M-MAVERICK-SVS1/SVS2/SVS3/SVS4
2025MY MAVERICK XLT, LARIAT, LOBO
SV300T PACKAGES

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PRIOR TO INSTALLATION READ THESE INSTRUCTIONS COMPLETELY
For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788

Please visit https://www.performanceparts.ford.com for warranty information

****NOTE**** *All packages to be installed by a Ford Certified Technician*



Ford Factory Shop Manual purchase options www.motorcraftservice.com

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Package Contents:

Description	Quantity
MAVERICK 20X8 BRONZE/BLACK WHEEL KIT, BLACK LUGNUTS, TPMS, AND CENTER CAP	4
MAVERICK SPORT DAMPER KIT – LOBO SHOCKS/TM	1
MAVERICK SV300T HOOD & BODYSIDE GRAPHIC – BRONZE/BLACK	1
MAVERICK 2.0L SPORT EXHAUST - BLACK	1
MAVERICK LOWERING SPRINGS	1
MAVERICK STABAR AND BUSHINGS	1
MAVERICK UPGRADED INTERCOOLER	1
MAVERICK TURBO UPGRADE KIT W/CAL	1
MAVERICK BRONZE/BLACK TAILGATE LETTERING	1
MAVERICK FRONT LOWER SPOILER	1
FORD CUSTOM GARAGE BADGE	1

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Installation Section:

1. MAVERICK 20X8 BRONZE/BLACK WHEEL KIT, BLACK LUGNUTS, AND CENTER CAP
2. TPMS AND TIRE INSTALLATION
3. TPMS SENSOR ACTIVIATION AND LOCATION CALIBRATION
4. MAVERICK SV300T HOOD & BODYSIDE GRAPHIC – BRONZE/BLACK
5. MAVERICK 2.0L SPORT EXHAUST - BLACK
6. MAVERICK SPORT DAMPER KIT – LOBO SHOCKS/TM
7. MAVERICK LOWERING SPRINGS
8. MAVERICK STABAR AND BUSHINGS
9. MAVERICK UPGRADED INTERCOOLER
10. MAVERICK TURBO UPGRADE KIT W/CAL
11. MAVERICK BRONZE/BLACK TAILGATE LETTERING
12. MAVERICK FRONT LOWER SPOILER
13. FORD CUSTOM GARAGE BADGE
14. HEADLAMP ADJUSTMENT PROCEDURE
15. CAMERA RE-INITIALIZATION
16. 360° CAMERA SYSTEM ALIGNMENT PROCEDURE
17. PROCAL4 PROCEDURE – PERFORMANCE CALIBRATION
18. ADAPTIVE CRUISE CONTROL RADAR ALIGNMENT PROCEDURE

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MAVERICK 20X8 BRONZE/BLACK WHEEL KIT, BLACK LUGNUTS, TPMS, AND CENTER CAP

Materials

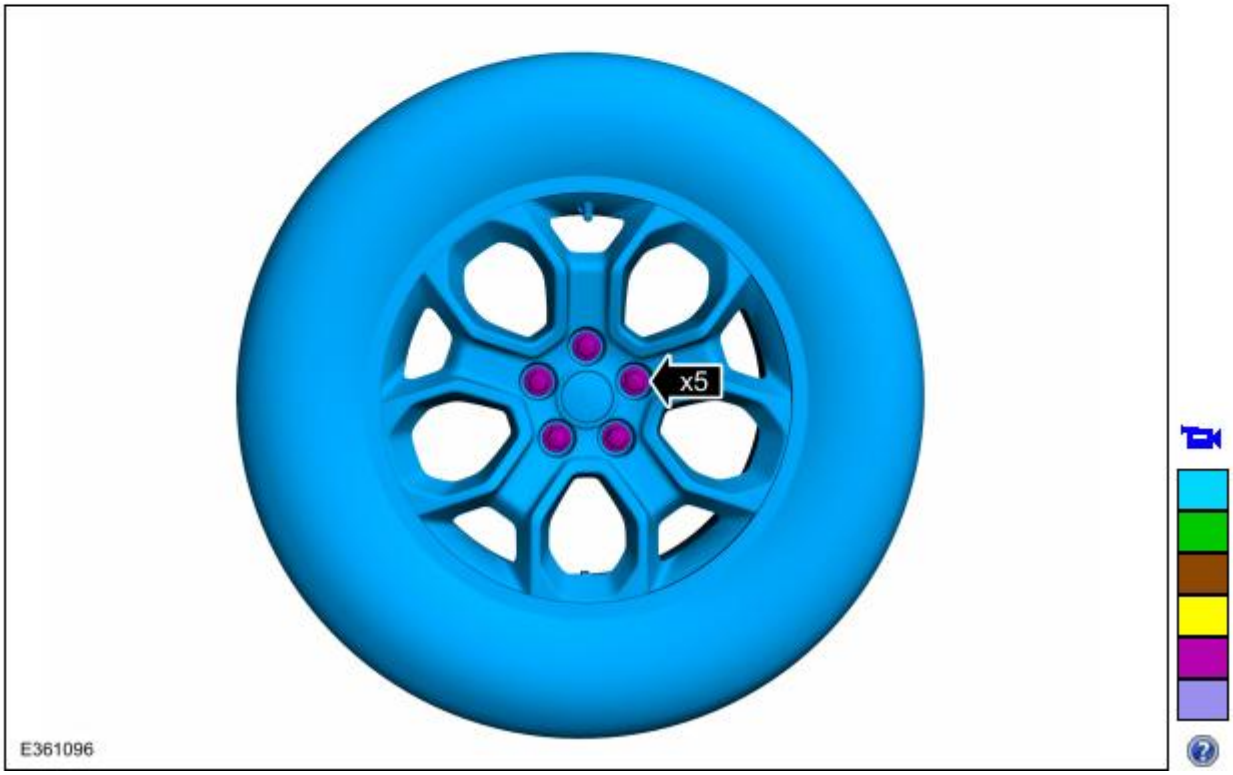
Name	Specification
Motorcraft® High Temperature Nickel Anti-Seize Lubricant XL-2	-

Removal

1. With the vehicle in NEUTRAL, position it on a hoist.
   Refer to: Jacking and Lifting (100-02 Jacking and Lifting, Description and Operation).
2. **NOTICE: Do not use heat to loosen a seized wheel nut or damage to the wheel and wheel bearing can occur.**

   NOTICE: If equipped with full wheel cover with exposed wheel nuts, the wheel nuts must be removed prior to removing the wheel cover or damage to the wheel cover will occur.

   Remove the wheel nuts and the wheel.



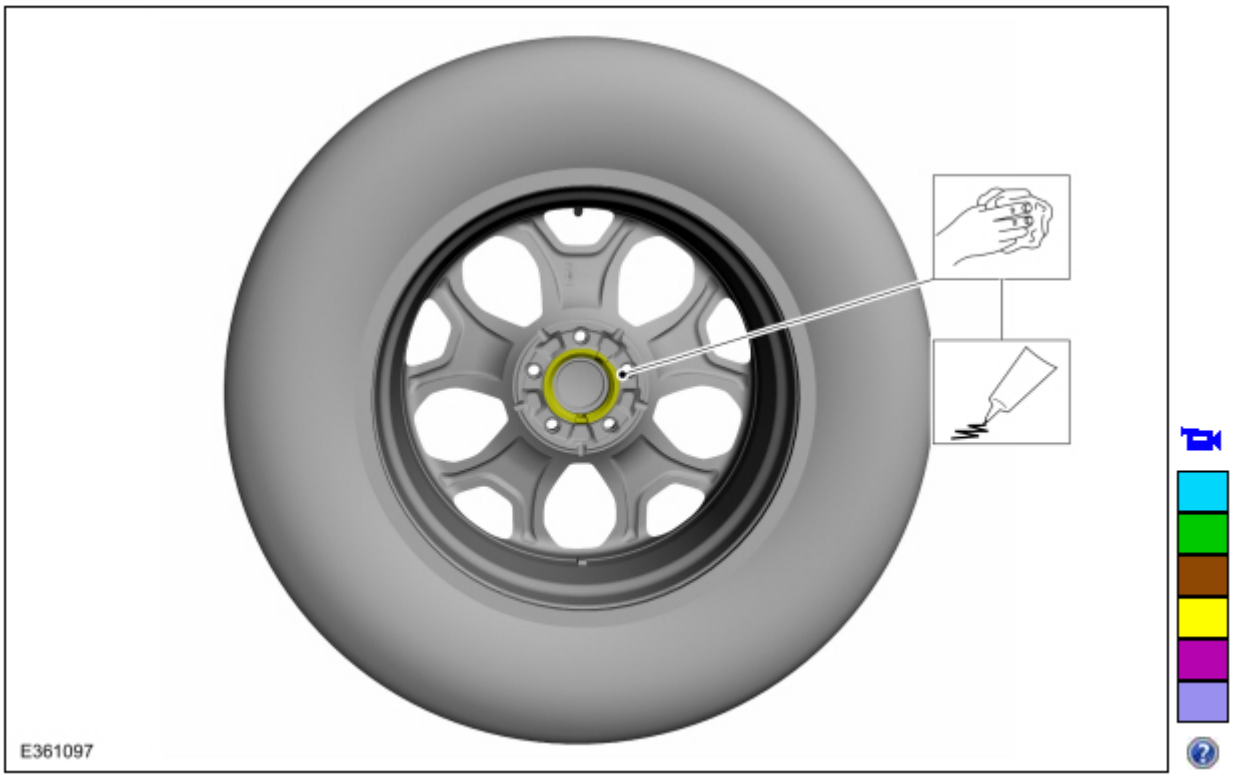
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Installation

1. **WARNING: When a wheel is installed, always remove any corrosion, dirt or foreign material present on the mounting surface of the wheel and the mounting surface of the wheel hub, brake drum or brake disc. Make sure that any fasteners that attach the rotor to the hub are secured so they do not interfere with the mounting surfaces of the wheel. Failure to follow these instructions when installing wheels may result in the wheel nuts loosening and the wheel coming off while the vehicle is in motion, which could result in loss of control, leading to serious injury or death to vehicle occupant(s).**

   NOTICE: Make sure to apply a thin coat of anti-seize lubrication only to the interface between the wheel pilot bore and the hub pilot. Do not allow the anti-seize to make contact with the wheel-to-brake disc/drum mounting surface, wheel studs, wheel nuts, brake pads or brake disc friction surfaces or damage to components may occur.

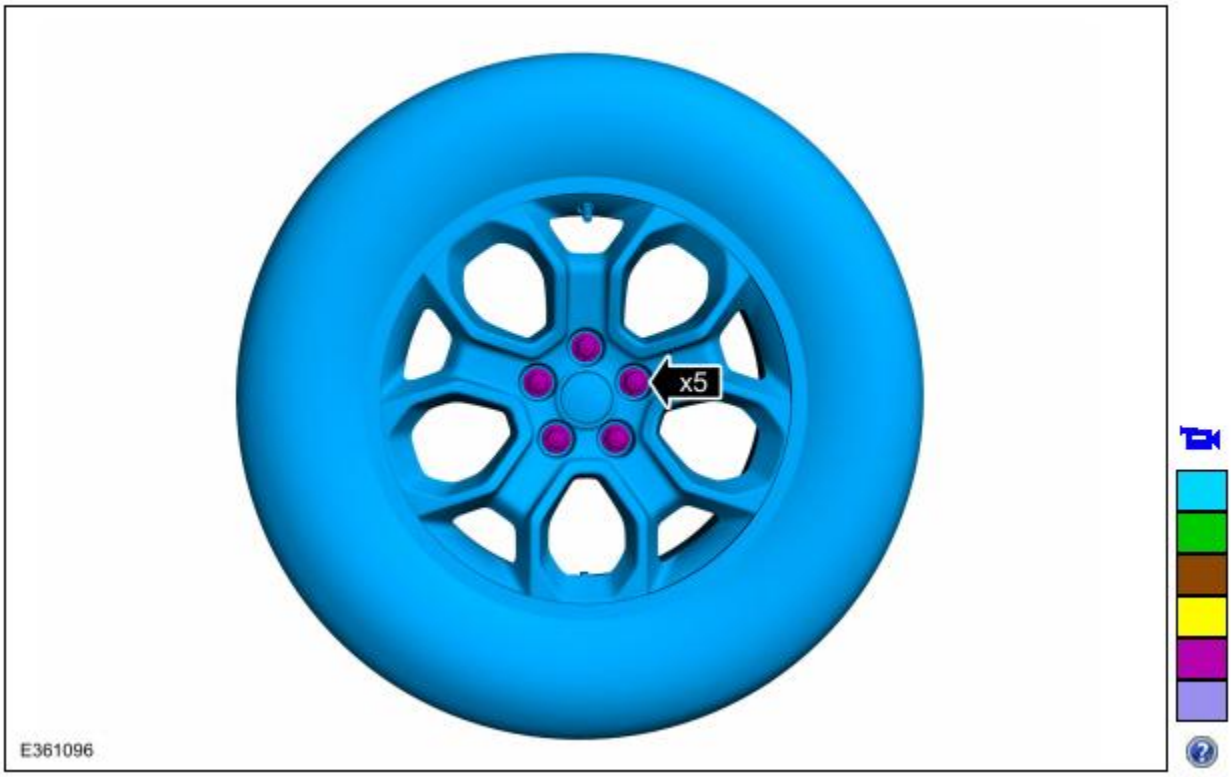
   Apply a thin coat of anti-seize lubrication to the interface between the wheel pilot bore and the hub pilot.
   Material: Motorcraft® High Temperature Nickel Anti-Seize Lubricant / XL-2



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2. **NOTE:** *Only tighten the nuts finger tight at this stage.*

Install the wheel and the wheel nuts.



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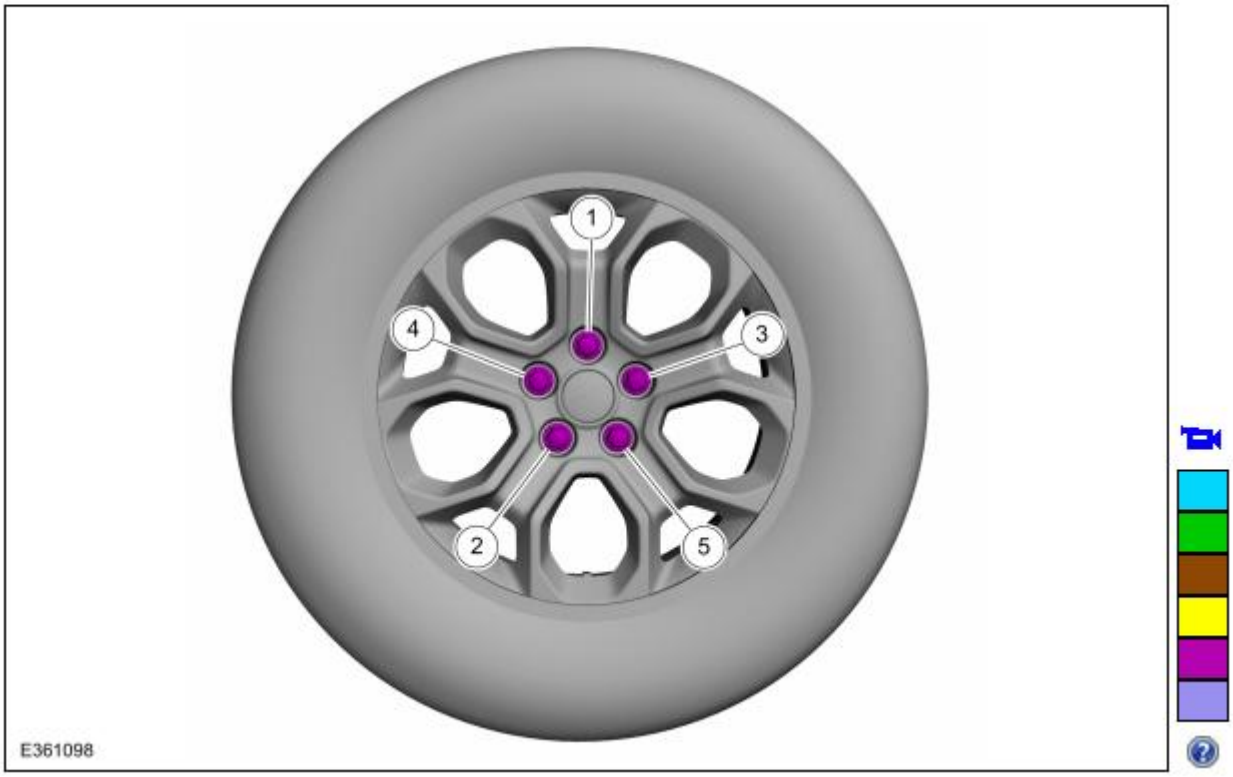
3. **WARNING: Retighten wheel nuts within 160 km (100 mi) after a wheel is reinstalled. Wheels can loosen after initial tightening. Failure to follow this instruction may result in serious injury to vehicle occupant(s).**

NOTICE: Failure to tighten the wheel nuts in a star/cross pattern can result in high brake disc runout, which accelerates the development of brake roughness, shudder and vibration.

NOTE: *The wheel nut torque specification is for clean, dry wheel stud and wheel nut threads.*

NOTE: *Final tightening to be performed with vehicle resting on tires.*

Tighten the wheel nuts in the sequence shown.
Torque: 150 lb.ft (204 Nm)



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TPMS AND TIRE INSTALLATION

Removal

1. **WARNING: The TPMS sensor battery may release hazardous chemicals if exposed to extreme mechanical damage. If these chemicals contact the skin or eyes, flush immediately with water for a minimum of 15 minutes and get prompt medical attention. If any part of the battery is swallowed, contact a physician immediately. When disposing of TPMS sensors, follow the correct procedures for hazardous material disposal. Failure to follow these instructions may result in serious personal injury.**

NOTE: ***The TPMS sensor cannot be removed without disassembly of the wheel and tire.***

Disassemble the wheel and tire.

Special Tool(s) / General Equipment

Wooden Block

DISASSEMBLY

NOTICE: Failure to follow the instructions below may result in damage to the TPMS .
NOTICE: The TPMS sensor is mounted to the valve stem. Removal of the valve stem requires dismounting the tire from the wheel and removal of the TPMS sensor.
NOTE: ***Use only the Digital Tire Pressure Gauge any time tire pressures are measured to be sure that accurate values are obtained.***

1. Remove the wheel and tire.
   Refer to: Wheel and Tire (204-04A Wheels and Tires, Removal and Installation).
2. NOTICE: The valve stem is connected to the TPMS sensor. Do not pull the valve stem from the wheel, or damage to the sensor will occur.

NOTE: ***If a new TPMS sensor is being installed, remove and discard the valve stem-to-sensor screw and the sensor.***
Remove the valve stem core and fully deflate all air from the tire.

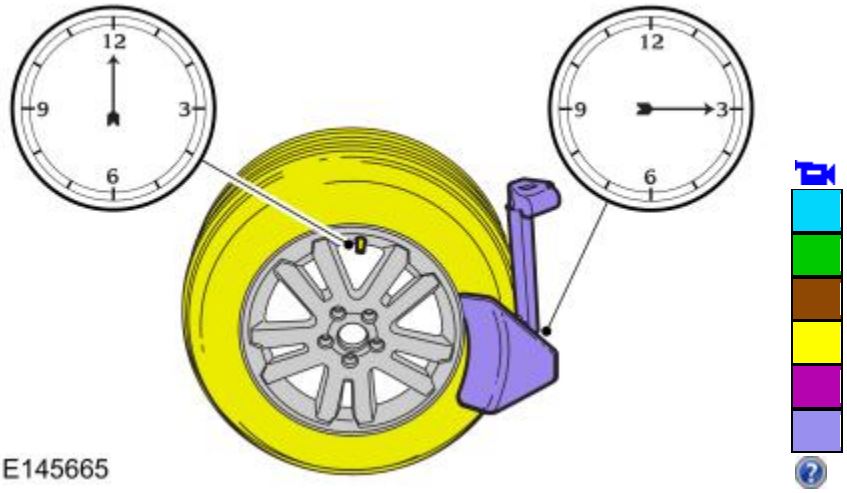
3. NOTICE: Do not allow the tire beads to move beyond the wheel mid-plane (middle of the wheel) when separating the beads from the wheels, damage to the TPMS sensor may occur.

NOTICE: Tire and valve stem position is critical to prevent damage to the TPMS sensor when using a paddle-type bead separator.
NOTE: *Some machines may have a nylon roller bead separator at the 12 o'clock position instead of the paddle-type bead separator at the 3 o'clock position.*

- *For a paddle-type tire machine, position the valve stem at the 12 o'clock or 6 o'clock position and the paddle at the 3 o'clock position.*
- *For a roller-type tire machine, align the valve stem with the roller at any position.*

NOTE: *Paddle type shown, roller type similar.*

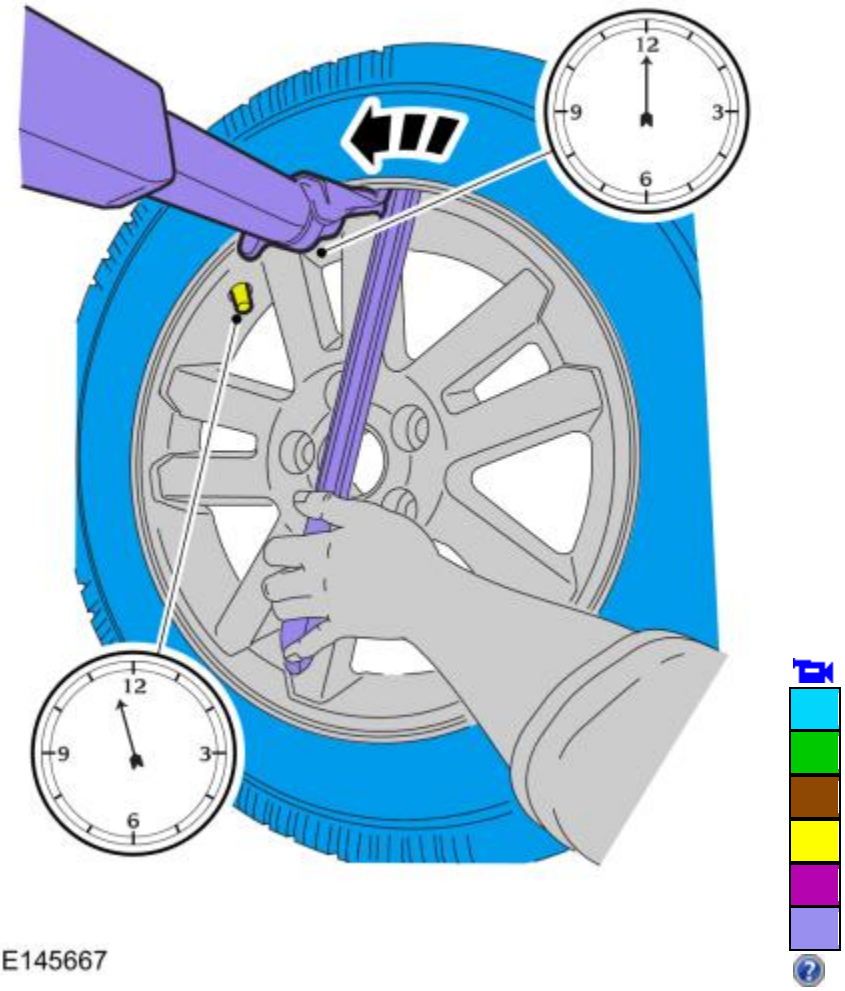
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4. **NOTE:** ***Index-mark the valve stem and wheel weight positions on the tire.***

Place the wheel and tire assembly on the turntable of the tire machine with the valve stem at the 11:30 position and the machine arm at the 12 o'clock position and dismount the outer bead from the wheel.

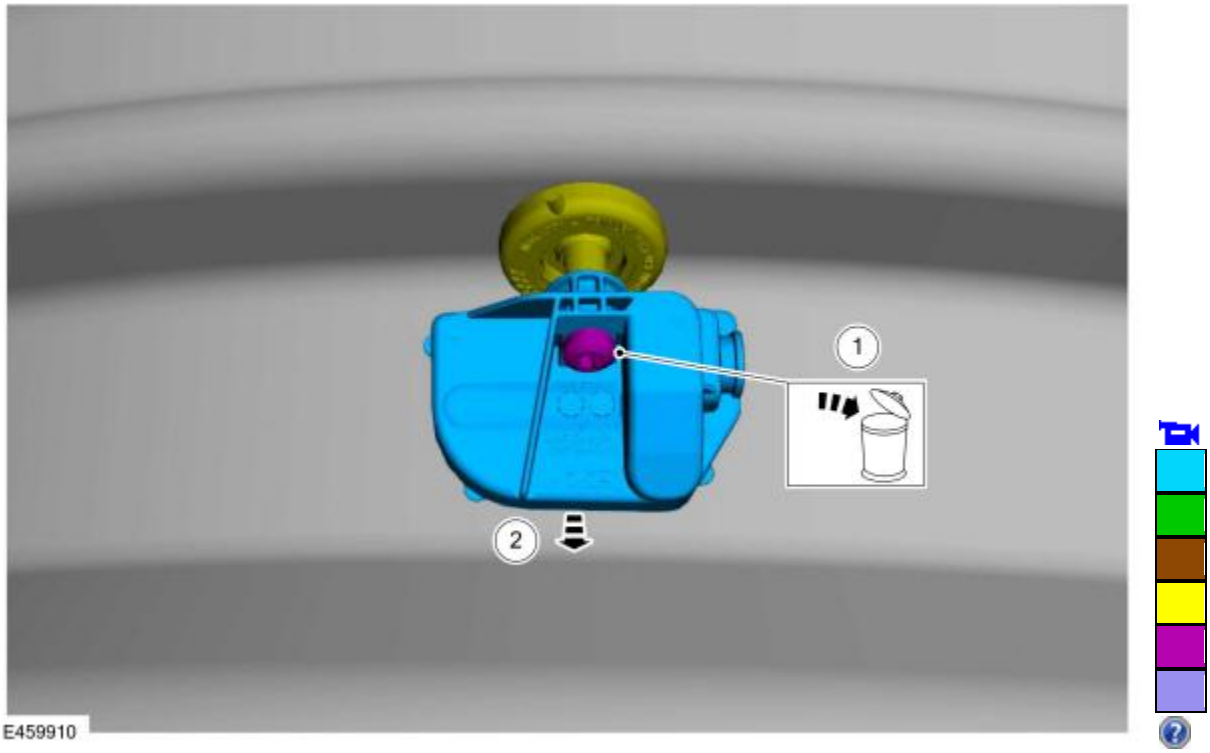
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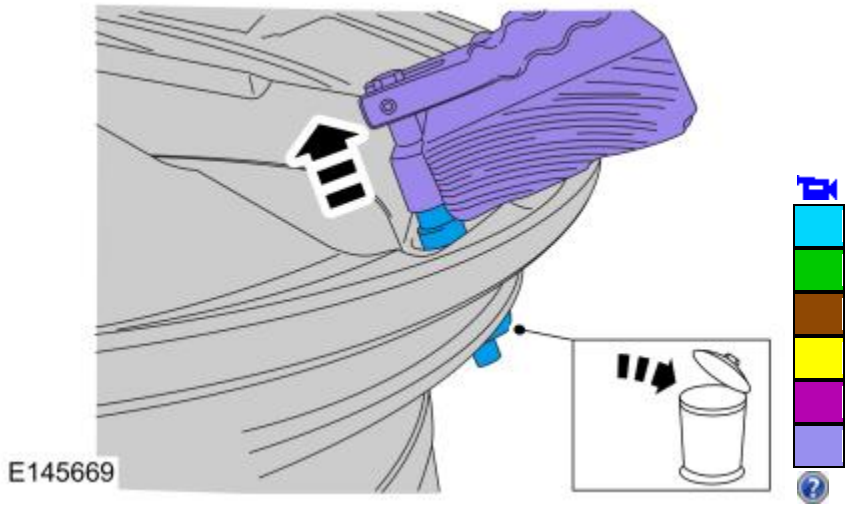
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5. Reset the wheel and tire assembly on the turntable of the tire machine with the valve stem at the 11:30 position and the machine arm at the 12 o'clock position and dismount the inner bead from the wheel.
6. **NOTE:** ***A new valve stem must be installed whenever a new tire or wheel is installed.***
    1. Remove and discard the TPMS sensor-to-valve stem screw.
    2. Separate the TPMS sensor from the valve stem.

