REAR DRIVESHAFT SLIP/BUMP—BUILT ON OR BEFORE 7/30/2012

TSB 12-7-13

FORD:
2009-2012 F-150

This article supersedes TSB(s) **10-22-06** to update the Part List and Service Procedure.

ISSUE

Some 2009-2012 F-150 Vehicles equipped with a 2-piece driveshaft only and built on or before 7/30/2012 may exhibit a rear driveshaft slip/bump concern on light to moderate acceleration from a stop or when coming to a stop with light braking.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

It is not necessary to remove the entire driveshaft from the vehicle for this repair.

1. With the vehicle in neutral, position it on a hoist. Refer to Workshop Manual (WSM), Section 100-02.
2. Index-mark the driveshaft flange and pinion flange to maintain alignment during installation.
3. Mark a straight line down the slip yoke and driveshaft in line with front slip yoke boot clamp head, to help align for reassembly. (Figure 1)

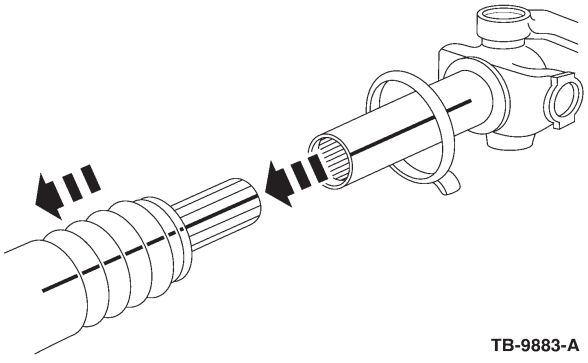

Figure 1 - Article 12-7-13

4. Remove the front boot clamp only from the center slip yoke and discard.
5. Remove the four (4) driveshaft flange bolts.
6. Using a suitable tool, disconnect the driveshaft flange from the flange pilot.
7. Remove the rear portion of the driveshaft only - leave the slip yoke boot on the rear shaft.
8. Using a dry, clean, lint free towel, thoroughly clean old grease from the splines on the slip yoke only.
9. If the vehicle is a 4x4, perform the following procedure. If not, proceed to Step 10.
   a. Loosen the center bearing bolts and slide the center bearing fully rearward in the slotted mounting holes
   b. Torque the center bearing bolts to 48 N•m (35 lb-ft).
10. Apply an even coat of new grease from the kit to the internal splines of the slip yoke only. (Figure 2)

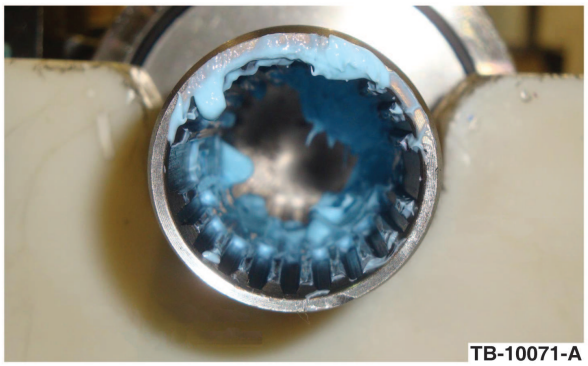

Figure 2 - Article 12-7-13

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article.The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supercede this information with updates.The most recent information is available through Ford Motor Company's on-line technical resources.

11. Position the new slip yoke boot clamp from the kit over the boot on the spline portion of the driveshaft. Leave clamp loose at this time.
12. Install the rear portion of the driveshaft onto the slip yoke using the alignment marks from Step 3.
13. Apply new Threadlock and Sealer to the original driveshaft flange bolts.
14. Install the four (4) driveshaft flange bolts using the marks from Step 2 as reference. Torque to 103 N•m (76 lb-ft).
15. Position the front slip yoke clamp head in-line with the alignment marks from Step 3 and crimp the slip yoke boot clamp using Rotunda Tool 205-343.

PART NUMBER	PART NAME
9L3Z-4W602-A TA-25	Slip Joint Repair Kit Threadlock And Sealer

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

OPERATION	DESCRIPTION	TIME
120713A	2009-2012 F-150: Clean And Lubricate The Splines Of The Driveshaft Slip Yoke Following The Service Procedure (Do Not Use With Any Other Labor Operations)	0.5 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
4602	41

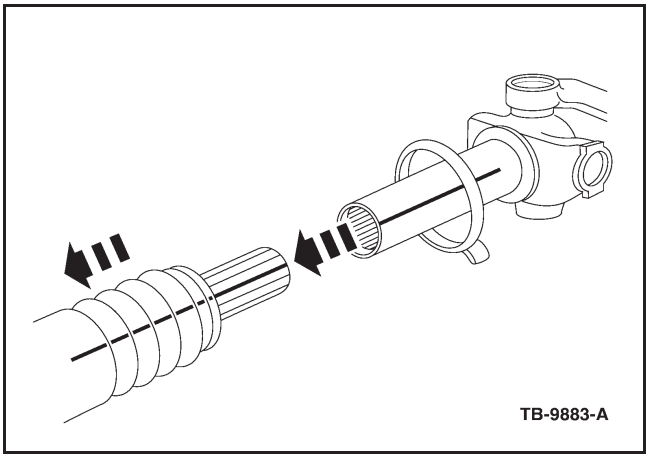

Figure 1 - Article 12-7-13

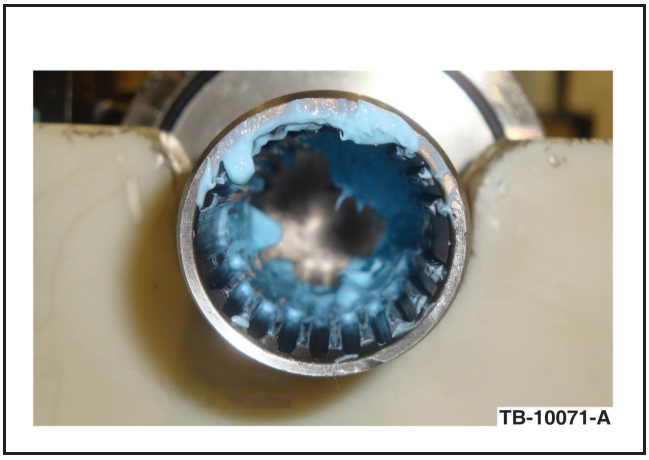

Figure 2 - Article 12-7-13