

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	October 2004 TB 2207
Mfg:	FORD
Model:	ESCORT
Liter:	2.0L
V I N:	P
Year:	97-05

Sticking Valves On
1997-2003 Ford 2.0L VIN P, SPI Engines

The AERA Technical Committee offers the following information regarding sticking engine valves on 1997-2003 Ford 2.0L VIN P, SPI engines. Some vehicles equipped with the 2.0L SPI engine may exhibit a malfunction indicator lamp (MIL) illuminated and diagnostic trouble codes (DTCs) P0300 through P0304 stored in memory. The vehicle symptoms may include a rough idle or reduced power condition, and/or may stall at an idle.

This condition may be caused by sticking exhaust valves due to excessive carbon build-up in the exhaust valve guide. One or more exhaust valves may be temporarily sticking due to carbon build-up on the valve stem and or guide. If diagnostic checks point to a sticking exhaust valve, the cylinder head assembly may need to be replaced with a new level cylinder head assembly with revised valve guides. Revised exhaust valves will also need to be installed to help prevent carbon build-up.

If diagnostics determines other causes for engine misfire such as worn or arcing ignition wires, base engine compression, fuel injectors, fuel injector harness resistance or PCM injector driver signal are not prevalent, the cylinder head must be removed and serviced.

It is also suggested to replace the PCV valve (Part #YS4Z-6A666-AC) (Motorcraft EV-244) on model year 2000-2002 Focus or 2000-2002 Escort. On these engines vacuum fluctuations from engine misfire may prematurely wear the PCV valve on those applications.

Aftermarket suppliers of parts for these engines have not expressed valves sticking with their components.

The AERA Technical Committee

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