2000 ford ranger temperature sensor

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The Ford Focus first generation is a compact car that was manufactured by Ford in Europe from and by Ford in North America from Ford began sales of the Focus to Europe in July and in North America during for the model year. Manufacturing in Argentina continued until , and it was still on sale in Brazil until In Asia and Australasia, it replaced the Ford Laser. Codenamed C during its development, the original Focus took its eventual name from a Ghia concept car which was shown at the Geneva Motor Show in Certain elements of the design had been seen even earlier in prototypes used by Ford to demonstrate forthcoming safety features, such as the eye-level rear lighting clusters. As a continuation of Ford's New Edge styling philosophy, first seen in the Ford Ka in , and Ford Cougar in , the Focus's styling was often described as polarising. The decision to name the new car the Ford Focus was made in early , as Ford had been planning to keep the "Escort" nameplate for its new generation of small family cars. A last minute problem arose in July when a Cologne court, responding to a case brought by the publishers Burda , ordered Ford to avoid the name "Focus" for the German market cars since the name was already taken by the publisher's Focus magazine. The Focus' styling, often noted as polarizing, [3] [4] [5] [6] was marketed by Ford as New Edge design. Healey, writing for USA Today , called the styling a "collision of curves and lines. Engineers for the Focus, including Richard Parry-Jones , developed a class-leading, [10] space-saving independent multi-link rear suspension , marketed as Control Blade suspension, combining the packaging of a trailing arm , with the geometry of a double wishbone suspension. The system was developed from that used in the CDW27 Ford Mondeo estate, but with various modifications to make it simpler and cheaper to build and therefore economically viable on a mass-market vehicle. Where many competitors in the compact class, or small family car European class, used the less expensive semi-independent twist-beam rear suspension , Control Blade offered enhanced elasto-kinematic performance, i. The long rear lateral arm controls toe, a pair of shorter front lateral arms, vertically above each other, control the camber, and the Control Blade reacts to brake and traction loads. The impression is of having plenty of wheel travel for gobbling the larger stuff and big-car, full-frame isolation when encountering expansion joints and smaller road imperfections. Following the introduction of the Control Blade suspension and its popularization by the Focus, other manufacturers e. Focus engineers developed a new interior packaging for the car's class, with a computer-modeled interior, long wheelbase, tall doors, raised roofline, increased passenger and cargo volume, raised rear seating and raised H-point front seating providing higher sight lines and increased rear footroom. Historically, the Saarlouis , Valencia , and Halewood plants had produced the Escort, however the Focus was only produced at Saarlouis and Valencia since Halewood was to be switched over to production of the Jaguar X-Type. However the sixth and final generation of the Escort remained in production in Halewood until as a budget alternative to the Focus, and the van versions continued until until its replacement by the Focus-based Ford Transit Connect. A new flexfuel engine was introduced, based on the European Zetec 1. This could use both gasoline and bioethanol , but was only available on the Swedish market. This version is still available in some countries despite the advent of an all-new Mk 2 Focus. As well as these, the Mark I Focus spawned various special edition trim levels, including:. On and models in the US and Canada, the second generation Focus received a body-configuration badging e. Targeting Generation X and Generation Y in the Focus marketing campaign at its North American introduction, Ford created a now defunct youth-destination website Another of the films was titled "The Kiss. The film depicted the efforts of a young man to save his tropical fish. All three films were available for viewing at a now defunct web site, Marketing packages At introduction, Ford offered five specialized packages for the Focus targeting the youth market [38] marketed as Tailored For You kits, allowing buyers to customize their car's interior:. Kona: the Kona Mountain Bike Edition May , examples , featuring an "Out of Bounds" Kona bike, bolt-on bike rack, nylon washable seat covers, unique colors Dirt Metallic and Rainforest Green, unique side moldings with molded-in Kona Moto logo and bike tire treads; inch six-spoke machined aluminum wheels and heavy-duty black rubber floor mats, also with Kona Moto logo and bike tire treads. Street: the Street Edition September with European suspension, black trim, inch polished aluminum wheels, a 6-disc CD changer, leather-wrapped steering wheel. The models used same springs, dampers and anti-roll bars found in the European Focus. Interior details included sport bucket seats with diamond, silver-masked instrument cluster, radio bezel, door accents and a silver shift knob. S2: The Focus S2 , available only in the three-door ZX3 model, featured European-tuned suspension, grey body trim with unique front spoiler and rocker panels, color-keyed bodyside moldings and S2 badging, rear spoiler, six-spoke inch aluminum wheels and chrome exhaust tip, six-disc in-dash CD changer, sport bucket seats with diamond-patterned inserts, and exterior colors including CD silver, Sangria Red and a Focus Liquid Grey. Several American companies offer genuine Ford parts to modify North American

built Focuses to full or partial European standards. The last of the Mark 1 Focus produced in Argentina Version featured either a 1. Assembly of the Mark 2 Focus started in for the model. However, in Brazil , Ford do Brasil offered this until , in 1. Gasoline engines available were the well-proven 1. The ST and RS performance models used modified versions of the 2. Originally, the only diesel engine available was the Endura TDDI a development of the old Deutz -designed motor which Ford had been using since the s. The SVT also featured a reworked version of the 2. Developed in concert with Cosworth, this engine featured a special aluminum cylinder head with enlarged intake ports, high compression pistons and forged connecting rods, piston oil squirters, solenoid operated variable camshaft timing on the intake cam, dual stage intake manifold, and a tubular exhaust header. These additions, coupled with an increased Getrag provided a six-speed manual transmission shared with the Mini Cooper S. This transmission was a twin layshaft design and included a dual mass flywheel to eliminate vibration and transmission noise. Other changes to complete the package included sharper steering through an increased boost ratio in the steering rack, larger disc brakes on all four corners, and stiffened suspension with a slightly larger rear anti-roll bar. Interior features included leather seats, steering wheel, shift knob, and boot as well as emergency-brake handle and boot. In the SVT was offered in the five-door body style and an all new