

## 1997 LINCOLN Continental 281 SM EFI MPG= 14.2 City/ 25.7 Hwy

Written by Double Dragon

Friday, 06 May 2016 11:13 - Last Updated Wednesday, 23 September 2020 07:59

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1997 LINCOLN Continental 281 SM EFI MPG= 14.2 City/ Hwy 25.7

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Metric: 4.6 L engine= 16.56 L/ 100 Km City/ 9.15 L/ 100 Km Hwy



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1997 LINCOLN Continental EPA= 15 MPG City/ 23 MPG Hwy

For decades now Cadillac and Lincoln have competed in the USA luxury segment. Ironically both brands were created by the same man: Henry M. Leland. Leland created Cadillac first which was then absorbed into General Motors. After General Motors severed ties with Leland he went on to create Lincoln. When Henry Ford bought the Lincoln company in 1922 he

removed the Leland family and put his son Edsel Ford in charge. Edsel set about refining the exclusive precision build quality image of Lincoln further.

Edsel's most visible move with Lincoln came when he commissioned a European styled car built to attract the attention of his wealthy friends. When Edsel drove his new Lincoln Continental around Florida on his vacation he received so much positive feedback he was confident enough to put the Continental into production.

The first Lincoln bearing the Continental name appeared as a 1940 model marketed as a limited production specialty car which retained the styling of Edsel Ford's personal car. In hindsight this 1940 Continental was the 'Mark 1' although at the time it was simply called Continental.

Edsel Ford died in 1943 and when post war production resumed his absence caused the exclusive high end emphasis at Lincoln to lose focus and definition. Lincoln was spurred to aim higher when Cadillac created an incredibly expensive specialty showcar named Eldorado for 1952. This evocative name was attached to high end production Cadillacs starting with the 1953 model year. The Eldorado name would return in the 1960s to spark a hot rivalry between Continental Mark series and Eldorado which persisted for a few decades.

The Continental Mark II appeared as a 2 door svelte car that lasted for 1956 and 1957 model years before prohibitive build cost for the factory and steep consumer retail price ended its run. Ford/ Lincoln built the Continental but presented it as a separate line from Ford and Lincoln much like Chrysler attempted to make the Valiant its own line in the 1960s.

The 1958-60 Continental Mark III, IV and V series dropped the 'hand built' 2 door 'personal concept' and became less specialized. These lower cost mass production vehicles were high trim level versions of the available Lincoln bodystyles including large 4 door versions. These cars are noteworthy mainly for unit body construction, stupendous bulk and garish styling.

The Continental name made a comeback through the 1960s with the clean styled smaller 'suicide door' version which ran for the 1961-9 model years. These Continentals dispensed with the 'Mark' series nomenclature and were simply known as 'Continental' although technically speaking they were 'Mark VI' Continentals. The so called 'slab sided' styling and very high quality control at Wixom, Michigan final assembly resulted in great popularity. Using rear hinged

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doors presents some danger to occupants so Lincoln fitted the cars with a vacuum system to automatically lock the doors whenever the car started to move forwards. This feature persists in the modern versions of the Continental.

The 1961 Continental had a 123 inch wheelbase, 212.4 inch length, stood 53.5 inches high and was 78.6 inches wide. The 430 V8 in this car was run-in under load before being installed in the car thus eliminating break in periods and also doubling as an inspection test. The massive engine was only fitted with a 2 barrel carburetor but produced 300 HP from 10:1 compression. 465 ft lbs of torque ensured that the 4,954 pound car moved out smartly despite a 2.89:1 rear axle ratio.

President John F Kennedy's Lehman- Peterson custom built stretched 1961 limousine parade car was a very famous version of the Continental tragically remembered in conjunction with his assassination.

In the March, 1961 MECHANIX ILLUSTRATED issue 'Uncle' Thomas McCahill managed to take a Continental from 0 to 60 MPH in 11.2 seconds and noted a top speed of slightly more than 110 MPH.

CAR LIFE March 1961 came up with the same numbers although they estimated the 1961 Continental would achieve 117 MPH top speed if it was given enough road. CL said curb weight was 5,220 lbs and test weight was 5,500. They estimated MPG in the 12-14 range.

MOTOR TREND in April, 1961 estimated 10-14 MPG. MOTOR LIFE compared Cadillac DeVille and Imperial LeBaron with the Continental in their July, 1961 issue. They said the Continental only managed 8-10 MPG and took 13.5 seconds to hit 60 MPH. The 4 barrel 390 Caddy did 60 in 11 flat while the Imperial was close with 11.1 seconds.

For 1962 the appearance of the Continental wasn't changed but it was slightly longer and taller (213/ 53.7) than 1961 with added sound deadener yielding a higher curb weight of 4,955 pounds. A MOTOR TREND May 1962 3 way comparison with Cadillac Fleetwood Series 60 sedan and Imperial LeBaron revealed the 0-60 time for Continental was 12.4 seconds. Despite massive 5,132 pounds curb weight MT recorded reasonable MPG in the 10 to 15 range for Continental.

The 1963 Continental squeezed out some more interior space as well as trunk volume by raising the rear deck lid. The big change was addition of a 4 barrel carb and 0.1 more compression from new piston design producing 320 HP. The July 1963 issue of MOTOR TREND recorded a 0 to 60 time of 10.9 seconds, top speed at 108 MPH (although 110-112 MPH was theorized as true top if enough road was available) and 9-14 MPG.

1964 Continental retained the same body style but added 3 inches of wheelbase all devoted to lengthening the rear door and rear seat. Overall length was now 216.3 inches. 1964 added 125 pounds over 1963 for a curb weight of 5,278 pounds. Wheels were now 15 inches in diameter with 'low profile' (by 1960s standards) tires. The parking brake now had automatic vacuum disengagement when the car is running and put into Reverse or Drive. This feature is still found in Continentals to this day.

MOTOR TREND tested a massively heavy 1964 convertible model (5,700 pounds curb weight) and managed to hit 60 in 12.1 seconds. The best highway mileage MT recorded was 11.8 MPG with 2 aboard, no luggage. City MPG was 8.7 to 9.5. CAR LIFE July 1964 recorded 9- 12 MPG and managed 0- 60 in 11.8 seconds despite curb weight of 5,310 and tested weight of 5,640 pounds. CL calculated top speed to be approximately 121 MPH. Trunk volume was 15.5 cubic feet.

The 1964 Continental is well known from the James Bond film GOLDFINGER where the car is illogically crushed then melted down to regain gold from the trunk. The driving scenes were done with a new 1964 model while a used 1963 was destroyed in the crusher scene.

