Cougar1999

Mercury Cougar is a nameplate applied to a diverse series of automobiles sold by the Mercury division of Ford from to and from to While the nameplate is most commonly associated with two-door coupes, at various times during its production, the Cougar was also marketed as a convertible, four-door sedan , station wagon, and hatchback. With 2,, examples produced, the Cougar is the highest-selling vehicle ever produced by the Mercury brand; its year production is second only to the Grand Marquis in the Mercury model line produced for 36 years. During the s and s, the Cougar was closely tied to the marketing of the Mercury division; Mercury advertised its dealers as "The Sign of the Cat" with big cats atop Lincoln-Mercury dealer signs. During much of its production, the Cougar followed tradition within the Mercury division, marketed as a Mercury counterpart of a Ford vehicle. The models were distinguished by an exterior ranging in degree from grilles and lighting components to nearly the entire exterior, the Cougar shared its platform with Ford vehicles throughout its production. For its first two generations, the Cougar was derived from the Ford Mustang ; initially developed as a pony car, it replaced the Cyclone muscle car in the Mercury model line. For its third and fourth generations, the Cougar adopted the chassis of the Ford Torino intermediate. For its fifth and sixth generations, the Cougar adopted the compact Fox platform. For the fifth generation, the Cougar was again two model lines, with the Cougar XR7 derived from the Thunderbird and the standard Cougar replacing the Monarch as the counterpart of the Ford Granada. The sixth-generation Cougar, derived from the Thunderbird, reverted to the two-door coupe body style. For its eighth generation, the Cougar returned for as a sports compact hatchback. Sharing a chassis with the Ford Contour , the model line began development as a third-generation of the Ford Probe, shifting to Mercury as its development was nearing completion. Sold only under the Mercury brand, this generation is the only version of the Cougar with no direct Ford counterpart though export examples were badged as Ford Cougars. Starting life as a design proposal for the T-5 project the Ford Mustang , Lincoln-Mercury sought to produce its own version of the vehicle. Following initial skepticism by Ford over both model lines, the Mercury version received approval in mid, following the successful launch of the Mustang; the Cougar name was adopted from the winning design for the Ford Mustang. Intended for a market position between the Ford Mustang and the Ford Thunderbird, the Cougar was intended as a "plush" pony car. While offering more comfort and features than the Mustang, the model line was tuned for better road manners than the Thunderbird. The Lincoln-Mercury counterpart of the Ford Mustang, the Cougar was initially introduced as a two-door hardtop. Internally designated T-7, the first-generation Cougar shared its chassis with the revision of the Ford Mustang. Both vehicles derive their underpinnings from the rear-wheel drive Ford Falcon unibody compact chassis architecture. At its launch, the first-generation Cougar shared its engine lineup with the Mustang, although offering V8 engines exclusively. For the model revision, the engine line underwent further changes. The was dropped entirely; a two-barrel cubic-inch V8 became the standard engine for the Cougar, producing hp 2-bbl and hp 4-bbl. A four-barrel "street" version produced hp, while a 2x4-barrel "racing" version was officially rated at the same hp output. For , the two-barrel remained the base engine, with the four-barrel engine replaced by a cubic-inch "Cleveland" V8, producing hp. While unchanged in displacement, the new engine was an all-new design. The was dropped, with the Cobra Jet remaining alongside the Boss as the high-performance engines. Initially developed as a rebadged version of the Mustang, the Cougar received its own body design from the ground up, though the popular "long-hood, short-deck" proportions of the Mustang remained. The rear fascia was styled similar, concealing dark-lens taillamps behind vertically-slatted trim; sequential turn signals were standard adopting the mechanism from the Thunderbird. For , the Cougar saw revisions related to compliance with federal safety mandates, adding side marker lights and front outboard shoulder belts sash belt, shoulder harness. In a first for Ford Motor Company, the Cougar offered an electrically-operated sunroof as a factory-installed option. While available on any Cougar, the sunroof was a rare option. For the model year, the Cougar underwent a mid-cycle revision alongside its Mustang counterpart. The straight-lined body sides transitioned toward Coke bottle styling , distinguished by a sweeping body crease sloping down from the hood line to the rear wheels; while the