European Appearance Package for three-doors only. It included all available options plus full leather Recaro seats and fifteen-spoke dark argent colored wheels. The exterior was available in two new colors, Screamin' Yellow and Competition Orange. The only option the five-door did not include were the sideskirts. In , its final year of production, the Euro package was available in the five-door model as well. Also the five-spoke wheels were no longer available and a 6 spoke design was the replacement. Though power was lower than the SVT, acceleration was only slightly lower due to a higher differential ratio. The ST used dampers and stabilizer bars similar to those of the SVT, but significantly softer springs. For the and ST's the suspension geometry was changed to provide a softer ride. The Focus ST name did return in in an all new model. The Black Oak engine management system. The engine was sourced from the Ford of Mexico Chihuahua plant. Production was limited to units only. The RS was offered all over Europe, but were sold in the United Kingdom, by far its largest market. Using a turbocharged version of the 2. It would generate a steady 0. It would also allow 1. Mechanically, most notably, the car incorporated a Quaife automatic torque biasing differential to improve traction from the front-wheel drive setup. Wheels were 18" alloys specially developed by OZ Racing. The engine was heavily modified with forged aluminium pistons, hardened valve seats, sodium -filled exhaust valves, stainless steel exhaust system. The forced induction system comprised a Garrett turbocharger with a water-cooled charge air cooler and an electric water pump. To transmit the higher torque an upgraded AP clutch was used. A green starter button starts the engine. The instruments have a blue background and in place of the coolant temperature gauge, the RS was equipped with a boost pressure indicator up to 1. The gear lever knob, handbrake lever, and pedals were all custom made by Sparco. All-around performance was roughly equal or better to its other competitors, including hatchbacks such as the Honda Civic Type-R and some four-wheel drive cars in the same price field. Ford Motor Company made acquisition in of its longtime partner Cosworth Racing and was exploring the return of the Cosworth badge on their production cars. It was immediately on the pace, setting many fastest stage times, but the use of an illegal water pump meant that the two cars were excluded from the event. The car, with most parts redesigned from the ground up, featured a lighter body shell and a new aerodynamically enhanced front bumper and wing. By , the car was no longer competitive and Ford had a winless season. In Europe, the hatchback is the biggest selling bodystyle. Ford attempted to market the saloon in Europe as a mini- executive car by only offering it in the Ghia trim level, something that it had tried before with the Orion of the s. It has since given up on this strategy, and has started selling lower specified versions of the saloon. Despite its radical styling the hatchback version in particular , and some controversial safety recalls in North America, the car has been a runaway success across the globe, even in the United States, where Ford has traditionally failed to successfully sell its European models. This was the best-selling car in the world in through The Focus, unlike the Escort, was never offered in a dedicated panel van body style; however, a commercial Focus based on the 3-door hatch is available in Europe - most commonly in Ireland. Ford therefore continued the Escort Van until the purpose-designed Transit Connect was introduced in as its replacement. A convertible version was another notable omission that was rectified with the Mk2 Coupe-Cabriolet. The European Focus, in , according to German reports and surveys, was claimed to be the most reliable car between one and three years old in the German car market. Since its launch in , the first generation Focus has won over 60 awards including 13 Car of the Year awards in both Europe and North America, and more recently, the best family car ever Autocar UK Though the Focus received the R. By ,

the Focus received a Consumers Digest Best Buy Rating, [56] taking numerous factors into consideration, including reliability and recall history as well as the Strategic Vision Total Quality Award. The Focus placed on Car and Driver magazine's Ten Best list for five consecutive years between and Only models sold in Continental Europe and the British Isles are shown, overseas territories often have different offerings. From Wikipedia, the free encyclopedia. For a complete overview of all Focus models, see Ford Focus. Motor vehicle. Petrol : 1. This section does not cite any sources. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. January Learn how and when to remove this template message. Archived from the original on August 29, Retrieved May 24, Ford Media Europe. Archived from the original PDF on July 20, Jalopnik, Mike Bumbeck, February 1, Kicking Tires Automobile Blog. Auto, Motor und Sport. July 15, Seite 9. European Automotive Design, June 1, Machine Design, Sherri L. Koucky, May 18, Archived from the original on October 1, Retrieved June 5, USAtoday, James R. Healey's, September 3, November 20, Retrieved May 2, Motor Trend. Archived from the original on May 2, Archived from the original on July 19, February 12, Retrieved July 7, Archived from the original on October 17, Retrieved November 15, February 22, Archived from the original on June 6, Retrieved November 29, Ford Media. Archived from the original on April 30, Archived from the original on September 13, Retrieved November 23, Archived from the original on July 11, Archived from the original on November 19, Archived from the original on August 8, The Wall Street Journal. June 19, Daily Utah Chronicle July 19, PRnewswire, August 12, April 7, May 26, Retrieved February 27, Archived from the original on March 12, Retrieved June 1, November 11, Archived from the original on June 20, February 28, Retrieved July 27, Retrieved October 19, CAR : 27â€" December Strategic Vision. Archived from the original on July 16, Ford vehicles. Ford Motor Company. E-Series Cutaway F F Category Commons. Ford of Europe. Tourneo Courier Tourneo Connect Tourneo. Ranger P Ford Australia automobile timeline, sâ€"present. Hidden categories: All articles with dead external links Articles with dead external links from June Articles with dead external links from November Articles with permanently dead external links Use mdy dates from September Articles with short description Short description is different from Wikidata Pages using infobox automobile with unknown parameters All articles with unsourced statements Articles with unsourced statements from March Articles needing additional references from January All articles needing additional references Articles with unsourced statements from July Articles with unsourced statements from June Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes Upload file. Download as PDF Printable version. Wikimedia Commons. FF layout. ZX3, Kona Edition [26]. SE, Street Edition [29]. Petrol engines. Diesel engines. Standard in LX and SE model sedans through Standard in wagons for model year. Standard on the