

L. W. Camp
Director
Automotive Safety Office
Environmental And Safety Engineering

Ford Motor Company
330 Town Center Drive
Dearborn, Michigan 48126 USA

July 7, 1999

Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Dear Mr. Weinstein:

**Subject: Safety Recall 99V-094 NSA-111paw
(Ford Number 99S13)**

Enclosed are dealer and owner letters issued by Ford Customer Service Division regarding a recall of certain 1992 Aerostar vehicles. Specific details were forwarded to you in our letter dated April 27, 1999.

Very truly yours,

A handwritten signature in black ink, appearing to read "LW Camp".

99S13dlr.doc
enclosures





Service Recall Bulletin

June, 1999

TO: All Ford Dealers

SUBJECT: Safety Recall 99S13 - Certain 1992 Model Year Aerostar Vehicles Equipped With All-Wheel Drive (AWD) - Transfer Case and Driveshaft Modification

AFFECTED VEHICLES

Certain 1992 model year Aerostar AWD vehicles built at the St. Louis Assembly Plant from Job #1 of the 1992 model year through December 31, 1991.

REASONS FOR RECALL

During sustained operations at speeds in excess of 80 mph in high ambient temperatures, the rear transfer case output shaft bushing may become displaced, resulting in driveline unbalance loads. The imbalance may loosen fasteners and may cause cracks and/or fractures in the transfer case and/or transmission extension housings.

SERVICE ACTION

To correct this condition, the steel driveshaft will be replaced with an aluminum driveshaft and new transfer case housings (front and rear) with revised bushing retention will be installed.

NOTE:

The repair procedure outlined in Attachment III of this bulletin is similar to, but NOT the same as, Safety Recall Program 97S83. Ensure servicing technicians are familiar with the enclosed service repair procedure.

ATTACHMENTS

Attachment I

- Administrative Information

Attachment II

- Labor Allowances
- Parts Ordering Information

Attachment III

- Technical Information

QUESTIONS?

Claims Information
Other Recall Questions

1-800-423-8851
1-800-325-5821

Sincerely,



A. R. O'Neill
Director
Vehicle Service and Programs

Certain 1992 Model Year Aerostar AWD - Powertrain Modification**OASIS**

You must use OASIS to determine if a vehicle is eligible for this recall.

PLEASE NOTE

Correct all vehicles in stock before delivery. Federal law requires dealers complete any outstanding safety recall service before a new vehicle is delivered to the buyer or lessee. Violation of this requirement by a dealer could result in a civil penalty of up to \$1,100 per vehicle.

PROMPTLY CORRECT

Affected vehicles on the enclosed list.

Other eligible vehicles which are brought to your dealership.

DEALER-OWNER CONTACT

Immediately contact any affected owner whose name is not on the list.

Give owner a copy of the Owner Letter and schedule a service date.

REGIONAL CONTACT

Advise regional office if:

- an owner cannot be contacted.
- an owner does not make a service date.

CLAIMS SUBMISSION

Enter claims using DWE. See ACESII Manual, Sections 5 and 6.

REFUNDS

See Section 3 of the ACESII Manual.

RENTAL CARS

If it is determined that a complete transfer case is required, Ford Motor Company will pay for a loaner or rental vehicle, except for fuel which will be at owner's expense. Administrative details will be provided by the Recall Hotline. Enter the word "Loaner" plus the number of days the vehicle was used in the Miscellaneous Expense area. ESP guidelines are to be followed.

Certain 1992 Model Year Aerostar AWD - Powertrain Modification

LABOR ALLOWANCES

Install Transfer Case Front/Rear Halves, Transfer Internal Components and Install Aluminum Driveshaft.

3.8 Hrs. Labor Operation 99S13B

Install Transfer Case Assembly and Install Aluminum Driveshaft.

2.8 Hrs. Labor Operation 99S13C

Administrative Allowance

0.1 Hrs. Misc. Expense Code "ADMIN"

PARTS REQUIREMENTS

Parts will not be direct shipped for this recall. Order parts requirements through normal order processing channels. Refer to Attachment II Technical Instructions for transfer case assembly order eligibility.

ORDER TYPE

EFFECTIVE

ORDER PROCESS

Stock	Immediately	Normal
Interim	Immediately	Normal
Emergency	After July 1, 1999	Normal
Emergency	Before July 1, 1999	Call 1-800-325-5821

PART NUMBER

DESCRIPTION

F79Z-4802-AA	Aluminum Driveshaft
F79Z-7005-AB	Rear Transfer Case Half
F79Z-7005-B	Front Transfer Case Half
F79Z-7B331-AA	Front Transfer Case Hardware Kit

DEALER PRICE

For latest prices, check or call your:

- Order Processing Center
- DOES II
- Updated Price Book

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

TRANSFER CASE & DRIVESHAFT MODIFICATION

AFFECTED VEHICLE: CERTAIN 1992 MODEL YEAR AEROSTAR AWD VEHICLES
BUILT FROM JOB 1 THROUGH DECEMBER 31, 1991

SERVICE PROCEDURE

1. Install the memory saver, then disconnect the battery negative cable.
2. Raise and support the vehicle.
3. Check the type of rear driveshaft that is installed in the vehicle.
 - If an aluminum driveshaft is already installed, the slip-yoke will need to be inspected to determine if a replacement aluminum driveshaft is required.
 - If a steel driveshaft is installed, order a replacement aluminum driveshaft.
4. Drain transfer case fluid into a measured container. Note the amount of fluid drained and the condition of the fluid (burnt, black, discolored, contaminated with metal) for future reference (Step 44).
5. Disconnect the transfer case wiring harness connector. See Figure 1.

