**1991 Ford Ranger XLT**

5.0L Roller Block (bought new from Ford)
DPI Aussie Aluminum Heads w/ 202/160 Valves
Custom Grind Hydraulic Roller Cam (by Precision Engine Machine Co)
Harland Sharp SB Chevy 1.6:1 Ratio 7/16 Stud Aluminum Roller Rockers
93 Cobra EFI Intake w/ Staggered Port Lower Manifold
Custom Hedman Headers into Custom Stainless Steel Exhaust

Ford Racing Multiport EFI Engine Management Harness
1993 5.0L Mustang C3W ECM, Injectors, & Maf
Holley External EFI Fuel Pump
Adjustable Fuel Pressure Regulator w/ Gauge
Custom Tuned w/ TwEECer

Built Mustang AOD Trans w/ Modified Valve Body, (“Non ECM Controlled”)
Lokar Hi-Tech Ford AOD Kickdown Kit
B&M Torque Converter
B&M 80775 Unimatic Shifter

Narrowed 9” Mittler Bros Rear w/Old Style Big Bearing Housing Ends
Currie 31 Spline Axles, 5x4.5, 1/2-20RH/T
New Eaton Posi w/ 3.50 Gears
4 Link Rear Suspension w/ Coil Overs
POR15 Painted Chassis
Front Disc Brakes, HD Springs & Shocks, 1” Front Sway Bar
P295/50R15 Rear Tires (26.6 x 12.1) **Can fit MUCH WIDER Rear Tires**
225/50R15 Front Tires (23.8 x 8.8)
Relocated Fuel Tank (Under Bed, Fuel Fill in Bed)

Duff 3631 Aluminum Radiator w/ Dual Row 1” Wide Tubes
EMP Stewart 16183 High Volume Stage 1 Aluminum Water Pump
Ford Racing M-11000 Starter
200 AMP Chrome Alternator

Mach 1 Hood
Modified OEM Front Bumper
Explorer Limited Lower Facie (1994)
Explorer Grill (1994)
Custom Rear Roll Pan

Explorer Power Leather Seats
Explorer Console
Explorer Dash & Gauges
Shaved Door & Tail Gate Handles, Shaved Gas Filler Door, Shaved Tail Lights
89-93 Cadillac Deville Tail Light Box Kit

New Head Liner, New Carpet
New Windshield, New Sliding Back Window
New Tonneau Cover

ROADPRO 12-Volt Direct Hook-Up 300 Watt Ceramic Heater/ Fan # RPSL-681

1991 Ford Ranger XLT Long Bed
2857 Curb Weight
116,330 Miles on Odometer

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### \*Old Firing Order (1-5-4-2-6-3-7-8) HO Firing Order (1-3-7-2-6-5-4-8)

### 1991 Ford Ranger XLT 5.0 V8 with 9 inch posi1FTCR10A0MPA85548

# DPI Aussie Aluminum Heads (pressure cast 2024 aluminum alloy)

# 190CC Intake, 64CC Chamber, 2.02 Intake/160 Exhaust Stainless 1 pc Valves,Thickwall Bronze Guides, Chromoly Retainers, .650 Lift Dual Springs, Guide Plates, Hi Temp Viton Positive Locking Valve Seals, .400 thick deck surfaces

**SPLINE LUG NUT TOOL KEY**

**FITS: 6 SPLINE DRIVE LUGS KEYS**

**13/16" & 3/4" HEX**

**LENGTH 3.52"**

### up for sale is a 1991 Ford Ranger with a 302 V8 EFI engine, 9 inch posi (rebuilt completely) AOD trans, rebuilt, body off, sand blasted frame, painted all new brake lines, special hood, door poppers, new interior, caddy tail lights, inside tail gate handle, fast little toy, fun to drive