SVT Focus. Standard on the non-ST â€" Focus. Standard on the â€" Focus ST. LTD Crown Victoria. Crown Victoria. Country Squire. Personal luxury. Sport compact. Escort ZX2. Fiesta ST. Focus ST. Focus RS. Sports car. City car. Fiesta I. Fiesta II. Fiesta IV. Fiesta V. Fiesta III. Fiesta VI. Fiesta VII. Small family car. Escort Vb. Escort VI. Focus II. Focus III. Focus IV. Large family car. Sierra I. Sierra II. Mondeo I. Mondeo II. Mondeo III. Mondeo IV. Executive car. Granada II. Scorpio II. Mustang VI. Small SUV. Medium SUV. Maverick I. Maverick II. Kuga I. Kuga II. Kuga III. Large SUV. Explorer Hybrid. Compact MPV. C-MAX I. Large MPV. S-MAX I. Galaxy I. Galaxy II. Galaxy III. Courier III. Courier IV. Transit Courier. Transit Connect I. Transit Connect II. Transit Custom. Transit II. Transit III. Transit IV. Transit V. Transit VI. Ranger I. Ranger II. Ranger III. Falcon Ute. Falcon Van. Subcompact SUV. Compact SUV. Mid-size SUV. The coolant temperature sensor is what tells the car's computer what the engine's running temperature is. This will then translate to how the engine runs. Before the automated systems in vehicles, this was the sole purpose of the temperature sensor. Now, with this special sensor, the engine will adjust itself so that it runs smoothly even on the coldest days and does not overheat once the temperature rises. Testing this coolant temperature sensor, and then replacing it if needed, is a very easy process. The coolant temperature sensor is located on the engine block under the hood. Pull the latch for the hood and open it, making sure it is secure before letting go. You will search for the sensor within the engine block itself, using a drop light if you need help to see it better. Look at the front of the engine block in the middle of the pulleys. You will see a small terminal sticking out of the block with a wire lead coming from it. This is your coolant temperature sensor. Check Out Coolant Sensors on Amazon. Testing the coolant temperature sensor is a very quick process. With the use of a digital volt-ohm meter you can easily tell if the sensor is faulty or not. Connect the black lead of the digital ohm meter to a solid grounding. This can be any solid piece of metal. Next, remove the wire from sensor terminal and connect the red lead to the terminal end of the coolant temperature sensor. Before turning the meter on, set the digital reading to the 20K range. For the testing process you will need to turn the engine on. Let the engine run for a

full two minutes to allow the engine to get up to running temperature. While the engine is running you need to be continually checking the digital ohm meter. You are looking for readings that are more than ohms in variance between a cold and warm engine. If you do not see anything that is more than ohms in difference, the coolant temperature sensor is defective and will need to be replaced. If you have a new sensor on hand and want to check it, you can do this easy test. Connect the black lead of the meter to the body of the cold sensor and the red to the terminal. You should have a reading of approximately ohms. Check the warm sensor in your engine. You should see a much lower reading on the ohm meter. If not, then it is not working correctly. Replacing the coolant temperature sensor is an easy process that anyone can do at home with some basic mechanic's tools. Be sure the cooling system is not pressurized and cooled completely. Remove the lead coming from the terminal and loosen the sensor with a socket or wrench. Replace with a new one and get back on the road in no time. When you purchase through links on our site, we may earn commissions at no cost to you. We welcome your comments and suggestions. All information is provided "AS IS. All rights reserved. You may freely link to this site, and use it for non-commercial use subject to our terms of use. View our Privacy Policy here. Toggle navigation subscribe. How to Test a Coolant Temperature Sensor. Written by Tim Bossie. To ensure our content is always up-to-date with current information, best practices, and professional advice, articles are routinely reviewed by industry experts with years of hands-on experience. What You'll Need. Drop light. Digital volt-ohm meter. Replacement sensor. Money Saving Oil Change Tips. Related Posts Coolant gauge starts in high range upon start. Here is a pic of my coolant gauge immediately upon start on m Read More. New fan clutch not engaging. Same old 92' Ranger XLT with 2. I recently replaced the thermostatic f Looking for socket with just the right length and depth. I want to replace the coolant temperature sensor on my truck. When I replac Electric sauna - temperature limit switch? I have a volt Waterstar infrared dry sauna. It heats up to about Related Posts Need help identifying temperature sensor. Can anyone identify the temp sensor on this board. I need to relocate the i Looking for remote temperature sensor for smartphone. I have a small rental cabin and I am wanting to put a remote temperature se Configure new kind wireless Temperature sensor with arduino. Hello, I am trying to code a new Wireless Temperature sensor to monitor How does this improvised coolant temp sender work? Back in , I had an Autometer coolant t Popular Articles. How a Coolant Temperature Sensor Works. By Sailesh Kumar. How to Install a Coolant Temperature Sen How to Install a Coolant Temperature Sensor. By Tim Bossie. How to Replace a Coolant Temperature Sen How to Replace a Coolant Temperature Sensor. By Margeorie Phil. By Sage C. By Jennifer Aube. The fuse panel is located below and to the left of the steering wheel by the brake pedal. Remove the panel cover to access the fuses. To remove a fuse use the fuse puller tool provided on the fuse panel cover. Courtesy lighting, Battery saver, Power mirrors, Decklid lamp, Glove box lamp. The power distribution box is located in the engine compartment. Skip to content. Tags: Fuse box diagram Ford. Passenger compartment fuse panel description. Accessory delay relay. Driver one touchdown relay. Blower motor relay. Rear defrost relay coil feed. Rear defrost relay. Power seats, Delayed accessory. High beam headlamps. Not used spare. Stop lamp, Speed control deactivation switch. Park lamps, PWM backlighting , Autolamps. Heated mirrors, Rear defrost switch indicator. Transmission range sensor transmission position switch. Front wiper motor. Power locks, Trunk release. Turn signals, Back-up lamps. Backlighting, Ashtray light. CB â€" Circuit Breaker. Power distribution box description. Fuse junction panel. Low speed cooling fan. Cooling fan main. Starter relay, Ignition switch. Cooling fan passenger side. Cooling fan driver side. ABS module valve solenoid. Fuel pump relay. Heated PCV valve. Starter motor relay. Wiper speed relay. Rear control unit. Wiper park relay. PCM power relay. Not everyone wants a big truck. Some people like smaller trucks much better, mostly because they use less gas and are easier to maneuver. If you don't have a lot of hauling and towing to do, and you don't have a big family that you need to drive around, the Ford Ranger might be just the truck for you. It's small and compact, most women think it's 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 you'll 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 high-quality parts. You'll be glad you did. People would only have to read Ford Ranger reviews to know the Ford Ranger pickup truck has been a favorite for truck buyers since its introduction in At this time, Ford released the truck as an early 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 two-wheel drive. However, a four-wheeled drive version of the Ford Ranger was released in the autumn of 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 inch wheelbase with a 6-ft bed and a inch wheelbase with a 7-ft 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. 