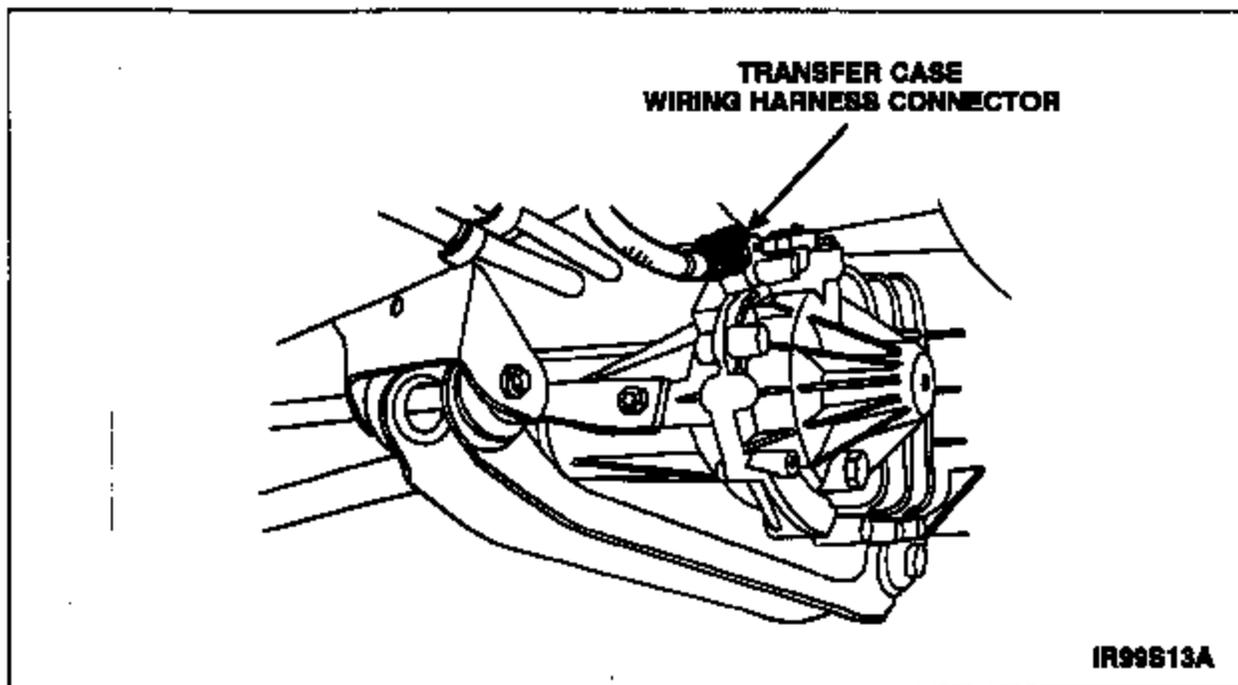


FIGURE 1

6. NOTE: The following step will put an indexing mark on the driveshaft companion flange.

Remove the rear driveshaft as follows:

- Check for driveshaft-to-rear axle indexing paint marks. If paint marks are present on rear axle companion flange, proceed to the next bullet point. If a paint mark is present on the driveshaft, transfer the mark location to the rear axle companion flange, then proceed to the next bullet point. If no paint marks are present, runout will be checked during reassembly.
- Remove driveshaft-to-companion flange retaining bolts, then disconnect the driveshaft from the companion flange. Remove the driveshaft from the vehicle.
- If the driveshaft is aluminum, inspect the driveshaft slip-yoke for scoring, bluing, pitting or other signs of damage. Replace the driveshaft, if damaged.
- If the driveshaft is steel, **"mutilate and scrap the steel driveshaft"** to prevent reuse. Replace with an aluminum driveshaft.

7. NOTE: The front driveshaft will be removed from the vehicle with the transfer case.

Disconnect the front driveshaft from the front axle assembly as follows:

- Place an alignment mark across the front driveshaft and front axle companion flange.
- Remove the driveshaft-to-companion flange retaining bolts, then disconnect the driveshaft from the companion flange.

8. Remove the transfer case-to-engine side brace. See Figure 2.

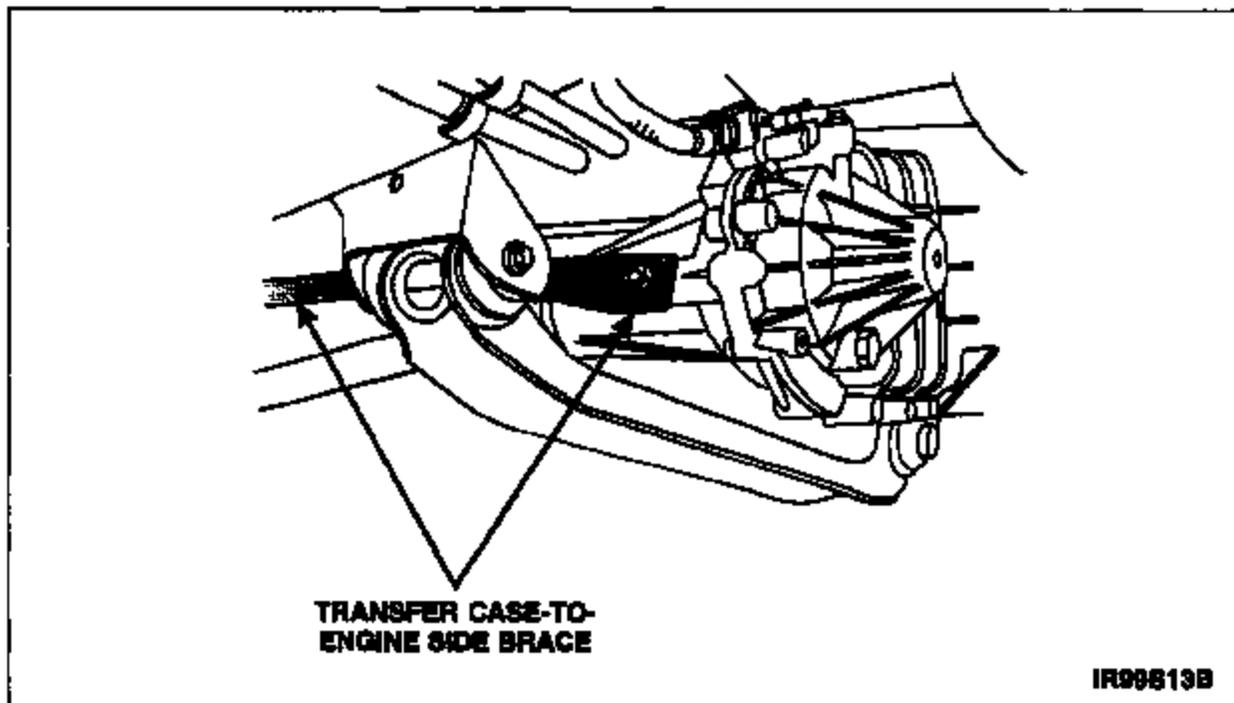


FIGURE 2

9. Position a hydraulic jack under the transfer case. Raise the jack slightly to release tension on the rear mount.
10. Place a drain pan under the transfer case-to-extension housing.
11. Remove the transfer case-to-extension housing retaining bolts.
12. Slide the transfer case from the output shaft of the transmission.
13. NOTE: The front driveshaft will be removed with the transfer case. Remove the transfer case and front driveshaft as an assembly.
14. Position an adjustable jack under the transmission. Slightly raise the jack to release tension on the transmission mount and crossmember.
15. Remove the transmission mount-to-crossmember retaining nuts.
16. NOTE: The crossmember is now removed for transfer case access and installation purposes as well as extension housing removal and inspection. Remove the crossmember retaining bolts, then remove the crossmember.
17. Remove the transmission mount-to-transmission retaining bolts, then remove the transmission mount.
18. Lower the transmission a maximum of 25 mm (1 inch). Measure from the lowest point of the transmission pan to a suitable reference point, to make sure excessive stress is not placed on the exhaust system flex-pipe.
19. NOTE: The park pawl and park pawl spring will be removed with the extension housing. Use care when removing the extension housing or the park pawl and park pawl return spring may fall off. Remove the extension housing-to-transmission retaining fasteners, then remove the extension housing.

