

1989 FORD TRUCKS



1989 FORD F-SERIES

Full-size Ford F-Series pickups are America's best-selling trucks and they have been for the past 12 years based on cumulative calendar year retail deliveries.

One of the reasons is that you can get the truck you want, not the truck you have to settle for.

□ Five series: F-150, F-250, F-250/HD, F-350 and F-Super Duty
□ Regular Cab, SuperCab, Crew Cab, Chassis Cab □ Long bed, Short bed □ Two-wheel drive, Four-wheel drive, Dual rear wheels
□ Three trim levels: Custom, XL, XLT Lariat □ GVW ratings up to 14,500 pounds □ Towing capacities up to 10,000 pounds (12,500

lbs. with fifth-wheel trailer) □ Fuel-injected six and V-8 engines including the largest in-class diesel engine □ Six transmissions including the electronically controlled, 4-speed automatic overdrive E40D for selected heavy-duty applications (late availability).

And don't forget about tried and true engineering features.

□ Twin-I-Beam independent front suspension on 4x2 models (except F-Super Duty) □ Twin-Traction Beam independent front suspension on 4x4 models (except F-350) □ Rear wheel anti-lock brakes (except F-Super Duty) □ Double-wall construction □ Ladder-type frame and more.



From top to bottom: F-350 Custom DRW Crew Cab in Dark Chestnut Metallic over Light Chestnut, F-150 XLT Lariat Regular Cab in Bright Blue Metallic over Colonial White, F-250 XLT Lariat SuperCab in Cabernet Red over Colonial White.

If you can't find what you're looking for in the 1989 F-Series lineup, chances are you're not talking about a regular production truck.

Left: F-150 XLT Lariat 4x4 in Scarlet Red.

Some equipment shown is optional.



1989 FORD RANGER



Left: Ranger STX 4WD Regular Cab in Scarlet Red.

Top: Ranger XLT interior in Light Sandalwood.

Above: Ranger GT in Crystal Blue Clearcoat Metallic.

Above right: Ranger XLT 4WD SuperCab in Deluxe Two-Tone Sandalwood Clearcoat Metallic and Light Sandalwood Clearcoat Metallic.

Some equipment shown is optional.

Ford Ranger is the best-selling compact pickup in America.* And now it's redesigned to make it more aerodynamic and contemporary. There's a new instrument panel that's more driver-oriented. A sophisticated rear anti-lock braking system has also been added. Selected suspension components have been recalibrated to improve ride and handling balance. Even the 2.3 liter 4-cylinder engine has been redesigned with two spark plugs per cylinder to increase performance.

Built fun-tough Rangers are available in a variety of well-equipped models. Choose Regular or SuperCab with 2- or 4-wheel drive in short or long wheelbase. Take the standard 2.3L EFI dual-plug I-4 or the power of the optional high-torque 2.9L EFI V-6.

Choose from the standard Custom; "S" or "S Plus"; the top-line XLT; the GT, produced and dressed in the spirit of Ford Motorsports with a 140 hp V-6 and special handling components; or the Ranger STX with its own fun-to-drive flair.

*Based on manufacturer's reported retail deliveries from calendar year 1987 through June, 1988.

1989 FORD BRONCO

When considering full-sized utility vehicles, it's a smart decision to consider Bronco first. In fact, for the last 10 years Americans have made it first in utility truck sales — based on cumulative calendar year retail deliveries.

Notable standard and optional features include: Three trim levels: Eddie Bauer, XLT and Custom Optional electric Touch-Drive control for shifting "on the fly" from 2WD high to 4WD high and back again at the touch of a button Standard rear wheel anti-lock

braking (2-wheel drive) Twin-Traction Beam independent front suspension Optional trailer towing package Snow plow capability Three multiple-port, electronically fuel-injected (EFI) engines: the standard 4.9 liter in-line 6 plus the optional 5.0 and 5.8 liter V-8s Standard 5-speed manual overdrive, fully synchronized transmission Optional 4-speed manual transmission with creeper first gear Optional 3-speed or 4-speed automatic overdrive transmissions with certain engine combinations.

Among full-size utility vehicles Ford Bronco is America's leader.

Next page: Eddie Bauer Bronco in Raven Black and Light Chestnut.

Right: Eddie Bauer Bronco interior in Chestnut.

Some equipment shown is optional.



From top to bottom: Bronco XLT in Deep Shadow Blue Metallic over Medium Silver Metallic. Bronco Custom in Cabernet Red. Bronco XLT shown with optional Trailer Towing Package.



