
1984

MERCURY TOPAZ



A more enlightened approach.

There is a new kind of driver beginning to make an impact on the American automotive scene. This more enlightened person shuns mere styling unsupported by substantial engineering. The opposite—unexciting efficiency and commonplace practicality—is just as unacceptable.

Such drivers demand nothing less than a renaissance in automo-

tive design. Technology that is contemporary. Design that is fresh, distinctive and innovative.

ENLIGHTENED DESIGN

Mercury understands the message. No further proof of that fact is necessary beyond the car before you. It is, quite simply, tangible evidence of a new age of enlightenment in automotive design. It is Topaz.

For too long now, many supposedly contemporary automobiles have offered the considerable ad-

vantages of front-wheel drive and modern four-cylinder engines in somewhat uninspired packages.

"Trim" often meant tired lines and boxy shapes. "Economy" often translated into spartan surroundings and indifferent road manners.

PROVEN PRINCIPLES

The new Mercury Topaz, on the other hand, is a stunning example of fresh thinking applied to proven

principles. Increasing numbers of automotive designers are discovering that the soft, rounded lines of an aerodynamically efficient form are as important as the amount of space the form encloses. That performance deserves as much attention as economy. That handling characteristics are as much a concern as riding qualities. And that driver control should not take a back seat to passenger comfort.

Still, few affordable automobiles offer both the shape and substance that Topaz offers today. These five-passenger front-wheel drive two-door and four-door sedans are fore-runners of the future.

You may well ask when all cars will achieve the levels of efficiency, comfort, style, roadability and affordability Topaz offers today.

When indeed, for there are no mechanical miracles or technological transformations to account for

the existence of this car. Rather, it is the result of solid engineering and attention to detail usually taken for granted only in certain "benchmark" cars.

SHAPE AND SUBSTANCE

If you seek shape as well as substance, if you appreciate function as much as form, if you demand intelligence along with integrity,

you should consider all that the new Mercury Topaz has to offer. You will no doubt find it a very enlightening experience.

Some of the equipment shown may be available only at extra cost and only on specific models. Please see pages 16 to 19 for specific information regarding standard and optional equipment.

Topaz GS four-door in Silver Metallic.



**A form in harmony
with the forces of nature.**

The fact that Topaz looks decidedly different from other small sedans is instantly apparent. It is the result of something more substantial than the mere whims of a few designers.

More than four years ago, an assignment was given to the aerodynamic engineering team destined to shape Topaz: enclose five people, approximately 13 cubic feet of luggage, 14 gallons of fuel and a four-cylinder engine in an aerodynamic body.

Thus began a program which included 450 hours of wind tunnel testing and 950 vehicle configuration changes. And which culminated in the creation of the form Topaz takes today.

AIR FLOW MANAGEMENT

Automotive aerodynamics, or "air flow management" as it is called in design circles, is not a new science. But it has never before been as important as it is today.

Engineers know that aerodynamics is one of the most

effective ways of improving fuel economy. 10 percent less wind resistance nets about a 3 percent gain in highway fuel economy.

The other benefits of aerodynamic research are just as impressive. They include increased highway stability in crosswinds or high-speed passing situations, decreased wind noise for a quieter passenger compartment, a more efficient engine, increased high speed acceleration, and a reduction

in the deposit of dirt, rain and snow on windows and mirrors.

You'll note the soft, flowing lines and smooth, rounded corners that allow Topaz to make the most of these benefits.

AERODYNAMIC EFFICIENCY

This means that it takes minimal amounts of power and fuel to overcome wind resistance. The two-door, with its drag coefficient (the measure of a form's efficiency as an aerodynamic shape) of .36, requires just 6.0 aero horsepower

to overcome air resistance at 50 miles per hour. The four-door sedan requires just 6.2 aero horsepower, due to its .37 drag coefficient. Simply stated, aero horsepower is the amount of horsepower required to overcome the drag of air on the vehicle moving at 50 mph on a level roadway.

Air quickly passes over Topaz's low front end with its integrated front valance, sloped grille, aerodynamically tuned hood edge, wraparound parking lamps and flush bumper end caps.

The windshield and rear window are slanted at sixty-degree angles to ease the path of the air over the top and across the aerodynamically tuned roof contours.

At the sides, you'll find aircraft-inspired doors that wrap into the roof and feature concealed drip moldings and seals to reduce wind noise inside while smoothing the air flow outside. Even the door-mounted mirrors are aerodynamically tuned to produce a minimal amount of air resistance.

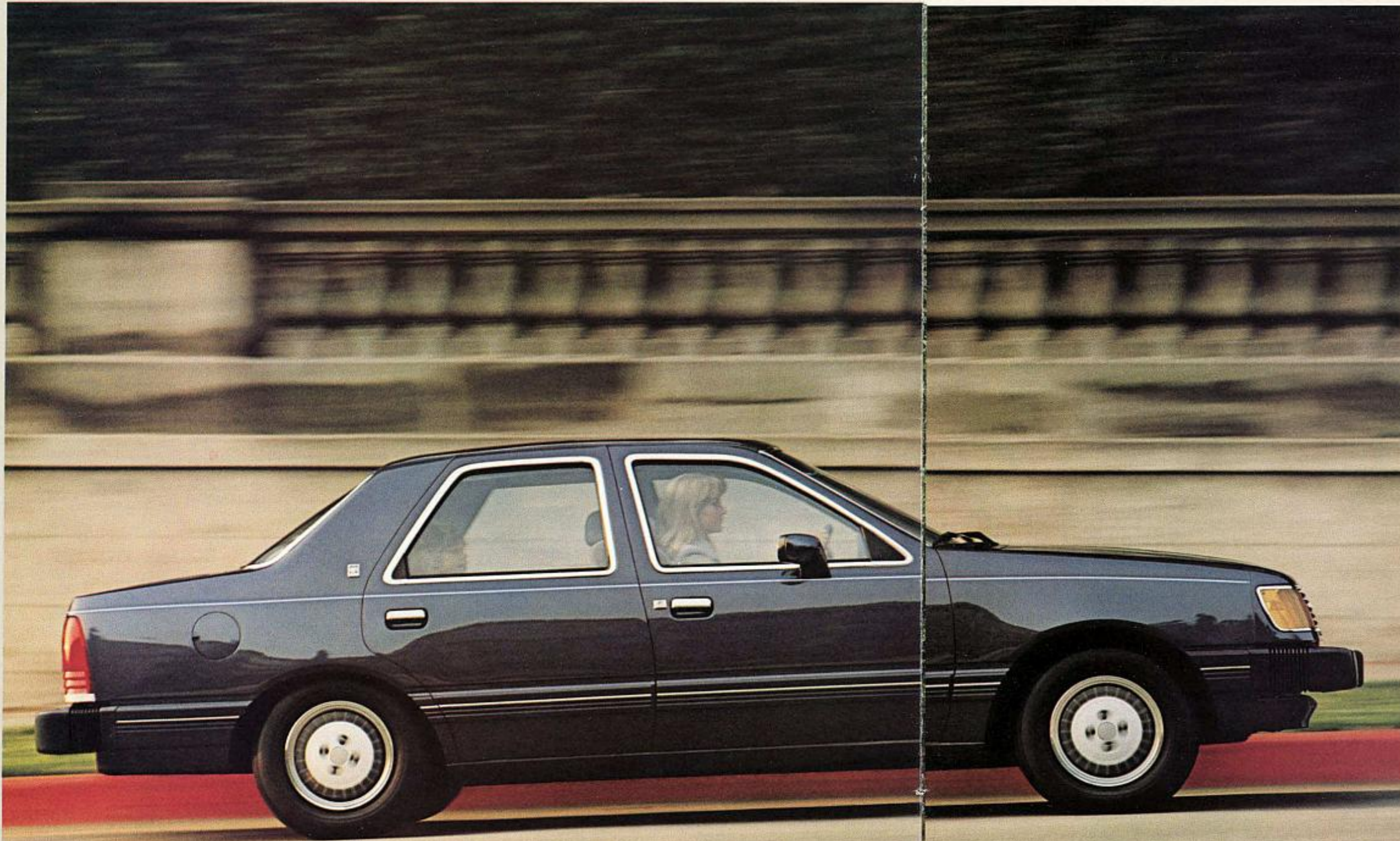
The wedged body shape of Topaz ends with a high level