### Thanks for the comment, lots of work went into this, took me about 5 years, it still need some minor finishing touches, i havent painted the inside of box, have a tough guard kit to be installed, or painted, needs door sills, the rear tires are P295/50r15, FRONTS ARE 225/50r15, Yes, it has been narrowed, and tubbed, its a 9" posi with 3.50 gear, all new gears and bearings, clutches, posi works the best i ever had, 2 nice black lines on take off, but no chirping on corners at all, i'm guessing about 350hp, has a cam which is the old firing order, so i had to use a tweecer and program the injector timing, can be changed to new cam, has DPI aluminum heads with 2.02 intakes, 1.60 exhausts, Harland Sharp roller rockers, all the gauges work, except the tach, it was working, then quit, the air tank you see is for the loud air horns, tired of people pulling in front of me, so the horns wake them up, door popper is on drivers door only, and works very well, i have a cd from day one with all the work, had the body off sand blasted the frame, painted with POR15, I’m retired now and was sick for awhile, so didn't get to finish all, has a 4 link rear suspension, i could go on, if your serious you can call me. John 219-873-4327 cell. thanks for lookin

### trans is from a 1986 mustang, AOD non ecm controlled, i got about 1500.00 in that tranny before they got it right, but it shifts very good and stout with 4th gear, engine started out a new short block from Ford for my 88 towncar, but sold the Lincoln and put the engine in my 78 f150 4x4 with a 2bbl carb, sun in law trashed the truck, so it went into the ranger, it is all stock, i put new rod and main bearings in it, just to freshen it up, it has only about 50,000 miles on it, it has a tune in it, but i forgot all stuff, i sent the original tune to the sales man, he did a tune and i installed it, runs really good, has fast idle when you start it, then comes down, the cam was a special grind, lots of low end, the bed is what needs to be painted, its still gold color, i have a gal. of Herculiner, not tough guard, that i was going to use, and the sill plates i have are little rough, was going to buy new ones, has new headliner and carpet, was gold, changed to grey, power seats from a exploder, has new windshield and new back sliding window, i got pics somewhere, gotta look, of the rear in progress. Thanks

### yes. its a driver, i put about 1,000 miles since got it running, just had it out last tuesday, we have a car show here on Tuesday, yes its got good power, smoke the tires all day long, only had it up to about 80, it has a B&M floor shifter made for the AOD trans, handles like a bear, no body roll at all, make me a offer, i need to sell it, need a new furnace before winter and my ac went out this spring, a little TLC will make this a very nice truck. where do you live?

### how are you shipping it, by truck, i know i have a ton of money in this truck, i got some extra parts that go with it, but i can let it go, $7,000, i just want someone to finish it the rest of the way and have some fun with it, just remember to take keys out, or carry the other remote for the popper, if you leave keys in and close door with window up you won't get in, or leave rear sliding window unlocked. I will make a list as i think of little things, its been awhile since i did any work to it, i'm sure you got your own idea's, there is a console in the back from a explorer, i have 4 holes drilled already in the floor for the main support. I have been looking for pic's, found some but can find the one's of the rear suspension, send me your home e-mail addy, if i find them i can send, mine is: jkosecki50@comcast.net, just send me a note, how will you make the payment? later. John

### I would rather you send me a check, and when it clears its yours, i have to go to Michigan tomorrow, my Moms birthday, she is 90, and still go's to the casino, i'll be back Monday, i would rather you not bid on the truck, lets just let the listing run out, just 5 more days, send me a e-mail at my addy. jkosecki50@comcast.net, then i can send pics, i found some, but I’m missing a cd witch had the underneath, talk to ya Monday. John

yes Rob, mail me at this addy, my home address is  John Kosecki, 4468n 675w, Michigan City, Indiana, 46360.  send check to this address, I just got home from Moms, I’ll take some pics of the 4-link and send them today

 As you can see I got currie axles, about 700 for the both axles, do got sill plate on pass side, I put some extra parts in back, there is a complete console from a explorer, the 4 holes are already drilled in floor for main bracket for console, it would be nice in there

Ok Rob, just dug out the title, all I have to do is sign it, you can put any price you want on it or if you want, I can put it on there, I’ll put $300 if you want, give me a price. The radio worked great it’s a Sony, my friends kid sat in the truck and messed with it and some how locked it out, I was going to sent it back to Sony cause I can’t fix it, the cd still works though, it has a detachable face, all lights work, turn sigs, 4 way flasher, caddy lights look good at night, no heater, took it out to make room for engine, never drove it in cold

the tubs are 17 inches, yes you could go with wider tires, the seats are from a explorer, grey leather power, they sit a little higher than regular seats, I’m 5’ 8” and I fit very good, my buddy is 6ft and he drove it ok, its pretty much stock seating, but if you want to change them, mustang, t-bird, and some others are a bolt in, its raining today, I will take more pics tomarrow, ok?