20. Remove the park pawl and park pawl return spring from the extension housing. See Figure 3.

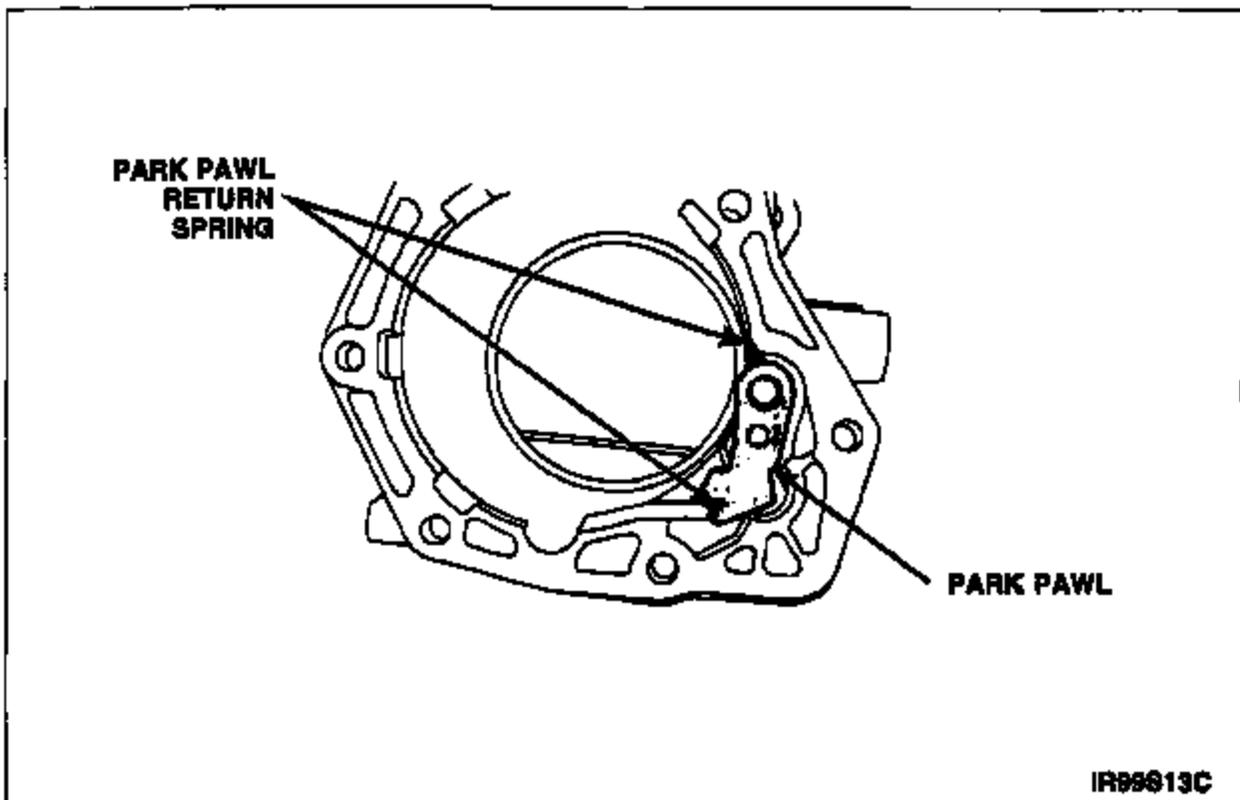


FIGURE 3

21. Inspect the transmission extension housing for cracks/damage after removal and thorough cleaning. Make note of the condition for future reference (Step 44).

- NOTE: Transmission extension housing cracks/damage may not be evident until it is removed.

22. NOTE: The front driveshaft can be installed in only two positions.

Remove the front driveshaft from the transfer case as follows:

- Remove the driveshaft slip-yoke rear boot clamp, then dislodge the boot from the slinger.
- Partially slide the driveshaft off of the output shaft spline. Refer to Figure 4.
- Using indexing paint marks on the driveshaft and the output shaft oil slinger as a guide, place an indexing paint mark on the output shaft end. See Figure 4.

