

1991

FORD RANGER



1991 FORD RANGER STX

The Best Never Rest. This is more than just a catchy slogan. It's the only way we know of to stay on top.

The Best Never Rest. This is the only way we know of to build the No. 1 compact truck in America, year after year. The Ford Ranger.

Ford Trucks. The Best Never Rest.

If you want Ford Ranger at its powerful, agile and stylish best, here you have it. The exciting Ranger STX. Impressive engineering credentials begin with a 3.0L V-6 in the 4x2 or a 2.9L V-6 in the 4-wheeler. Both engines are equipped with multi-port EFI and offer a choice of 5-speed manual or optional 4-speed automatic transmission.

Powerful as the standard engine is, you can go for even higher performance by ordering the optional 4.0L EFI V-6.

The STX suspension is equipped with stabilizer bars and heavy-duty gas-

pressured shocks for balanced ride quality and handling control. Tires are 14-in. P215 outline white-letter all-season (4x2) or 15-in. all-terrain (4x4) radials.

Here you have a complete handling system that makes Ranger STX as much at home on an urban street as on an untamed outback trail.

Ranger STX is certainly not all substance with no style. STX has special tape striping. Plus cast aluminum wheels (Preferred Equipment Package feature).

And you can add the optional sport appearance package or the rally bar package (both available in black or bright alloy) to make STX's bold, contemporary styling even more exciting.



Inside Ranger STX you'll find sport bucket seats with power lumbar support, manual thigh support, power-adjustable cushion bolsters for the driver, and a full console; an AM/FM stereo sound system with cassette tape player and digital clock; plus speed control and tilt steering wheel in the SuperCab model (Preferred Equipment Package features).

A tachometer reading the pulse of STX's V-6 power is standard. So is a courtesy light group with headlamps-on alert. A leather-wrapped sport steering wheel, too.

And the STX 4-wheeler, like all Ranger Regular Cab and SuperCab 4x4s, comes equipped with our exclusive Touch Drive electric shift transfer case. Shift from 4x2 to 4x4 High and back at any speed at the touch of a button.

When it comes to 4-wheeling convenience, Touch Drive is the best. Which is what you'd expect from Ford. America's truck leader.







Ranger STX SuperCab interior with sport bucket seats in Light Sandalwood.

Ranger STX SuperCab in Crystal Blue Metallic. Some equipment shown on these pages is optional.

FORD RANGER XLT

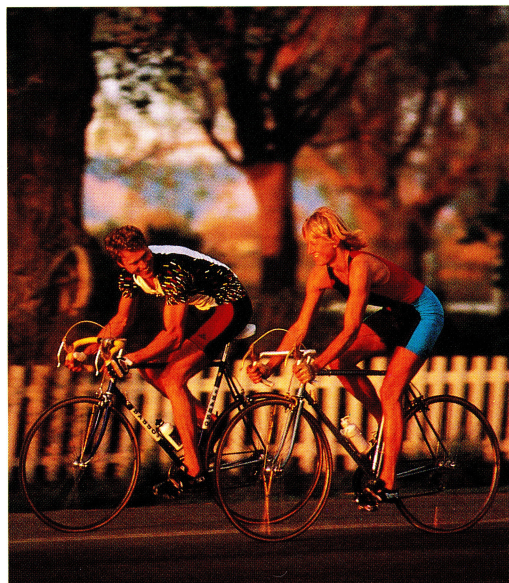
When we created the Ranger XLT, our aim was simply to equip a compact pickup to offer nothing less than outstanding value.

XLT is one well-equipped Ranger, inside and out. A comfortable 3-passenger 60/40 split bench seat, deluxe door trim with lower carpeting and map pocket, color-keyed carpeting and cloth headliner are standard.

The XLT Special Value Package includes an AM/FM stereo radio/cassette tape player sound system, power steering, a tachometer, sliding rear window, and courtesy light group with headlamps-on audible alert.

On the outside, XLT features a deluxe lower accent tape stripe, chrome/bright accents, chrome rear step bumper, 14-in. P215 outline white-letter all-season radials (4x2) or 15-in. P215 outline white-letter all-terrain radials (4x4).

Also, all XLT's ordered with the 5-speed manual transmission will get deep-dish cast aluminum wheels (shown here) at no additional charge. That makes XLT an even harder value to beat.



Ranger XLT Regular Cab in deluxe two-tone Twilight Blue Clearcoat Metallic and Silver Clearcoat Metallic. Some equipment shown, such as the deluxe two-tone paint, is optional.



FORD RANGER SUPERCAB

SuperCab takes Ranger's versatility into another dimension. Not only do you have the pickup's cargo-hauling utility, but you also have extra space for items you'd want to carry inside the cab — tools, camping or fishing gear.

SuperCab increases the length of the Regular Cab model by 17 inches and provides over 22 cu. ft. of cargo space behind the front seat; 18 cu. ft. in models equipped with rear jump seats.

The jump seats, included in XLT and STX models and optional in Custom, make SuperCab a 4- or 5-passenger pickup depending on the front seat arrangement (bucket seats or 3-passenger bench seat). Also, SuperCab includes an extended-range fuel tank.

Ranger SuperCab 4x2 and 4x4 models come in three well-equipped trim levels: the standard Custom, the deluxe XLT, and the sporty STX.

Rear jump seats make SuperCab a 4- or 5-passenger pickup, depending on the front seating arrangement (bucket seats or 3-passenger bench seat). And they can be folded up for maximum cargo space.





*Ranger XLT SuperCab in
Silver Clearcoat Metallic.
Some equipment shown is
optional.*

THE FORD RANGER INTERIOR

Inside a Ranger pickup is everything you might expect from a company that's "customer-driven" in its efforts to satisfy your needs. Which is just one good reason why Ford Ranger ranks No. 1 in compact truck sales.

In Ranger you'll discover comfortable seating, a surprising amount of room for a compact pickup, ergonomic instrumentation and controls, plus a great list of convenience features.

