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Book Descriptions:

96 ford f150 manual transmission fluid

Then it is full. Manuals dont actually use transmission fluid, only automatics. Denny, ignore my post! Just trying to figure out how much I Most of it drained out while I was pulling it out. Thank yall But the parts guys and the ford dealership say its supposed to be 75w140. Which should I use Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. You no longer need to do a tuneup every six months or change the oil every three months, but regular service and checkups are still essential to your vehicle's longevity. What follows is our quick reference guide for the 19881996 Ford F150, and 198898 F250, and F350 not including new style 199798 F250 pickup trucks taken directly from Haynes manual 36058. If you need more guidance, or even step by step instructions and a video demonstration, get the online manual, or our traditional printed manual. It is important to not overfill the transmission. Add as necessary to bring to appropriate level. Capacities given in the chart are approximate dry capacities, the fill plug level height should be used to determine actual fluid requirements. Add coolant as necessary to bring to appropriate level. These are our recommended minimum maintenance intervals for vehicles that are driven daily, and in many cases are shorter than the factory's recommendations. Because frequent maintenance enhances the efficiency, performance and resale value of your Jeep, we encourage you to follow our schedule. If you drive in dusty areas, tow a trailer, idle or drive at low speeds for extended periods, or drive for short periods less than four miles at a time in below freezing temperatures, even smaller intervals are recommended. In many cases the initial maintenance check is done by the dealer at no cost check with the service department when you buy the truck for more information.<http://algitama.com/admin/fckeditor/editor/filemanager/connectors/php/canon-f-1-manual-pdf.xml>

- **96 ford f150 manual transmission fluid, 1996 ford f150 manual transmission fluid type, 1996 ford f150 manual transmission fluid, 1996 ford f150 manual transmission fluid capacity, 1996 ford f150 5 speed transmission fluid, 96 ford f150 manual transmission fluid, 96 ford f150 manual transmission fluidn fluid, 96 ford f150 manual transmission fluidfluid, 96 ford f150 manual transmission fluid problems, 96 ford f150 manual transmission fluid for sale, 1996 ford f150 manual transmission fluid, 1996 ford f150 manual transmission fluid type.**

If your vehicle is operated mostly under severe conditions, perform these maintenance tasks at the more frequent intervals specified. First thing Ive noticed on cold mornings my truck doesnt shift into 2nd as smooth as when its warm. The trans fluid has never been changed by me and Im hoping fresh fluid would help. Ive also found a fuel leak at my rear tank, driver side by the neck. Common area for leaks Thinking of dropping tank next weekend.Ive never heard of a truck leaking fuel there, even after a body lift. Click this, read the caption, and keep going to the NEXT several I didnt really find anything in the first link. The 2nd link was very helpful. Im hoping its the hose in the filler neck. It leaks the most when its parked with the neck facing downhill. How likely do you think that is Steve It is hard to shift into 1st when standing still. It actually does not shift smoothly in any gear. I heard that this a common problem. Someone suggest that changing the trans fluid will help. It was suggested that I use PENNZOIL SYNRO MESH Fluid. Who has an opinion or knowledge of this problem. Yes this is the correct miles. I have known the truck from the beginning and I am the second owner. This is what i use This is what i use. Oops wrong pic. Obviously use manual trans fluid. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Has

the 5 speed manual. Runs good and all and I want to change out all the fluids. The owners manual says to use Type F ATF. Is this info outdated, and if so, what would be a better choice for the truck. Type F is just such an ancient spec, that I have to believe there is something better. I believe the trans is manufactured by Mazda. Any input would be appreciated. Also, the trans looks to be leaking from what look to be rubber plugs.
http://comfortinnbarrie.com/phpsites/vertical_living/uploads/canon-f-604-user-manual.xml