decklid featuring an integrated "spoiler" contour to reduce air turbulence to the rear.

The results? A form which truly follows function and a car that introduces a shape and a philosophy of design others will follow in the years ahead.

Topaz LS two-door in French Vanilla Metallic with optional TR Performance Package.





A car that treats 0-30 with as much respect as 0-55.

In recent years, new car buyers have had to choose all too often either fuel economy or performance. Topaz offers an enlightened solution. It is called the 2300 HSC (High Swirl Combustion) engine.

Its most distinctive feature is the combustion chamber configuration. This wedge-shaped chamber works with a specially designed induction system to increase the swirling motion of the incoming air-fuel mixture.



Together, they produce a "fast-burn" effect in each cylinder when the centrally positioned spark plug ignites the mixture. This design produces more power from a given amount of fuel when compared to conventional combustion chamber designs.

POWER AND ECONOMY

These and other engine design modifications create what engineers and enthusiasts alike call "low-end torque." You do not have to be either an engineer or an enthusiast to appreciate the results. They simply translate into excellent acceleration in city driving—where 0 to 30 is usually more important than 0 to 55—and excellent fuel economy in normal driving.*

There was another important consideration in the development of Topaz's low-rpm performance characteristics. It was that many people prefer the convenience of an optional automatic transmission.

The 2300 HSC engine is well-suited to the particular needs of an automatic transaxle (as automatic transmissions are called in front-wheel drive cars). Automatic transaxle performance is enhanced by gear ratios that are uniquely tailored to the output of the 2300 HSC engine. So you need not automatically sacrifice performance for practicality.

In order to provide virtually trouble-free operation, the Topaz automatic transaxle incorporates a "lubed-for-life" feature that eliminates scheduled maintenance, except under severe operating conditions.

Drivers who prefer to shift for themselves will find a manual transaxle standard, while owners who prefer to do their own routine maintenance will discover that key underhood service points are painted a high-visibility yellow for easy identification. These include the power steering and engine oil dipsticks as well as filler caps for engine oil, the radiator coolant recovery system and the windshield washer fluid reservoir.

AN AUTOMOTIVE BRAIN

Less easy to identify is what can be considered the heart, or more appropriately, the brain of Topaz. It is the fourth generation of Ford Motor Company's electronic engine control systems, EEC-IV. This is one of the most advanced on-board computers now available in a production automobile anywhere in the world.

This advanced system utilizes current state of the art micro-processor technology to instantaneously detect and respond to engine operating conditions.



EEC-IV's approximately one-quarter-inch semi-conductor chip continually processes input from six engine sensors and is so sophisticated that its processing potential is nearly one million operations per second.

In its present capacity, EEC-IV is called upon to handle 250,000 commands per second to achieve the balance in fuel economy, responsiveness, driveability and emissions control Topaz offers. Obviously, the technology is in place to meet the ever increasing demands of tomorrow's sophisticated power train designs. And Topaz has it today.

Topaz LS four-door in Dark Academy Blue Metallic.

*EPA estimates were not available at the time this catalog was published. Topaz should, however, post excellent mileage figures in the new EPA Gas Mileage Guide. See your Lincoln-Mercury Dealer for the latest information.



A subtle blend of balance and agility.

Since not all roads are straight, level, smooth or dry, Topaz lists among its many standard features rack-and-pinion steering, a power front disc/rear drum braking system, steel-belted radial ply tires with an all-season tread pattern, and a four-wheel fully independent MacPherson strut suspension.

The rack-and-pinion steering found in Topaz is a proven design. This simple, direct system features a high efficiency manual steering gear set for positive response, ease of handling and maneuverability. Those seeking an even greater degree of steering ease can specify the optional power assist feature.

The stopping ability of Topaz matches its steering ability. The front disc/rear drum system is power-assisted.

In addition, the Topaz brake system features a split-diagonal hydraulic distribution design. In the event of a partial system failure, it provides reduced levels of braking properly balanced between front and rear.

The tires selected for Topaz are P-metric steel-belted radials with a wraparound, European type, all-season tread design.

TIRE/WHEEL INDEXING

The rolling smoothness of these tires is maximized by a process called "tire/wheel indexing." Tires and wheels are never perfectly round. Both have high points and low points. To minimize the effects of these variances, the tire's high

point and the wheel's low point are marked by the manufacturer before mating the two. At the assembly plant, these two points are matched to make the finished tire/wheel assemblies more concentric, or rounder, for increased ride smoothness.

All the time and effort invested in the steering, braking and tire/wheel development is matched by the attention lavished on the Topaz suspension system.

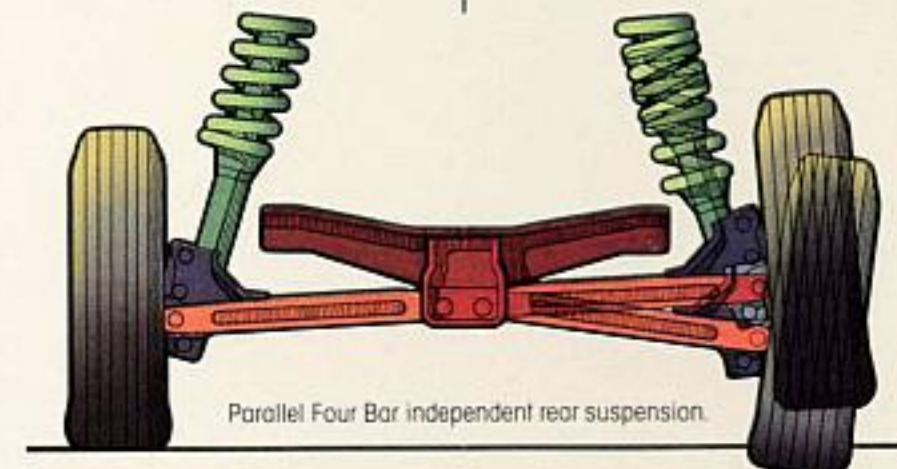
If smaller cars have earned themselves a reputation for less than stellar riding characteristics in the past, it is because few have offered the combination of a 99.9" wheelbase and the fully independent four-wheel suspension that Topaz brings to the road.

