1997 ford explorer front suspension diagram

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Ford Explorer owners have reported 23 problems related to front suspension stabilizer bar under the suspension category. The most recently reported issues are listed below. Also please check out the statistics and reliability analysis of Ford Explorer based on all problems reported for the Explorer. At slow speeds 20 mph and less there is significant noise when driving over bumps or transitions. At very slow speeds less than 5 mph and turning steering wheel the steering will get stuck or hesitate and make a clunking or popping sound. Seems to be stabilizer bar related. Its progressively getting worse. I also have an engine surging issue at slower speeds of 30 mph or less. See all problems of the Ford Explorer. My lights don't work stabilizing bar is bad,speed control dose not work security key code not working,door controls do not work. Wiper work sometimes. Ball joint are bad, tires wearing bad,,bushings are very bad. Transmission is starting to slip,all wheel drive does not work, it grinding sound. Heaf light only brights work. I bought the car in September of and noticed upon hard acceleration such as entering the interstate or passing a car there is a smell of exhaust that comes into the cabin area and in order to relieve the smell the windows need to be cracked a little bit and this only happens upon hard acceleration. I have not had this experience with any other vehicle. I have also had problems with the transmission but they cannot seem to figure out when accelerating between 20 and 40 miles per hour you feel a shift in the transmission which for a new vehicle is a bit odd. At 10, miles I had to have a stabilizer bar in the front and replaced I notice a lot of heavy clunking as I drove my car around and this seems to be the problem. I I have also had issues with the headliner coming out on the driver side front door this is been pushed in and replaced 3 times and it's working on its fourth time. The issues with the transmission and the exhaust fumes in the cab and have yet to be resolved. The contact owns a Ford Explorer. The contact stated that when driving approximately mph over a road bump, the vehicle would sway from left to right. The vehicle was taken to the dealer, who advised that the front stabilizer bar needed to be replaced. The vehicle was repaired three times however, the failure recurred after each repair. The manufacturer was notified and stated that there were no recalls for the vehicle and offered no other assistance. The failure mileage was approximately , The contact stated that when driving approximately 35 to 40 mph over a road bump, the vehicle would seem to shift to the left. The vehicle was taken to an independent mechanic and they advised her that the front stabilizer bar needed to be replaced. The vehicle was not repaired. The manufacturer was contacted and they offered no assistance. The rear wheel bearings and hubs need to be replaced. The rear struts need to be replaced. The front stabilizer bar bushings need to be replaced. When the car is driven you can hear noises like a whining sound. It sounds almost like a plane is landing in my back seat. While driving 5 mph, the contact heard a loud knocking noise coming from the front suspension. He examined the vehicle and noticed that the front stabilizer bar link failed. The vehicle has not been diagnosed by the dealer and the contact did not notice any differences beforehand. The current and failure mileages were 85, The cause of the failure was due to corrosion. During the annual vehicle safety inspection, it was reported that the two front suspension stabilizer link bolts were broken. Each bolt had failed as a result of rust and corrosion at the upper end where it attached to the stabilizer. This resulted in a degradation of handling ability, which in a SUV vehicle with high center of gravity, could have caused a serious accident. Parts were replaced and I am retaining what is left of the failed parts for further examination. While driving 40 mph, the right wheel turned outwards and the vehicle rolled in a ditch. The contact stated that the stabilizer bar failed. He sustained injuries. The current and failure mileages were , Front sway bar link broke, dealer repaired it, charged me for repair, but soon after, the other front sway bar link broke. There was recall 00v, but this y car was not included in the recall. I think this car should have been included in the recall. Over rough pavement or entering ramped driveways at an angle, vehicle rocked side-to-side more than normal, with an occasional "clunk". Inspection revealed a bolt holding the anti-roll bar to the upper control arm had rusted and failed, rendering the anti-roll bar non-functional. Consumer heard noise on driver's side wheel and front stabilizer bar broke. Consumer called the dealer, and Ford was told consumer's vehicle was not included in recall due to VIN number. Other vehicles of same year were recalled. Contact felt this vehicle should have been recalled. At low speed vehicle was responding normally but at increased speed vehicle becomes unstable for a short instance. Consumer feels that this incident is unfortunate for the Ford company not to stand behind their vehicles because the links are not moving parts of the vehicle and should last a lifetime. After pulling off the interstate I noticed my Ford Explorer was making awful noises and didn't handle well. When I got home I realized the sway bar link had snapped. After looking at your website I saw that the Ford Explorer was recalled for sway bar links breaking. After bringing my Explorer to the dealership to get the item fixed I was told my vehicle wasn't part of the recall and that they go by VIN 's. So my question is why are only certain Explorers recalled. Just because my vehicle's VIN doesn't qualify does that mean that I

should loose control on the interstate going 75 mph. Only certain color Explorers get recalled? Do I have to crash and die until my VIN qualifies? Ford already tried to kill me with their firestone tires and now this. I'm glad the NHTSA has the knowledge to know exactly which Explorers had faulty parts, seems like a coincidence that I had the same problem that resulted in a recall for the Explorer but yet I am refused service by Ford. Could you please tell me how this can happen. Please let me know how you determine which lives to save and which ones aren't as important. Thanks for your time, joe. Consumer stated front stabilizer bar broke. As a result, while driving 40 mph vehicle swerved to avoid another vehicle, and almost rolled over with the front passenger side wheel off the ground. My wife was driving our Ford Explorer "eddie bauer" and experienced a sudden pull to the left. Upon arriving at our mechanic, la autobody - newton MA, we were informed that we were missing both of our sway bars. Has there been other complaints from Ford truck owners? According to our mechanic he has seen this many times and it can cause accidents on the road. I have noticed that NHTSA has asked Ford to recall earlier models of this vehicle for this same defect, and I am concerned this could be a safety issue, although the servicing dealer has not indicated it could be. There was vibration in vehicle while driving at any speed and making a right turn. An independent mechanic examined vehicle and determined that stabilizer bar broke on left side, and needed to be replaced. I was driveway down highway at approx 65 mph. Car started shifting left to right excessively. I had also hear a piece of metal hit the underside of my ruck. When I reached home I checked suspension and foudn stabilizer bar hanging loose. On right side. I checked drivers side and found that stabilizer bar loose with missing components and slightly rusted. Had probably been loose for some time. Both are currentlycompletely disconnected. Bushing that holds stabilizer bar is gone, causing vehicle to vibrate at highway speeds. Consumer would like to know how come. No recall notice was sent to him on this problem? Left front stabilizer bar link sway bar link broke when driving over bump in road. Car drove poorly after that. Front stabilizer linkage had to be repaired. Afted consumer heard a snap, a minute later, car went to shoulder like a big wind had pushed it. Vehicle started to rock back and forth, and it was hard to steer. Vehicle susceptable to lateral windshear which causes temporary loss of control. Car Problems. Other Common Suspension related problems of Ford Explorer. Problem Category Number of Problems Suspension problems Suspension problems. Front Suspension Wheel Bearing problems. Rear Suspension Coil Springs problems. Front Suspension problems. Rear Suspension problems. Front Suspension Hub problems. Sway Bar problems. Rear Suspension Springs problems. Front Suspension Control Arm problems. Front Suspension Stabilizer Bar problems. Trying to find details about Ford Expedition Suspension Diagram? You could be a professional that intends to search for recommendations or address existing issues. Or you are a pupil, or maybe even you who just wish to know about Ford Expedition Suspension Diagram. Whatever you are, we aim to bring the content that matches just what you are searching for. You might come from an internet search engine, then find this internet site. This topic is a great deal of people browsing on the web, as a result we accumulate images from different trustworthy resources and also understand in their field. The outcomes of the gathering are uploaded on this website. 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Tags: ford expedition air ride suspension diagram ford expedition air suspension diagram ford expedition air suspension parts ford expedition front suspension diagram ford expedition rear suspension diagram ford expedition suspension diagram ford expedition suspension parts. Toggle navigation. Vw Buggy Engine. Service repair manuals for the operation and repair of the Ford Explorer cars, manufactured for thru The manuals describes the repair of cars with petrol engines of 4. See also: Ford cars workshop manuals. These service manuals describes the operation and repair of the Ford Explorer car. The manuals describes the repair of cars with gasoline engines of 2. During the history of the car, he has undergone several significant changes. The first generation Ford Explorer was introduced to the public in March as a model year car and the successor to the Ford Bronco II, which was discontinued that same year. A four-liter Ford Cologne V6 was installed on the cars. The compression ratio of 9. Since , the engine has been upgraded to increase the power and torque of liters. Rear suspension dependent on semi-elliptical springs DANA The car participated in the shooting of the film Jurassic Period.. All content on the site Carmanualsclub. The site

