

1984 FORD RANGER



The Best-Built American Trucks Are Built Ford Tough



At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer — of you — sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.



Donald E. Petersen
President
Ford Motor Company

Best-Built American Trucks.

Ford's commitment to quality results in the best-built American trucks, based on a survey of owner-reported problems during the first three months of ownership of 1983 trucks. And the commitment continues in 1984.

1984 FORD RANGER

Versatile Ranger is available in 4x2 and 4x4 pick-up and 4x2 Chassis-Cab models with a range of powertrains and payloads. Rugged construction and advanced engineering, described on the pages that follow, make Ranger a tough little truck ready to work or play hard. And all Rangers are built with Ford's firm commitment to quality.

Clockwise from upper left: Ranger XLT 4x4, Ranger XL, Standard Ranger, Ranger XLS.



A Word About This Catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.

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POWER & EFFICIENCY

4-cylinder economy

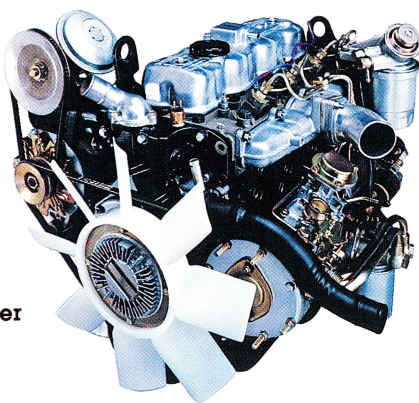
Ranger's 4-cylinder gasoline engines offer a choice of economical power.* The standard 2.0L and the optional 2.3L (standard with 4x4 and with California 4x2 models) are husky truck engines with an overhead cam design and solid-state DuraSpark ignition.

These engines were developed with power in mind. The "double Y" intake manifold, one-barrel carburetor and camshaft profile contribute to high torque at low engine speeds. Result: good load pulling capability and acceleration from a standstill. Lower engine speed also helps minimize engine wear and maximize fuel efficiency. In addition, both engines feature an energy-saving viscous fan clutch. Thermostatically controlled, it operates only when needed for engine cooling, thereby reducing power drain.

Diesel power

Available for Ranger 4x2 models is the 2.2L diesel engine option. This modern, fuel-efficient,* true diesel engine features quick-heating glow plugs and an "afterglow" that continues to assist warm-up until the coolant reaches 86 degrees. In addition, there's a manual cold-start control which advances injection timing for starting and warm-up. Other features include: high-swirl precombustion chambers and a high 22:1 compression ratio.

Efficiency and modern design are not the only benefits of the 2.2L diesel. It's a tough, hard-working powerplant. When equipped with optional Diesel Payload Package No. 2, it can handle payloads up to 1,620 pounds. Traditional diesel simplified maintenance means no points, plugs, coil or condenser to replace, or carburetor to adjust. And it's right at home on farms, construction areas and other places with on-site diesel fuel.



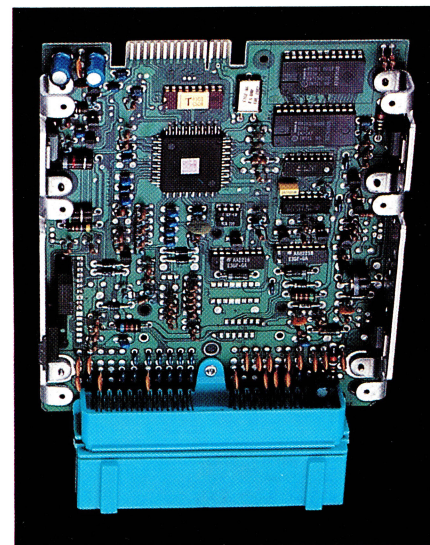
2.2 Liter 4-cylinder diesel engine option (4x2)

6-cylinder power with EEC-IV, the world's most advanced electronic engine control

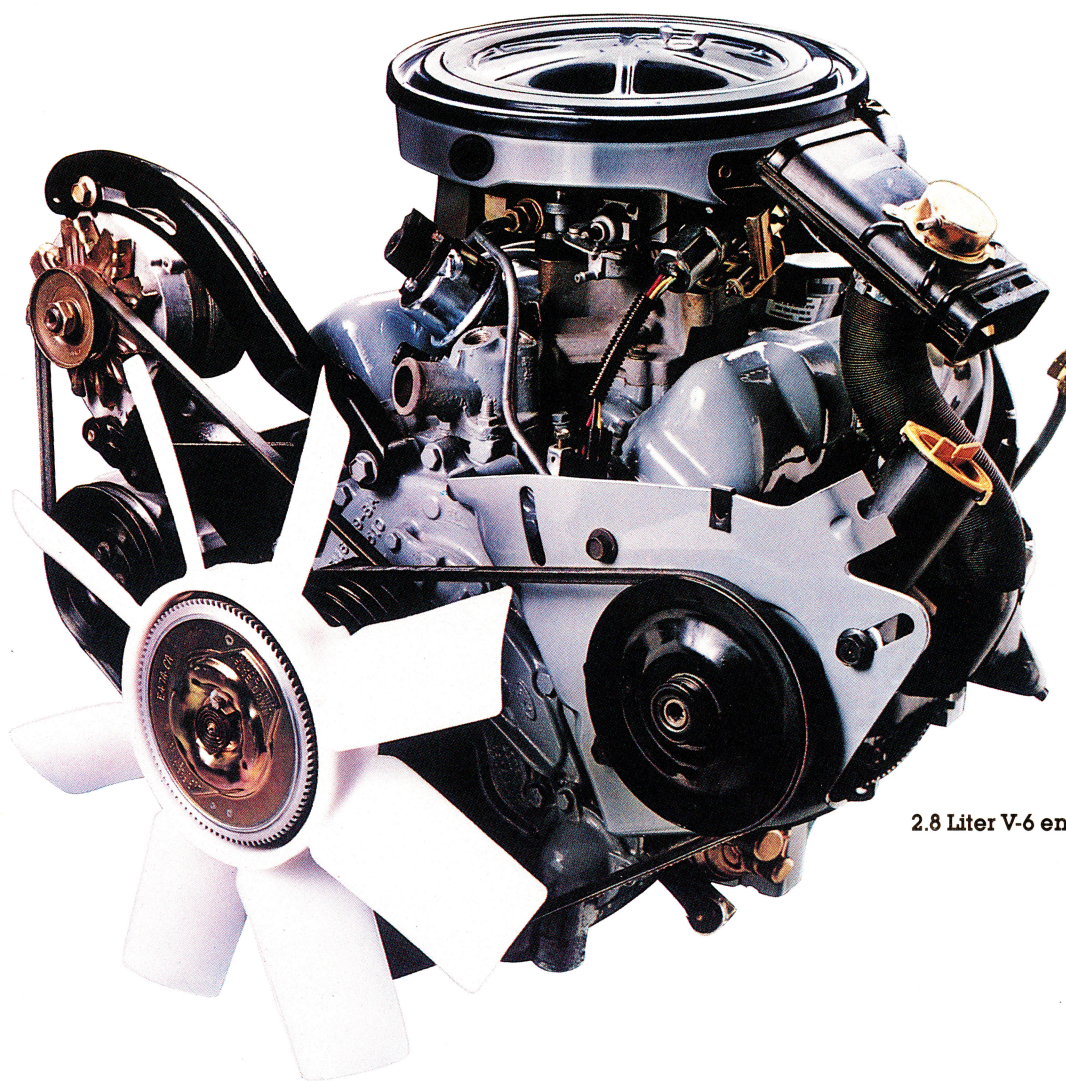
The 2.8L V-6 engine option is available for both 4x4 and 4x2 models. It's the most powerful V-6 in Ranger's class. And it's run by EEC-IV, the latest in Ford state-of-the-art engine electronics. A computer, EEC-IV has the ability to process thousands of commands per second! With this capacity, EEC-IV provides instantaneous, precise control over engine operation throughout the full range of driver commands and engine load conditions.

