SOFTWARE & TECH

2002 Ford Expedition Specifications

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The 2002 Ford Expedition: A Full-Size SUV Pioneer

The dawn of the new millennium brought with it a wave of automotive innovation, and few vehicles captured the spirit of the era quite like the full-size sport utility vehicle. Among the titans of this segment, the Ford Expedition stood tall, offering a blend of rugged capability, family-friendly space, and steadily improving refinement. The **2002 Ford Expedition specifications**reveal a vehicle that was not only a workhorse but also a comfortable long-distance cruiser for up to nine passengers. This model year marked an important phase in the Expedition's lifecycle, positioned between the original 1997 launch and the major redesign that would come in 2003. Understanding the technical details and features of the 2002 Expedition provides valuable insight into what made this generation of SUVs so popular among American families and businesses alike.

For anyone researching the **2002 Ford Expedition specifications**, it becomes clear that Ford engineered this SUV to tackle a wide variety of tasks. Whether used for towing a boat, navigating snowy roads, or shuttling kids to soccer practice, the Expedition offered a robust platform. In this comprehensive guide, we will explore every major specification category, from engine power and drivetrain options to dimensions, fuel economy, and interior amenities. By the end, you will have a thorough understanding of what this legendary SUV brought to the table nearly two decades ago.

Engine and Performance Specifications

Under the hood, the 2002 Ford Expedition offered two distinct V8 engine choices, both known for their durability and torque. The standard and most common powerplant was the 4.6-liter Triton V8, while the optional upgrade was the more powerful 5.4-liter Triton V8. Let's break down the numbers.

- 4.6L Triton V8: This engine produced 232 horsepower at 4,750 rpm and 291 lb-ft of torque at 3,450 rpm. It was paired with a 4-speed automatic transmission (4R70W) and provided adequate power for daily driving and light towing.
- 5.4L Triton V8: This larger displacement engine delivered 260 horsepower at 4,500 rpm and a substantial 350 lb-ft of torque at 2,500 rpm. The 5.4L also used a 4-speed automatic transmission (4R100) which was beefier to handle the higher torque output.

Both engines featured Ford's tried-and-true single overhead cam (SOHC) design with cast-iron blocks and aluminum cylinder heads. The 5.4L engine was the preferred choice for towing and heavy hauling, as its torque curve peaked lower in the rev range. Fuel delivery was via sequential multi-port fuel injection, which improved efficiency and drivability compared to older systems.

Performance figures for the 2002 Expedition were respectable for its size. The 0 to 60 mph sprint took approximately 9.5 seconds with the 5.4L engine, while the 4.6L variant was slightly slower at around 10.5 seconds. Top speed was electronically limited to around 100 mph (160 km/h) due to tire speed ratings and safety considerations.

Drivetrain and Chassis

The **2002 Ford Expedition specifications**include multiple drivetrain configurations. The vehicle was offered in both rear-wheel drive (2WD) and four-wheel drive (4WD) versions. The 4WD system was a shift-on-the-fly part-time setup, controlled by a rotary knob on the dashboard or a floor-mounted lever, depending on the trim level.

- Rear-Wheel Drive (2WD): Standard on base trims, this configuration offered better fuel economy and lower initial cost. It suited buyers in regions with mild winters.
- Four-Wheel Drive (4WD): The 4WD system included a two-speed transfer case with 4-High and 4-Low ranges. This allowed for serious off-road capability or maximum traction in snow and mud.

The suspension system was another highlight. The front used an independent double-wishbone setup with coil springs, while the rear featured a solid axle with leaf springs. This combination provided a smooth ride on pavement while maintaining the load-carrying capacity expected from a truck-based SUV. The Expedition also offered an optional load-leveling air suspension system for the rear, which automatically adjusted ride height to maintain proper ground clearance and comfort when loaded.

Braking power came from four-wheel disc brakes with ABS (Anti-lock Braking System) as standard equipment. Front brakes were 12.0-inch ventilated discs, and rear brakes were 12.8-inch solid discs. This was a significant upgrade over the older generation of SUVs that still used rear drum brakes.

Dimensions and Weight

The 2002 Ford Expedition was a substantial vehicle, built on the Ford U-platform, which it shared with the Ford F-150 pickup truck. Its dimensions reflect its purpose as a full-size people mover and cargo hauler.

- Overall Length: 204.6 inches (5,197 mm)
- Overall Width (without mirrors): 78.6 inches (1,996 mm)
- Overall Height (standard suspension): 75.5 inches (1,918 mm)
- Wheelbase: 119.0 inches (3,023 mm)
- Ground Clearance: 8.7 inches (221 mm)
- Curb Weight (5.4L 4WD): Approximately 5,268 lbs (2,390 kg)

The long wheelbase contributed to a stable ride on highways and allowed for spacious interior packaging. The turning circle was a wide 42.4 feet, which was typical for vehicles in this class. The Expedition's height could vary slightly depending on whether the optional air suspension was equipped, as it could lower the vehicle for easier entry and exit.