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This website uses cookies to improve your experience. We'll assume you're ok with this, but you can opt-out if you wish. Accept Reject Read More. Close Privacy Overview This website uses cookies to improve your experience while you navigate through the website. Out of these, the cookies that are categorized as necessary are stored on your browser as they are essential for the working of basic functionalities of the website. We also use third-party cookies that help us analyze and understand how you use this website. These cookies will be stored in your browser only with your consent. You also have the option to opt-out of these cookies. But opting out of some of these cookies may affect your browsing experience. Necessary Necessary. Non-necessary Non-necessary. Worried about potential repair costs? An extended warranty can provide peace of mind. See our lemon odds and nada odds page to see vehicles with no repairs or vehicles with more than three repairs. To see how frequently Ford Explorer problems occur, check out our car reliability stats. All years. Ford Explorer repairs by problem area. Ford Explorer suspension repair cost distribution. See most expensive repairs Worried about potential repair costs? Chart based on repair trips. The repair cost chart excludes repairs made under warranty, do-it-yourself repairs, and repair trips that include maintenance. Mechanic replaced some bushings and added a shim? There is a TSB out for this but I do not know what the number is. Dealer said it was the transmission mount. That didn't fix the issue so they went over the front suspension and tightened everything up and it fixed the issue. They had no clue what specific part was loose. Problem NOT found and we will continue to drive until conditions worsens so they can find it. Ford Dealership unable to determine cause. Told car was safe to drive. Sold car. Replaced under powertrain warranty. Dealer also had to replace the front axle since there was a new part from the manufacturer that couldn't be used with the original axle. They did "adjustments". Replaced drive arm and one strut front end km Front sway bar link bushings making noise--clunking over bumps at slow speed. Dealer replaced both sway arm links. They were worn out. They weren't wearing the tires or anything, but it didn't ride like it used too. Other done before picking up vehicle from dealer. Just a slight vibration for about 50 miles prior to it failing. They replaced both but only one was worn because the boot was torn. Replaced both front bearings. Dealer said that it could driven for anther month or so. Had the repair done that day anyway. Moderate driving done no 4 wheel off road or rugged terrian. I purchased the parts online and installed them myself. This Explorer has been virtually trouble free and just a great reliable vehicle. Replaced and the problem was fixed. Replaced both Front Wheel Bearings. Drivers Rear Wheel Bearing failed. Replaced for free under parts and labor warranty. Replaced both sides with Quick Strut replacements plus an alignment. Replaced both sides. Rears also need replacing, but will wait until next summer. The bearings on these vehicles usually go about 75K. Mine went to a little over K. Replaced in January earlier than I was originally planning. This unit lasted just 40k miles and was supposed to be an OEM part. This time I replaced with a Timken hub from Amazon. Cheaper and looks like a good quality part. Not covered under warranty. Replaced with new sway bar links. Front and rear alignment. Replaced both left and right sway bar. Replaced same. Replaced both. Also some new bushings. Rear Sway bar connection km The front right wheel bearing was starting to get noisey. I changed both front wheel bearings to be safe. Front brakes were found to need new pads and were done two weeks later, but that is a maintenance item and does not count as a repair. Driver side rear wheel hub removed and replaced, including bearing. The ABS, tool, and traction lights were on. Also have minor leak at front axle seals but will not change at this time. After repair, I can now hear the LF wheel bearing will need to be changed in the next few months. Drive side front. Steering fluid leak - replacement needed. Dealer performed TSB, still have vibration. Vacuum line issue under the dash. Dealer says its normal to only have air blow out your defrost vents. One was leaking. Was told I needed upper and lower ball joints, tie rods and the rear differential needed to be replaced km car pulled and vibrated in the front end. Upper and Lower ball joints were replaced. Fixed under extended warranty. The technician was unable to successfully find the problem. Seems to be a common failure. Also discovered the ball joints are bad. Will get them replaced next month. Shop assured me there was no rush to

get this done. Decided it was time to fix. New wheel bearings and one new axle because heat generated seized hub to axle. Replaced Power steering pump with aftermarket refurbished unit. During same visit I had brakes replaced, all 4 and an alignment. Front left bearing replaced. The rear wheel bearings are making noise but not recommended to replace them until they get worse. Replaced left front wheel bearing. Also got new Fireston Destination Tires and new brakes. Car now makes a road whirring sound from 35 mph to 45 mph. Had differentials and transfer case drained and refilled including friction modifier. Very difficult to remove old wheel bearings from assemblies; burned them out with a torch. Front upper a-frames on both left and right sides were also damaged. Replaced with OEM. Had fuel filter and trans filter replaced at same time. Unable to duplicate poor mpg issue. Opened and lubricated. Had it replaced. Parked for a week while drove Lincoln waiting for parts and had replaced at shop. Last oil change they said it was bad- and it was! They said for repair- told me I could save almost if went to small mechanic shop! Noise also noticed by driver, but not confirmed to be wheel bearing. Now that this has been replaced, the steering feels perfect. Intermediate steering shaft removed and replaced based on diagnosis of loose, off-center steering wheel. This finally resolved the "alignment" issue. Rear springs and shocks replaced. This was formerly misreported on Truedelta, last year the rear end was replaced. Got out to inspect; my right rear coil spring had snapped in half. Known defect from Ford but they won't pay. This truck is full of defects! This seems to be a common failure for this vehicle. Ford would not cover it under warranty. Both wheel hub assemblies replaced. Tires in front showed wear on outer edges and checked ball joints, they are also shot so that is next! Replaced upper control arm and then had alignment. Had to replace sway bar links and shocks on front and rear. Also had to replace the shackles on the rear suspension. Both right and left bearings were bad. Car drives fine now. Car is AWD. Horrible noise coming from it. Much quieter ride after the replacement. They were original ford OE Stock from when it rolled off show room. Replaced all with aftermarket brands, raybestos, monroe. Parts are superior to OE parts. Replaced hub, bearings, seals, ABS sensor as a unit, both sides. Took about 3 hours. Found leak at steering rack, but decided not to replace, adding "Stop Leak" and replacing fluid, instead. Leak has been greatly reduced or eliminated since then. Old unit was leaking power steering fluid. Car was also in for annual inspection, oil service, and TSB on brake switch. Also replaced loose front ball joints. Vehicle passed inspection after repairs. When towed discovered no coolant and cause was due to leak in heating coil that also need to be replaced. See TrueDelta's information for all Ford models. Ford Explorer Suspension Problems See our lemon odds and nada odds page to see vehicles with no repairs or vehicles with more than three repairs. Tie rod and axle had play in them. Had a loud popping noise in the front end when going over bumps. Popping noise in front end and steering wheel occasionally freezes when making sharp turns. When hitting a bump on right rear wheel the car would shift to the right when hitting a bump on right rear wheel, car would shift to the right. To eliminate clonking noises when the steering is turned to the right at low speed. Clicking sound in front end. Left rear wheel bearing was making noise. Replaced hub assembly with a new one because the original was grinding. They change both front shock head support Rear wheel bearing passenger side scrap. Right-front Wheel bearing replaced. Strut plates were replaced due to an issue where the suspension felt loose while coming to a stop and was causing the brakes to become warped. Power Steering went out and all terain light came on. Drive arm wore out causing strut to break into pieces. Replaced drive arm and one strut front end. Front sway bar link bushings making noise--clunking over bumps at slow speed. Replaced both front Lower Control arms, as the rear bushings were shot. Steering link frozen tried removing tie rods to isolate dealer replaced rack no charge then found the link frozen. Wheel bearing replacement Right front wheel bearing failed and seized with little warning. Dealer notified us during maintenance visit that tie rod ends needed to be repaired. Moaning from front end, both front wheel bearings needed to be replaced. Front left bearing wore out, replaced brake pads, rotors resurfaced. Noise in driver front wheel bearing. Sway bars only lasted 6 months. Both front wheel hub bearings were bad. Sway bar link on the front drivers side broke. Original right front wheel bearing worn out at , miles, replaced both front wheel bearings as other could go at anytime. Drivers front wheel bearing was growling. Drivers wheel bearing had play in it and was making a roaring sound and was replaced. Multiple Roaring sounds. Drivers Rear Strut leaking oil badly. Front driver side wheel bearing noisy. Front wheel bearing hubs getting noisy, need replacement. Rear wheel bearings needed replacing. Replaced another driver side front bearing hub unit. Replaced both struts due to one going bad. Rear springs replaced torsion bar replaced. Rear Sway bar end link found broken during annual State Inspection. Repaired broken sway bar link. The front right wheel bearing was starting to get noisey. Replaced, brake pads, rotors, front right wheel hub, both back wheel bearings. The wheel sensor went bad, but it is internal, so you have to replace the whole wheel bearing assy.

