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Einige Word-Funktionen können in Google Docs nicht angezeigt werden und werden bei Änderungen entferntDetails anzeigenLetzte Änderungen anzeigen car model for a European colleague see See the ZX2 escort in the Ford ZX2. Ford Escort (North America)ReviewManufactoryFord Motor CompanyProduction1980–2003Education and ChassisClasscomputer CarLight LayoutChronologyPredesor Ford Pinto / Mercury BobcatFord Fiesta (1978–1980) (North America)Successor FocusFord North American Option Ford Escort — compact/small car, presented by Ford in 1980 for the 1981 model year. Sharing its name with the third-generation European Ford Escort, the model lineup is Ford's first front-wheel drive designed and sold in North America. A direct successor to the Ford Pinto as Ford's smallest car in North America, the Escort largely replaced the European Ford Fiesta. Overcoming the tarnished reputation for quality and safety mounted by pinto's fuel tank defect, escort has become very successful in the American market. After 1982, the lineup became the best-selling car in the U.S., a position it held for most of the 1980s. In 1981, Pinto's replacement for escort became Ford's first lineup to adapt the front-wheel drive. By the late 1980s, almost the entire Ford lineup would have adopted a powertrain layout (with the only exception of the Mustang, Thunderbird and Crown Victoria/Country Squire LTD). The escort has been produced for three generations. The first was ford's first world-class car designed as the Ford of Europe, switched to the escort Mk III front-wheel drive. In North America, the model lineup was also marketed as mercury Lynx and the two-bed Ford EXP/Mercury LN7 (no version was sold by the Lincoln division). Introduced in 1991, the second generation became a nearly twin Mazda-designed Ford Laser (a model lineup sold in Asia and Oceania); Sharing the platform and powertrain with the Mazda 323, escort grew into a segment of compact cars. The second generation was also sold as Mercury Tracer. In 1997, the third generation was a major redesign of the second-generation Escort sedan platform representing the ZX2 coupe; Mercury continued to sell the Sedan and Tracer Station wagon. In 1999, the Ford Focus changed the Escort as a compact model line as a world-class car of a new generation; After the 2000 model year, escort moved primarily to fleet sales, ending production after the 2002 model year. Throughout the production, The Escort was produced by Wayne Stamping & Assembly (Wayne, Michigan) and Hermosillo Punching and Assembly (Hermosillo, Sonora, Mexico); The first generation was also produced by the Edison Assembly (Edison, New Jersey), the San Jose Assembly Plant (Milpitas, California) and the Okville Assembly (Ocville, Ontario, Canada) First (1981–1990) The first generationOverviewAlso is calledMercury LynxProduction1980–1990 (Escort)1980–1987 (Lynx)Model years 1981–1990 (Escort)1981–1987 (Lynx)Assembly Edison, New Jersey, U.S.Milpitas, California, USA Wayne, Michigan, USA. Sonora, Мексика Оквілл, Онтаріо, CanadaBody і шасіBody style3/5-дверний хетчбек 5-дверний універсалPlatformFord платформа CE14RelatedFord EXP / Mercury LN7Ford Tempo / Mercury TopazFord Escort (Європа)Ford OrionPowertrainEngine1.6 l CVH I41.9 L CVH I42.0 L Mazda RF дизель I4 II ручна 5-ступінчаста MTX -III ручна3-ступінчаста ATX/FLC автоматичнаДименсіяWheelbase94.2 дюймів (2,393 мм)Довжина169.4 дюймів (4,303 мм) GT: 169.0 дюймів (4,293 мм)Ширина65.9 дюймів (1,674 мм)HeightHatch 53.7 дюйма (1,364 мм) Sedan: 53.4 дюйма (1,356 мм)Приборкати vary2,243 фунта (1,017 кг) (Escort GT) Перший північноамериканський ескорт вийшов у продаж 3 жовтня 1980 року, для 1981 модельного року , разом зі своїм корпоративним