Is there an alternative to just putting in new rubber plugs Its inexpensive enough that you can keep it changed regularly. There are other options that will cost more such as synthetic type F racing ATFs or one of the synchromesh or synthetic MTFs. Cant you use Mercon in those. If Mercon will work, then a synthetic Mercon should work Mobil 1. Call your local Ford place and see what they use. Im guessing Mercon or Mercon V so that they can cut down on the number of fluids they need to keep around. So a thinner MTF should be fine. I believe there were replacement metal plugs for the rubber ones that would shrink and leak. So a thinner MTF should be fine. I believe there were replacement metal plugs for the rubber ones that would shrink and leak. I believe the opposite is true. You WANT friction modified fluid for the synchros in the tranny. Modern fluids are superb. Get a lightweight full synthetic synchromesh type from Redline, Amsoil, or a dino Pennzoil Synchromesh. Dont put Mercon V or Mercon SP in it. Being completely honest if you suspect its currently filled with Type F and it shifts perfectly fine Id stick with that. If it aint broke dont fix it. Type F is probably speced for the PS fluid, but not the trans fluid. So a thinner MTF should be fine. Get a lightweight full synthetic synchromesh type from Redline, Amsoil, or a dino Pennzoil Synchromesh. Let me clarify, If a transmission specs Type F which has no friction modifiers. Thats what I would use to replace. Of course you can always experiment. I preferred redline MTL to mercon in a 2005 ranger 4.0 manual. The factory syn MTL in my focus was much better than redline MTL IMO. The subaru is probably going to keep factory fluids in it. Modern light manual trans lubes are superior in every way. Type F is probably speced for the PS fluid, but not the trans fluid. The OP could be correct. Some manual transmissions are designed to use thinner ATF instead of gear oil.

Type F is probably speced for the PS fluid, but not the trans fluid. You, my good man are correct. I am a complete moron. Manual clearly states Merc for the trans and Type F for the PS. No excuses I bookmarked the wrong page and came back to it later and read Type F. Again, sorry to waste all yalls time. You can also use replacement metal plugs if you still have a leak. I used Mercon ATF in my Ranger and my F150, they both worked great. You can also use replacement metal plugs if you still have a leak. I used Mercon ATF in my Ranger and my F150, they both worked great. Bobquick question How did you get to the plugs can it be done from the bottom or would I have to peel back the carpet and get to them from the top I do want to clear up annoying misinformation though. If a tranny does in fact require Type F fluid, then use it. Type F fluid has NO friction modifiers FM. FMs are additives that make an ATF MORE slippery not less. That is what Type F means, no friction modifiers. When gauging what ATF to use, never go more slippery. I would error on the side of too few FMs that more. I would rather my clutches slip less than more than stock. That is what Type F means, no friction modifiers. I would rather my clutches slip less than more than stock. A special Friction Modifier FM additive is incorporated into the base oil of manual transmission fluids to allow just the right amount of friction before engagement in the synchro assembly. I.E., this specialized FM chemistry gives rise to a specific coefficient of friction COF to allow engagement without "crunching." Automatic Transmission Fluids ATF DO NOT have these specialized FM's. Note, the specialized FM used in manual transmissions is NOT the same FM used in Limited Slip Differentials, nor is it the same FM used in Automatic Transmissions, nor is it the same FM used in engine oils. It is important to understand that there are different FM chemistries for different automotive applications!

<http://www.bosport.be/newsletter/3tnv82a-manual>

This fluid helped shifting in colder weather and the tranny lasted for ever. I gave the truck to my son and he finally sold it this year with 354K. The M5ODR2 was the heavyduty version of the M5ODR1, which transmitted power for the compact Ford Ranger, but was virtually identical in design. The 1992 F150s fivespeed transmission only came with trucks equipped with the 4.9liter inline sixcylinder engine or the 5liter V8. Background The Ford Motor Company developed a partnership with the Japanbased Mazda Motor Corporation in the late 1960s and collaborated extensively in developing the compact Ford Courier pickup, which was a rebadged Mazda BSeries truck. In addition to the truck, Mazda provided mechanical components, including engines and transmissions, to Ford. In 1979, Ford acquired a 25percent stake in Mazda. The partnership was particularly beneficial to Ford during the fuel shortages of the 1970s and a downturn in the economy in the early 1980s. Mazda provided efficient, durable components that kept costs down. During the 1980s, Ford relied heavily on a transmission produced not by Mazda, but the Michiganbased BorgWarner Company. The BorgWarner T18 fourspeed manual transmission was a heavyduty castiron gearbox available for two and fourwheel drive F150s. Enter the M5OD In 1988, Ford equipped its F150 trucks with the M5ODR2 fivespeed manual from Mazda. The designation stood for Manual, FiveSpeed with Overdrive. R2 designated the transmission for heavy lifting compared to the lighter R1 model. The BorgWarner T18, which Ford used in its trucks since 1956, remained in Fords transmission lineup until 1992. The Mazda M5ODR2 was lighter and more efficient, but its service was limited to the venerable 4.9liter straightsix or the 5liter V8. These two engines were the smallest of the 1992 F150 lineups, which had also had the 5.8 and 7.5liter gasoline V8s and a 7.3liter diesel V8. The 4.