Grinding while driving. Front left hub was replaced. The braking became irregular and grinding. Had to replace two bad wheel bearings, LF and RR. Passenger rear hub and bearing assembly replaced, also had dealer do analysis of transmission slippage issues and pull diagnostic codes from computer. Front hub and bearing - replacement needed. BAd vibration. Replaced steering rack because of leak Replaced steering pump because I was replacing rack. Problems with alignment. Problems with alignment, Replace right rear bub bearing D. R Out tie rod. Alignment issues. Was told I needed upper and lower ball joints, tie rods and the rear differential needed to be replaced. Strut cartridge failure on back left wheel caused a loud thumping sound to enter the cabin when traveling over road irregularities. The front wheel bearings were replaced, but the vibration persists. Front drivers side wheel bearing went out. Worn rear wheel bearings have been causing roaring noise for about 1 year. Replaced front sway bar bushings with aftermarket ones that could be lubricated via grease gun. Rt wheel bearing found loose during brake pad replacement Found upper ball joint boot cracked on RT side. Replaced Ball Joint. Left upper ball joint boot split. Replaced left upper control arm with ball joint. Power steering pump leaking. Replaced upper control arm and lower ball joint and had four wheel alignment. Replace upper and lower ball joints. Left front wheel bearing hub assembly failing, replaced both front wheel bearing hub assemblies. Replace upper and lower front ball joints, upper control arms due to failed ball joints and rusted control arms. Replaced rear wheel bearings Timken. Damaged Tie rod end was replaced. Front wheel bearing failed. Hit a bump in road and front right spring collapsed. Fairly inexpensive and quick fix. Ford dealer told me eventually would need to repair about 20k ago but not to worry. Bad left wheel bearing discoverd during mechanic test drive. It was finally determined that the reason my steering wheel wouldn't stay centered was due to a faulty intermediate steering shaft. Front left wheel bearing replaced. The rear wheel bearings were replaced due to completely being worn out they were smoking and creaking. Also some squeaking when driving over bumps at low speeds from the front suspension, but it has done that forever. Explorer made loud squeaking noise from front end when driven over speed bumps, problem was bad front stabilizer bar frame bushings - replaced. I was sitting at a stop light and heard a loud boom from the back of my car. Rear wheel bearings failed due to too much preload. Front wheel bearings making noise when turning. Had to have driver side lower ball joint replaced. Car made roaring sound at speed. Had to replace both front wheel bearings. Ball joints, control arms, tie rod ends, camber cams, shocks all needed replacing. Front wheel bearings noisy. Sold because needed many repairs, including a new ball joint, new suspension all four wheels Leaking power steering fluid. Replaced steering rack with rebuilt unit. Replaced right front ball joints and muffler clamp. Rear spring shackles too rusty to pass inspection, replaced. Broken belt for power steering. Also See for Explorer Owner's manual - pages. Table Of Contents. Quick Links. Table of Contents. Previous Page. Next Page. Summary of Contents for Ford Explorer Page 1 www. Read the following section on Warnings for a full explanation of them. Indicates that vehicle information related to recycling and other environmental concerns will follow. We must all play our part in protecting the environment. Correct vehicle usage and the authorized disposal of waste cleaning and lubrication materials Ford may change the contents without notice and without incurring obligation. Page 5 Introduction Using your vehicle as a snowplow Do not use this vehicle for snowplowing. Page 6: Instrumentation Instrumentation Speed Tachometer control pg. Page 7 Instrumentation Electronic sound Gearshift includes system; refer to overdrive button Audio Guide pg. Anti-theft system if equipped Illuminates when the anti-theft system is arming and flashes when THEFT the anti-theft system is armed. Page 11 Instrumentation Safety belt Illuminates when the ignition is switched on to remind you to fasten your safety belts. For more information, refer to Using the safety restraints properly in the Seating and safety restraints chapter. Brake system warning Extinguishes when the parking brake is released. Safety belt warning chime For information on the safety belt warning chime, refer to the Seating and safety restraints If it enters the red section, the engine is overheating. Page Trip Odometer Instrumentation and have your vehicle checked at your dealership or by a qualified technician. Speedometer Indicates the current vehicle speed. Page 15 Instrumentation Tachometer Indicates the engine speed in revolutions per minute. You may select display features on the message center for a display of FUEL status preceded by a brief indicator chime. Page 17 Instrumentation Fuel range Press once to display the approximate kilometers miles left to drive before the fuel tank is empty. FUEL Press again to display the distance driven since fuel was last added to the tank. For maximum accuracy of this display feature, the ignition should be in the Off position during fueling. Press again to display the fuel FUEL economy that your vehicle is getting at that particular time. Your vehicle must be moving in order for this display to function properly. The second display will indicate the percentage of oil life remaining. Page 20 Instrumentation Engine oil life left The engine oil left has two phases. The FUEL second display will indicate the percentage of oil life remaining.

