Town car 2011

The Lincoln Town Car is a model line of full-size luxury sedans that was marketed by the Lincoln division of the American automaker Ford Motor Company. Deriving its name from a limousine body style , Lincoln marketed the Town Car from to , with the nameplate previously serving as the flagship trim of the Lincoln Continental. Marketed nearly exclusively as a four-door sedan a two-door sedan was offered for only , many examples of the Town Car were used for fleet and livery limousine service. From to its discontinuation, the Town Car was the longest car produced by Ford worldwide, becoming the longest mass-production car sold in North America from to That factory was closed in September ; the final Lincoln Town Car came off the assembly line on August 29, In the s, a town car was a body design typically used for limousines. The description originated from the horse-drawn carriage that featured an open chauffeur's compartment with a fixed roof for the passengers. Later, the " sedan de Ville " was used as a model name by Cadillac, the primary rival to the Lincoln Continental from the s to the s. For , Lincoln augmented it's pre-existing Continental lineup with the addition of two formal sedans known as the Town Car and Limousine. Both new vehicles featured pillared construction, interiors of broadcloth and scotch-grain leather as well as deep pile carpeting. No options were offered with all equipment including air conditioning being standard; the Limousine came with a glass partition between the front and rear seats. In addition to the slightly restrained styling, the change in the roofline was also functional. To add rear-seat legroom, the rear seat was repositioned without any modification in the wheelbase. In the years to follow both Imperial and Cadillac would redesign the rooflines on their own range-topping vehicles the LeBaron and Fleetwood Sixty-Special to appear more formal and limousine-like. One of the rarest vehicles ever produced by Ford Motor Company, [5] Town Cars and 83 Limousines were produced from to ; all examples were painted black. For , the Town Car name returned as a trim package option, including leather seating surfaces and deeper cut-pile carpeting. A raised molding over the roof incorporated coach lamps on the B-pillars. As with the Town Car, the Town Coupe was offered with a standard vinyl roof. As part of the redesign of the Lincoln roofline, the Town Car adopted the oval opera windows of the Mark IV coupe, with the Town Coupe given a large rectangular opera window. The Continental Town Car proved to be a success for the division, becoming the most popular Lincoln vehicle of the s as the Mark IV and Mark V were not technically branded as Lincolns. Closeup image of rear roofline of a Lincoln Continental Town Car, showing padded rear vinyl roof and opera windows. For , Lincoln became the final American brand to market downsized full-size cars. In its redesign, the Lincoln Continental shifted from the largest production sedan in North America to a design with a smaller exterior footprint than Cadillac. Though technically not badged a Lincoln, the Mark VI shared its chassis and much of the body with the Continental to reduce development and production costs. Following the early withdrawal of the slow-selling Lincoln Versailles , Lincoln-Mercury dealers offered three highly similar vehicles across a wide price range in the same showroom. The discontinuation of the Versailles also marked the return of Lincoln exclusively to the full-size sedan segment, leaving nothing to sell against European-brand luxury vehicles. For , Lincoln underwent a revision to transition its full-size model range from three nameplates to one, commencing a multi-year transition throughout all three Ford divisions. For , the Continental went on hiatus, with Lincoln shifting the nameplate to a mid-size sedan for A model year removed from the extensive downsizing of its full-size model range, the Lincoln division underwent a revision of its nameplates. Following the discontinuation of the compact Versailles sedan, Lincoln was left marketing six nearly identical vehicles Continental, Continental Town Car, and Mark VI, all offered both as two-door and four-door sedans. Largely similar to the Lincoln Continental, the Lincoln Town Car was offered as a two-door and four-door sedan the Town Coupe nameplate was discontinued. At the time of its launch, the Town Car was initially slated for replacement by front-wheel drive model lines in anticipation of further volatility in fuel prices ; as fuel prices began to stabilize, demand rose for the model line, leading Lincoln-Mercury to produce the Town Car through the s with few visible changes. Over were sold for , the highest ever for the model line. Delayed to the model year due to engineering issues, the Panther platform meant radically different exterior dimensions for the Lincoln models. The new Panther platform meant reduced overall size, better suspension geometry, and upgraded power steering with a reduced turning diameter by over 8 feet compared to the Lincoln Continental. For , gas-pressurized shocks were added. Following the introduction of the Lincoln Town Car in , the 5. In Canada, the V8 remained carbureted until These engines are identifiable by their cast aluminum upper intake manifolds with horizontal throttle body vertical throttle plate ; this replaced the traditional throttle body with a carburetor-style top-mounted air cleaner previously used. Introduced in the Lincoln Continental for and marketed in all Panther-platform vehicles in , the Lincoln Town Car was equipped with the 4-speed AOD automatic overdrive transmission, the sole transmission of examples. All Town Cars from to