The proven MacPherson strut front suspension design combines excellent handling and stability.

At the rear of Topaz is a Parallel Four Bar independent rear suspension featuring a unique four-link design and a generous 8.15" wheel travel, both of which contribute significantly to the ability of Topaz to hold the road surely yet smoothly.

RIDE AND HANDLING

If your interests lie more in the area of handling, specify the TR Performance Package option and whichever Topaz you choose will be treated to Michelin TRX tires, TR-type cast aluminum wheels with locking lug nuts and special handling suspension components. So you can more fully enjoy the distance between your two favorite points... without substantially hardening the reality of today's roads.



Topaz GS two-door in Black with optional TR Performance Package.

An interior that places as much emphasis on driver control as on passenger comfort.

Some people would have you believe that a car which provides its passengers with comfort as well as a feeling of solidity and security must be something less than a "driver's car." This simply is not the case with Topaz.

True, your first impression of the Topaz interior is directed more toward spaciousness and a level of materials and workmanship bordering on the luxurious.

For instance, handsome cloth upholstery is standard. And even

the Topaz two-door is a true five-seater, because special attention is given rear-seat occupants in every Topaz model. Front seatbacks are designed to provide excellent knee room in the rear.

In addition, the wide rear tread of Topaz, combined with its extended wheelbase and innovative independent rear suspension, allows enough rear-seat width to comfortably accommodate three passengers.

All Topaz interiors feature molded door trim panels with lower area

carpeting and integral front door storage bins. The instrument panel offers a storage bin of its own, in addition to a locking glove box.

Between the front seats is a color-keyed console. Beneath is full passenger compartment carpeting. Above, a full cloth headliner and cloth-covered sun visors.

CONTROL AND COMFORT

But what of the driver? Can passenger comfort and convenience be maintained without sacrificing the integrity of the driving experience?

A static investigation of the driver's seating arrangement and controls will dispel any doubts you may have on this subject... even before you take to the road.

First, the driver's seat features a contoured design (as does the front passenger seat) for added comfort and support.

Clearly visible behind the functional "A-frame" steering wheel are the prominently displayed speed-

ometer, odometer, trip odometer, ammeter, fuel and temperature gauges, as well as warning lights.

