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Ford Motor Company
P. O. Box 1904
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April 10, 2007

TO: All U.S. Ford and Lincoln Mercury Dealers

SUBJECT: Safety Recall 07S51: Certain 2001 - 2004 Model Year Ford Escape Vehicles Equipped with Anti-Lock Brakes – ABS Module Connector Inspection

AFFECTED VEHICLES

Certain 2001-2004 model year Ford Escape vehicles equipped with Anti-Lock Brakes built at the Kansas City and Ohio Assembly Plants from Job 1 to Job Last. Affected vehicles are identified in OASIS. In addition, for a list of vehicles assigned to your dealership, visit <https://web.fsavinlists.dealerconnection.com>. This information will be available on April 10, 2007.

REASON FOR THIS SAFETY RECALL

In a small percentage of the affected vehicles, the Anti-Lock Brake System (ABS) module connector may have missing or dislodged wire seals. This condition could allow contamination to enter the module connector, creating a potential for an electrical short. An electrical short might cause an ABS malfunction that would illuminate the ABS warning light, and in some cases, the module may overheat resulting in burning odor, smoke, and/or fire. This condition could occur either when the vehicle ignition switch is in the off position or while the vehicle is being operated.

SERVICE ACTION

Dealers are to verify that no corrosion exists in the electrical connector on the ABS module. In addition, the ABS wiring harness connector must be inspected for missing or dislodged wire seals. If the wiring harness connector contains seals that are out of position, the wire harness connector will need to be repaired. If the seals are missing from the wiring harness connector, or if it has the wrong mat seal number, a replacement pigtail must be spliced into the circuit. If corrosion is present in the ABS module connector, the module must be replaced. After completion of the inspection and/or repair, electrical grease is to be applied to the ABS module connector.

It is anticipated that approximately 97% of the affected vehicles will not have sealing issues with the connector or corrosion in the ABS module. Replacement ABS modules are not expected to be available in adequate supply until approximately July or August, 2007. Therefore, if the connector and module fail inspection, dealers will need to perform an Interim Repair. This interim repair, which consists of cleaning corrosion from the module connector cavity, will reduce the potential for an electrical short to occur.

At the completion of the Interim Repair, dealers are to provide a copy of the "Interim Repair Letter" (see Attachment V) to owners of vehicles that received the interim repair. The letter informs these owners that:

- Only an interim repair has been performed, and that the Safety Recall will remain open for their vehicle until the ABS module is replaced.
- Ford Motor Company will notify them by mail when ABS modules are available in sufficient supply to complete the final repair (estimated July-August 2007 timeframe).
- Their vehicle can be driven safely until the ABS module becomes available and is installed.
- Ford Motor Company recommends that they park their vehicle outside of an enclosed structure until the final repairs have been performed.

These repairs will be performed free of charge (parts and labor).

OWNER NOTIFICATION MAILING SCHEDULE

Owners of affected vehicles will be notified during the week of April 23, 2007. Dealers should inspect and repair, if necessary, any affected vehicles that arrive at their dealerships, whether or not the customer has received a letter.

PLEASE NOTE:

Federal law requires dealers to complete this recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$6,000 per vehicle. Correct all vehicles in your new vehicle inventory before delivery.

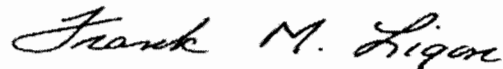
ATTACHMENTS

- Attachment I: Administrative Information
- Attachment II: Labor Allowances and Parts Ordering Information
- Attachment III: Technical Information
- Attachment IV: Dealer Q & A
- Attachment V: Interim Repair Letter
- Customer Notification Letter

QUESTIONS & ASSISTANCE

Special Service Support Center (Dealer Only)1-800-325-5621

Sincerely,



Frank M. Ligon

Safety Recall 07S51:

Certain 2001 - 2004 Model Year Ford Escape Vehicles Equipped with Anti-Lock Brakes –
ABS Module Connector Inspection

OASIS ACTIVATED?

Yes. OASIS will be activated by April 10, 2007.

FSA VIN LIST ACTIVATED?

Yes. Available through FMCDealer.com or at <https://web.fsavinlists.dealerconnection.com> by April 10, 2007.

Owner names and addresses will be available by April 30, 2007.

NOTE: Your FSA VIN list may contain owner names and addresses obtained from motor vehicle registration records. The use of such motor vehicle registration data for any purpose other than in connection with this recall is a violation of law in several states, provinces, and countries. Accordingly, you must limit the use of this listing to the follow-up necessary to complete this recall action.

STOCK VEHICLES

Correct all affected units in your new vehicle inventory before delivery.

SOLD VEHICLES

- Owners of affected vehicles will be directed to dealers for repairs.
- Immediately contact any of your affected owners whose vehicles are not on your VIN lists but are identified in OASIS. Give the owner a copy of the Customer Notification Letter (when available) and schedule a service date.
- Correct other affected vehicles identified in OASIS which are brought to your dealership.

TITLE BRANDED / SALVAGED VEHICLES

Affected title branded and salvaged vehicles are eligible for this Field Service Action.

RELATED DAMAGE

If a related damage condition exists that you believe to be caused by the covered condition, call the Special Service Support Center to request approval **prior** to the repair of any related damage. Requests for approval after completion of the repair will not be granted. Ford Motor Company reserves the right to deny coverage for related damage in cases where the vehicle owner has not had this recall performed on a timely basis.

ADDITIONAL LABOR TIME

If a condition exists that requires additional labor to complete the repair, call the Special Service Support Center to request approval **prior** to performing any additional labor. Requests for approval after completion of the repair will not be granted.

Safety Recall 07S51:

Certain 2001 - 2004 Model Year Ford Escape Vehicles Equipped with Anti-Lock Brakes –
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OWNER REFUNDS

- Ford Motor Company is offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which is posted with this bulletin. This plan is also available to owners through the Customer Relationship Center (CRC). The CRC will direct owners to seek reimbursement through authorized dealers or, at their option, directly through Ford Motor Company at P.O. Box 6251, Dearborn, MI 48121-6251.
- Dealers are also authorized to refund owner-paid emergency repairs that were performed away from an authorized servicing dealer after the end date specified in the reimbursement plan. Refund claims that include other non-covered repairs, or those judged by Ford to be excessive, will not be accepted for reimbursement.
- ***This safety recall must still be performed, even if the customer has paid for a previous repair. Claiming a refund will not close the recall on the vehicle.***
- Refund Claiming Information (Submit on separate repair line.)
 - Program Code: 07S51
 - Misc. Expense: ADMIN
 - Misc. Expense: REFUND
 - Misc. Expense: 0.2 Hrs.

RENTAL VEHICLES

Ford Motor Company will pay for a rental vehicle, except for fuel and insurance which will be at the owner's expense. Follow Extended Service Plan (ESP) guidelines for rental dollar amounts. Enter the word "RENTAL" plus the number of days the vehicle was used in the Miscellaneous Expense area of the recall claim form.

CLAIMS PREPARATION AND SUBMISSION

IMPORTANT NOTE:

While the accurate claiming of labor operations is important for all recalls, it is particularly critical for this program. The dealer's claiming of Labor Operation B, which is the interim repair, will create the data source that Ford will use to notify vehicle owners when replacement modules are available.

- **Labor Operation 07S51B requires approval code for claim to pay.** To obtain approval code, call Service Support Center at 1-800-325-5621.
- Enter claims using Direct Warranty Entry (DWE).
- **Handling Allowance:** An allowance of \$1.00 per repair is being provided to cover the costs of locally obtained materials and XG-12 Electrical Grease. To claim the allowance, enter \$1.00 as "HANDLG" in the "MISC EXPENSE" area of the claim form.
- Refund or related damage must be claimed on a repair line that is separate from the repair line on which the FSA is claimed. Related damage requires approval from Special Service Support Center.
- "MT" labor should be submitted on a separate repair line with the related damage flag checked. "MT" labor requires approval from Special Service Support Center.
- Refer to ACESII manual for claims preparation and submission information.

Safety Recall 07S51:

Certain 2001 - 2004 Model Year Ford Escape Vehicles Equipped with Anti-Lock Brakes –
ABS Module Connector Inspection

IMPORTANT NOTE:

While the accurate claiming of labor operations is important for all recalls, it is particularly critical for this program. The dealer's claiming of Labor Operation B, which is the interim repair, will create the data source that Ford will use to notify vehicle owners when replacement modules are available.

LABOR ALLOWANCES

| Description | Labor Operation | Labor Time |
|---|---|--------------|
| PASSED INSPECTION: <ul style="list-style-type: none"> Pass ABS module inspection. Pass ABS harness connector inspection. Apply electrical grease to ABS module connector cavity. | 07S51A Closes Program | 0.3 Hours |
| FAIL MODULE INSPECTION: (Perform Interim Repair)* <ul style="list-style-type: none"> Clean ABS module connector cavity. Install pig-tail connector and mark an "XX" on the connector cover with a yellow paint pen. Apply electrical grease to ABS module connector cavity, Perform "Key-On" test. | 07S51B* (Requires approval code) <u>Does Not Close Program</u> | 1.5 Hours |
| PASS MODULE INSPECTION AND FAIL CONNECTOR INSPECTION (MISSING SEALS OR WRONG CONNECTOR NUMBER): <ul style="list-style-type: none"> Install pig-tail connector and apply electrical grease to ABS module connector cavity. Perform "Key-On" test. | 07S51C Closes Program | 1.4 Hours |
| PASS MODULE INSPECTION AND FAIL CONNECTOR INSPECTION (SEALS OUT OF POSITION): <ul style="list-style-type: none"> Seat seal(s) and apply electrical grease to ABS module connector cavity. | 07S51D Closes Program | 0.3 Hours |

***NOTES:**

- Vehicle must be returned at a later date to have the ABS module replaced (when parts are available). The dealer is to provide vehicle owner with the Interim Repair Letter (See Attachment V) that informs the customer of the interim repair, and that the vehicle must be returned to have the ABS module installed when the part becomes available, and recommends that they park their vehicle outside of an enclosed structure until the final repairs have been performed.
- Labor Operation 07S51B requires approval code for claim to pay. To obtain approval code, call Special Service Support Center at 1-800-325-5621.

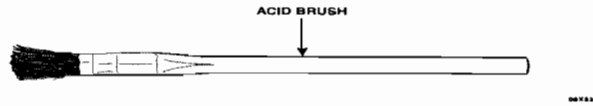
Safety Recall 07S51:

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ABS Module Connector Inspection

PARTS REQUIREMENTS / ORDERING INFORMATION

ABS modules will not be available until July/August 2007 timeframe.

| Part Number | Description | Quantity |
|----------------------------------|--|--|
| XG-12 | Electrical Grease: One order equals four (4) three ounce tubes (One three ounce tube will service at least eight (8) vehicles.) | 1 order (4 tubes) services 32 vehicles |
| YL8Z-14S411-AB* | ABS Connector Pig-Tail Kit* | 1 |
| Obtain Locally | <u>CRC Electronic Cleaner</u> and <u>Permatex Electrical Contact Cleaner</u> are both approved for cleaning the ABS module connector cavity. | |
| Obtain at local hardware stores. | Acid Brush (to be used with the electrical contact cleaners noted above for cleaning the ABS Module connector cavity) | |



*Open ordering for the Pig-Tail Kit will begin April 30, 2007. If a Pig-Tail kit is required before April 30, 2007, call Special Service Support Center at 1-800-325-5621.

Questions regarding parts should be directed to the Special Support Center (800-325-5621) or E-mailed to: Ford@Renkim.com".

DOR/ COR Number: 50376

DEALER PRICE

For latest prices, refer to DOES II.

HANDLING ALLOWANCE

An allowance of \$1.00 per repair is being provided to cover the costs of locally obtained materials (Electrical Cleaner and Acid Brushes) and XG-12 electrical grease. To claim the allowance, enter \$1.00 as "HANDLG" in the "MISC EXPENSE" area of the claim form.