In every Ranger model are engine temperature, oil pressure, voltmeter and fuel gauges. A trip odometer, too. Controls for the turn signals, windshield wipers and washer, headlamp high-beams and flash-to-pass feature are conveniently located on a steering column-mounted lever. Interval windshield wipers with variable speed settings are standard as well.

And every Ranger 4x4 comes equipped with power steering, a tachometer, plus the exclusive Touch Drive electric shift transfer case.

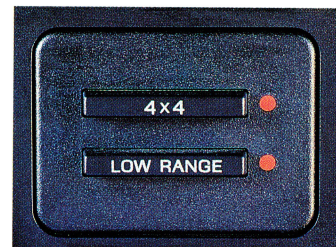
Touch Drive delivers the added traction of "shift-on-the-fly" 4-wheel drive at the simple touch of a button on the instrument panel — a more convenient arrangement than the floor-mounted shift lever found in other compact 4x4 pickups. On page 14 are the major engineering features of this advanced system.

Ranger's ergonomic instrument panel cluster features a standard gauge package. The tachometer is standard in all Ranger 4x4s; included also in XLT and STX 4x2s. Note that the shift lever for the optional automatic transmission is on the steering column.





Ranger XLT interior with 60/40 split bench seat in Crystal Blue. Some equipment shown is optional.



The push-button controls for the standard Touch Drive electric shift transfer case are on the instrument panel — a more convenient arrangement than the floor-mounted shift found in other 4x4 pickups. A manual shift transfer case with manual locking front hubs is available in place of Touch Drive.

FORD RANGER S, SPORT, AND CUSTOM

You'll see a Ranger S, Sport or Custom wherever people go for work or play. Besides being so versatile, these fun-tough and work-tough Rangers are very well equipped and affordable.

These features, and many others, are standard: a comfortable 3-passenger vinyl bench seat; a gauge package (including a tachometer in the 4x4 model); power steering in 4x4s; column-mounted controls; variable-speed interval wipers; tinted glass; halogen headlamps; black fold-away mirrors; removable tailgate; headliner and black rear step bumper (Sport and Custom).

The Ranger Sport Preferred Equipment Package also includes a 60/40 split bench seat, electronic AM/FM stereo radio/cassette sound system with digital clock, tachometer (4x2), power steering (4x2), leather-wrapped steering wheel, color-keyed sun visors, carpeted sport floor

mats. And outside, special sport tape striping plus P215 OWL tires on deep-dish cast aluminum wheels.

The Ranger S is available in the short 108-in. wheelbase Regular Cab with 6-ft. pickup box, 4x2 or 4x4. The 2.3L EFI dual-plug engine, the Twin-I-Beam (4x2) and Twin-Traction Beam (4x4) independent front suspensions, and power brakes with rear anti-lock system are among Ranger's great engineering features.

Ranger Sport and Custom are available in the short wheelbase model and also the longer 114-in. wheelbase Regular Cab with 7-ft. pickup box. Custom comes in the roomier SuperCab model, too.

What's more, among the many options available in Sport and Custom are 2.9L EFI V-6 power in the 4x4 and the newly available 3.0L EFI V-6 in the 4x2. Or you can go for even higher performance with the 4.0L EFI V-6.

*Ranger Sport interior in
Medium Grey.*



*Ranger Sport Regular Cab
in Raven Black. Some
equipment shown on these
pages is optional.*

*Optional pickup box shell
cover, available for Custom,
XLT and STX trim levels.*



RANGER RIDE AND HANDLING



"Tread Lightly" is an educational program designed to increase public awareness of land-use regulations and responsibilities in our nation's wilderness areas. Ford joins the U.S. Forest Service and the Bureau of Land Management in encouraging you to help preserve our national forests and other public and private lands by "treading lightly."

If you're really into driving, you'll appreciate the job our engineers have done to balance the ride and handling capabilities of the Ranger suspension system.

THE COMPONENTS OF A GREAT SUSPENSION SYSTEM

The Twin-I-Beam (4x2) and Twin-Traction Beam (4x4) independent front suspension systems feature an axle/coil spring assembly for each wheel. The axles, each having a pivot point, provide independent wheel action to control bumps individually.

Nitrogen gas-pressurized shock absorbers are designed to improve ride quality and control.

Conventional shock absorbers can temporarily lose hydraulic pressure due to foaming of the fluid under a rapid succession of bumps. Gas shocks, however, are designed to suppress this foaming action, to help maintain hydraulic fluid pressure for a smooth and controlled ride.

Ranger's front coil and rear leaf springs are computer-selected to provide precise matching of payload/gross vehicle weight rating for excellent ride and handling performance under load.

REAR ANTI-LOCK BRAKE SYSTEM

Power front disc/rear drum brakes are standard. And the rear brakes are

equipped with a computer-controlled anti-lock system that is designed to inhibit braking-induced wheel lockup under most operating conditions.

The system functions in the 4x2 Ranger and in the 4x4 Ranger operating in 2-wheel drive.

An electronic module activates solenoids to modulate rear brake pressure anytime rear wheel lockup is detected by the system. The result is more controlled rear braking.

STANDARD 4x4 TOUCH DRIVE SYSTEM OR AVAILABLE MANUAL TRANSFER CASE

The best 4-wheel-drive system isn't automatic and it isn't manual. The best 4x4 system is the one that's right for the kind of driving you do.

While some drivers prefer the convenience of automatic shifting, others like the basic mechanical operation of manual locking hubs. That's why we offer both types — automatic and manual.

Our exclusive Touch Drive electric shift transfer case offers the ultimate in 4-wheeling convenience. And it's standard in every Ranger 4x4.

With its push-button controls within easy reach on the instrument panel, Touch Drive lets you shift on the fly from 4x2 to 4x4-High and back at any speed.

Touch Drive's automatic locking front hubs engage instantly: An innovative electromagnetic clutch spins up the front drive system from zero to driving speed in milliseconds.

Shifting into or out of 4x4-Low should be done when the vehicle is stopped and the transmission disengaged. The advanced Touch Drive system incorporates two special electrical interlocks that prevent possible damage that might otherwise be caused by a mis-shift between 4x4-High and 4x4-Low.

