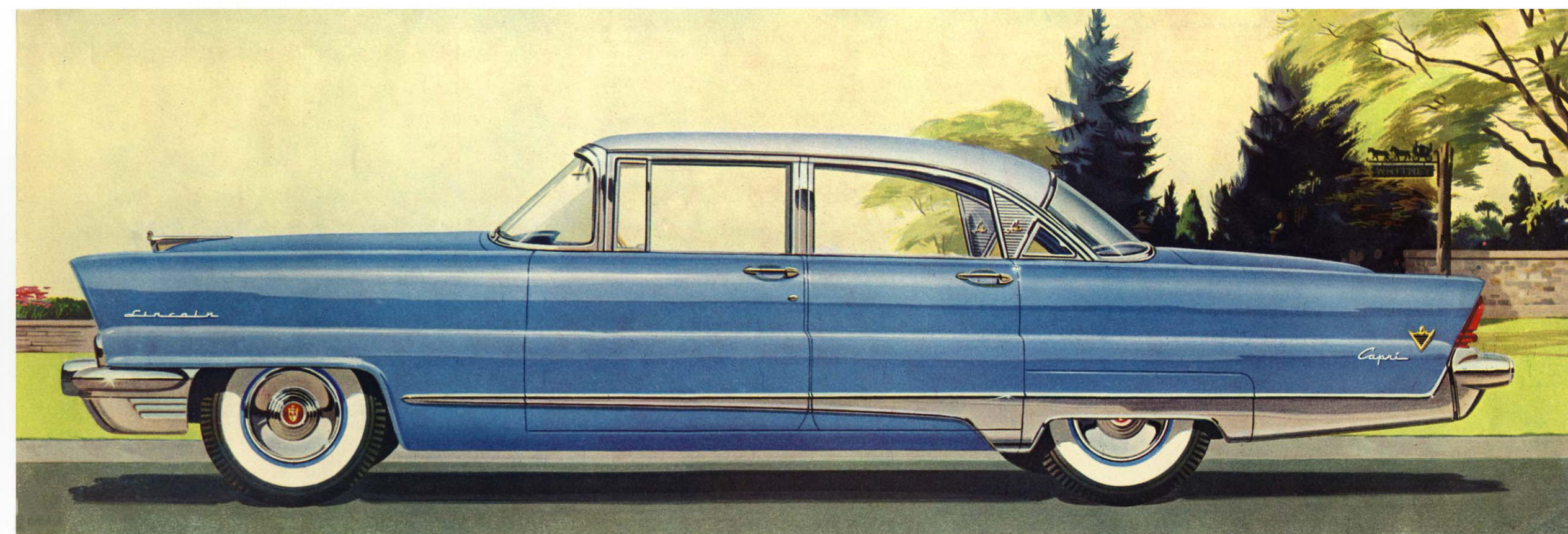
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