2005 Ford Freestar at 118,000 mi

2FMZA52205BA23456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Freestar · Freestar SEL minivan 4.2 V6 automatic	Ford 3.8L, 3.9L and 4.2L Essex OHV V6 (pushrod)	118,000 mi	FWD
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 '5' = 2005, 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 3 factory maintenance items

3
to watch or check at each service

Safety recalls NHTSA lists for this model year (1 of 3)

- **12V-006** · Power train · automatic transmission: The torque converter output shaft may fail, causing a sudden loss of drive with no warning. Dealers replace the torque converter.

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, including 12V-006. 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

AX4N / 4F50N automatic transaxle (slipping, harsh or no upshift, leaks): Past the range (46,000–80,000 mi, the middle half of 540 owner reports) · if it fails: $1,600–$3,008

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 129,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 148,000 mi

Nothing else enters its reported range in this window.

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

Lower intake manifold gasket leaks (coolant loss, lean codes P0171/P0174) — **$859–$1,218** independent shop, installed

Any mileage (Ford lean-code bulletins for the 3.8L and 4.2L (2000–2004 vehicles)) · Inspect at each service; fix at the first sign

Head gasket leaks (coolant loss, overheating) — **No published price**

Any mileage (15 owner complaints, mostly 2000–2001 Windstar; Ford bulletin on repaired aluminum-head engines) · Inspect at each service; fix at the first sign

Camshaft synchronizer and cam sensor (stall, surge, P0340) — **No published price**

Any mileage (Ford bulletin 02221 on gear-driven synchronizers (2000–2003 vehicles); 22 owner complaints, mostly Freestar) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 148,000 mi

$100–$160

No other repairs on the list before 148,000 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 118,000 mi to 148,000 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)** [M5][M6][M7][M8]
Engine coolant Motorcraft Premium Gold: first change at 5 years or 100,000 mi, then every 3 years or 50,000 mi.	first at 100,000 mi, then every 50,000 mi or 3 years	**Was due at 100,000 mi and by age (check records)** [M5][M6][M7]
Automatic transmission fluid 4F50N transaxle: change fluid every 30,000 mi.	every 30,000 mi	**Was due at 90,000 mi, next 120,000 mi** [M5][M6][M7]

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

WHERE 118K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	AX4N / 4F50N automatic transaxle (slipping, harsh or no upshift, leaks)	46,000–80,000 mi (middle half of 540 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Torque converter output shaft recall (sudden loss of drive)	2004–2005 Freestar and Monterey (recall 12V-006); 828 Freestar/Monterey complaints name the torque converter OFFICIAL	Listed for this model and year: check by VIN
3	Lower intake manifold gasket leaks (coolant loss, lean codes P0171/P0174)	Ford lean-code bulletins for the 3.8L and 4.2L (2000–2004 vehicles) OFFICIAL	Any mileage
4	Head gasket leaks (coolant loss, overheating)	15 owner complaints, mostly 2000–2001 Windstar; Ford bulletin on repaired aluminum-head engines OFFICIAL	Any mileage
5	Camshaft synchronizer and cam sensor (stall, surge, P0340)	Ford bulletin 02221 on gear-driven synchronizers (2000–2003 vehicles); 22 owner complaints, mostly Freestar OFFICIAL	Any mileage

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 2005 Ford Freestar

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 2FMZA52205BA23456.
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.

3.8L / 3.9L / 4.2L ESSEX V6 RECALLS WE TRACK

12V-006 · Torque converter output shaft can fail (2004–2005 Freestar and Monterey)

NHTSA lists this model and year: check by VIN

The torque converter output shaft may fail, causing a sudden loss of drive with no warning. Dealers replace the torque converter free. OFFICIAL [9]

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

EVERY RECALL NHTSA LISTS FOR THE 2005 FORD FREESTAR (3)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
12V-006 3.8L / 3.9L / 4.2L Essex V6 tracked	Power train · automatic transmission	The torque converter output shaft may fail, causing a sudden loss of drive with no warning. Dealers replace the torque converter. Details
13V-081	Seats · third-row seat latch striker mounting	In vans used in salt-belt states, the floor metal holding the folding third-row seat latch strikers can corrode, so the seat may not stay latched in a rear crash. Dealers inspect and reinforce the mounting. Details
06V-069	Structure · body · hatchback/liftgate	On vans with the power liftgate, the liftgate can fall without warning if a strut fails. Dealers repair the liftgate. Details

Source: NHTSA recalls API, fetched 2026-10-28 and combined across NHTSA model names: FREESTAR. 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 (FREESTAR): 06E-056 (aftermarket Purolator fuel filters sold in 2006) is equipment-only and left out of this sample. 13V-081 applies only to vans sold or registered in salt-belt states. A VIN check would show any 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 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 (V229). Left out because they apply to other models, years, engine sizes or body codes: Spark plug electrode damage and misfire (2006–2007 Freestar and Monterey); Rear axle corrosion cracking (Windstar recalls); Speed control deactivation switch can overheat (fire risk).

