

## Bulletin CQB 01-07

**Subject:** Brake service on Ford light duty trucks that have not complied with the lug nut recall notice

**Vehicles Involved:** 1997-98 F150 pickup, 1997-98 Expedition, 1998 F250 pickup & 1998 Navigator.

**Condition:** Vehicle comes into your shop for service which requires removal of the wheels, but the customer still has the old style (recalled) lug nuts and the centering O-ring on the hub. Note: It is commonplace for owners not to have complied with the lug nut recall on these vehicles.

**Repair Procedure:** Ford replaces the silver lug nuts with a dark or black lug nut. The type of plating on the replacement lug is different allowing the lug nut to properly apply the correct holding and subsequent clamping force on the wheel. Note that Ford did change the torque specification on the original (silver) lug nuts to factory torque (100 lbs.ft) then and additional 1/8 to 1/4 turn. This was with the rubber O-ring in place.



If you service a vehicle that has not had the lug nuts replaced it is recommended that you do not remove the O-ring which is part of the recall work and reuse the old silver lug nuts. Use the above torque specifications while using the O-ring, inform the customer of the recall and note the condition on the work order. New O-rings are no longer available from the dealership, just the new style of lug and nut. This creates a situation, when you remove a wheel, where you may have silver lug nuts and an old O-ring which is damaged. In this situation it is generally recommended that you obtain the new style of lug nuts or locate an O-ring to use with the old style of lug nut until the customer has the lug nuts replaced under the recall. Up to mid-2000 O-rings were packaged with new rotors and drums for these vehicles. This presently is the only source for a replacement O-ring. Don't install the silver lug nuts without an O-ring this procedure has never been authorized by Ford.