


C O N T I N E N T A L  
L I N C O L N  
1 9 9 0



LINCOLN  
CONTINENTAL.  
FIFTY YEARS AFTER  
ITS INTRODUCTION,  
THIS LUXURY  
AUTOMOBILE IS  
STILL AHEAD  
OF ITS TIME.

ontinental. It is a name that has come to exemplify luxury in an automobile.

◆  
Now, in its golden anniversary year, Continental continues to distinguish itself as one of the world's most advanced luxury cars. Proof of this claim comes from Continental's many technological innovations. Further proof comes from Continental's overall design and engineering, which were guided by Lincoln's philosophy that strives to achieve the highest standards in quality and customer satisfaction.

◆  
Continental's evolution over the years has resulted in a car of remarkable distinction. We ask you to join us in celebrating the 50-year anniversary of a fine tradition in automotive luxury. And we invite you to take an in-depth look at the many advancements that characterize the newest edition of this legendary automobile.

◆





Lincoln Continental Signature Series  
in Midnight Black Clearcoat.







## LOOK AT ADVANCED DESIGN FROM YOUR DRIVING PERSPECTIVE.

A true luxury automobile must pay close attention to the needs of its driver.

This is the science of ergonomics, and Continental applies it with an interior that's designed to be both functional *and* comfortable.

### CLEAR, COMPREHENSIVE DIGITAL INFORMATION.

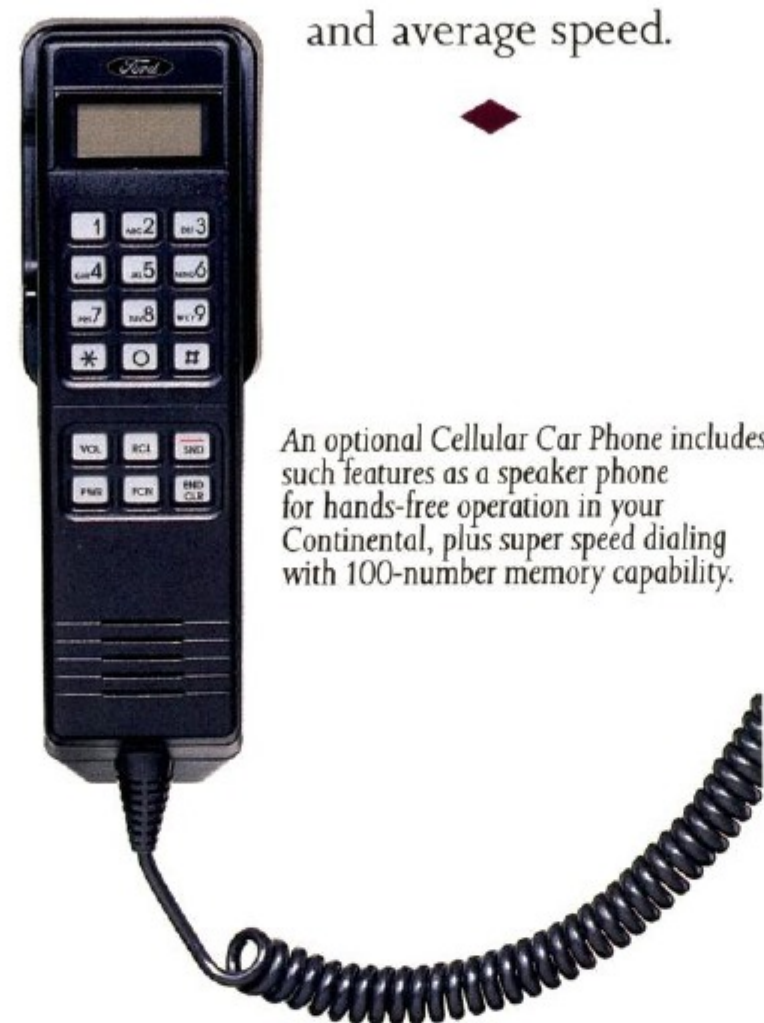
Continental's electronic instrument

cluster offers you a wealth of easily accessible data. A digital speedometer/odometer is centrally located along with a fuel bar graph and numerical fuel readout.

Next to those is a multi-gauge bar graph that selectively displays battery/voltage charging, oil pressure or engine temperature at the touch of a button.

If any of these areas reaches a critical level, its graphic readout immediately preempts the selected

display. A message display indicates instant or average fuel economy, distance to empty, elapsed distance and average speed.



An optional Cellular Car Phone includes such features as a speaker phone for hands-free operation in your Continental, plus super speed dialing with 100-number memory capability.

## THE SUN RISES, BUT THE TEMPERATURE DOESN'T.

Continental's automatic climate control system is so advanced, it even compensates for the sun's rays. Along with a temperature sensor, the system contains an additional sunload sensor that detects heat caused by sunlight coming through the windshield. The sensor then compensates by blowing more cool air.

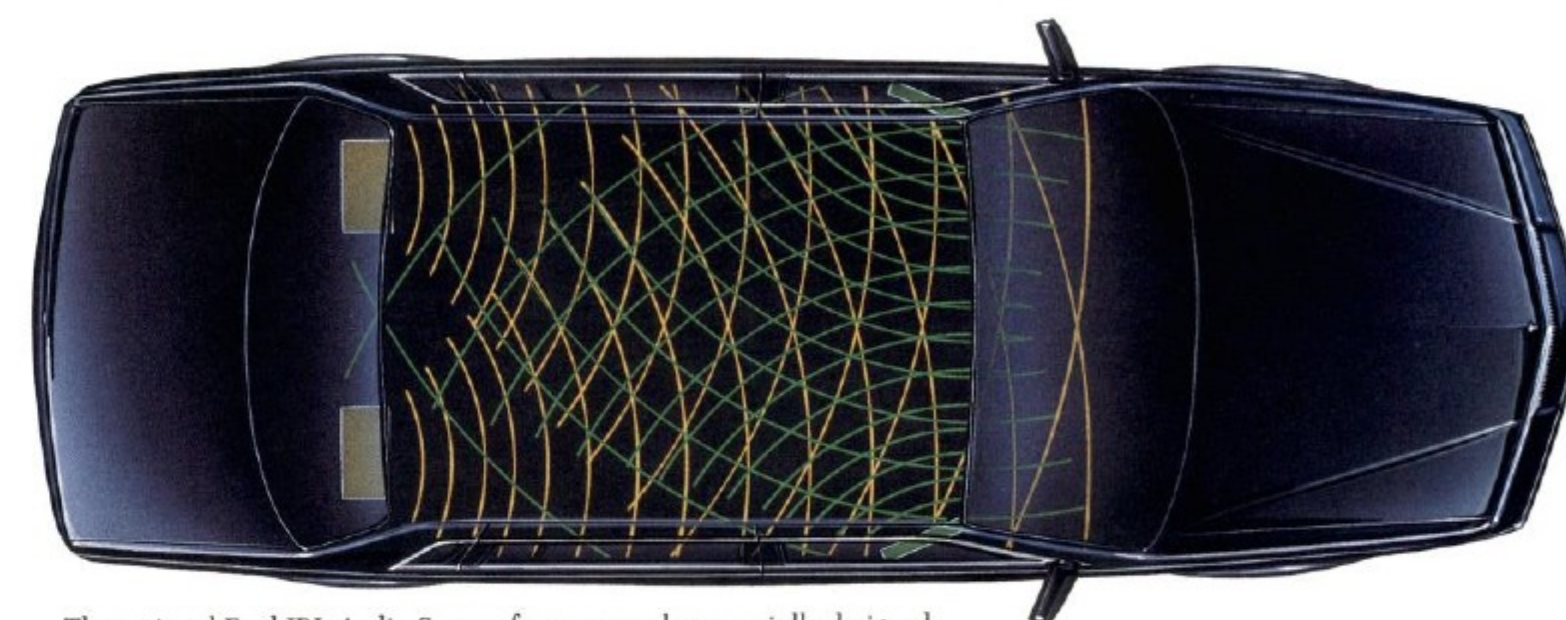
### SURROUND YOURSELF IN PREMIUM SOUND.

