An explorer by definition, is one who travels in search of the new and the exciting.
Explorer. We can think of no other name that could better capture the design and engineering capabilities of our next-generation compact utility vehicle. Certainly no other name could better express the spirit of individuality and adventure possessed by those who would drive it.

In the response of you, we introduced the Ford Explorer. Family-size 4-door and sporty 2-door models, each offering three trim levels in 2- or 4-wheel drive.
Let one take you in pursuit of your adventures.
THE NEW EXPLORER 4-DOOR

The look of Explorer is contemporary and aerodynamic. It's a shape of style and function you would expect from Ford Motor Company, a world leader in automotive design.

Wraparound front bumpers with integral spoiler, flush-mounted glass, and limousine-style doors with hidden drip rail system are among Explorer's many air-flow management features.

To appreciate our finest achievement in designing the new Explorer 4-Door, however, you'll have to look inside — at all the comforts and conveniences that plenty of space affords.

Here, we saw an opportunity to break new ground. And we made the most of it. We went to great lengths, and widths, to provide much more room for people and space for cargo than we ever had before in a compact utility vehicle.

What we created is a family-size 4-door compact utility whose interior is more spacious than any other in its class. And the four-door Explorer is the only compact utility vehicle that offers the option of six-passenger seating.

The new Explorer 4-Door. Here is a line of V-6-powered 4x2 and 4x4 vehicles with a combination of style, performance, space and comfort that gives the term "compact utility" a new dimension.
EXPLORER 4-DOOR DESIGN

Here, at last, is a compact utility vehicle with honest family-size comfort. Seat- ing for five is standard. Or accommodate six with the optional split bench front seat. It’s no accident that the Explorer 4-Door’s long 111.9-in. wheelbase contributes to the ample measure of rear seat leg room that no competitor can match. Everyone can enjoy the comfort that Explorer’s best-in-class space provides.

The Explorer 4-Door also provides more cargo space than the leading competitors — 82 cu. ft. plus a 6-ft-long flat cargo floor with the rear seat backs lowered.

The Explorer 4-Door is not only spacious. It’s also easy to get into and out of, thanks to a low step-in height — the first of many car-like-conveniences you’ll experience. And, equally important, Explorer has the power and handling and the ergonomic seating, instruments and controls to satisfy the driving enthusiast within you. Drive the new Explorer 4-Door and open new doors to greater traveling comfort, enjoyment, and adventure.

Features of the optional power equipment group (power door locks, windows, and driver’s manual control mirror) are located on a special interior door panel. Tilt wheel control, easily identified by the chrome ring, is designed with a “puddle” at one end and “wet” at the other end (two).

The Explorer 4-Door offers a spacious interior and a low step-in height for easy entry and exit.

The standard split-size open rear cargo area is supported by the load floor. The floor rear seat accommodates five adults.

The split passenger seating, with the split bench seat seat option is an exclusive Explorer 4-Door feature. It’s available with the 18- and 16-gallon tanks. Two passenger seating is standard.

The single steering column-mounted lever is a convenient, easy-to-use control for turn signals, wiper/washer, wind deflector, and steering column arm. The console includes a center console armrest and two cup holders.

Optional tilt steering column

The Explorer 4-Door has the largest passenger side window of any truck in its class.

In a pod to the right of the instrument cluster are, from top to bottom: (1) the push-button control module for the Touch Drive electronic shift transfer case, standard in Explorer XLT models; (2) the speaker system; and (3) the headlamp switching/steering system controls.
When the time came to select a name for the best of the Explorers, we could not have picked one more expressive of "top of the line" than Eddie Bauer, the name widely known for quality outdoor apparel. The Eddie Bauer has its own two-tone paint treatment. And it's outfitted with P235 OWL all-terrain tires on luxurious aluminum wheels, power windows, door locks, and electric remote-control mirrors; luggage rack; speed control/throttle; rear wiper/washer/defroster, and hit-up open air roof (Preferred Equipment Package feature).

What's more, a two-piece luggage rack is shipped directly to you from Eddie Bauer. And you get the "Ford Care" extended maintenance and limited warranty with coverage up to 24 months or 24,000 miles in addition to the 6-year/60,000-mile powertrain warranty. Ask for a copy of these limited warranties at your Ford Dealer.
Choices are, a good number of people in the market for a family vehicle will bypass the road travelled by typical sedans and wagons.

Their active, varied lifestyle call for a vehicle of uncommon flexibility. So they'll choose the new Explorer 4-Door—a vehicle that's as much at home on a suburban street as at a wilderness campsite.

