

2007 Explorer Overview

2007 Highlights

- Safety Canopy™ side air curtain system standard on Eddie Bauer and Limited
- New Ironman Package available on XLT models, with bold new exterior appearance
- Front doors feature redesigned door-pull cup
- Simplified series strategy now features XLT, Eddie Bauer and Limited
- Audio input jack standard with all radios
- Available rear-seat DVD entertainment system with new larger, 8-inch screen
- Heated windshield available on all series
- Navigation available on all series
- Power running boards now available on Eddie Bauer and Limited
- Three new exterior colors: Carbon Clearcoat Metallic, Orange Frost Clearcoat Metallic and White Sand Tri-Coat Clearcoat Metallic

Overview

The 2007 Ford Explorer continues with a simplified series strategy and increased availability of appearance and component packages will help consumers better configure an Explorer that perfectly meets their needs and desires.

Explorer's new three-series strategy encompasses XLT, Eddie Bauer and Limited trims in 4x2 and 4x4 configurations.

A new Ironman Package celebrates Ford's sponsorship of the Ironman World Championship. Available on XLT models, the package provides a bold Ironman look, complete with Ironman logos; 18-inch, machined-aluminum wheels; unique 10-way, leather trimmed, heated front seats; and an exclusive Orange Frost color.

For 2007, Eddie Bauer and Limited models are equipped with Safety Canopy side air curtains as standard, and now offer new available power running boards. All 2007 Explorer models are also offer an available heated windshield and DVD-based navigation system.

In addition, the standard equipment on Limited models has increased for 2007 to include auxiliary air conditioning, Reverse Sensing System™, and 18-inch, machined-aluminum wheels.

These changes are an extension of the simple formula for the successful Explorer: Put people first. Explorer continues to do that in a market that now puts greater emphasis on sport utilities as functional vehicles rather than fashion statements. The Ford Explorer serves those who have the need for the passenger room, cargo space, and load and towing capacity that only a traditional sport utility can provide.

Explorer is produced in Louisville, Ky.

Design and Equipment

Explorer features solid proportions and a planted stance, and projects a large presence — most noticeably in the front end. The grilles, with two distinct styles wrapping the large, 7-inch Ford blue oval, make the strongest statement.

On the interior, Explorer is available with sophisticated details such as Preferred Suede™ seat inserts and contrasting stitching paired with strong, vertical lines and



wood trim. In addition, the center stack houses Explorer's available DVD navigation system, which is the first system in its segment to "speak" the names of upcoming streets as part of the text-to-speech programming.



While the navigation system speaks, the rest of the interior whispers. It features advanced materials that dampen vibrations and lessen noise. These insulation materials have been used along the headliner, door panels and floor of the passenger compartment to help provide outstanding interior quietness.

Significantly, the Explorer is not only quieter in the first row, but also the third row is quieter than the second row of many competitors at highway speeds. In fact, the Explorer's third row is just as quiet as some competitors' front row.

Explorer's second row is available in three configurations: a 60/40 (no reclining) split, a reclining 60/40 split that allows access to the third row, and bucket seats separated by a center console. Large head restraints provide enhanced safety and allow improved rear visibility when the seat is unoccupied.

The available third-row seats sit high, providing good visibility for children while still affording comfortable headroom for taller occupants. A 50/50 seat-back split allows great versatility to accommodate varying loads of people and cargo. With the available Powerfold™ feature, the third-row seats fold flat at the touch of a button.



Among the functional changes for 2007 are new interior door-pull cups for the front doors and a standard audio input jack with all radios. In addition, the available DVD entertainment system features a large 8 inch screen.

XLT models are available with an expanded list of features and packages, including leather seating surfaces with heated front seats, a Powerfold third-row seat and a navigation system.

Also, three colors have been added to the Explorer palette: Carbon Clearcoat Metallic, Orange Frost Clearcoat Metallic (available only with the Ironman Package) and White Sand Tri-Coat Clearcoat Metallic (exclusive to Limited).

Powertrain and Chassis

Explorer's optional three-valve, 4.6-liter, single-overhead-cam (SOHC) V-8 delivers 292 horsepower and 300 pound-feet of torque. It is mated to the first six-speed automatic in the segment, with a wide, 6.04:1 gear ratio, enabling the engine to spend more time in its optimum powerband — either at peak power for acceleration or at peak efficiency for optimal fuel economy.

The V-8 delivers low emissions as well. It qualifies for the stringent Tier II, Bin 5 federal standard, which is compliant with California's Low Emissions Vehicle II (LEV II) standard.

Explorer's standard 4.0-liter, SOHC V-6 engine is also exceptionally clean, meeting federal Tier II, Bin 4 emissions requirements to achieve Ultra Low Emissions Vehicle II (ULEV II) status.

The Explorer adopts the Ford F-150's tube-through-tube frame design, where the cross members pass through the section of the frame rails, creating an inherently strong joint. The stiff frame provides a smooth ride with excellent road feel, crisp handling and outstanding steering response.

Explorer's independent rear suspension features trailing arms and is quite robust to accommodate the

vehicle's towing and payload capability, yet is slightly lighter than the previous short- and long-arm assembly. As before, the rear half shafts pass through frame portholes, lowering the independent rear suspension subframe for better third-row packaging and a lower center of gravity.

The four-wheel disc brake system features standard anti-lock brakes, electronic brake distribution and electronic brake assist. Explorer's brake system has been designed for outstanding heat dissipation and durability, helping increase the vehicle's maximum capacity. With a 1,520-pound payload and up to a 7,290-pound tow rating, the 2007 model is the most capable Explorer ever.

