2008 Ford Expedition at 124,000 mi

1FMFU16568L123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Expedition · Expedition XLT 5.4 V8 4x4	Ford 4.6L and 5.4L 3-valve SOHC V8 (Triton / Modular 3V)	124,000 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 '8' = 2008, 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 (1 of 2)

- **07V-541** · Air bags · driver frontal module: The driver air bag module may not have been assembled correctly and may not deploy properly in a crash.

A model-year list, not a VIN check. The full report lists the others. 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. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — $414–$593

Spark plugs that break on removal (two-piece plugs) — $314–$433

Past the range (72,000–100,000 mi, the middle half of 53 owner reports) · if the records don't show it done

independent shop, installed

`If it fails: $670–$2,000 · 3.6×`

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

about 1 h of shop labor, our estimate

Cam phasers and timing chain (rattle at idle): Past the range (63,000–105,000 mi, the middle half of 31 owner reports) · if it fails: $2,900–$6,780

Camshaft roller followers (upper-end noise, misfire): Past the range (50,000–100,000 mi, the middle half of 20 owner reports)

Known weak points for this engine, not findings on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 136,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 154,000 mi

Nothing else enters its reported range in this window.

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

Exhaust manifold leak (tick or pop) — No published price

Any mileage (5.4L 3V built on or before Sept. 8, 2006) · Inspect at each service; fix at the first sign

Throttle body and idle control (hesitation, low idle) — $510–$700

Past the range (41,000–96,000 mi, the middle half of 51 owner reports) · Inspect at each service; fix at the first sign

independent shop, installed

Recommended now

$414–$593

Independent shop, installed. Dealers often charge more.

Planned through 154,000 mi

$414–$593

No other repairs on the list before 154,000 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 124,000 mi to 154,000 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 lists spark plug replacement at the 90,000-mile service.	every 90,000 mi	**Was due at 90,000 mi (check records)** [M5][M6][M7]
Engine coolant First change at 6 years or 105,000 mi, then every 3 years or 45,000 mi.	first at 105,000 mi, then every 45,000 mi or 3 years	**Was due at 105,000 mi and by age (check records)** [M5][M6][M7]
Automatic transmission fluid 4R75E / 6R75 / 6R60 / 5R55S automatics: change fluid at 150,000 mi.	every 150,000 mi	**Due at 150,000 mi** [M1][M2][M3][M4][M5][M6][M7]

M1. 2004 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/04frdmg2e.pdf

M2. 2005 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/05frdmg4e.pdf

M3. 2006 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/06frdmg3e.pdf

M4. 2007 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/07frdmg1e.pdf

M5. 2008 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/08frdmg3e.pdf

M6. 2009 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/09frdmg2e.pdf

M7. 2010 Ford/Lincoln/Mercury Scheduled Maintenance Guide OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/10frdmg2e.pdf

M8. 2011 Ford Expedition Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/11exdog1e.pdf

M9. 2012 Ford Expedition Owner's Guide (Scheduled Maintenance) OFFICIAL
https://www.fordservicecontent.com/Ford_Content/catalog/owner_guides/12exdog3e.pdf

WHERE 124K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Spark plugs that break on removal (two-piece plugs)	72,000–100,000 mi (middle half of 53 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Cam phasers and timing chain (rattle at idle)	63,000–105,000 mi (middle half of 31 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
3	Camshaft roller followers (upper-end noise, misfire)	50,000–100,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
4	Exhaust manifold leak (tick or pop)	5.4L 3V built on or before Sept. 8, 2006 OFFICIAL	Any mileage
5	Throttle body and idle control (hesitation, low idle)	41,000–96,000 mi (middle half of 51 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 2008 Ford Expedition

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 1FMFU16568L123456.
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 3V TRITON RECALLS WE TRACK

Other 4.6L / 5.4L 3V Triton recalls we track, not listed by NHTSA for this model and year: 08V-057 (fuel rail cross-over hose can crack (2006–2007 E-Series, 2007 Expedition/Navigator 5.4L)).

