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The basic XL trim comes with automatic headlights, daytime running lamps, a locking tailgate, an auxiliary input jack for the stereo, a locking glove box, power door locks, multiple 12 volt outlets, a 6speaker sound system, Fords SYNC infotainment system, a USB port, a rearview camera. While the bigger CrewCab obviously has larger and more comfortable rear seats, its worth noting that even the basic SuperCab has ditched the sidewaysfacing rear seats of the past, and instead gone with forwardfacing rear seats with surprisingly reasonable leg room. The XLT trim adds both luxury and style to the Ranger over the XL. 17inch aluminum wheels replace the basic steel wheels seen on the XL, while bumpers on the XLT are also painted body color. In addition, the XLT gets some brightwork around the grille, fog lamps and parking sensors both forward and aft. The XLT comes standard with blind spot detection, rear crosstraffic alert, lane keep assist, precollision assist and automatic emergency braking as standard as well. At the top of the Ranger lineup sits the Lariat, and it comes with leathertrimmed seats, LED headlights and taillights, Fords SYNC3 infotainment system displayed through an 8inch touchscreen, push button start and a big chrome grille. The Lariat also features powerfolding side mirrors, a power locking tailgate, dualzone climate control and heated front seats. Close this. We have include information on how to identify individual transmissions, application information, model year, detailed kit and part availability by transmission type. Top loaded M5R1 transmission are covered in this section, rear wheel drive RWD. Typically used in Ford Bronco II, Explorer, and Ranger Pickup requiring 5 speed applications. Mazda used the M5R1 in the following models B2300, B2500, B3000, B4000 and the Navajo. Give us a call 8002161632 and ask about good take out used parts to help you save money. Syncro rings are not

included in these kits. Syncro rings are included in these kits. <http://megatex-plast.ru/pub/candy-csf-459-e-manual.xml>

Information and parts are provide for the following Transmission Ford Truck M5R1 5 Speed RWD Mazda built transmission. Front input shaft bearing is tapered with an 80mm O.D. The rear bearing retainer is aluminum. The shifter tower has the infamous three rubber plugs in the back that are prone to leak if not changed to steel. Make a note of the part number and complete our secure easy order from. Mazda used the M5R1 in the following models B2300, B2500, B3000, B4000 and the Navajo. In addition to these overhaul kits we can provide miscellaneous hardparts, dont see what you need just give us a call. Reference Guide Parts illustration. Easy! See customer service page for refund and return details You can buy with confidence! Some people like smaller trucks much better, mostly because they use less gas and are easier to maneuver. If you dont have a lot of hauling and towing to do, and you dont have a big family that you need to drive around, the Ford Ranger might be just the truck for you. Its small and compact, most women think its cute, and most guys know that it still has a lot to offer where horsepower and capabilities are concerned. If you have a Ford Ranger youll want to take good care of it. There are many ways to do that, but one of the best is keeping up with routine repair and maintenance. To do that the right way, make sure you use highquality parts. Youll be glad you did. Refer to LB192. Also features advanced rustinhibiting finish for longer life. Every single pump is 100% tested throughout the entire manufacturing process for worry free, out of the box performance. At this time, Ford released the truck as an early 1983 model. It was introduced in response to an influx of Japanese pickup trucks flooding the American market at the time. The Ford Ranger was the successor to the Ford Courier, and the first model was only a twowheel drive. However, a fourwheeled drive version of the Ford Ranger was released in the autumn of 1982.