I don’t remember what size MAF, but it’s a stock ford, 19lb injectors, was going to put in some 24’s but that’s when I got sick and quit working on it, it runs very well the way it is, but just for the fun of put in some 24, its got the bigger heads 2.02 intakes, 1.60 exh, really nice roller rockers, same as small block chevy, being the heads are from Australia, they used chevy rockers, they are just shorter than ford, yes you can shift it manual, OD comes in about 48mph. You can download Tweccer from their site and tune the chip any way you want to. I just forgot to do all that stuff, but I remember it was pretty easy, the injector timing was changed so it fires newer firing order, so fuel don’t puddle in intake, the chip is still plugged into ECM, must be there, sun is shinning today, I’ll send pics, just wish I could find my other cd, I can always send it to ya later.  John

the torque convertor is pretty much stock, maybe a little more than stock, it’s a B&M for the AOD trans, I spent about $1500 on that trans to get it right, had to put in new valve body, shifts pretty stout and fast, if you want it wind out more shift it manual, other wise its shifts fast through the gears, oh forgot, the neutral safty switch is not hooked up, the wires are under the carpet, taped together, simple hook up, just remember, it will start in any gear, just be careful and always put it in park, it has a brand new windshield, $300 installed, new back tinted sliding window, I hooked the wire for the air tank up to see if it still worked, man those horns are loud, but needs little bigger wire and a on-off switch, simple hook up, they don’t modify the computer, just the chip which plugs in the back of ECM, that changes parameters on the way out, kind of like a interceptor, if you unplug the chip, the ecm is stock, you can’t change that, its burnt in at factory, go to there site and download the 3 things you’ll need to get set upped, there free, I really think 24s will make a big diff, but you can change the on-off timing of the injectors also

I’m also sending any and all info I got, it will be in front seat, lots of good info, all extra parts I can find will be in bed of truck, if you don’t want some, through out, the seats are pretty comfi, how tall are you? Oh ya, doesn’t have hood rod, used broom handle didn’t want to put hole in fiberglass hood, but you can figure out something, what price you want me to put on title? or I’ll just leave it blank, to open door, there’s 3 buttons on the remote, tap the first one then the second one will open door

wow, you got some nice stuff also, fun isn’t it? I started to install the ac at first, but would of needed lots more parts for it, and wanted to stay with one belt, I made the power steering bracket from a aluminum plate, at work on the mill, had to raise it up to clear the steering box, I think I have the red grill in the attic, I will send it with the truck also, any part that I find, I will send, I think I have brackets and lights for the valance also

I’m 62 now and still love to mess, some. Been a mechanic all my life, worked in a ford dealer, Cadillac, Pontiac, Chevy dealers, last 15 years I worked in factory’s, like a exhaust factory, making exhaust for LTD, Caddys, Rangers, Pontiacs, that’s how I got the stainless pipe to make my exhaust, they were wrong bends, and boss said I could have all I wanted, cool. This is a Cleveland I had setting around for 30 years in garage, decided to rebuild it, isky roller cam, isky roller lifters, procomp heads, nothing to put it in?

Hey Rob, looks like the check cleared, you can come get your baby, looks like it gonna snow here, it got really cool out

Rob, there is a car cover for the truck also, I’ll put in bed, has a X on the cover to denote that the X goes on back, also need to take off antenna, or cut hole in cover, if I find anything else after its gone, I’ll mail it to ya

yes, this is the address, my home phone is 219-874-9601, the other number is my cell, remember, the remote has 3 buttons, push the first one than the second will open the door, have fun with the cobra, my neighbor calls it, and keep in touch, with what ever you do to it (big motor) take care.  John

Rob, I signed off the title, left the date and price blank, you can fill that out, what you want, its in the LMC catalog, in the red folder, front passenger seat, along with other info.  John

