2002 Lincoln Navigator at 154,000 mi

5LMFU28RX2LJ23456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Navigator · Navigator 5.4 DOHC V8 4x4 automatic	Ford 4.6L and 5.4L Modular V8: 4-valve DOHC versions (Navigator, Aviator, Continental, Marauder, Mustang Cobra, Shelby GT500, Ford GT)	154,000 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 '2' = 2002, 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.

1
inspection recommended now

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

4
to watch or check at each service

Safety recalls NHTSA lists for this model year (1)

- **05V-388** · Speed control · deactivation switch: The speed control deactivation switch can overheat, smoke or burn and start an underhood fire, even with the vehicle parked. Dealers disconnected the switch, then fitted the remedy parts and reconnected the speed control.

A model-year list, not a VIN check. Repairs are free at a Lincoln 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 Lincoln dealer for a campaign printout, including 05V-388. 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

Automatic transmission faults (torque converter clutch, slipping, failure): Long past the range (17,000–70,000 mi, the middle half of 27 owner reports)
At this mileage it may already be fixed: we check the records first.
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 161,500 mi

Nothing scheduled here.

Within the next 30,000 miles up to 184,000 mi

Nothing else enters its reported range in this window.

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

Misfire from exhaust-valve leakage (cylinder head replacement) — $95–$126

labor only, parts extra

Any mileage (Engines built before Dec 19, 2004 (Ford TSB 06-5-13); owners report it from about 50,000 miles) · Inspect at each service; fix at the first sign

Coil-on-plug ignition coil failure (misfire) — $132–$220

independent shop, installed

Any mileage (Ford coil bulletins for 2000 Navigator; extended coil coverage on 2003–2004 Aviator (now expired)) · Inspect at each service; fix at the first sign

Spark plug blow-out (reported on the 5.4L Navigator) — $302–$405

independent shop, installed

Any mileage (16 owner complaints, 14 of them 2000–2004 Navigator; 55,000–99,000 mi where a mileage is stated) · Ask for this check at every service

Air suspension leaks and compressor failure (sagging corner) — $560–$1,056

independent shop, installed

Any mileage (55 owner complaints, 41 of them 2003–2004 Navigator) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 184,000 mi

$100–$160

No other repairs on the list before 184,000 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 154,000 mi to 184,000 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 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]
Automatic transmission fluid 4R100 automatic: change fluid every 30,000 mi.	every 30,000 mi	**Was due at 150,000 mi, next 180,000 mi** [M1][M2][M3]

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. 2011 Ford Mustang Owner's Guide (Scheduled Maintenance)
OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11musog3e.pdf

WHERE 154K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Misfire from exhaust-valve leakage (cylinder head replacement)	Engines built before Dec 19, 2004 (Ford TSB 06-5-13); owners report it from about 50,000 miles OFFICIAL	Any mileage
2	Coil-on-plug ignition coil failure (misfire)	Ford coil bulletins for 2000 Navigator; extended coil coverage on 2003–2004 Aviator (now expired) OFFICIAL	Any mileage
3	Spark plug blow-out (reported on the 5.4L Navigator)	16 owner complaints, 14 of them 2000–2004 Navigator; 55,000–99,000 mi where a mileage is stated OFFICIAL	Any mileage
4	Air suspension leaks and compressor failure (sagging corner)	55 owner complaints, 41 of them 2003–2004 Navigator OFFICIAL	Any mileage
5	Automatic transmission faults (torque converter clutch, slipping, failure)	17,000–70,000 mi (middle half of 27 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Long past the range
6	Speed control deactivation switch can overheat (fire risk, recalled)	2000–2002 Navigator and 2002 Blackwood (recalls 05V-017 and 05V-388); 25 Navigator owners report fires or burning OFFICIAL	Listed for this model and year: check by VIN

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 2002 Lincoln Navigator

Safety recall repairs are free at Lincoln 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 5LMFU28RX2LJ23456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Lincoln dealer for a campaign printout; it also lists completed campaigns.