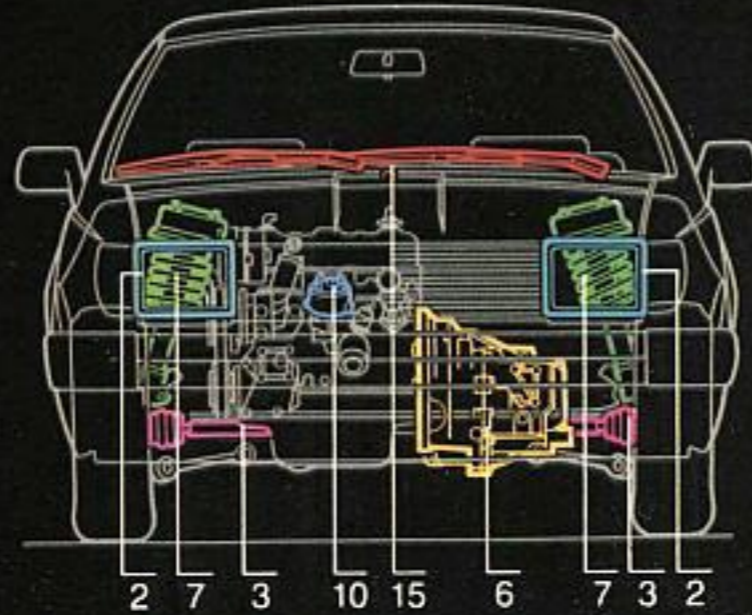
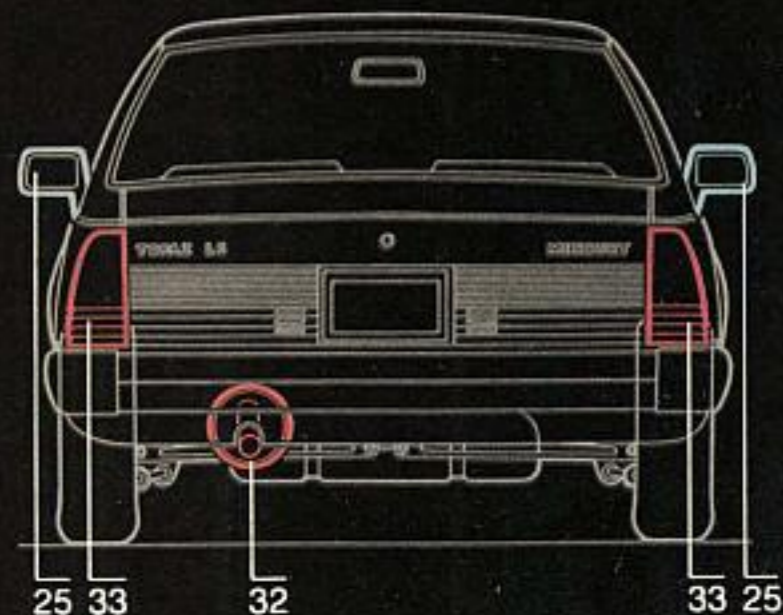
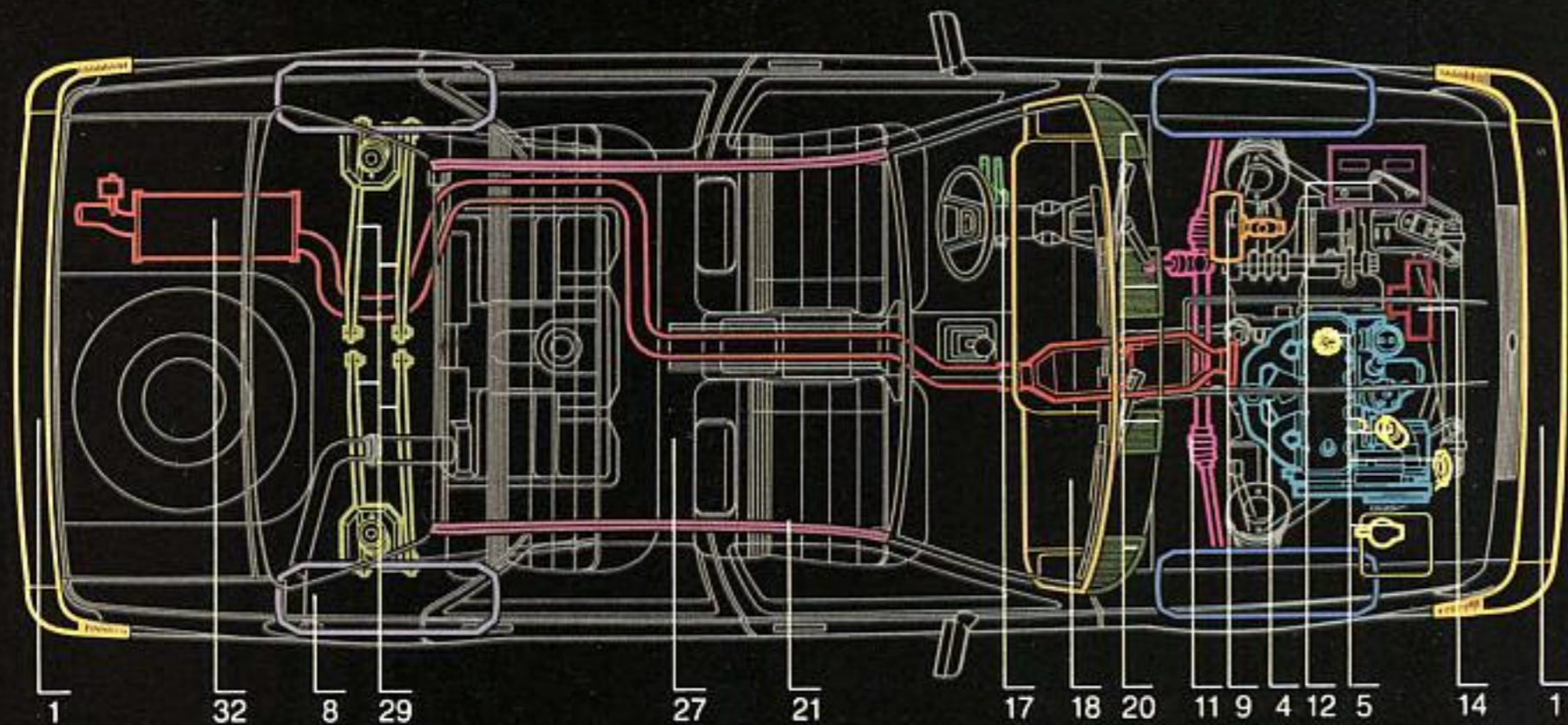
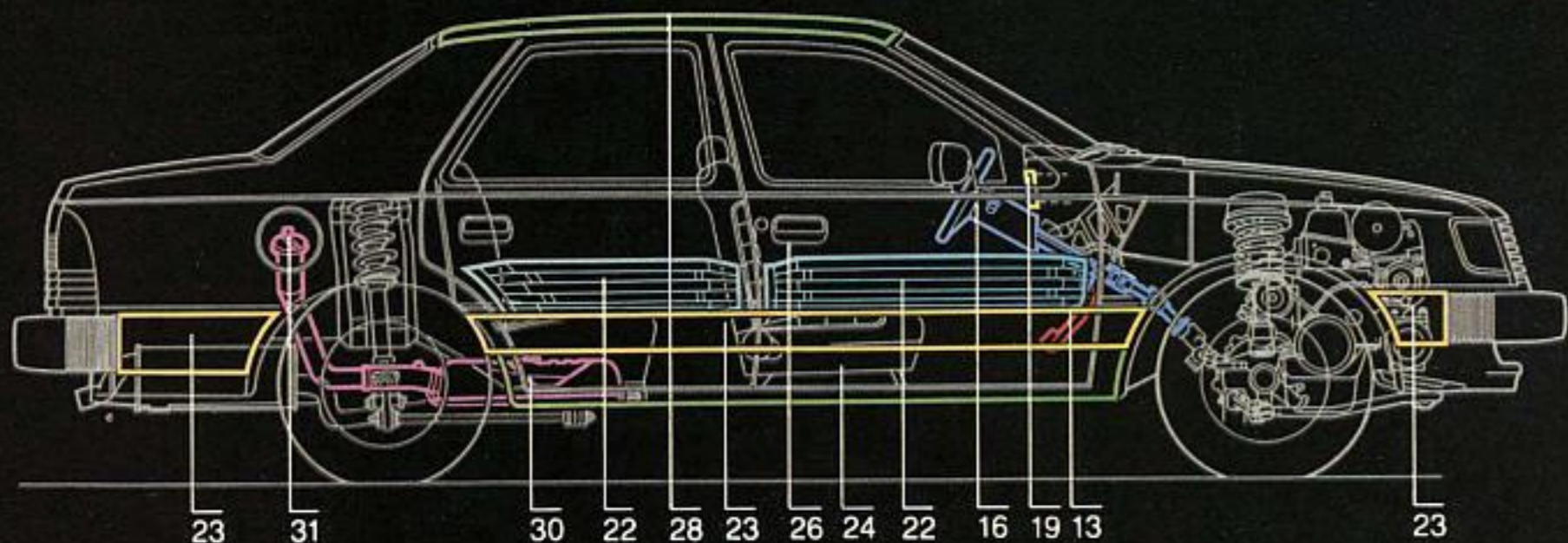
There's also an optional console which features a graphic warning display for low fuel level, low windshield washer fluid level, and low beam headlamp, brakelamp and taillamp malfunctions.

Two steering column levers control the headlamp dimmer, flash-to-pass, turn signal, horn and windshield wiper/washer functions.

All that's needed is intelligent driver input to utilize these controls to the fullest. The designers of Topaz leave that in your undoubtedly capable hands.

Topaz LS four-door interior with reclining individual seats in Desert Tan cloth. Center armrest is optional.