featured an optional trailer towing package which included dual exhausts , a 3. During the late s, the sales of the Lincoln Continental had held steady and the Continental Mark V would go on to outsell its Cadillac Eldorado counterpart. As with its predecessors, the Town Car features nearly flat body sides, sharp-edged fenders, and a radiator-style grille. In a major departure, hideaway headlamps gave way to exposed halogen headlamps the first on a full-size Lincoln since Another first included fully framed door glass retractable vent windows were now standard ; in sharp contrast to its Ford and Mercury counterparts, the window frames were painted matte black. While chrome trim remained around the headlamps and window frames, in a break from Lincoln tradition, it was deleted from the top of the fenders. After only 4, two-door Town Cars were sold in , the bodystyle was discontinued for In the shift from rebadging the Continental to the Lincoln Town Car for , Lincoln replaced the "Continental" badging above the headlights with "Town Car", which was removed in A padded roof was standard equipment on all Town Cars, with its design determined by trim level. On standard-trim Town Cars, a leather-grained vinyl full-length covering with center pillar coach lamps was fitted. For Signature Series and Cartier trims, a padded vinyl coach roof covering the rear half of the roof with a frenched smaller rear window opening was fitted; the coach roof was also an option on standard-trim Town Cars. On non-Cartier Town Cars, a full-length cloth canvas roof was an option; imitating the look of a convertible, the design deleted the C-pillar quarter windows. During the s, the Lincoln Town Car would undergo several exterior revisions. For , the model was given a mid-cycle facelift. In addition to slightly improving its aerodynamics, the design was intended to visually shorten the car though length was essentially unchanged. The front and rear bumpers were redesigned, better integrating them into the bodywork. The rear fascia was redesigned; distinguished by redesigned taillamps, the trunklid was better integrated with the rear fenders. For , to meet federal regulations, a center brake light was added in the rear window. For , the grille was updated with a brushed-metal panel between the taillamps, which now featured the reverse lamps. The "Lincoln" front-end badging is moved from above left headlight onto grille and changed to large sans-serif script. In the rear, the brushed-metal panel was given a pinstripe finish and all badging was moved from the panel onto the trunk lid. All models feature a landau roof with a smaller, more formal "frenched" rear window. All non-Cartier models also include an embedded Lincoln "star" emblems in their opera windows. The interior of the Lincoln Town Car featured many advanced luxury options for its time. Signature Series and Cartier models featured 6-way power seats and manual seatback recliners for the driver and front passenger; the Lincoln Town Car adopted a split front bench seat previously seen on the Mark coupes. Several electronic features included an optional digital-display trip computer showing the driver "miles to empty" and based on driver input an "estimated time of arrival". A keypad -based keyless entry system unlocked the vehicle through a 5-digit combination factory-programmed or owner-programmed. Mounted above the driver door handle, the keypad allowed the driver to lock all four doors; after entering the code, the driver could unlock the doors or release the trunklid. Along with keyfob-based systems, the keypad system is still in use on Ford and Lincoln vehicles as of As part of the update, the Lincoln Town Car was the first Ford vehicle to feature a CD player as an option as part of a speaker JBL premium stereo system ; [14] while was the final year for the option of 8-track players and CB radios for the Town Car. For , the front-seat head restraints were replaced with a taller 4-way articulating design; walnut burl trim replaced much of the satin black trim on the lower dash. For , the instrument cluster was updated; for Town Cars with analog gauges, the instrument panel was given round dials in square bezels. In addition, new wood trim was added to the dashboard and steering wheel. As before, the special-edition package consisted of exclusively-coordinated exterior colors and interior designs, with the Cartier logo embroidered in place of the Lincoln "star" emblem on the seats. For , the package underwent a redesign with new upholstery design and new two-tone metallic beige platinum added alongside the traditional platinum silver and two-tone arctic white. Sail America Commemorative Edition This special edition Signature Series model came in white with a blue carriage roof and had a white leather interior with blue piping and special badging. This replaced a proposed Gucci edition Town Car that had been in the works. Gucci Edition Signature Series Gucci Edition had a special blue canvas roof with fluorescent B-pillar light and a special blue badge on the C Pillar with the word signature. It was designated in the VIN number as code For the model year, the Cadillac DeVille and Fleetwood , traditional competitors of the Lincoln Town Car, shifted to front-wheel drive platforms The Fleetwood Brougham retained its rear-drive platform and styling , becoming smaller than the Lincoln Continental. At the time, Lincoln marketed the larger size of the Town Car as a selling point. In response to the downsized Cadillacs, Lincoln introduced a series of advertisements in late titled "The Valet" which depicted parking attendants having trouble distinguishing Cadillacs from lesser Buicks Electras and Oldsmobiles Ninety-Eights ,

with the question "Is that a Cadillac? What a Luxury Car Should Be. After ten years on the market nine of them as the Town Car relatively unchanged, the Lincoln Town Car was given an extensive redesign inside and out, being launched on October 5, , as a model. In a move to bring a new generation of buyers to the Lincoln brand, the Town Car adopted a far more contemporary image, bringing it in line with the Continental and Mark VII. In addition, the Town Car adopted a new range of safety and luxury features and would mark the debut of a powertrain that would see usage in a wide variety of Ford Motor Company vehicles. The second-generation Town Car was a sales success and became one of the best-selling full-size U. During the late s and early s, Town Car sales regularly exceeded , units with , Town Cars being sold in alone. The final compromise of the committee sought to keep the identity of the Town Car thus avoiding repeating the mistakes of Cadillac while introducing a contemporary vehicle for the s. In , a second factor driving the design of the FN36 project was initiated, as the United States government introduced regulations mandating passive restraints on vehicles produced after September 1, ; along with automatic seat belts , out of necessity, automakers began to reconsider the use of airbags as passive restraints. At the time the FN36 project was launched in , to extend the life of the Town Car, Lincoln-Mercury began a number of advertisements satirizing the newly introduced Cadillac model line, making them out to be