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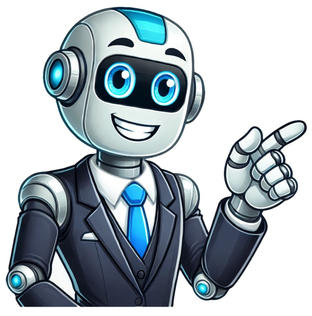

I have a 2013 Ford ranger with 2.2 litre engine, just coming up to 4 year old and has done 58000 miles. The ranger is serviced by Ford garage. This week the engine stopped while driving and after rolling onto grass verge I tried to start it again but was dead. Had it recovered to Ford garage, where I have been told that the engine has seized up. Ford say the oil pump failed and then the turbo and then the engine seized. This all happened with no warning lights and quickly as it was driving fine and then just stopped. Any one else had similar problems? Yep, my pal has the same vehicle with the same problem. His oil pressure warning light came on seconds before it nipped up. He said he heard the top end rattle just as he noticed oil light. The Ford techs knew exactly why, weak oil pump apparently. It snapped its timing belt at 30k too. I might be wrong but doesn't the transit run the same engine? Reactions: Courier and Happy hillbily Just had a new gearbox in mine at 61500 miles, less than 4 years old. Could turn out to be an expensive 4th year for the truck! Last i heard was it's due to poor priming after an oil change. If it's dealer serviced try them. You've nothing to lose. A common problem that should be a recall. I think the official line is the oil pumps are dodgy and transits are on a recall but not the ranger for some reason. Reactions: Gearmad i was advised not to buy a Ranger buy a local garage owner for that reason..oil pump failure , he said the best pickup is a Toyota Hilux and that is what I did and up to now it has been good Reactions: 7740 man @Turra farmer will be along shortly , he had a heap of grief with his one , put me off from buying one , don't know how they get off selling this rubbish What a statement, There's not a mass made machine that doesnae breakdown, if that was the case, nobody would buy JD, Fendt, MF CaseIH, NH, JCB, CAT,...ect Reactions: Courier, TexelBen, holwellcourtfarm and 3 others Location Ceredigion,Wales Bad luck! Yes, it is a very well known problem and Ford are absolute shites for recalling Transit, while Land Rover recalled Defender with the same engine, but they just will not recall Ranger. They know damn well what the issue is but they don't give a flying f**k. Its a big worry on my age of Ranger and older, because a very high proportion of them do end up as big lumps of scrap. It might be worth owners paying to have their engines modified before this happens, but why the hell should we when Ford have had various modification programs, just not for Ranger. If Ford supplied a free replacement engine for each seized motor, fair enough, but they don't. This is inexcusable and totally opposite to Nissan, who have stood by their Navara chassis problem and made generous recompense to their customers, buying the ten year old pickups for well over the odds and offering 20% discounts off new ones on top. At odds with Isuzu who stood by the old Trooper engine through it all and replaced engines even when they were well into old age with high mileage on their clocks. What does this tell you about Ford ethics and customer service? Reactions: haretarn, Jackov Altraids, west coast angus and 6 others What a statement, There's not a mass made machine that doesnae breakdown, if that was the case, nobody would buy JD, Fendt, MF CaseIH, NH, JCB, CAT,...ect how would you feel if your low mileage truck blew its engine or needed a gear box , neighbour also had an engine go in his but he did a deal with the dealer for a new one . Bad luck! Yes, it is a very well known problem and Ford are absolute shites for recalling Transit, while Land Rover recalled Defender with the same engine, but they just will not recall Ranger. They know damn well what the issue is but they don't give a flying fudge. Its a big worry on my age of Ranger and older, because a very high proportion of them do end up as big lumps of scrap. It might be worth owners paying to have their engines modified before this happens, but why the hell should we when Ford have had various modification programs, just not for Ranger. If Ford supplied a free replacement engine for each seized motor, fair enough, but they don't. This is inexcusable and totally opposite to Nissan, who have stood by their Navara chassis problem and made generous recompense to their customers, buying the ten year old pickups for well over the odds and offering 20% discounts off new ones on top. At odds with Isuzu who stood by the old Trooper engine through it all and replaced engines even when they were well into old age with high mileage on their clocks. What does this tell you about Ford ethics and customer service? The answer is don't buy a Ford Ranger Reactions: bracken basher, smcapstick and james ds Location Ceredigion,Wales The answer is don't buy a Ford Ranger All companies that don’t stand by the products they sell are best avoided like the plague. If I knew that Ford did not stand by its products I