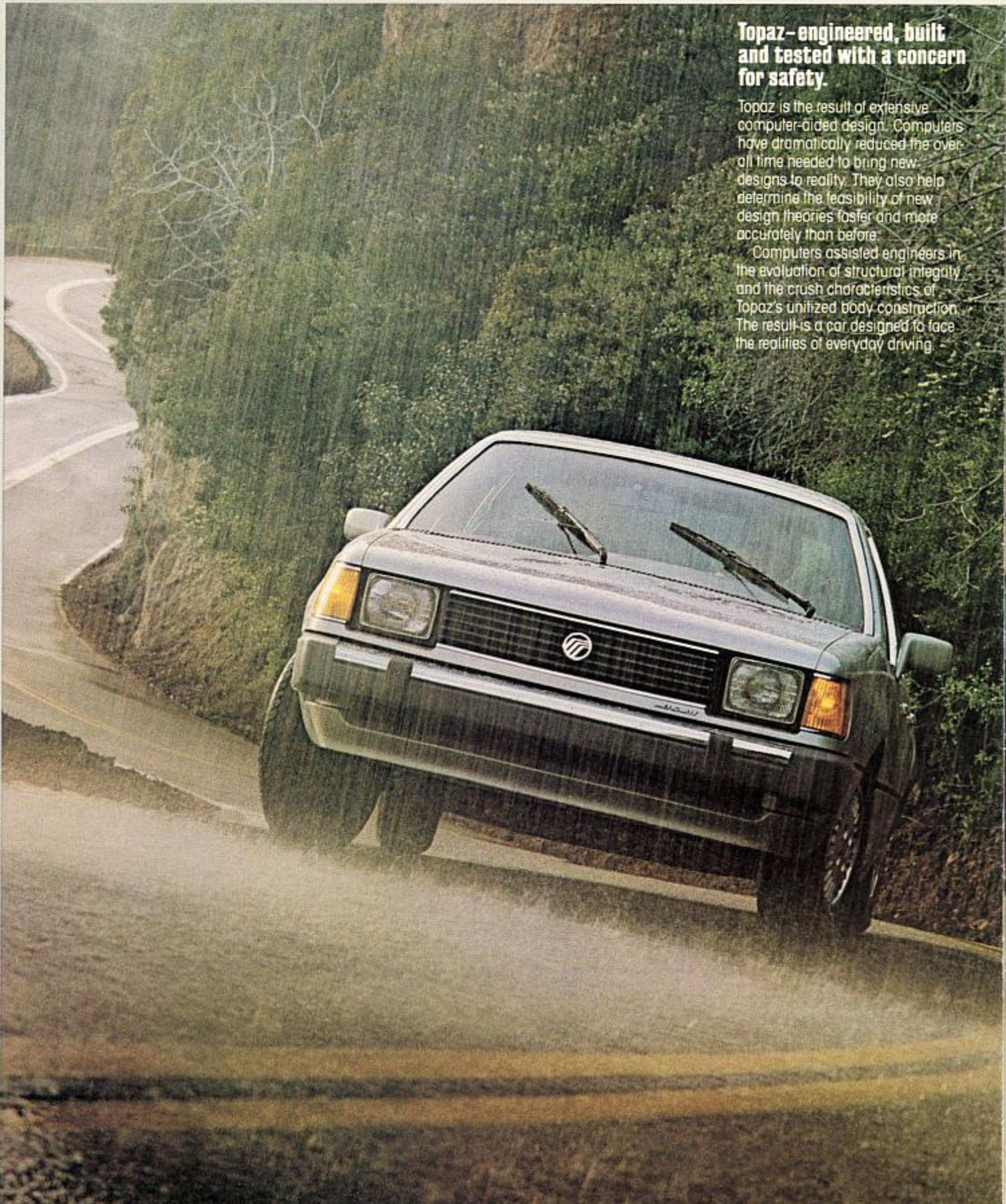
Engineering

The new Mercury Topaz has been engineered to meet the considerable demands of today's more enlightened drivers. The careful consideration given to the over 15,000 parts found in Topaz is clearly visible from every angle.

1. 5 mph front and rear bumper systems protect lights, exhaust and the cooling system from the force of minor impacts.
2. Halogen sealed-beam headlamps provide a bright, white light.
3. Front-wheel drive provides good traction in mud and snow.
4. 2300 HSC overhead valve four-cylinder engine features High Swirl Combustion, low friction, and fourth generation electronic engine controls for efficiency, emissions control, performance, and driveability.
5. Underhood service points are highlighted in yellow for easy identification. These points include: power steering dipstick, engine oil dipstick, engine oil filler cap, radiator filler cap, and windshield washer fluid cap.
6. Topaz's standard manual transaxle features overdrive in top gear for highway economy. A smooth-shifting three-speed automatic transaxle is also available as an option.
7. The front suspension features a MacPherson strut design for simplified construction and reduced maintenance, plus a standard stabilizer bar for precise handling in sharp turns and quick lane-change maneuvers.
8. Topaz is equipped with P-metric steel-belted radial ply tires, which help optimize fuel economy at their normal 30 psi inflation pressure, and feature low rolling resistance rubber tread compounds, with an all-season tread pattern.
9. A standard split-diagonal braking system provides both front and rear braking capabilities in the event of a partial system failure.
10. An electronic ignition for reduced maintenance, faster starting and improved efficiency than with the conventional breaker point/condenser type of ignition.
11. Standard rack-and-pinion steering offers excellent precision and response in both normal driving situations and emergency maneuvers.
12. Maintenance-free battery never needs water, which helps reduce your underhood service time.
13. A self-adjusting clutch mechanism eliminates another periodic maintenance chore.
14. An electro-drive cooling fan operates only when extra cooling is needed, thereby eliminating the continual power drain of an engine-driven fan.
15. Fluidic windshield washer system designed for efficient cleaning action.
16. Energy-absorbing steering wheel and column.
17. Easy-to-use stalk-mounted control levers activate turn signals, flash-to-pass, headlamp dimmer, horn and windshield wiper/washer functions.
18. Energy-absorbing instrument panel for occupant protection.
19. Standard instrumentation includes easy-to-read speedometer, ammeter, fuel and temperature gauges, and trip odometer.
20. Power Flow-Thru ventilation allows effective circulation of fresh air.
21. Aircraft-inspired wrap-over door design features concealed drip moldings and seals for better aerodynamics.
22. High strength steel doorguard beams offer side impact protection.
23. Bodyside moldings help protect Topaz's sheet metal from unsightly nicks, dents and scratches.
24. Lower bodyside protection reduces chipping of paint by stones and gravel.
25. Aerodynamic side mirrors reduce interior wind noise by carefully managing the flow of air along the bodyside.
26. Galvanized sheet metal and a variety of other corrosion-resistant materials are used extensively throughout the construction of Topaz, as is a cathodic electrocoat primer process.
27. Unitized body construction is employed for structural integrity and light weight.
28. Sound insulation in the form of fiber pads, polyurethane foam, fiberglass material and heat-bondable mastic sound deadener are used extensively throughout Topaz to help reduce road noise.
29. Topaz's unique Parallel Four Bar independent rear suspension combines with a MacPherson strut independent front suspension to provide excellent road-holding and ride qualities. Rear suspension travel is 8.15 inches, similar to that of our full-size cars. This permits the use of soft springs to achieve a good ride.
30. 14-gallon fuel tank helps Topaz offer an extended driving range.
31. Tethered fuel cap prevents loss of cap during fuel stops.
32. A stainless steel, aluminized exhaust system helps prevent corrosion.
33. Wraparound taillamp design makes Topaz easily visible from the side at night.

TOPAZ SPECIFICATIONS

| | 2-Door | 4-Door |
|----------------------------|--------|--------|
| Wheelbase | 99.9" | 99.9" |
| Overall Length | 176.2" | 176.2" |
| Overall Height | 52.7" | 52.7" |
| Overall Width | 68.3" | 68.3" |
| Wheel Tread | | |
| Front | 54.7" | 54.7" |
| Rear | 57.6" | 57.6" |
| Headroom | | |
| Front | 37.5" | 37.5" |
| Rear | 37.5" | 37.5" |
| Legroom | | |
| Front | 41.5" | 41.5" |
| Rear | 35.7" | 35.7" |
| Shoulder Room | | |
| Front | 53.5" | 53.5" |
| Rear | 53.5" | 53.5" |
| Hiproom | | |
| Front | 52.7" | 52.7" |
| Rear | 51.4" | 51.4" |
| Luggage Capacity (Cu. Ft.) | 13.2 | 12.9 |
| Fuel Capacity (Gals.) | 14.0 | 14.0 |
| Curb Weight (Lbs.) | 2407 | 2455 |



Topaz—engineered, built and tested with a concern for safety.

