

Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

2007 FORD Taurus X OEM Service and Repair Workshop Manual

[Go to manual page](#)

- H - HEV (hybrid electric vehicle) 10-speed (A10R80-MHT-X)
- L - BEV (battery electric vehicle) Transmission

Spring Codes

Spring codes are listed as a 2-part code. The first 2 characters identify the RH (right-hand) and LH (left-hand) front springs. The third and fourth characters identify the RH (right-hand) and LH (left-hand) rear springs.

Front Springs

- Base part number - 5310

Rear Springs

- Base part number - 5560

Powertrain Calibration Information

MFD. BY FORD MOTOR CO. IN U.S.A.

DATE: XX/XX	GVWR: XXXXXXXXXXXXXXXX	REAR GAWR: XXXXXXXX	
FRONT GAWR: XXXXXXXX	WITH	XXXXXXX	WITH
XXXXXXXXXXXX	TIRES	XXXXXXXXXXXX	TIRES
XXXXXXXXXXXX	RIMS	XXXXXXXXXXXX	RIMS
AT XXXX kPa/XXX	PSI COLD	AT XXXX kPa/XXX	PSI COLD


THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: XXXXXXXXXXXXXXXXXXXX

TYPE: XXXXXXXXXXXXXXXXXXXX

XXXXX

XXXXX



EXT PNT: XXXXXX XXXXXX	RC: XX	DSO: XXXX					
WB	INT TR	TP/PS	R	AXLE	TR	SPR	XXXXX
XXX	XX	XXX	X	XX	X	XXXXX	XXXXX

UTC ▽ F85B 472-AB

E168872

NOTE

Model Year

- N - 2022

Vehicle Code

- FD - F-150

Transmission Code

- 2 - Automatic transmission

Unique Calibration

The Emission/Corporate Average Fuel Economy/CO2 Compliance Department is responsible for assigning these calibration numbers. Unique identifications are assigned to cover similar vehicles to differentiate between tires, drive configurations, final drive ratios and other calibration-significant factors. These 2 characters are chosen by the analyst to provide identifiable information unique to each calibration. For example, using the number 2 to denote a 2- valve engine versus using the number 4 to denote a 4-valve engine provides an easily identifiable difference.

Fleet Coding

- 0 - Certification (U.S. 4K, final sale in export markets)
- 1 - Heavy duty gas engine/Dyno
- 2 - Fast Automobile Manufacturers' Association, U.S.
- 3 - Alternative durability protocol, U.S.
- 4 - Not assigned
- 5 - Not assigned
- 6 - EVAP (evaporative emission)
- 7 - Mileage accumulation aging endurance durability
- 8 - OBD (on-board diagnostic)
- 9 - Not assigned

Certification Region

- 5 - U.S. 50 states
- A - U.S. federal, including altitude, may include Canada and/or Mexico
- B - U.S. California standard, includes U.S. green states

- 00 - Job 1 production (initial certification)
- 05-09 - Pre-job 1 revisions to calibrations
- 10-89 - Post-job 1 revisions to calibrations
- 0B - Durability test level
- BD - OBD (on-board diagnostic) intermediate level (pre-05)

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Sample

Turn off (disable) the power running boards (if equipped) before jacking, lifting or placing any object under the vehicle. Never place your hand between the power running board and the vehicle. Extended power running boards will retract when doors are closed. Failure to follow these instructions may result in serious personal injury.

WARNING

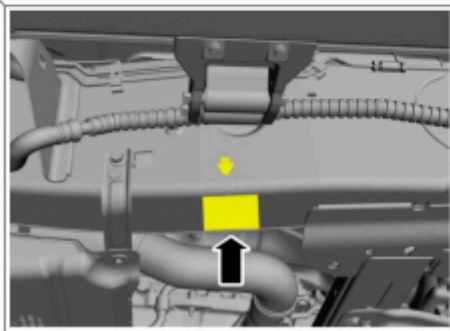
Front jacking point could be identified by an arrow marking on the vehicle frame. Raising a vehicle in any other location may result in vehicle shifting or falling. Failure to follow this instruction may result in serious personal injury.

