- Design adds cues from best-selling Ford F-Series
- New interior features improved craftsmanship and impressive quietness
- All-new chassis provides solid foundation and increased capability
- Standard side airbags, three-row Safety Canopy™ rollover detection system and AdvanceTrac® with RSC® (Roll Stability Control)

Many customers demand the kind of capability for hauling people and cargo that can only come from a full-size SUV. The new 2007 Ford Expedition and all-new Expedition EL extended length model deliver a fresh design and best-ever capability and comfort developed specifically for those core SUV customers.

Expedition's new design, inspired by the best-selling Ford F-Series truck, signals big improvements in capability, functionality and toughness. And new levels of interior refinement, flexibility and quietness change the game in Expedition's favor among discriminating full-size SUV customers.

Expedition EL's 24 cubic feet of additional cargo space behind the third-row seat is capable of handling equipment for big family adventures.

"Full-size SUV buyers are, perhaps, the most demanding customers of all," says Cisco Codina, Ford group vice president, Marketing, Sales and Service. "They want uncompromised capability and unquestioned toughness, along with interior flexibility and refinement. The new Expedition has been designed with unique customer appeal that makes it stand out in a competitive market."

New Expedition EL Extends Full-Size Appeal

For full-size SUV customers who want even more cargo-carrying capability, Ford has extended its Expedition lineup with the new 2007 Expedition EL. With 14.8 inches of additional overall length, Expedition EL delivers 130.8 cubic feet of cargo space – including 24 cubic feet more behind the third-row seat than the already spacious Expedition. Expedition EL rides on a 131-inch wheelbase – 12 inches longer than the standard Expedition – to preserve the base model's superior ride and handling. "We lengthened the wheelbase on the Expedition EL to add all that extra cargo capacity without compromising driving dynamics," says John Viera, Expedition chief engineer.

Expedition EL is unique from the B-pillar back with its own floor pan, one-piece body side, running boards, rear fascia, roof rack, rear quarter glass, one-piece headliner and quarter panel trim. The second-row doors are also unique to improve the ingress and egress to both second and third rows.

Bold Styling Sets Tone for Tough New Expedition

Expedition's new design makes a promise of powerful capability. Inspired by Ford F-Series – America's best-selling truck for 29 straight years – Expedition melds that ruggedness with expressive lines, delivering a vehicle that exudes confidence, from the prominent three-bar grille to the large blue oval mounted on the lift gate.

"The crisply defined surfaces and chiseled good looks exemplify the feeling of athleticism," says Chelsia Lau, Expedition chief designer. "Expedition's unique design proudly displays its Ford SUV heritage while creating its own unique personality and character."

Expedition's prominent grille serves as the focal point for the raised powerdome hood. New dual-beam headlamps feature the Ford-themed step-up design with the integrated side-marker lights wrapping around into the front fenders.

Smooth sides and large wheel lips further define Expedition's confident stance and frame its large wheels and tires. Expedition owners can choose from five wheel designs, including available 20-inch chrome-clad, six-spoke wheels wearing P275/55-R20 all-season tires.

Comfortable and Capable on the Inside

The 2007 Expedition delivers a new level of interior comfort, refinement and quality. For example, Expedition's seats have been redesigned from the floor up with improved contours, larger bolsters, softer cushions and upgraded materials to provide increased comfort on long trips.

"Like we've done for F-Series, we've aimed with Expedition to set a new standard for interior refinement for full-size SUVs," says Viera. "Expedition's all-new interior is as comfortable as your favorite pair of jeans."

Improvements in quality, comfort and capability are evident throughout Expedition's interior. Each trim level features a distinctive, bold, modern look.

Expedition XLT defines tough luxury. The technical grain of the deep gray dashboard contrasts nicely with the elegantly embossed cloth seat inserts and warm steel trim. Two Eddie Bauer options combine rich, warm-gray first- and second-row leather-trimmed seats with a choice of camel or stone accents. Expedition Limited is a statement in monochromatic rich gray or charcoal black luxury. Available caramel-colored leather seat inserts bring out the richness of the mahogany wood accents. Heated and cooled front seats are available.

Expedition's seating also is more capable. The driver's seat's rearward track travel was increased by 20 millimeters to accommodate drivers from 4 feet, 11 inches up to 6 feet, 4 inches tall. Expedition XLT features six-way power-adjustable front seats, with a 10-way-power driver's seat standard on all models with leather trim.

One-lever action, kneel-down, 40/20/40-split second-row seats fold flat with the load floor to offer extra cargo space and easy third-row access.

A Centerslide™ sliding center section can be moved forward up to 11 inches to give the front-seat passenger easy access to a young child. The second row is available in this 40/20/40 bench configuration, or with two captain's chairs and a walk-through center passage. The available 60/40-split third-row seats are designed to accommodate passengers as tall as 6 feet, 2 inches.