indistinguishable from a Buick, Pontiac, and Oldsmobile. In March , the design freeze for the project occurred, with an intended production start of mid The second-generation Lincoln Town Car would become the first domestic Ford vehicle engineered outside of the company and constructed by foreign suppliers, with International Automotive Design of Brighton, England handling the engineering, while Japan-based Ogihara Iron Works supplying all of the Town Car body panels from its own factory near the Wixom plant. From to , the Town Car would go from over a year behind its production date to two weeks ahead of schedule. To lower the development and production costs of the extensive redesign, Ford Motor Company retained the Panther platform for the Lincoln Town Car, continuing its use of rear-wheel drive. In a major change, rear air suspension introduced as an option for all three Panther vehicles in became standard equipment on all Town Cars. For , the Town Car was produced with inch rear drum brakes identical to its predecessor ; for , they were replaced by inch solid rotor disc brakes. In its redesign for the model year, Lincoln stylists sought a completely new design for the Town Car. Many traditional Lincoln styling cues were heavily reworked or abandoned completely. Although the Town Car would keep its formal notchback sedan roofline, the flat-sided fenders and angular lines seen since the Continentals and Mark IIIs of the late s disappeared. Stylists made the body more aerodynamic reducing drag coefficient from 0. In a move to market the Town Car towards buyers of contemporary vehicles, several other changes were made. Although two-tone paint remained available featuring a lower body accent color in gray metallic , monotone paint schemes would become increasingly standard. In a major change, a vinyl roof was no longer offered, since vinyl roofs declined in popularity among many buyers. Spoked aluminum wheels were dropped from the options list for , while locking wire wheel discs remained through In late , the exterior was given a minor update with a new grille and slightly redesigned tail lamp lenses distinguished by a "checkerboard" pattern for models. Although the bumper largely remained unchanged, the front fascia was updated as the headlamp clusters are changed to a clear-lens design and separated from the grille. The grille was redesigned, returning to the design in a surround fitting closer to the body. The rear fascia saw the trim between the tail lamps redesigned, featuring additional running lights, while the reverse lamps were moved from the outer edges of the reflector panel to the center, beneath the lid lock cover similar to the - models. In a departure from the Lincoln Continental and Mark VII, the use of the Panther platform necessitated a degree of component sharing with the Ford and Mercury counterparts. Although fitted with its own seats and door panels, [31] the Town Car was fitted with essentially the same dashboard as the Mercury Grand Marquis versions with digital instruments retain the instrument panel layout from In , the wood trim was changed to an orange-toned walnut. New for the model year was an integrated, voice-activated in-car cellular telephone concealed in the center armrest, which featured a speakerphone as well as a rearview mirror-mounted microphone for hands-free calling. As part of its Mid-cycle refresh, the interior saw a greater degree of change than the exterior. To bring the design up to date and in line with the rest of the Lincoln line , the dashboard and door panels featured a curved design, while influenced by the Mark VIII, the 6-passenger design of the Town Car precluded the adoption of a center console in the interior. To increase storage space, the dual center armrests of the front seats on Signature and Cartier models were redesigned to include storage compartments to hold cassettes and the optional cellular telephone. The dashboard design continued into the new door panels, now with an illuminated power window and seat adjuster cluster, and a back-lit power door lock switch placed higher on the door. Releases for the trunk and fuel door

were moved from the dashboard onto the lower driver's door. Redesigned seat patterns now offered an available driver and front passenger electric heat feature. The radio antenna was integrated into the rear window. For , the climate controls were again redesigned; while Cartier Designer Editions featured genuine wood trim on the dashboard and door panels. In , few changes were made: the rear center armrest added a pair of cup holders, while Cartier models gained rear-seat vanity mirrors mounted in the headliner. Also in , the trim level badges were moved to the front fenders in place of the "Town Car" badges. Subsequently, the rear side opera windows no longer featured their trim level engravings. For , the base trim was renamed Executive Series. From to , the Lincoln Town Car was available with a factory towing package. The Signature Series added a digital vacuum fluorescent instrument cluster, trip computer, and standard alloy wheels. The Cartier Edition was fitted with the same features as the Signature Series, adding a JBL-branded sound system with an amplifier, a security system, alloy spoked wheels, and other details, such as cloth and leather seats. In addition to the three standard trims of the Lincoln Town Car, various special edition option packages were produced by Lincoln excluding dealer-produced versions. Jack Nicklaus Signature Series The Jack Nicklaus Signature Series was a special-edition option package for the Town Car Signature Series that was featured a green exterior with a white top; the interior consisted of white leather with green accents. Another version of the package was sold with a white exterior and a standard roof; the interior trim was similar, with white leather seats and green carpets and trim. Most Jack Nicklaus editions have ornaments and wording on the exterior trimmed in gold including green and gold "Golden Bear" badges on the front fenders. Regatta Edition The Regatta Edition was a maritime-themed special-edition option package for the Signature Series, with approximately 1, produced. The package consisted of White Oxford leather seats with optional blue seat piping , with regatta blue carpeting; the doors and instrument panel featured matching blue-color trim. The package was often paired with a white oxford vinyl carriage roof featuring embroidery on the "C" pillar near the