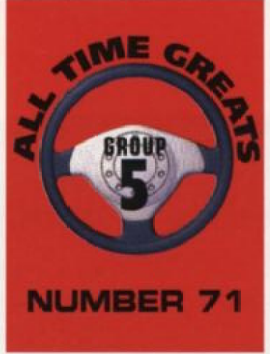




USA 1959



# Lincoln CONTINENTAL MK IV

Ford's luxury division revealed one of its largest cars ever for 1958. The following year, the Continental returned as a separate Lincoln sub series offered in coupe, convertible, town car and limousine forms. Priced at just over \$7,000, it was not, surprisingly, rare and exclusive.

Produced by Ford Motor Co., Dearborn, Michigan



## VITAL STATISTICS

Top speed:	118 mph
0-60 mph:	10.4 sec.
Engine type:	V8
Displacement:	430 c.i.
Max power:	350 bhp at 4,400 rpm
Max torque:	490 lb-ft at 2,800 rpm
Weight:	5,192 lbs.
Gas mileage:	7 mpg
Price:	\$7,056



*"...unparalleled level of opulence."*

*"It's apt to describe this car as huge! The Mark IV is longer and wider than just about any of its contemporaries. Although it has 350 bhp on tap, this Continental is more of a cruiser than muscle car, but it still remains effortless to drive and extremely smooth on the open road. The power steering is very light and taking corners at speed can produce some interesting results. The cabin has an unparalleled level of opulence."*

*Dominating the interior are the jumbo-sized steering wheel and unique instruments.*





# Lincoln CONTINENTAL MK IV



At 227 inches long and weighing 5,192 lbs., the Continental Mk IV was no lightweight. In fact, it was so big that owners in certain parts of the country were required to place clearance lights on their cars for use on the road.

### Monster big-block V8

Weighing more than 5,000 lbs., the Mk IV needed a massive engine to move it around. Nestling between the fenders is a monster 430-cubic inch V8, producing 350 bhp and an earth-moving 490 lb-ft of torque.



### Automatic transmission

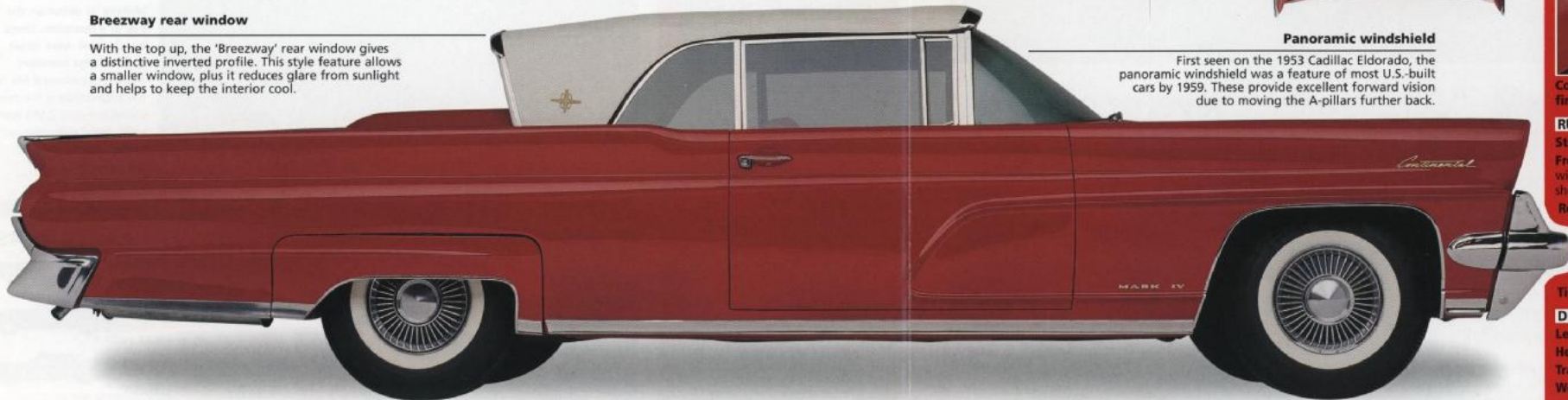
By 1959, most buyers expected automatic transmissions. Thus, the Mk IV came with a Ford Turbo-drive three-speed automatic operated with the column-shifter.

### Unitary construction

A surprising feature for 1958-1960 Continentals and Lincolns was the adoption of unitary construction, making them stiffer and stronger than rival luxury cars.

### Breezway rear window

With the top up, the 'Breezway' rear window gives a distinctive inverted profile. This style feature allows a smaller window, plus it reduces glare from sunlight and helps to keep the interior cool.



### Power top

The Lincoln's power-operated soft top retracts behind the rear seats and is hidden under a metal tonneau cover, giving it a neat top-down appearance. An unusual option was available in 1958. If the car was parked outside with its top down and it started to rain, the top would automatically raise. Ford had many problems with this option which resulted in its ultimate demise in 1959.



### Independent front suspension

The Mk IV uses typical 1950s Detroit suspension at the front, with unequal length wishbones, coil springs and telescopic shocks. Air suspension was offered for 1958, but few buyers chose it.



### Panoramic windshield

First seen on the 1953 Cadillac Eldorado, the panoramic windshield was a feature of most U.S.-built cars by 1959. These provide excellent forward vision due to moving the A-pillars further back.

## Specifications

### 1959 Lincoln Continental Mk IV

#### ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by a single camshaft with pushrods and rockers

Bore and stroke: 4.30 in. x 3.70 in.

Displacement: 430 c.i.

Compression ratio: 10.0:1

Induction system: Holley 4150 four-barrel carburetor

Maximum power: 350 bhp at 4,400 rpm

Maximum torque: 490 lb-ft at 2,800 rpm

#### TRANSMISSION

Turbo-drive three-speed automatic

#### BODY/CHASSIS

Unitary monocoque construction steel coupe body

#### SPECIAL FEATURES



A 'Breezway' power window allowed open air driving for the rear passengers.



Compared to rival 1959 luxury cars, the fins on the Mk IV are quite modest.

#### RUNNING GEAR

Steering: Recirculating ball

Front suspension: Unequal length wishbones with coil springs and telescopic shock absorbers

Rear suspension: Live axle with semi-elliptic leaf springs and telescopic shock absorbers

Brakes: Drums (front and rear)

Wheels: Steel disc, 14-in. dia.

Tires: 9.50 x 15 in.

#### DIMENSIONS

Length: 227.1 in. Width: 80.1 in.

Height: 56.7 in. Wheelbase: 131.0 in.

Track: 61.0 in. (front and rear)

Weight: 5,192 lbs.