roofline saw little change to its design, the vent windows were deleted. The hidden headlamps were retained; the mechanism shifted its power from a vacuum canister to vacuum provided by the engine as a fail-safe, the neutral position of the headlamp doors was open. A convertible body style was added to the model line, available for both standard and XR-7 trims; a power-operated top was standard. For , the Cougar underwent an additional revision to the front fascia; the split "electric shaver" grille made its return, adopting a pronounced body-color center section. As part of the front fascia revision, the Cougar received a new front bumper and revised front fenders. Further safety revisions included the addition of locking steering columns and high-backed bucket seats replacing adjustable head restraints. The first-generation Cougar was offered in two trims,

an unnamed standard trim, and the Cougar XR-7, introduced in early Standardizing a cubic-inch "Marauder GT" V8 hp , the Cougar GT was fitted with upgraded suspension, larger brakes, wheels, and tires, and a low-restriction exhaust system. A total of GT-Es were manufactured; of which were equipped with the and 37 were built with the CJ. Offered solely as a hardtop, the Eliminator was offered with all available Cougar engines, with the Cleveland as the standard engine. As a running change during , the Boss engine shared with the namesake Mustang was added as an option; the engine was offered exclusively with the Eliminator. A only package was the Cougar Sports Special that included unique pinstriping, "turbine" style wheel covers, and rocker panel moldings with simulated side scoops. The Sports Special could be combined with the "Decor" interior package and performance suspension, along with any available engine. For , Lincoln-Mercury released the second-generation Mercury Cougar. Seeking more direct competition for the model line, the division largely benchmarked the Cougar against the numerous GM A-body coupes, placing the Cougar in competition with the Oldsmobile Cutlass Supreme. While again sharing much of its bodyshell with the Ford Mustang, the Cougar began to transition away from its role as a "plush pony car", deriving aspects from both sports cars and luxury cars. Similar in size and performance, the Cougar overshadowed the Mercury Cyclone intermediate coupe, leading Mercury to phase out the latter model line during Slightly smaller than the Mustang, the imported Capri not officially badged as a Mercury began to succeed the Cougar within Lincoln-Mercury as a sporty car. The second-generation Cougar is the final version derived from the Ford Mustang and the final version offered as a convertible. From to , the Cougar was marketed as either a "junior Ford Thunderbird" or a direct counterpart of it. The second-generation Cougar used a revised version of the first-generation chassis, again shared with the Ford Mustang; the wheelbase was increased to The model line was fitted with front disc and rear drum brakes, with power-assisted brakes becoming standard in In another change, the 3-speed manual transmission was dropped, leaving all engines paired with a 3-speed automatic; [26] a 4-speed manual was a rarely-specified option. The second-generation Cougar underwent a revision of the powertrain offerings. For , a hp Cleveland two-barrel V8 was the standard engine with a C four-barrel V8 as an option. For , Ford adopted SAE net horsepower ratings, leading to a numerical decrease in advertised engine output. The V8 was dropped, leaving the Cougar with three versions of the C V8. A Cobra Jet version of the made its debut, producing hp. The second-generation Cougar carried over both the hardtop and convertible body styles from its predecessor. Sharing its roofline with the Mustang hardtop, the Cougar received large " flying buttress " C-pillars , extending into the rear fenders. To distinguish the model line from the Mustang, the Cougar adopted multiple design elements from larger Mercury vehicles. In place of a split grille, the front fascia was styled with a prominent center section in line with the Mercury Cyclone and Ford Thunderbird including a waterfall-style grille. In a break from the previous generation, hidden headlamps were abandoned replaced by four exposed headlamps. The taillights adapted simpler trim, set horizontally within the bumper in line with full-size Mercury vehicles. For , the Cougar underwent few substantial changes to the interior or exterior. For , the front fascia underwent an update; to include a 5-mph bumper required for , the front bumper was reshaped and enlarged, requiring a redesign of the grille. To improve the crashworthiness, the design added three inches to the overall length. As it was the final year for the generation, the rear bumper was largely unchanged, receiving only minor revisions to the taillamp lenses. For , the Cougar was