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. However, this more powerful engine was optional for truck buyers. The original Ford Ranger transmission options consisted of a three-speed automatic, four-speed manual and five-speed manual. The three-speed automatic and five-speed manual transmissions were also optional choices for buyers. There were some upgrades to the Ford Ranger transmission in with the five-speed manual becoming the standard feature on trucks. Ford did not introduce major changes in the Ford Ranger design until During this time, Ford launched what was to be known as the Super Cab, an expansion of the truck's body-style. The Ford Ranger SuperCab was created with an extended cab body-style, and the SuperCab boasted a 6-ft bed with a inch 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 Ford Ranger Super Cab to do so. Owners of Ford Ranger trucks received sad news in when Ford announced it would discontinue the Ford Ranger series on December 22, 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 , there is a Ford Ranger model available. Ford Rangers are still produced and sold globally outside of the United States. The part was just as portrayed in the description, shipping was in time allotted and packed securely. Great service! Skip to main content Menu. Close X. Call To Order: To return a part, simply submit a support ticket within 30 days of ordering and we will issue you an RMA number to return your product. See customer service page for refund and return details. We scour the web to make sure PartsGeek always has low prices. You can buy with confidence! Clutch Kit. Control Arm and Ball Joint Assembly. Door Handle. Expansion Tank. Fuel Pump Hanger Assembly. Grille Assembly. Headlight Assembly. Leaf Spring Hanger. Shock Absorber. Tail Light Assembly. Tailgate Handle. ABS Control Unit. ABS Hydraulic Unit. ABS Relay. ABS Relay Connector. ABS Speed Sensor. Accessory Belt Idler Pulley. Accessory Belt Tensioner. Accessory Belt Tensioner Assembly. Accessory Drive Belt. Air Charge Temperature Sensor Connector. Air Cleaner Bracket. Air Cleaner Mounting Gasket. Air Control Valve Relay. Air Filter. Air Flap Actuator. Air Lift Leveling Kit. Air Management Valve. Air Mass Meter. Air Mass Sensor. Air Pump Check Valve. Air Temperature Sensor. Alignment Camber Adjusting Eccentrics. Alignment Camber Kit. Alignment Caster Camber Bushing. Alignment Caster Camber Bushing Kit. Alignment Caster Camber Kit. Alignment Caster Kit. Alternator Adapter Plug. Alternator Brush Assembly. Alternator Brush Set. Alternator Diode. Alternator Pulley. Alternator Rectifier Set. Anti-Rattle Clip. Ash Tray Light Bulb. Assembly Lubricant. Auto Trans Bushing. Auto Trans Dipstick Tube Seal. Auto Trans Indicator Light Bulb. Auto Trans Manual Shaft Seal. Auto Trans Master Repair Kit. Auto Trans Oil Cooler Hose. Auto Trans Oil Pump Seal. Auto Trans Overdrive Button Kit. Auto Trans Seal Kit. Auto Trans Shift Shaft Seal. Auto Trans Shift Tube. Auto Trans Shift Tube Bushing. Auto Trans Shift Tube Clamp. Auto Trans Torque Converter. Automatic Transmission Brake Band. Automatic Transmission Control Shaft Seal. Automatic Transmission Filter. Automatic Transmission Filter Kit. Automatic Transmission Modulator Valve. Automatic Transmission Oil Cooler. Automatic Transmission Pan. Automatic Transmission Pan Gasket. Automatic Transmission Rear Seal. Automatic Transmission Seal. Automatic Transmission Shift Linkage Bushing. Automatic Transmission Solenoid. Auxiliary Fan Assembly. Auxiliary Fan Control Unit. Auxiliary Shaft Bearing Set. Auxiliary Shaft Repair Sleeve. Auxiliary Shaft Seal. Axle Assembly. Axle Differential Bearing. Axle Differential Bearing and Seal Kit. Axle Differential Race. Axle Housing Cover Gasket. Axle Output Shaft Seal. Axle Pivot Bushing. Axle Seal. Axle Shaft. Axle Shaft Bearing. Axle Shaft Seal. Axle Spindle Bearing. Axle Spindle Seal. Back Up Lamp Connector. Back Up Lamp Socket. Back Up Light Bulb. Back Up Light Switch. Back Up Light Switch Connector. Backing Plate Dust Hole Cover. Balance Shaft Belt. Balance Shaft Chain Kit. Balance Shaft Repair Sleeve. Ball Joint. Barometric Pressure Sensor. Battery Cable. Battery Hold Down. Battery Saver Relay. Bed Mat. Bed Side Rail Protector. Blower Control Switch. Blower Motor. Blower Motor Relay. Blower Motor Resistor. Body Mount Set. Brake Bleeder Screw. Brake Booster. Brake Caliper. Brake Caliper Bracket. Brake Drum. Brake Fluid Level Sensor. Brake Fluid Level Sensor Connector. Brake Hardware Kit. Brake Hose. Brake Hose Lock. Brake Hydraulic Hose to Caliper Bolt. Brake

Light Bulb. Brake Light Connector. Brake Light Switch. Brake Master Cylinder. Brake Master Cylinder Bleeding Tool. Brake Master Cylinder Cap. Brake Master Cylinder Cap Gasket. Brake Master Cylinder Reservoir. Brake Pad Set. Brake Pedal Pad. Brake Pressure Switch Connector. Brake Rotor. Brake Rotor and Hub Assembly. Brake Shoe Set. Brake Shoes Hold Down Kit. Brake Spring Hold Down Pin. Brake Switch Harness. Bug Shield. Bulb - Headlight. Bulb Socket. Bumper Bracket. Bumper Cover. Bumper Face Bar. Bumper Filler. Bumper Impact Strip. Bumper Mounting Kit. Bypass Hose. CV Boot Kit. Caliper Bolt. Caliper Bracket Mounting Bolt. Caliper Piston. Caliper Repair Kit. Cam Plug. Camshaft Bearing Set. Camshaft Gear. Camshaft Position Sensor. Camshaft Repair Sleeve. Camshaft Seal. Camshaft Synchronizer. Camshaft Synchronizer Alignment Tool Kit. Canister Vent Solenoid Connector. Car Cover. Carbon Canister. Carburetor Accelerator Pump Diaphragm. Carburetor Base Gasket. Carburetor Choke Pull Off. Carburetor Choke Thermostat. Carburetor Float. Carburetor Repair Kit. Catalytic Converter. Catalytic Converter Gasket. Catalytic Converter Pipe. Center Console. Central Lock Switch. Check Engine Light Bulb. Cigarette Lighter Socket Connector. Circuit Breaker. Clock Connector. Clutch Alignment Tool. Clutch Disc. Clutch Friction Disc. Clutch Hose. Clutch Hydraulic Line. Clutch Master Cylinder. Clutch Master Cylinder and Line Assembly. Clutch Pedal Bushing. Clutch Pedal Pad. Clutch Slave Cylinder. Clutch Slave Repair Kit. Clutch Starter Safety Switch. Coil Spring Insulator. Coil Spring Set. Cold Air Intake. Combination Switch Connector. Computer Chip Programmer. Computer Control Relay. Connecting Rod Bearing Set. Console Armrest Repair Kit. Control Arm. Control Arm Bushing. Control Arm Bushing Kit. Conversion Gasket Set. Coolant Recovery Tank Hose. Coolant Water Outlet Housing Kit. Cooling System Tester Adapter. Cornering Light. Courtesy Lamp Switch Connector. Courtesy Light Bulb. Courtesy Light Relay. Courtesy Light Switch. Crank Position Sensor. Crankcase Breather Cap. Crankshaft Gear. Crankshaft Pulley. Crankshaft