The seat folds flat into the load floor, providing easily accessible cargo space without the inconvenience of removing a heavy, cumbersome rear seat. For the ultimate in convenience, Expedition buyers can choose a segment-exclusive, optional Powerfold™ third-row seat that folds flat with the touch of a button. For 2007, the power-folding rear seat features a faster and more fluid folding action.

The new, available power liftgate is designed with the lift mechanism moved off to the side and out of the driver's rear view. A new climate control system utilizes a new scroll compressor and larger air ducts and vents for improved airflow. This increased capability will warm the cabin and defrost windows in two-thirds the time of the previous model's system.

"A lot of thought and energy went into the design and flow of the interior components," says Chelsia Lau, Expedition chief designer. "Every button and switch was purposefully and ergonomically placed with an astute attention to detail."

Improved Road-Cruising Quietness

Expedition engineers set aggressive targets for reducing noise, vibration and harshness (NVH). Normal conversation is easily discernible from the front row all the way to the third-row seat, thanks to improved sound-deadening materials in the carpet and headliner, increased insulation behind the dashboard and door panels, thicker side glass and a specially engineered acoustical windshield – all designed to help reduce interior noise. And it doesn't stop there.

Bigger, softer body mounts and improved engine and transmission mounts isolate the cabin from unwanted vibration. Wind tunnel-tuned-and-tested outside mirrors further reduce wind and road noise. Even Expedition's tires have been specifically tuned to reduce road noise.

New Navigation System, MP3 Audio, Satellite Radio

Getting to the adventure in the new Expedition is easier with the help of a new DVD-based navigation system that covers the United States, including Alaska and Hawaii. The system features an improved 6.5-inch color touch screen, voice activation and spoken upcoming street names and intersection programming in three languages.

An available 340-watt AM/FM audio system is MP3 capable and features an in-dash six-CD changer with six premium speakers, plus a subwoofer. Expedition comes standard with an audio input jack with plug-and-play iPod capability. Expedition owners may also choose factory-installed SIRIUS satellite radio and the family-entertainment DVD system with a large 8-inch flush-mounted flat-panel display

and two sets of remote-control infrared headphones.

All-New Chassis Provides Solid Foundation

The 2007 Expedition is even stronger and tougher than its predecessor, beginning with an all-new chassis. Engineered to F-Series tough truck durability standards, Expedition's chassis uses revised front geometry and increased box section thickness to provide a 10 percent improvement in torsional rigidity and bending stiffness over the previous model's stout frame. This provides a solid foundation to deliver superior driving dynamics.

The new Expedition's chassis features an all-new front suspension, front frame section and modular front-end construction for ease of assembly and improved quality. The tube-through-tube frame construction increases frame stiffness to provide a solid foundation for improved driving dynamics. Ford's patented porthole-through-frame design allows the drive shafts to feed through the frame rails, lowering the center of gravity for better ride and handling and maximizing passenger space in the third-row seat.

New Independent Rear Suspension Leaves Competitors Behind

The 2007 Expedition's all-new independent rear suspension (IRS) features a five-link design for better control of fore/aft and lateral load forces. Monotube shocks on all four corners allow for more precise tuning and a better ride. Expedition's second-generation IRS improves upon the segment-leading system introduced in the 2003 Expedition.

"The independent rear suspension is a superior architecture for controlling and tuning ride and handling," says Raj Nair, executive director, SUV and Body on Frame Platforms. "While Expedition has plenty of room and plenty of capability, it doesn't handle like a big truck."

Steering performance also has been improved on the new Expedition. A new variable boost steering pump uses lightweight aluminum components and reduces steering efforts by 15 percent for easy maneuverability at slow speeds while delivering a firm, responsive feel at highway speeds.

Larger front and rear brake calipers and thicker rotors improve durability and increase stopping capability. A new dual-bore master cylinder gives a better brake pedal feel and more control over the brake curve, increasing stopping confidence.

4x4 Capability, Tough Truck Standards

Expedition's available 4x4 system provides the capability required by today's full-size SUV owners, who can confidently rely on its toughness and durability. Expedition is tested to meet the same Ford tough truck standards as the F-Series pickup, including being put through the same durability tests at extreme test facilities in Arizona and California.

The 4x4 models have two-speed transfer cases with optional electronic shift-on-the-fly capability, controlled from a dash-mounted rotary knob. In low range, the electronic throttle control changes to a special off-road calibration for more precise torque management in the worst conditions, such as a sandy hill climb or when pulling a heavy boat out of the water on a moss-slicked ramp.

As an added benefit, the transfer case is mounted directly to the rear of the transmission for more robustness and improved NVH.

