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Written by experts with handson experience, our extensive selection of Ford repair manuals will help you to fully service your vehicle, as well as rebuild from the ground up. Haynes manuals provide you with all the practical tips, photos, and stepbystep explanations you need to get the job done. Ford Expedition in its entire production life has always been a prototype of the Ford F150 in production design, and mechanical components, and in all its corresponding generation. The Expedition Max functionally serves as a replacement for the Ford Excursion. But the fourthgeneration Ford Expedition began production for the 2018 model year. We spend our time colecting up some of the rarest owner manuals around in an attempt to make them as easily findable as possible. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Introduced for the 1997 model year as the successor of the Ford Bronco, the Expedition was the first fullsize Ford SUV sold with a fourdoor body. For its entire production life, the Ford Expedition has been derived from the corresponding generation of the Ford F150 in production, sharing some body and mechanical components. The fourthgeneration Ford Expedition began production for the 2018 model year.The third Ford vehicle to use the Expedition nameplate, the fullsize SUV follows a 1992 F150 Eddie Bauer concept vehicle and a 1995 trim level package on the twodoor Ford Explorer Sport.The Expedition was also the last Ford vehicle to retain its older design found in the early to mid 2000s.The XLT was the base model. The Expedition featured optional three row seating, first row captains chair seating, available second row captains chair seating, leather seating surfaces, illuminated running boards, heated side view mirrors, power moon roof, dual zone climate control and Fords Mach audio sound system with rear subwoofer. Many of these features were standard on the Eddie Bauer version.

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ControlTrac was introduced in 1995 and included four selectable modes Two High, Auto, Four High lock and Four Low lock. Optional equipment included offroad underbody skidplate protection, TractionLok rear limitedslip differential, and a heavyduty trailer towing package. The air bags would adjust deployment force depending on crash severity. Features included SecuriLock with smart key and engine immobilizer, security approach lamps, fourwheel antilock braking system ABS, sideintrusion door beams, postcrash fuel pump shutoff and threepoint safety belts for all rows of seating with tension and locking retractors. This included seatmounted side torso side air bags. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. December 2016 Learn how and when to remove this template message A new exterior color was added Wedgewood Blue. Limited availability for 4.6 Windsor versus Romeo engine. This limited run was available only for Ultimate Tow Package Included in the update was a new front grille which now dropped lower in the center, grille work, as well as a new front bumper that incorporated the fog lamps into the lower valance and larger center air intake. Both the 4.6 liter and 5.4 liter V8 engines received updates including more power and torque. The Two High mode for automatic fulltime ControlTrac fourwheel drive equipped models was dropped leaving only Auto, Four High lock and Four Low lock modes. The dashboard also received an updated radio and air conditioning controls and revised Gauge Cluster and a Digital Odometer for the first time. The lower front bumper valance and illuminated running boards were changed over to Arizona beige to complement the standard Arizona beige exterior body trim on Eddie Bauer models. Estate Green Clearcoat Metallic replaces Spruce Green Clearcoat Metallic, and Arizona Beige Metallic replaces Harvest Gold Clearcoat Metallic in the color palette.

<http://1a-vermietung.com/images/3m-x64-projector-manual.pdf>

XLT versions could be optioned with the XLT No Boundaries package that included monochromatic black paintwork with chrome grille and special alloy wheels. Eddie Bauer versions could be optioned with the Eddie Bauer Premier package that included either monochromatic Arizona beige or solid black paintwork with painted alloy wheels and upgraded leather seating. A reverse sensing system was made optional. Last year model for the UN93. This was also the last model year for XLT No Boundaries and Eddie Bauer Premier trims. The new Expedition was unveiled at the 2002 North American International Auto Show, in January. Expedition also gained a hydroformed fully boxed frame providing a 70 percent improvement in torsional stiffness. Adaptive variable assist power rackandpinion steering was introduced along with the largest brake rotors in the segment at that time 13.5 inches up front, 13 inches in back with brake calipers 100 percent stiffer than the previous generation Expedition. A new dedicated microprocessor with new control software was added allowing the system to detect different terrain and surface conditions to predict traction loss before it happens. Two High mode was also reintroduced. In addition, a new failsafe cooling mode provided protection even in the case of a catastrophic coolant loss such as a punctured radiator. In the event of coolant loss, the engine control unit shuts off fuel to alternate cylinders to reduce the risk of engine damage from overheating. The valves continue to operate, in order to pump cooling air through the cylinders. Wind, powertrain, road and vehicle body noise was reduced by improving interior acoustics through new damping materials, a total of 10 shearstyle isolating body mounts, heavier sealing of body and panels, redesigned rubber door seals, and extensive use of interior structural acoustic foam in the upper Bpillars, upper and lower Dpillars and floor pan.