The manual 2-speed shift transfer case with manual locking front hubs is available in place of Touch Drive. With the hubs locked, shifting between 4x2 and 4x4-High is possible at normal speeds.

FORD RANGER. COMPETITION TOUGH

Off-road racing is an excellent proving ground for testing a vehicle's ruggedness. That's one reason why we subject race-prepared Rangers to some of the most gruelling tests in all of motorsports.

Success in racing demands the best we can give, all the time, year after year. There's no other way to win. In racing, we apply the same formula for success that has made Ranger the No. 1 compact truck in sales. The Best Never Rest.



Ranger STX Regular Cab in Bright Red. Some equipment shown is optional.

Note: The specially modified racing vehicles shown here are operated by professional drivers in sanctioned competition.

RANGER POWER

Excellent handling and braking capabilities established, there's but one element remaining to make your experience behind the wheel of a Ford Ranger all that it was meant to be on the drawing board. That element is power. And you have it in a variety of engine choices, each equipped with a computer-controlled multi-port electronic fuel injection system.

COMPUTER-CONTROLLED MULTI-PORT EFI

Ranger's multi-port electronic fuel-injection system is governed by the sophisticated EEC-IV engine control computer.

EEC-IV gathers thousands of sensor-fed bits of information on the broad range of operating conditions affecting overall engine performance — engine speed, barometric pressure and engine coolant temperature, to name just a few. The com-

puter then controls the fuel-air mixture and adjusts the spark timing to optimize performance and efficiency. In effect, EEC-IV constantly "fine-tunes" the engine to the requirements of the moment.

FUEL-INJECTED V-6 PERFORMANCE

The 2.9L EFI V-6, available in Ranger 4x4, generates 140 hp @ 4600 rpm and 170 lbs.-ft./torque @ 2600 rpm. And the 3.0L EFI V-6, available in Ranger 4x2, puts out 145 hp @ 4800 rpm and 170 lbs.-ft./torque @ 3600 rpm.

Then there's the 4.0L EFI V-6. With 160 hp @ 4200 rpm and 225 lbs.-ft./torque @ just 2400 rpm,* the 4.0L delivers responsive performance throughout the full performance range, from a standing start to passing at highway speed.

Whether you're travelling a highway with a camper-trailer in tow or travelling off-

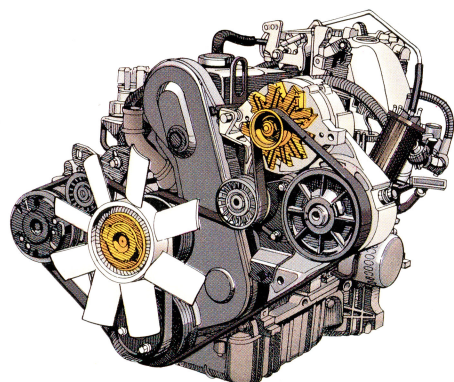
road, a Ranger V-6 can deliver the power you need.

2.3L EFI I-4 DUAL-PLUG ENGINE

The 2.3L multi-port fuel-injected I-4 is an ideal engine for those who want balanced power and economy in a compact pickup (see your dealer for 1991 EPA fuel economy ratings).

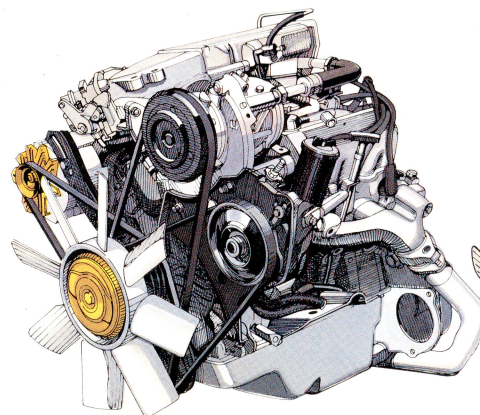
This advanced powerplant has eight spark plugs — two per cylinder. The eight plugs, along with computer-designed intake ports and tuned air intake runners, provide high combustion efficiency and contribute to the engine's performance ratings: 100 hp @ 4600 rpm and 133 lbs.-ft./torque @ 2600 rpm.

Like the V-6 engines, the 2.3L comes with a standard 5-speed manual overdrive transmission. The 4-speed automatic overdrive transmission is optional.



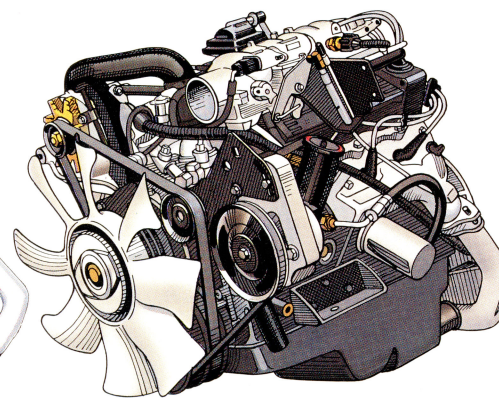
2.3L EFI ENGINE

| | |
|----------------------------------|----------------------------------------|
| Type, cylinders | Gasoline, in-line 4 with 8 spark plugs |
| Displacement (liters/cu. inches) | 2.3/140 |
| Cylinder head | 2 valves |
| Fuel system | Multi-port electronic fuel injection |
| Bore and stroke | 3.78 x 3.13 |
| Compression ratio | 9.2:1 |
| Horsepower, SAE net | 100 @ 4600 rpm |
| Torque, SAE net | 133 @ 2600 rpm |