Continental's standard sound sys-

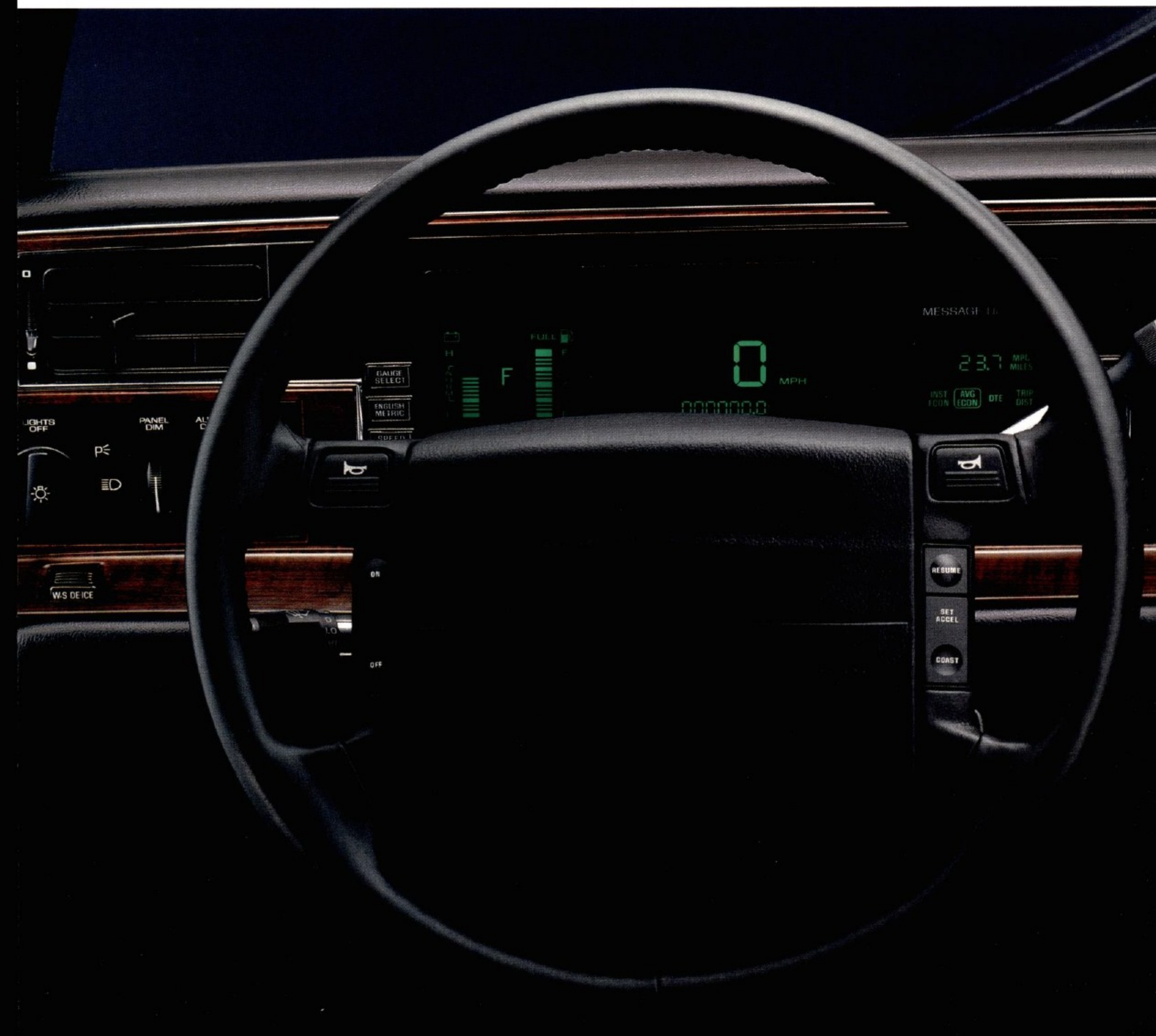
tem is a High-Level Audio System with an AM/FM stereo cassette radio, 80-watt amplifier and premium speakers.

The optional Ford JBL Audio System incorporates the advanced fea-

tures of the standard radio, plus a 140-watt amplifier and JBL speakers for sound that rivals many home stereo systems. You can even supplement the cassette tape radio with an optional compact disc player.



The optional Ford JBL Audio System features speakers specially designed and located to match the acoustics of Continental's interior.







Lincoln Continental Signature Series  
in Bright Currant Red Clearcoat Metallic.



## A LUXURY CAR WITH A VERY PRACTICAL SIDE.

One of the most important features an automobile can offer is occupant safety. Which is why Continental employs a number of features designed to help protect the driver and passengers.

### A BRAKING SYSTEM THAT DOES WHAT NO DRIVER CAN.

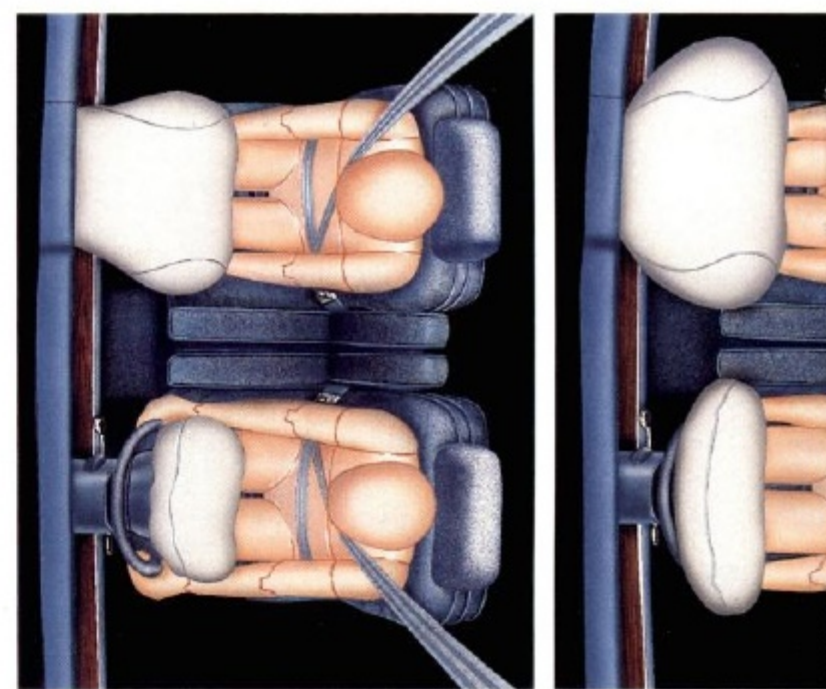
Continental comes equipped with a four-wheel disc Anti-lock Brake System (ABS) that can help reduce stopping distances on many slippery road surfaces. This system helps the driver maintain steering control during hard braking.

ABS does not allow braking-induced wheel lockup. A microprocessor controls brake pressure to keep each individual wheel at the *threshold* of lockup, where maximum braking efficiency is achieved.

In fact, ABS operates so quickly that changes in brake pressure can occur up to ten times per second. Even the world's best professional drivers can't duplicate this braking efficiency.

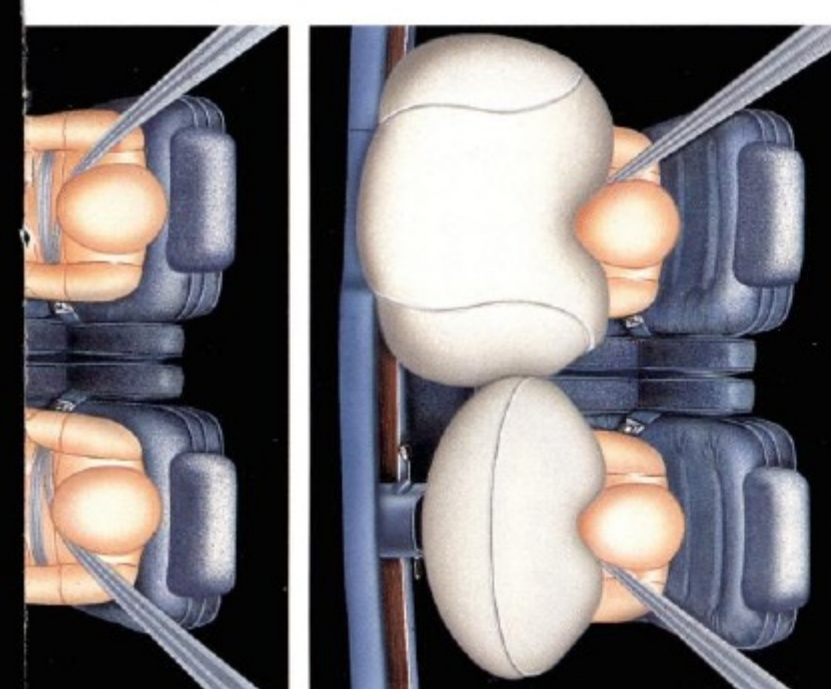
### ADDED PROTECTION THAT'S STANDARD.

