

MERKUR XR4Ti



From Germany, now comes a new breed of sporting machine—the Merkur XR4Ti.

Merkur XR4Ti is a precisely designed and engineered three-door, five-passenger sports sedan. It is imported from Ford of Germany and sold exclusively through selected Lincoln-Mercury dealers in the United States.

The XR4Ti represents the culmination of Ford's 70-plus years experience manufacturing high-performance cars in Europe.

Function is the key element in the Merkur XR4Ti's design.

It looks like no other car in America. Its form is dictated by its function.

That function is to use airflow management as no other car in its class has before.

The stunning result is shown below.

XR4Ti has a smooth, uncluttered front end bereft of traditional brightwork. And it has a 360-degree polyurethane and polycarbonate anti-corrosion system, or body cladding, on the

lower part of the car to help protect it from the elements.

XR4Ti's distinctive biplane spoiler is functional as well as attractive.

A distinctive biplane rear spoiler on XR4Ti assists handling by reducing lift and generating down-force, effectively using the wind

to help keep the tires on the road surface for added adhesion.

With its aerodynamic design, Merkur XR4Ti arrives in the U.S. with a drag coefficient of just 0.32—one of the lowest Cds ever for a production car.

XR4Ti's aerodynamically superior shape contributes to its ability to hug the road at highway speeds, to the reduction of interior wind

noise, to better engine and brake cooling, and to increased fuel efficiency.*

Merkur XR4Ti offers performance and handling to go with its aerodynamic efficiency. Built in the homeland of the high-speed autobahn, it could change your mind about which company offers the most exciting European car.

*See EPA statement on back page.





The Merkur XR4Ti is a true five-passenger sedan, spacious and comfortable.

To help assure that the driver and front-seat passenger remain active and enthusiastic participants, XR4Ti is equipped with anatomically designed front seats (shown at left with optional Gray leather seating surfaces) capable of accommodating a wide variety of human forms.

The front seats in XR4Ti incorporate integral thigh and torso supports to keep the driver and front-seat passenger firmly in place, even during harsh cornering when lateral g-forces peak.

Fully adjustable head restraints, infinitely adjustable seatback rests, and adjustments for fore/aft travel and driver seat height are designed to suit a large number of driving styles. There is even a lower lumbar support to further enhance driving pleasure.

Whereas the driver's milieu was conceived with total involvement in mind, the rear seating was designed for maximum comfort and quietness.

The exterior design also allows for a good amount of cargo space. XR4Ti provides 17.1 cubic feet* of luggage space within its hatch area.

Of course, an aerodynamically efficient shape and a well-designed interior are useless if the car's dynamic systems can't keep up with their performance.

Perhaps most impressive among Merkur XR4Ti's many refined chassis components is its independent rear suspension.

Merkur XR4Ti's dynamic operating systems—its engine, transmission, and chassis components—are what performance driving is all about.

XR4Ti arrives in America from Germany with a 2.3-liter overhead cam inline turbocharged four-cylinder engine mated to a five-speed overdrive manual transmission. This powertrain delivers quick acceleration, a broad power band, and good mileage** for a high-performance sports sedan.

XR4Ti's sophisticated blow-through turbocharging system

is designed to provide high output with quick response and smooth, quiet operation.

Perhaps most impressive among the many impressive chassis components on the XR4Ti is its independent rear suspension.

The independent rear suspension system used on XR4Ti reduces unsprung weight, contributing to better handling. It also provides more cargo and passenger space in the rear than a conventional live rear axle suspension would have afforded.

Merkur XR4Ti isn't here to challenge the competition, but, frankly, its objective is to surpass it.

XR4Ti's power-assisted braking system, designed to cope with autobahn cruising speeds, is also impressive. Front disc brakes measure 10.2 inches in diameter with a 0.94-inch thickness and are vented for superior cooling properties. Rear drum brakes are of equally generous dimensions, measuring 10 x 2.2 inches.

XR4Ti's steering uses a variable-ratio, power-assisted rack-and-pinion design with just 2.84 turns lock to lock for amazing responsiveness. With the overall ratio varying from 13.18 to 15.71:1, the system provides minimal effort in low-speed driving situations and maximum road feel at highway cruising speeds.

Finally, to help assure good adhesion properties to road surfaces and a consistently smooth, quiet ride, XR4Ti is equipped with 195/60HR14 Pirelli P6 tires mounted on 5½ x 14-inch vented cast-aluminum alloy wheels.

With its potent 2.3-liter overhead cam turbocharged four-cylinder engine, ideally suited five-speed transmission, fully independent suspension, power-assisted front disc/rear drum brakes, and power variable-ratio rack-and-pinion steering, the XR4Ti is ready to meet the challenge of any other European sports sedan in its class. To be perfectly frank, Merkur XR4Ti isn't here to meet their challenge—its objective is to surpass it.

*Based on 1985 MVMA passenger car specifications.

**See EPA statement on back page.

Merkur XR4Ti was designed with a precise driver-centered philosophy as its core.

The view from the driver's seat, shown below, is testimony to the emphasis Ford's European engineers have dedicated to ergonomics—the interaction of man and machine.

The instrument panel is the result of painstaking attention to

detail, logic, and the senses.