would never have bought one. The next pickup I buy will certainly not be a Ford, not because the oil pump fails but because Ford fails to be both proactive and reactive. For this reason alone nobody should give Ford the time of day. Customers deserve far better and are likely to get better elsewhere. Reactions: pgk, Auckland Blue, Martin Holden and 4 others while Land Rover recalled Defender with the same engine, but they just will not recall Ranger I think you will find LR did exactly the same thing with the discovery 3 - oil pumps were failing before or failed just after timing belt replacement, they had redesigned the oil pumps with less structural webbing, and one of the pulleys bolts to it - which then decided to part company with the engine. Lots of owners with siezed engines and they ignored it for most. Some lucky owners had engines replaced as good will, but they still refused to recall the vehicles that had the poor pump design, and they knew the owners woukd have to buy the engines from them - as they had the rights on parts design so no one else could provide replacements, which made reconditioned engines a somewhat laughable purchase. I personally replaced my pump at belt replacement as it was a known issue. I cannot understand why someone would play russian roulette with something that costs so little - especially when you can haggle the garage to pay labour if you pay the part. Reactions: faircomment Location Ceredigion, wales There was a similar issue with VW 2 litre diesels. A small hexagonal drive shaft that drives the oil pump fails with similar results. It happened on our Passat and many other audi and VW. VW won't admit there's a problem but they will supply a kit for around £250 which solves the issue. Luckily our engine didn't seize but we did need a new oil pump, turbo and a few other bits and pieces. I was not a happy bunny at the time! Reactions: mikep and sephy Have the new rangers got a different pump on now or are they still using the problem one? Have been waiting for my new ranger for 4 months and should be able to pick it up on Friday. Will ask them if pump issues have been sorted when I'm there. The Ranger was introduced into Ford’s truck lineup as a compact pickup truck in 1983 and remains available today. Ford trucks are known for their reliability and for having the features consumers expect from today’s vehicles, including towing. But what is the towing capacity of a Ford Ranger? The Ford Ranger has a maximum towing capacity of 7,500 pounds. This number depends heavily on the configuration and model year. There’s a bit more to know about Ford Ranger towing capabilities which we’ll cover in today’s guide. How much weight can a Ford Ranger tow is up to 7,500 lbs. As we covered earlier, the current Ford Ranger can tow a maximum of 7,500 lbs when properly equipped. The Tundra has been in production from 1983 through the present other than 2012 through 2018, and we’ve listed out the maximum tow capacity by year below for reference. Note that for each model year, there are many variables that affect the total towing capability of each vehicle year, so we recommend checking your specific Titan vehicle year for an in-depth guide and to get the most accurate information. Here are the Toyota Tundra max tow capacity by year: 2023 Ford Ranger Tow Capacity: 7,500 pounds 2022 Ford Ranger Tow Capacity: 7,500 pounds 2021 Ford Ranger Tow Capacity: 7,500 pounds 2020 Ford Ranger Tow Capacity: 7,500 pounds 2019 Ford Ranger Tow Capacity: 7,500 pounds 2011 Ford Ranger Tow Capacity: 5,800 pounds 2010 Ford Ranger Tow Capacity: 5,940 pounds 2009 Ford Ranger Tow Capacity: 5,860 pounds 2008 Ford Ranger Tow Capacity: 6,000 pounds 2007 Ford Ranger Tow Capacity: 6,000 pounds 2006 Ford Ranger Tow Capacity: 6,000 pounds 2005 Ford Ranger Tow Capacity: 5,860 pounds 2004 Ford Ranger Tow Capacity: 5,980 pounds 2003 Ford Ranger Tow Capacity: 5,960 pounds 2002 Ford Ranger Tow Capacity: 6,020 pounds 2001 Ford Ranger Tow Capacity: 6,070 pounds 2000 Ford Ranger Tow Capacity: 6,060 pounds 1999 Ford Ranger Tow Capacity: 6,000 pounds 1998 Ford Ranger Tow Capacity: 6,000 pounds 1997 Ford Ranger Tow Capacity: 6,000 pounds 1996 Ford Ranger Tow Capacity: 6,000 pounds 1995 Ford Ranger Tow Capacity: 6,000 pounds 1994 Ford Ranger Tow Capacity: 6,000 pounds 1993 Ford Ranger Tow Capacity: 4,500 pounds 1992 Ford Ranger Tow Capacity: 5,800 pounds 1991 Ford Ranger Tow Capacity: 5,900 pounds 1990 Ford Ranger Tow Capacity: 5,800 pounds 1989 Ford Ranger Tow Capacity: 5,600 pounds 1988 Ford Ranger Tow Capacity: 5,600 pounds 1987 Ford Ranger Tow Capacity: 5,600 pounds 1986 Ford Ranger Tow Capacity: 5,600 pounds 1985 Ford Ranger Tow Capacity: 5,600 pounds 1984 Ford Ranger Tow Capacity: 5,600 pounds 1983 Ford Ranger Tow Capacity: 5,800 pounds You can also read our guide on what makes a vehicle towing capacity to learn all the aspects that go into it. Here’s a video showing the Ford Ranger being put to a real-world off-road and towing test: All vehicles have different towing capacities based