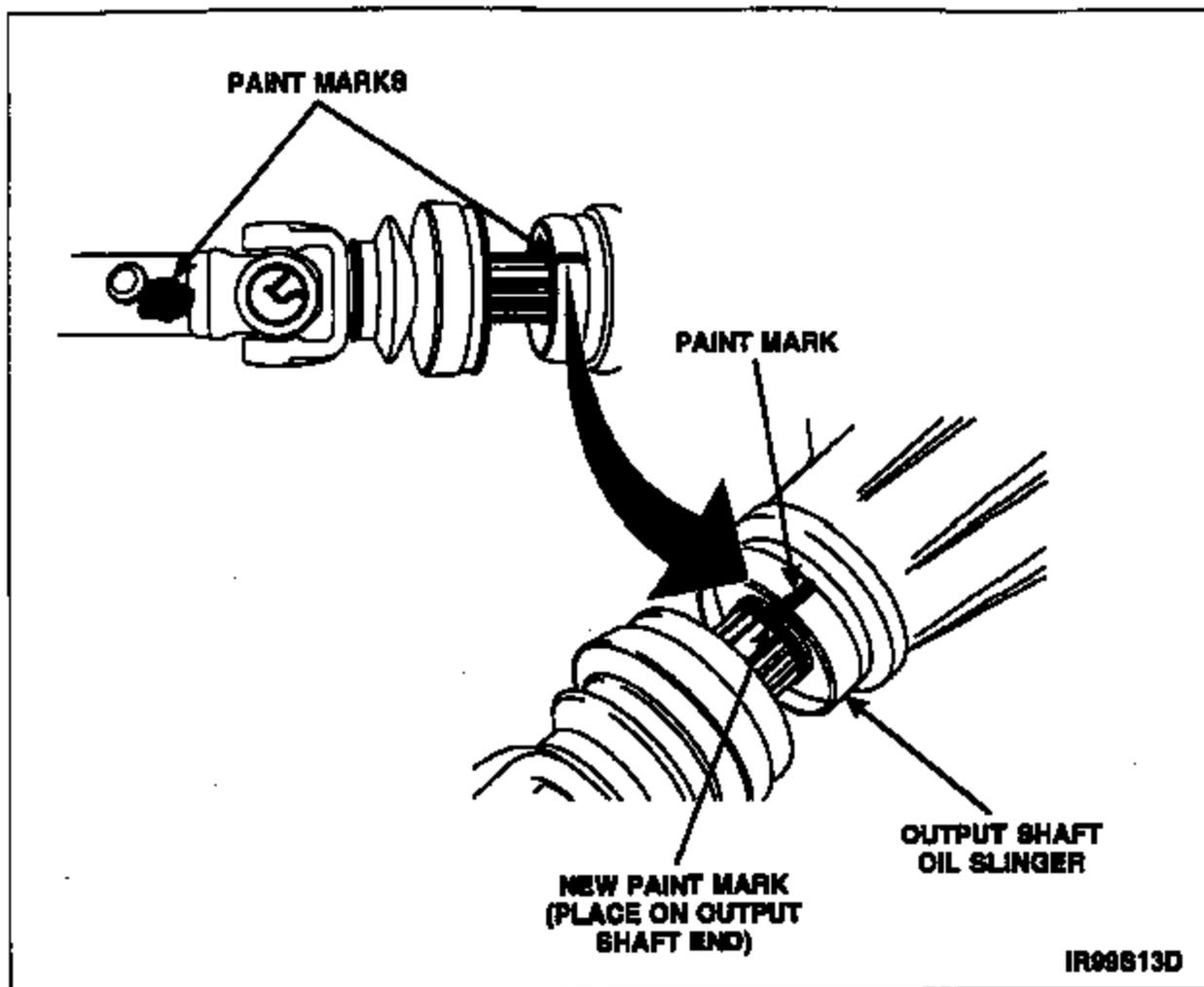


FIGURE 4

- Slide the driveshaft from the output spline.



23. **NOTE:** The bench that the holding fixture base is attached to should be anchored to the floor. Using the extension housing bolt holes, mount the Holding Fixture T57L-500-B to the transfer case. See Figure 5. Install the Holding Fixture in the bench mounted base.

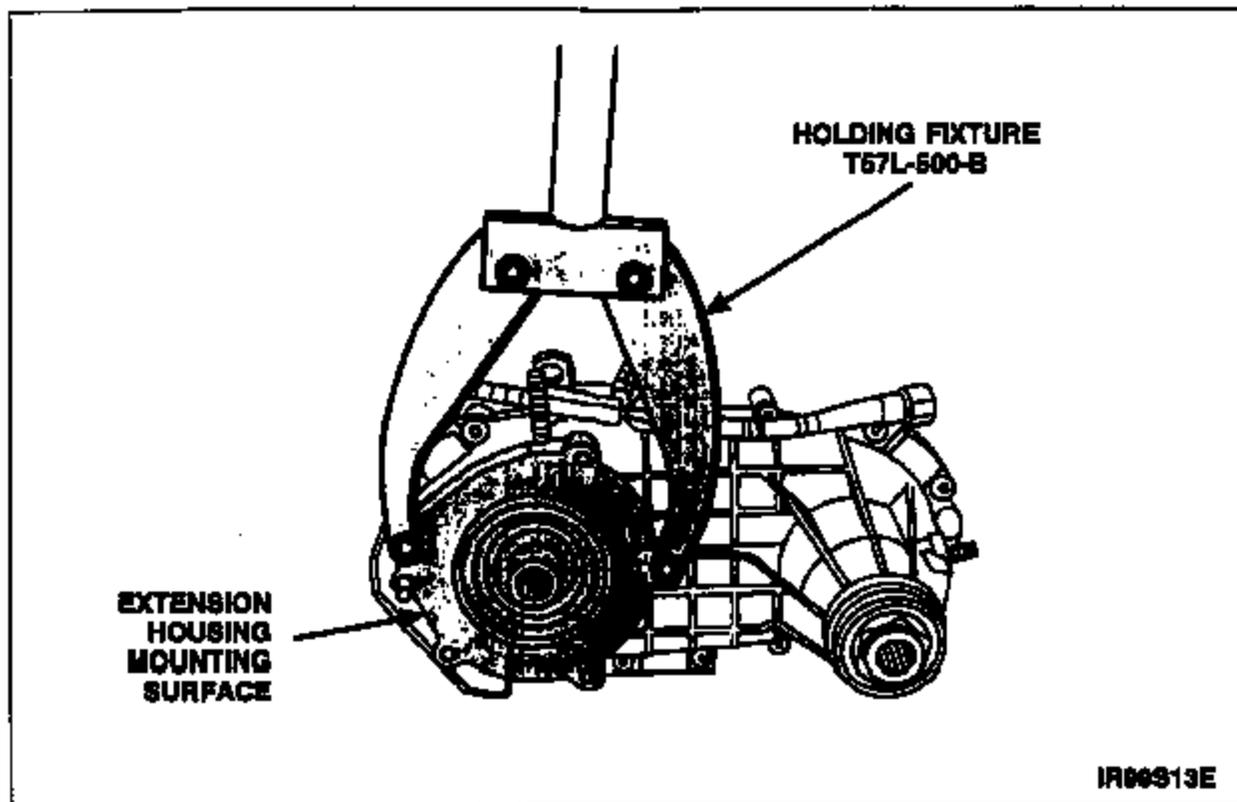


FIGURE 5

24. Rotate the transfer case so the rear of the case is facing upward.
25. Mark the position of the wiring harness clips on the transfer case front case half. Clips must be installed in the same position during reassembly.
26. Disconnect both output shaft speed sensor electrical connectors, then remove the transfer case wiring harness.
27. Remove the front output shaft speed sensor, located on the outboard side of the transfer case. This sensor will be reused during reassembly. *Do not reuse the rear output shaft speed sensor.*
28. Remove the transfer case heat shield.
29. Rotate the transfer case so the front of the case is facing upward.



30. Using Front Output Shaft Nut Wrench T90T-7127-E and Front Output Shaft Holding Tool T90T-7127-F, loosen the front output shaft locknut. See figure 6. *Do not remove the locknut at this time.*