The Explorer 4-Door XL7 and XL models are especially well-suited for families. Along with their spaciousness, versatility, smooth 4-liter V6 performance and the choice of 4x2 or 4x4 model, both offer great value in their lists of comfort and convenience features.

Explorer XL comes with reclining front high-back bucket seats, courtesy light group (glove box, ashtray and engine compartment lights), the two-way liftgate that lets you raise the entire liftgate or just the window, AM/FM stereo system, interval wipers with variable speed settings, plus analog gauges (tachometer, voltmeter, fuel, engine temperature and oil pressure). A trip odometer, too. Among the XL 4x4's features is the Touch Drive-transfer case, which delivers the added traction and security of 4-wheel drive at the touch of a button on the instrument panel.

Explorer XLT is even more impressive. Standard are cloth reclining captain's chairs, the power equipment group (power windows, door locks, and electric remote mirrors), auxiliary side sun visors, deluxe reading lights (home lamp, speed control and tilt steering wheel), and deep-dish cast aluminum wheels. Plus deluxe two-tone paint, air conditioning, and electronic premium AM/FM stereo with cassette tape player in the XLT Preferred Equipment Package.

Both XL and XLT provide standard seating for five passengers, or six-passenger seating with the 60/40 split bench front seat—an option that isn't available in any other compact utility vehicle.

What's more, in the Explorer XLT you can order optional leather seating surfaces on sport bucket seats with power lumbar control, and the outstanding sound fidelity of the 9-speaker Ford JBL audio system with cassette tape player.
Ford Explorer is engineered with emphasis on all-around performance—power handling and braking—to satisfy the wide-variety of personal uses for which this new generation of 4-door and 2-door compact utility vehicles is designed.

Multi-port fuel injection (4.0-L V6) is controlled by Ford's ESC-AV computer. ESC-AV continuously "thinks" the engine: controls fuel-air mixture and adapts spark timing to optimize power and efficiency.

Turn-90 Drum (HD) and Twin-Trac Drum (STD) front suspension systems feature an adjustable spring assembly for each wheel, providing independent wheel action for ride smoothness and control.

Front and rear suspension are 2-stage multi-link springs are computer-oriented to match precisely the vehicle's passenger- and load-carrying requirements.

Hydrogen gas-sprayed shock absorbers contribute to a smooth and controlled ride by suppressing the bouncing action of the hydraulic fluid caused by rough or bumpy road conditions.

Front and rear stabilizer bars, connecting the axles to the frame, function as beam bars to help improve handling.

Riveting and 100% vacuum testing of steering system precision-assembled, provides easy steering in the speed-tuning immersion.

A 5-speed manual transmission with all-time geared, and optimized overdrive gearing is standard. A 4-speed automatic with overdrive and column-mounted shift is optional. Both feature overdrive high gear.

The independent front anti-lock-brake system is designed to independently control rear-wheel locking and help you maintain a straight path under most operating conditions when travelling in 2-wheel drive.

The electronic rear anti-lock-brake system is designed to include complete rear-wheel locking and help you maintain a straight path under most operating conditions when travelling in 2-wheel drive.

4x4 models have standard auto-locking front hubs with Twin-Trac Drive's 2-speed shift transfer case. Features include: on-the-fly shifting from 2WD to 4WD-High, and use at any speed on an electronically display that spins up the drive axles. Here vehicle driving speed is maintained while engine interlocks 4WD-Low shift position. Manual locking front hubs with manual shift transfer case optional. Skid plates are included with both automatic and manual systems.

Explorer features 2 1/2-ton front off-road-type tires and rear drive tires. The rear bumper has a 5,300-lb. towing capacity. With a frame-mounted weight distribution hitch kit, Explorer can tow 5,300 pounds (reduced by interior passenger and cargo weight in the towing vehicle).

Tires are all-season or all-terrain design depending on model (see page 295). All-season tires provide excellent traction under various weather and road conditions. All-terrain tires provide excellent traction as well, for both on and off-road travel.
SPORT 2-DOOR

At the crossroads where the spirit of the independent lifestyle and the desire for driving adventure meet, there is the new Explorer Sport 2-Door.

The Explorer's aerodynamic styling is enhanced by a distinctive, black-out treatment which includes the front bumper, side skirts, and privacy glass rear quarter windows. The 15" aluminum wheels have "all terrain" tires, and are mounted on deep-dish aluminum wheels.

Inside, cloth captain's chairs with console, the power equipment group and air conditioning are included. A leather-wrapped steering wheel, too, and more.

