

2009 Ranger Overview

- **Most Fuel-Efficient Truck.** Ranger's dual-overhead-cam (DOHC) 2.3-liter engine produces 143 horsepower, 154 pound-feet of torque and offers the highest fuel economy of any pickup.
- **Most Affordable Truck.** Service intervals of 7,500 miles add to Ranger's leading affordability rating as measured by Edmunds.com in 2007.

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The 2009 Ranger combines Ford's tough-truck heritage with fuel efficiency, affordability and flexibility in a small pickup that's big on value.

With EPA-estimated fuel economy at 21 mpg in the city and 26 mpg on the highway for the 2.3-liter I-4 engine, Ranger is the most fuel-efficient pickup on the market today. Plus its 7,500-mile service intervals for routine maintenance, such as oil changes, help Ranger rank number one for lowest cost of ownership among all compact pickups studied by Edmunds.com from January - April 2007.

The 2009 Ford Ranger has a maximum towing capacity of 6,000 pounds to suit customers' work and play needs, even in extreme conditions. Ranger has been tested in blazing desert heat, Arctic cold temperatures, up steep 20-percent grade hills and on torturous off-road conditions - to assure it measures up to the 'Built Ford Tough' promise, even with maximum loads.

Four series - XL, XLT, Sport and FX4 Off-Road - and an impressive array of optional equipment enables customers to get the Ranger they want and need.

Design and Equipment

Ranger is available in Regular Cab and in two- and four-door SuperCab configurations. The segment's only 7-foot box is available as an option on XL and XLT Regular Cab models. XL and XLT 4x2 and 4x4 series are equipped stylish standard wheels and tires. Class III Trailer Hitch is standard on all series.

The lower front-bumper valance has an integrated, 1-inch air deflector to help reduce drag and improve fuel economy. Large fog lamps provide excellent visibility and a tougher appearance.

XLT models feature body-color front and rear bumpers as well as a chrome H-bar grille that is standard on 4x2 models for a bolder look.

The Sport series has a black, horizontal grille with body-color surround. Class III trailer-tow capability is standard on the Sport series, as well.

Sport SuperCab trucks offer standard step bars, while both Sport SuperCab 4x4 and FX4 Off-Road models are equipped with standard skid plates to protect major components at the front, middle and rear of the truck's underbody.

All audio systems except the base AM/FM receiver are equipped with a standard auxiliary audio input jack and will be MP3 capable. SIRIUS® Satellite Radio is available on XL, XLT, Sport and FX4 Off-road models.

Fuel Efficient Powertrains

Ranger offers two engine choices: a 2.3-liter dual-overhead-cam (DOHC) inline 4-cylinder V-6 and 4.0-liter single-overhead-cam (SOHC) V-6.

The DOHC 2.3-liter engine produces 143 horsepower at 5,250 rpm and 154 pound-feet of torque at 3,750 rpm, and offers the highest fuel economy of any pickup. It's the standard engine for XL and XLT 4x2 Regular Cab and two-door SuperCab.

The larger, SOHC 4.0-liter V-6 produces 207 horsepower at 5,250 rpm and 238 pound-feet of torque at 3,000 rpm. Both engines come with a 5-speed manual transmission and are available with a 5-speed automatic transmission.

Safety and Security

Ranger also provides high levels of safety and security with Ford's Personal Safety System®, Tire Pressure Monitoring System (TPMS) and SecuriLock® passive anti-theft system, all included as standard equipment on all models.

Also standard are four-wheel anti-lock brakes, driver- and front-passenger air bags, safety belts with front pretensioners for outboard seating positions and side-intrusion door beams. Lower Anchors and Tethers for Children (LATCH) child-seat mounts are provided in the front-passenger seat on all models. Ford's front-passenger sensing system helps ensure air bags are not deployed on the passenger side when small children are detected.

Ranger is built at Ford's Twin Cities Assembly Plant in St. Paul, Minn.

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