PARTS RETENTION AND RETURN

The ABS Module (Part number YL8Z-2C065-AA) and the removed ABS connector are subject to return to the Ford Warranty Parts Analysis Center (WPAC). Refer to your daily PEARS (Parts Entry and Return System) register for part disposition and return instructions.

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures".

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

CERTAIN 2001 THROUGH 2004 MODEL YEAR ESCAPE VEHICLES EQUIPPED WITH ABS — ABS MODULE CONNECTOR INSPECTION AND REPAIR

OVERVIEW

This program includes making sure the wiring harness connector is properly sealed against moisture/contamination, and inspecting the ABS module for evidence of corrosion resulting from an inadequately sealed connector.

During the inspection, we expect that most of the affected vehicles will not have any evidence of corrosion in the ABS module. However, the ABS wiring harness connector still needs to be inspected for missing or improperly seated seals and/or incorrect connector number.

If the ABS module is corroded, the ABS module and connector must be replaced.

A flow chart has been developed to help direct you to the proper repair. See Figure 1.

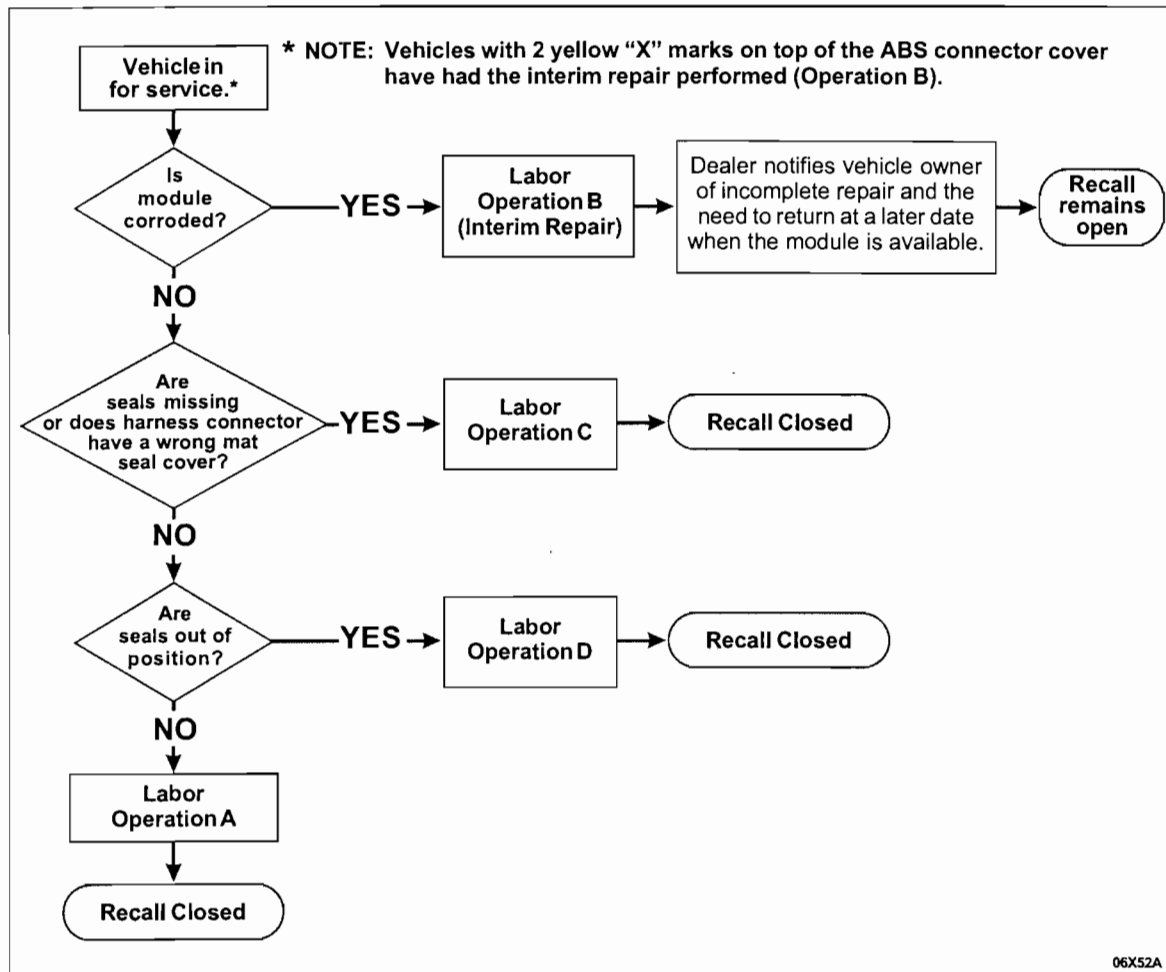


FIGURE 1



INSPECTION

1. Disconnect the battery negative terminal.
2. NOTE: When disconnecting the ABS module connector, be sure the blue connector lock stays engaged with the harness connector and does not remain in the module. Remove it from the module if necessary and make sure the white O-ring seal is properly installed.

Disconnect the ABS module 25-pin connector by sliding the lock mechanism out (towards the passenger side of the vehicle) and pulling the connector off the module.
3. Disconnect the speed sensor harness, then remove the 2 harness retainers from the studs and position the harness above the air cleaner assembly to provide access for inspection.
4. Inspect the ABS module connector pins for corrosion. See Figure 2.
 - If corrosion is present, perform Labor Operation B.

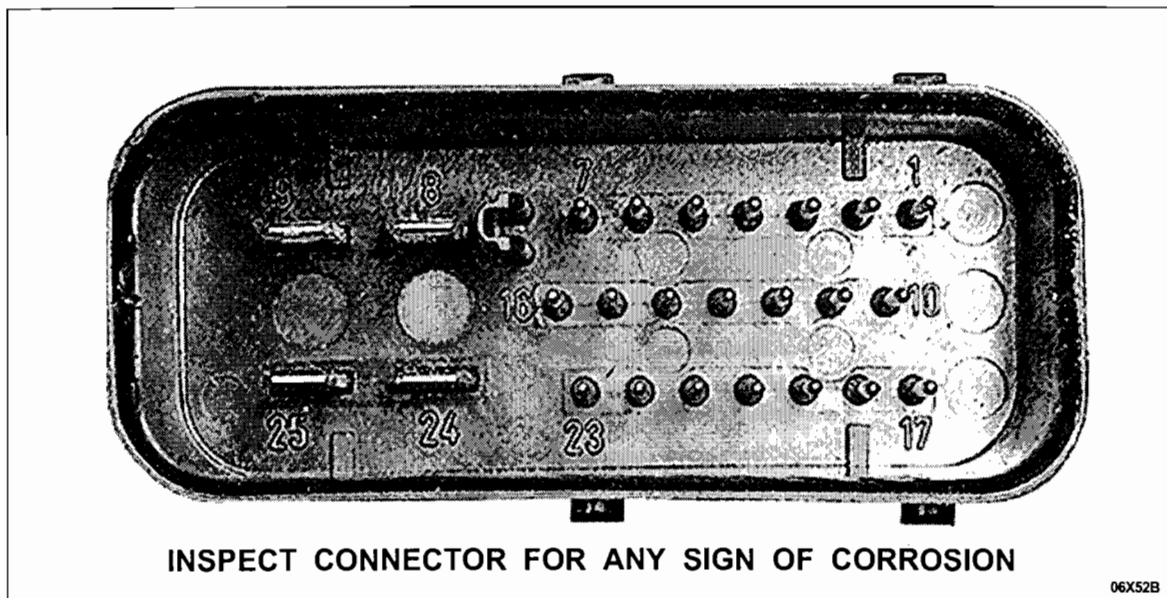


FIGURE 2



5. **CAUTION:** Do not cut any of the harness wires or the wire insulation when cutting off the tie strap.

Remove the tie strap from the connector dress cover, then slide the cover off the connector. See Figure 3.

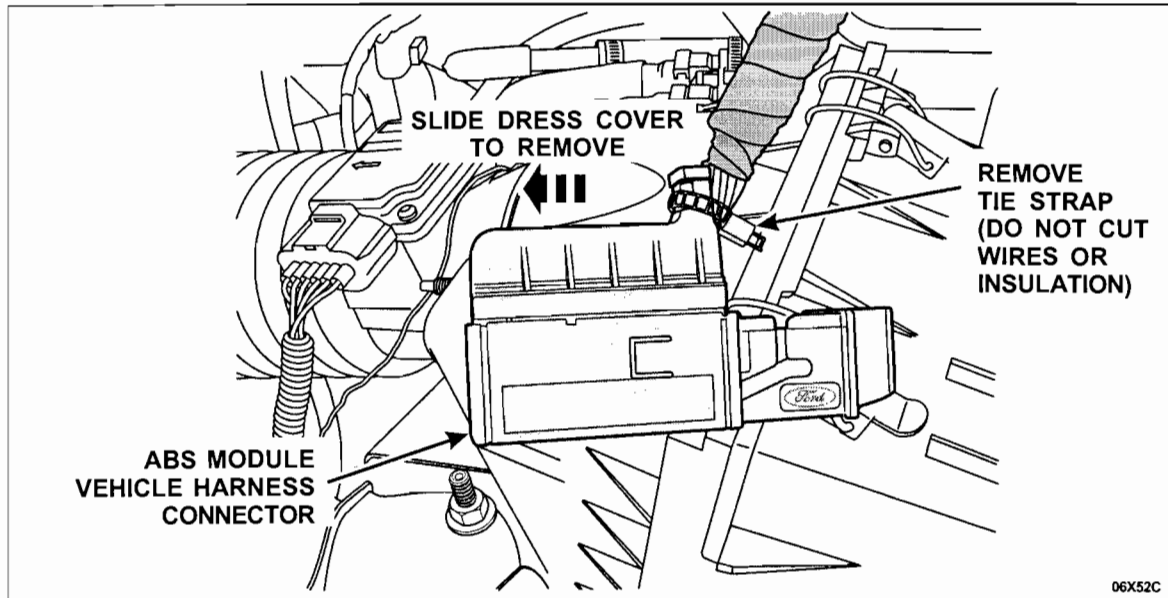


FIGURE 3



6. Verify the wire seals are present on the 4 heavier gauge wires. See Figure 4.

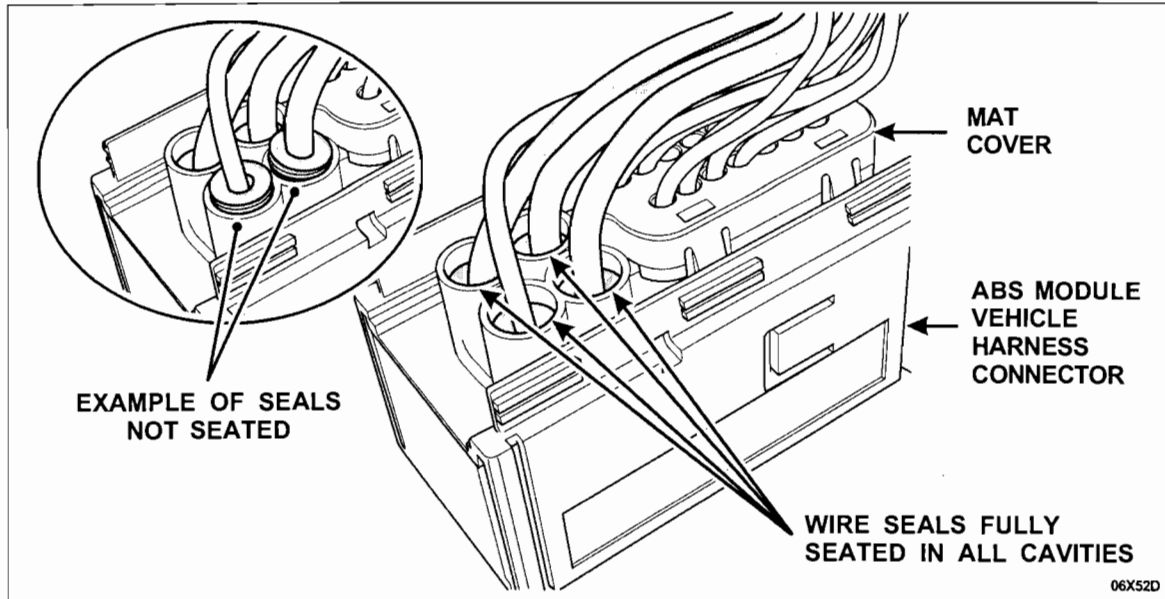


FIGURE 4

7. Verify the numbers "054" are stamped on the slide-lock end of the mat cover (wipe the mat cover clean if necessary to view). See Figure 5.