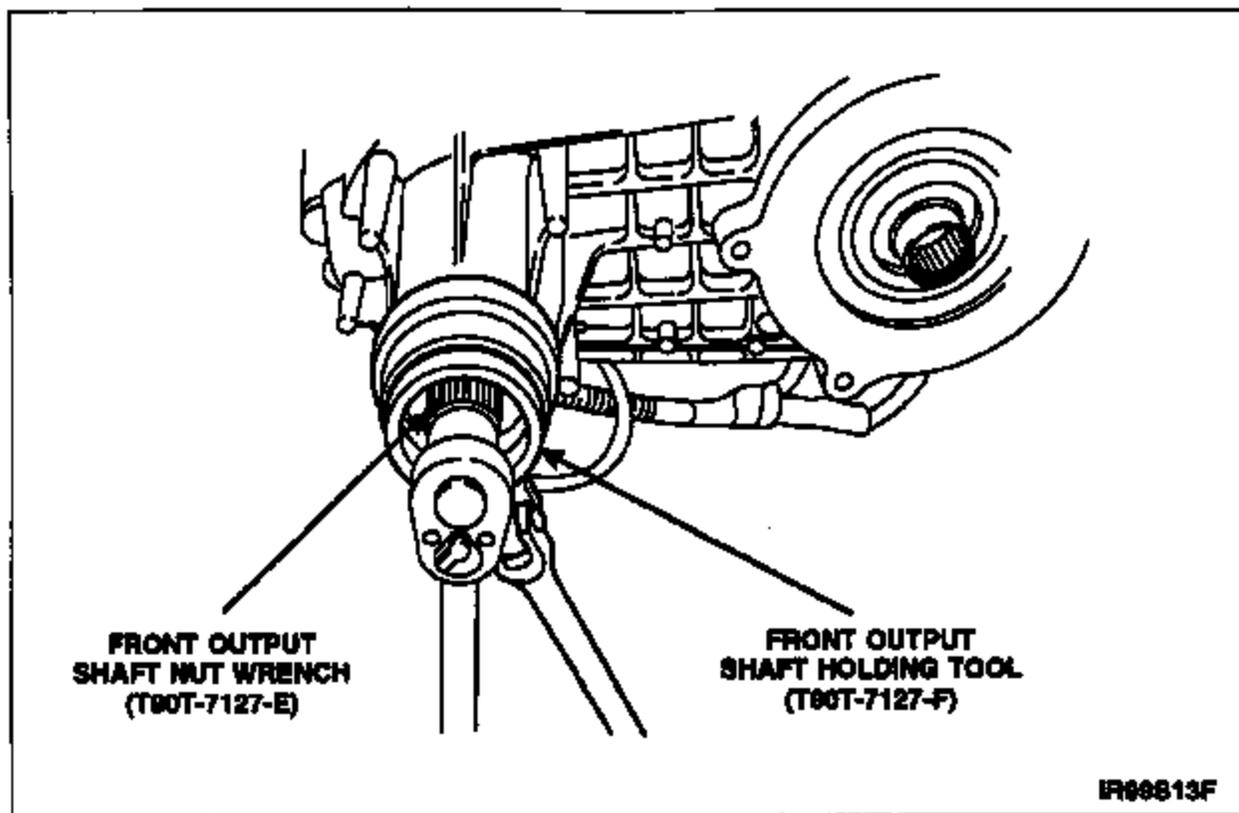


FIGURE 6

31. **NOTE:** It may be necessary to reposition the Holding Fixture to remove all transfer case half retaining screws.
Leave two screws in the positions shown in Figure 7. Remove the transfer case halves retaining screws.

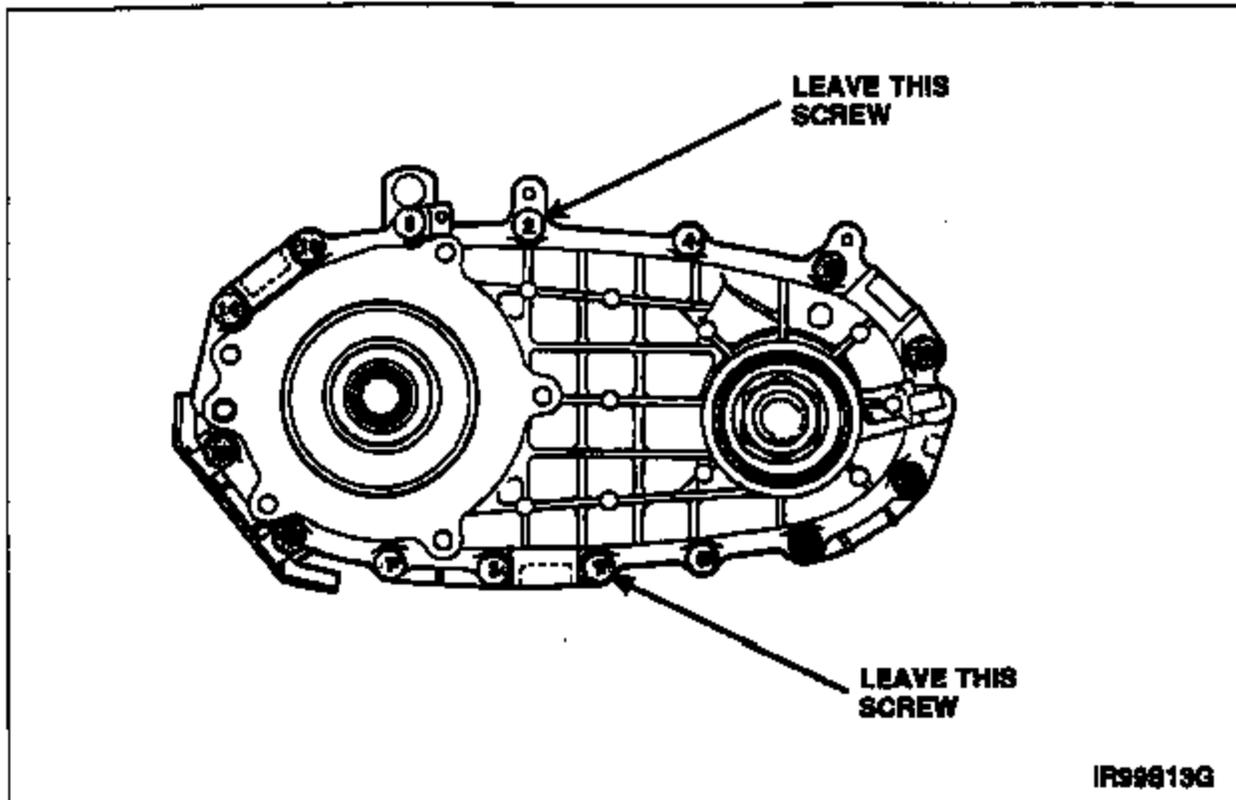


FIGURE 7

32. Rotate the transfer case so the rear of the case is facing upward.
33. Tap on the transfer case to remove any thread cuttings from the screw holes.
34. Remove the two (2) remaining transfer case half screws.
35. Using a shop towel, clean all transfer case retaining screw holes. This will help prevent thread cuttings from entering the transfer case.



