2006 ford explorer hood

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Lake Chevy helped make these videos. This video shows you how to open the hood in your Ford Explorer. Popping the hood on your Explorer is a two step process, you need to release the hood latch inside your Explorer and then you need to release the safety latch under your hood in the front of your Explorer. The video above shows you the location of both hood latches. Sometimes, the hood on Fords gets stuck and won't pop up after the interior latch is released. If this occurs on your Explorer, simply pull up on the hood and it should pop up for you to release the second latch. Sometimes, especially on older Explorers, you may have difficulty getting your hood to latch when you close it. In this case, the interior release lever on your Ford Explorer is probably stuck in the "open" position - push the release lever back and forth several times and then try to close your hood. Hans Angermeier has produced over , videos showing drivers how to fix things on their cars. He has broad expertise on basic repair procedures covering the majority of cars on the road. Odd electrical problems that come out of nowhere can often signify a blown engine fuse - check and change yours here! If your brake fluid is a little low, learn how to add some here. Ignoring a low level leads to big problems. Cars burn, leak and otherwise dispense of their oil. Check your level frequently and top up when necessary. Car companies often use the same engines in different cars. They also slightly alter the styling and sell the same car by two different names amongst other tricks to help offset development costs. Our system selects the most applicable video for your car based, in part, on these characteristics. The video displayed may not look exactly like your car, but may be relevant enough for you to get a good idea how to do it. Getting Started - Prepare for the repair. Share on. Full list of part and tools. Author Hans Angermeier has produced over , videos showing drivers how to fix things on their cars. Check for a blown engine fuse. Add brake fluid. Oil level check. Change an engine fuse. If you have an electrical component that doesn't work, try replacing the fuse first. See all videos for the Ford Explorer. We have a massive and growing video library, but we don't have everything Deriving its name from a trim package used on the F-Series pickup trucks as with the Ranger , the Explorer is slotted between the Edge CUV and standard-wheelbase Expedition. Currently in its sixth generation, the Explorer has been offered with a number of chassis and powertrain layouts through its production. The first two generations were directly derived from the Ford Ranger , switching to a model-specific chassis for the third and fourth generations. The fifth-generation adapted a variant of Ford Taurus chassis architecture developed for SUV use , with the sixth generation again reverting to a model-specific chassis. Alongside the five-door Explorer wagon, a three-door wagon was offered from launch to effectively succeeding the Bronco II. Through its production run, variants of the Explorer have been sold by Mercury, Lincoln, and Mazda; Lincoln currently markets the model line as the Lincoln Aviator. The Ford Explorer was introduced in March for the model year. To better compete against the Chevrolet S Blazer and Jeep Cherokee mid-size sport-utility vehicles, Ford sought to replace the Bronco II with a vehicle sized closer to its competitors. In an effort to attract family buyers, a four-door version was developed alongside the two-door launched the same month as the four-door S Blazer. The Explorer was longer and wider than the compact Bronco II, placing it in a higher size class. As with the Bronco II, the first-generation Explorer shares its chassis and underpinnings with the first-generation Ford Ranger. Commonality with the Ranger extends to the exterior, with the Explorer sharing its front bumper, fenders modified , headlights, grille, and wheels; with the exception of its steering wheel hub, the Explorer shares its entire dashboard with the Ranger. In a major change from the Bronco II, the Explorer was given its own front door stampings. In addition, the additional width allowed for two major aerodynamic improvements; along with the elimination of exterior drip rails by wrapping the doors into the roof , the sideview mirrors were integrated onto the doors rather than bolted on. Along with the standard rear-wheel drive powertrain, at its launch, the Explorer was also offered with various configurations of part-time four-wheel drive, powered by a Borg Warner 13â€"54 transfer case. In addition to a manually shifted transfer case, Ford offered "Touch Drive" electronic push-button shifting; both were "shift-on-the-fly" designs that allowed the vehicle to be shifted from two-wheel drive to "four-high" at any speed and into "four-low" when the vehicle was stopped. All Explorers were equipped with the Ford 8. The XL was distinguished by a black grille chrome optional with steel wheels, while the XLT offered a chrome grille and alloy wheels; the Eddie Bauer offered alloy wheels and two-tone paintwork. The Ford Explorer Sport was offered solely on the two-door body style. Offering black lower bodywork and grille and alloy wheels, the Sport was intended as a replacement for the Bronco II. The Ford Explorer Limited was introduced for as a luxury-trim model slotted above the Eddie Bauer. Largely introduced as a competitor to the Oldsmobile Bravada , the Explorer Limited was offered only as a four-door with an automatic transmission. Distinguished by its color-matched grille, headlight trim, and model-specific bodywork and wheels, the Limited was offered with several model-specific features, including automatic headlights, an auto-dimming rearview