The 1965 Continental added front disc brakes and some styling tweaks. A MOTOR TREND test from April 1965 came up with 12.9 seconds to 60 and 9-12 MPG despite it being a convertible with immense 5,720 pound curb weight. 'Uncle' Thomas McCahill revisited the Continental in the May 1965 issue of MECHANIX ILLUSTRATED and was stymied by lack of trunk space when planning a cross country trek. McCahill managed 0 to 60 in 11.1 seconds and topped out at 111 MPH in his 5,275 pound hardtop.

In 1966 the Continental was restyled receiving a 2 door version as well. A hint of the very popular 'coke bottle' styling added a subtle kickup towards the rear fender without sacrificing width. The car was actually 1 inch wider than the 1965. The front of the hood folded under into

the grille area similarly to Edsel's original Continental.

The designers must have read McCahill's 1965 article because the new 1966 Continental was longer. The 220.9 inch length increased trunk space by 2.5 cubic feet for a total of 18 cubic feet. Lincoln also may have taken Uncle Tom's suggestion for reversible keys to heart because 1966 was the first year Lincoln shared this feature with Fords. The 'control console' dash angles instruments and controls towards the driver. This dash theme was repeated years later in the Lincoln Mark VIII. Engine size was pumped up to 462 cubes and compression notched up to 10.25:1 which produced 340 HP. New rear axle was a 2.81:1 unit. In Feb 1966 MOTOR TREND tried the 2 door which is 100 pounds lighter than the 4 door version but still weighed a hefty 5,380 pounds. 0 to 60 appeared in a quick 10.8 seconds and top speed was 125 MPH.

In a somewhat confusing move the 'Mark III' name was revived to counter the new Cadillac Eldorado 'personal luxury car'. The new 1969 model year version of the Continental Mark III was based on the Thunderbird platform with a 'Rolls Royce' radiator grille and revived the built in rear spare tire hump on the rear trunk. The regular Continental continued to be built alongside it.

This set a precedent where the more expensive 'personal car' 2 door Mark series filled the exclusivity slot while the Continental held down the more traditional luxury image of a larger touring car.

The 1970 redesign of the Continental stripped it of many Lincoln exclusives such as the rear hinged suicide doors and unit construction body. The Continental now shared the body on frame structure used on Ford LTD and Mercury Marquis. The Continental had its own sheetmetal which carried on with the slab sided look and bladed fender edges. Continental was still available as a 2 or 4 door.

Lincoln once again offered the top trim level named The Town Car for 1970. Eventually the Town Car would become its own model due to a need to fill various sized slots when the Lincoln line was downsized.

Lincoln held out longer than Cadillac in the struggle to retain size. Although downsizing was obviously necessary a 'bigger is better' mentality ruled the domestics for decades until magnetic

ride and other technological wonders rendered enormity unnecessary for comfort. Despite being able to do more with less, huge size makes the statement that this is the 'most' car in terms of size and price. This psychological factor kept the domestic cars big for a long time past the point where they needed to be huge.

The 1970 Continental was larger than the 1969 model with a 127 inch wheelbase and 225 inch length. The 1974 Continental increased to an astounding 232.6 inches when 5 MPH bumpers were added. POPULAR SCIENCE Oct 1974 predicted that the 1975 Lincoln Continental with 220 HP 460-4 barrel and 3.00:1 axle would produce overall 9.5 MPG. Actual 1975 EPA figures were 10 City and 15 Hwy.

The size of the Continental was diminished starting in 1980.

The 1980 Continental distracted buyers from the new svelte body dimensions with techno dashboards incorporating trip computers. For 1981 the same car was produced but now it was named 'Town Car'. The Town Car trim line was now a separate model holding down the full size car spot.

In 1982 the new downsized Continental appeared as an intermediate sized vehicle slathered with old school baroque styling. The hubcaps incorporated fake wire wheels with the traditional hexagram center bolt which looked really good, but the 1970s era two tone paint jobs were not as appealing looking. POPULAR MECHANICS May 1982 Owner's Report revealed that most buyers were over 50 years old and that only 1.9 percent ordered their cars with the standard V6 of 232 cubic inches. The majority went with the optional 302 V8 and reported 15.1 MPG City and 20.9 MPG Highway

The 1984 Lincoln Mark VII was the first of the Lincolns to catch up with the times by matching elegant styling to a smaller body. The squared lines of the ornate Lincolns of the 1970s were jettisoned in favor of an aerodynamic design. Following the new direction established with the Mark VII, Lincoln created the 1993 Mark VIII as a modern car with only subtle styling cues to link it back to the past.

Lincoln pulled out all the stops on the Mark VIII to create a car with comparable technology to the BMW and Mercedes which were killing the domestic prestige car market. While the Lincoln

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Mark VIII and Cadillac Eldorado and Cadillac STS chased the performance luxury market the Continental held down the fort for more traditional US luxury buyers.

The strong success of the new Mark VIII emboldened Lincoln to transfer some of the styling cues and technological advancements to the Continental for the 1995 model year. The Continental bears some resemblance to the sleek aerodynamic Mark VIII particularly the front nose. The new Continental rode on a 109 inch wheelbase and was 206.3 inches long, 73.4 inches wide and 56 inches high. The same basic body carried forth for the 1997 model year with the main difference being a switch to front coil springs instead of 4 wheel air suspension. Curb weight was 3,884 pounds. It has a 17.8 gallon gas tank.

The EPA estimate for the 1997 Continental rated it for 15 MPG City and 23 MPG Highway. The front wheel drive 4 speed automatic transaxle uses a 3.56 ratio which is transformed into a final drive ratio of 2.47 by the 4th gear overdrive. This version of the Continental continued until the 2002 model year when it was discontinued.

Finally in 2017 Lincoln took a break from trying to copy 'alphabet soup' gibberish number foreign luxury car names and revived the Lincoln Continental name. They also dropped the German handling performance perspective and designed the Continental to be a comfortable touring US luxury vehicle.

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OOCC 1997 LINCOLN Continental MPG= City 13.1 MPG

The OOCC Lincoln spent the majority of its life in dry hot Arizona weather with some summers in British Columbia, Canada. The underside of the car is immaculately clean. The paint and interior show almost no signs of wear. The OOCC Lincoln Continental door sticker indicates an April, 1997 assembly date. It's commonly known that the door stickers can be 'up' or 'down' a month depending on how many were available on the assembly line.

The OOCC Continental was actually built May 1, 1997 at the Wixom, Michigan final assembly plant where all Lincoln cars were built at the time. It was shipped out to Totem Lincoln Mercury in Vancouver, BC and first registered and insured in Richmond, BC May 22, 1997.

