2006 lincoln ls problems

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 Lincoln. Maybe I'm just paranoid from reading about all the transmission problems with the LS, but I am wondering if I should be concerned by a vibration that seems to come from the transmission at very low speeds. The sensation is almost like a shudder, similar to when you try to start in too high a gear in a manual transmission car. The problem doesn't seem to be the engine, because the tach shows over rpms. Is this how the transmission problems in this model first manifest themselves? Or is this considered normal for this car? The car has less than miles; If this is a problem, I'd like to get it documented and fixed now rather than have it be a bigger problem later. October After a while it wouldn't shift into 5th, even at hwy speed. Seems to occur after about 30min of driving, after which it quickly reoccurs, even if reset. I took it into the dealer, who said they weren't able to communicate with the car's chip! They upgraded their sw and everything, but still couldn't get in to see through their computer what the problem was. They serviced the transmission, but now, my advancetrac light is flashing, the engine light is on, and the check transmission light still comes on after 30min of driving! I've since brought it back in. Appearantly they called Ford for 3rd level support, but came up blank. Now they're basically telling me I'm SOL. Any ideas what I can do here? I would take it to another Lincoln dealership if one is close by. April I had the Transmission flushed and all the good deeds, still it misbehaves. I am constantly pulling over to the side of the road to turn the car off to place it back into gear. The "E" still appears where the D5-D4 normally appears. I was told the problem maybe a wire loose. I recently had one of my co-workers look at the car and was told by him that it is down-shifting and getting stuck in the low gear However now as of two days after him looking under the hood it is running hot. I can hear a low whistling sound , like some weird fan blowing, and then the gauge starts to creep, car reduces power yada yada. I currently have 62, miles, I did notice that my co-worker didn't replace the coolant cap back on, I figured once I replaced it, and allowed the car to cool, everything would be fine. I added water to be sure that wasn't the problem. Unfortunately it is still running hot. Please help. This car cant be this bad. You can now add me to that club I have had this car for a year now. The car after owning it about a month started to jerk really bad on gear shifts got a tune up replaced spark plugs working fine. Now, the check transmission light is on and I have no idea what to do now. Could it be the Solenoid that should be replaced? Have the coolant replaced and get all the air out of the system. It's easy to get an air bubble trapped in the coolant which holds steam and when that steam hits the temp sensor it thinks the engine is overheating. Second possibility is a bad thermostat, followed by a bad cooling fan pump. Have the codes checked. Anytime there is an error indication there should be a code stored. You're paranoid. My V6 LS had to have the solenoid pack replaced at around 85K turned out to be the French made part in the trans, Bosch makes the replacement and that is the only issue I have had. The car now has over K miles. If you think you have a problem, by all means, take it in! Thanks for the reply. I scheduled an appointment with my therapist. But so far I love the car and hope it holds up. I was driving my 01 LS when all of a sudden, with no red flags, My Transmission light came on. Then an "E" appeared in the mileage box. I do not know what to do, or what the cost will be. Can anyone explain what is going on? How could we possibly know what's going on? You need to have the error code checked to see what the error is. I have a LS V8 with only 36K miles and what seems to be the same exact transmission problem. The codes pointed towards the solenoid block. Did you have any luck with resolving your problem. I was told the exact same as you, and that was my problem. After the transmission shop had had my car for 3 days, I received it today, and the problem wasn't fixed at all. Actually it is worst off now than before. They have to keep it for about 2 more days, and told me it was an electrical problem, and the work is not warrantied because they can't warrant electrical problems.. By the way, what was your total price including labor? The first trip to the service shop was for an E on the dashthey hooked car up to diagnostics and it showed several error codes, they had to replace a bunch of solenoids in the transmission. Car still not running properly so at second visit the dealer told me that the new solenoids were not communicating with the CPU software which needed to be upgraded. Thrid visit to the service shop they kept the car for a few days as far as I could tell they did nothing. Fourth and final trip to the service shop I told them I wanted my money back, they asked me to give them one more chance to fix the car, they had the car for two weeks and they ended finding several valves within the valve body of the transmission that had broken springs inside, they replaced the whole valve body, as well another valve located somewhere in the engine which had failed and was causing the car to idle too fast, which caused the car to jump when putting car into reverse or drive. As for the overheating they replaced the fan motor as well as a hose with a small hole in it. June Im looking to do a trans flush on my 00 lincoln ls v6 with a little over k miles. I had somebody tell me that flushing the

