

Table of contents

Introduction	2
Maintenance and care	4
Special service equipment	6

All rights reserved. Reproduction by any means, electronic or mechanical including photocopying, recording or by any information storage and retrieval system or translation in whole or part is not permitted without written authorization from Ford Motor Company.

Copyright © 1999 Ford Motor Company

Introduction

ABOUT THIS SUPPLEMENT

This booklet supplements your Owner's guide and is part of the owner's portfolio. It is intended to aid the operators of special service or fleet vehicles which are subjected to severe duty or high mileage usage.

Some of the information in this supplement utilizes instructions from the Owner's Guide. Please read this supplement carefully and completely. Refer to the Owner's Guide for complete vehicle information.

The information found in this supplement was in effect at the time of printing. Ford Motor Company reserves the right to change the contents without notice and without incurring obligation.

WARNINGS

Warnings remind you to be especially careful in those areas of the vehicle where carelessness can cause damage to your vehicle or possible personal injury to yourself, your passengers or others. Please read all warnings carefully.

• **Warnings are identified by this symbol** 

ABOUT THE WARRANTIES

The normal vehicle warranties will apply to your vehicle. For further information, refer to your Warranty Information Booklet in the owner's portfolio.

Specified maintenance procedures must be followed. Repairs must be made by trained personnel.

It is important that your vehicle be properly maintained by qualified Ford service technicians. If a problem occurs, it is important that properly trained personnel diagnose and repair the cause. If your vehicle is not maintained in accordance with approved service procedures, damage may occur and your warranty may be invalidated.



Failure to maintain your special service or fleet vehicle properly may restrict warranty coverage, reduce vehicle performance and operation and may adversely affect the safety of the vehicle.

SPECIAL OPERATING CONDITIONS

Maintain your vehicle using the maintenance schedule for special operating conditions if you operate your vehicle on a regular basis under any of the following conditions:

- Hot weather operation (above 32° C [90° F]).
- Towing a trailer or carrying a heavy load.
- Extensive idling or driving in stop-and-go traffic (such as delivery use).
- Driving at high-speeds.
- Driving off-road.
- Driving in extremely dusty conditions (such as unpaved roads).
- Short trips of less than 16 km (10 miles) when outside temperatures remain below -18° C (0° F).

Maintenance and care

MAINTENANCE CHECKS AND SERVICES

Refer to your Owner's Guide for detailed information and procedures for the following checks and services. If the check or service is not listed in the Owner's Guide, refer to the Workshop Manual which can be purchased from your dealer.

The following maintenance checks should be performed according to the Scheduled Maintenance Guide, using the intervals listed under the *Owner Check and Services*.

- Check engine oil fluid level
- Check windshield washer fluid level
- Check power steering fluid level
- Check engine cooling system fluid level and protection
- Check tires for wear and correct air pressure
- Check battery connections
- Check parking brake for proper operation
- Check safety warning lamps for proper operation
- Check seat belts and latches for wear and proper operation
- Lubricate all hinges, latches and outside locks

The following maintenance services should be performed according to the Scheduled Maintenance Guide, using the service intervals listed under the *Special Operating Conditions*.

- Replace engine oil and filter
- Replace transmission fluid and filter
- Replace fuel filter
- Replace spark plugs
- Replace rear axle lubricant
- Replace engine air filter element
- Inspect brake system
- Inspect and lubricate U-joints

All other maintenance checks and services should be performed according to the Scheduled Maintenance Guide, using the intervals listed under the *Normal Schedule*.

STORING YOUR VEHICLE

During extended periods of vehicle storage (60 days or more), oxidation may cause gasoline to deteriorate. Such deterioration could be detrimental to your vehicle's fuel system and performance. A fuel stabilizer such as Ford Gas Stabilizer E8AZ-19C544-A or an equivalent meeting Ford specification ESE-M99C112-A, should be added to the vehicle's fuel system whenever storage exceeds 60 days. Follow the instructions provided with the fuel stabilizer for proper use.

Special service equipment

SPECIAL SERVICE OPTIONS

The Explorer is not designed nor intended to be used as a pursuit vehicle or an ambulance.

Your vehicle's optional equipment is designed to meet Ford Corporate Product Standards. However, the equipment does not meet corporate guidelines relative to police packages. Therefore, the optional equipment is only intended for use in limited law enforcement service. Use of DSO special service options does not imply nor allow use of your Explorer as a pursuit vehicle.

EQUIPMENT INSTALLATION

Important equipment installation information

When installing aftermarket equipment, avoid using fasteners that are too long for the application or are in an area that might damage other vehicle components (i.e., electrical wiring, brake lines, fuel tank and lines, powertrain components, exhaust system, suspension, etc.).