on whether or not you’re towing a trailer that has trailer brakes installed. Trailer brakes allow the trailer to stop faster than if only the vehicle is using its brakes, allowing the vehicle to tow more weight, so braked towing capacity will always be higher than unbraked towing capacity. Ford Ranger Braked Towing Capacity: 3,500 lbs. – 7,500 lbs. Ford Ranger Unbraked Towing Capacity: 1,500 lbs. There are a few factors that affect the Ford Ranger tow capacity. The tow capacity of your Ford Ranger largely depends on which engine it has in it. We break this down in the Ranger tow capacity by year charts later in this guide. A big factor in how much weight the Ford Ranger can tow is whether Ford’s towing package is installed. For example, on the most recent model years having the towing package installed can more than double the tow capacity! The towing range of Ford Ranger trucks seemed to follow a trend for a certain number of years, then it would shift as new engines or other enhancements were changed out in the lineup. We’ll cover this later in our guide. A big factor in calculating your vehicle’s towing capacity is how many passengers you’re carrying, which directly calculates into the vehicle’s GCWR. This is true of all vehicles, not just the Ford Ranger, so always take into consideration the total load of your passengers and gear in addition to what you’re towing. The current generation of the Ford Ranger has a single engine option. The most current Ranger engine is a 2.3 Liter I-4 EcoBoost engine. This engine produces 270 hp and 310 lb.-ft of torque, paired with a 10-speed automatic transmission. How much can a Ford Ranger tow is up to 7,500 pounds. Ford offers a tow package (option code 53R) that is available on all trim levels of the current model year Ranger. The Ford Ranger towing package (53R) includes the following: Class III tow hitch receiver 4 and 7-pin connector with converter Trailer Module Tow/Haul Mode Trailer Sway Control How much weight can a Ford Ranger pull is 7,500 pounds. If you plan on towing anything with your Ford Ranger, you’ll need a tow hitch and wiring harness. Depending on what you’re towing, you’re going to need a ball mount (aka a trailer ball hitch) so you can attach items for towing. Make sure to get the right trailer ball size that matches your hitch and trailer. Trailer hitches come in different hitch classes, which are rated for different vehicle sizes and weight limits. The Ford Ranger uses a Class 3 hitch. Here’s a great option for a Class III Ford Ranger trailer hitch: CURT 13138 Class 3 Trailer Hitch, 2-Inch Receiver, Fits Select Mazda B2300, B3000, B4000, Ford Ranger DEPENDABLE STRENGTH — This trailer hitch is rated for 4,000 lbs. gross trailer weight, 400 lbs. tongue weight, 6,000 lbs. weight distribution capacity and 600 lbs. weight distribution tongue weight (limited to lowest-rated towing component)VERSATILE DESIGN — This class 3 hitch equips your vehicle with a standard 2-inch x 2-inch hitch receiver (not compatible with vertical hanging bikes / bike racks that require the bikes to be hung / mounted vertically)FULLY TESTED — Every CURT class 3 trailer hitch design is tested in real-world, on-vehicle conditions at our Detroit engineering facility. Aftermarket hitches are tested according to SAE J684 standards for the utmost safety while haulingRUST, CHIP, UV-RESISTANT — This tow hitch is protected with a unique dual-coat finish of rust-resistant liquid A-coat and highly durable black powder coat. The two finishes are co-cured together for exceptional resistance to rust, chipping and UV raysEASY TO INSTALL — This hitch offers a custom, factory fit on select model years of the Mazda B2300, B3000, B4000 and Ford Ranger Here’s a great ball mount option so you can hook up different types of trailers for towing with your Ranger: Sale CURT 45148 Trailer Hitch Mount, 2-Inch Ball, Pin, Fits 1-1/4-In Receiver, 3,500 lbs, 3-1/4" Drop, GLOSS BLACK POWDER COAT DEPENDABLE STRENGTH. Rated to tow 3,500 pounds gross trailer weight and 350 pounds tongue weight, this ball hitch offers dependability for your towing setup (weight capacity may change if trailer ball is removed)VERSATILE USE. This trailer hitch ball mount comes with a 1-1/4-inch shank to fit virtually any industry-standard 1-1/4-inch receiver. The ball mount has a 3-1/4-inch drop, 2-inch diameter ball, 1/2-inch hitch pin hole and 7-1/4-inch overall lengthREADY TO TOW. Hitching up your trailer is easy with this ready-to-use trailer hitch ball mount. It comes with a pre-attached tow ball for ready coupling and a trailer hitch pin to securely mount onto your hitch receiverCORROSION-RESISTANT. For long-lasting use, this ball hitch is protected with a durable black powder coat finish, and the trailer ball has a polished chrome plating. These finishes resist damage from rain, dirt, road salt and other corrosive threatsEASY TO INSTALL. To install the trailer hitch ball mount on your vehicle, simply insert the shank into your vehicle's 1-1/4-inch hitch receiver. The rounded