trans can cause problems? I think he didnt know that he was talking about so i need some professional opinions. Im sure my ABS wheel sensor is shot. Can i damage anything by driving it this way? Flushing the tranny is a very good idea. I've done this once before at 45k and will do again at 90k. Sorry but I don't know about the sensor. July Thanks, I found that the Jiffy Lube had not replaced any of the coolant that supposedly "they filled. Supposedly , water had entered into my fuse box which caused all the fuses to corrode and, destroy my electrical line leading to the transmission. I now have a problem with the airbag. The airbag sensor light is constantly on. According to the only Lincoln dealer on this Island , the Airbag harness needs to be replaced. December If you also have a delay from "D" to "R" or "R" to "D" my bet would be the solenoid pack. I did it myself so I don't know what a dealer would charge for installation. Transmission light keeps coming on as well but when we bring it to get checked the light turns off before we can get there. Anyone have any ideas on what could be the problem? May Good luck! The transmission in my LS has been a nightmare for me. I actually had the transmission replaced and the new one is leaking. With all the accounts of this problem I have read and what I have personally been through, I believe it is a major problem. I have had my LS for a couple of years now. It stranded me on the interstate about 6 months after we bought it the mechanic that fixed it had no idea what was wrong with it he changed the fuel filter and sent me on my way. It hasn't done that since. However, when I accelerate from like 20 to a speed of 55 or 60 the car will cough or shudder but if I let up off the gas and accelerate a little slower the car is fine. My husband has heard at , miles the transmission goes out and is in a mad rush to trade it in. It has 91, on it now I do not want to trade it in. Can anyone tell me, is it my transmission? It's not the transmission and they don't go out at K either. It's probably the coils. Sometimes the valve cover gaskets leak and fill up the spark plug wells with oil. Each spark plug has a coil that sits on top of it called a COP - coil on plug as opposed to the older design where the coil was centralized and you had large plug wires going to each plug. The COPs can fail even without the leaking oil. A good mechanic can test them but I'd just go ahead and replace all of them along with the spark plugs and valve cover gasket if it's leaking at all. Common problem. I have a v8 ls and it feels like its holding back when i floor the accelerator, then it will all of a sudden go. Is this my tranny or somethin else???? See my previous post. Most likely the COPs. Although it could also be a clogged fuel filter if that hasn't been changed. We purchased a LS in January It had 48, miles on it. I was pulling out from a stop and it would not shift into the last gear. The "E" appeared in the shift indicator and the engine light came on. I shut the car down and after starting it back up was able to drive another 15 miles before it happened again. We have taken it back to the original dealership. They said they had never heard of this before. I find that a little hard to believe. I hope this fixes the problem as I truly love this car. That is the standard repair procedure and yes - they've heard of it before. It's not a common problem but it's happened more than a few times. It should fix it. The solenoid pack did not fix my transmission problem, Received 2nd call from dealer stating the S. Pack helped but they think the trans. Still feel like we are headed for a new transmission. We know, Steve, we know August I took my :sick: car to a dealer in the spring for trouble with shifting and high RPM's and they said the computer needed several updates, they took care of this and a week later the rpm's were up again reving during driving , and I took it back, they update the computer again, now 4 months later I took it back again, and now they say it has lost or is missing 4th gear? Lost gear? Codes from the computer are; P, P, P, these came from the dealer who said it may cost as much as Find a more competent dealer. I'm sure they have a whole series of diagnostics they can run on your transmission before condemning it. Line pressure? Leak in accumulator? Maybe you do need to go elsewhere. This could be electronic or internal. A few days ago while I was driving the check transmission came on along with the check engine light and the E on the gear shift indicator. I first wanted to check the fluid but found out after looking in the manual how hard that would be. I finaly understand how the draining and filling works and i never seen a dipstick behind the passenger front axle. I decided to take it to the quick lube and explained to the tech that I wanted to first check the fluid. We loosened the inner pan bolt and bright red fluid came dripping down. I thought at that point it was full also no leaks. I took it to the certified transmission becauce they said free dionostics and checks. The codes were explained to me as followed P gear4ratio P gear5ratio P internal shift speed cencior A-circuit P pcsc pressure P engine speed limiter. Also they handed me a cup with brown fluid and said this was my fluid wasnt red like the day before. I asked them about the s-pack and he told me that if I replaced that it wouldnt fix it becauce the gear ratio codes were first in the order. I told them I needed a second opinion so Im going to bring it to the dealer. I wanted your opinion in the matter and if the order of the codes mattered? The yellow engine light goes off with a full tank of 92 octaine. it will shift into 4th if you going slow. After the car is turned off it resets everything and you start the procces over. After the "E" comes on even the lower gears are felt when shifting but not