5.4L V-8 Mated to New Fuel-Efficient 6-Speed

Expedition is powered by Ford's tough truck-proven 5.4-liter Triton™ V-8. With single overhead cams, three valves per cylinder and variable cam timing, the 5.4-liter engine delivers a balance of refinement and muscle. Rated at 300 horsepower and 365 foot-pounds of torque, Expedition can tow up to 9,200 pounds.

The Triton™ engine is paired with a new standard 6-speed automatic transmission. The 6R transmission has manual shift capability, and its wide 6.04:1 gear ratio and two overdrive gears deliver improved performance and fuel economy over the 4-speed it replaces.

AdvanceTrac® with RSC® Among Other Standard Safety Features

Expedition offers more standard safety content for 2007, including seat-mounted front side air bags and three-row Safety Canopy™ rollover detection system that includes extended-duration side curtain air bags that extend down to the beltline for increased coverage. The system also features roll-fold deployment for enhanced protection.

Ford's exclusive AdvanceTrac® with RSC® (Roll Stability Control) also is standard on both Expedition and Expedition EL. Unlike competitors' systems, Ford's system utilizes a gyroscopic roll rate sensor to accurately measure the vehicle's yaw and roll angles. If the roll rate sensor detects a significant roll angle, the system applies additional countermeasures – such as applying brakes to one or more wheels or reducing engine power – to help the driver maintain control. The system is so advanced that Ford has 82 active patents and 197 pending patents.

"Expedition's confident handling paired with standard class-exclusive AdvanceTrac® with RSC® (Roll Stability Control) actively helps drivers prevent accidents from occurring. Should an accident occur, Expedition features a comprehensive package of passive safety features to help enhance safety protection," says Stephen Kozak, safety chief engineer.

Dual-stage front air bags deploy with varying power based on crash severity, the driver's seat position and safety-belt usage. Expedition uses environmentally responsible heated-gas hydrogen inflators for the passenger air bag.

The stroking steering column is designed to compress as much as three to four inches to help absorb energy in a frontal crash. Expedition's door trim features a unique design that works with the available seat-mounted side air bags to enhance occupant safety in a side impact.

The 2000 Expedition was the first full-size SUV to earn five-star front safety NCAP ratings for the driver and passenger from the National Highway Traffic Safety Administration, a recognition it has maintained every year since 2000. Expedition has been redesigned to meet all known future government crash standards. For instance, the new frame has been designed to meet the Alliance of Automobile Manufacturers vehicle-to-vehicle compatibility impact standards two years ahead of the required time.

Changing SUV Landscape: Core Customers Value Boldness, Toughness and Capability

Ford Expedition launched the modern large-SUV segment in 1997 and has continued to be the innovation leader among full-size SUVs. The 2003 Expedition introduced several firsts to the segment, including independent rear suspension, fold-flat seats with a power-folding third row, Safety Canopy™ air bags and AdvanceTrac® with RSC®.

Today, the landscape of the utility vehicle market in America is changing. Large traditional utility vehicle sales have declined from a peak of more than 1 million units in 2003 to a bit more than 800,000 in 2005. Ford anticipates the market of large SUVs will continue to decline through the rest of the decade before stabilizing. While smaller than its peak years, this market continues to present opportunity for an auto company that truly understands SUV customers.

"The large-SUV market is concentrating around a core customer group valuing bold styling, toughness and full-size capability," says Barry Redler, SUV group marketing manager.

Refinement and quietness will be key differentiators among the best of the large SUVs. In this new SUV landscape, the new 2007 Ford Expedition has been designed with unique customer appeal.

"Full-size SUV customers want room for all of their friends and all of their gear," Redler says. "Many want four-wheel drive and towing capability to go anywhere the adventure takes them. For trips to Yellowstone, weekend ski trips or towing their ski boat, Expedition fits their needs, now better than ever."

	Expedition	**Expedition EL**
BODY		
Construction	Steel body on fully boxed frame	
Final Assembly Location	Michigan Truck Plant, Wayne Mich.	
POWERTRAIN AND CHASSIS		
ENGINE		
Type	V-8	
Manufacturing location	Windsor Engine Plant	
Configuration	Cast Iron Block and aluminum heads	
Intake manifold	Composite intake with charge-motion control valves	
Exhaust manifold	Cast iron swept runner design	
Crankshaft	Steel	
Redline	5400 rpm	
Minimum Idle Speed in Drive	550 rpm	
Throttle Body	75 mm electronically controlled	
Valvetrain	SOHC, 3 valves per cylinder, variable camshaft timing	
Valve diameter	Intake: 33.8 mm; Exhaust: 37.5 mm	
Pistons	Strutless modified barrel skirt; Hypereutectic aluminum alloy with graphite skirt coating	
Connecting Rods	Powdered metal	
Ignition	12 volt coil-on-plug system	
Bore x stroke	3.55 x 4.17 in. / 90.2 x 105.9 mm	
Displacement	330 cu. in. / 5408 cc	
Compression Ratio	9.8:1	
Horsepower	300 @ 5,000 rpm	
Horsepower per liter	55.5	
Torque	365 lb.-ft. @ 3,750 rpm	
Recommended fuel	87 Octane	
Fuel capacity	28.0 gallons	33.5 g allons
Fuel Injection	Sequential multi-port electronic	
Emission Control	Closed loop with catalyst	
Emissions (tailpipe/evaporation)	Tier 2, Bin 5 / LEV II-ULEV II	
Oil capacity	7.0 quarts	
Recommended Oil	SAE 5W20	
Coolant capacity	20.6 quarts; 23.2 quarts with auxiliary AC	
DRIVETRAIN		
Layout	Rear- or four-wheel drive	

