

FORD:

2001-2009 Escape
2005-2009 Escape Hybrid

MERCURY:

2005-2009 Mariner
2006-2009 Mariner Hybrid

ISSUE

Many states and Canadian provinces require annual safety inspections which include the evaluation of suspension components. The information in this procedure is intended to assist the technician performing the inspection with specific criteria for 2001-2009 Escape and Mariner lower control arm (LCA) bushings and will prevent the unnecessary replacement of good components.

ACTION

Inspect according to the procedure below.

INSPECTION PROCEDURE

The LCA bushing is located at the rear of the front suspension lower control arm. The bushing is identified as number 1 of Figure 1. The control arm is mounted in the front subframe with bolts number 2 and number 3. The bushing is part of the LCA and cannot be serviced separately from the arm.

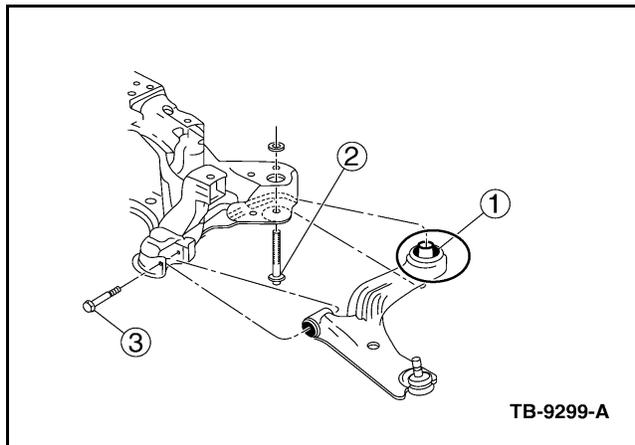


Figure 1 - Article 09-5-1

Figure 2 - Shows a new bushing prior to assembly into the control arm. Bolt number 2 passes through the inner sleeve and the outer sleeve is pressed into the control arm. The rubber bushing is bonded to both the inner and outer sleeves.



Figure 2 - Article 09-5-1

Figure 3 - Illustrates a generic bushing showing minor surface cracks that do not adversely affect the performance of the bushing. Bushings exhibiting surface cracks with a depth less than 3/8" (10 mm) are acceptable and will continue to function normally. These do not require replacement.

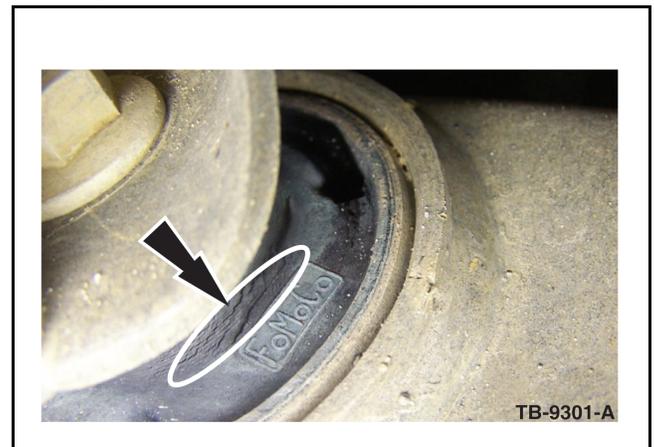


Figure 3 - Article 09-5-1

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. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

TSB 09-5-1 (Continued)

Figure 4 - Illustrates a partial separation between the rubber and the outer sleeve. The bushing may show signs of movement on the rubber surface, making the surface shiny. Bushings with a separation or crack depth less than or equal to 3/8" (10 mm) are acceptable and meet all functional requirements. These do not require replacement.



Figure 4 - Article 09-5-1

Bushings with a separation or crack greater than 3/8" (10 mm) in depth should be replaced. The customer may hear a bang or clunk in the front suspension if there is enough separation for the arm to contact the subframe. This does not affect the retention of the control arm to the vehicle as the bushing is sandwiched in the subframe and held in place with the bolt. The vehicle can be safely operated in this condition until the bushing is replaced.

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