4.6L / 5.4L 4V DOHC MODULAR RECALLS WE TRACK

05V-388 · Speed control deactivation switch can overheat (2000–2002 Navigator, 2002 Blackwood)

NHTSA lists this model and year: check by VIN

The speed control deactivation switch may overheat, smoke or burn, a fire risk even when parked. Dealers first disconnected the switch, then fitted the remedy parts and reconnected the speed control. Free remedy. OFFICIAL [8]

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

05V-017 · Speed control deactivation switch can overheat (2000 Navigator) Not listed for MY2002

Same switch problem; fires occurred with the ignition off. Dealers installed a new switch. Free remedy. OFFICIAL [8]

Other 4.6L / 5.4L 4V DOHC Modular recalls we track, not listed by NHTSA for this model and year: 02V-313 (transmission shift cable can come off its bracket (2003 Aviator)).

EVERY RECALL NHTSA LISTS FOR THE 2002 LINCOLN NAVIGATOR (1)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
05V-388 4.6L / 5.4L 4V DOHC Modular tracked	Speed control · deactivation switch	The speed control deactivation switch can overheat, smoke or burn and start an underhood fire, even with the vehicle parked. Dealers disconnected the switch, then fitted the remedy parts and reconnected the speed control. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: NAVIGATOR. 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 (NAVIGATOR): Three listings are left out of this sample: 09E-012 and 06E-064 (aftermarket corner and bumper lamps) and 06E-056 (aftermarket Purolator fuel filters sold in 2006). They cover add-on parts, not the vehicle 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 6 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 (UN173). Left out because they apply to other models, years, engine sizes or body codes: Accelerator pedal can catch on the carpet (Cobra recall); Clutch slipping or dragging (Shelby GT500).

1 Misfire from exhaust-valve leakage (cylinder head replacement)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 17 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Engines built before Dec 19, 2004 (Ford TSB 06-5-13); owners report it from about 50,000 miles), so mileage doesn't say much here. Range: Engines built before Dec 19, 2004 (Ford TSB 06-5-13); owners report it from about 50,000 miles OFFICIAL [2][3][4]

Applies to: 1999–2004 Navigator, 2002–2003 Blackwood, 2003–2005 Aviator, 2003–2004 Marauder and 2003–2004 Mustang Cobra and Mach 1 named in TSB 06-5-13

WHAT FAILS OFFICIAL [2][3][4]

Ford found that on 4-valve 4.6L and 5.4L engines a misfire with codes P0301–P0308 or P0316 can come from compression leaking past the exhaust valves, usually on the left (driver-side) head. The bulletin covers 1999–2004 Navigator, 2002–2003 Blackwood, 2003–2005 Aviator, 2003–2004 Marauder and 2003–2004 Mustang built before Dec 19, 2004: after a compression and leak-down test, only the leaking head is replaced, with a new cam assembly, plugs and timing chain tensioner. Two earlier Navigator bulletins cover rough running and loss of compression past 20,000 miles.

SYMPTOMS

- Steady misfire on one cylinder that a new coil or plug does not fix
- Check-engine light with P0301–P0308 or P0316
- Low compression on one cylinder, usually on the left bank

IF IT'S LEFT TOO LONG

Running on a dead cylinder overheats the catalytic converter; the head has to come off either way.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Do a compression and leak-down test before buying coils for a misfire that keeps coming back; replace only the leaking head.

ESTIMATED REPAIR COST

Labor only: check-engine-light diagnosis, 2000 Navigator 5.4L (YourMechanic estimate to shop/dealer range); parts extra, and a compression and leak-down test adds labor	**$95–$126** SHOP/RETAILER [20] labor only, parts extra
No published price; two owners report $4,944 and $5,900 for head replacement	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Head replacement bills from NHTSA owner complaints: ODI 10180825 ($4,944, 2003 Aviator) and 10522324 ($5,900, 2004 Aviator, two heads). Owner-reported dealer prices; not shop quotes.

PARTS FOR UN173

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

WHAT TO ASK YOUR SHOP

- Any misfire that came back after new coils or plugs?
- Cylinder head ever replaced?