1 AX4N / 4F50N automatic transaxle (slipping, harsh or no upshift, leaks)

Past the range

Severity: High: overheating, stalls, limp mode or a big bill · 2368 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 118,000 mi this car is past the reported range (46,000–80,000 mi (middle half of 540 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 46,000–80,000 mi (middle half of 540 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Windstar, Freestar and Monterey minivans

WHAT FAILS OFFICIAL [6][7][8][19]

The 4-speed automatic is the single biggest complaint on the Windstar, Freestar and Monterey. Ford bulletins cover a shudder on the 3-4 shift, a missing 1-2 upshift with code P0732, shift-solenoid codes from a chafed internal harness, and fluid leaks with erratic dipstick readings.

SYMPTOMS

- Slipping or flaring between gears
- No 1-2 upshift; check-engine light with P0732
- Shudder on the 3-4 shift
- Fluid leaks; dipstick hard to read

IF IT'S LEFT TOO LONG

A slipping transaxle wears quickly and can leave the van without drive.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the fluid level the bulletin way, fix leaks early and change the fluid; a rebuilt unit costs thousands.

ESTIMATED REPAIR COST

Transmission fluid change, 2005 Freestar (KBB fair range, ZIP-specific)	**$254–$344** SHOP/RETAILER [17] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=511)	**$1,600–$3,008** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

7.7× The failure-bill midpoint ($2,304) is about 7.7× the early-fix midpoint ($299). A cost ratio, not a probability.

Where the numbers come from: Computed from 511 NHTSA owner complaints on these minivans that quote a repair bill for a transmission or torque converter problem (middle half of the bills; median $2,400). Examples: ODI 10489432, 10469640, 10448310, 10408629. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR V229

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

WHAT TO ASK YOUR SHOP

- Transaxle rebuilt or replaced?
- Any slipping or harsh shifts?

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2 Torque converter output shaft recall (sudden loss of drive)

Listed for this model and year: check by VIN

Severity: High: overheating, stalls, limp mode or a big bill · 900 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

Reported window: 2004–2005 Freestar and Monterey (recall 12V-006); 828 Freestar/Monterey complaints name the torque converter. Range: 2004–2005 Freestar and Monterey (recall 12V-006); 828 Freestar/Monterey complaints name the torque converter OFFICIAL [9]

12V-006: NHTSA lists this model and year: check by VIN

WHAT FAILS OFFICIAL [9]

The torque converter output shaft may fail, which causes a sudden loss of drive with no warning. Ford recalled 2004–2005 Freestar and Monterey vans and replaces the torque converter.

SYMPTOMS

- Van suddenly will not move in drive or reverse
- Engine revs but no drive
- Grinding or clunk from the transaxle

IF IT'S LEFT TOO LONG

A sudden loss of drive in traffic raises the crash risk.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for open recall 12V-006; it is free at a Ford dealer.

ESTIMATED REPAIR COST

Free under the recall	**Free if covered** OFFICIAL [9] independent shop, installed
Owner-reported torque converter / transmission bills (n=197)	**$1,400–$3,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Failure range computed from 197 NHTSA owner complaints on 2004–2007 Freestar and Monterey vans that name the torque converter and quote a bill (middle half; median $2,000). Examples: ODI 11182127, 10668880, 10576638, 10501541. Owner-reported, not shop quotes.

PARTS FOR V229

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

WHAT TO ASK YOUR SHOP

- Recall 12V-006 done?
- Any sudden loss of drive?

3 Lower intake manifold gasket leaks (coolant loss, lean codes P0171/P0174)

Any mileage

Severity: Medium: leaks and wear · 50 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Ford lean-code bulletins for the 3.8L and 4.2L (2000–2004 vehicles)), so mileage doesn't say much here. Range: Ford lean-code bulletins for the 3.8L and 4.2L (2000–2004 vehicles) OFFICIAL [2][3][13] Windstar 3.8L: YourMechanic gives $1,021 (shop/dealer $1,137–$1,471) for 2002–2003 vans.

WHAT FAILS OFFICIAL [2][3][13]

The intake manifold gaskets on these engines can leak air or coolant. Ford bulletins cover vacuum and air leaks at the intake manifold that set lean codes P0171 and P0174, including a bulletin for the 3.8L Windstar, and a 4.2L bulletin for lean oxygen-sensor codes P1131 and P1151 on the F-150 and E-Series. Owners describe rough idle, stalling at stops and coolant loss, and several were told the gasket can fail again.

