

**5.2L TI-VCT - ILLUMINATED MALFUNCTION INDICATOR LAMP (MIL)
WITH DIAGNOSTIC TROUBLE CODES (DTCs) P0720 AND P0722 - BUILT
ON OR BEFORE 2/26/2016**

TSB 16-0085

FORD:

2015-2016 Mustang

ISSUE

Some 2015 and 2016 Mustang vehicles equipped with a 5.2L twin independent variable camshaft timing (Ti-VCT) engine and built on or before 2/26/2016 may exhibit an intermittent illuminated MIL with DTCs P0720 and P0722 present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Check the vehicle build date. Was the vehicle built on or before 2/26/2016?
 - a. Yes - proceed to Step 2.
 - b. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnostics (PC/ED) manual for normal diagnostics.
2. Connect the Ford Integrated Diagnostic System (IDS) service tool or equivalent scan tool and check for DTCs. Are DTCs P0720 and P0722 present?
 - a. Yes - proceed to Step 3.
 - b. No - this article does not apply. Refer to PC/ED manual for normal diagnostics.
3. Replace the transmission. Refer to Workshop Manual (W/SM), Section 308-03.
 - a. If equipped with a transmission oil cooler it may also be necessary to replace the cooler line backing rings and seal.

PART NUMBER	PART NAME
FR3Z-7003-D	Transmission Assembly With Oil Cooler
FR3Z-7003-E	Transmission Assembly Without Oil Cooler
5L7Z-7D285-A	Band Seal (2 Req)
5L7Z-7J324-A	Backing Ring (2 Req)
W705443-S900	Nut - Exhaust Manifold to Exhaust Pipe (4 Req)
FR3Z-4B496-B	Pinion Flange Bolt (3 Req)
FR3Z-5B266-A	Exhaust Gasket
N800594-S101	Bolt - Driveshaft to Transmission Flange (4 Req)
W717822-S439	Bolt - Center Bearing (2 Req)
XT-10-QLVC	Motorcraft® MERCON® LV Automatic Transmission Fluid
TA-25-B	Motorcraft® Threadlock and Sealer
XL-2	Motorcraft® High Temperature Nickel Anti-Sieze Lubricant
XL-1	Motorcraft® Penetrating and Lock Lubricant

NOTE: The information contained 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.

Ford Mustang Technical Service Bulletin

DP Hallahan

A red circular graphic with a gradient, appearing as a partial circle or a thick arc, located to the right of the author's name.

Ford Mustang Technical Service Bulletin:

Mustang 1979-2004 Buyer's Guide Brad Bowling, 1979 2004 Mustangs are some of the most popular and affordable performance cars available With a huge aftermarket supplying everything from body panels to crate engines to suspension and handling mods a motivated enthusiast can easily create the street machine of their dreams On the other other those less mechanically inclined can simply enjoy a fun stocker The 1979 to 1993 Fox platform Mustangs and their contemporary counterparts the 1994 2001 Mustangs are widely available relatively inexpensive and easy to work on Mustang Buyer's Guide 1979 2004 will help you sort out the myriad differences over the past 25 years and ensure you buy the best car possible About the Author Brad Bowling has been writing about and photographing Mustangs since 1985 He has been the editor of Mustang Times and associate editor of Mustang Illustrated He lives with his wife Heather and their American Eskimo Dog in Concord North Carolina

Boss Mustang Donald Farr, 2019-04-23 The Ford Boss Mustang is the most iconic pony car ever created and this book covers it more extensively than any other Boss Mustang 50 Years a fully expanded version of Mustang Boss 302 includes the complete history of its creation racing and street histories of both the 302 and 429 models and photos and interviews with Boss Mustang designers engineers racers and more Of all the legendary names in the history of the Ford Mustang one stands apart Boss Originally created to homologate the new Boss 302 engine and option package for SCCA Trans Am racing the Mustang Boss 302 debuted for the 1969 model year and was built in limited numbers for the street through 1970 This book features never before seen production and racing photography interviews with designers and engineers and keen insight from author Donald Farr a renowned Ford historian and Ford hall of fame inductee Designed by the legendary Larry Shinoda the Boss cars were easily distinguished from their less potent stablemates by their race bred powerplant standard front spoiler and bold graphics In 2012 Ford at long last revived this most revered of all Mustang models With a new racing counterpart and a modern street version that delivers more than 440 horsepower the Boss was truly back In 2013 Ford rolled out the Boss one more time In Boss Mustang 50 Years Mustang historian Donald Farr offers a complete history of the car from its late 1960s origins in Ford's boardrooms through its Trans Am successes and untimely demise in 1970 up to the conception and development of the spectacular limited edition 2012 and 2013 Boss Mustangs Packed with brilliant photography and firsthand accounts from the people who created the original Boss as well as the team that resurrected Ford's most iconic Mustang for the 21st century this is the story every Mustang enthusiast has been waiting to read

