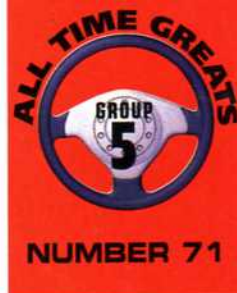




USA 1959

# 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.*





# Milestones

**1958 Lincoln issues its largest car** yet for public consumption. It is offered in Capri and Premiere series and both are powered by a 375-bhp, 430-cubic inch V8. In a recession year, sales are a modest 17,134. A similar, separate machine, the Continental Mk III, priced much economically than its predecessor is also offered; 12,500 are sold.



The first Continental arrived for 1940 as an upmarket Zephyr.

**1959 Continental Mk IV** becomes part of the Lincoln line with its own range of models. It is priced above the Capri and Premiere. Power on the 430-cubic inch V8 drops to 350 bhp. Production reaches 15,780.



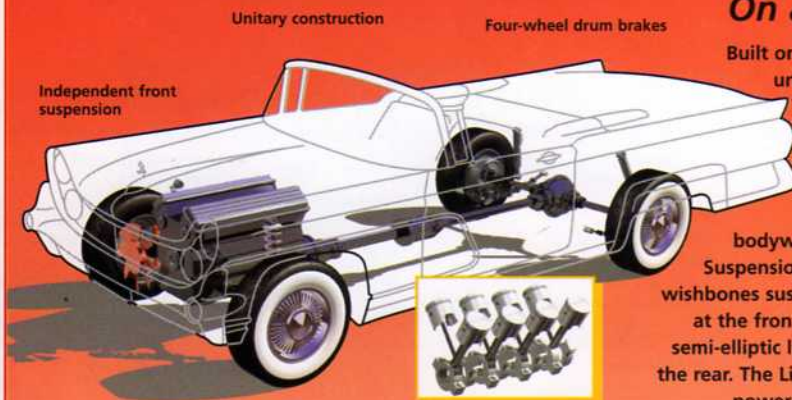
A much smaller and neater Continental debuts for 1961.

**1960 The 131-inch wheelbase** Lincolns make their final appearance this year. Production falls yet again to below 15,000. A new, smaller Continental bows for 1961.

## VALUE GUIDE

ORIGINAL PRICE		
1959	Convertible	\$7,056
CURRENT VALUE		
\$10,000-\$35,000		
PRODUCTION TOTAL		
	Convertible	2,195

## UNDER THE SKIN



### THE POWER PACK

#### Biggest yet

Powering Lincoln's biggest car was, naturally, its biggest engine yet. The enormous 430-cubic inch V8, which debuted for 1958, was the largest passenger car engine up to that time. An outgrowth of the 1956 vintage 368, it is a heavy cast-iron unit, which in initial tune thumped out 375 bhp with a dual-plane intake manifold and four-barrel Holley carburetor. For 1959, power actually dropped to 350 bhp, but its stout 490 lb-ft of torque made it ideal for big, luxury cruisers.

Big-block V8

Two valves per cylinder



Holley 4150 four-barrel carburetor

Seven main bearings

Cast-iron block and cylinder heads

### On a huge scale

Built on a 131-inch wheelbase unitary chassis, the new-for-1958 Lincoln was one of the biggest cars of its time. Despite its size and unique slab-sided bodywork, it is conventional. Suspension is by unequal length wishbones suspended by coil springs at the front, while a live axle and semi-elliptic leaf springs are used at the rear. The Lincoln uses four-wheel, power-assisted, drum brakes.



Despite its huge size, the Mk IV has surprisingly clean lines.

### Slow seller

Making its debut on the eve of a recession, these big Lincolns were never built in large numbers. Among Continental Mk IVs, the convertible is the most valuable—only 2,195 were built. Good examples are highly sought after by collectors today.

## NOSE TO NOSE

Cadillac Series 62 • Facel Vega II • Lincoln Continental Mk IV

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
121 mph	11.0 sec.	325 bhp	4,885 lbs.	CADILLAC SERIES 62
140 mph	8.6 sec.	360 bhp	4,032 lbs.	FACEL VEGA II
118 mph	10.4 sec	350 bhp	5,192 lbs.	LINCOLN CONTINENTAL MK IV

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# 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.

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.

## Power top

## Independent

The Mk IV's suspension length telescopes, offered for 1958-1960.



## 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.





# 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

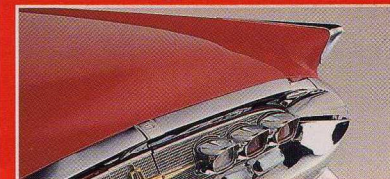
### BODY/CHASSIS

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.

### 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.