1989 FORD BRONCO II

Bronco II for 1989 has a new front-end design that is contemporary in style and aerodynamic in function. And inside, a new ergonomic instrument panel has been fashioned, following a design philosophy that is focused on the needs of the driver.

No less advanced is Bronco II's performance. Bronco II is powered by a high-torque 2.9L V-6 equipped with a computer-controlled multi-port electronic fuel-injection system. A computerized 2-wheel-drive rear anti-lock brake system is standard, too, along with Ford's unique Twin-I-Beam (4x2) or Twin-Traction Beam (4x4) independent front suspension.

Drive a Bronco II in either 2WD or 4WD model. Bronco II 4-wheeling fun is yours with standard manual locking hubs and transfer case. Or enjoy the convenience of automatic locking hubs with the optional Touch-Drive electric shift transfer case.

Choose one of four comfortable and versatile models. The well-equipped XL. The youthful XL Sport. The value-packed XLT. Or the top-of-the-line Eddie Bauer.



Far left: Eddie Bauer Bronco II in Raven Black and Light Sandalwood Clearcoat Metallic.



Bronco II XLT in Twilight Blue Clearcoat Metallic and Silver Clearcoat Metallic.



Bronco II XL Sport in Raven Black and Silver Clearcoat Metallic.

Eddie Bauer premium cloth reclining Captain's Chairs in Light Sandalwood.

Some equipment shown is optional.

1989 FORD AEROSTAR VAN AND FORD ECONOLINE



Aerostar Van was designed to offer an excellent balance of car-like comfort and truck-like capability.

Car-like ride and comfort is the result in part of 4-corner coil spring suspension and nitrogen gas-pressurized shock absorbers.

Truck-like capability comes from Aerostar Van's standard 3.0 liter V-6 — one of the most powerful mini-van engines.

With its compact rear cargo doors, Aerostar Van can get conveniently close to docks, aircraft — many other kinds of loading facilities.

And this year there's a new extended length Aerostar (late availability) that increases cargo volume from 140.4 cubic feet to 168.4 cubic feet.

ECONOLINE

Since 1964, Econoline Van has proven itself by leading the full-size cargo van field in total sales (based on cumulative calendar year registrations). And it's easy to understand. Econoline offers such a wide selection of sizes and capacities that finding the right cargo volume, payload and power for your needs is virtually assured.

Small or large, Ford vans have you covered.

Above left: Econoline XL in Medium Silver Metallic.

Left: Aerostar dual rear doors with fixed rear glass are shown on extended-length model (late availability). One-piece liftgate may be substituted at no extra charge.



Above: Econoline XL Van in Colonial White. Econoline Regular Vans are available in two wheelbases with cargo volumes up to 302 cu. ft. And the Super Van has a 347-cubic-foot cargo volume. Maximum cargo volumes with sliding side cargo door and without passenger seat (delete option is available).

Aerostar Extended-Length Van (late availability) in Wild Strawberry Clearcoat Metallic.

Some equipment shown is optional.

SPECIFICATIONS



outlined on these two pages are some of the more notable specifications of the Ford Light Trucks shown in this catalog.

In most cases, the information given is limited to one model, series or cab style as indicated at the top of each column. For more detailed information on the Ford Light Truck of your choice, ask your dealer for a copy of that particular catalog.

BEST-BUILT AMERICAN TRUCKS EIGHT YEARS RUNNING

Ford trucks have been the best-built American trucks eight years running — based on an average of owner-reported problems in a series of surveys on '81-'88 models designed and built in North America.

F-150 Regular Cab 4x2

Engine
4.9 liter EFI I-6
Transmission
5-speed manual overdrive
Clutch
Hydraulic actuation, 10" dia.
Fuel capacity
18.2 gal. in SWB
19.0 gal. in LWB
Electrical
Battery — 72 AH — 650 CCA
Alternator — 60-amp.
Steering
Power, recirculating ball
Brakes
Power front discs/rear drums with computerized anti-lock rear system
Springs
Front coil/rear 2-stage leaf
Shock absorbers
Gas-pressurized, front and rear
Construction
Body-on-frame
Wheels/rim size
5-hole/6JK
Tires
P215/75R15SL with full-size spare
Maximum GVWR
6,250 lbs.
Axle, front (max. rating)
3,400 lbs.
Axle, rear (max. rating)
3,800 lbs.

