

1990 FORD RANGER



FORD RANGER STX

More than ever, drivers today are discovering the personal pleasure of driving fun-tough compact Ranger pickups. Which is not surprising. Because Ranger is a superbly designed and engineered hybrid of sporty style and performance and pickup utility and toughness.

The STX 4-wheel-drive model presented here is Ranger driving enjoyment at its best. It's easy to understand why, considering the way the Ranger STX brings together the attributes of power, handling and styling into one dynamically designed sports truck.

Engineering credentials are impressive. The 140-hp 2.9L multi-port EFI V-6 engine with 5-speed manual gearbox generates 80 percent of its 170 lbs.-ft./torque at just 1600 rpm. Power reaches pavement by way of a limited-slip performance rear axle.

The optional 4.0L multi-port EFI V-6 engine with 4-speed automatic overdrive transmission takes Ranger STX (and Ranger XLT) into an exciting new dimension of fun-tough performance.

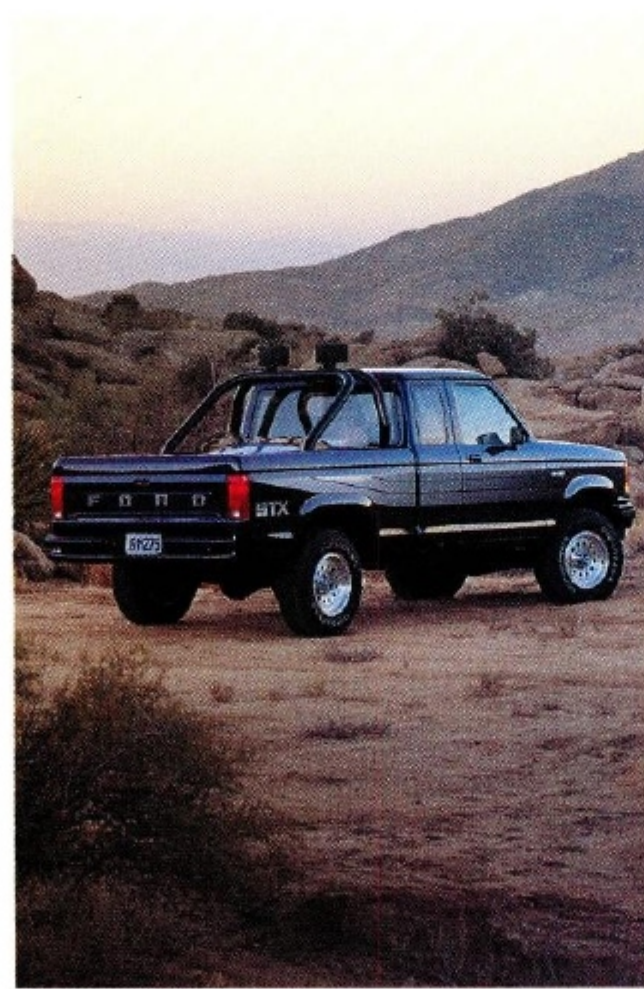
The STX suspension is outfitted with stabilizer bars and heavy-duty gas-pressurized shocks. Tires are the wide-stance P215/75R15SL outline-white-letter all-terrain radials. It's a handling system carefully tuned by Ford chassis engineers over numerous hours of development and testing.

Of course, there's more to a Ranger STX than great performance. Multi-adjustable sport bucket seats with console, AM/FM stereo sound system, tachometer,

courtesy light group with headlamps-on alert, and leather-wrapped steering wheel are included.

On the outside are deep-dish cast aluminum wheels, special sport tape striping and a black rear step bumper. And there are the optional Sport Appearance Package and the Rally Bar Package to make STX's bold, contemporary styling even more exciting.

Ranger STX comes in 4WD Regular Cab or SuperCab. The Touch Drive electric shift transfer case is standard in Ranger STX and all other Ranger 4-wheelers for the ultimate in shift-on-the-fly convenience.



▲ Strong Ford-tough all-welded pickup box, double-wall construction and easily removable tailgate provide fun-tough compact pickup utility.

▲ Ranger STX SuperCab in Twilight Blue Clearcoat Metallic. Some equipment shown, such as the Rally Bar Package, is optional. Rally bar is not for occupant protection.



FORD RANGER XLT

The XLT nameplate represents Ford's commitment to offering exceptional value that's hard to beat in a well-equipped, fun-tough compact pickup.

The XLT Special Value Package features a comfortable 3-passen-

ger 60/40 cloth split bench seat, color-keyed carpeting, cloth headliner, plus an electronic AM/FM stereo/cassette sound system.

Included also are power steering, a tachometer, sliding rear window (Regular Cab), and courtesy light package with headlamps-on audible alert — all in addition to the features of the Ranger Custom. And the XLT SuperCab comes with rear folding jump seats.

On the outside, XLT is distinguished by its deluxe two-tone paint treatment (may be deleted for credit), 14-in. P215 OWL all-season radials (2WD) or 15-in. P215 OWL all-terrain radials (4WD), chrome/bright accents, and chrome rear step bumper.

Also, all XLTs ordered with a manual transmission will get deep-dish cast aluminum wheels (shown below) at no charge.

And Ranger XLT, like the sporty Ranger STX, can be powered by the new optional 4.0L multi-port electronic fuel-injected V-6.

▼ Ranger XLT Regular Cab in deluxe two-tone Crystal Blue Clearcoat Metallic and Silver Clearcoat Metallic. Some equipment shown is optional.



FORD RANGER XLT SUPERCAB

The driving enjoyment of a sporty compact plus all the cargo-hauling utility of a pickup. What better way to describe the outstanding versatility of the fun-tough Ford Ranger. And what better way to enjoy it than in a Ranger SuperCab.

The Ranger SuperCab literally extends the versatility of the Regular Cab model. Cab length increases by 17 inches. And there are 22.2 cu. ft. of rear cargo space (18.1 cu. ft. with jump seats).

That's plenty of room for tools, camping or fishing gear — items you'd want to carry inside the cab.

There's more, of course, in a SuperCab than extra space. SuperCab models with the 60/40 split bench seat have a special tip-slide seat track feature that allows the driver or passenger seat to be moved forward when the seat back is lowered, providing convenient access to the rear seating/storage compartment.

Along with its added practical dimension of space, SuperCab also offers dual rear folding jump seats which make it a 4- or 5-passenger pickup. And every SuperCab for 1990 includes an extended-range 20-gallon fuel tank.

Ranger SuperCab is available in the Custom and XLT models. 2WD or 4WD, and in the sporty 4WD Ranger 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 floor space. Jump seats are optional in Ranger Custom and included in the XLT and STX Preferred Equipment Packages.

► Ranger XLT SuperCab in two-tone Silver Clearcoat Metallic and Shadow Grey Clearcoat Metallic. Some equipment shown is optional.



THE FORD RANGER INTERIOR

A lot of careful design thinking has gone into making the Ranger interior as attractive and accommodating as it is. Which is one big reason why the compact Ford Ranger is so popular.

