# 2003 Ford F-150 at 125,000 mi

1FTRW08L63K123456

| MODEL / CHASSIS | ENGINE | MILEAGE | DRIVETRAIN |
|---|---|---|---|
| F-150 · F-150 XLT SuperCrew 5.4 V8 4x4 | Ford 4.6L and 5.4L Modular V8: 2-valve SOHC | 125,000 mi | 4WD |
| **BUILD MONTH** | **REPORT DATE** | **MODE** | **PREPARED FOR** |
| Not entered (door jamb) | October 28, 2026 | Owner | Sample Owner |

VIN check: check digit valid; model-year code '3' = 2003, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

## What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

**2**
jobs recommended now

**0**
to plan in the next 30,000 miles · plus 2 factory maintenance items

**2**
to watch or check at each service

**Safety recalls NHTSA lists for this model year (4)**

- **07V-336** · Speed control · deactivation switch: The speed control deactivation switch can leak inside, then overheat, smoke or burn and start an underhood fire.
- **07V-078** · Speed control · deactivation switch: The speed control deactivation switch can overheat, smoke or burn and start an underhood fire.
- **11V-385** · Fuel tank · strap corrosion (salt-belt states): In salt-belt states the fuel tank straps can rust through. The tank can then drop or pull its fuel lines loose and leak fuel, a fire risk.
- **03V-349** · Steering · pitman arm nut: The nut holding the pitman arm to the steering gear may not be tight. The steering can feel loose and noisy, and steering control can be affected.

A model-year list, not a VIN check. Repairs are free at a Ford dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

**Step 0 · Free:** run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout, including 07V-078, 07V-336. Read the build month (MM/YY) on the driver's door-jamb label.

## Recommended now at the next service — $100–$160

### Inspection: check now, while it's cheaper to fix — $100–$160

about 1 h of shop labor, our estimate

**Spark plug blow-out (stripped plug threads)**: Past the range (51,000–101,000 mi, the middle half of 132 owner reports) · if it fails: $660–$3,480
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

### Speed control deactivation switch can overheat (fire risk) — Free if open

Recalls 07V-078, 07V-336 are listed for this model year. Check the VIN; the repair is free at a Ford dealer if it is open.

## Next 12 months up to about 137,000 mi

Nothing scheduled here.

## Within the next 30,000 miles up to 155,000 mi

Nothing else enters its reported range in this window.

## Watch inspect at each service, fix on condition, or optional

### Broken exhaust manifold studs (tick) — $411–$525

independent shop, installed

Any mileage (4.6L and 5.4L 2-valve trucks and vans; Ford released stainless studs for the 5.4L 2V) · Inspect at each service; fix at the first sign

### Ignition coil misfire — $227–$335

independent shop, installed

Past the range (58,000–113,000 mi, the middle half of 77 owner reports) · Inspect at each service; fix at the first sign

Recommended now

**$100–$160**

Independent shop, installed. Dealers often charge more.

Planned through 155,000 mi

**$100–$160**

No other repairs on the list before 155,000 mi. Now + next 12 months + next 30,000 miles. Excludes factory maintenance (listed separately), “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

# Scheduled maintenance from 125,000 mi to 155,000 mi

The maker's normal schedule for this car. Service history isn't known here, so an item is shown at its next interval mark; skip it if the records show it was done.

| ITEM | INTERVAL | THIS CAR |
|---|---|---|
| **Spark plugs**<br>Guide normal schedule: replace spark plugs at 100,000 mi. | every 100,000 mi | **Was due at 100,000 mi (check records)** [M1][M2][M3][M4][M5][M6][M7][M8] |
| **Automatic transmission fluid**<br>4R70W/4R75 (6R80 from 2009 F-150): change fluid at 150,000 mi. | every 150,000 mi | **Due at 150,000 mi** [M3][M4][M5][M6][M7][M8][M9][M10][M11] |

