Service & Technician

Bulletin

Service 0079-A DIVISION NUMBER

TO: All Sales and Service

FROM: Service Operations

DATE: November 28th 2006

SUBJECT: 05 and newer Ford Super Duty Trucks

It has been brought to our attention that there have been Super Duties out there with steering box issues. Why some and not all of them? We have spoken to the suspension engineers at a few different companies and they have come to a conclusion that it is installer error.

When you are using an impact gun to re-install the nut on the pitman arm you are forcing the sector shaft in the steering box in an upward motion causing it to damage the top of the worm gear. Over time the cap or top will fatigue and break. What is the fix?

**DO NOT USE AN IMPACT GUN WHEN YOU INSTALL THE PITMAN ARM**

It has also been noted that when the pitman arm nut is being torqued and the pitman arm is allowed to swing full lock to the left side (or driver’s side) when torqing the nut that the worm gears in the steering box are actually holding the weight of the pitman arm with over 350 lbs. of force on them when the torqing is taking place. What is the fix?

When torqing the pitman arm nut is recommended that the pitman arm is held in the center or straight position so that no force is put on the worm gears in the steering box. This can be achieved by securing the pitman arm with a chain or tie down strap to the passenger’s side of the frame so all of the force applied at the time of the torqing of the nut is put on the frame of the truck and not the worm gear in the steering box. This will also help aid in the breaking bolts holding the cap or top on the steering box.

It is advised to re-install the nut on the pitman arm using a wrench and then a torque wrench, torqing it to 350 lbs. And as always use loc-tite on the pitman arm nut.

As always contact your Regional Service Manager if you have any questions, they are there to help you.