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7. NOTICE: Use care not to damage the wheel surface when removing the valve stem.
   Using a suitable valve stem remover/installer, remove and discard the valve stem.
   Use the General Equipment: Wooden Block



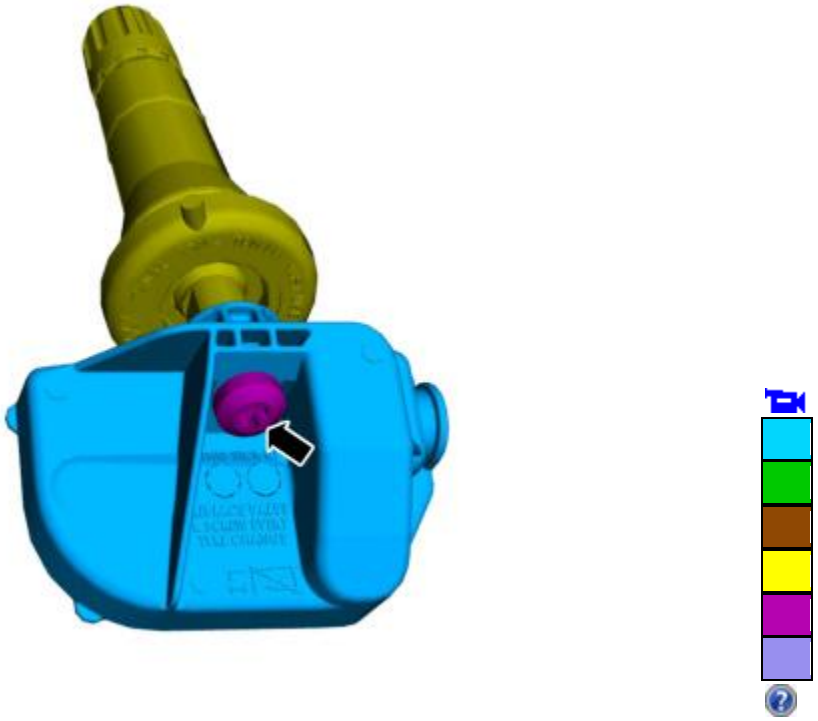
NOTE: ***When installing a new wheel, always install a new valve stem and sensor screw. Reuse the TPMS sensor from the previous wheel if possible. The TPMS will not have to be trained if the sensor is reused.***

NOTE: ***If the TPMS sensor is being reused, inspect the TPMS sensor for damage and install a new sensor as necessary.***

8. NOTICE: To prevent TPMS sensor and valve stem damage, the valve stem must be installed onto the TPMS sensor and then installed into the wheel as an assembly.

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Position the new valve stem onto the TPMS sensor and install the new screw.
Torque: 13 lb.in (1.5 Nm)



ASSEMBLY

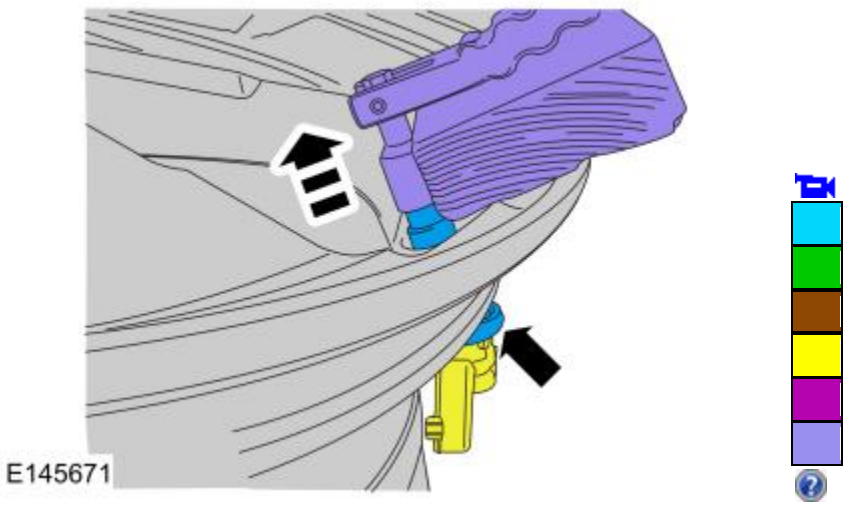
NOTICE: Damage to the TPMS sensor may result if the tire mounting is not carried out as instructed.

1. **NOTICE: It is important to pull the valve stem and TPMS sensor assembly through the wheel rim hole in a direction parallel to the valve stem hole axis. If the assembly is pulled through at an angle, damage to the valve stem and sensor assembly may occur.**

NOTICE: Use care not to damage the wheel surface when installing the valve stem and TPMS sensor assembly.
NOTE: ***Lubricate the valve stem with soapy water and install the valve stem and TPMS sensor assembly into the wheel using a block of wood and a suitable valve stem installer.***

Using a suitable valve stem installer, install the new valve stem and TPMS sensor assembly.
Use the General Equipment: Wooden Block

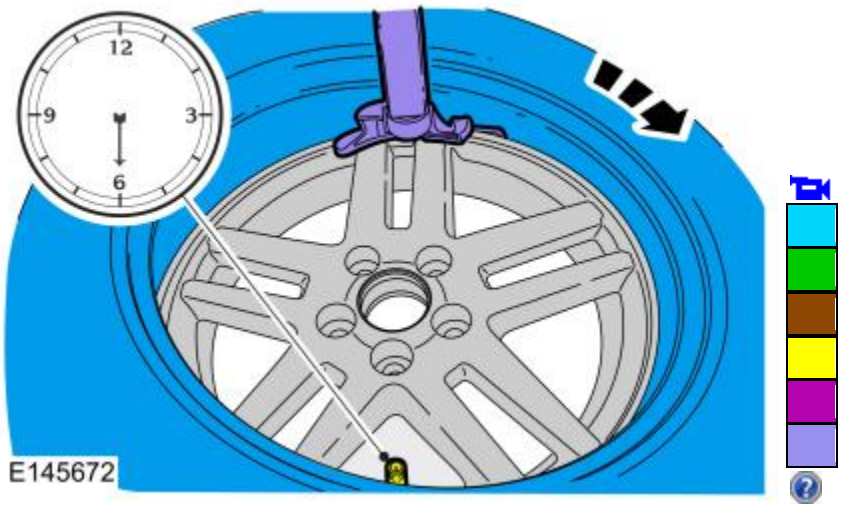
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2. NOTE: *Lubricate the tire beads using a suitable fast-drying, corrosion-inhibiting tire bead lubricant.*

NOTE: *Do not mount the tire at this time.* Position the wheel on the turntable of the tire machine, then lubricate and position the bottom bead of the tire on the wheel.

3. Position the wheel to align the valve stem with the machine arm, at the 6 o'clock position and mount the bottom bead of the tire.



4. Reposition the wheel to align the valve stem with the machine arm at the 6 o'clock position and mount the top bead of the tire.
5. NOTE: *Use only the Digital Tire Pressure Gauge any time tire pressures are measured to be sure that accurate values are obtained.*

Inflate the tire to the pressure specified on the VC label located on the driver door or door pillar.
NOTE: *Proceed to the next step if the tire beads do not seat at the specified inflation pressure.*

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6. WARNING: If there is a need to exceed the maximum pressure indicated on the sidewall of the tire in order to seat the beads, follow all steps listed below. Failure to follow these steps may result in serious personal injury.

NOTICE: The following steps should only be carried out if the tire beads cannot be seated by inflating the tire up to the maximum inflation pressure listed on the tire sidewall.

1. Relubricate the tire bead and wheel bead seat area.
2. Install a remote valve and pressure gauge.
3. Wear eye and ear protection and stand at a minimum of 3.65 m (12 ft) away from the wheel and tire assembly.
4. Inflate the tire using the remote valve and tire gauge until the beads have seated or until the pressure gauge is 138 kPa (20 psi) more than maximum inflation pressure on tire sidewall. If beads have not seated, deflate the tire and proceed to the next step.
5. Place the wheel and tire assembly in an OSHA-approved tire safety cage.
6. Inflate the tire using the remote valve and pressure gauge until the beads have seated or until the pressure gauge is 276 kPa (40 psi) more than maximum inflation pressure on the tire sidewall. Do not exceed 276 kPa (40 psi) above the maximum pressure on tire sidewall. Install a new tire if the beads do not seat at this pressure.

TPMS SENSOR ACTIVIATION AND LOCATION CALIBRATION

Special Tool(s) / General Equipment

 E244584	204-D081A (204-D081) Tire Pressure Monitor (TPMS)

Activation

1. NOTE: *The tire pressure sensors will go into a sleep mode when the vehicle is stationary to conserve battery power. The sensors transmit information infrequently while in sleep mode. It is necessary to wake them up to transmit the latest tire pressure information.*
   NOTE: *The tire pressure data in the BCM can be cleared when the module performs a reset. When this occurs, the air pressure DIDs are reset to the factory default of 1033 kPa (149.96 psi) and the cluster displays dashes. Drive your vehicle for at least 2 minutes over 32 km/h (20 mph) or until the tire pressures are displayed. Alternatively follow the procedure below:*

   NOTE: *Position the vehicle 1m away from other vehicles to prevent interference from other vehicle tire pressure sensors.*

Turn the ignition switch to the ON position.

2. Position the special tool against the LF tire sidewall at the tire valve stem.
   Use Special Service Tool: 204-D081A (204-D081) Tire Pressure Monitor (TPMS).

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3. NOTE: *The special service tool should provide feedback in the form of a beep for each successful response from a tire pressure sensor. This feedback confirms that the tire sensor has responded but does not confirm that the vehicle receiver module has heard the response.*

   NOTE: *If the receiver module has not heard the sensor response, move the vehicle to rotate the wheels at least one-fourth of a turn and attempt to activate the sensor again. If the sensor is still not heard, attempt to activate again with the vehicle doors open.*

   Press the test button on the special tool to activate the sensor.
   Use Special Service Tool: 204-D081A (204-D081) Tire Pressure Monitor (TPMS).

4. Repeat Steps 2 and 3 for the remaining tires. The normal sequence is LF (as above) followed by RF , RR and LR .
5. NOTE: *The TPMS sensor cannot be installed without disassembly of the wheel and tire.*
   If a tire pressure sensor does not respond to the service tool when positioned against the tire sidewall at the valve stem, repeat the test with the tool antenna lightly resting on the valve cap. If after 3 attempts, one or more sensors does not respond or has a low battery, diagnose the TPMS and replace as necessary.

Refer to: Tire Pressure Monitoring System (TPMS) (204-04B Tire Pressure Monitoring System (TPMS), Diagnosis and Testing).

Refer to: Tire Pressure Monitoring System (TPMS) (204-04B Tire Pressure Monitoring System (TPMS), Diagnosis and Testing).

Programming
NOTE: *The TPMS can be placed into learn mode using a diagnostic scan tool or manually where a diagnostic scan tool is not available.*

NOTE: *The horn sounds once and the TPMS indicator will flashes if the training mode has been entered successfully. If equipped, the message center displays TRAIN LF TIRE.*

1. NOTE: *Enter Training Mode With IDS Scan Tool*
   1. Select Chassis.
   2. Select TPMS .
   3. Select Training Mode.
      Use the General Equipment: Ford Diagnostic Equipment
2. NOTE: *Enter Training Mode With FDRS Scan Tool*
   1. Select Toolbox.
   2. Select BCM .
   3. Select BCM — TPMS Initialization.
      Use the General Equipment: Ford Diagnostic Equipment

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Programming

NOTE: *Enter Training Mode Without Scan Tool*

1. NOTE: *The horn sounds once and the TPMS indicator flashes if the training mode has been entered successfully. If equipped, the message center displays TRAIN LF TIRE.*
   With the ignition off, press and release the brake pedal.
2. Using the start/stop switch, position the ignition from OFF to RUN 3 times, ending in the RUN position.
3. Press and release the brake pedal.
4. Position the ignition to OFF position.
5. Using the start/stop switch, position the ignition from OFF to RUN 3 times, ending in the RUN position.

Programming

NOTE: *TPMS Sensor Training Procedure*

1. NOTE: *It may take up to 6 seconds to activate a tire pressure sensor. During this time, the special tool must remain in place at the valve stem.*

   Within 2 minutes of the horn sounding, place the special tool on the LF tire sidewall at the valve stem. Press and release the test button on the special tool. The horn briefly sounds to indicate that the tire pressure sensor has been recognized by the BCM .

   Use Special Service Tool: 204-D081A (204-D081) Tire Pressure Monitor (TPMS).

2. Within 2 minutes of the horn sounding, place the special tool on the RF tire sidewall at the valve stem and press and release the test button to train the RF tire pressure sensor.
   Use Special Service Tool: 204-D081A (204-D081) Tire Pressure Monitor (TPMS).

3. Repeat Step 1 for the RR within 2 minutes of the horn sounding, place the special tool on the RR tire sidewall at the valve stem and press and release the test button to train the RR tire pressure sensor.
   For LR tires within 2 minutes of the horn sounding, place the special tool on the LR tire sidewall at the valve stem and press and release the test button to train the LR tire pressure sensor. The procedure is completed after the last tire has been trained. When the training procedure is completed, the message center (if equipped) will display TIRE TRAINING COMPLETE. For vehicles not equipped with a message center, successful completion of the training procedure is verified by positioning the ignition to OFF without the horn sounding. If the horn sounds twice when the ignition is positioned to OFF, the training procedure was not successful.

4. Using the scan tool, locate the updated TPMS sensor identifiers trained to the BCM and document them on the applicable warranty claim.
   Use Special Service Tool: 204-D081A (204-D081) Tire Pressure Monitor (TPMS).

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5. NOTE: *This step is required to clear DTC B1182:55, cause the BCM to exit the manufacturing mode and to make sure there are no other concerns with a newly programmed BCM .*
   If the sensors are being trained due to the installation of a new BCM , clear any DTCs and carry out the BCM On-Demand Self-Test.

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MAVERICK SV300T HOOD & BODYSIDE GRAPHIC – BRONZE/BLACK

INSTALLATION INSTRUCTION - MAVERICK SV300T SIDE & HOOD GRAPHICS KIT

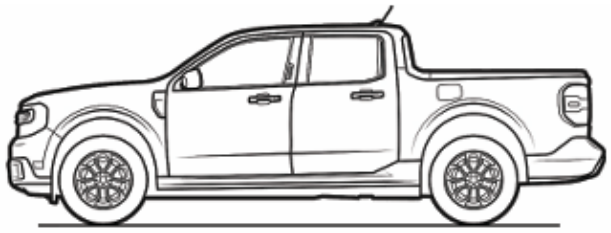
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MAVERICK 2026 ➡



PERSONAL INJURY

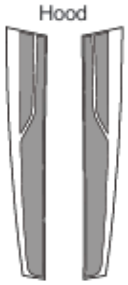
VEHICLE DAMAGE

INCORRECT

CORRECT

SEE MANUAL

A





B

TOOLS REQUIRED

SOAP AND WATER SOLUTION	SQUEEGEE	ALCOHOL WIPES	SOFT CLOTH
			

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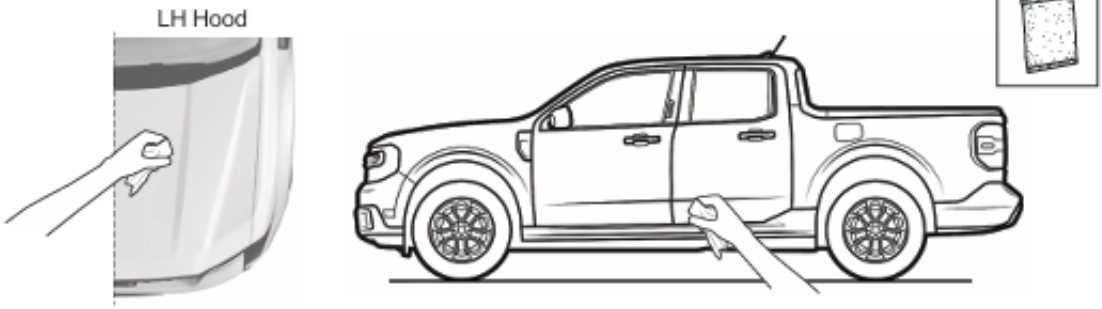
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1

NOTE: THE ROOM TEMPERATURE AND SURFACE TEMPERATURE MUST BE NO LOWER THAN 68 DEGREES FAHRENHEIT (20° C) OR HIGHER THAN 90 DEGREES FAHRENHEIT (32° C) TO ENSURE PROPER INSTALLATION.

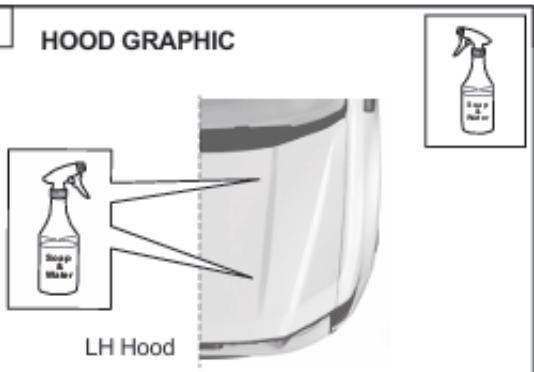
2

NOTE: CLEAN SURFACE WITH NAPTHA BASE CLEANER TO REMOVE DIRT AND GREASE. REMOVE RESIDUE FROM AREA AND ALLOW AREA TO DRY THOROUGHLY.

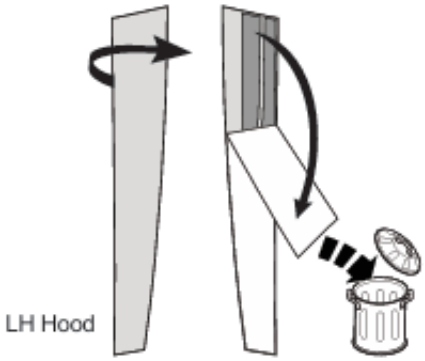


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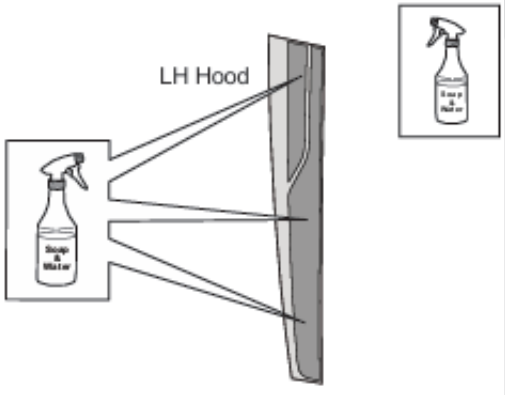
HOOD GRAPHIC



4



5



6



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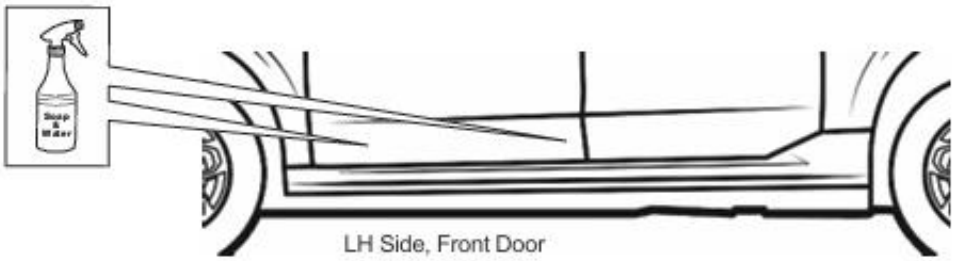


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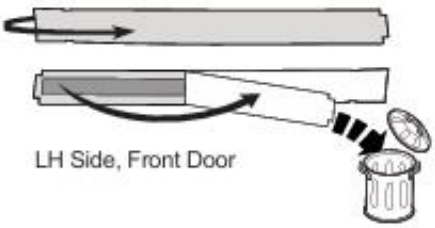


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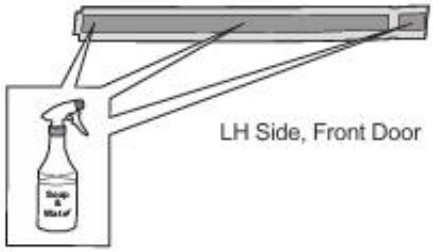
SIDE GRAPHIC, FRONT DOOR



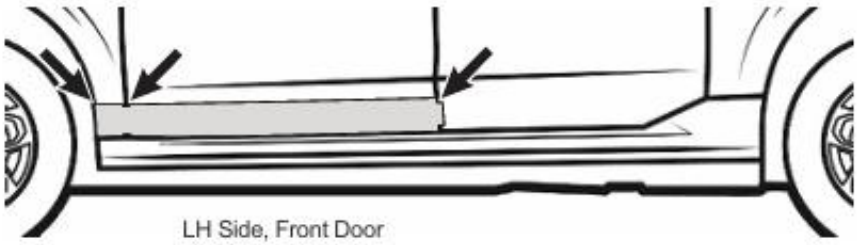
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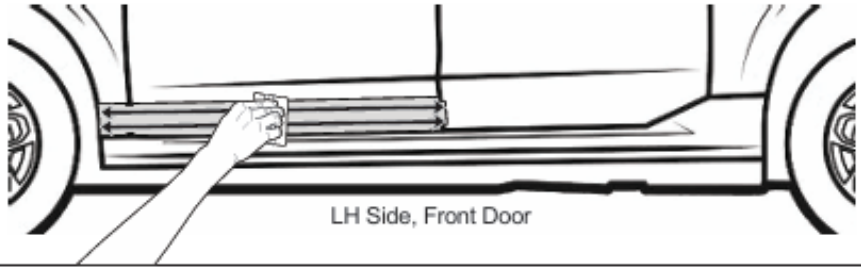
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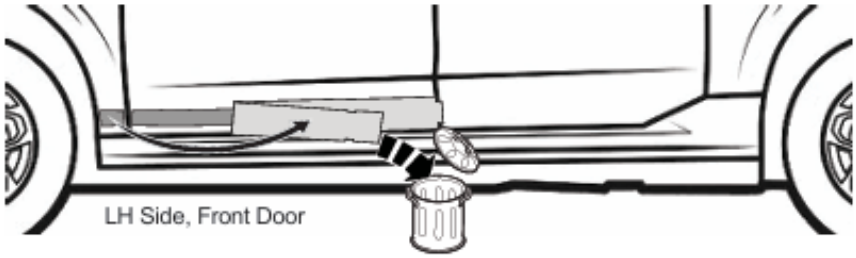
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13

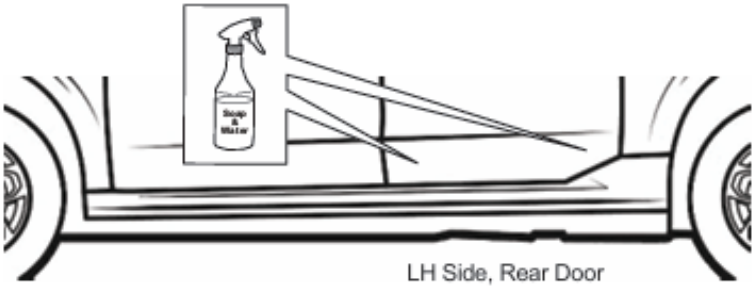


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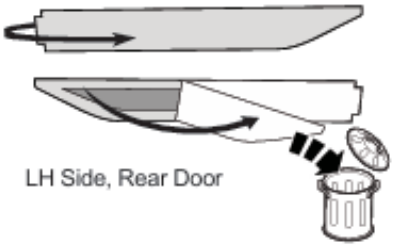


Repeat for RH Side

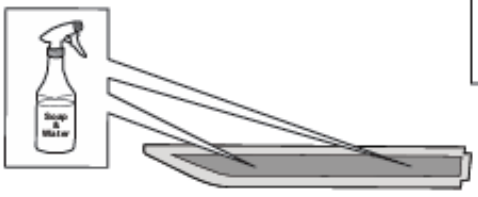
15 SIDE GRAPHIC, REAR DOOR



16



17

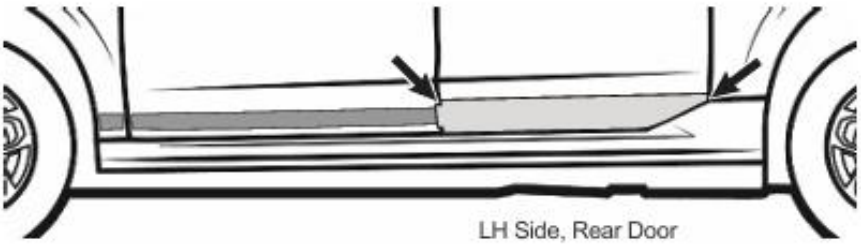


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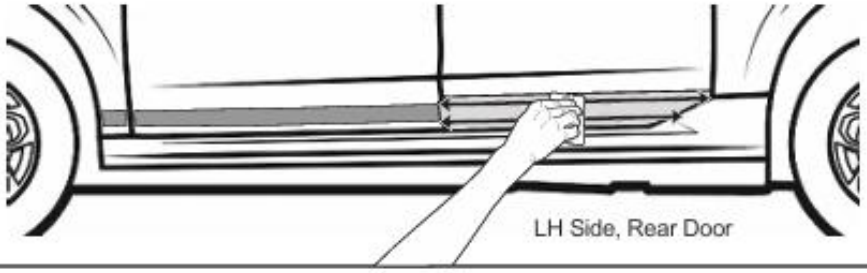
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18



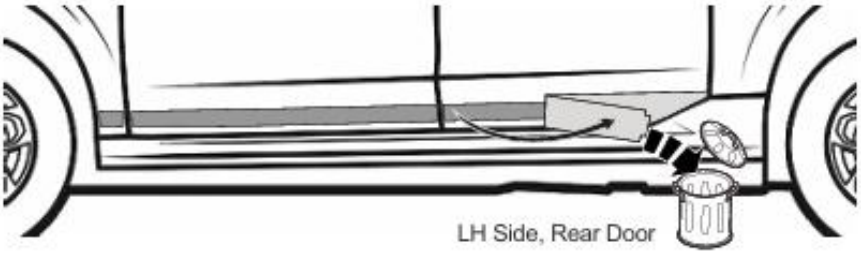
LH Side, Rear Door

19



LH Side, Rear Door

20



LH Side, Rear Door

Repeat for RH Side

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MAVERICK 2.0L SPORT EXHAUST – BLACK

PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPETELY
For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788

Please visit https://www.performanceparts.ford.com for warranty information

OVERVIEW:

The use of a floor hoist is recommended for this installation. If you do not have access to one, use a hydraulic floor jack and jack stands to raise the vehicle.

! ! CAUTION: JACK STANDS MUST BE USED ON A LEVEL SURFACE AND BE SECURELY SEATED. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY OR VEHICLE DAMAGE! !