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2 Coil-on-plug ignition coil failure (misfire)

Any mileage

Severity: Medium: leaks and wear · 25 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Ford coil bulletins for 2000 Navigator; extended coil coverage on 2003–2004 Aviator (now expired)), so mileage doesn't say much here. Range: Ford coil bulletins for 2000 Navigator; extended coil coverage on 2003–2004 Aviator (now expired) OFFICIAL [5][6][7]

Applies to: every 4-valve 4.6L and 5.4L (coil-on-plug)

WHAT FAILS OFFICIAL [5][6][7]

Each cylinder has its own coil and boot. Ford bulletins cover coil codes P0350–P0358 with rough idle on cold starts on the 2000 Navigator, and give a diagnostic routine for coil-on-plug misfires on these engines. Ford extended warranty coverage on the ignition coils of 2003–2004 Aviators; that coverage has run out. Aviator owners describe coils failing one after another.

SYMPTOMS

- Rough idle, worst on a cold start
- Shake or stumble under load
- Flashing check-engine light; P0300–P0308 or P0350–P0358

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 boot when the misfire is traced to it; if misfires keep moving between cylinders, check compression too.

ESTIMATED REPAIR COST

Ignition coil replacement, 2002 Navigator (RepairPal estimate, one coil)	**$132–$220** SHOP/RETAILER [16] independent shop, installed
No published price for converter damage from a long misfire	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR UN173

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

WHAT TO ASK YOUR SHOP

- Any misfire codes?
- Coils replaced, and how many?

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3 Spark plug blow-out (reported on the 5.4L Navigator)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 16 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (16 owner complaints, 14 of them 2000–2004 Navigator; 55,000–99,000 mi where a mileage is stated), so mileage doesn't say much here. Range: 16 owner complaints, 14 of them 2000–2004 Navigator; 55,000–99,000 mi where a mileage is stated OFFICIAL [1]

Applies to: 2000–2004 Navigator and 2002 Blackwood 5.4L, where owners report it; not covered by Ford's 2-valve thread-repair bulletin

WHAT FAILS OFFICIAL [1]

Ford's spark plug thread-repair bulletin covers only the 2-valve engines, but Navigator owners with the 4-valve 5.4L also report a spark plug blowing out of the aluminum head, often with a loud pop and a damaged coil. Single reports come from a 2002 Blackwood, a 2003 Marauder and a 2003 Mustang Cobra. Dealers quoted a new cylinder head; independent shops often repair the threads with an insert.

SYMPTOMS

- Sudden loud pop or ticking from one side of the engine
- Misfire on one cylinder
- Broken coil or coil boot
- Fuel smell under the hood

IF IT'S LEFT TOO LONG

The engine runs on seven cylinders and the coil above the hole is usually ruined.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Torque plugs to spec at every plug change and check that each coil sits flat; ask for a thread-insert quote before agreeing to a new head.

ESTIMATED REPAIR COST

Spark plug replacement, 2002 Navigator (RepairPal estimate)	**$302–$405** SHOP/RETAILER [17] independent shop, installed
Owner-reported repair bills and quotes in NHTSA complaints (n=6)	**$3,675–$4,491** 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 6 NHTSA owner complaints that quote a bill or dealer quote after a plug blew out (middle half of the figures; median $4,300). Examples: ODI 10340514, 10334261, 10255024, 10165108, 10156464. Owner-reported, mostly dealer head-replacement prices; not shop quotes.

PARTS FOR UN173

- 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?

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4 Air suspension leaks and compressor failure (sagging corner)

Any mileage

Severity: Medium: leaks and wear · 55 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (55 owner complaints, 41 of them 2003–2004 Navigator), so mileage doesn't say much here. Range: 55 owner complaints, 41 of them 2003–2004 Navigator OFFICIAL [1][12][13][14]

Applies to: Navigator (air suspension standard), Continental and Marauder rear air, Aviator with optional rear air

WHAT FAILS OFFICIAL [12][13][14]

The rubber air springs dry out and leak, and the compressor then runs until it wears out. Ford bulletins on the 2003–2004 Navigator cover one front corner dropping

ESTIMATED REPAIR COST

One rear air spring, 2002	**$560–$1,056** SHOP/RETAILER [18] independent shop, installed

(individual air springs were released for service), the front lowering while the rear rises from leaking solenoids, and compressor noise on 2000–2004 Navigators. Owners report sagging overnight, a 'check suspension' message and repeat repairs.