offered in standard and XR-7 trim. As its Boss Mustang counterpart was dropped, Mercury discontinued the racing-oriented Cougar Eliminator. While de-emphasized as the model line shifted away from high performance, the GT option package remained an option, including upgraded suspension, tires, and engine cooling components. While both trims shared the same powertrain offerings, the XR-7 received its own exterior and interior design, distinguished by a vinyl top on hardtops ; along with standardizing many options, the XR-7 received its own door panels and dashboard. For , the Cougar was shifted from its Mustang pony car origins and upsized onto a different platform and into a new market as a personal luxury car. These years marked the end of the "luxurious Mustang" and the beginning of the Cougar's move towards becoming a "junior Thunderbird" and eventually a sibling of the Thunderbird. Almost every GM division had an entry in this market by , and the market was too large to ignore so both Ford and Mercury expanded their offerings to compete. The new Cougar paid homage to its smaller predecessor with a three-piece grille up front, topped by a new hood ornament that featured the Jaguar-like silhouette of a creeping Cougar. The car's Montego heritage was fairly evident from the sides and back. The Cougar acquired the sine qua non of the personal luxury car in the s: opera windows. The opera windows were rectangular-shaped glass mounted in the C-pillars and accompanied by a standard partial rear section vinyl roof. This body ran unchanged for three years, and during this period all Cougars were XR-7s; the base model and convertible were

dropped. The automatic transmission became standard for all Cougars. Since the Cougar was based on the Montego, it used the same interior except for some minor trim and upholstery. Although the car still lacked a fixed "B" pillar, the rear windows no longer rolled down, making the car more like a coupe than a true hardtop. In , the Cougar XR-7 continued to add more luxury features as it moved upmarket. But with more features, the Cougar was gaining in weight, as well. Despite the added weight, the buying public wanted the Cougar, and sales figures reflected that fact. For the performance fans, however, a high-performance rear axle and 'Traction-Lok' differential continued to be on the option sheet. Visually, the only change from was the addition of two rectangular openings in the center section of the front bumper. The Cougar carried over largely unchanged from Minor trim pieces served to differentiate this year from last. Engines continued unchanged, as well. The high-performance axle and Traction-Lok differential were dropped. Twin Comfort Lounge reclining seats, with or without velour cloth trim, were the only major change for the interior. The sheet metal of this generation remained in use in stock car racing during the mids. Other teams, including Bud Moore Engineering , would continue to race this generation of Cougar in Winston Cup through the season. For the model year, the fourth-generation Cougar was part of a revision of the Ford intermediate model line. The Cougar XR-7 underwent a redesign with the standard Cougar returning for the first time since in place of the Montego. The fourth generation is the best-selling version of the Cougar, with as the top-selling year for the entire model line. For , Ford ended the production of Torino-based vehicles, downsizing the Cougar XR-7 to a long-wheelbase version of the Fox platform. As with its predecessor, the fourth-generation Cougar was based on the Ford Torino "split-wheelbase" chassis. Cougar coupes and Cougar XR-7s had a inch wheelbase while Cougar four-doors and station wagons had a inch wheelbase. In the redesign, the powertrain offerings were revised. A 3-speed automatic transmission was paired to each V8 engine. In its replacement of the Montego, for , the Cougar model line was expanded from one body style to four. Along with the previous Cougar XR-7 luxury coupe, Mercury introduced a Cougar two-door coupe, a four-door sedan, and a five-door station wagon. A central part of the redesign of the Ford intermediate range was a transition from "fuselage styling" to sharper-edged lines. As funds were concentrated on the development of future models, a complete exterior redesign was precluded. On coupes, sedans, and XR-7s, all sheet metal above the bumpers was revised. Following the model year, the Cougar wagon was withdrawn in favor of the new Mercury Zephyr wagon. To bring the exterior closer in line with the larger Marquis, the Cougar adopted a nearly square radiator-style grille; in place of hidden headlamps, the Cougar adopted four square headlamps. For , though in its last year, the Cougar adopted a few body revisions, with revised taillamps and body-color grille inserts, along with an electronic voltage regulator and a plastic battery