NOTE: Mat covers with any other number will be missing plugs in the unused pin locations.

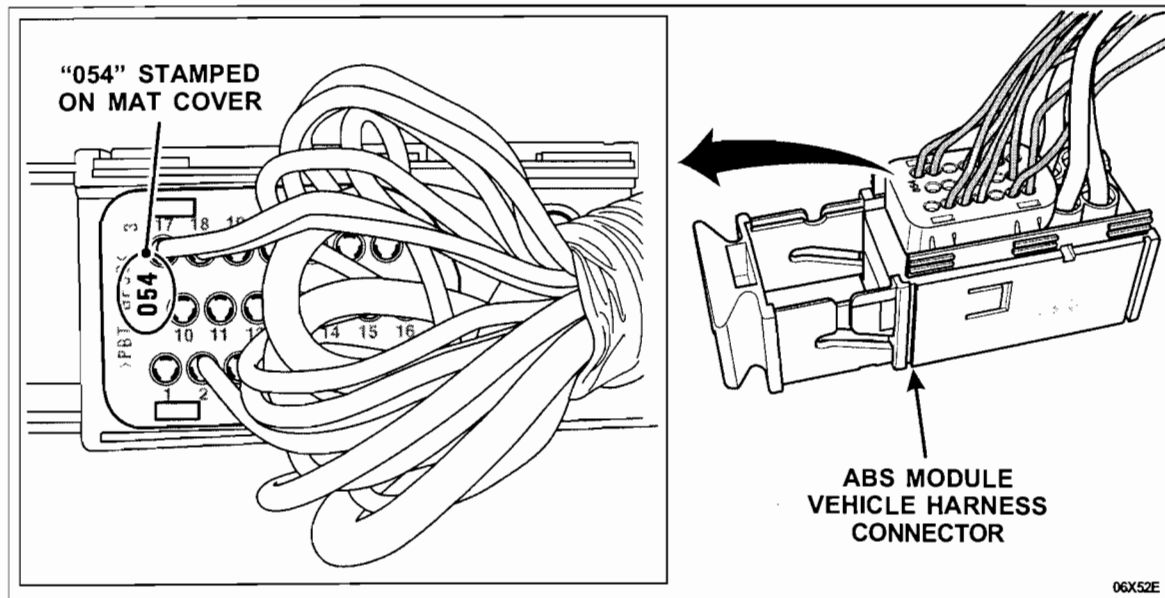


FIGURE 5



8. **Perform Labor Operation C if any seals are missing or if the number on the mat cover is not "054".**
9. Verify all 4 wire seals are fully seated in the cavities. Each seal should sit approximately 1-2 mm (1/16 in) below the top of the round cavity. See Figure 4.
 - **If seals are not seated properly, perform Labor Operation D.**
10. **Perform Labor Operation A if:**
 - The module is not corroded.
and
 - All seals are present.
and
 - All seals are fully seated.
and
 - The number on the mat cover is "054".



LABOR OPERATION A

1. Reinstall the dress cover and use electrical tape to secure the cover at the same location where the original tie strap was removed. Apply Motorcraft Electrical Grease XG-12 to the ABS module connector, position and connect the harness as follows:
 - a) Reinstall the dress cover.
 - b) Use ONLY Motorcraft Electrical Grease XG-12. See Figure 6.
 - With the tip of the applicator tube snipped off, position the end of the tip between the 4 large flat pins at the bottom of the ABS module connector. Squeeze out enough grease to completely cover the 4 flat pins. See Figure 6. DO NOT spread the grease around the connector. Applying an excess amount of grease into the connector cavity will cause a "hydro lock" condition in which the connector will not be able to be seated fully or locked in place.

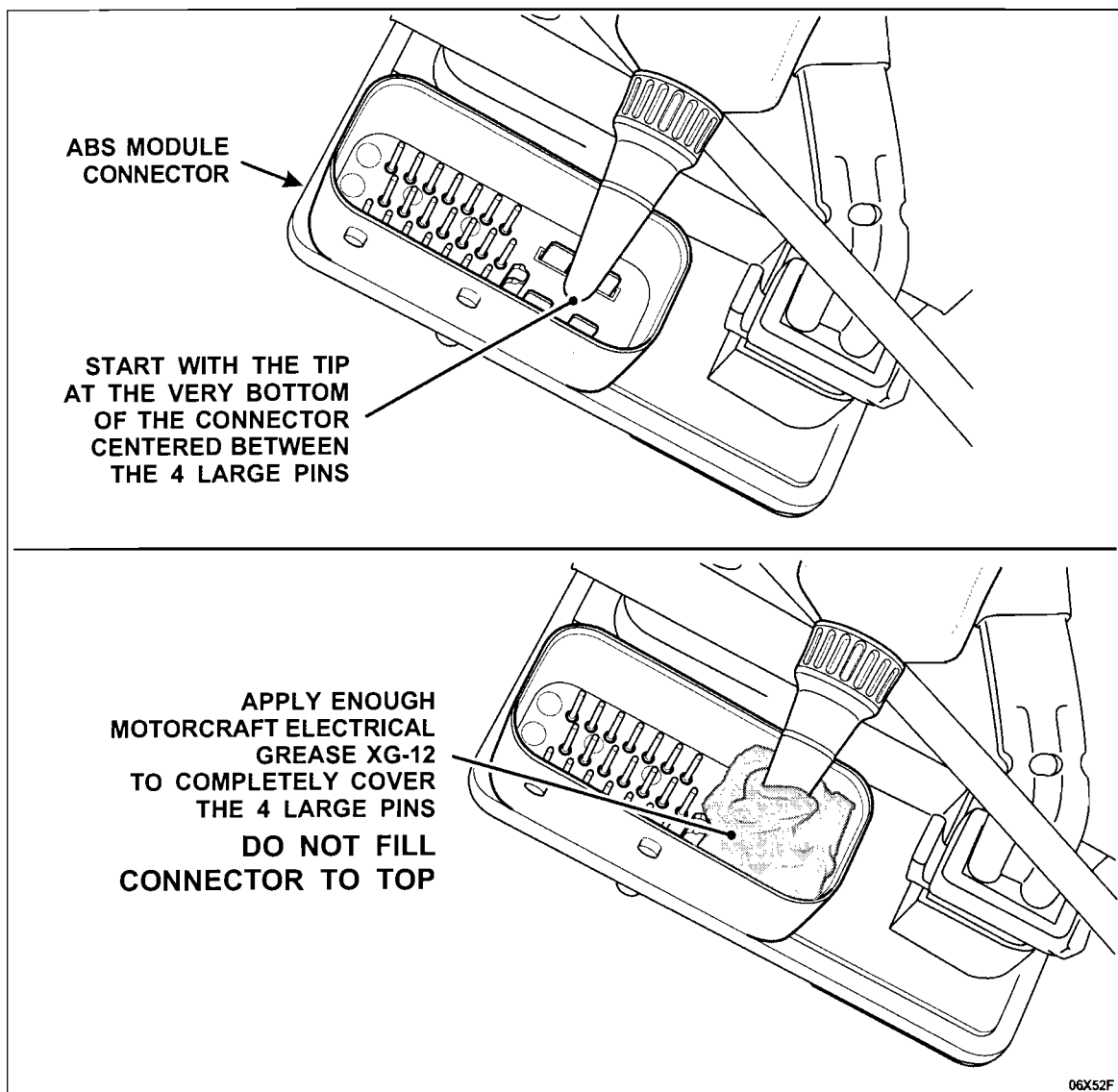


FIGURE 6



2. Reposition the harness to its original position, install the retainers to the studs to secure the harness and connect it to the ABS module.
3. Reconnect the battery negative terminal.

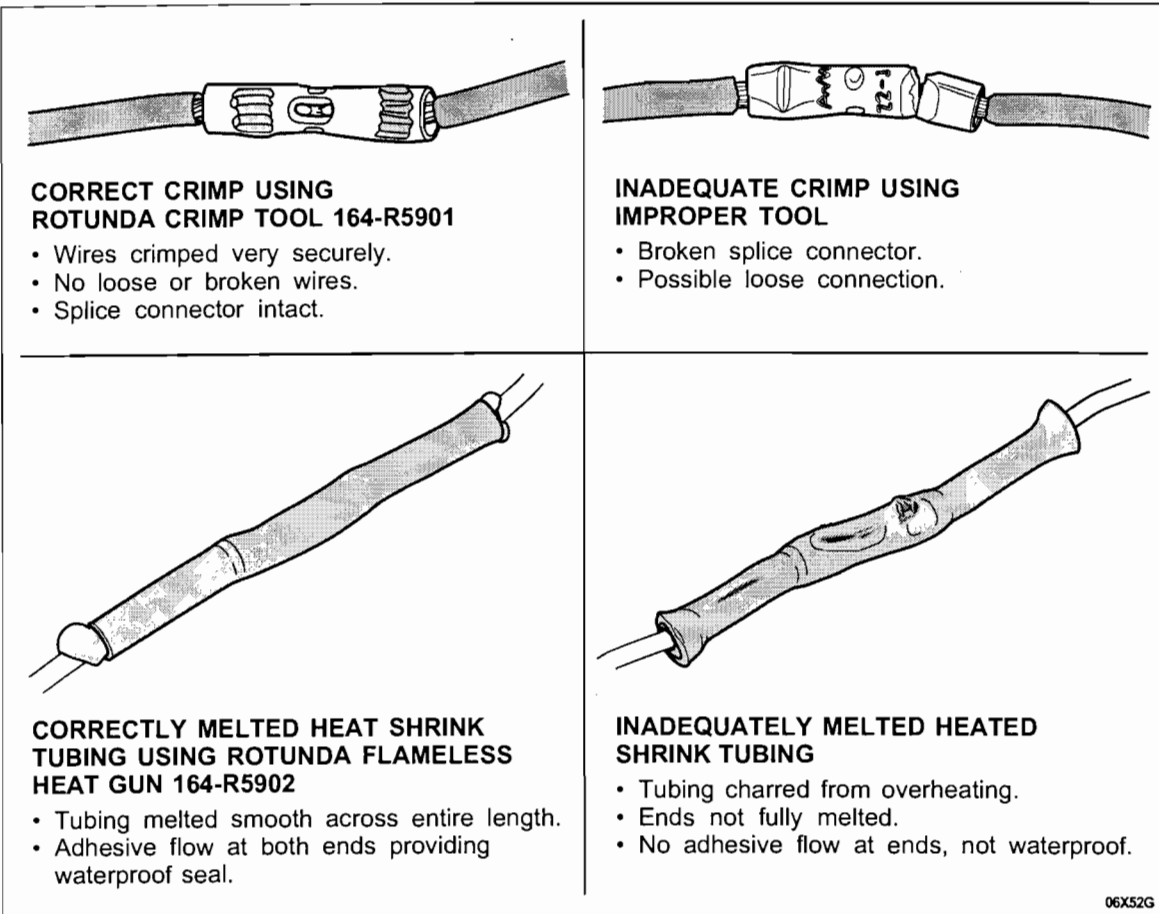


LABOR OPERATION B

IMPORTANT SERVICE INFORMATION

When performing the service pigtail installation, it is critical that the crimp tool and the flameless heat gun found in the Rotunda Wire Splice Tool Kit 164-R5903 be used.

USING DIFFERENT TOOLS MAY RESULT IN A POOR QUALITY REPAIR. See Figure 7.



06X52G

FIGURE 7



PROCEDURE TO REPLACE VEHICLE HARNESS CONNECTOR

1. Remove the tape and the convolute from the vehicle harness which leads up to the ABS module connector. See Figure 8.
2. Measure approximately 75 mm (3 in) from the end of the elbow towards the ABS module connector, then, using suitable wire cutters, cut the harness (all wires) to the same length. See Figure 8.