shank makes installation easy If you’re considering having a tow hitch added to your Ranger, expect to pay between $100 and $200 to have a tow package professionally installed (excluding the cost of the tow hitch and wiring harness). If you’re handy and looking to save money, you can install the trailer hitch and wiring harness yourself. Always follow the manufacturer’s directions and use proper safety precautions. Here’s a great video walkthrough on a Ford Ranger trailer hitch installation: Some vehicles allow for bumper towing, which means you can mount a tow hitch ball directly on the bumper instead of installing a tow hitch to the vehicle’s frame. The Ford Ranger does not allow for bumper towing, so you’ll need to use a frame-mounted hitch. The Ford Ranger can tow up to 7,500 pounds. You can start by looking under the rear bumper of your Ranger to see if you notice a trailer hitch or trailer ball. That will give you a good indication of if you have a tow hitch already installed on your Ranger. Another way to research this is by checking the paperwork that came with your vehicle or taking it to a local dealer to see what’s installed. Make sure to have your VIN (Vehicle Identification Number) handy if you call the dealer so they can look up the exact specs and whether or not your vehicle has any towing packages or features installed on it. The 5th generation Ford Ranger will have the same 7,500 pound max tow capability as the prior generation. Although it is getting a complete redesign, the Ranger will be sticking with the same powertrain that was in the 2019-2022 models, which is the 2.3L EcoBoost I-4 engine. There also may be a hybrid engine added to the lineup, but this wouldn’t surpass the 7,500 pound tow capacity of the 2023 Ford Ranger. The 4th generation Ford Ranger had a max tow range of 3,500 lbs to 7,500 lbs, and came in the XL, XLT, and Lariat trim levels. All had the same 2.3L EcoBoost I-4 engine, which is the same engine that will be used for the 2023 model. The Ranger was reconfigured as a mid-size pickup in 2019 to help it better compete against the Toyota Tacoma and Chevy Colorado. In 2020, the FX2 package was introduced for off-roaders, which gave it a newly tuned suspension and an electronic locking rear-differential. In 2021 they added the Black appearance package which included a black grill and black wheels. In 2022, the Splash appearance package was added for the XLT and Lariat trim levels, which featured black and orange body graphics and a retro 90s look. This is a pretty broad range in terms of years, so we’ll break it down a bit further. The 2002-2011 Ford Rangers with the 2.3L engine in XL, XLT, Sport, and Splash trims had a towing capacity of 1,340 lbs to 2,295 lbs, which was much lower than the 4th generation models. The 2004-2008 XL, XLT, Sport, Edge, and Splash trims with a 3.0L V6 engine had a tow capacity of 2,240 lbs to 2,660 lbs. The 2000-2003 XL, XLT, and Edge trims with a 3.0L V6 engine had a towing range of 2,200 lbs to 4,160 lbs. The 2000-2011 Ford Rangers in all trims (XL, XLT, Sport, FX4, STX, Edge, Splash) with a 4.0L V6 engine had a tow capacity of 2,000 lbs to 6,070 lbs. The 2000 and 2001 Ford Rangers (XL and XLT) that had a 2.5L engine could pull between 1,360 lbs and 2,195 lbs. Lastly, the 2000 Ford Ranger models that had a 5.0L engine could tow between 5,620 lbs and 6,820 lbs. The third generation Ranger came with a big overhaul that extended the wheelbase and cab, but left the interior portion mostly untouched. The I-4 engine was increased over the previous generation from 2.3L to 2.5L and increased the output to 117 hp. There were also 3.0L V6 and 4.0L V6 engines made available. In 2001, Ford added a 4.0L V6 with 207 hp to replace the prior V6 and added ABS to the 2WD Ranger models. These changes afforded a 6,000 towing capacity on some Ranger configurations. 2004 brought a new hood, bumper, and grill, plus options for leather upholstery and a CD player. In 2007 there were options for anti-theft, tire-pressure monitoring, and other enhancements, but none of those are relevant to the tow rating. Ford introduced the second generation of the Ranger in 1993 with a body redesign. There were three engines available: a 2.3L I-4 with 98 horsepower, a 3.0L V6 with 145 horsepower, and a 4.0L V6 with 160 horsepower. In 1995 the Ranger got an increase of 112 horsepower and upgraded transmission. The first generation ranger replaced the Mazda-built Courier, and came available in 4×4 or RWD, with two bed size and wheelbase options to select from. The 1983 4×4 Ford Ranger had a towing capacity of 1,600 pounds. There were three gas engine options: a 2.0L 4-Cylinder with 73 horsepower, a 2.3L 4-Cylinder with 79 horsepower, a 2.8L V6 with 115 horsepower. There were also 2 diesel engine options: initially it was a 2.2L Diesel with 59 horsepower built by Mazda, but after 1985 it was switched to a 2.3L Turbo Diesel built by Mitsubishi. In 1986, the Ranger got a 2,9L fuel-injected V6 with 140 horsepower, and the introduction of the