tray. For , the Cougar was introduced in three trim levels: a base trim level and Brougham trim for wagons, a Villager trim was offered. For , the Cougar became a single trim level, with the Brougham returning as an option package. As with the previous generation, the Cougar personal luxury coupe continued as the Cougar XR No longer a "junior Thunderbird", the XR-7 was the direct Mercury counterpart of the Thunderbird a commonality remaining for the next 20 years. To differentiate the model from its Ford counterpart and from standard Cougars , the XR-7 was given its own rear fascia. Evoking the flagship Continental Mark V , the rear fascia was given a vestigial continental tire trunk lid with angular lines and taillights similar to the Continental Mark IV. The XR-7 roofline was distinguished from standard Cougar coupes by narrower hardtop windows and the use of louvers on the forward section of the opera windows. The XR-7 included power disc brakes and steering, inch wheels, rear stabilizer bar, walnut wood-tone instrument panel, Flight Bench seat, "XR-7" trunk key-hole door, "COUGAR" decklid script, large hood ornament with cat emblem , and sport-styled roofline with back-half vinyl and rear opera side windows and louvers. In line with the Designer Series from the Mark V, the latter option offered a color-coordinated exterior and interior, with a half-vinyl roof, padded "Continental" type rear deck, and Midnight Blue and Chamois interior with Tiffany carpeting. For the model year, Mercury downsized the Cougar XR Alongside its Thunderbird counterpart, the XR-7 entered the mid-size segment for the first time, shedding 15 inches in length, 4 inches of width, and approximately pounds of curb weight depending on powertrain. In a strategy similar to , the standard Cougar returned for in place of the Monarch in the Mercury product line sharing its body with the redesigned Ford Granada. The first Cougar not to offer a V8 as standard equipment, the standard Cougar was produced as a two-door and four-door sedan, adopting the five-door station wagon from the Zephyr from ; the model line was repackaged as the Marquis for as Ford revised its full-size and mid-size product branding. The mid-size Cougar shared its The Cougar XR7 was offered with two V8 engines. The mid-size Cougar was offered with its own powertrain lineup. For , an all-new 3. The 4. In its development, many design elements of the â€" Cougar XR-7 were carried forward in the fifth-generation redesign, including

its Continental-style trunk lid, louvered opera windows, and sharp-edged fender lines. While the fourth-generation Cougar XR-7 had proven successful in the marketplace, the design elements fell out of proportion on a radically smaller car, leading to highly negative reception. In what would prove disastrous, the Cougar saw little to no differentiation from its Ford Thunderbird and Ford Granada counterparts, with the XR-7 externally distinguished only by its grille, exposed headlamps, taillamps, and trunk lid. During the production of the fifth-generation Cougar, the Cougar XR-7 was produced solely as a two-door coupe, with the mid-size Cougar produced as a two-door notchback coupe and four-door sedan. For only, the mid-size Cougar was offered as a station wagon replacing the Zephyr station wagon. For the first time, Cougar's two-door models featured a fixed "B" pillar and a fixed steel frame around front door windows, as in the sedan. In what would become a long-running tradition for the Mercury brand, marked the debut of GS and LS trim lines for both the mid-size and XR-7 Cougars. The GS package focused on appearance, while the LS package offered luxury touches such as power windows, keyless entry external number pad , and other luxury trim touches. For the model year, Mercury introduced the sixth generation of the Cougar. As part of an extensive revision of the Ford and Mercury model ranges, the mid-size Mercury model range shifted from the Cougar to the Marquis split from the full-size Grand Marquis. Reverting to its traditional role of a two-door coupe for the first time since , the Cougar remained a counterpart of the Ford Thunderbird with the two vehicles repackaged as "luxury sport coupes". Along with marking the first major use of aerodynamic-intensive design in an American automobile, the Cougar and Thunderbird were also the first Ford vehicles developed using computer-aided design CAD. The sixth-generation Cougar retained the rear-wheel drive Ford Fox platform from the fifth generation. In a departure from its predecessor, a shorter inch wheelbase was used 4 inches shorter than the previous XR7. From to , the XR7 was equipped with a 2. The 2. The 3. The exterior design of the sixth-generation Cougar was designed largely in response to the negative market response to the introduction of the fifth-generation Cougar. While retaining a common chassis, a