SYMPTOMS

- One corner or the rear sags after the vehicle sits
- 'Check suspension' message
- Compressor runs often or for a long time
- Harsh ride or rubbing tires

IF IT'S LEFT TOO LONG

A leaking spring wears out the compressor; a dropped corner can rub the tire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Fix a leaking air spring before the compressor burns out; some owners convert to coil springs.

ESTIMATED REPAIR COST

Navigator 5.4L (YourMechanic estimate to shop/dealer range)	
No published price for springs plus a compressor	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Owner bills in NHTSA complaints run from about $500 for a single repair to $2,000 for all four springs (ODI 10604257, 10482515, 10435154: $912 for a compressor).

PARTS FOR UN173

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

WHAT TO ASK YOUR SHOP

- Air springs or compressor replaced?
- Does it sag after sitting overnight?

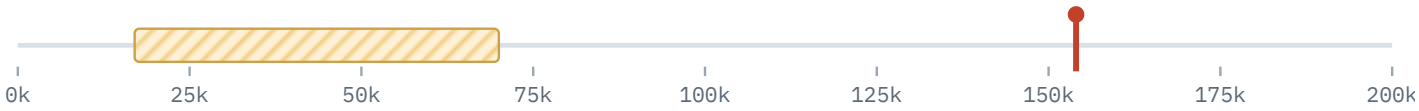
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5 Automatic transmission faults (torque converter clutch, slipping, failure)

Long past the range

Severity: High: overheating, stalls, limp mode or a big bill · 99 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 154,000 mi this car is long past the reported range (17,000–70,000 mi (middle half of 27 owner complaints that state a mileage)). Many cars at this mileage have already had this repaired, and some never had the fault. Check the records and the part itself before planning it. Range: 17,000–70,000 mi (middle half of 27 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: the automatic SUVs and cars (4R100 Navigator/Blackwood, 5R55W Aviator, 4R70W Marauder, AX4N Continental)

WHAT FAILS OFFICIAL [1][10][11]

The transmission draws the most complaints on these SUVs, above all the Aviator. Ford bulletins on 2001–2003 Navigator and 2002 Blackwood 4R100 automatics cover a flashing transmission light with torque converter clutch codes P0740, P0741, P0743 and P1744 on vehicles built Jan 2001–May 2002. Aviator owners describe slipping, harsh or missed shifts and full replacement at 70,000–90,000 miles.

ESTIMATED REPAIR COST

Transmission fluid change, 2002 Navigator (RepairPal estimate)	**$425–$505** SHOP/RETAILER [19] independent shop, installed

SYMPTOMS

- Flashing O/D or transmission light
- Slipping or flaring between gears
- Harsh or late shifts
- Shudder at highway speed (torque converter clutch)

IF IT'S LEFT TOO LONG

A slipping transmission wears fast and can leave the vehicle without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change the fluid and fix leaks early; scan for torque converter codes at the first shudder.

No published price; four owners report $3,000–4,850 for a rebuilt or replacement transmission	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: From 4 NHTSA owner complaints that quote a transmission replacement bill or quote ($3,000 to $4,850). Examples: ODI 10156836, 10180853, 10641636, 10515361. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR UN173

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

WHAT TO ASK YOUR SHOP

- Transmission rebuilt or replaced?
- Any slipping, flare or shudder?

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6 Speed control deactivation switch can overheat (fire risk, recalled)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 27 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: 2000–2002 Navigator and 2002 Blackwood (recalls 05V-017 and 05V-388); 25 Navigator owners report fires or burning. Range: 2000–2002 Navigator and 2002 Blackwood (recalls 05V-017 and 05V-388); 25 Navigator owners report fires or burning OFFICIAL [8][1]

05V-388: NHTSA lists this model and year: check by VIN

05V-017: Not listed for MY2002

WHAT FAILS OFFICIAL [8][1]

The speed control deactivation switch on the brake master cylinder can leak internally, then overheat, smoke or burn, even with the vehicle parked and off. Navigator owners report under-hood fires in driveways and garages. Ford recalled these Navigators and the Blackwood and fitted a fused jumper harness.