opera windows. Spinnaker Edition Replacing the Regatta Edition, the Spinnaker Edition option package featured tri-coat paint, two-toned leather seats, the Spinnaker logo on the floor mats, and 16" spoked aluminum wheels. Featuring a unique accent stripe, leather seats, wood instrument panel trim, window badging, cellular telephone , power moonroof , JBL audio system, auto electrochromatic dimming mirror with compass, and traction assist , [34] the Diamond Anniversary Edition included nearly every available option on the Lincoln Town Car. At its redesign, the Lincoln Town Car was offered with relatively few options, with nearly all features as standard equipment. On the Signature Series, the only options were leather seat trim, a moonroof, a disc CD changer, a JBL sound system, a security system, and an onboard telephone. The redesign highlighted several new features that had never been available before on the Town Car. A two-position driver's memory seat was standard on Cartier Editions optional on Signature Series ; the memory seats featured an 8-way adjustment for both seats and inflatable lumbar support. While technically a carryover feature from , the Electrochromic Dimming Mirror was redesigned for the much wider rear window of the new Town Car. A number of advances were made in the safety features available for the Lincoln Town Car, with ABS becoming an optional feature in Following the return of 4-wheel disc brakes to the Town Car in for the first time since , ABS became standard in Initially, the Town Car came with dual airbags as standard equipment. However, due to a March 14, fire at the facility where the passenger airbag's propellant was produced, [35] the passenger airbag essentially became a delete option , with a credit on the window sticker issued for the price of the missing airbag. Upon owner request, for the price of the issued credit, the passenger airbag would be installed once supply became available. Shifting away from the straight-lined design language used by full-size Lincoln sedans for over 35 years, the Town Car adopted the rounded exterior of the Lincoln Mark VIII and Lincoln Continental. The third generation of the Town Car marked several major changes within Lincoln-Mercury. From to , the Lincoln-Mercury division became a brand of Premier Automotive Group , a division of Ford created to manage its premium automotive brands acquired during the s; following organizational difficulties leading to Lincoln once again falling behind Cadillac in sales by , Lincoln-Mercury was restored under its previous divisional structure during To continue the Town Car, for the model year, production of the Town Car was transferred to the St. For its redesign in the model year, the Lincoln Town Car retained the Ford Panther platform that had underpinned its predecessor. To improve the cornering stability of the Town Car, a Watt's linkage was fitted to the solid rear axle suspension a change also seen in its Mercury and Ford counterparts. The front brake calipers were changed to a larger dual-piston design; inch wheels became standard. For , the chassis of the Town Car was extensively redesigned and changes were made to the tuning of the suspension. The steering system was changed from a recirculating-ball to a rack-and-pinion configuration. For the first time since its introduction, the 4. From to , the Town Car used the

4R70W 4-speed automatic that was introduced in From onward, the heavier-duty 4R75W replaced it. While three inches shorter than its predecessor, the Town Car gained two inches in width and an inch in height becoming the tallest Lincoln sedan in 40 years. In a major break from Lincoln styling tradition, the Town Car abandoned many of the straight-edged lines of its predecessor. Adopting styling cues of the outgoing Mark VIII and the Continental, the Town Car adopted a curved design scheme in place of the previous straight-lined body. While the radiator grille was retained, its rectangular shape was changed to oval its waterfall pattern was adopted by the Lincoln Navigator introduced alongside it , and the hood ornament was deleted. The curved design scheme carried further to the rear of the Town Car, in the C-pillar losing its opera windows into the trunklid. To differentiate from its Mercury counterpart, the Town Car switched to individual taillamps, deleting the filler panel on the trunklid; a large chrome surround was used on the trunklid to mount the license plate. In , the stretched Town Car L was introduced, with a six-inch stretch in its wheelbase. To produce the variant at a lower cost, the B-pillar was widened on versions to use the existing rear door glass of the standard Town Car. In , the Town Car L was redesigned, giving it model-specific doors proportioned to the longer roofline; these versions are distinguished by wider rear quarter glass in the doors. In , coinciding with the chassis redesign, the body of the Town Car underwent a number of changes. To bring it in line with contemporary Lincoln vehicles, the lower body was squared off; the oval grille was redesigned in the style of the Lincoln LS ; the hood ornament made its return after a 5-year absence. As with its predecessors, the Lincoln Town Car visibly shares few common interior parts with its Ford and Mercury counterparts aside from its steering column, radio, and climate controls. To improve ergonomics, power seat controls on Signature and Cartier models are relocated from the seat to door panel Executive Series, in Seat-mounted side airbags become standard on all Town Cars for In the same year, the Executive Series regained its rear-seat center armrest initially deleted in a cost-cutting move. A new in-vehicle telematics system, called "RESCU", included a rearview mirror with integrated microphone and SOS and roadside assistance buttons, and replaced the previous in-car telephone with a portable Motorola Timeport cellular telephone that now featured voice recognition. The system was discontinued after the model year. For its redesign, the interior of the Lincoln Town Car saw extensive changes. To differentiate the Town Car from the Mercury Grand Marquis, the radio and climate controls were integrated into a single unit with an analog clock; the interior was given a model-specific wood trim bordered by satin metal. The redesign included new seats, distinguished by taller head restraints. For , for the first time since , the Town Car received a redesigned steering wheel. For , the instrument panel was