mirror , foglamps , and center roof console with compass and outside thermometer. The second-generation Ford Explorer made its debut in late as a model. Retaining the same footprint as its predecessor, the Ford Explorer underwent extensive modifications to its chassis to improve its road manners. In an effort to better differentiate the model line from the Ford Ranger, Ford stylists redesigned the vehicle, giving the Explorer a model-specific exterior. As with its predecessor, the second generation was sold in both three-door and five-door configurations. Rear-wheel drive was standard, with four-wheel drive offered as an option. Following the January introduction of the third-generation five-door Ford Explorer, the three-door Explorer Sport became a stand-alone model on the second-generation design; the Explorer Sport was produced through the model year. This generation of the Ford Explorer marks the debut of the Mercury Mountaineer , introduced in by Mercury. In early , the Ford Explorer Sport Trac was introduced, which was a mid-size pickup truck; offered with a crew cab with a short pickup bed, the Sport Trac was based on the five-door Explorer. The Explorer Sport Trac was produced through the model year until it was redesigned for Outside of North America, this generation of the Explorer was marketed in right-hand drive configurations [citation needed] As of , RHD countries such as Japan export used examples of the Explorer to other countries such as Australia and New Zealand where there is demand for right-hand drive SUVs. Due to Japan's strict Shaken Laws , used vehicles tend to have low mileage with detailed repair histories. To match the V8 engine of the similar-sized Jeep Grand Cherokee , for the model year, Ford introduced a 5. For , revised cylinder heads increased output of the 5. Following the January introduction of the 4. For , the Ford Explorer gained a third engine, as Ford introduced an overhead-cam version of the 4. Using a common displacement with the pushrod 4. Offered as standard equipment on the top-trim Eddie Bauer and Limited trims, the engine became an option on all other versions of the Explorer and Explorer Sport. For , the pushrod V6 was discontinued, with the SOHC becoming the standard engine in all versions of the Explorer and the sole engine of the 3-door Explorer Sport. All V8 examples were equipped with a 4-speed heavy-duty automatic shared with the F, Mustang, and Crown Victoria. The four-wheel drive system was redesigned for the Explorer. For the V6 models, in place of Touch Drive from the previous generation, ControlTrac was an electronically controlled full-time four-wheel drive system with a two-speed transfer case, with software controlling a multi-disc clutch in place of a center differential. Along with traditional two-wheel drive and high and low-range four-wheel drive, "Auto" mode allowed software to maintain the amount of torque sent to the front wheels; if the front axle begins to spin slower, torque is shifted from the rear wheels to the front wheels until traction is achieved. Similar to TouchDrive, ControlTrac is dash-controlled, with a rotary selector for two-wheel drive , Sports , auto , high range, and low range. While visibly similar to its predecessor, many exterior panels from the Ford Explorer were changed, with only the roofline and the side doors carrying over. As part of the changes related to the redesigned front suspension, the entire front fascia was redesigned, with the Explorer gaining model-distinct styling. In a styling theme that would be used in several other Ford small trucks, the Explorer was given an oval grille; the headlamps were changed from rectangular to oval as well, wrapping into the fenders. In contrast to the front fascia, the rear fascia saw relatively few changes, with the rear bumper nearly unchanged. Along with slightly reshaped taillamps with amber turn signals , the Ford Explorer marked the debut of a neon CHMSL center brake light. Alongside the redesigned exterior, the interior of the second-generation Ford Explorer was given a redesign. Maintaining commonality with the Ranger, the Explorer was given a new dashboard marking the debut of dual airbags in an American-produced SUV , a new instrument panel; to improve user ergonomics, the Ford Explorer introduced a double-DIN radio panel and rotary-style climate controls. For , a third-row seat was introduced as an option; expanding seating to seven passengers, the design was only offered in export markets. For , the exterior of the Ford Explorer was given a mid-cycle update. Distinguished by the addition of fender flares, the rear fascia was restyled, with larger taillamps; to better accommodate export, the license plate was shifted from the bumper to the liftgate; the neon CHMSL was replaced by an LED version. For , the front bumper was redesigned, allowing for larger lower grille and fog lights. The interior was given redesigned front and rear seats, along with second-generation airbags; side airbags were introduced as an option. Other options included load-leveling air suspension on Eddie Bauer and Limited and a reverse-sensing warning system. At its launch, the second-generation Ford Explorer retained the use of the previous trim nomenclature; the standard trim was the XL, with the XLT serving as the primary model upgrade. In contrast to five-door Explorers, second-generation three-door Ford Explorers shifted to a separate trim nomenclature. While the XL remained the base model largely for fleets , most examples were produced under a single Sport trim level. In , the Expedition trim was introduced; roughly the 3-door equivalent of the Eddie Bauer, the trim was discontinued at the