36. Using two prybars in the pry slots, separate the transfer case halves. See Figure 8.

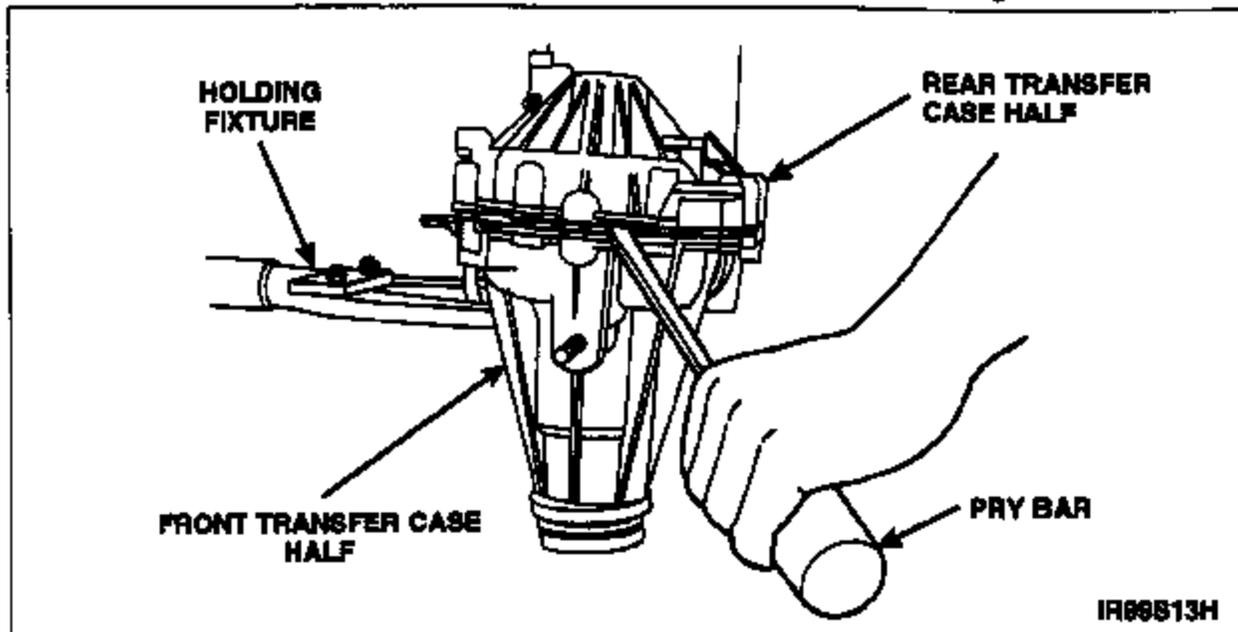


FIGURE 8

37. Raise the transfer case rear case half. Use caution when raising the case as the ring gear and thrust washer may come up with the case and fall off. See Figure 9. If the ring gear and the thrust washer come off with the case, remove and install them on the main shaft, which is still connected to the front transfer case half.

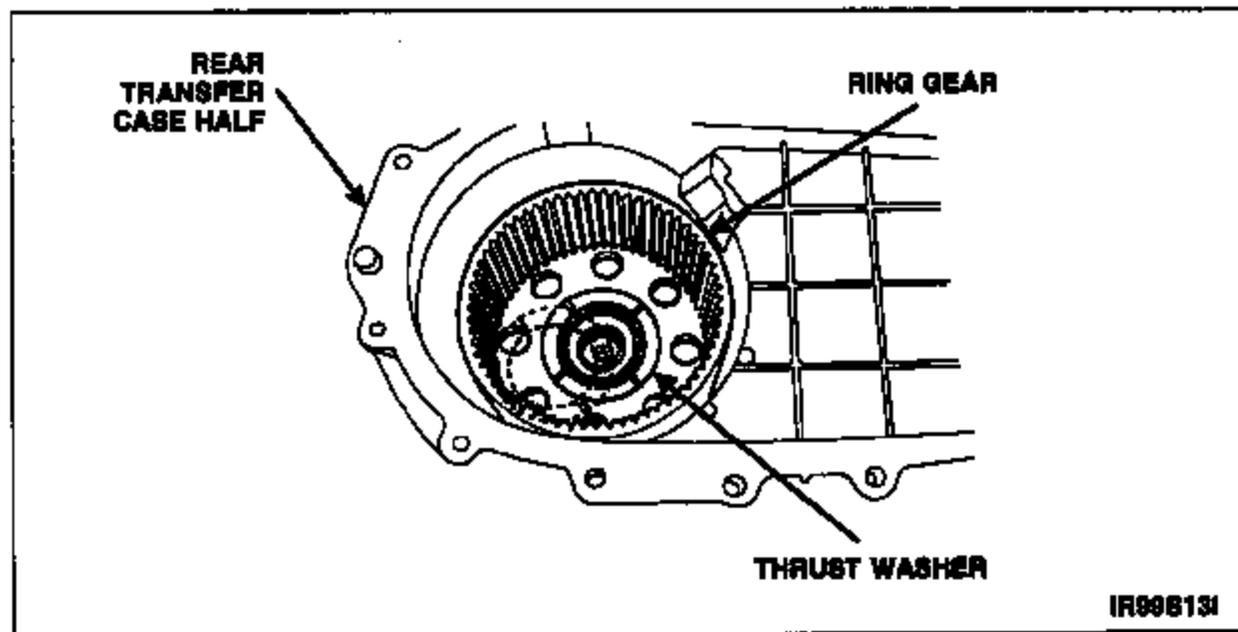


FIGURE 9

38. Remove the front output shaft locknut.
39. Remove the oil slinger from the front output shaft. Refer to Figure 10.
40. Remove the steel bushing from the front output shaft. See Figure 10. Note the orientation of the bushing for installation purposes.