Ford Motor Company has been



Shown here is an artist's depiction of a test of Continental's standard driver and right front passenger air bag Supplemental Restraint System. This system is not designed to protect the occupant of the center front seating position, who should wear the lap belt provided.

one of the leaders in the implementation of air bag Supplemental Restraint Systems. In hundreds of millions of miles of customer use, our systems have been demonstrated to be safe, reliable and effective.



Shown here is an artist's depiction of a test of Continental's standard driver and right front passenger air bag Supplemental Restraint System. This system is not designed to protect the occupant of the center front seating position, who should wear the lap belt provided.

A driver and right front passenger air bag Supplemental Restraint System is standard with Continental. This system, along with proper safety belt use, can help provide added protection against head and chest injuries that might occur in moderate to severe frontal impacts.

Continental provides the driver, right front passenger and rear outboard passengers with lap/shoulder safety belts, while center passengers have lap belts. Tether anchors for child safety seats are provided in the rear seat. Childproof rear door locks offer additional reassurance of Continental's commitment to safety.

### EVEN CONTINENTAL'S STRUCTURE EMPHASIZES SAFETY.

Continental's passenger compartment sits between a front and rear structure that collapses in a controlled manner to help absorb impact forces in the event of a severe collision. Roof and front pillars are designed to meet a static

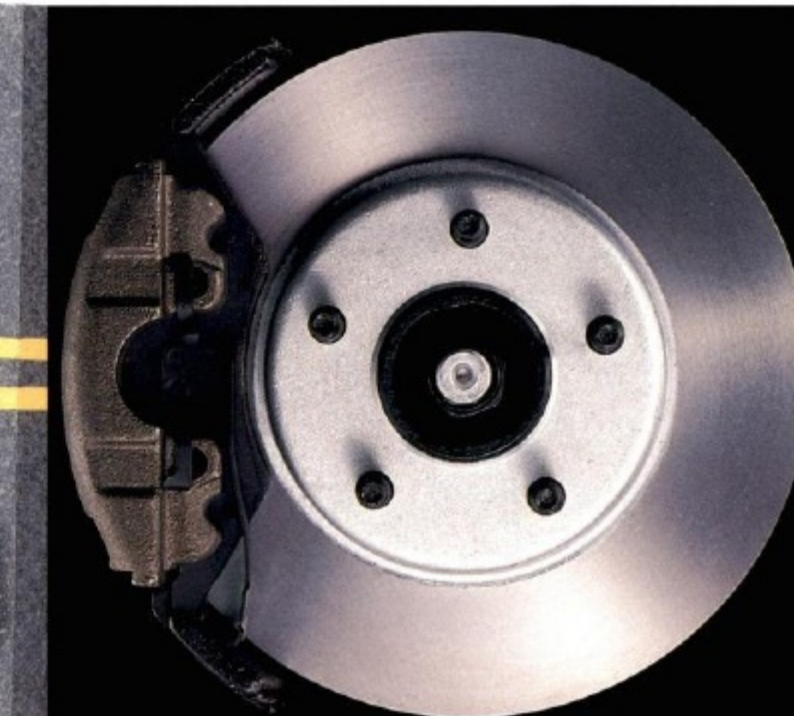


Outboard rear passengers are provided with lap/shoulder safety belts. The center rear passenger is provided with a lap belt.

force test equal to 5,000 pounds. Each door contains a high-strength steel beam. And the door latches and body structure have been engineered to help keep doors shut during a 30-mph test-barrier perpendicular impact, yet still open afterwards.

ABS helps the driver maintain steering control while braking, even on slick surfaces.

Continental's Anti-lock Brake System can "pump" the brakes up to ten times per second.



Four-wheel disc brakes provide strong stopping power to Continental's ABS.



## CONTINENTAL INVITES YOU TO RELAX IN DEEP SPACE.

Continental's six-passenger interior offers room for everything except, perhaps, improvement. The driver's seat features six-way power adjustments and a power recliner. Both the driver and a front passenger can relax with adjustable seatbacks, four-way articulated headrests and separate fold-down armrests.

Leather seating surfaces are standard. Luxurious cloth upholstery is available as a no-cost alternative. The Signature Series also features standard driver and passenger power recliners, six-way power seats and optional power lumbar supports.

Additional comfort/convenience features include power windows and door locks, fingertip speed control, power adjustable heated outside mirrors and tilt steering wheel. Continental is so well equipped that there are only a few options you may wish to add.

### COMFORT MOVES TO THE REAR.

Rear passengers can relax with a minimum of 39 inches of leg-room, plus generous knee room, a fold-down center armrest, integral headrests and individual reading

lights.

Tactile controls for power windows and doors are convex on one side, concave on the other to operate by "feel" without removing your eyes from the road.



Continental's trunk offers 19 cubic feet of fully carpeted space. Low liftover height eases loading and unloading.



Lincoln Continental Signature Series interior in Shadow Blue cloth upholstery. Some features shown may be optional. See feature pages at back of catalog.



# CONTINENTAL IS SO INGENUOUS, IT HAS THE APPROPRIATE RESPONSE FOR ALMOST ANY SITUATION.

**C**ontinental is so sophisticated, its steering and suspension systems can read changing driving conditions and respond accordingly. Here's how.

## ONE OF THE WORLD'S MOST ADVANCED LUXURY CAR SUSPENSION SYSTEMS.

Conventional logic dictates that automobile suspensions suit one purpose well. For responsive handling, use a stiffer suspension. For a smoother ride, you need a softer suspension.

## A SUSPENSION THAT THINKS, THEN REACTS.

Sophisticated sensors read data from a number of areas. Certainly, the road is a factor. So are Continental's steering, brakes, engine and suspension. They all contribute information to a computer which constantly monitors road and vehicle attitude, then adjusts Continental's suspension accordingly.

Nitrogen gas-pressurized MacPherson struts with integral variable-rate air springs are positioned at each wheel. These struts feature a remarkable dual-damping mechanism that actually changes Continental's ride from soft to firm—or back again—within milliseconds of receiving commands from a powerful microprocessor.

For example, the suspension can sense the amount of steering wheel turn as Continental enters a sharp cornering maneuver, then switch shock damping to firm while cornering. This system reacts to a rough road by switching to the firm mode. The sensors will also read and react

to hard braking and acceleration to help eliminate dive and squat.

The system automatically switches back to soft when conditions return to normal. The result is a comfortable ride for you and your passengers.

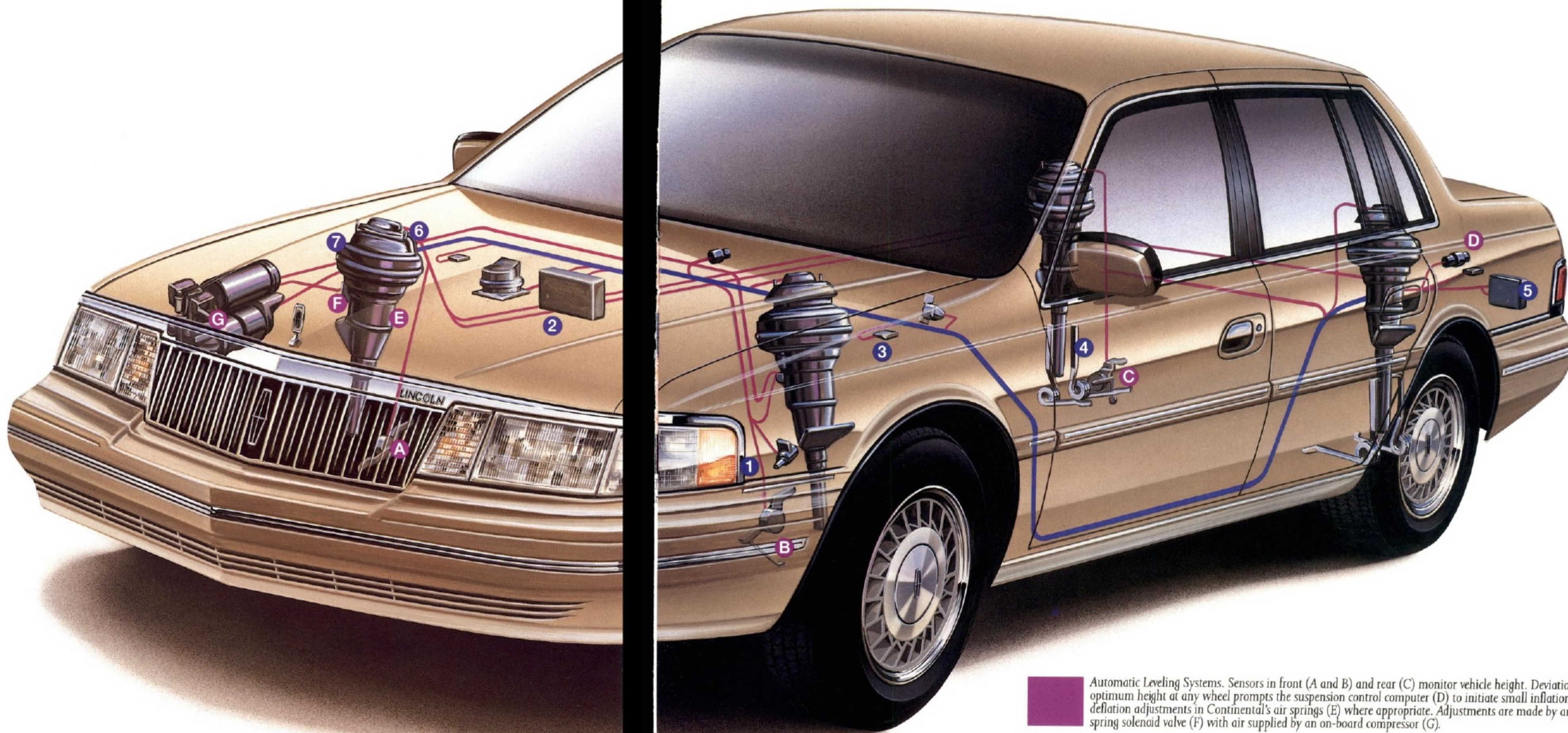
## A SUSPENSION THAT'S ON THE LEVEL.

