2005 mercury grand marquis review

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Great Value. Resale value is low but that is good for buyers looking for dependable transportation. Electronic temperature controls can be expensive to fix. Great car for the money. This thing is just as comfortable as when it was new, runs just as smoothly as well. I'll take another one. I just bought this car its a and only had for miles. The car looks and drives like new and should it was a one owner bought in Florida and came here to new England in I have worked with cars all my life and this is one of the best to own. Full frame, V8 Rear Wheel Drive. The only configuration I'll ever own. Been driving Grand Marquis' and Town Cars for over thirty years, and that will be the same till I die. I work on my own cars and have never purchased new. That's why police departments, taxi companies and rental agencies chose this platform. Just bought this Ultimate sixteen months ago with 80K on it, and have not been disappointed. Got a documented 28MPG on a recent mile trip. That means at least 15 more trouble free years in my possession. Batteries, tires and brakes are no "trouble". Just finished a trip getting as much as Another tank full got Overall, driving miles I averaged The vehicle has been very reliable. Got this car used in with only 24, miles on it. Had an older Lexus GS prior to this. I really like the Panther platform. These are the tiny issues I had with the car; otherwise, it was great: I replaced one fuel pump Electronic Climate Control was out which I fixed myself with an aftermarket part ; cruise control was out, but I left it Factory CD player died, so replaced with a Pioneer unit Some of the chrome trim pieces were sun-damaged, so I replaced with store-bought new ones This car was crashed on the freeway in November The car was a total loss and I walked away with only a small scrape on my arm where the airbag cover brushed me. I found another Mercury Grand Marquis the very next day and bought it immediately. Popular searches. My notifications My Account. More about the Grand Marquis. View Photos. List Price Estimate. ZIP Code. See all for sale. Filter by: All ratings 5 stars 4 stars 3 stars 2 stars 1 star. Items per page:. Write a review See all Grand Marquises for sale. Sponsored cars related to the Grand Marquis. Sign Up. Available styles include GS Convenience 4dr Sedan 4. 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 Grand Marquis. 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. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Large size makes it difficult to park and maneuver, some low-grade interior materials. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Minor changes this year include a new instrument panel applique, a revised steering wheel design and new wheel choices. A new LSE model includes a dual exhaust, sportier axle ratio, unique wheels and leather bucket seats with a floor console and floor shifter. Read more. Write a review See all 57 reviews. Probably good for another , miles. What more could I ask for? I don't want all the techno crap and I don't want to bump my elbow every other minute, which I seem to do in smaller cars. Granted, the cupholder is only just usable and the car could use a bit more storage in the front seat area. But you know what-I like every other aspect of this car just fine. I like its heft without being too hefty and I like how it moves. The rack and pinion steering is precise and the air suspension is great without totally isolating you from road feel. Leather, air ride, quality construction and a good stereo. For what I paid for a virtually new car with only 22K miles, I could never get a better deal. Read less. Reliable if not exciting. We have had eight Grand Marquis since the mid-eighties. I can honestly say that they have served us well with most of them getting before trading. Our current has with minimal problems, electrical control module and catylic converter. We get 22 mpg on two lane roads and up to 27 on long trips. This is not a flashy car but it is comfortable and reliable. I have had no issues re: Quality or driveability. Vehicle is a pleasure to drive on hwy and secondary roads. It is responsive and as dependable as i expected it to be. I have experienced better than 20 mpg in local town traffic and expect high 20s on highway. It gives a ride that is incredibly smooth and quiet, but firm on curves etc. All systems satisfactory so far. GS Convenience with 2 tone package. I've now owned this car for 5 months and love it. It is a very quiet, comfortable car and rides like a Town Car. My 2 tone package came with nice extras such as a hood ornament, brushed aluminum scuff plates that say Grand Marquis, the Mercury emblem debossed in the two toned leather seatbacks and body color door handles. The car seems rock solid and has decent fuel mileage for the all city driving I do 20mpg. It handles like a much