EEC-IV features include:

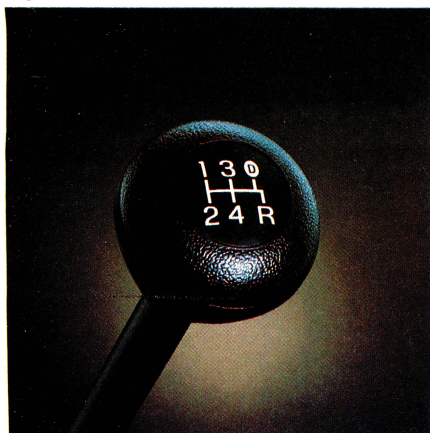
1. SELF-TEST — to aid in system diagnosis.
2. SPARK CONTROL — for precise ignition timing throughout the range of engine operation.
3. BATTERY CHARGE CONTROL — to allow a smaller, space- and weight-saving alternator.
4. PROGRAMMED CHOKE CONTROL — for accurate choke shutoff.
5. KNOCK SENSOR — instantaneously programs the spark timing to assure optimum fuel economy* without engine knock.
6. "KEEP ALIVE" MEMORY — to adjust engine functions based on component wear.



2.8 Liter V-6 EEC-IV engine control system



2.8 Liter V-6 engine option



5-Speed manual transmission option

Ranger transmission choices

The standard 4-speed manual transmission includes a self-adjusting clutch to eliminate the need for periodic pedal adjustments, and a hydraulic clutch linkage for smooth clutch control. Also available is a 5-speed manual overdrive transmission option. SelectShift automatic transmission option is available with the 2.3L (4x2) and 2.8L engines (4x2 and 4x4). See Powerteam Availability below, for specific applications.

30-gallon fuel capacity

Ranger's optional auxiliary fuel tank provides an additional 13-gallon capacity for a total of 30 gallons on long-wheelbase models. That means fewer stops at the gas station on long trips.



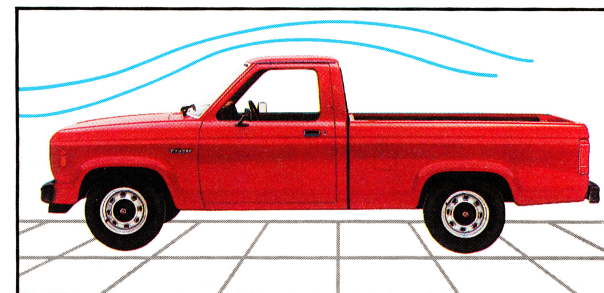
Ranger undergoes rigorous testing at Ford's Arizona Proving Ground.

Serviceability and low scheduled maintenance

These were important considerations in the design of all Ranger functional components. For example, the steering linkage never requires lubrication. On 4x2 models, no lubrication is ever needed for the drive shaft or factory-installed universal joints. Spark plugs (gasoline engines) and air cleaner call for replacements at 30,000-mile intervals. And 4x4 driveshaft slip yokes are sealed by special rubber boots, requiring no maintenance for 30,000 miles. A maintenance-free battery is standard with all Ranger models. Your Ford Dealer will be happy to provide complete maintenance information which shows how many ways Ranger economy extends well beyond the gas pump.

Efficient transfer case

The 2-speed, part-time transfer case is chain-driven in the 4-wheel-drive mode with special gears for easy shifting. Lubrication is provided by a constant-displacement hydraulic pump. This permits Ranger to be towed for unlimited distances at speeds up to 55 mph without disconnecting the driveshafts or lifting the front wheels off the ground. Not all 4-wheel drive vehicles have this capability.



Ranger's aerodynamic shape is the result of hundreds of hours in the wind tunnel

Aerodynamic design

An aerodynamic shape is important for fuel economy. Ranger 4x2 has one of the lowest drag coefficients (.45) in the truck industry. The lower the drag coefficient, the less resistance to the air as the vehicle passes through, and the less fuel used to move it along. Ranger's crisp, functional styling is the result of hundreds of hours of wind tunnel testing and aerodynamic tuning.

* Gas mileage

1984 EPA mileage estimates were not available at the time this catalog was approved for printing. However, Ranger is expected to post good mileage ratings as it did last year. As soon as EPA figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

FORD RANGER POWERTEAM AVAILABILITY

RANGER 4x2 PICKUPS		
Engine	Transmission	
2.0L I-4	4-spd. manual	STD**†
	5-spd. manual overdrive	OPT**†
2.3L I-4	4-spd. manual	OPT
	5-spd. manual overdrive	OPT
	automatic	OPT†
2.2L I-4 diesel	4-spd. manual††	OPT**
	5-spd. manual overdrive††	OPT**
2.8L V-6	4-spd. manual	OPT
	5-spd. manual overdrive	OPT
	automatic	OPT
RANGER 4x4 PICKUPS		
2.3L I-4	4-spd. manual	STD
	5-spd. manual overdrive	OPT
2.8L V-6	4-spd. manual	OPT
	5-spd. manual overdrive	OPT
	automatic	OPT

NOTE: See your Ford Dealer for complete powerteam and axle ratio information for your area. **Not available in California. †Not available in high altitude areas. ††See your dealer for availability.

RIDE & HANDLING

Computer-aided suspension design

Well before the first Ranger prototype was built, Ford engineers were putting the vehicle through maneuvers to analyze performance characteristics which affect ride and handling. These important tests were not conducted on any track, but rather on a computer screen, using Total Vehicle Simulation to analyze ride quality and handling response.

The benefits of computer simulation are great. This state-of-the-art technology allows the engineers, in a real sense, to "quantify" quality. With the ability to analyze a wide variety of design configurations, they can determine the best vehicle performance based on concrete data. Virtually eliminated is the "seat of the pants," trial and error approach which depends on the subjectivity of opinion and "best guesses."

Total Vehicle Simulation optimizes key ride- and handling-related components (front and rear springs, shock absorbers, stabilizer bars, etc.) to obtain what Ford engineers feel is the right combination of ride quality and handling maneuverability. By analyzing the effects of vertical forces on the driver and passengers over numerous rough road surfaces, the best design for riding comfort is determined. Ranger's impressive road manners are a result of its computer-born engineering.



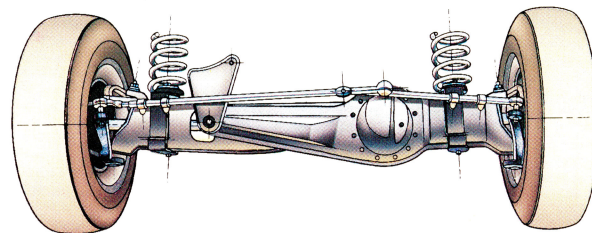
Power Hop Hill tests the ability of Ranger's drive train components to withstand severe shock loading at Ford's Arizona Proving Ground.

Twin-I-Beam independent front suspension

Famous Ford Twin-I-Beam independent front suspension (4x2) is designed for both ruggedness and ride. Each wheel has its own forged I-beam axle and separate big coil spring. So, each wheel steps over bumps independently for a smooth ride — plus you get the strength of two forged I-beam axles. Twin-I-Beam includes lubed-for-life ball joints and adjustable camber.