In Continental, three electronic sensors keep constant watch over ride height and stance. When weight is added to Continental—to the trunk, for example, or by extra passengers—adjustments are made in the inflation of each wheel's variable-rate air springs. This allows Continental

to maintain a level stance (front to rear and side to side) and optimum ride height.

## STEERING THAT TAKES A DIFFERENT TURN.

Continental's standard electrohydraulic, speed-sensitive, variable-assist power rack-and-pinion steering—one of the world's most advanced luxury car steering systems—actually decreases power assist in subtle, incremental steps as speed increases. It is designed to provide you with the optimum level of assist at varying speeds. In fact, there are over 60 individual levels of power assist between 10 and 65 mph.

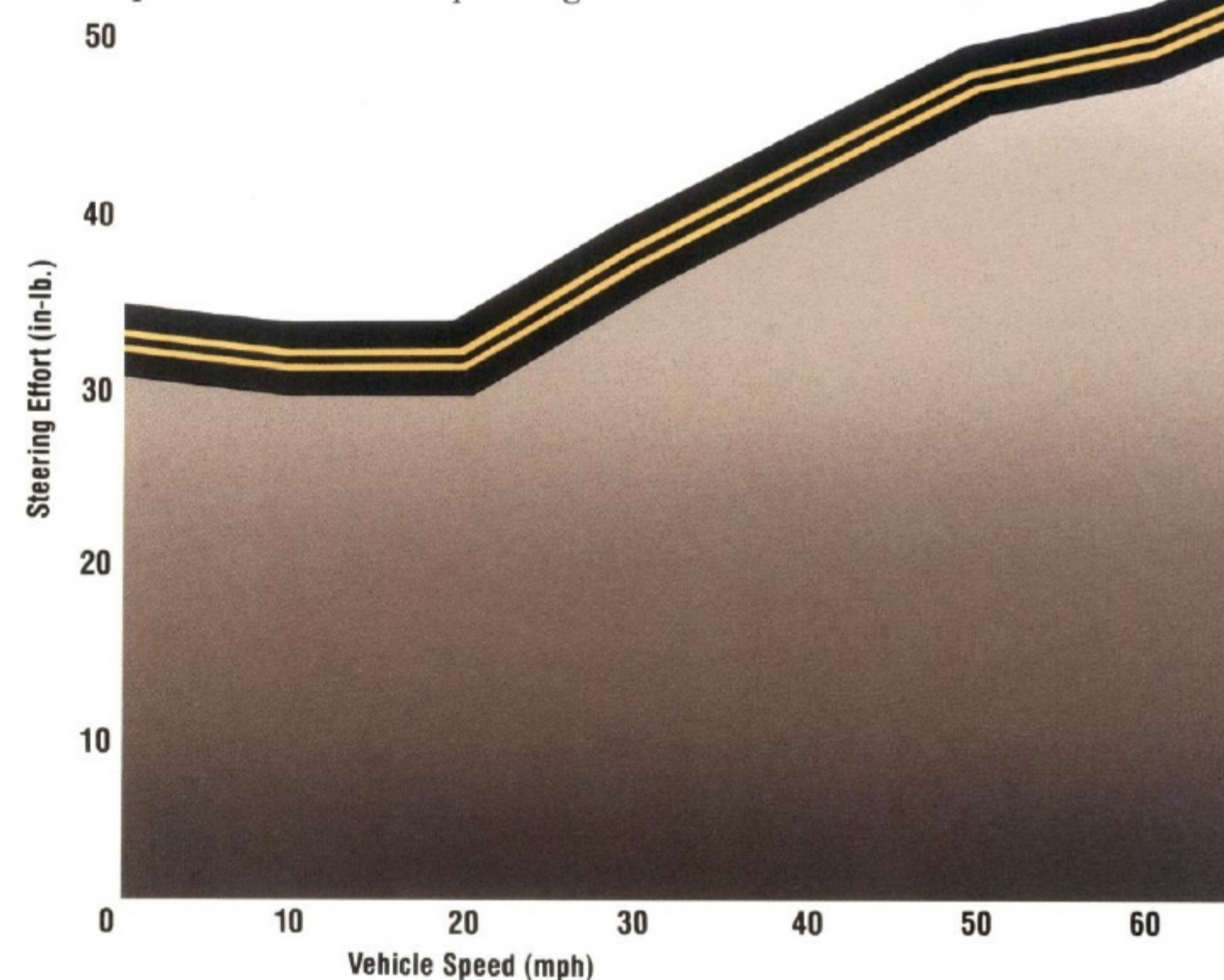


**Automatic Leveling Systems.** Sensors in front (A and B) and rear (C) monitor vehicle height. Deviation from optimum height at any wheel prompts the suspension control computer (D) to initiate small inflation/deflation adjustments in Continental's air springs (E) where appropriate. Adjustments are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

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

This ensures that Continental's driver receives an appropriate level of assist. A high level of assist at slow speeds for ease of parking,

reduced assist at highway speeds for good road "feel," and graduated levels in between.



As speed increases, power assist decreases—resulting in a gradual rise in the amount of effort required to turn Continental's steering wheel. The driver receives maximum assist for low-speed maneuvers like parking, reduced assist for good road "feel" and quick maneuvering at higher speeds.







## THE WIND FINDS CONTINENTAL'S SHAPE HARD TO RESIST, AND SO DO ITS OWNERS.

**T**he focal point of the Continental's shape is aerodynamics. Months of analysis, testing, tweaking and retesting resulted in smooth, contoured lines that help minimize wind resistance.

But it's all right if you just think of it as good looking. The car's designers worked to integrate aerodynamics into Continental's design without making the results obtrusive to the wind, or to the eye.

