

**FORD:**  
2007-2008 Edge

**LINCOLN:**  
2007-2008 MKX

This article supersedes TSB **07-7-6** to update the original TSB to add model years. No other changes made.

### **ISSUE**

Some 2007-2008 Ford Edge and Lincoln MKX vehicles may exhibit a drift/pull concern that occurs even though the tire pressures and wheel alignment are within specifications, and the concern is not corrected by rotating the front tires left to right.

### **ACTION**

Follow the Service Procedure steps to correct the condition.

### **SERVICE PROCEDURE**

Verify that drift/pull is not being caused by concerns listed in Workshop Manual (WSM), Section 204-00 drift/pull diagnostics. If normal drift/pull WSM diagnostics/procedures do not resolve the concern then refer to the following service steps.

### **NOTE**

**THIS SERVICE PROCEDURE MAY CAUSE THE FRONT CROSS CAMBER (TOTAL/SPLIT) ALIGNMENT VALUE TO EXCEED THE SERVICE MANUAL SPECIFICATION OF  $0.00 \pm 0.75$  DEGREES. DO NOT EXCEED  $\pm 1.2$  DEGREES OF CROSS CAMBER.**

#### **For a Right Drift/Pull**

1. Inspect the left strut upper plate to verify which direction the arrow is pointing. (Figure 1)

### **NOTE**

**IF THE NOTCH IS VISIBLE IN THE ACCESS HOLE IN THE STRUT TOWER, THE PLATE HAS ALREADY BEEN ROTATED A POSITIVE 0.5 DEGREE.**

2. If the arrow is pointing inboard as seen through the access hole in Figure 1, no rotation is necessary (positive 0.5 degree camber already there). Continue with Step 4.

3. If the arrow is pointing outboard, increase positive camber approximately 0.5 degrees on the left front wheel by rotating the upper strut plate 180 degrees. Refer to WSM, Section 204-00, Camber Adjustment - Front.

### **NOTE**

**DISCONNECT THE FRONT STABILIZER BAR LINK AT THE LOWER CONTROL ARM SO THAT ENOUGH CLEARANCE CAN BE OBTAINED TO ROTATE THE UPPER STRUT MOUNT. REPLACE THE STABILIZER BAR LINK NUT ON REASSEMBLY.**

### **NOTE**

**REPLACE THE FOUR (4) UPPER STRUT MOUNT NUTS.**

4. Place vehicle on alignment rack. Remove and replace the two (2) right front shock absorber (strut) to wheel knuckle lower flag bolts and nuts but do not tighten. Refer to WSM, Section 204-01.
5. With full vehicle weight on the wheels allow the right wheel to increase negative camber and tighten both lower flag bolts and nuts to 166 lb-ft (225 N•m). The camber shift may vary between vehicles, but will typically be between a negative 0.2 and negative 0.6 degrees of camber change. Refer to WSM, Section 204-01.
6. Reset front toe adjustment to proper specifications. Refer to WSM, Section 204-00, Toe Adjustment - Front.

#### **For a Left Drift/Pull**

1. Inspect the right strut upper plate to verify which direction the arrow is pointing. (Figure 1)

### **NOTE**

**IF THE NOTCH IS VISIBLE IN THE ACCESS HOLE IN THE STRUT TOWER, THE PLATE HAS ALREADY BEEN ROTATED A POSITIVE 0.5 DEGREE.**

**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 08-7-3 (Continued)

2. If the arrow is pointing inboard, as seen through the access hole in Figure 1, no rotation is necessary (positive 0.5 degree camber already there). Continue with Step 4.
3. If the arrow is pointing outboard, increase positive camber approximately 0.5 degrees on the right front wheel by rotating the upper strut plate 180 degrees. Refer to WSM, Section 204-00, Camber Adjustment - Front.

### **NOTE**

DISCONNECT THE FRONT STABILIZER BAR LINK AT THE LOWER CONTROL ARM SO THAT ENOUGH CLEARANCE CAN BE OBTAINED TO ROTATE THE UPPER STRUT MOUNT. REPLACE THE STABILIZER BAR LINK NUT ON REASSEMBLY.

### **NOTE**

REPLACE THE FOUR (4) UPPER STRUT MOUNT NUTS.