FIVE COMFORTABLE MODELS

S, S Plus and Custom. This value-packed Ranger series offers a wide and roomy 3-passenger vinyl bench seat featuring a deep foam cushion on strong flex-o-lator springs. The seat back with inertia latch is designed to be folded forward with minimal effort for access to the space behind the seat. The Custom SuperCab comes with a vinyl 60/40 split bench seat.

Ranger XLT. A standard 60/40 split bench seat upholstered in cloth is but one of Ranger XLT's many deluxe features. This comfortable 3-passenger seat provides individual seat adjustment plus a center fold-down armrest.

Ranger STX. This fun-tough 4WD Ranger is special. And its interior shows it. Sport bucket seats, included in the STX Preferred Equipment Package, have power lumbar support and manual thigh support. The driver's seat also has power-adjustable cushion bolsters for added support. If you prefer, Captain's Chairs are available in place of the sport buckets.

There are, of course, optional seating arrangements available. They're listed on page 21.



◀ In 4WD models, the optional manual shift transfer case (shift lever shown) with manual locking front hubs is available in place of the standard Touch Drive system.



◀ Ranger XLT interior with standard 60/40 cloth split bench seat in Light Sandalwood.

▶ A multi-function floor console is included with sport bucket seats or Captain's Chairs. Shown is the XLT SuperCab interior with optional Captain's Chairs in Scarlet Red.

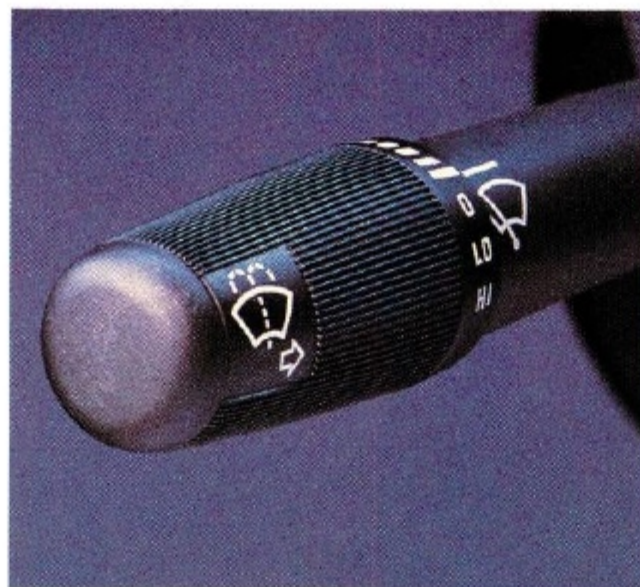
Some equipment shown is optional.





Ford is a "customer-driven" company. The needs of the driver and passengers are naturally the central focus of design. Emphasis is on comfort and convenience, as Ranger's ergonomic instrument panel demonstrates.

Every Ranger comes equipped with engine temperature, oil pres-



sure, voltmeter and fuel level gauges, and a centrally located speedometer with handy trip odometer. A tachometer is included or optional depending on model.

◀ Turn signals, constant-speed and interval windshield wipers/washer, headlamp high-beams and flash-to-pass feature are on a steering column-mounted lever.

The gauges are backlit with lit pointers for excellent night readability.

Controls are as easy to reach and operate as the legible instruments are easy to read. 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 a wide range of variable speed settings are standard in all Rangers. And the push button control module for the standard Touch Drive electric shift transfer case in 4WD Rangers is on the instrument panel where it can be viewed and operated easily.

For the convenience of both the driver and front seat passengers,



controls for the heating/cooling/defroster and sound systems are in a centrally located pod. Demisters, one at each end of the instrument panel, help keep the side windows clear of condensation.

◀ The push button control module for the Touch Drive electric shift transfer case, standard in all 4WD models, is on the instrument panel.

▲ Ranger's ergonomic instrument cluster features a standard gauge package. The tachometer is standard in all 4WD models; included also in the XLT 2WD model. Note also that the shift lever for the optional automatic transmission is on the steering column.

Some equipment shown is optional.

FORD RANGER S, S PLUS AND CUSTOM

Ranger S, S Plus and Custom models have a kind of versatility that few other vehicles can match. They can be fun-tough, satisfying those who often drive for the pure enjoyment of it. Or they can be work-tough, meeting the demands of day-to-day commercial use. Best of all, these well-equipped Rangers are remarkably affordable.

Start with the Ranger S and S Plus, available in 108-in. wheelbase Regular Cab, 2WD or 4WD. The 2.3L EFI dual-plug-per-cylinder I-4 engine, the Twin-I-Beam (2WD) and Twin-Traction Beam (4WD) independent front suspensions, and power brakes with rear anti-lock system head up a list of great Ford engineering features.

This year, the 4WD Ranger S Plus model features a new high-strength composite pickup box which is corrosion-proof and resists dents and scratches. Or choose the steel pickup box if it's preferred.

Ranger Custom offers the additional choices of 114-in. Regular Cab model plus 2WD or 4WD SuperCab. Optional 2.9L EFI V-6 power, too. And for Ranger Custom there's a wide variety of other options such as the payload package #2, the handling suspension package, speed control/tilt steering wheel, and others.

□ A comfortable 3-passenger bench seat □ An ergonomic instrument cluster with gauge

package, including a tachometer in the 4WD models □ Column-mounted controls □ Interval windshield wipers □ Tinted glass □ Aero-design halogen headlamps □ Black fold-away mirrors □ AM radio, headliner, and black rear step bumper (S Plus and Custom). These are just some of the many features that add up to outstanding value in a fun-tough, work-tough Ranger S, S Plus or Custom pickup from Ford.



▲ Standard Ranger interior in Scarlet Red.

▲ Optional pickup box shell cover.

▲ Ranger S Plus in Cabernet Red.

Some equipment shown on these pages is optional.



RANGER HANDLING PERFORMANCE

Ford Ranger is proof that performance in a compact pickup is not defined by power alone.

Ranger is engineered to deliver balanced ride smoothness and handling control.

BALANCED RIDE AND HANDLING PERFORMANCE

The Twin-I-Beam (2WD) and Twin-Traction Beam (4WD) front suspension systems are independent. Each wheel, isolated from the other by its own axle and coil spring assembly, can control bumps and jolts individually.

Nitrogen gas-pressurized shock absorbers also improve ride quality. Conventional shocks can temporarily lose hydraulic pressure due to foaming of the fluid under a rapid succession of bumps or similar agitation. Gas shocks, however,

are designed to suppress this foaming action, to help maintain consistent hydraulic fluid pressure for a smooth and controlled ride.

Ranger's computer-selected front coil and rear leaf springs allow precise matching of the payload/GVW ratings for excellent ride and handling performance under load.

ANTI-LOCK REAR BRAKE SYSTEM

Ranger's computer-controlled anti-lock rear brake system is designed to inhibit braking-induced rear wheel lockup under most operating conditions. The system functions full-time in the 2WD Ranger and when the 4WD model is operating in 2-wheel drive.