The power of the high-torque 4.0L, port fuel-injected V6 engine provides acceleration for any off-road excursions, and the handling performance to take on most off-road challenges.

*Optional Equipment/Package features.

Explorer Sport 2-Door interior with optional cloth sport bucket seats in Sunset Red.

Explorer Sport 2-Door in unique exterior treatment: Desert Sand with Mojave Beige Stripes and Black. Some equipment shown on these pages is optional.
Whether you’re commuting to work or getting away for the weekend, regardless of where you’re going, you should derive as much enjoyment as possible from the driving experience.

With this "driver-oriented" philosophy, we designed the Explorer 2-Door’s contemporary aerodynamic styling and modern interior, and we engineered its exciting all-around performance.

Inside, we outfitted the Explorer 2-Door models with firm and supportive seating for four passengers, ergonomically-arranged instruments and controls, and versatile 50/50 split-folding rear seats, to name just a few of the many standard features listed on page 25.

To further make the practical side of the sport utility equation as attractive as the fun side, we gave the Explorer 2-Door a surprising 69.5 cu. ft. of maximum cargo space. With the rear seat backs raised, you have 26.6 cu. ft.

Finally, to satisfy your personal style and your equipment needs, we created a line of three well-equipped trim levels:

Choose the youthful Explorer Sport (pages 18-19), or, featured here, the luxurysport Eddie Bauer Explorer or the fun-tough Explorer XL. All share the same high standards of design and engineering performance, and quality.

The top-of-the-line Eddie Bauer Explorer 5-door is quite a step up from the base models. Their exterior colors include:

- Explorer Sport in Firecracker Red
- Eddie Bauer Explorer in Oxford Green Metallic
- Explorer XL in Light Sandstone

When equipped with the optional extras, the Explorer is the perfect vehicle for the active family.
At Ford, our philosophy dictates that every detail of design must contribute to "customer satisfaction." Examine the new Explorer up close and you'll find many examples of purposeful automotive design.

The limousine-style doors, for instance, demonstrate that function is every bit as important as style. The wraparound roof design with hidden strip rail system not only contributes to Explorer's contemporary styling, but is also an important aerodynamic feature.

Another notable feature is the design of the versatile liftgate that opens to Explorer's spacious cargo compartment. Raise the entire liftgate or just the window. How could we provide a "full-size" spare tire as standard equipment without encroaching on cargo space? We could have mounted it to an outside swingaway carrier. But instead, for Explorer, we used a better design: the tire is mounted in a carrier between the frame rails, out of the way but easily reached and removed when needed.

In Explorer, as in every car and light truck we build, every detail—whether it be a major engineering component or a single switch on the instrument panel—is important in our "customer-driven" approach to design.

The telltale sign that you are in an Explorer is the AT, and Edsel Fender script logo, a design that is also included.

The limousine-style doors merge into the roofline. The hidden strip rail system eliminates the conventional ring molding. The flush door glass reduces the gap between the glass and the window frame, helping to lessen air resistance and wind noise.

With its body-on-frame construction and high-torque V-8 power, Explorer is a good vehicle for towing a load or carrying trailer. General towing information is provided on page 15.

Four cargo tie-down hooks are standard in every Explorer. So is the AT, and Edsel Fender script logo, a design that is also included.

You can access Explorer's spacious cargo compartment from the rear by raising the entire steel liftgate or just the window. Both options with the assist of power motors. A pull-down handle is included.

The standard full-size spare tire is mounted to the frame between the rear frame rails. This design allows for increased cargo space. The tire changes easily with a crank mechanism.
Preferred Equipment Packages are groups of popular features. They not only make Explorer an outstanding value, but also make it easy for you to order a vehicle equipped the way you want it. Simply select the trim level with the Preferred Equipment Package you want from the chart on the following page.

To further personalize your new Ford Explorer, choose from the wide selection of options available individually.

The Explorer Sport, XLT and Eddie Bauer Preferred Equipment Packages offer special savings on those features with an "XLT" designation.

The top-of-the-line Eddie Bauer Explorer, for example, includes air conditioning, the electronic premium AM/FM stereo system with cassette tape player and digital clock, as well as the functional and attractive tilt-up open air roof.

Compared with the manufacturer’s suggested retail prices for these desirable features if they were to be purchased separately, the package discount is the equivalent of getting certain equipment at no extra cost.

Features in the Preferred Equipment Packages are subject to change over the course of the year. For the latest information on package contents and discounts, consult your Ford Dealer.