Yes, got it, I’ll be here all day

Well, your new toy is on its way to a new home, hope you have lots of fun with Cobra, keep in touch, send pics when you do something new, later.  John  (I had tears in my eyes)

just remember to take the keys out, or keep the other set in your pocket, or the remote, I did one last burn out in front of the house, before we loaded it, the hood opens a little hard, not bad, maybe you can adjust some, and don’t drive with out the hood pins, had it come up once, scarred the crap out of me

the trans is PRND21, od comes on at about 47-50mph, its got a shift kit in trans, but I couldn’t tell ya what it is, you might be able to make adjustments to it, it probably needs a good run, had the batt disconnected for awhile, ECM prob needs retraining, it might need to get used to NY, LOL, the cam specs are in that red folder, inside pocket, its only one of a kind grind, never did run it through a 1/4, just wondering what it would do, have fun.  John

Rob, something I wanted to do for awhile is change the fuel line, you’ll see the filter and line in bed, was going to install that on the pass side and run it up to the fuel regulator, the stock fuel line runs to close to header on drivers side, and its kind of small, about 1/4 or so, but I was going to run a new line and return, and then wire the fuel pump relay so it comes on with key, just one wire to the relay from key on source, if you ever go with a big motor, you’ll need it, John

Wow, it really does look better with the painted grill, the fuel line isn’t that close to melt, I just didn’t like the location and size, there should be holes drilled in floor for console, did ya figure the air horns yet?I have some blanks for the holes in hood if I can find them, I’ll send them to ya, the one dash grill part with the tach is what I had in there before and it worked, the gold dash bezel is the original, that really pissed me off when that kid messed up my radio, it wasn’t that old, maybe you can send it to Sony and they can unlock it, that dash bezel has some extra switches (lower left) I was going to use one for some fog lights, that bezel came from a explorer, gotta go to Chicago Friday morning, talk later.  John,  it does look awesome!!!!

I got lucky on that radiator, it normally sells for $445 from Duff, they do a lot of ranger and explorer V8 swaps, I found it on e-bay for $150, guy was getting divorced needed to get rid of some stuff, it was made to fit the ranger

Also, hang on a little on the shifter, I might have the box that goes around it with letters on it, if I can find it, there’s a pressure switch for the air horns, just need to hook hot wire to it, it will auto shut off, but I would put a switch on it also

yes, it probably had a little air in tank, if you look at the compressor, it has a pressure switch near it with a wire going to compressor, the other side of switch goes to hot to run the compressor, it will shut off when it gets to pressure, the wire that came with it got a little warm, not bad just need a little heavier wire, that pressure switch looks like a oil sender unit, did you find title ok? that LMC cat. has lots of ranger stuff in it, as I think of shit to tell ya, I’ll send a line. later.  John

the speaker wires come up through the center, I’m sure I drill 4 holes for that aluminum mount that goes in first for the console, look from underneath the truck and see if you see the holes, I didn’t know it those side panels were gonna work or not, from donner truck, but that’s great they fit, the boxes were original, has all new brakes and drums, and hardware in rear, check the front, may need pads. You can move the lower and upper 4-link rods, to move the axle front or rear, or maybe put in some longer shocks and springs, when I built that I didn’t know what length shocks to buy, so I guessed, I think there to short, as far as not looking level, you can always shim the bed, that’s how they do it at the factory, did you get the radio to work, or was that a cd? Be careful not to pinch speaker wires

the paint is a ford truck color, if I can find the number, I’ll send it, loved the video, lookin’ good

good luck on finding that facia, it was only used one time in 1994 on the exployer limited, I found that one in washington state, brand new in a scap yard, you have a pic of it, its white, I do have another one, missing a couple clips from inside, but I think its usable, I’ll take a pic, its up in the attic, I paid $35.00 for the new one plus S&H, seen them on the Ranger station for $300, I wet my pants when I got mine. Bought that cam on e-bay, from a speed shop, the guy said it was a special grind he cut for a guy and he never bought it, I didn’t realize it was the older firing order until I tried to start it, wouln’t run, that’s why I had to go with Tweecer, the roller rockers are for a small block chevy because of the way the Aussie’s cut the heads, they did a beautiful job, just different, worked out perfect, the lifters in there are stock Ford. I have another cam, it’s the same as a B-303 ford cam, with new firing order and I have some 24lb injectors that I was going to try, but just didn’t want to tear it down, I have $60.00 in the cam and I think about$85.00 in injectors(rebuild), I would sell them for $100 plus shipping, both cam and inj’s. cam is brand new roller.