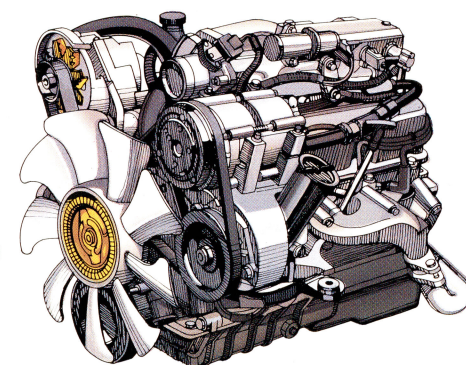
2.9L EFI ENGINE (4x4 ONLY)

| | |
|----------------------------------|--------------------------------------|
| Type, cylinders | Gasoline, V-6 |
| Displacement (liters/cu. inches) | 2.9/179 |
| Cylinder head | 2 valves |
| Fuel system | Multi-port electronic fuel injection |
| Bore and stroke | 3.66 x 2.83 |
| Compression ratio | 9.0:1 |
| Horsepower, SAE net | 140 @ 4600 rpm |
| Torque, SAE net | 170 @ 2600 rpm |



3.0L EFI ENGINE (4x2 ONLY)

| | |
|----------------------------------|--------------------------------------|
| Type, cylinders | Gasoline, V-6 |
| Displacement (liters/cu. inches) | 3.0/182 |
| Cylinder head | 2-valves |
| Fuel system | Multi-port electronic fuel injection |
| Bore and stroke | 3.50 x 3.14 |
| Compression ratio | 9.3:1 |
| Horsepower, SAE net | 145 @ 4800 rpm |
| Torque, SAE net | 170 @ 3600 rpm |



4.0L EFI ENGINE

| | |
|----------------------------------|--------------------------------------|
| Type, cylinders | Gasoline, V-6 |
| Displacement (liters/cu. inches) | 4.0/245 |
| Cylinder head | 2 valves |
| Fuel system | Multi-port electronic fuel injection |
| Bore and stroke | 3.95 x 3.32 |
| Compression ratio | 9.0:1 |
| Horsepower, SAE net | 160 @ 4200 rpm* |
| Torque, SAE net | 225 @ 2400 rpm* |

*Ratings for automatic transmission only. See your dealer for power ratings for manual transmission.

FORD RANGER SPECIFICATIONS

4x2 SPECIFICATIONS

| Equipment | | 108" WB | 114" WB | 125" WB SuperCab |
|------------------------------------------------------|------|------------------------|------------------------|------------------------|
| GVWR | Max. | 4,580 lbs. | 4,580 lbs. | 4,420 lbs. |
| Frame | Std. | Ladder-type | Ladder-type | Ladder-type |
| Axles: Front | Std. | 2,500 lbs. | 2,500 lbs. | 2,500 lbs. |
| | Std. | 2,790 lbs. | 2,790 lbs. | 2,790 lbs. |
| | Opt. | 2,790 lbs. LS | 2,790 lbs. LS | 2,790 lbs. LS |
| Brakes: Front | Std. | Power disc | Power disc | Power disc |
| | Std. | Power drum w/anti-lock | Power drum w/anti-lock | Power drum w/anti-lock |
| Clutch Dia. | Std. | 9-in. hydraulic | 9-in. hydraulic | 9-in. hydraulic |
| Engine Fan Clutch | Std. | Viscous-type | Viscous-type | Viscous-type |
| Electrical: Battery (amp-hr.) | Std. | 58 maintenance-free | 58 maintenance-free | 72 maintenance-free |
| | Opt. | 72 maintenance-free | 72 maintenance-free | — |
| Alternator (amp) | Std. | 60 | 60 | 60 (1) |
| | Opt. | 75 (1) | 75 (1) | 75 (1) |
| Fuel Tank Cap. | Std. | 16.3 gals. | 16.3 gals. | 19.6 gals. |
| | Opt. | — | 19.6 single tank | — |
| Nominal Box Length | Std. | 6 ft. | 7 ft. | 6 ft. |
| Shock Absorbers | Std. | Gas-pressurized | Gas-pressurized | Gas-pressurized |
| | Opt. | HD gas-pressurized (2) | HD gas-pressurized (2) | HD gas-pressurized (2) |
| Computer-selected springs (combined rating @ ground) | | | | |
| Front coil springs | Std. | 1,910 lbs. | 1,910 lbs. | 2,140 lbs. |
| Rear leaf springs | Std. | 2,055 lbs. | 2,055 lbs. | 2,384 lbs. |
| Stabilizer Bars | Std. | — | — | Front |
| | Opt. | Front/Rear (2) | Front/Rear (2) | Rear (2) |
| Steering | Std. | Manual (3) | Manual (3) | Power |
| | Opt. | Power (3) | Power (3) | — |
| Curb-to-curb turning diameter (ft.) | | 36.7 | 38.5 | 41.6 |

LS = Limited Slip. (1) 75 amp.-hr. alternator is standard with 4.0L V-6 engine, and is included with the Sport Appearance Package and Rally Package. (2) Optional in Handling Package for Sport, Custom and XLT. (3) Manual steering is standard in S and Custom models. Power steering is included in Sport, XLT and STX, and optional in Custom.

PAYLOAD PACKAGE SELECTOR

| Regular Cab | Package No. | Payload (1) | GVWR | Tires (Minimum) |
|-----------------|-------------|-------------|-----------|-----------------|
| 4x2 SWB | #1 Std. | 1,200 lb. | 4,080 lb. | P195/70Rx14SL |
| 4x2 SWB | #2 Opt. | 1,700 lb. | 4,580 lb. | P215/70Rx14SL |
| 4x2 LWB | #1 Std. | 1,200 lb. | 4,180 lb. | P195/70Rx14SL |
| 4x2 LWB | #2 Opt. | 1,620 lb. | 4,580 lb. | P215/70Rx14SL |
| 4x4 SWB | #1 Std. | 1,200 lb. | 4,400 lb. | P215/75Rx15SL |
| 4x4 SWB | #2 Opt. (2) | 1,400 lb. | 4,640 lb. | P215/75Rx15SL |
| 4x4 LWB | #1 Std. | 1,200 lb. | 4,460 lb. | P215/75Rx15SL |
| 4x4 LWB | #2 Opt. (2) | 1,400 lb. | 4,680 lb. | P215/75Rx15SL |
| SuperCab | | | | |
| 4x2 | #1 Std. | 1,260 lb. | 4,420 lb. | P195/70Rx14SL |
| 4x4 | #1 Std. | 1,300 lb. | 4,820 lb. | P215/75Rx15SL |

SWB = short wheelbase (107.9-in. Regular Cab). LWB = long wheelbase (113.9-in. Regular Cab). (1) Maximum allowable weight of people, cargo, body and equipment. Reduced by optional equipment weight. (2) Included with Sport, Custom, XLT and STX trim levels.