The interior—particularly the instrument panel—has been designed to be "user friendly." Everything has been rounded. In a sense, the round contours of XR4Ti's interior complement its aerodynamically rounded exterior.

The most vital instrumentation, the speedometer and tachometer, is of analog—not digital—design.

The circular speedometer is located on the left of the main instrument pod, and the tachometer is on the right.

Instrumentation is the result of painstaking attention to detail.

An analog boost gauge for the turbocharger is incorporated into

the tachometer face.

Soft, blue-green lighting is used for all main instrumentation, with all controls and switches marked in internationally recognized symbols and colors.

At night, the instrument panel is backlit so the pointers, individual numbers, and gradations are all illuminated. This gives a much more even and clear nighttime

lighting condition.

To further enhance readability, all instrument backgrounds are a matte black, non-glare finish.

XR4Ti's driver is the center of an all-important universe.

Collectively, the interior controls and instrumentation confirm XR4Ti's

commitment to the driver as the key element. Everything falls within the sweep of the driver's hand, a glance of the driver's eye. It is a simple, logical, immensely sound and convenient arrangement.

In short, the XR4Ti's driver is the center of a small but all-important universe comprised of the driver, the car, and the path traveled.



The Merkur Commitment

The uncompromising commitment that goes into every Merkur XR4Ti doesn't end when each car leaves Germany. On the contrary, it is then that the most crucial stage begins: assuring that owning, driving, and servicing the XR4Ti is a totally pleasurable experience.

To attain that assurance, the Merkur Commitment begins when each XR4Ti reaches North American shores. On its arrival at one of five ports, each XR4Ti is individually inspected and test driven before it is shipped to the dealer.

To ensure that parts are readily available, a national parts distribution center and eight regional parts centers are stocked with XR4Ti parts.

Every XR4Ti owner is issued a card with an 800 number to be used if service-related problems arise.

Centrally based coordinators then will contact the nearest field owner relations personnel so the problem receives top priority. The Merkur Commitment is a comprehensive program aimed squarely at complete owner satisfaction.

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.

To get copies of any adjustment program for your XR4Ti or the vehicle of interest to you:

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

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

In Georgia, call 1-800-282-0959 or write Ford at:

Ford Customer Information System,
P.O. Box 95427, Atlanta, GA 30347.

Please include your name and address, year, make, model, and vehicle identification number, as well as engine size.

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 Merkur XR4Ti.

To get copies of these Technical Service Bulletins and explanations for your XR4Ti or the vehicle of interest to you:

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

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

In Georgia, call 1-800-282-0959 or write Ford at:

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P.O. Box 95427, Atlanta, GA 30347.

Please include your name and address, year, make, model and vehicle identification number, as well as engine size.

Get it together—buckle up.

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.

*1985 Merkur XR4Ti with five-speed overdrive—24 HWY., 19 CITY, EPA estimates. Actual mileage will vary with maintenance, options, driving conditions, and driving habits.

Buy or lease your Merkur XR4Ti from selected Lincoln-Mercury Dealers.

1985 Merkur XR4Ti specifications

DIMENSIONS

Wheelbase (in.):	102.7
Track (in.) front:	57.2
rear:	57.8
Length (in.):	178.4
Width (in.):	67.2
Height (in.):	54.8
Curb weight (lbs.):	2920
Weight distribution, f/r:	53/47
Fuel capacity (gals.):	15.0
Oil capacity (qts.):	5.0
Cargo space (cu. ft.) rear seatback up:	17.1
rear seatback down:	35.7

ENGINE

Layout:	front engine, rear drive
Type:	inline overhead cam EFI turbocharged four-cylinder
Displacement (liters/cu. in.):	2.3/140
Bore and stroke (mm/in.):	96.04 x 79.40/3.78 x 3.12
Compression ratio:	8.0:1
Fuel delivery:	multi-port electronic fuel injection
Horsepower (SAE net @ rpm):	175 @ 5000*
Torque (lbs.-ft. @ rpm):	200 @ 3000*
Peak boost (psi):	15.0
Redline (rpm):	6200

DRIVETRAIN

Transmission type:	five-speed manual
Gear ratios: I:	3.36:1
II:	1.81:1
III:	1.26:1
IV:	1.00:1
V:	0.83:1
Final drive:	3.02:1

CHASSIS

Body:	unit construction with welded stamped-steel panels
Suspension front:	independent with MacPherson struts, lateral links, coil springs, gas-over tube shocks, 26mm stabilizer bar
rear:	independent with tubular sub-frame, semi-trailing arms, coil springs, gas-over tube shocks, 10mm stabilizer bar
Steering type:	variable-ratio power-assisted rack-and-pinion
Overall ratio:	13.18-15.71:1
Turns, lock to lock:	2.84
Turning circle (ft.):	32.8
Brakes front (in.):	10.2 power-assisted disc
rear (in.):	10.0 x 2.2 power-assisted drum
Wheels (in.):	14 x 5 1/2 cast-aluminum alloy
Tires:	195/60HR14 Pirelli P6 steel-belted radial tires

*Based on SAE Standard J1349

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EXCLUSIVELY FOR LINCOLN-MERCURY**