<http://anthonycohen.com/images/broadcom-netxtreme-ii-5709-manual.pdf>

9 Six was a bigblock version of the old Falcon sixcylinder engines, and powered F150s and commercial trucks since 1964. The 1992 F150 4.9liter version generated 145 horsepower. The 1992 5liter V8, which developed 185 horsepower, derived from the original 302cubicinch V8s that originally powered the firstgeneration Mustangs. M5ODR2 Features The M5ODR2 featured an extension housing, shift cover, integral bell housing and aluminum case. It was not much different from the M5ODR1s, but it was slightly larger and had the shift lever mounted in the middle of the shift cover. Mazda produced the fully synchronized transmission for two and fourwheel drive 1992 F150s. When the 4.9liter 300 ceased production in 1996, the Mazda converted the M5ODR2 to adapt to Fords modular 4.6liter engines. Gear Ratios The M5ODR2s gear ratios were substantially different from the BorgWarner T18. References Mazda Partnership with Ford Blue Oval Trucks Ford Manual Transmissions The Ranger Station Ford Ranger Manual Transmissions Vibrates Software Ford Motor Company Transmission Gear Ratios, 19922012 About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. More Articles T5 Transmission Specifications Ford 302 Engine History 2003 Ford Truck V10 Fuel Mileage Super T10 Transmission Specifications Where Are Nissan Vehicles Made. The R2 was only used in applications that featured the 300 I6, 4.2L V6, 5.0L V8, and 4.6L V8 engines the transmission was not available behind larger engines such as the 351W and 5.4L V8. Billings, MT 59106. United States of America Over the years, lubricant specifications and service requirements have changed which can make choosing the correct fluid for your Transfer Case difficult.

<http://www.gelbyson.com/images/broadman-minister-s-manual-online.pdf>

This is especially true with Ford as the latest version of MerconV Fluid is NOT approved for use in 4x4 Transfer Cases. We have compiled the handy chart below to help you select the correct Transfer Case Fluid for your Ford 4x4. For later model years, the transfer case fluids are VERY specific. Do NOT USE generic fluids in these transfer cases!!!! For older transfer cases, you can upgrade to

newer synthetic base fluids, but you should rebuild or at least replace the old seals as additives in synthetic fluids may not be compatible with old seals. The following Chart was compiled using OEM Factory Shop Manuals and MOTOR Specification Guides. While we have made every effort to present accurate information, the information in this chart in no way supersedes or replaces the recommendations in your Ford OEM Owners Manual, Shop Manual, or other official Ford publication or specification list. Ford specification is ESPM2C83C. In 1992, D8DZ19C547A was replaced by F2ZZ19C547A SAE 80w Manual Transmission Fluid which was later replaced by XT4QGL 75w90 GL4 Conventional Gear Lube Ford Specification WSSM2C203A1 AND XTM5QS 75w90 Full Synthetic Manual Transmission Fluid Ford Specification WSSM2C200C. Both Dodge and GM also used the NP203 Transfer Case and both specify 10w30 Engine Oil. Since Ford is not claiming the newer manual transmission fluids are backwards compatible with 1978-1979 NP203 transfer cases and we do not think they are, we recommend you stick with Original Equipment recommended engine oils for your Ford NP203. Ford transmission fluid supersession Information is current as July 2017. Ford specification is ESPM2C83C. In 1992, D8DZ19C547A was replaced by F2ZZ19C547A SAE 80w Manual Transmission Fluid which was later replaced by XT4QGL 75w90 GL4 Conventional Gear Lube Ford Specification WSSM2C203A1 AND XTM5QS 75w90 Full Synthetic Manual Transmission Fluid Ford Specification WSSM2C200C.