The Arizona Maricopa County smog inspections and BC Aircare inspections on this car document the mileage and verify that there were no rollbacks on the odometer. The odometer in this car is one of the electronic readout ones which are hard to tamper with anyways.

This new revolutionary version of the 1997 Continental had only been in production for 2 years when this particular one was built. The OOCC Continental was owned by a retired older man who used it for his yearly winter escape south. He and his wife went down to their home in Mesa, Arizona every October. The Continental was used in the lightly traveled wide roads in town during the winter. Sometime around May the car brought them back to their New Westminster home where it was stored for the summer. A small grocery getter car was used in the congested traffic of BC.

The standard features on the Continental are extensive. Approaching the vehicle you have a choice of remote clicker entry, using the combination code under the door handle or a key. The combination code will also open all the doors or the trunk if you press the correct number following the unlock code.

The driver and passenger door locks have an internal light to help locate the keyhole. Lifting the door handle turns on many interior lights. Turning the key in the lock disarms the vehicle immobilizer and alarm system. Two key fobs are supplied with the car and each is permanently attached to memory setting 1 or 2. Thus the act of unlocking the car with a fob recalls that particular driver's seat position, ride settings, and even radio stations. There are also 'personality' codes that can be programmed into the driver's door to supplement the standard combination and these personal codes will recall a particular memory setting.

Once inside and seated when you put the key in the ignition this triggers the power seat to move forward 2 inches to place you in your proper seating position according to the 'memory seating' position you choose. Turning off the ignition causes the seat to retract again making it easier to get out of the car. Ford began this easy entry/ exit concept way back with the 'swing-away steering wheel' feature used in the 1960s Thunderbirds.

The Continental's leather seats have power controls, lumbar support buttons and 2 memory settings for different drivers which also remembers mirror settings, radio station settings and ride control settings. Color keyed to the seats are a leather wrapped steering wheel, and center



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arm rests. The rear seat has a fold down arm rest built into the rear cushion in the middle of the seat. The rear doors also include a switch for childproofing the rear door locks.

The Continental has power door locks, power windows with one touch express down, climate control that is set to desired temperature (air conditioning or heater will automatically turn on as needed), tilt steering, remote trunk release which can be locked using the trunk key, fuel door release, driver and passenger illuminated vanity mirrors in the visors with adjustable intensity, secondary visors to enable you to shield windshield and side window simultaneously, dual airbags, cruise control controls on steering wheel, 120 MPH speedometer, tachometer, fuel and temperature gauges.

Power outlets are provided in folding console storage armrests. A hidden lighter, ashtray and cupholders unfold from under the stereo in the 6 seat version of the Continental. Real wood finished dash and door accents with 2 tone interior divide up interior space. The power mirrors are heated with memory recall of various settings for different drivers and automatically swivel downwards for a view of curb when the gear selector is placed in reverse.

The center of the dash contains a computer center which warns of any malfunction and tracks service intervals. It reads oil and coolant level much the way new cars without dipsticks can. Your driving patterns are recorded to extrapolate service life remaining in oil and coolant. The computer will run diagnostic checks, tell you how many litres of gas (or gallons if you choose imperial measurements) are in the car, quantity used as well as current fuel economy and remaining range. Pressing a button on your climate control will tell you the outside temperature. The Continental has an AM/ FM radio and cassette player in dash standard but this one doesn't have the optional CD player.

The Continental has complex wiper delay settings and delay lighting timers for exterior lights to illuminate the car as you make your way into your house. Side lights illuminate the road to the side of the car in the direction you have indicated you will be turning. The stereo has AM and FM antennas embedded in the rear window along with the filament wire rear window defrost. The car has map lights in the overhead console which includes a storage area for reading glasses. In addition to map lights and pull handles above passenger doors and trunk lights there are even lights in the hidden ashtrays in the rear door panels, The Continental's rear air springs maintain automatic load leveling. The car has ABS four wheel disc brakes, aluminum 16 inch wheels, and traction control which can be turned on or off with a switch.

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Aside from extensive gadgetry, the Continental provides luxury via ride quality and low noise. A combination of sound deadeners and high quality seals allow no wind whistle or external noise to intrude into the interior. The rear air suspension is teamed with coil springs up front for the first time in the 1997 model year. 1995 and 1996 Continentals had 4 wheel air suspension but the front coils on the 1997 are deemed to provide a softer ride.

This particular Continental is only a partially loaded car. The options include a tinted electric power 'moonroof' with a sliding sun shade under it and optional map lights built into the bottom of the rear view mirror. The interior rear view mirror is the optional electrochromic mirror that automatically dims at night to reduce headlight glare. It also has the optional built in compass in the top right corner of the mirror.

This Continental has the 6 seat format layout instead of the 5 seat format. The front bench seat is split into 2 parts. Each half can be adjusted forwards or back independent of the other. With the center armrests folded up 3 can sit across the front seat. With the armrests folded down the impression of 2 separate bucket seats up front is created. The leather arm rests open up to reveal storage and power outlets for devices. In conjunction with the bench this car uses an old school column shifter to create floor space. A touch to a wood panel under the ashtray and storage area releases a sliding pair of cupholders in the space that is normally occupied by the floor shifter in the 5 seat models.

Below are reported mileages and dates from smog checks in Arizona and Aircare in British Columbia and service at garages where known.

Feb-13-1998 13,048 miles (21,000 km)

Jan-11-1999 19,262 miles (31,000 km)

Jul-10-2000 31,689 miles (51,000 km)

Jul-10-2001 39,146 miles (63,000 km)

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Oct-16-2002 45,321 miles (72,938 km) Serviced

Jun-21-2004 65,923 miles (90,000 km)

Jun-13-2006 69,593 miles (112,000 km)

Jun-20-2008 80,778 miles (130,000 km)

Apr-3-2009 85,375 miles (136,600 km) Fiesta Linc Merc, Mesa, AZ Serviced

Jun-14-2011 86,991 miles (139,999 km)

Jan-28-2012 90,513 miles (145,990 km) Serviced

Nov-29-2013 96,312 miles (155,000 km)

Jul-15-2014 98,511 miles (158,866 km) Serviced

Jan-2015 99,820 miles (161,000 km) Serviced

May-5-2016 102,793 miles (164,460 km) LOF

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Sep-1-2016 104,000? miles (170,000? km) New water pump idler pulley, belt/ ATF changed

Oct-3-2016 105,896 miles (180,000 km) LOF

Sep-21-2017 110,557 miles (185,000 km) LOF, new drain plug, driver rear turn signal bulb

July- 2018 117,975 miles (118,760 km) LOF, fuel injection cleaner 5W20 oil

Aug- 2018 123,800 miles (198,080 km) LOF 5W30

May-2019 128,250 miles (206,398 km) LOF 5W30 air filter

Nov-27-2019 130,867 miles (210,610 km) battery replaced

In 19 years the car was driven 102,793 miles (164,460 km) which is roughly 5,400 miles per year.

