

# 1973 Lincoln Continental Mk IV

2dr Coupe . 8-cyl. 460cid/208hp 4bbl

#1 Concours condition

**\$29,100**

0%

#2 Excellent condition

**\$20,000**

0%

#3 Good condition

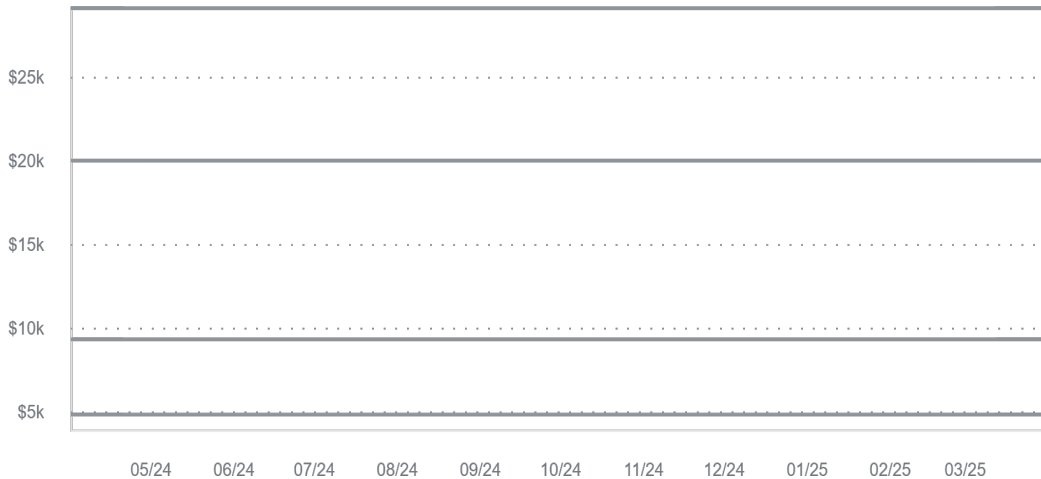
**\$9,300\***

0%

#4 Fair condition

**\$4,800**

0%



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

## Value adjustments

**+10%**  
for Silver Mark pkg.

## Model description

The Lincoln Continental Mark IV was new for the 1972 model year, available only as a two-door hardtop coupe. It was instantly recognizable because of its small "Greek Temple" grille, oval opera windows, and Continental rear trunk lid hump that evoked the Continental Kits of the 1950s. On top of all that, the new Continental was four inches longer than the 1971 model, adding to the visual impression of an extremely long hood.

Under that long hood was a 460-cid big-block V-8 sourced from Ford. The Mark IV delivered 224 net hp, down quite a bit from the 365 hp of the 1971 model. Some of that loss reflects the change from gross to net horsepower in 1972, but the earlier engine had a 10.5:1 compression ratio, while the new 460 had only 8.5:1.

\*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)<sup>®</sup> 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 Continental Mark IV had changes in every model year in this era. DOT-mandated 5-mph bumpers appeared in 1973 and hp dropped slightly to 220. The 1974 models are close to 1973 models, with the only change being greater sound insulation and thicker carpeting. Four-wheel disc brakes debuted for 1975, while 1976 saw another hp drop, now down to 202.

Throughout this era, buyers could opt for a variety of "Luxury Group Packages" that included special colors on the painted surfaces and interiors, and a Versailles edition with deeply pillowed upholstery. Lovers of mid-1970s kitsch, however, naturally flock to the four "Designer Series" versions of the Continental Mark IV that bowed in 1976: ostensibly created by Bill Blass, Cartier, Givenchy, and Pucci. Each of these series carried unique elements including clocks and trim to differentiate them from standard Mark IVs.

With so little differentiating the years and models in this generation, savvy buyers will want to concentrate heavily on condition and mileage. Designer Series cars can be difficult to find and carry a slight premium. Otherwise, the Lincoln Mark IV remains an affordable and instantly recognizable artifact of 1970s luxury.

### Body styles

2dr Coupe

### Engine types

8-cyl. 460cid/208hp 4bbl

## 1972-1976 Lincoln Continental Mk IV stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$49,500</b>	<b>\$1,210</b>	<b>\$19,950</b>	<b>257</b>

## Equipment

### Additional Info

Shipping Weight: 4908 lbs

Vehicle Length: 224 in

Wheelbase - Inches: 120.4 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.