before. Could you give me some advise?? I love this car and have no warrenty. My advice is take it to the dealer for a second opinion. I was hoping for a little more info from you but thanks anyway. I did trans service over the weekend and changed filter. I got 4th gear back and now it flips back from d5 to E so thats an improvement. The dealer is so exspensive! By the time all the tests and every thing its almost worth buying rebuilt? I live 3 miles from work should that hurt it driving the back roads? I've got a used LS V8 which has around 15K on it. I got the car when it has around 5K. I noticed from the begining that when I hit the gas a little hard from stop, the first 2 gears always seems a little hesitate whether in auto or ss mode , but once it gets into 3rd gear and the speed picks up over 35mph everything is fine, the accelerate is smooth, and the car response very well with the gas. It seems to me the car is lack of torque at low speed or sth else? September I have a Lincoln LS, miles. I started having problems when I would put my car in reverse gear, the car would jerk. At times when I would drive the car, it seemed the car was not getting any gas when I accelerated. I would have to pull over and restart the car. After the mechanic, took the casing off of the solenoid pack, he informed me that there was metal in the pan. I think we all should go together and do a class action law suit. Only 3 years old, still making payments and steadily going to the shop. Got a mouse in your pocket? Most of the transmissions at least worked, but beyond that, the bulk of the people who ended up driving the car couldn't tell the difference. I'm going to guess that you didn't pay exactly a fortune for this thing. Good luck. November I have a Lincoln LS with 1, KMs on it and im having a little issue with the transmission, 2nd to 3rd gear switch often gives me a jerk Kick when I drive it after few hours or in the morning, and then another kick when downshifting from 3rd to 2nd,even tho all of it goes away when engine is warmed up but still i am concerned abotu it as i bought the car used like a month ago,shud i get rid of the car? I bought a LS it was hit in the front but dont know why my problem would reflect this but when you take my car out of park and out into drive its like its still in neutral but you pull it back into 1st gear its fine but you still have to shift through all the gears but after it gets into overdrive its fine, it will kick into passin gear and back down into over drive again but if you come to a stop or stop light you have to pull it back inot 1st gear again??? I would like to know my problem and know how much its gonna cost? January February Just curious how your LS tranny issue was resolved or is it. My '02 3. I had tranny rebuilt under warranty by dealer at 20k miles but now at 55k it's acting up again. I changed fluid and filter last month fluid was just slightly brownish compared to new but did not smell burnt and changed fluid again this week. But it's still shifting rough and "check tranny" light comes on. What finally fixed yours? Sign In or Register to comment. Lincoln LS owners have reported a total of 1, problems for their cars built in the 7 model years listed in the chart below. The chart shows the number of problems reported across all service years for each given model year of the Lincoln LS. The Lincoln LS cars have the most problems reported problems. The following chart shows the 25 most common problems for Lincoln LS cars. The number one most common problem is related to the vehicle's suspension problems. The second most common problem is related to the vehicle's engine and engine cooling problems. It would not be fair to compare the Lincoln LS of an older model year to newer model years since older vehicles have been in service longer and thus are expected to have more problems. In order to compare the reliability across LS model years, we use the PPMY index which is defined as the problems reported per thousand vehicles per Year. A smaller PPMY index indicates greater reliability of the given model year cars. Another way to measure the reliability across the model years of the Lincoln LS is to use the total number of problems reported during the vehicle's first year in service, as shown in the Table 4. Car Problems. Table 1. Total number of problems by model year for Lincoln LS. Table 2. Common problems of Lincoln LS. Table 3. Table 4. Number of problems in vehicle's first service year. Engine And Engine Cooling. Air Bag. Power Train. Electrical System. Vehicle Speed Control. Service Brakes. Show more problems Exterior Lighting. Other Fuel System. Gasoline Fuel System. Unknown Or Other. Electronic Stability Control. Seat Belt. Parking Brake. Traction Control System. Interior Lighting. Air Brake. Used Lincoln LS for Sale 4. Overall Rating. Track Price Check Availability. By Rating Overall 2. I Loved the look and the shape of my car. I loved racing the LS when it was running correctly! It was a smooth pick up and a great laugh when I won the street races, especially against males. It had an awesome pioneer audio system, so music sounded amazing. My cool grey leather seats were not black, with an outside black paint job, so my seats did not scorch my skin when I got into my car in the Florida heat! All the engine problems I had with it. I had to replace countless other engine parts just so the car would not over heat and leave me stranded as it had a few times prior. I ended up paying way more for the car than it was worth before I even officially owned it! Pretty but painfully! Overall 4. I was leery of getting a Lincoln, but since we've purchased it, I absolutely love it. I love the power of the V8, and I love the styling inside and outside of the vehicle. It rides very smooth, has great handling and acceleration. I looks