smaller car but has the big car ride without being floaty or wallowy. It is also quite a bargain for a full size car with a V8 engine. I'd recommend it to those of any age. I'm not a grandpa even though the car might be considered a "grandpa car". See all 57 reviews of the Used Mercury Grand Marquis. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Grand Marquis. Sign Up. It has modest interior room, especially in the rear. Ride quality is stiff and jiggly; handling is secure, but cumbersome. The cabin lacks the features, fit and finish expected in its price class. In most cases, automotive warranties are based on the vehicle identification number VIN , and the warranty will be valid regardless of ownership. The dealership can tell you exactly how much warranty is left. Reactivate now to get the information you were looking for! If you feel you have received this message in error, please view our customer care FAQs or access your account information here. Sign In. Become a Member. Remember Me. Not a member? Need further assistance? Please call Member Services at Unlock Ratings. Used Mercury Grand Marquis Change Vehicle. There are 5 recalls on this vehicle. Learn More. See All. Owner Satisfaction. Crash and Rollover Tests. Road Test Results. Performance Performance. Acceleration Acceleration Acceleration tests are conducted on a smooth, flat pavement straightaway at the track. The time in seconds that a vehicle takes to reach 60 mph from a standstill with the engine idling. Transmission Transmission Transmission performance is determined by shifting smoothness, response, shifter action, and clutch actuation for manual transmissions. Fuel Economy Fuel Economy We perform our own fuel-economy tests, independent of the government's often-quoted EPA figures and the manufacturers' claims. Using a precise fuel-flow measuring device spliced into the fuel line, we run two separate circuits to represent city and highway consumption. CR's Overall Mileage CR's Overall Mileage CR's overall mileage is a composite of measured fuel usage on a prescribed city course and highway cruising; and CR's mile test trip of mixed driving, if tested. In recent road tests, we've discontinued the mile trip test. Braking Braking The braking rating is a composite of wet and dry stopping distances and pedal feel. Braking distance is from 60 mph, with no wheels locked. Emergency Handling Emergency Handling Several factors go into the rating, including the avoidance maneuver speed and confidence, as well as how the vehicle behaves when pushed to its limit. Ride Ride Our expert judgment of how well the suspension isolates and absorbs road imperfections and how steady it keeps the body on various road surfaces. Noise Noise Our expert judgment of the vehicle's interior noise level in everyday driving. Front Seat Comfort Front Seat Comfort Our judgment of how comfortable the front seat is for drivers of various heights. Rear Seat Comfort Rear Seat Comfort Our judgment of how comfortable the rear seat is for two passengers to sit across. Emissions Emissions. Greenhouse Gas Greenhouse Gas The Greenhouse Gas Rating represents the amount of carbon dioxide the vehicle emits compared to other vehicles of the same model year. This score from the EPA ranges from 1 worst to 10 best. Smog Rating Smog Rating The Smog Rating represents the amount of health-damaging and smog-forming airborne pollutants the vehicle emits compared to other vehicles of the same model year. Owner Reports. Worse Better. Reliability History Reliability History The reliability charts are based on responses on hundreds of thousands of vehicles from our latest Annual Auto Survey. Consumer Reports subscribers reported on any serious problems they had with their vehicles during the past 12 months that they considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below. The results are presented relative to the average model that year. Extra weight is given to the more serious areas such as major engine or transmission problems. Based on this data and further analysis, we predict reliability for the latest year. An X indicates that the vehicle was not manufactured for a specific year. Engine Major Engine Major Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt. Engine Minor Engine Minor Accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, oil leaks. Engine Cooling Engine Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating. Transmission Major Transmission Major Transmission rebuild or replacement, torque converter, clutch replacement. Transmission Minor Transmission Minor Gear selector or linkage, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, rough shifting, slipping transmission. View all Reliability. Owner Satisfaction Owner Satisfaction To learn about satisfaction, CR has collected survey data from our annual survey on more than half a million vehicles. Our subscribers provide great insights into their satisfaction by answering one simple question: If they had it to do all over again, would they definitely buy or lease the same model? In addition, respondents also rate their cars in six categories: driving experience, comfort, value, styling, audio, and climate systems. Driving Experience Driving Experience Includes acceleration and handling. Comfort Comfort Includes seats, climate control, noise, and ride.

