

2003 Ford Mustang V8-4.6L SOHC VIN X

Vehicle > Technical Service Bulletins

ENGINE - OIL LEVEL INDICATOR MARKINGS

Article No.

03-8-3

04/28/03

ENGINE - ENGINE OIL LEVEL INDICATOR
MARKINGS - REPORTS OF LOW OIL LEVELS

FORD:

2002 ESCORT

2002-2003 CROWN VICTORIA, ESCORT ZX2, FOCUS, MUSTANG, TAURUS,
THUNDERBIRD, E SERIES, ESCAPE, EXCURSION, EXPEDITION,
EXPLORER SPORT TRAC, EXPLORER SPORT, EXPLORER, F-150, RANGER,
SUPER DUTY F SERIES, WINDSTAR

LINCOLN:

2002 CONTINENTAL

2002-2003 LS, TOWN CAR, NAVIGATOR

2003 AVIATOR

MERCURY:

2002-2003 COUGAR, GRAND MARQUIS, SABLE

2002 VILLAGER

2002-2003 MOUNTAINEER

ISSUE

Reports from the field indicate incorrect or low engine oil levels are being found at Pre-Delivery Inspection on new vehicles received in dealer inventory. In most cases, the level is being misinterpreted because the fluid fill mark on the stick is not touching the top hash mark at the upper limit (or MAX mark), or is partway down the crosshatch area.

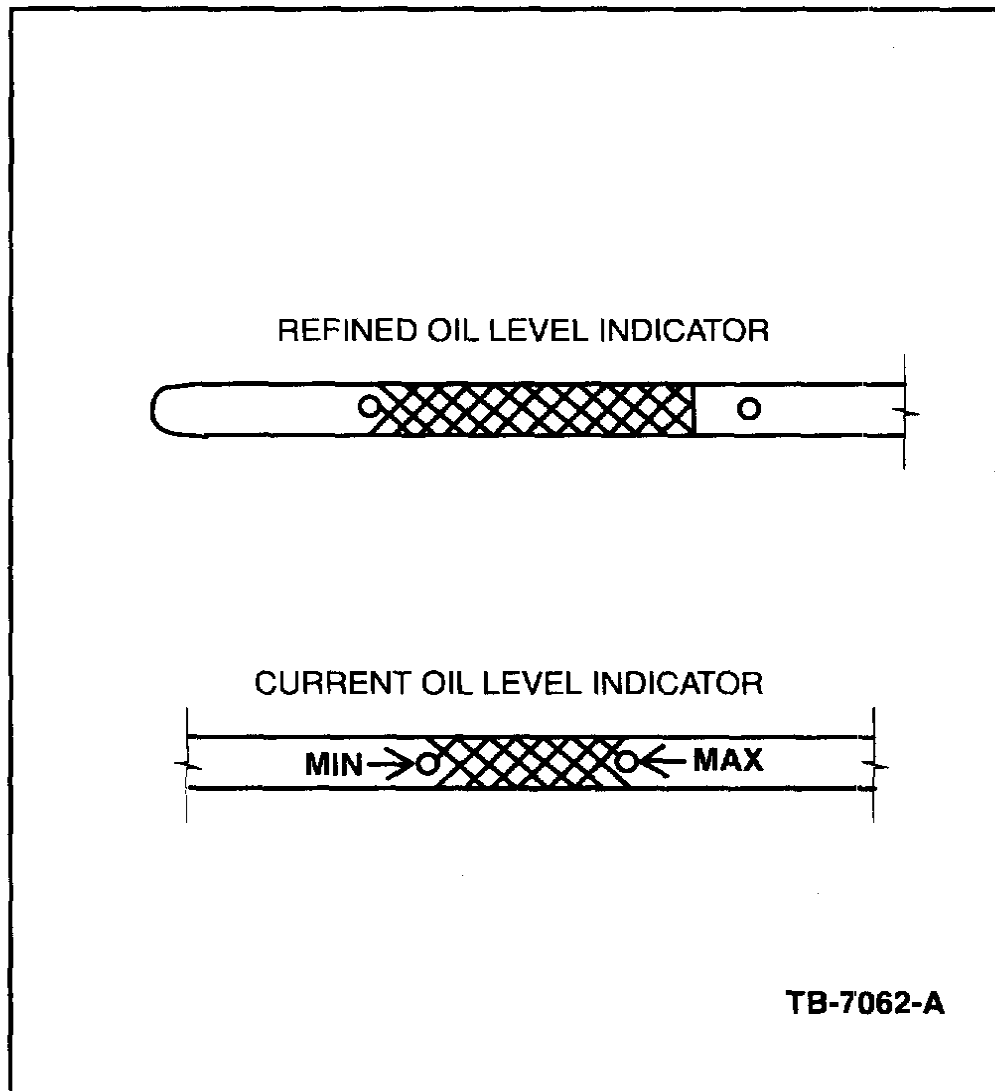


Figure 1

ACTION

Ford is in the process of standardizing the markings across all vehicle lines. Current markings shown will be upgraded to a refined marking, shown in Figure 1. Both markings will be used in production over the next few years. Oil levels will still be recorded in the crosshatched area of the blade, between the upper and lower limit holes. Vehicles shipped with engine oil levels falling within this area are acceptable and do not require topping off. Oil fill quantities are precisely measured at the plants and account for slight variations that may occur in oil pan volumes, indicator length, and pressed-in locations of the indicator tube into the block. For customer use, the markings continue to serve as a guide to refilling the engine to the correct initial fill volume with filter or, to top off the engine when it is determined the level is below the lower hole.

SERVICE INFORMATION

Ensure the vehicle is sitting on level ground. Set the park brake and ensure the transmission selector lever is in PARK position, or in FIRST gear on manuals. The engine must be OFF.

The best time for determining oil level is before the engine is started and the oil has had sufficient drainback time to

the sump. If the engine has been running, allow it to sit for a few minutes turned off. An oil drainback period is required before taking an initial reading.

If the level falls below the lower hole, fill with one quart of oil. If one quart is insufficient to raise the level above the mark, add oil until it records within the crosshatch area. Use caution during this procedure as some time is needed for oil to drain down through the drainback passages in the cylinder head, to the oil pan. Adding oil a quart at a time repeatedly without sufficient drainback may overfill the sump.

If the oil level falls between the upper and lower hole do not add more oil. Adding an extra quart could cause overfilling and may result in aeration (foaming) causing eventual damage to vital bearing surfaces and moving parts inside. Overfilling will require some oil to be drained out until the indicator shows the level between the upper and lower holes of the blade. DO NOT expect the engine to 'consume' the extra oil back down to the upper oil till level hole, or consider it as extra lubrication protection for the engine.

OTHER APPLICABLE ARTICLES: NONE

WARRANTY STATUS: INFORMATION ONLY

OASIS CODES: 401000, 490000, 499000

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle.

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