SuperCab. In 1989, the Ranger had some miscellaneous improvements, but the main event was a new base 2.3L 4-Cylinder engine which produced 100 horsepower and the option of a manual or automatic transmission. The 1989 Ford Ranger 4×4 had an option for a 4.0L V6 engine with 160 horsepower. In 1991, the Ford Ranger Sport trim was introduced, giving the option of a 3.0L V6 140-hp engine on 2WD models. We’ve gathered all data represented here from the official Ford Ranger Owner’s Manuals on Ford’s site and have checked all data thoroughly for accuracy. Having said that, we still recommend you refer to your vehicle’s owner’s manual yourself before towing with a Ford Ranger. Next year's ab15 seed c£60/AC. And I notice in the current handbook, that the seed spec is changing for 2021 start dates. When I've drilled grass in the past at 15kg/acre and been running short of seed so cut rate down to 7kg/acre. As long as a good seedbed, no noticeable difference by end of October. Might be worth noting that if you mulch it or roll the growth flat, it makes an ace habitat for field mice that my owls love. It's also a slug haven and they munch the heck out of the vetch in year two. I was sort of thinking that. Might skimp on the seed rate per acre, but then add in some extra red clover. As the seed rate is specified as 15 - 20 kg/ha of the 6 legume species in the prescription there really isn't any possibility of skimping on seed as an RPA inspector may well ask for sight of seed invoices and check the amount equates to the prescription seed rate. 15 kg/ha light and medium soils. 20 kg/ha heavy soils. Reactions: Great In Grass As the seed rate is specified as 15 - 20 kg/ha of the 6 legume species in the prescription there really isn't any possibility of skimping on seed as an RPA inspector may well ask for sight of seed invoices and check the amount equates to the prescription seed rate. 15 kg/ha light and medium soils. 20 kg/ha heavy soils. The seed rates are only advised, not actually a requirement. But if the stand wasn’t very good when inspected I’d feel happier if I could show I hadn’t scrimped on seed. Reactions: Flat 10 and Hindsight Oh, slugs! Will they eat the wheat seed. Sounds like will need to watch for them. Yeah, might not have been helped by the wet winter but the slugs certainly had a good much at everything. The clover here is knee high. As said, the grass in my eyes adds nothing to the value, apart from some shallow rooting. I'll be pelleting the following wheat fir certain. Reactions: dragonfly, haggard143 and Grass And Grain This sounds a great option for some heavy carr land I manage. But what about the dreaded blackgrass? How is everyone managing this option to hopefully get back to wheat? This sounds a great option for some heavy carr land I manage. But what about the dreaded blackgrass? How is everyone managing this option to hopefully get back to wheat? A few bg plants have shown their face. Mostly controlled by mowing, decent stake seedbed pre drilling. No fert help - the few here you can see while walking it and they just pull out. I'm going to mole it, twice over with discs and press. Roll. Leave a month or two. Drill. The seed rates are only advised, not actually a requirement. But if the stand wasn’t very good when inspected I’d feel happier if I could show I hadn’t scrimped on seed. Thanks - I had another look and as you say guidance. The new requirement for more legumes increases the cost markedly from previous cheap ryegrass with clover. Location south west lincolnshire Thanks - I had another look and as you say guidance. The new requirement for more legumes increases the cost markedly from previous cheap ryegrass with clover. The last time I planted wheat after a 2 year clover riegrass ley the wheat was the highest yielding crop I have ever grown 12 tonnes per ha I would predict on my land A clover ley would yield a minimum 10 tonnes wheat in a poor year up to 13 in a good year with 2020s varieties and technology The second wheat would be 9 tonne after a set aside type natural regen 9 tonne maximum in a good year And would not grow a second wheat Admit I have not fully read this thread, but can the Forum confirm that this option can be destroyed on 15th August(in the correct year) and immediately resown DD with the same option(obviously after mowing & baling the crop post 15th August?? ie it does not HAVE TO be resited, as the term re-establish is used. Not sure. I got a written response that suggested that the option ahould be rotated. I also got told by a NE advisor that they have sometimes allowed it to remain in same field after 2 years without even reseeding if the plant density and variety was still ok. Hello again, Once again I have purchased a random Ferguson item and am looking for more information on it, this time it’s a two furrow plough. Firstly I have found out there were three different version and I believe mine to be a deep digger? My question here is, what are the differences and which was is preferred? Looking for any general