

FORD: 1998-2003 E SERIES
1999-2003 SUPER DUTY F SERIES
2000-2003 EXCURSION

ISSUE

Some 7.3L Diesel turbocharger pedestals may leak oil around the Exhaust Back Pressure (EBP) actuator. Oil weepage that shows evidence of dust collection is a normal acceptable condition and does not require service. Service ONLY leaks that visually show signs of dripping oil.

ACTION

Replace the Exhaust Back Pressure seal and the other pedestal seals. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

Use the following kit to correct oil leak condition.

- 1998-2003 MODEL YEARS - 2C3Z-9P466-AA - Engine Serial Numbers 661974 And Later

NOTE

DIFFERENT SHAPES OF PEDESTALS ARE USED ON THE 7.3L ENGINE. FOR ENGINE SERIAL NUMBERS PRIOR TO 1825359 (MID 2002 MY - APPROXIMATE BUILD DATE OF JAN. 2, 2002) WITH HOURGLASS-SHAPED PEDESTALS, THE NEW KIT CANNOT BE USED. IF OIL IS DRIPPING FROM THE EBP PISTON ROD HOUSING ON THESE PEDESTALS, THE ENTIRE PEDESTAL ASSEMBLY MUST BE REPLACED.

Hourglass-shaped pedestals were still used on some production engines after serial number 1825359 (mid 2002 MY - approximate build date of Jan. 2, 2002). The kit can be used on those later engines.

The different pedestals can be identified by the following characteristics while installed on the engine: (Figure 1)

- The block-shaped pedestal has a visible ledge where the turbocharger mounts to the pedestal. The hourglass-shaped pedestal has no visible ledge (Figure 2).
- The valve in the block-shaped pedestal is installed deeper than the valve in the hourglass-shaped pedestal.

1998-2003 Vehicle Procedure:

1. To disconnect the piston rod from the control valve, move the slide lock back and unhook the latch end from the control arm (Figure 3).
2. Remove the turbocharger from the pedestal.
3. Remove the pedestal from the engine.
4. Unscrew the latch end (and jam nut, if equipped) from the piston rod. Hold the piston rod securely while unscrewing the latch end because it is crimped to the piston rod (Figure 4).
5. Remove the retaining ring from the housing.
6. Remove the end cover from the housing by gently tapping on the threaded end of the piston rod.
7. Remove the piston rod, spring, spring seat and two wiper seals (one black, one white) as an assembly from the housing. Discard the assembly.
8. Thoroughly clean the pedestal and the inside of the housing.
9. Lubricate the inside of the housing and the outside of the new EBP piston rod assembly with clean engine oil.

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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, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle.

10. Install the new EBP piston rod assembly (without the jam nut and latch end) into the housing far enough to install the cover and retaining ring.
11. Lubricate the O-ring on the new end cover with clean engine oil. Install the end cover and retaining ring in the housing.
12. Install the jam nut and latch end on the threaded end of the piston rod. Install a new slide lock on the latch end.
13. Adjust the preload of the EBP piston rod on a workbench as follows:
 - a. Install the turbocharger onto the pedestal on a workbench. Tighten the mounting bolts.
 - b. Connect the latch end of the piston rod to the control arm. Do not close the slide lock.
 - c. Attach a spring scale tester to the control arm and pull on the tester (Figure 5).
 - d. To determine when the EBP control valve moves, insert a 0.010" feeler gauge between the control valve stop and the stop on the turbocharger housing. When the feeler gauge falls out, take the reading on the spring scale tester. The reading on the spring scale tester should be 10 Lbs. (4.5 kg) when the feeler gauge falls out.
 - e. If the preload of the EBP piston rod does not meet this specification, shorten or lengthen the piston rod by screwing the latch end in or out. Repeat the test procedure.
 - f. When the proper preload is achieved, lock the jam nut against the latch end.
14. Disconnect the piston rod from the control arm.
15. Remove the turbocharger from the pedestal.
16. Install the pedestal on the engine. Use new oil feed and oil drain O-rings between the pedestal and the crankcase. Refer to Section 303-04 of the appropriate Workshop Manual for further information.

17. Install the turbocharger on the pedestal. Use new oil feed and oil drain O-rings between the turbocharger and the pedestal. Refer to Section 303-04 of the appropriate Workshop Manual for further information.
18. Connect the latch end of the piston rod to the control arm. Close the slide lock.

