

2001 Ford Mustang V6-3.8L VIN 4
Vehicle > Technical Service Bulletins

DRIVELINE - WHINING NOISE ON COASTDOWN

Article No.

01-10-8

05/28/01

^ NOISE - AXLE - "WHINING" FROM REAR AXLE ON
COASTDOWN FROM 97-56 KM/H (60-35 MPH) -
VEHICLES EQUIPPED WITH 3.8L ENGINE ONLY

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FORD:

1999-2001 MUSTANG

This article is being republished in its entirety to update the service parts and service procedure.

ISSUE

A "whining" noise may be heard from the rear on some vehicles during coastdown from 97 to 56 km/h (60 to 35 mph). This noise will disappear when the vehicle slows down below 56 km/h (35 mph). This may be caused by variation in tooth contact between the differential ring gear, pinion, and by the inability of the original upper control arm bushings to isolate the noise.

ACTION

Replace the driveshaft with new slip yoke damper driveshaft and rear suspension upper control arms with new upper control arms manufactured with revised bushings. Refer to the following Service Procedure for details.

SERVICE PROCEDURE

Road test the vehicle with the customer to verify the condition. This may require several kilometers/miles of highway driving to thoroughly warm up the axle. (On manual shift vehicles, evaluate condition in 4th and 5th gear).

NOTE

MANUAL SHIFT VEHICLES MUST BE EVALUATED IN 4TH AND 5TH GEAR. IF CONDITION IS PRESENT ONLY IN 5TH GEAR, THE NOISE IS TRANSMISSION RELATED AND THIS TSB SHOULD NOT BE PERFORMED.

DRIVESHAFT REPLACEMENT

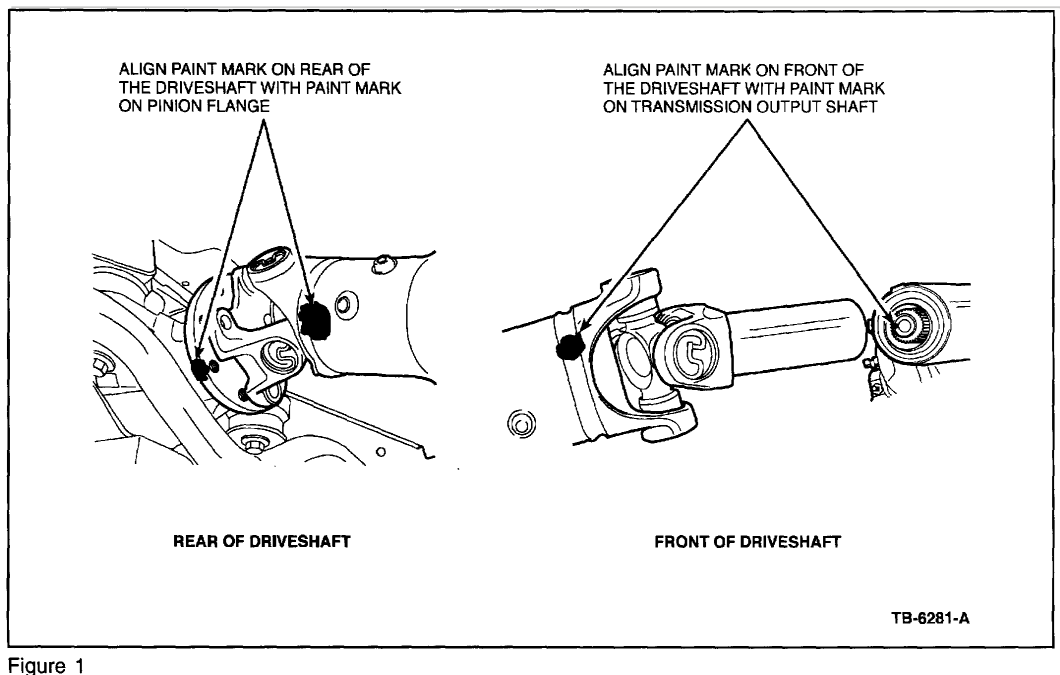


Figure 1

1. Raise vehicle on hoist. Using the appropriate year Mustang Workshop Manual, Section 205-01, replace the driveshaft. Refer to parts table for application listing. Make sure that the front driveshaft yellow paint dot is aligned with the paint dot at the end of the transmission output shaft (A/T only). Align the rear driveshaft yellow dot with the corresponding dot on the pinion flange (refer to Figure 1).

NOTE

FAILURE TO PROPERLY INDEX THE DRIVESHAFT MAY RESULT IN A DRIVELINE VIBRATION.

UPPER CONTROL ARMS

1. Remove the two (2) rear upper control arms from the vehicle.
2. Install the two (2) revised Upper Control Arms (1R3Z-5500-AA).

Refer to Workshop Manual Section 204-02 for removal and installation procedures.

NOTE

DO NOT TIGHTEN THE REAR LOWER CONTROL ARM BOLTS AT THIS TIME.