redesigned, with the Town Car gaining a tachometer alongside its Ford and Mercury counterparts; The Town Car was one of the last American-market vehicles sold without one. As part of the shift in assembly plants, to streamline production, Lincoln deleted or standardized many features of the Town Car, leaving only 4 remaining options: HID headlamps, whitewall tires, polished spoke wheels in place of spoke "machine-finish" wheels , and a trunk organizer. At its redesign for , the Lincoln Town Car was produced in three trim levels: Executive Series primarily for fleets and livery sales , Signature Series, and Cartier Designer Edition. For , the Town Car line was expanded as Lincoln introduced a Premium option package for the Signature Series, Cartier, and Signature Touring; the Premium option package is distinguished by a glass sunroof. For , the Town Car was redesigned to have a new look and the Executive became the base model. The Signature was the next step up, and then the Cartier and Cartier L. Ultimate buyers could now opt for "upgraded" leather seat trim. A touchscreen GPS navigation system radio became available for the first time, available on the new Ultimate trim. For , the Ultimate was replaced by the Signature Limited first introduced as an option in along with the Designer Series in Also in , Signature Limited models equipped with the GPS navigation system radio also came equipped with a new THX Certified premium audio system, adding tweeter speakers in the upper corners of the front door panels, and a more powerful amplifier, and all Town Car models could be paired with Sirius Satellite Radio , regardless of radio option. Effectively replacing the Cartier, the Designer Series offered a two-tone interior with Provence leather and adjustable head restraints; the exterior was distinguished by chrome wheels and B-pillar trim. For through , the Signature Limited became the sole trim available on the standard-wheelbase Town Car along with the long-wheelbase Signature L; the Executive Series remained in production for fleet and livery sales. Town Cars with the option package featured a black-painted grille, exterior chrome delete, black wood interior fitted with perforated leather seats, and a JBL sound system. Limited Edition in , Lincoln offered a Limited trim; having Limited badges on the C-pillar, fog lights, heated and memory seats, as well as Arden inserts in the rims and grille. For , the Limited offered two-tone paint schemes in addition to two-tone seats with Limited badges on the C-pillar as well, but no fog lights. Pro Series Offered in , a special Pro-series badge was placed on the

C-pillars; having the background of a golf course. This badge was stitched onto the front seats, in addition to having chrome 9-spoke rims and a two-tone color scheme. Continental Edition Offered in and was the Continental Edition package; available as an option only on the Signature Limited trim. The package added Continental badging, chrome inch wheels, and accents to the B-pillars. On the interior, the Continental name was embroidered on the front seats and front floor mats. The Lincoln Town Car was the first production sedan in the world to receive US five-star crash ratings in every category. Featuring a standard V8 engine , body-on-frame design, rear-wheel drive and large exterior and interior dimensions, [48] the Town Car became popular in livery and commercial service. In commercial service, the typical Lincoln Town Car saw a life expectancy of well over , miles. This design made them durable even in the rough conditions taxi and livery cars are subjected to, and easy and cheap to repair when they did suffer damage. The Lincoln Town Car was popular as a stretch limousine donor chassis; it was the most commonly used limousine and chauffeured car in the United States and Canada. The Presidential Town Car limousine arrived in and was the state car for the entire presidency of George H. It was succeeded by a Cadillac Fleetwood , used by his successor, Bill Clinton. Displayed at George Bush Presidential Library. A new "L" designation was used for extended-wheelbase Town Cars from to Also included was a two-way travel switch for the front passenger seat base a feature shared with the extended-wheelbase Jaguar XJ. The L designation was applied to the top-of-line Cartier â€" , Ultimate only , and Signature â€" trim levels. Fleet buyers received it under the Executive L trim designation. For â€"02 versions, the "L" edition is identified by a widened B-pillar , bearing the Lincoln "star" ornament; maintaining parts commonality with the standard Town Car. The "L" editions had longer rear doors, featuring wider versions of the fixed windows. Starting in , the Lincoln Town Car had been available featuring ballistic protection from the factory. Only a few dealers in the US were authorized to sell this series. The L3 was introduced in and had a wheelbase of 3, millimetres For , the L1 was introduced and had a wheelbase of 3, millimetres During the s, in spite of declining sales, the Town Car remained one of the highest-selling American-brand luxury sedans. Outside of retail markets, it was the most used limousine and chauffeured car in the United States and Canada. In , as part of The Way Forward , Ford considered ending production of Lincoln's largest model as part of the closing of the Wixom Assembly Plant. Following the model year, however, the Town Car was discontinued for retail sale in Canada, available exclusively for fleet and livery customers afterward. In , the fate of all three Panther-platform models was determined when Ford announced the closure of the St. Thomas Assembly Plant. For the limousine and livery markets, Ford had promised availability of the Town Car through the model year; [67] retail sales continued on a limited basis in the United States and for export. In , Ford announced the closure of the Mercury brand at the end of the year, effectively making the Town Car the final model line sold for retail sale produced by St. Thomas Assembly retail sales of the Crown Victoria ended after On August 29, , the final Town Car rolled off the assembly line, without any fanfare or announcement from Ford; [1] St. Thomas Assembly produced its final vehicle a Crown Victoria for export on September 15, From Wikipedia, the free encyclopedia. Motor vehicle. Main article: Hongqi marque. The front is redesigned to follow Hongqi design style; a pair of turn signal lights are added on fenders to meet Chinese standard.