Ford does not claim XT4QGL or XTM5QS are backwards compatible with the 1978-1979 NP205, but while we recommend you use the same SAE 50 engine oil as Ford specified for the 1973-1979 NP205, we would not be afraid to use XT4QGL 75w90 Gear Lube or XTM5QS 75w90 Full synthetic Manual Transmission Fluid in a Ford NP205 that had new seals original seals may not be compatible with newer oil base stocks and additives. Dexron II was replaced by Dexron III. For 1987-1996 Bronco, F150 and 1988-1997 F250, F350 model years, Ford originally specified Mercon. Mercon has now been superseded by Mercon V which is NOT recommended for use in 4x4 transfer cases. Until mid 2018, Ford specified synthetic base Motorcraft XL12 Transfer Case Fluid for use in chain drive transfer cases that originally used Dexron II or Mercon, however, since that time Ford has superseded XL12 with Mercon LV. As of May 2019 an old Motorcraft web page still lists Mercon LV as Not For Use in Transfer Cases, but the most recent LV page specifically states LV is now for all transfer cases. Ford introduced Mercon ATF in 1987 and Mercon is the recommended fluid for most 1997 to 2007 4x4 Ford transfer cases. Mercon was superseded by Mercon V which is NOT recommended for use in transfer cases so Ford was recommending XL12 for use in 1997-2007 transfer cases which has been replaced by Mercon LV. As of May 2019 an old Motorcraft web page still lists Mercon LV as Not For Use in Transfer Cases, but the most recent LV page specifically states LV is now for all transfer cases. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 1995 Ford F150 Manual Transmission. To get started finding 1995 Ford F150 Manual Transmission, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented.

I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. Read why this is becoming a popular trend and how you can check your transmission fluid when there is no dipstick. Mainly, because the more informed you are regarding the warning signs of a transmission problem, the less likely you are going to require a major transmission repair. Checking the fluid will tell you if the fluid is low and the condition of the fluid. Having this knowledge could potentially save you thousands of dollars down the road, not to mention the unwanted hassle. One such vehicle is the Ford F150, Canada's best selling truck. Why Because now there is no way for the consumer to check the condition or the level of the automatic transmission fluid. There is also no way for the consumer to add fluid if it is low. The days of periodically checking your transmission fluid level by pulling a metal dipstick from a tube alongside your engine are rapidly coming to a close. For example, adding improper fluid to the transmission is

actually detrimental to its life, which is why manufacturers decided that getting rid of the dipstick was one way to prevent premature, owner-induced transmission failure in new vehicles. Typically, the handle of this dipstick would be either ring-shaped or T-shaped, and it may have the word "trans" or "transmission" printed on it. The transmission fluid check point on a sealed transmission is only accessible from underneath the vehicle. In addition, the vehicle must be level to ensure an accurate reading. Therefore, you cannot lift one side of the car using a standard garage jack; you need to take the vehicle to a specialist with the proper service equipment. Because transmissions are such complex systems, our recommendation is to bring your vehicle in to Mister Transmission, where our technicians have the training and the equipment to properly assess the problem.

We can help you identify the problem and figure out a game plan to get you back on the road. I dropped in to the Mister Transmission on the off chance they could take a quick look and was met by Kyle, a super smiley, super friendly and really helpful employee. He took time out of his lunch break to run a diagnostic that led to a completely new set of spark plugs being ordered, delivered, fitted and tested with 1.5 hours of me pulling in. With that I was on my way and was not delayed getting to my destination. Even though this was not their standard area of service, Kyle went out of his way to help me. Very impressed! Jason was very professional and helpful. Steve is very professional and courteous. He keeps you informed every step of the way and makes sure that the work is done right and you are completely satisfied. My truck has never run better. Thanks Steve! It's amazing how quickly they identify the issue with transmission. The best part is that they take time to educate customer on what the issue is and why and what is the recommended solution that's something which I found unique about them. They have a quick turnaround time and ensure that the customer has a pleasant experience with the overall service. Thanks to Matt. Thanks to Matt. Thanks to Matt. Thank you for your hard and passionate work done on my family's vehicles. Will be returning for more future business thank you! When transmission repairs are required, determining the cause and cure for what ails can be tricky. The same is true there's a lot that goes into it. That is because transmissions themselves are complex. Why do today what you can tomorrow. With franchises conveniently located coast to coast, Mister Transmission is the largest chain of transmission and driveline repair specialists in Canada. We're proud of our reputation and our history as Canada's premier transmission and technology experts. Thanks in advance for any help. Gotta move the thing off this hill.