Value Value Did you get what you wanted relative to the price you paid? Styling Styling How it looks inside and out. View all Owner Satisfaction. Safety Equipment. ABS available, standard from Side air bags available from , standard in ESC not available. Drive Wheels. Coverage varies among versions of this vehicle. Read more about extended warranties. Body Styles. Transmissions Available. Engines Available. Change Vehicle. Ready to Shop Local Inventory? Select Another Vehicle. More From Consumer Reports. Make a Donation Newsletters Give a Gift. You no longer have digital access to ratings and reviews. What more could I ask for? I don't want all the techno crap and I don't want to bump my elbow every other minute, which I seem to do in smaller cars. Granted, the cupholder is only just usable and the car could use a bit more storage in the front seat area. But you know what-I like every other aspect of this car just fine. I like its heft without being too hefty and I like how it moves. The rack and pinion steering is precise and the air suspension is great without totally isolating you from road feel. Leather, air ride, quality construction and a good stereo. For what I paid for a virtually new car with only 22K miles, I could never get a better deal. We have had eight Grand Marquis since the mid-eighties. I can honestly say that they have served us well with most of them getting before trading. Our current has with minimal problems, electrical control module and catylic converter. We get 22 mpg on two lane roads and up to 27 on long trips. This is not a flashy car but it is comfortable and reliable. I have had no issues re: Quality or driveability. Vehicle is a pleasure to drive on hwy and secondary roads. It is responsive and as dependable as i expected it to be. I have experienced better than 20 mpg in local town traffic and expect high 20s on highway. It gives a ride that is incredibly smooth and quiet, but firm on curves etc. All systems satisfactory so far. I've now owned this car for 5 months and love it. It is a very quiet, comfortable car and rides like a Town Car. My 2 tone package came with nice extras such as a hood ornament, brushed aluminum scuff plates that say Grand Marquis, the Mercury emblem debossed in the two toned leather seatbacks and body color door handles. The car seems rock solid and has decent fuel mileage for the all city driving I do 20mpg. It handles like a much smaller car but has the big car ride without being floaty or wallowy. It is also quite a bargain for a full size car with a V8 engine. I'd recommend it to those of any age. I'm not a grandpa even though the car might be considered a "grandpa car". Grand Marquis LSE, more rare than originally thought. This vehicle was bought new, now has over 50, miles on it and I've had great reliability from it. No regrets, only wish Mercury would bring them back again. Popular searches. My notifications My Account. More about the Grand Marquis. View Photos. List Price Estimate. ZIP Code. See all for sale. Filter by: All ratings 5 stars 4 stars 3 stars 2 stars 1 star. Full size luxury, handling, performance. Items per page:. Write a review See all Grand Marquises for sale. Sponsored cars related to the Grand Marquis. Sign Up. Celebrating its pearl anniversary, the Mercury Grand Marquis is the archetypical American highway sedan. Its trademark rear-wheel drive, V-8 engine, cushioned ride, and bench seating lend themselves perfectly to putting away long stretches of interstate highway with the cruise control on. It's a car that appeals to those who have fond memories of old Detroit and its big, powerful, and affordable vehicles--an audience that started driving well before the Grand Marquis's introduction. The two GS models are a bit Spartan, while the three LS packages have enough bells and whistles to suit most full-size-sedan drivers' tastes. For , the Grand Marquis is little changed from its comprehensive makeover, which included a new frame, suspension, and steering system. Enhancements for include improved modulation of airbag deployment, new color choices, a new steering wheel, and optional inch wheels. The soft-lined exterior of the Grand Marquis is nearly identical to that of its brother, the Ford Crown Victoria, and it's a familiar profile to anyone who has traveled by taxi or, uh, police car in recent years due to the prevalence of Crown Vic in fleets. You won't find modern styling trends such as crisp lines, large wheels pushed out to the corners of the car, or high-tech lighting. Instead, the Grand Marquis is proud of its traditional, block, three-box form. Although the Grand Marquis fit in with Ford's product line when it was introduced, minor changes have done little to bring this machine into the 21st century. Utility is the overarching theme of the Grand Marquis' interior design. The standard materials are meant to endure rather than cosset, and yet they manage to provide a reasonable level of comfort. The Grand Marquis's fans love both its bench seats that accommodate a total of six passengers for short hauls, at least and the ease of entering and exiting its cabin. Its class-leading trunk space is commensurate with its seating capacity and could accommodate the baggage of a basketball team's starting lineup and their driver. The linear instrument panel has large digital displays, and while it looks dated, it's highly legible and gets the job done. The center console is simple to use, but only if you can reach it; drivers with shorter arms will find the placement of the controls a stretch. Standard equipment on LS models supplies all the necessities. Heated leather seats and a power sunroof are among the available options on the LS. No rear-seat DVD entertainment system is offered--a shame given that many a Marquis makes the long annual journey from Florida to the Midwest

