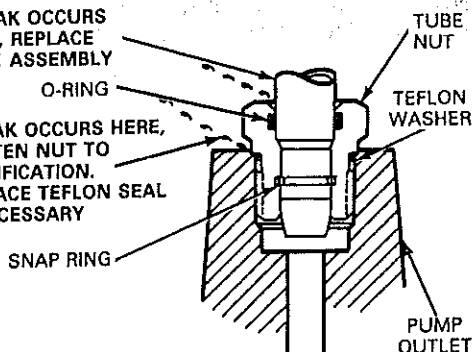


## SERVICE PROCEDURES (Continued)

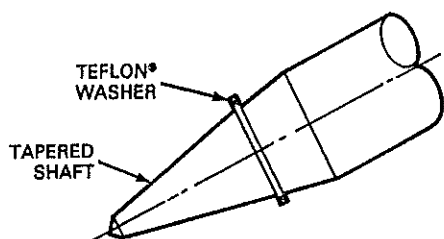
NOTE: IF LEAK OCCURS  
HERE, REPLACE  
HOSE ASSEMBLY

NOTE: IF LEAK OCCURS HERE,  
TIGHTEN NUT TO  
SPECIFICATION.  
REPLACE TEFLON SEAL  
IF NECESSARY



NOTE: ALWAYS REPLACE  
THIS SEAL WHEN A  
LINE IS REMOVED

G7237-B



G7238-C

NOTE: If improper clear vision correction is attempted by adjustment of the tie rod adjusting sleeve (3281), grossly misadjusted toe may result.

On F-150, F-250, F-350, F-Super Duty Chassis Cab and Bronco, steering wheel clear vision is preset at assembly prior to toe adjustment and cannot be adjusted by removing the steering wheel (3600) and arbitrarily misindexing the steering wheel and center shaft alignment. Improper clear vision is an indication that toe is incorrect.

Refer to Section 11-04 and Section 04-00.

### Steering Column Bearing

When checking steering wheel (3600) free play, also check for radial play or wobble between the steering wheel and steering column shaft. Any free play detected reflects wear in the steering column bearing (3517) and can add to apparent free play. Refer to Section 11-04 for steering column tube service procedures.

### Steering Linkage

Refer to the Symptom Chart and Pinpoint Test A in this section.

### Clear Vision

1. Align the front wheels to the straight ahead position. This can most accurately be achieved by driving the vehicle straight for about 16 meters (50 ft.).
2. From under the vehicle, remove the bolt which attaches the coupling shaft to the steering gear.
3. Remove the coupling shaft from the steering gear using light force on the yoke with a pry bar or by lightly tapping the yoke with a screwdriver and a hammer.
4. Turn the steering wheel to the straight ahead position.
5. NOTE: Because of the limitations of tolerance stack-up and the number of splines on the steering gear, it may not be possible to get perfect alignment of the steering wheel. It can usually be adjusted to be within 5° of center when driving straight down the road. The Ford specification is  $\pm 10^\circ$  from straight ahead position.

Reinstall the coupling shaft to the steering gear, moving the steering wheel, as required, to align the coupling shaft splines with the steering gear input shaft splines.

6. Install a new coupling shaft yoke attachment bolt (N803942-S100) and torque to 41-57 N-m (30-42 lb-ft). If the old bolt is reused, it must be reinstalled with Thread Lock Sealer (EOAZ-19554-AA, or equivalent).

### Purging Power Steering System of Air

NOTE: If the air is not purged from the power steering system correctly, a second customer concern or pump failure could result. This condition can occur on pre-delivery vehicles with evidence of aerated fluid or vehicles that have had steering component service.

A whine noise heard from the power steering pump (3A674) may be caused by air in the system. This procedure must be performed under the following conditions:

- prior to any component service where power steering noise complaints are accompanied by evidence of aerated fluid
- after replacement of any power steering system component (gear, hose etc.)

### Fluid Level Top-Off Procedure

1. Check and fill power steering oil reservoir (3A697) to dipstick FULL COLD.
2. Disable ignition by disconnecting the EDIS/DIS/TFI module or, for remote TFI, disconnect CMP/Hall effect/PIP sensor.
3. NOTE: On 7.3L diesel vehicles, the fuel shutoff solenoid (on the injection pump) must be disconnected to prevent starting.  
Crank engine 30 seconds, check fluid level and add if required.