Jam the stick backward, and it comes undone, roll the car back to a flat spot to check it out. It's stuck in 4th gear. Get it home in 4th. Do you think that's right I've gutted the inside and I've got the access panel open, and I'm staring at the transmission. If it is indeed the shift forks, do I have to do anything special to put it neutral after replacing them? The shifter with forks come out the top. You should see the collars that the shifter forks ride in looking into the tranny. You should be able to reach inside and slide the selectors back into neutral by hand. You'll also need to fish out the broken bits of the shifter forks bouncing around inside. Yeah, they are aluminum I think but they could or may already have done some damage. You'll need to thread the forks back into those collars when you reinstall the cover. THAT's gonna be fun IN the truck. Good Luck! Hopefully all the wrestling with the shifter didn't result in any damage to the gears and maybe the clutch didn't take too bad a beating. The clutch was brand new, and while it did get a bit of a burn getting home in 4th, it should be alright. As best as I can recall only the lever tower must be removed to make the repair but it may be necessary to remove the cover with the forks to get all the synchro hub and forks in their neutral position. Be careful to avoid letting trash fall into the open transmission. And often the gaskets pull away with the covers undamaged and can be reused. Often a heavy screw driver or small pry bar can successfully move the forks into position through the shift tower hole with the clutch pedal pressed but that isn't always the case. When the gears get bound up it is sometimes necessary to rock the truck back and forth while prying on the forks and sometimes the cover must come off to pry directly on the synchro hubs. You must look closely at the hubs to determine if they

are engaged and which way they must move to disengage.

The level might be low enough to see the syncro hubs and such. If not, just pull the drain plug. The oil level is several inches down from the top. In a major product shift in the Ford truck lineup, the F250 and F350 were split from the F150. Beginning production in early 1998 model year 1999 the newly branded Super Duty trucks had a distinct body and chassis, while still branded as F-Series trucks. In Mexico, the F150 was rebranded as the Ford Lobo from 2004 to 2010, when it was replaced by the twelfth generation model. In mid 1990, Andrew Jacobson was designated as design director for the PN96 truck program. By 1991, designers had developed clay models indicative of car like styling, based on a new design theme. The end result by Bob Aikins reached in November 1992 and frozen for production in February 1993, took the aero styling further with a rounded nose on the new F-Series. The PN96 mules went into testing 1993, with prototypes running from early 1994. In 2000, the SuperCrew cab was introduced with four fullsize doors for the 2001 model year. A Sport 4x4 model was introduced in 2000 as well. It featured the 5.4L Triton V8 and color matched bumpers and mirror housings, and was available in regular cab and SuperCab in four colors white, red, black, and silver. In 2003, a sporty STX trim package was introduced, aimed at younger truck buyers. Ford's sales dropped, however, for the final years of this generation as the redesigned Dodge Ram and refreshed Chevrolet Silverado were released. In February 2000, the SuperCrew was added to the lineup early in the 2001 MY Model Year, entering production on December 13, 2000. It was only available as a Regular Cab and in XL trim, while the newer model was available in more trims, SuperCab and SuperCrew configurations and the new model was badged as Lobo, while the older model retained the F150 name. Ford's own 8.8 IFS replaced the Dana 44 front end, while the Ford 8.8 rear remained. The Ford Sterling 9.