Repair Sleeve. Crankshaft Seal. Crankshaft Seal Kit. Cruise Control Actuator Connector. Cruise Control Cutout Switch. Cruise Control Relay. Cruise Control Release Switch. Cruise Control Switch. Cruise Control Switch Connector. Cruise Vacuum Pump. Cylinder Head Dowel Pin. Cylinder Head Plug. Cylinder Head Temperature Sensor. Damper Cylinder. Daytime Running Lamp Module Connector. Daytime Running Light Module. Differential Bearing. Differential Bearing Kit. Differential Bearing Set. Differential Cover. Differential Cover Gasket. Differential Crush Sleeve. Differential Gasket. Differential Gear Install Kit. Differential Mount. Differential Pinion Race. Differential Pinion Repair Sleeve. Differential Pinion Shaft Lock Bolt. Differential Race. Differential Ring and Pinion. Differential Spool. Direct Ignition Coil Boot Kit. Disc Brake Pad Installation Kit. Distributor Cap. Distributor Cap and Rotor Kit. Distributor Check Valve. Distributor Drive Gear. Distributor Gasket. Distributor Rotor. Distributor Spacer. Dome Lamp Connector. Dome Light Bulb. Door Contact Switch. Door Hinge. Door Hinge Roller. Door Hinge Spring. Door Jamb Switch Connector. Door Latch Cable Repair Kit. Door Lock Actuator. Door Lock Actuator Connector. Door Lock Actuator Motor. Door Lock Kit. Door Lock Relay Connector. Door Lock Rod Clip. Door Lock Striker. Door Lock Striker Plate Bolt. Door Lock Switch Connector. Door Mirror Connector. Door Mirror Cover. Door Mirror Glass. Door Open Warning Switch. Door Sill Plate. Door Sill Plate Set. Door Speaker Connector. Drag Link. Drive Belt Idler Assembly. Drive Belt Tensioner Pulley. Drive Shaft CV Joint. Drive Shaft Center Support Bearing. Driveshaft Support. Drum Brake Adjusting Lever. Drum Brake Adjusting Screw Assembly. Drum Brake Adjusting Spring Kit. Drum Brake Hardware Kit. Drum Brake Return Spring Kit. Drum Brake Self Adjuster Cable. EGR Line. EGR Pressure Sensor. EGR Sensor Connector. EGR Tube. EGR Vacuum Solenoid. EGR Valve. EGR Valve Gasket. Electric Fuel Pump. Electronic Control Unit. Electronic Engine Control Relay Connector. Engine Camshaft Position Sensor Connector. Engine Compartment Light Bulb. Engine Control Module Harness Connector. Engine Coolant Temperature Sensor Connector. Engine Coolant Temperature Switch. Engine Coolant Thermostat and Housing Assembly. Engine Cooling Fan. Engine Cooling Fan Spacer Kit. Engine Crankcase Breather Element. Engine Crankshaft Position Sensor Connector. Engine Gasket Set. Engine Harmonic Balancer. Engine Kit Gasket Set. Engine Mount. Engine Mount Set. Engine Oil Filter Adapter. Engine Seal Kit. Engine Timing Chain Kit. Engine Water Pump Relay. Exhaust Bracket. Exhaust Clamp. Exhaust Flange Stud and Nut. Exhaust Gasket. Exhaust Hanger. Exhaust Header Kit. Exhaust Manifold. Exhaust Manifold Gasket. Exhaust Manifold Gasket Set. Exhaust Pipe. Exhaust Pipe Spout. Exhaust Spring. Exhaust System. Exhaust Valve. Exhaust Y Pipe. Expansion Plug. Expansion Plug Kit. Expansion Tank Cap. Extension Housing Bushing. Fader Control Switch. Fan Blade. Fan Clutch. Fan Shroud. Flex Fuel Sensor. Flex Plate. Floor Mat Set. Flywheel Shim. Fog Light. Fog Light Bulb. Fog Light Connector. Fog Light Kit. Friction Modifier. Front Bed Cap. Fuel Cap Tester Adapter. Fuel Filler Neck. Fuel Filter. Fuel Injection Harness Connector. Fuel Injection Nozzle O-Ring. Fuel Injection Plenum Gasket Set. Fuel Injector. Fuel Injector Connector. Fuel Injector O-Ring. Fuel Injector O-Ring Kit. Fuel Injector Seal. Fuel Injector Seal Kit. Fuel Level Sending

Unit. Fuel Line Bracket. Fuel Line Clip. Fuel Line Connector. Fuel Lock Ring. Fuel Pressure Damper. Fuel Pressure Regulator. Fuel Pressure Relief Valve Cap. Fuel Pump. Fuel Pump Assembly. Fuel Pump Connector. Fuel Pump Cutoff Switch. Fuel Pump Flange Gasket. Fuel Pump Lock Ring. Fuel Pump Mounting Gasket. Fuel Pump Relay Connector. Fuel Pump Tank Seal. Fuel Pump and Sender Assembly. Fuel Pump and Strainer Set. Fuel Rail Pressure Relief Valve. Fuel Screen. Fuel Sender Gasket. Fuel Tank. Fuel Tank Cap. Fuel Tank Pressure Sensor. Fuel Tank Pressure Switch Connector. Fuel Tank Selector Valve. Fuel Tank Sender Assembly. Fuel Tank Strap. Generator Bearing. Glove Box Lamp Connector. Glove Box Light Bulb. Glow Plug. Grille Bracket. Grille Insert. Grille Mounting Panel. Hazard Flasher Switch. Hazard Warning Flasher. Hazard Warning Flasher Connector. Head Bolt. Head Bolt Set. Head Gasket. Head Gasket Set. Header Gasket. Header Panel. Headlamp Socket. Headlight Bulb. Headlight Bulb Retainer. Headlight Connector. Headlight Dimmer Switch. Headlight Dimmer Switch Connector. Headlight Retainer. Headlight Set. Headlight Switch. Headlight Switch Connector. Headlight Switch Knob. Headlight Wiring Harness. Heater Control Knob. Heater Core. Heater Hose. Heater Hose Connector. Heater Hose Set. Heater Valve. High Beam Indicator Light Bulb. Hood Release Cable. Hood Scoop. Horn Connector. I-Beam Axle Pivot Bushing. Idle Air Control Valve. Idle Air Control Valve Connector. Idle Control Valve. Idle Valve Gasket. Ignition Coil. Ignition Coil Connector Kit. Ignition Control Module Connector. Ignition Control Relay. Ignition Control Unit. Ignition Distributor. Ignition Lock Cylinder. Ignition Relay. Ignition Relay Connector. Ignition Reluctor. Ignition Switch. Ignition Switch Connector. Ignition Warning Relay. Inertia Switch. Inertia Switch Connector. Inner Fender. Input Shaft Seal. Instrument Lamp Connector. Instrument Panel Lamp Socket. Instrument Panel Light Bulb. Intake Manifold. Intake Manifold Gasket. Intake Manifold Gasket Set. Intake Manifold Runner Valve. Intake Manifold Temperature Sensor. Intake Plenum Gasket. Intake Valve. Interior Door Handle. Intermediate Pipe. Intermediate Shaft Seal. Keyless Remote Case. Knock Sensor. Knock Sensor Connector. Leaf Helper Spring. Leaf Helper Spring Mount Kit. Leaf Spring. Leaf Spring Bracket. Leaf Spring Bushing. Leaf Spring Hanger Kit Rear. Leaf Spring Shackle. Leaf Spring Shackle Kit Rear. License Lamp Connector. License Lamp Lense. License Lamp Socket. License Light Bulb. License Plate Bracket. Light Bar. Load Leveler Relay. Lug Nut. Luggage Compartment Light Bulb. MAP Sensor. Main Bearing Gasket Set. Main Bearing Set. Manifold Absolute Pressure Sensor Connector. Manual Trans Countershaft Bearing. Manual Trans Shifter Repair Kit. Manual Trans Upshift Relay. Manual Transmission Gasket Set. Map Light Bulb. Mass Air Flow Sensor. Mass Air Flow Sensor Adapter. Mass Air Flow Sensor Connector. Mass Air Flow Sensor Relay. Message Center Switch Connector. Mirror Glass. Mirror Switch. Mixture Control Solenoid Connector. Muffler Heatshield. Muffler Strap. Multi Function Switch. Multi Purpose Relay Connector. Multi Rib Belt. Multi-Port Tune-up Kit. Nerf Bars. Neutral Safety Switch. Neutral Safety Switch Connector. Oil Cooler. Oil Cooler Hose. Oil Cooler Mounting Kit. Oil Drain Plug. Oil Drain Plug Gasket. Oil Filler Cap. Oil Filter. Oil Filter Mounting Bolt Seal. Oil Filter Mounting O-Ring. Oil Filter Remote Mounting Kit. Oil Filter Stand Gasket. Oil Level Sender. Oil Level Sensor Connector. Oil Pan. Oil Pan Bolt Set. Oil Pan Gasket. Oil Pan Gasket Set. Oil Pressure Sender. Oil Pressure Switch Connector. Oil Pump. Oil Pump Chain. Oil Pump Drain Plug. Oil Pump Gasket. Oil Pump Intermediate Shaft. Oil Pump Sprocket. Output