FORD: 1999-2001 WINDSTAR

ISSUE
Some vehicles equipped with a 3.8L engine may exhibit a “grunt” noise while turning. This may be caused by the original design power steering hose or by air trapped in the power steering system after hose replacement.

ACTION
Replace the power steering pressure hose with service hose YF2Z-3A719-AA. Perform the evacuation and fill procedure per the 2000 Taurus Workshop Manual procedure.

SERVICE PROCEDURE

NOTE
GRUNT IS DEFINED AS A LOW, LOUD, RUMBLING HYDRAULIC NOISE AND SHUDDER THAT OCCURS DURING TURNING OF THE STEERING WHEEL.

1. For vehicles with a grunt noise, install Power Steering Hose (YF2Z-3A719-AA) to correct the noise. This service hose includes a pulse suppressor that requires all air to be removed during fluid fill of the system. Refer to the appropriate model year Workshop Manual for removal and installation details.

2. Replacing the power steering pump or gear will not result in correction of the grunt noise in the steering gear. Do not replace pumps or steering gears as an attempt to repair a grunt noise.

3. The service hose is intended to correct the grunt noise only. Do not use this service hose to try to repair any other power steering condition.

NOTE

REFER TO THE FOLLOWING NOTES FOR THE PROPER POWER STEERING SYSTEM FILL PROCEDURE.

FLUID LEVEL FILL PROCEDURE
Refer to the 2000 Taurus/Sable Workshop Manual, Section 211-00 for the power steering fluid fill and evacuation procedure.

NOTE
THE TIME REQUIRED TO BLEED AIR FROM THE POWER STEERING SYSTEM USING THE VACUUM PUMP MAY TAKE LONGER THAN THE SPECIFIED 5 MINUTES. IT MAY TAKE SEVERAL TIMES OF PERFORMING THE EVACUATION PROCEDURE TO REMOVE ALL OF THE AIR FROM THE SYSTEM. THIS MAY TAKE UP TO 1/2 HOUR TO PERFORM. BE SURE TO PULL OVER 68 KPA (20 IN/HG) ON THE GAUGE WITH THE ENGINE RUNNING WHILE EVACUATING THE SYSTEM.

NOTE
ONE WAY TO CHECK FOR AIR IN THE SYSTEM AFTER EVACUATION PROCESS IS TO MARK THE FLUID LEVEL ON THE POWER STEERING RESERVOIR PRIOR TO STARTING THE ENGINE. IF THE FLUID LEVEL DROPS WHEN THE ENGINE IS STARTED, THERE IS STILL AIR IN THE SYSTEM. REPEAT THE BLEED PROCESS UNTIL THERE IS NO FLUID LEVEL DROP EVIDENT IN THE RESERVOIR. AN ADDITIONAL CHECK FOR AIR IN THE SYSTEM IS TO INSTALL THE VACUUM PUMP ON THE RESERVOIR, START ENGINE AND DO NOT TURN STEERING WHEEL, THEN SLOWLY PULL VACUUM TO BETWEEN 68-85 KPA (20-25 IN/HG). IF THERE IS STILL AIR IN THE SYSTEM THE PUMP WILL MOAN BEFORE YOU REACH 68 KPA (20 IN/HG). IF THIS MOANING IS HEARD, REPEAT THE BLEED PROCEDURE UNTIL YOU CAN GET TO 68-86 KPA (20-25 IN/HG) WITH NO MOAN.
<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>PART NAME</th>
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<tbody>
<tr>
<td>YF2Z-3A719-AA</td>
<td>Hose - Power Steering Pressure</td>
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OTHER APPLICABLE ARTICLES: NONE  
WARRANTY STATUS: INFORMATION ONLY  
OASIS CODES: 303000, 702100, 702200, 702300, 703000