end of the model year as Ford reserved the name for the Ford Expedition full-size SUV which entered production in mid For , the Explorer Sport became the sole version of the three-door; following the introduction of the third-generation Explorer, the Explorer Sport became a distinct model through the model year. The third-generation Ford Explorer went on sale in January as an early model. The U program began in , with the final design being chosen in and frozen for production in February , with development ending in The primary objective behind the third-generation Ford Explorer was to make the vehicle line more competitive in both domestic and export markets. To make the Explorer more competitive, Ford shifted away from typical SUV design, abandoning the use of the Ford Ranger chassis architecture in favor of designing a purpose-built platform. As part of the change, the Explorer became only the second rear-wheel drive American Ford platform fitted with four-wheel independent suspension behind the MN12 platform. In another major change, the third-generation Explorer was developed solely as a five-door vehicle. Retaining the previous-generation chassis architecture, the three-door Explorer Sport continued production through the model year; the Explorer Sport Trac four-door pickup truck continued through The third-generation Ford Explorer was marketed by all three divisions of Ford Motor Company: by Mercury as the second-generation Mercury Mountaineer; Lincoln marketed the third-generation Explorer from to as the Lincoln Aviator. The third-generation is based on the body-on-frame Ford UN platform. No longer derived from the Ford Ranger, the UN chassis was designed specifically for the five-door Explorer and its Lincoln-Mercury counterparts. In a major shift from its predecessors, the third-generation Explorer adopted a four-wheel independent suspension configuration, never before used on a Ford truck on American-produced SUVs, fully independent suspension was previously exclusive to the Hummer H1. While the third-generation Ford Explorer was in development during the late s a controversy involving the Explorer and Firestone tires developed, thus the increased stability of the configuration was designed in part to reduce rollover risk. Along with rear-wheel drive, the third-generation Explorer was offered with both four-wheel drive and permanent all-wheel drive. A five-speed manual transmission was offered for before its discontinuation; as of the model year, it is the final year a Ford Explorer was available with a manual transmission. As an option for both the 4. In contrast with the second-generation a major revision of the generation , the exterior and interior of the third-generation Ford Explorer were completely new designs. While sharing a number of design elements with the F-Series and Ford Expedition, the Ford Explorer also served as the introduction of a new design theme for several Ford vehicles; the Ford Expedition, the Ford Freestar, Ford Freestyle, and Ford Five Hundred would share various elements of the Ford Explorer design. Retaining nearly the same proportions as the first two generations, the third-generation Explorer was an inch shorter in length and two inches wider, gaining two inches in wheelbase. With the addition of independent rear suspension, several functional changes were brought as part of the redesign. The cargo floor was lowered several inches, adding nearly 10 cubic feet of total cargo room. Coinciding with the lower cargo floor, on nearly all models, a folding third-row seat was either standard or an option, bringing seating capacity to seven. The rear liftgate was redesigned, with the upper hatch enlarged. The outdoors-themed Eddie Bauer continued production with a two-tone exterior with a tan lower body ; the Limited wore a monochromatic body. It was more like a bang-for-your-buck Eddie Bauer model rather than an actual trim level, as it didn't really set itself apart in any way like XLS did from XLT. The Ford Explorer and the Mercury Mountaineer were both updated for the model year on a new frame, produced by Magna International rather than Tower Automotive. Along with this new, stronger chassis, Ford updated the interior, redesigned the rear suspension and added power-folding third-row seats. Also, a tire pressure monitoring system and electronic stability control became standard equipment. Power running boards , like the ones from the Lincoln Navigator , were also made available on the Explorer and Mountaineer; the running boards lower to allow easier access when entering the vehicle, then retract upon door closure. Unlike previous generations, there was no right-hand drive option available for order, causing Ford to market Explorers in Japan in left-hand drive configuration. Moreover, Ford switched to a one-piece rear liftgate design due to the problems associated with the previous generation's design. The 6-speed 6R automatic transmission , built by Ford and based on a ZF design, was made standard equipment with the V-8 engine as well. The five-speed 5R55W automatic transmission was advanced. It was the only transmission available for the V-6 engine, because the Mazda five-speed manual transmission was dropped in the previous generation. For , The Explorer received a few minor updates including standard AUX input on all stereos and optional power running boards, heated windshield, Ironman Package, XLT Appearance Package, and heated leather seat package. For , Ford added side curtain airbags across the Explorer range. Also, the optional satellite navigation system was also upgraded with voice control. For , the Explorer received a trailer sway control system as

standard equipment, and the navigation system received traffic flow monitoring with updated gas prices from nearby stations. For the model year, Ford's MyKey became standard on all Explorers equipped with the Sync system, while V8s were restricted to 4-wheel-drive models. The second generation Sport Trac came out in early for the model year. Unlike its predecessor sold through , it featured the V-8 engine as an option and was based on this generation Explorer's platform. It had blacked-out headlights, black grill, monochrome color interior, unique front and rear bumpers, front fender vents, and molded-in running boards. It also came standard with 20" polished aluminum wheels, and the fender flares that came on the Explorer and standard Sport Trac were deleted. It is designed for up to six passengers while improving fuel economy by 20 to 30 percent relative to the current V6 Explorer. The 5th generation Explorer bore similarity to the Explorer America concept's construction, and includes a unibody structure based on the D4 platform , a modified version of the D3 platform. The fifth generation Explorer features blacked-out A, B, and D-pillars to