



1956 Lincoln-Continental, Mark II two-door hardtop coupe, V-8

MARK II SERIES — The Lincoln-Continental returned this year with the introduction of the Mark II. It made its debut on Oct. 6, 1955 at the Paris Auto Show. A long hood, short deck, restrained use of chrome and near perfect proportions helped the Mark II show the world just how beautiful a production American automobile could be. Like its predecessors, it was an instant classic. Yet it was not an imitation of the original. The Mark II was unmistakably modern in design. Being priced in the then lofty \$10,000 range seemed to only accentuate how special this car was.

MARK II

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	60A	2-dr Spt Cpe-6P	9966	4825	2,550

BASE ENGINE: V-8: Overhead valves. Cast iron block. Displacement: 368 cid. Bore and stroke: 4 x 3.65 inches. Compression ratio: 9.0:1. Brake hp: 285 at 4600 rpm. Carburetor: Lincoln four-barrel.

MARK II ENGINE: V-8: Overhead valves. Cast iron block. Displacement: 368 cid. Bore and stroke: 4 x 3.65 inches. Compression ratio: 10.00:1. Brake hp: 300 at 4800 rpm. Carburetor: Carter four-barrel.

CHASSIS FEATURES: [Lincoln] Wheelbase: 126 inches. Overall length: 223 inches. Overall width: 79.9 inches. Tires: 8.00 x 15; (Convertible and cars with air conditioning) 8.20 x 15. [Mark II] Wheelbase: 126 inches. Overall length: 218.5 inches. Overall width: 77.5 inches. Tires: 8.00 x 15; (Cars with air conditioning) 8.20 x 15.

CONVENIENCE OPTIONS: [Lincoln] Air conditioning. Power brakes. Push-button lubrication. Power windows. Power Four-Way front seat. Automatic headlight dimmer. Heater. Radio. Whitewall tires. Turbo-Drive automatic transmission was standard. [Mark II] The only option was air-conditioning. Power steering; power brakes; power seat; radio; whitewall tires and a heater were all standard equipment.

HISTORICAL FOOTNOTES: Ninety-eight percent of 1956 Lincolns were equipped with power brakes; 85 percent power seats; 86 percent power windows; 94 percent radios; 99 percent heaters and 98 percent whitewall tires. In 1956, Lincoln switched from 6-volt to a 12-volt electrical system.

1957 LINCOLN



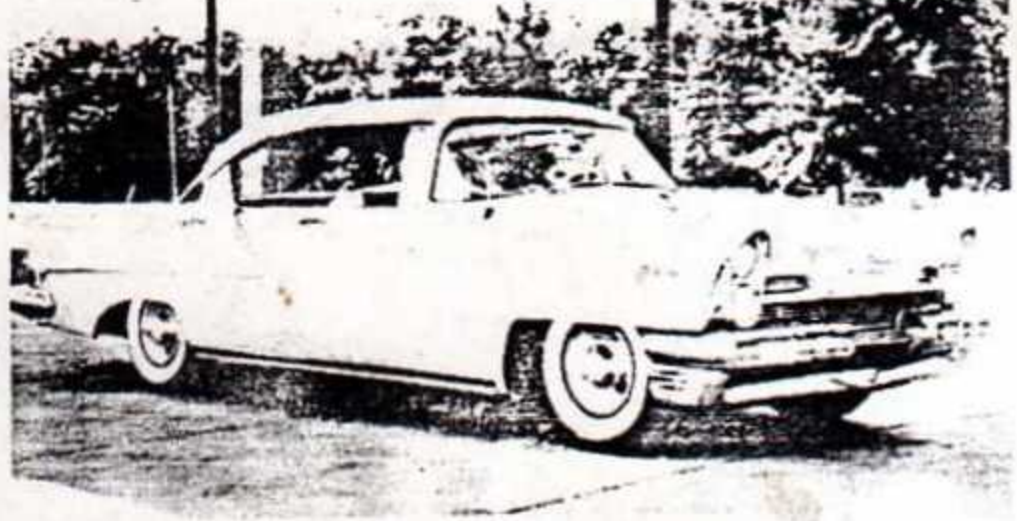
1957 Lincoln, Capri two-door hardtop sport coupe, V-8

CAPRI SERIES — Lincolns received a facelift this year that was stylistically equivalent to putting a beehive hairdo on the Mona Lisa. The main change included the addition of two more headlights (actually they functioned as auxiliary lights), wider parking and signal lights, full-length center bodyside chrome and exaggerated tailfin enclosed taillights.