Interior Space and Seating Configurations

One of the primary selling points of the **2002 Ford Expedition specifications**was its three-row seating capacity. The vehicle could accommodate up to nine passengers when equipped with the front bench seat in the first row. However, most models came with two front bucket seats (cloth or leather) and a second-row bench, plus a third-row bench, for a total of eight seats.

- First Row (standard bucket or optional 40/20/40 split bench): Provided ample headroom and legroom. The center console offered storage space.
- Second Row: A 60/40 split-folding bench seat that could slide forward to ease access to the third row.
- Third Row: A 50/50 split-folding bench seat. Notably, the third-row seats could be folded flat into the floor (a feature Ford called "Fold-Flat Third Row"), which was innovative for its time and greatly expanded cargo capacity without removing heavy seats.

Cargo volume was generous. Behind the third row, there was 17.5 cubic feet of space—enough for groceries or luggage. With the third row folded, cargo volume expanded to 56.8 cubic feet. With both second and third rows folded, maximum cargo volume reached 119.1 cubic feet. This made the Expedition one of the most versatile vehicles for hauling furniture, camping gear, or building materials.

Towing Capacity and Payload

Towing capacity was a crucial specification for buyers who needed to pull trailers, boats, or campers. The **2002 Ford Expedition specifications**show that this SUV was a capable tow vehicle, especially when equipped with the 5.4L V8 and the heavy-duty trailer tow package.

- Maximum Towing Capacity (2WD with 5.4L): Up to 8,300 lbs (3,765 kg)
- Maximum Towing Capacity (4WD with 5.4L): Up to 8,100 lbs (3,674 kg)
- Maximum Towing Capacity (4.6L): Up to 6,900 lbs (3,130 kg)
- Payload Capacity: Approximately 1,500 to 1,700 lbs depending on configuration

The trailer tow package included a Class IV hitch receiver, heavy-duty transmission cooler, upgraded radiator, and a 7-pin wiring harness. The integrated trailer brake controller was not available from the factory but could be added as an aftermarket accessory. The Expedition's body-on-frame construction and powerful brakes made it a confident towing companion.

Fuel Economy and Fuel Capacity

Fuel efficiency was not the Expedition's strong suit, but it was competitive for its class in 2002. The EPA estimates for the 2002 Ford Expedition are as follows:

- 4.6L V8 (2WD): 14 MPG city / 18 MPG highway
- 4.6L V8 (4WD): 13 MPG city / 17 MPG highway
- 5.4L V8 (2WD): 12 MPG city / 16 MPG highway
- 5.4L V8 (4WD): 12 MPG city / 15 MPG highway

The fuel tank capacity was a generous 30 gallons (113.6 liters). This gave the Expedition a theoretical driving range of over 450 miles on the highway, which was a welcome feature for long road trips. Real-world fuel economy often varied depending on driving conditions, load, and maintenance.

Trim Levels and Standard Features

Ford offered the 2002 Expedition in three main trim levels: the base XLS, the mid-level XLT, and the upscale Eddie Bauer edition. Each trim added more comfort and convenience features.

XLS Trim

The XLS was the entry-level model but still came well-equipped for its time. Standard features included cloth upholstery, manual front seats, air conditioning, a single-disk CD player with AM/FM radio, power windows and door locks, keyless entry, and 16-inch steel wheels with full-wheel covers.

XLT Trim

The XLT added many popular upgrades: chrome grille, running boards, power-adjustable driver's seat, cruise control, tilt steering wheel, carpeted floor mats, and optional leather seating. It could also be equipped with a premium sound system and a power moonroof.

Eddie Bauer Trim

The Eddie Bauer represented the top-of-the-line luxury package. It featured two-tone exterior paint with unique Eddie Bauer badging, leather-trimmed seats with Eddie Bauer logos, wood-grain interior accents, automatic climate control, a premium Mach audio system, fog lamps, and 17-inch aluminum wheels. Heated front seats and a power-adjustable passenger seat were optional.

Safety Features and Ratings

Safety was becoming increasingly important in the early 2000s, and the 2002 Ford Expedition offered a suite of

features that were advanced for its day. Standard safety equipment included:

- Dual front airbags (driver and passenger)
- 4-wheel anti-lock brakes (ABS)
- Side-impact door beams
- Child safety rear door locks
- LATCH (Lower Anchors and Tethers for Children) system for child seats

Optional safety features included a Reverse Sensing System (ultrasonic sensors in the rear bumper to alert the driver of obstacles) and a security alarm system. The National Highway Traffic Safety Administration (NHTSA) gave the 2002 Expedition a four-star rating for frontal driver and passenger protection (out of five stars) and a three-star rating for rollover resistance, which was typical for tall, heavy SUVs at the time.

Technology and Infotainment for 2002

Though primitive by today's standards, the 2002 Expedition offered some notable technology. The audio system could be upgraded to a 6-disc in-dash CD changer. An optional overhead console featured digital compass and temperature displays. Some models were equipped with a factory-installed DVD entertainment system for rear passengers, which was a premium option. Navigation systems were not yet available in Ford trucks; that would come later in the decade.

The dashboard design was clear and functional, with large analog gauges

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