Twin-Traction Beam independent front suspension

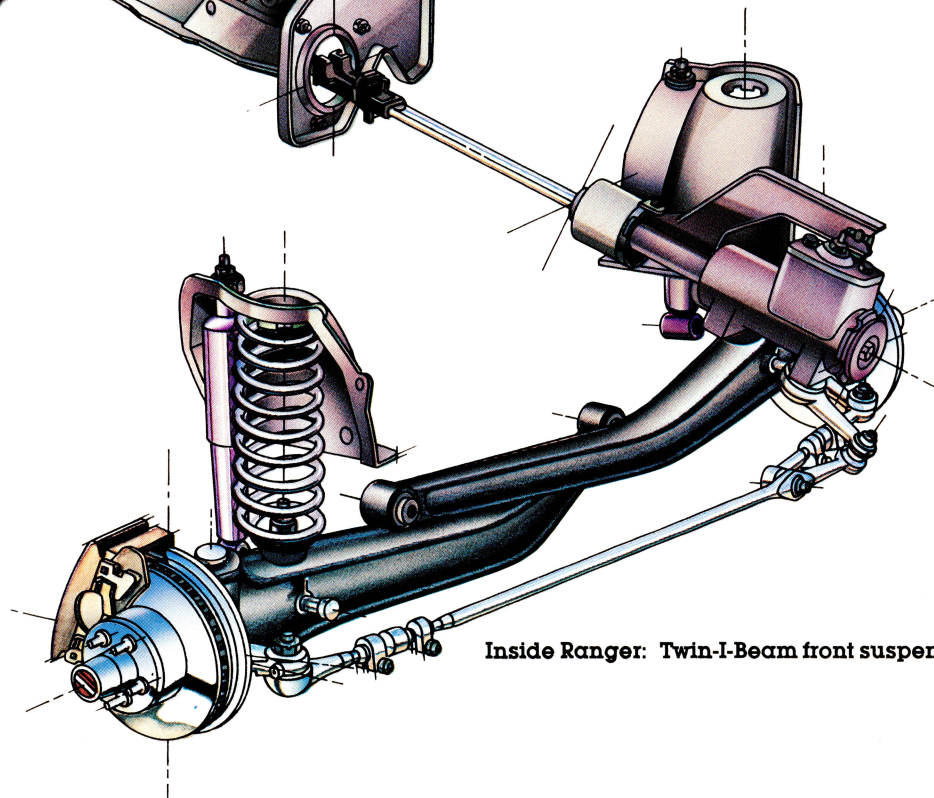
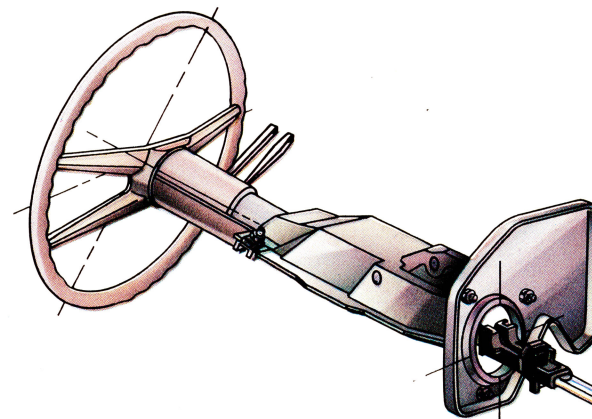
Twin-Traction Beam has helped Ford 4x4s over the rough spots for years. It allows the front driving wheels to climb over bumps independently for an improved ride and better off-road control than conventional solid axle with leaf spring designs. The axle shaft U-joints are "lubed-for-life," and the axle slip yoke is protected with a boot. The adjustable camber can be set for specific vehicle usage.



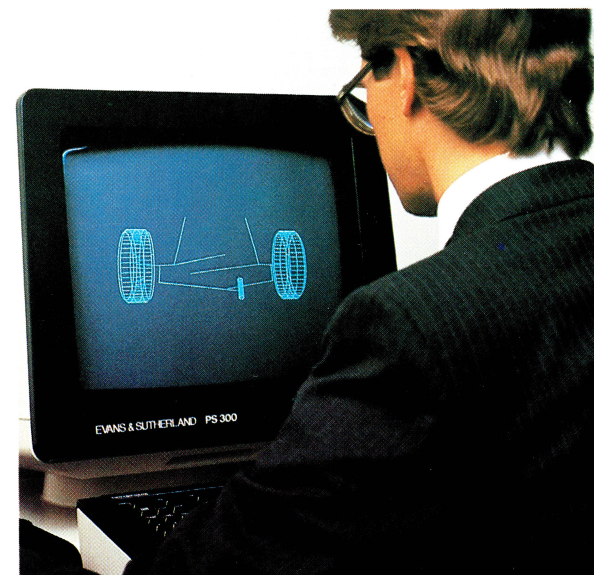
4x4's Twin-Traction Beam front suspension

Choice of manual or automatic locking 4x4 hubs

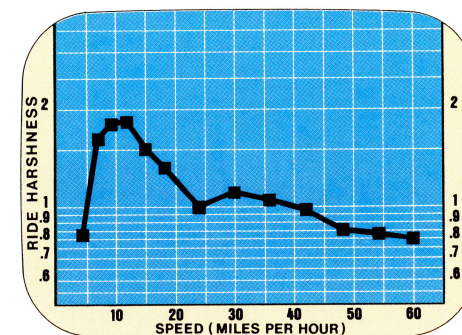
For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with the hubs unlocked, the front axles and driveshaft remain motionless, reducing friction and wear. Front hubs also have a special flange mount design which allows for easy wheel end service. Popular, optional automatic locking hubs allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.



Inside Ranger: Twin-I-Beam front suspension is standard



Components of Ranger's Twin-I-Beam front suspension were computer-tested through simulation.



This computer plot reveals to design engineers the optimum ride characteristics by analyzing vertical forces on occupants at various speeds.

THE FORD RANGER ENVIRONMENT

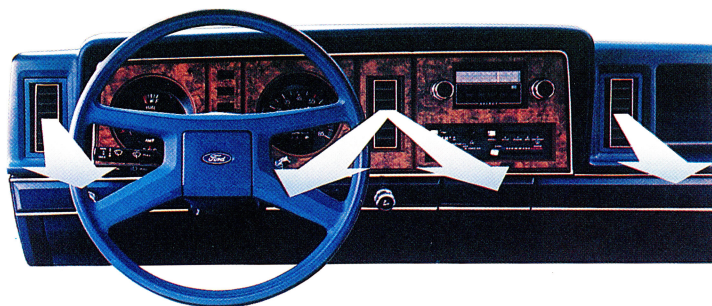
The Ranger cab

Ranger's roomy cab, the widest of the compacts, seats three abreast. Head room is rated at 39.2 inches with "driver command" seating which also allows 42.4 inches in leg room. The full foam bench seat features a Flex-o-lator spring design for driving or riding comfort. High support is firm enough to prevent passengers from sliding forward, but not so firm as to reduce circulation to the lower legs and feet. Seat edges are reinforced to reduce sagging or fatiguing, and the seat back provides a comfortable angle of 21 degrees. The seat back also folds forward for behind seat access and seat travel can be adjusted fully 5-1/2 inches forward or back.