Base Kit Includes:

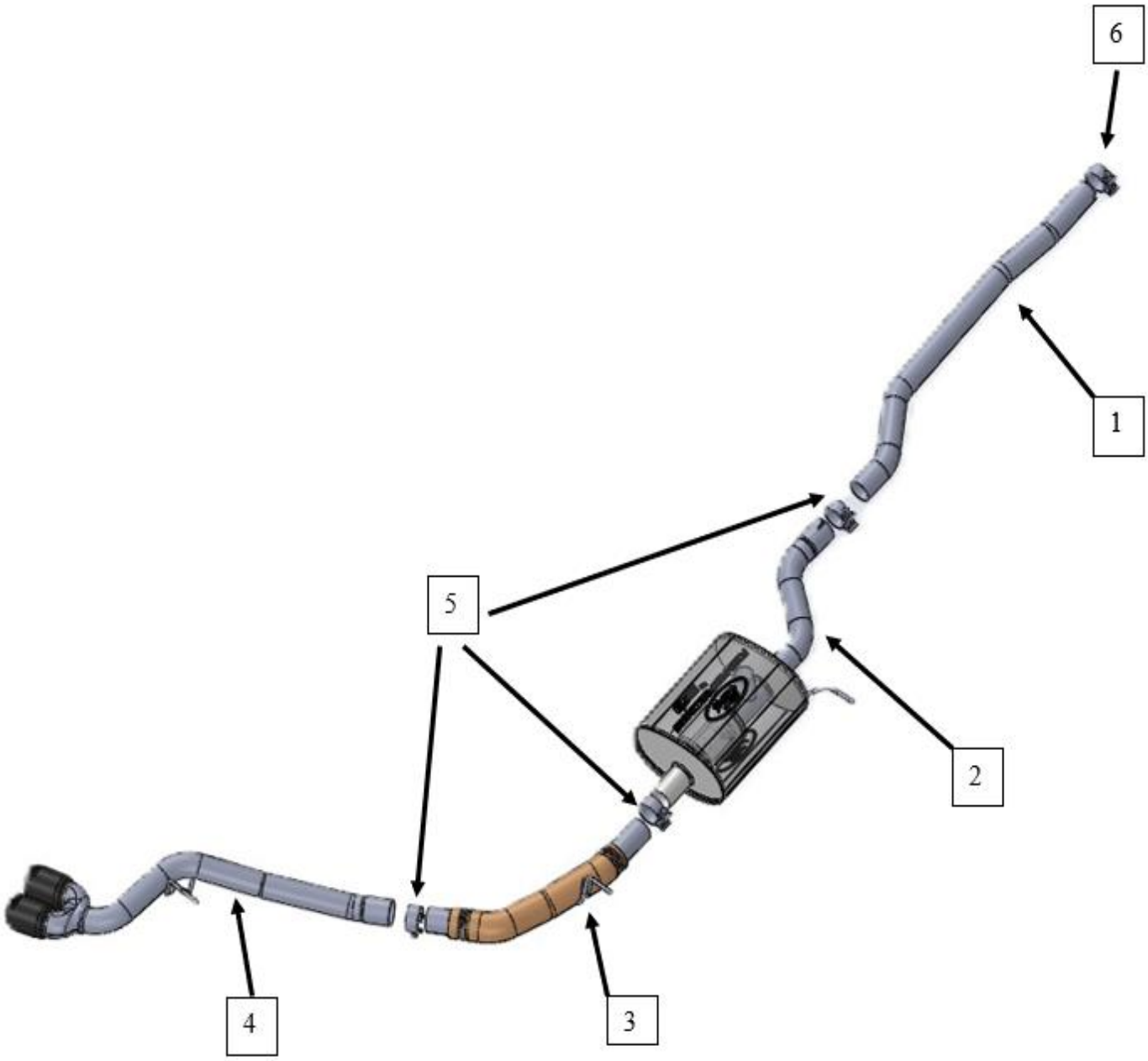
Find No.	Qty:	Description
1	1	Front Pipe
2	1	Muffler Assy
3	1	Intermediate pipe assy
4	1	Tailpipe assy
5	3	2.5” Clamp
6	1	2.38” Clamp

Note: Immediately inventory your kit to ensure all of the necessary parts are included.

Note: The exhaust isolators will need to be lubricated for removal and assembly. Use a silicone-based spray lubricant, dish soap, or silicone grease. Avoid petroleum-based lubricants like standard grease or WD-40 on rubber hangers, as petroleum degrades and softens natural rubber over time.

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Maverick SV300T(2.0L with 2.3L turbo) and 2.0L turbo performance exhaust

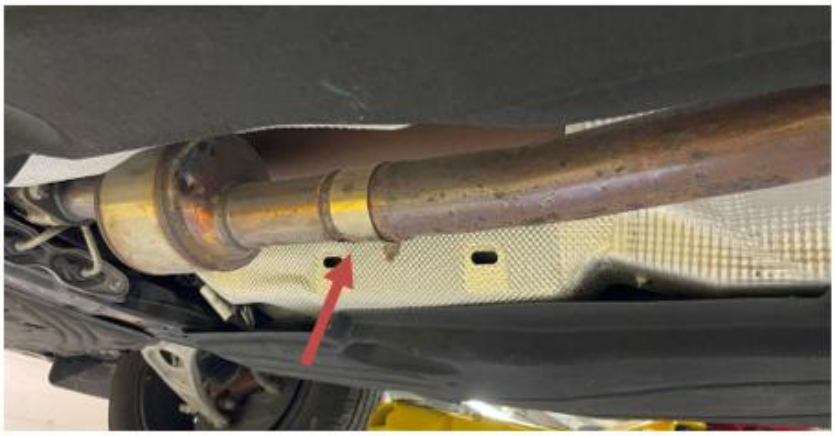


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REMOVAL INSTRUCTIONS:

STEP 1: Position vehicle on hoist, put in park.

STEP 2: Loosen the clamp behind the catalytic converter.



STEP 3: Lubricate the 3 hangers/isolators. 1 at the tailpipe, and 1 on each end of the muffler. There may be a hanger on the front pipe, but there is no isolator.







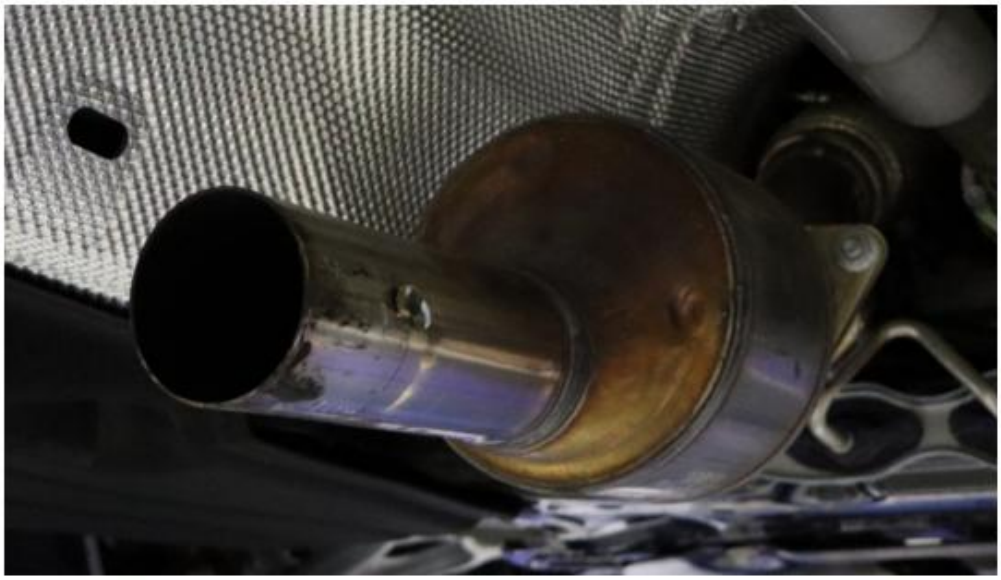
STEP 4: Remove 1 piece factory system from vehicle. 2 people recommended.



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INSTALLATION INSTRUCTIONS:

STEP 1: Slide the 2.38" clamp over the notched inlet of the front pipe. Slide the front pipe over the factory exhaust, lining up the locating notch with the button on the exhaust pipe. Do not tighten any clamps until the system is assembled and in position.



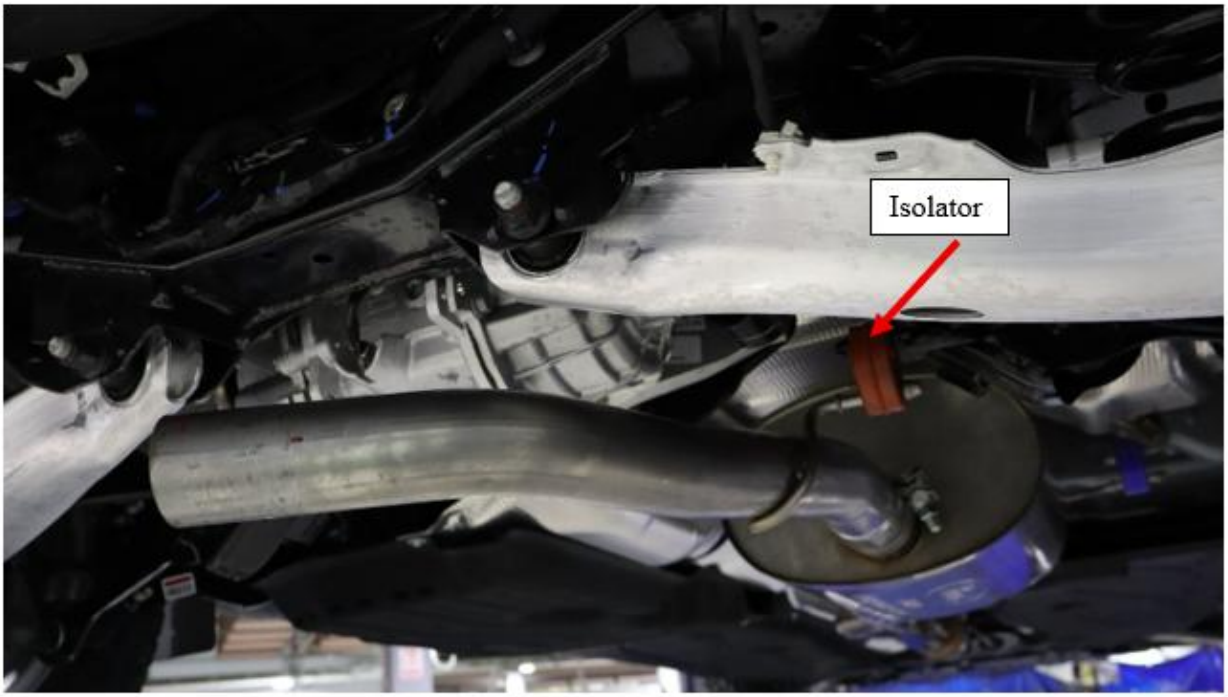


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STEP 2: Slide a clamp over the expanded inlet of the muffler assy inlet pipe. Slide assembly onto the front pipe, and push the hanger into the rubber isolator at the front of the muffler.



STEP 3: Slide a clamp over the expanded inlet of the intermediate pipe. Slide onto the muffler outlet, and push the hanger into the rubber isolator.



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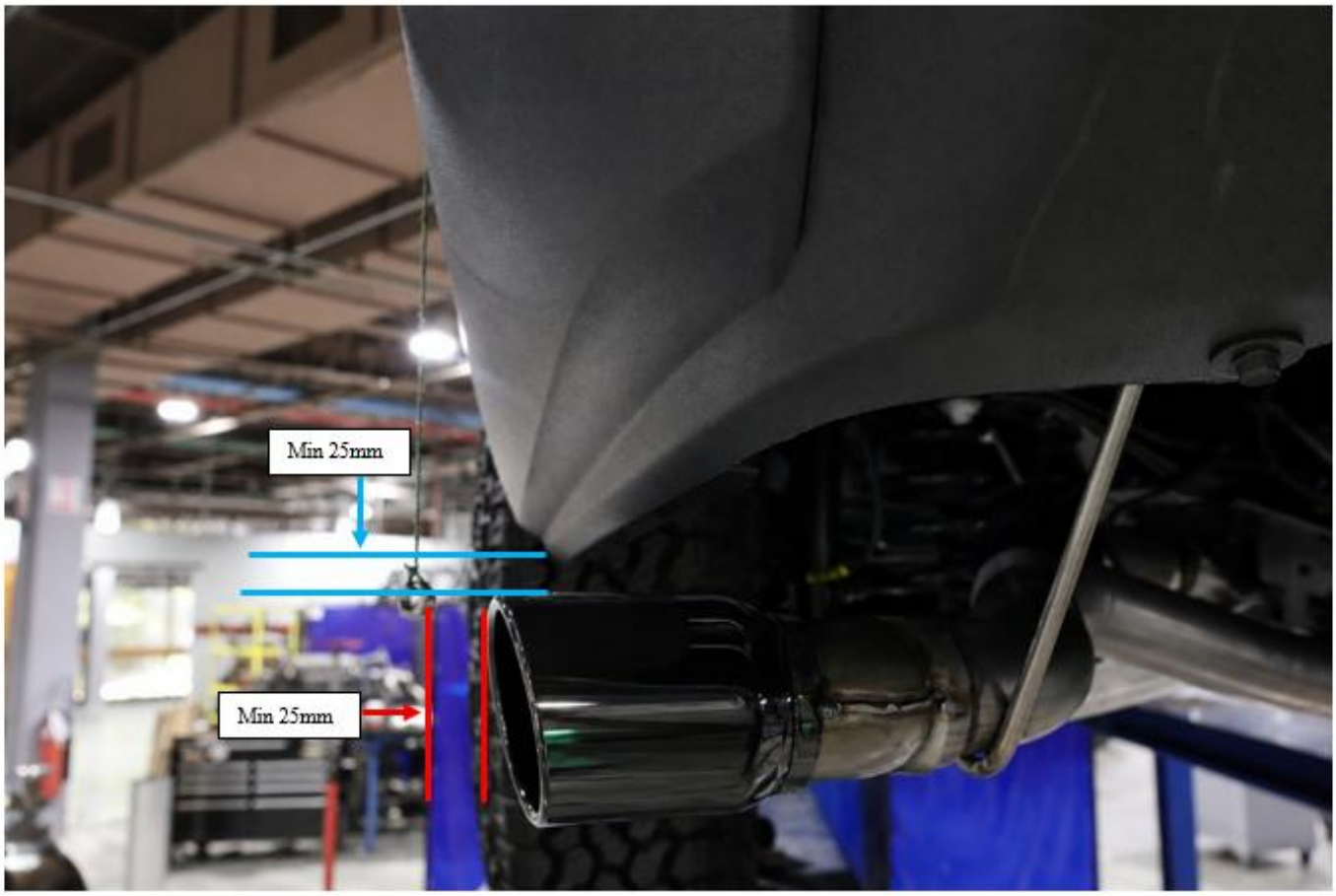


Step 3: Slide a clamp over the expanded inlet of the tailpipe, and slide over the intermediate pipe. Then slide the hanger into the rubber isolator.



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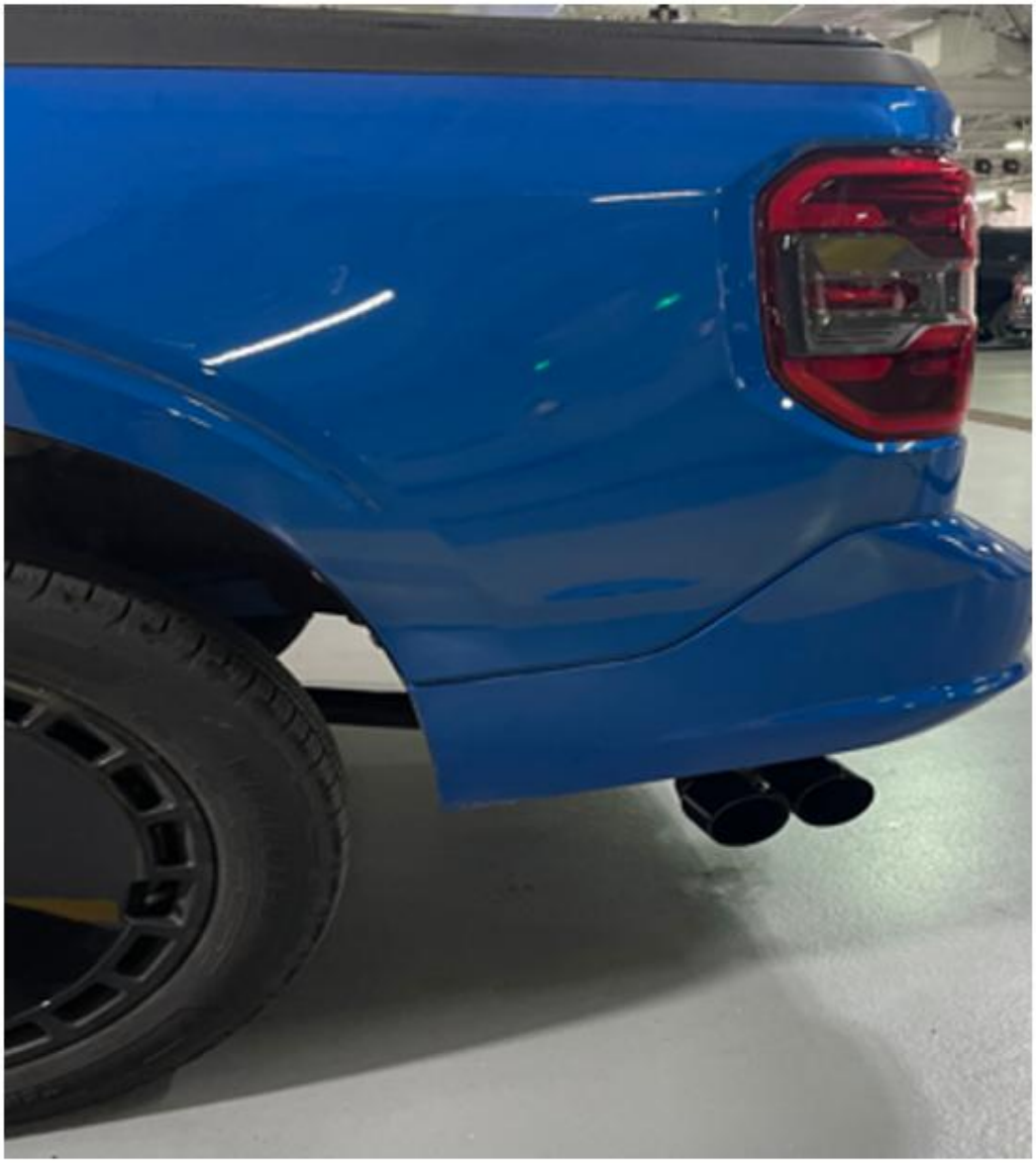
STEP 4: Align the tips as shown in the following photos. When tip alignment is correct, tighten the clamps to 35 ft-lbs going forward. The clamp should be nea the end of the pipe, and the bolt should not be over a notch. It will help to have someone hold the tips in place. Check your exhaust system for proper clearance under the vehicle and also for tip alignment as you tighten the clamps There should be a minimum gap of 25mm from the tips to the edge of the truck, and the tips should be in 25mm from the outermost edge of the truck.



STEP 5: Start vehicle and check for any leaks. If any leaks are found, determine cause (such as loose or incorrectly positioned clamp) and repair as necessary.

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CONGRATULATIONS! You have successfully installed your Ford Racing Parts Performance Exhaust.



Note: When you first start your vehicle after the installation of your new Ford Performance Parts Exhaust System, there may be some smoke and fumes coming from the system. This is a protective water based coating used in the manufacturing of mandrel bent performance exhaust tubing. This is not a problem and will disappear within a very short period of time after the exhaust has reached operating temperatures.

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MAVERICK SPORT DAMPER KIT – LOBO SHOCKS/TM

Instruction sheet

MAVERICK LOWERING SPRINGS

Instruction Sheet

MAVERICK STABAR AND BUSHINGS

Instruction Sheet

MAVERICK UPGRADED INTERCOOLER

Instruction Sheet

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MAVERICK TURBO UPGRADE KIT W/CAL

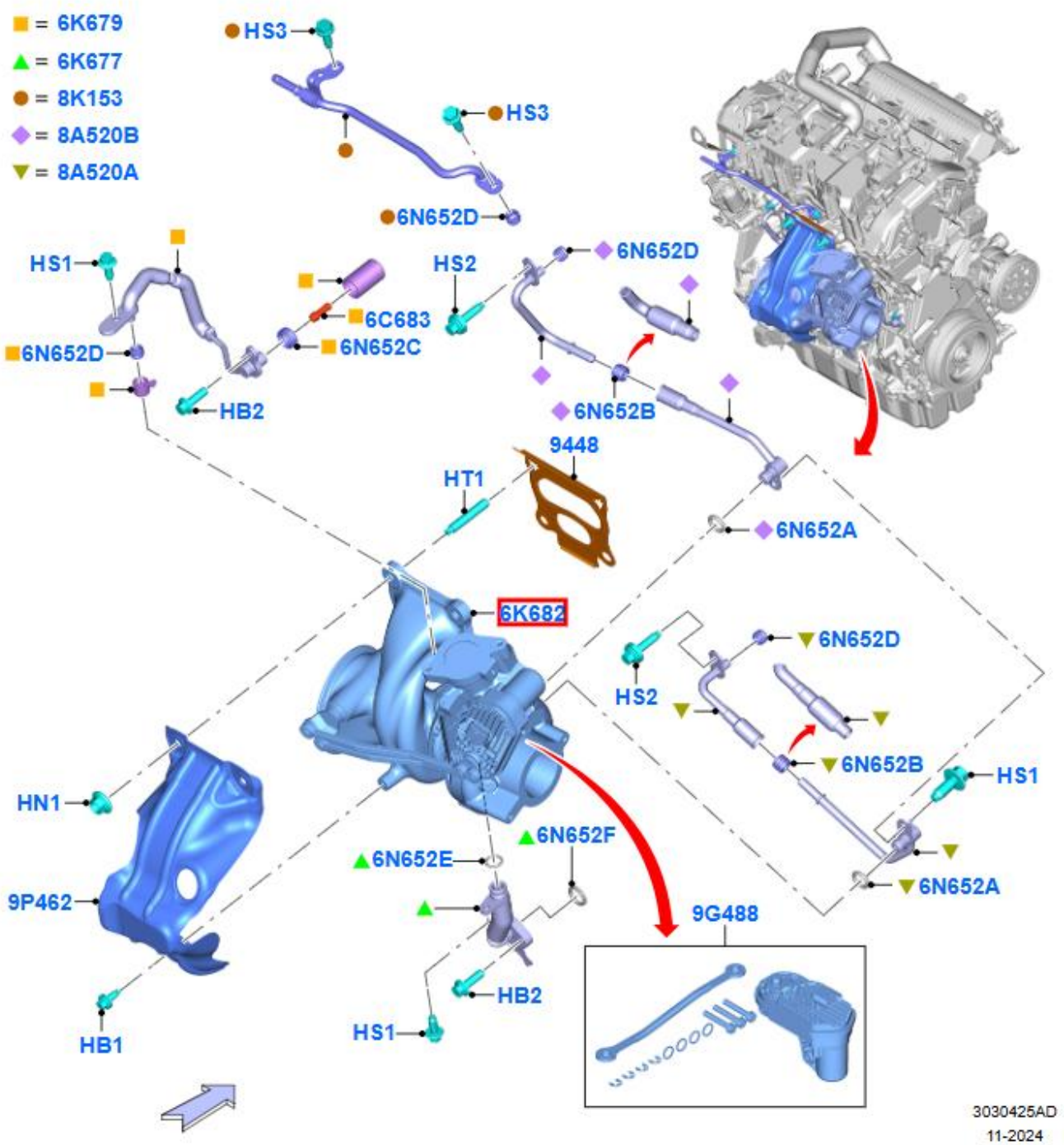
PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPETELY
For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788

Please visit https://www.performanceparts.ford.com for warranty information

These instructions cover both 2025 Maverick AWD and Bronco Sport AWD. 2WD variants will be similar.

Parts List		Illustration Reference
(1) PB5Z-6K682-A	Turbocharger	
(1) P2GZ-9448-A	Turbocharger gasket	
(1) P2GZ-9P462-A	Turbocharger heatshield	
(1) EJ7Z-6N652-A	Turbo oil drain tube O-ring	6N652F
(1) FT4Z-6N652-E	Turbo oil drain tube O-ring	6N652E
(3) P2GZ-6N652-A	Turbo oil feed tube and coolant tube O-ring	6N652D
(1) P2GZ-6N652-B	Turbo oil feed tube O-ring	6N652C
(2) FT4Z-6N652-H	Turbo coolant tube O-ring	6N652A
(2) HL3Z-6N652-A	Turbo coolant tube seal	6N652B
(1) JT4Z-6C683-A	Turbo oil filter	6C683
(4) W713095-S450	Turbo exhaust nut	
(1) W722414-S437	Turbo heat shield bolt	
(1) PZ1Z-6758-C	PCV tube	
(1) CV6Z-9450-E	Exhaust gasket	
(2) W714265-S442	Exhaust nut	
(1) PZ1Z-5A215-C	Turbo exhaust clamp	
(4) W704474-S437	Exhaust stud	
(1) W520203-S440	Tie Rod nut	
(5) W719766-S439	PTU case bolt	
(1) W721614-S439	Lower ball joint bolt	
(1) W520515-S442	Lower ball joint nut	
(1) K2GZ-7275-B	Half shaft seal kit	
(3) LX6Z-4B496-B	Driveshaft bolt (set of 2)	
(2) W720388-S439	Subframe bolt	
(2) W719192-S439	Subframe bolt	
(4) W713199-S442	Subframe support bolt	

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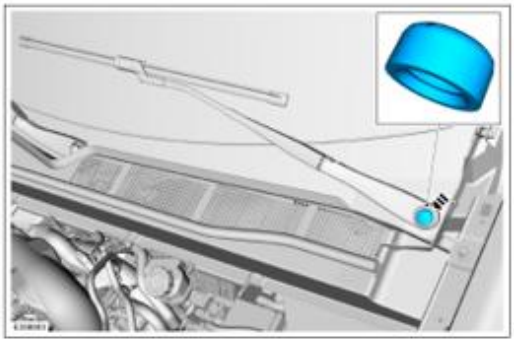


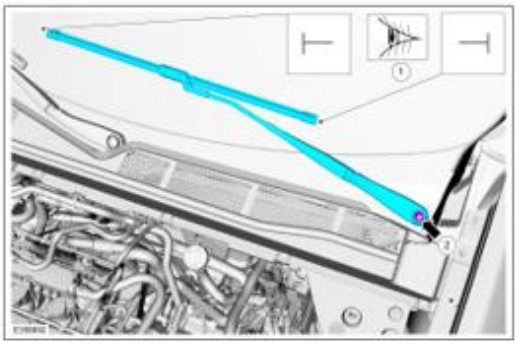
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1.

- Remove the windshield wiper pivot arm nut cover.
- Remove the windshield wiper pivot arm nut.

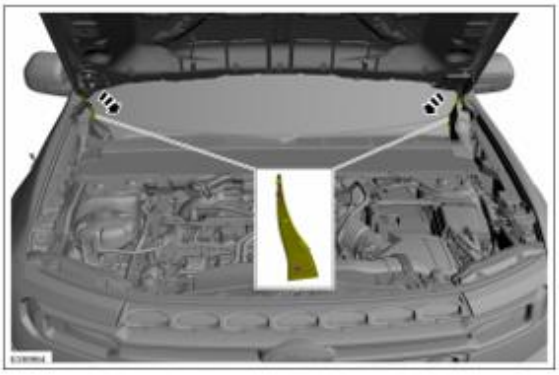




2.

