

**SSM 44351 - 3.5L and 3.7L Lower Engine Noise, Timing DTC's or Internal Engine Damage after Crank Pulley Removal.**

When servicing a 3.5L or 3.7L that requires removal of the crankshaft pulley, it is important that the old crankshaft pulley bolt be discarded when removed and a new bolt installed due to being a torque to yield design. Please be sure to follow the torquing procedure for the crank pulley bolt as outlined in Section 303-01 of the Workshop Manual (WSM). Failure to replace the bolt and/or properly torque can lead to lower engine noises (mostly knocking), engine timing issues with DTC's (e.g. P0016, p0019) and/or internal engine damage from a sheared crank pin. The only purpose of the pin on the crankshaft is to position the crank gear when timing the engine. It is the clamping force of the bolt and pulley against the crankshaft that holds the crank gear firmly in place.