very sharp driving down the road with the polished wheels and deep burgundy paint. The cabin is decked out with wonderful climate control and a great sound system. The leather seats are wonderful with heating and cooling. Our child enjoys the roomy back seat and the fold down armrest with cup holders. The trunk is spacious and held a lot of luggage for our trip to Florida. I like the car alarm system. I just wish the driver's side rear door would lock when we lock the car. The transmission slips on occasion, and that wor The transmission slips on occasion, and that worries me because that will be an expensive repair. I love the moon roof. I like that it will recess into the roof as well as pop up if you don't want the roof totally open. I love that I can hold down the unlock button on my key fob and have all the windows and the moon roof open before I get to my car to let the heat out. We enjoyed our trips to Columbia in this car. We take frequent trips due to our child's medical needs, and this car is such a joy on the trip. I love the power of the Jaguar V8 engine. I have no problems passing other vehicles when driving on two-lane roads. I love how it handles a curvy road, and I love how bright my headlights are. I love the moon roof and the spacious trunk. I love the leather seating, climate controls and all the little extras that I haven't had in a car before. When it rains we get water inside the cabin. We're not sure where it's coming from. The transmission slips sometimes, even though our maintenance reports come back as having no problems. The rear driver's side door does not like to lock when you hit the lock button. The alarm sounds if you open the door, so I don't worry so much about someone getting into my car, but it is a bit unnerving. The windshield wipers quit if you engage the left blinker. For the most part these are minor concerns that we can have fixed, but the transmission issue is very concerning. Overall 5. It's never given me any problems. It's over 16 years old and is still in really good condition both mechanically and physically. The interior has held up well, and none of the electrical features have broken down. If I could purchase a brand new version of this car I would, but they no longer make this model. Overall, this vehicle runs great. I love driving over to Las Vegas or any long road trip in my car since its so comfortable, and spacious. My initial favorite thing about this vehicle was the design. It is perfect, not too long or too short. It's a perfect looking luxury car, but what I really love about it is how smooth it runs. I feel like I'm sitting on my sofa even if I'm driving fast. Actually the faster I go the smoother it runs. I also like the comfort of the seats. It feels like I'm sitting in a limo. The only cons about my car is that it is old and that Lincoln no longer makes this model. Also, the touch up paint is no longer available, so I have to put up with the scratches it has gotten over the years. Another con would be where the battery is placed. For some reason or another they decided to place the battery in the trunk of the car. Sometimes it's inconvenient when I want to help someone jump start their car. Used Lincoln LS. Used Cars for Sale. Lucie, Florida Overall. Popular searches. My notifications My Account. More about the LS. Overview Overview Most Popular. Sport 4dr Sedan 3. Starting MSRP. Drivetrain Drivetrain Drive type Rear wheel drive Transmission 5-speed shiftable automatic. Fuel tank capacity Engine Engine Torque lb-ft rpm Base engine size 3. Power Feature Power Feature digital keypad power door locks yes Power mirrors yes 2 one-touch power windows yes remote window operation yes Heated mirrors yes. Instrumentation Instrumentation clock yes compass yes tachometer yes. Front Seat Dimensions Front Seat Dimensions bucket front seats yes height adjustable passenger seat yes Front leg room Rear hip Room Rear leg room Rear shoulder room Dimensions Dimensions Front track Length Curb weight lbs. Cargo capacity, all seats in place Ground clearance 4. Height EPA interior volume Wheel base Width Rear track Sponsored cars related to the LS. Suspension Suspension four-wheel independent suspension yes short and long arm rear suspension yes short and long arm front suspension yes. Warranty Warranty Free Maintenance 1 yr. Basic 4 yr. Drivetrain 4 yr. Rust 5 yr. Roadside 4 yr. Inventory See LS Inventory. Sign Up. See LS Inventory. The Lincoln LS is a smooth and comfortable entry-level luxury sedan that lacks the refinement and athleticism of its newer competition. Introduced for the model year, the midsize, rear-drive LS is Lincoln's most advanced vehicle in terms of technology and engineering, and it has attracted a much younger clientele than Lincoln car dealerships are traditionally used to seeing. Unfortunately, it has never attracted these buyers in the numbers that Lincoln would like. In , the LS benefited from extensive updates that saw its 3. Minor transmission and suspension improvements were added for to further refine the Lincoln's road manners and shift quality. The model year also saw interior improvements designed to give the Lincoln car a more upscale ambience real walnut trim found its way to the options list along with more storage space. Features like side curtain airbags, a high-grade sound system and an onboard navigation system were also added to the options list. That the LS is an agreeable car is not in doubt. It's here that our interest in the Lincoln LS starts to wane. The Lincoln LS is still worth a look, but there are at least a half-dozen competitors we'd look at first. A host of standard features are included, such as inch alloy wheels, dual-zone automatic climate control, leather upholstery, auto-dimming mirrors and power seats with driver's