The Ford Ranger was designed using inspiration from other truck models by Ford. Ford Rangers were manufactured with similar grille designs as trucks within the Ford F Series, which are predecessors to the Ford Ranger. The Ford Ranger had two models in the beginning a 108inch wheelbase with a 6ft bed and a 114inch wheelbase with a 7ft bed. The earlier designs were believed to be an improvement on previous Ford trucks, as Ford stated the Ford Ranger was a proven choice because the truck provided more space in its interior, and could safely carry large pieces of 4x8 lumber. The Ford Ranger series has progressed dramatically since its introduction. The original engine was only a 2.3liter with fourcylinders. The original engine has a maximum of 80 horsepower. This is also similar to the engines found inside some earlier models of the Ford Pinto. The 2.3liter engine did not last long, as Ford upgraded the original to a 2.8liter V6 engine with 115horsepower by the end of the year. However, this more powerful engine was optional for truck buyers. The original Ford Ranger transmission options consisted of a threespeed automatic, fourspeed manual and fivespeed manual. The threespeed automatic and fivespeed manual transmissions were also optional choices for buyers. There were some upgrades to the Ford Ranger transmission in 1985 with the fivespeed manual becoming the standard feature on trucks. Ford did not introduce major changes in the Ford Ranger design until 1986. During this time, Ford launched what was to be known as the Super Cab, an expansion of the trucks bodystyle. The Ford Ranger SuperCab was created with an extended cab bodystyle, and the SuperCab boasted a 6ft bed with a 125inch wheelbase. It also had jump seats which could fit up to five passengers. Anyone who would like to view the design and functionality of the original SuperCab would only have to look at the 4x2 2011 Ford Ranger Super Cab to do so.

<http://www.bouwdata.net/evenement/3m-mp225-manual>

Owners of Ford Ranger trucks received sad news in 2011 when Ford announced it would discontinue the Ford Ranger series on December 22, 2011. More than one factor was instrumental in Ford ceasing production within North America. Industry analysts saw this as a response to the decrease

in compact pickup sales. The discontinuation of the Ford Ranger was also thought to be a result in an overall decrease in truck sales due to the recession. Even though the Ford Ranger discontinued in 2011, there is a Ford Ranger 2016 model available. Ford Rangers are still produced and sold globally outside of the United States. Great service. Same everything just has a different body on it. I used some parts from a Mazda to fix up my truck. Trani is the same in both trucks. GOOD LUCK Automatic v6 fit and bolt up to a 95 Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Something went wrong. Shop by year 1999 2003 2007 2011 2000 2004 2008 2012 2001 2005 2009 2013 2002 2006 2010 2014 Fresh Deals this Way Find what you're looking for, for even less. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. You can click If so, you will not be able to purchase products on FordParts.com. If you do wish to decline, please click the Decline button again. Rather, any and all parts purchased through this website are sold to you by your dealer. FORD is providing the website solely to facilitate an efficient and easy means for customers to order parts from participating dealers. FORD is not a party to the transaction between you and your dealer, nor does it control the dealers customer pricing. You specifically acknowledge and understand that products offered on this website are subject to U.S. export control laws and regulations.

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North America, the fourth generation Ranger is derived from the global Ranger T6 to fulfill North American design requirements. Ford of Argentina has produced Rangers in its General Pacheco facility since 1998; since 2012, the facility has produced the global Ranger T6.

Following the rise of the compact truck segment during the 1960s, Ford entered into a partnership with Mazda to market the Mazda B1800 in North America; the Courier would become the first of several jointly manufactured vehicles between the two companies from the 1970s into the 2000s. In 1977, the Courier and B1800 later B2000 were redesigned with a larger cab, redesigned pickup bed, and tailgate. To avoid the 25% Chicken tax on imported trucks, both vehicles were imported as cab chassis trucks taxed at 4% tariff. Following their importation to United States, pickup truck beds shipped separately from Japan were installed before shipment to dealers. From 1993 to 2004, production also was sourced from Edison Assembly in Edison, New Jersey. For its entire production run until 2011, the Ranger was produced at Twin Cities Assembly Plant in St Paul, Minnesota. The final 2012 Ranger produced on December 16, 2011, ended 86 years of production at Twin Cities Assembly as well as the production of all compact pickups in the United States. During the 1990s and 2000s, Mazda adopted a badge engineered version of the Ranger, for their B Series nameplate the reverse of the Ford Courier produced by Mazda. For 1991, the Ford Explorer SUV was derived from the facelifted Ranger, sharing its front fascia, chassis, and interior components. A three passenger bench seat was standard, with various types of bucket seats offered dependent on trim level. In 1986, the instrument cluster was revised, allowing the fitment of a tachometer. To streamline production, the Ranger shared interior components with other Ford vehicles, sharing the steering column, door handles, and window controls from the Ford Escort, Ford F Series, and Ford Bronco; nearly the entire drivers compartment of the Ford Bronco II was directly sourced from the Ranger. While still largely a work truck, the Ranger XL offered colorkeyed trim, floor mats, and chrome bumpers.

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