All the equipment works and the engine runs very strong. Despite relatively low miles and a pristine body free of rust, scratches or dents the car has experienced some hassles. The complex options place a strong demand on the 120 amp factory charging system and the car has been through many batteries as well as 2 new alternators. At 93,000 miles the Continental needed a new alternator and once again at 98,511 miles.

The 4.6 L engine (a mere 281 cubic inches) is named 'InTech 32 Valve V8' on the engine cover. It manages to produce 260 HP with the fake 'two into one into two' dual exhaust that the car came from the factory with. (This same engine is tweaked to produce 280 net HP in the rear wheel drive Mark VIII and 290 with true dual exhaust version of the Mark VIII)

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Lincoln uses the strongest version of the 4.6 block ever produced. Lincoln blocks were cast in Italy by the Teksid company. The Lincoln 4.6 is an aluminum block instead of the standard Ford cast iron block. The Teksid aluminum block was also used in the supercharged 1996- 1998 Ford Mustang Cobra.

The 4.6 L will run on regular fuel but the 9.8:1 compression requires 91 octane premium for optimum performance. The computer will retard timing in response to lower octane fuel but it is a 'reactive system' rather than a 'proactive system' as found in flex fuel cars. The gasoline used in these GAS LOGS was typically 'premium' 91 or 92 octane Esso or Chevron brand gasoline. Esso and Shell often have ethanol free 91 octane gas while Chevron 91 octane can contain up to 10% ethanol which lowers gas mileage. The oil used was the factory specified 5W30 which is an 'old school' formulation compared to some of the super thin gas saving oils on the market nowadays. Some oil changes used 5W20 which was the revised oil recommendation that Lincoln now suggests.

Car reviewers noted that hard starts or stalling after heat soak was traced to the idle-air control valve sticking in 1995-96 models or a poor connection at the crank position sensor in 1995-97 models. This particular Continental has been erratic this way when driven in traffic jams that lasted over 1 hour.

The tires have been pumped as high as 34 PSI but were eventually set around 32 PSI which provides a soft ride. The factory placard in the passenger door jamb recommends a mere 30 PSI front and 28 PSI rear except for trailer towing and sustained high speed highway running. The aluminum wheels tend to lose air due to porosity so pressure needs to be checked more often than on steel wheels.

Most trips were made with minimal weight in the car. The permanent setting on the climate control was usually left at 72 degrees F. When down south the Continental generally required the use of the A/C in the hot Arizona weather.

The curb weight of the 1997 Continental is 3,884 pounds. The optional power moonroof and optional rear view mirror add about 40 pounds to the base car swelling curb weight up to around 3,925 pounds. This Continental usually carried a driver and a passenger along with a few items in the trunk- a

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load of about 400 pounds total.

The total

'as driven' weight is roughly 4,325 pounds. The car is built to haul some serious weight according to the door sticker which states the Continental has a GVWR of 5,382 pounds (2,441 kg).

The OCCC Continental is all original except for the tires, battery, and alternator. It retains all original factory glass, paint, A/C charge, steering, shocks, exhaust and catalytic converter. Suspension is all original. The front brake pads were replaced. Replacement tires are Michelin 225/ 60 R 16 98H M&S.

The car was garaged most of its life except for a 6 month period in 2015.

Canadian specification Daytime Running Lights cause the engine to work harder to offset the drain on the alternator. The car was driven almost exclusively on the highway.

The long term city average according to the in dash computer hovers around 14 MPG in heavy city traffic. The computer analyzes fuel use over the last 500 miles to arrive at the averaged figure.

The gas logs support this final city number, too.

Odometer	Gallons	Octane	Full tank?	Calculated MPG/	Computer Avg
102,511.3	14.44	91	Full Tank	n.a.	12.9 MPG computer
102,691.1	11.87	91	Full Tank	15.2 MPG/	12.7 MPG computer

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102,885.5	14.90	91	Full Tank	13.1 MPG/	13.0 MPG computer
103,023.4	09.51	91	Full Tank	14.5 MPG/	13.2 MPG computer
103,212.2	13.48	91	Full Tank	14.0 MPG/	14.2 MPG computer
103,375.7	9.78	91	Full Tank	16.7 MPG/	14.3 MPG computer
103,637.5	11.7	91	Full Tank	22.4 MPG/	14.8 MPG computer
103,716.9	13.1	91	Full Tank	6.0 MPG/	13.8 MPG computer

The overall average of all the miles above is 14.3 MPG which matches the computer calculations fairly closely. The city driving listed below was done with lower tire pressures due to lousy roads. The pressures were set at 30 PSI all around but a slow leak in the passenger front tire probably lowered mileage. Pressure would drop as low as 22 PSI by the end of a week of commuting. The problem was found to be caused by the tire mounting shop not taking a sticker off the inner part of the tire bead which allowed air to leak past the rim.

Odometer    Gallons Octane Full tank?    Calculated MPG/ Computer Avg

104,889.6    10.0    91    Full Tank    17.7 MPG/    13.8 MPG computer

XXXXXXX    missing entries

105,000.0    13.2    91    Full Tank    n.a.

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105,000.0	13.4	91	Not Full	n.a.	
105,000.0	11.9	91	Not Full	n.a.	
105,000.0	5.5	91	Not Full	n.a.	
105,000.0	3.7	91	Not Full	n.a.	
105,738.3	13.0	91	Not Full	n.a.	
105,890.5	11.7	91	Full Tank	n.a.	
105,465.8	7.3	91	Not Full	n.a.	
105,538.3	10.9	91	Not Full	n.a.	
106,343.3	13.0	91	Full Tank	n.a.	
106,537.2	14.6	91	Full Tank	n.a.	14.3 MPG computer
106,000.0	13.3	91	Full Tank	n.a.	n.a.