близнюком, Меркюрієм Рісно. [1] It was intended to share common components with the European Mk III Escort. It was launched with a 65 hp (48 kW), 1.6-liter hemi overhead cam inline-four. [2] It was available as a 3-door hatchback and as a five-two-door station wagon, with a four-speed manual or three-speed automatic. [2] The five-door hatchback was first shown in May 1981. [3] The North American escort had significantly more chromium than escorts sold elsewhere (excluding the 1981 SS model and 1982+ GT models that have darkening). The 1981 models never had a blue oval logo; on the front wings was an Escort badge that included a globe representing the earth, which meant it was a world car. The car was refreshed in 1982, and first added a blue Oval Ford logo along with a new grille. For the 1982 models, the base price of the Thirties Escort was \$5,518. [4] The engine was also up to 70 hp (52 kW). In March 1982, a ho (high output) version of the engine was added, initially only in exp and with an automatic transmission, but soon available with guidance, as well as in the Sports Escort GT.[5] This unit produces 80 hp (60 kW), thanks to a higher compression coefficient, a new exhaust system and a larger venturis in the carburetor. In addition to the HO engine, the GT had cosmetic changes such as emblems and GT bands, while underneath the shell there were remaining surpassed brakes and a four-fold transmission with a close ratio. Metric TR sports wheels with Michelin TRX tyres were also included. [5] In 1984, the GLX was dropped and replaced with an LX model injected into fuel available as a five-two-engine hatchback or station wagon, with a GT engine, blackout trim and cast aluminum wheels. The interior has been given a new dashboard as well as new rubber inter changing boots for manual models; automatic models received new selector levers with straight lines to select gears twisting ? mark the pattern of the previous models. Flash headlights, viewed taillights and recycled steel wheels appeared when the Escort was viewed and unveiled as the 19851/2 Ford Escort. There was also a Ford EXP, and a sister version of the Mercury LN7, targeting the sports car market, essentially a two-seater hatch with a lower roofline that wasn't as successful as other body styles. Although the base silhouette was the same, it was almost entirely different from the European version, apart from the Ford CVH engine. The standard 1.6 L variants were a 1.6 L engine, a four-speed MTX-2 and a five-spined MTX-3 manual transmission, and an optional three-speed ATX/FLC automatic transmission. The 1.3-liter engine was designed and manufactured by the prototype, but it did not see production due to lack of power, as well as the inability to get it certified. Starting in 1983, the GT model offered a 1.6 L multiport EFI version of the four-cylinder, which increased power by 20 hp over the base carbureted version. It also came with a five-fold transmission, a TRX finish package, front and rear spoilers, metric legions and TW headlights. Also starting in the 1984 model year, the Ford EXP received a 1.6 L turbocharged turbocharged option with 1.6 hp (89 kW) and a corresponding moment. [6] The turbo engine then found its way into the Escort GT (and Lynx RS) during the 1984 model year. Nineteen eighty-four was also the year that Mazda's two-litre diesel engine became available in escort and Lynx. 1981–1985 1.6 L CVH I4 engines, 65-70 hp (48–52 kW) 1982–1985 1.6 L CVH high power (HO) I4, 80 hp (60 kW) 1983–1985 1.6 L CVH multi-port fuel injection (MFO) I4, 88 hp (66 kW) 1984–1985 1.6 L turbocharged CVH I4, 120 hp (89 kW) 1984–1985 2.0 L RF diesel I4, 52 hp (39 kW) 1985–1990 Model 19851/2 received facelift (less chromium, restylated tail lamps, washed headlights