<http://17eldonsquare.com/images/3m-x55-manual.pdf>

Expedition featured an allnew front fascia, grille work, headlamps, body trim, rear fascia, tail lamps and liftgate. Interior fit and finish were improved with an allnew interior featuring new dash, door panels, genuine aluminium trim, and plush carpeting. Premium perforated leather seating surfaces were standard on Expedition Eddie Bauer optional on Expedition XLT . Expedition FX4 models featured all of Expeditions optional offroad equipment as standard equipment. No longer did owners

have to remove the third row seats for more storage. The dual front SRS air bags now included the Personal Safety System PSS. PSS would tailor air bag deployment for driver and first passenger and included occupant classification, seat position, crash severity, safety belt pretensioner, load limiting retractor and safety belt buckle usage sensors. This new air bag system included SafetyCanopy dual side curtain air bags for head, upper torso and rollover protection. SafetyCanopy would deploy along the A, B and C pillars down to the vehicle's beltline. SafetyCanopy could remain inflated after deployment for extended protection and replaced the dual front side airbags featured on the first generation Expedition. AdvanceTrac electronic stability control with traction control system was introduced as an optional extra. The electronic traction and stability mitigation system would expand to include roll stability control RSC for the 2005 model year. Earlier in the model year, Eddie Bauer models had received standard black running boards. Toward the end of the model year, Arizona beige running boards were reintroduced to complement the Arizona beige body work which came standard on Eddie Bauer. Body colored running boards had previously been offered on the first generation Expedition from 2000 to 2002. The Expedition Eddie Bauer Premier model is reintroduced after being absent from the 2003 model trim lineup.

Monochromatic paint work with blacked out headlamps and special alloy wheels were standard on Eddie Bauer Premier versions. A new Expedition XLT Sport model is added with Dark Shadow grey exterior body trim. A new high end Limited trim level replaced the Eddie Bauer Premier model though the regular Eddie Bauer was still available and featured chrome accented roof rails, chrome clad aluminium wheels, PowerFold power assisted stowable side view mirrors and chrome tipped exhaust. An upper high end King Ranch trim level with Castano leather seating was also introduced. The base 4.6 liter Triton V8 engine was dropped for the 2005 model year as the 5.4 liter Triton V8 was made standard on all Expeditions and updated with 24 valve technology and variable valve timing. Along with the 2005 model V8 engine update, the Expedition also received a significantly updated version of the four speed 4R70W automatic transmission. A turbine speed sensor improved transmission control and provided the basis for the fully electronic shift scheduling. The transmission's microprocessor speeds were improved for better responsiveness and precision of the control system. Last year model for the U222. The Gentex auto dimming rear view mirrors were updated. Two new exterior colors were added later on within the model year. They were Pewter metallic and Dark Copper metallic. Medium Flint grey interior was also added to Limited models later on within the model year. Chrome tipped exhaust was made standard on King Ranch models. 2006 would be the last year model for the NBX trim. The ultrasonic rear park assist and SafetyCanopy side curtain airbags were offered as standalone options. This was a 28,000 mile 45,000 km trip across North Asia and the Arctic Tundra. Six team members consisted of leaders, Alexey Mikhailov and Alexander Borodin, technical director, Andrey Rodionov, and professional offroad drivers, Sergey Goryachev, Victor Parshikov, and Alexey Simakin.