and back, and the folks in back likely would whine a lot less with a few movies to watch. The Grand Marquis has long been equated with safety, and it's the only car to win, nine years running, the government's five-star rating for driver and front-passenger frontal crash tests. Four-wheel anti-lock brakes, dual front airbags, and traction control except on the base GS are standard; front side airbags are optional on the LS. The safety equipment profile is about average for cars of its class, though you'll find a few more airbags available on some of the competition. In side-impact testing, the Grand Marquis scores five stars for front and rear seat when equipped with the side bags, without the additional protection, the front is rated at four stars. To its credit, the Mercury earns five stars in the new rollover tests. Electronic stability control isn't available; rear-drive competitors like the Chrysler offer it as standard equipment on most trim levels. Only one powerplant is offered, and unlike many of its rivals' standard engines, it's a V The 4. Notably, several of the Grand Marquis's peers have five-speed automatics available, and many also boast V-6s that produce more horsepower than the Marquis's V A dual-exhaust system, part of the optional Handling Package, will boost power to hp--still short of the hp found in the Chrysler Touring's standard V-6 never mind the hp C or the hp C SRT8. This same powertrain pairing, like almost all of the Marquis' components, is found in Ford's Crown Victoria. The Grand Marquis handles as it was meant to, like an American land yacht. Body lean is prominent during all but the gentlest cornering. The Marquis floats on its soft suspension, so it feels less maneuverable than large cars that are better damped, such as the Chrysler and even Mercury's own Montego. Those with jaundiced joints and bum backs might care less about handling than cushiness, and that's where the Grand Marquis excels; bumps don't jolt the cabin, they merely exacerbate the floating undulations. At the end of the day, the car's handling is sufficient for the typical challenges it will face. Traction control is essential standard on all but the base GS if you live in snow country. Braking performance is acceptable but hardly great, and the pedal feels as mushy as the rest of the controls. The V-8 offers merely adequate performance in motivating the two-ton-plus car. As a result, passing and merging require advance planning. The eight-cylinder torque gives the big Merc greater oomph than its performance numbers bear, making it quite acceptable to the intended mature driver. The four-speed transmission is a disappointment as downshifts lag during passing and merging maneuvers, and the widely spaced ratios don't make the most of the available power. It's just as well; the noise when the V-8 winds up is more of a cacophony than a symphony. If you're looking to continue the proud, patriotic tradition of rear-wheel-drive V-8 power in a big, roomy wrapper the Grand Marquis is the car for you. It trades off agile handling for roomy seating, trunk space to match, and a safe, if very uneventful, ride. If you want the same features plus a little more zip in a more modern package, look to the Chrysler or the Toyota Avalon. Or if you want a deal, check out the Buick LeSabre in its final year of production. Towing capacity is a measly 1, lbs. For , Mercury keeps the Grand Marquis on cruise control--still big, safe, and all Detroit. Tardy four-speed transmission Very little of substance has changed for the Grand Marquis since its redesign. Notable for are better airbag deployment modulation and a few cosmetic flourishes. The production year will bring a revised grille, redesigned front fascia, and new headlamps. Close Ad. The Manufacturer photographers IntelliChoice writers. Big and not ashamed of it. Rides smoothly enough for Grandma What's Not. Uninspiring power and handling. Traction control is the only essential option. Share on Facebook Share on Twitter. It looks like you're new here. If you want to get involved, click one of these buttons! Howdy, Stranger! Sign in or Register. On Edmunds. Visit Edmunds How-To Guides. Service Centers in. Browse Forums by:. What Edmunds Says Pros. March in Ford. Those of you joining us from that topic are welcome to continue your discussion. If you're new to this topic, you may want to follow the above link for additional archived posts. March I have been considering buying