information on these ploughs? I’ll get some better pictures tomorrow. Thanks Huw I believe mine to be a deep digger? My question here is, what are the differences and which was is preferred? Hard to tell what breasts (mouldboards) you've got from that angle. The digger breasts were for deeper ploughing for root crops, the general purpose ones were for shallower work (e.g. ploughing out grass) and left a more unbroken furrow. Last edited: Nov 2, 2019 Reactions: Sharpy and MF 135 Man Here’s a picture of the moleboard Also it has a type on the serial number plate which I think says- A210BAE Thanks Huw Location Arse end of Surrey, UK You should look for one of their two furrow reversibles of that era. Absolute evil things, they had some chain mechanism to rotate and they did it automatically as you lifted so no control and shook the sh!t out of you but ploughed ok with the extra weight. Reactions: MF 135 Man Looks a nice one all there, quite often they are missing landslide at back, think they are semi digger bodies, got a width adjuster as well which is handy, if you don't have one have to use trusty Ferguson spanner. Ferguson ploughs as is the case with all Ferguson implements were manufactured by subcontractors. Rubery Owen built the ploughs from a factory in staffordshire and mouldboards like all previous Ferguson ploughs were based on an American Oliver design. I'm biased as I love anything Ferguson, there are far more superior ploughs from the time out there for match ploughing and if ploughing in a vintage class against these it can be a disadvantage with a fergie plough. However if ploughing fergie class or just playing at a working event behind a grey fergie they are a lovely thing to use and have a bit of fun with without spending a fortune, enjoy it! Reactions: MF 135 Man Looks a nice one all there, quite often they are missing landslide at back, think they are semi digger bodies, got a width adjuster as well which is handy, if you don't have one have to use trusty Ferguson spanner. Ferguson ploughs as is the case with all Ferguson implements were manufactured by subcontractors. Rubery Owen built the ploughs from a factory in staffordshire and mouldboards like all previous Ferguson ploughs were based on an American Oliver design. I'm biased as I love anything Ferguson, there are far more superior ploughs from the time out there for match ploughing and if ploughing in a vintage class against these it can be a disadvantage with a fergie plough. However if ploughing fergie class or just playing at a working event behind a grey fergie they are a lovely thing to use and have a bit of fun with without spending a fortune, enjoy it! Great information thanks! It seems like it’s been stood for some time so need a lot of freeing of and has one damaged share that needs replacing, a new one is more than the plough. Any idea where to source correctly priced parts? Location Scottish Highlands We ran a 3f on a 35x, light land tho. About 30 years ago now, but I think that's what I borrowed for the only ploughing I've ever done. It is all sand here with a very dense turf and every so often I'd have to hop off the tractor to cut the sods with a spade to stop them folding back over again! Very nice! The tractor looks very smart aswell. eBay is handy for spares bits quite often come up at a reasonable price, always worth asking around as well, amazing what is still lurking in the back of sheds. Thanks very much that particular tractor is a 1948 TEA20 straight petrol model, I'm working on a diesel fergie as my winter project ? Reactions: fredf and MF 135 Man Can now confirm it is a semi digger by the serial number, but does anyone know what years these ploughs were made and how to roughly date it? Home ➠ Ford ➠ Ranger ➠ Ranger (2012 - present) ➠ 2.2 TDCi Limited General informationBrand: FordModel: Ranger Double CabProduction year: 2012 - presentBody: Pick-upNumber of doors: 4-doorNumber of car seats: 5Gearbox: AutomaticNumber of gears: 6 Wheel driveFront+rear Drive systemFuel engine FuelDiesel Cylinders positionInline Number of cylinders4 Valves per cylinder4 Engine capacity2198 Bore x strokeN.a. Compression ratioN.a. Total max power110 Kw (150 Hp) Total max torque375 Nm Max power kW110 Max power HP150 Max power at RPM3700 rpm Max torque375 Nm Max torque at RPM1500 rpm Fuel systemCommon rail Engine typeDohc TurboYes CatalystYes Fuel tank capacity80 liter Electric engine power- Electric engine torque- Electric engine type- Number of engines- Battery type- Battery capacity- Battery voltage- Charging 230V/16A- Top speed- km/h Acceleration to 100kmh0,0 s. Urban consumption- l/100km Highway consumption- l/100km Average consumption- l/100km CO2 Emission- g/km Energy level- Average distance with a full fuel tankINF km TransmissionAutomatic Number of gears6 1st gear ratio- 2nd gear ratio- 3th gear ratio- 4th gear ratio- 5th gear ratio- 6th gear ratio- 7th gear ratio- 8th gear ratio- 9th gear ratio- Reverse gear ratio- Final drive3,73:1 Front suspensionIndependent Rear suspensionRigid