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free Maximum of 1 email per month. Bad luck This site, like most others, needs JavaScript to function properly. The Probe was fully based on the Mazda Gplatform using unique sheet metal and interior. The instrument cluster and popup headlight mechanisms are borrowed from the FC RX7. While it was sold worldwide as a sporty coupe, the Probe was intended to fill the market niche formerly occupied by the Capri in Europe, and although it was intended as the replacement to the Ford EXP, it was also considered a possible replacement for the Ford Mustang in the North American market as a direct competitor with the Acura Integra and the Toyota Celica. During that time, Ford's marketing team had deemed that a frontwheel drive platform borrowed Mazda GD and GE platforms would have lower costs for production, and also because the platform had been gaining popularity with the consumers. Mustang fans objected to the frontwheel drive configuration, Japanese engineering, and lack of a V8, so Ford began work on a new design for the Mustang instead. On March 17, 1997, Ford announced the discontinuation of the Probe, Thunderbird, Cougar, and Aerostar. Although the Probe, Thunderbird, and Cougar were discontinued, Ford planned on reintroducing the three in the coming years. Ford advertised the Probe less and less over the years and sales began to decline. With US sales numbers dropping from 30,079 in 1996 to only 16,777 in 1997, the decision to stop producing the Probe was made due to it being the worst selling Ford vehicle of that year.

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The Probe I, first shown in 1979, was a wedged shaped design that incorporated a number of drag reducing features like covered rear wheels and popup headlights. This was followed the next year by a much more conventional looking Probe II, whose hatchback styling was also reminiscent of the pony cars. The 1981 Probe III was an advanced demonstrator with covered wheels, but its bodywork evolved into the more conventional Ford Sierra or Merkur XR4Ti and styling notes that were used on the Ford Taurus. The 1982 Probe IV was a more radical concept car with a low Cd drag coefficient, and evolved into the equally radical 1984 Probe V. The new design would be based on a totally new platform introduced to Ford by Japanese car manufacturer and Ford partner Mazda. But when the new generation of the Ford Mustang neared its release date, oil prices dropped to an all time low and Ford Mustang buyers expressed their displeasure in the style of the proposed replacement. The car was eventually released, not as a Ford Mustang but as the Ford Probe. Its unique body panels and interior were designed and manufactured in the AutoAlliance assembly plant located in Flat Rock, Michigan, the same facility that manufactured the Mazda MX6 coupe and Mazda 626 sedan for the North American market. The Ford Probe shares most of its mechanical parts with the Mazda MX6 and 626. Both the Ford Probe and the Mazda MX6 were based on the Mazda GD platform from 1988 to 1992, and on the GE platform from 1993 to 1997. However, the car fell short of Ford's expectations. The Probe's styling, while modern, was not universally accepted. It was also not affordable, making many buyers choose another, and more prestigious brand, for the price of a Ford Probe. The first generation Probe appeared in 1988 and lasted until 1992 in the United States. In some markets the model years were from 1987 to 1991.

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It was based on a series of concept cars of the early 1980s, that were seen in films like Judge Dredd, Back to the Future Part II, and Total Recall. In the United States, the Probe was available in GL, LX, and GT trim levels. It came with an IHI RHB5VJ11 turbocharger and an intercooler to the intake tract, as well as a knock sensor and electronic boost controller to the engine control system. The boost pressure was 7.3 psi 0.50 bar in the vicinity of 2,500 rpm. The GT version also came with 4 wheel disc brakes with ABS, a 3 way adjustable suspension utilizing variable damping shocks, and a speed sensitive variable assist power steering VAP. The Probe GT's suspension system was based on a Mazda design, but its tuning was different and included nitrogen gas pressurized front and rear struts, with stabilizer bars. As before, the new Probe was to share its understructure with Mazda's

MX6 and 626. Mazda engineered the engine, transmission, and chassis, while Ford engineered the body and interior. Technically speaking, the second generation Probe is 60% Mazda and 40% Ford. Despite the car being extended 2 inches and widened 4 inches, it was 125 pounds lighter than the first generation Probe. The second generation Probe was then introduced in August 1992 as a 1993 model. It went on sale in Europe in the spring of 1994, filling the gap left there by Ford in that market sector since the demise of the Capri seven years earlier. Both engines featured double overhead cam designs with the choice of a 5speed manual transmission or a 4speed automatic transmission. At first both engines shared the same automatic transmission, the Ford F4EAT transmission, but from 1994 onwards this changed. The V6 engine continued to use the 4EAT, but the 2.0 L I4 engine used a different automatic transmission, the Ford CD4E transmission. It was sourced by Ford, and manufactured at Fords Batavia Transmission plant in Batavia, Ohio. In Europe and America, the 2.

