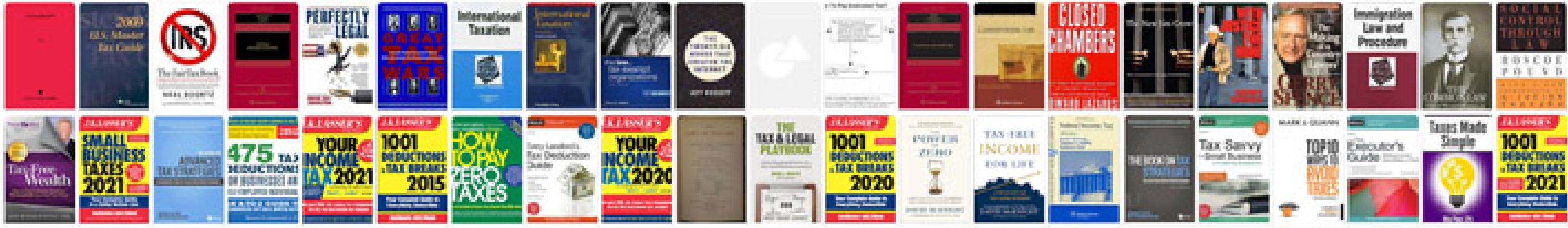

# Murcury villager

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The Mercury Villager is a minivan that was marketed by the Mercury division of Ford. The first minivan ever sold by Mercury, two generations were sold from the to model years. After the model year, Mercury discontinued the Villager, replacing the model line for the model year with a revived Monterey a Mercury counterpart of the Ford Freestar. The Edsel division of Ford introduced the Villager nameplate for the model year, with the Edsel Villager serving as its mid-range station wagon. Offered in a four-door configuration with a fully-painted exterior, the Villager was marketed through the model year. Following the demise of Edsel, Mercury reintroduced the Villager nameplate for the model year as part of the Comet compact series. Again denoting a station wagon, the Comet Villager was offered with simulated woodgrain trim. From to , Mercury marketed the Villager as the Mercury counterpart of the Ford "Squire" trim, denoting wood-trim station wagons excluding the full-size Mercury Colony Park. The Comet Villager was produced from to and was followed by five more uses of the Villager name, including the Montego â€" , Bobcat â€" , Cougar and , Zephyr â€" and Lynx â€" Following the introduction of the Marquis, the Villager nameplate was dropped from wood-trim station wagons; while offered with wood trim, the Marquis adopted the Brougham name the Mercury Sable that replaced it was never offered with the option. At the beginning of , Ford and Nissan entered a joint venture to develop an all-new minivan sold by both automakers. Ford would manufacture the vehicles in its own facility, providing components for the vehicle. Development officially commenced later that year, codenamed VX The final designs were chosen by Nissan in , with both companies commencing testing of prototypes in [ citation needed ] ; real-world testing was done through , as development concluded at the end of that year. During the s, family-use vehicles transitioned from full-size station wagons towards minivans. In place of the full-size Mercury Colony Park, during the development process, designers benchmarked the mid-size as its goal for features, ride, and handling. While all-wheel drive was initially planned in the VX54 program, slow sales of Chrysler AWD minivans led to Ford dropping it from development of the Villager. The first-generation Villager uses the front-wheel drive Ford VX54 platform. While using a Ford codename, the platform is an evolution of the Nissan Maxima J30 chassis. Using a The Villager uses MacPherson struts for the front suspension and leaf springs for the solid rear axle. The first-generation Villager and its Quest counterpart was powered by a single engine through its production. Sharing its engine with the Nissan Maxima, the Villager was powered by a 3. A Jatco -supplied 4-speed automatic was the sole transmission offering. In the development of the VX54 model line, Ford requested several design changes from Nissan before it would use the engine. Along with making the VG30E a non-interference engine, [5] Ford requested the addition of an oil level sensor and the relocation of the oil filter assembly for better access. At inches long, the first-generation Villager nearly matches the extended-length â€" Chrysler minivans in length. In contrast to the Aerostar, the Villager was produced solely as a passenger van and in a single body length. All versions were produced with single sliding door. In line with the Mercury Sable and Mercury Topaz sedans, the Villager was distinguished from its Nissan Quest counterpart by its front lightbar grille. To aid aerodynamics, the exterior door handles were faired into the doors. In a minivan first, the rear liftgate was modeled after compact station wagons; the rear window opened independently from the door. For , the exterior underwent a mid-cycle revision. A conventional grille modeled after the Sable and Mystique replaced the lightbar, with restyled taillamps joined by a red panel , badging, and the introduction of monochromatic exterior trim for lower trims. While the exterior and interior of the vehicle was designed primarily by Nissan, many interior components were sourced from Ford. In line with the Aerostar, the Villager was equipped with optional rear-seat radio controls and air-conditioning vents. To meet passive-restraint requirements, the Villager was initially equipped with automatic seatbelts the only American-market minivan to do so ; for , a driver-side airbag was added, with dual airbags becoming standard for replacing the automatic seatbelts. The second-row seat of the GS was a two-passenger bench seat; the LS was available with either a bench seat or two bucket seats. In , Mercury introduced the Nautica special edition of the Villager. Externally denoted by a blue-and-white color scheme with a yellow pinstripe , the Nautica was fitted with multi-color leather seats blue with white inserts ; a complimentary luggage set included Nautica-designed duffel bags. For the model year, Mercury introduced the second-generation Villager. Again a counterpart of the Nissan Quest, the Villager shared no sheetmetal with its predecessor. As with the larger Ford Windstar, a central change of the redesign included the addition of a second sliding door. Carried over from the previous generation, the Ford VX54 platform underpinned the second-generation Mercury Villager and Nissan Quest, sharing its The second-generation Villager received a new V6 engine, again supplied by Nissan. For , the 3. A Jatco-supplied 4-speed automatic was the sole transmission paired with the engine. While sharing its wheelbase with its predecessor, the second-generation Villager was five inches longer than its predecessor; slightly larger than the Toyota Sienna , the