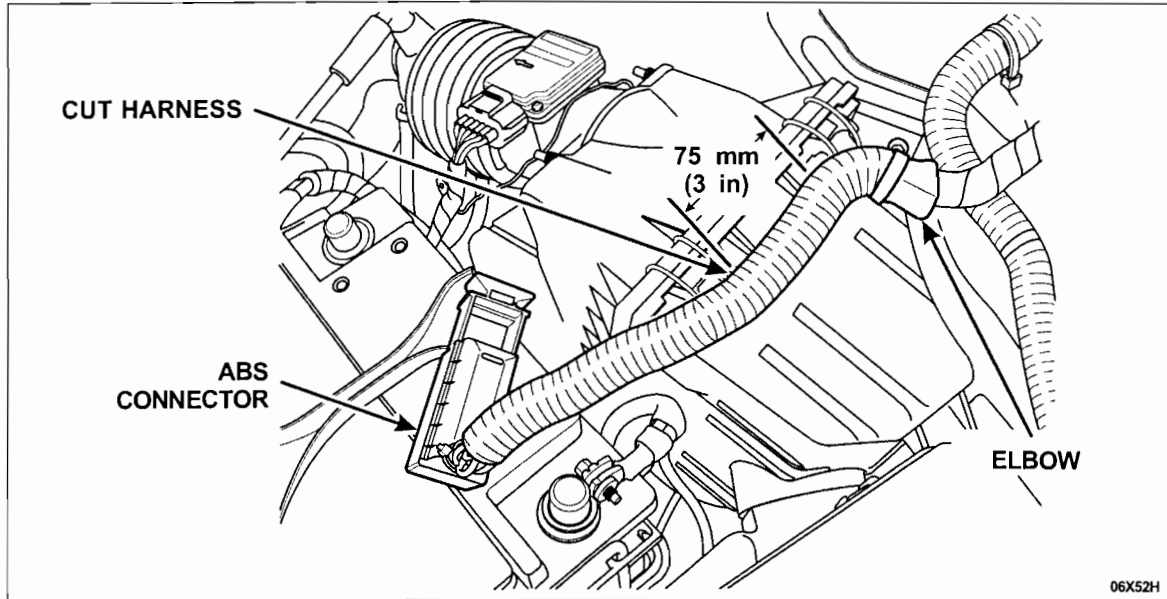


FIGURE 8

3. Strip approximately 6 mm (1/4 in) of insulation from each of the cut wires in the harness. See Figure 9.

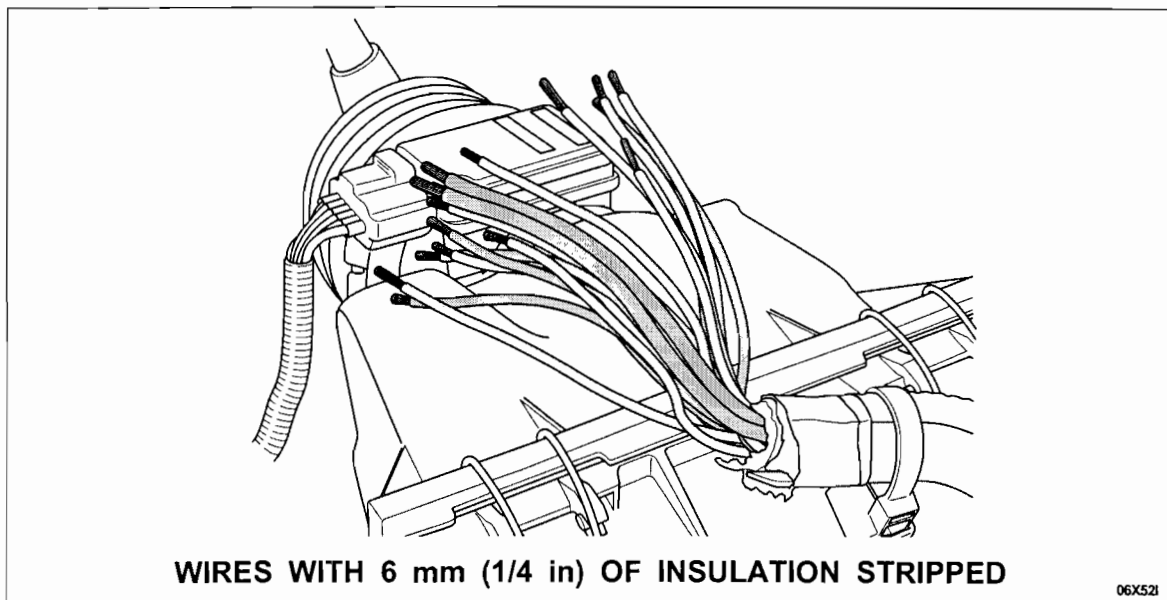


FIGURE 9



CAUTION: The harness contains a 16-gauge red wire and a 20-gauge red wire with a pink tracer. **DO NOT** cross these wires when splicing in the service pigtail. As an assembly aid, the 16-gauge red wire on the service pigtail is identified by a small tag.

Also, it is possible that some discoloration of the insulation may occur. Sets of wires may appear to have the same color insulation when, in fact, all wires in the ABS module harness are different except for the 2 black ground circuit wires. Be sure to carefully examine each wire to avoid crossing circuits when splicing wires.

NOTE: The harness contains 2 black wires of the same size. Both are grounds (circuit 57). Crossing these wires has no adverse effect on vehicle operation.

NOTE: The service pigtail kit contains the connector with wires matching color and size of the original vehicle harness and a piece of heat shrink tubing to cover each splice.

4. Working with one wire at a time, match the wires from the service pigtail to the vehicle harness. Insert the stripped end of each wire into the splice connector and crimp using the crimp tool provided in the Rotunda Wire Splice Tool Kit 164-R5903. See Figure 10.
5. Using rosin core solder, solder only the vehicle harness side of the wires to the butt splice connector.

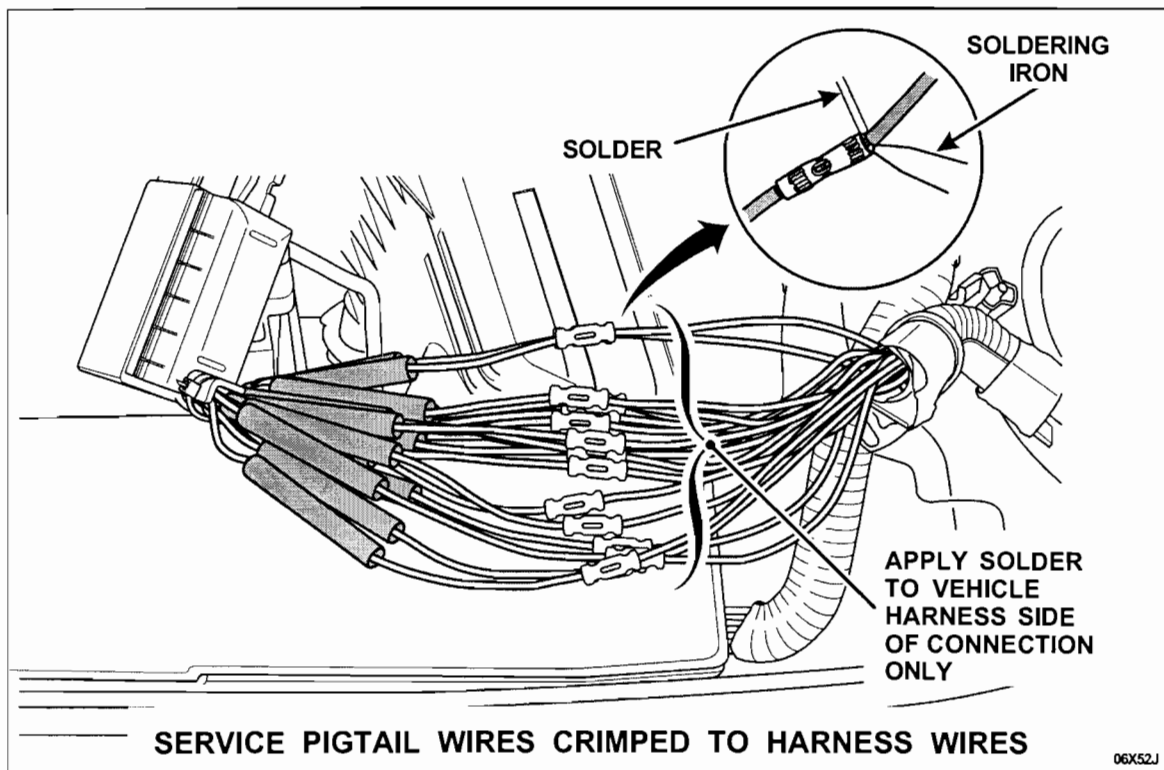


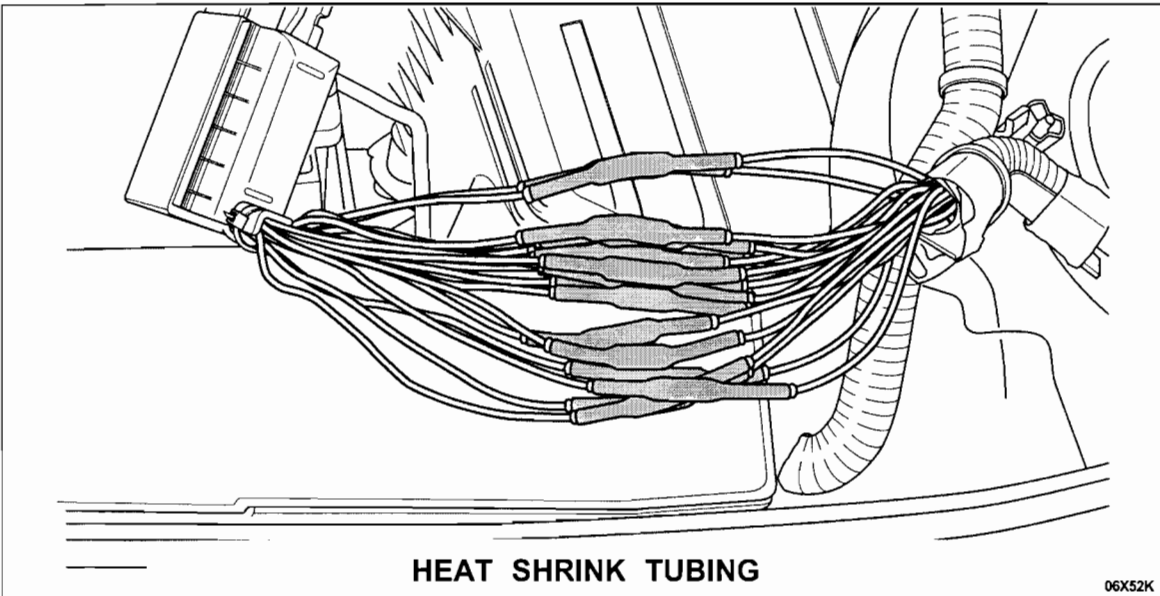
FIGURE 10



6. After soldering the wires, center each piece of heat shrink tubing over the splice. Then, using the flameless heat gun provided in the Rotunda Kit, shrink one piece of tubing at a time until the adhesive flows out of both ends. Continue until all wires are insulated. See Figure 11.

NOTE ON PROPER HEAT SHRINKING

The heat shrink tubing seals best if heat is applied to one end, allowing time (only a few seconds) to begin the shrink process until you see the adhesive flow out of the end. At this point, slowly move the heat source across the tubing, shrinking it as you move towards the other end, finally allowing adhesive to flow out from both ends, providing a waterproof seal.



HEAT SHRINK TUBING

06X52K

FIGURE 11



7. Install the supplied convolute tubing over the spliced area and secure with electrical tape. Apply tape to the entire length of the convolute and be sure to secure the convolute to the elbow at one end, and as close as possible to the ABS connector on the other. See Figure 12.