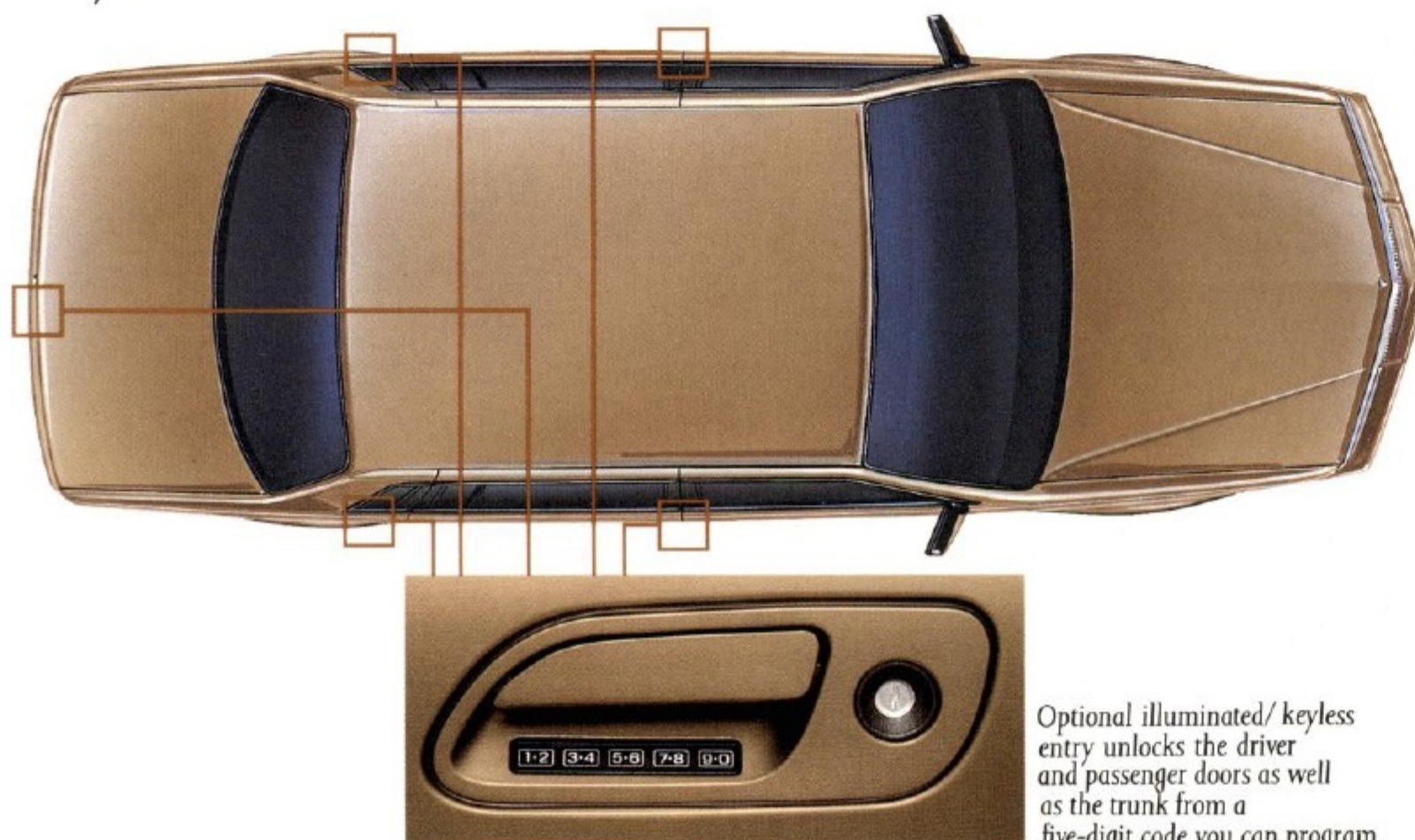
You'll find evidence of Continental's aerodynamic emphasis in every contoured turn. Halogen headlamps are flush mounted. The windshield is raked at 58.6 degrees. Even the side glass is flush mounted to reduce aerodynamic drag.

These and other exterior features blend together to achieve a drag coefficient of just 0.34. You realize the benefits of this impressive example of airflow management in terms of improved handling and fuel efficiency\*, and less wind noise.

### KEYLESS ENTRY IS ANOTHER KEY FEATURE.

Continental is available with an optional illuminated/keyless entry system. It allows you to unlock all passenger doors, even the trunk, without the aid of a key. Five calculator-style buttons can be activated by a secret five-digit code provided by the factory, or you can program in a personal five-digit code of your choice. Depressing any of the buttons automatically illuminates all buttons and activates the interior lights for easier nighttime entry. Of course, you can bypass the system and use a key if you desire.

Another security-minded option is an integrated anti-theft alarm system. If an intruder should try to enter Continental, the alarm will flash the headlamps and taillamps, sound the horn and disable the engine starter until you disarm the system.



Optional illuminated/keyless entry unlocks the driver and passenger doors as well as the trunk from a five-digit code you can program.

### LUXURY WITH A CLEAR PERSPECTIVE ON WHAT'S AHEAD.

Visibility in inclement weather comes from such standard Continental conveniences as rear defroster, side-window demisters, heated outside mirrors and interval wipers with 20-inch blades



Flush-mounted side glass enhances Continental's aerodynamic efficiency.

that clear a large windshield area. You can even equip Continental with the optional Insta-Clear® windshield. It can remove a tenth of an inch of ice or frost at 0°F in as little as three minutes.

\*See EPA statement in back of catalog.



Lincoln Continental in Sandalwood Pearllescent Clearcoat Metallic.



## CONTINENTAL'S POWER COMES FROM A SOPHISTICATED SOURCE.

Continental's advanced design extends to its powertrain, where a smooth V-6 engine is matched with a four-speed automatic transmission and front-wheel drive to move you quickly, confidently and efficiently—just as you would expect of a luxury automobile.

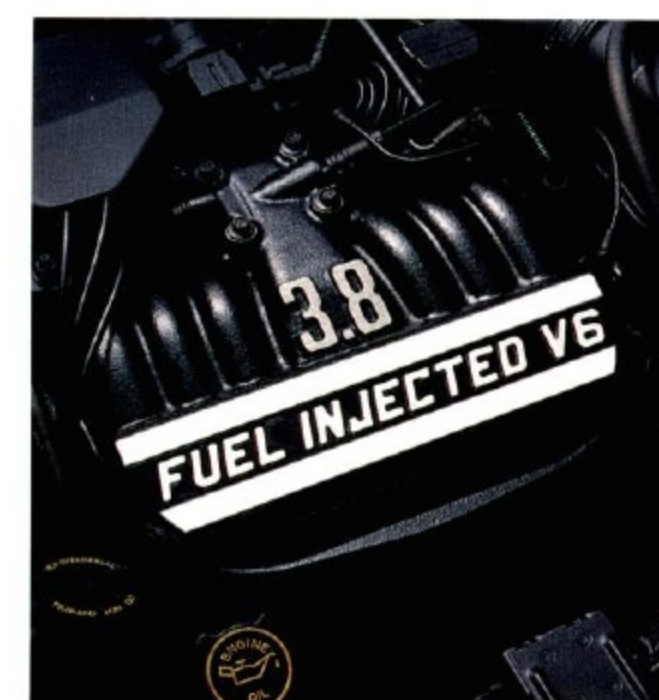
### A BALANCE OF POWER.

Continental's power is derived from a 3.8-liter V-6. This engine is equipped with sequential multi-port electronic fuel injection for swift throttle response and efficient use of fuel.\*

Smooth performance is a top priority with Continental. The engine offers a camshaft-driven, counter-

rotating balance shaft that offsets normal engine power pulses. Additional noise and vibration are absorbed by mounting the engine to a sub-frame with three hydraulic engine mounts.

The engine is matched to a four-speed automatic overdrive transaxle with a lockup torque converter. The fourth-gear overdrive locks up in



Sequential multi-port fuel injection delivers a precise measure of fuel to each cylinder at exactly the moment it is needed for smooth performance and fuel efficiency.

100% mechanical drive, allowing the engine to run slower while maintaining cruising speed. Slower engine speed not only decreases wear on the engine, it also improves

fuel economy.

Power from the engine and transaxle is then matched with front-wheel drive. Front-wheel drive provides excellent traction in rain or snow to enhance Continental's all-weather driving response.