Sensors monitor vehicle speed during braking. When impending rear wheel lockup is detected, the computer processes the signals from the sensors and directs the pressure control valve to apply and release the brakes repeatedly. It's much like a professional driver who skillfully "pumps" the brakes, only a great deal faster.

STANDARD 4WD TOUCH DRIVE SYSTEM OR AVAILABLE MANUAL TRANSFER CASE

A good many drivers of 4-wheelers prefer the convenience of automatic locking front hubs. And there are many who just as well prefer the basic mechanical operation and performance of manual locking hubs. That's why Ranger offers both types.

The standard Touch Drive electric shift transfer case is the ultimate in 4-wheeling convenience. Shift on-the-fly from 2WD to 4WD-High and back at the touch of a button at any speed.

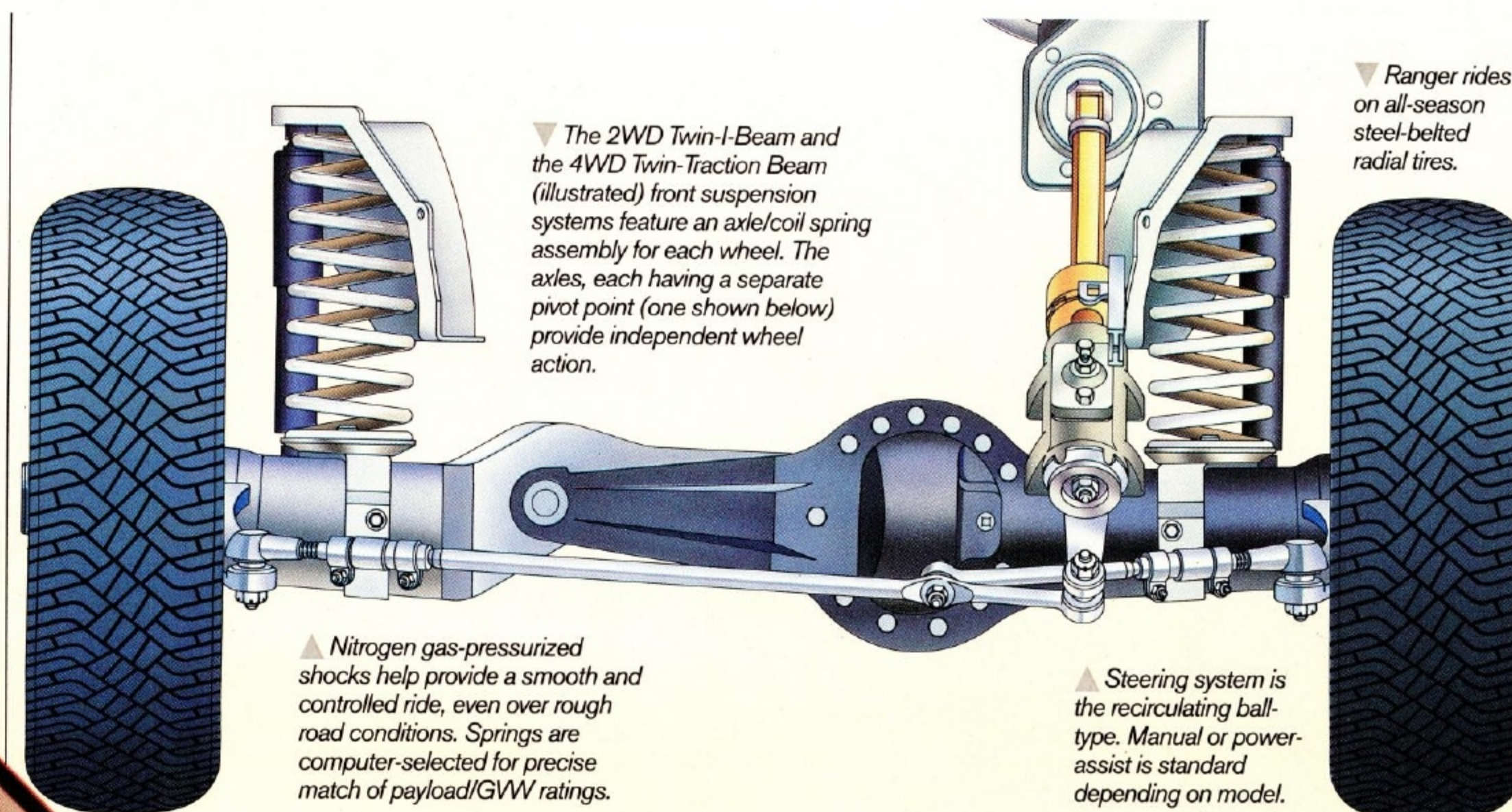
Touch Drive's automatic locking front hubs engage instantly: an innovative electromagnetic clutch spins up the front drive system from zero to driving speed in milliseconds.

Shifting into or out of 4WD-Low is done when the vehicle is stopped and the transmission disengaged. The system incorporates two spe-

cial electrical interlocks that prevent possible damage that might otherwise be caused by a mis-shift between 4WD-High and 4WD-Low.

The manual 2-speed shift transfer case with manual locking front hubs is available in place of the Touch Drive system, which has automatic locking front hubs.

In 2WD with the hubs unlocked, the front axles and driveshaft are virtually motionless to reduce friction and wear. With the hubs locked, shifting between 2WD and 4WD-High is possible at normal driving speeds.



▼ The 2WD Twin-I-Beam and the 4WD Twin-Traction Beam (illustrated) front suspension systems feature an axle/coil spring assembly for each wheel. The axles, each having a separate pivot point (one shown below) provide independent wheel action.

▲ Nitrogen gas-pressurized shocks help provide a smooth and controlled ride, even over rough road conditions. Springs are computer-selected for precise match of payload/GVW ratings.

▲ Steering system is the recirculating ball-type. Manual or power-assist is standard depending on model.

◀ Ranger STX equipped with optional Sport Appearance Package and Rally Bar Package. The rally bar is not intended for occupant protection.



FORD RANGER. RACING INTO THE FUTURE.

Winners don't get to the top by having less than a first place attitude, especially in the highly competitive world of racing.

Contests are often decided at the finish line in a matter of seconds. Toughness and endurance, attributes shared by both the vehicle and the winning driver behind the wheel, are more often than not the determining factors.

Racing is an excellent proving ground for testing the overall quality and ruggedness of a vehicle's

engineering. That is why, year after year, Ford subjects race-prepared vehicles to conditions more punishing than the average driver would ever experience.

And many of the ideas bred and developed on racetracks and off-road courses — electronic engine controls and braking system advancements, for example — eventually find their way into products like the fun-tough Ranger pickup sold in Ford dealer showrooms.

Ford Ranger has been a frequent winner on professional racing circuits. In 1988, Rangers cap-

tured twelve Class 7, 7S and Class 7 4x4 wins in eight HDRA/SCORE off-road races, from the Parker 400 to the Baja 1000 — some of the most gruelling tests in all of motorsports.