LABOR OPERATION CLAIMING CHART			
Operation	Labor Description	Vehicle	Time
031410A	Replace The Exhaust Back Pressure (EBP) Seal (Includes Time To Remove And Install Turbocharger)	1999-2003 Super Duty F Series	2.3 Hrs.
		2000-2003 Excursion	2.3 Hrs.
		1999-2003 E Series	1.6 Hrs.
		1998 E Series	2.2 Hrs.
031410B	Replace Pedestal (Includes Time To Remove And Install Turbocharger)	1999-2003 Super Duty F Series	2.0 Hrs.
		2000-2003 Excursion	2.0 Hrs.
		1999-2003 E Series	1.3 Hrs.
		1998 E Series	1.9 Hrs.

PART NUMBER	PART NAME
2C3Z-9P466-AA	Turbo Pedestal Seal Kit - 1998-2003 - Engine Serial Numbers 661974 And Later
F81Z-6N639-CARM	Turbo Pedestal
F81Z-6N639-DARM	Turbo Pedestal
PARTS NOTE	This TSB does not apply to Models with hourglass pedestals and engine serial numbers prior to 1825359 (1998 through approximately January 2002) the pedestal assembly on these vehicles must be replaced if the EBP seals are leaking.

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage

Article No. 03-14-10 Cont'd.