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106,000.0	9.9	91	Not Full	n.a.	n.a.
106,000.0	13.4	91	Full Tank	n.a.	n.a.
107,223.2	8.8	91	Not Full	n.a.	11.7 MPG computer
107,000.0	6.0	91	Not Full	n.a.	n.a.
107,000.0	5.5	91	Not Full	n.a.	n.a.
107,000.0	13.3	91	Not Full	n.a.	n.a.
107,000.0	9.0	91	Not Full	n.a.	n.a.
107,000.0	11.7	91	Not Full	n.a.	n.a.
107,000.0	12.3	91	Not Full	n.a.	n.a.
107,000.0	6.9	91	Not Full	n.a.	n.a.
108,126.3	1.7	91	Not Full	n.a.	12.6 MPG Computer
108,156.4	0.7	91	Not Full	n.a.	12.7 MPG Computer

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108,188.4	11.8	91	Full Tank	13.3 MPG/	12.7 MPG Computer
108,318.9	7.6	91	Full Tank	17.2 MPG/	13.1 MPG Computer (some Hwy)
108,478.8	9.8	91	Full Tank	16.3 MPG/	13.5 MPG Computer (some Hwy)
108,763.4	6.5	91	Low- Half	n.a./	15.1 MPG Computer (low fuel light)
108,787.0	10.2	91	Full Tank	18.5 MPG/	18.0 MPG Computer (Hwy)
108,949.6	2.7	91	Half to 3/4	n.a.	17.2 MPG Computer (city)
109,051.0	12.6	91	Full Tank	20.9 MPG/	26.4 MPG Computer (Hwy)
109,218.2	8.3	91	Full Tank	20.1 MPG/	22.0 MPG Computer (Hwy/ gridlock)
109,387.3	10.2	91	Full Tank	16.6 MPG/	17.6 MPG Computer (Hwy/ city)
109,597.0	11.8	91	Full Tank	17.8 MPG/	17.6 MPG Computer (Hwy/ city)
109,810.9	11.6	91	Full Tank	18.4 MPG/	18.0 MPG Computer (Hwy/ city)

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110,036.3	2.5	91	Low- 3/8	n.a.	17.4 MPG Computer (City)
110,109.3	15.9	91	Empty- Full	16.2 MPG/	17.3 MPG Computer (City)
110,285.7	9.9	91	Full Tank	17.8 MPG/	17.5 MPG Computer (City/ Hwy)
110,521.9	6.7	89	Not Full	n.a.	17.5 MPG Computer (City)
110,637.9	1.0	91	Not Full	n.a.	17.3 MPG Computer (City)
110,659.4	1.8	91	Low Fuel light	n.a.	17.3 MPG Computer (City)
110,710.9	17.2	91	Full Tank- was LF	15.9 MPG/	17.2 MPG Computer (City)
110,845.6	4.4	91	Not Full	n.a.	17.2 MPG Computer (City)
110,888.0	6.1	91	Full Tank	16.9 MPG/	17.2 MPG Computer (City)
110,994.1	6.2	91	Full Tank	17.1 MPG/	17.1 MPG Computer (City)

The logs below show a low computer average of 13.8 MPG which were all registered in city driving.

114,713.3.	3.0.	91.	Not Full.	n.a.	13.8 MPG Computer (City)
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114,770.8.	13.7.	91. Full Tank.	14.2 MPG.	13.8 MPG Computer (City)
114,985.9.	13.9.	91. Full Tank.	15.5 MPG.	14.9 MPG Computer (City)
115,219.7	0.9	91 X (Low fuel)	n.a.	14.9 MPG Computer (city)
115,231.6	15.5	91 Full Tank	15.0 MPG	14.9 MPG Computer (city)
115,458.6.	14.8.	91. Full Tank.	15.3 MPG.	15.0 MPG Computer (city)
115,628.0.	9.8.	91 Full Tank	17.3 MPG.	15.3 MPG Computer (city/hwy)
115,869.4.	6.2.	91 X (Low fuel).	n.a.	15.5 MPG Computer (city/ hwy)
115,958.0.	0.8.	91 X.	n.a.	15.6 MPG Computer (city/hwy)
115,890.0.	3.2	91 X.	n.a.	15.5 MPG Computer (city/hwy)
116,020.4.	2.5.	91 X (Low fuel)	n.a.	15.5 MPG Computer (city/hwy)
116,060.0	3.2	91 X (Low fuel)	n.a.	15.4 MPG Computer (city/hwy)

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116,120.0.	3.8.	91 X (Low fuel).	n.a.	15.4 MPG Computer (city/hwy)
116,170.4.	3.1.	91 X (Low fuel).	n.a. (tires 32)	15.5 MPG Computer (city/hwy)
116,220.6.	3.2.	91 X	n.a.	15.5 MPG Computer (city/hwy)
116,277.5.	4.4.	91 X (Low fuel).	n.a.	15.5 MPG Computer (city/hwy)
116,340.0	3.0	91 X (Low fuel)	n.a.	15.5 MPG Computer (city/hwy)
116,375.5.	3.0.	91 X.	n.a.	15.5 MPG Computer (city/hwy)
116,437.3.	3.0.	91. X.	n.a.	15.5 MPG Computer (city/hwy)
116,491.4.	3.3.	92 X.	n.a.	15.6 MPG Computer (city/hwy)
116,578.7.	14.8.	92. Full Tank.	16.5 MPG.	16.4 MPG Computer (Hwy)
116,746.0.	6.8.	92. Full Tank.	24.6 MPG.	16.5 MPG Computer (Hwy)
117,018.5	3.8	91 X	n.a.	16.6 MPG Computer (city)
117,048.0	2.3	91 X	n.a.	16.6 MPG Computer (city)

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117,100.0.	3.2.	91 X. (low fuel)	n.a.	16.5 MPG Computer (city)
117,187.8	8.0.	91 X	n.a.	16.6 MPG Computer (Hwy/ City)
117,336.9.	3.7.	91 X	n.a.	16.7 MPG Computer (city)
117,367.7.	3.0.	91 X.	n.a.	16.6 MPG Computer (city)
117,407.0.	4.6.	91 x	n.a.	16.7 MPG Computer (hwy/city)
117,515.0	4.2	91 X (low fuel)	n.a.	16.7 MPG Computer (city)
117,577.5.	3.0.	91 X.	n.a.	16.6 MPG Computer (city)

After a garage switched oil viscosity from factory owner's recommendation of 5W30 to a new factory rating of 5W20 there was a noticeable improvement in MPG although this could also be attributed to driving at night in lighter traffic

117,600	2.9.	91 X.	n.a.	16.9 MPG Computer (city)
117,656	3.0.	91 X	n.a.	17.3 MPG Computer (city)

The logs below are with the original factory recommended 5W30 oil

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125,750.0	3.3	91 X	n.a.	17.4 MPG Computer (city)
125,800	1.2.	91 X.	n.a.	17.2 MPG Computer (city)
125,866.8.	1.2.	91 X.	n.a.	17.1 MPG Computer (city)
125,888.0.	3.2.	91. X	n.a.	16.9 MPG Computer (city)
125,897.0.	4.6.	91. X.	n.a.	17.2 MPG Computer (city)
126,065.2	3.1	91 X	n.a.	17.2 MPG Computer (hwy city)
126,101.0	3.5.	91 X.	n.a.	17.2 MPG Computer (city)
126,185.0.	3.7.	91. X.	n.a.	17.2 MPG Computer (city)
126,246.4.	0.8.	91. X.	n.a.	17.3 MPG Computer (city)
126,246.4.	0.8.	91 X.	n.a.	17.3 MPG Computer (city)
126,256.7.	14.6.	91 Full Tank.	18.9 MPG.	17.3 MPG Computer (city)