When installing aftermarket equipment to the roof, be sure to locate wires between the headliner and the roof before drilling. This will prevent damage to the wire harness or interior headliner.

Do not make any electrical connections to the vehicle's electrical system at a point not specifically designed for installation of aftermarket electrical equipment.

Do not install aftermarket equipment into the brake light circuit or any other electrical circuit which is connected to the powertrain control module (PCM), anti-lock brake system (ABS), air bag supplemental restraint system (SRS) or transmission. Connecting into these systems may affect engine and transmission operation and may cause vehicle malfunction.

Do not install aftermarket equipment near the air bag deployment zones. Failure to do so may inhibit the functioning of the supplemental restraint system in the event of a collision. Refer to *Air bag deployment zones* in this chapter.

Special service equipment



Do not place objects or mount equipment on or near the air bag cover on the side of the seatbacks of the front seats or in front seat areas that may come into contact with a deploying air bag. Failure to follow these instructions may increase the risk of personal injury in the event of a collision.

Installation of mobile communication systems

The Federal Communication Commission (FCC) regulates the use of mobile communication systems such as two-way radios, telephones and anti-theft alarms that are equipped with radio transmitters. If you install this equipment in your vehicle, you should comply with those rules. All Ford Motor Company vehicles are in compliance with FCC regulations (CFR 47 Part 15) and SAE J551d for radiated electromagnetic emissions.

Mobile communication systems not designed for automotive use or not properly installed, may cause the engine to stumble, stall or affect electronically controlled transmission operation. In addition, such systems themselves may be damaged or their operation affected by the normal operating conditions of your vehicle. Citizen Band (CB) transceivers, garage door openers, and other electrical transmitters whose power output of 5 watts or less, will not ordinarily affect your vehicle's operation.



Mobile communication systems may harm the operation of your vehicle, particularly if they are not designed for automotive use or are not properly installed.

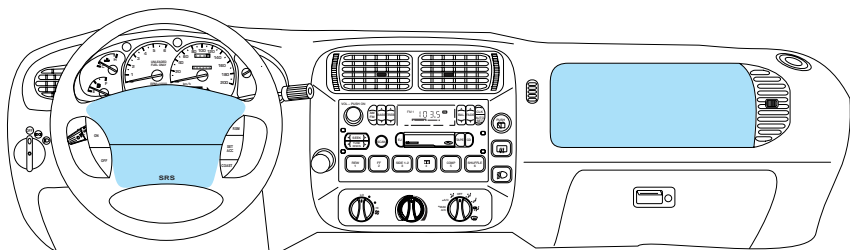


Ford Motor Company has no control over the installation, design or manufacture of mobile communication systems. Ford Motor Company cannot assume responsibility for any adverse effects or damages that may result if this type of equipment is used.

Malfunction of aftermarket electronic equipment should be resolved by the equipment manufacturer.

Special service equipment

AIR BAG SUPPLEMENTAL RESTRAINT SYSTEM (SRS)



The Explorer incorporates a standard dual (driver and passenger side) air bag supplemental restraint system (SRS).

The dual air bag SRS will affect the way aftermarket accessories can be mounted in your Explorer vehicle.

Sharp edges, corners or protrusions that come in contact with a deploying air bag could damage the nylon air bag material and reduce the effectiveness of the air bag SRS.

Take care to keep zones around the dual air bag SRS free of aftermarket accessories and other equipment.



Do not place objects or mount equipment on or near the air bag cover on the side of the seatbacks of the front seats or in front seat areas that may come into contact with a deploying air bag. Failure to follow these instructions may increase the risk of personal injury in the event of a collision.



Dash, tunnel or console-mounted equipment should not be placed outside of the specified zone. Failure to follow this instruction could result in personal injury.

Air bag SRS deployment zones

Keep the deployment zones of the dual air bag SRS free of all aftermarket equipment. Failure to do so may inhibit the functioning of the dual air bag SRS in the event of a collision.

Special service equipment

Air bags must be allowed to deploy fully without restriction. The deployment of air bags is not compatible with any configuration of aftermarket equipment mounted within the air bag deployment paths.

Equipment mounted or placed within the deployment zones of the dual air bag SRS will reduce the effectiveness of the air bags, damage the air bags and potentially damage or dislodge the equipment, which may result in personal injury.



Do not place objects or mount equipment on or near the air bag cover on the side of the seatbacks of the front seats or in front seat areas that may come into contact with a deploying air bag. Failure to follow these instructions may increase the risk of personal injury in the event of a collision.