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Coronavirus update: New contactless services to help keep you safe. I bought this car it works great!!! I didn't have all the cash to buy the car so they had in house finance. Ben owns a small dealership and has been in business for 20 years. He proved to be a very nice, honest, and trustworthy dealer. He promptly answered all my phone calls and questions. The van was in very good condition, the price was great, and there were no hidden fees. It truly was a pleasurable experience doing business with him so I plan to buy from him again in the future. Thank you, Ben and Car Gurus for helping me find the perfect van for my family of 8. They love it. The car was ready to view when we arrived. We test drove it, inspected it, and purchased it. This is a no negotiate dealer, so the price quoted online is final. We were surprised by this, but accepted the policy. Responded quickly to questions online. Friendly and straightforward with info during the visit and test drive. No sales pressure and quick to come to a deal. The vehicle was pretty clean, but they spruced it up even more while waiting for paperwork to get done. Very pleased with the experience. They were very attentive, quick to great, and easy to work with. We saw, we test drive, we bought. Randy was fantastic. Best car buying experience, truck was just as represented. Great price, great truck and around 10 minutes to sign and drive away. Thank you. Although I did not purchase vehicle during visit, the customer service experience was excellent. Hopefully vehicle price will drop below and will be available for revisit. I did not end up buying the car. I test drove it, the guy who was working with me was decently nice too. I do not recommend going here at all. Did not purchase this vehicle, but purchased a different one that I really do love. The salesman I dealt with was very knowledgable and friendly - as was the financer. Although car buying is always a long process, this experience went smoothly and I would definitely recommend Crown Honda to anyone. Pete gave awesome service. They even delivered. Deal done by phone. Thanks Pete! Would buy from them again! Great place, but took WAY too long! First time in there I drove one car and we sat for over 3 hours!! Second time, came in with check in hand Love my car; loved Trae, but thought they were unorganized! Devin and same were total professionals I would work with them any time to buy another car. Great guys. Buying was easy. Got me in and out with a new used truck within an hour or so. Amazing conversation. Even though i did not buy a car from them, they was extremely professional and informative. The main reason I did not buy this vehicle from them was the simple fact that they are 5 hours from my home. I would highly reccomend them for anyone looking for a car in the area. They seem extremely honest. Was quickly contacted and had all my questions answered. Although I didn't make a purchase, I would not hesitate to do so if the right deal comes along. They contacted me right away and were very pleasant but I am not in a hurry to purchase. The legend lives! For those with a yen for the past and a need for passenger room and comfort, not to mention the capacity to carry enough luggage for a world cruise, the Lincoln Town Car carries on in its traditionally staid, stately, studied manner. Virtually unchanged from , this full-size, six-passenger sedan is offered in two trim levels, the inch-wheelbase Signature Limited and the Both trims are rear-wheel drive RWD only, and each is equipped with the sole powertrain for the lineup, an anemic V8 with its accompanying Jurassic-era four-speed automatic that barely keeps up with modern four bangers equipped with five- or six-speed transmissions. After all, what world-traveling bon vivant or corner-office-holding executive wants to get picked up at the airport or driven to corporate headquarters in a Hyundai or Toyota? The only engine available for the Town Car lineup is an Ecapable 4. Though it may struggle a bit from a start and can be adventuresome in merging and passing, this dowager will tow 1, pounds of bass boat with comparative ease. The stretched Signature L adds heated rear seats to the standard equipment list. Long touted as one of the safer sedans on the market, the Town Car boasts standard four-wheel disc ABS, traction control, front side-mounted airbags with head-protection chambers, a remote anti-theft alarm, cornering headlights, and dusk-sensing, auto-delay-off headlight technology. Daytime running lights and HID headlights are available safety equipment. When owners and drivers complain about the Town Car, tepid performance from its out-classed V8 powertrain usually tops the list. Laments regarding poor mileage figures, dated styling, and insipid handling characteristics

often follow this legitimate gripe. There are those owners, however, who say that the Town Car overcomes many of its shortcomings with its capacious cabin, titanic trunk, royal ride, and cornucopia of creature comforts. We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Find Lincoln Town Car listings in your area Search Coronavirus update: New contactless services to help keep you safe. Best deals first. Private Seller: Manny. Houston, TX Message Seller. CarGurus Pay. CarGurus User, Private Seller: E. Authorized Lincoln Dealer. Image Not Available. Private Seller: Robert. Melissa, TX Message Seller. Read more. Why Use CarGurus? Make Model Year. Price and Payment. Vehicle History. Engine and Drivetrain. Vehicle Listing Details. See carmax. At CarMax, finding the right car is easy. You can shop online, get pre-approved for financing, and receive a trade-in offer all from the comfort of home. See store for details. Some fees are location specific and may change if you transfer this vehicle to a different CarMax store. Certain vehicles may have unrepaired safety recalls. Check nhtsa. Inventory shown here is updated every 24 hours. We're dedicated to bringing our guests the best sales and service experiences. Our vision is to become the most guest-centric company in the automotive industry. At the Dealership of the Future, we have access to the latest technology to create the best sales and service experiences for you- our guests. Source: EdmundsVibrant White Limited. Please call us to check