And Rangers brought home trophies in SCCA-sponsored competitions as well, including first- and second-place finishes in the Coors Racetruck Challenge for the third consecutive year.

Ford Ranger. It's been a great success in racing. And, just as impressive, it's been a perennial leader in the race for popularity in the hearts of drivers of compact pickups all across America.



▲ Paul Simon captured the 1988 HDRA/SCORE Class 7S Championship in his race-prepared Ford Ranger, having won three big events including the gruelling Baja 1000. And in 1989 he won three out of five HDRA/SCORE Class 7 4x4 competitions — the Parker 400, the Mint 400, and the Fireworks 250 — prior to the 4th of July (before this Ranger catalog went to press).



▲ The Steve Saleen Ranger has been a frequent winner in the SCCA-sponsored Racetruck Challenge Series. Except for some racing modifications, this I-4-powered, 5-speed Ranger with Twin-I-Beam independent front suspension is virtually the same as the Ranger sold at Ford Dealers.



▲ The race-prepared Ford Ranger of John and Chuck Johnson was the first to cross the finish line in the Class 7S competition at the Parker 400 in January, 1989.

► The race-prepared Ranger STX of Manny Esquerro, winner of ten Class 7 off-road championships. In 1988, Manny won three out of eight HDRA/SCORE Class 7 events. And by mid-year 1989, he took three out of five: the Parker 400, the Great Mojave 250, and the Mint 400.

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



RANGER ENGINE PERFORMANCE

Ranger offers a wider range of fuel-injected engines than ever before. And more power choices mean expanded horizons of fun-tough Ranger performance.

At the heart of every Ranger engine is a multi-port electronic fuel injection system governed by Ford's advanced EEC-IV engine control computer.

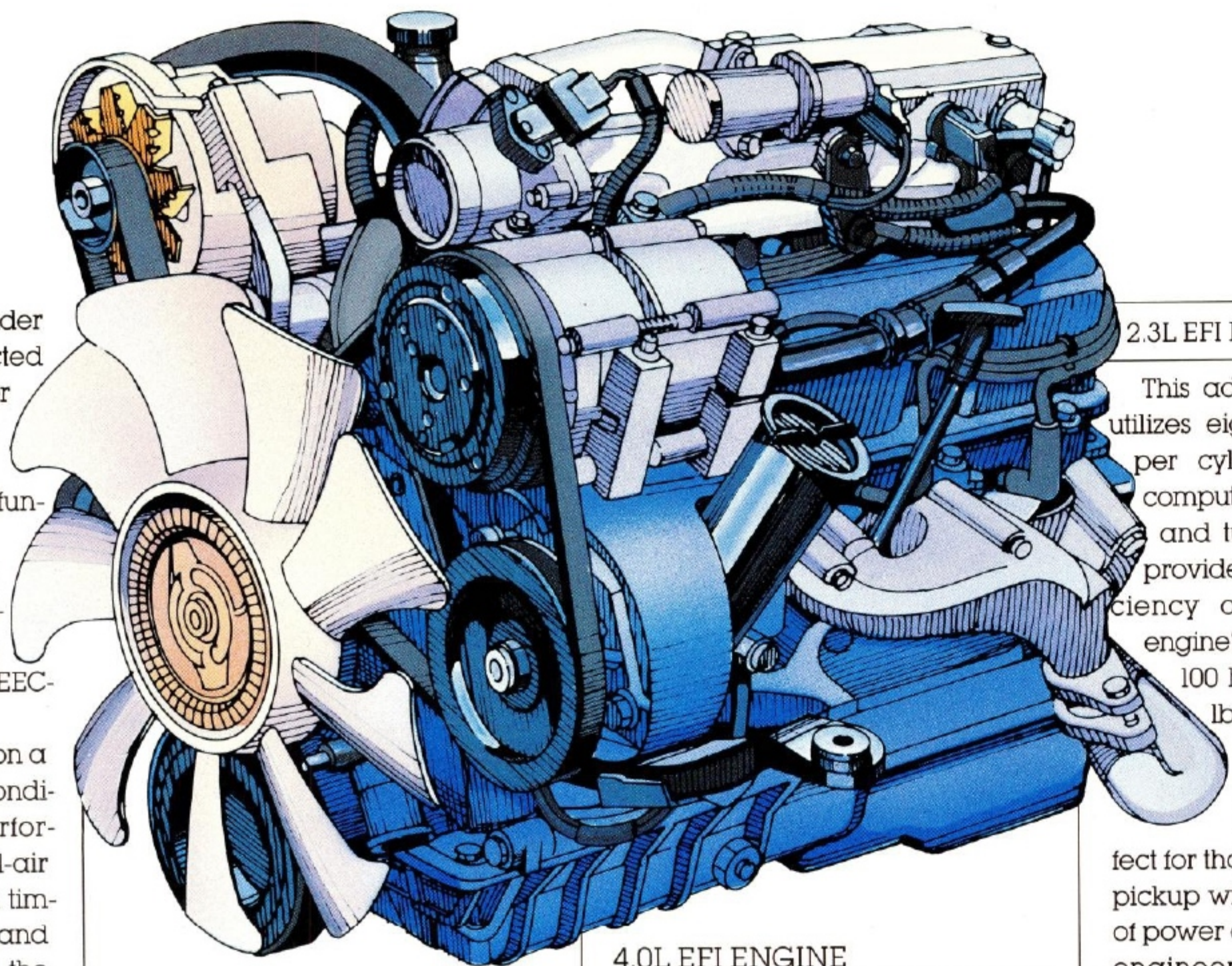
EEC-IV gathers information on a broad range of operating conditions affecting engine performance, then controls the fuel-air mixture and adjusts the spark timing to optimize performance and efficiency. EEC-IV "fine-tunes" the operation of the engine to the requirements of the moment.

TWO RANGER V-6 ENGINES FOR 1990: 2.9L AND NEW 4.0L

The 2.9L EFI V-6 delivers 140 hp @ 4600 rpm and 170 lbs.-ft./torque @ 2600 rpm. Eighty percent of peak torque is generated at only 1600 rpm. That's plenty of muscle for on-road travel, even with a 2½-ton trailer or camper in tow, or for the demands of off-road terrain.*

The 4.0L EFI V-6 with 4-speed automatic overdrive transmission, optional in STX and XLT models, takes Ranger to greater heights of performance.

