



Roush Performance Products, Inc.
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Livonia, Michigan 48150
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06V-310

(2 Pages)

FEDERAL EXPRESS OVERNIGHT MAIL

August 7, 2006

Ms. Kathleen DeMeter
Director, Office of Defects Investigation
National Highway Traffic Safety Administration (NVS-200)
400 Seventh Street, SW
Washington, D.C. 20590

**Re: Roush Performance Products, Inc.
Defect Information Report**

Dear Ms. DeMeter:

Enclosed please find two Defect Information Reports prepared by Roush Performance Products, Inc. ("Roush"). The first pertains to model year ("MY") 2005 Roush Stage 2, MY 2006 Roush Stages 2 and 3, and MY 2007 Roush Stage 2 altered Ford Mustang GT vehicles. The second pertains to aftermarket kits sold under the Roush brand name.

Should you need to speak with someone regarding this report, please do not hesitate to contact me directly:

Mr. Joseph Thompson
General Manager
Roush Performance Products, Inc.
28156 Plymouth Road, Suite Z
Livonia, Michigan 48150
Phone: (734) 466-6255
Facsimile (734) 466-6940
email: jkthom@roushind.com

Thank you,

Joseph Thompson
General Manager

Enclosures

cc: J.R. Jolliffe/Roush – General Counsel
E.Jones/ Mayer, Brown, Rowe & Maw LLP
K. Weinstein/ Mayer, Brown, Rowe & Maw LLP

DEFECT INFORMATION REPORT

1. **Manufacturer's name/address:**

Roush Performance Products, Inc. ("Roush")
28156 Plymouth Rd.
Suite Z
Livonia, MI 48150

2. **Vehicles involved in this defect notification:**

Model Year ("MY") 2005 Roush Stage 2, MY 2006 Roush Stages 2 and 3, and MY 2007 Roush Stage 2 altered Ford Mustang GT vehicles that were altered by Roush to include a sport tuned suspension. The defect is associated with a problem in the front struts which were manufactured by the following supplier ("Supplier"):

KW automotive North America Inc.
1075 North Avenue
Sanger, CA 93657
Phone: 1-559-875-0222

3. **Total number of vehicles:**

Approximately 745

4. **Approximate percentage of vehicles estimated to actually contain the defect:**

100% of vehicles identified in Paragraph 3.

5. **Description of the defect:**

The front anti roll bar attachment bracket on the front strut can separate from the strut housing due to inconsistent welding. This could result in a clunking noise and or poor handling in extreme or emergency maneuvers. Possible tire side wall damage may occur if the broken bracket contacts the tire.

6. **Chronological summary of events leading to this determination:**

Roush first became aware of the condition as a result of 6 calls to Roush's customer service department, during the week of July 24, 2006, associated with warranty repair work orders received from dealerships on customer vehicles. In each instance the bracket on the front strut fatigued, which resulted in weld failure. Roush contacted the strut Supplier about the weld failures so it could investigate. After the Supplier confirmed that its struts contained a defect, Roush concluded that a defect related to motor vehicle safety exists in the above mentioned vehicles and, therefore, filed this Report.

7. **Description of proposed remedy:** The Supplier of the struts is still working on a remedy that it expects to present to Roush for our review and approval no later than August 14, 2006. Roush will provide NHTSA with additional information as it becomes available.

8. **Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):** Roush will notify all known owners of the vehicles identified above and offer to provide new struts at no charge. Roush will provide NHTSA with a schedule for the recall as soon as it is finalized. Roush will also provide a draft customer notification letter for NHTSA's review at least five days before the commencement of the notification campaign. As all affected vehicles are still under warranty, the reimbursement requirement is inapplicable.