TRANSMISSION

Standard	6-speed automatic overdrive	
Gear Ratios		
1st	4.17:1	
2nd	2.34:1	
3rd	1.52:1	
4th	1.14:1	
5th	0.86:1	
6th	0.69:1	
REV	3.40:1	
REAR AXLE RATIO		
Standard	3.31	3.73
Optional	3.73	3.73
SUSPENSION		
Front	Independent, double-wishbone, short- and long-arms (SLA) design with coil-over shocks. 36 mm stabilizer bar	
Rear	Independent, multilink design with coil-over shocks. 18 mm, 19 mm or 21 mm stabilizer bar	

STEERING

Type	Low-friction rack and pinion with power assist	
Steering column	Manual tilt	
Ratio	20:1	
Turns lock-to-lock	3.2 turns	
Turning circle curb-to-curb	40.83 ft	43.93 ft

BRAKES

Type	Four wheel power disc brakes with standard 4 sensor, 4 channel anti lock braking system (ABS) and AdvanceTrac® with Roll Stability Control
Front	343 x 34 mm ventilated
Swept area	1,829.6 cm 2
Rear	334.5 x 22 mm ventilated
Swept area	1,025.6 cm 2
Power assist	Vacuum with ABS

TIRES AND WHEELS

	P265/70R17 A/S BSW tires/ 17 x 7.5 in. steel wheels
	P265/70R17 ON/OFF ROAD OWL tires 17 x 8.0 in. aluminum wheels
	P265/70R17 A/S OWL tires/ 17 x 8.0 in. machined aluminum wheels
	P255/70R18 A/S OWL tires/ 18 x 8.5 in. machined aluminum wheels
	P255/70R18 A/S OWL tires/ 18 x 8.5 in. chrome-clad aluminum wheels
	P275/55R20 A/S BSW tires/ 20 x 8.5 in. c hrome-clad aluminum wheels
Recommended tire pressure (front/rear)	35 psi / 35 psi (17-in wheels)
	35 psi / 35 psi (18-inch wheels)
	35 psi / 35 psi (20-inch wheels)

DIMENSIONS (inches unless otherwise noted)

EXTERIOR	Expedition 4x2/4x4	Expedition EL 4x2/4x4
Wheelbase	119.0	131.0
Vehicle length	206.5	221.3
Vehicle width excluding mirrors	78.8	78.8
Vehicle width including mirrors	91.8	91.8
Vehicle width with mirrors folded	79.7	79.7
Vehicle height with options	77.2	77.7/78.3
Track width, front/rear	67.0/67.2	67.0/67.2
Minimum Running Ground clearance	8.7	8.7
Approach angle	22.8°/22.6°	23.1°/24.1°
Departure angle	21.4°/21.5°	20.1°/20.9°
Ramp breakover angle	18.4°/18.3°	17.6°/18.7°

INTERIOR

Headroom		
Front row	39.6	39.5
Second row	39.8	39.7
Third row	38.3	38.0
Legroom		
Front row	41.1	41.1

Second row	39.1	39.1
Third row	37.7	37.7
Shoulder room		
Front row	63.2	63.2
Second row	63.7	63.7
Third row	51.9	67.1
Hip room		
Front row	60.2	60.2
Second row	59.9	59.9
Third row	50.2	51.8

WEIGHTS AND CAPACITIES (pounds unless otherwise noted)

Cargo Volume	Expedition	Expedition EL
Behind first row	108.3 cu. ft.	130.8 cu. ft.
Behind second row	55.0 cu. ft.	85.5 cu. ft.
Behind third row	18.6 cu. ft.	42.6 cu. ft.
Maximum towing capacity (when properly equipped)		
4X2	9200	9000
4X4	9000	8750
Maximum payload		
4X2	1750	1725
4X4	1825	1775
Base curb weight		
4X2	5578	5825
4X4	5803	6053
Weight distribution (f/r)		
4X2	49.6/50.4	49.4/50.6
4X4	51.1/48.9	51.0/49.0

These specifications are preliminary and subject to change.