The route took them on permafrost and crossed the Arctic Circle twice. Visited landmarks included where American aviator Carl Ben Eielson was lost, and the birthplace of Russian explorer Semyon Dezhnev. West Cape Dezhnev. Two of the vehicles towed a dual axle utility trailer. Two were equipped also with caterpillar track systems supplied by MatTracks. The rubber track systems were only used when offroad conditions became too demanding for conventional tires. The rear stabilizer bar failed on both vehicles fitted with the MatTracks system. Most of the improvements were mechanical in nature, and included a sheet metal refresh and redesigned interior with upgraded materials, as well as a new long wheelbase version, called Expedition EL in the U.S. and Expedition Max in other markets. The new T1 platform replaced the old U platform, and provides 10 percent more torsional rigidity than the U platform. T1 incorporates a four wheel independent long travel suspension system first introduced on the second generation with redesigned suspension geometry and an all new five link rear suspension with new rear lower control arms. As with previous model years, the suspension system could be had with adaptive pneumatic airride springs. The transmission

featured pushbutton overdrive lockout, electronic shift scheduling, adaptive shift algorithms and a mechatronic transmission control module TCM that would save adaptive shift data in keep alive memory KAM. This safeguarded against complete data loss in case of a power failure such as disconnecting the battery. When properly equipped with the heavyduty trailer towing package the SUV can tow up to 9,200 lbs 4,130 kg. Fourwheel electronic traction control is standard and offroad underbody skid plate armor is optional. A new default offroad program with throttle response recalibration was added, and is automatically activated when Four Low lock mode is selected. Expedition can achieve an offroad crawl ratio of 41.

061 with a low range ratio of 2.641 and rear axle ratio of 3.731. New complex stepped style multifaceted headlamps, side view mirrors with updated LED lane departure indicators, sleeker body work and redesigned tail lamps were also added. The interior received a new dash, which would eventually appear on the 2008 Super Duty, new center console, and redesigned first row captains chairs, door panels and interior trim. The third generation Expedition went on sale in August 2006. The first 2007 Expedition to roll off a Ford assembly line was donated by Ford to the Peter family of Jamaica, Queens, New York as part of an episode of the American Broadcasting Company series Extreme Makeover Home Edition that aired May 7, 2006. Expedition King Ranch was also reintroduced after being absent from the 2007 model year trim lineup. The rearview camera system is now integrated to show the video feed through the navigation screen instead for the rearview mirror, however, the rearview mirror is still used to show images on Expeditions not equipped with the navigation system. The steering wheel also has a tilt feature and radio controls, including Ford SYNC buttons, allowing the driver to press the button and use voice commands to activate the system, which became standard on Eddie Bauer, Limited, and King Ranch. For accessory purposes, a HD radio can be installed upon request at a Ford dealership in the United States. New for 2009 were standard heated second row outboard seats on the Limited and King Ranch models only with either the second row bench seat or the optional bucket seats. For the 2010 model year optional packages have now been renamed to Rapid Specified Order Codes and upgraded 100s for XLT, 200s for Eddie Bauer, 300s for Limited, 400s for King Ranch for the newer models. HD Radio became a standard on all trims, and a dual DVD system that placed at the headrest area became an optional feature.