Ranger climate control

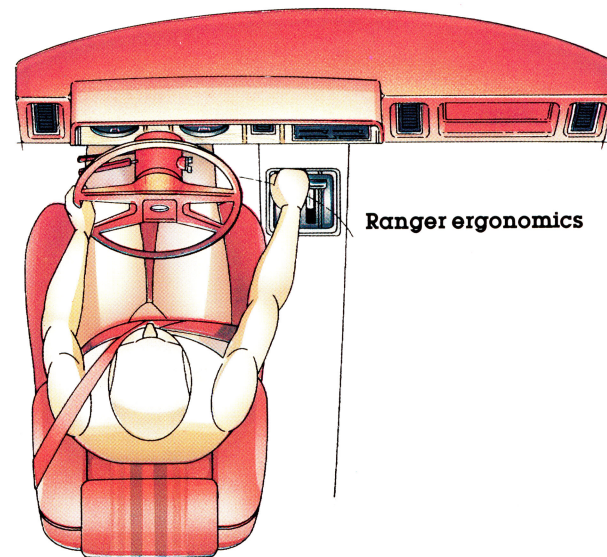
High-low flow-through ventilation and a 4-speed fan promote environmental comfort and four instrument panel air registers provide multi-directional air flow to driver and passengers. Ranger's climate control system features cable operation to open and close the duct doors which direct the flow of air and adjust temperature by mixing air. And three defroster ducts help the 4-speed fan clear the view quickly and completely.



Ranger's flow-through ventilation system

Ranger ergonomics

The science of ergonomics involves the interior design of a vehicle for convenience and comfort. The Ranger cab is ergonomically designed to put the driver in full command with sensible, convenient placement of all controls, instruments and lights. Windshield wiper/washer, horn, turn signals and high-beam controls are stalk-mounted. Instruments and warning lights are well positioned and a handy instrument panel storage bin and glove compartment are standard.



QUALITY & CONSTRUCTION

Built Ford Tough

Market research data in early 1983 revealed that customers perceived an average 47% improvement* in quality for Ford light trucks compared with 1980 models based on things gone wrong. Ranger, as Ford's newest and most technologically advanced pickup, figured heavily in this gain. Designed, engineered and tested for toughness, Ford Ranger is a fine example of Ford's commitment to quality.

Computer-assisted design. Rigorous testing.

The construction of Ranger has benefited greatly from modern, high-technology engineering. In recent years, computer modeling techniques have allowed automotive engineers to simulate many different vehicle configurations long before the first engineering prototypes were ready for testing. For example, in critical areas such as the load bed, Ford engineers constructed computer models of Ranger components to simulate a wide range of loading conditions. With what they learned from such computer simulations, Ford truck engineers were able to confidently choose materials and thicknesses consistent with Ford toughness standards.

To affirm the theoretical (computer) testing, individual components were constructed and subjected to severe laboratory tests. Key Ranger components underwent extreme temperatures and load conditions far in excess of those even the most demanding owner would ever subject them to. 300,000 man-hours were spent testing prototype parts in such conditions as arctic cold, desert heat, and environments saturated with sand, salt and humidity. Components as large as rear axles and as small as attachment bolts were subjected to

severe stress throughout the temperature range to test Ranger's ruggedness.

*Based on a Ford Motor Company survey of 6,500 owners of early 1983 model Ford cars and trucks.

When fully assembled prototypes were ready, much more testing was required before Ranger would be approved for production. Ranger accumulated **a million and a half miles** on the test track alone in the process.

Quality: a team effort

Engineers and assembly personnel work closely to improve the production process through Ford's Employee Involvement Program. There are more than 1,100 Employee Involvement Groups in America alone. Defect detection is not the principal concern. Emphasis is primarily on defect prevention. This is a true team effort, from the workers on the line all the way up to Donald Petersen, President of Ford Motor Company.

Ranger corrosion protection

Ranger incorporates extensive corrosion protection throughout key elements in the vehicle structure.

The entire truck body undergoes a **Cathodic E-Coat bath** at the factory which bonds the primer to the body metal by electrostatic attraction. Many important structural components and exterior panels are made with **zinc-coated metal and galvanized precoated steels** which are more resistant to corrosion than regular steel.

Special sealers and aluminized wax are used extensively to help keep moisture away from the inside of the body panels and other critical areas.

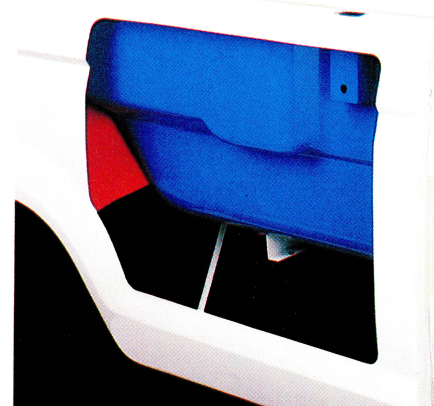
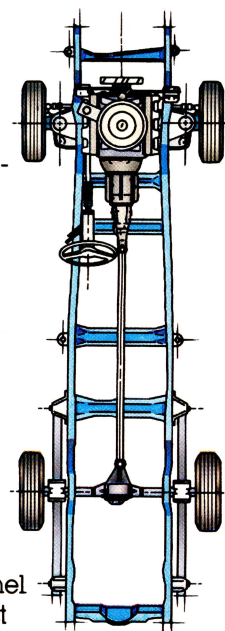
Plastic front fender aprons and rear wheel splash shields cannot rust. They help protect exposed areas from stone pecking, mud packing and corrosive road salts.

Tough, rugged, ready for work or play

Ranger's ladder-type frame not only provides a solid foundation for cab, box and load, it's also designed to isolate and dampen road shocks and vibration while enhancing ride and comfort.

Ranger's foundation: a tough ladder-type frame

Ford's double-wall construction is used in the roof, hood, doors, pickup box sides and tailgate, employing inner and outer panels to increase the structural rigidity of the sheet metal. This is especially important in the cargo area, where the inner panel will frequently absorb the impact of an unsecured shifting load.

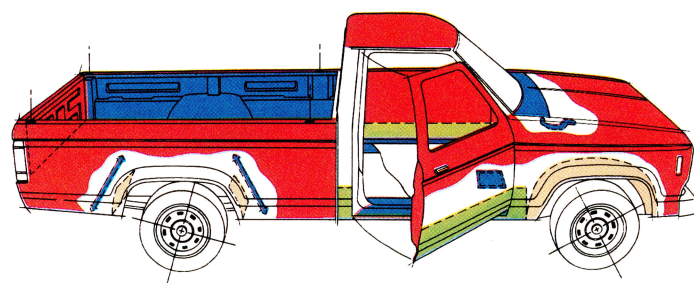


Ranger's double-wall construction

leaving the outer panel unmarred. The pickup box also features all-welded construction with rounded corners and integral load floor skid strips.



Ford's extensive corrosion testing includes a salt bath, which exposes all areas of Ranger's underbody and engine compartment to corrosive spray.



- Aluminized wax
- Plastic parts
- Galvanized metal
- Zinc-coated metal



Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your truck. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your truck a lifetime. It doesn't matter where

you bought your truck, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford Dealer for details.

Snow Plow Special Package

The Snow Plow Special Package prepares Ranger

4x4 for plow installation. It includes a 2,750-pound front GAWR and a heavy-duty frame. Heavy-duty front springs, too, with an air bag to make them adjustable. Front and rear shock absorbers are also heavy-duty. A 60-amp. alternator and an auxiliary transmission oil cooler for the required automatic transmission are included, as well as the 1,620-pound payload package.