75 axle was also optioned in heavy duty versions. In 2000, the Sterling 10.25 axle became an option. Ignition was later blamed on spillage from the adjacent master cylinder. On March 5, 2007 Ford recalled 155,000 2003 fullsize pickups and fullsize SUVs for the defective part. During the previous two years Ford had recalled 5.8 million vehicles in because of the defective cruise control systems in trucks, SUVs and vans. To bridge the gap between the F150 and the heavier duty pickups, a PN96 version of the F250 light duty was introduced nearly a year later though also a 1997 model, slotted between the F150 and the F250HD of the previous generation chassis. While nearly externally identical to the F150, the F250 gained increased load capability from a heavy duty rear axle and load leveling rear suspension; the F250 was distinguished by 7lug wheels. As with its 1993-1995 predecessor, the Lightning was based on the F150; all versions were produced with a regular cab, rear wheel drive, and a 6 foot bed length. In sharp contrast to its predecessor, the 1992-2002 Lightning was given a payload of 800 pounds half the payload of a Ranger; for 2003, the figure was raised to 1,350 pounds. Monroe shocks were used from 1999 to 2001; Bilstein shocks were used from 2002 to 2004. In place of the 17 inch wheels of its predecessor, the second generation Lightning was given 18 inch wheels with Goodyear Eagle F1 directional tires developed for the truck. Initially produced in Bright Red, Black, and White, for 2000, Silver was introduced. For 2002, True Blue a very dark blue was introduced, but was replaced by a lighter Sonic Blue for 2003, along with Dark Shadow Gray. Brought into production after a positive reception to a 1999 concept vehicle, the Blackwood was a variant of the Ford F150 SuperCrew introduced for 2001.

In place of a pickup bed, the Blackwood was given a stainless steel cargo area lined with carpet covered with a power operated tonneau; the plastic body panels of the pickup bed were styled as black wood with pinstripes. To match the simulated wood design of the pickup bed, Lincoln offered black as the only body color for the Blackwood. Sharing its interior with the Navigator, the Blackwood was fitted with four seats with a center console between the rear seats. Retrieved March 25, 2016. Retrieved March 25, 2016. September 2, 2005. Retrieved 20090514. By using this site, you agree to the Terms of Use and Privacy Policy. Something went wrong. View cart for details. User

Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Before adding transmission fluid, make sure that your engine was running when you checked the fluid level. If the transmission fluid level on your F150 is low, you need to add fluid through the dipstick tube. Ford has been developing sophisticated transmissions through years and it is critical that you add the exact type of transmission fluid stipulated by your owners manual typically in the back of the manual in a section titled Fluid Capacities. When adding transmission fluid to your F150, be sure to add it slowly as the transmission fluid capacity is reached quickly and it is difficult to remove excess fluid if you overfill. If you are having problems with the transmission in your F150, such as clunky shifting or hesitation, check the fluid level first it is amazing how many drivers pay thousands of dollars for transmission work when a half quart of transmission fluid would have fixed the problem. See how to talk hands free! All Rights Reserved. Designated trademarks are the property of their respective owners. This Service is not affiliated with the various automotive companies featured therein. He currently works for LeMay Americas Car Museum.

In fact, from 1987 to 1996, Ford implemented a series of upgrades and improvements to each model year that sets this entire generation of Fseries trucks apart from any other years of production. Replaceable halogen bulbs were inserted into headlights made from impactresistant housings that blended into the new fenders. Updates inside the pickup truck included a new dash, seats, door panels, and interior trim. Its redesign brought quite a few changes to FSeries mechanicals, including Furthermore, 4WD trucks with manually locking front hubs could be towed with all four wheels on the ground without disconnecting the driveshaft thanks to a new hydraulic pump that worked when the driveshaft was turning. This kept the transfer case gears lubricated even if the engine wasnt running. Pickups with the 5.8liter V8 were fitted with electronic fuel injection, and the fourspeed manual transmission was replaced with a fivespeed overdrive manual transmission. On SuperCab trucks with captains chairs, both front seats had a tilt and slide mechanism to make entry and exit easier. Other changes focused on trim and color choices. The 4WD trucks also had automatic locking front hubs as standard equipment, but manual hubs were available as an option. Buyers could opt for either the 5.0liter or 5.8liter V8, a handling package, and a rear step bumper. Updates included a new grille, bumper, headlights, fenders, and hood front—all more rounded to help reduce wind drag. Heating and airconditioning controls were tweaked and the glove compartment was enlarged. Ford also offered a 75thanniversary package on its 1992 Fseries, which consisted of a stripe package, a silverycolored step bumper, and special 75thanniversary logos. The Custom package now became the XL, and the Lariat package was shortened to XLT. This was the first model year to also experience problems with cruise control, resulting in a recall for switches that could combust regardless of whether the vehicle was running or not. It featured a 5.

<http://www.diamondsinthemaking.com/content/3tnv82a-manual>