Page Controls And Features Instrumentation switch Off and have your vehicle serviced as soon as possible. Air ride switch off The air ride suspension switch is off. Refer to Air suspension system in the Controls and features chapter for more information. Check charging system The electrical system is not maintaining a proper voltage. Have the electrical system checked as soon as safely possible. If you use additional lights, such as trailer lights, or replace bulbs with equipment that is not equal to the original Ford equipment, you may Page 24 Instrumentation get a false warning or no warning at all. Door ajar The ignition switch is in the On or Start position and a door is open. Low fuel level The fuel level is low. Low oil level The oil level is low. Refer to Checking and adding engine oil in the Maintenance and carechapter for more information. Turn on your headlamps at dusk. Failure to do so may result in a collision. Foglamp control if equipped Press the foglamp control to activate the foglamps. Page 29 Controls and features Fan speed Turn the control to the right to increase fan speed. Temperature Turn the temperature control to the desired mix of warm and cool air left for cooler and right for warmer. Controlling airflow Turn the mode control to the desired airflow position. Page 32 Controls and features windshield defroster vents. Page 33 Controls and features The EATC feature will maintain a selected temperature and automatically control airflow. You may manually override the EATC operation. Page 35 Controls and features Fan speed Once AUTO is selected, fan speed is adjusted automatically for selected temperature conditions. To return to automatic fan control, press AUTO. Page 37 Controls and features Rear window defroster Press the defroster control to clear the rear window of thin ice and fog. Page 38 Controls and features Wipers For rear wiper operation, rotate R. WIPE the rear window wiper and washer control to the desired interval position. Page 40 Controls and features 5. START cranks the engine. The key must return to ON when running. Do not use the speed control in heavy traffic or on roads that are winding, Page 41 Controls and features Once speed control is switched off, the previously programmed set speed will be erased. Each press will increase the set speed by 1. Page 46 Controls and features Deactivating overdrive To deactivate overdrive, press the control at the end of the gearshift lever. The will illuminate. Page 47 Controls and features Speed dependent wipers if equipped This feature operates only in the intermittent wiping mode. In position one slowest delay this feature will not function. At higher speeds, the Speed Dependent feature shortens the delay between wipes when you use the variable interval wipers. Make sure that the headlamp control is in the Off position. Leaving the headlamp control on will override the autolamp. When the mirror detects bright light from front or behind, it will adjust automatically to minimize glare. Page 50 Controls and features Adjusting the rearview mirror The inside rearview mirror may adjusted at the two pivot points near the mirror face and the windshield. Page 51 Controls and features Compass zone adjustment 1. Determine which magnetic zone you are in by referring to the zone map. The display should show the current zone number. Page 52 Controls and features until CAL indicator turns off in about 2â€”3 complete circles. Press and hold the front portion of the moon roof control to close. The moon roof has a sliding shade that can be manually opened or closed when the glass panel is LAMP Page 55 Controls and features 2. Repeat unlock procedure within four seconds. All doors will unlock when the key is returned to the vertical position. Two-step unlock can be activated by all outside locks on vehicles with keyless entry and anti-theft if equipped. Each passenger has window controls. Press the right side to unlock. You can open and close the liftgate from outside the vehicle. Page 58 Controls and features Power mirrors if equipped To adjust the power outside mirrors: 1. Select the mirror you want to adjust: Left Driver side mirror Right Passenger side mirror 2. Move the mirror control in the desired direction. Lock the mirror by moving the selector to the center position. Hard objects can injure you in a collision. Auxiliary power point The power point is an additional power source for electrical accessories. Page 60 Controls and features 1. Replace the tissue box. Fit into slots in console bracket. Rear console climate controls Turn the air distribution control to the desired airflow position. Page 63 Controls and features against left outboard front edge of seat track mounting bracket. Use a screwdriver to screw locator post into vehicle carpeting. Exert pressure while turning to pierce the carpeting. When installed properly, the locator will not screw down tightly, but will rotate freely. Page 64 Controls and features Cargo cover if equipped Your vehicle is equipped with a cargo area shade that covers the luggage compartment of your vehicle. To install the shade: 1. Position the shade in mounting brackets as shown. The tongue faces the rear of the vehicle. Page 65 Controls and features 1. Remove the shade from the vehicle and extend it with the smooth grain facing you. Wrap the vinyl around the roller tube twice. Tuck the edges of the vinyl inside the end cap with each wrap. Page 67 Controls and features Identifying an armed anti-theft system When the system is armed, the warning light will illuminate for 30 seconds. After 30 seconds, the light will flash. If the system is armed with the doors open, the warning light will stay illuminated until all the doors are closed and then illuminate for 30 seconds and begin flashing. The remote entry

system features only operate with the ignition in the Off position. It also arms and disarms the anti-theft system if equipped. To confirm all doors are closed and locked, press the LOCK control a second time within five seconds. The doors will lock again, the horn will chirp and the lamps will flash. If the horn chirps twice, a door is still ajar and the anti-theft system will not arm. Page 72 Controls and features 5. Press the door power unlock switch three times. Turn the ignition key back to ON within 30 seconds of step two. The horn should chirp once. If not, wait 30 seconds and repeat steps one through six. To replace the batteries: 1. Twist a thin coin between the two halves of the transmitter. The computer code that operates the keyless system is located on your owners wallet card found in Page 75 Controls and features The system has shut down if the keypad light is out. If the keyless entry system does not work, use the key or remote entry transmitter s. To unlock the driver door, enter one of the two codes. After pressing the fifth number, the driver door unlocks. Page 76 Controls and features 1. Enter the original permanent code. Wait six seconds. For maximum security, do not set a code that presents the numbers in sequential order or uses the same button five times. The autolock feature can be disabled or reenabled by using the keyless entry system Rear seat four-way head restraints if equipped Push or pull the head restraint to the desired position. Page 79 Seating and safety restraints SEATING Adjusting bench seating Folding rear seats if equipped If your vehicle is equipped with a built-in child safety seat, the seatback cannot be folded down unless the built-in child seat is fully stowed. Press the lower release control downward to unlatch the seatback. Pull up to recline the seat. Adjusting the power front seats if equipped Pull up to recline the seat. Page 81 Seating and safety restraints Press to tilt the front of the seat up or down. Press in the desired direction for seat adjust or to move the seat forward or back. In most states and Canada, the law requires the use of safety belts. Always drive and ride with your seatback upright and the lap belt snug and low across Page 84 Seating and safety restraints Using safety restraints properly Combination lap and shoulder belts Insert the tongue into the slot in the buckle fasten. Push the red release button and remove the tongue from the slot to unfasten. The outboard safety restraints in the vehicle are combination lap and shoulder belts. Page 85 Seating and safety restraints Automatic locking mode In this mode, the shoulder belt is automatically prelocked; however, the belt will retract to remove any slack in the shoulder belt. The automatic locking mode is not available on the driver safety belt. Page 86 Seating and safety restraints Canceling automatic locking mode Disconnect the combination lap and shoulder belt and allow it to completely retract. This will cancel the automatic locking mode and activate the vehicle sensitive emergency locking mode. Front seat safety belt height adjustment Adjust the height of the shoulder belt so that the belt rests across Page 87 Seating and safety restraints Using lap belts Adjusting the lap belt A lap belt is located in the center of the rear seat. Page 88 Seating and safety restraints Conditions of operation If.. Page 89 Seating and safety restraints Safety belt extension assembly The safety belt may be too short even when it is fully extended. Approximately 20 cm 8 inches may be added to the length of the belt with a safety belt extension part C See your Ford or Lincoln-Mercury dealer. Children and air bags For additional important safety information, read all information on safety restraints in this guide. Page 91 Seating and safety restraints Rear-facing child seats or infant carriers should never be placed in the front seats. How does the air bag supplemental restraint system SRS work? Page 92 Seating and safety restraints The air bags inflate and deflate rapidly upon activation. After air bag deployment, it is normal to notice a smoke-like, powdery residue or smell the burnt propellant. This may consist of cornstarch, talcum powder to lubricate the bag or sodium compounds e. Page 93 Seating and safety restraints The diagnostic module monitors its own internal circuits and the supplemental air bag electrical system readiness including the impact sensors , the system wiring, the air bag system readiness light, the air bag back up power and the air bag ignitors. Page 94 Seating and safety restraints Disposal of air bags and air bag equipped vehicles For disposal of air bags or air bag equipped vehicles, see your local dealership or qualified technician. Page 95 Seating and safety restraints It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed. Do not allow people to ride in any area of your vehicle that is not equipped with seats and safety belts. Page 96 Seating and safety restraints Accident statistics suggest that children are safer when properly restrained in the rear seating positions than in the front seating position. Children and safety belts Children who are too large for child safety seats as specified by your child safety seat manufacturer should always wear safety belts. Page 97 Ford recommends the use of a child safety seat having a top tether strap. Install the child safety seat in a seating position which is Page 98 Seating and safety restraints anchorage. For more information on top tether straps see Attaching safety seats with tether straps in this chapter. Page 99 Seating and safety restraints seat, move the seat as far back as possible. Rear-facing child seats or infant carriers should never be placed in

