

# 1979 Lincoln Continental Mk V

2dr Coupe . 8-cyl. 400cid/159hp 2bbl

#1 Concours condition

**\$40,400**

↗ +7.2%

#2 Excellent condition

**\$24,600**

↗ +7%

#3 Good condition

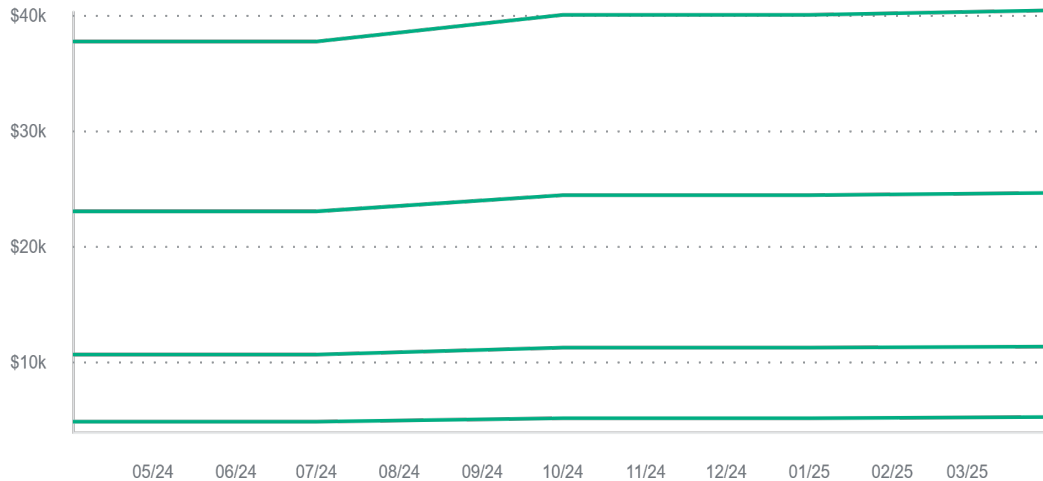
**\$11,300\***

↗ +6.6%

#4 Fair condition

**\$5,200**

↗ +8.3%



NOTE: The chart displays price changes for the last year.

## Model description

Following on the great strengths of the Continental Mk III and Mk IV, Lincoln introduced the 1977 Continental Mk V as an evolution of its predecessors. The new car had a more squared-off appearance, but several styling characteristics carried over: concealed headlights, turn signals incorporated into the leading edge of the front fenders, an upright chrome grille, the trademark hump across the edge of the trunklid, and the oval "opera windows" in the C-pillars.

Seventeen exterior colors were offered, with vinyl roofs available in full or Landau styles, in one of 12 colors.

The big cars offered a supple ride, both from the suspension as well as the luxurious interiors. Velour was the standard—available in seven different colors—while leather and vinyl could be specified in one of 14 colors. Standard features inside included Twin Comfort lounge seats, a Cartier clock, and a four-speaker AM/FM clock, and power came from a 400-cid V-8 making 179 horsepower, or an optional 460-cid V-8 making 208 horsepower. Both engines were mated to a 3-speed automatic transmission.

A Luxury Group option outfitted the interior with two-tone leather and vinyl, while the Majestic Luxury Group turned the Mk V's interior into a sea of crushed velour.

Lincoln also offered several special models in the Mk V, dubbed Designer Editions. These Designer Edition Marks included Cartier, Bill Blass, Givenchy, and Pucci, and each featured special plaques to authenticate them, unique colors and trim packages, and designer signatures in the opera windows.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The Mk V carried over largely unchanged for 1978, and the big news was the Diamond Jubilee Edition, built to commemorate Ford's 75th anniversary. The cars came in either Diamond Blue or Jubilee Gold and were outfitted differently and more luxuriously than any other Mk V, with ebony inserts, color-matched cloth seating with broadlace inserts, Tiffany-cut pile carpeting, beveled instrument panel lenses, optional an owner monogram, and much more. Most optional features on other Mk Vs were standard on the Diamond Jubilee, and the distinction added about \$8,000 to the Mk V's \$12,000 price tag.

Once again, the Mk V saw few changes for 1979—its last year of production before Lincoln downsized its flagship to meet stricter emissions standards. New options included an AM/FM/8-track stereo, as well as an AM/FM/cassette stereo. A final special edition, the Collectors Series Mk V, was essentially a repackaged Diamond Jubilee from the previous year and came with exclusive colors and interior materials.

The Mk V marked the apex of Lincoln luxury and engineering, as subsequent cars became victims of stricter federal requirements, badge engineering, and shifting buying habits.

### Body styles

2dr Coupe

### Engine types

8-cyl. 400cid/159hp 2bbl

## 1977-1979 Lincoln Continental Mk V stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$71,500</b>	<b>\$1,100</b>	<b>\$7,612</b>	<b>510</b>

## Equipment

### Additional Info

Shipping Weight: 4589 lbs

Vehicle Length: 230.3 in

Wheelbase - Inches: 120.3 in

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## Vehicle's condition classification

### #1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

### #3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

### #2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

### #4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.