produce a floating roof effect similar to Land Rover's floating roof design used on its sport utility vehicles; a design which Ford previously used on the Ford Flex. The fifth generation Explorer features sculpted body work with stepped style headlamps similar to the Flex , Edge , Escape , Expedition and F , as well as new stepped style tail lamps. The grille features Ford's corporate three-bar design with upper and lower perforated mesh work, similar to that of the sixth-generation Ford Taurus. The development of the fifth generation Explorer was led by chief engineer Jim Holland from February to October , who was also a chief engineer for Land Rover ; heading development of the Land Rover Range Rover L facelift from December to December Holland also worked on the Ford Expedition U during its initial development. The fifth generation Explorer made its debut online on July 26, Ford had set up a Ford Explorer Facebook page ahead of its debut. The Louisville plant, where the previous generation was built, was converted to produce cars based on Ford's global C platform potentially including the Ford Focus , Ford C-Max , and Ford Kuga. It went on sale in December , after pre-launch sales had by the end of November totaled around 15, Available features on the fifth generation Explorer include intelligent access with push button start, remote engine start, power liftgate, power adjustable pedals with memory, premium leather trimmed seating, heated and cooled front seats, dual headrest DVD entertainment system, adaptive cruise control , active park assist , SIRIUS Travel Link , MyFord Touch , Ford SYNC by Microsoft , Sony audio system with HD radio and Apple iTunes tagging, in-dash advanced navigation system , SoundScreen laminated acoustic and solar tinted windshield with rain-sensing wipers, inch polished V-spoke aluminium wheels, and High-intensity discharge headlamps HID and LED tail lamps. Unlike the Explorer America concept vehicle which only seats five occupants, the production Explorer holds two rows of seating with available PowerFold fold flat third row seating like the previous generation and accommodates up to seven occupants. The Explorer is available in either front-wheel drive or full-time all-wheel drive. The I-4 engine is not available with the optional 6-speed 6F SelectShift automatic, and will only be available in front-wheel drive. The Explorer is available with an automatic intelligent all-wheel drive system inspired by Land Rover , featuring a variable center multi-disc differential with computer controlled lock. The center multi-disc differential controls the front-to-rear torque split, biasing as much as percent of torque to either the front or rear wheels. Four-wheel electronic traction control ABS braking is employed to simulate front and rear differential locks via aggressively "brake locking" the front or rear differentials, transferring up to percent of torque from side-to-side. Terrain Management includes four selectable modes. Each mode is selected via a rotary control dial on the center console, aft of the transmission shifter. Depending on the mode selected, Terrain Management will control, adjust, and fine tune the engine, transmission, center multi-disc differential lock, throttle response, four-wheel electronic traction control and electronic stability control ESC to adapt the SUV for optimal performance on the corresponding terrain. Moving to a monocoque body usually has a negative impact on towing capacity. The new Explorer will be available with an optional trailer tow package. The package includes a Class III trailer hitch, engine oil cooler, trailer electrics connector, trailer sway control TSC , wiring harness and a rear-view camera with trailer alignment assistance to help in backing up to a trailer. Safety features include: Dual front adaptive SRS air bags, dual front seat side impact air bags, dual rear safety belt air bags available first quarter, and side curtain head, torso and rollover protection air bags. The fifth-generation Explorer was the first-ever vehicle to be equipped with dual rear inflatable safety belts. Air bags are sewn into the inside of the seat belts, and inflate with cold air to prevent burns. Ford claims it will be released as an option and to introduce inflatable seat belts on other Ford models eventually. On June 12, , Ford announced a global recall of 1. Ford stated if the car was subjected to frequent rides over rough terrain that the toe link on the rear suspension could fracture which would affect steering and lead to greater risks of traffic accidents. The Ford Explorer Sport was announced March 28,

as an option for the model year and went on sale in June The "Sport" trim level comprises blackened exterior treatments, stiffened chassis and suspension, larger brakes and the installation of the EcoBoost 3. The refreshed model year Ford Explorer debuted at the Los Angeles Auto Show , with a redesigned front fascia, hood and lower bumper, standard LED low-beam headlights, and fog lamps that were inspired by the thirteenth generation Ford F The rear of the Explorer was also refreshed with restyled LED tail lamps and dual exhaust outlets. The refresh bumped the I4 engine to a 2. A newly introduced Platinum trim now tops out the range, slotting above the Sport and Limited trims. Similar to the Platinum editions of the F and Ford Super Duty trucks, the Platinum trim features front and rear cameras, enhanced active park assist with perpendicular park assist, park-out assist and semi-automatic parallel parking, hands-free liftgate from the Ford Escape , an exclusive watt Sony surround sound system, and a heated steering-wheel. The Platinum trim is paired with a 3. The Explorer went on sale at dealerships in the Summer of Other than the addition of the top-of-the-line Platinum trim, as well as standard eighteen-inch alloy wheels on the base Explorer trim, the changes are mainly in styling, exterior and interior color combinations, technology, and power. The Ford Explorer received a second facelift which include a refreshed front end with revised LED headlights and redesigned LED fog