EVERY RECALL NHTSA LISTS FOR THE 2008 FORD EXPEDITION (2)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
07V-541	Air bags · driver frontal module	The driver air bag module may not have been assembled correctly and may not deploy properly in a crash. Details
08V-058	Doors · interior handle spring housing	If the housing that holds the interior handle spring breaks, the door can unlatch in a side crash. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: EXPEDITION. 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 (EXPEDITION): Two listings are left out of this sample: 08V-166 covers 158 limousine-builder Expeditions and Navigators only, and 07E-105 is a recall of replacement ABS/stability control modules. A VIN check would show them if they applied.

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 5 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 (U324). Left out because they apply to other models, years, engine sizes or body codes: Charge motion control valve codes (4.6L 3V).

1 Spark plugs that break on removal (two-piece plugs)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 235 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (72,000–100,000 mi (middle half of 53 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 72,000–100,000 mi (middle half of 53 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 4.6L and 5.4L 3V engines with the original two-piece plugs (5.4L built before Oct. 9, 2007); Ford TSB 08-7-6 gives the removal procedure for 4.6L, 5.4L and 6.8L 3V engines

WHAT FAILS SHOP/RETAILER [2]

The original two-piece spark plugs can seize in the head from carbon build-up. When removed, the plug can separate and leave its lower part in the cylinder head. Ford's TSB 08-7-6 gives a special removal procedure, and broken pieces need an extraction tool.

SYMPTOMS

- Misfire or rough running at high mileage
- Plug change quoted much higher than normal
- Check-engine light with P0300–P0308

IF IT'S LEFT TOO LONG

Worn plugs cause misfires; a broken plug left in the head means a longer extraction job.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Change plugs on schedule with the TSB procedure; ask for a broken-plug extraction quote up front.

ESTIMATED REPAIR COST

Spark plug replacement, F-150 (RepairPal estimate)	**$314–$433** SHOP/RETAILER [3] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=24)	**$670–$2,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

3.6× The failure-bill midpoint ($1,335) is about 3.6× the early-fix midpoint ($374). A cost ratio, not a probability.

Where the numbers come from: Computed from 24 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $1,050). Examples: ODI 10723349, 10596811, 10485397, 10452416. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U324

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

WHAT TO ASK YOUR SHOP

- When were the plugs last changed?
- Any plugs broken or threads repaired?

2 Cam phasers and timing chain (rattle at idle)

Past the range

Severity: Critical: rare, but can badly damage the engine · 111 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (63,000–105,000 mi (middle half of 31 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 63,000–105,000 mi (middle half of 31 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2004–2010 F-150 and other 5.4L 3V vehicles, usually once warm at idle. The 4.6L 3V uses the same type of phasers, but the Ford rattle bulletins name the 5.4L.

WHAT FAILS OFFICIAL [4][5][11]

The variable cam timing (VCT) phasers can make a rattle or knock at warm idle, and cam timing can oscillate and set P0021/P0022/P0340/P0341. Ford's bulletins diagnose the cam timing system and replace the phaser where it is the source.

SYMPTOMS

- Rattle or knock at warm idle up to about 1,200 rpm
- Rough idle when warm
- Cam timing codes

IF IT'S LEFT TOO LONG

Worn phasers and chain parts can let cam timing drift and, left long, damage the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose early; keep oil changes on time with the correct filter.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=5)	**$2,900–$6,780** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=5)	**$2,900–$6,780** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($4,840) is about 1.0× the early-fix midpoint ($4,840). A cost ratio, not a probability.

Where the numbers come from: Computed from 5 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $3,000). Examples: ODI 10596310, 10535452, 11271106, 10285892. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U324

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

WHAT TO ASK YOUR SHOP

- Any rattle at warm idle?
- Phasers, chains or VCT solenoids ever replaced?