SYMPTOMS

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

IF IT'S LEFT TOO LONG

ESTIMATED REPAIR COST

Free under the recalls	**Free if covered** OFFICIAL [8] 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 UN173

A switch fire can spread through the engine bay and to a garage.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open recall 05V-388 (and 05V-017 on a 2000); it is free at a Ford or Lincoln dealer.

WHAT TO ASK YOUR SHOP

- Speed control switch recall done?
- Ask your parts supplier for the OE part number for this VIN.

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.6L / 5.4L 4V DOHC 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
Tires and wheels	189	Tire, wheel and lug complaints, many from 2000–2001 Navigator owners; not engine faults.
Brakes	157	Brake complaints on these heavy SUVs and cars; not engine faults.
Windows, liftgate and doors	128	Body faults, mostly Aviator liftgate glass and window regulators; not engine faults.
Air bags	123	Air bag warning lights and deployment complaints, mostly Navigator and Continental. Takata inflator recalls also cover the 2005–2006 Ford GT and 2007–2012 Mustang; check by VIN. Not an engine fault.
Steering	107	Steering and front-end complaints; not engine faults.
Stalling	81	About a third are 2003 Cobra owners describing stalls when the clutch is pressed while slowing; the rest come from several causes (coil misfire, transmission and electrical faults). Diagnose case by case.
Lighting	57	Mostly 2003–2004 Marauder headlights cutting out from the lighting control module. Owners cite recall 15V-861, which NHTSA lists for the Crown Victoria and Grand Marquis only; check a Marauder by VIN. Not an engine fault.
Sudden or unintended acceleration	46	About half are 2003–2004 Cobra pedals caught on the carpet (recall 06V-108, counted above); the rest are single reports of sudden acceleration on the Lincolns; no common engine fault.
Climate control	32	Heater and A/C faults; not engine faults.

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

- Misfire counters and compression if a misfire keeps coming back
- Coils and boots; plug wells for blow-out damage (Navigator)
- Air suspension ride height after sitting (Navigator and Lincolns)
- Transmission shift quality and torque converter shudder
- Open recalls: speed control switch (2000–2002 Navigator, 2002 Blackwood), accelerator pedal shield (2003–2004 Cobra)

Ask the seller

- Cylinder head, coils or plugs replaced, and why?
- Air springs or compressor replaced?
- Recalls done?

Documents to request

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

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Misfire from exhaust-valve leakage (cylinder head replacement): symptoms or fault codes present	$95–$126 + parts
Coil-on-plug ignition coil failure (misfire): symptoms or fault codes present	$132–$220
Spark plug blow-out (reported on the 5.4L Navigator): fault found on inspection	$3,675–$4,491
Air suspension leaks and compressor failure (sagging corner): seeping or leaking	$560–$1,056
Automatic transmission faults (torque converter clutch, slipping, failure): symptoms or fault codes present	$425–$505
Speed control deactivation switch can overheat (fire risk, recalled): no recall record on a listed car	Free if covered
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 28, 2026 from NHTSA's complaints API for All 2000–2004 Navigator, 2002 Blackwood, 2000–2002 Continental, 2003–2005 Aviator, 2003–2004 Marauder and 2005–2006 Ford GT complaints (4-valve engines only); Mustang complaints that name the Cobra, Mach 1 or SVT (2001, 2003–2004) or the GT500 (2007–2012). NHTSA complaint data start in 2000. Mustang complaints that do not name the model are left out, so Cobra, Mach 1 and GT500 counts under-count: 1,051 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Tires and wheels	189	Also reported
Brakes	157	Also reported
Windows, liftgate and doors	128	Also reported
Air bags	123	Also reported
Steering	107	Also reported
Transmission	99	Item 5
Stalling	81	Also reported
Lighting	57	Also reported
Air suspension	55	Item 4
Sudden or unintended acceleration	46	Also reported
Climate control	32	Also reported
Speed control switch / parked fire	27	Item 6
Coil / misfire	25	Item 2
Accelerator pedal catching on carpet (Cobra)	21	Other years or engine sizes

THEME	COMPLAINTS	IN THIS REPORT
Cylinder head / compression loss	17	Item 1
Spark plug blow-out	16	Item 3
Clutch (Shelby GT500)	15	Other years or engine sizes