I.D. NUMBERS: Serial numbers ranged from 57W45,001L to 46,232L. Assembly plant code: LA = Los Angeles; LP = Lincoln plant; SL = St. Louis; WA = Wayne, Mich.

CAPRI

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	57A	2-dr Landau HT Sed	5294	4538	1,451
NA	58A	4-dr Sed-6P	2794	4349	1,476
NA	60A	2-dr HT Cpe-6P	4649	4373	2,973

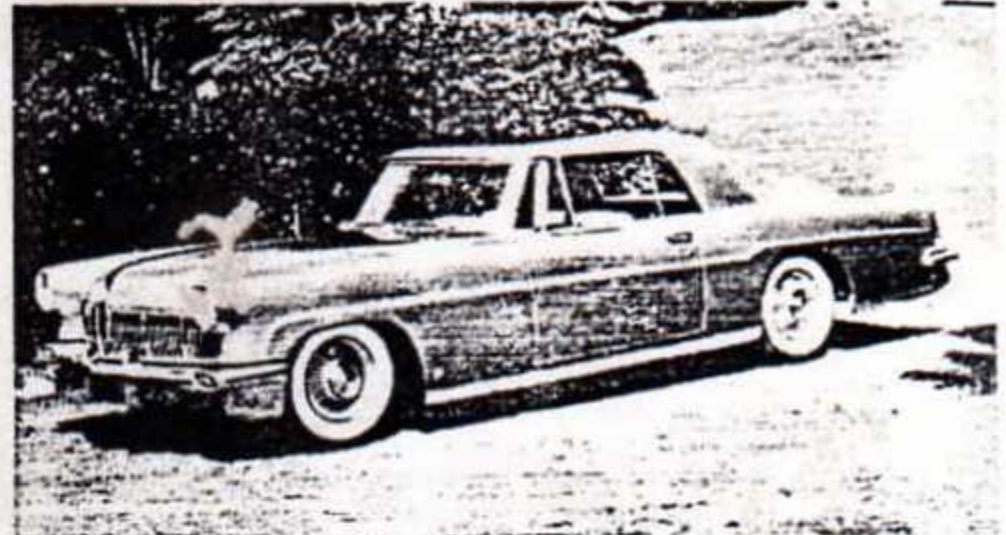


1957 Lincoln, Premiere 4-dr Landau hardtop sedan, V-8 (AA)

PREMIERE SERIES — Except for the nameplate and star medallion on the front fenders, exterior differences between the Premiere and Capri were nil. Advertising promoted the 300 hp V-8 as a 'safety feature.' Power seats, power steering, electric windows and power brakes were standard.

PREMIERE

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	57B	4-dr Land HT Sed	5294	4538	11,223
NA	58B	4-dr Sed-6P	5294	4527	5,139
NA	60B	2-dr HT Cpe-6P	5149	4451	15,185
NA	76B	2-dr Conv-6P	5381	4676	3,676



1957 Lincoln-Continental, Mark II two-door hardtop, V-8 (AA)

MARK II SERIES — This was the second and last year for the beautiful Mark II. Outside of a slightly lighter frame, it was identical to last year's model. Two convertibles were specially built. Power steering; power brakes; carpeting; radio; heater; power seats; power windows and whitewall tires were standard.

MARK II

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	60A	2-dr HT Spt Cpe-6P	9695	4797	444
NA	76A	2-dr Conv-4P	10,000	NA	2

BASE ENGINE: V-8: Overhead valves. Cast iron block. Displacement: 368 cid. Bore and stroke: 4 x 3.65 inches. Compression ratio: 10.00:1. Brake hp: 300 at 4800 rpm. Carburetor: Carter four-barrel.

MARK II ENGINE: V-8: Overhead valves. Cast iron block. Displacement: 368 cid. Bore and stroke: 4 x 3.65 inches. Compression ratio: 10.00:1. Brake hp: 300 at 4800 rpm. Carburetor: Carter four-barrel.

CHASSIS FEATURES: [Lincoln] Wheelbase: 126 inches. Overall length: 224.6 inches. Front tread: 58.5 inches. Rear tread: 60 inches. Tires: 8.00 x 15; (Convertible and with air conditioning) 8.20 x 15. [Mark II] Wheelbase: 126 inches. Overall length: 218.5 inches. Overall width: 77.5 inches. Tires: 8.00 x 15; (With air conditioning) 8.20 x 15.