Topaz is the result of extensive computer-aided design. Computers have dramatically reduced the overall time needed to bring new designs to reality. They also help determine the feasibility of new design theories faster and more accurately than before.

Computers assisted engineers in the evaluation of structural integrity and the crush characteristics of Topaz's unitized body construction. The result is a car designed to face the realities of everyday driving.

THE TOPAZ BODY

Topaz features unitized body construction. This design combines the car's body and frame in a unified structure, so engineers are able to achieve structural strength in a weight- and space-efficient car.

This unitized body forms a high strength passenger capsule which is welded from end to end. To this structure are mounted the engine, transaxle, steering and suspension. Topaz also utilizes a design feature which allows the structure of the car to collapse in an orderly, predictable manner outside of the passenger compartment to help dissipate the force of an impact.

The doors on Topaz feature strong, double-panel, welded construction. Inside each door is a high strength steel beam, which enables each door to withstand a load twice as great as Topaz's curb weight. Door hinges feature oil-impregnated bronze bushings and roller checks, while the safety door latches are of a double-yoke design for secure closing.

The front and rear bumper systems have been designed to absorb the force of minor impacts, to protect such safety systems as lights and exhaust as well as the engine cooling system.

While some cars have replaced their 5 mph bumpers with 2½ mph bumpers, Topaz offers you the protection of 5 mph bumpers, front and rear.

INSIDE TOPAZ

Those designers responsible for the interior of Topaz worked as long and hard as those responsible for the Topaz body structure.

So you'll find energy-absorbing materials on the instrument panel, steering wheel, doors, center console, seatbacks, head restraints, sun visors and armrest.

There's a steering column designed to help restrain the driver in the event of a front-end impact, front seatbacks which are self-locking (2-doors), and a locking glove box latch which is impact-resistant.

Ford Motor Company and Lincoln-Mercury Division actively encourage the use of seat belts by all vehicle occupants. The Topaz seat belt system features front-seat

integral lap and shoulder belts with automatic retractors and tension relievers. These make seat belt use easy and comfortable.

There are also lap belts for the three rear-seat positions, plus a seat belt fastening reminder light and buzzer for the front seats.

Occupant protection is not limited to just adults, however. Several recent studies have shown that the proper use of child restraints can prevent injuries and save young



lives. Many states now require the use of child restraints. Ford Motor Company's Tot-Guard Child Safety Seat and Infant Carrier meet state and federal standards. Both are easy to install and use the seat belts already in Topaz.

Ford Motor Company and Lincoln-Mercury Division encourage the use of child restraints whether you're going around the block or across the country.

ACTIVE SAFETY

Despite the emphasis placed on structural integrity and occupant protection devices, Ford Motor Company has always believed that accident prevention is important.

This entails a high degree of driver involvement, so Topaz has been designed to respond readily to driver input.

Take the matter of direction, for instance. The designers of Topaz believe a car should go where you point it, when you point it. Several design concepts help the Topaz driver in this respect. Due to the increased weight on the driving wheels, front-wheel drive cars like Topaz offer good traction in snow and mud.

Topaz also features rack-and-pinion steering. A proven design for precise control and excellent maneuverability.

Sometimes braking to avoid an accident can be as effective as steering around it. Topaz's front disc/rear drum brake system features power assist to reduce the amount of pedal effort needed. The ventilated front disc design provides effective cooling to reduce brake fade after repeated hard stops and offers fast recovery after wetting.

In braking situations, Topaz's sure-footedness is increased by a design feature known as "negative-offset front steering geometry." It helps the Topaz driver follow the desired path of travel should one front wheel move to a road surface that's considerably different from the other, such as a soft, gravel shoulder.

In addition, the Topaz brake system features a diagonal split hydraulic distribution design which, in conjunction with the "negative offset front steering geometry," helps provide good vehicle brake balancing front to rear in the event of a partial system failure, and better brake balance left-to-right on unequal friction road surfaces.

At the rear, Topaz features a Parallel Four Bar independent rear suspension that enables both rear tires to grip the road more firmly over rough surfaces. Taken as a total unit, the Topaz suspension system works extremely well in keeping all four wheels on the road for good traction and responsive handling.

DRIVER CONTROL

An important factor in the area of accident avoidance is ergonomics... the very important relationship between man and machine.

Ergonomics extends to the control of functions as well. Several important functions are activated by the twin stalks mounted on the left side of the steering wheel. These include controls for turn signals, flash-to-pass, headlamp dimmer, horn and wiper/washer.

Visible directly in front of the

driver are a variety of gauges and warning lights which dispense information quickly and clearly.

TESTING PROCEDURES

Like all Ford Motor Company vehicles, the new Topaz was subjected to a series of tests throughout its development.

Roofs and doors were crushed, bodies vibrated, bumpers impacted using fixed-barrier and pendulum tests. Other tests evaluated instru-



ment panels, seats, head restraints and seat belt systems.

In addition, Topaz underwent a series of dynamic barrier impact tests in a controlled environment where vehicles were carefully monitored by computers, high-speed cameras and engineers.

Extensive amounts of photographic and instrumented data are gathered and analyzed for each impact test to verify that the vehicle meets federally mandated requirements, to evaluate present designs and to aid in the development of future designs.



Standard Features

TOPAZ GS STANDARD FUNCTIONAL FEATURES

- Front-wheel drive
- 5-passenger seating
- 2300 HSC (High Swirl Combustion) four-cylinder engine
- 4-speed manual transaxle (standard on 2-door)
- 5-speed manual transaxle (standard on 4-door)
- MacPherson strut front suspension with stabilizer bar
- Parallel Four Bar fully independent rear suspension
- P175/80R13 black sidewall, all-season steel-belted radial tires
- Power front disc/rear drum brakes
- Rack-and-pinion steering
- Solid-state ignition
- Maintenance-free battery
- High-visibility yellow components for underhood service points
- Fluidic windshield washer
- Electro-drive cooling fan
- Electronic voltage regulator
- Heater/defroster with 4-speed blower
- Power Flow-Thru ventilation
- Halogen headlamps
- 14-gallon fuel tank with tethered fuel cap
- Lower bodyside protection
- Electro-static paint process
- Corrosion protection, including the use of pre-coated steel and cathodic electro-coat primer process

STANDARD INTERIOR FEATURES

- Low-back, cloth-covered individual front seats with inertia seatback releases on 2-door models
- Reclining front seatbacks
- Color-keyed deluxe seat belts with front seat tension relievers
- Front door stowage bin/map pocket
- Deluxe luggage compartment trim
- Color-keyed soft instrument panel with brushed aluminum instrument cluster appliqué
- Locking glove box
- Speedometer, ammeter, fuel gauge, temperature gauge and trip odometer
- AM radio (may be deleted for credit)
- Day/night rearview mirror
- Color-keyed, cloth-covered sun visors with elastic band on driver's side and dual covered non-lighted vanity mirrors
- Color-keyed console
- Deluxe sound insulation package

STANDARD EXTERIOR FEATURES

- Polycast wheels
- Bright front and rear bumpers
- Color-coordinated rub strips
- Narrow bodyside molding with black tape extensions
- Bright molding on upper and lower grille bars
- Amber parking lamp lenses with bright bezel
- Aircraft-inspired doors with concealed drip moldings
- Dual remote-control, color-keyed mirrors
- Single-color dual bodyside accent stripes
- Decklid accent stripe (2-door)
- Wraparound full-width taillamps