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126,510.0	2.5.	91 X	n.a.	17.0 MPG Computer (city)
126,540.0.	3.5.	91 X.	n.a.	17.0 MPG Computer (city)
126,500	1.1.	91 X.	n.a.	17.0 MPG Computer (city)
126,595.0.	3.5.	91 X.	n.a.	17.0 MPG Computer (City)
126,668.8.	4.3.	91 X.	n.a. (low fuel).	16.7 MPG Computer (city)
126,742.2.	3.5.	91 X	n.a.	16.7 MPG Computer (city/hwy)
126,832.6.	4.2.	91 X.	n.a. (low fuel).	16.7 MPG Computer (city)
126,879.3.	3.4.	91 X.	n.a.	16.6 MPG Computer (city)
126,931.1.	4.6.	91. X.	n.a. (low fuel).	16.4 MPG Computer (city)
126,981.7.	3.4.	91. X.	n.a.	16.4 MPG Computer (city)
127,040.7.	3.6.	91 X.	n.a.	16.3 MPG Computer (city)
127,089.3.	3.6.	91. X	n.a.	16.2 MPG Computer (city)



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127,155.5	2.3.	91 X.	n.a.	16.2 MPG Computer (city)
127,181.7.	8.7.	91 X.	n.a.	16.1 MPG Computer (city)
127,323.6.	3.7.	91 X	n.a.	16.2 MPG Computer (city)
127,300.0.	3.5.	91 X.	n.a.	16.2 MPG Computer (city)
127,409.8	3.6.	91 X.	n.a.	16.1 MPG Computer (city)
127,000.0.	3.5.	91 X	n.a.	16.0 MPG Computer (city)
127,512.1.	3.6.	91 X.	n.a.	16.1 MPG Computer (Hwy-city)
127,513.1.	3.5.	91 X.	n.a.	16.1 MPG Computer (city)
127,500.0.	4.2.	91 X.	n.a.	16.0 MPG Computer (city)
127,700.0.	3.3.	91 X.	n.a.	16.0 MPG Computer (city)
127,758.6.	3.3.	91. X.	n.a.	16.0 MPG Computer (City)

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127,700.0.	3.2.	91. X	n.a.	16.0 MPG Computer (city)
127,862.5.	3.1.	91. X.	n.a.	16.0 MPG Computer (city- low fuel light)
127,888.0.	3.8.	91 X.	n.a.	15.9 MPG Computer (city)
127,967.2.	3.0.	91. X.	n.a.	15.9 MPG Computer (city)
127,938.0.	3.0.	91 X.	n.a.	15.9 MPG Computer (city)
128,013.5.	0.3.	91 X	n.a.	15.8 MPG Computer (city)
128,025.0.	2.9.	91. X.	n.a.	15.8 MPG Computer (city)
128,085.0.	2.9.	91 X.	n.a.	15.8 MPG Computer (city)
128,115.0.	2.8.	91 X.	n.a.	15.9 MPG Computer (city)
128,165.0.	2.9.	91 X.	n.a.	15.9 MPG Computer (city)
128,190.0	3.0.	91 X	n.a.	15.9 MPG Computer (city)
128,250.0.	2.9.	91 X	n.a.	15.9 MPG Computer (city)

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128,283.2.	12.0.	91 F+.	15.6 MPG.	15.8 MPG Computer (city)
128,503.0	0.2.	91 X.	n.a.	? MPG Computer (city)
128,514.4.	5.1.	91 X	n.a.	? MPG Computer (city)
128,500.0.	0.8.	91 X	n.a.	? MPG Computer (city)
128,579.3.	6.0.	91 X.	n.a.	? MPG Computer (City)
128,700.0.	0.8.	91 X.	n.a.	? MPG Computer (city)
128,721.0.	3.3.	91 X	n.a.	?
128,777.0	5.0.	91 X.	n.a.	?
128,829.5.	5.0.	91 X.	n.a.	15.3 MPG Computer (city)
128,908.7.	5.0.	91 X.	n.a.	15.3 MPG Computer (city)
128,947.4	5.0.	91. X.	n.a.	15.1 MPG Computer (city)

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129,053.3.	3.3.	91 X.	n.a.	15.4 MPG Computer (city)
129,137.3.	15.4.	91 Full Tank	15? MPG	15.5 MPG Computer (city)
129,359.8.	3.4.	91 X	n.a.	15.6 MPG Computer (city)
129,397.7.	3.3.	91 X.	n.a.	15.5 MPG Computer (city)
129,426.5.	5.2.	91 X.	n.a.	
129,567.3.	3.3.	91 X	n.a.	15.6 MPG Computer (city)
129,576.9.	1.7.	91 X.	n.a.	15.7 MPG Computer (city)
129,627.0.	3.3.	91 X.	n.a.	15.7 MPG Computer (city)
129,705.0.	3.7.	91 X.	n.a.	15.8 MPG Computer (city)
129,771.8.	3.3.	91 X	n.a.	
129,811.4.	3.3.	91 X.	n.a.	
129,868.5.	3.1.	91 X.	n.a.	15.9 MPG Computer (city)

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129,918.7.	3.1.	91 X.	n.a.	15.9 MPG Computer (city)
129,972.0.	3.1.	91 X.	n.a.	
130,017.6.	3.1.	91 X.	n.a.	15.9 MPG Computer (city)
130,041.3.	4.8.	91 X.	n,a.	
130,130.0.	3.0.	91 X	n.a.	16.0 MPG Computer (city)
130,202.2.	3.0.	91. X		
130,255.9.	3.1.	91 X	n.a.	16.0 MPG Computer (city)
130,339.0.	5.6.	91 X.	n.a.	16.0 MPG Computer (city)
130,399.3.	2.8.	91. X	n.a.	
130,419.0.	5.6.	91 X	n.a.	15.9 MPG Computer (city)
130,521.7.	7.7.	91 X.	n.a.	15.9 MPG Computer (city)