POWERTEAM AVAILABILITY BY MODEL

| 4x2 Model S=Standard O=Optional | Regular Cab | | | | | SuperCab | | |
|-----------------------------------|-------------|-------|--------|-----|-----|----------|-----|-----|
| | S | Sport | Custom | XLT | STX | Custom | XLT | STX |
| 2.3L EFI I-4/5-speed manual OD | S | S | S | S | — | S | — | — |
| 2.3L EFI I-4/4-speed automatic OD | — | O | O | O | — | — | — | — |
| 3.0L EFI V-6/5-speed manual OD | — | O | O | O | S | O | S | S |
| 3.0L EFI V-6/4-speed automatic OD | — | O | O | O | O | O | O | O |
| 4.0L EFI V-6/5-speed manual OD | — | O | O | O | O | O | O | O |
| 4.0L EFI V-6/4-speed automatic OD | — | O | O | O | O | O | O | O |
| 4x4 Model | | | | | | | | |
| 2.3L EFI I-4/5-speed manual OD | S | S | S | S | — | — | — | — |
| 2.9L EFI V-6/5-speed manual OD | — | O | O | O | S | S | S | S |
| 2.9L EFI V-6/4-speed automatic OD | — | O | O | O | O | O | O | O |
| 4.0L EFI V-6/5-speed manual OD | — | O | O | O | O | O | O | O |
| 4.0L EFI V-6/4-speed automatic OD | — | O | O | O | O | O | O | O |

4x4 SPECIFICATIONS

| Equipment | | 108" WB | 114" WB | 125" WB SuperCab |
|------------------------------------------------------|------|----------------------------------------|----------------------------------------|----------------------------------------|
| GVWR | Max. | 4,640 lbs. | 4,680 lbs. | 4,820 lbs. |
| Frame | Std. | Ladder-type | Ladder-type | Ladder-type |
| Axles: Front | Std. | 2,790 lbs. | 2,790 lbs. | 2,790 lbs. |
| | Std. | 2,790 lbs. | 2,790 lbs. | 2,790 lbs. |
| | Opt. | 2,790 lbs. LS | 2,790 lbs. LS | 2,790 lbs. LS |
| Brakes: Front | Std. | Power disc | Power disc | Power disc |
| | Std. | Power drum w/anti-lock | Power drum w/anti-lock | Power drum w/anti-lock |
| Clutch Dia. | Std. | 9-in. hydraulic | 9-in. hydraulic | 9-in. hydraulic |
| Front Hubs/Transfer Case | Std. | Automatic locking/Touch-Drive shifting | Automatic locking/Touch-Drive shifting | Automatic locking/Touch-Drive shifting |
| | Opt. | Manual locking/2-speed manual shift | Manual locking/2-speed manual shift | Manual locking/2-speed manual shift |
| Engine Fan Clutch | Std. | Viscous-type | Viscous-type | Viscous-type |
| Electrical: Battery (amp-hr.) | Std. | 58 maintenance-free | 58 maintenance-free | 72 maintenance-free |
| | Opt. | 72 maintenance-free | 72 maintenance-free | — |
| Alternator (amp) | Std. | 60 | 60 | 60 |
| | Opt. | 75 (1) | 75 (1) | 75 (1) |
| Fuel Tank Cap. | Std. | 16.3 gals. | 16.3 gals. | 19.6 gals. |
| | Opt. | — | 19.6 single tank | — |
| Nominal Box Length | Std. | 6 ft. | 7 ft. | 6 ft. |
| Shock Absorbers | Std. | HD gas-pressurized | HD gas-pressurized | HD gas-pressurized |
| Computer-selected springs (combined rating @ ground) | | | | |
| Front coil springs | Std. | 2,160 lbs. | 2,160 lbs. | 2,260 lbs. |
| Rear leaf springs | Std. | 2,570 lbs. | 2,570 lbs. | 2,750 lbs. |
| Stabilizer Bars | Std. | Front | Front | Front |
| | Opt. | Rear (2) | Rear (2) | Rear (2) |
| Steering | Std. | Power | Power | Power |
| Curb-to-curb turning diameter (ft.) | Std. | 37.3 | 39.1 | 42.4 |

LS = Limited Slip. (1) 75 amp.-hr. alternator is standard with the 4.0L EFI V-6 engine, and is included with the Sport Appearance Package and Rally Package. (2) Standard in Ranger STX and included in Payload Package #2.

POWERTEAMS AND AXLE RATIOS

| Engines | Transmissions | Axle Ratios (Standard/Optional) | | |
|----------------------------------------|----------------------|---------------------------------|-------------|---------------|
| | | 49 States | California | High Altitude |
| Regular Cab 4x2 2.3L EFI I-4 | 5-speed manual OD | 3.08* | 3.08* | 3.73 |
| | 4-speed automatic OD | 4.10 | 4.10 | — |
| 3.0L EFI V-6 | 5-speed manual OD | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| | 4-speed automatic OD | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| 4.0L EFI V-6 | 5-speed manual OD | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| | 4-speed automatic OD | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| Regular Cab 4x4 2.3L EFI I-4 | 5-speed manual OD | 4.10 | 4.10 | 4.10 |
| | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.73/3.73LS |
| 2.9L EFI V-6 | 4-speed automatic OD | 3.73/4.10LS | 3.73/4.10LS | 3.73/4.10LS |
| | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |
| 4.0L EFI V-6 | 4-speed automatic OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |
| | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |
| SuperCab 4x2 2.3L EFI I-4 | 5-speed manual OD | 3.73 | 3.73 | 3.73 |
| | 5-speed manual OD | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| 3.0L EFI V-6 | 4-speed automatic OD | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| | 5-speed manual OD | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| 4.0L EFI V-6 | 4-speed automatic OD | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |
| SuperCab 4x4 2.9L EFI V-6 | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.73/3.73LS |
| | 4-speed automatic OD | 3.73/4.10LS | 3.73/4.10LS | 3.73/4.10LS |
| 4.0L EFI V-6 | 5-speed manual OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |
| | 4-speed automatic OD | 3.55/3.73LS | 3.55/3.73LS | 3.55/3.73LS |

LS = Optional limited-slip performance rear axle. *3.08 axle only in Ranger S with P195 tires and without air conditioning; 3.45 axle with standard payload package; 3.73 axle included and available only with optional Payload Package #2 (not available in S).

