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succeeded by Fords world car platform in the form of the Ford Mondeo. The new design philosophy rested in part due to the aging Ford Pinto and Ford Maverick, and two oil embargoes which led to a rise in more fuelefficient import vehicle sales. Taking note of this, Ford set out to revolutionize the automotive industry, and would later lay the groundwork for three revolutionary vehicles The 1983 Thunderbird and its Mercury counterpart, the Cougar , the 1984 Tempo and its Mercury counterpart, the Topaz, and the yetto be released Taurus and its Mercury counterpart, the Sable . The Tempo and Topaz would be based on a stretched version of the frontwheeldrive platform used on the Ford Escort, but with a radical new body. Being based on the Escort meant the Tempo and Topaz, unlike its Fairmont and Zephyr predecessors, were frontwheel drive. By making them frontwheel drive, interior space was much larger than if they had been rearwheeldrive. The transaxle designs also borrowed heavily from the Ford Escort. However, there were few common components due to the Tempo and Topazs larger size.

These door frames wrapped up over the edge of the roof which improved sealing, allowed for hidden drip rails, and cleaned up the Apillar area of the car significantly. The rear track was also widened, creating more aerodynamic efficiency. The front grille was laid back more and the leading edge of the hood was tuned for aerodynamic cleanliness. Wheels were pushed out to the edges of the body, decreasing areas where air turbulence would be created. The rear of the cars were treated to just as many changes. The rear window was laid down at 60 degrees as well, and the trunk lid was raised higher than the side windows. This allowed the air to flow off the car more smoothly, and allowed for greater fuel efficiency. From the side view, this raised trunk created a wedge look to the car which was especially prominent on the twodoor coupe versions. Initial advertising featured a Tempo sedan performing a loop on a stunt track. The fourdoor Tempo used rear quarter windows in the Cpillars while the fourdoor Topaz received a more formal Cpillar arrangement without rear quarter windows. The Tempo shared much of its design language with the European Ford Sierra, launched a year earlier. Mated to either of these engines were the choice of a standard fourspeed IB4 or optional fivespeed MTXIII manual transmission which was the standard, and only option for the diesel engine variant, or the optional threespeed FLC automatic with a floormounted shift lever. In late 1985, the fivespeed manual became standard and the fourspeed was discontinued. This was done to decrease the possibility of mistakenly shifting into reverse rather than first gear during takeoff. The instrument panel featured a new, easier to read gauge layout, with all switches and controls placed within easy reach of the driver. The standard rectangular sealedbeam halogen headlamps were replaced with new, plastic composite designs which only required replacing the bulb itself.

These new headlights were flushmounted to match the redesigned front corner lights and a freshly restyled grille, which also closely matched that of the Taurus the Topaz received a pseudolightbar grille styled after the Sable . For the rear end, the trunk and taillights were slightly restyled, giving the car a sharper look. Replacing the carburetor on the 2.3 L fourcylinder engine was a new Central Fuel Injection CFI system the carbureted version was still available in Canada until 1987. Other changes and improvements included the addition of automatically retracting front seat belt shoulder straps, and the addition of a new allwheeldrive model. The Tempo AWD included special badging, interior badges. Other available features included power lumbar support, fourway power drivers seat and a cassette player. For 1987, the Topaz received a standard allwheel drive system for the GSAWD and LSAWD trim levels. This allwheel drive system developed exclusively for the Tempo and Topaz was available for model years 1987 to 1991. For the rear, the taillights received a major rework and were now completely flushmounted. A restyled rear quarter window was designed to match and blend evenly with the completely restyled rear door trim. The Topaz was differentiated from the Tempo by a more formal rear window, a waterfall grille, more upscale wheels, and solid red taillights. Fan and windshield wiper controls were now mounted on rotarystyle switches on either side of the instrument panel, and the HVAC controls received a new pushbutton control layout. Other changes included reworked interior door panels. A drivers side airbag continued as an option,

a rarity then for an economy level car. On Tempo LX and AWD, the interior received chrome and wood trim on the dashboard and doors. The three bar chrome grille on the Tempo was also replaced with a new, bodycolored monochromatic grille, while the Topaz chrome grille was replaced with a new nonfunctional lightbar.

The 1992 model year would be the last year of the GLS, as it was discontinued along with its Topaz counterpart in 1993. This left the Tempo with only two trim level options, GL and LX. 1992 also brought about a slightly redesigned gauge cluster, with tachometers now reading up to 7,000 RPM instead of the previous 6,000 RPM. Discontinued in 1991 While highly innovative in its early years, and even though it was a strong seller for nearly its entire lifetime, by the early 1990s the Tempo and the Topaz were seen as an aging platform. They also lacked an automatic transmission with overdrive when compared to newer 4speed automatics. It was also to be the last year for the 2.3 L HSC engine, which was built by Ford specifically for the Tempo and Topaz. Also, it was to be the last year for the 3speed FLC automatic transmission; although it was slightly redesigned, given overdrive, and was used on the Ford Escort and Mercury Tracer. With all of these factors, Ford stopped production of the Tempo on March 25, 1994, when the last one rolled off the Claycomo, Missouri assembly line. It was succeeded by the Ford Contour, a derivative of the European Ford Mondeo. The last Ford Tempo and Topaz rolled off the Oakville, Ontario, Canada assembly line on May 20, 1994. Today, the Ford Fusion occupies the same market niche that the Tempo and Topaz once did. It was one of the top ten best selling cars in the US, usually in the top five, during its entire production. Retrieved 6 March 2018. Retrieved 20091016. Retrieved 20091016. By using this site, you agree to the Terms of Use and Privacy Policy. Something went wrong. View cart for details. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Easy! See customer service page for refund and return details You can buy with confidence! We sell wholesale to the public. We offer high quality new, OEM, aftermarket and remanufactured Mercury Topaz Repair Manual parts.

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