memory. Various optional upgrades include a power moonroof, HID headlights, heated and cooled front seats, walnut burl wood trim, power-adjustable pedals and a DVD-based navigation system combined with a THX-certified six-CD audio system. Many of these options are bundled into the available Elite and Premium option packages. The sole powertrain is a 3. This V8 is mated to a five-speed automatic transmission that sends power to the rear wheels. Traction control is standard across the line, while the AdvanceTrac stability control system is optional. Side airbags for front passengers are standard; full-length head-curtain airbags and rear parking sensors are optional. In NHTSA crash testing, the Lincoln LS scored five stars for protection of the driver in frontal impacts and four stars for front-passenger protection. Side-impact tests resulted in a four-star score for front-seat occupants and five stars for rear-seat passengers. Smooth and gutsy off the line, the V8 remains quiet while providing strong acceleration from almost any speed. The Lincoln's handling is commendable considering its size, but as the turns get smaller, the LS begins to feel bigger. Out on the highway, the Lincoln LS plays the part of a touring sedan almost perfectly, offering both a smooth ride and secure handling. But as a sport sedan, it's average at best. Materials quality is not up to the level of import competitors', but real wood, faux titanium and chrome accents add some visual interest to the Lincoln LS cockpit. The leather upholstery is soft to the touch, and although the well-cushioned chairs provide excellent comfort during highway cruising, their lack of lateral support makes them unsuitable for more spirited driving. The backseat offers more room than most entry-level luxury sedans, as even 6-footers will find ample head-, leg- and foot room. I just purchased a Lincoln ls v8 sport. I just got out of an 06 GTO with hp so I was a little skeptical of the hp v8. Especially the surround sound. Roomy, comfortable ride! Throttle lags a bit especially in low gears, compared to gto very stiff sporty suspension handles nice and most other performance is as advertised. I put K on a LS without incident and then traded it for the with 5K. I have been very happy with this car in every single way and now have over K miles on it. The only issue I've had was replacing the thermostat. It's a bit of a challenge and the guy changing it me didn't get the housing tight the first time. No issues after that. Runs great, drives great, gets decent mpg and still looks good. I'd buy a new one tomorrow if they still made them. Picked up a pre-owned with 32k on it. Love the ride, acceleration, and the interior. I'm tired of all the gadgetry in all the other cars. I just want to drive, not be freaking entertained. Love the SelectShift and blowing the doors off of Beemers. I have had little maintenance. Bought used from a dealer as a program car with 9K. Maintenance in 7. Great fun to drive and comfortable on long trips. Write a review. See all 46 reviews. Available styles include Sport 4dr Sedan 3. Consumer ratings and reviews are also available for the Lincoln LS and all its trim types. Overall, Edmunds users rate the LS 4. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the LS. Edmunds experts have compiled a robust series of ratings and reviews for the Lincoln LS and all model years in our database. Our rich content includes expert reviews and recommendations for the LS featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap 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 Lincoln LS. Edmunds has deep data on over 6 million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. 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. Home Lincoln Lincoln LS. Review Features Save. View Photos. Appraise this car. Lack of a manual transmission keeps it from true sport sedan status, build quality lags behind German and Japanese competitors, not as nimble as other sport sedans in its class. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review The Lincoln LS is a smooth and comfortable entry-level luxury sedan that lacks the refinement and athleticism of its newer competition. Lincoln has discontinued the V6 engine for and trimmed the car's remaining styles down to a single V8 Sport model, which includes a chrome grille with body-color surround, round foglamps and body-color rear license plate trim. Updated wheel designs and two new option packages round out the changes for ' Sponsored cars related to the LS. Most helpful consumer reviews 4. People who viewed this also viewed 4. The Edmunds experts tested the LS both on the road and at the track. What about cargo capacity? When you're thinking about carrying stuff in your new car, keep in mind that the LS has And then there's safety and reliability. Learn more. To determine whether the Lincoln LS is reliable, read Edmunds' authentic consumer reviews, which come from real owners and reveal what it's like to live with the LS. Look for specific complaints that keep popping up in the reviews, and be sure to compare the LS's average consumer rating to that of competing vehicles. There's a lot to consider if you're wondering whether the Lincoln LS is a good car. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the LS is a good car for you. Check back soon for the official Edmunds Rating from our expert testing team Learn more. Other versions include: Sport 4dr Sedan 3. LS variants include Sport 4dr Sedan 3. What do people think of the Lincoln LS? Edmunds Expert Reviews Edmunds experts have compiled a robust series of ratings and reviews for the Lincoln LS and all model years in our database. Our Review Process This review was written by a member of Edmunds' editorial team of expert car reviewers. What's a good price for a New Lincoln LS? Can't find a new Lincoln LSs you want in your area? Consider a broader search. Why trust Edmunds? Should I lease or buy a Lincoln LS? Check out Lincoln lease specials. Sign Up. 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The leather upholstery is soft to the touch, and although the well-cushioned chairs provide excellent comfort during highway cruising, their