A 4.0L-powered Ranger Regular Cab's maximum trailer towing capacity is 6,300 pounds — a significant increase over the capacity of the 2.9L-powered Ranger.*



2.3L EFI I-4 DUAL-PLUG ENGINE

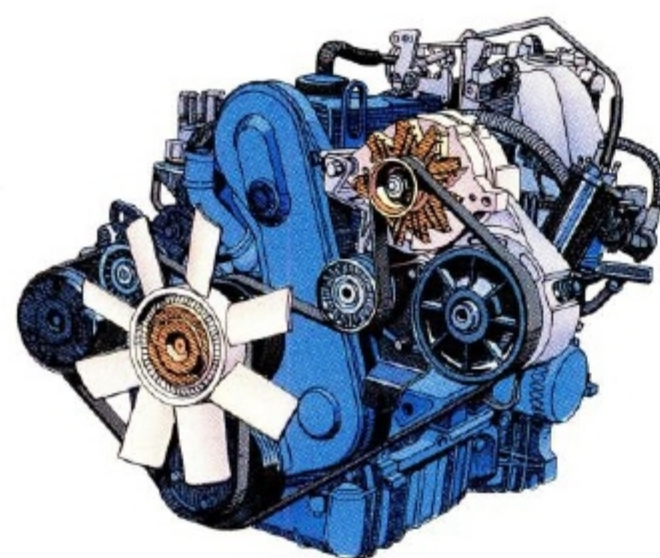
This advanced I-4 powerplant utilizes eight spark plugs — two per cylinder. The eight plugs, computer-designed intake ports and tuned air intake runners provide high combustion efficiency and contribute to the engine's performance ratings — 100 hp @ 4600 rpm and 133 lbs.-ft./torque @ 2600 rpm.

The 2.3L multi-port electronic fuel-injected dual-plug engine is perfect for those who want a compact pickup with the excellent balance of power and economy a superbly engineered 4-cylinder engine delivers.**

Like the 2.9L V-6, the 2.3L I-4 comes with a standard 5-speed manual overdrive transmission. The 4-speed automatic overdrive transmission is optional.

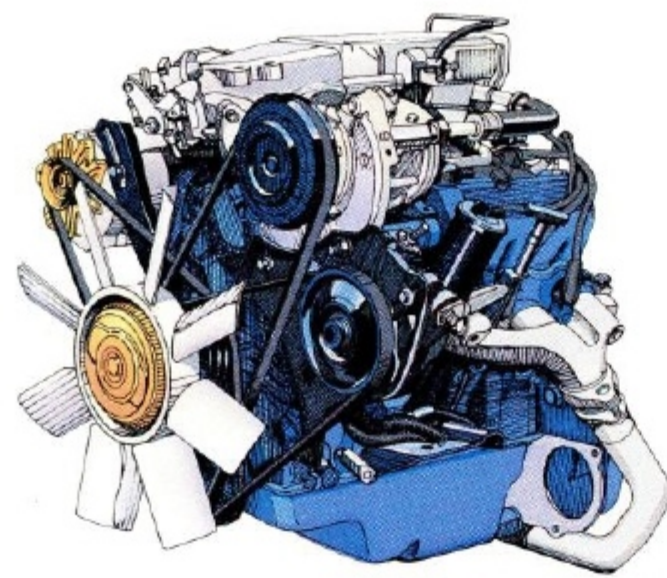
*A properly equipped 2.9L-powered Ranger Regular Cab's trailer weight rating is 4,900 pounds (2WD model) and 5,000 pounds (4WD model). Towing weight is reduced by passenger and cargo weight in the towing vehicle.

Towing weights are less in the SuperCab. **See Fuel Economy statement on page 23.



2.3L EFI ENGINE

Type, cylinders	Gasoline, in-line 4
Displacement (liters/cubic inches)	2.3/140
Cylinder head	2 valves
Fuel system	Multi-port electronic fuel injection
Bore and stroke (inches)	3.78 x 3.13
Compression ratio	9.2
Max. horsepower	100 @ 4600 rpm
Max. torque	133 @ 2600 rpm



2.9L EFI ENGINE

Type, cylinders	Gasoline, V-6
Displacement (liters/cubic inches)	2.9/179
Cylinder head	2 valves
Fuel system	Multi-port electronic fuel injection
Bore and stroke (inches)	3.66 x 2.83
Compression ratio	9.0
Max. horsepower	140 @ 4600 rpm
Max. torque	170 @ 2600 rpm

FORD RANGER SPECIFICATIONS

2WD 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.
Rear	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
Rear	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 (1)	60 (1)	60 (1)
	Opt.	75 (1)	75 (1)	75 (1)
Fuel tank	Std.	16.0 gals.	16.0 gals.	20.0 gals.
	Opt.	—	20.4 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.	2,550 lbs.
Stabilizer bar	Std.	—	—	Front
	Opt.	Front/Rear (2)	Front/Rear (2)	Rear (2)
Steering (no-lube linkage)	Std.	Manual (3)	Manual (3)	Power
	Opt.	Power (3)	Power (3)	—
Curb-to-curb turning diameter (ft.)		38.5	38.3	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 Bar Package. (2) Available in optional Handling Package only. (3) Manual steering is standard in S and Custom models. Power steering, optional in Custom, is standard in S Plus (may be deleted) and XLT.

POWERTEAM AVAILABILITY BY MODEL

2WD Models	Regular Cab				SuperCab		
	S	S Plus	Custom	XLT	Custom	XLT	STX
2.3L EFI I-4/5-speed manual OD	S	S	S	S	—	—	—
2.3L EFI I-4/4-speed automatic OD	—	—	0	0	—	—	—
2.9L EFI V-6/5-speed manual OD	—	—	0	0	—	0	S
2.9L EFI V-6/4-speed automatic OD	—	—	0	0	—	0	—
4.0L EFI V-6/4-speed automatic OD	—	—	—	0	—	0	—
4WD Models							
2.3L EFI I-4/5-speed manual OD	S	S	S	S	—	—	—
2.9L EFI V-6/5-speed manual OD	—	—	0	0	S	S	S
2.9L EFI V-6/4-speed automatic OD	—	—	0	0	0	0	0
4.0L EFI V-6/4-speed automatic OD	—	—	—	0	0	0	0

PAYLOAD PACKAGE SELECTOR

Regular Cab	Package No.	Payload (1)	GVWR	Tires (Minimum)
2WD SWB	#1 Std.	1,200 lb.	4,080 lb.	P195/70R14SL
2WD SWB	#2 Opt.	1,700 lb.	4,580 lb.	P215/70R14SL
2WD LWB	#1 Std.	1,200 lb.	4,140 lb.	P195/70R14SL
2WD LWB	#2 Opt.	1,620 lb.	4,580 lb.	P215/70R14SL
4WD SWB	#1 Std.	1,200 lb.	4,360 lb.	P215/75R15SL
4WD SWB	#2 Opt. (2)	1,400 lb.	4,600 lb.	P215/75R15SL
4WD LWB	#1 Std.	1,200 lb.	4,400 lb.	P215/75R15SL
4WD LWB	#2 Opt. (2)	1,400 lb.	4,640 lb.	P215/75R15SL
SuperCab				
2WD LWB	#1 Std.	1,260 lb.	4,420 lb.	P195/70R14SL
4WD LWB	#1 Std.	1,300 lb.	4,780 lb.	P215/75R15SL

SWB = short wheelbase (107.9-in. Regular Cab). LWB = long wheelbase (113.9-in. Regular Cab or 125-in. SuperCab).

(1) Maximum allowable weight of people, cargo, body and equipment. Reduced by optional equipment weight. (2) Standard on Custom, XLT and STX models.

