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We stock repair manual parts for most Mercury models including Grand Marquis, Cougar, Sable, Mariner, Villager, Monterey, Milan, Marquis, Comet, Tracer, Mystique, Topaz, Montego, Capri, Colony Park and Monarch. We stock these Repair Manual brands for the Mercury Mountaineer Chilton and Haynes. Will definitely use PartsGeek again. We do it ourselves to help you doityourself, 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 Mercury Mountaineer can help maintain its resale value, save you money, and make it safer to drive. Take your entire manual with you on every journey. However, you will need a separate book for emissions related vacuum repair instructions and diagrams. Buy now to own the best electrical manual for your vehicle. Fix it right the first time with the factory repair manual and save money by doing the job yourself. Factory experts prepare these manuals for their dealership service departments, so theyre the most complete and specific source of repair techniques. Repair manuals are also called shop manuals, maintenance manuals, service manuals, or technical information manuals. Though far lower in price, the Bravada was marketed as a competitor to the Range Rover and the later Land Rover Discovery and Toyota Land Cruiser. While sharing its body with the Blazer, Oldsmobile differentiated the Bravada with the use of modelspecific trim and a dedicated allwheel drive powertrain in place of parttime fourwheel drive. For 1993, Jeep briefly revived the longrunning Grand Wagoneer nameplate as part of the Jeep Grand Cherokee model line, using woodgrain exterior trim and a leather interior; limited sales led to its cancellation after a single model year. In contrast to the outdoorsthemed Explorer Eddie Bauer, the Limited was geared towards onroad driving; it was fitted with allwheel drive in place of traditional fourwheel drive.

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The Limited was also distinguished by monochromatic body trim, bodycolor bumpers, and chrome wheels. For 1996, the Acura SLX Isuzu Trooper, Infiniti QX4 Nissan Pathfinder, and the larger Lexus LX450 Toyota Land Cruiser were introduced together. To minimize model overlap, Mercury was chosen to sell a version of the midsize Ford Explorer, while Lincoln would sell a version of the thenupcoming fullsize Ford Expedition. As with the Ford Explorer Limited, the Mercury Mountaineer was offered only in a fourdoor body configuration. After its first year, sales of the Mountaineer fell short of LincolnMercury sales projections. Following several revisions in 1997 and 1998, the Mountaineer would go on to become the thirdbest selling vehicle in the Mercury division, behind

only the Sable and the Grand Marquis. To differentiate it from its Ford counterpart, the Mountaineer was styled with a distinct darkgray lower body color scheme; while visually similar to the Explorer, the Mountaineer adopted the chrome waterfall grille styling of the Grand Marquis. While the taillights were modelspecific, the rear hatch and bumper were shared with the Europeanexport version of the Explorer. Though heavily based upon the firstgeneration Ford Ranger, the sportutility vehicles are wider and are based on a separate wheelbase. As with the Ford Explorer, the Mountaineer is fitted with fully independent wishbone front suspension. For 1998, the 205hp 4.0L V6 SOHC was offered as an option. Like the Ford Explorer, the V8 engine was mated to either rearwheel drive or full time allwheel drive viscous coupling center differential; parttime fourwheel drive was unavailable with the V8 engine. For 1998, Mercury introduced a V6engined version of the Mountaineer to expand its price range. Though including a different powertrain, Mercury chose to offer largely the same features on both versions. Sharing the 4.0L V6 of its predecessor, the secondgeneration Mountaineer also was fitted with the 4.

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6L V8 engine option of the Explorer, with fourwheel drive and allwheel drive optional powertrain layouts; a 5speed automatic transmission was standard. While its U251 platform was allnew, the thirdgeneration Mountaineer followed on with the success of its predecessor by retaining nearly its entire exterior, unlike the Explorer. For the 2006 Mountaineer, the exterior redesign featured clear lens taillamps, turn signal repeaters on the front fenders, larger wheels, satin silver trim on the sideview mirrors and bumpers; the Mercury logos on the grille and tailgate were enlarged. Carried over from the Lincoln Aviator was the option of a DVDbased navigation system with voice control; this system would be unavailable on the Explorer until 2008. As an option, power retracting running boards as seen on the Lincoln Navigator were a new feature. As with the Explorer, the 292 hp 4.6L Modular 24valve V8 was an option. V6 Mountaineers used a 5speed 5R55W automatic transmission. For V8 models, Ford developed an allnew 6speed transmission based on a ZF design; the 6R automatic was fitted to all V8 Explorers and Mountaineers. In 2008, side curtain airbags became standard. Due to reliability issues, the retracting running boards were discontinued. For 2009, versions of the Mountaineer configured for towing were upgraded as trailer sway control was made standard. One replacement for the Mountaineer was the Lincoln MKT, the luxury counterpart to the 5thgeneration Explorer. Ford investigated and found that several models of 15inch 381 mm Firestone tires ATX, ATX II, and Wilderness AT had very high failure rates, especially those made at Firestones Decatur, Illinois plant. To this day the Ford Motor Company refuses to equip any vehicle they sell with Firestones. Individuals can still opt to purchase tires aftermarket though.

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