PREFERRED EQUIPMENT PACKAGES AND OPTIONS

Electronic AM/FM stereo radio with cassette tape player and digital clock

Rally bar (not intended for occupant safety) with off-road lights, included in Rally Bar Package

Speed control and tilt steering wheel

Pickup box shell cover

Sliding rear window

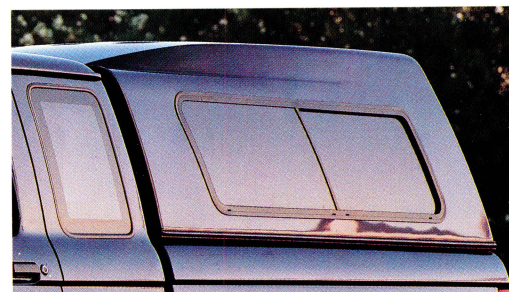
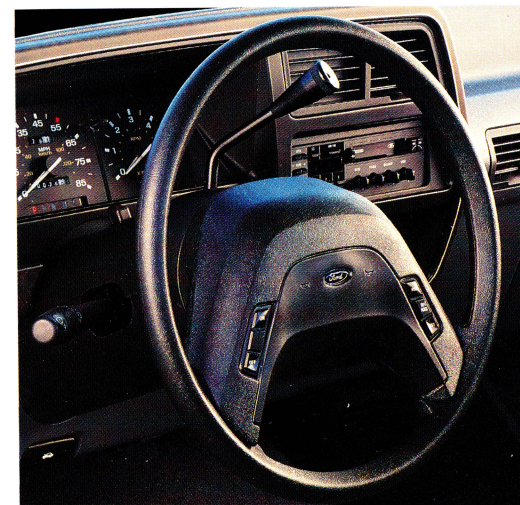
Deep-dish cast aluminum wheel and cast aluminum sport wheel

Preferred Equipment Packages make it easier to order a well-equipped Ford Ranger. Simply select the package you want from the chart on page 19. Also listed is Ranger's wide selection of individually available options.

Most of the Preferred Equipment Packages offer savings on selected features. Compared with the manufacturer's retail price for the items purchased separately, package discounts are the equivalent of getting certain equipment at no extra cost.

Also, a special value discount is offered on the Ranger XLT equipped with the standard 5-speed manual transmission. Get deep-dish cast aluminum wheels at no extra cost — a savings on top of the discount already provided in the XLT Special Value Package.

Features in the Preferred Equipment Packages are subject to change. For the latest information on package contents, consult your Ford Dealer.



| PREFERRED EQUIPMENT PACKAGES | Regular Cab 4x2/4x4 | | | | | SuperCab 4x2/4x4 | | |
|-------------------------------------------------------------------------------------------------|---------------------|---------------|----------------|---------------------------------|-------------|------------------|---------------------------------|-------------|
| | S 859A | Sport 860A | Custom 861A | XLT Special Value 864A | STX 865A | Custom 850A | XLT Special Value 853A | STX 854A |
| Note: Package content is subject to change ■ = Included in package S = Standard O = Optional | | | | | | | | |
| "S" model content | ■ | | | | | | | |
| Spare tire, limited service (4x2 only with Sport) | ■ | ■ | | | | | | |
| Power steering (std. in 4x4) | | ■ | O | ■ | S | S | S | S |
| Sport trim package: includes sport tape stripe | | ■ | | | | | | |
| carpeted sport floor mats | | ■ | | | | | | |
| black leather-wrapped steering wheel | | ■ | | | S | | | S |
| color-keyed cloth sun visors | | ■ | | S | S | | S | S |
| Electronic AM/FM stereo radio with cassette player and digital clock (may be deleted) | | ■ | O | ■ | ■ | O | ■ | ■ |
| Tachometer (std. in 4x4) | | ■ | O | ■ | S | O | ■ | S |
| Deep-dish cast aluminum wheels (1) | | ■ | O | O | ■ | O | O | ■ |
| Chrome rear step bumper | | | | ■ | | | ■ | |
| Lower accent tape stripe (may be deleted) | | | | ■ | | | ■ | |
| Sliding rear window | | O | O | ■ | O | O | ■ | O |
| Limited-slip performance rear axle | | O | O | O | O | O | O | O |
| Cast aluminum sport wheels — 4x4 only | | | | | ■ | | | ■ |
| Rear jump seats | | | | | | O | ■ | ■ |
| Speed control/tilt steering wheel | | | O | O | O | O | O | ■ |
| 2.3L I-4/5-speed manual overdrive | S | S | S | S | | S | | |
| 2.3L I-4/4-speed automatic overdrive — 4x2 only | | O | O | O | | | | |
| 2.9L V-6/5-speed manual overdrive — 4x4 only | | O | O | O | S | S | S | S |
| 2.9L V-6/4-speed automatic overdrive — 4x4 only | | O | O | O | O | O | O | O |
| 3.0L V-6/5-speed manual overdrive — 4x2 only | | O | O | O | S | O | S | S |
| 3.0L V-6/4-speed automatic overdrive — 4x2 only | | O | O | O | O | O | O | O |
| 4.0L V-6/5-speed manual overdrive | | O | O | O | O | O | O | O |
| 4.0L V-6/4-speed automatic overdrive | | O | O | O | O | O | O | O |
| California Emissions System | O | O | O | O | O | O | O | O |
| High Altitude Principal Use | O | O | O | O | O | O | O | O |
| P195 steel-belted BSW all-season tires — 4x2 only | S | | S | | | S | | |
| P215 steel-belted BSW all-season tires — 4x2 only | | | O | O | | O | O | |
| P215 steel-belted OWL all-season tires — 4x2 only | | ■ | O | ■ | S | O | ■ | S |
| P215 steel-belted BSW all-season tires — 4x4 only | S | | S | | | S | | |
| P215 steel-belted OWL all-terrain tires — 4x4 only | | ■ | O | ■ | S | O | ■ | S |
| P235 steel-belted OWL all-terrain tires — 4x4 only | | O | O | O | O | O | O | O |
| Vinyl bench seat | S | S | S | | | | | |
| 60/40 knitted vinyl split bench seat | | O | | O | O | S | O | |
| 60/40 cloth split bench seat (may be deleted from Sport) | | ■ | O | S | O | O | S | O |
| Cloth captain's chairs with floor console | | O | | | S | O | O | S |
| Cloth sport bucket seats with floor console (may be deleted from STX) | | O | | O | ■ | | O | ■ |
| Air conditioning | O | O | O | O | O | O | O | O |
| Black rear step bumper | O | S | S | | S | S | | S |
| Super engine cooling | | O | O | O | O | O | O | O |
| High-capacity 19.6-gallon fuel tank — 114" wheelbase only | | O | O | O | O | | | |
| Handling package — 4x2 only in Regular Cab; 4x2/4x4 in SuperCab (2) | | O | O | O | S | O | O | S |
| Manual locking hubs — 4x4 only (3) | O | O | O | O | O | O | O | O |
| License plate bracket | O | O | O | O | O | O | O | O |
| Bright low-mount swingaway mirrors | | | O | O | | O | O | |
| Bodyside protection moldings | | | O | O | | O | O | |
| Payload Package #2 — 4x2 only (see page 17) | | | O | O | O | | | |
| Pickup box shell cover | | | O | O | O | O | O | O |
| Power window/lock group (requires V-6 engine) | | O | | O | O | | O | O |
| Rally bar package, black or bright alloy (4) | | O | O | O | O | O | O | O |
| Sport appearance package, black or bright alloy (5) | | O | O | O | O | O | O | O |
| Deluxe two-tone paint | | | | O | | | O | |
| Deluxe wheel trim | | | O | S | | O | S | |
| Pivoting quarter windows | | | | | | O | O | O |
| Electronic AM radio with digital clock | O | S | S | S | | S | S | |
| Electronic AM/FM stereo radio with digital clock | | O | O | O | S | O | O | S |
| Radio credit option (deletes standard AM radio) | | | O | | | O | | |

