

- **ENGINE OIL SYSTEM—CONTAMINATION RESULTS IN “TICKING” NOISE FROM HYDRAULIC LASH ADJUSTERS AFTER HOT SOAK—ESCORT/TRACER WITH 1.8L ENGINE WITH I.D. NUMBERS FROM 641359 THROUGH 679903 AND CAPRI 1.6L MODELS BUILT FROM JOB 1 THROUGH 8/1/93**
- **NOISE—“TICKING” SOUND FROM HYDRAULIC LASH ADJUSTERS AFTER HOT SOAK—ESCORT/TRACER WITH 1.8L ENGINE WITH I.D. NUMBERS FROM 641359 THROUGH 679903 AND CAPRI 1.6L MODELS BUILT FROM JOB 1 THROUGH 8/1/93**

**Article No.  
93-24-14**

**FORD:** 1993 ESCORT

**MERCURY:** 1991-1993 CAPRI  
1993 TRACER

**ISSUE**

A metallic “ticking” noise from the engine valve hydraulic lash adjusters may occur after a hot soak. This noise may be heard under the following conditions:

- When returning to idle speed after freeway driving
- After a hot soak at idle speed just after restarting

This condition may be caused by the factory oil becoming contaminated and is usually noticed in the first 1000-3000 miles (1600-4800 km) of new vehicle operation. The contamination can cause the oil to have increased foaming characteristics.

**ACTION**

Flush the engine lubrication system and replace the engine oil. Refer to the following procedure for service details

**NOTE**

**THE FOLLOWING TWO SYMPTOMS ARE NORMAL AND REQUIRE NO CORRECTIVE ACTION: (1) “TICKING” NOISE FOR UP TO 3 SECONDS AFTER INITIAL START UP. (2) NOISE JUST AFTER OIL AND FILTER CHANGE. AIR IS PURGED OUT THROUGH NORMAL DRIVING.**

1. Check the engine serial number for Escort/Tracer or the vehicle build date for Capri to verify that the vehicle may have the oil contamination problem. Capri build dates are stamped on the left strut tower. Refer to Figure 1 for Escort/Tracer Engine I.D. location.

- a. If the engine serial number/vehicle build date is outside the suspect range, follow normal diagnostic procedures. Refer to the 1993 Escort/Tracer or Capri Service Manual, Section 03-00.

- b. If the engine serial number/vehicle build date is within the suspect range, continue with step 2; complete the remainder of this service procedure.

2. Drain the engine oil and reinstall drain plug.
3. Fill engine crankcase just to the “low” oil level on the oil dipstick.
4. To flush, run the engine for 10 minutes at 2500 RPM.
5. Drain and discard the engine oil again, and reinstall drain plug.
6. Refill engine crankcase with new oil, adjusting to the “F” mark on the oil dipstick.

**NOTE**

**IT IS NOT NECESSARY TO REPLACE THE OIL FILTER.**

7. Purge any air from the hydraulic lash adjusters:
  - a. Drive the vehicle for 8 minutes at 3000 RPM.

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- b. Select an appropriate gear to maintain engine speed at 3000 RPM, consistent with local traffic laws and road conditions.
  - If air was trapped in the lifter, this will remove it.
  - If lifter noise is no longer present, discontinue the procedure and return the vehicle to the customer.

**WARRANTY STATUS:** Eligible Under Warranty Coverage Up To The First Scheduled Maintenance Interval (5000 Miles)

OPERATION	DESCRIPTION	TIME
932414A	Drain, Flush And Refill Engine Oil	0.6 Hr.

**DEALER CODING**

BASIC PART NO.  
6675

CONDITION  
CODE  
49

**OASIS CODES:** 401000, 497000, 499000, 702000

PART NUMBER	PART NAME
XO-5W30-QSP	Oil 5W30 (Pk./12)

**OTHER APPLICABLE ARTICLES:** 92-18-5,  
92-8-10

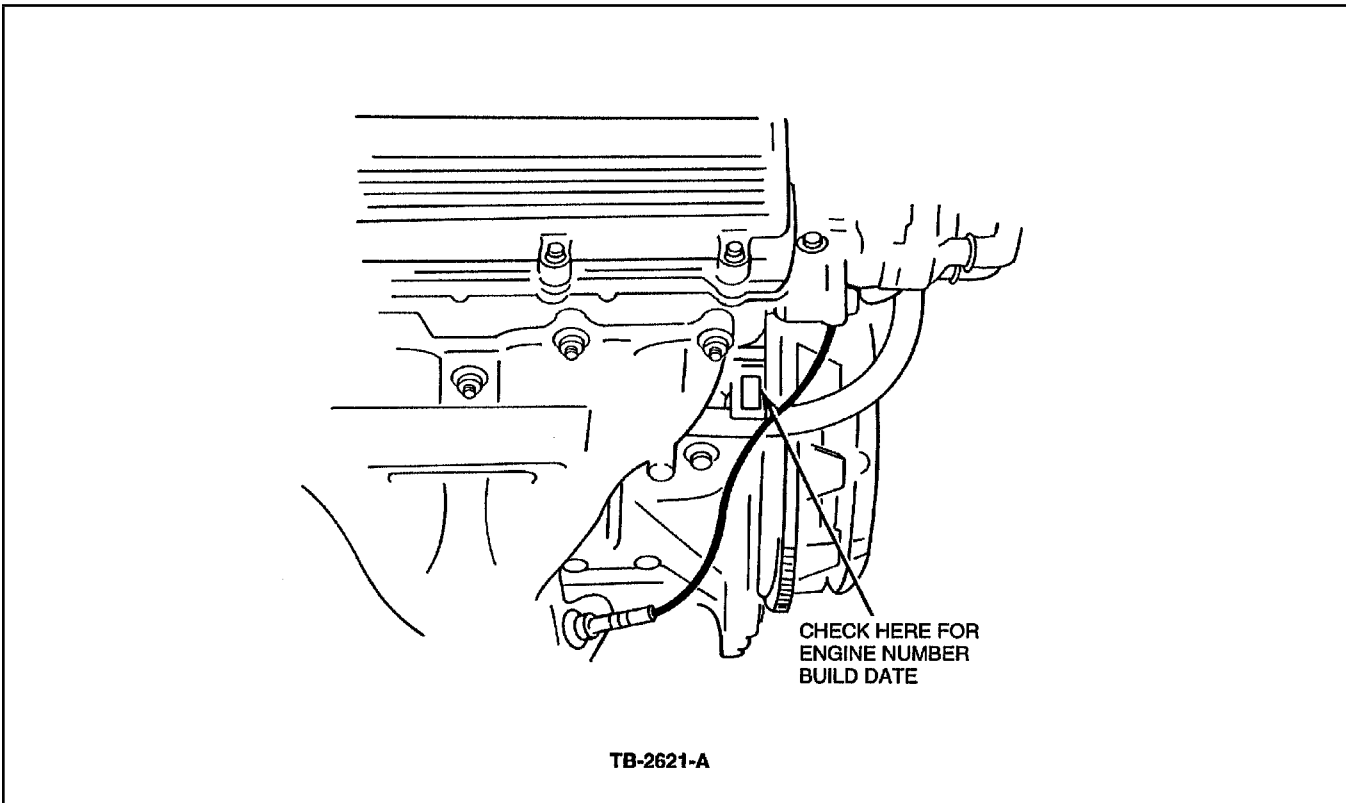


Figure 1 - Article 93-24-14