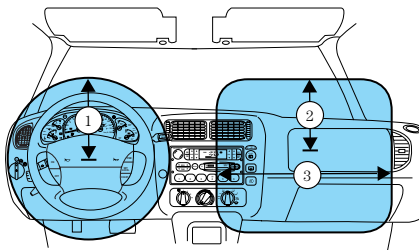
Before mounting any equipment to your vehicle, refer to the following illustrations for air bag deployment zones and approximate mounting zones for aftermarket equipment.

- **Driver's and passenger's side air bag (deployed).**

1 330 mm (13 inches) radius from center of air bag door.

2 330 mm (13 inches) from center of air bag door.

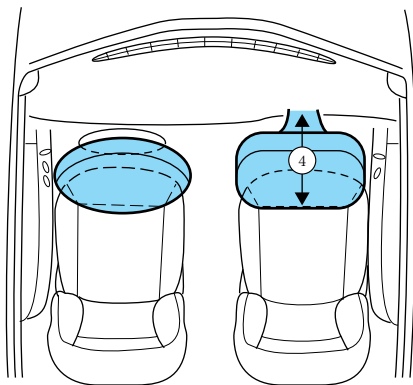
3 889 mm (35 inches) in width.



Special service equipment

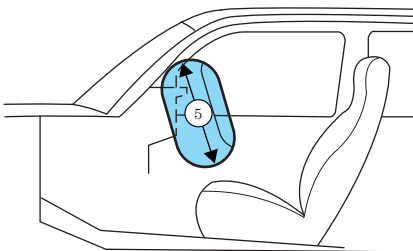
- **Passenger's side air bag (deployed).**

4 335 mm (14 inches) of depth.



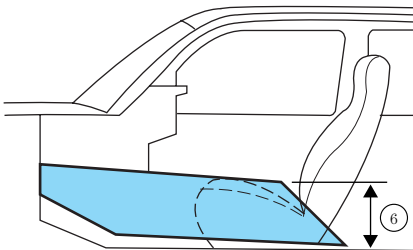
- **Cross section of both air bags (deployed).**

5 660 mm (26 inches) height.



- **Area above tunnel for equipment use.**

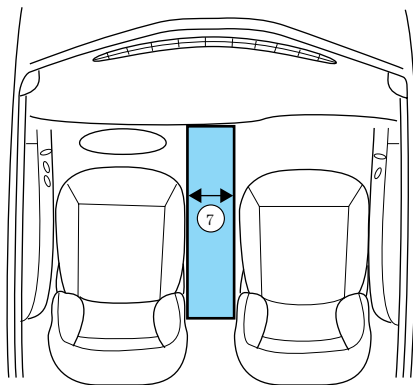
6 Do not exceed height of 254 mm (10 inches).



Special service equipment

- **Area between seats on tunnel for equipment use.**

7 Do not exceed width of 203 mm (8 inches).



Air bag supplement restraint system (SRS) do's and don'ts

There are four very important reasons to always use safety belts with the air bag SRS.

1. Help restrain the occupants to increase the effectiveness of the air bag SRS when it inflates.
2. Reduce the risk of injury in rollover, side or rear impact accidents. The air bag SRS is not designed to inflate in these types of accidents.
3. Reduce the risk of injury in frontal collisions that are not severe enough to activate the dual air bag SRS.
4. Reduce the risk of being thrown from the vehicle.

- **Always use safety belts with the air bag supplemental restraint system.**



All occupants of the vehicle, including the driver, should always properly wear their safety belts, even when an air bag SRS is provided.

- **DO NOT mount or place any objects in the deployment path of an air bag.**

Special service equipment



Do not place objects or mount equipment on or near the air bag cover on the side of the seatbacks of the front seats or in front seat areas that may come into contact with a deploying air bag. Failure to follow these instructions may increase the risk of personal injury in the event of a collision.

• **DO NOT attempt to tamper with, disconnect or deactivate the dual air bag SRS.**



Do not attempt to service, repair, or modify the Air Bag Supplemental Restraint System or its fuses. See your Ford or Lincoln-Mercury dealer.



Tampering with the dual air bag SRS could cause the air bags to inflate or become inoperative which may result in possible personal injury.



Disconnecting or deactivating the air bag SRS could result in liability exposure to the owner of the vehicle.

Special air bag supplement restraint system (SRS) concerns

- This vehicle cannot be special ordered without the dual air bag supplement restraint system (SRS).
- The installation of some types of push bumpers could affect the timing of air bag deployment.
- When transporting a passenger whose hands are restrained, it is recommended that the passenger is seated in the rear of the vehicle, upright as possible and properly restrained with the safety belt. If it is necessary to transport an individual in the front seat, the passenger's seat should be adjusted as far rearward as possible and the individual properly restrained with the safety belt.
- This vehicle is not designed nor intended for use as an ambulance or pursuit vehicle. However, high speed braking or uneven road surfaces will not cause inadvertent air bag inflation.