CONVENIENCE OPTIONS: [Lincoln] Air conditioning. Tinted glass. Whitewall tires. Front license plate frame. Padded instrument panel. Seat belts. Spotlight. Power vent windows. Three-tone leather trim. Six-Way power seat. Auxiliary driving lights. Electric door locks. Automatic headlight dimmer. Town and Country radio. Power radio antenna, push-button lubrication. Dual control heater. Padded sun visors. Directed Power differential. [Mark II] Air conditioning.

HISTORICAL FOOTNOTES: Only 22 percent of 1957 Lincolns came equipped with air conditioning.

1958 LINCOLN

CAPRI SERIES — The Capri was totally restyled for 1958. It had a unique roof design, slanting headlight pods, stylized front and rear bumpers and wraparound front and rear windows. The grille was mainly horizontal, with several vertical accent bars that seemed to make the car look wider than it already was. The side chrome spears were lower and not as

CONTINENTAL SERIES

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	23A	Exec Limo-6P	10,230	5450	49
NA	23B	4-dr Fml Sed-6P	9,208	5450	78
NA	54A	4-dr Sed-6P	6,845	5155	955
NA	65A	2-dr HT Cpe-6P	6,598	5050	1,703
NA	68A	2-dr Conv-6P	7,056	5175	2,195
NA	75A	4-dr HT Sed-6P	6,845	5155	6,146

BASE ENGINE: V-8. Overhead valves. Cast iron block. Displacement: 430 cid. Bore and stroke: 4.29 x 3.7 inches. Compression ratio: 10.00:1. Brake hp: 350 at 4400 rpm. Carburetor: Carter AFB-2853S four-barrel.

CHASSIS FEATURES: Wheelbase: 131 inches. Overall length: 227.1 inches. Tires: 9.50 x 14.

OPTIONS: Travel Tuner radio (\$144.20). FM tuner radio (\$114). Leather upholstery (\$85). Remote control trunk release (\$40). Power lubricator (\$40). Electronic headlight dimmer (\$51). Power vents (\$65). Six-Way power seats (\$98). Tinted glass (\$48). Power windows (\$94.70). Air conditioner with heater (\$385). Power differential (\$52).

HISTORICAL FOOTNOTES: Almost all 1959 Lincolns (99.6 percent) had a radio and 40.8 percent came with an air-conditioner.

1960 LINCOLN

LINCOLN SERIES — The biggest changes for 1960 were, a full-length mid-body chrome spear; larger taillins wrapped in chrome; new instrument panel; altered horizontal theme grille; more conventional style front bumper and Ford-like square roofline. The back-up and taillights were rectangular. All 1960 Lincolns came with power brakes; power steering, heater and defroster; undercoating; whitewall tires; clock; radio; windshield washer; padded dash; center rear armrest and dual exhaust.

LINCOLN I.D. NUMBERS: Lincoln serial numbers contained eleven digits. The first indicated model year, as follows: '0' = 1960; '1' = 1961 etc. The second indicated the assembly plant as follows: 'Y' = Wixom, Mich.; 'S' = Allen Park, Mich. The third and fourth digits referred to the series and body style model numbers. The fifth indicated the type of engine as follows: 'A' = 460 cid V-8 with four-barrel carb; 'G' = 462 cid V-8 with four-barrel carb; 'S' = 400 cid V-8 with two-barrel carb. The last six digits were the sequential vehicle production numbers.

LINCOLN SERIES

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	53A	4-dr Sed-6P	5441	5016	1,093
NA	57A	4-dr HT Sed-6P	5441	5012	4,397
NA	63A	2-dr HT Cpe-6P	5253	4929	1,670

PREMIERE SERIES — The Premiere looked virtually the same as the standard Lincoln, except for a small front fender medallion. All Premieres came with power windows, rear compartment reading lights and four-way power seats.

PREMIERE SERIES

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	53B	4-dr Sed-6P	5945	5072	1,010
NA	57B	4-dr HT Sed-6P	5945	5068	4,200
NA	63B	2-dr HT Cpe-6P	5696	4987	1,364

CONTINENTAL MARK V — A criss-cross "dot-in-a-square" pattern grille; circular tail and back-up lights; lower front fender chrome bars and a reverse slanted, retractable rear window, set the top-of-the-line Mark V apart from the other series. Standard features included a Six-Way power seat, tinted glass and power vent windows.