- Remove the clips.
- Pull outward to release the locking clips and position the upper portion of the cowl panel grille away from the A-pillar.
- Pull upward and remove the cowl panel grille.



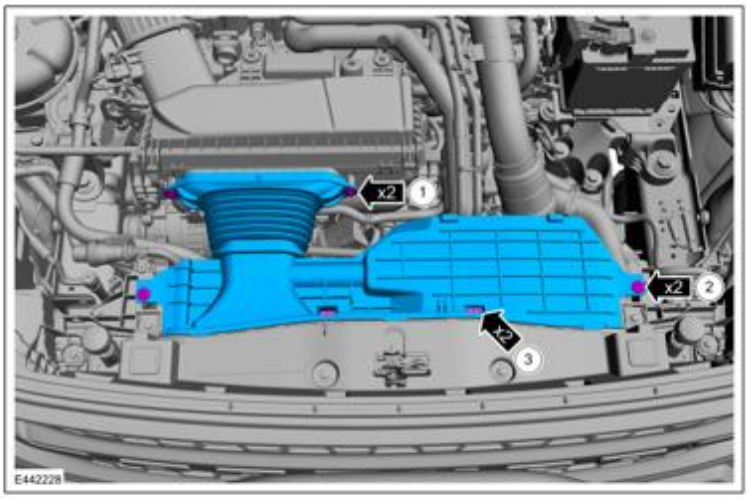




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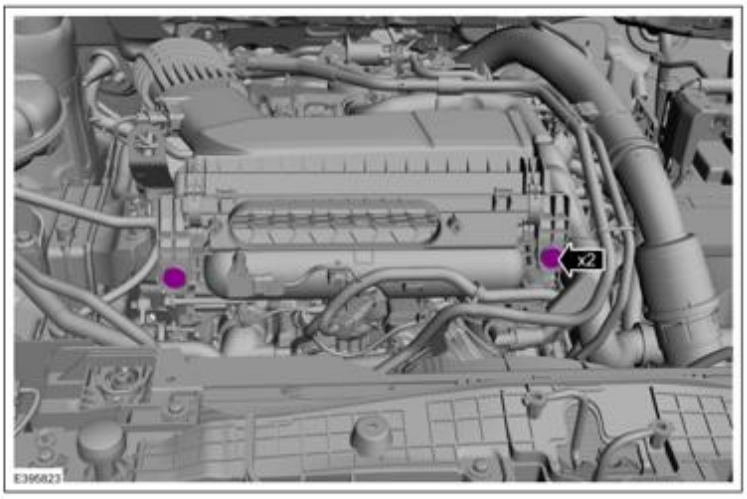
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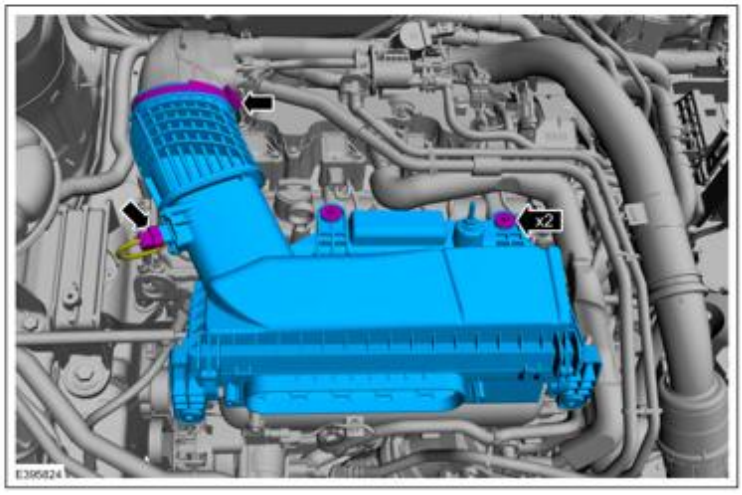
- Remove the bolts.
  Torque: 35 lb.in (4 Nm)
- Remove the push pins.
- Release the tabs and remove the air cleaner intake pipe.



4.

- Remove the bolts.
  Torque: 97 lb.in (11 Nm)
- Disconnect the electrical connector and position the wiring harness aside.
- Loosen the clamp and remove the air cleaner assembly.
  Torque: 42 lb.in (4.8 Nm)

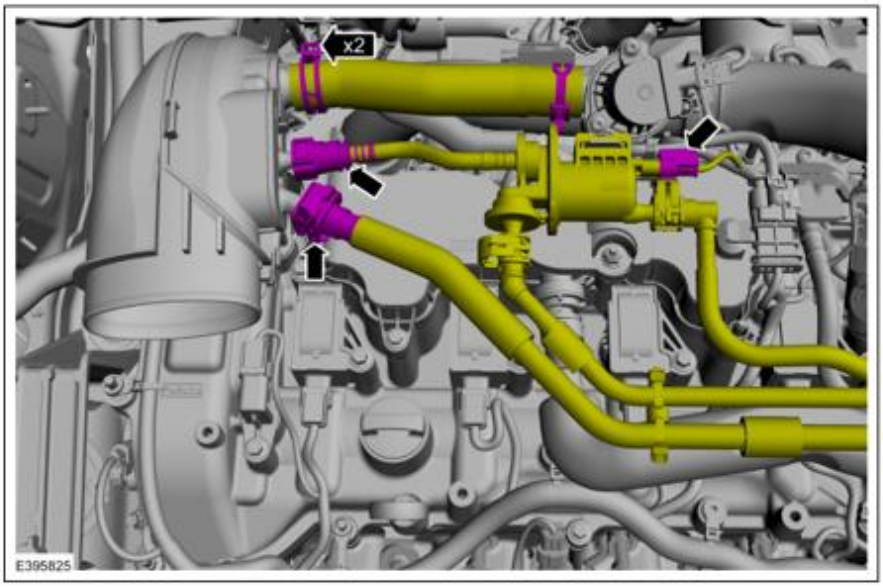




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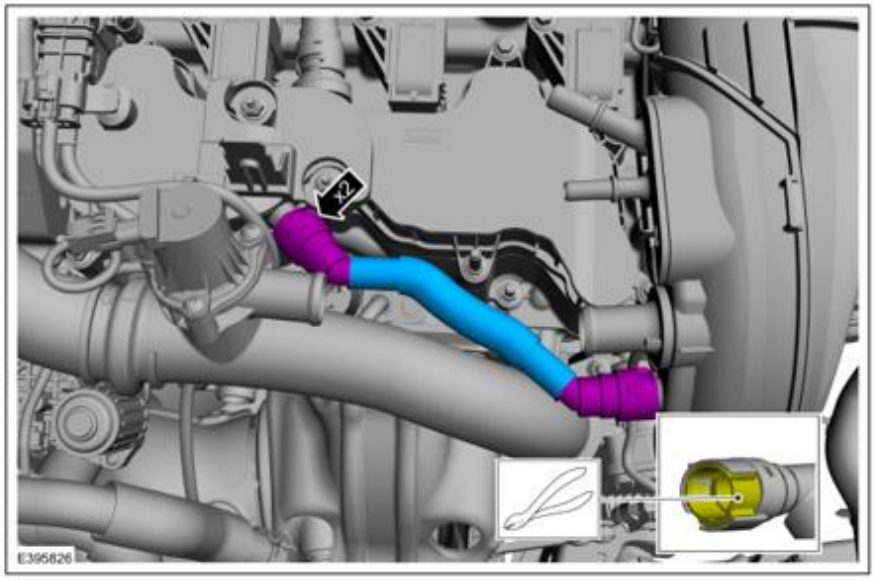
5.

- Disconnect quick release couplings and position aside the fuel vapor hoses.
- Disconnect the electrical connector and position aside the wiring harness.
- Loosen the clamp and position aside the air bypass hose.



NOTE: *For the crankcase vent tube, the permanent connector(s) must be cut to remove the tube. The tube will then need to be replaced with the new one provided in this kit.*

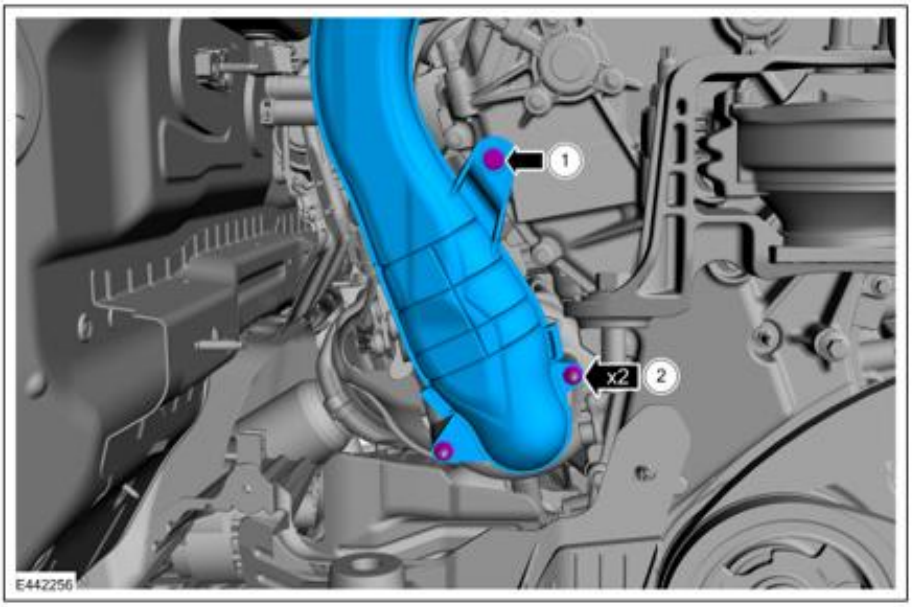
6.



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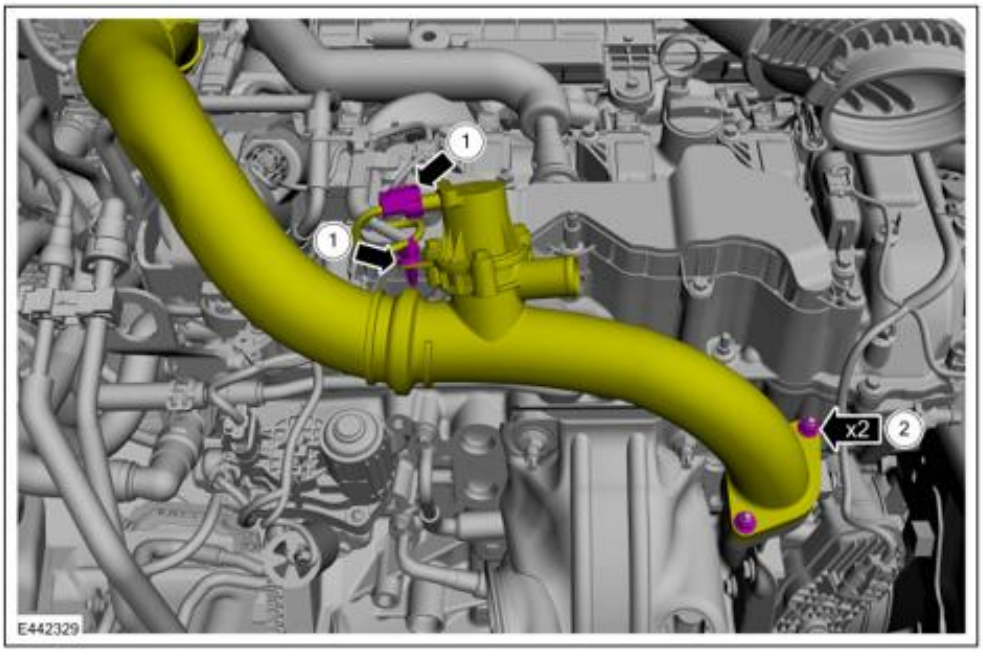
7.

- Remove the bolt.
  Torque: 97 lb.in (11 Nm)
- Remove the nuts and then the air cleaner outlet pipe.
  Torque: 97 lb.in (11 Nm)



8.

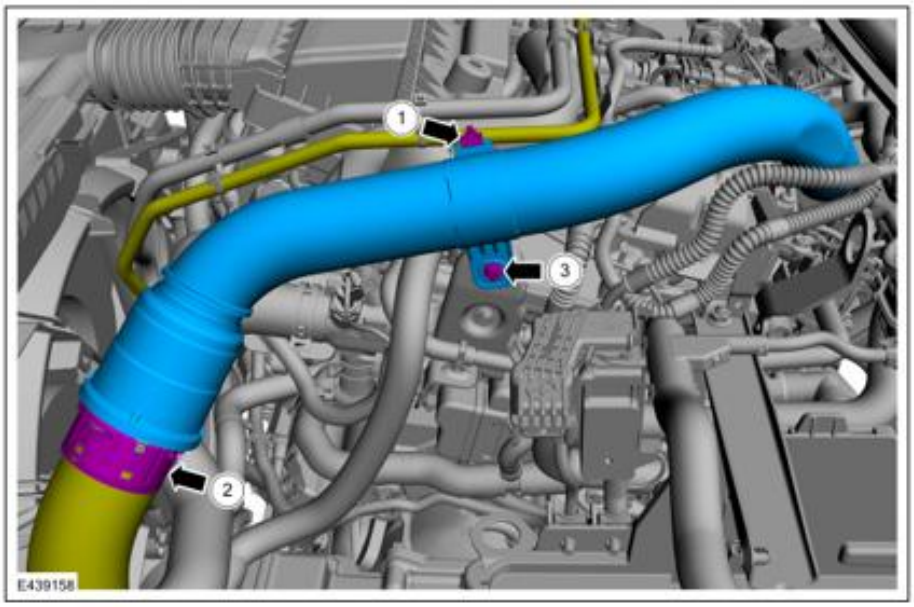
- Disconnect the electrical connector and release the retainer to position the wiring harness aside.
- Remove the nuts.
  Torque: 97 lb.in (11 Nm)



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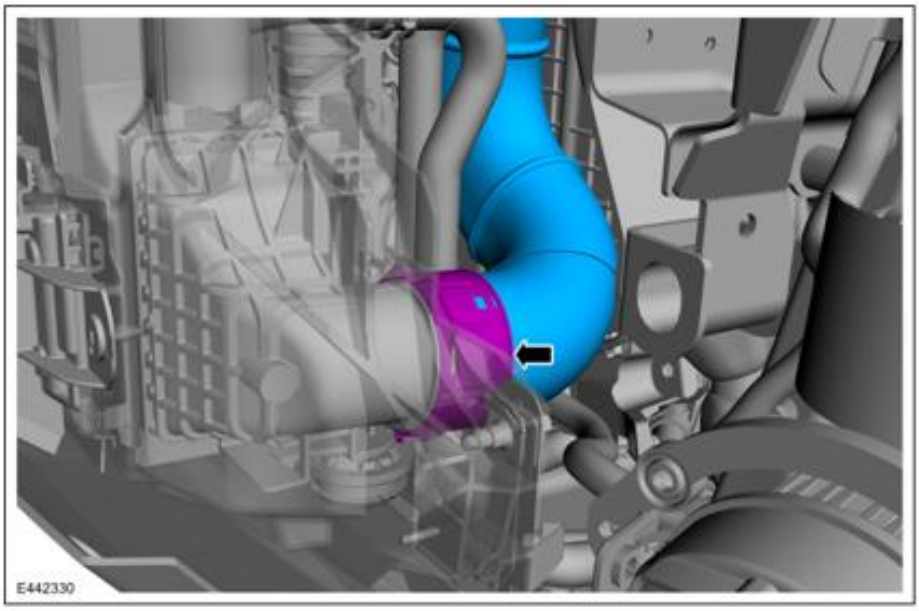
9.

- Release the retainer.
- Release the clip.
- Remove the bolt and the CAC intake pipe.
  Torque: 97 lb.in (11 Nm)



10.

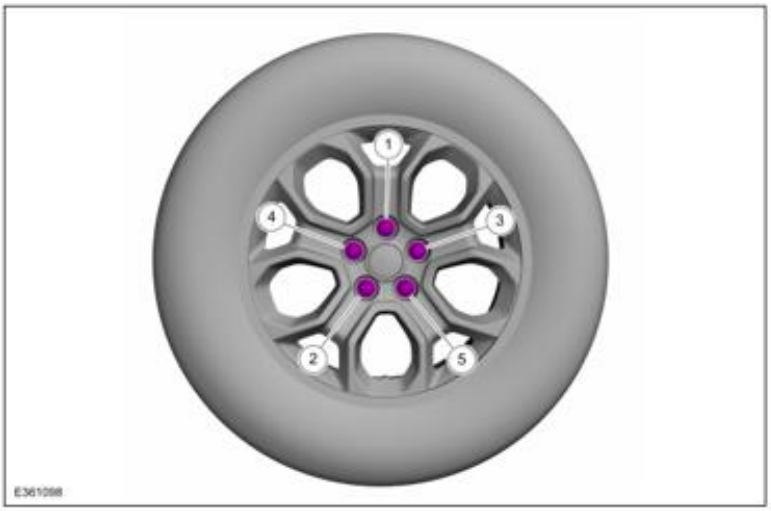
- Release the clip and remove the lower CAC intake pipe.



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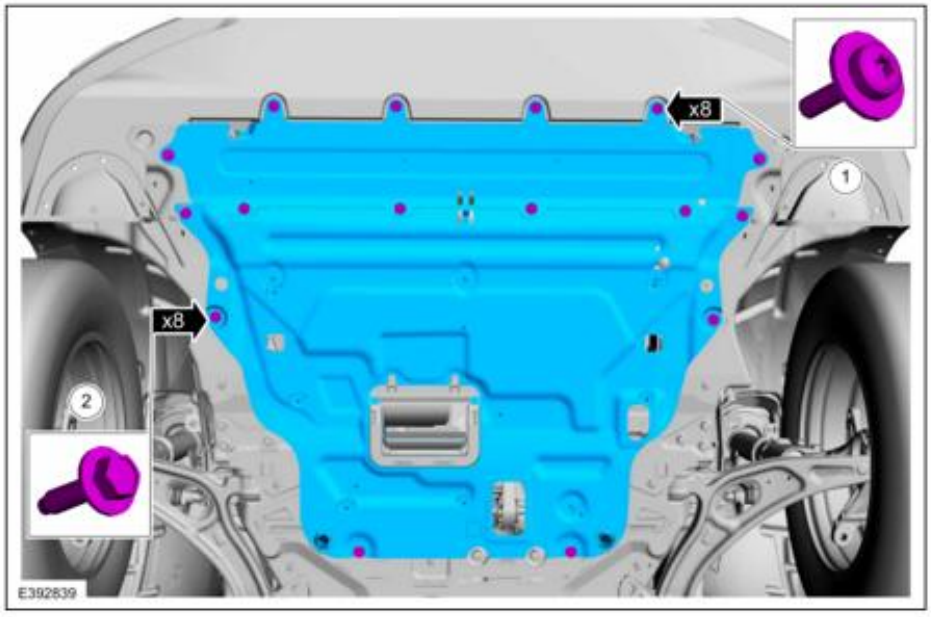
11.

- Support vehicle safely and remove pass side front wheel.
- Tighten the wheel nuts in the sequence shown.
  Torque: 150 lb.ft (204 Nm)



12.

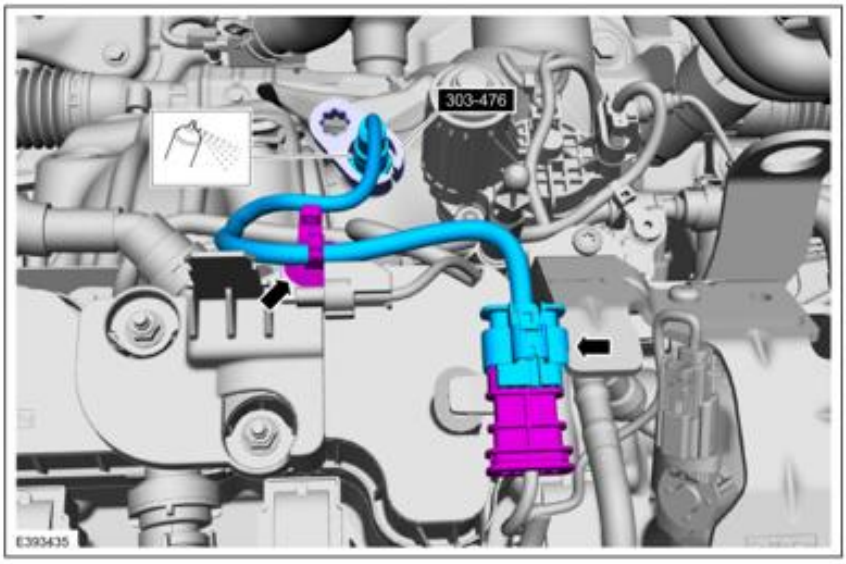
- If equipped, remove the underbody shield.
- Remove the bolts and the engine front undershield.
  Torque:
  Torque 1:: 27 lb.in (3 Nm)
  Torque 2:: 177 lb.in (20 Nm)



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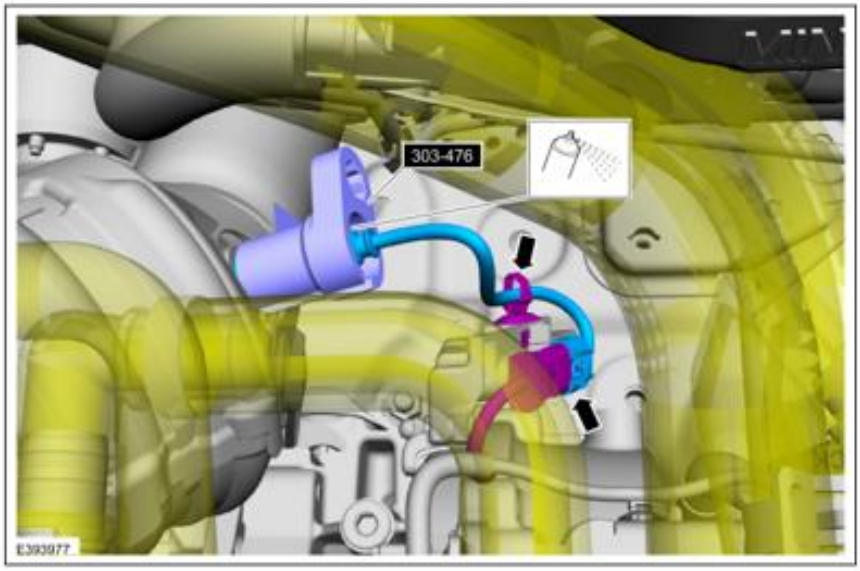
13.

- Disconnect the O2 sensor connector



14.

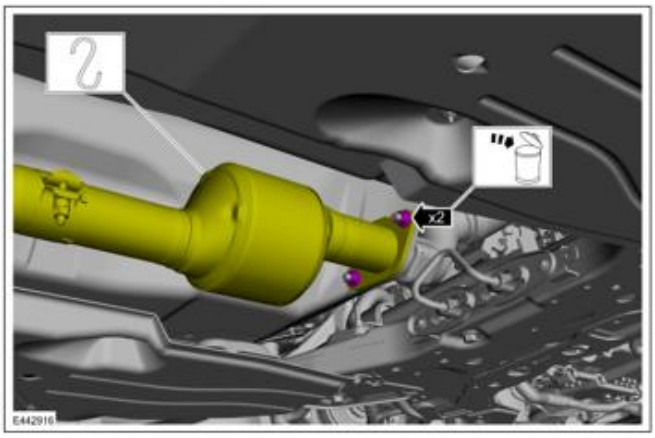
- Disconnect the Catalyst Monitor sensor connector



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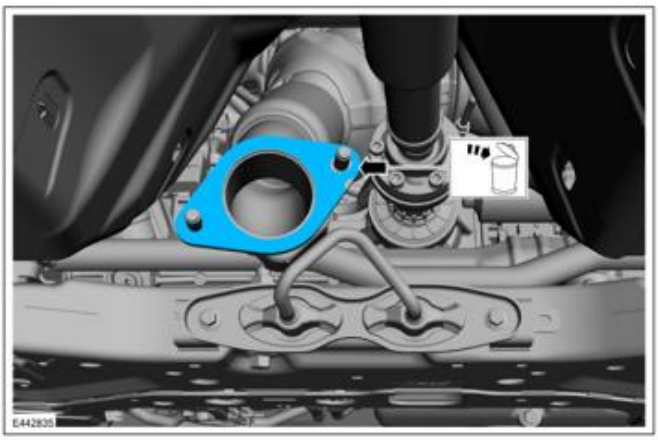
15. Catalytic Converter Assembly

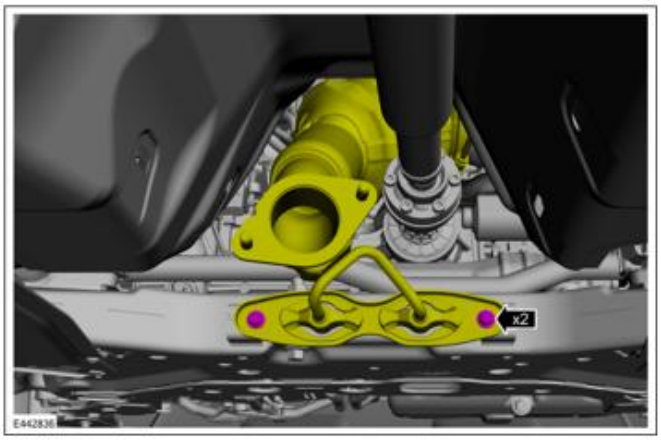
- Remove and discard the nuts. *Torque*: 30 lb.ft (40 Nm)
- Position aside the downstream catalytic converter assembly.



16.

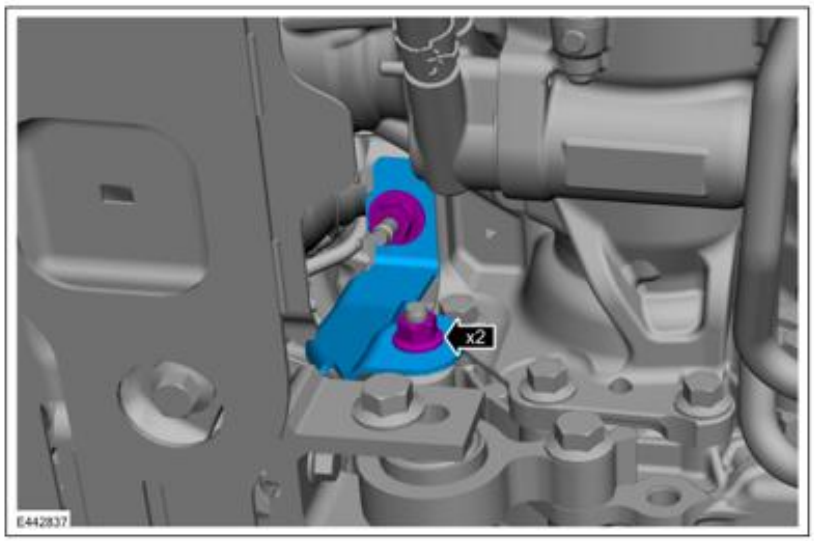
- Remove and discard the gasket.
- Remove the exhaust hanger bracket bolts. *Torque*: 30 lb.ft (40 Nm)





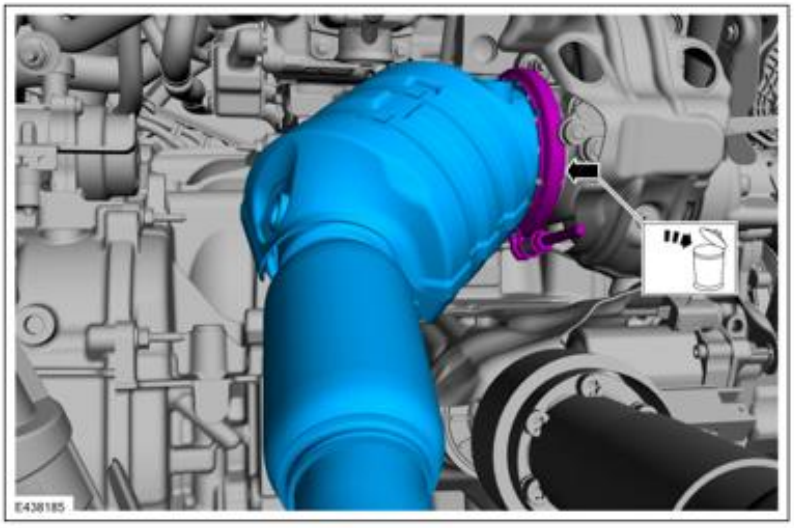
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17.