a bra for it if Olds makes one What do you think? Does anyone have one, and if so how does it look. Also, what is the price for one. Also, am I the only one that doesn't like the very small "Oldsmobile" font on the trunk? The ' font is much larger and nicer. I am going to order it for mine. I checked all the Grand Marquis' in the parking lot today The first CV that I remember was a tudor Ford's spelling with a chrome band hence the word "Crown" over the roof at the "B" pillar with the front half of the roof being a fixed-in-place sunroof! The Marquis name is from the mid-late 60's, with "Grand" moniker, as I remember, appearing about in the mid 70's or later in response to the "Grand" Bonneville from Pontiac. Prior to the Marquis the top Merc was the Park Lane. I am looking at purchasing a CV Interceptor. It has miles on it and has had all the work done to it. I'm going to pay about for it. Does this sound reasonable? Also does anyone know the hp and torque numbers for the interceptor 4. Anyone who has any info to post I would greatly appreciate it. I might be wrong on this, but I think I remember hearing that both the CV and GM would receive makeovers beginning with the models which would be available late in That's about the time that I'll be buying mine CV , so it'll be interesting to see what they come up

with. I'd be willing to bet that some of the regulars in this forum could shed some more light on this rumor. Have a 88 that began leaking oil from intake manifold area--found out a small filter under the PVC valve was plugged up. Anyone step into this one too??? I guess everybody here would recommend the Grand Marquis. Please give me reasons why I should purchase the Grand Marquis? And even if some say the is a good motor, I know from owning one in my Tbird that the 4. Now I know why law enforcement professionals rave about the CV. Either way, they are solid cars for decent price. One other thing If you life in an area with a temperate climate or in a snow area, ordering drivetrain traction control for the Grand Marquis is a must since it's RWD. Trust me I've driven my '95 Fleetwood in weather my own father wouldn't even drive in, and the traction control works wonders by keeping the car stable during bad road conditions. Unless, of course, I go in snow above my bumper Then I'm as stuck as anybody else. Also, don't make the mistake of thinking the traction control is a license to do something stupid like drive faster than you normally would in poor driving conditions. If you are planning on doing a little spirited driving in the Grand Marquis should you purchase one, you might also want to consider the ride and handling package. It won't turn it into a Ferrari, but it does firm the ride up a bit especially around corners without sacrificing smoothness. Don't worry about the old man complex. There are some other people who post here who are the same age as both of us, too. It just means you recognize value in a car when you see it. Enjoy your new Grand Marquis. Don't worry about the "old man complex. You shouldn't worry about what others think. As Steve said, you're recognizing exceptional value when you see it. If you're like me, you're also looking for practicality And the Grand Marquis certainly has it due to its ample interior room and cargo space. Oh, and pay no attention to kinley He thinks that Lincoln Town Cars should perform like Ferraris No offense, kinley. I'd insist upon ABS, traction control, and the ride and handling package for the benefit of the rear air suspension. Those improvements will make the GM all the more enjoyable. One last thing Let's face it How much will the touring package take away from the GM's soft ride. I do not want to add harshness to the ride. It shouldn't detract too much from the Grand Marquis ride. In fact, the difference should be barely perceptible. The official Mercury website says the package contains the following: 3. In fact, it should still be as soft as you experienced it when you test drove that other GM. At the very least, though, order it with the rear air suspension It not only keeps the tail from dragging, but accounts for the smooth ride without the car pitching and rolling all over the place. I wish they married Ford's superb rear air suspension to my Cadillac. You'd then have the ultimate luxo barge. I'm a volunteer voc-ed teacher at an inner-city children's home. Because the home is in a very dangerous neighborhood, I'd like to get a car that looks a lot like a cop car. Additional info: 1. The state auction for cop-cars is nearby. They have '96 CV's with 95k miles. Would it be better to get a non-police CV that looks like a police CV? How many miles can you get out of a CV, before it's more economical to replace it? Once over k miles, are the maintenance costs high? We need to haul kids between the home and our shop. How many kids fit in a CV? We need to haul plywood using a small trailer. Is the CV ok with trailers? Again, any advice most appreciated! You sure will be better off with privetly owned car, just make sure, miles on odometer correct and car don't have any maigor hidden problems. I'm looking for a safe