the front seats. Pull down on the shoulder belt and then grasp the shoulder belt and lap belt together. Page Seating and safety restraints 5. To put the retractor in the automatic locking mode, grasp the shoulder portion of the belt and pull downward until all of the belt is extracted and a click is heard. Allow the belt to retract. The belt will click as it retracts to indicate it is in the automatic locking mode. Page Tether anchor hardware kits part number D74 , including instructions, may be obtained at no charge from any Ford or Lincoln-Mercury dealer. Only use the tether attachment hole locations shown in the illustrations. Page Seating and safety restraints Built-in child seat if equipped The rear seat may be equipped with a built-in child safety seat. This child seat conforms to all federal and Canadian motor vehicle safety standards. Read the labels located on the child seat cushion and shoulder belt for more information on the built-in child seat. Page Seating and safety restraints The second row seatback must be fully locked before operating the child restraint system. Check the position of the seatback release lever. Never use the Built-In Child Seat as a booster cushion with the adult safety belts. Page Seating and safety restraints 3. Lower the child seat cushion. Unfold the cushion protector flap onto adult seat cushion. If connected, disconnect the chest clip and buckles. Page Seating and safety restraints If both tongues do not latch in the buckle, do not use the child seat. See your dealer for repairs. Page Seating and safety restraints Activating the automatic locking mode ALR on the built-in child safety seat 1. Fully extend the right shoulder belt. Deactivating the automatic locking mode ALR on the built-in child safety seat 1. Page Inspecting the built-in child safety seat after a collision Ford recommends that all safety belt assemblies and attaching hardware should be inspected by a qualified technician after any collision. Page Seating and safety restraints All built-in child restraints, including seats, buckles, retractors, seat latches, interlocks, and attaching hardware should be inspected by a qualified dealer technician after any collision. When the engine starts, the idle RPM runs faster to warm the engine. If the engine idle speed does not slow down automatically, have the vehicle checked. Page Starting If you smell exhaust fumes inside your vehicle, have your dealer inspect your vehicle immediately. Do not drive if you smell exhaust fumes. Page Starting Improve vehicle ventilation by keeping all air inlet vents clear of snow, leaves and other debris. Guarding against exhaust fumes Although odorless and colorless, carbon monoxide is present in exhaust fumes. Take precautions to avoid its dangerous effects. If you ever smell exhaust fumes of any kind inside your vehicle, have your dealer inspect and fix your vehicle Page Starting standard requirements regulating the impulse electrical field strength of radio noise. When starting a fuel-injected engine, avoid pressing the accelerator before or during starting. Only use the accelerator when you have difficulty starting the engine. For more information on starting the vehicle, refer to Starting the vehicle in this chapter. If a light fails to illuminate, have the vehicle serviced. Page Starting accelerator and start the engine while holding the accelerator down. Release accelerator when engine starts. After idling for a few seconds, apply the brake and release the parking brake. Using the engine block heater if equipped An engine block heater warms the engine coolant, which improves starting, warms up the engine faster and allows the Anti-lock brake system ABS if equipped The ABS operates by detecting the onset of wheel lock up during brake applications and compensating for this tendency. The front wheels are prevented from locking even when the brakes are firmly applied. Page Driving Parking brakes To engage the parking brake: To disengage the parking brake: Always set the parking brake fully and make sure that the gearshift is securely latched in P Park automatic transmission or in 1 First manual transmission. Extended use of other than matching size tires on a Traction-Lok rear axle could result in a permanent reduction in effectiveness. Page Driving based on driver and road inputs to optimize ride. The combination of firm dampening and height change also provides maximum suspension feedback for improved off-road safety and performance. The vehicle will drop to its lowest position when the ignition is turned to the Off position to provide easy entry and exit to of the vehicle. The switch does not control or change the performance of the All Wheel Drive system. The switch should be placed in the Normal position for all on road and most dirt, gravel or snow covered Page Roadside Emergencies Driving the brake pedal is depressed. If you cannot move the gearshift lever from P Park with the brake pedal depressed: 1. Apply the parking brake. Turn the ignition key to Lock, then remove the key. Insert the key and turn the ignition off. Page Driving towing a trailer or heavy loads through heavy terrain. To return to Overdrive mode, press the transmission control switch. When starting your vehicle, the transmission will automatically return to normal Overdrive mode. Page Driving D Drive Not shown on the display. Activate by pressing the transmission control switch. Transmission operates in gears one through four. D Drive provides more engine braking than Overdrive and is useful when towing a trailer or heavy loads through heavy terrain. Page Driving Driving a manual transmission if equipped Using the clutch Vehicles equipped with a manual transmission have a starter interlock that prevents cranking the engine unless the clutch pedal

is fully depressed. When starting a vehicle with a manual transmission: 1. Page Driving Parking 1. Apply the brake and shift into N Neutral. Engage the parking brake. Shift into 1 First. Turn the ignition to Off. Do not park your vehicle in Neutral, it may move unexpectedly and injure someone. This is s special lockout feature that protects you from accidently shifting into R Reverse when you downshift from 5 Overdrive. Page Driving Driving off-road with 4WD Your vehicle is specially equipped for driving on snow, sand, mud or other rough terrain and has operating characteristics that differ from those of other conventional vehicles. When using 4WD, maintain steering wheel control at all times, especially in rough terrain. Page Driving accelerator slowly and avoid spinning the wheels. Driving through mud and water After driving through mud, clean off residue stuck to rotating driveshafts and tires. Excess mud stuck on tires and rotating driveshafts causes an imbalance that could damage drive components. Page Driving Driving Through Water Do not drive quickly through standing water, especially if the depth is unknown. Traction or brake capability may be limited and if the ignition system gets wet, your engine may stall. Page Driving When descending a steep hill, avoid sudden braking. Rapid pumping of the brake pedal will help slow the vehicle and still maintain steering control. When speed control is on and you are driving uphill, your vehicle speed may drop considerably, especially if you are carrying a heavy load. Page Driving Allow more stopping distance and drive slower than usual. Consider using one of the lower gears. If either light flashes, see your dealer or qualified service technician. Page Driving Utility and four-wheel drive vehicles are NOT designed for cornering at speeds as high as passenger cars any more than low-slung sports cars are designed to perform satisfactorily under off-road conditions. Avoid sharp turns or abrupt maneuvers in these vehicles. It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. For your safety and to maximize vehicle performance, be sure to use the proper equipment while towing. Page Driving Do not exceed the maximum loads listed on the Safety Compliance Certification label. For load specification terms found on the label, refer to Loading your vehicle in this chapter. Remember to figure in the tongue load of your loaded vehicle when figuring the total weight. Page Driving Trailer weight range The range is between zero and the maximum trailer weight rating found in this chapter. Using trailer brakes Use electric brakes or manual, automatic or surge type hydraulic brakes that meet Federal and local regulations. Page Driving working properly, the warning lights in the instrument cluster may not work properly. Page