NEUTRALIZING CONTROL ARM BUSHINGS

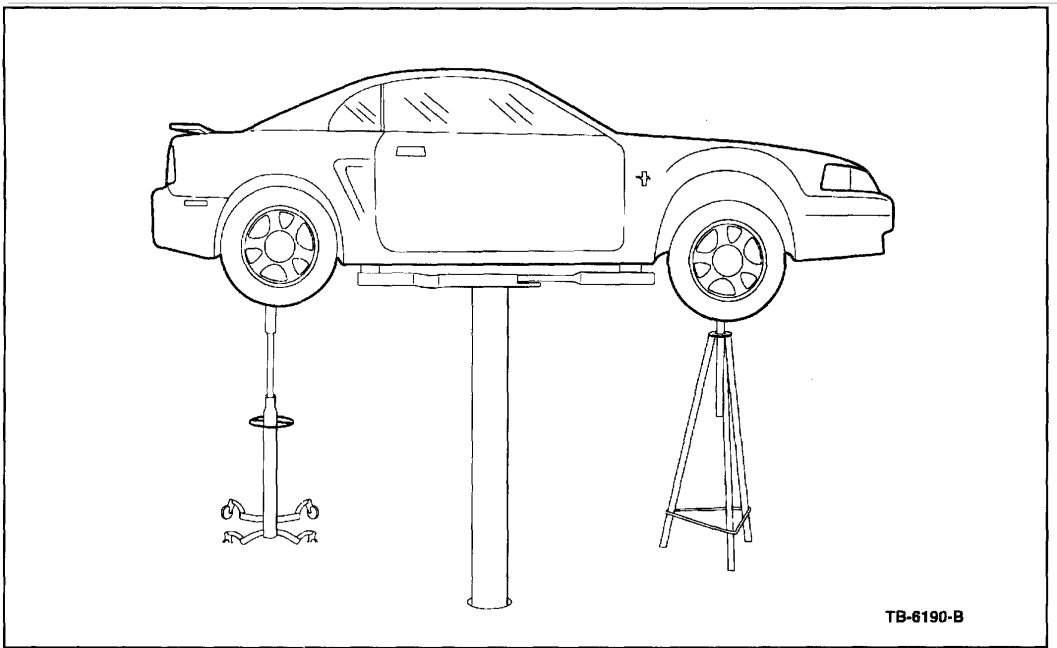


Figure 2

1. With vehicle still on hoist, place a tall screw-type jack stand at the front of vehicle under the front crossmember just below the steering gear. Adjust stand to make contact with the crossmember. Do not raise vehicle with the jack stand (refer to Figure 2).
2. Use an automatic transmission jack to raise the axle assembly as far as possible without raising the vehicle off the hoist (refer to Figure 2).

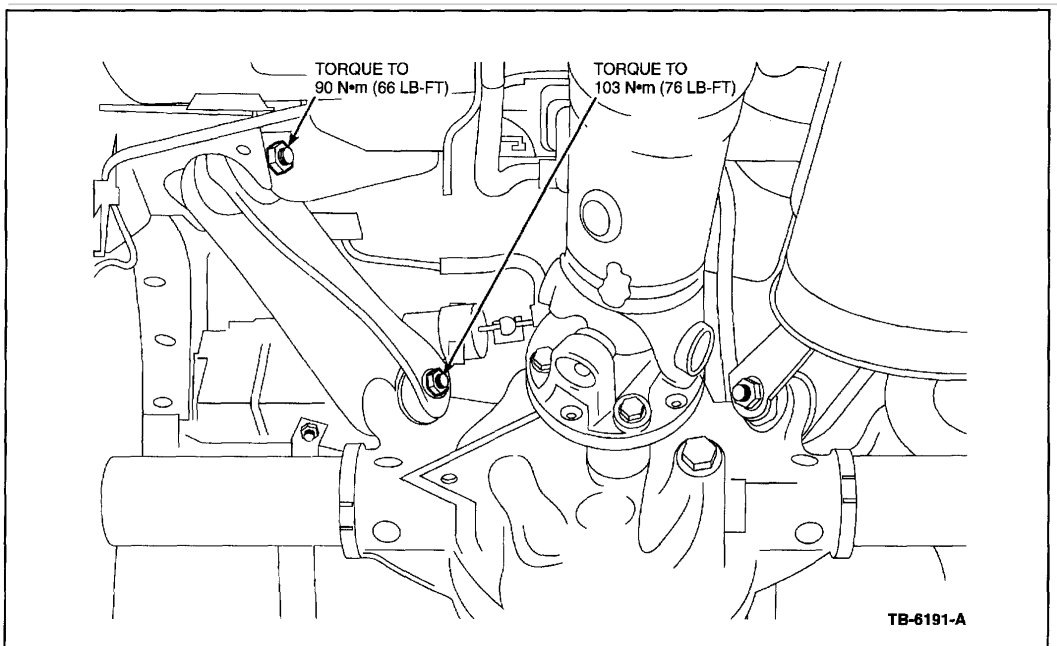


Figure 3

3. Torque the control arm bolts as follows (refer to Figure 3):

^ Two (2) upper arm-to-frame bolts to 90 Nm (66 lb-ft).

^ Two (2) upper arm-to-axle bolts to 103 Nm (76 lb-ft).

4. Remove jacks, lower vehicle to ground, and road test to verify the repair.

NOTE

FAILURE TO NEUTRALIZE THE UPPER CONTROL ARM BUSHINGS MAY RESULT IN PREMATURE WEAR OF THE BUSHINGS AND EXCESSIVE TRANSFER OF AXLE NOISE INTO THE VEHICLE.

| PART NUMBER | PART NAME |
|--------------|---|
| 1R3Z-4602-BA | Driveshaft (3.8L Automatic Transmission) |
| 1R3Z-4602-AA | Driveshaft (3.8L Manual Transmission) |
| 1R3Z-5500-AA | Control Arm - Rear Upper (2 Required Per Vehicle) |

Parts Block

OTHER APPLICABLE ARTICLES: NONE

SUPERSEDES: 00-23-1

WARRANTY STATUS: Eligible Under The Provisions Of Bumper To Bumper Warranty Coverage.

OPERATION DESCRIPTION TIME 011008A Replace Driveshaft And 1.4 Hrs. Rear Upper Control Arms

DEALER CODING

CONDITION BASIC PART NO. CODE 4602 42

OASIS CODES: 304000, 597997, 702000, 702100, 703000, 703300