car. I checked out the Crown Vic and Grand Marquis and both get 5 stars frontal and 4 stars side impact. I want a car with side air bags. The government doesn't check for head injuries in their tests, so the 4 star side impact results apply only to pelvic and thoracic injuries. The test dummies head could fly off, and the Crown Vic would still get 4 stars for side impact. It is supposedly built on the same chassis as the Crown Vic. The government gives the Town Car 4 stars frontal and 4 stars side impact. How can that be? I would think the Town Car would get the same 5 star rating for the frontal test, and at least improve on the side impact test due to the side air bags. Sean, I noticed that, too. These cars and the Towncar all share the same "platform", but I guess that doesn't mean the Towncar has the same frame or crush dynamics. It primarily means they have the same engine and transmission and probably a hundred other components. Or maybe it's just the difference in weight that changes the equation. If you want a car with side head air bags, excellent crash test results and for it also to be affordable-- good luck. Personally, I'm hoping that the next Crown Vic redesign will bring all that together. Meanwhile, the only thing that even comes close is a Ford Taurus. Or you could wear a helmet On the other hand, for the price of a Towncar, maybe you are in price range of a Volvo. You might want to check out the S70 or S To btroy: I've looked at both the Saab and the Volvo S I think these are probably the safest sedans on the road. I would buy one today if I could get the seat belts to fit properly. The seat belts in both these cars fit way up around my neck, and I can't adjust them. I test drove the Lexus LS The seat belts are adjustable and the car drives like a dream. The Lexus has a fairly good safety rating, but it's too expensive for me. I like the BMW i, but I feel cramped in it. I was hoping Ford would add more safety equipment to the Crown Vic. I would love it if they would add side air bags, and Volvo S

seats. Sean, you hit the nail on the head. That would make a great package and put the CV in direct competition with several of the world's finest automobiles. I hope Ford is listening. I've been hoping that Ford would add to the CV all the safety features they put in the Taurus side air bags with head protection, dual-stage air bags, belt pretensioners and force-limiters, etc , but I never thought of incorporating the Ford-owned Volvo WHIPS seat. That package would get a lot of attention and be almost unbeatable at any price. I think they would really rather sell the Focus, Taurus and Trukasaurus Gigantus. Hi, I am new to this forum. I took the time to read all the entries it took awhile, but was worth it I recently purchased a 95 GM LS with 38, miles on it. The car is electric currant red metallic with what I would call dark maroon leather interior. I looked at many used Crown vics and many GM and this was the only one I seen with this combo and just fell in love with it. It also had everything digital which is what I wanted and the look of all the electronics against all that maroon and the faux wood trim was just it for me. I started reading the forums before and after I purchased the car. I did find this sight and a couple others after I bought the car. The concerns I have are what I have been reading here about early Ford 4. I have not seen any one say if Ford corrected this problem, When they did, is mine one of the early ones, and what was the problem. I would have to sell mine at 85, miles if this is the case. Then I have read that the 4. So I am getting confused as to what to believe or think. I also have read about the tranny shudder problem, so I had my fluid changed at Lincoln Mercury including the torque converter after I bought the car. I also read in another forum that you should keep the RPM's down because of the torque converter ballooning because it is to big and to thin. Sorry to ramble on, but I am a little concerned. Kevin P. I forgot to say that after I bought the car I had the silent exhaust removed and had a catback system installed with some turbo mufflers to give it some sound. I did not want the sound of my old small block Nova made, but some sound out of that V8. If you have not done this mod yet DO IT!! You will not be sorry, the sound this V8 makes is great. I am 37 and haul 3 kids and the wife around and can still be a kid when I want to be. HA HA. I had a 95 GM and , miles on it without burning one drop of oil. The 4. The tranny shudder was a minor problem, I just put up with it. I am taking delivery of a new spruce green GM this Saturday. The tranny shudder has been fixed on the 's and the engine is still bulletproof. That's good news since I'll be taking delivery on my CV tomorrow. What did they do to correct the problem? Hearing about your 95 GM makes me feel better. What oil did you use? When did the shudder show itself? I have not felt it as of yet. Hi Weltron, thanks for your post and I hope you are enjoying your new cherry GM. As far as your advice to put on the loud mufflers, I think I'll pass. I know a lot of people do it, especially