NOTE

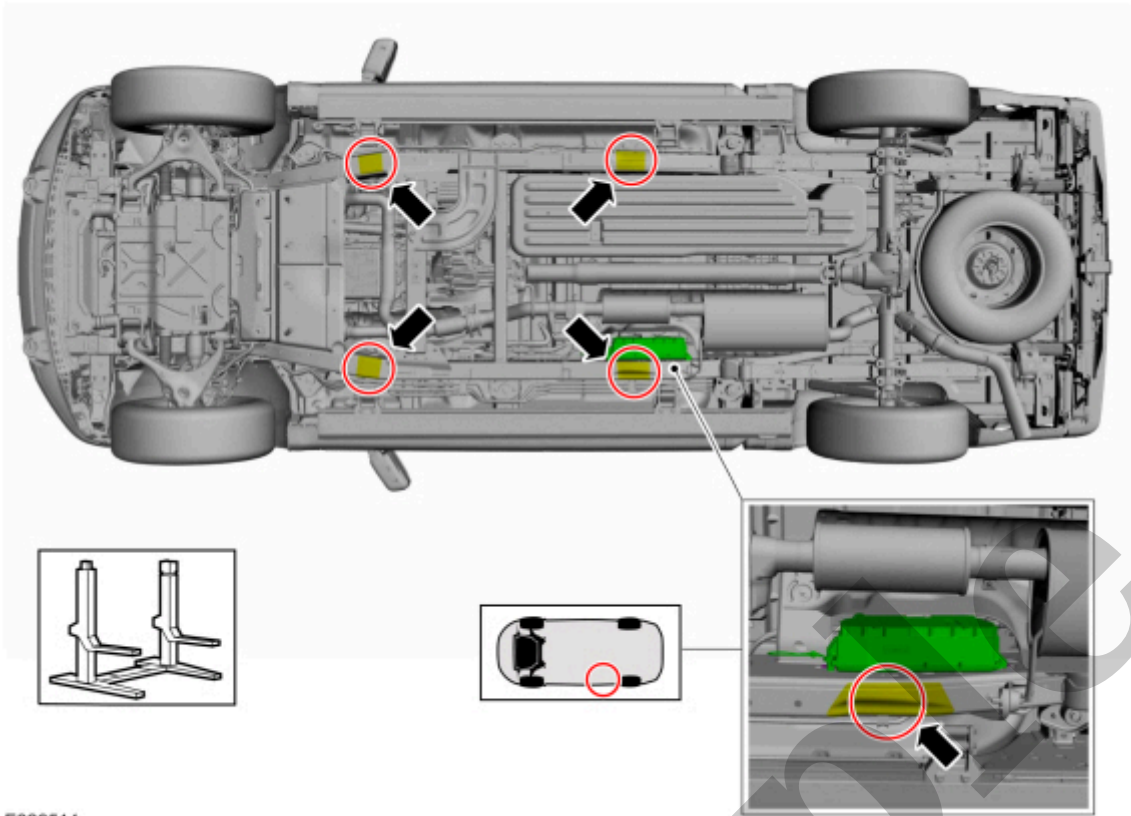
SuperCrew Cab 4WD (four-wheel drive) shown, others similar.

NOTE

LH (left-hand) side shown, RH (right-hand) side similar.



E329513



E329514

NOTICE

Make sure that no load is placed on the Direct Current/Alternating Current (DC/AC) Inverter Module.

All vehicles

NOTICE

Place blocks underneath the lifting points if a two-column hoist is used.

NOTICE

Damage to the suspension, exhaust or steering linkage components may occur if care is not exercised when positioning the hoist adapters prior to lifting the vehicle.

NOTICE

To prevent possible damage to the underbody, do not drive the vehicle onto the drive-on lift without first checking for possible interference.

NOTICE

When raising a vehicle on a two-column hoist, use care when positioning the vehicle so that the hoisting forks do not interfere with suspension components, mounting brackets or stabilizer mounting brackets, if equipped. In addition, use care in hoist positioning to avoid possible damage to the axle or rear cover.