Shaft Bearing. Output Shaft Seal. Overdrive Kickdown Switch. Overdrive Relay. Oxygen Sensor. Oxygen Sensor Connector. PCV Hose. PCV T Fitting. PCV Valve. PCV Valve Grommet. Paper Repair Manual. Parking Brake Cable. Parking Brake Hardware Kit. Parking Brake Indicator Light Bulb. Parking Brake Pad Set. Parking Brake Pedal Pad. Parking Brake Release Relay. Parking Brake Strut. Parking Brake Strut Spring. Parking Brake Switch Connector. Parking Light Assembly. Parking Light Bulb. Parking Light Bulb Socket. Parking Light Relay. Parking and Turn Signal Light Connector. Passenger Air Bag Disable Switch. Pickup Cab Corner. Pickup Coil. Pilot Bearing. Pilot Bushing. Pinion Seal. Piston Ring Set. Piston Set. Pitman Arm. Ported Vacuum Switch. Power Antenna Module Connector. Power Brake Booster Vacuum Pump. Power Steering Cooler. Power Steering Cooler Bracket. Power Steering Cooling Line. Power Steering Filter. Power Steering Fluid. Power Steering Pressure Hose. Power Steering Pressure Sensor Connector. Power Steering Pressure Switch Connector. Power Steering Pump. Power Steering Pump Pulley. Power Steering Pump Repair Kit. Power Steering Pump Seal Kit. Power Steering Pump Shaft Bearing. Power Steering Pump Washer. Power Steering Reservoir. Power Steering Reservoir Cap. Power Steering Reservoir Line Hose. Power Steering Return Hose. Power Steering Seal. Power Window Motor Connector. Power Window Motor Gear. Power Window Motor Gear Kit. Power Window Relay. Power Window Switch Connector. Powertrain Control Module Relay. Pre Heat Hose. Pressure Plate. Purge Flow Sensor. Purge Valve. Push Rod. R12 Refrigerant Oil. RA Refrigerant Oil. Rack and Pinion Mount Bushing. Radiator Cap. Radiator Cap Tester Adapter. Radiator Drain Petcock. Radiator Fan Assembly. Radiator Hose. Radiator Hose

Inlet Extension. Radiator Support. Radio Amplifier Connector. Radio Display Light Bulb. Radio Knob. Radius Arm Bracket. Radius Arm Bushing Kit Chassis. Radius Arm Hardware Kit. Radius Arm Heat Shield. Radius Arm Insulator. Radius Rod Bushing. Radius Rod Bushing Kit. Reading Lamp Connector. Rear Lamp Harness Connector. Rear Window Deflector. Rear Window Defogger Relay Connector. Reference Sensor. Release Bearing. Ring Gear. Rocker Arm. Rod Bearing. Rod Bearing Set. Running Board Mount Kit. Running Boards. Seat Back Recliner Adjustment Handle. Seat Belt Light Bulb. Seat Cover. Secondary Air Injection Pump. Service Interval Reset Switch Connector. Shift Interlock Actuator. Shift Interlock Solenoid. Shift Interlock Solenoid Connector. Shock Absorber Air Hose Kit. Shock Absorber Set. Shock Bellows. Shock Mount. Shock Mount Insulator. Shock Mounting Kit. Side Marker Assembly. Side Marker Lamp Connector. Side Marker Light Assembly. Side Marker Light Bulb. Single Lead Spark Coil Wire. Sliding Window Latch. Spark Plug. Spark Plug Non-Fouler. Spark Plug Wire. Spark Plug Wire Set. Speaker Connector. Speedometer Cable. Speedometer Cable Make Up Kit. Speedometer Drive Gear. Speedometer Transmitter. Spindle Lock Nut Kit. Spindle Nut. Spindle Nut Retainer. Spindle Nut Washer. Stabilizer Bar Link. Stainless Steel Fender Trim. Starter Brush Set. Starter Bushing. Starter Cable. Starter Clutch Internal Switch. Starter Drive. Starter Motor Relay Connector. Starter Solenoid. Starter Solenoid Switch. Steering Column Lock Actuator. Steering Cover Seal. Steering Damper. Steering Damper Kit. Steering Gear. Steering Gear Seal Kit. Steering Gearbox. Steering Knuckle. Steering Rack. Steering Rack Boot Kit. Steering Stabilizer Bracket. Step Bumper. Step Nerf Bar Mount Kit. Stop Light Switch. Strut Bellows. Suspension Air Compressor Kit. Sway Bar Bushing Kit. Sway Bar Link. Sway Bar Link Bolt. Sway Bar Link Bushing. Sway Bar Link Nut. Sway Bar Link Sleeve. T-Belt Tensioner Spring. TPMS Sensor. Tail Lamp Socket. Tail Light Bulb. Tail Light Covers. Tail Light Repair Harness Connector. Tail Light Set. Tail Pipe. Tailgate Cable. Tailgate Cap Protector. Tailgate Hinge Kit. Tailgate Hinge Set. Tailgate Latch. Tailgate Light. Tailgate Net. Tailgate Release Cable. Tailgate Support Cable. Temperature Control Relay. Thermostat Assembly. Thermostat Gasket. Thermostat Housing. Thermostat Housing Gasket. Thermostat O-Ring. Third Brake Light. Throttle Body Gasket. Throttle Body Mounting Gasket Set. Throttle Cable. Throttle Position Sensor. Throttle Position Sensor Connector. Tie Rod. Tie Rod End. Tie Rod End Adjuster Sleeve. Tie Rod End Adjusting Sleeve. Tie Rod End Boot. Timing Belt. Timing Belt Kit. Timing Belt Tensioner. Timing Camshaft Sprocket. Timing Chain. Timing Chain Kit. Timing Chain Tensioner. Timing Cover. Timing Cover Gasket. Timing Cover Gasket Set. Timing Cover Harmonic Balancer Sleeve. Timing Cover Repair Sleeve Tool. Timing Crankshaft Sprocket. Timing Gear Kit. Timing Guide Rail. Timing Set. Tonneau Cover. Torque Converter Seal. Tow Hook. Trailer Connector Kit. Trailer Hitch Plug. Trailer Tow Relay. Trailer Tow Relay Connector. Transfer Case Extension Housing Seal. Transfer Case Motor. Transfer Case Shift Motor Connector. Transfer Case Shift Shaft Seal. Transmission Case Bearing. Transmission Case Shaft Seal. Transmission Case Shift Shaft Seal. Transmission Drive Chain. Transmission Gasket. Transmission Mount. Transmission Oil Cooler. Transmission Range Sensor. Transmission Range Sensor Connector. Truck Bed Mounting Hardware. Truck Cab Mount. Turn Signal Assembly. Turn Signal Flasher. Turn Signal Indicator Light Bulb. Turn Signal Light Bulb. Turn Signal Light Connector. Turn Signal Relay. Turn Signal Relay Connector. Turn Signal Switch. Turn Signal Switch Connector. U Joint. U Joint Strap Kit. U Joint U-Bolt Kit. Under Hood Lamp Connector. Universal Joint. Vacuum Control Valve. Vacuum Hose. Vacuum Motor. Vacuum Pump. Vacuum Switching Valve. Valve Cover Gasket. Valve Cover Gasket Set. Valve Cover Grommet Set. Valve Cover O-Ring. Valve Cover Seal Washer. Valve Guide. Valve Lifter. Valve Spring Retainer Keeper. Valve Stem Seal. Valve Stem Seal Kit. Vapor Canister Purge Solenoid. Vapor Canister Purge Solenoid Connector. Vapor Canister Vent Solenoid. Vehicle Speed Sensor Connector. Voltage Regulator. Voltage Regulator Connector. Washer Pump. Washer Reservoir. Water Distribution Pipe. Water Outlet O-Ring. Water Pump. Water Pump Gasket. Water Pump O-Ring. Water Pump Pulley. Water Temperature Sender. Water Temperature Sensor. Wheel Bearing. Wheel Bearing Dust Cap. Wheel Bearing Race. Wheel Bearing Retaining Ring. Wheel Bearing and Seal Kit. Wheel Cylinder. Wheel Hub Assembly. Wheel Hub Repair Kit. Wheel Lock Set. Wheel Seal. Wheel Stud. Window Crank Handle. Window Motor. Window Regulator. Window Regulator Hardware Kit. Window Switch. Window Vent Visors. Window Washer Pump Motor Connector. Windshield Washer Fluid Reservoir Cap. Windshield Washer Nozzle. Windshield Washer Pump Connector. Windshield Wiper Arm. Windshield Wiper Motor. Windshield Wiper Motor Connector. Windshield Wiper Switch Connector. Wiper Blade. Wiper Blade Insert. Wiper Relay. Wiper Switch. Body Electrical. Climate Control. Cooling System. Engine Electrical. Fuel Delivery. Fuel Injection. Air Intake. Body Sheet Metal. Chemicals and Fluids. Diesel Injection. Drive Belts. Engine Mechanical. Tools and Hardware. Action Crash. Spectra Premium. Standard Motor Products. A1 Cardone. AC Delco.