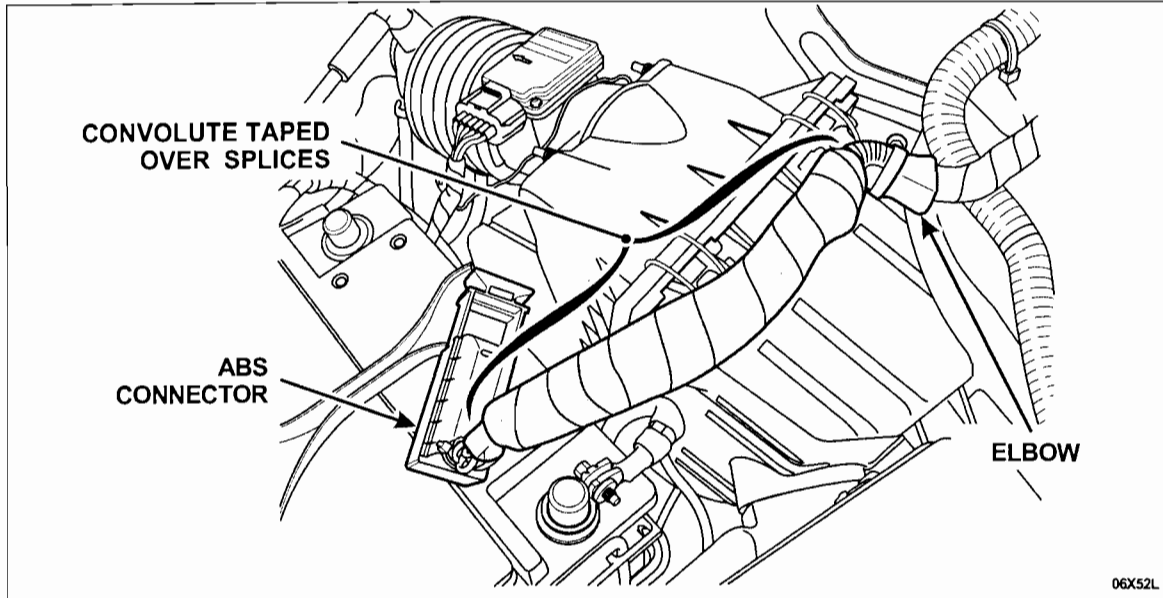


FIGURE 12



PROCEDURE TO REMOVE CORROSION FROM THE MODULE CONNECTOR

WARNING: ALWAYS WEAR EYE PROTECTION WHEN SERVICING A VEHICLE. FAILURE TO FOLLOW THIS INSTRUCTION MAY RESULT IN SERIOUS PERSONAL INJURY.

WARNING: CAREFULLY READ CAUTIONARY INFORMATION ON PRODUCT LABEL. FOR EMERGENCY MEDICAL INFORMATION SEEK MEDICAL ADVICE. FOR ADDITIONAL INFORMATION, CONSULT THE PRODUCT MATERIAL SAFETY DATA SHEET (MSDS) IF AVAILABLE. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN SERIOUS PERSONAL INJURY.

8. Use electronic spray cleaner. Spray a small pool of cleaner into module connector in the area of the 4 large terminals. See Figure 13.

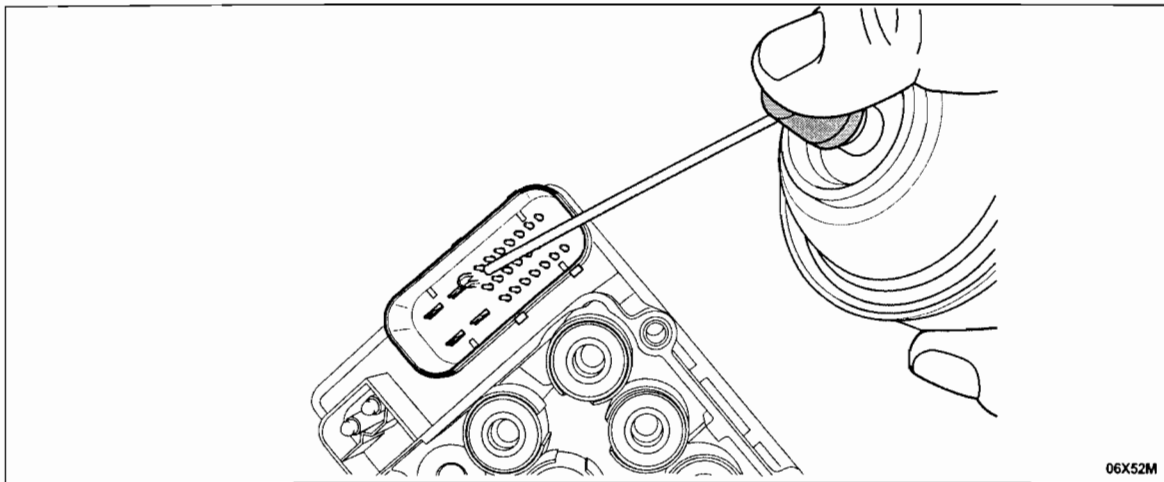


FIGURE 13



9. **CAUTION: Take care not to bend or damage the terminals.**

Using the specified cleaning brush, vigorously brush the base of the module cavity around and in between the 4 large module connector terminals. See Figure 14.

NOTE: The object is to clean the base of the connector cavity to remove corrosion and contamination between the pins, **NOT** the corrosion on the terminals.

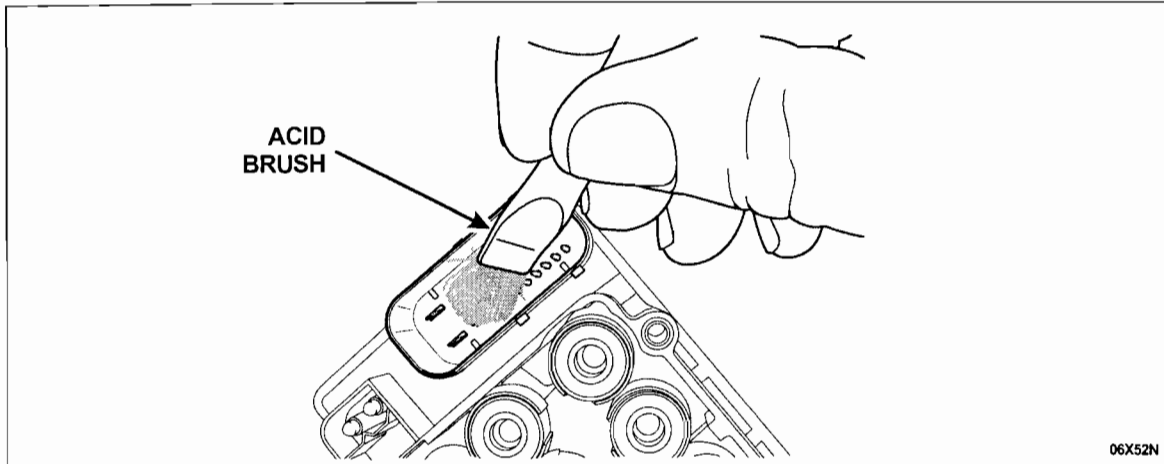


FIGURE 14

10. Using a shop towel to shield against splash-back, blow dry the area with compressed air and check the results. If further cleaning is needed, repeat Steps 9 and 10. See Figure 15.

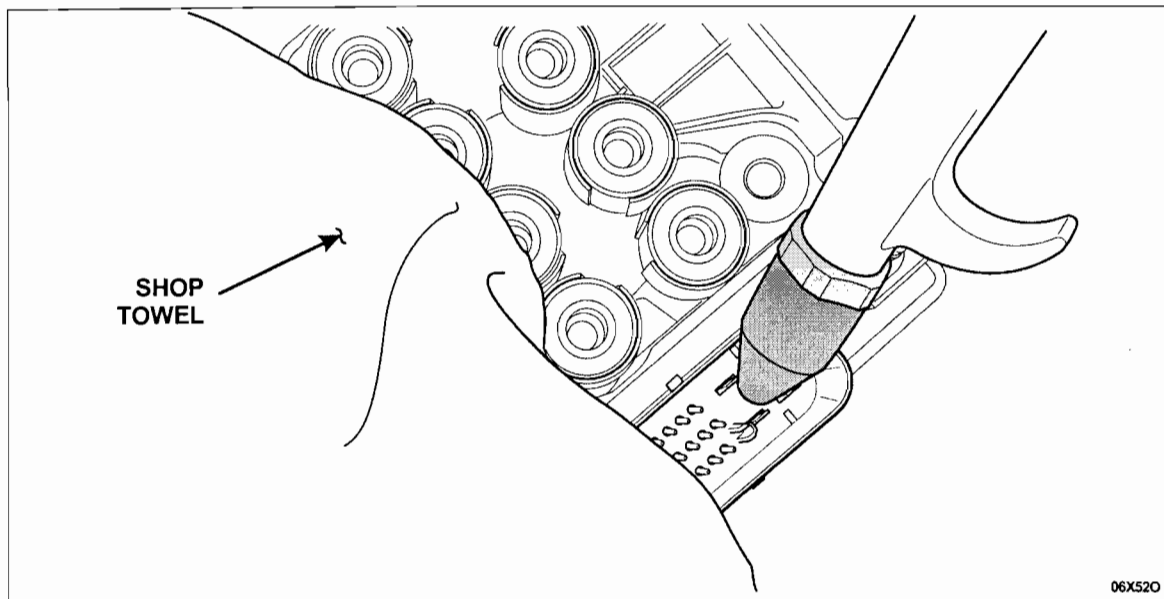


FIGURE 15



11. Reinstall the dress cover and use electrical tape to secure the cover at the same location where the original tie strap was removed. Apply Motorcraft Electrical Grease XG-12 to the ABS module connector, position and connect the harness as follows:
 - a) Reinstall the dress cover.
 - b) Use ONLY Motorcraft Electrical Grease XG-12. See Figure 16.
 - With the tip of the applicator tube snipped off, position the end of the tip between the 4 large flat pins at the bottom of the ABS module connector. Squeeze out enough grease to completely cover the 4 flat pins. See Figure 16. DO NOT spread the grease around the connector. Applying an excess amount of grease into the connector cavity will cause a "hydro lock" condition in which the connector will not be able to be seated fully or locked in place.