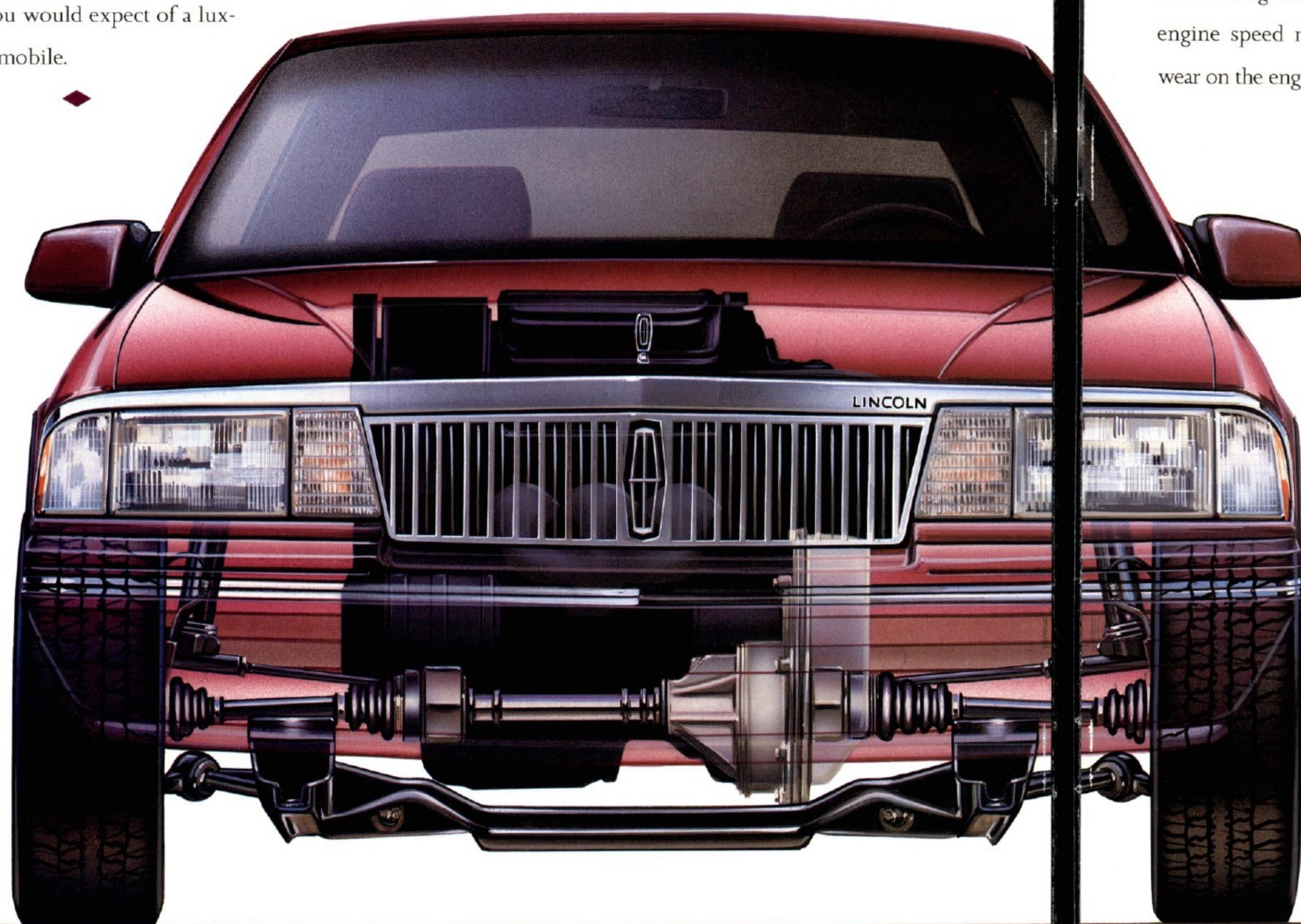
### AN ENGINE THAT MONITORS ITS OWN BEHAVIOR.

Continental's performance is carefully watched over by a sophisticated on-board computer with the capacity to process more than 312,000 operations per second. This computer, dubbed EEC-IV, monitors various inputs such as vehicle speed, engine speed and

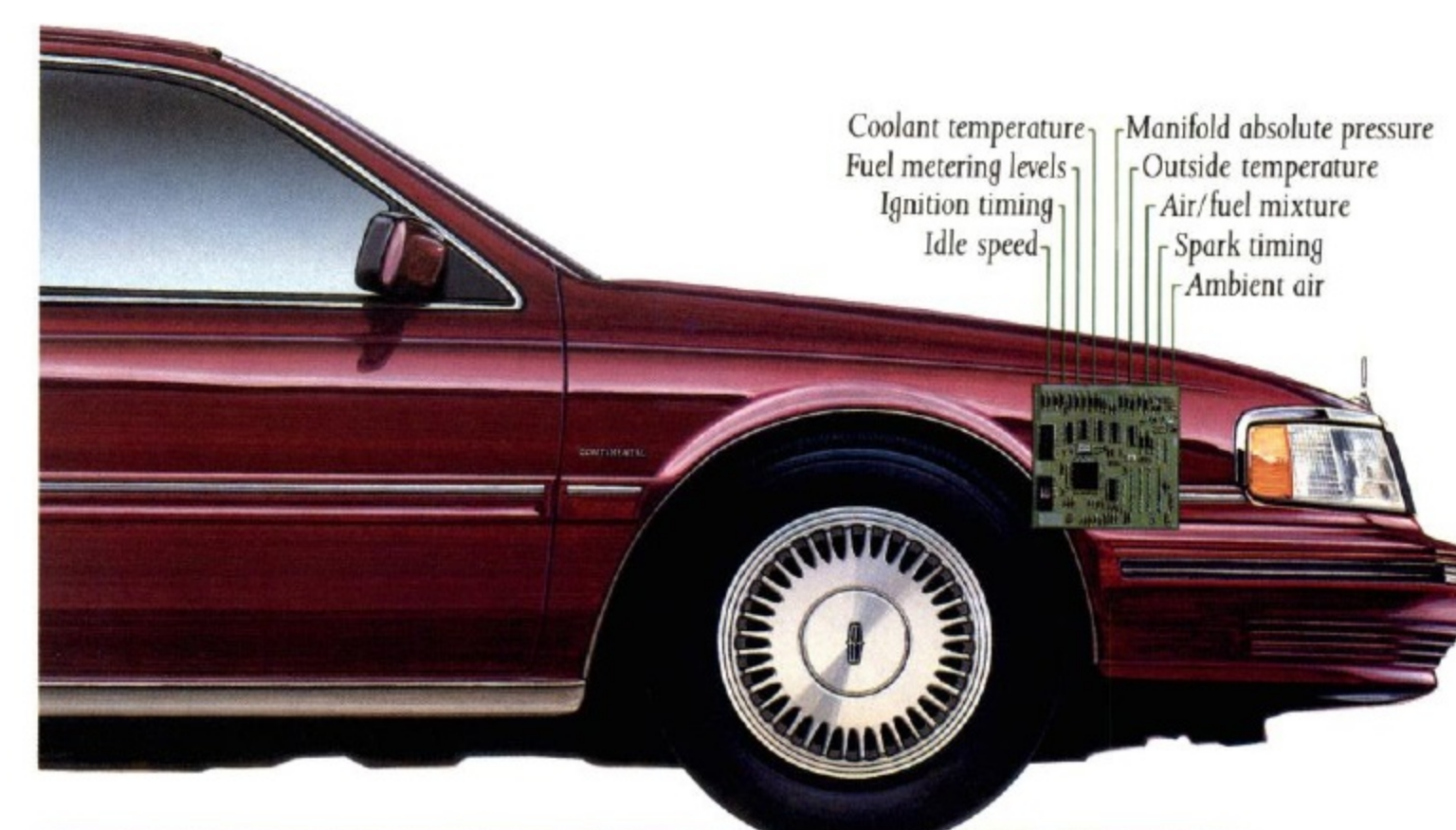
load, ambient air temperature, coolant temperature, throttle position and oxygen content of the exhaust gas mixture. These inputs are in turn used by the computer to control ignition timing, fuel metering, exhaust gas recirculation, idle speed and transmission lockup strategy with precise, split-second management. EEC-IV even plays an integral role in the speed control logic.

EEC-IV will adjust for changes in outside temperature, altitude, even the age and wear of the engine. Its continuous adaptive learning feature enhances Continental's cold-start drive capabilities, fuel economy and overall engine performance.

\*See EPA statement in back of catalog.



Continental's front-wheel-drive design provides excellent traction under slick road conditions.



Coolant temperature  
Fuel metering levels  
Ignition timing  
Idle speed  
Manifold absolute pressure  
Outside temperature  
Air/fuel mixture  
Spark timing  
Ambient air

Continental's EEC-IV electronic control system continuously reads and reacts to data delivered from many vital engine sensors. The system constantly monitors specific engine functions to maintain optimum engine operation.