and the 1.6-liter engine was replaced by 1.9 L. GT models had high-power engines with redesigned collectors, cylinder heads and real headers available only with manual gearboxes. The Lynx was retired in 1987 but was replaced by the Mazda 323 model obtained by Tracer. (This Mazda platform was redesigned in 1989 and debuted as the 1990 Mazda Protege. The escort saw another minor facelift in mid-1988 that smoothed the front and back fascias. New plastic bumpers (which replaced metal bumpers), larger rear side windows, a more rounded rear-end design and larger (14 inches vs. 13 inches) wheels upgraded the look of the cars. The three-door hatchback models had curved window lines on the sides towards the back of the cars. The engine has also been updated with a bit of shaft and roller-lifters. The new design is commonly referred to as 88.5 years, year, year, існувала до кінця 1990 модельного року. Знайти деяку популярність протягом останніх трьох років цього покоління була модель Ропу, яка була найменш дорогим американським Ford на той час. Моделі поні використовували більш просту внутрішню обробку з більшим використанням вінілу і пластику замість тканини, а чотириступінчасті ручні трансакси були стандартними, хоча покупці могли вибрати п'ятиступінчасту, знайдену в моделях LX або триступінчастий автомат ATX. Перелік доступних опцій був дуже обмежений, в тій мірі, в якій не пропонувалися такі люксі, як підсилювач керма і встановлений на заводі кондиціонер (була доступна встановлена дилером система A/C). З огляду на їх більш легку вагу, моделі Ропу були відомі своєю здатністю доставляти відмінну економію палива, з пробігом вище 40 mpg-US (5,9 л / 100 км; 48 mpg-іmp) в шосе водіння не рідкість. [citation needed] 1981 Ford Escort GLX 3-door 1982 Mercury Lynx 1984 Ford Escort GL diesel wagon 1985½–1987 Mercury Lynx 3-door hatchback 1985½–1987 Mercury Lynx wagon 1986 Mercury Lynx 5-door hatchback 1986–1988 Ford Escort 5-door 1988–1990 Ford Escort LX 5-door 1988–1990 Ford Escort LX wagon 1990 Ford Escort GT Engines 1985–1988 1.9 L CVH I4, 86 hp (64 kW) ** 1988–1990 1.9 L CVH I4, 90 hp (67 kW) 1985–1988 1.9 L CVH high output I4, 108 hp (81 kW) ** 1988–1990 1.9 L CVH high output I4, 110 hp (82 kW) 1985–1987 2.0 L RF diesel I4, 52 hp (39 kW) 1985 and 1988 had 1/2 year refresh models Model year changes 1981 – all-new model – the Escort was a world car. Оригінальні обробки були базовими, L, GL, GLX і SS. Мерк'юрі Рись є близнюком Ескорту. 1982 — ГТС замінила США. There were new trims as the base, L, GL, GLX, GT And LX Second generation (1991–1996) Second generationOverviewAlso calledFord Laser (Asia and Oceania)ProductionApril 1990–1996Model years1991–1996AssemblyWayne, Michigan, United States Hermosillo, Sonora, MexicoBody and chassisBody style3-door hatchback 4-door sedan 5-door station wagon 5-door hatchbackPlatformMazda B platformRelatedMazda 323 Mazda Protégé Mercury TracerPowertrainEngine1.8 L BP I41.9 L CVH I4Transmission5-speed F series manual (1.9) 5-speed G5M manual (1.8) 4-speed F-4EAT automaticDimensionsWheelbase98.4 in (2,499 mm)Length170.0 in (4,318 mm) Wagon: 171.3 in (4,351 mm) 1992 & amp; 1995–96 Sedan: 170.9 in (4,341 mm)Width66.7 in (1,694 mm)HeightSedan: 52.7 in (1,339 mm) Hatchback: 52.5 in (1,334 mm) Wagon: 53.6 in (1,361 mm)Curb weight3-door hatchback – 2,355 lbs (1,068 kg)5-door hatchback – 2,385 lbs (1,082 kg)4-door sedan – 2,404 lbs (1,098 kg)5-door wagon – 2,491 lbs (1,130 kg) For 1991 , Escort і Mercury Tracer були замінені моделями на базі платформи Mazda B (BG), яка також використовувалася Mazda 323, Protégé і першим поколінням Kia Sephia. Ford, який володів 25% акцій Mazda, вже продав with 323/Familia in Asia and Australasia, called the Ford Laser, which replaced the old escort rear-wheel drive