TOPAZ LS

Includes all Topaz GS standard features plus these additions and/or differences:

- Unique color-coordinated wide bodyside moldings
- Color-coordinated bumper end caps
- Decklid molding (4-door)
- Dual-color accent stripes
- LS-level luxury cloth seat trim and sew style
- Unique fibermat door trim with cloth insert, carpet and molding
- 16-ounce passenger compartment carpeting
- Passenger grab handles (3)
- Interval wipers

Options

| | TOPAZ GS | TOPAZ LS |
|--|-------------|-------------|
| Air Conditioning, Manual ¹ | OPT | OPT |
| Anti-Theft System ¹ | OPT | OPT |
| Armrest, Front Center Fold-Down | OPT | OPT |
| Battery, Heavy-Duty | OPT | OPT |
| Bumper Guards, Front and Rear | OPT | OPT |
| Clock, Electronic Digital | OPT | STD |
| Console with Graphic Warning Display | OPT | OPT |
| Decklid Release, Remote-Control | OPT | OPT |
| Defroster, Electric Rear Window | OPT | OPT |
| Heater, Engine Block Immersion ¹ | OPT | OPT |
| Illuminated Entry System | OPT | OPT |
| Interval Windshield Wipers | OPT | STD |
| License Plate Bracket (Front) ¹ | OPT | OPT |
| Locking Fuel Filler Door with Remote Release | OPT | OPT |
| Mirrors, Dual Illuminated Visor Vanity | OPT | OPT |
| Molding, Black Rocker Panel | OPT | OPT |
| Power Seats | OPT | OPT |
| Roof, Flip-Up Open Air | OPT | OPT |
| Seat Trim, Vinyl | OPT | OPT |
| Speed Control, Fingertip | OPT | OPT |
| Tilt Steering Wheel | OPT | OPT |
| Tinted Glass ¹ | OPT | OPT |
| Transaxle, Automatic | OPT | OPT |
| Transaxle, Five-Speed (2-door only) | OPT | OPT |
| PAINT | | |
| Paint, Glamour | OPT | OPT |
| Paint, Lower Bodyside Blackout Accent | OPT | OPT |
| Paint, Tu-Tone Lower Bodyside Accent | OPT | OPT |
| POWER | | |
| Power Steering | OPT | OPT |
| Power Windows ² | OPT | OPT |
| Power Seat, 6-Way (Driver's Side) ¹ | OPT | OPT |
| RADIOS | | |
| AM/FM Monaural | OPT | OPT |
| AM/FM Stereo | OPT | OPT |
| AM/FM Stereo with Cassette | OPT | OPT |
| AM/FM Electronic Stereo Search | OPT | OPT |
| AM/FM Electronic Stereo Search with Cassette | OPT | OPT |
| AM Radio Delete ³ | OPT | OPT |
| Premium Sound System | OPT | OPT |

| | TOPAZ GS | TOPAZ LS |
|--|-------------|-------------|
| TIRES AND WHEELS | | |
| P175/80R13 White Sidewall, Steel-Belted, Radial Ply | OPT | OPT |
| 185/65R365 Black Sidewall, Steel-Belted, Radial Ply ⁴ | OPT | OPT |
| TRX-Type Cast Aluminum Wheels ⁴ | OPT | OPT |
| Styled Steel Wheels | OPT | OPT |

OPTIONAL PACKAGES

| | TOPAZ GS | TOPAZ LS |
|--|-------------|-------------|
| APPEARANCE PROTECTION GROUP | | |
| Includes front and rear carpeted floor mats and license plate frame(s). | OPT | OPT |
| LIGHT/CONVENIENCE GROUP | | |
| Includes ashtray light, glove box light, luggage compartment light, engine compartment light, swivel map light (std. on LS), "headlamps on" warning buzzer, and rear door dome light switches. | OPT | OPT |
| POWER LOCK GROUP | | |
| Includes power door locks, power decklid release, and locking fuel filler door with remote release. Required with Anti-Theft System. ¹ | OPT | OPT |
| SOFT RIDE SUSPENSION¹ | | |
| Includes lower spring rates, smaller diameter front stabilizer bar and revised shock absorber valving. Not available with 185/65R365 black sidewall tires. | OPT | OPT |
| TR PERFORMANCE PACKAGE | | |
| Includes Michelin TR-type tires, cast aluminum wheels with locking lug nuts and special handling suspension components. | OPT | OPT |

STD—Standard OPT—Optional

¹ This equipment is subject to additional ordering requirements or limitations. Please consult your salesperson for details.

² Also includes remote-control rear-quarter windows on 2-door.

³ AM radio standard.

⁴ Available only as part of TR Performance Package.

Options

A. FINGERTIP SPEED CONTROL. Maintain the speed you select with the touch of a finger. Reduce fatigue on long trips and improve fuel economy. Includes "resume" feature.

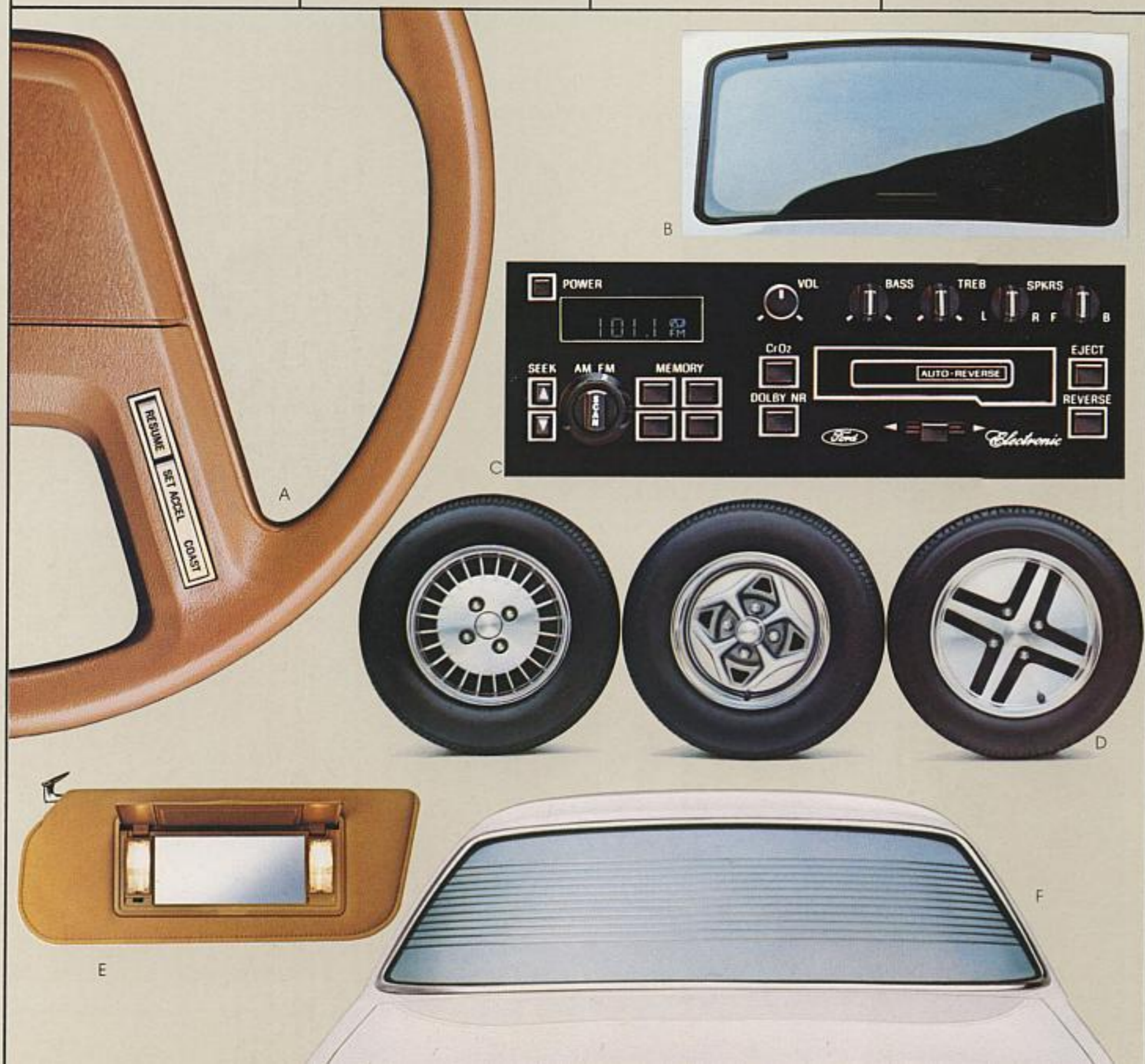
B. FLIP-UP OPEN AIR ROOF. Let the sunshine, fresh air or moonlight in with this easy-to-use, easy-to-like option. Glass flips up for added ventilation or removes completely for open air driving.