Mustang 5.0 Projects Mark Houlahan, 1997 Includes in depth instructions on engine tech exhaust fuel systems manual and automatic transmissions suspension interior body and exterior nitrous and supercharging and much more

Hearings, Reports and Prints of the Senate Committee on Commerce United States. Congress. Senate. Committee on Commerce, 1968 1969-1970 Ford Mustang Boss 429 Daniel Burrill, 2017-07-17 Not to be outdone by Chrysler Ford had to build and field its own race duty big block to compete with the 426 Hemi in drag and stock car racing In competition trim the

Boss 429 powered Ford and Mercury stock cars to victory in NASCAR and the Mustang to many wins in drag racing. With this exclusive racing pedigree the Boss 429 is among the most valuable and rare Mustangs ever built. The project was the brainchild of Bunkie Knudsen, noted stylist Larry Shinoda, and other talented Ford personnel. The semi-hemi Boss 429 was so large it couldn't fit in the small Mustang, so Kar Kraft, a specialty car builder, had to shoehorn the engine into the compact Mustang fastback. Author Dan Burrill gives you the straight story on the Boss 429, its special equipment, 429 engine, 4 speed Toploader transmission, interior appointments, paint codes, and options. Also featured is the exciting story of developing this monumental engine, engineering the components and parts to fit the engine and chassis, and assembling the cars. Each volume in the In Detail Series provides an introduction and historical overview, an explanation of the design and concepts involved in creating the car, a look at marketing and promotion, an in-depth study of all hardware and available options, and an examination of where the car is on the market today. Also included are paint and option codes, VIN and build tag decoders, as well as production numbers.

p1 margin 0 0px 0 0px 0 0px font 12 0px Arial *How to Swap Ford Modular Engines into Mustangs, Torinos and More* Dave Stribling, 2017-03-15

The Ford modular engine is a popular swap for 1964-1973 Mustangs, Fox Body Mustangs, trucks, hot rods, and other muscle cars because these high-tech engines provide exceptional performance and improved economy compared to their dated counterparts. Found in Mustangs and other Fords since the 1990s, installing a modular motor in a classic Ford infuses new technology and all the benefits that come with it into a classic car. Modular engines feature an overhead cam design that has massive horsepower potential and are offered in 4-cylinder, 5-cylinder, 6-cylinder, and 8-cylinder iterations. These high-tech 2, 3, and 4-valve engines are readily available as a crate engine from salvage yards and in running cars. This engine design has a large physical footprint, and swapping the engine requires a thorough plan using the proper tools and facilities. Author Dave Stribling specializes in modular engine swaps and expertly guides you through each crucial step of the engine transplant process. Because of the large physical size, many components such as brake boosters, steering rods, and boxes and other underhood components may need repositioning or modification to co-exist in the engine bay. Stribling covers motor mount selection and fabrication, suspension and chassis modifications, aftermarket suspension options, firewall and transmission tunnel modifications, engine management and wiring procedures, fuel systems, exhaust systems, electrical mods and upgrades, and much more. Many older Ford muscle and performance cars are prime candidates for a modular swap; however, shock towers protrude into the engine bay of these cars, so modifications are necessary to fit the engine into the car, which is also covered here. Swapping the engine and transmission into a muscle car or truck requires specialized processes, and this insightful explanatory and detailed instruction is found only in this book. If you are considering swapping one of these high-tech engines into a non-original chassis, this book is a vital component to the process.

p1 margin 0 0px 0 0px 0 0px font 12 0px Arial *Hearings* United States. Congress. Senate. Committee on Commerce, 1968 *Hearings* United States. Congress. Senate, 1968 **Mustang Boss 302** Donald Farr, 2011-08-29

Of the

legendary names in the history of the Ford Mustang one stands apart Boss Originally created to homologate the new Boss 302 engine for SCCA Trans Am racing the Boss 302 Mustang was built in limited numbers for the street Designed by legend Larry Shinoda the Boss cars were easily distinguished from their less potent stable mates by their unique front and rear spoilers rear window slats and the omission of the standard Mustang's fake rear fender brake ducts Also standard was a shaker hood scoop and bold graphics Though Mustang performance faded to all time lows as the 1970s rolled on there was good news on the way The pairing of the venerable 302 Windsor engine with the new Fox body platform for the 1979 Mustang might not have seemed significant at the time but it was the first edition of what would become a performance institution in the late 20th century the 5 liter Mustang was an overwhelming force on the streets and tracks through the end of its production in 1995 With no small amount of fanfare Ford is paying homage to its performance past with the re introduction of the 5.0 liter powerplant in the Mustang GT for 2011

The Official Ford Mustang 5.0 Al Kirschenbaum, 2000 The essential Mustang resource for rebuilding researching restoring and upgrading 1979 through 1993 V8 models including GT LX Cobra Cobra R police cars and limited editions

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