3 Camshaft roller followers (upper-end noise, misfire)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 73 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (50,000–100,000 mi (middle half of 20 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 50,000–100,000 mi (middle half of 20 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 4.6L/5.4L/6.8L 3-valve engines built on or before Jan. 8, 2016

WHAT FAILS OFFICIAL [6]

A camshaft roller follower can fail and cause upper-end noise, rough running, misfire or engine damage. Ford says to replace all roller followers on both heads with the updated part, not just the bad one.

SYMPTOMS

- Ticking or clatter from the top of the engine
- Misfire on one cylinder
- Rough running

IF IT'S LEFT TOO LONG

A failed follower can damage the camshaft.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any upper-end tick with misfire; replace all followers if one is bad.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR U324

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

WHAT TO ASK YOUR SHOP

- Any ticking with a misfire?

4 Exhaust manifold leak (tick or pop)

Any mileage

Severity: Medium: leaks and wear · 15 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (5.4L 3V built on or before Sept. 8, 2006), so mileage doesn't say much here. Range: 5.4L 3V built on or before Sept. 8, 2006 OFFICIAL [7]

WHAT FAILS OFFICIAL [7]

An exhaust leak at the manifold can cause a snap, pop or tick noise, often loudest when cold. Ford issued a bulletin

ESTIMATED REPAIR COST

for engines built on or before Sept. 8, 2006.

SYMPTOMS

- Tick or pop from the engine bay, louder when cold
- Exhaust smell

IF IT'S LEFT TOO LONG

Exhaust leaks can upset oxygen-sensor readings and let fumes in.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Repair when the leak is confirmed.

No published price	**No published price** independent shop, installed
No published bill	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR U324

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

WHAT TO ASK YOUR SHOP

- Any cold-start ticking?

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5 Throttle body and idle control (hesitation, low idle)

Past the range

Severity: Medium: leaks and wear · 487 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 124,000 mi this car is past the reported range (41,000–96,000 mi (middle half of 51 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 41,000–96,000 mi (middle half of 51 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 4.6L/5.4L trucks with P0505/P0506

WHAT FAILS OFFICIAL [8]

Ford's bulletin covers a check-engine light with idle codes P0505/P0506, hesitation, loss of rpm, hard starting or a low idle on 4.6L and 5.4L engines.

SYMPTOMS

- Low or dropping idle
- Hesitation
- Hard starting
- Stalling at stops

IF IT'S LEFT TOO LONG

Stalling in traffic is a safety risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Clean or replace the throttle body when idle codes appear.

ESTIMATED REPAIR COST

Owner-reported repair bills in NHTSA complaints (n=24)	**$510–$700** COMPUTED FROM NHTSA DATA [1] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=24)	**$510–$700** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($605) is about 1.0× the early-fix midpoint ($605). A cost ratio, not a probability.

Where the numbers come from: Computed from 24 NHTSA owner complaints that quote a repair bill for this

problem (middle half of the bills; median $600). Examples: ODI 10298297, 10293047, 10446600, 10392731. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR U324

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

WHAT TO ASK YOUR SHOP

- Any stalling or low idle?

5 · ALSO REPORTED, NOT RANKED

Other themes in 4.6L / 5.4L 3V Triton 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
Transmission	362	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

- Warm-idle rattle (cam phasers)
- Misfire counters and spark plug history
- Upper-end tick
- Exhaust manifold tick when cold

Ask the seller

- Plugs changed? Any broken in the head?
- Phasers, chains or roller followers replaced?
- 4.6L 3V: any CMCV / intake runner codes?