Another change that was made was in the entry level trim department, with the Expedition offering the newly designated standard XL entry level with lower black cladding, while the XLT level trim was upgraded along with a new XLT Premium trim with gold cladding, replacing the Eddie Bauer level trim. Also, silver cladding was added as an exterior trim as part of a newly optional XLT Premium Sport Appearance Package. Both Limited and King Ranch trims receive new paint and interior trim. Only three trims, XLT, Limited and King Ranch are offered. The Sirius XM with Navlink and HD radio is added to the XLT as an optional feature. A new, quieter, mechanical Nivomat adaptive hydraulic loadleveling suspension system is available, in place of the adaptive pneumatic airride loadleveling suspension. When properly equipped the Expedition continues to offer topend towing capability with a braked trailer towing capacity of 9,200 lbs 4,173 kg or 4.6 tons. The debut was at the DallasFort Worth Auto Show on February 19, 2014; because Texas especially Dallas and Houston is an important market. Allnew thinner headlamps were added, in addition to an allnew front bumper with oversized lower air intake. The new bumper also features a lower chrome bar and twin LED fog lamps that flank the chrome bar. Expedition also features a new electric power servoassisted steering and PullDrift Compensation PDC which detects crosswinds and compensates for it. Also new is the latest version of the 8inch MyFord Touch touchscreen infotainment and telematics system. Pushtostart engine ignition with intelligent access was added and the fourwheel drive mode selector for models with 4x4 was revised and repositioned. Expedition is the first Ford vehicle in North America to have continuouslycontrolled damping. The fourwheel electronic traction control system brake differential locking control was recalibrated to take into account the new



EcoBoost V6s higher torque output and earlier torque delivery.

High speed emergency braking from 70 mph to 0 full stop was completed in 170 ft. However, the Expedition began adding Fords upgraded enhanced SYNC3 to its trims, as an optional feature on the XLT and standard on Limited, King Ranch and Platinum. The Limited added Sonys Premium Audio System as a standard. The U553 will move to the all new half ton hydroformed T3 platform chassis, which is a modified version of the half ton platform underpinning the P552 2015 Ford F150. The T3 platform will use a new fourwheel independent suspension system design. In late 2016, spy photographers managed to capture photos of the actual first preproduction prototypes of the U553, wearing the production intent body on the production intent platform. The styling and appearance of the U553 Expedition is inspired by the U502 Explorer along with elements of the P552 F150, the vehicle on which the new Expedition is based, and will have a more aerodynamic and streamlined silhouette, with raked windshield and sloped roofline which will lead to a rear liftgate spoiler. The U553 Expeditions C-pillar will be more forward slanted, echoing the forward slanted C-pillar of the U502 Explorer introduced for 2011. In addition the Expeditions body will feature sculpted sides with character lines, similar to the U502 Explorer, as opposed to the straight slab sides of the current Expedition. A new electronic locking rear differential will be available to augment the 4x4 system. Expeditions offroad electronic aids Hill Descent Control HDC and Hill Ascent Assist HAA will be joined by the Terrain Management System adapted from the Ford Raptor. The fourwheel drive system has 3 three direct drive modes which include 2H, 4A, and 4L. The 4H mode has now been dropped from the selection, as the Terrain Management computer now controls the electronic center lock of the fourwheel drive system. The 4L direct drive mode engages the electronic center lock regardless of the offroad drive mode selected.

Ford has also partnered up with Sling that enables the twinscreen rear entertainment system, as well as personal tablets on the vehicles WiFi, to watch cable TV content. The WiFi content can be used up to 10 devices and features Apple Car Play and Android Auto capabilities that is compatible to Ford SYNC3 and Ford Pass. There is also at least 40 different spaces and cup holders to allow items to be stored. The Limited key features include invehicle wifi with available SYNC Connect, a handsfree footactivated lift gate, and standard 20inch ultra bright machined aluminum wheels with dark tarnish painted pockets. A 3.5 EcoBoost engine functions with a 10speed SelectShift automatic transmission. The Limited also has a 23.3gallon fuel tank. A heavy duty engine radiator and twospeed automatic fourwheeldrive with neutral towing capability are optional. The standard power and handling features include a twowheel rearwheel drivetrain, multilink independent rear suspension, Electronic Power Assist EPAS rack and pinion steering, Advance Trac with stability control, which is designed to provide stability and traction by reducing the chance of spinning the drive wheel, trailer sway control, traction control, and a nonlimitedslip 3.15 rear axle on the 4x2 model. A 4X4 Limited build and 4X2 MAX build has a standard 3.31 drive ratio, while a 4X4 MAX build has a 3.73 drive ratio. Secondrow power folding tip and slide bucket seats are optional. The cabin also features 15 cupholders, analog RPM and speed gauges with digital minor gauges, and an 8inch center display. The cabin has an illuminated entry system and ambient lighting, with map lights mounted over the front overhead console, dome lights on the second and third rows, and a rear cargo area light. Pushbutton start systems with intelligent access, a remote start system, and a Blind Spot Information System BLIS with crosstraffic alert and trailer tow monitoring are also standard.