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130,602.5.	8.2.	91 X	n.a.	15.9 MPG Computer (city)
130,620.8	6.0.	91 Full.	16.? MPG	15.9 MPG Computer (city)
130,679.5	4.0.	91 Full	14.7 MPG	15.8 MPG Computer (city)
130,757.7	5.4.	91 Full	14.5 MPG	15.8 MPG Computer (city)
130,830.6	5.0.	91 Full	14.5 MPG	15.8 MPG Computer (city)
130,990.3.	8.8.	91 Full	18.2 MPG	15.7 MPG Computer (city)
131,111.6	3.4.	91 X.	n.a.	15.6 MPG Computer (city)
131,183.2	5.2.	91 X.	n.a.	15.6 MPG Computer (City)
131,256.5.	5.0	91 X.	n.a.	15.5 MPG Computer (city)
131,301.2.	3.3.	91 X.	n.a.	15.5 MPG Computer (city)
131,328.4.	3.3.	91 X.	n.a.	15.4 MPG Computer (city)
131,417.1.	3.2.	91 X.	n.a.	15.4 MPG Computer (city)

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131,446.3.	5.0.	91 X.	n.a.	15.4 MPG Computer (city)
131,532.4.	3.5.	91 X.	n.a.	15.4 MPG Computer (city)
131,562.9.	11.0	91 Full.	13.3 MPG	15.4 MPG Computer (city)
131,675.3.	6.0.	91 Full.	18.7 MPG	15.5 MPG Computer (city/hwy)
131,731.7.	4.2.	91 Full	13.4 MPG	15.5 MPG Computer (city)
131,832.8.	5.9.	91 Full.	16.9 MPG	15.5 MPG Computer (city)
131,927.8.	6.1.	91 Full.	15.6 MPG	15.5 MPG Computer (city)
132,000.0	4.2.	91 X.	n.a.	15.5 MPG Computer (City)
132,167.0.	10.7.	91 Full.	16.0 MPG	15.6 MPG Computer (city)
132,355.9	9.8.	91 Full.	19.3 MPG.	15.6 MPG Computer (city)
132,540.0	3.5.	91 X.	n.a.	15.6 MPG Computer (city)

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132,548.5.	3.5.	91.X.	n.a.	15.7 MPG Computer (City)
132,655.0	3.4.	91 X.	n.a .	15.7 MPG Computer (city)
132,718.8.	8.6.	91 X.	n.a.	15.7 MPG Computer (City)
132,847.2.	3.5.	91 X.	n.a.	15.7 MPG Computer (city)
132,897.7	3.5.	91 X.	n.a.	15.7 MPG Computer (city)
132,908.7.	5.3	91 X.	n.a.	15.7 MPG Computer (city)
132,900.0	3.4.	91 X.	n.a.	15.7 MPG Computer (city)
133,108.0	7.0.	91 X.	n.a.	15.7 MPG Computer (city)
133,150.0	6.6	91 X.	n,a.	15.7 MPG Computer (city)
133,273.0.	3.5	91 X.	n.a.	15.7 MPG Computer (city)
133,347.6	9.0.	91 Full	16.3 MPG.	15.8 MPG Computer (city)
133,496.5.	3.6	91 X.	n.a.	15.8 MPG Computer (city)



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OOC 1997 LINCOLN Continental MPG= Hwy 25.7 MPG

The Continental is exceptionally quiet on the highway. Good weather seals, smooth riding Michelin tires, soft suspension all contribute to the effect. The final drive ratio is also low enough that the engine is only turning approximately 2,250 RPM at 70 MPH, 2,500 RPM at 80 MPH, 2,800 RPM at 90 MPH and a smidge over 3,000 RPM at 100 MPH.



The first batch of gas logs below reflect a 1,000 mile highway trip that began around 103,865 and ended around 104,880 miles. The Lincoln's tires were set to 31.5 PSI for smooth riding rather than optimal MPG. The Continental's outside temperature gauge agreed closely with temperatures displayed on store signs: between 64 and 75 degrees F. It was clear and dry.

When the road was clear of traffic cruising speed was a steady 90 MPH, but the majority of the driving was in traffic which limited speed to 75- 80 MPH. Several backed up jams dropped average speed and a few sections of highway came to a complete halt multiple times.

Most of the driving between 104,529 and 104,625 was done on 2 lane blacktops following steep hills and sharp curves. Speed ranged from 40 to 70 MPH with some slow city driving thrown in.

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The trip also included some short distance cruising in small towns. The car was refilled about 60 miles after the trip ended. About 30 miles of that driving was in gridlock. Despite this the calculated MPG is still high at 26.7 MPG. The inboard car computer was reset after the trip was over and indicates that the gridlock traffic was yielding about 13.3 MPG city. Dividing the 2 calculated highway MPG figures averages to 25.7 MPG Highway which is very close to the pure highway figure the computer revealed: 25.1.

Odometer	Gallons	Octane	Full tank?	Calculated MPG/	Computer Avg
103,897.0	12.74	92	Full Tank	14.1 MPG/	14.1 (City figure/ reset at this point)
104,206.9	12.50	92	Full Tank	24.7 MPG/	25.1 MPG (computer reset at last fill)
104,507.4	11.24	91	Full Tank	26.7 MPG/	13.3 MPG computer (30 m city)
104,717.9	13.77	91	Full Tank	15.3 MPG/	17.3 MPG computer (includes city)

## TRIP NUMBER TWO (3,504 Miles)

The gas logs below are from a 3,504 mile highway trip that began at 111,061.4 miles and ended at 114,565.4 miles. The tires were set to 32 PSI. Temperature at the start of the trip was about 50 degrees F but most of the driving was in 80 degree weather. It was clear and dry. The car was loaded down with about 200 pounds of luggage and food plus driver weight of 165. Speeds touched 90 MPH on straight clear roads but traffic generally restricted speed to about 75 or 80 MPH. 100 to 200 miles of rough highway restricted speeds to 55- 65 MPH.

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The overall pattern was about 26 MPG on smooth level ground (cruise control was used in these areas) and 24.8 MPG in mountainous terrain according to the trip computer. Several fills were made where inner city highways and some city driving was done which brings the overall total down slightly.

The computer smooths out the lower and higher figures over a large portion of driving. By looking at the calculated mileage the variations in MPG caused by conditions are revealed.

