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While still based on the basic design dating from for the 1980 model year, the 1992 FSeries brought a number of minor changes to the exterior and interior where most enthusiasts consider this a facelift for the same existing truck that first appeared in 1979 as a 1980 model instead of a redesign. This is the last generation of the FSeries that was produced as a complete range of trucks from a half-ton pickup to a medium-duty Class 6 truck. Along with the larger grille, the headlights were enlarged with the turn signals again moving below. Inside, the interior was updated with a redesigned dashboard along with new seats. Extended-cab SuperCab models received larger rear side windows. A notable change included the reintroduction of the Flareside bed that returned for production since 1987. Instead of the previous classic-style bed, the Flareside bed was now a narrow-body version of the dual rear-wheel bed; the rear fenders were repositioned to fit the width of the cab. New options for 1994 included remote keyless entry with alarm, a compact disc player fitted into the regular stereo system, and a power driver's seat; an electrochromic inside rear view mirror was also offered for 1994 and 1995 as part of a luxury light package. Following the lead of the Aerostar, Ford Bronco, and Explorer, the Eddie Bauer trim line — featuring plush trim and increased standard features — was reintroduced for 1995. Also in 1993, the SVT Lightning was introduced, slotting itself in between the Chevrolet 454SS and GMC Syclone. Ford Special Vehicles Team upgraded the Lightning from the regular F-series with heavy-duty suspension and brakes. Powertrain upgrades came from heavy-duty trucks, with a 240 hp version of the 5.8L V8 and the E4OD overdrive transmission normally paired with the 7.3L diesel and 460 7.5L V8s. The trucks came with a variety of gas and diesel engines. The F150 could be had with one of 3 gas engines, the 4.9L 300 cid I6, the 5.0L 302 cid V8, and the 5.8L 351 cid V8.

The same gas engine options were also available for the heavy-duty trucks along with the 7.5L 460 cid, or you could opt for the 7.3L 444 cid diesel. In the second half of 1994, the new Direct Injected 7.3L Power Stroke V8 Turbodiesel replaced the 7.3L IDI V8. Also built by International Harvester, and used in International Trucks, known as the T444 E Engine. The term "Heavy Duty" was not in fact to do with an upgrade in the trucks abilities, but was to differentiate it from the F250 light-duty truck, which was simply a 7-lug F150 Ford F-series tenth generation and had no relation to the OBS Ford F250 or the coming SuperDuty F250. After 1997, the heavier-duty models were split from the Ford F150. These line of trucks were called the 1999 Ford Super Duty. Because of these changes in design, service technicians started to refer to the first PowerStrokes as an OBS or Old Body Style to avoid confusion from the similar Super Duty 7.3 Power Stroke parts. The F150 could be had with

either short 6.5 or long 8 beds with either regular or extended cab. The crew cab short bed and extended cab short bed trucks are very rare, as they were only produced for a little over a year. Despite the OBS ninth generation officially ending production in 1997, models were still produced until March of 1998. These trucks are distinguished by their significantly smaller locking hubs. Available only as a tilting cowl, the new hood featured a much larger grille. Instead of being mounted on the fenders, the turn signals were now mounted beside the headlights. Inside, the interior was largely carried over from 1980. Built in a joint venture with Navistar, they were integrated into the Super Duty lineup. The Lightning was powered by a special 240 hp 179 kW version of the 351 in 3.5 L V8 engine. The Lightning shared its basic platform structure with the regular F150, but modifications were made to many vehicle systems. A 351 in 3.5.

8 L Windsor V8 producing 240 hp 179 kW and 340 ft·lb 461 Nm of torque replaced the standard F150 engine. Like all factory 351s, the Lightnings engine was equipped with hypereutectic pistons to increase response, output and durability. An aluminum driveshaft connected the transmission to 4.101 gears in the limited slip differential. The suspension had custom calibrated shocks, front and rear antiroll bars, and a special leaf in the rear, tipped with a rubber snubber, that acted as a traction bar and controlled rear wheel hop during hard acceleration. Stock, the Lightning was capable of achieving 0.88 g lateral acceleration, while it retained almost all of the hauling and trailertowing capabilities of the normal short wheelbase F150. Bucket seats with electrically adjustable side bolsters and lumbar supports were part of the package. A 1993 model year option, the 7.3L International IDI diesel V8 gained a turbocharger for the first time. The 1994 model year engine lineup received a retune to increase output. During the 1994 model year, the IDI diesel V8 was replaced by the T444E V8. Dubbed the Powerstroke by Ford, the new diesel was again supplied by Navistar International. The Dodge Ram did not offer EFI in its diesel engines until 1998. By using this site, you agree to the Terms of Use and Privacy Policy. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below. Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. Vehicle security is enhanced, with an inbuilt alarm system and engine immobiliser being fitted as standard, as well as double locking doors with shielded locks, and security coded audio equipment. The four cylinder petrol engine is a new design, available in 1.6, 1.8 and 2.0 litre capacities.

It is controlled by a sophisticated engine management system, which combines multipoint sequential fuel injection and distributorless ignition systems with evaporative emissions control, exhaust gas recirculation and a three way regulated catalytic converter with a pulse air system for rapid warmup to ensure that the vehicle complies with the most stringent of the emissions control standards currently in force, and yet provides the levels of performance and fuel economy expected. The transversely mounted engine drives the front road wheels through either a five speed manual transmission with a cable operated clutch, or through an electronically controlled four speed automatic transmission. The fully independent suspension is by MacPherson strut on all four road wheels, located by transverse lower arms at the front, and by transverse and trailing arms at the rear; antiroll bars are fitted at front and rear. The Estate rear suspension is of a different design, to give maximum load space inside the vehicle, with selflevelling suspension units available as an option. On some models, the suspension is electronically controlled through the Adaptive Damping System. The steering is power assisted, the pump being belt driven from the engine, and the rack and pinion steering gear mounted behind the engine. The vacuum servo assisted brakes are disc at the front, with drums at the rear on most models; disc rear brakes and an electronically controlled Antilock Braking System ABS are available on some models, with a Traction Control System TCS available as a further option where ABS is fitted. Earn on gas, insurance, dining and more! Plus you'll get to know your vehicle better with helpful information tailored just for you. Don't forget to ask for their help in redeeming your FordPass Rewards Points. Through a collection of current

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