lack of lateral support makes them unsuitable for more spirited driving. The backseat offers more room than most entry-level luxury sedans, as even 6-footers will find ample head-, leg- and foot room. Available styles include Sport 4dr Sedan 3. 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 Lincoln LS. 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. Lack of a manual transmission keeps it from true sport sedan status, build quality lags behind German and Japanese competitors, not as nimble as other sport sedans in its class. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. Lincoln has discontinued the V6 engine for and trimmed the car's remaining styles down to a single V8 Sport model, which includes a chrome grille with body-color surround, round foglamps and body-color rear license plate trim. Updated wheel designs and two new option packages round out the changes for ' Read more. Write a review See all 46 reviews. I just purchased a Lincoln ls v8 sport. I just got out of an 06 GTO with hp so I was a little skeptical of the hp v8. Especially the surround sound. Roomy, comfortable ride! Throttle lags a bit especially in low gears, compared to gto very stiff sporty suspension handles nice and most other performance is as advertised. Read less. I put K on a LS without incident and then traded it for the with 5K. I have been very happy with this car in every single way and now have over K miles on it. The only issue I've had was replacing the thermostat. It's a bit of a challenge and the guy changing it me didn't get the housing tight the first time. No issues after that. Runs great, drives great, gets decent mpg and still looks good. I'd buy a new one tomorrow if they still made them. American Muscle and Style. Picked up a pre-owned with 32k on it. Love the ride, acceleration, and the interior. I'm tired of all the gadgetry in all the other cars. I just want to drive, not be freaking entertained. Love the SelectShift and blowing the doors off of Beemers. I have had little maintenance. Bought used from a dealer as a program car with 9K. Maintenance in 7. Great fun to drive and comfortable on long trips. See all 46 reviews of the Used Lincoln LS. 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 LS. Sign Up. 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. July edited March in Lincoln. My Lincoln has , miles and has overheated 5 times in the last 30 days. I have taken it in all times and the mechanics cannot figure it out. It does not happen all the time. In other words when I take it in, it does not overheat, but after driving it a few days, boom, it happens again. The computer show nothing, the thermostat has been replaced, the lines have been bleed, radiator cleaned,..and so on. Anyone have any ideas? July My wife had a '91 Grand Am. One night I noticed the temp. But just as soon as I got out of the traffic, which was luckily only a few minutes, the temp. Well, I just chalked it up to the stop-and-go traffic, but I kept a close eye on it after that. I noticed that if the car was sitting still, or moving very slowly, it would try to overheat. The fan was not coming on. But how could that be since the very same type driving on even hotter days the car would not overheat, even when sitting still in traffic for several minutes at a time?!?! But, with the temp. It may be that none of this will apply to your car, but it might. It sure had me scratching my head for a while. BTW: Mine never did set the check engine light. Sounds like a cooling fan issue because it is one of the few variables in the cooling system, maybe the only thing that can really vary day to day. What you need to do is thiswhen the car starts to overheat, pull over and see if the cooling fan is running or not. If it IS running, and you've done all you've said you've done, I'd do a pressure test and look for a head gasket leak-- which can also in rare cases be a variable. August I had a situation where my LS was indicating an overheat situation and the computer would actually slow the car down as it is suppose to do. I would pull over to the side of the road, turn off the car for two minutes and then restart. All would be fine and the temps would be back to normal on temp gauge. Dealer replaced the thermostat and everything has been fine since. I have a Lincoln LS and I have been having overheating problems too. It will go a while without an incident but then all of a sudden it will overheat. Does anyone think this

might be a sensor problem? My had an overheating problem that was related to a bad power steering pump. The Dealer said the LS has a hydraulic cooling fan. I'm not sure, but I think the v-8 in that car is somewhere around 3. I've been under the hood of my sister-in-law's LS, and granted I wasn't closely studying the fan, but I'd bet you an expensive steak dinner it's electric. Could be a viscous clutch type fan. Some people call those hydraulic, but I don't recall any connection to other hydraulic systems. That sounds like something only Citroen would do. OK mullins87, I want that steak dinner. The - LS has a hydraulic motor turning the engine cooling fan. I believe that this was done to reduce the electrical load on the alternator. The there was a period of time when Ford was getting bad hydraulic fan motors. This problem held up early shipments of the T-Bird as well as LS's for a while. Before any of you start bashing American and Ford quality, the hydraulic fan motors are made in Germany. In the LS switched to an electic fan motor. I'm guessing that they could do this because the heated seats are no longer the electric heater wire type. You bet this Sunday I'll have my head stuck under the hood of my sister-in-law's LS. This is one setup I have to see. I drive an F and my wife has a Windstar. So how does this work exactly? How do you pump hydraulic fluid into a spinning fan hub? How do you get hydraulics to spin anything directly? I've seen hydraulics used for this type mechanism for years. Though, usually it on pieces of heavy equipment such as a rotary cutter mounted on a long arm used to mow steep right-of-ways. Utility companies use hydraulic drilling machines to bore holes to set utility poles. I just can't believe Ford would put that much engineering, production and assembly cost into something like this. I cannot wait for Sunday to get here! But do those machines actually spin