C. AM/FM STEREO SEARCH RADIO WITH CASSETTE TAPE. Topaz offers six optional radio choices (see pages 16-17). Add the optional Premium Sound System to any of the stereo radios for improved sound quality. It includes dual rear premium speakers, dual door-mounted speakers and a power amplifier in addition to the standard dual instrument panel speakers.

D. WHEELS. Shown left to right: standard polycast wheel, styled steel wheel, and TRX-type cast aluminum wheel (available only with TR Performance Package).

E. ILLUMINATED VISOR VANITY MIRRORS enable both driver and passenger to look their best, day or night, before leaving the comfort of their new Topaz.

F. ELECTRIC REAR WINDOW DEFROSTER. With the flick of a switch, you activate this effective means of combating fog and frost.



STANDARD EXTERIOR COLORS

Black
Oxford White
Medium Red
Light Charcoal
Light Desert Tan
Silver Metallic
French Vanilla Metallic
Medium Charcoal Metallic
Midnight Blue Metallic
Dark Academy Blue Metallic
Walnut Metallic
Medium Bittersweet Metallic

OPTIONAL GLAMOUR COLORS

Light Academy Blue Metallic
Desert Tan Metallic

OPTIONAL LOWER BODYSIDE ACCENT TU-TONE (Upper/lower)

Oxford White/Medium Charcoal Metallic
Silver Metallic/Medium Charcoal Metallic
Light Charcoal/Medium Charcoal Metallic

OPTIONAL BLACKOUT LOWER TU-TONE

Available with all standard colors and optional Glamour colors, except Black, Dark Academy Blue Metallic, Midnight Blue Metallic, Light Desert Tan, Desert Tan Metallic and Walnut Metallic.

STANDARD INTERIOR COLORS

Charcoal
Medium Red
Academy Blue
Desert Tan

Motorcraft

QUALITY REPLACEMENT PARTS FROM FORD

Your new Mercury Topaz comes equipped with factory-engineered and approved parts including a Motorcraft battery, shock absorbers, spark plugs, long life oil filter and motor oil. For continued top performance, be sure to specify genuine Motorcraft parts whenever replacement is necessary.

MAINTENANCE SCHEDULE

The Ford Motor Company wants to reduce both the frequency and cost of scheduled maintenance on its cars to an absolute minimum. And compared to just a few years ago, we're making strides in that direction. For example, in 1973, an engine oil change was called for each 4,000 miles. The 1984 Topaz offers a recommended oil change interval of 7,500 miles. Other recommended intervals are 30,000 miles between spark plug changes; 30,000 miles between air filter replacements; 52,500 miles or three years between engine coolant replacements. We're proud of these improvements, and we're working constantly to make them even better.



Ford Motor Company's optional Extended Service Plan covers thousands of parts and service charges, including major repairs on new Lincoln and Mercury cars for up to five full years or 60,000 miles. It promises no parts or labor charges, except a small deductible each time you bring your car in, for any covered parts that need to be fixed. Ask your Lincoln-Mercury Dealer for complete details of the Plan, which is available on cars sold and normally operated in the 50 United States and Canada.



Participating Ford and Lincoln-Mercury Dealers are now offering the Lifetime Service Guarantee, which guarantees their work on your Lincoln-Mercury car for as long as you own it. This means that you pay for a covered repair once—and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your car a lifetime. It doesn't matter where you bought your car, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford or Lincoln-Mercury Dealer for details.

FORD-PAID REPAIR PROGRAMS AFTER THE WARRANTY PERIOD

Sometimes Ford Motor Company offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls.

Ask Ford Motor Company or your Lincoln-Mercury Dealer about such programs relating to your new Topaz.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673.
In Alaska and Hawaii, call 1-800-243-3711.
In Georgia, call 1-800-282-0959

or write Ford at:
Ford Customer Information System
Post Office Box 95427
Atlanta, GA 30347

We'll need your name and address; year, make, model and vehicle ID number, as well as engine size; and whether you have a manual or automatic transmission.

TECHNICAL SERVICE BULLETINS

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford Motor Company or your Lincoln-Mercury Dealer for any such TSBs and explanations relating to your new Topaz.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673.

In Alaska and Hawaii, call 1-800-243-3711.

In Georgia, call 1-800-282-0959

or write Ford at:

Ford Customer Information System
Post Office Box 95427
Atlanta, GA 30347

We'll need your name and address; year, make, model and vehicle ID number, as well as engine size; and whether you have a manual or automatic transmission.

Get it together—Buckle up.

Buy or lease your Topaz from your Lincoln-Mercury Dealer.

Specifications and descriptions used were in effect when this publication was approved for printing. Lincoln-Mercury Division reserves the right to discontinue options at any time, or change specifications, equipment or designs without notice and without incurring obligation. Standard and optional equipment listed is subject to change. Some features described are optional at extra cost. Some options are required in combination with other options. Availability of some features may be subject to a slight delay. Specifications in this brochure cover those cars built for sale in all states except California, Oregon, Washington, Alaska, and Hawaii.



MERCURY TOPAZ

LINCOLN-MERCURY DIVISION 