



1984 Lincoln Mark VII Turbodiesel Model Specifications

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The 1984 Lincoln Mark VII Turbo Diesel I-6 was mated to a quick-witted 4-spd automatic made by our German friends at ZF. The rear axle had a 3.73:1 gear (standard was 3.08:1) to aid in the diesel's acceleration. There was a 5-speed manual designed for the car, but I have yet to see one in a production Mark. Rest assured, a 5-speed turbo Mark would be the RAREST of the breed. Though the motor was made by Steyr, a subsidiary of BMW, it was a diesel and its 115hp was not nearly enough for a Mark VII. At least it was dead reliable. These cars had a dual exhaust setup, but one pipe was for the turbo's waste gate. Diesel cars had a "diesel" badge on the decklid, more hood insulation, and a large rubber strip that isolates the firewall and strut towers from the engine bay. Apparently these goodies made the crude Fox car feel more like a German car...albeit an oil burning German car. Amazingly, the heavy duty radiator of the Turbo Mark VII's found its way into the 1993 Mustang Cobra R.
- Sajeev Mehta

FACTORY MODEL:

Turbodiesel

FACTORY PRICE:

\$22,942.00

SPECIFICATIONS:

brakes - four wheel disc brakes

body construction - unibody

engine

block - cast iron
bore and stroke - 3.15 x 3.19 inches
braking horsepower - 115 @ 4800 rpms
compression ratio - 23.0:1
cubic inch displacement - 149 (2.4 liters)
fuel injection
head - aluminum
inline
main bearings - 4
overhead cam
six cylinder
torque - 155 lbs @2400 rpms
valve lifters - hydraulic
Vehicle Identification Number class - L

fuel tank - 22.3 US gallons
height - 54.0 inches (4 feet 6 inches)
length - 202.8 inches (16 feet 10 inches)
steering - rack and pinion
suspension
 front modified MacPherson struts with anti-sway bar
 rear rigid axle with gas-pressurized shocks
 three point sensing four point auto-leveling air springs
tire P215/70R15 SBR WSW
transmission
 four speed automatic with overdrive
 gears
 1st 2.73:1
 2nd 1.56:1
 3rd 1.00:1
 4th 0.73:1
 rev 2.09:1
transaxle - 3.73:1
tread
 front - 58.4 inches (4 feet 9 inches)
 rear - 59.0 inches (4 feet 11 inches)
weight - 3500 pounds
wheelbase - 108.5 (9 feet 1 inch)
width - 70.9 inches (5 feet 11 inches)

STANDARD EQUIPMENT:

automatic temperature air conditioning
cast aluminum wheels with center hub ornament

dual electric remote control mirrors
electric rear defroster
electronic AM/FM stereo search radio
four speed automatic overdrive transmission
four wheel disc brakes
illuminated entry system
interval wipers
keyless entry
leather seats
locking (latching) gas door with remote release
MacPherson strut with anti-sway bar front suspension
P215/70R15 white side wall tires
power door locks
power windows
rack and pinion steering
rear rigid axle with gas-pressurized shocks rear suspension
six way power driver's seat
speed control
three point sensing four point auto-leveling air spring suspension
tilt steering
tinted upper windshield

OPTIONAL EQUIPMENT:

anti-theft alarm - \$190.00
automatic dimming day/night rear view mirror - \$89.00
brushed aluminum lower body side molding - \$74.00
compass/thermometer group - \$191.00
conventional spare tire - \$121.00
dual heated outside mirrors - \$49.00
dual heated seats - \$159.00
electronic AM/FM radio with cassette or 8-track - \$170.00
fog lamps - \$158.00
forged aluminum wheels - \$291.00
garage door opener - \$140.00
keyless entry - \$205.00
leather wrapped steering wheel - \$99.00
license plate frame, front - \$11.00
license plate frame, front and rear - \$22.00
lighted visor vanity mirrors, pair - \$156.00
Moondust paint - \$263.00
portable CB - \$154.00
power decklid pull down - \$79.00

power glass moonroof - \$1289.00
premium JBL sound system with amplifier - \$206.00
puncture sealant whitewall tires - \$180.00
six way power seats with dual recliners - \$225.00
six way power seats with power recliners - \$416.00
Traction-Lok Differential - \$96.00
vent windows - \$73.00
vinyl insert lower body side molding - \$70.00
wire spoke aluminum wheels - \$686.00

1984 – 1985 LINCOLN MARK VII TD PRODUCTION TOTAL:

(Estimated at 50% of the 3794 diesel engines purchased by Lincoln from 1983 to 1984)
1,897