- Remove the nuts and the catalytic converter mounting bracket.

  Torque: 41 lb.ft (55 Nm)



- Remove and discard the clamp.
- Remove the catalytic converter.

  Torque: 159 lb.in (18 Nm)

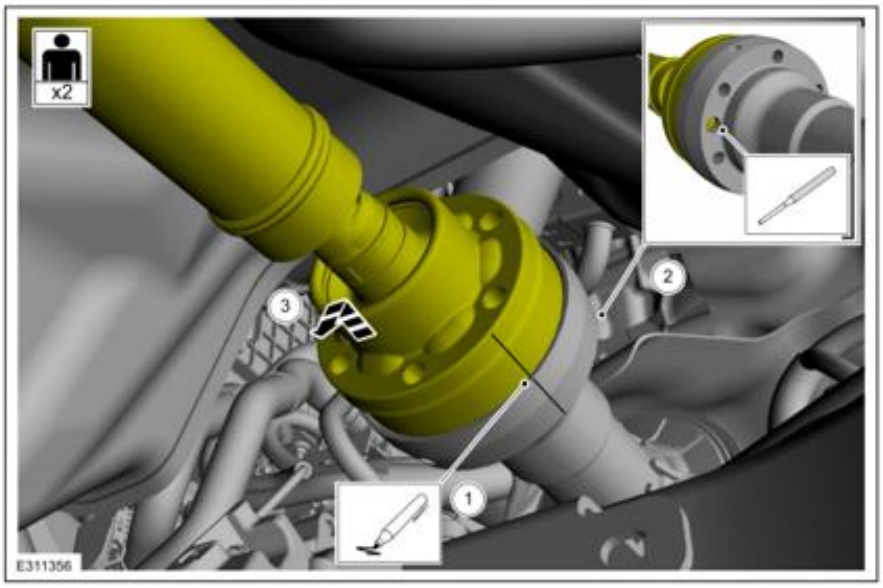
NOTE: *Note the position of the clamp before removal.*

Installation of catalytic converter assembly

- Clean all the exhaust connections before reassembly.
- **NOTE:** *Make sure that the clamp is installed to the same orientation as when removed.*
- Match the alignment marks on the catalytic converter and the clamp.
- **NOTE:** *Make sure that new clamp is installed.*
- Tighten catalytic converter clamp prior to final tightening of mounting bracket.

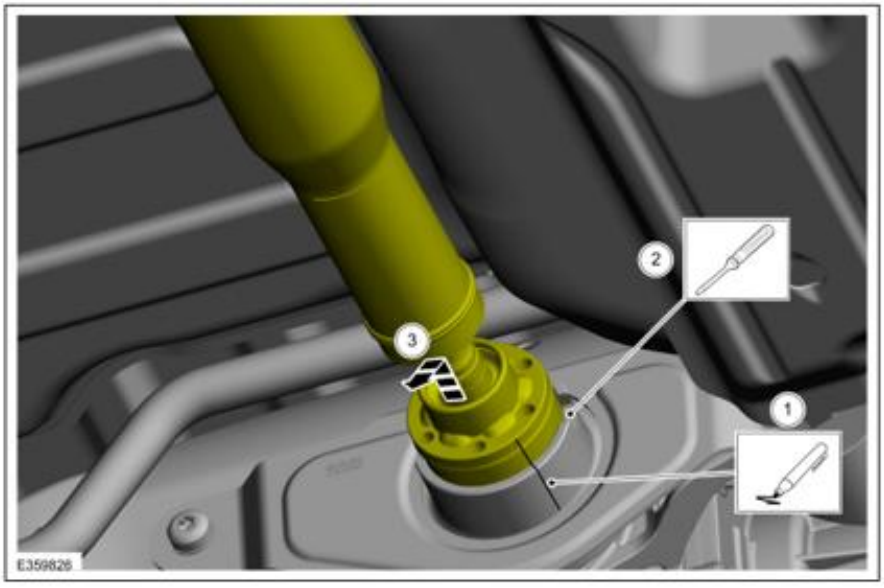
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18.



- Mark driveshaft to PTU flange
- Remove flange bolts
- Mark driveshaft to Rear Drive Unit
- Remove flange bolts
- Tighten in a criss-cross pattern

Torque: 26 lb.ft (35 Nm)

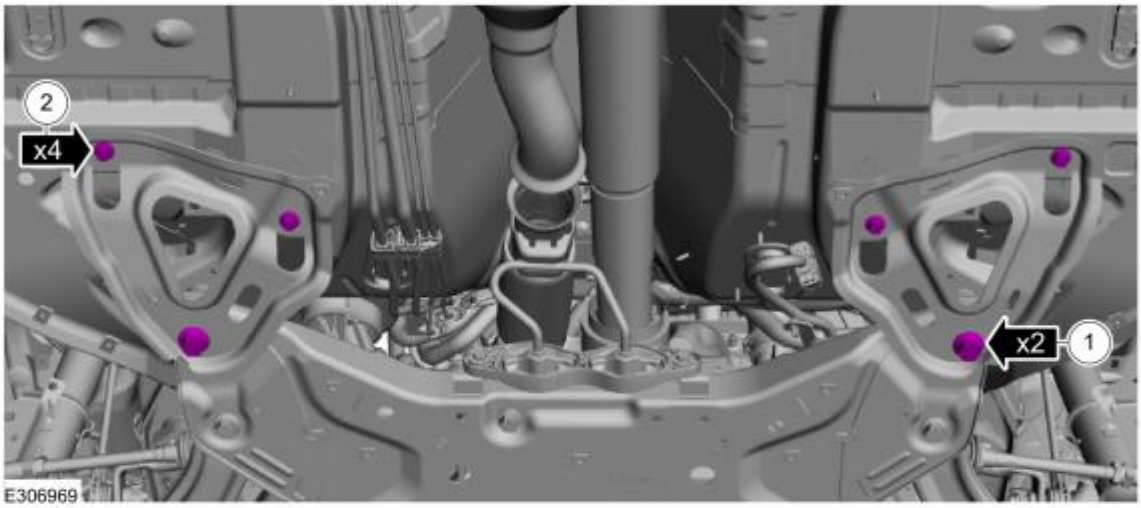


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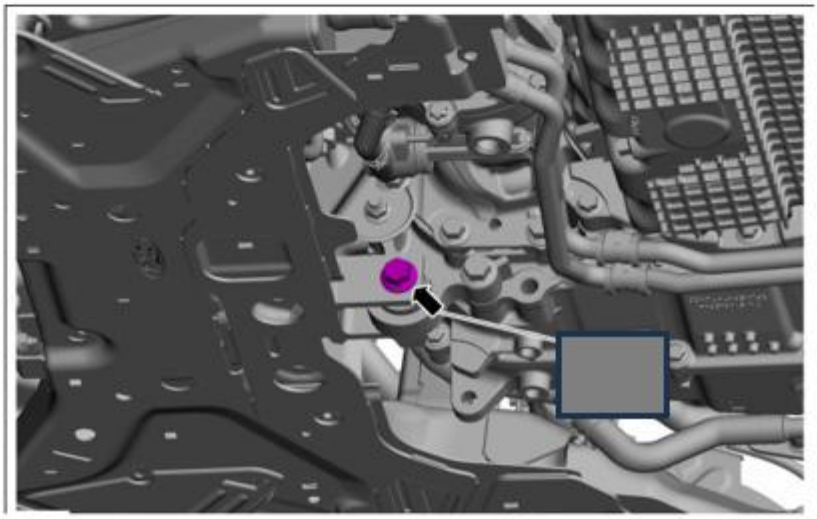
19.

1. It may be necessary to loosen rear mounting of front subframe for access to PTU on AWD variants.
   Torque:
   Stage 1: 159 lb.ft (215 Nm)
   Stage 2: 120°

2. *Torque*: 46 lb.ft (63 Nm)



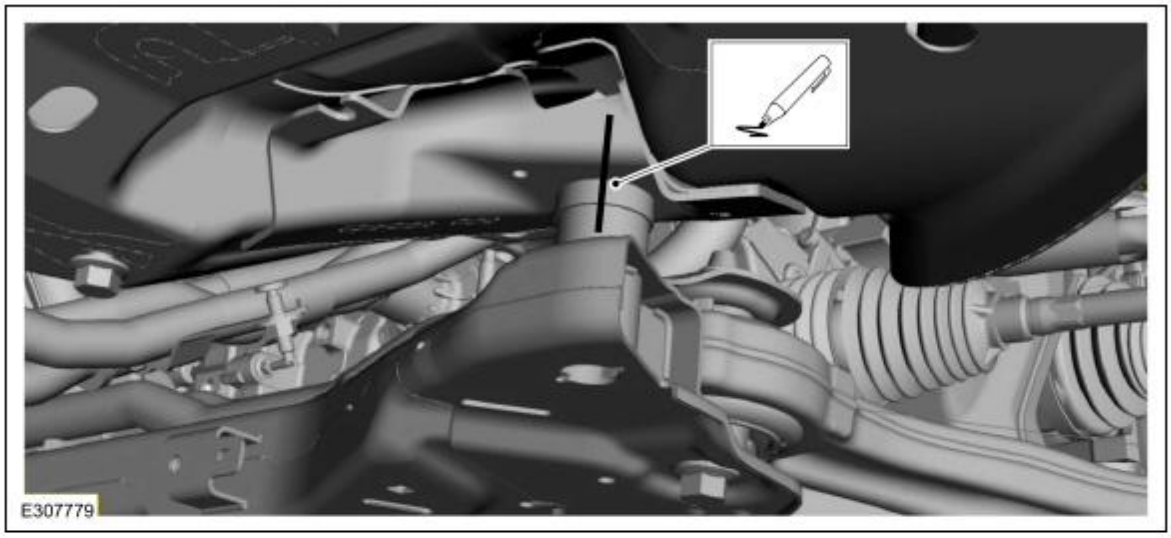
20. It may be necessary to remove bolt from roll restrictor.
Torque: 129 lb.ft (175 Nm)



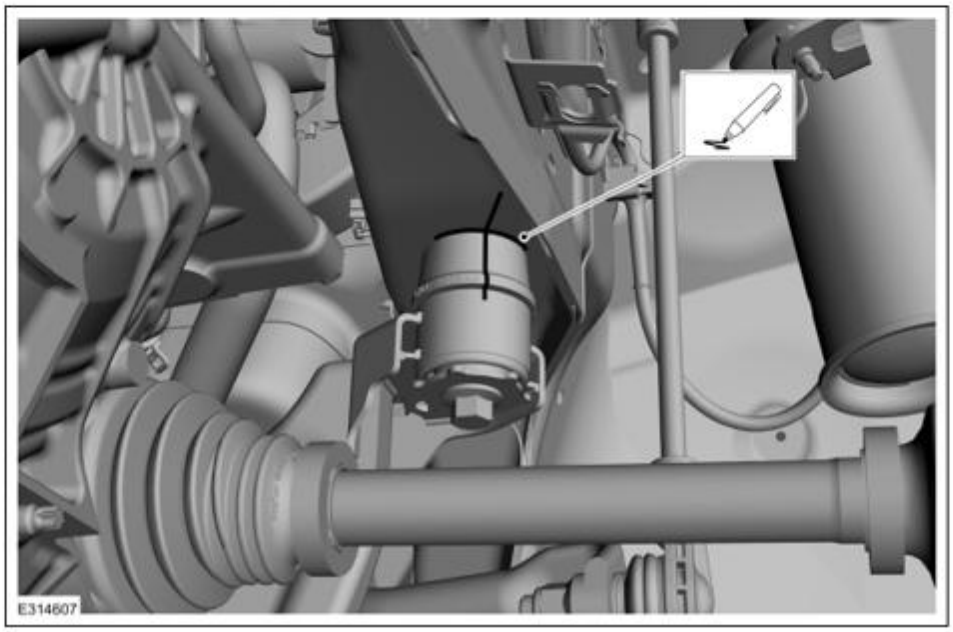
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NOTE: If removal of the subframe is necessary/desired, follow these additional instructions.

On both sides.
Index-mark the subframe to the body.

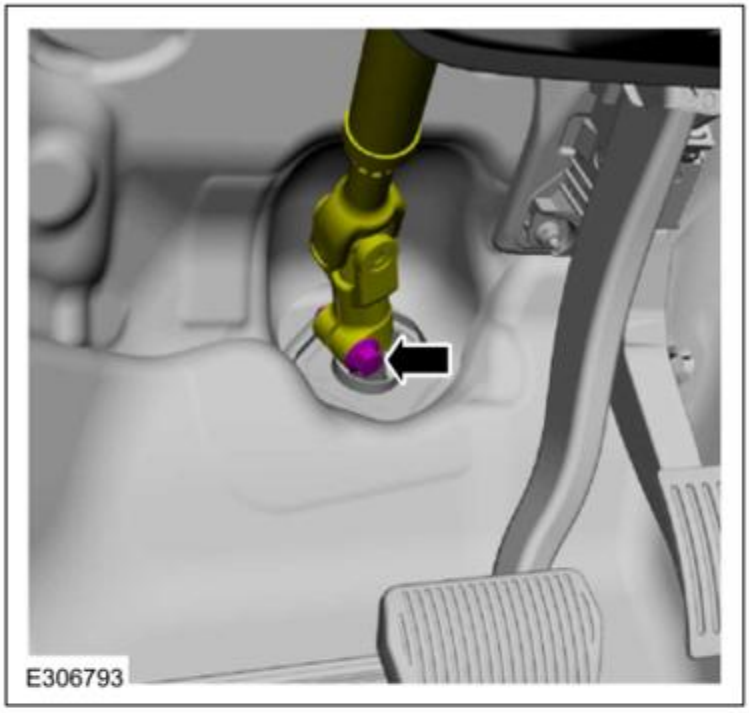


On both sides.
Index-mark the subframe to the body.

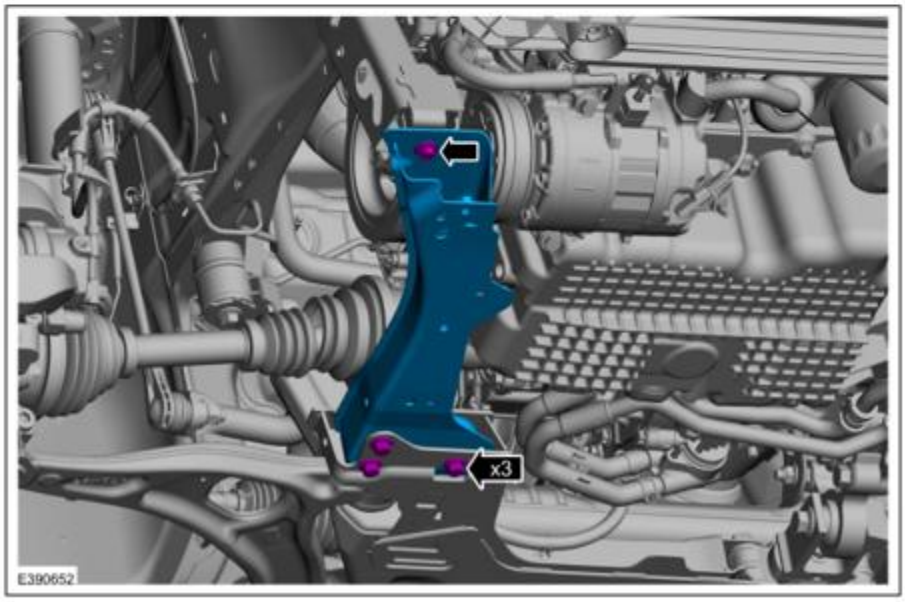


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Steering shaft coupler bolt.
Torque: 41 lb.ft (55 Nm)

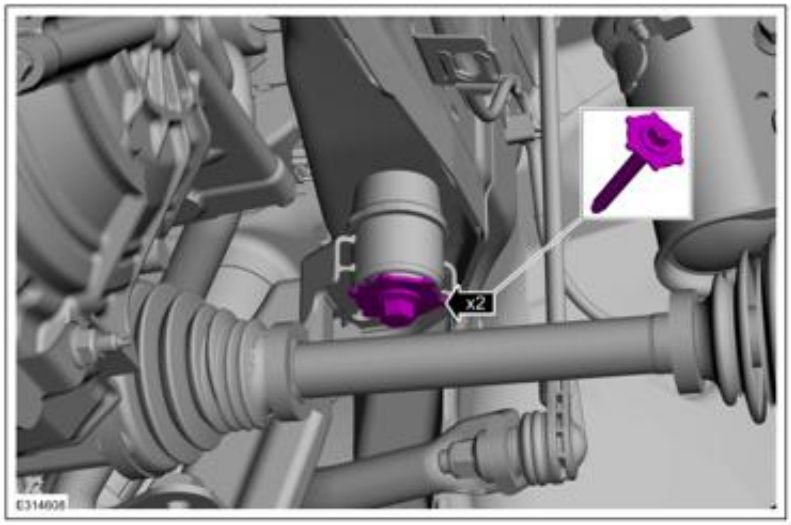


On both sides.
Install the front outer side member bolts.
Torque: 22 lb.ft (30 Nm)



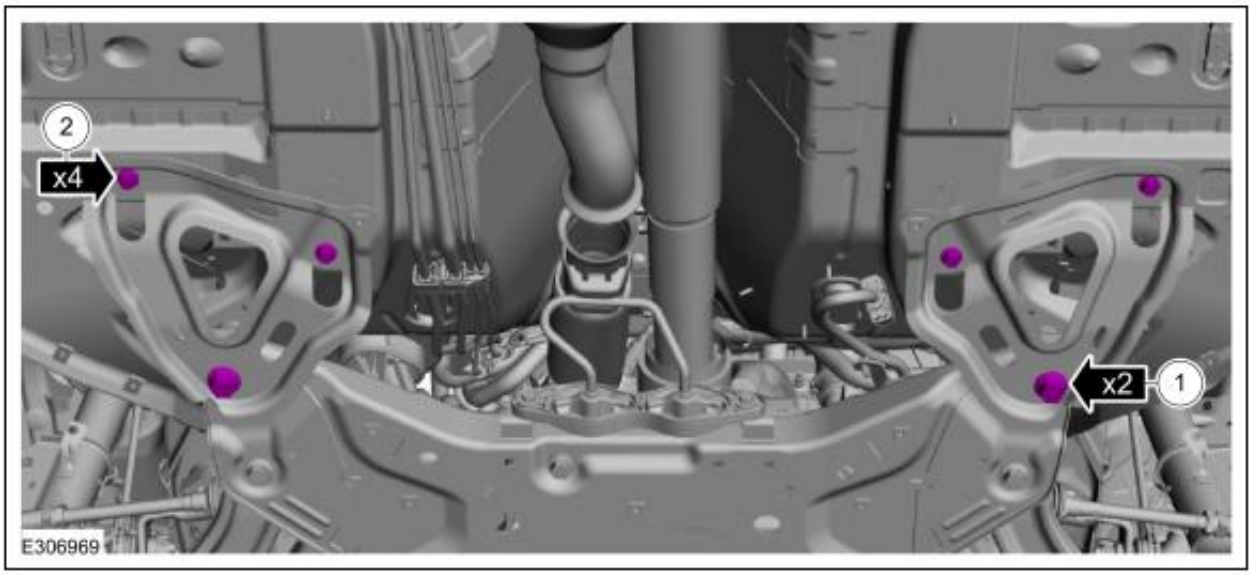
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On both sides.
Tighten the forward subframe bolts.
Torque: 85 lb.ft (115 Nm)



1. Tighten the bolts.
   Torque:
   Stage 1: 159 lb.ft (215 Nm)
   Stage 2: 120°

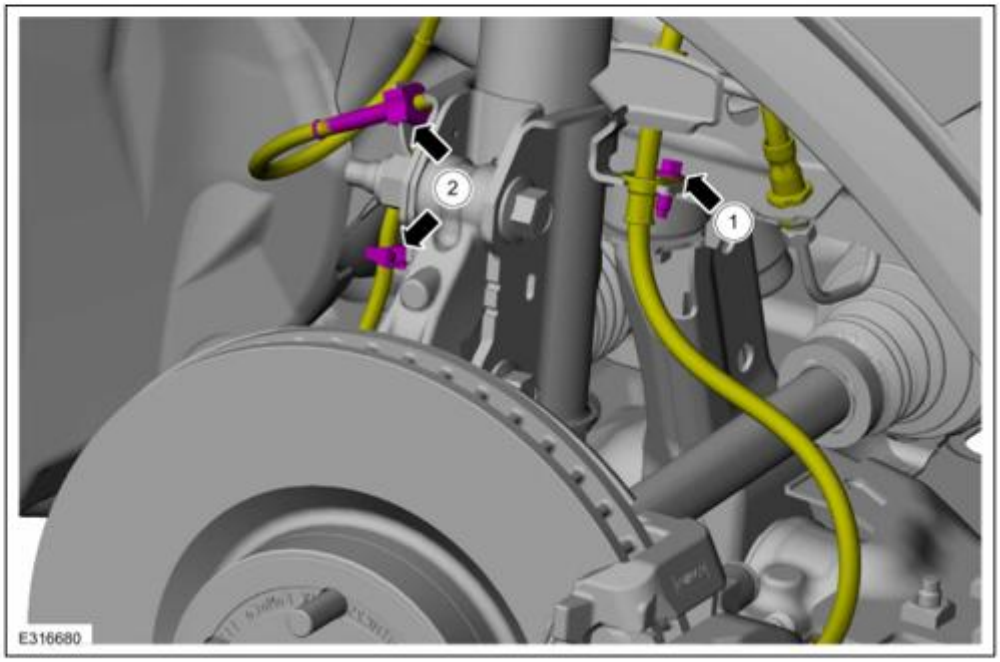
2. Tighten the bolts.
   Torque: 46 lb.ft (63 Nm)



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21.

1. Remove the bolt and position aside the brake hose.
2. Unclip the 2 wire retainers and position aside the wheel speed sensor wiring harness.



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22.

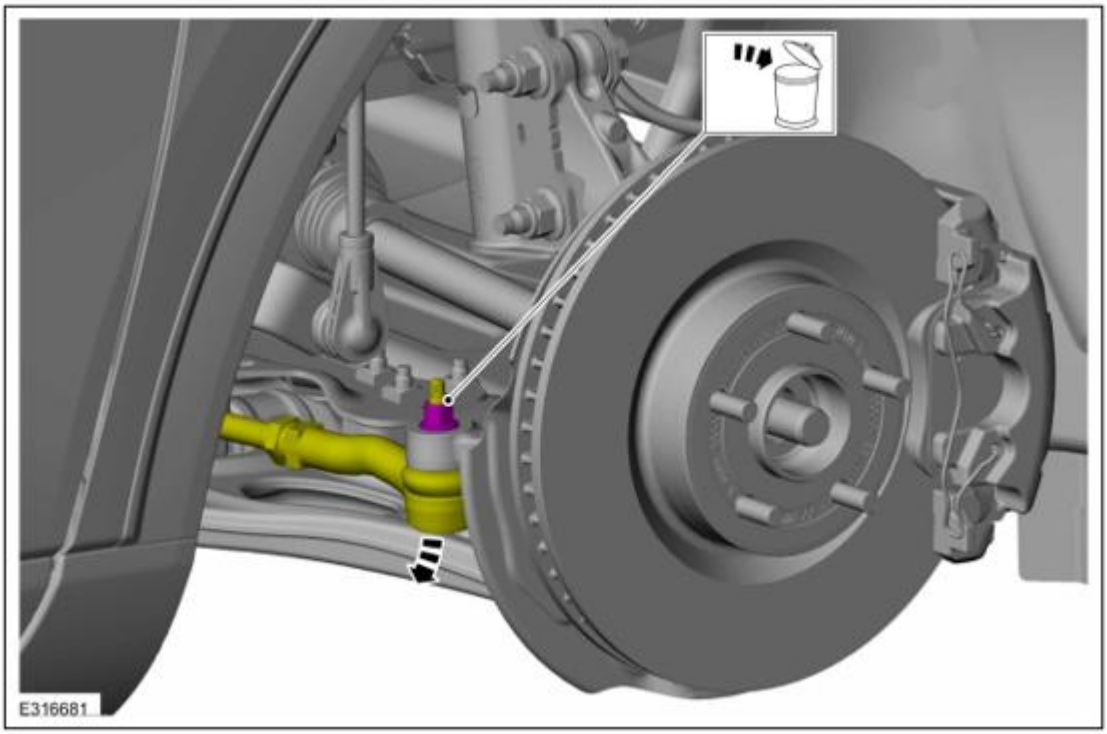
NOTICE: Do not use a hammer to separate the tie rod end from the wheel knuckle or damage to the wheel knuckle may result.

NOTICE: Use care when installing the tie rod separator or damage to the tie rod end boot may occur.

NOTE: *Use the hex-holding feature to prevent turning of the stud while removing the tie rod end nut.*

Remove and discard the tie rod end nut and separate the tie rod end from the wheel knuckle.
Use the General Equipment: Tie Rod End Remover

Torque: 35 lb.ft (48 Nm)



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23.

NOTICE: Do not use a prying device to open the slot in the knuckle to separate the lower ball joint from the knuckle assembly. Damage to the knuckle assembly may occur.

NOTICE: Do not use a prying device or separator fork between the ball joint and the wheel knuckle. Damage to the ball joint or ball joint seal may result. Only use the pry bar by inserting it into the lower arm body opening.