1990  
LINCOLN  
CONTINENTAL  
SPECIFICATIONS

Vehicle type: six-passenger, four-door sedan

<b>DIMENSIONS:</b>	Wheelbase (in.)	109.0
	Track (in.) front 62.3 rear 61.1	
	Length (in.)	205.1
	Width (in.)	72.7
	Height (in.)	55.6
	Curb weight (lb.) (Signature) 3,635 (Standard) 3,633	
	Fuel capacity (gal.)	18.6
	Luggage space (cu. ft.)	19.0

<b>ACCOMMODATIONS:</b>	Headroom (in.) front 38.7 rear 38.4	
	Legroom (in.) front 41.7 rear 39.2	
	Hiproom (in.) front 56.5 rear 56.5	
	Shoulder room (in.) front 57.5 rear 57.4	

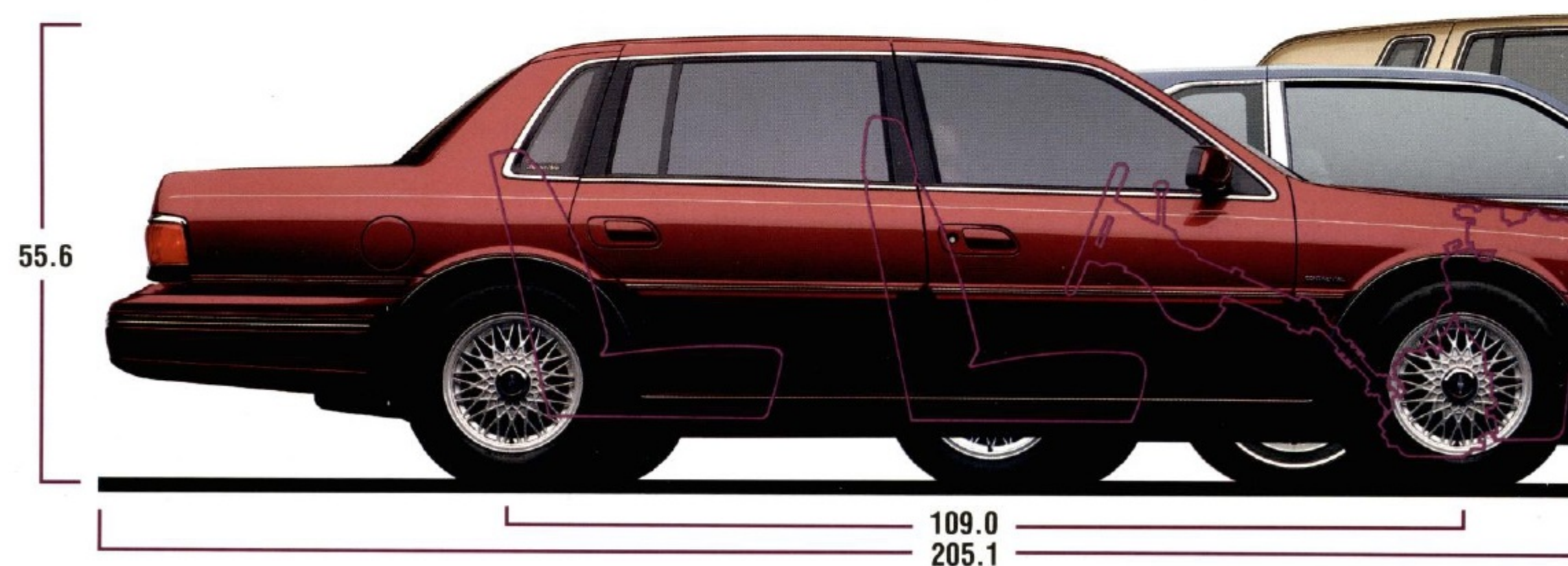
<b>ENGINE:</b>	Layout	front engine, front-wheel drive
	Type	90-degree V-6 with EEC-IV computer and counter-rotating balance shaft
	Displacement (liters/cu. in.)	3.8/232
	Bore & stroke (mm/in.)	96.8x86.0/3.8x3.4
	Compression ratio	9.0:1
	Horsepower @ rpm (SAE net)	140 @ 3800
	Torque @ rpm (lb.-ft. SAE net)	215 @ 2200
	Fuel delivery	sequential multi-port electronic fuel injection
	Fuel requirement	87 octane (minimum) unleaded (anti-knock index)

<b>DRIVETRAIN:</b>	Transaxle type	4-speed automatic overdrive with lock-up converter
	Gear ratios: I ... 2.77:1 II ... 1.54:1 III ... 1.00:1 IV ... 0.69:1	
	axle ratio	3.37:1

<b>CHASSIS:</b>	Body	unitized construction with separate front subframe
	Suspension front	independent MacPherson struts with strut-mounted air springs, 20.5mm stabilizer bar, tension struts and lower control arms
	rear	independent MacPherson struts with strut-mounted air springs, 18mm stabilizer bar, tension struts and parallel control arms
	shock absorbers	dual-damping, nitrogen gas-pressurized
	leveling system	microcomputer-controlled front and rear air springs with automatic front-to-rear and side-to-side leveling
	Steering type	speed-sensitive, variable-assist power rack-and-pinion
	Overall ratio	15.2:1
	Turns, lock to lock	2.7
	Turning circle, curb to curb (ft.)	38.0
	Brakes front	10.0-inch power-assisted disc, anti-lock
	rear	10.0-inch power-assisted disc, anti-lock
	Wheels	15x6.5-inch steel*
	Tires	P205/70R15 BSW steel-belted radials

Information based on MVMA specifications.

\*15x6.5-inch aluminum on Signature Series.



CONTINENTAL SIGNATURE

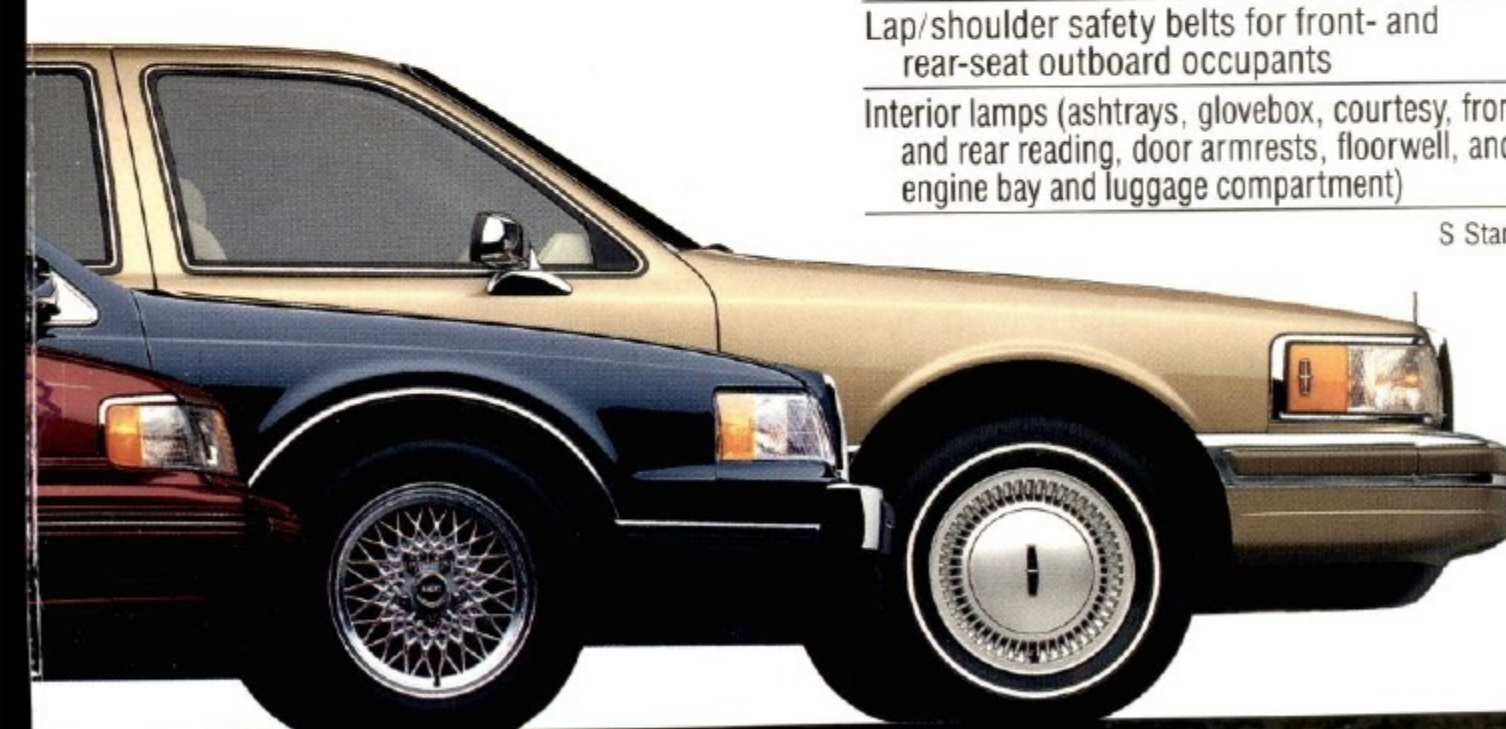
FUNCTIONAL  
FEATURES

Driver and right front passenger air bag Supplemental Restraint System	S	S
Front-wheel drive	S	S
3.8-liter V-6 engine with balance shaft, sequential multi-port electronic fuel injection and electronic engine control (EEC-IV)	S	S
Four-speed automatic overdrive transmission	S	S
Four-wheel disc Anti-lock Brake System	S	S
Speed-sensitive, variable-assist power rack-and-pinion steering	S	S
Computer-controlled adaptive air suspension with load leveling and dual damping ride control	S	S
Four-wheel independent suspension	S	S
Nitrogen gas-pressurized front and rear struts	S	S
Front and rear stabilizer bars	S	S
Gas-cylinder hood-lift assists	S	S
Instrument panel service/interval reminders	S	S
Anti-theft alarm	0	0