Odometer	Gallons	Octane	Full tank?	Calculated MPG/ Computer Avg
111,331.5	15.5	92	Full Tank	20.0 MPG/ 26.6 MPG computer (includes city driving)
111,608.2	13.6	91	Full Tank	20.3 MPG/ 25.1 MPG computer (15 minute gridlock/ Hwy)
112,036.8	15.7	91	Full Tank	27.3 MPG/ 25.3 MPG computer (mix mountains/flat)
112,355.9	11.1	91	Full Tank	28.7 MPG/ 26.0 MPG computer (mix mountain/ rough flat Hwy)
112,624.5.	13.0.	91.	Full Tank	20.7 MPG/ 24.9 MPG computer (city/ inner city hwys)
112,961.6.	14.3.	91.	Full Tank.	23.6 MPG/ 24.5 MPG computer (city/ inner city hwys)
113,121.0.	8.4.	91.	Full Tank.	19.0 MPG/ 24.1 MPG computer (city/ inner city hwys)

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113,513.3. 15.2. 91. Full Tank. 25.8 MPG/ 27.0 MPG computer (Highway)

113,818.6. 14.7. 91. Full Tank. 20.7 MPG/ 25.8 MPG computer (Highway)

114,233.4. 15.5 92. Full Tank 26.8 MPG/ 25.3 MPG computer (Highway)

114,533.7. 11.8. 92. Full Tank. 25.4 MPG/ 25.3 MPG computer (Highway)

**ROAD TRIP NUMBER THREE (7,858 Miles= 24.3 MPG overall)**

The gas logs below record a 7,858 mile highway trip that began at 117,975.4 miles and ended at 125,534.0 miles. The tires were set to 32 PSI. Temperature at the start of the trip was about 60 degrees F and up over 100 degrees for the majority of the trip. It was clear and dry except for a few brief episodes of rain. The car was loaded down with about 200 pounds of luggage and food plus driver weight of 175. Speeds exceeded 120 MPH on empty smooth sections of Interstate but traffic generally restricted speed in the 70 to 80 MPH range. Inner city Interstate driving on 300 miles of rough highway dropped speeds all the way down to 55- 65 MPH.

The overall pattern was about 25 to 26 MPG on smooth level ground at 80 MPH (cruise control was used in these areas) and 24 MPG in mountainous terrain. The air conditioner was running all the time as was the stereo tape player.

Several fills were made where inner city highways and some city driving brought the overall total down slightly. The first 6,000 miles of driving may have reaped slightly better MPG because a garage switched oil viscosity from factory owners recommended 5W30 to thinner 5W20 which is the new factory advisory. An oil change at 123,800 miles reverted to 5W30.

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Dreaded ethanol was a component of about 10% of the gasoline content for many fills. Ethanol free gas is noted beside octane rating with "no e" while gasoline infested with power robbing fuel system sabotaging ethanol is listed as E. Often on this list there is no entry beside the octane line. Sometimes there was no time for reading the fine print on the gas pump at the time. Generally an absence of assurance of no ethanol implies 10% ethanol content.

334.3 gallons of gas were pumped into the car. Discounting the first fill of 14.2 gallons means it required 320.1 gallons to drive from 117,730.5 to 125,499.8 miles. 7,769.3 miles divided by 320.1 gallons means the Continental averaged 24.3 miles per gallon over the trip.

Odometer	Gallons	Octane	Full tank?	Calculated MPG/ Computer Avg
117,730.5	14.2	92	Full Tank	00.0 MPG/ 26.1 MPG (City/ gridlock/ highway)
117,997.6	10.6	92	Full Tank	25.2 MPG/ 24.8 MPG Computer (Highway)
118,376.9	15.3	91	Full Tank	24.8 MPG/ 25.7 MPG Computer (Highway)
118,784.4	16.1	91 no e	Full Tank	25.3 MPG/ 26.0 MPG Computer (Hwy- no ethanol)
119,167.0	0.4	87	Not Full	n.a.= low fuel/ 25.6 MPG Computer (Hwy)
119,167.4	16.3	91	Full Tank	22.9 MPG/ 25.6 MPG Computer (Hwy-

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119,456.9	10.9	91	Full Tank	26.6 MPG/ 25.8 MPG Computer (Hwy
119,807.4	13.8	93 E	Full Tank	25.4 MPG/ 25.8 MPG Computer (Hwy- 10% ethanol)
119,884.8	3.9	93 E	Full Tank	19.8 MPG/ 25.7 MPG Computer (City/ Hwy 10% Eth)
120,060.0	6.0	93 E	Full Tank	29.2 MPG/ 25.7 MPG Computer (2 Lane hwy 10%)
120,415.2	13.3	93	Full Tank	26.7 MPG/ 26.0 MPG Computer (tread sep- slow=65)
120,551.3	5.8	93	Full Tank	23.5 MPG/ 25.8 MPG Computer (new tire- city/ hwy)
120,829.6	11.4	93	Full Tank	24.4 MPG/ 25.8 MPG Computer (Hwy
121,089.2	10.4	93	Full Tank	25.0 MPG/ 25.8 MPG Computer (Hwy
121,327.2	8.6	89	Full Tank	27.7 MPG/ 25.9 MPG Computer (City/ Hwy)
121,577.3	10.7	93 E	Full Tank	23.4 MPG/ 25.7 MPG Computer (City/ Hwy)
121,733.9	13.2	91	Full Tank	11.9 MPG/ 25.7 MPG Computer (City)

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122,246.1	14.0	91	Full Tank	36.5 MPG/ 25.6 MPG Computer (Hwy)
122,554.0	13.2	91	Full Tank	23.3 MPG/ 25.5 MPG Computer (Hwy)
122,876.8	12.4	91	Full Tank	26.0 MPG/ 25.6 MPG Computer (Hwy- scenic)
123,112.4	8.3	91	Full Tank	28.4 MPG/ 25.7 MPG Computer (flat straight/ 80 mph)
123,441.5	12.9	91 E	Full Tank	25.5 MPG/ 25.8 MPG Computer (110 F/ 10% Ethanol)
123,804.1	15.2	91	Full Tank	23.9 MPG/ N.A. Computer reading (city/ hwy)
124,075.0	14.9	91	Full Tank	18.1 MPG/ 25.2 MPG Computer (city/ hwy)
124,304.8	13.3	91	Full Tank	17.3 MPG/ 24.9 MPG Computer (hwy gridlocked)
124,493.3	7.6	91	Full Tank	24.8 MPG/ 24.9 MPG Computer (Hwy)
124,723.3	9.7	91	Full Tank	23.7 MPG/ 24.9 MPG Computer (Hwy)
125,016.5	12.1	91	Full Tank	24.3 MPG/ 24.9 MPG Computer (Hwy)
125,235.3	8.5	92	Full Tank	25.8 MPG/ 24.9 MPG Computer (Hwy)

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125,499.8    11.3 92    Full Tank    23.4 MPG/





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Wixom, MI noon

SU 11 TA/ MO 1 PI/ ME 1 TA Rx/ VE 18 TA/ MA 16 VI/ JU 19 AQ/ SA 14 AR/ UR 8 AQ/ NE 29  
CP/ PL 4 SG/ NN 27 VI

SU sq UR/ ME sqq MA/ ME qt JU/ ME sq NE/ VE tr MA/ VE sq JU/ MA inc JU/ MA inc SA/ MA  
ssq NE/ NE tr NN