CONTINENTAL SERIES

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
NA	23A	4-dr Exec Limo-6P	10,230	5495	34
NA	23B	4-dr Town Car-6P	9207	5286	136
NA	54A	4-dr Sed-6P	6854	5157	807
NA	65A	2-dr HT Cpe-6P	6598	5070	1,461
NA	68A	2-dr Conv-6P	7056	5176	2,044
NA	75A	4-dr HT Sed-6P	6845	5153	6,604



1960 Lincoln-Continental, Mark V two-door convertible, V-8

BASE ENGINE: V-8. Overhead valves. Cast iron block. Displacement: 430 cid. Bore and stroke: 4.29 x 3.7 inches. Compression ratio: 10.00:1. Brake hp: 315 at 4100 rpm. Carburetor: Carter ABD-2965S two-barrel.

CHASSIS FEATURES: Wheelbase: 131 inches. Overall length: 227.2 inches. Overall width: 80.3 inches. Tires: 9.50 x 14.



1960 Lincoln-Continental, Mark V Executive four-door limousine, V-8

OPTIONS: Air-conditioner with heater (\$475.20). Electronic headlight dimmer (\$56). Electric door locks, on two-doors (\$39.45); on four-doors (\$63.65). Power lubricator (\$46.90). FM radio attachment (\$129). Four-Way power seat (\$387). Six-Way power seat, over a manual seat (\$118.95). Six-Way power seat over a Four-Way power seat (\$49.50). Power vent windows (\$75.60). Remote control trunk lid (\$45.60). Chrome curb guard (\$26.90). Directed power differential (\$57.50).

HISTORICAL FOOTNOTES: Almost half of all 1960 Lincolns (49 percent) came equipped with an air-conditioner. Lincolns had a new Hotchkiss rear suspension.

1961 LINCOLN



1961 Lincoln-Continental, four-door sedan, V-8

CONTINENTAL SERIES — Once again, Lincoln proved it could produce a strikingly beautiful car. The 1961 Continental became one of the most influential automobile designs of the 1960s. The four headlights were embedded in a criss-cross pattern grille (with emphasis on the horizontal bars). The front and rear wraparound bumpers blended well into the overall design. Side trim was limited to full-length upper body molding and a chrome rocker panel. The rear doors opened to the center. All 1961 Continentals had automatic transmission; a radio with rear speaker; heater; power brakes; power steering; power windows; walnut applique or padded instrument panel; carpeting and power door locks.

I.D. NUMBERS: VIN stamped on right inner fender apron under hood. First symbol 1=1961. Second symbol indicates assembly plant: Y=Wixom, Mich. Third and fourth symbols indicate model and series: 82=Continental sedan; 86=Continental convertible. Fifth symbol indicates engine: H=430 cid/300 hp V-8 and K=low-compression Export version of 430 cid V-8. Last six symbols are sequential production number. Body plate riveted to front body pillar between door hinges gives body, color, trim, date, engine, transmission and axle codes.

CONTINENTAL SERIES

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
82	54A	4-dr Sed-6P	6067	4927	22,303
86	74A	4-dr Conv-6P	6713	5215	2,857

BASE ENGINE: V-8. Overhead valves. Cast iron block. Displacement: 430 cid. Bore and stroke: 4.29 x 3.7 inches. Compression ratio: 10.00:1. Brake hp: 300 at 4100 rpm. Carburetor: Carter ABD two-barrel.

CHASSIS FEATURES: Wheelbase: 123 inches. Overall length: 212.4 inches. Tires: (Sedan) 9.00 x 14; (Convertible) 9.50 x 14.

OPTIONS: Air-conditioner with heater (\$504.60). Six-Way power seat (\$118.95). Speed control (\$96.80). Special interior trim (\$100). Tinted glass (\$53.65). Directed power differential (\$57.50).

HISTORICAL FOOTNOTES: Sixty-five percent of 1961 Continentals were equipped with an air-conditioner. Every new Continental underwent a 12-mile road test before it left the factory. The Industrial Design Institute awarded the designers of the 1961 Lincoln-Continental a bronze medal. Few other automobiles have ever been so honored.