FORD RANGER XLT

XLT is the top-of-the-line Ranger. Exterior appointments include a chrome front bumper with black end caps. Full-length black lower bodyside molding with bright accent. Dual accent bodyside paint stripes, deluxe wheel trim and brushed aluminum tailgate applique. Interior highlights include full cloth door trim with color-keyed molding and bright insert, carpeted lower portion and map pockets. Cloth seat trim, full color-keyed carpeting, color-keyed deluxe steering wheel, and vent windows, among others. XLT is just one of four Ranger model choices.



Above, Ranger XLT 4x4 shown with optional Deluxe Tu-Tone paint, western low-mount mirrors, rear step bumper, cast aluminum wheels, RWL tires, V-6 engine, sliding rear window and protection group.

FORD RANGER XL

Ranger XL adds a number of appearance and comfort features to the standard model. Exterior equipment includes bright wheelip moldings, bright rear window insert molding, deluxe wheel trim and chrome front bumper. Inside, there's a woodtone instrument cluster applique. Color-keyed cloth headliner. Contoured knitted vinyl bench seat. Color-keyed seat belts with tension eliminator. The steering wheel and floor mats are also color-keyed. Passenger door courtesy light switch and more. They all add up to an appealing dress-up package for Ranger.



Below: Ranger XL shown with optional Deluxe Tu-Tone paint, low-mount western mirrors, rear step bumper, white sidewall tires and V-6 engine.





STANDARD FORD RANGER

The standard model sets the pace for all Rangers as a well-equipped, well-designed compact truck. Exterior features include black front bumper. Dual mirrors. Chrome grille and windshield moldings. Argent styled steel wheels with black hub covers. Tethered gas cap. Inside, there's a vinyl bench seat with folding, covered seat back. Added convenience items, too, like stalk-mounted controls, instrument panel storage bin and glove box, inside hood release, day/night rearview mirror, AM radio (may be deleted for credit), courtesy light switch for the driver's door, dome lamp, and added color-keyed highlights on the instrument panel.



Above. Standard Ranger shown with optional white sidewall tires and rear step bumper.

FORD RANGER XLS

XLS is the sporty Ranger that's identified by its blackout trim components and special "XLS" three-color tape stripe. Inside, reclining cloth and vinyl bucket seats and a color-keyed deluxe steering wheel highlight an interior that shares many of XLT's appointments. Also standard with XLS is the gauge package, with ammeter, temperature and oil pressure gauges plus a trip odometer. If you choose, the addition of the 2.8L V-6 engine option gives XLS an extra measure of performance as well.



Below: Ranger XLS shown with optional rear step bumper, sliding rear window and RWL tires.



FORD RANGER UTILITY

Ranger proves its "built Ford" toughness on the job site. The cab, front end sheet metal and pickup box feature all-welded construction, in which double walls are used extensively. Underneath is a rugged ladder-type frame. When equipped with optional payload package 3, Ranger 4x2 handles payloads up to 1,770 pounds.

Built into the pickup box inner side panels are special material support pockets. When two 2" by 6" boards are laid into these, Ranger accommodates up to 500 pounds of 4' by 8' panels **flat**. To help secure the load, four stake pockets with rope-tie holds are provided. And, if more length is needed, the tailgate can be easily removed.

Ranger trailer towing

Ranger 4x2 is rated to haul trailers up to 5,100 pounds when properly equipped, including the fol-

lowing options: 2.8L V-6 engine, automatic transmission, 3.73 axle ratio, P205/75R14 tires, and the Trailer Towing Package. Package includes the 1,760/1,770-pound payload package, super engine cooling, wiring harness and heavy-duty turn signal flasher. A similar package is offered for 4x4 models. Also recommended are the heavy-duty battery, rear step bumper (for trailers up to 2,000 pounds) and the gauge package.

Ranger recreation

A special Camper Package prepares Ranger for aftermarket camper applications. It includes front and rear stabilizer bars, heavy-duty shock absorbers, the optional 1,760/1,770-pound payload package, heavy-duty springs, P205/75R14XL BSW highway tires, and selected minimum axle ratio. Content varies slightly depending on engine and transmission choice. For camper application, the 2.3L I-4 engine is the required minimum. Heavy-duty battery, automatic transmission, super engine

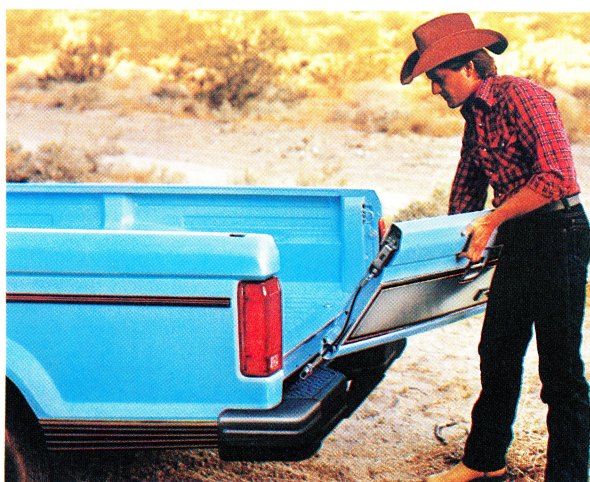
cooling, and low-mount western swingaway mirrors are recommended. A similar package is offered for 4x4 models. Consult the 1984 Ford Recreation Vehicles catalog or your Ford Dealer for details on required or recommended equipment for trailer towing or camper applications.

Ranger Chassis-Cab

For specialized vehicle requirements, Ranger Chassis-Cab allows the addition of aftermarket bodies to suit a wide range of individual job needs. It's available with long-wheelbase models and includes the 2.3L engine (or optional 2.8L V-6 with payload package 3) and 4-speed manual transmission. The 4x2 Chassis-Cab's payload capacity is 2,225 pounds with optional payload package 3. In addition, pickup box removal is available for payload package 3 with long-wheelbase pickup models. Consult the 1984 Ford Chassis-Cab catalog or ask your Ford Dealer for details.