SYMPTOMS

- Check-engine light with P0171 / P0174
- Rough idle or stalling at stops
- Coolant loss with no visible leak; sweet smell

IF IT'S LEFT TOO LONG

Coolant leaking into the intake can damage the engine; a vacuum leak causes stalling.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Smoke-test for vacuum leaks and pressure-test the cooling system at the first lean code or coolant loss.

ESTIMATED REPAIR COST

Intake manifold gaskets, 2005 Freestar 4.2L (YourMechanic estimate to shop/dealer range)	**$859–$1,218** SHOP/RETAILER [15] independent shop, installed
Same job	**$859–$1,218** SHOP/RETAILER [15] 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 ($1,039) is about 1.0× the early-fix midpoint ($1,039). A cost ratio, not a probability.

PARTS FOR V229

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

WHAT TO ASK YOUR SHOP

- Intake gaskets replaced?
- Any coolant top-ups?

4 Head gasket leaks (coolant loss, overheating)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (15 owner complaints, mostly 2000–2001 Windstar; Ford bulletin on repaired aluminum-head engines), so mileage doesn't say much here. Range: 15 owner complaints, mostly 2000–2001 Windstar; Ford bulletin on repaired aluminum-head engines OFFICIAL [4]

WHAT FAILS OFFICIAL [1][4]

Head gasket failure is the Essex V6's best-known weakness, worst before 2000. Owners of 2000–2003

ESTIMATED REPAIR COST

Windstars, a 2000 Mustang 3.8 and a 2000 F-150 4.2 still report blown head gaskets with coolant loss and white smoke. Ford also found that aluminum-head engines repaired in the vehicle can leak coolant or oil from the head gasket area, and issued repair guidance.

SYMPTOMS

- Coolant loss; white exhaust smoke
- Overheating
- Heater blows cold
- Milky oil

IF IT'S LEFT TOO LONG

Running a leaking head gasket hot can warp the heads and ruin the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Watch coolant level; test for combustion gas in the coolant at the first unexplained loss.

No published price	**No published price** 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 V229

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

WHAT TO ASK YOUR SHOP

- Head gaskets replaced?
- Any overheating?

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5 Camshaft synchronizer and cam sensor (stall, surge, P0340)

Any mileage

Severity: Medium: leaks and wear · 22 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Ford bulletin 02221 on gear-driven synchronizers (2000–2003 vehicles); 22 owner complaints, mostly Freestar), so mileage doesn't say much here. Range: Ford bulletin 02221 on gear-driven synchronizers (2000–2003 vehicles); 22 owner complaints, mostly Freestar OFFICIAL [5]

WHAT FAILS OFFICIAL [5]

The camshaft position sensor sits on a gear-driven synchronizer. Ford found that a synchronizer installed out of position causes surging, loss of power and cam-sensor codes, and gave a tool and procedure to set it correctly. Owners also report worn synchronizer bearings that squeal or leak oil.

SYMPTOMS

- Stalling or surging
- Check-engine light with P0340
- Squeal or oil seepage at the synchronizer

IF IT'S LEFT TOO LONG

A failing cam signal can stall the engine.

IS IT WORTH DOING EARLY? OUR ESTIMATE

ESTIMATED REPAIR COST

No published price	**No published price** 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 V229

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

Diagnose cam-sensor codes early; when the synchronizer is replaced, set it with the Ford alignment tool.

WHAT TO ASK YOUR SHOP

- Cam sensor or synchronizer replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 3.8L / 3.9L / 4.2L Essex V6 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
Brakes	3,041	Brake complaints, mostly Windstar; not engine faults.
Stalling	682	Stalling reports come from several causes (torque converter and transmission faults, intake leaks, sensors); diagnose case by case. Ford program 06B37 checked the crankshaft sensor connector on some 2006 Freestar and Monterey vans.
Front suspension / control arms	387	Windstar front control arm brackets and subframe mounts corrode (recall 12V-194 for Virginia vans); a chassis issue, not an engine fault.
Sliding door	214	Minivan sliding door faults; body issue, 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

- Transaxle shift quality, slipping and fluid condition
- Coolant level and any intake or head gasket seepage
- Lean codes P0171/P0174 or cam sensor codes
- Open recalls: torque converter (2004–2005 Freestar/Monterey), rear axle and speed control switch (Windstar)