to Harleys, but take it from me: nobody is impressed by your noisy car especially the neighbor who is trying to sleep when you come in late or leave early in the morning and can't resist gunning it a few times. Just thought you should know. Btroy, I decided to put the duals on because the car had stock single exhaust. This let the car finally breath and exhale. The guy who did mine is a good friend with his own shop. Before I allowed him to start there was a definite understanding I wanted the lowest noise possible without being silent. When I picked up the car it had the perfect sound. On the highway or driving normal it is almost silent. Giving decent throttle produces a nice mellow tone. The last thing I would want to do is wake somebody up. Cebuano, I am not sure what Ford did to correct the shudder problem. I read several reviews recently of the GM and both reviews indicated that the shudder problem had been corrected. I also test drove several GM recently and did not notice the problem. I am taking delivery tomorrow of a GM and the dealer insured me that Ford has corrected the shudder problem. Weltron, I always used run of the mill 5w 30 oil in my 95 GM. I felt the shudder in my 95 GM when I was maintaining speeds of between 40 to 45 mph. I never experimented with different transmission fluids, maybe I should have. Hello all, I just read this thread, and wanted to chime in. I have had it since 1 yr old with 23K miles, and it just turned K miles. It needed tranny overhaul at K miles. Both engines have performed flawlessly, on 10W40 and sound like new cars. Mine still uses no oil, but my brother now sees about 1 Qt per 3K miles. On the subject of tranny shudder, it happened on 95 CV during shifting 3nd to 3rd gear? I complained so often to Dlrship that they replaced the torque convertor at 35, miles just before warranty ran out. That was 90K miles ago. I do pay a little more at local Trans. I have loved both cars, but do find the '95's brakes to be poor when running at highway speed and forced to make a quick stop. In rain, it is worse, as rotors need about seconds of brake application to dry off enough to even start slowing down the car. Usually there is still lots of pad, but everything is glazed so badly, there is no stopping power. The only other complaint I have is the airbag system, which pops an error light about once per year or so. Last comment is a suggestion. I had to pay Dlrship to replace sparkplug wiring sets once on each car. The old ones were given to my brother when he bought the 92 TC, and he now has only left, and they are not long enough for the ones that usually fail KEEP your old wires if you get this repair! Okay guys, let's see if you can help me. What is the transmission model designation number for

LX Crown Vics? I'm musing over a possible Mustang GT engine-transmission transplant into the Vic. If you could dredge up the Mustang transmission model number as well, that would be a great plus. The swap looks fairly doable, except the battery must be relocated on the Vic and a custom snorkel intake would have to be used with the new engine. I haven't delved into the necessary electronics issues, but they should be solvable. If there's a website out there super hardcore specs on these cars, throw me the link. We own a 93 MGM and thinking about buying because it's a great travel car. Wondered about the shudder and had tran service at the dealer. They never mentioned it was a common thing. Picked up other good hints from reading comments. You've obviously gotten your money worth out of your ride! Time to consider a newer ride or else rebuilding the engine. All things considered for a ride with k on the odometer it's time to retire the ride! Sounds like you need a valve job or a ring job or both. Your problem is so severe that changing the oil grade will not help. Shop around, maybe you can find a shop that will do it for a reasonable price. Could you buy a better car for the price of the repair? It's called the Panther platform, although that's not really known by anyone. There's a neat piece to back this up at this website. Look at the handling section. It's really bothering me. Thanks, Steve. Im thinking of buying a '95 crown vic. Unfortunately, I haven't owned a Ford full-size, so anything I could tell you about them you probably already know. I have driven them, and I like the way they ride and I thought the handling was perfectly O. Power delivery was kind of awkward, though. I picked up my new CV last Friday. Everything works great except for one minor annoyance. During night driving the trip odometer on the lower half of my speedometer is much brighter than the rest of the speedometer area. If I dim the cluster lighting enough to tame the brightness of the trip odometer, the speedometer and other gages are too dark. The light source is coming from an area below the trip odometer and it seems that there must be a light deflector missing or mispositioned. Any similar observations out there? Cebuano, I picked up my new GM last Saturday and noticed the brightness of the trip odometer while driving on a cloudy rainy day with lights on. The brightness