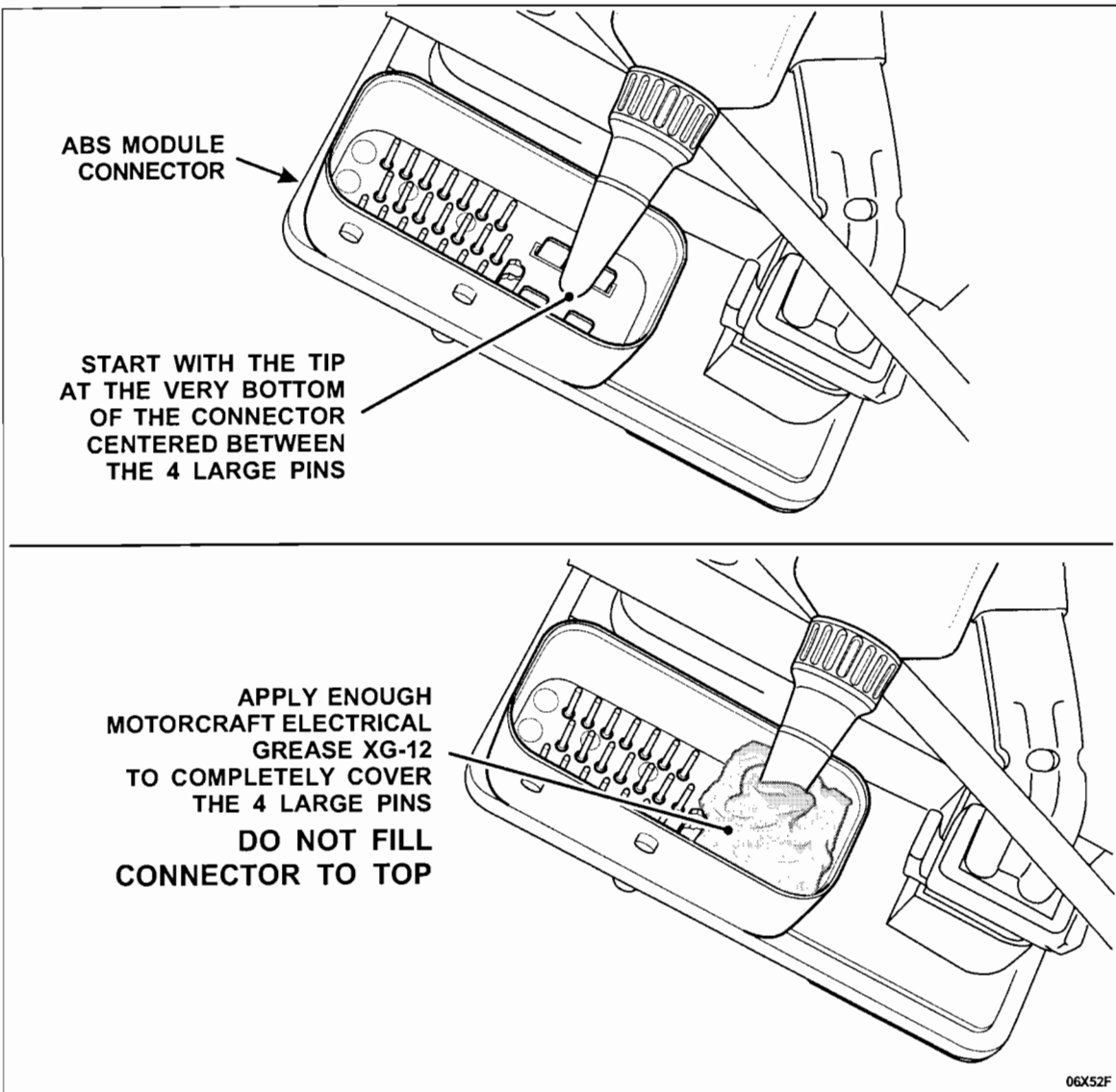


FIGURE 16



12. Reposition the harness to its original position, install the retainers to the studs to secure the harness and connect it to the ABS module.
13. **Using a yellow paint pen, place 2 "X" marks on the top of the connector cover to indicate that the vehicle has been serviced with a pigtail.**
14. Reconnect the battery negative terminal.
15. Turn the ignition key to the RUN position. Allow the ABS to carry out a self-test (indicated by illuminating the yellow ABS warning indicator in the instrument cluster for approximately 3 seconds).
 - If the yellow ABS indicator is not illuminated after 3 seconds, release the vehicle.
 - If the yellow ABS warning indicator stays illuminated after the self-test, contact the Special Support Service Center.

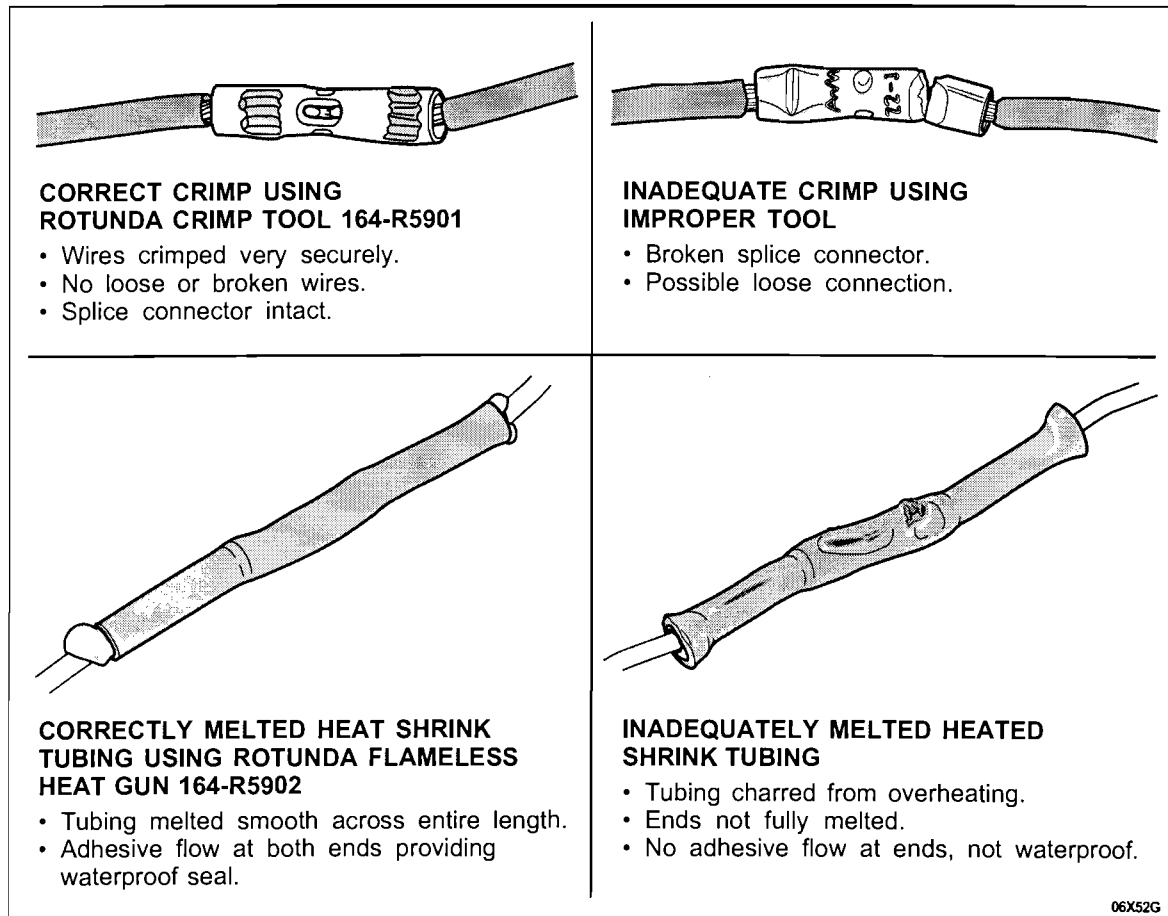


LABOR OPERATION C

IMPORTANT SERVICE INFORMATION

When performing the service pigtail installation, it is critical that the crimp tool and the flameless heat gun found in the Rotunda Wire Splice Tool Kit 164-R6903 be used.

USING DIFFERENT TOOLS MAY RESULT IN A POOR QUALITY REPAIR. See Figure 17.



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FIGURE 17



1. Remove the tape and the convolute from the vehicle harness which leads up to the ABS module connector. See Figure 18.
2. Measure approximately 75 mm (3 in) from the end of the elbow towards the ABS module connector, then, using suitable wire cutters, cut the harness (all wires) to the same length. See Figure 18.

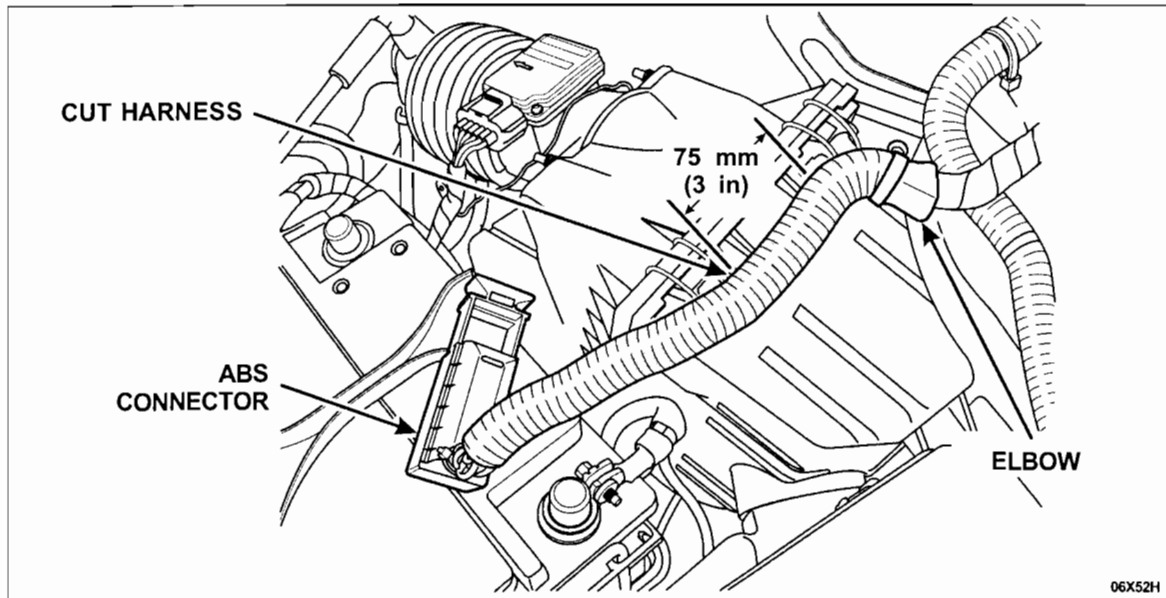


FIGURE 18

3. Strip approximately 6 mm (1/4 in) of insulation from each of the cut wires in the harness. See Figure 19.

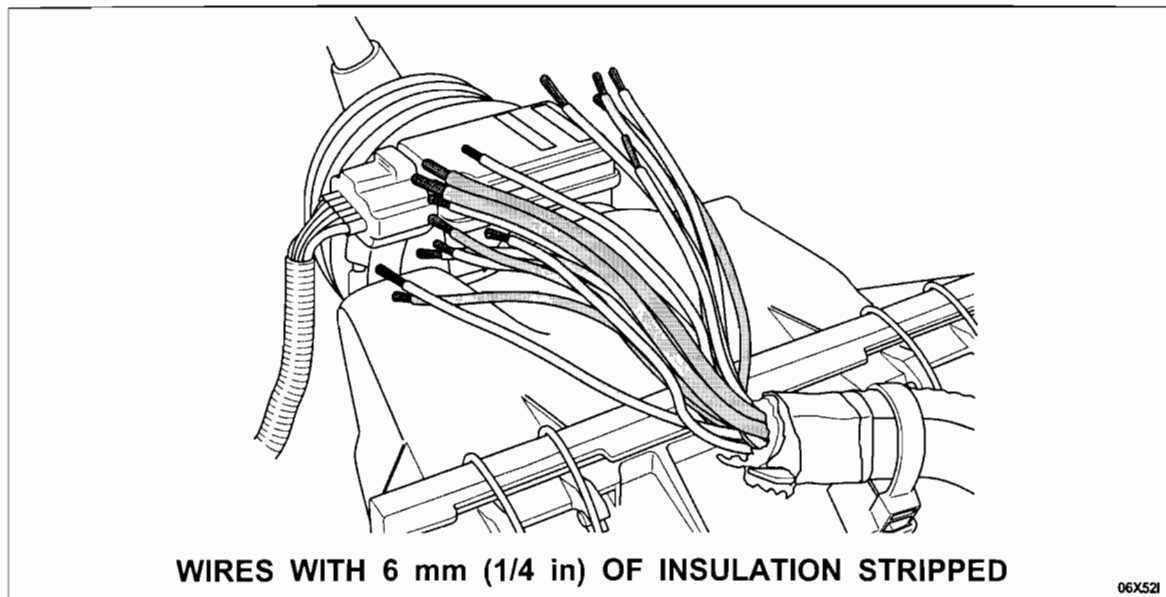


FIGURE 19



CAUTION: The harness contains a 16-gauge red wire and a 20-gauge red wire with a pink tracer. **DO NOT** cross these wires when splicing in the service pigtail. As an assembly aid, the 16-gauge red wire on the service pigtail is identified by a small tag.

Also, it is possible that some discoloration of the insulation may occur. Sets of wires may appear to have the same color insulation when, in fact, all wires in the ABS module harness are different except for the 2 black ground circuit wires. Be sure to carefully examine each wire to avoid crossing circuits when splicing wires.

NOTE: The harness contains 2 black wires of the same size. Both are grounds (circuit 57). Crossing these wires has no adverse effect on vehicle operation.