Ask the seller

- Transaxle or torque converter replaced?
- Intake or head gaskets 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
AX4N / 4F50N automatic transaxle (slipping, harsh or no upshift, leaks): symptoms or fault codes present	$254–$344
Torque converter output shaft recall (sudden loss of drive): no recall record on a listed car	Free if covered
Lower intake manifold gasket leaks (coolant loss, lean codes P0171/P0174): symptoms or fault codes present	$859–$1,218
Head gasket leaks (coolant loss, overheating): seeping or leaking	No published price
Camshaft synchronizer and cam sensor (stall, surge, P0340): symptoms or fault codes present	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 28, 2026 from NHTSA's complaints API for 2001–2003 Windstar, 2004–2007 Freestar and 2004–2007 Monterey complaints (all Essex V6), plus 2000 Windstar complaints that do not name the 3.0L; Mustang complaints that name the V6, 3.8L or 3.9L (not GT or Cobra); F-150 and Econoline complaints that name the 4.2L or V6 and no V8. Most F-150 and Mustang owners do not name the engine, so those trucks and cars are under-counted and the pool is mostly minivans: 9,327 complaints. Some of these nameplates were sold with other engines too; for those we left out complaints whose text names another engine or a hybrid, so a few complaints about other engines can remain. Themes are keyword matches on the complaint text.

`COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Brakes	3,041	Also reported
Transmission / transaxle	2,368	Item 1
Rear axle (Windstar)	1,105	Other years or engine sizes
Torque converter	900	Item 2
Stalling	682	Also reported
Front suspension / control arms	387	Also reported
Speed control switch	227	Other years or engine sizes
Sliding door	214	Also reported
Spark plugs / misfire	55	Other years or engine sizes
Intake gasket / lean codes	50	Item 3
Cam sensor / synchronizer	22	Item 5
Head gasket	15	Item 4

THEME	COMPLAINTS IN THIS REPORT	
Catalytic converter	6	—

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 Windstar (2000 not naming the 3.0L), 2004–2007 Freestar and Monterey, and 2000–2004 Mustang, 2000–2008 F-150 and 2000–2003 Econoline complaints that name the V6, pulled Oct 28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford bulletin 01205: Vacuum or air leaks in the intake manifold and/or engine system causing DTCs P0171 and/or P0174 (2001-10-15), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=627927

3. Ford bulletin 15740: Some vehicles with a 3.8L engine may exhibit lean DTCs P0171/P0174 (Windstar) (2002-03-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=636376

4. Ford bulletin 0214: Engine assemblies with aluminum cylinder heads repaired in-vehicle found to leak coolant and/or oil from the cylinder head gasket area (2002-01-21), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=630001

5. Ford bulletin 02221: Gear-driven synchronizers: incorrect installation; camshaft position synchronizer installation tool, correct application (2002-11-11), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008304

6. Ford bulletin 05145: Erratic fluid level reading on transaxle dipstick, leaks: 4F50N, AX4N, AX4S transaxles (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10016808

7. Ford bulletin 041512: 4F50N transaxle: no 1-2 upshift and DTC P0732 (2004–2005 Freestar and Monterey) (2004-09-06), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10011157

8. Ford bulletin 15820: AX4N/4F50N transaxle may exhibit a shudder during the 3-4 shift (2002-04-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=637556

9. NHTSA recall record 12V-006: 2004–2005 Freestar and Monterey torque converter output shaft may fail, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=12V006000

10. NHTSA recall records 10V-385, 12V-193, 12V-195 and 15V-608: 1998–2003 Windstar rear axle corrosion cracking and remedy bracket inspection, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=15V608000

11. NHTSA recall record 09V-399: speed control deactivation switch, including 1995–2003 Windstar and 1992–2003 E-150 through E-550 vans, checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=09V399000

12. Ford bulletin 07141: Damaged spark plug electrode, MIL with DTC P030X, rough idle, engine knock/ping on acceleration (2006–2007 Freestar and Monterey) (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10023292

13. Ford bulletin 05173: MIL on with DTC P1131 and/or P1151, 4.2L engine (2001–2004 F-150, 2001–2003 E-150/E-250) (2005-11-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018741

14. Ford bulletin 0637: Customer Satisfaction Program 06B37: crankshaft position sensor connector inspection (2006 Freestar and Monterey) (2006-02-24), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10019575

15. YourMechanic: Ford Freestar intake manifold gaskets replacement estimate (2005 V6-4.2L: $859; shop/dealer $952–$1,218), checked Oct 28, 2026 SHOP/RETAILER
https://www.yourmechanic.com/estimates/ford/freestar/intake-manifold-gaskets-replacement

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17. Kelley Blue Book: 2005 Ford Freestar transmission fluid change, fair repair range $254–$344 (ZIP-specific), via search extract Oct 28, 2026 SHOP/RETAILER
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19. Ford bulletin 051115: DTCs P0760 and P0763, 4F50N transaxle, vehicles built before 3/15/2005: shorted internal harness from a sharp edge on the side cover casting (undated), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10016806

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