Front stabilizerYes Rear stabilizerNo Front BrakesVentilated disc Rear BrakesDrum Tire size265/65R17 Turning circle12,7 m ABSYes Electronic brake distribution (EBD)Yes Brake assistantYes Driver airbag Passenger airbagYes Side airbagsYes (front) Head curtain airbagsYes (front & rear) Electronic stability program (ESP)Yes Traction controlYes Locking differentialYes Weight2071 kg Max loading capacity1129 kg Maximum weight3200 kg Maximum roof load- kg Trunk capacity- l Height cargo511 mm Sill height835 mm Length1560 mm / 1560 Width1139 mm / 1560 Height1815 mm Wheelbase3220 mm Front track1560 mm Rear track1560 mm Central door lockingYes Keyless entryNo Electric windows Power steeringYes Cruise controlYes Air conditioningYes (automatic) Dual zone climatronicYes Star stop systemNo Sliding tilt sunroofNo Roof railsNo Electric mirrors Daytime running light DRLYes The following table contains the maximum trailer weight (towing capacity) recommended for a Ford Ranger for every model year 2009 and after. Use the drop downs to find a particular year, trim or engine.We have provided a link to the source of each rating – typically the owner’s manual. Always consult your owner’s manual for towing instructions.YearTrimEngineMax Tow CapacityDescriptionSources2009Regular Cab Shortbed 2WD2.3L I-42,240Source2009Regular Cab Longbed 2WD2.3L I-42,220Source2009Regular Cab Longbed 2WD4.0L V-66,000Source2009SuperCab 2WD2.3L I-42,080 Automatic,4.10:1Source2009SuperCab 2WD4.0L V-63,400ManualSource2009SuperCab 2WD4.0L V-63,220Manual Sport ModelSource2009SuperCab 2WD4.0L V-65,860 Automatic,3.31:1Source2009SuperCab 2WD4.0L V-65680 Automatic,3.31:1* * = Sport model.Source2009SuperCab 4WD4.0L V-63,140ManualSource2009SuperCab 4WD4.0L V-65,600 Automatic,3.73:1Source2009SuperCab 4WD4.0L V-65,600 Automatic,4.10:1Source2010Ranger Regular Cab Shortbed 2WD2.3L I-42,200Source2010Ranger Regular Cab Longbed 2WD2.3L I-42,160Source2010Ranger Regular Cab Longbed 2WD4.0L V-65,940Source2010Ranger SuperCab 2WD4.0L V-63,300ManualSource2010Ranger SuperCab 2WD Sport4.0L V-63,220ManualSource2010Ranger SuperCab 2WD4.0L V-65,760Source2010Ranger SuperCab 2WD4.0L V-65,660Source2010Ranger SuperCab 4WD4.0L V-63,080ManualSource2010Ranger SuperCab 4WD4.0L V-65,540Source2011Regular Cab Shortbed 2WD2.3L I-42,160Source2011Regular Cab Longbed 2WD2.3L I-42,160Source2011Regular Cab Longbed 2WD4.0L V-65,960Source2011SuperCab 2WD2.3L I-42,000Source2011SuperCab 2WD4.0L V-63,340ManualSource2011SuperCab 2WD4.0L V-63,280Manual Sport ModelSource2011SuperCab 2WD4.0L V-65,800Source2011SuperCab 2WDSport 4.0L V-65,740Source2011SuperCab 4WD4.0L V-63,100ManualSource2011SuperCab 4WD4.0L V-65,560Source What to Read NextOver to YouWe’re interested to know – what do you plan to tow? In addition, please let us know if you have any additions for the table above from your owner’s manual. Share on Facebook Share on X (Twitter) Share on Reddit Share on Email Am looking at buying a ranger 2.2 limited to replace our ageing disco, so what i want to know is does it pull 3.5t? I have seen some sites saying it can only pull 2 and you need the 3.2l to pull 3.5t. We are needing it to pull a tri axle stock trailer with four cows in it. Will it be man enough? Am looking at buying a ranger 2.2 limited to replace our ageing disco, so what i want to know is does it pull 3.5t? I have seen some sites saying it can only pull 2 and you need the 3.2l to pull 3.5t. We are needing it to pull a tri axle stock trailer with four cows in it. Will it be man enough? Get the 3.2 wildtrack, you can never have enough power or money . Reactions: sanderzo Just changed l200 for a ford ranger limited towing a tri axle ifor usually for calves stirks or sheep seems to have plenty of power but main thing very stable on motorway Right having just bought a 3.2 myself I've looked into this and as far as I can establish its like this The new shape 2.2 and 3.2 Ranger launched 2011/12 could tow 3350kg. Then some time in mid 2013 they were upgraded to 3500kg. The upgrade wasn't just a replating exercise, ford made some chassis and welding modifications on the production line. The only way to tell which were which at change over is to check chassis numbers at a well switched on dealer. Right having just bought a 3.2 myself I've looked into this and as far as I can establish its like this The new shape 2.2 and 3.2 Ranger launched 2011/12 could tow 3350kg. Then some time in mid 2013 they were upgraded to 3500kg. The upgrade wasn't just a replating exercise, ford made some chassis and welding modifications on the production line. The only way to tell which were which at change over is to check chassis numbers at a well switched on dealer. Will it do 100 ? not towing Got a test drive of a facelift 3.2 auto but ended up buying a run out model instead from another dealer.   