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.

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.
When we created the Ranger XLT, our aim was simply to evolve 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, tachometer, sliding rear window, and courtesy light group with headlamps-on audible alert.

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

- 3-door Standard
- 3-door Super Cab
- 3-door Super Cab Extended

Blue Diamond Metallic and

- Silver Dawn Metallic
- Silver Dawn Metallic

Some equipment shown, such as the deluxe two-tone paint, is optional.
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 SuperCabs 4x2 and 4x4 models come in three well-equipped trim levels: the standard Custom, the deluxe XLT, and the sporty STX.
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 flashes to-pass feature are conveniently located on a steering column-mounted lever. Interior window-mounted 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 XLT 4x4s: Note that the shift lever for the optional automatic transmission is on the steering column.
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 models), power steering in 4x4, 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 (4x4), power steering (4x4), leather-wrapped steering wheel, color-keyed sun visors, carpeted sport floor mats. And outside, special sport tape striping, dual P205/70R15 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 (4x4) 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 2.3L 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.

Optional pickup box steel cover, available for Custom, XL3 and STX trim levels.
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-Beam (4x2) and Twin-Trac Beam (4x4) independent front suspension systems feature anadvanced suspension system for each wheel: The axles each having a pivot point, provide independent wheel action to control bumps individually. Non-linear gas-pressure 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 rear coil and rear leaf springs are computer-selected to provide precise matching of road/vehicle weight ratios for excellent ride and handling performance under load.

REAR ANTI-LOCK BRAKE SYSTEM

Power front disc brakes are standard. 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 and keep rear wheel lockup below the detection of the system. The results: more controlled rear braking.

STANDARD 4x4 TOUCH DRIVE SYSTEM OR AVAILABLE MANUAL TRANSFER CASE

The best 4x4 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, you shift while you're stationary or driving to 4x4-High and back at any speed.

Touch Drive 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 4x4-Low 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 grueling 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. Deluxe equipment shown is optional. Note: The quality of the exhaust system on vehicles shown here are operated by professional drivers in sanctioned competitions.
RANGER POWER

Excellent handling and braking capabilities established, then, 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 electronically controlled 4V-ECI engine control computer. EEC-I controls thousands of sensor values to maintain consistent control on the broad range of operating conditions affecting overall engine performance — engine speed, braking, acceleration, and engine coolant temperature, to name just a few. The computer then controls the air-fuel mixture and adjusts the spark timing to optimize performance and efficiency. In effect, EEC-I constantly "fine-tunes" the engine to the requirements of the moment.

FUEL INJECTED V6 PERFORMANCE

The 2.3L EFI V6, available in Ranger 4x4, generates 140 hp @ 6,400 rpm and 175 lb-ft of torque @ 2,600 rpm. And the 3.0L EFI V6, available in Ranger 4x4, puts out 150 hp @ 6,400 rpm and 177 lb-ft of torque @ 6,600 rpm. Then there's the 4.0L EFI V6. With 160 hp @ 6,400 rpm and 225 lb-ft of torque (at just 2,900 rpm), the 4.0L delivers responsive performance throughout the full performance ranges, from a standing start to passing at highway speed.

Whether you're traveling a highway with a camper-trailer in tow or travelling off-road, a Ranger V6 can deliver the power you need.

2.3L EFI 4x4 DUAL-PLUG ENGINE

This 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 @ 6,400 rpm and 133 lb-ft @ 6,600 rpm.

Like the V4 engines, the 2.3L comes with a standard 5-speed manual overdrive transmission. The 4-speed automatic overdrive transmission is optional.

FORD RANGER SPECIFICATIONS

POWERTEAMS AND AXLE RATIOS

POWERTEAM AVAILABILITY BY MODEL

POWERTOOL PACKAGE SELECTOR

L5 — 5-speed manual transmission. 6-speed manual transmission is optional. 4-speed automatic transmission is standard. 4-Speed automatic transmission is optional. 4-speed automatic transmission is optional. 4-speed automatic transmission is optional.
# Preferred Equipment Packages and Options

Preferred Equipment Packages make it easier to order a well-equipped Ford Ranger. Simply select the packages you want from the chart on page 25. Also listed in Ranger’s wide selection of individually priced 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 color-coordinated 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.