lights plus new exterior colors, new interior colors, and new wheel designs. The Ford Explorer received two new packages for the model year. This was the last model year of this generation explorer right before the Explorer entered production. A high-performance Ford Explorer ST model will also be offered. The turbocharged 2. It comes with a new speed automatic transmission and either rear- or all-wheel drive. An optional twin-turbocharged 3. An Explorer Hybrid will also be available in the US with an initially detuned 3. It will have a fuel consumption of 3. The base Explorer will be sold mainly to fleet buyers, and will not be available for retail sale. Thousands of initial Explorer and Aviator vehicles were shipped to Ford's Flat Rock Assembly Plant for repairs due to quality control problems. Later models have been shipped from the Chicago plant to dealerships; however, many required dealer repairs before they could be sold. Consumer Reports noted their purchased Aviator was having quality problems. Only applies to vehicles built after May For the model year, every Ford Explorer comes with these advanced safety features: [70]. As the direct successor of the Bronco II, Ford developed a three-door version of the Explorer for the model year; while 10 inches shorter than its five-door counterpart, the three-door was still nearly 13 inches longer than the Bronco II. For the first generation, the three-door was available in any trim except Limited , with Sport offered as a trim exclusive to the three-door. For , Expedition was offered as a trim package for the three-door Explorer; replacing the Eddie Bauer trim, the nameplate was retired after in preparation for the full-size four-door SUV. For , the Explorer Sport was split from the four-door Explorer, retaining the second-generation body and chassis and adopting the front fascia of the Explorer Sport Trac. Ford discontinued the Ford Explorer Sport following the model year, with the final vehicle produced in July Introduced in as a model, the Explorer Sport Trac is a mid-size pickup truck derived from the second-generation Explorer, becoming the first mid-size Ford pickup. In contrast to the Ranger, the Sport Trac was marketed primarily as a personal-use vehicle rather than for work use. Offered solely as a four-door crew cab, the design of the Sport Trac shared commonality with multiple vehicles. Sharing the frame and wheelbase of the Ranger SuperCab, the Sport Trac combined the front fascia of the Explorer Sport with a crew cab derived from the four-door Explorer; the pickup bed designed for the model line shared its tailgate with the F SuperCrew. The Sport Trac was the final version of the Explorer derived from the Ranger. After skipping the model year, a second-generation Sport Trac was produced from to derived from the fourth-generation Explorer. Following the end of production of the Ford Crown Victoria Police Interceptor in , Ford began development of a police-service variant of the Ford Explorer. As with the Police Interceptor Sedan and the Ford Expedition SSV, the Utility is not sold for retail sale and is specifically designed for use by law enforcement or use by other emergency service agencies. Along with fleet-specific options such as steel wheels and provisions for user-specific paint schemes such as contrasting doors , the Utility comes with provisions for fitting emergency equipment such as radios, lightbars and sirens. To free up interior space on the center console for equipment, the transmission is fitted with a column-mounted shifter. The Police Interceptor Utility comes with an all-wheel drive powertrain standard. Over a standard Explorer, the Utility is fitted with larger brake rotors, more advanced ABS and traction control systems, a more efficient cooling system and other standard police equipment. Polk declared the PI Utility the most popular police vehicle, based on U. For the model year, Ford has created a second-generation Police Interceptor Utility, derived from the sixth-generation Explorer. A naturally aspirated version of the 3. Following the shift from the D4 to the CD6 architecture, the Police Interceptor Utility gains cargo space even with hybrid batteries onboard over its predecessor. Offered solely in a three-door configuration, only minor

design details differed the Navajo from its Ford counterpart. Along with a revised front fascia, the Navajo received new taillamps and wheels; the bumpers were painted dark gray resulting in the deletion of all chrome trim. Offered only with four-wheel drive at its launch, a rear-wheel drive version of the Navajo was introduced for As with the first-generation Explorer, all Navajos were fitted with a 4. In the early s, SUVs transitioned into alternatives to station wagons, leading to a decline in demand for two-door SUVs. After the model year, Mazda withdrew the Navajo, returning in with the four-door Tribute a counterpart of the Ford Escape. Marking the reintroduction of the waterfall grille to the Mercury brand, the model line was distinguished by two-tone and later monochromatic styling different from the Explorer. Coinciding with the closure of the Mercury brand, the Mountaineer was withdrawn after the model year; three generations were produced, with the Mountaineer serving as the largest Mercury SUV above the Mariner. From to , the Lincoln Aviator was marketed as a counterpart of the third-generation Explorer. For , the Lincoln Aviator was revived after a year hiatus as a mid-size SUV; as before, the model line is a Lincoln counterpart of the Ford Explorer now the sixth generation and the Lincoln Navigator. In the UK, the Ford Explorer was initially available as just one model, with the 4. Second and third-generation Explorers for the UK and other RHD markets utilised a center console-mounted shifter and hand parking brake instead of the steering column-mounted shifter and parking brake pedal used in the North American models. In , a facelifted Explorer was available with minor cosmetic interior changes and a revised rear tail lift which centered the rear number plate. In the model range was revamped slightly, the