primary objective for designers was to maximize the visual differentiation between the Thunderbird and Cougar. During its production, the sixth-generation Cougar underwent several exterior revisions. For , the hood ornament was replaced by a flat hood emblem. To mark its 20th year of production, the Cougar underwent an extensive mid-cycle revision for To visually stretch the roofline, a compound-curved rear window replaced the nearly flat rear glass and the rear quarter windows were redesigned with a curve inversely matching the windshield angle. For its launch, to lower production costs, the sixth-generation Cougar was required to carry over interior parts from the â€" Cougar XR7, including a modified dashboard; an analog instrument panel was standard, with a digital instrument panel offered as an option. For the model year, the Cougar saw few changes to its interior, with the XR7 adopting a fully digital dashboard as standard equipment. The sixth-generation Cougar continued the trim nomenclature of its predecessor in modified form, with the Cougar GS serving as the base trim, the Cougar LS as the luxury trim, and the Cougar XR7 as the high-performance version. The GS trim was largely used for internal purposes, with advertising dropping the designation entirely. For , the XR7 made its return after a year-long hiatus. Serving as the counterpart of the Thunderbird Turbo Coupe, the XR7 was fitted with a performance-oriented suspension, a turbocharged 2. In , to better distinguish the Cougar XR7 from the Thunderbird Turbo Coupe, the turbocharged inline-4 was replaced the 4. For the model year, Mercury produced the Mercury 20th Anniversary Cougar as a commemorative edition. The 20th Anniversary Cougar included the 4. In total, Mercury produced 5, 20th Anniversary Cougars; were reserved for Canada. On 26 December , the seventh-generation Mercury Cougar was introduced for the model year. At its debut, the Cougar was marketed largely as the flagship coupe of the Mercury division. As Mercury revised its model line during the s, the Cougar became the sole two-door model offered by the division. As market demand shifted away from large two-door coupes, the Mercury Cougar and Ford Thunderbird were discontinued after the model year, with the final example produced on 4 September While its exterior footprint changed negligibly, in a major change, the wheelbase was expanded nine inches to inches longer than a Mercedes-Benz SEC. Centered around the design of the MN12 chassis was its use of four-wheel independent suspension in place of a live rear axle. As part of the redesign, the MN12 chassis was powered solely by a 3. The naturally aspirated V6 was paired with a 4-speed automatic transmission, while the supercharged V6 was offered with a 5-speed manual with the automatic as an option. As the sixth-generation Mercury Cougar had proved successful in the marketplace, the redesign of the Cougar was largely an evolution of the previous generation, with updates of many previous design elements. The upright notchback roofline underwent a major revision, with the controversial upswept quarter windows of the previous generation abandoned. As a result of the longer wheelbase, the rear overhang was shortened. During the development of MN12, Ford designers sought to develop

increased differentiation between the Cougar and Thunderbird. While fenders and doors are common between the two vehicles, in comparison to the â€" generation, fewer visible parts are shared. As part of the shift to the wider MN12 chassis, the Cougar again became a 5-passenger vehicle for the first time since As a result of the wider interior, all Cougars were fitted with a center console with a floor-mounted shifter. During its production, the seventh-generation Mercury Cougar underwent several revisions. For , the Cougar underwent a slight facelift, with new headlamps, taillamps, and front bumper; the facelift is distinguished by a smaller grille â€" versions extend above the headlamps. The interior was also revised at this time and now included dual airbags with a wraparound style interior. The bodysides received wide body-colored cladding. At its launch, the seventh-generation Mercury Cougar retained the same model trims as before, with the LS geared towards luxury and convenience features and the XR7 geared towards performance and handling. Externally, the LS was given chrome window trim while the XR7 was nearly monochromatic with black window trim. For , Mercury revised the Cougar model line, with the XR7 becoming the sole trim level, dropping the LS and the monochromatic sport-oriented XR7 eliminating some overlap with the Ford Thunderbird. Adapting much of the equipment of the previous LS, the XR7 adapted chrome exterior trim and a standard digital instrument cluster, with four-wheel disc brakes becoming an option. To commemorate the 25th anniversary of the Mercury Cougar, in , the 25th Anniversary Mercury Cougar was an option package nearly exclusively on XR7 models. Other features included model-specific trunk lid and C-pillar badging and an imitation trunk lid luggage rack. By the mids, Ford engineers had completed design work on the third generation of the Ford Probe. Intended for a model year launch, the new Probe shifted its design from the Mazda MX-6 to a platform shared with the Ford Contour. After skipping the model year, Mercury introduced the eighth-generation Mercury Cougar for the model year at the Los Angeles Auto Show. Serving as the replacement for the Ford Probe, the first front-wheel drive Cougar shifted market segments from two-door personal luxury coupe to three-door sport compact , introducing the first Mercury sport hatchback coupe since the Mercury Capri. While marketed in Europe and Australia under the Ford brand, the eighth-generation Mercury Cougar was the first Mercury car since the â€" Mercury Capri sold without a direct Ford model equivalent in North America. Initially outranking its predecessor in sales, the eighth-generation Cougar marketed towards younger buyers, similar to the ZX2 struggled to compete for sales against sedans the Mercury Sable and Grand Marquis in the Mercury model line. While coupes had traditionally been offered in Lincoln-Mercury dealerships for several decades, the shift of the Cougar to the sports compact segment presented a challenge to sales personnel acquainted with marketing luxury-segment vehicles to new-car buyers along with attracting younger buyers into Mercury showrooms. In , Ford announced another restructuring of its model line, with marking the final year for the Cougar, Mercury Villager , Lincoln Continental , and Ford Escort. As part of the model line revision, the Ford Mondeo platform was no longer used in North America until its consolidation with the Ford Fusion; the Mercury Cougar was effectively left without a donor platform. The last Mercury Cougar rolled off the assembly line on 9 August ; following the end of its production, the Mercury model line offered no cars with four-cylinder engines until the Mercury Milan. The first front-wheel drive Cougar, it was designed with fully independent multilink suspension. The â€" Cougars were available with two engine options, the 2. However, the manual transmission version of the car, when given enough road, was capable of reaching speeds of around Ford also prepared two high-performance concept-only versions; one dubbed the "Eliminator", which was a supercharged version built with aftermarket available parts; and the other the "Cougar S", which featured new bodywork, all-wheel drive, and a 3. A high-performance Cougar S not to be confused with the concept was discussed in the press, which was essentially a Cougar with a Contour SVT engine; however, this version never made it into production. The Cougar S was so close to production, though, many of its parts are still available to order from the dealership and it is listed in many parts catalogs and insurance databases. This generation of Cougar had a far more contemporary package, with modern DOHC valve six-cylinder Duratec engines, a fully independent multilink suspension, and front-wheel drive. This was also the first hatchback Cougar, and the first to have its own body, unshared by any Ford except its European twin Ford Cougar. The body design used a philosophy Ford dubbed "New Edge" design: a combination of organic upper body lines with sharp, concave creases in the lower areas. The Cougar's body, and the New Edge idea in general, was introduced as a concept called the Mercury MC2 in and was considered a bigger version of the European Ford Puma. For the model year, the Cougar was updated with new headlights, front and rear fascias, and updated interior trim. With the exception of Ford Blue Oval badging replacing Cougar emblems on the exterior and interior, both Ford and Mercury versions are essentially identical. Export Cougars also have clear marker light lenses in place of

amber and amber rear turn signals. In the United States, the Ford Cougar was built in both left and right-hand drive, with the latter allowing for its sale in the UK and Australia. Factory support ended towards the end of the season and the Cougars began to show their wear. Ultimately, Mercury lost the championship to Ford by two points. Driver Tiny Lund dominated the series and took the championship. The Wood Brothers Racing team with David Pearson and later Neil Bonnett was successful with the car and scored a number of victories until the body style became ineligible following the season. The next year saw the previous Cougar teams switch to the Thunderbird when NASCAR mandated the smaller inch-wheelbased cars, though oddly the Thunderbirds had to have their wheelbases extended 6 inches because the actual wheelbase of production cars was inches. The