Safety and Security

To meet federal safety regulations and Ford's even more stringent internal safety targets, the 2007 Explorer offers the following advanced safety technology as standard equipment:

Standard Safety Feature	Model Year Introduced
Side Canopy side curtain air bags (Eddie Bauer and Limited only)	2007
Advanced Restraints Module and Dual Front-Crash Sensors	2006
Five-Level Front-Passenger Sensing System	2006
Adaptive Load-Limiting Safety Belt Retractors	2006
Front-Passenger Seat Adaptive Air Bag Tether	2006
Adaptive Air Bag Venting	2006
Adaptive Stroking Steering Column	2006
Front-Seat Side Air Bags	2006
AdvanceTrac® with class-exclusive Roll Stability Control™	2005
Dual-Stage Front Air Bags	2002
Driver-Seat Position Sensor	2002

For 2007, Explorer adds to the class-leading list of advanced safety equipment that it adopted in 2006 with the inclusion of the Safety Canopy side curtain air bags as standard equipment on Eddie Bauer and Limited models. The air curtains, which are optional on XLT, feature "roll fold" technology. If an occupant is resting his or her head against a window, the Safety Canopy is designed to slide between the glass and occupant as it inflates. A front "sail panel" of fabric attached to the A-pillar also helps position the Safety Canopy.

In addition, Explorer's armrests and door trim have been designed to help cushion the abdomen and lower torso during a side impact. And a 4-inch-thick foam block installed between the exterior and interior front-door panels further helps manage side-impact forces on the occupant's hips.

As a result, Explorer earned the best possible impact protection rating in the National Highway Traffic Safety Administration's 2006 model-year New Car Assessment Program, earning five stars for:

- The driver in a frontal impact
- The passenger in a frontal impact
- Front-seat occupants in a side impact
- Rear-seat occupants in a side impact

Explorer also is designed to meet all known federal frontal- and side-impact crash requirements through 2010.

Major Features and Options

XLT includes: Fog lamps; frame hider (not available on units with running boards or step bars); privacy glass; chrome four-bar grille; one-piece liftgate with flip-open rear window; fold-away electric remote exterior mirrors; black roof side rails; 16-inch, painted aluminum wheels with

P235/70R 16 all-season tires; black wheel lip moldings; power windows with one-touch-down driver window; air conditioning; AM/FM audio system with MP3-capable, single-CD player and audio input jack; cargo management system; carpeted floor mats; center console with floor shifter; front grab handle; dual rear grab handles; two 12-volt power points; load-floor tie-down hooks; two-line message center with outside-temperature readout; cloth low-back bucket seats with manual driver lumbar adjustment; 60/40-split folding second-row bench seat with back-rest recline; covered visor vanity mirrors; AdvanceTrac with Roll Stability Control; adaptive energy-absorbing steering column; second-generation driver and front-passenger front air bags; seat-mounted side air bags; Beltminder™; front-passenger sensing system; illuminated entry; Lower Anchors and Tethers for CHildren (LATCH) system in rear outboard seats; remote entry key fobs; front-row pretensioner safety belts; SecuriLock™ immobilizer anti-theft system; and tire pressure monitoring system.

Eddie Bauer adds: automatic headlights; two-tone front bumper, with rear bumper in accent color; chrome three-bar grille with nostrils; body-color exterior mirrors with approach lights; silver roof rails with black end caps; Pueblo Gold running boards; 17-inch, painted aluminum wheels with all-season tires; accent-color wheel lip moldings; second-row dome lights; wood-grain interior accents; overhead console; four-line message center; electrochromic rearview mirror; leather-trimmed, 10-way, power, low-back driver sport bucket seat; leather-trimmed, manual passenger seat; illuminated visor vanity mirrors; keyless entry with keypad; and Safety Canopy.

Limited adds: Body-color front and rear bumpers; chrome four-bar grille; chrome heated, power exterior mirrors; chrome roof rails with black end caps; body-color running boards; 18-inch, machined-aluminum wheels with all-season tires; body-color wheel lip moldings; unique interior wood-grain accents; dual-zone electronic climate control; Audiophile AM/FM audio system with six-disc, in-dash CD, MP3 player and subwoofer; auxiliary climate control; unique floor console; Reverse Sensing System; heated, leather-trimmed, low-back driver and passenger sport bucket seats; leather-wrapped steering wheel with cruise and audio controls; and third-row manual seats.

Options include: SIRIUS satellite radio; navigation system; rear-seat DVD entertainment system; quad bucket seating; power-fold, third-row seat; trailer tow package; ultimate convenience group; heated windshield; power moonroof; and power adjustable pedals with memory.

Milestones

1990	Explorer introduced as a 1991 model, redefining the midsize sport utility vehicle segment
1993	Explorer Limited introduced; Explorer appears in movie “ Jurassic Park ”
1995	Extensive redesign, including use of independent front suspension
1996	5.0-liter V-8 with all-wheel drive becomes available
1997	4.0-liter, SOHC V-6 introduced
1999	Exterior update
2001	Explorer Sport Trac introduced
2002	New platform featuring independent rear suspension with available 4.6-liter, SOHC V-8 and a third-row seat
2005	AdvanceTrac ® with Roll Stability Control is standard
2006	Major update with new frame, new independent rear suspension and new adaptive safety features Explorer named a finalist for 2006 North American Truck of the Year