Ranger Regular Cab 4x2

Engine
2.3 liter EFI I-4 twin plug
Transmission
5-speed manual overdrive
Clutch
Hydraulic actuation, 9" dia.
Fuel capacity
17 gal.
Electrical
Battery — 58 AH — 540 CCA
Alternator — 60-amp.
Steering
Manual, recirculating ball
Brakes
Power front discs/rear drums with computerized anti-lock rear system
Springs
Front coil/rear leaf
Shock absorbers
Gas-pressurized, front and rear
Construction
Unitized body
Wheels/rim size
5-hole/6JK
Tires
P195/70R14SL with full-size spare
Maximum GVWR
4,580 lbs.
Axle, front (max. rating)
2,500 lbs.
Axle, rear (max. rating)
2,750 lbs.

Bronco Custom and XLT

Engine
4.9 liter EFI I-6
Transmission
5-speed manual overdrive
Transfer case
2-speed, chain drive, part-time
Clutch
Hydraulic actuation, 10" dia.
Fuel capacity
32 gal.
Electrical
Battery — 72 AH — 650 CCA
Alternator — 60-amp.
Steering
Power, recirculating ball
Brakes
Power front discs/rear drums with computerized anti-lock rear system
Springs
Front coil/rear 2-stage leaf
Shock absorbers
Gas-pressurized, heavy-duty front and rear
Construction
Body-on-frame
Wheels/rim size
5-hole/6JK
Tires
P235/75R15XL with full-size spare (Custom and XLT)
P235/75R15XL Raised White Letters all-terrain with full-size spare (Eddie Bauer)
Axle, front (max. rating)
3,800 lbs.
Axle, rear (max. rating)
3,800 lbs.

Bronco II

Engine
2.9L EFI V-6
Transmission
5-speed manual, fully synchronized including reverse gear
Drivetrain
4x2 or 4x4
Electrical
Battery — 72 AH — 650 CCA
Alternator — 60-amp.
Steering
Power, recirculating ball
Brakes
Power front discs/rear drums with computerized anti-lock rear system
Front suspension (2WD)
Twin-I-Beam axle, coil springs, gas-pressurized shocks, stabilizer bar
Front suspension (4WD)
Twin-Traction Beam axle, coil springs, gas-pressurized shocks, stabilizer bar
Rear suspension (2WD/4WD)
Semi-floating-type rear axle (limited-slip differential optional), leaf springs, gas-pressurized shocks, stabilizer bar
4WD front hubs/transfer case
Std. free-running manual-locking hubs with part-time, 2-speed shift transfer case
Construction
Unitized body
Wheels/rim size
5-hole/6JJ
Tires
P205/75R15SL all-season with limited service spare (4x2/4x4)

Aerostar Van

Engine
3.0L EFI V-6
Transmission
5-speed manual overdrive
Clutch
Hydraulic actuation, 9" dia.
Fuel capacity
17 gal. (21 gal. delayed availability. See your Ford Dealer.)
Electrical
Battery — 71 AH — 535 CCA
Alternator — 60-amp.
Steering
Power rack-and-pinion system
Brakes
Power front discs/rear drums
Front suspension
Independent "short/long arm" (SLA) design; springs to match GVWR
Rear suspension
Semi-floating coil-link design; variable-rate tapered coil springs
Shock absorbers
Twin-tube nitrogen gas-pressurized
Construction
Unitized body
Wheels/rim size
5-hole/5.5JJ
Tires
P215/70R14SL steel-belted radials, all-season with limited service spare

Econoline E-150 Standard Van

Engine
4.9L EFI I-6
Transmission
5-speed manual overdrive
Clutch
Hydraulic actuation, 10" dia.
Fuel capacity
18.0 gal. (SWB)
22.0 gal. (LWB)
Electrical
Battery — 71 AH — 535 CCA
Alternator — 70-amp.
Steering
Power, recirculating ball
Brakes
Power front discs/rear drums
Springs
Front coil/rear leaf, single-stage
Shock absorbers
Front/rear gas-pressurized
Construction
Body-on-frame
Wheels/rim size
5-hole/16K
Tires
P215/75R15SL with full-size spare
Maximum GVWR
6,100 lbs.

E-150 Club Wagon

Engine
4.9L EFI I-6
Transmission
3-speed automatic
Fuel capacity
22.0 gal.
Electrical
Battery — 71 AH
Alternator — 70-amp.
Steering
Power, recirculating ball
Brakes
Power front discs/rear drums
Springs
Front coil/rear leaf, single-stage
Shock absorbers
Front/rear gas-pressurized
Construction
Body-on-frame
Wheels/rim size
5-hole/16K
Tires
P235/75R15XL with full-size spare