did not bother me, however, it was only cloudy and not dark outside. I noticed that shortly after I start my GM and put it in drive, I hear a groaning sound that last about two seconds. Do you have this sound on your CV, and if so do you know what it is. I do not have the air suspension, so I thought it might have something to do with the traction control. Do you have this sound on your CV, and if so do you know what it is? Golfnut it is the traction control doing a self test. On my 95 GM it performs this test at approx. I also heard this noise and thought what the hell is that. It wasn't until I received the shop manual that I could find out what it was. It is the pump running that you hear. Sign In or Register to comment. Make Model Year. Vehicle History. Vehicle Listing Details. Odometer is miles below market average! It is value priced to move using live market data and it includes Boucher's Smart Care Maintenance Package at no additional charge! See dealer for details! Its Automatic transmission and Gas V8 4. This Mercury Grand Marquis features the following options: Wrap around taillamps, Variable assist pwr steering, Valet key, Traction control, Solar-tinted glass, SecuriLock anti-theft system, Remote keyless entry system, Rear window defroster, Rear wheel drive, and Rear seat reading lights. At Russ Darrow, we understand that some of our customers are on a tight budget and only need transportation. These vehicles are fully inspected and rather than send them to auction, we have reserved them for you at reduced prices. Any mechanical issues are clearly disclosed on the vehicle. They may not be perfect but they may be just perfect for you! Russ Darrow pre-owned vehicles come standard with one key. If we received more than one key from the previous owner, we include them. Additional keys, as well as dealer-installed accessories, may be purchased at the time of sale. All advertised vehicles are subject to actual dealer availability. Options and pricing are subject to change. We are not liable for pricing errors. See dealer for details. You'll be in and out in 5 minutes or less. As vehicle technology evolves make sure you completely understand all the features of your vehicle. Our Product Specialist Team is here to help with set up and to troubleshoot any issues. Sale price may vary based on manufacture incentives residency restrictions may apply, see dealer for details. ONLY 15, Miles! Call Us Today! They understand that a vehicle's value is determined by demand and availability, not by what we paid for it, or how long we have owned it. Instead of inflating our prices and hoping to win a negotiating contest, we perform a comprehensive search for similarly equipped vehicles in the marketplace up to miles away to find the current market value so we can offer you the best deal up front with our no hassle Posted Pricing. Please confirm the accuracy of the included equipment by calling us prior to purchase. With over 1, new, pre-owned and certified vehicles available at our Columbia location, we are your one stop when you are shopping for your next vehicle! When you decide on your vehicle, we offer top notch, on-site financial services professionals who will make qualifying for your lease or loan a simple, easy process. After the sale, our Ford and Lincoln Certified Service Department will keep you on the road with quality Ford and Lincoln parts and guaranteed labor.

Stop by and see us in person, give us a call or visit us at The Air Is Cold, Our award winning service department has inspected Grand Maquis to insure it meets or exceeds all Florida Safety Standards so you can drive home in confidence. If you are looking for an clean, comfortable ride in a cruiser that has a special price, come in and make this Mercury Grand Marquis yours before another customer beats you to it. Call Tom W. At with any questions or to schedule an appointment for a Red Hoagland deal. LS Premium trim. 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. Engine Details Transmission Automatic Drivetrain Rear Wheel Driv

1999 dodge ram pickup 1500 engine 59l v8
craftsman rototiller parts diagram
2010 mitsubishi galant se

e Cylinders 8 cylinders Fuel Economy. Vehicle Listing Details Recently added listings. Listings with recent price drops. Are You Getting a Good Deal? No accidents. Price Drop. Title issue. New Listing. Know The Deal. Showing 1 - 18 out of listings. Overall Consumer Rating. Probably good for another , miles. What more could I ask for? I don't want all the techno crap and I don't want to bump my elbow every other minute, which I seem to do in smaller cars. Granted, the cupholder is only just usable and the car could use a bit more storage in the front seat area. But you know what-I like every other aspect of this car just fine. I like its heft without being too hefty and I like how it moves. The rack and pinion steering is precise and the air suspension is great without totally isolating you from road feel. Leather, air ride, quality construction and a good stereo. For what I paid for a virtually new car with only 22K miles, I could never get a better deal. Read more. Read less. Sign Up.