base model becoming the XLT and a special edition North Face version marketed with a tie in to North Face outdoor clothing. The North Face version was available in a dark green or a silver, with body-colored bumpers, heated leather seats and a CD multichanger as standard. In , the North Face was also available in black. In the Middle East, Taiwan, and China, the Ford Explorer is currently available in several trims, all of which have a 3. Some GCC markets offer the front-wheel-drive version as a base model, while most of the trims have standard all-wheel-drive. As of , the Explorer is also available in Ukraine and Belarus. As of , American-made Explorers are also exported to Vietnam. Both companies' reputations were tarnished. Rollover risk is inherently higher in truck-based vehicles, like the Explorer, than in ordinary passenger cars, as modification for bulky 4-wheel-drive hardware requires increases in height to avoid compromising ground clearance raising the center of gravity , while a short wheelbase further reduces stability. It used the same tires as the Ford Ranger with a relatively low rating for high temperatures. Lowering tire pressure recommendations softened the ride further and improved emergency stability through increased traction, but increased the chances of overheating tires. Memos by Ford engineers suggested lowering the engine height, but it would have increased the cost of the new design. Explorer rollover rates, at the time of the controversy, were higher than any of its competitors. While Firestone turned out millions of sub-standard and potentially defective tires, and was the initial cause of loss of control on many Ford Explorer Firestone tire tread separation rollovers, the blame shifted towards Ford for a defectively designed and unstable vehicle. The failures all involved tread separation , in which the outer tread carcass would delaminate and cause a rapid loss of tire pressure. Ford argued that Firestone was at fault, noting that the tires made by Firestone were very defective. Some have argued that poor driver reaction to tire blowout was a contributing factor. In response to Firestone's allegations of the Explorer's design defects, NHTSA undertook a preliminary investigation and reported that further action was not required. Its conclusion was that the Explorer was no more prone to rollover than other SUVs given their high center of gravity. In May , Ford announced it would replace 13 million Firestone tires fitted to Explorer vehicles. On December 22, , U-Haul , the largest American equipment rental company, announced it would prohibit its outlets from renting trailers to persons planning to tow behind Ford Explorers due to liability concerns, with no published data to substantiate the claim. U-Haul did not alter its policies regarding the renting of trailers to persons planning to tow behind the Mercury Mountaineer , Mazda Navajo or earlier versions of the Lincoln Aviator , which are all mechanically identical to the Ford Explorer. The 4. When the engine is running for an extended period of time with this issue, the engine can jump timing or cease from running, damaging the heads and valves. Timing chain rattle was mitigated in later years of the SOHC in most vehicles, after with updated cassettes and tensioners. The 5R55 series transmissions found on second through fourth generation Explorers was also notorious for premature failures. Common issues with this transmission include but are not limited to servo pin bore wear, premature transmission case wear, and excessive valve body wear. The water pumps on these engines are internally mounted and driven by the timing chain. As a result, when they fail, antifreeze is dumped directly into the crankcase; mixing with engine oil and potentially damaging the head gaskets and connecting rod bearings. Many of these water pump failures occur without warning and repairs often cost

thousands of dollars as the engine needs to be disassembled or removed from the vehicle to access the water pump. In some cases, the engine will need to be replaced outright. A class action lawsuit was started against Ford as a result of this issue. Only models sold in Continental Europe and the British Isles are shown, overseas territories often have different offerings. From Wikipedia, the free encyclopedia. Motor vehicle. Main article: Mercury Mountaineer. Main article: Lincoln Aviator. Main article: Firestone vs Ford Motor Company controversy. Cars portal. Retrieved August 20, Retrieved August 4, October 31, August 24, Willis Law Firm. Archived from the original on September 19, Retrieved September 17, October Motor Trend. Retrieved March 27, Right Drive. Archived from the original on November 4, Retrieved May 21, Explorer Forum. The Detroit News. Automotive News. March 26, New York Times. December 9, Retrieved October 7, Edmunds Inside Line. 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Front engine , rear-wheel drive except fifth generation Front engine , front-wheel drive fifth generation only Front engine , four-wheel drive optional all generations. Ford Territory in Oceania. First-generation Ford Explorer. February 15, [3] â€" November [4] [5]. Louis, Missouri St. Ford Ranger. Ford Cologne V6. Ford small block 5. Edward Golden [11]. Ford Modular V8. Ford 5R55 5-speed automatic. July â€"December 16, [15]. December 1, â€" March 3, [23] [24] [citation needed]. Lincoln Aviator. Ford 10R60 speed automatic. Wikimedia Commons has media related to Ford Explorer. LCCN : sh Bronco Sport. Mustang Mach-E. Bronco II. Expedition Max. Pickup truck. Explorer Sport Trac. F-Series all. SVT Lightning. SVT Raptor. Super Duty. Compact MPV. Transit Connect. E-Series cutaway chassis only. City car. Fiesta I. Fiesta II. Fiesta IV. Fiesta V. Fiesta III. Fiesta VI. Fiesta VII. Small family car. Escort Vb. Escort VI. Focus I. Focus II. Focus III. Focus IV. Large family car. Sierra I. Sierra II. Mondeo I. Mondeo II. Mondeo III. Mondeo IV. Executive car. Granada II. Scorpio II. Sports car. Mustang VI. Small SUV. Medium SUV. Maverick I. Maverick II. Kuga I. Kuga II. Kuga III. Large SUV. Explorer Hybrid.