there. Even though escort was now essentially a laser twin instead of a European escort, he retained the escort name in North America because of the brand's strong equity, as well as Chrysler, which already uses a laser name on the Plymouth equivalent of the Mitsubishi Eclipse. The previous escort used localized engines and shared some design elements with the European model. The escort for the 1990s, however, was almost identical to the Ford Laser and its derivative, with minor differences in appearance and basic engine. While The Laser had identical powertrains for the Mazda Familia, the Escort was carrying a 1.9-litre eight-litre CVH engine designed by Ford, with a previous Escort, with the GT and LX-E receiving a Mazda built 1.8 litre BP I4. Much of the exterior styling mimicked the first-generation Ford Taurus. This generation escort was one of the first Ford cars to be introduced, on a 1.9 L engine, without an ignition distributor (known as EDIS, an electronic ignition system without distributors). It also had a new four-lapse electronically controlled automatic transmission, as well as an independent rear suspension like (at the time), relatively uncommon in cars of this class. Initially, the Mazda-based model sold sluggishly in America because only hatchback models were offered after its launch, but it became popular later in 1992, after the sedan was unveiled, available either at LX or LX-E trim levels. During the 1993-1995 model years, Ford offered escort based on the same price, with the same price for a three- or five-yard hatchback, sedan or station wagon when equipped with the most popular options (three-strong quickly added alloy wheels to the specification one price). LX-E, equipped with the same sports equipment as the GT and Mazda Protégé LX (four-wheel drive brakes, larger front brakes, larger clutch, drive shafts of equal length, larger anti-wheeled bars, two-wheeled exhaust, sport interior and 1.8 L Mazda DOHC 16-valve engine), lasted only until 1993 The pony departed in 1992, replaced by a standard trim level. The finish levels originally were the Pony, LX and GT. GT was the North American equivalent of the Laser XR3i version, which had a Mazda DOHC engine with a volume of 1.8 LX and a standard or Pony were equipped with a 1.9 L overhead camera of eight CVH inline four valves. The Pony or later standard was the basic level of processing, despite most features such as steering amplifier or radio. LX was a high-end trim level, and a sports package can be added to make it look like the GT. Subtle differences can be seen in all three Escort models (sedan, hatchback and station wagon) from 1990 to 1996. In 1992, the grilled oval hall around the Ford emblem became to allow more air to enter under the hood to cool the engine. In. The wheel size was changed from 13 inches to 14 inches, and the black outer door handles were changed according to the outer color of the car. The driver's airbag was also introduced in 1993, and by 1994 both driver and passenger airbags were standard with a redesigned dash for the 1995 model year. Engines 1990–1996 1.9 L (1859 cc) CVH I4, 88 hp (66 kW) 108 ft-lbf (146 N·m), standard/Pony and LX 1990–1996 1.8 L (1839 cc) Mazda BP I4, 127 hp (95 kW) 114 ft-lbf (155 N·m), LX-E and GT 1993 Ford Escort wagon 1993 Ford Escort 5-door hatchback Ford Escort 3-door hatchback 1994 Ford Escort GT Third generation (1997–2003) Third generationOverviewProduction1996–2002Model years1997–2002AssemblyWayne, Michigan, United States Hermosillo, Sonora, MexicoBody and chassisBody style4-door sedan 5-door station wagonPlatformMazda B platformRelatedMazda B platformMercury TracerPowertrainEngine2.0 L SPI2000 SOHC I4 2.0 L Zetec DOHC I4Transmission5-speed G5M manual 4-speed F-4EAT