INTERIOR/  
CONVENIENCE  
FEATURES

Comfort/Convenience Group with six-way power front passenger seat and recliner, power decklid pulldown, dual illuminated visor mirrors, rear floor mats and headlamp convenience system (includes automatic headlamp dimmer and autolamp on/off/delay system)	0	S
Electronic automatic climate control system with sunload sensor	S	S
Tilt steering wheel	S	S
50/50 twin comfort lounge seats with leather trim	S	S
Cloth seat trim (no-cost option)	0	0
Unique seat trim	N/A	S
Seatback robe cords	N/A	S
Driver's seat with memory control and power adjustable front-seat lumbar supports	N/A	0
Manual front passenger seatback recliner	S	N/A
Power front passenger seatback recliner	0	S
Dual front-seat folding armrests	S	S
Full-length door armrests	S	S
High-Level electronic AM/FM stereo with cassette	S	S
Ford JBL Audio System	0	0
Compact digital disc player (requires Ford JBL Audio System)	0	0
Automatic power antenna	S	S
Cellular telephone	0	0
Remote decklid release	S	S
Tinted glass	S	S
Power windows	S	S
Power door locks	S	S
Dual power and heated outside mirrors	S	S
Interval wipers	S	S
Side window demisters	S	S
Rear window defroster	S	S
Fingertip speed control	S	S
Rear-seat folding center armrest	S	S
Rear-seat heat ducts	S	S
Lap/shoulder safety belts for front- and rear-seat outboard occupants	S	S
Interior lamps (ashtrays, glovebox, courtesy, front and rear reading, door armrests, floorwell, and engine bay and luggage compartment)	S	S

S Standard feature 0 Optional feature N/A Not available





## CONTINENTAL SIGNATURE

Electronic instrument cluster with digital speedometer, analog/digital fuel gauge, and multi-function gauge (oil pressure, temperature and battery charge)	S	S
Electronic Tripminder/message center (shows trip distance, average fuel economy, instant fuel economy, average speed, distance to empty and systems check)	S	S
Digital clock	S	S
Leather-wrapped steering wheel	O	S
Front floor mats	S	S
Seatback map pockets	S	S
Front/side visor	S	S
Front overhead console with dual reading lights	S	S
Overhead console group (digital compass and automatic dimming rearview mirror) (N/A with power moonroof)	O	O
19 cubic ft. carpeted trunk with low liftover design, luggage compartment lamp and storage compartment	S	S
Automatic parking brake release	S	S
Insta-Clear® windshield	O	O
Power moonroof (N/A with overhead console)	O	O

### EXTERIOR FEATURES

Cornering lamps	S	S
Bodyside protection molding	S	S
Bright rocker panel molding	S	S
Exterior abrasion coating	S	S
Signature Series script on rear quarter window	N/A	S
Bodyside accent stripe	N/A	S
Keyless/illuminated entry system	O	S

### TIRES/WHEELS

P205/70R15 steel-belted black sidewall tires	S	S
Geometric spoke aluminum wheels	O	O
Stylized aluminum wheels	O	S
Full deluxe wheel covers	S	N/A

### INTERIOR COLORS

Titanium	S	S
Shadow Blue	S	S
Currant Red	S	S
Ebony	S	S
Sandalwood	S	S

### EXTERIOR COLORS

Alabaster Clearcoat	S	S
Sandalwood Pearlescent Clearcoat Metallic	S	S
Medium Driftwood Clearcoat Metallic	S	S
Bright Currant Red Clearcoat Metallic	S	S
Midnight Red Clearcoat Metallic	S	S
Crystal Blue Pearlescent Clearcoat Metallic	S	S
Regatta Blue Clearcoat Metallic	S	S
Twilight Blue Clearcoat Metallic	S	S
Midnight Black Clearcoat	S	S
Silver Clearcoat Metallic	S	S
Dark Titanium Clearcoat Metallic	S	S
Titanium Pearlescent Clearcoat Metallic	S	S
Arctic White	S	S



Geometric spoke aluminum wheel

Stylized aluminum wheel

Full deluxe wheel cover

### A DEDICATION TO QUALITY.

All Lincoln cars are built at one plant—the Wixom Assembly Plant near Detroit, Michigan. Producing Lincolns is this plant's sole job. Here, Quality is Job 1.

### QUALITY PROTECTION.

All Lincolns are covered by a limited major component powertrain warranty for 6 years or 60,000 miles. You're further protected by a limited corrosion perforation warranty for 6 years or 100,000 miles. Ask to see a copy of these warranties at your Lincoln-Mercury dealer.

### THE LINCOLN COMMITMENT.

More than a promise, this is a program with one solid objective: to ensure *customer satisfaction*.

A program coordinator has been appointed in every Lincoln-Mercury dealership to make sure Lincoln owners receive special treatment.

In addition, there are 29 Lincoln Owner Relations Managers, one in each Ford Parts and Service Division Office. Should an individual dealer be

Regarding this catalog...

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 features listed are 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. ■ Refer to the Continental owner's manual for specific service requirements and added operations related to severe service applications. ■ 1990 EPA estimates were not available at publishing time. Continental, however, should earn good mileage figures in the new EPA Gas Mileage Guide. See your dealer for the latest figures.

## OUR COMMITMENT BEGINS BEFORE YOU'VE DRIVEN MILE ONE. AND LASTS CONSIDERABLY LONGER.

unable to resolve your concern, help can be obtained at that level. See your Owner's Manual for nearest location.

The National Lincoln Commitment Coordinator ensures priority handling of Lincoln-related owner inquiries.

### A TOLL-FREE NUMBER TO CALL.

Should the need ever arise, you can be in direct communication with Owner Relations Operations at Ford Parts and Service Division Headquarters in Dearborn, Michigan. When you take delivery of your new Continental, we provide you with a toll-free 800 number in your Owner's Manual that ensures prompt attention. It's in operation from 9 a.m. to 5 p.m. EST, Monday through Friday, except holidays.

Additional coverage on certain selected components of your new Continental is available at a cost so low it could pay for itself the first time it is needed. Ask your participating dealer for complete details on Ford

Extended Service Plans.



Participating Lincoln-Mercury dealers offer to guarantee their service work on your Continental for as long as you own it. This Lifetime Service Guarantee means that you pay for a



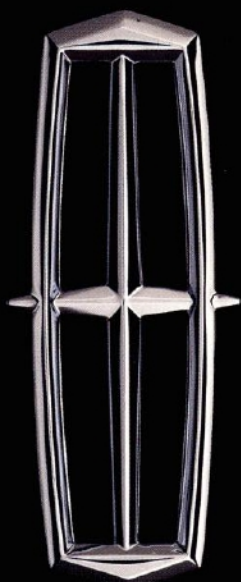
covered repair only once. If it ever has to be fixed again, the covered repair is free at a participating Lincoln-Mercury dealer. Free parts. Free labor. And it doesn't matter where the car was purchased. Ask your Lincoln-Mercury dealer for a copy of this limited warranty.

### IS LEASING FOR YOU?

Many motorists are discovering the benefits of leasing. Your Lincoln-Mercury dealer can show qualified lessees how a Ford Credit Red Carpet Lease Plan may be the best plan for you. See your Lincoln-Mercury dealer for a Red Carpet Lease that suits your needs best.

Buckle up—together we can save lives.





LINCOLN.  
WHAT  
A  
LUXURY  
CAR  
SHOULD  
BE.