availability and to schedule a test drive! Must print ad to receive quoted price and signed by Internet Manager. Subject to prior sale. All vehicle specifications, prices and equipment are subject to change without notice. Source: Edmunds. Leather Seats 4. Best of all the price you see is the price you pay. No haggling. No back and forth. No pressure. And this price is so good it is guaranteed. Subject to certain terms and conditions. Some restrictions apply. This Lincoln includes: 4. Well-known by many, the Town Car has become a household name in the realm of quality and prestige. Low, low mileage coupled with an exacting maintenance program make this vehicle a rare find. More information about the Lincoln Town Car: The Town Car has been a standard of American-built, full-sized, luxury cars for decades, with V8 power and a comfortable ride. The interior has power everything and niceties like dual-zone climate control, but its strong suit is in roominess. The Town Car can seat six, plus it has a famously huge trunk, now with remote open and close. Disinfectant methods or claims should not be deemed to state or imply these products can eliminate or prevent transmission of any virus, illness or disease. New Price! Warranties are available on all vehicles. Lee's Auto Center offers quality used cars trucks and sport utilities for the lowest prices possible. Lee's Auto Centers staff has over 50 years of combined automobile experience we offer our customers the absolute best customer service possible. Stop by today to see why Lee's Auto Center is the perfect place to purchase your next vehicle! We are located just west of the twin cities, come in and see how the car buying experience should be with no pressure. Holt Motors is the best value in the business. Come in and experience the Holt Motors difference. Odometer is miles below market average! Mauscare is exclusive to Maus Family Automotive. Exclusions may apply, see dealer for details. Our goal is to never lose your business over price. All prices displayed do not include additional accessories or fees and costs of closing including any government, additional packages applied to vehicle, including but not limited to MausCare, federal, dealer fees, taxes, registration, dealer document, cost of accessories, emissions testing, or any other fees. All prices, specifications and availability are subject to change at any time, without notice. Online pricing reflective of conditional consumer qualifications and stipulation to finance with Nissan Motor Acceptance Corporation, not all applicants will be approved, offers may change at any time and may not reflect accuracy online, see dealer for most updated offers. Not all offers can be combined. Applicant may qualify for partial discount displayed by financing with another approved lender through and provided by the Dealer. Contact dealer for most current information, availability or details. Stop in today or call to schedule a test drive. Popular searches. My notifications My Account. Save Search. Enter your ZIP code to show only relevant vehicles for sale nearby. Search radius. Home delivery available. Only show local listings. Year s. Price and Payment Loan Price. Engine and Drivetrain Transmission Automatic Drivetrain Rear Wheel Drive Cylinders 8 cylinders Fuel Economy. Vehicle Listing Details Recently added listings. Listings with recent price drops. No accidents. Check Availability. Price Drop. New Listing. Showing 1 - 18 out of 89 listings. Overall Consumer Rating. The dependability of the

Ford made the purchase decision an easy one as I appreciated the simple roomy reliable qualities of the panther platform. The car is a georgeous silver metallic with a black leather interior and extremely classy. The car drives like a dream and feels like I am sitting on my couch at home, so much room. When you pull it up into the garage, it's that comfortable that you really don't want to get out, at least that's what the wife says. So far I am very pleased with the car for its ride, comfort and space. The relay switch although inexpensive to replace caused havoc for a week giving the dealership fits trying to trouble shoot a mystery battery drain that appeared to come from a light control module but was actually from the air conditioner. The dealer's customer service far exceeded any I have ever had in the years of repairing vehicles. Kudos to Lincoln. I know that as vehicles become more and more technologically advanced as the years progress, my car, built on 's technology, will seem like a dud in comparison, and that's just fine with me. I will have a classic sedan If any upgrades were to be made, an upgraded aftermarket Bluetooth, navigation setup would be all that's required. Anticipate keeping this one for the next years and if it's still going strong, will push it to When it's time to replace it, will there really be a car that can match the comfort and roominess because what's on the market now pails in comparrison Read more. Read less. Sign Up. Despite its roomy interior and cavernous trunk, the Lincoln Town Car just doesn't measure up to its modern luxury sedan competition. Spend more than a few minutes outside any major U. Look closer and you'll discover most of them are virtually identical to the Lincoln Town Car. That's because this grande dame of the Lincoln lineup hasn't had a major mechanical redesign in, well, decades. Which, oddly enough, is both this full-size luxury sedan's greatest strength and fundamental weakness. On the plus side, the Town Car is one of the few remaining sedans on the market to offer seating for six passengers. Rear-seat legroom is abundant, especially in the 6-inch-longer "L" body style. Other benefits of driving a car that's roughly 18 feet long include a downright cavernous trunk and excellent crash test scores. The downsides of the Town Car's anachronistic nature become readily apparent from the driver seat. The combination of its body-on-frame design and a solid rear axle contribute to the car's lackluster handling and nautical ride quality. The horsepower 4. To put all this in perspective, one need only take a spin in one of the Town Car's many competitors, which are newer, more refined and often less expensive. The Chrysler C also provides similar luxury and a more robust V8 -- there's even an extended-wheelbase version available. In