Driving Your vehicle can not be flat towed with all wheels on the ground. Servicing while towing If you tow a trailer for long distances, your vehicle requires more frequent service than a vehicle not used for towing. If it is not possible to distribute the load, position it as far rearward as possible. Adjustable tie down loops must be used to secure the load. To adjust cross-bar position: 1. Depress to activate all indicators simultaneously. Depress again to switch off. The warning lights can be operated when the ignition is off. Page Roadside emergencies 1. Turn the ignition switch to the Off position. Check fuel system for leaks. If no fuel leak is apparent, reset the fuel pump shut-off switch by pushing in the button on the switch. Turn the ignition switch to the On position. Page Roadside emergencies Always replace a fuse with one that has the specified amperage rating. Using a fuse with a higher amperage rating can cause severe wire damage and could start a fire. Even after a fuse is replaced, it will continue to blow if the cause of the overload is not identified and corrected. Page Roadside emergencies Passenger compartment fuse panel Pull the panel out to access the passenger compartment fuse panel. Use the fuse puller tool provided on the fuse panel cover to replace fuses. Relays receive signals from components or systems and transfer these signals to activate or deactivate other components or systems. Ford recommends that relays be replaced by a qualified service technician. Park on a level surface. Page Roadside emergencies 3. Place the automatic transmission gearshift in P Park. Place the manual transmission gearshift in 1 First. Block the diagonally opposite wheel. Remove the jack and lug wrench. Remove the jack handle located under the rear seat. Page Roadside emergencies 8. Assemble the jack handle to the lug wrench. Insert the drive section of the jack handle into the actuator hole and turn counterclockwise until the cable is slack enough to allow the spare tire to be pulled rearward from under the vehicle. Page Roadside emergencies Install the lug nuts and tighten until snug. Lower the vehicle and tighten the lug nuts as shown. Unblock the wheels and place the flat tire, jack hhandle and lug wrench away. Stowing flat tires Stow aluminum wheel and tire with the valve stem down. Page Roadside emergencies tire and replace it with a full-size tire as soon as possible. Page Roadside emergencies Do not push-start your vehicle. You could damage the catalytic converter. For further information, see Jumper Cables in the Index. Batteries contain sulfuric acid which burns skin, eyes, and clothing. Connecting the jumper cables 1. Position the vehicles so that they do not touch one another. Page Roadside emergencies Do not connect the end of the second cable to the negative [-] terminal of the battery to be jumped. A spark may cause an explosion of the gases that surround the battery. Jump starting 1. Start the booster

vehicle and run the engine at moderately increased speed. Page For vehicles equipped with control trac, the ignition must be in the OFF position when towing. When calling for a tow truck, tell the operator what kind of vehicle you have. A towing manual is available for Ford Motor Company Page Roadside emergencies for all authorized tow truck operators. Have your tow truck driver refer to this manual for proper hook-up and towing procedures. Page Maintenance and care could get caught in moving parts. Take precautions with long hair. Page Maintenance and care 1. Set the parking brake, depress the clutch and place the gearshift in 1 First. Turn off the engine and remove the key. Block the wheels to prevent the vehicle from moving unexpectedly. Set the parking brake fully and ensure the gearshift is securely latched in P Park. Do not start your engine with the air cleaner removed and do not remove it while the engine is running. Set the parking brake fully, and make sure the gearshift is securely latched in Neutral. Opening the hood To open the hood: 1. Windshield washer fluid reservoir 2. Engine oil fill cap 3. Transmission fluid dipstick automatic transmission only 4. Engine oil dipstick 5. Power steering fluid reservoir 6. Brake fluid reservoir 7. Page Maintenance and care 9. Air filter assembly Engine coolant reservoir 4. Transmission fluid dipstick 3. Engine oil fill cap 4. Brake fluid reservoir 6. Battery 7. Power steering fluid reservoir 8. Page Maintenance and care 5. Engine coolant reservoir 2. Windshield washer fluid reservoir 3. Transmission fluid dipstick 5. Power distribution box 7. Battery 8. Radiator cap 9. Power steering fluid reservoir Page Ford warranty. Make sure the vehicle is on level ground. If the engine is warm, turn the engine off and wait a few minutes for the oil to drain into the oil pan. Set the parking brake and ensure the gearshift is securely latched in P Park. Page Maintenance and care 2. If the fluid level is not within the normal range, add only certified engine oil of the preferred viscosity. Add engine oil through the oil filler cap. Remove the filler cap and use a funnel to pour oil in the opening. Page Ford production and aftermarket Motorcraft oil filters are designed for added engine protection and long life. If a replacement oil filter is used that does not meet Ford material and design specifications, startup engine noises or knock may be experienced. Do not fill above this line. Refer to Lubricant specifications in the Capacities and specifications chapter. Page If the fluid level drops, maintain the fluid level at the reservoir indicator. Use only DOT 3 brake fluid designed to meet Ford specifications. Refer to the Capacities and specifications chapter. Clean the reservoir cap before removal to prevent contaminants from entering the reservoir. Page Maintenance and care Checking and adding washer fluid for the windshield If a visual inspection shows that washer fluid needs to be added to the reservoir: 1. Lift the windshield reservoir cover. Add enough washer fluid to fill the reservoir. Checking and adding washer fluid for the rear window The washer fluid for both the Be sure to read and understand Precautions when servicing your vehicle in this chapter. If the engine coolant has not been checked for a long period of time, the engine coolant reservoir may eventually empty. Page Ford recommends Ford Premium Cooling System Fluid, which is an optimized formula that will protect all metals and rubber elastomers used in Ford engines for four years or 80, km 50, miles. It is neither necessary nor recommended to use supplemental coolant additives in your gasoline-powered vehicle. Page Ford and Lincoln-Mercury dealers use recycled engine coolant produced by Ford-approved processes. Not all coolant recycling processes produce coolant which meets Ford specification ESE-M97B44â€"A, and use of such coolant may harm engine and cooling system components. Always dispose of used automotive fluids in a responsible manner. Page Maintenance and care freeze at the temperature level in which you drive during winter months. Adding engine coolant 1. When the engine coolant temperature gauge reaches the normal zone, turn off the engine. Open the hood. Page Maintenance and care 4. Visually inspect the fluid level in the power steering reservoir. If necessary, add power steering fluid until the fluid level reaches MAX. Do not overfill the reservoir. Page 3. Add enough fluid through the filler opening so that the fluid level is at the bottom of the opening. Use only fluid that meets Ford specifications. Refer to the Capacities and specifications chapter for more information on manual transmission fluid. Page Maintenance and care lubricate the driveline joint according to the maintenance intervals specified in the Service Guide. Clean the filler plug. Remove the filler plug and inspect fluid level. Page Maintenance and care replacement, it may be replaced with a low-maintenance battery. For information on appropriate replacement batteries, refer to Motorcraft parts in the Capacities and specifications chapter. Applying too much pressure on the ends when lifting a battery could cause acid to spill. Page Maintenance and care water. If necessary, distilled water may be substituted with tap water that is not hard and does not have high mineral or alkali content. If the battery needs water often, have the charging system checked for a possible malfunction. Put the automatic transmission gearshift in P Park. Put the manual transmission gearshift in N Neutral. Turn off all accessories and start the vehicle. Let the engine idle for at least one minute. The relearning process will automatically complete as you drive the vehicle. Page Maintenance and care Always dispose of automotive batteries in a