NOTE: The service pigtail kit contains the connector with wires matching color and size of the original vehicle harness and a piece of heat shrink tubing to cover each splice.

4. Working with one wire at a time, match the wires from the service pigtail to the vehicle harness. Insert the stripped end of each wire into the splice connector and crimp using the crimp tool provided in the Rotunda Wire Splice Tool Kit 164-R5903. See Figure 20.
5. Using rosin core solder, solder only the vehicle harness side of the wires to the butt splice connector.

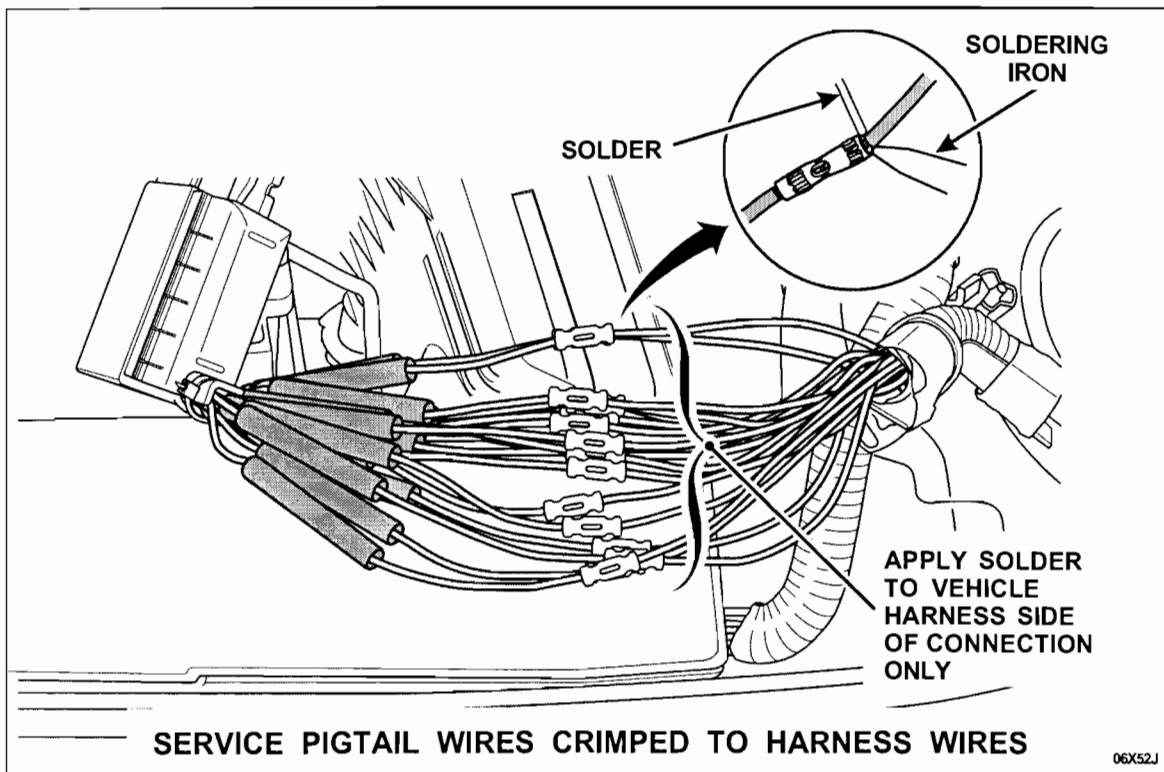


FIGURE 20



6. After soldering the wires, center each piece of heat shrink tubing over the splice. Then, using the flameless heat gun provided in the Rotunda Kit, shrink one piece of tubing at a time until the adhesive flows out of both ends. Continue until all wires are insulated. See Figure 21.

NOTE ON PROPER HEAT SHRINKING

The heat shrink tubing seals best if heat is applied to one end, allowing time (only a few seconds) to begin the shrink process until you see the adhesive flow out of the end. At this point, slowly move the heat source across the tubing, shrinking it as you move towards the other end, finally allowing adhesive to flow out from both ends, providing a waterproof seal.

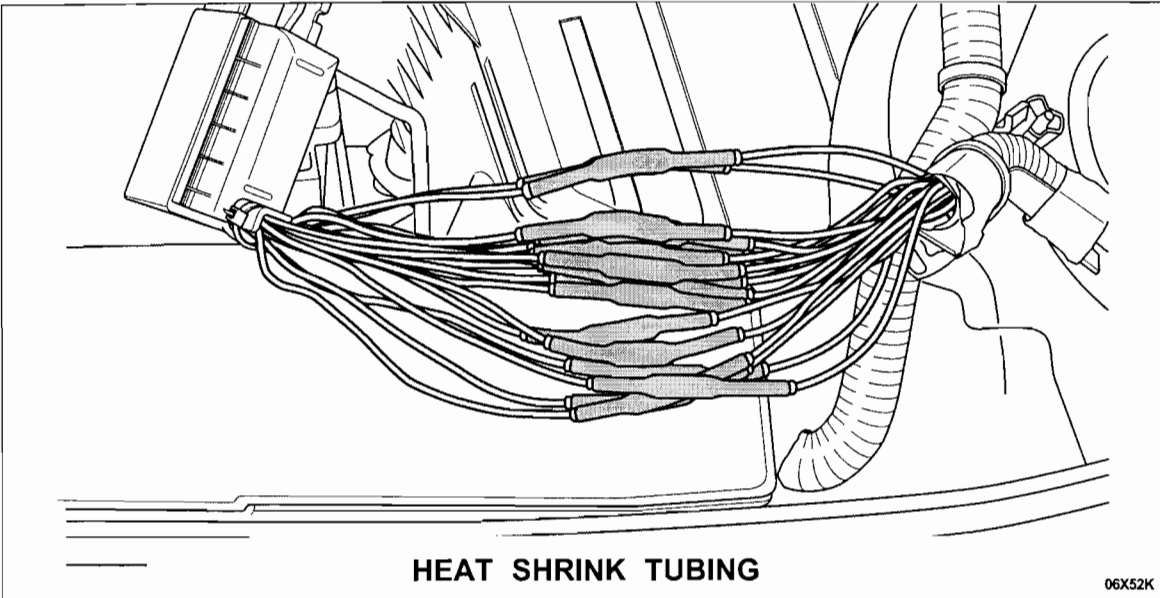


FIGURE 21



7. Install the supplied convolute tubing over the spliced area and secure with electrical tape. Apply tape to the entire length of the convolute and be sure to secure the convolute to the elbow at one end, and as close as possible to the ABS connector on the other. See Figure 22.

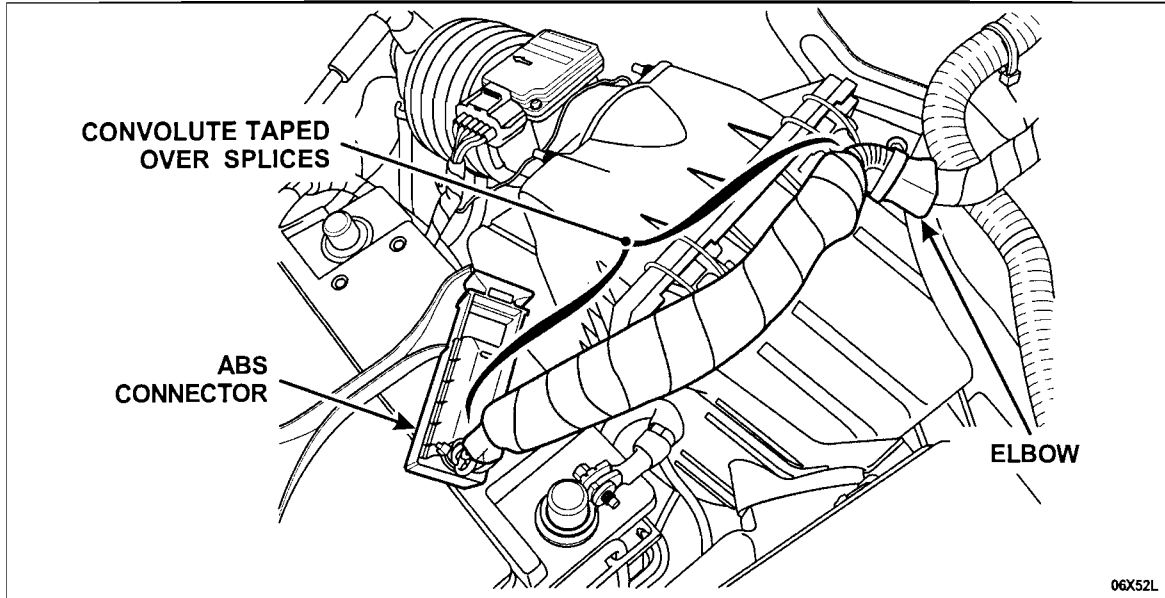


FIGURE 22



8. Reinstall the dress cover and use electrical tape to secure the cover at the same location where the original tie strap was removed. Apply Motorcraft Electrical Grease XG-12 to the ABS module connector, position and connect the harness as follows:
- a) Reinstall the dress cover.
 - b) Use ONLY Motorcraft Electrical Grease XG-12. See Figure 23.
 - With the tip of the applicator tube snipped off, position the end of the tip between the 4 large flat pins at the bottom of the ABS module connector. Squeeze out enough grease to completely cover the 4 flat pins. See Figure 23. DO NOT spread the grease around the connector. Applying an excess amount of grease into the connector cavity will cause a "hydro lock" condition in which the connector will not be able to be seated fully or locked in place.

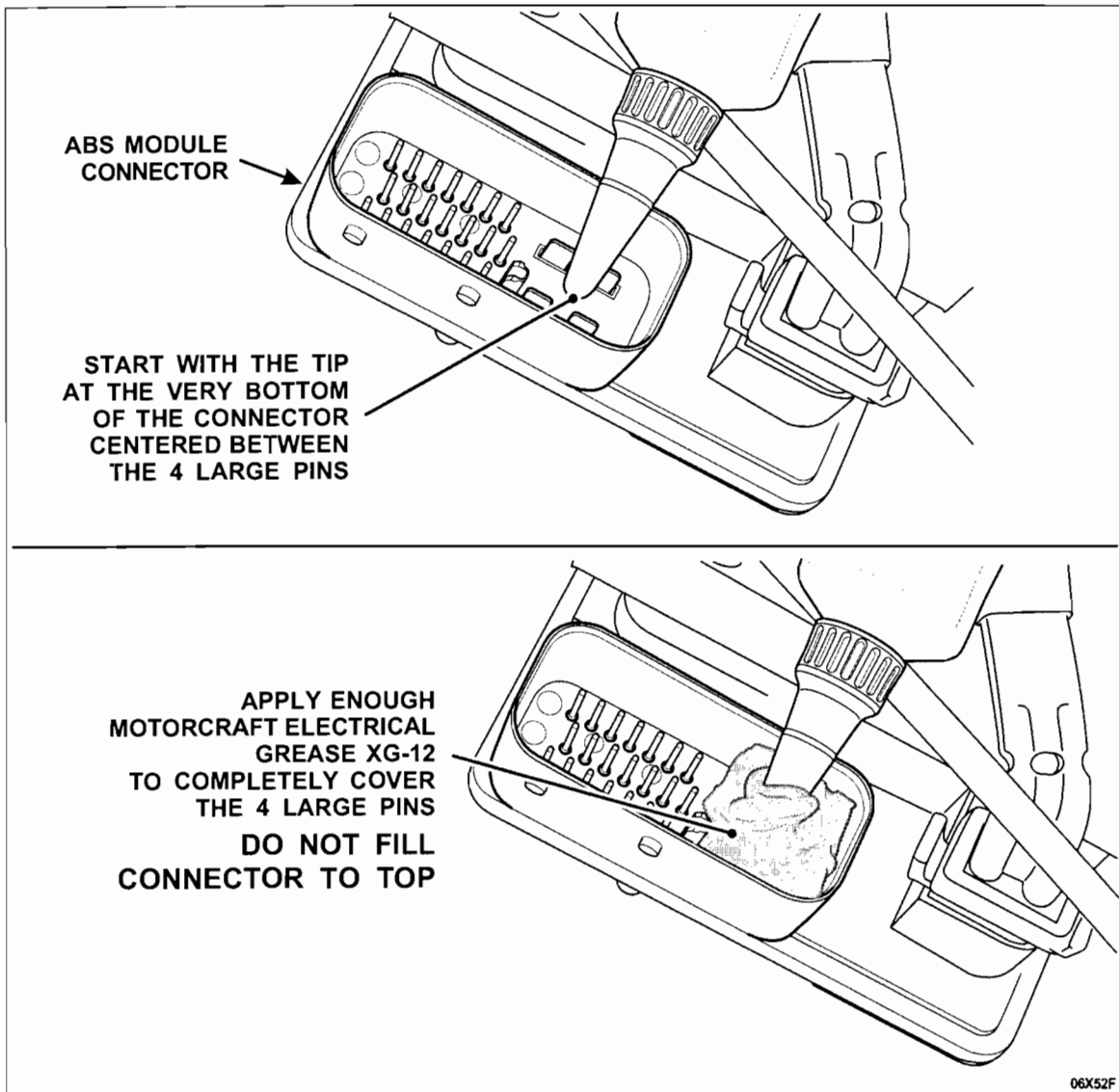


FIGURE 23



9. Reposition the harness to its original position, install the retainers to the studs to secure the harness and connect it to the ABS module.
10. Reconnect the battery negative terminal.
11. Turn the ignition key to the RUN position. Allow the ABS to carry out a self-test (indicated by illuminating the yellow ABS warning indicator in the instrument cluster for approximately 3 seconds).
 - If the yellow ABS indicator is not illuminated after 3 seconds, release the vehicle.
 - If the yellow ABS warning indicator stays illuminated after the self-test, contact the Special Support Service Center.