automaticDimensionsWheelbase98.4 in (2,499 mm)LengthWagon: 172.7 in (4,390 mm) Sedan: 174.7 in (4,440 mm)Width67.0 in (1,700 mm)HeightSedan : 53.3 inch (1354 mm) Wagon: 53.9 inches (1,369 mm)Curb weight2,468 pounds (1,119 kg) Restil dropped hatchbacks and added a new sports coupe for the 1997 model year. In 1998, the Escort ZX2 replaced the Ford Probe as a Ford sport compact car. The ZX2 was a much lower and crayfish car than the Escort sedan and station wagon, aimed at the youth market as a replacement for the Escort GT (though lacking its rear drive setup) and was built exclusively at the Ford Hermosillo, Sonora, Mexico assembly plant. The interior was updated in 1999 and the model was retired after 2003. It had a completely redesigned dashboard, and included a panel that unify heat and radio control, similar to a third-generation Ford Taurus. The 1998 Escort ZX2 coupe featured a 2.0 L, 130 hp (97 kW) four-cylinder Zetec DOHC engine as standard equipment, an option not available on the sledge or station wagon. Designed to be used as a base engine in a major European Ford Mondeo and its American cousins, the Ford Contour and Mercury Mystique, Zetec gave the ZX2 a respectable performance running 0-60 mph in 7.4 seconds. The 1999 and 2000 models offered a limited edition ZX2 S/R, further boosting the car's performance. The escort shed and wagon used a CVH SPI2000 engine with a capacity of 110 hp (82 kW). There are subtle differences in escort sedan from 1996 to 2002. Processing lines in 1997 were basic and LX, in 1998-2002 it was offered in LX and SE processing. In 1999, taillights were moved to the same piece as the tail lamps; they used to be below the tail lamp on the body. A very rare processing package was available with chrome 14 inches (36 cm) wheel covers and others it was proposed in 1999. The Ford Escort Sedan Ford Escort LX Wagon Escort was offered in a sports bag as well. Mercury Tracer's version was titled Trio or Sport depending on the year. A type of basket wheel was put up at tracer Trio, while a drawing of flower petals was used on Tracer Sport. The Sport/Trio package included aluminum wheels, a sports exhaust tip, a tachometer and a rear deck spoiler. Escort wagon has largely retained the same body style, getting only a new interior, front end and fascia, side-view mirrors, door handles, larvae, and slightly resperated tail storage and reflectors. Black window frames on the doors of some models became body-colored. Both escort wagon and sedan and mercury tracer station wagon were discontinued after 1999. Escort sedan was discontinued in 2002 but continued to be sold only as a fleet and car hire. It was replaced by a Ford Focus(required quote). The last Ford Escort rolled out of assembly lines on February 20, 2002. The last ZX2 rolled out of the assembly line on March 21, 2003. In Mexico, he was replaced by the smaller Ford Ikon. Engines 1997–2002 2.0 L (1986 cc) CVH SPI2000, SOHC I4, 110 hp (82 kW) at 5,000 rpm, 125 ft-lbf (169 N·m) at 3,750 rpm, redline 5,500 rpm sedan and wagon 1998–2003 2.0 L (1989 cc) Zetec, DOHC I4, 130 hp (97 kW) at 5,750 rpm, 127 ft-lbf (172 N·m) at 4,250 rpm, redline 6,500 rpm, 7,200 rpm rev limiter ZX2 1999–2000 2.0 L (1989 cc) Zetec, DOHC I4, 143 hp (107 kW), 146 ft-lbf (198 N·m) ZX2 S/R ZX2 ZX2OverviewAlso calledFord Escort ZX2Production1997–2003 (USA) 1997–2000 (Canada & Mexico)[citation needed]Body and chassisClassSport compactBody style2-door notchback coupePlatformMazda B platformRelatedMazda Protégé Mercury TracerPowertrainEngine2.0 L Zetec DOHC I4Transmission5-speed G5M manual 4-speed F-4EAT automaticDimensionsWheelbase98.4 in (2,500 mm)Length175.2 in (4,450 mm)Width67.4 in (1,710 mm)Height52.3 in (1,330 mm)Curb weight2 , 124 kg(1,124 kg)ChronologyPredecessorFord Probe 