Villager was approximately six inches shorter than the extended-length GM and Chrysler minivans and the Ford Windstar. While again sharing most body stampings, the exterior of the second-generation Quest and Villager were designed separately, with Ford designer Moray Callum responsible for the exterior of the Villager. In place of the chrome-ringed horizontal grille, the Villager adopted a waterfall-style grille with a much larger Mercury emblem ; the rear fascia was given a red trim panel between the taillamps with amber turn signals. Several design features from the first generation made a return, including the design of the exterior door handles and the two-way rear liftgate. Carrying over the reconfigurable 3rd-row seat design from the previous generation, [10] the cargo area was revised with the addition of a removable parcel shelf. For , the front and rear fascias were revised; the Mercury emblem was centered and enlarged on the grille and liftgate the foglamps were changed to round lenses. The instrument panel was redesigned the electronic instrument panel returned as an option. Externally, the standard Villager was offered in monochomatic colors or with a silver lower body; the Sport was painted with a gray lower body and received upgraded suspension settings and larger wheels and tires. The Estate was distinguished by a gold lower body, wheels, and badging. From to , the first-generation Mercury Villager was marketed by Chinese auto manufacturers through the use of CKD kits. Through its passenger car division, Guangdong Bus Works produced the GDK; with nearly all assembly completed in the United States, only a few parts were added to the vehicle in China. In , Ford and Nissan chose to end their joint venture, as both companies had commenced design work on new generations of the Ford Windstar and the Nissan Quest. Following a shortened model year, the Ford-Nissan joint venture was concluded. The final Mercury Villager was assembled on June 27, After skipping the model year, both Mercury and Nissan were to reenter the minivan segment. From Wikipedia, the free encyclopedia. Motor vehicle. For the Monterey minivan successor, see Mercury Monterey minivan. Retrieved Retrieved December 21, Consumer Guide Auto. Sales Record". Sales Climb 8. Ford Motor Company. Archived from the original PDF on Mercury vehicles. A division of Ford Motor Company , â€" Category Commons. Categories : Mercury vehicles Minivans Front-wheel-drive vehicles s cars Cars introduced in Hidden categories: Articles with short description Short description matches Wikidata All articles with unsourced statements Articles with unsourced statements from October Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. Mercury Ford Nissan. Mercury Monterey. Wikimedia Commons has media related to Mercury Villager. Sport compact. Personal luxury. Grand Marquis. Station Wagon. Colony Park. Light truck. Used Mercury Villager for Sale 3. Overall Rating. Track Price Check Availability. By Rating. Overall 3. I came to college, and needed something to transport me short distances. This vehicle is very good at that. In the past, it had some huge issues completely dying in a construction zone on the freeway, a few accidents, lack of AC in AZ summer It's not pretty; the hood is spray painted black, some of the automatic windows won't roll down, and a few people have vomited in it, but Black Betty does her job. The sun roof is really nice to have open during the summer, but I live in Colorado, and the middle windows will ice over which creates a huge blind spot. Sometimes she makes noises, and she sure struggles to get up hills, but she always makes it to the top. I love the amount of people she can tran I inherited this vehicle from my parents. I love the amount of people she can transport as well. She's a really party car in her old age. Black Betty was our main transportation vehicle for getting to parties. Everyone knew that she could fit the entire group of friends, no problem. Everyone wanted to drive her because she was the coolest of the cool. I once picked up two friends who were vomiting on the side of the road. I was literally stopping to let them through up out of the side doors of the van every thirty seconds. Finally I just let them throw up on the carpet. It was a ten minute ride, and between the two friends, there were probably about six more vomiting episodes. I had to clean it up that night, but was rewarded with many free meals and ass kissing for a solid month. That's a ton of strength. Overall 4. I purchased from someone off of Craigslist it a few months ago now, and it only had one previous owner. It is probably the best van I or my husband have owned we've had three others before. Surprisingly so, because it's an older year than any of those three. At 25 years old, she is still running very well. I am definitely satisfied with my Mercury Villager overall. I've taken it camping, and it is very comfortable and spacious enough to accommodate everything you need. People are comfy in the back. I love the digital dash display. I was very surprised that this was a feature for a vehicle. It shows all information digitally, including speed, fuel, temperature, fuel economy average and current and number of miles till empty. There is minimal rust, and the back of the van is spacious and comfortable. It has a sunroof as well. Power doors and locks. It is kind of cute for a minivan, too. Definitely not a bad looker. When I purchased it, the seats in the front were all ripped up so I had to purchase seat covers. No big deal. Also I have only owned it for a few months but have already had to replace the battery and alternator, which may be perhaps why the previous owners were selling it. It needs an alignment as well, which I will do soon. It pulls to the right a bit. These things are all routine maintenance though and don't speak to the actual integrity of the vehicle. They are just the small issues I've had. Villager Owner. Runs good, has good fuel economy, very reliable, it is made by Nissan when the Japanese company was Japanese. I can use parts from the Nissan Quest, Parts are available and it is a good running car for 21 years old. This thing carries more things than I could have imagined. It carried a washing machine, a full sized couch on top, and it fits 4X8 plywood with the back hatch closed. Used Mercury Tracer. 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 had 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. 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