AMP Research. AP Exhaust. AUS Injection. Air Lift. Anchor Doan. Atlantic Automotive. Atlantic Automotive Eng. Austin Baker. Auto Meter. Auto Ventshade. BAK Industries. BBB Industries. BWD Automotive. BWD CQ. Banks Power. Beck Arnley. Blue Ox. Brute Power. Competition Cams. DIY Solutions. DNJ Rock. Dee Zee. Dynamic Friction. E3 Spark Plugs. Eagle Eyes. Eastern Catalytic. Edge Products. Eibach Springs. Energy Suspension. FCS Automotive. Fab Fours. Firestone Ride-Rite. First Equipment Quality. Ford Racing. Four Seasons. Fox Shox. Fuel Injection Corp. GB Remanufacturing. GT Styling. Global Parts Distributors. Go Rhino. Hedman Hedders. Husky Liner. Ishino Stone. JBA Exhaust. JLC Fuel Products. Jet Chips. KYB old box. Koyo Cooling. Mile Marker. Mobil 1. Motive Gear. Motorad UltraStats. Mr Gasket. N Fab. Nippon Reinz. OSC Automotive. Original Equipment. Pace Edwards. Performance Accessories. Performance Friction. Pioneer Cables. Power Stop. Premium Guard. Pro Comp Suspension. Pure Energy. Quick Steer. Rain X. Rhino Pac. Richmond Gear. Rugged Liner. Rugged Ridge. Russell Performance. Sankei Sankei Switches. Schrader Valves. Sealed Power. Specialty Products. Spectre Performance. Trail Ridge. Trans Dapt. Tuff Country. US Motor Works. USA Industries. United Automotive. VNE Automotive. VR Gaskets. It looks like you're new here. If you want to get involved, click one of these buttons! Howdy, Stranger! Sign in or Register. On Edmunds. Visit Edmunds How-To Guides. Service Centers in. Browse Forums by:. What Edmunds Says Pros. October I have a '97 ranger, 4 banger. I was recently having problems with my altenator shooting the right voltage to my battery, as indicated by a light on my dash and verified with my meter. I replaced the altenator and the battery as this has been a problem I let go long enough to fry the battery as well. The last few times I drove it before replacing these, however, a new quandry appeared that still has me perplexed. That is, when I turn the key the entire electrical system goes completely dead and I get nothing the next time I turn the key. I can disconnect the battery, though, for a few minutes and connect it and get power back to the instruments but will go dead again once the key is turned. With the entire electrical system being affected, I have suspected problems with the PCM or its relay. Am I going down the right path, or is there something I am overlooking? Thanks for your help! November I have a 90 ranger 4x4 xtended cab with 4. I have a problem starting it in the morning. It takes least 2 times turning it over for a few seconds before it will start, and then runs perfectly. It is beginning to get worse, taking longer to start. The temperature doesn't seem to matter. Once i have started it for the day, it starts fine afterward as long as it doesn't sit for more than a few hours. I put the engine in this truck from my brothers wrecked 92 explorer, which also had this starting problem. The only electronics that remained from the explorer are those bolted directly to the engine, so I am assuming one of these sensors may be the culprit. Any suggestions would be greatly appreciated. A couple of possibilities: - A weak fuel pump. Any motor is harder to start when cold, and you may not be getting enough pressure to the injectors. The fuel rail will have a schrader connection, where you can attach a fuel pressure guage. Sorry, I don't know the correct pressures you should look for. Although, with a motor transplant, who knows what is still hooked up One sensor drives the temp guage. The other sensor tells the computer that it is a 'cold start' and changes the gas delivery - basically I think this means it delivers more gas by keeping the injectors open for a longer time. If this sensor is bad, the computer does not know it is a cold start and uses the 'regular' gas delivery, which mean it is tough to start when cold. But warmed up, the 'regular' gas delivery is fine and the motor starts fine. I don't know exactly where these temp sensor are at, but my guess would be on or near the thermostat housing. Another guess would be that the sensor to the computer will have a pair of wires, black and yellow, twisted together. Replacing this sensor might be worth a try. I discovered the solution with some insight from a professional mechanic to my starting problem was so simple I completely overlooked it: a bad connection at the negative post on the battery. The clamp on the post had been replaced bythe previous owner and the wiring coming from it was not making a good connection. I clened the wiring, put a closed-ended crimp connection on each wire, and reconnected to post clamp. I have had no problems since. My beloved, super-dependable Ranger 4. It has had a couple of hard start moments over the last few months temperature independent , but nothing consistent enough to be a clear problem. However, yesterday morning it was below freezing it would turn over, but not start, unless I gave it quite a bit of gas, and once started, it would only remain running with pressure on the accelerator. I should also admit that I test drove a chevy the night before, and my truck may simply be punishing me- however any insights as to how to make my truck happy again would be much appreciated. My previous ranger had serious fuel pump issues went through three , so I am wondering if that could be happening to this truck as well. To the previous post with a Ranger 4. I had that problem and was able to temporally fix it by removing it, blowing high pressure air into it to clean it, and putting it back then driving to the store to get a new one. If it is the IAC, it will start and run fine if you depress the gas, but if you totally let off the gas it stalls out. Hope that

helped. I have a ranger with six cylinder. When I turn the key I get nothing. No radio no dash no blower motor and engine will not turn over. I do have headlights and emergency flashers. The car has sat for months and the battery died. I changed the ignition switch, battery, solenoid cleaned all battery contacts body ground contacts and starter contact and still nothing. I checked all fuses at the dash location and at the power distribution box under the hood and everything is ok. Turn the key and it's like it's dead. Anyone that can help I would appreciate it. I'm trying to get it running for a kid in the neighborhood. December I have a problem starting my ranger, I replaced the battery after a severe cold snap thinking this was the problem, yet it continues, I thought maybe cables you can boost it off and it wills tart. I boosted it off today drove it about 3 miles. Killed it and tried to restart, it was like there was no battery at all. I took cables off and am going to replace them, but should I have started somewhere else, or should I try something else first? Did you have your alternator checked out? That may be your problem. The original symptoms did not state whether the engine turned over, but did not start. There are a couple of known issues with some years of Ford Rangers that affect starting. The crankshaft position sensor goes bad; the engine turns over, but spark and injector firing are intermittent-if at all. Longer shot could be a problem with the wiring harness cracked insulation. I am glad that I found your forum. We purchased a Ford Ranger 3 months ago, everything was good until it got cold outside. The dealership so far has replaced the fuel pump, fuse panel, a few relays, new computer and still when it is cold the truck won't start. We took it back again today. The dealer seems to be running out of options. We are starting to think we truly have a lemon, any thoughts? Thanks Donna. January It is getting worst as it is getting colder out Would just not start but crank Almost doesn't seem like its getting fuel or something It would take me about 15 mins to 20 mins at times to get it started Attempting to crank and waiting At first I'd smell alot of gas when I'd get it started Sometimes pressing