LABOR OPERATION D

1. If the seals are not fully seated, reseal any seals not fully seated with a blunt tool. DO NOT use anything sharp such as a screwdriver, awl or punch that could penetrate the seal and allow moisture to enter the terminal. See Figure 24.

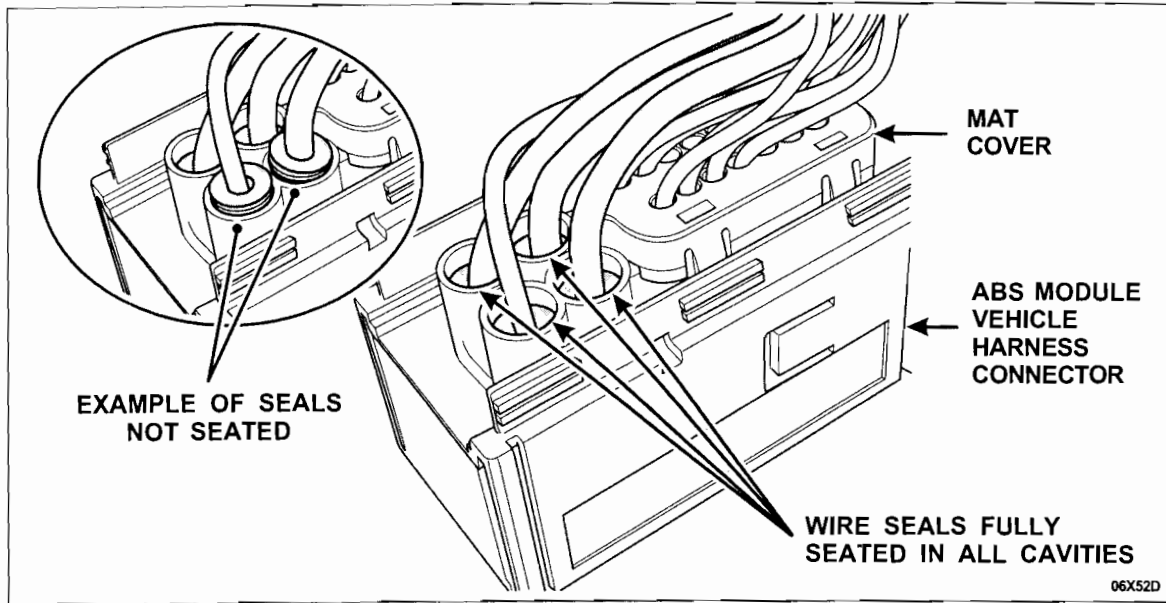


FIGURE 24



2. Reinstall the dress cover and use electrical tape to secure the cover at the same location where the original tie strap was removed. Apply Motorcraft Electrical Grease XG-12 to the ABS module connector, position and connect the harness as follows:
 - a) Reinstall the dress cover.
 - b) Use ONLY Motorcraft Electrical Grease XG-12. See Figure 25.
 - With the tip of the applicator tube snipped off, position the end of the tip between the 4 large flat pins at the bottom of the ABS module connector. Squeeze out enough grease to completely cover the 4 flat pins. See Figure 25. DO NOT spread the grease around the connector. Applying an excess amount of grease into the connector cavity will cause a "hydro lock" condition in which the connector will not be able to be seated fully or locked in place.

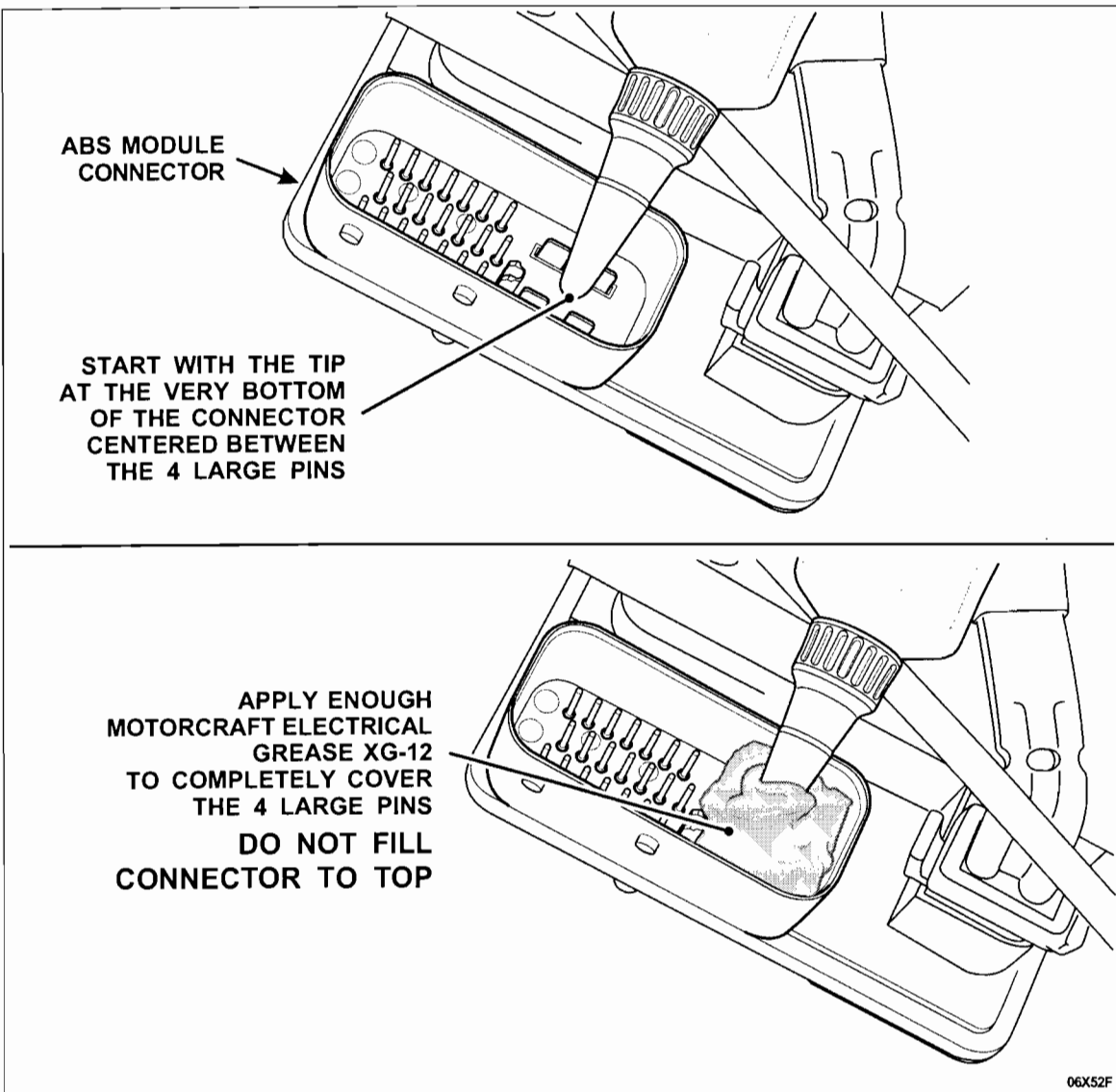


FIGURE 25



3. Reposition the harness to its original position, install the retainers to the studs to secure the harness and connect it to the ABS module.
4. Reconnect the battery negative terminal.



Safety Recall 07S51:

Certain 2001 - 2004 Model Year Ford Escape Vehicles Equipped with Anti-Lock Brakes –
ABS Module Connector Inspection

DEALER Q & A

Q1. What vehicles are involved?

A. Certain 2001 through 2004 model year Ford Escape vehicles equipped with Anti-Lock Brakes.

Q2. The need to bring the vehicle in for both an interim and permanent repair will be a significant inconvenience for our customers, what can I do to help address this?

A. Unfortunately we can not avoid this inconvenience. However, we have provided a letter (see Attachment V) that informs the vehicle owner/operator of the need to return the vehicle at a later date (when replacement modules are available) to have the ABS module replaced. Dealers are to provide a copy of this letter to the vehicle owner/operator at the time when the interim repair (Labor Operation B) is performed.

Q3. Why is an interim repair required?

A. The interim repair is required because there is a shortage of replacement ABS modules. The circuit feeding the ABS module is energized at all times. This means that it is possible that a fire could occur while the vehicle is not running. The interim repair of installing a new connector (pigtail) on the ABS harness connector and cleaning the contamination from the base of the ABS module connector cavity will greatly reduce, but will not eliminate, the potential for an electrical short to occur. This interim repair will allow the ABS system to function normally but, as a precautionary measure, we recommend that the owner/operator of the vehicle not park the vehicle inside of an enclosed structure.

Q4. Can I just remove the fuse or disable the ABS system?

A. No. The ABS system is a safety feature, and disabling it may increase the potential of an accident.

Q5. What if a customer refuses to have the interim repair performed?

A. If the customer refused to have the interim repair performed, call the Special Service Support Center at 1-800-325-5621.



Service Engineering Operations
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

April 2007

NOTICE TO VEHICLE OWNER / OPERATOR

RE: Safety Recall 07S51: ABS Module Connector Inspection

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

Thank you for returning to your Ford dealership for the inspection of the Anti-Lock Brake System (ABS) module connector on your vehicle. Your dealership has inspected components of your vehicle's ABS system, and determined that corrosion has formed on the electrical connector of the ABS module. Your dealer has cleaned the corrosion from the connector, however, it cannot be determined if the corrosion has migrated to the interior of the ABS module. Therefore, as an added precaution, the ABS module on your vehicle will be replaced free of charge to you (parts and labor).

There is currently a shortage of replacement ABS modules, and replacement modules are not expected to be available until the July or August 2007 timeframe. Ford Motor Company is working closely with suppliers to expedite the availability of these modules. You will be notified by letter from Ford Motor Company when replacement modules are available.

Please be aware that until the ABS module is replaced, any corrosion within the ABS module may create the potential for an electrical short. An electrical short might cause an ABS malfunction that would illuminate the ABS warning light. In some cases, the module may overheat resulting in burning odor, smoke and, in rare cases, fire. This condition could occur either when the vehicle is being operated, or when the ignition switch is in the off position. While your vehicle can be safely driven prior to ABS module replacement, it is recommended that you park your vehicle outside of an enclosed structure until the ABS module has been replaced.

Thank you for your attention to this important matter.

Ford Service Engineering Operations