responsible manner. Call your local recycling center to find out more about recycling automotive batteries. Battery saver control feature Your vehicle is equipped with a battery saver control feature designed to prevent your battery from accidental wear down due to Page Maintenance and care Changing your air cleaner filter To change your air cleaner filter, follow these steps: 1. Release the clamp locking clip on the front portion of the assembly. Swing the left side of the assembly open. Remove the air cleaner filter element from the open end of the engine air cleaner assembly and replace it with a new element. Page Maintenance and care To make reaching the wiper blades easier, simply: 1. Turn the ignition to the ON position and turn the wipers on. Wait for the wipers to reach a vertical position and turn the 50 60 70 ignition to LOCK. Pull the wiper arm away from the windshield and lock into service position. Department of Transportation-Tire quality grades: The U. Department of Transportation requires Ford to give you the following information about tire grades exactly as the government has written it. Treadwear The treadwear grade is a Page Maintenance and care Warning: The traction grade assigned to this tire is based on braking straightahead traction tests and does not include cornering turning traction. Page Maintenance and care necessary. To check the tire pressure, insert the tire pressure gauge into the valve stem. The cold pressure amount is listed on the Safety Compliance Certification label. Improperly inflated tires can affect vehicle handling and can fail suddenly, possibly resulting in loss of vehicle control. When replacing full size tires, never mix radial, bias-belted, or bias-type tires. Use only the tire sizes that are listed on the tire pressure decal. Page Refer to the Safety Compliance Certification label to determine the specific size tire and wheel Ford Motor Company recommends for use on this vehicle. When purchasing replacement tires for your vehicle, consult your Page The tires on your vehicle have all-weather treads to provide traction in rain and snow. However, in some climates, using snow tires and chains may be necessary. Ford offers snow chains as a Ford approved accessory and recommends use of these or their equivalents. Page If equipped with cm 17 inch tires, your vehicle will not accommodate snow chains. Consult your dealer for information on other Ford approved methods of traction control. Page Maintenance and care The fuel system may be under pressure. If the fuel cap is venting vapor or if you hear a hissing sound, wait until it stops before completely removing the cap. Automotive fuels can cause serious injury or death if misused or mishandled. Page Breathing gasoline vapors or skin contact could cause an adverse reaction. Consult a physician immediately. Page Maintenance and care Fuel quality If you are experiencing starting, rough idle or hesitation problems try a different brand of fuel. If the condition persists, see your dealer or a qualified service technician. The American Automobile Manufacturers Association AAMA issued a gasoline specification to provide information on high quality fuels that optimize the performance of your vehicle. Page Maintenance and care though your engine will perform adequately on other gasolines, the performance of the emission control devices and systems may be adversely affected. Repair of damage caused by using a fuel that your vehicle was not designed for may not be covered by your warranty. If other than Ford, Motorcraft or Ford authorized parts are used for maintenance replacements or for service of components affecting These events could indicate that the emission control system is not working properly. Page Maintenance and care Replacing the headlamps 1. Turn the bulb left or right to line up the grooves in the LIFT plastic base with the tabs in the socket. Lock the bulb assembly into place by turning it clockwise until it stops. Highmount brakelamp The highmount brakelamp is located just above the rear liftgate window. For bulb replacement, see a dealer or qualified service technician. License plate lamps To change either of the license plate lamp bulbs, follow this Use a small screwdriver to pry off the lens. Washing your vehicle Wash your vehicle regularly with cold or lukewarm water. Never use strong detergents or soap. If your vehicle is particularly dirty, use a quality car wash detergent. Page Minor scratches or paint damage from road debris may be repaired with touch-up paint, paint repair foil or aerosol paint spray from the Ford accessory line. Observe the application instructions on the products. Remove particles such as bird droppings, tree sap, insect remains, tar spots, road salt and industrial fallout immediately. Page Maintenance and care high pressure fluid could penetrate the sealed parts and cause damage. Cleaning plastic exterior parts Use a vinyl cleaner for routine cleaning of plastic. Clean with a tar remover if necessary. Page Maintenance and care windshield wiper solution or a mild detergent. Rinse thoroughly with clean water. To avoid damaging the blades, do not use fuel, kerosene, paint thinner or other solvents. Page if equipped , child safety seat tether bracket assemblies if equipped and attaching hardware should be inspected after any collision. Ford recommends that all safety belt assemblies used in vehicles involved in a collision be replaced. However, if the collision was minor Page Maintenance and care The child seat liner is removable and may be machine-washed and air dried. Vehicles equipped with 4. Page Capacities and specifications in water. Page Capacities and specifications This tag bears technical information on your vehicle

and identifies various components. Page Capacities and specifications Engine number The engine number is stamped on the engine block. If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. Page Index Index Air bag supplemental restraint engine compartment Page Flashing the lights Page Index Power door locks Page Voltmeter see Battery voltage Windshield washer fluid and gauge This manual is also suitable for: Explorer. Print page 1 Print document pages. Cancel Delete. Sign In OR. Don't have an account? Sign up! Restore password. Upload from disk. Upload from URL. The Ford Ranger came with two basic styles of front suspension depending on the year it was produced. The twin beam front suspension was used from , and an IFS Independent Front Suspension has been used from to the present day. This page will break down the different suspensions based on year and whether the vehicle is 2WD or 4WD. It was offered only on light-duty two-wheel-drive F-Series pickup trucks, giving them a softer ride and better handling characteristics. The TIB front suspension is an independent front suspension in the sense that each side of the front suspension has its own axle beam, coil spring, and radius arm. It is similar in design to the TIB Twin I-Beam mentioned above except that the axle beams are larger, and the drivers side beam has a differential mounted to it. Both were reverse rotation differentials. Click HERE for more information on these axles. The TTB front suspension is an independent front suspension in the sense that each side of the front vehicle has its own axle beam, coil spring, and radius arm. Below is a photo of a driver side TTB axle beam with its differential on the left, and a driver side TIB axle beam on the right. Instead it uses upper and lower arms with a coil spring mounted between them. Note that the truck pictured above in not a 4WD Ranger. You can see the torsion bar under the front sticking out past the right center of the front tire and extending back to its mount near the front door. Instead it uses a torsion bar that is connected to the lower arm and runs parallel with the frame. It connects to the frame rail behind the front cab mount. See the section below on how torsion bar suspensions work. The Dana 35 used from to the present is a standard rotation Dana In , ford clocked the keys a few degrees to lower the Ranger and give it better handling and MPG characteristics. Also, the rear lift blocks in the Ford Ranger are lower. If you add a Superlift suspension lift on a and newer Ranger, then the earlier keys will lift the front more. The Superlift already comes with taller rear blocks. How The Torsion Bar Works:. This is a CAD illustration of a torsion bar front suspension not from a Ranger. When the suspension compresses, the torsion bar is twisted clockwise by the lower A-arm. Because the torsion bar is anchored at the other end in the crossmember, the torsion bar exerts a counterclockwise force that pushes the A-arm back down. The effective spring rate of the bar is determined by its length, diameter and material. Manufacturers change the torsion bar or key to adjust the ride height, usually to compensate for heavier or lighter engine packages. While the ride height may be adjusted by turning the adjuster bolts on the stock torsion key, rotating the stock keys too far can bend the adjusting bolt and place the shock piston outside the standard travel. Over-rotating the torsion bars can also cause the suspension to hit the bumpstop prematurely, causing a harsh ride. Aftermarket forged torsion key kits use reclocked adjuster keys to prevent over-rotation. Thanks to forum members:. Ranger44 torsion bar photo. The Ford Ranger Front Suspension. More Articles:. Very nice product for the money, helped the handling quite a bit. I would give a 5 star but the fact that there is no phone number on the web site makes it very hard to communicate. The e-mails do not get answered promptly. Received my item in good time, they fit as suggested-great service-would buy for them again in future. Good quality parts at a reasonable price. Shipping wasn't that long of a wait. If your watching those dollars like me and trying to save, here you go. Skip to main content Menu. Close X. Call To Order: Air Suspension Compressor Relay Connector. Air Suspension Shock. Air Suspension Solenoid Connector. Air Suspension Strut Set. Air Suspension Switch Connector. Alignment Cam Bolt Kit. Alignment Camber Shim. Alignment Camber Shim Kit. Alignment Caster Camber Cam Kit. Alignment Caster Camber Kit. Alignment Thrust Plate. Ball Joint. Ball Joint Kit. Ball Joint Set. Ball Joint Tool. Control Arm. Control Arm Bushing. Control Arm Bushing Kit. Control Arm Kit. Control Arm and Ball Joint Assembly. Control Arm and Ball Joint Kit. Leaf Helper Spring. Leaf Spring. Leaf Spring Plate. Leaf Spring Plate Set. Leaf Spring Shackle. Leaf Spring Shackle Set. Leaf Spring Tie Bolt. Pitman Arm. Shock Absorber Air Hose Kit. Shock Absorber Conversion Kit. Shock Absorber Kit. Shock Absorber Set. Shock Bellows. Shock Mount Insulator. Shock and Sway Bar Link Kit. Stabilizer Bar Bushing. Stabilizer Bar Link. Stabilizer Bar Link Repair Kit. Strut Assembly. Suspension Air Compressor Kit. Suspension Air Strut. Suspension Control Arm Bolt. Suspension Lift Kit. Suspension Ride Height Sensor Connector. Suspension Ride Height Switch. Suspension Rubber Helper Spring Kit. Suspension Solenoid. Suspension Stabilizer Bar Drop Bracket. Sway Bar Bushing. Sway Bar Bushing Kit. Sway Bar Link. Sway Bar Link Bolt. Sway Bar Link Bushing. Sway Bar Link Kit. Sway Bar Link Sleeve.