something with direct hydraulic action? How does the drill "drill" with hydraulics? What gets the fluid going, and what mechanical advantage could there be over a clutch, or cable drive or???? Seems to be hydraulic drilling or spinning would be a very mushy, non-direct affair. Guess I need to take a few of these apart and see what's what. Hydraulic motors are not mushy and can have many advantages over clutch cable drive. There is nothing mushy about a hydraulic cylinder, liquids are NOT compressible. Two key advantages of hydraulics are: 1. The power source can by remotely located and can deliver more power to a remote location that has a lightweight power head. Should a hydraulic motor stall, there is less chance of damage, such as broken cables, gears etc. The best way I can think how to explain the advantage of hydraulics, is to think of pnumatic power tools and how well they work. They work on air, which is compressible. Now imagine how much more power could be delivered to the too with a no compressible liquid. It has an impeller that spins, sucking fluid in one side and forcing it out the other. Well, imagine that same setup only where the fluid is being forced into one side under very high pressure. That impeller is going to turn. Reverse the flow and the impeller will turn the other way. Now as swschrad described, the tolerances are much closer allowing very little leakage past the impeller. Have you ever driven a hydrostatic riding mower? That is a hydraulic drive system. To test the "mushiness" of this type system, take off either in forward or reverse and slam the pedal or lever into the other direction. The mower will either break traction and spin the tires while going the opposite direction, or it will snap your neck and immediately reverse direction. And as mentioned above, if you happen to overload one, there are usually check valves designed to relieve pressure on the drive system should the change in direction be too sudden. Most all of the zero-turn radius mowers you see are hydraulicly driven. But, as I said earlier, I cannot wait until Sunday afternoon to get a look at this system. It just boggles my mind, which may not be hard to do, why Ford would spend that much money to engineer something this way! Thanks for those observations, much appreciated. However, applying this principle to an automotive cooling fan, one wonders why one would take a simple thing that works so well and make it more complicated? I'm wondering what the engineers thought the advantage was. I mean, a motor takes power to operate, too. Maybe they wanted something super-quiet? I'm wondering if this type of cooling fan could be motor-oil driven, since it sounds like the hydraulic fluid is only used as a "pusher" and doesn't need to be hydraulic fluid at all. I remember when Mercedes used hydraulic windows lifts briefly. We used to break pencils with the windows and I recall the lifting pressure was something like lbs psi!! Apparently if a line broke while pressurized it would cut through your finger. Talk about over-engineering! Apparently the electric load on the original LS was too great to accomodate an electric fan -- that is what we were told by Lincoln back in when we raised the same questions. In fact, a problem in a shipment of hydraulic fans brought the production line to a halt. I would guess hydraulics are more efficient then converting mechanical motion into electricity by alternator and then back into mechanical motion by a fan motor -- hydraulics does not waste energy, except by friction, but there must be a strong reason to replace cheap electric motors with bearings, valves, fluid, and pipes. I am told the Jag S type of the same year with pretty much the same engine and chassis had an electric fan. The fan on LS V6 or V8 is hydraulic. It runs off its own pump and uses power steering fluid. How do I know?? By the way

Damn I hate to admit this, looks like you guys are right. This absolutely blows my mind!! Why would Ford go to this level of engineering and expense to do something so simple as a cooling fan? Or is this just a case of leftover British engineering? I can see a design like this going hundreds of thousands of miles, why put it on a car that most probably won't see k? There's plenty of good engineering that is not cost effective. Given how good electric cooling fans are, I was just wondering if there was some compelling reason for a motor-driven hydraulic fan. I believe they did it obviously but can't believe they thought it was a good idea. I'll try to make it a point to check one out sometime and see it in operation. Thanks for the info everybody. September Hydraulic fans on SC [Lexus] since day one. The radiator was to far forward to have a safe shaft length for an engine driven fan in V8 applications [car was designed for a I6]. If you read the LS forums on Edmunds and elsewhere you will see that there are a good number of LS's that already have over , miles. Two LS owners I know are around , miles with them running strong at this point. I know two owners of '00 V8s that had intermittently failing thermostats. New thermostats fixed the overheating problem. Another possible cause: If the coolant was ever drained, there is a specific process for refilling that must be followed to the letter. If not, large air bubbles can be trapped in the system and cause overheating. I didn't say that car wouldn't go k. I said "most probably. Now, how long will an '83 Caprice Classic go without ever having any engine or tranny work? Both vehicles are in my wife's family and both are well past k! In fact, the Caprice has never seen a tranny fluid change. And yes, I am telling the truth. You've already beaten the calculated odds for those cars by a long shot. Most predictions for modern cars done by engineers suggest KK at the outside. Here's another way to get good cooling:. Looks like an old Isetta, but weren't they 3 wheelers? Which car was it that had the engine in the back and the