4. Place vehicle on alignment rack. Remove and replace the two (2) left front shock absorber (strut) to wheel knuckle lower flag bolts and nuts but do not tighten. Refer to WSM, Section 204-01.
5. With full vehicle weight on the wheels allow the left wheel to increase negative camber and tighten both lower flag bolts and nuts to 166 lb-ft (225 N•m). The camber shift may vary between vehicles, but will typically be between a negative 0.2 and a negative 0.6 degrees of camber change. Refer to WSM, Section 204-01.
6. Reset front toe adjustment to proper specifications. Refer to WSM, Section 204-00, Toe Adjustment - Front.

PART NUMBER	PART NAME
W713856-S439	Flag Bolts (2 Req)
W520216-S440	Strut to Knuckle Nut (2 Req)
W520212-S440	Upper Strut Mount Nut (4 Req)
W520214-S440	Stabilizer Bar Link Nut (1 Req)

**WARRANTY STATUS:** Eligible Under Provisions Of New Vehicle Limited Warranty Coverage  
**IMPORTANT:** Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

OPERATION	DESCRIPTION	TIME
080703A	2007-2008 Edge/MKX: Increase Positive Camber Following Service Procedure. Includes Inspect Upper Strut Plate. (Do Not Use With 3001A, 3001A1)	1.4 Hrs.
080703B	2007-2008 Edge/MKX: Increase Positive Camber Following Service Procedure. Includes Inspect and Rotate Upper Strut Plate. (Do Not Use With 3001A, 3001A1)	1.8 Hrs.

### **DEALER CODING**

BASIC PART NO.  
FRONT

CONDITION  
CODE  
W6

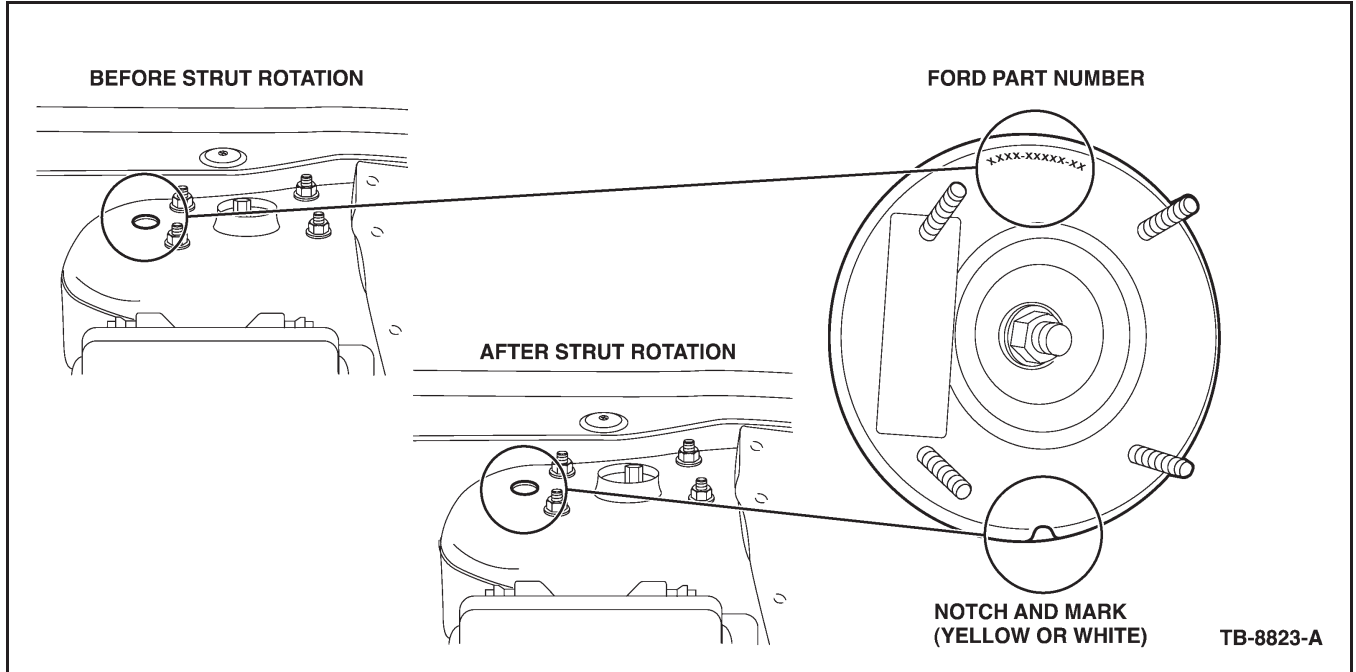


Figure 1 - Article 08-7-3