Wheel Race. Air Intake. Body Electrical. Body Sheet Metal. Chemicals and Fluids. Climate Control. Cooling System. Drive Belts. Engine Electrical. Engine Mechanical. Fuel Delivery. Fuel Injection. Tools and Hardware. DIY Solutions. FCS Automotive. OSC Automotive. Pro Comp Suspension. Shop By Vehicle. Replacement Shock Absorber Set - Front. Click to Enlarge. Shipping Options: Free Ground Shipping. Replacement Shock Absorber Set - Rear. Replacement K2 Shock Absorber Set. Unity Air Suspension Shock - Front. Unity Shock Absorber Set - Front. Product Remark: Air Shock Kit. Unity Shock Absorber Set - Rear. Product Remark: Kit includes 2 Air Shocks and hardware. Unity Shock Absorber - Front. Notes: Shock Absorber -- Exc. Unity Shock Absorber - Rear. Notes: Shock Absorber Kit -- Exc. Product Remark: Excludes Adjustable Suspension. Notes: Shock Absorber Set -- Exc. Features: Improved ride comfort and longer life. Features: Improved ride comfort and longer life No modifications, all the parts needed in one kit. KYB Shock Absorber. Adjustable Suspension. Features: Designed to restore handling and control Made from quality material Features twin-tube design Compensates worn suspensions Facilitates easy installation. Features: Designed to increase performance and stability Made from sturdy material Latest concept in ride control Delivers additional handling and control Facilitates easy installation. Features: Provides maximum control for trucks and sport utility vehicles Made from sturdy material Performs well on harsh road condition Suitable for hauling and towing Facilitates easy installation. Monroe Shock Absorber - Front. Monroe Shock Absorber. Monroe Shock Absorber - Rear. Features: Features position sensitive damping and the safe tech system During emergency, the piston travels beyond the grooves firming up the ride for added safety and control Consists of a nitrogen gas charged that helps maintain tire to road contact by reducing aeration Contains a self-lubricating fluid seal designed to retain gas without excessive wear or friction Backed by a limited warranty. Monroe SC Shock Absorber. Special Seal: 'Self-lubricating' fluid seal designed to retain gas without excessive wear or friction. Monroe MA Shock Absorber. Features: Ideal for vehicles that haul heavy loads and tow trailers Features a large volume air chamber that is designed to maintain level vehicle height Contains special air fitting that resists air leakage Packed in pairs that include air line, air fittings, and air fill kit Backed by a limited warranty. Features: Offers improved comfort at an economical price Comes in three forms of passenger car shock absorbers, truck shock absorbers and struts Features velocity proportional valving to reduce friction and ensure smooth rod reaction Includes a protective dust boot that reduces any moisture build-up, preventing severe suspension movement Backed by a limited warranty. Features: Features position sensitive damping and the safe tech system Consists of special modifiers, nitrogen gas charged and full displaced valving to reduce friction Includes a fluon banded piston which provides responsiveness to changing road conditions Contains a self-lubricating fluid seal designed to retain gas without excessive wear or friction Backed by a limited warranty. Product List Price:. Features: All Weather Fluid - Contains special modifiers to reduce friction and ensure smooth rod reaction. Full Displaced Valving - Better valving range on both the compression and extension cycles. Fluon Banded Piston - The fluon band provides consistent sealing between the piston and pressure tube which delivers better control and increased durability. Shipping Options: Ground, Overnight, 2 Day. Pro Comp Suspension Shock Absorber. Bilstein Shock Absorber - Rear. Bilstein Shock Absorber - Front. Notes: Series Shock Absorber -- With 0 - 3 in. Bilstein Shock Absorber. Notes: Series Shock Absorber -- With 0 in. Product Remark: 3" Spindle Style Lift. Features: Monotube gas pressure technology Easy to install; direct bolt-on; no modification required Improved control and stability, precise handling, ultimate performance, and incredible comfort BILSTEIN's unique piston design offers greater sensitivity and superior vehicle control Lifetime Warranty. Product Remark: - Non Air Leveling. Gabriel Shock Absorber - Front. Gabriel Shock Absorber - Rear. Notes: HiJackers -- Exc. Adjustable Suspension; Air hose kit included. Features: America's best-known air-adjustable shocks absorber is ideal for temporary towing or short-term heavy loads. Does not increase payload. Designed for light trucks, vans and SUVs. Notes: Rear Load Carrier -- Exc. The constant-rate front coil springs can help improve stability and restore or maintain ride height, while the variable-rate rear coil springs provide lbs. Gabriel G Shock Absorber. Notes: Ultra Truck Shock -- Exc. Installation Hardware Included Not Required. Motorcraft Shock Absorber - Rear. Rancho Shock Absorber - Rear. Extended; Collapsed; 9. Stroke; With 0 in. Rancho Shock Absorber - Front. Collapsed; 4. Rancho RS Shock Absorber. Collapsed; Stroke; With 0 - 2. Lift; Without Automatic Ride Control. Features: 2. Sachs Shock Absorber - Front. Sachs Shock Absorber - Rear. Features: SACHS Shocks and Struts are intelligently engineered to restore original handling dynamics while designed to meet the highest safety, comfort, performance, and quality standards. SenSen Shock Absorber - Front. Gabriel Shock Absorber. On non-dust shield units only Show More Show Less. This unit has been designed to replace the adjustable unit. Monroe Shock Absorber - Rear Right.

Motorcraft Shock Absorber - Rear Left. Motorcraft Shock Absorber - Rear Right. Superlift Shock Absorber - Front. Notes: Shock Absorber -- Superide; With 4 in. Lift; With Rear Standard Suspension. Monroe June 3rd, Posted by Pierre. Monroe MA The delivery was great-the product fit perfectly-great service-would buy from them again. March 6th, Posted by Rear shocks for ford explorer. March 6th, Posted by Shocks for explorer. Monroe SC Now my rear end doesn't move side to side anymore has its stability back. March 11th, Posted by Tim. August 29th, Posted by Wes. Gabriel G This shock is more comfortable and can't beat the price. Now I have a smoother ride. Catalog: E. Vehicle Sub Model Ford Explorer. Catalog: U. Vehicle Ford Explorer. Catalog: Q. Catalog: B. Catalog: P. Catalog: H. Catalog: A. Catalog: F. Vehicle Body Engine Ford Explorer. Catalog: T. Adjustable Suspension; Air hose kit included Features: America's best-known air-adjustable shocks absorber is ideal for temporary towing or short-term heavy loads. Vehicle Engine Ford Explorer. Catalog: N.