5 L V6 was a lower performance KLDE often incorrectly referred to as the KL03 and the 2.0 L was the FS. The primary difference of the Japanese version is that it produced 36 hp 27 kW more power through higher compression pistons, aggressive camshafts, intake manifold and head. It also lacked an emissions control component called Exhaust gas recirculation that is required by law in North America and Europe. This special Wild Orchid package was exclusive to the Probe GT only. This special edition Probe GT was only made for 1994, but the Wild Orchid exterior color was also available on 1995 Probe GTs. It had no more performance than the regular GT, but exterior modifications were distinct. Dual racing stripes available in either white or black started at the top edge of the front bumper and continued on to the back lip of the hatch, terminating just below the center light reflector on the rear bumper. GT models get a cloth insert on the door panels. License plate indent moved down onto bumper. A 3rd generation Probe built on the same platform as the Ford Contour and Mercury Mystique was to be released in 1999. In June of 1998, Ford introduced the new Probe as the 1999 Mercury Cougar. Unfortunately, as the Probe was born from what was to be the new Mustang, the new Cougar was born from what was to be the new Probe. It also made Car and Driver magazines Ten Best list for 1989, 1993, and 1994. Engine 1 991 ccm 121 cui, 4cylinder, InLine, 16valves, 2.0 16V. Engine 6cylinder, Furcate, V6 2.5i 24V. Engine 2 497 ccm 152 cui, 6cylinder, 24valves. We do it ourselves to help you do it yourself, and whatever your mechanical ability, the practical stepbystep explanations, linked to over 900 photos, will help you get the job done right. Regular servicing and maintenance of your Ford Probe can help maintain its resale value, save you money, and make it safer to drive. Take your entire manual with you on every journey.

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again later. Amazon Customer 4.0 out of 5 stars The layout is good, and the index is useable. Photographs and illustrations make identification of parts easier. Step by step instructions make repairs easier to understand and perform. Includes Mercury Mariner 2005 thru 2011 So print off what you need and take it with you into the garage or workshop The first generation is from 1983 to 1988 which using 6 different types of engine such as 2.0L OHC, 2.

2L Perkins, 2.3L OHC, 2.3L Mitsubishi 4D55 Turbodiesel, 2.8L Cologne V6 and 2.9L Cologne V6. Ford had finally decided not to make it so complicated and only uses 4 types of engine for the Ranger when it comes to second generation from 1989 to 1992. There is only 2.3L, 2.9L Cologne V6, 3.0L Vulcan V6 and 4.0L Cologne V6 engine been used for the second generation. These engines last until the third generation from 1993 to 1997 as well as the fourth generation from 1998 until today. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab See the sellers listing for full details. Contact the seller opens in a new window or tab and request post to your location. Please enter a valid postcode. Please enter a number less than or equal to 10. Sellers may be required to accept returns for items that are not as described. Learn more about your rights as a buyer. opens in a new window or tab You're covered by the eBay Money Back Guarantee if you receive an item that is not as described in the listing. We may receive commission if your application for credit is successful. Terms and conditions apply. Subject to credit approval. We may receive commission if your application for credit is successful. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign.

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Ford Probe is a sports coupe produced by Ford, introduced in 1989 to replace the Ford EXP as the company's sport compact car. The Probe was fully based on the Mazda Gplatform using unique sheet metal and interior. The instrument cluster and popup headlight mechanisms are borrowed from the FC RX7. On March 17, 1997, Ford announced the discontinuation of the Probe. The Probe GT was Motor Trend magazine's Car of the Year for 1993. It also made Car and Driver magazine's Ten Best list for 1989, 1993, and 1994. My email address is What for Understood. Please try again. This series offers do-it-yourselfers of all levels TOTAL maintenance, service and repair information in an easy-to-use format. Each manual covers all makes and models, unless otherwise indicated. Based on actual tear-downs Simple step-by-step procedures for engine overhaul, chassis electrical drive train, suspension, steering and more Trouble codes Electronic engine controls Check your eligibility here Flat 3% BACK for non-Prime members. Get credit up to 1,00,000. Check eligibility here Sign up for free Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. Get your Kindle here, or download a FREE Kindle Reading App. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyses reviews to verify trustworthiness. Earn on gas, insurance, dining and more! Plus you'll get to know your vehicle better with helpful information tailored just for you.

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