2003 For 2001, the four-door sedan was limited only to fleet sales, and the Moniker escort on the Escort ZX2 was quietly dropped, making the car officially just a two-wheeled notchback coupe. The Ford Focus debuted in 1998 (1999 in the US) and was released simultaneously with the ZX2. Despite some popularity, the ZX2 was replaced by the Focus ZX3, ZX4 and ZX5. While the two cars share the same Zetec engine, there are few differences. Focus does not have a VCT on the exhaust side and contains less aggressive dumps that push the power band into several hundred RPM. The two models have the same unit, but due to different hefts and a different cylinder head, the torque power for the Focus was pressed at 8ft-lbf (11 N·m). With better gear and less weight, the ZX2 continued to Focus. The ZX2 continued with just over 15 inches (38 cm) alloy wheels and rear defrosting again offered as standard equipment, and in 2003, revised front fascia. Production ceased at the end of the 2003 model year. The ZX2 S/R increased presence and success of tuner models from overseas in the late 1990s forced Ford to create its own performance model, the ZX2 S/R, designed to compete with cheap factory sports CDs such as the Honda Civic Si and the Dodge Neon ACR. His initial debut took place at the imported SEMA auto parts in Pomona in 1999. The ZX2 S/R was the first product jointly developed by Ford Racing and Ford Motor Company to develop Small Vehicle Center products. Ford's final limited production is 2,110 units, consisting of 110 yellow S/Rs in 1999, the first two of which were sold in Columbus, Ohio, and the other 108 in California; and in 2000, 500 black, 500 red and 1,000 yellow S/Rs were sold. It is believed that only 35 of these 2,000 S/Rs have been sold in Canada, making it very rare to trim there. The additional S/R package added tougher suspension parts (Eibach springs (M-5560-Z2), Tokico struts (M-18000-Z2) and polyurethane suspension brand), more power (via Ford Racing PCM (M-12650-Z2)), more efficient consumption (Roush or Iceman), rear disc brakes (M-2300-Z2), stronger grip (Centerforce dual friction M-7560-Z2), short throw B& amp; Z2 M manual gearbox shifter (M-7210-Z2), S/R-unique shear handle (M-7213-Z2) and loading (M-7277-Z2), updated seats, unique blue valve cover, other speed accumulation going up to 150 mph (240 kph) and a unique packet of tyres and wheels. Engine power was increased by 10% over the base Zetec engine used in the ZX2 to 143 hp (107 kW; 145 hp), courtesy of the recommended premium fuel calibration, new air entry system, PCM performance, improved Boria glushler and pipe (M-5230-Z2). All ZX2 S/Rs have a special S/R badge on the back, or silver (on a red car) or red (on a yellow or black car). Some S/Rs came out of the assembly plant without some fashion performance. The hanging axes were not installed at the factory and instead packed with a car for installation at the dealership. It also led to many cars leaving the car dealership without fully complementing the S/R parts. Calendar Year Sales 1999[7] 260,486 2000 110,736 2001[8] 90,503 2002[9] 90,503 2002[9] 51 857 2003 (ZX2 only) 25,473 2004 [10] (ZX2 only) 1210 Link ZX2 Motorsports Martin Padgett Jr. In 2008, a car and a driver (March 1992): 132-133. TeamZX2 Ford Escort can as a hybrid 100mpg ^ Pantagraph from Bloomington, Illinois September 30, 1980 · Page 13. newspapers.com. Retrieved March 23, 2018. Retrieved 2014-05-27. 1981 Buyer guide. Road and Road Test Test Buyer's Guide 1981 (January-February 1981): 97. Retrieved 2014-05-27. In 2008, 2008, popular mechanics. Volume 156 No 3. Hearst Logs. In the 1990s, the 1990s and 1990s were a consumer manual. Warner Publishing Services. January 1982. 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