down the accelerator helps Sounds like its beginning to struggle every time now starting up and the idle seems a bit low Any suggestions on getting this fix?? What should I try first? February I had an 89 Ranger, and the "key buzzer" that annoying sound that supposedly keeps you from forgetting your keys in the ignition broke and jammed the ignition in place. You could check for that. The key buzzer is problem in many rangers including the , the catch is you can't check it till you get the lock cylinder out which you can't do without turning the key. Then take a hammer or wrench and tap the key not too hard from lots of different angles, and try turning it occasionally, once it turns either start the truck or switch to your PATS key that you need to start it. Fords are notorious for jamming the ignition so the key will not turn. Assuming this is an automatic transmission. Do you know what I am talking about? If the car is stopped while parked on any incline at all and allowed to roll forward or backwards, the next time you put the key in, it may not turn. You will have to pull strongly on the steering wheel in one direction or the other to make the steering wheel lock-up linkages free up enough to turn the key. Usually you need to turn the direction where there is no 'play' at all in the steering. If you already knew about this, and have already tried this, I think you are going to be going into the key and lock cylinder in the steering column. Last Friday I drove my 98 Ranger 5 speed manual trans to work. After work, I ran a couple of errands then drove home. And parked in my driveway right behind my car. Sunday I go out to move the truck so I can drive my car to work Monday. Stick the key in and The dome light doesn't come on, no starter, no headlights. The first thing that crosses my mind is someone stole the battery, but I open the hood and it's sitting right there. Stick a multimeter on it and it is fine, plenty of juice. I checked the fuses and they are OK. So the question is what could cause a truck sitting in a driveway to loose all power? Good idea, but one of the first things I checked. In the last week my mechanic has installed 2 fuel pumps and a new battery. He thought the first pump he installed was bad since it died at 65 mph on a busy interstate so he installed another one along with a new battery. After having it one day, it left me stranded again after only driving 10 miles. It wont turn over. Any ideas? March Came home from work on Wednesday night, the truck ran fine as always. Came out Thursday morning to go to work, turned the key, and it was idling as if someone had crossed all the spark plug wires. I checked them, they are all right. Put new plugs in and nothing changed. Any suggestions? April June I ran my Ranger low on gas and it stalled out and now it will not restart. I think I hear the fuel pump when I switch it on but am not sure. What else can I check? Is there a fuel reset somewhere? I went to take off after work, forgot the e brake was on and killed it. Had to push and pop clutch to get it started. Got it home now and put a new battery in it but there is still no power to run lights radio interior light ect. Ok I put a new battery and solenoid in the ranger and still nothing comes on, I can use a screw driver on the solenod and get the engine to crank but it will not stay running. Have a 4L V6 Automatic with new battery that won't hold a charge. Truck has been in storage for the last couple years, but it was started and made a few short trips while being stored. The alarm system is what killed the old battery but it is now disarmed. I've recharged the new battery and can go about a day and a

half without losing enough power for it not to click the solenoid but not start. The alternator will charge the battery. Any idea what might be drawing down the battery? Wild guess??? Bad ignition switch???? Is this an aftermarket security system? If so, 'disarming' doesn't take it out of the system. I would try to totally remove it. Problems like this is why I would never install an aftermarket security system or remote start. No, It was installed when the vehicle was new. I've charged the battery and have pulled the fuses for the alarm to see if that makes any difference. I've also found where all the wires on the security system lead to except the door unlock. I also agree not to instal a security sytem. I've had two vehicles with them and had nothing but trouble with them. Never again. Was it a factory install or dealer install? Dealer install is just as bad as getting one at the local electronics or sound store. Otherwise, you are going to have to go into the 'usual' search for a power drain. Get a ampmeter that can handle 2 or 3 or more amps. Pull a fuse and put the ampmeter across the fuse contacts until you find the circuit that is pulling a big amp load. This just narrows the problem down to one circuit. Or get a Test Lamp that can also handle a couple of amps thru it. Pull one cable from the battery and wire the test lamp in series from the loose cable to the battery. The lamp should light up. Start pulling fuses until the light goes out, or dims down a lot. Again this just narrows the problem down to a circuit. To do further testing may just be guesswork of unplugging various things in this questionable circuit. Looking for pinched wires, etc. Finding what is draining a battery can be one of the toughest problems in a car. In may cases, a factory shop manual with wiring schemetic will be necessary. A tech that is a 'mechanic' and knows little about electronics may not be able to do this. If you have a sticking relay, the above testing may not work. Removing the power to a stuck relay, when you pull a fuse or remove battery cable, might cause it to reset correctly and then you will not be able to see the drain on a meter. Good luck. Finding a power drain is tough. I had a Caddy that would kill a battery in 2 days. This probably was a thousand dollar part. Happy it was under warranty. Thanks, great info. The alarm is a ford vehicle alarm but installed by the dealer. I had pulled all the fuses and looked for arching across the positive terminal on the battery. That didn't reveal anything so I've pulled the fuses on the alarm and left it hooked to the battery to see if I get the same drain. Thanks again for the help. Any idea where to find a wiring diagram for a Ford Ranger. I'm thinking of yanking the security system. My 05 ranger shut off yesterday while at idle. It sputtered and shut off. It will not re-start.. No warning lights have come on prior to that and I have had no other problems til now. What else can I do?? If the it's dealer installed, I consider it aftermarket. Probably still junk. I had the same problem with my truck. Check the timing belt.. Thanks for all the help. I removed the security system and haven't had any problems. Your advice on the

05 chevy silverado radio wiring diagram
honda main relay
2006 mercury mountaineer 3rd row seat motor

Alarm system was spot on. I have a Ranger XLT 2wd - new problem: sometimes I can't turn the key in the ignition - it's stuck until you jiggle the steering wheel. I don't want to wait until it gets permanently stuck off and needs to be drilled So, is there any alternative to taking it to a Ford Dealer to get the lock cylinder replaced? I also don''t want to end up with 2 different keys - one for the ignition and one for the doors. Fords are long known for doing this. My 91 SHO did this. Similar to Arnieboy1, I stopped off at a store and when I turned the key to go home, all I got was a hard click. The engine would not even turn over. I turned the lights on, but even they did not dim after the click. No power to what? July It has a new solenoid and it wont start. You can try to jump the solenoid between the bolts and all it will do is the enterior lights come on. But if you shut it off you have to push it to start it. Give a guy some advice and thank you. Sign In or Register to comment.