Noise, Vibration and Harshness (NVH)

<i>100-04 Noise, Vibration and Harshness</i>	<i>2022 F-150</i>
<i>Description and Operation</i>	<i>Procedure revision date: 04/19/2022</i>

Noise, Vibration and Harshness (NVH)

Acceptable Noise, Vibration and Harshness (NVH)

Noise is any undesirable sound, usually unpleasant in nature. Vibration is any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down. Harshness is a ride quality issue where the vehicle's response to the road transmits sharply to the customer. Harshness normally describes a firmer than usual response from the suspension system. NVH (noise, vibration and harshness) is a term used to describe these conditions, which result in varying degrees of dissatisfaction. Although a certain level of NVH (noise, vibration and harshness) caused by road and environmental conditions is normal, this section is designed to aid in the diagnosis, testing and repair of NVH (noise, vibration and harshness) symptoms. All internal combustion engines and drivelines produce some noise and vibration; operating in a real world environment adds noise that is not subject to control. Vibration isolators, mufflers and dampers reduce these to acceptable levels. A driver who is unfamiliar with a vehicle can think that some sounds are abnormal when actually the sounds are normal for the vehicle type. As a technician, it is very important to be familiar with vehicle features and know how they relate to NVH (noise, vibration and harshness) symptoms and their diagnosis. For example, if the vehicle has automatic overdrive, it is important to test drive the vehicle both in and out of overdrive mode.

Glossary of Terms

Amplitude:

The quantity or amount of energy produced by a vibrating component (G-force). An extreme vibration has a high amplitude. A mild vibration has a low amplitude. See Intensity.

Boom:

Low frequency or low pitched noise often accompanied by a vibration. Also refer to Drumming.

Decibel (dB):

A unit of measurement, referring to sound pressure level, abbreviated dB.

Drone:

A low-frequency, steady sound, like a freezer compressor. Also described as a moan.

Drumming:

A cycling, low-frequency, rhythmic noise often accompanied by a sensation of pressure on the ear drums. Also described as a low rumble, boom or rolling thunder.

Flutter:

Mid to high intermittent sound due to air flow. Similar to a flag flapping in the wind.

Frequency:

The rate at which a cycle occurs within a given time.

G-force:

The additional load or weight produced in an object during acceleration. When measuring the level or amplitude of a vibration without sound, the unit G is added to associate the force of the vibration to gravity. This is similar to measuring the weight of an object, which is also a function of gravity.

Gravelly Feel:

A grinding or growl in a component, similar to the feel experienced when driving on gravel.

Grind:

An abrasive sound, similar to using a grinding wheel, or rubbing sand paper against wood.

Hz (Hertz):

A unit of measure used to describe noise and vibration concerns expressed in cycles per second.

Hiss:

Steady, High-frequency noise. Vacuum leak sound.

Hoot:

A steady, low-frequency tone, sounds like blowing over a long neck bottle.

Howl:

A mid-range frequency noise between drumming and whine. Also described as a hum.

Hum:

Mid-frequency steady sound, like a small fan motor. Also described as a howl.

Shudder:

A low-frequency vibration that is felt through the steering wheel or seat during light brake application.

Slap:

A resonance from flat surfaces, such as safety belt webbing or door trim panels.

Squeak:

A high-pitched transient sound, similar to rubbing fingers against a clean window.

Squeal:

A long-duration, high-pitched noise.

Tap:

A light, rhythmic or intermittent hammering sound, similar to tapping a pencil on a table edge.

Thump:

A dull beat caused by 2 items striking together.

Tick:

A rhythmic tap, similar to a clock noise.

Tip-In-Moan:

A light moaning noise heard during light vehicle acceleration, usually between 40.2 kmh (25 mph) - 104.6 kmh (65 mph).

Transient:

A noise or vibration that is momentary, a short duration.

Vibration:

Any motion, shaking or trembling, that can be felt or seen when an object moves back and forth or up and down.

Whine:

A constant, high-pitched noise. Also described as a screech.

Whistle:

High-pitched noise with a very narrow frequency band. Examples of whistle noises are a turbocharger or air flow around an antenna.

Wind Noise:

Any noise caused by air movement in, out or around the vehicle.