4' x 8' sheets can be loaded flat



Easily removable tailgate



Ranger with aftermarket body



Trailer towing up to 5,100 pounds



FORD RANGER SPECIFICATIONS

		4x2		4x4	
		107.9" WB	113.9" WB	107.9" WB	113.9" WB
Maximum GVWR	Std.	4,380 lb. (4,440 w/ 2.2L diesel)	4,420 lb. (4,500 w/ 2.2L diesel)	4,420 lb.	4,480 lb.
Frame	Std.	Ladder-type			
Axle, Front	Std.	Twin-I-Beam 2,200 lb.		Twin-Traction Beam 2,750 lb.	
Axle, Rear	Std.	2,200 lb. (2,700 lb.) with Payload Pkg. 3		2,700 lb.	
	Opt.	3,200 lb. (1); Traction-Lok 2,700 lb. & 3,200 lb.		Front: Limited Slip (2,750 lb.) Rear: Traction-Lok (2,700 lb.)	
Brakes	Std.	Manual front disc/rear drum		Power	
	Opt.	Power (2)		—	
Clutch Dia.	Std.	9 in. hydraulic			
Engine Fan	Std.	Viscous type			
Electrical: Battery (amp-hr.)	Std.	45 (maintenance free)		45 (maintenance free)	
	Opt.	63 (maintenance free)			
Alternator	Std.	40 (60 w/AC)			
Engine (displ.)	Std.	2.0 liter I-4 (4)		2.3 liter I-4	
	Opt.	2.3 liter I-4 (3)		—	
	Opt.	2.2 liter I-4 diesel FI (4)		Not Available	
	Opt.	2.8 liter V-6 (9)		2.8 liter V-6	
Fuel Tank Cap.	Std.	15.2 gal. (5)		15.2 gal.	17.0 gal.
	Opt.	13.0 gal. additional capacity (10)			
Pickup Box	Std.	Double-wall sides and tailgate, all-welded construction			
Nominal Box Length	Std.	6'	7'	6'	7'
Shock Absorbers, Front and Rear	Std.	Dual-acting telescopic (1 in.) staggered in rear			
	Opt.	HD			
Springs, Front	Std.	(Coil) 1,835 lb. (1,910 with 2.2L diesel)		1,940 lb.	
		(Leaf) 2,040 lb. with pickup		2,070 lb.	
Rear (Combined rating at ground)	Std.	2,582 lb. with Chassis-Cab		ALL SPRINGS COMPUTER-SELECTED	
Steering (No-Lube Linkage)	Std.	Manual			
	Opt.	Power (NA w/2.0L engine. Required with 2.8L engine and with 2.2L diesel w/AC.)			
Transmission	Std.	4-speed manual			
	Opt.	5-speed manual overdrive			
	Opt.	Automatic (6)		Automatic with 2.8L V-6	
Wheels: Type/Rim	Std.	Argent styled steel, 5-hole, 14 x 5.0 (7)		15 x 5.0 (8)	
	Opt.	4 cast aluminum, 14 x 6.0		15 x 6.0	
	Opt.	4 white sport, 14 x 6.0		15 x 6.0	
Tires	Std.	4 P185/75R-14SL Glass-Belted (includes limited-service spare)		5 P195/75R-15SL Glass-Belted	
	Opt.	Both glass- and steel-belted radials in sizes to match GVWR requirements. Use adequate tires for type of service. Consult your Ford Dealer.		Steel-belted radials in sizes to match GVWR requirements. Use adequate tires for type of service. Consult your Ford Dealer.	

(1) With Payload Package 3 and Chassis-Cab only. (2) Available with Payload Package 1 with pickup only. Standard with Payload Packages 2 and 3 and diesel with Payload Package 2. Also standard with Chassis-Cab. Required with diesel with Payload Package 1. (3) Standard in California and with Chassis-Cab (Payload Packages 1 and 2). (4) Not available with Chassis-Cab. (5) 17.0 gal. on long-wheelbase models with 2.2L diesel, 2.8L V-6 or optional automatic transmission and

2.3L engine. (6) With 2.3L and 2.8L engines only. (7) 14 x 5.5 with Payload Packages 2 and 3, Diesel Package 2 and P205/75R14 tires. (8) 15 x 5.5 with Payload Package 2 and steel-belted radial tires. (9) Required with Chassis-Cab in combination with Payload Package 3. (10) Not available with Chassis-Cab.

FORD RANGER INTERIOR TRIM CONTENT

	Standard	XL	XLT	XLS
Instrument Panel with Color-Keyed Pad and Finish Panel	Brushed pewter-tone cluster applique	Woodtone cluster applique, color-keyed flocced storage bin	Woodtone cluster applique, color-keyed flocced storage bin	Brushed pewter-tone cluster applique, color-keyed flocced storage bin
Lower Instrument Panel	Black	Color-keyed	Color-keyed	Color-keyed
Tri-Color Heater Control Lens	STD	STD	STD	STD
Stalk-Mounted Controls	STD	STD	STD	STD
Gauge Package	OPT	OPT	OPT	STD
Steering Wheel	Black	Color-keyed	Color-keyed Deluxe	Color-keyed Deluxe
Day/Night Rearview Mirror	STD	STD	STD	STD
Cigarette Lighter	OPT* (STD 4x4)	STD	STD	OPT* (STD 4x4)
AM Radio (may be deleted for credit)	STD	STD	STD	STD
Color-Keyed Cloth Headliner	OPT (textured steel STD)	STD	STD	STD
Dome Light	STD	STD	STD	STD
Color-Keyed Sun Visors	STD	STD with visor band	STD with visor band	STD with visor band
Pivoting Vent Windows	OPT	OPT	STD	STD
Door Courtesy Light Switch	LH (RH optional**)	LH and RH	LH and RH	LH (RH optional**)
Door Trim	Color-keyed vinyl, partial	Color-keyed vinyl, partial	Color-keyed cloth, full, with carpeted map pocket	Color-keyed cloth, full, with carpeted map pocket
Seating	Vinyl bench seat with folding, covered seat back	Contoured knitted vinyl bench seat with folding, covered seat back	Contoured cloth bench seat with folding, covered seat back	Contoured cloth and vinyl reclining bucket seats
Seat Belts	Black	Color-keyed with tension eliminator	Color-keyed with tension eliminator	Black
Floor Covering (includes insulation)	Black vinyl-coated rubber floor mat	Color-keyed vinyl-coated rubber floor mat	Full color-keyed carpeting	Full color-keyed carpeting including lower cab back panel
Scuff Plates	Black	Aluminum	Aluminum	Black

* Available on 4x2 with Convenience Group option. Included with 2.2L Diesel Engine or Auxiliary Fuel Tank.

** Available with Light Group option. Cargo light is standard with XLS and included on Ranger XL and XLT with optional bucket seats.

FORD RANGER DIMENSIONS

(Standard Vehicle, Unloaded) Inches

Interior Compartment

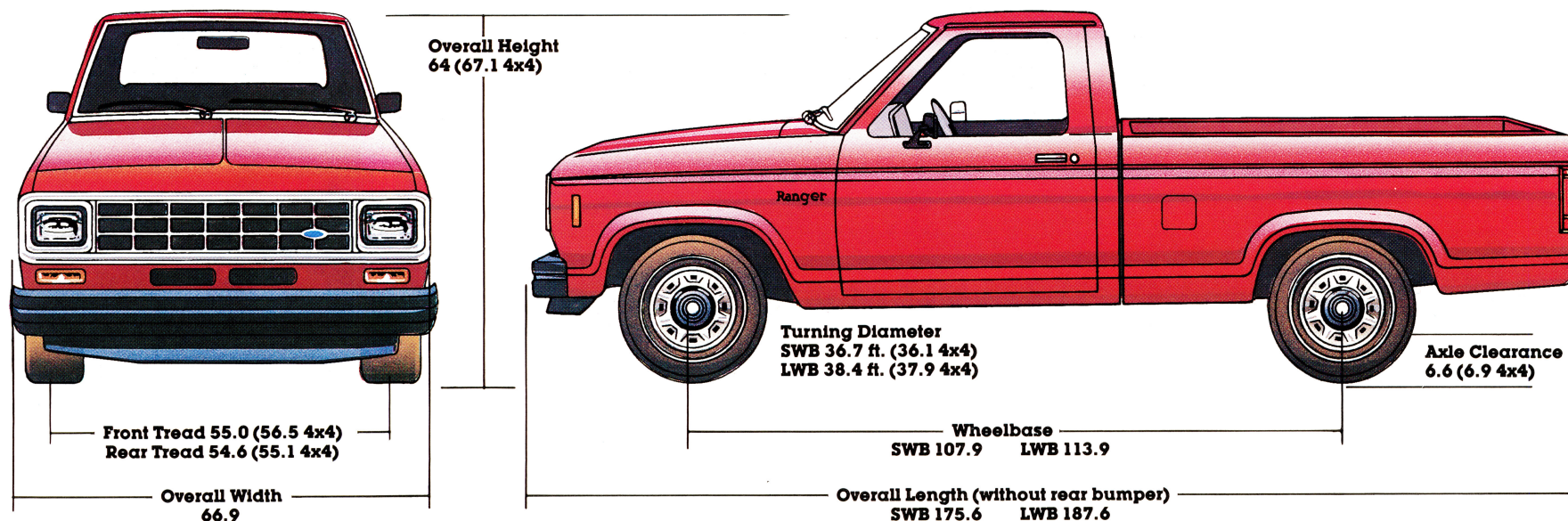
Head Room	39.2
Shoulder Room	55.6
Hip Room	55.0
Leg Room	42.4

Cargo Compartment

Box Length at Floor	
SWB	72.2
LWB	84.2
Maximum Inside Width at Floor	54.3
Box Depth	16.5

Cargo Volume (does not include allowance for wheelhouses)

SWB	37.4 cu. ft.
LWB	43.5 cu. ft.