Had a pump in the tank, mustang 55gph, and for some reason I pulled it, has a holley pump on outside, mounted on frame crossover in front of tank, I think I did that because I was gonna go to bigger fuel lines, and 24lb injectors, there’s 19lb in there now (stock), but with the tweecer they have a little more dwell, so in the tank is a sock on the pick up tube. The front end is all stock, check the front pads, can’t remember if I put new ones on or not. I think the maf might be a 90mm, you can messure the inside dia. of the maf, gives you size

if you ever change the cam, all you would have to do is unplug the tweecer that’s plugged in the back of the EEC, then all the stock settings will go back to normal, but that’s a C3W ecm, which was for a mustang 5.0, plain jane, the best eec to get is the A9P or A9L, I’ll have to check on that, but the A9P is a cobra eec, hotter settings, the cam that’s in your truck would be great in a 302 with a carb, lots of low end, one of the eec’s A9L,A9P is for auto trans, one is for stick shift

the tweecer does not change anything to the eec, its all in the chip, you can’t change anything in the ecm because they are hard burnt at factory, what you are doing is taking the factory tune and changing it in the chip, before the final route to the harness, kinna like a interceptor

correct, its probaly for a 1988-93, if you unplug the tweecer, it just go’s to the standard tune for a mustang LX, like I say, I have a A9L, that I was going to try and never did, it does have more of a aggressive tune from factory, in which I didn’t have one when I did the tune to the C3W, at the time I could’t find a A9L, but if you unplug it now, the engine would not like to run at idle because of the injector timing, it would run above idle, but really load up, get on line and just do some looking at the tweecer, its all free, being that you got a good set of heads on there, get a A9l, put in some 24lb injectors, and utilize those heads, you could get some serious HP, I just never had the time to really get into it, but that tweecer does some amazing shit, I think there is someone you can talk to, nice people, and they will help you out, what I did was download my C3W and sent it to them, E-mail, they made all the tunes,I loaded it in my tweecer and plugged it in, as far as the trans, it has NO ecm connection at all, its from a 1986 mustang, throttle body inj. Like I said, those heads are really nice, 2.02 intakes, 1.60 exhaust, got some really nice ports, Aussie’s did a good job on them, do some experimenting!!!

*The A9P is based on slightly older code (GUF1) so there are some differences between it and the A9L (GUFB).* ***The A9P's brother EECs that are 100% interchangeable with it are the C3W and C3W1****. They are to the A9P the way all those other EECs mentioned are to the A9L. Notice the codes GUF1 and GUFB. Those are memory strategy codes. All EECs following the same strategy can be loaded with the same parameters of any other EEC of the same strategy.

The A9P code is missing some idle control logic that the A9L has. And the settings in the code that's common between the two are fairly different. It's quite possible for someone to notice the difference between an A9P and A9L, but surprisingly MOST people with manual trannys don't. In fact, the only people that notice the difference are people with automatics that replace their A9P (tuned for automatics) with an A9L (tuned for manuals). What they notice is when they put the tranny in gear, the engine could stumble or completely conk out when the tranny loads up the engine in* [*drive*](http://www.allfordmustangs.com/forums/)*/reverse. With a tuning device, this is 100% tunable for in the A9L because the A9L has ALL the code the A9P has...just different settings/parameters.

The A9T is another EEC that follows the same memory strategy as A9P. The A9T was tuned for the State Patrol 5.0L Mustangs in the late 80s and early 90s. They are rich-tuned in Closed Loop, but at WOT run a bit leaner than stock A9P. The stock 5.0L GT EECs are notorious for being overly rich at WOT to the point of loosing power. Presumably Ford made the assumption that people would put mods on the engine and to be* [*safe*](http://www.allfordmustangs.com/forums/)*, it is rich-tuned...better to be too rich than too lean. Another benefit the A9T has over the A9P is a higher spark advance at WOT and non-WOT conditions. I have no clue what mechanical differences there were between the stock GTs and the State Patrol 5.0Ls, but the tune is certainly different and obviously directed to improve performance. The only non-performance difference in the tune is a slightly higher EGR flow likely to help with NOx emissions due to the higher spark advance.