M1. 2000 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/00nmgmg3e.pdf

M2. 2001 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/01nmgmg5e.pdf

M3. 2002 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/02nmgmg3e.pdf

M4. 2003 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/03frdmg6e.pdf

M5. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

M6. 2005 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/05frdmg4e.pdf

M7. 2006 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/06frdmg3e.pdf

M8. 2007 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/07frdmg1e.pdf

M9. 2008 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/08frdmg3e.pdf

M10. 2009 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/09frdmg2e.pdf

M11. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M12. 2012 Ford E-Series Owner's Guide (Scheduled Maintenance)
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/12ecoog1e.pdf

WHERE 125K SITS FOR EACH WEAK POINT

| # | WEAK POINT | REPORTED RANGE | THIS CAR |
|---|---|---|---|
| 1 | Spark plug blow-out (stripped plug threads) | 51,000–101,000 mi (middle half of 132 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |
| 2 | Broken exhaust manifold studs (tick) | 4.6L and 5.4L 2-valve trucks and vans; Ford released stainless studs for the 5.4L 2V OFFICIAL | Any mileage |
| 3 | Ignition coil misfire | 58,000–113,000 mi (middle half of 77 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |
| 4 | Speed control deactivation switch can overheat (fire risk) | 9,000–75,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA | Past the range |

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

# Recalls to check for this 2003 Ford F-150

Safety recall repairs are free at Ford dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

**Official VIN check (2 minutes)**

1. Go to nhtsa.gov/recalls and enter 1FTRW08L63K123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

4.6L / 5.4L 2V MODULAR RECALLS WE TRACK

### 05V-388 · Speed control deactivation switch can overheat (2000–2002 F-150 and Expedition)

Not listed for MY2003

The speed control deactivation switch may overheat, smoke or burn, a fire risk. Dealers fit a fused jumper harness. OFFICIAL [12]

### 05V-017 · Speed control deactivation switch can overheat (2000 F-150 and Expedition)

Not listed for MY2003

Same switch problem on earlier trucks. Free remedy. OFFICIAL [12]

### 06V-286 · Speed control deactivation switch can overheat (2000–2002 Super Duty, Excursion, E-Series)

Not listed for MY2003

Same switch problem on gas and natural-gas trucks. Free remedy. OFFICIAL [12]

### 07V-078 · Speed control deactivation switch can overheat (2003 F-150, Super Duty, Excursion, E-Series)

NHTSA lists this model and year: check by VIN

Same switch problem. Free remedy. OFFICIAL [12]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

### 07V-336 · Speed control deactivation switch can leak and overheat (2003–2004 F-150, E-Series)

NHTSA lists this model and year: check by VIN

The switch can leak internally and then overheat, smoke or burn. Free remedy. OFFICIAL [12]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

**09V-399 · Speed control deactivation switch can overheat (2000–2003 E-Series, Super Duty, Excursion; 2002 Explorer/Mountaineer)**

Not listed for MY2003

Final expansion of the switch recalls. Free remedy. OFFICIAL [12]

### EVERY RECALL NHTSA LISTS FOR THE 2003 FORD F-150 (4)

| RECALL | COMPONENT | WHAT CAN HAPPEN (NHTSA, SHORTENED) |
|---|---|---|
| **07V-336**<br>4.6L / 5.4L 2V Modular tracked | Speed control · deactivation switch | The speed control deactivation switch can leak inside, then overheat, smoke or burn and start an underhood fire. Details |
| **07V-078**<br>4.6L / 5.4L 2V Modular tracked | Speed control · deactivation switch | The speed control deactivation switch can overheat, smoke or burn and start an underhood fire. Details |
| **11V-385** | Fuel tank · strap corrosion (salt-belt states) | In salt-belt states the fuel tank straps can rust through. The tank can then drop or pull its fuel lines loose and leak fuel, a fire risk. Details |
| **03V-349** | Steering · pitman arm nut | The nut holding the pitman arm to the steering gear may not be tight. The steering can feel loose and noisy, and steering control can be affected. Details |

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-150. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (F-150): Seven listings are left out of this 5.4L SuperCrew sample: 09E-025, 09E-012, 08E-050, 06E-067 and 06E-052 (aftermarket headlamps), 07E-066 (aftermarket trailer wiring adaptor) and 06E-056 (aftermarket fuel filter). They cover add-on parts, not the truck as built; a VIN check would show any factory recall that applies.

### SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

# Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (PN96). Left out because they apply to other models, years, engine sizes or body codes: Cracked plastic intake manifold (coolant crossover).

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## 1 Spark plug blow-out (stripped plug threads)

Past the range

Severity: Critical: rare, but can badly damage the engine · 724 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (51,000–101,000 mi (middle half of 132 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 51,000–101,000 mi (middle half of 132 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: 1997–2008 4.6L and 5.4L 2-valve heads (Ford TSB 07-21-2); the 4-valve DOHC versions are on their own page

### WHAT FAILS FORUM/BLOG [2][3]

On these 2-valve aluminum heads a spark plug can strip its threads and blow out of the cylinder head, often breaking the ignition coil above it. Ford issued a thread-repair procedure for 1997–2008 4.6L, 5.4L and 6.8L 2-valve engines and says the repair is not covered under the new-vehicle warranty.

### SYMPTOMS

- Sudden loud ticking or popping, like an exhaust leak
- Misfire on one cylinder
- Broken coil or coil boot
- Check-engine light with P0300–P0308

### IF IT'S LEFT TOO LONG

The engine runs on seven cylinders and can damage the coil; the hole needs a thread insert or a new head.

### IS IT WORTH DOING EARLY? OUR ESTIMATE

Check plug torque at every plug change; ask for a thread-insert quote, not a new head, if one blows out.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Spark plug replacement, F-150 (RepairPal estimate) | **$314–$433** SHOP/RETAILER [13] independent shop, installed |
| Owner-reported repair bills in NHTSA complaints (n=16) | **$660–$3,480** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

Where the numbers come from: Computed from 16 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 10430112, 10413910, 10258408, 10151080. Owner-reported, often dealer prices; not shop quotes.

### PARTS FOR PN96

- Ask your parts supplier for the OE part number for this VIN.

### WHAT TO ASK YOUR SHOP

- Any spark plug ever blown out or thread insert fitted?
- When were the plugs last changed?

## 2 Broken exhaust manifold studs (tick)

Any mileage

Severity: Medium: leaks and wear · 58 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (4.6L and 5.4L 2-valve trucks and vans; Ford released stainless studs for the 5.4L 2V), so mileage doesn't say much here. Range: 4.6L and 5.4L 2-valve trucks and vans; Ford released stainless studs for the 5.4L 2V OFFICIAL [7][8]

### WHAT FAILS OFFICIAL [7][8]

Exhaust manifold studs can break and let the manifold leak, making a tick that is loudest from cold. Ford issued a bulletin on broken studs and released stainless steel replacement studs for the 5.4L 2-valve engine.

#### SYMPTOMS

- Ticking from the engine bay, loudest when cold
- Exhaust smell under the hood
- Soot marks at the manifold flange

#### IF IT'S LEFT TOO LONG

The leak grows, and seized studs get harder and costlier to remove.

#### IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix when a leak is confirmed; replace with stainless studs.

### ESTIMATED REPAIR COST

| | |
|---|---|
| Exhaust manifold replacement, 1998 F-150 (RepairPal) | **$411–$525** SHOP/RETAILER [9] independent shop, installed |
| No published price for drilled-out studs | **No published price** reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

### PARTS FOR PN96

- Ask your parts supplier for the OE part number for this VIN.

#### WHAT TO ASK YOUR SHOP

- Any cold-start ticking?