FORD RANGER PAYLOAD PACKAGE SELECTOR

Model	Package No.	Payload*	GVWR	Tires (Minimum)
RANGER 4x2				
4x2 SWB	1	1,235 lb.	3,780 lb.	P185/75R-14SL Std.
4x2 SWB	1 (Diesel) Opt.	1,220 lb.	4,000 lb.	P185/75R-14SL
4x2 SWB	2 Opt.	1,610 lb.	4,220 lb.	P195/75R-14SL**
4x2 SWB	2 (Diesel) Opt.	1,615 lb.	4,440 lb.	P195/75R-14SL**
4x2 SWB	3 Opt.	1,760 lb.	4,380 lb.	P205/75R-14SL**
4x2 LWB	1	1,220 lb.	3,800 lb.	P185/75R-14SL Std.
4x2 LWB	1 (Diesel) Opt.	1,220 lb.	4,060 lb.	P185/75R-14SL
4x2 LWB	2 Opt.	1,620 lb.	4,260 lb.	P195/75R-14SL**
4x2 LWB	2 (Diesel) Opt.	1,620 lb.	4,500 lb.	P195/75R-14SL**
4x2 LWB	3 Opt.	1,770 lb.	4,420 lb.	P205/75R-14SL**
RANGER 4x4				
4x4 SWB	1	1,230 lb.	4,000 lb.	P195/75R-15SL Std. - G
4x4 SWB	2 Opt.	1,620 lb.	4,420 lb.	P195/75R-15SL** - S
4x4 LWB	1	1,210 lb.	4,040 lb.	P195/75R-15SL - G
4x4 LWB	2 Opt.	1,620 lb.	4,480 lb.	P195/75R-15SL** - S
RANGER 4x2 CHASSIS CAB				
4x2 LWB	1	1,760 lb.	4,260 lb.	P195/75R-14SL Std.
4x2 LWB	2 Opt.	1,910 lb.	4,420 lb.	P205/75R-14SL**
4x2 LWB	3 Opt.	2,225 lb.	4,880 lb.	P205/75R-14XL**

* Maximum allowable weight of people, cargo, body and equipment. Reduced by optional equipment weight.

** Required at extra cost. G = Glass-belted. S = Steel-belted.

BASE CURB WEIGHT (LB.)

Wheelbase	4x2			4x4		
	Front	Rear	Total	Front	Rear	Total
107.9	1,534	1,010	2,544	1,686	1,084	2,770
113.9	1,537	1,039	2,576	1,710	1,116	2,826

Ford-Paid Repair Programs after the Warranty Period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, Post Office Box 95427, Atlanta, Georgia 30347

We'll need your name and address; year, make, and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

Technical Service Bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

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We'll need your name and address; year, make and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

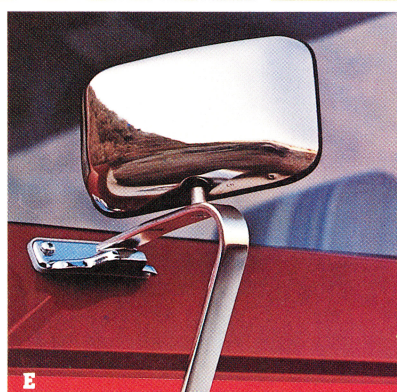
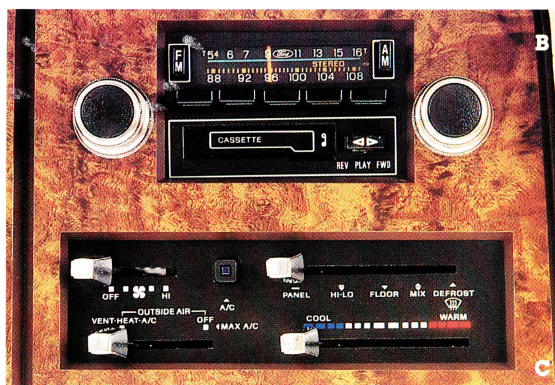
Ask your Ford Dealer

Following publication of this catalog, certain changes in standard equipment, options, prices and the like may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

About this catalog

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.



FORD RANGER OPTIONS

There is a wide selection of factory options for the Ford Ranger of your choice that can multiply the usefulness and enjoyment of your pickup many times over.

Appearance

- ☐ Headliner. Includes color-keyed cloth headliner, upper door moldings, cowl side trim panels, B-pillar trim panels, rear window moldings and aluminum scuff plates (standard trim)
- ☐ Sport tape stripe, tri-color. Not available with XLS or Tu-Tone paint.

(A) 4x4 Tape stripe. Not available with XLS, Deluxe or Special Tu-Tones.

- ☐ Regular Tu-Tone paint. Not available with XLS.
- ☐ Deluxe Tu-Tone paint. Not available with XLS.
- ☐ Special Tu-Tone paint.

NOTE: See page 19 for Tu-Tone paint illustrations.

Audio

- ☐ AM/FM monaural radio.*
- ☐ AM/FM stereo radio.*

(B) AM/FM stereo with cassette tape player.*

- ☐ Radio credit option (deletes standard AM radio for credit).

*Includes dual instrument panel speakers.

Comfort/Convenience

(C) Air conditioning.

(D) Black rear step bumper (includes black end caps when ordered in combination with XLT trim or Exterior Protection Group).

- ☐ Convenience Group. Includes dual electric horns (except with 2.2L diesel engine), interval windshield wipers, passenger's visor vanity mirror and, with standard trim, a driver's sun visor band. Also includes cigarette lighter with standard or XLS trim on 4x2 models.

- ☐ Tinted glass all around.

- ☐ Light Group. Includes ashtray light, cargo box light, passenger door courtesy light switch (standard trim), glove box light, headlights-on warning buzzer.

- ☐ Floor console. For bucket seats or XLS trim only. Includes gauge package, graphic display module, cassette tape tray, coin holder, storage bin.

- ☐ Overhead console. Requires optional trim or headliner for standard model. Includes pivoting map light and electronic digital clock.

(E) Mirrors, bright, low-mount western swingaway, 8" x 5".

- ☐ Power Steering. Available with 2.2/2.3/2.8 liter engines only.
- ☐ Power Brakes. Standard with 4x4 and 4x2 Chassis-Cab.
- ☐ Tilt steering wheel. Includes deluxe steering wheel with standard, XL and XLS.
- (F)** Sliding rear window. Includes tinted glass with black division bars and bright insert molding on weatherstrip.
- ☐ Cargo tie-down hooks. Eight hooks: three per side, two on tailgate.
- ☐ Pivoting vent windows. Standard with XLT and XLS trim.
- ☐ Fingertip speed control. Includes deluxe steering wheel.

Seats

- ☐ Reclining bucket seats, cloth and vinyl. Available with XL and XLT trim. Included with XLS. Includes carpeted back panel and cargo light. Also includes full-length floor carpeting with XL. See page 13.