C-MAX I. Large MPV. S-MAX I. Galaxy I. Galaxy II. Galaxy III. Courier III. Courier IV. Transit Courier. Transit Connect I. Transit Connect II. Transit Custom. Transit II. Transit III. Transit IV. Transit V. Transit VI. Ranger I. Ranger II. Ranger III. Falcon Ute. Falcon Van. Subcompact SUV. Compact SUV. Mid-size SUV. Autozam Carol. Flair Wagon. Flair Crossover. Autozam Scrum. Familia Van. Autozam AZ Eunos Cosmo. Bongo Friendee. Crossover SUV. Proceed Levante. Proceed Marvie. Bongo Brawny. Sport compact. MX-5 Miata. Subcompact crossover. Mid-size crossover. Cars Mazda2 Mazda3 Mazda6. This listing is for part or sub-assembly number given below only. Skip to main content. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab. Add to Watchlist. People who viewed this item also viewed. Showing Slide 1 of 1 - Carousel. Check if this part fits your vehicle. Picture Information. 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This part is compatible with below vehicle s. This part is compatible with below vehicle s matching this. A quantity of 2 is recommended. Portions of the information contained in this table have been provided by jacks-used-parts. Hood Search Our Store. Shipping and handling. The seller has not specified a shipping method to Ukraine. Contact the seller - opens in a new window or tab and request shipping to your location. Shipping cost cannot be calculated. Please enter a valid ZIP Code. Shipping to: United States. No additional import charges at delivery! This item will be shipped through the Global Shipping Program and includes international tracking. Learn more - opens in a new window or tab. There are 1 items available. Please enter a number less than or equal to 1. Select a valid country. Please enter 5 or 9 numbers for the ZIP Code. Taxes may be applicable at checkout. Learn more. Return policy. Payment details. Payment methods. Back to home page Return to top. Back to home page. Listed in category:. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab Add to Watchlist. Image not available Photos not available for this variation. Click here to see Image 1. Click here to see Image 2. Click here to see Image 3. Click here to see Image 4. Click here to see Image 5. Click here to see Image 6. Click here to see Image 7. Click here to see Image 8. Change country: -Select- United States There are 1 items available. The color code can be located in the driver side door jamb. Click here for the Ford paint code location chart and paint code image example. I was very happy with the quality and match of the product. I needed to coat bottom half of front door. I used all of both. Just barely enough, but covered good. Sprayed good and color was very good, nearly perfect. Seems to be a close match on color, but still working on the clear coat finish. Satisfied with price and delivery. Looks great matches great for a hard color. Worked great. Will be a perfect match after it is waxed. Was a great match very happy with the service thanks again. Once again a home run by Automotive Touch Up. Color match in on the money. Truck looks great, thanks. Quality product with very good color match. Good stuff! Gave the paint code and when received and try it. It was a good match! This is the second time I have used your product. Both times it was a perfect match. Great product recommend it highly. Excellent match for my silver Ford Explorer. My metallic blue Ford Explorer had a long thin scratch on the right side almost all the way from the front end to the rear bumper of the SUV and a deep scratch ugly scratch on the front of the hood from a recent trip in the woods. Tried compounding the

scratches, but both were too deep for the compound to do any good. Once I applied the base and clear coat that I received from Automotive Touch-up, did a light wet sanding with grit paper and compound to smooth out the repaired area, you could not tell that the scratch had ever been there. The paint matched perfectly, first time I had ever smoothed out a paint touch up with sand paper and the results were perfect. Next project will be the paint chips on the hood of my wife's Lexus. I love your products. I have purchased spray paint in the past, too. The match is amazing, the primer, paint, and finish are so easy to use and quick to dry. The projects were idiot proof. Enter your year, make, and model below to find color matched paint:. Choose your Automotive paint color for your Ford Explorer. Don't see your color listed? Call We probably have it. Did you choose the wrong vehicle model? Did you choose the wrong model? If you're still not sure, take a look at our All Ford Models page. Or, just go to our page dedicated to Ford Touch Up Paint. Chet A, owner of a Ford Explorer from Chambersburg, PA My metallic blue Ford Explorer had a long thin scratch on the right side almost all the way from the front end to the rear bumper of the SUV and a deep scratch ugly scratch on the front of the hood from a recent trip in the woods. Share your touch up story Oxford White. Mineral Gray Metallic. Dynamic Red Metallic. Dark Blue Pearl. DX, MA. G2, MA. Redfire Metallic. G3, MA. Pueblo Gold Metallic. G4, MA. Cashmere Tricoat. HH, MA. Dark Cherry Metallic. JP, MA. Silver Birch Metallic. MA, T7. Charcoal Beige Metallic. Silver Metallic. An E-Gift card is the fastest way to send a gift card amount immediately to your recipient's email address