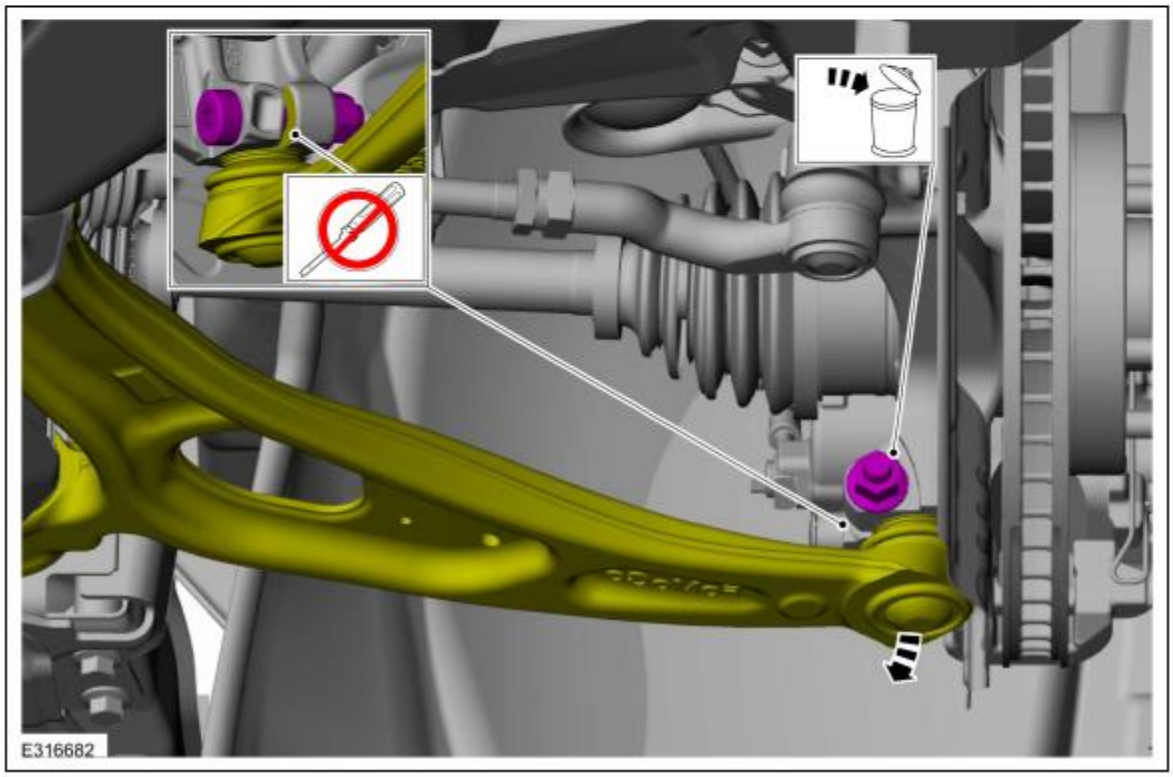
NOTICE: Use care when releasing the lower arm and wheel knuckle into the resting position or damage to the ball joint seal may occur.

NOTICE: Do not use power tools to remove or install the lower arm outboard nut. Damage to the ball joint or ball joint seal may occur.

NOTE: *Use the TORX PLUS® holding feature to prevent the ball stud from turning while removing or installing the lower arm outboard nut. Torx® and TORX PLUS® is a reg. tm of Acument Intellectual Properties, LLC.*

Remove and discard the ball joint pinch bolt and nut and separate the lower arm from the wheel knuckle.

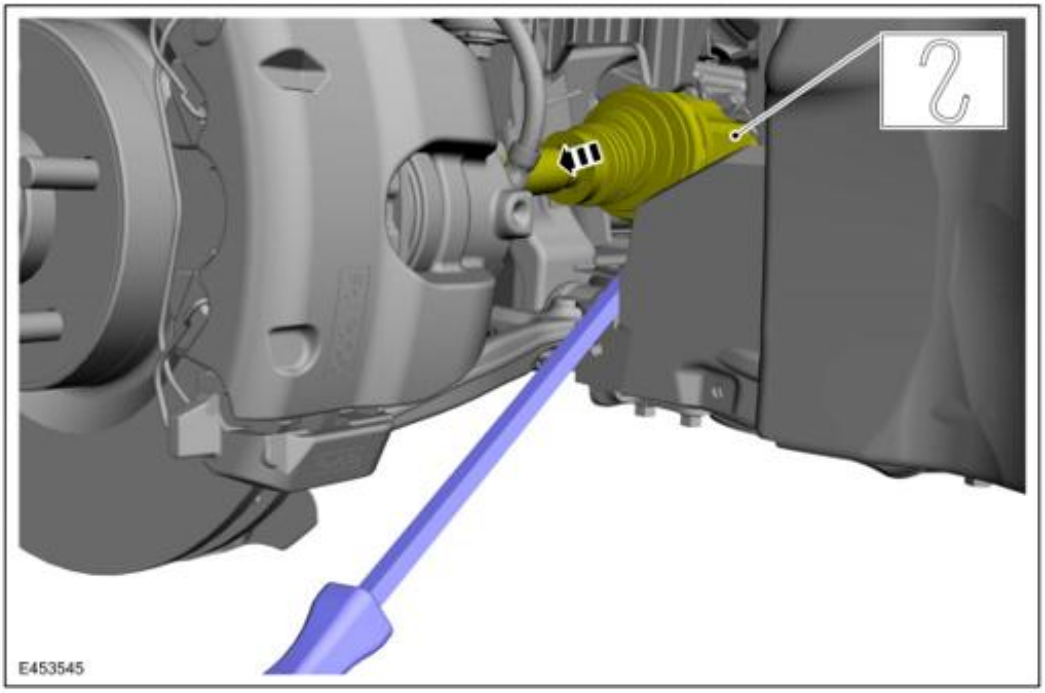
Torque: 81 lb.ft (110 Nm)



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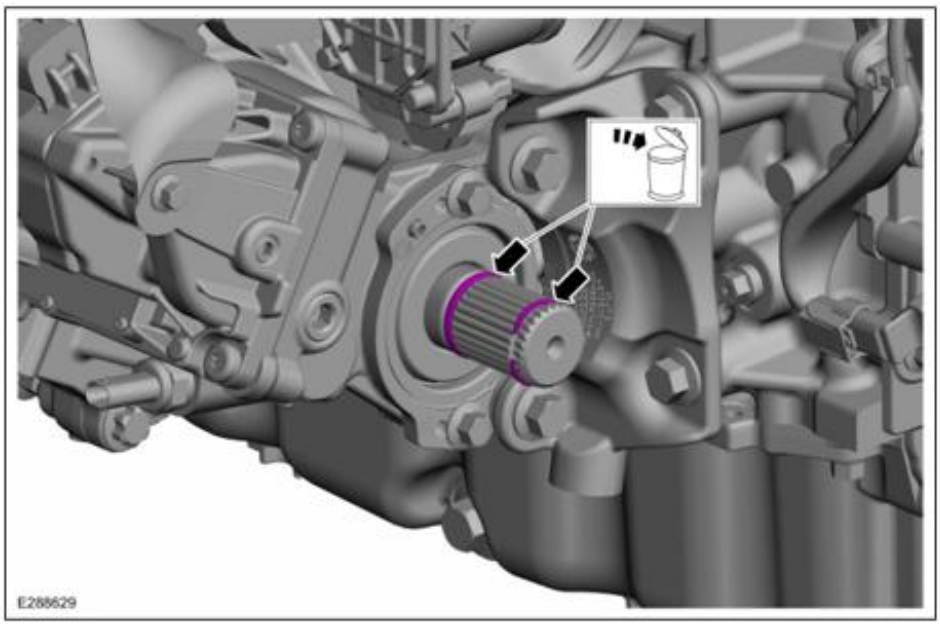
24.

Detatch the halfshaft from power transfer unit end and support using a hook at a safe angle.



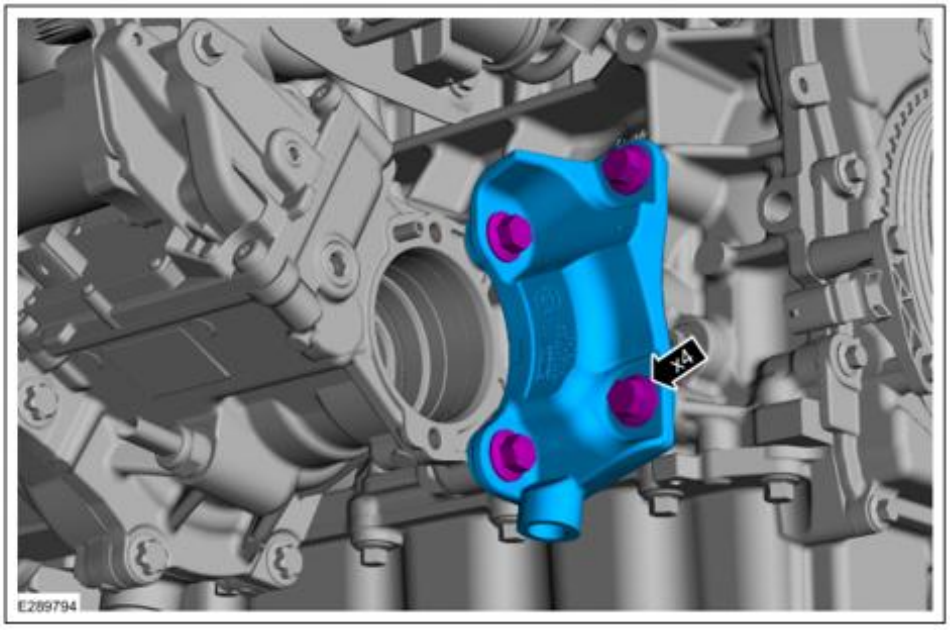
25.

Remove and discard the circlip and O-ring seal from the intermediate shaft.

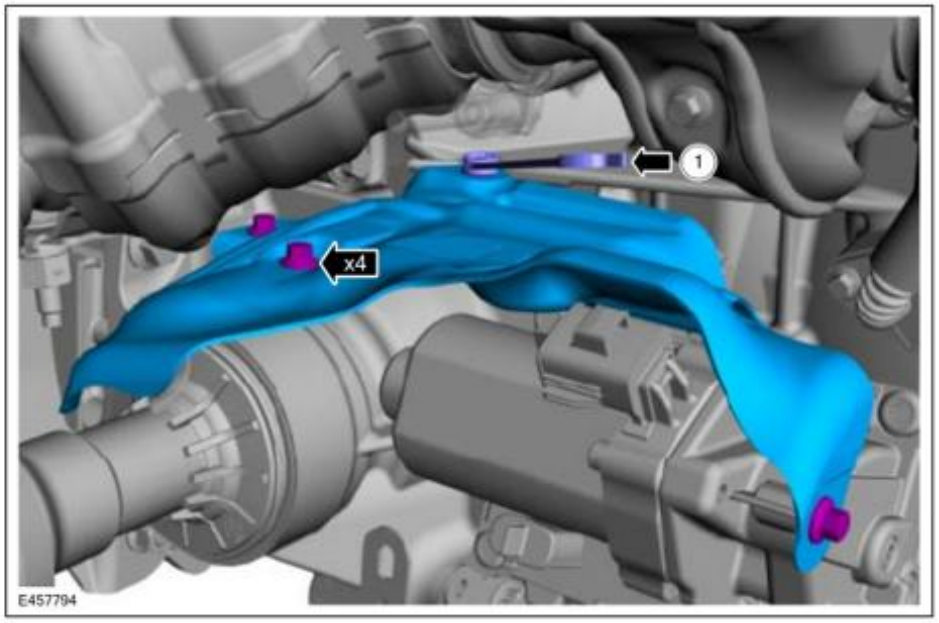


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26. Remove the bolts and the PTU support bracket. *Torque*: 35 lb.ft (48 Nm)

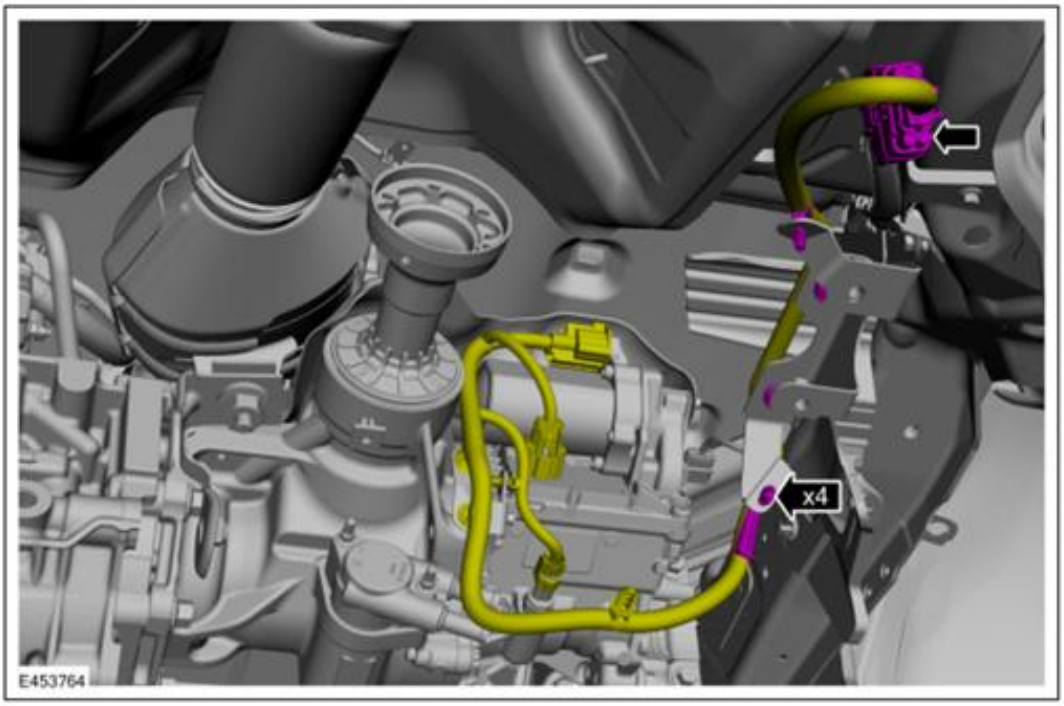


27. Remove the bolts and the heat shield. Front top bolt can be accessed with a ratcheting wrench. *Torque*: 89 lb.in (10 Nm)

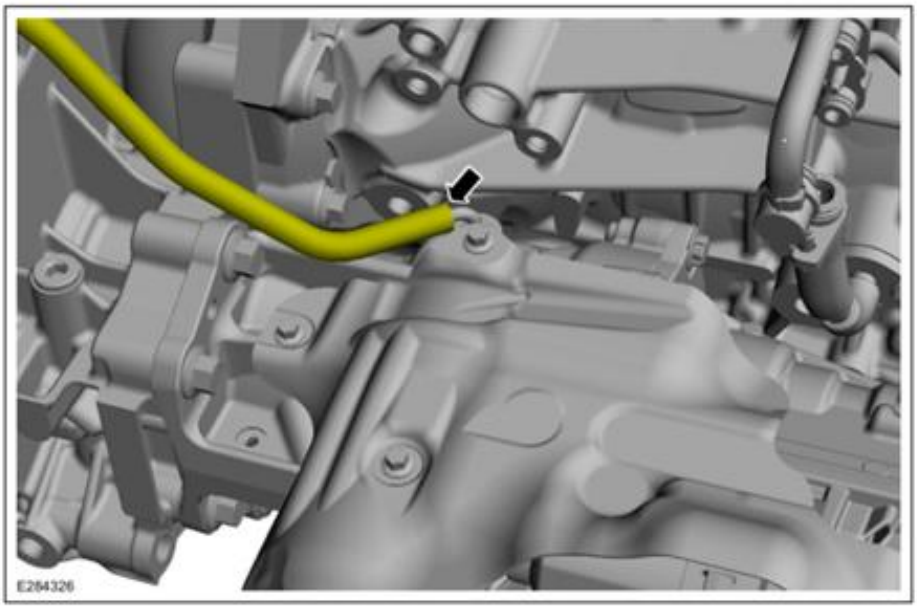


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28. Disconnect wiring connectors from PTU.



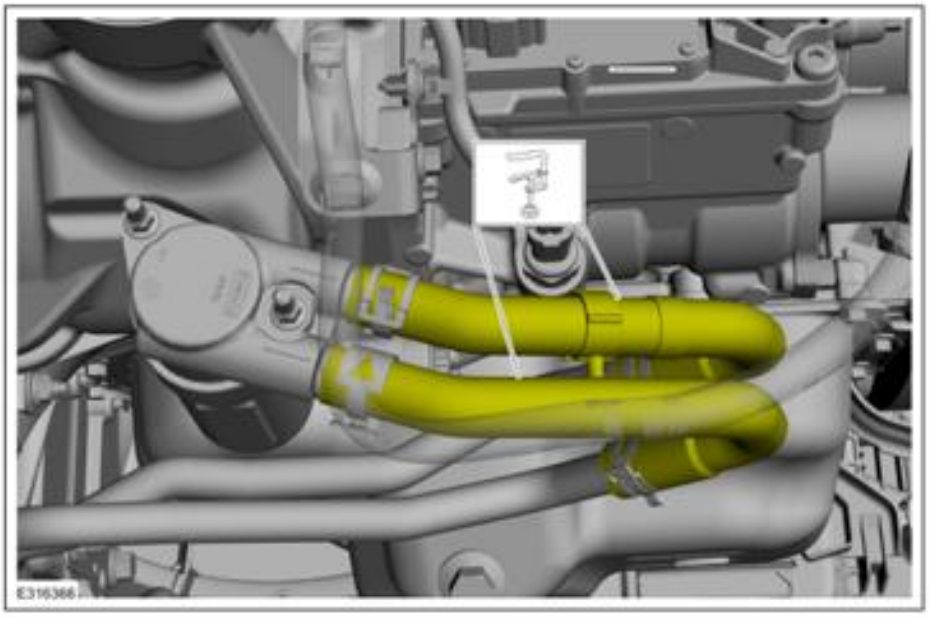
29. Disconnect and position aside the PTU vent hose

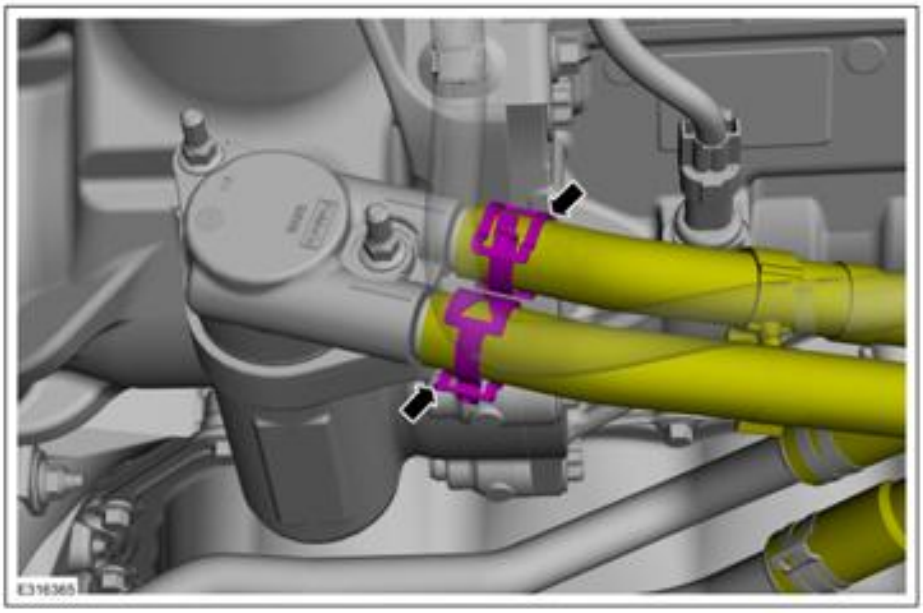


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30.

- Clamp the hoses.
- Release the hose clamps and position aside the PTU cooling system hoses.



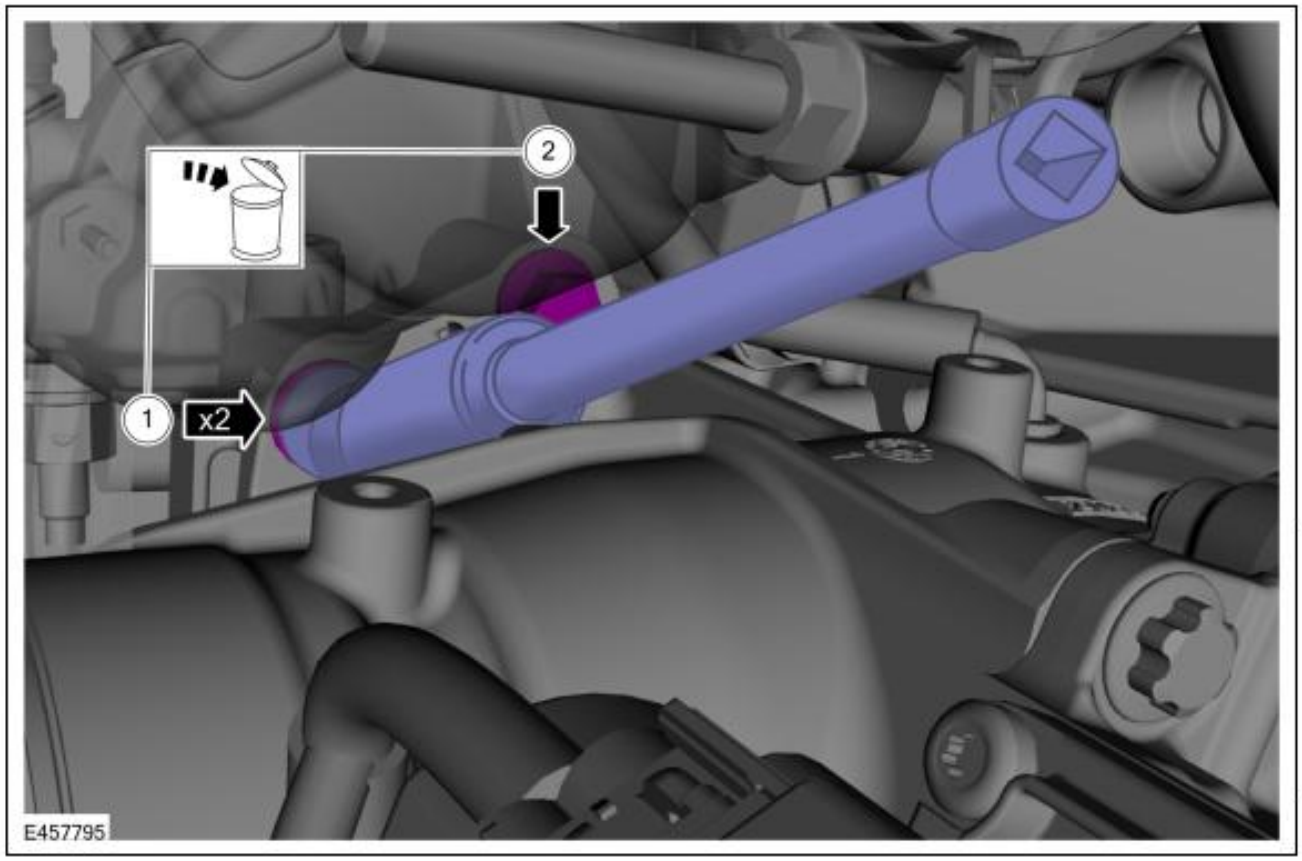


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31.

Remove and discard the top PTU bolts.

1. Front bolt can be accessed using a 3/8 drive extension and an impact swivel socket.
2. Rear bolt can be accessed using a 3/8 drive extension and an impact swivel socket.

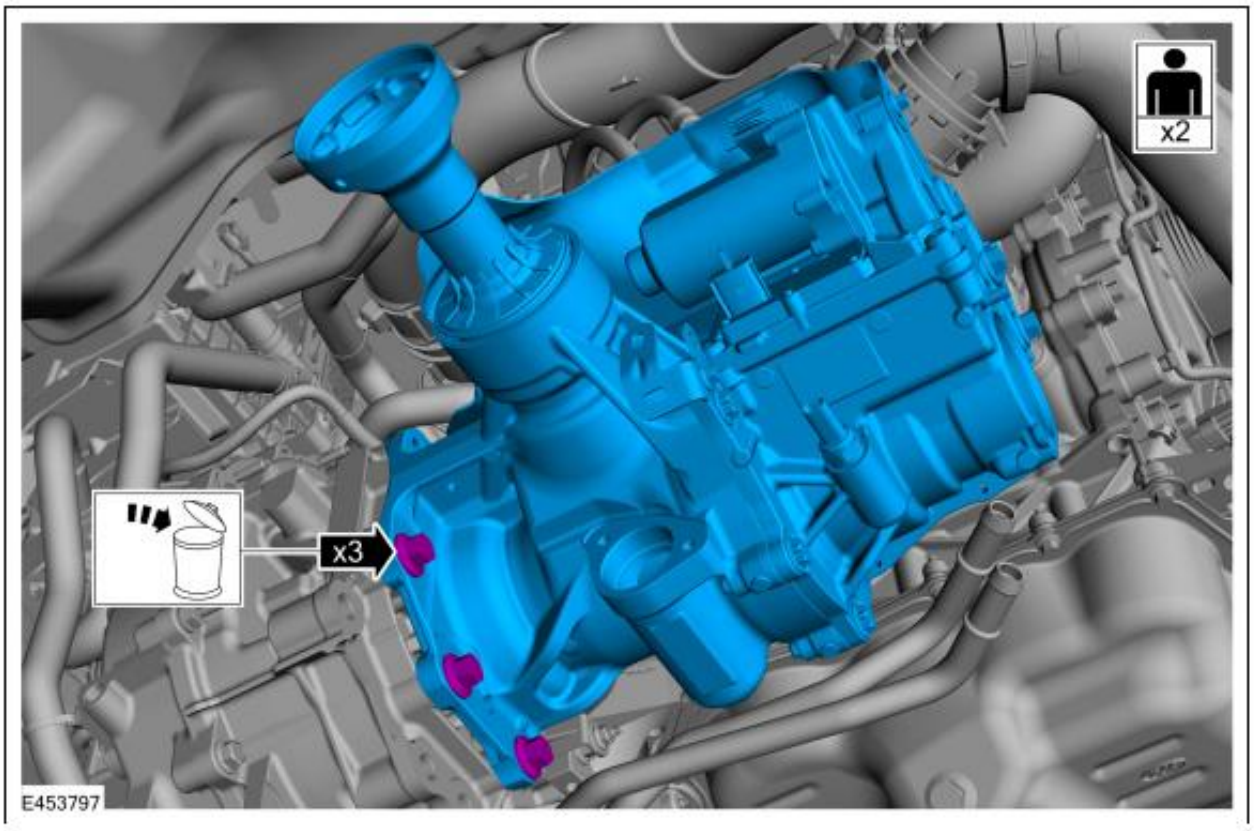


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32.

NOTICE: This is a tight fit, use care to not damage the transmission and PTU mating surfaces.

- Remove and discard the bolts.
- Remove the PTU.
- *Torque*: 76 lb.ft (103 Nm)



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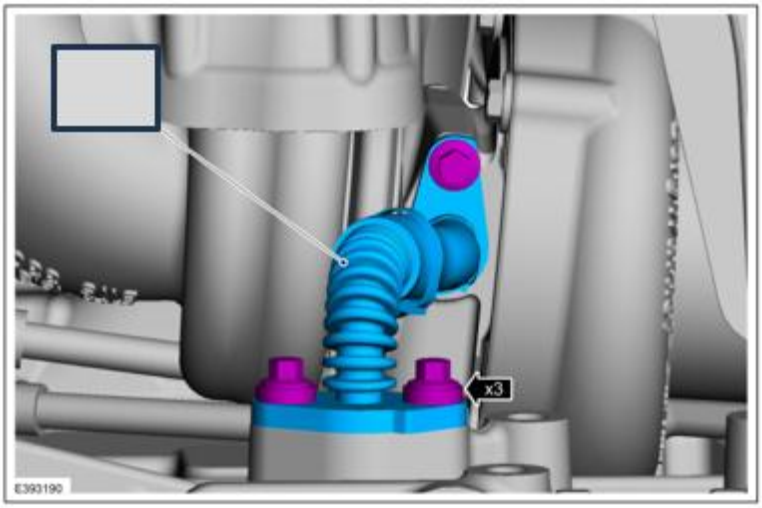
33.

- Remove the turbocharger oil return tube. *Torque*: 97 lb.in (11 Nm)

NOTICE: Do not use a metal brush, damage to sealing area will result in leaks.