Seat Trim

- ☐ Knitted vinyl contoured bench seat. Available with XLT trim. Included with XL trim.
- ☐ Cloth and vinyl bench seat. Available with Standard trim.
- ☐ Cloth contoured bench seat. Available with XL trim. Included with XLT trim.

Performance

- ☐ Payload Packages up to 1,770 lb. See page 17 for payload information.
- ☐ 2.3 liter I-4 engine. Standard in California and with 4x4 models.
- ☐ 2.2 liter I-4 diesel engine. Not available with 4x4 models, Chassis-Cab or 4x2 models in California.
- ☐ 2.8L V-6 engine.
- ☐ 5-speed manual overdrive transmission.
- ☐ Automatic transmission. Available with 2.3L I-4 engine (4x2 models only) and 2.8L V-6. Includes 17-gallon mid-ship fuel tank on long-wheelbase 4x2 models with 2.3L.
- ☐ Heavy-duty air cleaner.
- ☐ Heavy-duty battery, 63 amp-hr. maintenance free.
- ☐ Camper Package. See page 14.
- ☐ Super engine cooling. Not available with 2.2L diesel engine.
- ☐ Auxiliary fuel tank. 13.0-gallon aft-of-axle tank in addition to standard midship tank. Includes gauge package, in-box spare tire carrier with lock and cigarette lighter. Also includes a 17-gallon midship fuel tank on long-wheelbase 4x2 models equipped with 4-speed manual transmission and 2.0L or 2.3L engines. Not available with Chassis-Cab.
- ☐ Gauge Package. Includes ammeter, oil pressure gauge, temperature gauge and trip odometer. Standard with XLS trim and included with 2.2L diesel, auxiliary fuel tank and floor console.
- ☐ Engine block heater (gasoline engines). 600-watt element (single 400-watt element standard with 2.2L diesel).
- ☐ Heavy-duty shock absorbers. Double-acting telescopic, front and rear.
- ☐ Tow hooks. Two hooks with 4x4 models; replace spoiler.
- ☐ Trailer Towing Package. See page 14.
- ☐ Snow Plow Special Package. See page 9.
- ☐ Automatic locking hubs. 4x4 models.
- ☐ Traction-Lok rear axle.
- ☐ Limited slip front axle (4x4 models).
- ☐ Heavy-Duty Front Suspension (4x4 models). 2,750-lb. GAWR includes heavy-duty front springs with air bag, heavy-duty frame and heavy-duty front and rear shock absorbers.
- ☐ Handling Package. Includes heavy-duty front and rear shock absorbers and front and rear stabilizer bars (rear only with 4x4 models).
- ☐ Skid Plates (4x4 models).
- ☐ California emissions system.
- ☐ High altitude emissions system.

Protection

- ☐ Security Lock Group. Includes glove box lock, locking gas cap(s) and underbody spare tire carrier lock.
- ☐ Exterior Protection Group. Includes chrome front bumper with end caps (standard with XLT), black front bumper guards and black upper bodyside molding with dual red accent stripes (except with Tu-Tones and Sport Tape Stripe).
- ☐ Chrome front bumper (standard trim).

Wheels

- (G)** Cast aluminum wheels (4). For 4x2 models. 4x4 wheels are shown on page 10.
- (H)** White sport wheels (4).
- (I)** Deluxe wheel trim (standard trim).
- ☐ Cast aluminum spare wheel (4x4 models). Available with cast aluminum wheels only.

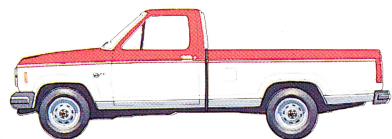
Options Availability

Ford Ranger options are not confined to this page but are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Some options are included, required, or are not available in combination with other options. Availability of some models and features described here and elsewhere may be subject to delay. Consult your Ford Dealer for the latest information.

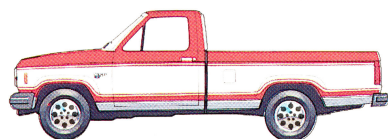
Also well worth considering . . .

Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

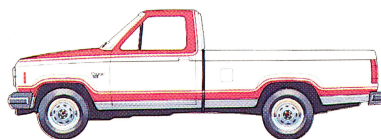
TU-TONE PAINT SCHEMES



Regular Tu-Tone Paint. Accent color is applied to the lower bodyside/tailgate. Includes two-color tape stripe. Not available with XLS.



Deluxe Tu-Tone Paint. Accent color is applied to mid-bodyside/tailgate. Includes upper and lower two-color tape stripes. Not available with XLS.



Special Tu-Tone Paint. Accent color is applied to mid-bodyside, inside pickup box, rear of roof and B-pillar, back of cab and tailgate. Includes upper and lower two-color tape stripes. Lower two-color tape stripe and rocker panel paint is replaced by XLS tape stripe when ordered with XLS trim.

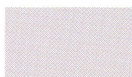
NOTE: See your Ford Dealer for available Tu-Tone color combinations.

■ Body Color
□ Accent Color

EXTERIOR PAINT COLORS



Raven Black



Polar White



Light Charcoal
Metallic



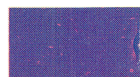
Dark Canyon
Red



Light Blue



Medium Blue
Metallic



Midnight Blue
Metallic



Medium
Desert Tan



Walnut
Metallic



Light
Desert Tan



Bright
Bittersweet



Bright Copper
Glow*

INTERIOR COLOR CHOICES

Dark Blue
Canyon Red
Tan

*Extra-cost metallic Glow color.

A Commitment to Safety

Trucks built with a concern for safety are designed and engineered by people who are committed to safety. Safety, like quality, begins as an attitude, a way of thinking that's instrumental in the shaping of a vehicle's structure and components from the drawing board to assembly.

Occupant safety

To help protect passengers in the event of an accident, Ford trucks are equipped with numerous safety-design features, including those listed under the category "Occupant protection."

Ford commits enormous resources every year to the development and testing of all truck lines and their occupant protection features.

Body structures — front and rear end assemblies, roof and doors — are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

The Crash Barrier Building has highly sophisticated equipment designed to analyze the impact of crash testing on the prototypes, and to measure the effects of the force on mannequins representing the driver and passengers. As many as 350 crash tests involving cars and trucks are conducted annually.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. The performance of these systems is vital to accident avoidance should the driver have to take evasive maneuvers in an emergency.

Ford trucks are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford Trucks, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts.

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds), are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford trucks provide a special anchorage.

Ford Ranger

Lifeguard Design Safety Features

Vehicle operation

- ☐ Dual service hydraulic brake system with warning light
- ☐ Front disc brakes
- ☐ Hazard warning flasher
- ☐ Two-speed windshield wipers
- ☐ Safety hood latch system

Occupant protection

- ☐ Safety door latches and hinges
- ☐ Integral lap and shoulder belts with automatic retractors for front out-board occupants
- ☐ Positive seat belt fastening reminder warning light and buzzer for the driver
- ☐ Lap belt with buckle for center front passenger (with standard three-passenger front seat)
- ☐ Energy-absorbing steering column and steering wheel
- ☐ Energy-absorbing instrument panel with padding for right and center (where three-passenger front seat is provided) front passengers
- ☐ Impact-absorbing laminated safety glass windshield
- ☐ Flame resistant interior materials
- ☐ Child restraint tether anchorage

Anti-theft

- ☐ Locking steering column with key warning buzzer reminder
- ☐ Visible vehicle identification number
- ☐ Separate keys for ignition and door entry



Get it together — Buckle up.

FDT-8411 Litho in U.S.A. 8/83

FORD RANGER

FORD DIVISION