provided below. The recipient will receive an email upon your order completion with the information you provided along with an active gift card number for the amount chosen that they can use for future purchases on WeatherTech. Made from aerospace-grade acrylic, it is virtually indestructible and extremely scratch resistant. Attaches easily to most SUVs, trucks, minivans or cars using either a 3M brand automotive adhesive tape or fasteners that use existing holes in your Ford Explorer's hood. No drilling is required. A beautiful and protective addition to any vehicle. WeatherTech Direct, LLC warrants that our products will be free from any defects in materials and workmanship for the life of the original purchaser and only for the original vehicle they were installed in. That does not mean that a product that simply and naturally wears out from normal use is a candidate for a warranty replacement or a refund. Like tires, brake pads or the shoes on your feet, everything wears out and when it does, that does not mean you did not receive good value for your money. We are reasonable people and we believe in true customer satisfaction. We will work with you for a fair resolution to any issue you may have. Fair is defined as being fair to both you the customer and to WeatherTech. We do not charge extra for our products to our vast majority of customers so we can accommodate ridiculous warranty claims by the few. Our decision is final and will consist of either replacement of your product at no charge or charge you a prorated amount for a replacement, meaning we may extend a discount to you to purchase an exact replacement. Our goal is to keep our customers happy for a lifetime and always reach a fair resolution to any issue. Proof of purchase is required. Exclusions to this warranty include wear due to severe abrasive conditions, chemical contamination, such as spilled gasoline, bleach, vehicle accidents, misuse, abuse, incorrect installation, incorrect use, etc. When properly installed, you can safely enter a car wash. Am I doing something wrong? These features often need to be adjusted in order for the hood to close properly. In some cases, the hood might just need to be pushed down to latch properly. Be sure to follow the installation instructions carefully as completing the steps out of order can lead to similar issues. The Stone and Bug Deflector uses a special automotive adhesive that does not remove, scratch, or fade paint. Continue Shopping. View Accessible Videos. Share Facebook Twitter Pintrest. Vehicle: Ford Explorer. Edit Vehicle. Part Number: Vehicle Options: Edit Options. Please Note: Mounts to underside of hood using 3M adhesive tape and fasteners. Message: characters remaining. Sorry, this product is unavailable. Click HERE to sign up to know when new products become available. Login to view price and order. Please Note, read Mounts to underside of hood using 3M adhesive tape and fasteners. Return to Videos tab Videos. Return to Lifetime Limited Warranty tab Lifetime Limited Warranty Lifetime Limited Warranty WeatherTech Direct, LLC warrants that our products will be free from any defects in materials and workmanship for the life of the original purchaser and only for the original vehicle they were installed in. Return to Intallation tab Installation Installation Instructions. Return to Testimonials tab Reviews. Is this product Car Wash safe? Back to Top. Related Products for. View All Related Products. You are now leaving WeatherTech. Ford equipped the Explorer trucks with an interior hood release lever and an auxiliary latch under the hood to hold the hood securely. Both mechanisms must be released in order to raise the hood. The hood release lever is inside the passenger compartment. The lever connects through a cable to the hood release. When the lever is pulled, the hood catch releases and allows the hood to unlatch, but still remain trapped by the auxiliary latch as a safety catch. When unlatched, the hood is no longer flush with the body panels

around it and can be lifted a few inches. Should the hood become unlatched while the vehicle is underway, the auxiliary latch keeps the hood from flying up and blocking the driver's view. This allows the driver to navigate safely off the roadway in order to firmly close the hood. The auxiliary latch is located unde

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r the front edge of the hood in the center. Once the hood release lever is pulled, lift the hood a few inches and slide your hand under the front edge of the hood to find the lever for the auxiliary latch. Push the level to the left to release the hood. Once the auxiliary latch is released, the hood can be raised to allow access to the engine compartment. Locate the hood release lever under the instrument panel on the driver's side of the passenger compartment to the lower left of the brake pedal. Pull the bottom of the hood release lever toward you until the hood releases. Locate the auxiliary latch on the center front of the vehicle under the front edge of the hood. Insert your hand under the front edge of the hood, then push the latch handle to the left to release the auxiliary latch. Lift the hood until it is fully raised. Opening the Hood Locate the hood release lever under the instrument panel on the driver's side of the passenger compartment to the lower left of the brake pedal.