4WD SPECIFICATIONS

Equipment		108" WB	114" WB	125" WB SuperCab
GVWR	Max.	4,600 lbs.	4,640 lbs.	4,780 lbs.
Frame	Std.	Ladder-type	Ladder-type	Ladder-type
Axles: Front	Std.	2,790 lbs.	2,790 lbs.	2,790 lbs.
Rear	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
Rear	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	10-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	Std.	16.0 gals.	16.0 gals.	20.0 gals.
	Opt.	—	20.4 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.	2,155 lbs.	2,155 lbs.	2,360 lbs.
Rear leaf springs	Std.	2,570 lbs.	2,570 lbs.	2,570 lbs.
Stabilizer bar	Std.	Front	Front	Front
	Opt.	Rear (2)	Rear (2)	Rear (2)
Steering (no-lube linkage)	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 Sport Appearance Package and Rally Bar Package. (2) Standard in Ranger STX.

POWERTEAMS AND AXLE RATIOS

Engines	Transmissions	Axle Ratios (Standard/Optional)		
		49 States	California	High Altitude
Regular Cab 2WD				
2.3L EFI I-4	5-speed manual OD	3.45*	3.45*	3.73
	4-speed automatic OD	4.10	4.10	—
2.9L 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	4-speed automatic OD	3.08/3.55LS	3.08/3.55LS	3.08/3.55LS
Regular Cab 4WD				
2.3L EFI I-4	5-speed manual OD	4.10	4.10	4.10
2.9L EFI V-6	5-speed manual OD	3.73/3.73LS	3.73/3.73LS	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	4-speed automatic OD	3.55/3.73LS	3.55/3.73LS	3.55/3.73LS
SuperCab 2WD				
2.3L EFI I-4	5-speed manual OD	3.73	3.73	3.73
2.9L 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	4-speed automatic OD	3.08/3.55LS	3.08/3.55LS	3.08/3.55LS
SuperCab 4WD				
2.9L EFI V-6	5-speed manual OD	3.73/3.73LS	3.73/3.73LS	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	4-speed automatic OD	3.55/3.73LS	3.55/3.73LS	3.55/3.73LS

LS = Optional Limited-Slip rear axle. *3.08 in S models with P195 tires and without air conditioning; 3.73 with optional Payload Package #2 (not available in S models).

PREFERRED EQUIPMENT PACKAGES AND OPTIONS

Preferred Equipment Packages make it easy to order a well-equipped Ford Ranger. Simply select the Preferred Equipment Package with the features you want from the chart on the following page. Also listed are options available separately. Pictured here are just a few of Ranger's many features and 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 to getting certain equipment at no extra cost.

Also, a special value package is offered on Ranger XLT models equipped with the standard 5-speed manual transmission.

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

► Left: Pickup box shell cover

► Right: Bright low-mount swingaway mirrors

► Left: Touch Drive electric shift transfer case, standard in 4WD Rangers

► Right: Speed control/tilt steering wheel



► Left: Sliding rear window

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



► Left: deep-dish cast aluminum wheels (included on XLT with manual transmission); and cast aluminum wheels (4WD SuperCab only)

► Right: Ranger's climate controls with optional air conditioning



PREFERRED EQUIPMENT PACKAGES (Contents are subject to change)

■ = Included in package S = Standard 0 = Optional

	Regular Cab 2WD/4WD					SuperCab 2WD/4WD		
	S 859A	S Plus 860A	Custom 861A	XLT Special Value 864A	STX 4WD 865A	Custom 850A	XLT Special Value 853A	STX 4WD 854A
S model content (deletes black rear step bumper and AM radio)	■	0						
High-strength composite pickup box — 4WD only (steel pickup box may be substituted)	■	■						
Spare tire, limited service	■	■						
Cloth headliner (std. in 4WD Custom; may be deleted from S Plus)		■	0	S	S	S	S	S
Deluxe wheel trim (may be deleted from S Plus)		■	0	S		0	S	
XLT Equipment Group (1):								
P215 steel-belted OWL all-season tires — 2WD only (may be deleted from S Plus)		■	0	■		0	■	
P215 steel-belted OWL all-terrain tires — 4WD only (may be deleted from S Plus)		■		■	S		■	S
Chrome rear step bumper				■			■	
Electronic AM/FM stereo with cassette player/digital clock		0	0	■	■	0	■	■
Power steering (std. in all 4WD models; may be deleted from S Plus except with P215 tires)		■	0	■	S	S	S	S
Tachometer (std. in all 4WD models)			0	■	S	0	■	S
Sliding rear window		0	0	■	0	0	0	0
Rear jump seats						0	■	■
Deluxe two-tone paint (may be deleted for credit from XLT)			0	■		0	■	
Cloth sport bucket seats with floor console (may be deleted from STX and replaced with Captain's Chairs)				0	■		0	■
Limited-slip performance axle (with V-6 engine). See page 19.			0	0	■	0	0	■
Speed control/tilt steering wheel (with V-6 engine)			0	0	■	0	0	■
Deep-dish cast aluminum wheels (included on XLT with manual transmission)		0	0	0	■	0	0	■
2.3L I-4/5-speed manual overdrive — 2WD only in Custom SuperCab	S	S	S	S		S		
2.3L I-4/4-speed automatic overdrive — 2WD only			0	0				
2.9L V-6/5-speed manual overdrive — standard in 4WD Custom SuperCab			0	0	S	0	S	S
2.9L V-6/4-speed automatic overdrive			0	0	0	0	0	0
4.0L V-6/4-speed automatic overdrive				0	0		0	0
California Emissions System	0	0	0	0	0	0	0	0
High Altitude Principal Use	0	0	0	0	0	0	0	0
P195 steel-belted BSW all-season tires — 2WD only	S	S	S	S		S	S	
P215 steel-belted BSW all-season tires — 2WD only		0	0	0		0	0	
P215 steel-belted BSW all-season tires — 4WD only	S	S	S	S		S	S	
Vinyl bench seat	S	S	S					
60/40 knitted vinyl split bench seat				0	0	S	0	
60/40 cloth split bench seat				S	0	0	S	0
Cloth Captain's Chairs with floor console		0			S	0	0	S
Other options								
Air conditioning	0	0	0	0	0	0	0	0
Black rear step bumper	0	S	S	S	S			
Super engine cooling		0	0	0	0	0	0	0
High-capacity 20.4-gallon fuel tank — 114" wheelbase only			0	0	0			
Handling package (2)			0	0	S	0	0	S
Manual locking hubs — 4WD only (3)	0	0	0	0	0	0	0	0
License plate bracket	0	0	0	0	0	0	0	0
Bright low-mount swingaway mirrors		0	0	0		0	0	
Bodyside protection moldings			0	0		0	0	
Payload Package #2 — 2WD only. See page 19.			0	0				
Pickup box shell cover		0	0	0		0	0	0
Power window/lock group (with V-6 engine)				0	0		0	0
Sport appearance package, black or bright alloy (4)		0	0	0	0	0	0	0
Rally bar package, black or bright alloy (5)		0	0	0	0	0	0	0
Cast aluminum wheels — 4WD SuperCab only						0	0	0
Pivoting quarter windows						0	0	0
Electronic AM radio with digital clock	0	S	S	S		S	S	
Electronic AM/FM stereo radio with digital clock		0	0	0		0	0	
Radio credit option (deletes standard AM radio)		0	0			0		
MANUAL TRANSMISSION SPECIAL VALUE PACKAGE								
Includes the following on XLT at no charge:								
Deep-dish cast aluminum wheels				■			■	