- Replace both O-rings. 6N652E on turbo side and 6N652F on cyl block side.

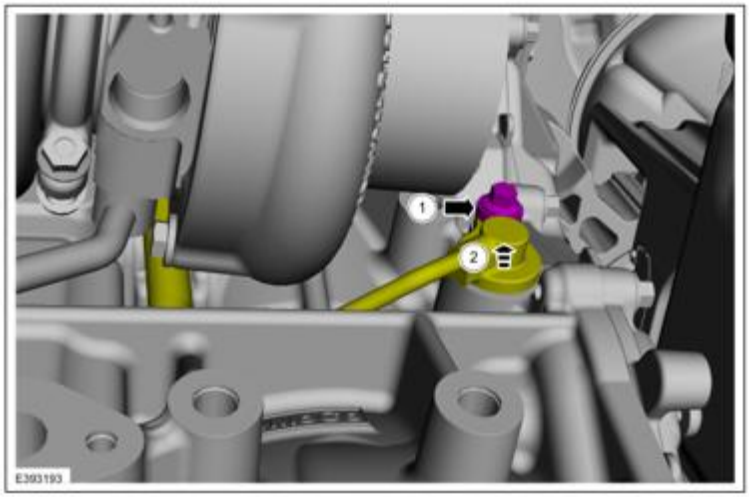
NOTE: *O-rings must be lubricated with clean engine oil upon reassembly.*



34.

- Remove the turbocharger oil supply tube. *Torque*: 97 lb.in (11 Nm)
- Replace both O-rings. 6N652D on turbo side and 6N652C on cyl block side.
- Replace 6C683 oil filter assembly

NOTE: *O-rings must be lubricated with clean engine oil upon reassembly.*

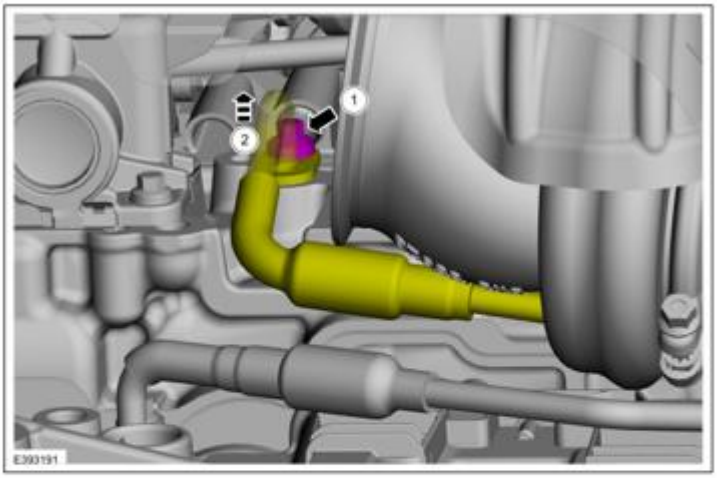


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35.

- Remove the turbocharger coolant supply tube. *Torque*: 97 lb.in (11 Nm)
- Replace both O-rings. 6N652A on turbo side and 6N652D on cyl block side. 6N652B O-ring in center of coolant tube.

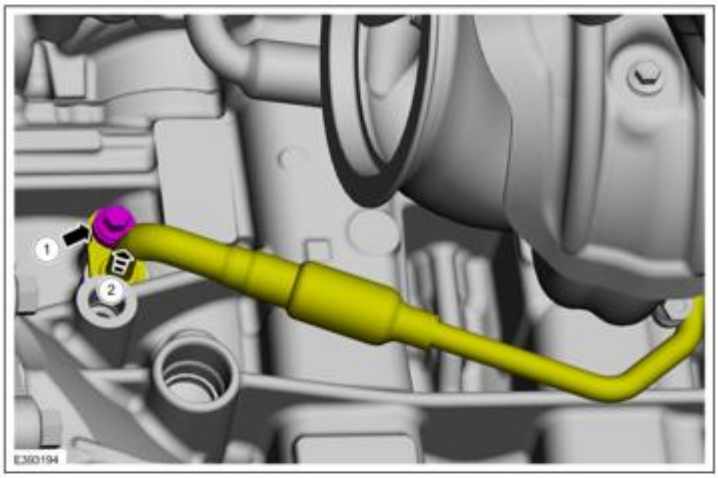
NOTE: *O-rings must be lubricated with clean engine oil upon reassembly.*



36.

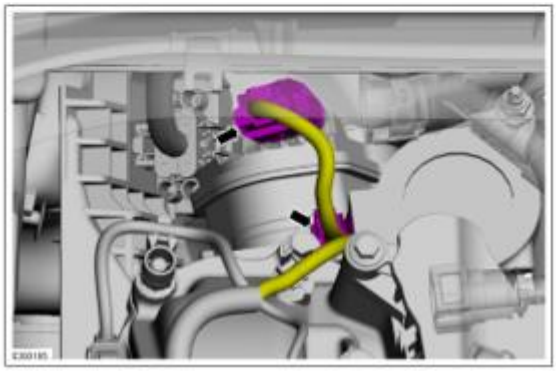
- Remove the turbocharger coolant return tube. *Torque*: 97 lb.in (11 Nm)
- Replace both O-rings. 6N652A on turbo side and 6N652D on cyl block side. 6N652B O-ring in center of coolant tube.

NOTE: *O-rings must be lubricated with clean engine oil upon reassembly.*



37.

- Detach the retainer and disconnect the turbocharger electrical connector from the wastegate actuator.



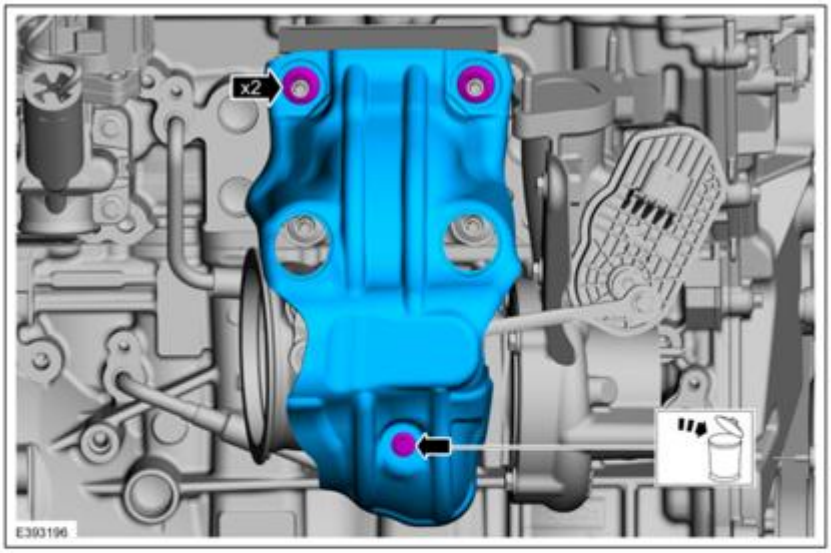
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38.

- Remove the two turbocharger mounting nuts and lower heatshield bolt.

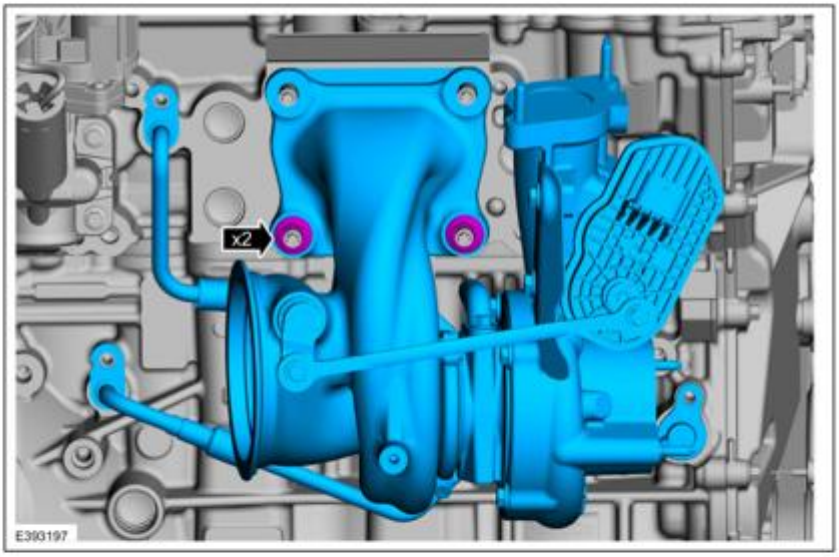
Torque:
Nuts: 39 lb.ft (53 Nm)
Bolt: 97 lb.in (11 Nm)

- Remove the heatshield and replace as necessary.



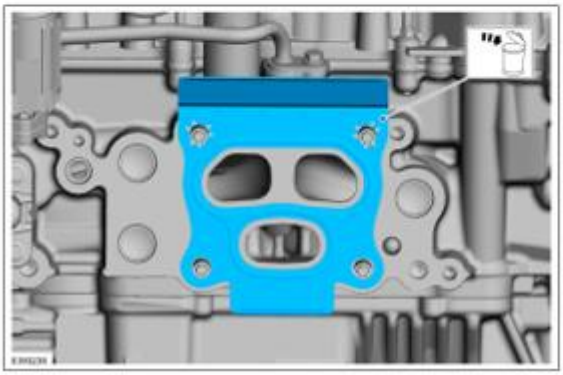
39.

- Remove the two remaining turbocharger mounting nuts.
- Remove turbocharger assembly.



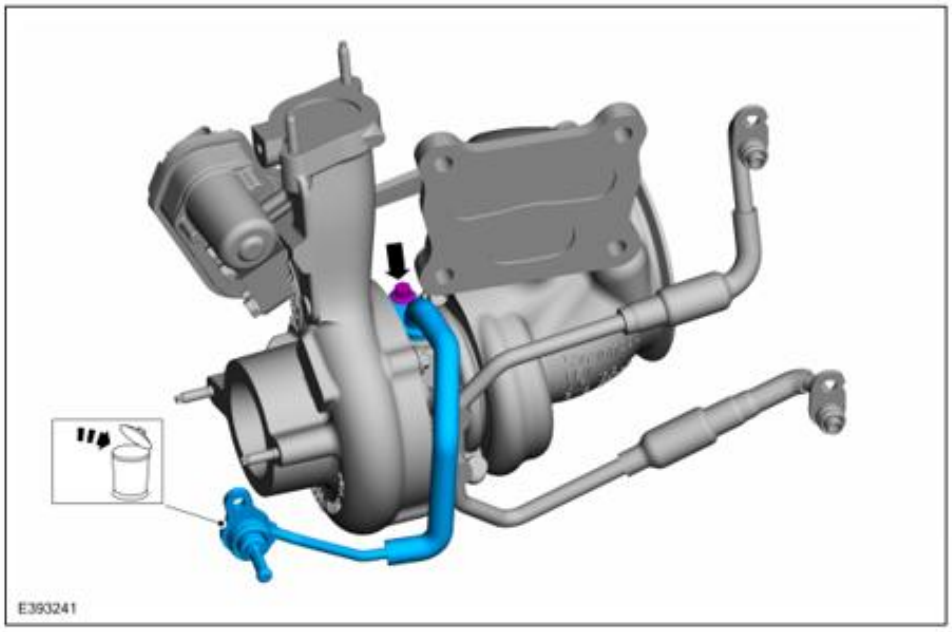
40.

- Remove turbocharger gasket
- DO NOT REUSE gasket.
- Replace exh studs as necessary.
  Torque: 159 lb.in (18 Nm)



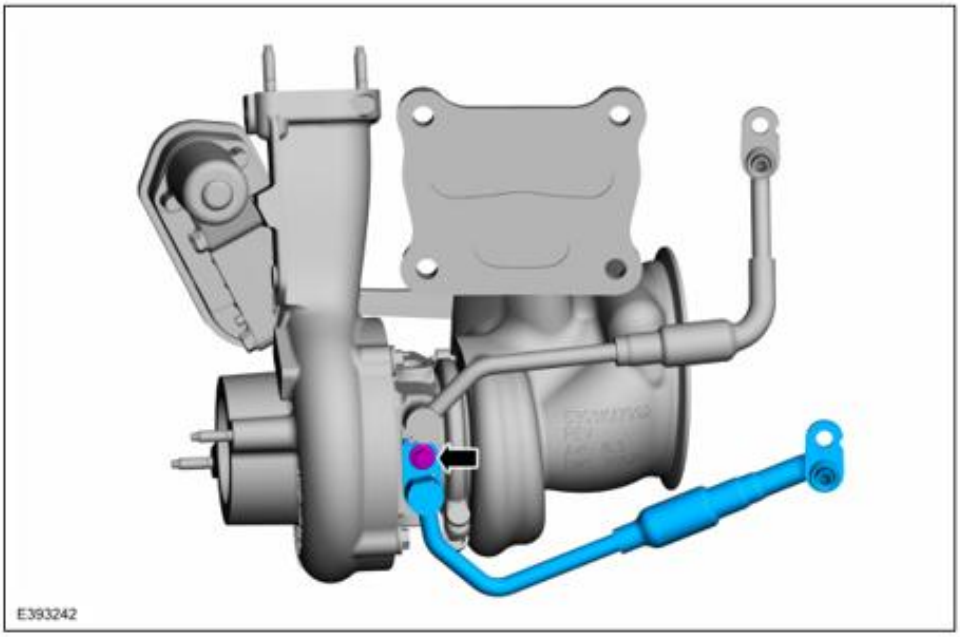
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41.



- Remove turbocharger oil supply and coolant tubes from turbocharger.
  Torque: 97 lb.in (11 Nm)

- Replace O-rings per reference chart on pg.1
- Replace oil feed filter
- Transfer tubes over to new turbocharger and begin installation.



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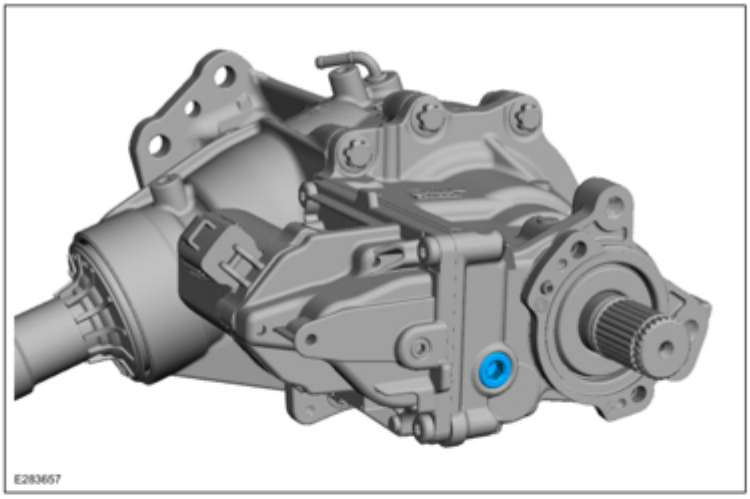
After installation is complete, it will be necessary to check the coolant, engine oil, PTU oil, and transmission fluid levels.

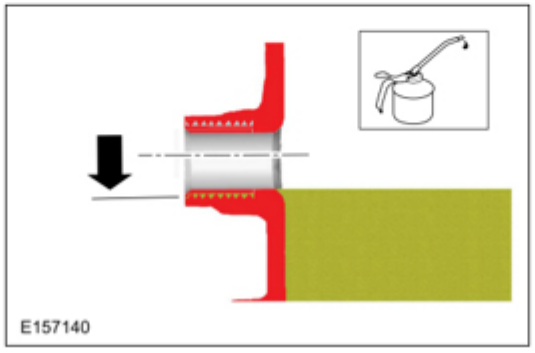
Engine oil specification: GF-6 SAE 5W-30
Coolant specification: Motorcraft® Yellow Concentrated Antifreeze/Coolant / VC-13-G
Motorcraft® Yellow Prediluted Antifreeze/Coolant / VC-13DL-G
Transmission fluid specification: Motorcraft® MERCON® ULV Automatic Transmission Fluid / XT-12-QULV
PTU fluid specification: Motorcraft® SAE 75W-85 Premium Synthetic Hypoid Gear Lubricant / XY-75W85-QL

PTU fluid level check procedure

Remove the PTU fill plug. Fill the PTU with clean fluid, level with the fill plug opening.

Install the PTU fill plug.
Torque:
Stage 1: 133 lb.in (15 Nm)
Stage 2: 360°

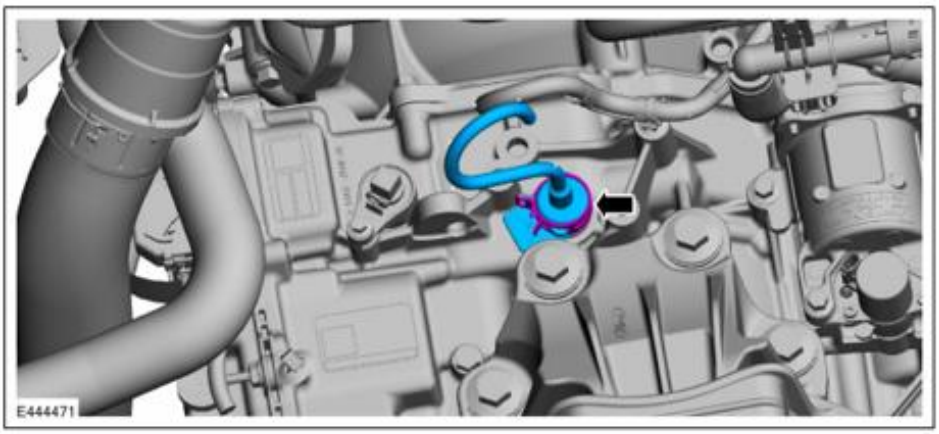




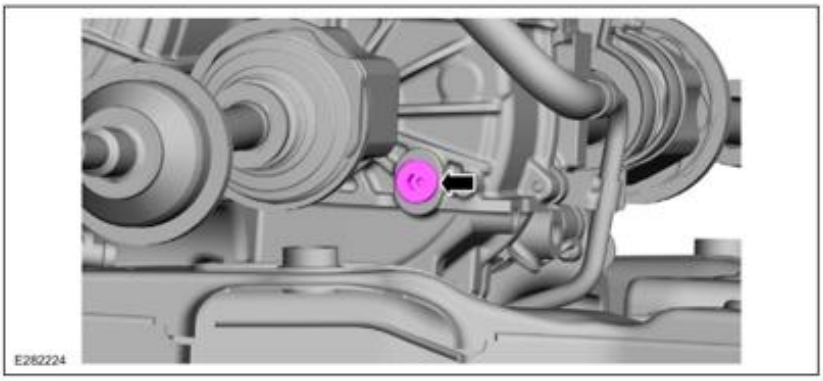
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Transmission fluid level check procedure

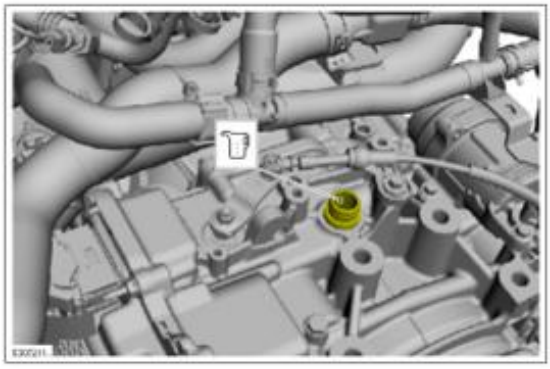
Remove the transmission vent.



With the engine running in PARK, remove the transmission fluid leveling plug.



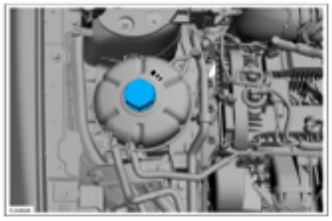
Add clean transmission fluid in increments of 0.25L (0.5 pt) until the transmission fluid is even with the transmission fluid leveling plug hole.



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Coolant Vacuum filling and Bleeding

Remove the pressure relief cap.



Install a vacuum cooling system filler and follow the manufacturer's instructions to fill and bleed the system.

Fill the degas bottle to the MAX FILL line.

Install the degas bottle cap until it contacts the hard stop.

Turn the climate control system off.

Start the engine and increase the engine speed to 3,500 rpm and hold for 30 seconds.

Turn the engine off and wait for 1 minute to purge any large air pockets from the cooling system.

WARNING: Always allow the engine to cool before opening the cooling system. Do not unscrew the coolant pressure relief cap when the engine is operating or the cooling system is hot. The cooling system is under pressure; steam and hot liquid can come out forcefully when the cap is loosened slightly. Failure to follow these instructions may result in serious personal injury.

Check the engine coolant level in the degas bottle and, if necessary, fill to the top of the MAX FILL line.

Start the engine and let it idle until the engine reaches normal operating temperature and the thermostat is fully open. A fully open thermostat is verified by the cooling fan cycling on at least once.

If necessary, start the engine. Increase the engine speed to 3,500 rpm and hold for 30 seconds.

Allow the engine to idle for 30 seconds.

Turn the engine off for 1 minute.

Check the engine coolant level in the degas bottle and, if necessary, fill to the top of the MAX FILL line on the degas bottle.

Install the pressure relief cap until it contacts the hard stop.

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MAVERICK BRONZE/BLACK TAILGATE LETTERING

FORD MAVERICK **2022+ Tailgate Letter Inserts**

Preparation/Installation

Part Number: **MAV001**

Official Licensed Product

TUFSKINZ
DURABLE ACCESSORIES

Kit Contents

Item #	Quantity Reqd.	Description
1	1	Letter "M"
2	1	Letter "A"
3	1	Letter "V"
4	1	Letter "E"
5	1	Letter "R"
6	1	Letter "I"
7	1	Letter "C"
8	1	Letter "K"

MAVERICK



Figure 1

Recommended Tools

- **50/50 Mix w/ Isopropyl Alchohol/Water**
- **Scratch Resistant Cloth**
- **1500 Watt Hair Dryer (Optional)**

"MAVERICK" Letter Preparation and Installation

1. Remove "MAVERICK" lettering from packaging and make sure all items and quantities from the kit contents table are included.

2. Apply the isopropyl/water cleaning mixture to a scratch resistant cloth.

3. Thoroughly clean all installation surfaces and wipe dry immediately with a clean cloth. Do not air dry.

4. Ensure parts and vehicle surface area are between 70°F and 110°F at the time of installation.
   *If necessary, use a hair dryer to reach the recommended temperatures. **Do not use heat gun.**

5. Before peeling the adhesive liner, dry fit letters in their locations to check for proper fit and placement. **[See Figure 1]**

6. Remove liner and carefully apply each letter without touching the adhesives. Press firmly to promote uniform adhesion.

⚠ WARNING
If you use any type of Armor All or other silicone-based products you must thoroughly clean surface 2-3 times with 3M Prep Solvent-70 or rubbing alcohol to remove the chemical silicone in those products. Failing to do so will cause the adhesive to deactivate.

CARE INSTRUCTIONS
To clean and preserve the original quality of your accessory, clean only with non-abrasive wax cleaners. Car wash safe.

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MAVERICK FRONT LOWER SPOILER

Instruction sheet

FORD CUSTOM GARAGE BADGE

INSTALLATION INSTRUCTION - FORD CUSTOM GARAGE BADGE

ACCESSORIZE YOUR VEHICLE AT: PERFORMANCEPARTS.FORD.COM

F-150 2026 →
Bronco 2026 →
Ranger 2026 →
Explorer 2026 →
Maverick 2026 →
Mustang 2026 →
Super Duty 2026 →

Ford
LINCOLN

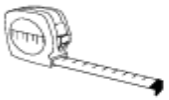
Subject to alteration without notice

PERSONAL INJURY
VEHICLE DAMAGE
INCORRECT
CORRECT
SEE MANUAL

A



B TOOLS REQUIRED:

MASKING TAPE	SQUEEGEE	TAPE MEASURE	ALCOHOL WIPES	SOFT CLOTH
				

PG 1/3 | IS-M-1820-FCG | © Copyright Ford 2025 | Ford

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1

NOTE: THE ROOM TEMPERATURE AND SURFACE TEMPERATURE MUST BE NO LOWER THAN 68 DEGREES FAHRENHEIT (20° C) OR HIGHER THAN 90 DEGREES FAHRENHEIT (32° C) TO ENSURE PROPER INSTALLATION.

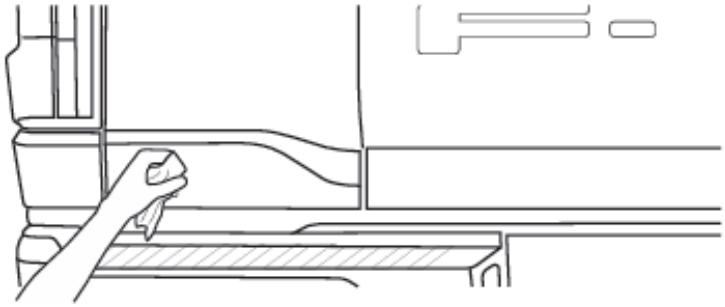


2

NOTE: CLEAN SURFACE USING DILUTED RUBBING ALCOHOL (50/50) OR AN ALCOHOL WIPE TO REMOVE DIRT AND GREASE. REMOVE RESIDUE FROM AREA AND ALLOW AREA TO DRY THOROUGHLY.