Documents to request

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

WHAT A BUYER MAY DEDUCT

	FINDING	ESTIMATED ADJUSTMENT
●	Spark plugs that break on removal (two-piece plugs): original, no replacement invoice	$314–$433
	Cam phasers and timing chain (rattle at idle): symptoms or fault codes present	$2,900–$6,780
	Camshaft roller followers (upper-end noise, misfire): symptoms or fault codes present	No published price
	Exhaust manifold leak (tick or pop): seeping or leaking	No published price
	Throttle body and idle control (hesitation, low idle): symptoms or fault codes present	$510–$700
	Pre-ticked rows (●), if no records clear them	**$314–$433**

● = 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 (2004–2010), F-250/F-350 (2005–2010) and E-Series complaints that mention the 5.4L (F-150 also broken spark plugs or cam phasers; 2009–2010 F-150 also the 4.6L), 2005–2010 Mustang complaints that mention the GT, 4.6L or V8 (not the Shelby GT500), 2006–2010 Explorer and Mountaineer and 2007–2010 Explorer Sport Trac complaints that mention the 4.6L or V8, plus all 2005–2014 Expedition/Navigator and 2006–2008 Mark LT complaints. Complaints that do not name the engine are left out, so counts under-count: 2,295 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
Throttle / idle / stalling	487	Item 5
Transmission	362	Also reported
Spark plugs / misfire	235	Item 1
Cam phaser / timing chain	111	Item 2
Ticking / valvetrain noise	73	Item 3
Exhaust leak / manifold	15	Item 4
Charge motion / intake runner codes	0	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 2004–2010 F-150 and 2005–2010 F-250/F-350 complaints that mention the 5.4L, Triton, broken spark plugs or cam phasers (2009–2010 F-150 also 4.6L); 2005–2010 Mustang GT, 2006–2010 Explorer/Mountaineer and 2007–2010 Sport Trac V8 complaints; 2005–2014 Expedition and Navigator, 2006–2008 Mark LT; E-Series complaints that mention the 5.4L, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Brake & Front End: Spark plug removal on Ford modular engines (Ford TSB 08-7-6, 4.6L/5.4L/6.8L 3V; 5.4L built before Oct. 9, 2007) SHOP/RETAILER
https://www.brakeandfrontend.com/?p=115992

3. 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

4. Ford TSB 12-7-10 (superseded by TSB 14-0114, May 2014): 5.4L 3V rattle from idle to about 1,200 rpm or rough idle when warm, oscillating cam timing (P0022/P0021/P0340/P0341); Ford service content, via search extract Oct 27, 2026 OFFICIAL
https://www.fordservicecontent.com/Ford_Content/pubs/content/~WT/~MUS~LEN/3555/tsb12-07-10.htm

5. Ford TSB 10-18-4 (2010): 2009–2010 5.4L 3V low-frequency knock at hot idle from the right-hand VCT phaser; Ford service content, via search extract Oct 27, 2026 OFFICIAL
https://www.fordservicecontent.com/pubs/content/~WT/~MUS~LEN/3594/tsb10-18-04.pdf

6. Ford SSM 47331: 4.6L/5.4L/6.8L 3-valve engines: upper-end noise, misfire or engine damage; replace all camshaft roller followers (2018-06-01), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2018/MC-10143079-9999.pdf

7. Ford TSB 07-11-11: 5.4L 3V and 6.8L 3V built on or before 09/08/06: exhaust snap/pop/tick noise (2007), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10022676

8. Ford TSB 08-5-13: 4.6L/5.4L: MIL with P0506/P0505, hesitation, loss of rpm, hard starting, low idle (2008-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10024828

9. NHTSA recall records: 08V-057 (fuel rail cross-over hose, 2006–2007 E-Series and 2007 Expedition/Navigator 5.4L), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=08V057000

10. Ford TSB 05-25-15: MIL on with DTCs P2004 through P2008, P151A, P2015 on the 4.6L 3V (charge motion control) (2006-01-01), filed with NHTSA (10019010) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019010

11. Ford TSB 05-23-17: DTCs P0340/P0344/P0345/P0349 (camshaft position sensor circuits) on the 4.6L 3V and 5.4L 3V (2006-01-01), filed with NHTSA (10019378) OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019378

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-FD543V-123456-20261028 and we'll correct and reissue it.

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.