(1) Features included in group may be deleted from XLT Special Value Package 864A with loss of package discount. (2) Front and rear stabilizer bars (front stabilizer bar standard in 4WD model and SuperCab), and heavy-duty gas-pressurized shocks in 2WD model (standard in 4WD model). Requires P215 tires. (3) Replaces standard automatic locking hubs and Touch Drive transfer case. (4) Fog lamps, brush/grie guard, and tubular rear bumper. (5) Rally bar (not intended for occupant safety), off-road running lamps, and tubular rear bumper.

MAJOR STANDARD FEATURES

EXTERIOR

- ☐ Aero-design halogen headlamps
- ☐ Black grille with black surround molding (chrome with chrome surround on XLT)
- ☐ Black aero-design wraparound front bumper (chrome with rub strip on XLT)
- ☐ Black spoiler
- ☐ Black rear step bumper (S Plus, 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 ammeter gauges; trip odometer
- ☐ Instrument cluster appliqué: black (S, S Plus, 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, S Plus, Custom, XLT); leather-wrapped (STX)
- ☐ Door trim: color-keyed vinyl with padded armrest and black door handles (S, S Plus, Custom) color-keyed cloth/vinyl with lower carpeting and map pocket (XLT, STX)

TECHNICAL

- ☐ 2.3L dual-plug I-4 or 2.9L V-6 engine
- ☐ Multi-port electronic fuel injection, EEC-IV computer
- ☐ 5-speed manual overdrive transmission
- ☐ Maintenance-free battery
- ☐ Power brakes with rear anti-lock system
- ☐ Twin I-Beam independent front suspension (2WD)
- ☐ Twin-Traction Beam independent front suspension (4WD)
- ☐ Automatic locking front hubs with Touch Drive electric shift transfer case (4WD)
- ☐ Nitrogen gas-pressurized shock absorbers (heavy-duty shocks on 4WD models)

RANGER DIMENSIONS, COLORS AND TRIMS

INTERIOR DIMENSIONS

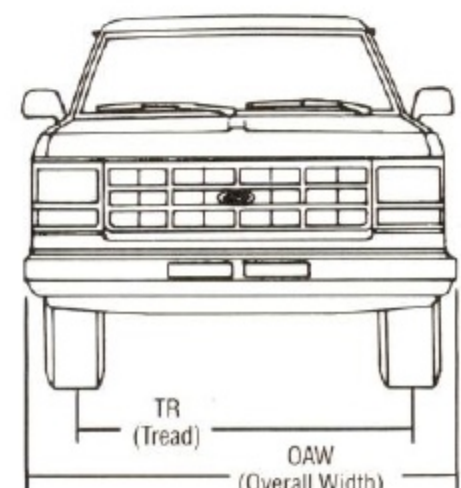
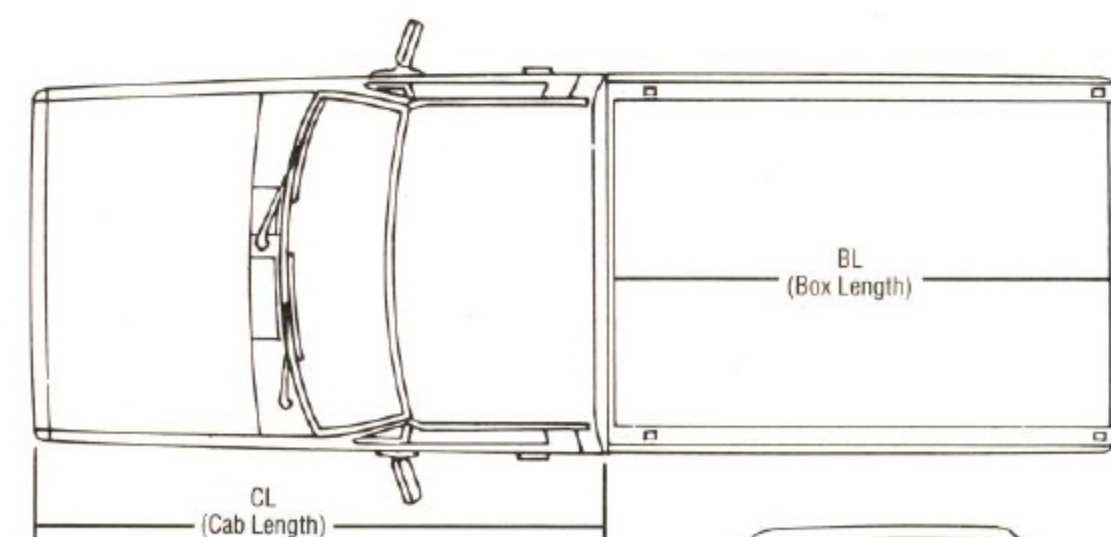
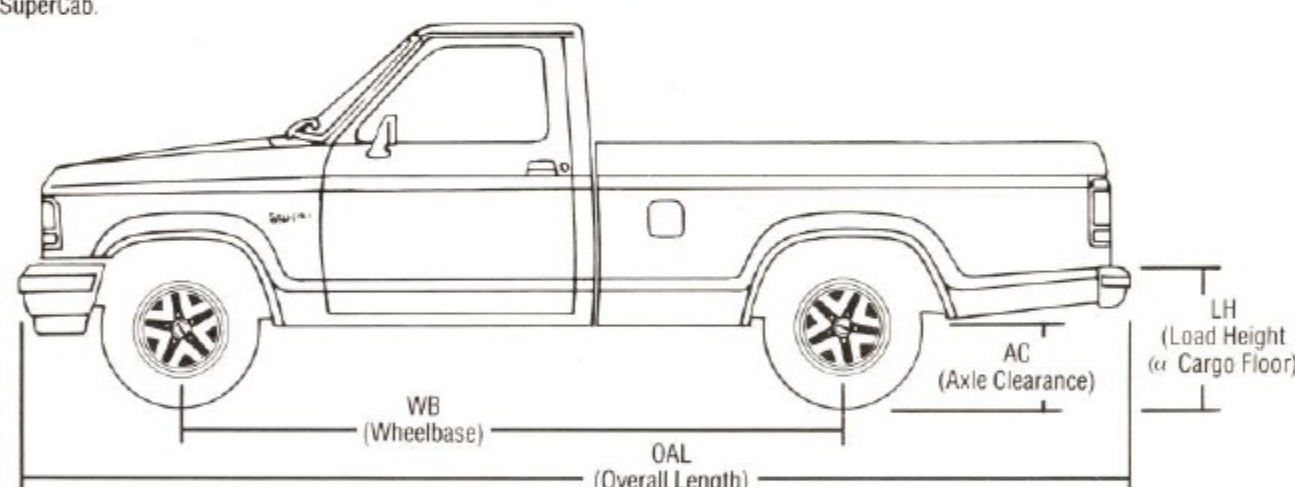
Interior Compartment	Regular Cab	SuperCab
Head room	39.2"	39.4"
Shoulder room	54.6"	54.6"
Hip room	52.7"	52.7"
Leg room	42.4"	43.9"
Space behind seat (cu. ft.)	—	18.1*
Cargo Compartment		
Box length at floor	72.9"	—
Short wheelbase	—	72.9"
Long wheelbase	84.9"	—
Maximum inside width at floor	54.3"	54.3"
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. 22.2 cu. ft. when jump seats are deleted from XLT Equipment Group.