short, the Lincoln Town Car is not a car we can recommend unless you spend most of your time picking people up from the airport. The Lincoln Town Car is a full-size luxury sedan available in two trim levels that correspond to the available wheelbases. All Town Cars seat six people, thanks to a three-person front bench. The Signature L adds 6 inches of wheelbase and therefore substantially more rear-seat legroom not that the regular Town Car was lacking in this department. It also features heated rear seats, rear-seat audio and climate controls, a folding armrest with a storage bin and two power points, rear-seat vanity mirrors and redundant fore-aft controls for the front passenger seat. Options for both trim levels include chrome-clad wheels, whitewall tires and xenon headlights. The Continental Edition package adds polished aluminum wheels, chrome B-pillar trim and special badging and interior stitching. The rear-wheel-drive Lincoln Town Car comes with a flex-fuel 4. A four-speed automatic transmission is standard. Expect a time in the midsecond range for the Signature Limited and longer for the heavier Signature L. The Lincoln Town Car comes standard with front-seat side airbags, but it doesn't offer side curtain airbags. Antilock brakes and traction control are also standard, but stability control is unavailable. The Town Car received the top five-star rating from the government in front and side crash test categories, and the Insurance Institute for Highway Safety gave the Town Car the highest rating of "Good" for offset frontal impacts. On the road, the Lincoln Town Car's V8 engine produces enough low-end torque to make this huge vehicle feel faster than it is. The engine runs out of steam quickly, however, which explains why the car's overall performance lags behind virtually every other luxury sedan on the market. Cruising down the freeway the Town Car's suspension delivers a smooth ride, at least as long as it doesn't run into any significant pavement irregularities. If it does, the rear end can get jiggly or float like a yacht on the high seas. Handling is decent enough compared to the boatlike driving character of previous generations, but it still pales in comparison to the capabilities of virtually all of its more modern competitors. The Town Car's plus-size dimensions translate into one of the roomiest passenger cabins on the road. Front seats are plenty comfortable, though they provide very little lateral support. The rear seat is adult-friendly even in the shorter base model, while the long-wheelbase Signature L version offers rear legroom in NBA proportions. Out back the trunk offers a whopping 21 cubic feet of cargo capacity. The T-shaped dash design hasn't changed much since the s, making it look both comfortably familiar and a tad boring despite upscale details like genuine burl walnut trim. Audio and climate controls are simple and straightforward, but the latest high-tech bells and whistles you'd expect to see in a modern

luxury sedan are conspicuous by their absence. Depending on the buyer, that could be a good or bad thing. Available styles include Signature Limited 4dr Sedan 4. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Lincoln Town Car. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Lethargic handling, leisurely acceleration, disappointing fuel economy, lack of technology and convenience features. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. Read more. Write a review See all 8 reviews. The dependability of the Ford made the purchase decision an easy one as I appreciated the simple roomy reliable qualities of the panther platform. The car is a georgeous silver metallic with a black leather interior and extremely classy. The car drives like a dream and feels like I am sitting on my couch at home, so much room. When you pull it up into the garage, it's that comfortable that you really don't want to get out, at least that's what the wife says. So far I am very pleased with the car for its ride, comfort and space. The relay switch although inexpensive to replace caused havoc for a week giving the dealership fits trying to trouble shoot a mystery battery drain that appeared to come from a light control module but was actually from the air conditioner. The dealer's customer service far exceeded any I have ever had in the years of repairing vehicles. Kudos to Lincoln. I know that as vehicles become more and more technologically advanced as the years progress, my car, built on 's technology, will seem like a dud in comparison, and that's just fine with me. I will have a classic sedan If any upgrades were to be made, an upgraded aftermarket Bluetooth, navigation setup would be all that's required. Anticipate keeping this one for the next years and if it's still going strong, will push it to When it's time to replace it, will there really be a car that can match the comfort and roominess because what's on the market now pails in comparrison Read less. Lincoln Town Car Reviews. Yes, I agree with the comment that most Lincoln Towncars are sighted parked outside most major airports. Mechanical sound and up to the challenge of making the mile round trip airport runs times a day. It is our honest opinion that Lincoln has continued to make a superior product in the TownCar series. You should be a fan of V8s and large cars. It has many features like memory seats, mirrors and pedal adjustments, without all the distractions of a center display and driver aids that are so distracting in new cars. Glacial Acceleration? Bad Mileage?? According to my dash mileage computer, I'm averaging 26mpg highway mph. Thats 1mpg better than the turbocharged V6 in the MKZ which is remarkable considering the town car has the advantage in length, width and mass. This is not a sportscar. The car feels surprisingly nimble and light on its feet for such a large car. Cruising at eighty feels effortless and passing at 95 is easy. The suspension is designed for absorbing flaws in the road, but is adequate for swerving around a cinderblock lying on the freeway. See all 8 reviews of the Used Lincoln Town Car. Write a review. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Town Car. Sign Up. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I ha

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d the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search.