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 2000–2004 Navigator, 2002 Blackwood, 2000–2002 Continental, 2003–2005 Aviator, 2003–2004 Marauder, 2001 and 2003–2004 Mustang complaints that name the Cobra, Mach 1 or SVT, 2007–2012 Mustang complaints that name the GT500, and 2005–2006 Ford GT, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 06-5-13: engine misfire with DTCs P0301–P0308 and P0316 (leakage past the exhaust valves; replace only the affected cylinder head) on 4.6L and 5.4L 4V engines: 1999–2004 Navigator, 2002–2003 Blackwood, 2003–2005 Aviator, 2003–2004 Marauder and Mustang (2006), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019912

3. Ford bulletin 17136: runs rough, lacks power, misfire: loss of compression (2001–2004 Navigator) (2003-09-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10004052

4. Ford bulletin 17637: runs rough, lacks power, misfire, MIL: loss of compression on vehicles with over 20,000 miles (2001–2004 Navigator) (2004-03-01), filed with NHTSA OFFICIAL
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5. Ford bulletin 8077: coil codes P0350–P0358, check-engine light and rough idle on cold starts (2000 Navigator) (2000-02-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=612278

6. Ford 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

7. Ford program 07-06: extended warranty coverage on ignition coil assemblies (2003–2004 Aviator) (2007-05-21), filed with NHTSA OFFICIAL
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8. NHTSA recall records 05V-017 (2000 Navigator) and 05V-388 (2000–2002 Navigator, 2002 Blackwood): speed control deactivation switch may overheat, smoke or burn, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=05V388000

9. NHTSA recall record 06V-108: 2003–2004 Mustang Cobra accelerator pedal may catch on the floor carpeting, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=06V108000

10. Ford bulletin 16087: flashing transmission control indicator lamp with torque converter clutch codes P0740, P0741, P0743, P1744 (2001–2003 Navigator, 2002 Blackwood) (2002-07-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=636289

11. Ford bulletin 16170: 4R100 transmissions built Jan 1, 2001 to May 1, 2002: flashing transmission lamp and torque converter clutch codes (2002-08-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=636178

12. Ford bulletin 18400: four-corner load-leveling air suspension: one front corner dropping; individual air springs available for service (2003–2004 Navigator) (2005-02-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10012963

13. Ford bulletin 0454: air suspension compressor noise (2000–2004 Navigator) (2004-03-22), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008539

14. Ford bulletin 16762: ride height anomalies on air suspension: front lowering while the rear rises, due to leaking solenoids (2003 Navigator) (2003-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10002654

15. Ford TSB 09-19-11: Shelby GT500 clutch/transmission: hard to engage or disengage 1st and reverse, hard to shift, vehicle creeps in gear with the clutch pedal down (2010-04-01), filed with NHTSA OFFICIAL
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16. RepairPal: 2002 Lincoln Navigator ignition coil replacement cost estimate ($132–$220), checked Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/lincoln/navigator/2002/ignition-coil-replacement-cost

17. RepairPal: 2002 Lincoln Navigator spark plug replacement cost estimate ($302–$405), checked Oct 28, 2026 SHOP/RETAILER
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18. YourMechanic: Lincoln Navigator suspension air bag replacement estimate (2002 V8-5.4L, driver-side rear: $560; shop/dealer $694–$1,056), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/lincoln/navigator/suspension-air-bag-replacement

19. RepairPal: 2002 Lincoln Navigator transmission fluid change cost estimate ($425–$505), checked Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/lincoln/navigator/2002/transmission-fluid-change-cost

20. YourMechanic: Lincoln Navigator check-engine-light inspection estimate (2000 V8-5.4L: $95; shop/dealer $113–$126), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/lincoln/navigator/check-engine-light-is-on-inspection

21. RepairPal: 2008 Ford Mustang clutch replacement cost estimate ($1,285–$1,536, all trims), checked Oct 28, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/mustang/2008/clutch-replacement-cost

22. NHTSA recall record 02V-313: 2003 Aviator transmission shift cable can come off its bracket, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=02V313000

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

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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.

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