## 3 Ignition coil misfire

Past the range

Severity: Medium: leaks and wear · 374 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (58,000–113,000 mi (middle half of 77 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 58,000–113,000 mi (middle half of 77 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: Coil-on-plug 4.6L and 5.4L 2-valve engines

### WHAT FAILS OFFICIAL [10]

Ford's diagnostic bulletin covers misfire or rough running on coil-on-plug engines and how to find the failed coil.

#### SYMPTOMS

- Misfire or shaking at idle or under load
- Flashing check-engine light

### ESTIMATED REPAIR COST

| | |
|---|---|
| Ignition coil replacement (RepairPal, all vehicles) | **$227–$335** SHOP/RETAILER [11] independent shop, installed |

- P0300–P0308

IF IT'S LEFT TOO LONG

A steady misfire can overheat the catalytic converter.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a failed coil (and its boot) when a misfire is traced to it.

| | |
|---|---|
| Owner-reported repair bills in NHTSA complaints (n=34) | **$460–$1,150** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

**2.9×** The failure-bill midpoint ($805) is about 2.9× the early-fix midpoint ($281). A cost ratio, not a probability.

Where the numbers come from: Computed from 34 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $700). Examples: ODI 10251102, 10068509, 10437332, 10402125. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR PN96

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any misfire codes?
- Coils replaced?

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## 4 Speed control deactivation switch can overheat (fire risk)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 834 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 125,000 mi this car is past the reported range (9,000–75,000 mi (middle half of 17 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 9,000–75,000 mi (middle half of 17 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]




Applies to: 2000–2004 F-150, Expedition, Super Duty, Excursion, E-Series and 2002 Explorer/Mountaineer named in the recalls

WHAT FAILS OFFICIAL [12]

The speed control deactivation switch can overheat, smoke or burn, which can start a fire under the hood, even when parked. Ford recalled many trucks, SUVs and vans and fitted a fused jumper harness.

SYMPTOMS

- Cruise control stops working
- Burning smell or smoke near the brake master cylinder
- Brake fluid leak at the switch

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

| | |
|---|---|
| Free under the recalls | **Free if covered** OFFICIAL [12] independent shop, installed |
| No published price | **No published price** reported range for the bill after a failure |
| Dealer | **Often 1.5–2× the independent-shop price** OUR ESTIMATE |

PARTS FOR PN96

A switch fire can spread through the engine bay.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open speed control switch recalls before buying.

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Speed control switch recall done?

5 · ALSO REPORTED, NOT RANKED

## Other themes in 4.6L / 5.4L 2V Modular owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

| THEME | COMPLAINTS | WHY IT ISN'T A WEAK POINT |
|---|---|---|
| **Lighting / electrical** | 1,243 | Body and lighting complaints on the cars and trucks; not engine faults. |
| **Transmission** | 389 | Counts every transmission complaint; not an engine fault. |

6 · BUYING OR SELLING

# Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

## Ask the inspecting shop to check

- Plug wells for looseness or blow-out damage
- Intake manifold coolant crossover (early 4.6L)
- Exhaust manifold studs (cold-start tick)
- Speed control switch recall harness

## Ask the seller

- Any spark plug blown out or thread insert fitted?
- Intake manifold replaced?
- Speed control switch recall done?

## Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

| FINDING | ESTIMATED ADJUSTMENT |
|---|---|
| Spark plug blow-out (stripped plug threads): fault found on inspection | $660–$3,480 |
| Broken exhaust manifold studs (tick): symptoms or fault codes present | $411–$525 |
| Ignition coil misfire: symptoms or fault codes present | $227–$335 |
| Speed control deactivation switch can overheat (fire risk): fault found on inspection | No published price |
| **Pre-ticked rows (●), if no records clear them** | **None at this mileage** |