radiator in the front, with longgggggg tubes running the length of the car? All I remember was it was a nightmarish engineering solution--can't recall the car, though. Better way is dual radiators in the rear quarter panel air scoops. Don't forget that gem from Pontiac, the Fiero. Overheating can be a damn hard diagnosis sometime. There's a lot more to the problem than meets the eye. I do imagine that replacing those heater hoses was a tad pricey, think they ran through a frame girder for protection. My wife recently bought a Windstar. Do you suppose that thing has a heater core in the rear? I posted the original question and guess what A new processor was installed and two days after the same thing happened, I drove to work , approx. This has happened now 6 times. The service manager thinks it's electrical but I guess that is a really difficult thing to trace. Bottom line is that for as much as I paid for this car, it should be running great with , miles on it. Mostly highway miles too. So the saga continues Don't trash Lincoln just yet. If this is the first problem you've had with the LS, then you're due for one. You're right, if it is electrical, those can be the hardest to trace if it's an intermittent problem. Making some assumptions here: You trust the mechanic has the proper knowledge, skills and tools to do the job. The power steering pump is working properly as well as the solenoid and valves connected to the fan, fan also. So air flow is not the problem. There are no air pockets anywhere in the coolant. If there are, then that could cause your problem. The water pump and T-stat has been checked and are working properly. There are no kinks in any of the radiator or heater core hoses to impede flow. Nothing has been dropped into the radiator or engine, such as the foil seal off the anti-freeze bottle, that could block key passages. If the problem is a "happens one minute, then not happen again for several days" sort of thing with all other variables being the same, such as driving styles, conditions and temps, then the problem would almost have to be electrical. Has the mechanic been able to reproduce the problem? You mentioned a new processor, did you mean PCM? That leads me to think that maybe the car really isn't overheating, but only thinks it is. I can see where a bad temp. As it has been revealed earlier, I'm no expert here, just a shadetree trying to help. You've got one of those problems that will drive you nuts trying to find it. Good luck. The LS CPU uses a single bus to carry messages to all the modules -- if a connector is not electrically sound, it can introduce noise into the system -- and screw up something else at the other side of the car. That happened to my LS V-8 along with a host of other problems, including a sticking thermostat. I've never heard of it -- but if the sensors on the engine communicate through the same bus -- the problem, if electrical, could be almost anywhere -- including and especially the shaky grounding path from the rear of the car aluminium sub-chassis to the front, where the CPU and alternator is located. Bottom line- intermittant electrical problems are a real bear for even experienced LS mechanics to diagnose. I much more like switched connections, in which separate runs to each geegaw end up in a master connections box that electrically kicks signals where needed when needed. I had a Buick Riviera once and it had an overheating problem that never got solved. Craziest thing. Even took the motor apart to no avail. I think it was a hot spot in the internals of the block itself, a casting defect. But I wasn't about to put in another motor to test that theory. I was very tired of the car by then. It was a gradual overheat it would climb degree by degree and you couldn't stop

it by any means you tried. Even a larger radiator and special fan didn't work. I think if I had had a gallon cooling system it would have eventually boiled, given enough time. I just changed my thermostat today on my Lincoln LS. I'm having the same problem as the origional post overheating occasionally. Last time it overheated, I checked the "hydrolic fan" and it was screaming. I replaced the thermostat without purging the system and it overheated again. I then purged it and drove it hard for amout a mile and no problems yet. Bullet 01, I read you post before replaceing my thermostat. Below that is the thermostat. If it the same setup as my car, you will find the t-stat running to the lower radiator connection, not the upper. PS - dont use all caps in your next post, it's hard to read Now I need to let off some steam. I'm going to keep reading and posting because I suspect that the thermostat isn't the cause. There are a lot of poor ones. Captain, if you've successfully purged the LS cooling system, you're a better mechanic than you know, or maybe a bit lucky, because it's very difficult NOT to get air trapped in the system, wh

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 ich causes overheating. I worked fine for a few days but it just over heated again. I'll have the dealer purge it for me and see if it fixes the problem. I called a dealer and they confirmed that air pockets can cause over heating. He said purging the system isn't too hard just time consuming. He said to open the purge cap, rev the engine something i didn't do before wile adding more antifreeze when the level goes down. He said it may take up to a half hour. Finding a dealer knowledgeable about the LS is way harder than it should be. Finding one willing to share that knowledge with a DIYer is outstanding. Did you get your car fixed? We seem to be having the same problem. I just noticed that when the car temp starts climbing, turning on the heat for about 30 seconds makes everything fine the rest of trip. As mentioned earlier, there probably is an air pocket. I'm suspecting that by turning on the heat and opening the heater core passage, the air pocket is moved to a nonharmful location.