Interestingly the A9L has a similar cousin EEC that follows its strategy called the X3Z. The X3Z is the EEC used on the [93 Cobra](http://viglink.pgpartner.com/rd.php?r=8395&m=1826284502&q=n&rdgt=1445013201&it=1445445201&et=1445618001&priceret=1299.99&pg=%7E%7E3&k=729040061f1ca7938be1d826692a7e76&source=feed&url=http%3A%2F%2Fwww%2Eamericanmuscle%2Ecom%2Fchrome93cobra%2D17x85%2D8793%2Dnittont555%2Dstan%2Ehtml%3Futm%5Fcontent%3Dchrome93cobra%2D17x85%2D8793%2Dnittont555%2Dstan%26utm%5Fcampaign%3DPGNoFitmentV1%26utm%5Fsource%3DPGrabber%26utm%5Fmedium%3DShopping%26AMID%3Dchrome93cobra%2D17x85%2D8793%2Dnittont555%2Dstan%2DNoFitment&st=feed&mt=%7E%7E%7E%7E%7E%7E%7E%7En%7E%7E%7E" \t "_blank). It is NOT a direct drop-in for the A9L because of 2 very important differences amongst 100s of minor differences. The X3Z was tuned expecting 24lb injectors and a 70mm MAF which is the main reason it isn't a direct swap. But because it follows the same strategy as the A9L, you can load an X3Z tune into an A9L using the TwEECer or Moates chip.

One of the most interesting differences about the X3Z is it supports Decel Fuel Shut-Off (DFSO) where none of the [Mustang GT tunes](http://viglink.pgpartner.com/rd.php?r=8395&m=1704890436&q=n&rdgt=1444844130&it=1445276130&et=1445448930&priceret=649.99&pg=%7E%7E3&k=df986c036e7e5418db8bb45a5678fb1d&source=feed&url=http%3A%2F%2Fwww%2Eamericanmuscle%2Ecom%2Fx4%2Dsc%2Dcustom%2Dtuner%2D9698%2Ehtml%3Futm%5Fcontent%3Dx4%2Dsc%2Dcustom%2Dtuner%2D9698%26utm%5Fcampaign%3DPGNoFitmentV1%26utm%5Fsource%3DPGrabber%26utm%5Fmedium%3DShopping%26AMID%3Dx4%2Dsc%2Dcustom%2Dtuner%2D9698%2DNoFitment&st=feed&mt=%7E%7E%7E%7E%7E%7E%7E%7En%7E%7E%7E" \t "_blank) have this enabled. What this does is turns off the injectors when the RPMs are held high at closed throttle by a manual tranny. So for instance, if you have DFSO enabled and coast down a hill in gear, the EEC will literally stop firing the injectors so you burn no fuel going down a hill. This does create additional engine braking as compared to an engine without DFSO enabled. Higher compression and stroker engines experience a fair amount of additional engine braking,*

This is a 5 year labor of love full body off restoration and build
The Chassis was stripped, sand blasted, primed, and painted with POR15
The Front Bumper was replaced with a Custom Fiberglass Bumper & Facier
The Rear Bumper was replaced with a Custom Fiberglass Roll Pan
The Hood was replaced with a Custom Dual Scoop Mach 1 Fiberglass Hood
Door Handles, Tail Gate Handles, & Gas Filler Door, were removed & smoothed
(Driver Side Door has Solenoid & Popper)
The Rear Tail Gate Trim was removed and smoothed
The Rear Tail Lights were removed and smoothed
Caddy Tail Lights were custom molded into the rear quarters
The Cab was removed, sand blasted, sanded, primed, & painted
The Bed was removed, sand blasted, sanded, primed, & painted
All Door Jams, Inner Panels, and Fire Wall, were sanded, primed, & painted

The Interior was completely removed
A New Head Liner was installed
A New Carpet was installed
A New Windshield was installed
A New Sliding Back Window was installed
Explorer Power Leather Seats were installed
(Explorer Console included “to be installed”)
An EFI V8 Harness was installed
New Brake Lines were installed
New 1” Front Sway Bar was installed