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

# How this report is built

**Inputs.** VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

**Mileage positions.** Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

**The plan.** Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

**Costs.** Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

**Labels.** OFFICIAL NHTSA/Ford documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

**NHTSA complaint data.** Pulled Oct 27, 2026 from NHTSA's complaints API for F-150, Super Duty, Excursion, E-Series, Explorer and Mountaineer complaints that name the 4.6L, 5.4L or V8 (F-150 also blown spark plugs); all 2000–2004 Expedition and 2000–2011 Crown Victoria, Grand Marquis and Town Car complaints; 2000–2004 Mustang complaints that name the GT, 4.6L or V8 and not the Cobra, Mach 1 or SVT. NHTSA complaint data start in 2000. Complaints that do not name the engine are left out on shared nameplates, so counts under-count. The 4-valve DOHC models are counted on their own page: 7,800 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.

COMPUTED FROM NHTSA DATA

| THEME | COMPLAINTS | IN THIS REPORT |
|---|---|---|
| Lighting / electrical | 1,243 | Also reported |
| Speed control switch fire | 834 | Item 4 |
| Spark plug blow-out | 724 | Item 1 |
| Transmission | 389 | Also reported |
| Coil / misfire | 374 | Item 3 |
| Intake manifold / coolant leak | 94 | Other years or engine sizes |
| Exhaust manifold / studs | 58 | Item 2 |

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2000–2003 F-150 and 2004 F-150 Heritage (V8 complaints), 2004–2008 F-150 4.6L, 2000–2004 Expedition, 2000–2004 Super Duty and 2000–2005 Excursion 5.4L, E-Series 4.6L/5.4L, 2000–2011 Crown Victoria, Grand Marquis and Town Car, 2000–2004 Mustang GT and 2002–2005 Explorer/Mountaineer V8, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 07-21-2: 1997–2008 vehicles with a 4.6L 2V, 5.4L 2V or 6.8L 2V engine: spark plug thread repair procedure, not covered under the New Vehicle Limited Warranty (includes F-53 motorhome chassis) (2007-10-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10023943

3. Jalopnik: What causes a spark plug to eject (and how to fix it), via search extract Oct 27, 2026 FORUM/BLOG
https://jalopnik.com/2068453/spark-plug-eject-how-to-fix/

4. Ford Extended Coverage Program 05N04: Composite intake manifold coverage extended to 7 years from warranty start, no mileage limit (class-action settlement) (2005-12-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018959

5. Ford Program 01M02: Composite intake manifolds on 4.6L SOHC engines may develop fatigue cracks at the coolant crossover duct (2001-05-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=620174

6. RepairPal: Ford Crown Victoria repair costs (intake manifold gasket replacement $897–$1,133; 1997–2001 plastic intake manifold can crack and leak coolant behind the alternator), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/ford/crown-victoria

7. Ford Service bulletin 17320: Broken exhaust manifold studs (2003-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008169

8. Ford Service bulletin 0554: Use of stainless steel exhaust studs in service for the 5.4L 2V engine (2005-03-21), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10014685

9. RepairPal: 1998 Ford F-150 exhaust manifold replacement cost estimate ($411–$525), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/f-150/1998/exhaust-manifold-replacement-cost

10. Ford Service bulletin 041601: Coil-on-plug (COP) ignition systems: engine misfire or rough running, diagnostic tips (2005-11-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018745

11. RepairPal: ignition coil replacement cost estimate, all vehicles ($227–$335), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/ignition-coil-replacement-cost

12. NHTSA recall records: speed control deactivation switch recalls 05V-017, 05V-388, 06V-286, 07V-078, 07V-336 and 09V-399, checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=05V388000

13. RepairPal: Ford F-150 spark plug replacement cost estimate, via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/ford/f-150/spark-plug-replacement-cost

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

# Important

**Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.**

**Informational only.** This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

### Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

### Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

### No warranty

Provided “as is”, without warranties of any kind, under the Terms of Use at repairahead.com/terms.

### Trademarks and independence

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Wrong input (VIN, mileage, build date)? Email hello@repairahead.com with report ID RA-FD2V-123456-20261028 and we'll correct and reissue it.

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Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.