Each has a unique color with magneticpainted polished stainless steel accents. Among the other exterior standard features are intermittent front and rear wipers, a windshield wiper deicer, a rear window defroster and washer, halogen fog lamps, quadbeam reflector headlamps, a halogen projectorbeam, incandescent taillamps, a handsfree footactivated lift gate and manual liftglass, a Center HighMounted Stop Lamp CHMSL, configurable daytime running lamps, roof rack side rails, a

chrome grille with Magnetic painted accents, and a Class IV trailer hitch receiver. A capless fuel filler is also standard. A panoramic vista roof is optional. The standard features include a four-wheel antilock brake system, a rearview camera with backup assist, dual-stage front airbags, three-point safety belts, side-impact airbags, a safety canopy system that includes the third row, rear-door child safety locks, LATCH Lower Anchors and Tether Anchors for Children, Individual Tire Pressure Monitoring System TPMS, and an SOS Post-Crash Alert System. The Platinum's exterior will receive standard full LED headlamps vertically stacked in headlamp nacelles, LED turn signal lamps, LED daytime running lamps, LED fog lamps and diffused LED tail lamps with LED brake lamps. Among the detailed features are patented electronic locking limited-slip rear differential, Off-road-tuned shocks, All-terrain tires, Seven different skid plates that serve as underbody armor and protect critical areas, Unique 18-inch Magnetic Metallic-painted cast-aluminum wheels, Chrome running boards, FX4 badging on the liftgate and front fender, and New rubber floor liners. The engine makes 375 horsepower and 470 lb.ft. of torque at 5,000 rpm in XLT and Limited trims, and 400 horsepower 480 lb.ft. of torque at 5,000 rpm in the Platinum trim. Its backed up by a gasoline direct injection fuel delivery system with a single, stainless steel exhaust. The drive ratio is 3.15 on a standard 4x2; 3.31 on standard 4x4 and 4x2 MAX; and 3.73 on a 4x4 MAX.

The engine's compression ratio is 10.5:1. In Canada, to avoid confusion with the Acura EL sedan, Ford renamed the extended-length version as the Expedition Max. In the Philippines, the Expedition EL is the only version imported and sold; coincidentally, it is also a market where the Ford Everest SUV is sold. For 2011, the Eddie Bauer trim was replaced by XLT and XLT Premium, with XL becoming the new base trim level. After 2012, all versions of the XL trim were dropped. It debuted in November 2017 for the 2018 model year. Like the standard size Expedition, this was also unveiled ahead of the Chicago Auto Show and carried the same features and the three featured trims, XLT, Limited, and Platinum. It also expanded its length size by one inch to allow more space and legroom in the third seat row. Although the rear passenger doors were widened, the aft wheel well trim still doesn't cut into them. Like the standard length Expedition, the extended length Expedition Max also retained its standard eight passenger seating on all trims like before. The US and Canadian Expeditions are available in XLT, Limited, King Ranch and Platinum, while The Mexican Expedition offers the XLT, Limited, and King Ranch trims. The Middle East Expeditions are offered in XL, XLT, Limited, King Ranch, and in Platinum RWD only trims. The Philippines lone Expedition EL level trim was the Eddie Bauer model from 2007 to 2010. The Middle East also started to get all of the 5 US level base trims, including the new XL trims that took the XLT's place and the King Ranch trim. The Canadian Expedition Max are only featured in Limited and Platinum level trims, also available in RWD and 4WD. Mexico's Expedition Max are available in rear wheel drive XLT only, but available in RWD and 4WD Limited versions. The Philippines, Republic of China Taiwan, and Middle East ELs are only available in 4WD Limited trims. There are four modes Two High mode, Auto mode, Four High mode and Four Low mode.

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