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"	28.0/31.8"	55.3/56.7"	54.1/54.1"	6.6/6.8"
114"	100.2"	88.2"	188.5"	66.8"	27.9/31.8"	55.3/56.7"	54.1/54.1"	6.6/6.8"
125" SC	116.9"	76.1"	193.6"	66.8"	27.3/31.1"	55.3/56.7"	54.1/55.1"	6.6/6.7"

SC = SuperCab.



COLORS AND TRIMS — Ranger S, S Plus, Custom, XLT

Interior Trim Colors				Exterior Colors
Medium Grey	Crystal Blue	Scarlet Red	Light Sandalwood	
X		X	X	Raven Black
X	X	X	X	Colonial White
X		X	X	Cabernet Red
X		X	X	Scarlet Red
			X	Light Sandalwood
			X	Light Sandalwood Clearcoat Metallic
			X	Sandalwood Clearcoat Metallic
X	X			Crystal Blue Clearcoat Metallic
X	X			Twilight Blue Clearcoat Metallic
X		X		Shadow Grey Clearcoat Metallic
X	X	X		Silver Clearcoat Metallic
X			X	Hunter Green Clearcoat Metallic

COLORS AND TRIMS — Ranger STX

Interior Trim Colors				Exterior Colors
Medium Grey	Crystal Blue	Scarlet Red	Light Sandalwood	
X		X	X	Raven Black
		X	X	Colonial White
X		X	X	Cabernet Red
X		X	X	Scarlet Red
			X	Light Sandalwood
			X	Light Sandalwood Clearcoat Metallic
			X	Sandalwood Clearcoat Metallic
	X			Crystal Blue Clearcoat Metallic
X	X			Twilight Blue Clearcoat Metallic
X		X		Shadow Grey Clearcoat Metallic
X		X		Silver Clearcoat Metallic
X				Hunter Green Clearcoat Metallic

DELUXE TWO-TONE PAINT. Accent color is applied along the lower bodyside and over the wheel lips. A lower-bodyside decal-color tape stripe paint break is also included.



SAFETY AND OWNER BENEFITS

Ford Motor Company strongly encourages all passengers to use their safety belt. Ford also urges the use of child and infant restraints. Ford's easy-to-install Tot-Guard Infant Carrier (for children up to 20 pounds) is available at all Ford Dealers. If a child restraint requires a top-tether, Ranger provides special anchorages.



FORD LIFE GUARD DESIGN SAFETY FEATURES

Vehicle operation

☐ Split service hydraulic brake system with warning light ☐ Corrosion-resistant brake lines ☐ Turn indicator with lane-changing signal feature ☐ Hazard warning flasher ☐ Backup lamps ☐ Parking lamps coupled with headlamps ☐ Side marker lamps ☐ Windshield wipers with two constant speeds plus variable intermittent speeds ☐ Windshield washers ☐ Dual outside rearview mirrors ☐ Glare-reduced instrument panel, windshield wiper arms and windshield pillars ☐ Uniform transmission shift quadrant with safety starting switch (on all vehicles with automatic transmission) ☐ Clutch or neutral interlock for starter motor (on vehicles with manual transmission) ☐ Continuously variable control illumination intensity (instrument cluster lighting) ☐ Safety hood latch system ☐ Function-rated windshield defroster system ☐ Tamper-resistant (non-reversing) odometer ☐ Speedometer with highlighted 55 mph ☐ Impact-activated fuel pump shut-off switch for electronic fuel-injected engines

Occupant protection

☐ Safety-designed front end structure ☐ Two-position door safety latches ☐ Integral lap and shoulder belts with automatic retractors for outboard occupants ☐ Lap belt for center passenger (3-passenger bench seat) ☐ Safety belt fastening reminder warning light and buzzer or chime for the driver's seat ☐ Lap belts for rear seat passengers (with jump

seats in SuperCab model only) ☐ Energy-absorbing steering column and steering wheel ☐ Energy-absorbing armrests and safety-designed door handles ☐ Energy-absorbing instrument panel with padding for right and center passengers ☐ Energy-absorbing sun visors ☐ Safety glove box latch ☐ Inside yieldaway rearview mirror ☐ Impact-absorbing laminated safety glass windshield ☐ Flame-resistant interior materials ☐ Safety-designed coat hook ☐ Safety-designed radio control knobs and push buttons

6-YEAR/60,000-MILE POWERTRAIN COVERAGE

Covers you and future owners, with no transfer fee, for 6 years or 60,000 miles, whichever comes first. This limited warranty covers listed powertrain components. Certain restrictions and deductible apply. Ask your dealer for a copy.

6-YEAR/100,000-MILE CORROSION COVERAGE

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

SCHEDULED MAINTENANCE

Here are some examples of normal scheduled maintenance intervals for the 1990 Ranger. For complete maintenance recommendations, refer to the Ranger Scheduled Maintenance Booklet.

Engine oil and filter change	each 7,500 miles or 6 months
Spark plug change	each 30,000 miles
Air filter replacement	each 30,000 miles
Engine coolant replacement	each 30,000 miles or 3 years

FUEL ECONOMY

EPA fuel economy estimates for the 1990 Ranger were not available at the time this catalog was approved for printing. 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 DEALER QUALITY COMMITMENT

The Ford Quality commitment extends beyond the factory to every facility where Ford products are sold worldwide. Your dealer knows that making your satisfaction his top priority is part of the total team effort. To him, "Quality is Job 1" means putting the customer first.



Participating Ford Dealers offer the Lifetime Service Guarantee (LSG), 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.



Optional Ford Extended Service Plans cover major components on new Ford cars and trucks for longer than the vehicle's basic warranty. Your Ford Dealer has full details.



Genuine Ford and Motorcraft original equipment replacement parts meet the same high standards as those installed in production.



The leasing alternative is available to qualified lessees through your participating Ford Dealer, who can arrange a Red Carpet Lease® tailored to your circumstances through Ford Credit. A variety of financing plans are also available.

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.

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.

Best-Built American Trucks.



This is based on an average of consumer-reported problems in a series of surveys of '81-'89 models designed and built in North America.