(1) Included on STX 4x2; optional on STX 4x4. Also included in Manual Transmission Special Value Package available for Ranger XLT. (2) Front and rear stabilizer bars (front stabilizer bar standard in 4x4 model and SuperCab), heavy-duty gas-pressurized shocks in 4x2 model (standard in 4x4), and P215 tires required in the 4x2 model. (3) Replaces standard Touch Drive transfer case with price credit. (4) Tubular rear bumper, rally bar (not intended for occupant protection), off-road lights, and 75-amp. alternator. Bright finish not available with Sport trim. (5) Tubular rear bumper, grille guards, brush guard, fog lights, and 75-amp. alternator. Bright finish not available with Sport trim.

MAJOR STANDARD EQUIPMENT

EXTERIOR

- ☐ Halogen headlamps
- ☐ Black grille with black surround molding (chrome with chrome surround on XLT)
- ☐ Black aero-design wraparound front bumper with rub strip (chrome with rub strip on XLT)
- ☐ Black spoiler
- ☐ Black rear step bumper (Sport, Custom, STX); chrome with rub strip (XLT Special Value Package)
- ☐ Black foldaway mirrors
- ☐ Tinted glass
- ☐ Removable tailgate

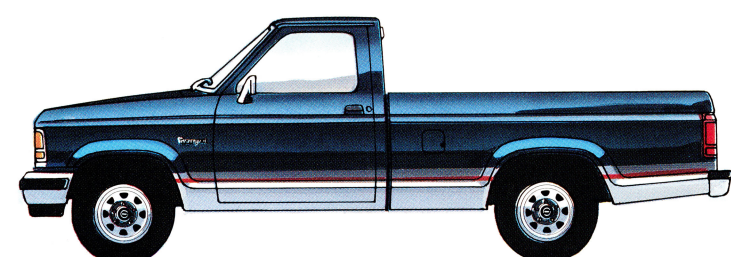
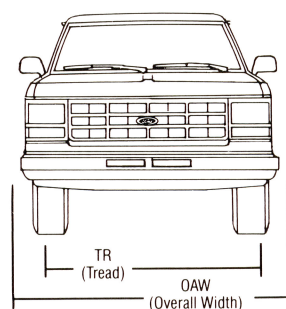
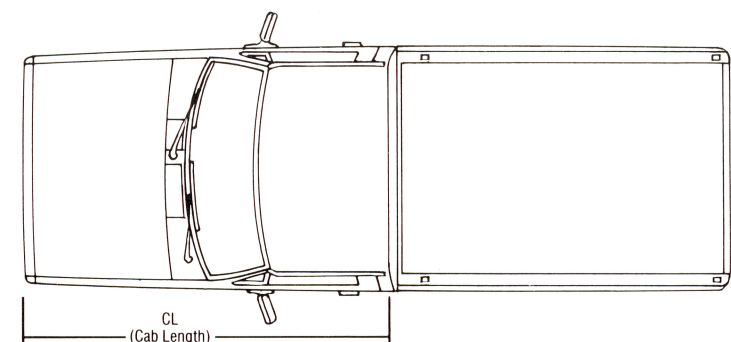
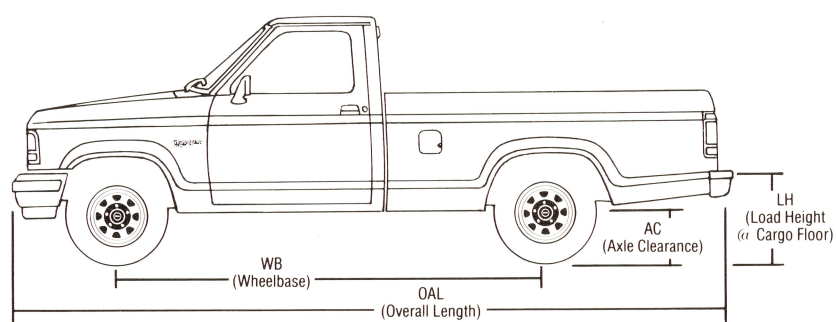
INTERIOR