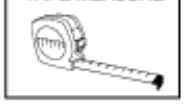


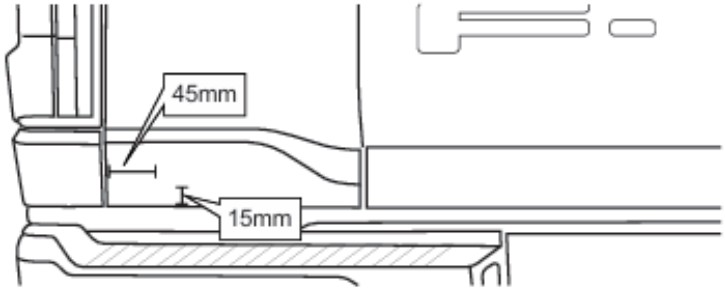




3 **F-150**

TAPE MEASURE

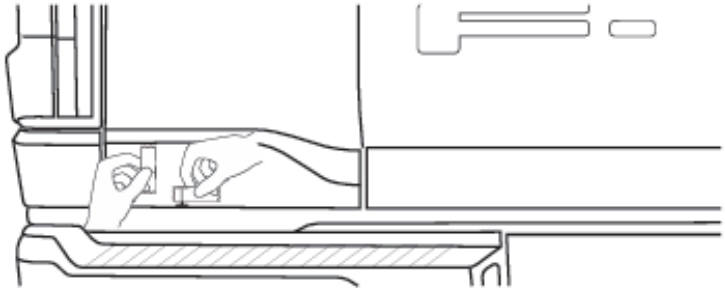




4

MASKING TAPE





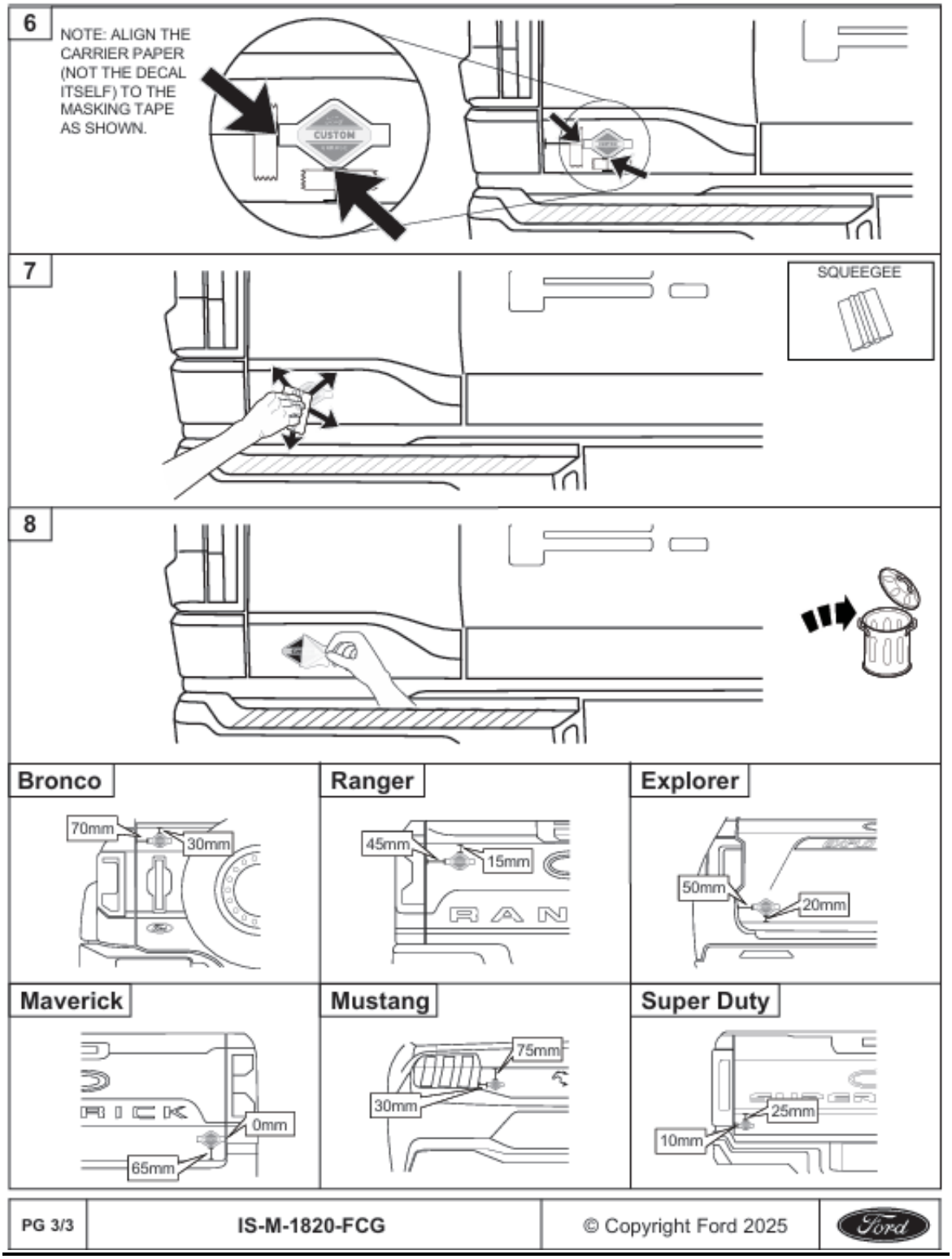
5





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HEADLAMP ADJUSTMENT

Procedure required for XLT/Lariat up-fit

417-01 Exterior Lighting
General Procedures

2026 Maverick
Procedure revision date: 04/7/2026

Headlamp Adjustment

Adjustment

NOTE: *This vehicle's low beam headlamp pattern features a dark area above the horizontal reference line, which is most noticeable when the high beams are active. This design is intentional to meet regulatory requirements and minimize glare for oncoming traffic. Furthermore, the low beam pattern directs some light upward to satisfy regulations and improve overhead sign visibility. This is a normal operating characteristic; do not attempt repairs for this condition.*

1. **NOTE:** *If the flash video link does not load or is incompatible with your browser, a .wmv version of the video can be accessed at: http://www.fordservicecontent.com/Ford_Content/videos/FusionHeadlampAdj2.wmv*

All headlamp types

NOTE: *Refer to the Owner's Literature for the headlamp adjustment screw location.*

NOTE: *Consult your state or region vehicle inspection manual for recommended tolerance ranges for visual aiming.*

NOTE: *Horizontal aim is not adjustable.*

NOTE: *Record initial vehicle headlamp aim in relation to Optical Center for headlamp aim adjustments*

2. For North American vehicles only, identify the headlamp type. Vehicles are equipped with Visually Optically Aligned Left (VOL) or Visually Optically Aligned Right (VOR) headlamps. These are molded in small letters on the headlamp outer lens as: VOL and SAE or VOR and SAE.

3. **NOTE:** *Before starting headlamp adjustment, entry conditions must be met.*

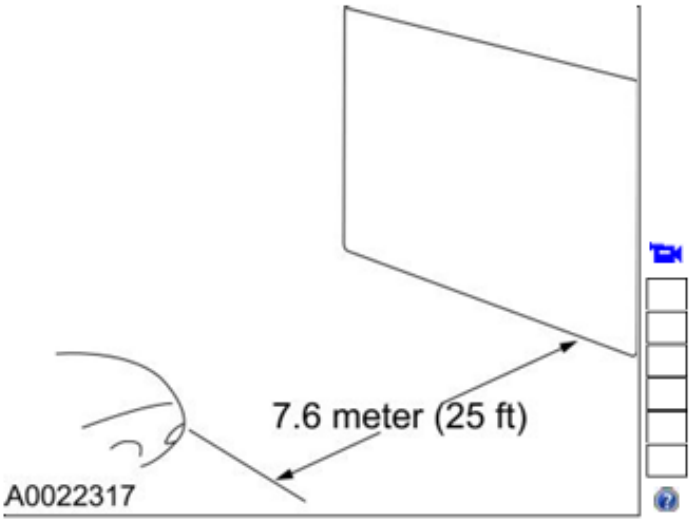
   - Vehicle must be on level ground.
   - Tires must be correctly inflated.
   - Vehicle must be normally loaded (the vehicles normal weight of driver, passengers and cargo)
   - Headlamps must be clean.
   - Headlamps must operate correctly.
   - Headlamps switch in the HEADLAMPS position.
   - The LH steering column multifunction switch in the LOW BEAMS position.
   - Air suspension switch must be on (if equipped).
   - For vehicles equipped with manual leveling headlamps, repeatedly operate the headlamp leveling switch and then set it to "0".

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- For vehicles equipped with automatic leveling headlamps, verify that there are no lighting faults displayed in the IPC and that there are no DTCs present. If any faults are displayed or any DTCs are present, diagnose those before adjusting the headlamps.

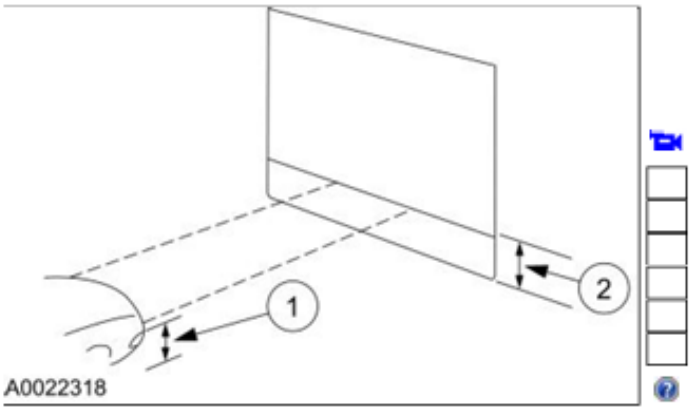
4. **NOTE:** *The vertical wall or screen must be large enough to see a majority of the beam pattern.*

   Park the vehicle on a level surface approximately 7.6 m (25 ft) from the vertical wall or screen directly in front of it.



5. **NOTE:** *The optical center of the low beam optical is normally marked on the lens (circle, crosshair or other mark) or is the center of the low beam reflector, optical shield or the low beam projector inner lens.*

   Measure the center of the headlamp height to ground and record the measurement.



6. **NOTE:** *Use a 2.4 m (8 ft) section of masking tape for the horizontal reference line.*

   - For vehicles with headlamp optical center heights (1) below 95 cm (37.5 inches), place the horizontal reference line (2) equal to the headlamp optical center height.
   - For vehicles with headlamp optical center heights (1) between 95 cm - 105 cm (37.5 - 41.5 inches), place the horizontal reference line (2) at the headlamp optical center height minus 1.3 cm (0.5 inch).
   - For vehicles with headlamp optical center heights (1) above 105 cm (41.5 inches), place the horizontal reference line (2) at the headlamp optical center height minus 2.5 cm (1.0 inch).

7. **NOTE:** *Carry out this procedure in a dark environment to effectively see the headlamp beam pattern.*

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Turn the low beam headlamps on to illuminate the wall or screen and open the hood.

8. **NOTE:** *The cut off of the beam pattern is the horizontal line of the beam pattern where there is MAXIMUM change between light and dark.*

   On the wall or screen, locate the cut off of the beam pattern.

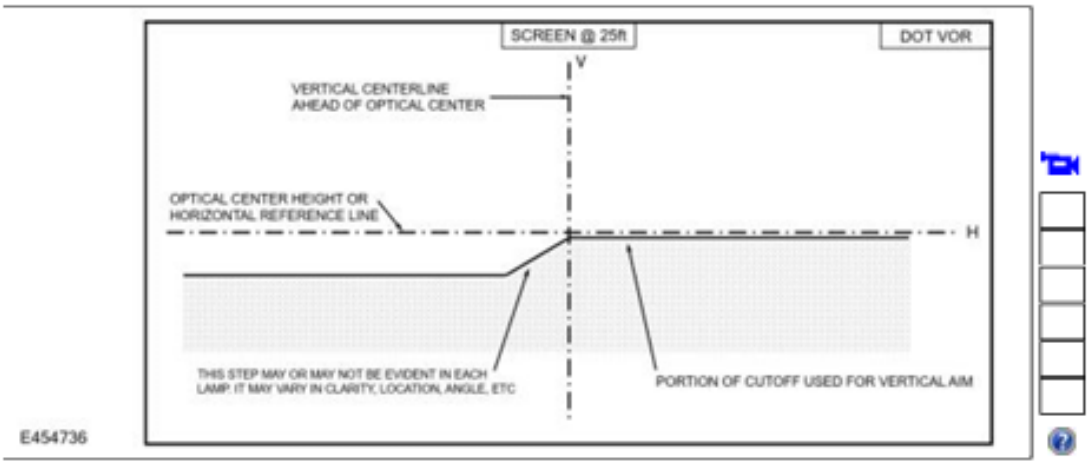
North American VOR-Type Headlamps

NOTE: *This procedure applies to both left and right headlamps of North American vehicles only, with VOR molded on lens.*

NOTE: *When aligning one headlamp, make sure the other headlamp is covered.*

9. **NOTE:** *The cutoff is the horizontal portion of the beam where the MAXIMUM change between light and dark can be found.*

   Referencing the diagram above, locate the portion of the cutoff used for vertical aim on VOR headlamps.



10. Adjust the headlamp as necessary using the headlamp adjusting screw to align this portion of the cut to the horizontal reference line as shown in the diagram.

11. Repeat the previous step for the remaining headlamp.

12. When both sides are complete, make sure that both beams appear parallel to each other.

North American VOL-Type Headlamps

NOTE: *This procedure applies to both left and right headlamps of North American vehicles only, with VOL molded on lens.*

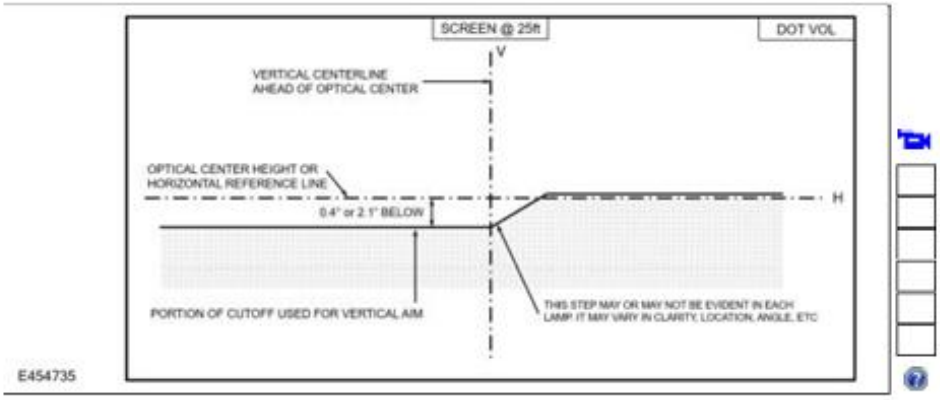
NOTE: *When aligning one headlamp, make sure the other headlamp is covered.*

13. **NOTE:** *The cutoff is the horizontal portion of the beam where the MAXIMUM change between light and dark can be found.*

    Referencing the diagram above, locate the portion of the cutoff used for vertical aim on VOL headlamps.

14. Adjust the headlamp as necessary using the headlamp adjusting screw to align this section so that it is positioned at 5 cm (2.1 in) below the horizontal reference line as shown in the diagram.

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15. Repeat the previous step for the remaining headlamp.
16. When both sides are complete, make sure that both beams appear parallel to each other.

Except North American Vehicles - LHD

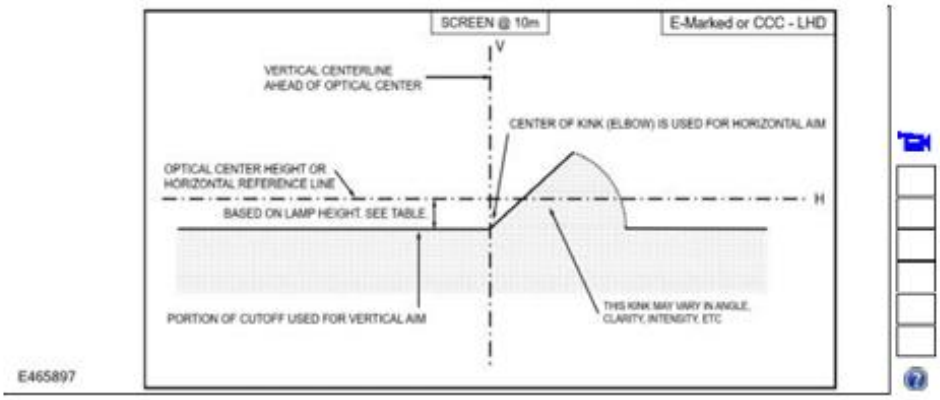
NOTE: *This procedure applies to LHD vehicles outside North America.*

NOTE: *When aligning one headlamp, make sure the other headlamp is covered.*

17. **NOTE:** *The cutoff is the horizontal portion of the beam where the MAXIMUM change between light and dark can be found.*

    Referencing the diagram above, locate the portion of the cutoff used for vertical aim on LHD headlamps.

18. Adjust the headlamp as necessary using the headlamp adjusting screw to align this section so that it is positioned at 76.2 mm (3 in) below the horizontal reference line as shown in the diagram.



19. Repeat the previous step for the remaining headlamp.
20. When both sides are complete, make sure that both beams appear parallel to each other.

Except North American Vehicles - RHD

NOTE: *This procedure applies to RHD vehicles outside North America.*

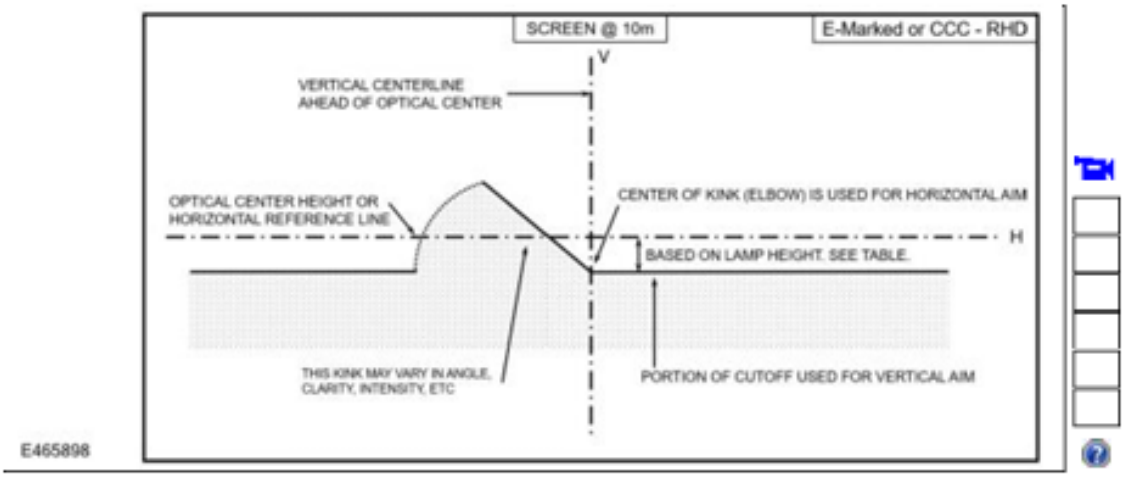
NOTE: *When aligning one headlamp, make sure the other headlamp is covered.*

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21. **NOTE:** *The cutoff is the horizontal portion of the beam where the MAXIMUM change between light and dark can be found.*

    Referencing the diagram above, locate the portion of the cutoff used for vertical aim on RHD headlamps.

22. Adjust the headlamp as necessary using the headlamp adjusting screw to align this section so that it is positioned at 76.2 mm (3 in) below the horizontal reference line as shown in the diagram.



23. Repeat the previous step for the remaining headlamp.

24. When both sides are complete, make sure that both beams appear parallel to each other.

CAMERA RE-INITIALIZATION

Required for XLT/Lariat only

1. Using a scan tool, select the controlling module for the parking aid camera(s).
    1. Determine installed camera system:
       Rear view camera system APIM is the controlling module.
       360° camera system IPMA is the controlling module.
    2. Select the controlling module on the diagnostic scan tool screen.
2. Carry out the LIN new module initialization.
3. Follow the on-screen instructions.
4. Check the vehicle for the active guidelines option. Refer to description and operation in the appropriate vehicle section.
5. If equipped with active guidelines, drive the vehicle on a flat, smooth road at 32 km/h (20 mph) or more, with hands placed loosely on the steering wheel and minimal steering correction for approximately 30 seconds.

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360° CAMERA SYSTEM ALIGNMENT PROCEDURE

NOTE: *Damage to or misalignment of any of the cameras or the body panels they are mounted to, can affect the camera alignment.*

1. Prior to beginning this procedure, perform the following:
    1. Verify the exterior rear view mirrors to make sure they are in a normal driving position.
    2. Verify suspension is in a normal driving mode, if equipped with adjustable suspension.
    3. Verify that all doors, deck lid, liftgate, and tailgate are closed.
    4. Using a scan tool, retrieve and if necessary, repair any parking aid camera DTC .
    5. Clean the camera lenses. Inspect all cameras (except center high-mounted stoplamp camera and trailer camera, if equipped), the associated mounting hardware and body components for damage.
2. Environmental conditions that may affect the procedure:
    1. Perform procedure in daylight.
    2. Perform procedure when visibility is clear with high contrast scenes that are not disturbed by strong rainfall or snow.
    3. Recommend driving on normal asphalt or concrete surface.
    4. Avoid road surfaces that have a smooth and uniform appearance (e.g. snow blanketed roadway).
3. Using a scan tool, carry out the 360 degree view camera alignment procedure.
    1. IPMA is the 360° camera controlling module.
    Refer to Wiring Diagrams Cell 145 for schematic and connector information.
    2. Select the controlling module on the diagnostic scan tool screen.
    3. Select the alignment procedure.
    4. Follow the on-screen instructions.
4. After the procedure is successful, verify the quality of the 360 degree view camera on the display.
    1. Drive to a parking lot and stop vehicle over straight parking designation lines.
    2. Activate the 360 degree view camera system.
    3. Drive slowly over the parking designation lines while watching the corners of the 360 image for stitching quality. Lines should look continuous.

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PROCAL4 PROCEDURE – PERFORMANCE CALIBRATION

PRIOR TO INSTALLATION READ THESE INSTRUCTION COMPETELY For questions, Call the FORD PERFORMANCE Techline 1-800-367-3788

Please visit https://www.performanceparts.ford.com for warranty information

NOTE

The ProCal 4 tool is shipped without vehicle calibrations. The end user must register with Ford Performance Parts (FPP) to download the ProCal 4 software. The software provided to install performance calibrations to the ProCal 4 tool is compatible only with Windows 7 and newer.

Installing FPP ProCal 4 software on PC

1. Create account at www.performanceparts.ford.com/register
2. Upon account creation, log in and navigate to the "Download" page to download ProCal 4 software
3. Once software is downloaded, install software on PC

Preparing the ProCal 4 for use

1. After software install is complete, connect ProCal 4 device to PC via supplied USB cable
2. Program should connect automatically. Follow all on screen prompts and fully complete all updates for ProCal software and ProCal tool before connecting to vehicle.

NOTE

- ✓ ProCal 4 TOOL WILL ONLY DISPLAY THE "Splash Screen" WHEN CONNECTED TO A PC.
- ✓ THE TOUCH SCREEN WILL NOT FUNCTION UNTIL CONNECTED TO A VEHICLE.

Before connecting the ProCal 4 tool to the vehicle

1. Turn off all accessories & unplug all electronic devices from all power & USB ports (A/C, radio, lights, etc.)
2. Ensure vehicle battery is sufficiently charged (12 volts or more)

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*****NOTE*****
CONNECT VEHICLE TO A BATTERY CHARGER/TENDER. THIS ENSURES ADEQUATE BATTERY VOLTAGE DURING CALIBRATION PROCESSES.

Saving Stock calibration to ProCal 4 tool

1. Turn ignition to "RUN" position
   *****NOTE*** DO NOT start engine. Keep foot off brake/clutch to ensure engine does not start**
2. Connect tool to the vehicle OBDII DLC J1962 port
   (Generally located on the bottom of the dash, to the right of the hood release)



3. Select "PROGRAMMING" option in the main menu and follow the on-screen prompts to read/save your stock calibration file. Do not turn off the ignition or unplug the tool until prompted to do so.

Downloading & Installing a Performance calibration into the ProCal 4 tool

1. Connect ProCal 4 tool to PC using provided USB cable
2. Open ProCal software and confirm VIN now displays within software 

3. Software will prompt user to backup/save stock calibration to FPP servers for backup purposes, in case of ProCal 4 loss/damage/etc.
4. After successful backup of stock calibration, the software will download the FPP performance calibration.
   a. Follow any on-screen prompts that may occur
5. Confirm software now shows Ford Performance calibration in addition to Stock file

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Installing Performance Calibration into the vehicle

*****NOTE*** ONCE CALIBRATION PROCESS HAS BEGUN, DO NOT PRESS ANY BUTTONS OR DISCONNECT TOOL UNTIL PROMPTED TO DO SO. ENSURE ALL ELECTRONIC ITEMS (RADIO, WINDOWS, DOORS, LIGHTS) ARE OFF AND ARE NOT OPERATED UNTIL CALIBRATION PROCESS IS COMPLETE**

1. Connect ProCal 4 tool to vehicle OBDII port

2. Ensure vehicle is in "RUN" position (Key on, Engine Off)
*****NOTE*** ENGINE MUST NOT BE STARTED/RUNNING UNTIL PROMPTED BY TOOL, OR CALIBRATION PROCESS IS COMPLETE**

3. Select "PROGRAMMING" option from main menu

4. Select "Performance Calibration" Option on ProCal 4, and Drag/Click to select the desired calibration.
*****NOTE*** DURING CALIBRATION PROCESS, THERE WILL BE VARIOUS WARNING CHIMES/ALARMS (Check Engine light, TPMS light, etc). THIS IS EXPECTED, AND PART OF THE PROCESS.**

5. Follow **ALL** on-screen prompts, until "Clearing Codes, Finished, Key off for 3 seconds" is displayed, signaling the end of the procedure

Diagnostic Features of ProCal 4Tool

1. Module Info
a. Identified VIN, Vehicle description, calibration, and software installed in the PCM

2. Diagnostics and Tools
a. Read DTC
i. Displays any Diagnostic Trouble Codes (DTC) stored in the vehicle PCM b.
Clear DTC
i. Clears all DTC stored in the PCM

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3. Service Functions

a. Clear KAM

i. Clears all data stored in vehicle Keep Alive Memory (KAM)

*****NOTE*** THIS IS RARELY NEEDED OPTION, ONLY USE IF YOU EXPERIENCE DRIVABILITY CONCERNS (IRREGULAR SHIFTING, ETC)**

b. Clear Adaptive KAM

i. Clears adaptive learning fuel related data stored in KAM

c. Crank Relearn

i. Used to re-learn the misfire profile for the crank position sensor. Generally used if vehicle has misfire DTC after calibration procedure

d. KOEO

i. Performs a Key on Engine off diagnostic self-test on the vehicle e. KOER

i. Performs a Key on Engine running diagnostic self-test on the vehicle f.

Flash TRID

*****THIS OPTION IS ONLY TO BE USED WHEN DIRECTED TO DO SO BY FPP. MIS-USE OF THIS FEATURE MAY CAUSE ISSUES WITH THE VEHICLE*****

g. Tire/Gear Adjust

i. Allows the end user to change the tire size or axle ratio stored in the PCM. Only to be used if installed tires or gears deviate from factory installed parts

*****SEE APPENDIX FOR DETAILED INSTRUCTIONS*****

Datalogging

4. Gauges

a. Allows user to monitor real-time data supported by the tool.

b. Some examples of monitorable data

a. Air fuel ratio

ii. Spark timing

iii. RPM iv. Temperature

c. To utilize; select gauges, then select a channel, then select the desired function to be monitored

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5. **Datalog**
    a. Allows recording of signals received in the "Gauges" screen. To utilize; first select a datalog file and pick a log file to record to. Once complete, select the "start recording" button. The selected logfile number will show up in red in the upper right corner of the screen. When complete, select the "stop recording" button. The logfile can be retrieved by plugging the tool into a computer, opening the ProCal 4 software, and navigating to the datalog tab. Data is stored in a .csv format.

*****NOTE*** If vehicle is equipped with an automatic transmission, several miles and/or days of driving may be required for all adaptive learning to complete. Do not be alarmed at shift quality immediately after installing of calibration. It is recommended to do light throttle driving until shift quality has stabilized.**

ADAPTIVE CRUISE CONTROL RADAR ALIGNMENT PROCEDURE

Cruise Control Radar Alignment

Special Tool(s) / General Equipment

Ford Diagnostic Equipment

Adjustment

Vertical Alignment

NOTE: *Damage to the CCM (cruise control module) bracket may affect correct alignment. When aligning the CCM (cruise control module), inspect the CCM (cruise control module) bracket for damage and repair as necessary before carrying out the alignment procedure.*

1. Place the vehicle on a wheel alignment bay station.
2. **NOTE:** *The vertical alignment for the CCM (cruise control module) is a software calibration. No manual adjustment is needed for this procedure. The scan tool calibrates the CCM (cruise control module) through the CCM (cruise control module) procedure in programmable parameters.*

   Follow the scan tool on-screen instructions to carry-out the CCM calibration procedure.
   Use the General Equipment: Ford Diagnostic Equipment

Horizontal Alignment

NOTE: *The horizontal alignment for the CCM (cruise control module) is a software calibration. No manual adjustment is needed for this procedure. The scan tool calibrates the CCM (cruise control module) through the CCM (cruise control module) procedure in programmable parameters.*

3. **NOTICE: The vehicle's engine must be running during the horizontal alignment procedure. Failure to leave the engine running throughout the entire procedure results in the cancellation of the alignment procedure and the system remains non-functional.**

   Start the engine.

4. Follow the scan tool on-screen instructions to carry-out the CCM calibration procedure.
   Use the General Equipment: Ford Diagnostic Equipment