cars collected the championship both years and continued the teams' streak to seven manufacturer 's championships. From Wikipedia, the free encyclopedia. Ford Motor Company car model. For other uses, see Cougar disambiguation. Motor vehicle. Pony car â€" Personal luxury car â€" Mid-size cars â€" â€" Sport compact â€" Ford Granada Lincoln Continental. Main article: Ford Cougar. Retrieved 9 April Retrieved 29 May Archived from the original on 13 January Retrieved 12 January Archived from the original on 6 June Automotive Mileposts. Retrieved 13 March Krause Publications. Archived from the original on 11 October Retrieved 12 September Cougar Club of America. Retrieved 1 January Retrieved 9 September Retrieved 11 January Retrieved 23 January Retrieved 14 January Retrieved 8 May Kent; Clark, Kim B. Archived from the original on 18 August Retrieved 18 August Retrieved 4 September The Ford Cougar Owners Club. Mercury vehicles. A division of Ford Motor Company , â€" Category Commons. 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Coupe: Lorain, Ohio , United States. Two-door coupe Two-door sedan Four-door sedan Four-door station wagon. Flat Rock, Michigan , United States. Transverse front-engine, front-wheel drive. Wikimedia Commons has media related to Mercury Cougar. Monterey Custom. Park Lane. Turnpike Cruiser. Station wagon. Colony Park. Sports car. Capri II. Personal luxury. Pickup truck. Sport compact. Grand Marquis. Station Wagon. Light truck. Make Model Year. Price and Payment. Vehicle History. Engine and Drivetrain. Vehicle Listing Details. Description: Used Mercury Cougar V6. It looks like the only vehicles matching your search at this time are over miles away. Consider expanding your search or save this search to get notified when matching inventory is available. Popular searches. My notifications My Account. Save Search. Enter your ZIP code to show only relevant vehicles for sale nearby. Search radius. Home delivery available. Only show local listings. Year s. Price and Payment Loan Price. Trim V6 1. Vehicle History Personal Use Only 1. Engine and Drivetrain Transmission Manual 1. Drivetrain Front Wheel Drive 1. Fuel Economy. Vehicle Listing Details Listings with recent price drops. Recently added listings. Not provided. Showing 1 - 1 out of 1 listings. Overall Consumer Rating. Great car for the price! It had the common fuel-pump failure. The mechanic then told me the engine had been over-heated which I suspected. Swapped engines and ever since its been running like new : Interior quality is high quality and the suspension is rides smooth. Will be keeping this car till it stops running :. Read more. Read less. Sign Up. We have seen examples of Ford's New Edge design philosophy at several auto shows over the last few years. Some, like the Lincoln Sentinel, were spooky. Others, like the Mercury MC2, were cool. We weren't sure, however, how we were going to like the first U. Well, New Edge is finally here in the form of the Mercury Cougar, and we are pretty sure that it's going to be a hit. More like the MC2 than the Sentinel, the Cougar is a nice blend of creases, edges and curves. The overall appearance of the body looks like a piece of material that has been pulled taught over an angular steel frame, kind of like an old biplane. The ultimate effect, however, is much more Buck Rogers than Red Baron. Underneath this eye-catching skin are components that are much more familiar to us. It also shares roughly 70 percent of its parts with these two entry-level sedans. This is important to Ford Motor Co. It is important to you, because it virtually guarantees that the Cougar will be one of the best driving coupes on the market. The well-balanced steering, excellent suspension, exciting drivetrains and powerful brakes have led us to comment countless times on these cars' preeminence in the compact sedan segment. The fact that the Cougar will be sharing these

components allows us to hazard the assumption that it too will be a hoot to drive. The Cougar is an important car for Mercury. It will be the only model in the Mercury lineup that is unique to the marque, everything else sold at Mercury lots is a Ford or Nissan clone. It also signifies that Mercury will serve as the testing ground for Ford Motor Co. Traditionally, Mercury would be the last of Ford's three major divisions to incorporate new styles. Now it leads the pack. Expect lines to stretch around the dealership when this car hits showrooms. Available styles include I4 2dr Coupe, and V6 2dr Coupe. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Mercury Cougar. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Mercury lease specials Check out Mercury Cougar lease specials. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. The Flat Rock, Michigan plant where the Cougar is being assembled is not known for screwing together the tightest cars in the world, so reliability may be a sore spot with owners used to Japanese cars. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. Mercury reintroduces the Cougar this year after a one-year hiatus that saw the departure of most of Ford Motor Co. The new model is built on the Mondeo global platform that is also the basis for the Ford Contour and Mercury Mystique. Read more. Write a review See all reviews. Great car for the price! It had the common fuel-pump failure. The mechanic then told me the engine had been over-heated which I suspected. Swapped engines and ever since its been running like new : Interior quality is high quality and the suspension is rides smooth. Will be keeping this car till it stops running :. Read less. I got my Mercury Cougar about a year ago. I really just got it because of the gas milage. I have had only normal wear and tear out of it. Tires, battery ect I have no major complains its fast and really sporty looking. It makes a good car for men for women Why did they stop making the Cougar? In I bought a used Cougar, this proved to be one of my best decisions! I have put thousands of miles on this car. I have popped down the back seats and hauled more than in those toys trucks that are so popular. I have dressed up and taken my girlfriends out on the town in this sporty little car. I have saved so much on my gas bills, with my mileage ranging from 29 to 31 mpg. So I ask why did they stop making this car? See all reviews of the Used Mercury Cougar. Write a review. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Cougar. Sign Up. Coronavirus update: New contactless services to help keep you safe. I contacted the dealer after hours and they replied. The next day, I walked in, gave them the cash and walked out with the car within an hour. Jim Chapman is great to work with. Next day my father came with me, traded in my old vehicle, hassle free. They gave a fair amount for the vehicles age, condition, and mileage. Would highly recommend them and the sales person I dealt with Jim Chapman. Great work guys, I am very pleased with the outcome! We drove over to Helena from Bozeman, MT to test drive this vehicle and it did not disappoint!! This vehicle is in tip top shape and they were very kind to us the entire time. Friendly and quick service from the time we arrived to the time we left! Nathan was a knowledgeable salesman and not pushy. He had several options in line when the first wasn't what I wanted. Wallace contacted me within the hour and gave me all the information I requested almost immediately. It was a great experience and I would definitely purchase from Wallace Motors again. My experience at Wallace Motors was not what we've all come to expect from a used car dealer. He was friendly. He was respectful. He accurately described the condition of the SUV I was interested in, even pointing out its flaws. I got a nice used SUV at a nice price. Go see this guy!! Very nice people truck sold day I called about it They called me back like he said he would to confirm that it in fact did sell Great people. Salesman and Owner were very polite and non pushy. Did not insist on riding during test drive, Provided info I requested, and dealt quite fairly. I had a great experience with them, I told them that if they decided that they'd come down at all to let me know. I was ready to buy and I really wanted this truck as a Fathers Day gift for my husband. Maybe they just don't like dealing with women. Although I did have a transaction with the dealership, they did respond promptly of my inquiry. I had a great experience. The car was exactly as described. Buying process was quick and painless. I plan on checking their inventory first for any future used car purchases. Good

selection of pick-up truck very nice people work there and there was no presser. We'll help you find great deals among the millions of vehicles available nationwide on CarGurus, and we'll provide you with dealer reviews and vehicle history for each one. After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when it's time to get rid of your old ride, sell your car simply and securely on CarGurus. Once you're ready to narrow down your search results, go ahead and filter by price, mileage, transmission, trim, days on lot, drivetrain, color, engine, options, and deal ratings. And if you only want to see cars with a single owner, recent price drops, photos, or available financing , our filters can help with that too. All Years to All Years. Radius 10 mi 25 mi 50 mi 75 mi mi mi mi mi Nationwide. Find Mercury Cougar listings in your area Search Coronavirus update: New contactless services to help keep you safe. Best deals first. CarGurus User. Image Not Available. Why Use CarGurus? A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I ha

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 d the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search.