- ☐ Ergonomic instrument cluster with fuel, temperature, oil pressure and voltmeter gauges; trip odometer
- ☐ Instrument cluster applique: black (S, Sport, Custom); color-keyed (XLT, STX)
- ☐ Side window demisters on instrument panel
- ☐ Stalk-mounted controls for turn signals, constant-speed and interval windshield wipers/washer, high-beams, flash-to-pass feature
- ☐ Steering wheel: black vinyl (S, Custom, XLT); leather-wrapped (Sport, STX)
- ☐ Door trim: color-keyed vinyl with padded armrest and black door handles (S, Sport, Custom); color-keyed cloth/vinyl with lower carpeting and map pocket (XLT, STX)

TECHNICAL

- ☐ Multi-port electronic fuel injection
- ☐ Maintenance-free battery
- ☐ Power brakes with rear anti-lock system
- ☐ Twin-I-Beam independent front suspension (4x2)
- ☐ Twin-Traction Beam independent front suspension (4x4)
- ☐ Automatic locking front hubs with Touch Drive electric shift transfer case (4x4)
- ☐ Nitrogen gas-pressurized shock absorbers (heavy-duty shocks on 4x4)

RANGER DIMENSIONS, COLORS AND TRIMS



Optional deluxe two-tone paint, available for XLT.

EXTERIOR DIMENSIONS

| WB | CL | BL | OAL | OAW | LH 2WD/4WD (Empty) | TR (Front) 2WD/4WD | TR (Rear) 2WD/4WD | AC 2WD/4WD |
|---------|--------|-------|--------|-------|--------------------------|-----------------------|----------------------|---------------|
| 108" | 100.2" | 76.1" | 176.5" | 66.8" | 28.0/33.0" | 55.3/56.7" | 54.1/55.4" | 6.6/6.8" |
| 114" | 100.2" | 88.2" | 188.5" | 66.8" | 27.9/33.1" | 55.3/56.7" | 54.1/55.4" | 6.6/6.8" |
| 125" SC | 116.9" | 76.1" | 193.7" | 66.8" | 27.3/31.3" | 55.3/56.7" | 54.1/55.4" | 6.6/6.7" |

SC = SuperCab.

INTERIOR DIMENSIONS

| Interior Compartment | Regular Cab | SuperCab |
|-------------------------------------------------------|-------------|----------|
| Head room | 39.2" | 39.4" |
| Shoulder room | 54.6" | 54.6" |
| Hip room | 52.7" | 52.7" |
| Leg room | 42.4" | 42.4" |
| Space behind seat (cu. ft.) | — | 18.1* |
| Cargo Compartment | | |
| Box length at floor | | |
| Short wheelbase | 72.2" | — |
| Long wheelbase | 84.2" | 72.9" |
| Maximum inside width at floor | 51.2" | 51.2" |
| Pickup box depth | 16.5" | 16.5" |
| Cargo volume — cu. ft. (no allowance for wheelhouses) | | |
| Short wheelbase | 37.4" | — |
| Long wheelbase | 43.5" | 37.4" |

*18.1 cu. ft. with rear jump seats, included in XLT and STX Preferred Equipment Packages. 22.2 cu. ft. in models without rear jump seats.

COLORS AND TRIMS

| Interior Trim Colors | | | | Exterior Colors |
|----------------------|--------------|-------------|------------------|---------------------------------------|
| Medium Grey | Crystal Blue | Scarlet Red | Light Sandalwood | |
| X | | X | X | Raven Black |
| X | X | X | X | Oxford White |
| X | | X | X | Cabernet Red |
| X | | X | X | Bright Red |
| | | | X | Alabaster |
| | | | X | Light Sandalwood Clearcoat Metallic |
| | | | X | Medium Sandalwood Clearcoat Metallic |
| X | | X | | Wild Strawberry Clearcoat Metallic |
| X | X | | | Light Crystal Blue Clearcoat Metallic |
| X | X | | | Crystal Blue Clearcoat Metallic |
| X | X | | X | Twilight Blue Clearcoat Metallic |
| X | X | | X | Deep Shadow Blue Metallic |
| X | | X | | Medium Platinum Clearcoat Metallic |
| X | X | X | | Silver Clearcoat Metallic |
| X | | | X | Deep Emerald Green Clearcoat Metallic |
| X | | | X | Emerald Green Metallic |
| | | | X | Dark Chestnut Metallic |
| X | | X | | Dark Grey Metallic |

OWNER INFORMATION

6-YEAR/100,000-MILE CORROSION PROTECTION

Corrosion warranty coverage for outer body panel rust-through is 6 years or 100,000 miles, whichever comes first. See your Ford Dealer for details and a copy of this limited warranty.

OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.



Participating Ford Dealers offer the Lifetime Service Guarantee, which guarantees their customer-paid work on your Ford vehicle for as long as you own it. A covered repair is paid for once. If it ever has to be fixed again, the repairing dealer will fix it free. Ask to see a copy of the Lifetime Service Guarantee when you visit your participating Ford Dealer.



The leasing alternative is available to qualified lessees through your Ford Dealer. A participating dealer can arrange financing terms or a Red Carpet Lease[®] tailored to your circumstances through Ford Credit.

PRODUCT CHANGES

Ford Division reserves the right to change product specifications at any time without incurring obligations.

"ASK YOUR FORD DEALER"

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