Author: Gary White As the name suggests, the Ford Ranger is suitable for off road surfaces. Like a real ranger, customers can maneuver the car through the dense forest, across muddy fields and up steep undulating hills. From a purely visual point of view, the Ranger belongs to the SUV class. The car comes with a pick-up rear and is a unique addition to the Explorer in Ford's off-road vehicle repertoire. No other car from the company comes with an open rear like this. The Ford Ranger is Ford's most popular pick up truck range. The T6 pickup was first revealed by Ford in October 2010 in Sydney at the Australian International Motor Show in Sydney. Volkswagen Beetle 1.6 TDI Remix DSG (7 speed) 2012 Specifications I have a ford 6610, series 2, as a scraper tractor. Great engine, good hydraulics, but the bearings have been wearing out on front axle. Now to the extent that it's a right pain in the ar$e to be doing, I've made it 2wd but the cow poo has damaged the hub so that it's throwing good money after bad . Do I just change the tractor, or would it be feasible to put a 2wd axle on and thereby make it lighter on the bearings/ easier around sheds? thoughts Thanks, was thinking of getting export value, but didn't want to go buying a heap of scrap. will check the tombstone out as well and price up both ideas. And you cant get a grease nipple in anywhere to give extra life to the bearings? Save yourself a ball of money and hassle Last edited: Jun 12, 2014 Reactions: smcapstick If its series 2 with a ZF 4wd axle, the tombstone is the same for the 2/4wd, if its the later series 3 with the carraro 4wd axle they have the different design of tombstone for the 4wd. Yes if its the zf afterthought axle it will be the same as 2wd. Can you not just pull the half axles out and put the cover back on, or is that just to easy? Though it still wont fix the bearings/kingpin stubs or whats left of them. Don't think the steering bearings were ever that big on those axles and they hardly grew bigger over the years. SpecsBraked Capacity2.2L, 6-speed manual, Double Cab Utility, Diesel, RWD3351kg2.2L, 6-speed manual, Double Cab Utility, Diesel, RWD3500kg2.5L, 5-speed manual, Double Cab Utility, Petrol, RWD2200kg2.2L, 6-speed manual, Single Cab Chassis, Diesel, RWD2501kg2.2L, 6-speed manual, Double Cab Chassis, Diesel, 4x43351kg2.2L, 6-speed manual, Double Cab Chassis, Diesel, 4x43500kg2.2L, 6-speed manual, Single Cab Chassis, Diesel, 4x43351kg2.2L, 6-speed manual, Single Cab Chassis, Diesel, 4x43500kg2.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43351kg2.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43500kg2.2L, 6-speed auto, Extended Cab Chassis, Diesel, RWD3351kg2.2L, 6-speed auto, Extended Cab Chassis, Diesel, RWD3500kg2.2L, 6-speed auto, Single Cab Chassis, Diesel, RWD3351kg2.2L, 6-speed auto, Single Cab Chassis, Diesel, RWD3500kg3.2L, 6-speed manual, Single Cab Chassis, Diesel, 4x43351kg3.2L, 6-speed manual, Single Cab Chassis, Diesel, 4x43500kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43500kg3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43500kg3.2L, 6-speed auto, Double Cab Chassis, Diesel, 4x43351kg3.2L, 6-speed auto, Double Cab Chassis, Diesel, 4x43500kg3.2L, 6-speed manual, Double Cab Chassis, Diesel, 4x43351kg3.2L, 6-speed manual, Double Cab Chassis, Diesel, 4x43500kg3.2L, 6-speed manual, Extended Cab Chassis, Diesel, 4x43351kg3.2L, 6-speed manual, Extended Cab Chassis, Diesel, 4x43500kg3.2L, 6-speed manual, Extended Utility, Diesel, 4x43351kg3.2L, 6-speed manual, Extended Utility, Diesel, 4x43500kg2.2L, 6-speed manual, Single Cab Utility, Diesel, RWD2501kg2.2L, 6-speed manual, Single Cab Chassis, Diesel, RWD3351kg2.2L, 6-speed manual, Single Cab Chassis, Diesel, RWD3500kg3.2L, 6-speed auto, Single Cab Chassis, Diesel, 4x43351kg3.2L, 6-speed auto, Single Cab Chassis, Diesel, 4x43500kg2.2L, 6-speed auto, Double Cab Utility, Diesel, RWD3351kg2.2L, 6-speed auto, Double Cab Utility, Diesel, RWD3500kg2.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43351kg2.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43500kg2.2L, 6-speed auto, Double Cab Chassis, Diesel, RWD3351kg2.2L, 6-speed auto, Double Cab Chassis, Diesel, RWD3500kg2.2L, 6-speed auto, Double Cab Chassis, Diesel, 4x43351kg2.2L, 6-speed auto, Double Cab Chassis, Diesel, 4x43500kgSpecsBraked Capacity3.2L, 6-speed manual, Extended Utility, Diesel, 4x43351kg3.2L, 6-speed manual, Extended Utility, Diesel, 4x43500kg3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43500kg3.2L, 6-speed auto, Extended Utility, Diesel, RWD3351kg3.2L, 6-speed auto, Extended Utility, Diesel, RWD3500kg3.2L, 6-speed auto, Extended Utility, Diesel, 4x43351kg3.2L, 6-speed auto, Extended Utility, Diesel, 4x43500kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43500kg3.2L, 6-speed manual, Double Cab Utility, Diesel, RWD3351kg3.2L, 6-speed manual, Double Cab Utility, Diesel, RWD3500kg3.2L, 6-speed auto, Double Cab Utility, Diesel, RWD3351kg3.2L, 6-speed auto, Double Cab Utility, Diesel, RWD3500kgSpecsBraked Capacity3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed manual, Double Cab Utility, Diesel, 4x43500kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43351kg3.2L, 6-speed auto, Double Cab Utility, Diesel, 4x43500kg