DEALER CODING

BASIC PART NO.
6N639

CONDITION
CODE
D8

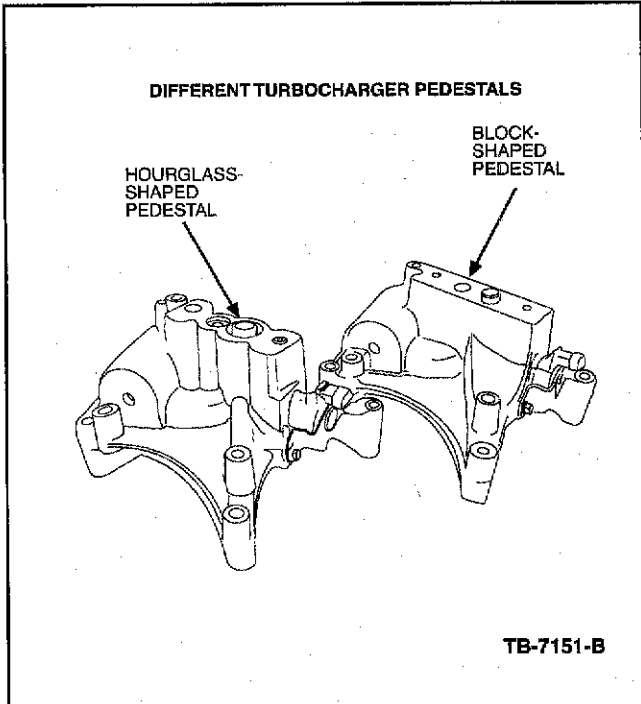


Figure 1 - Article 03-14-10

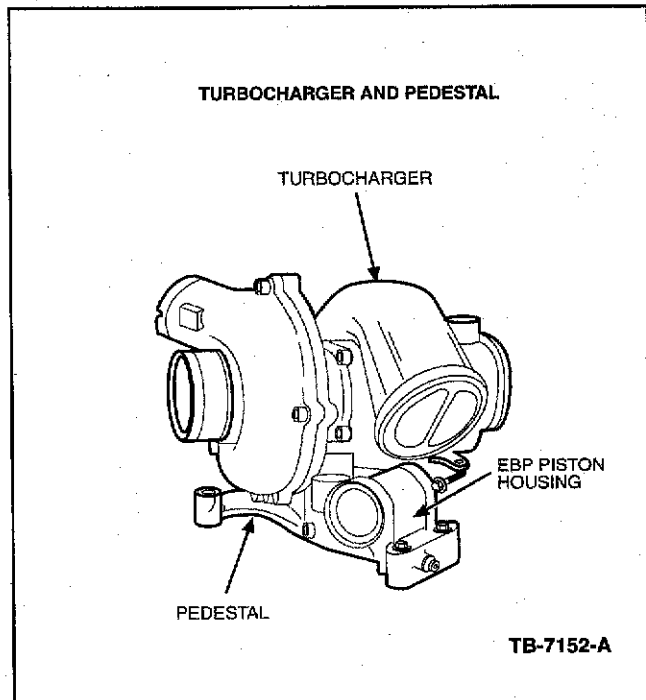


Figure 2 - Article 03-14-10

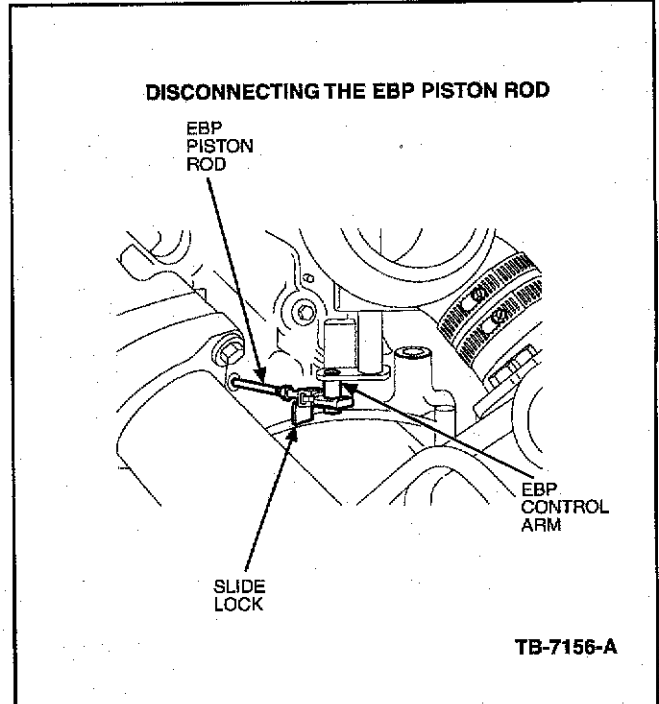


Figure 3 - Article 03-14-10

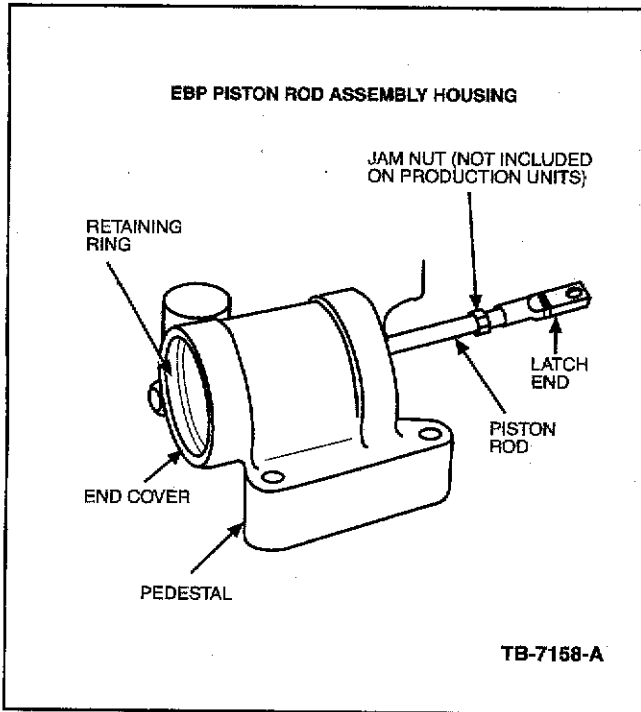


Figure 4 - Article 03-14-10

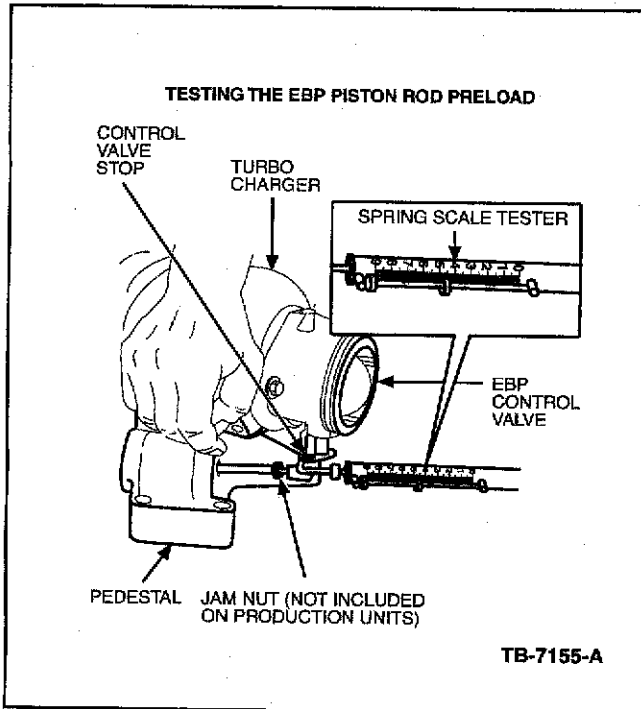


Figure 5 - Article 03-14-10