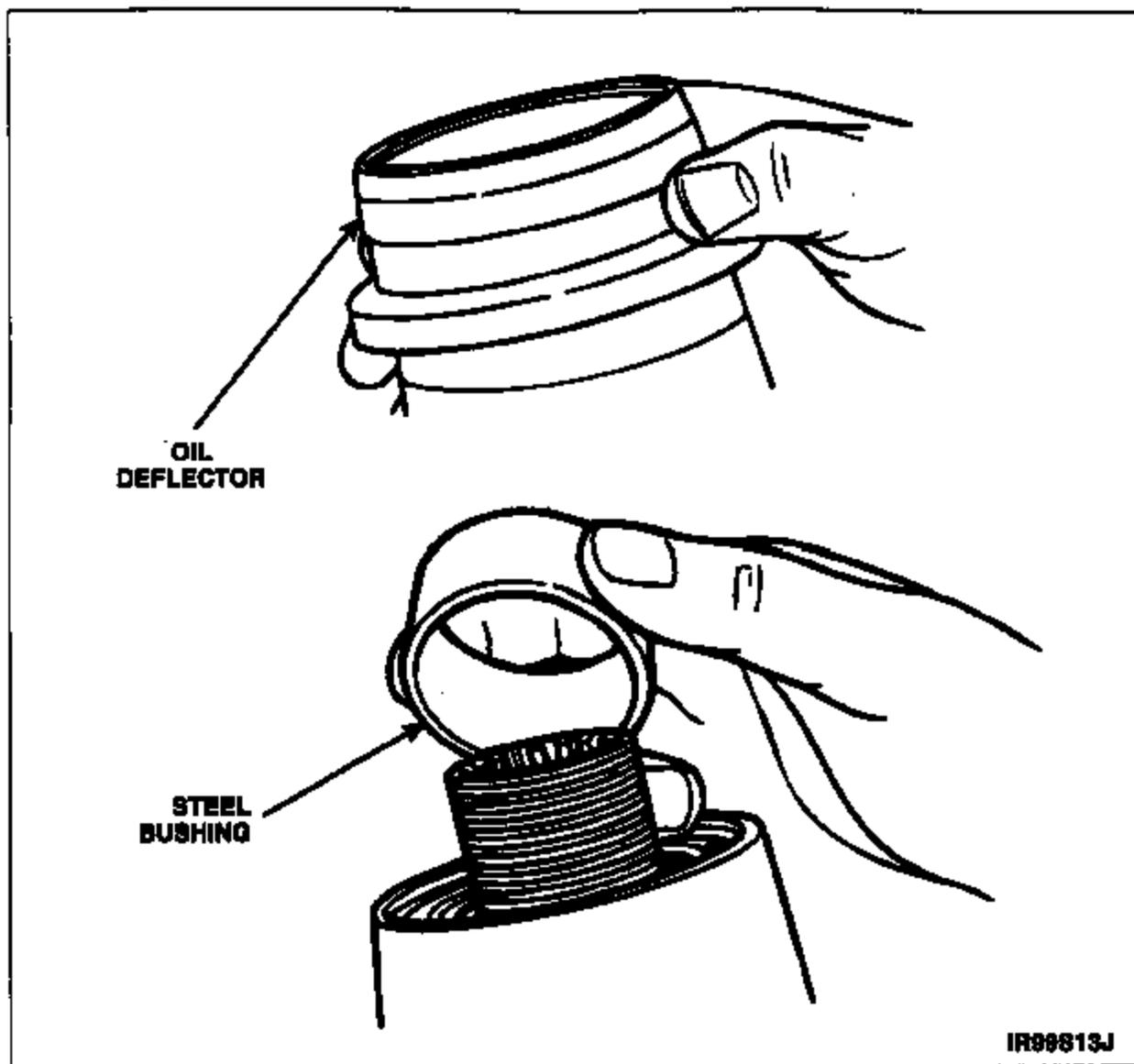


FIGURE 10

41. Remove the electric clutch assembly. See Figure 11.

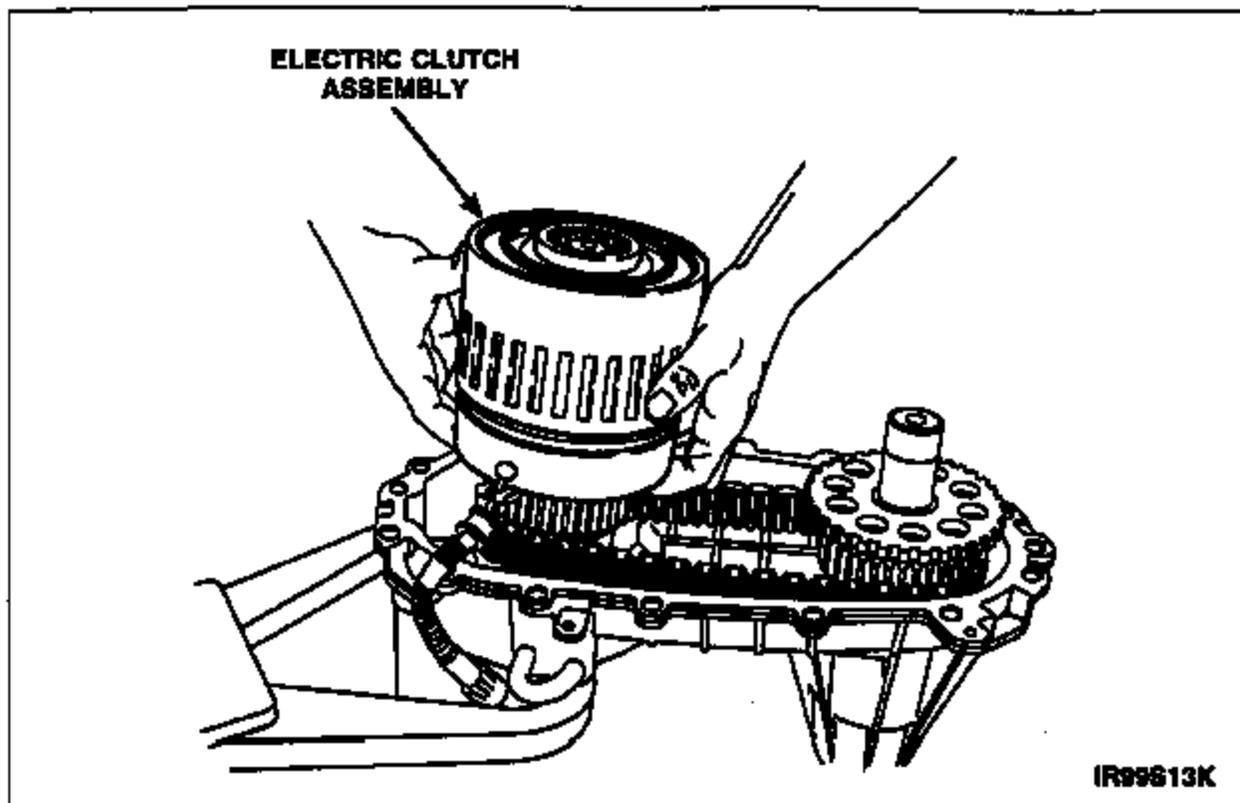


FIGURE 11

42. Remove the front output shaft assembly and drive chain. See Figure 12.

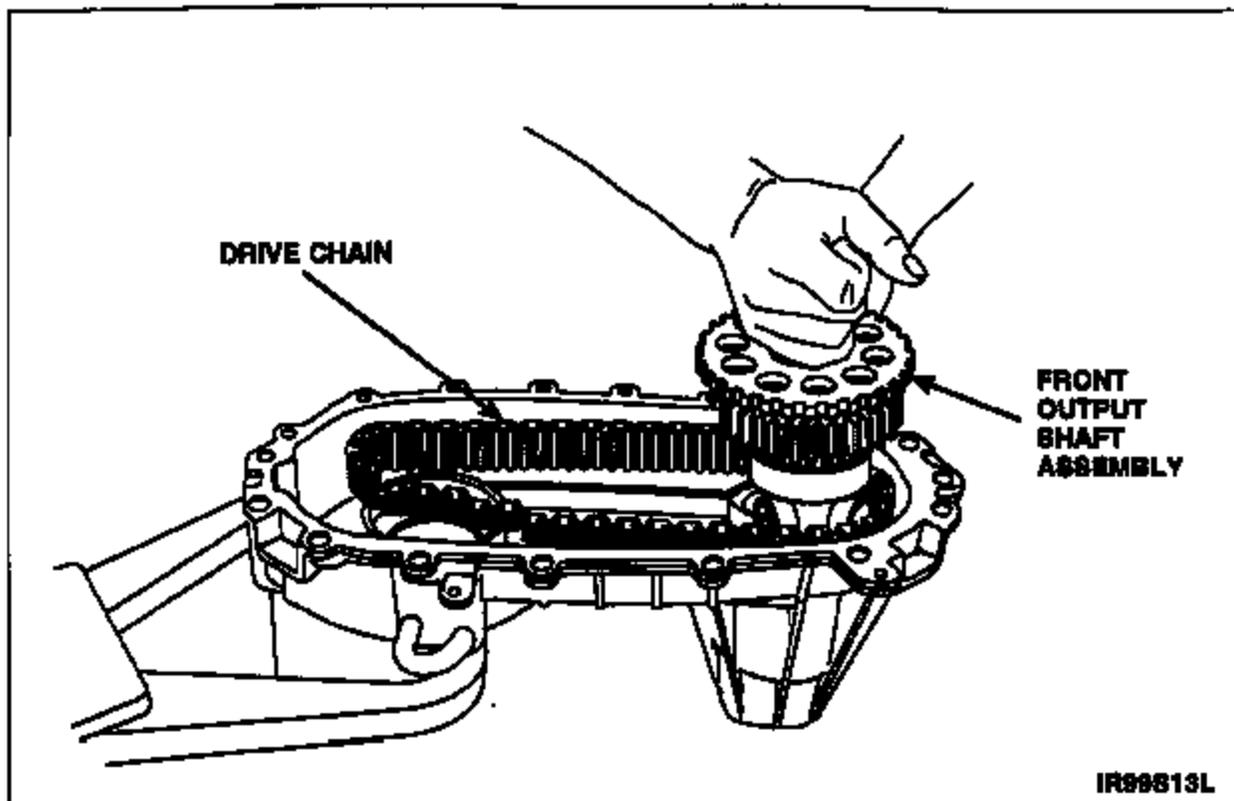


FIGURE 12

43. Inspect if any internal transfer case components are burnt, cracked, worn or broken. Make note of internal component conditions for future reference (Step 44).
44. If any of the following conditions were found, call 1-800-325-5821 for further direction. If none of the conditions exist, continue with the service procedure.
- Fluid drained from transfer case was less than 35 ounces, burnt, black, discolored or contaminated with metal.
 - Transmission extension housing is cracked.
 - Any internal transfer case components are damaged.



45. Rotate the transfer case half so the front of the case is facing upward.
46. Remove the transfer case front half from the Holding Fixture.
47. Install the *new* transfer case front half on the Holding Fixture.
48. Rotate the transfer case half so the rear of the case is facing upward.
49. Install the drive chain in the transfer case front half.
50. Install the electric clutch assembly in the transfer case front half. Make sure the drive chain engages the sprocket on clutch assembly.
51. Install the front output shaft assembly as follows:
 - Partially position the front output shaft assembly in the transfer case half. Engage the drive chain on the sprocket of the output shaft.
 - NOTE: The output shaft may not fully seat in the transfer case half due to the interference between the bearing and the case.
Lower the output shaft into the transfer case half. Make sure the bearing is positioned squarely in the case bore.
 - Using an electric heat gun, slightly heat up the transfer case around the bearing bore. **DO NOT** heat for more than 10 seconds at a time. **DO NOT** use an open flame.
 - With the transfer case heated, move the front output shaft around until the bearing fully seats in the case half.

52. Remove the tone wheel snap ring from the front output shaft. See Figure 13.

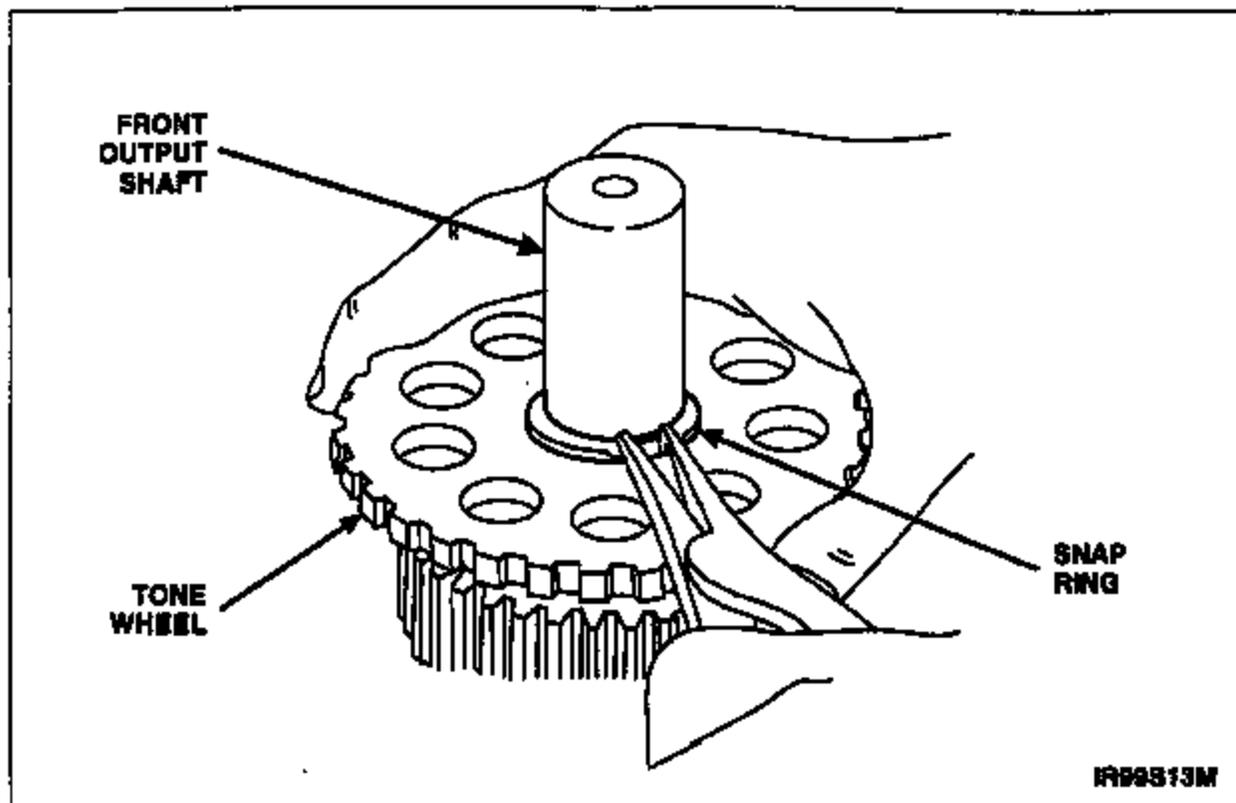


FIGURE 13

53. Remove the tone wheel from the front output shaft.
54. Clean the splines on the tone wheel and output shaft.
55. Install the tone wheel and snap ring. Apply Loctite® 262 to the splines of the tone wheel and output shaft, only if the tone wheel has been replaced.
56. Firmly secure the original rear transfer case half to aid in output shaft removal.

57. **NOTE:** Use snap Ring Pliers OTC-7300 or equivalent for the following step.
Using snap ring pliers, remove the snap ring that retains the rear output shaft inside rear the transfer case half. See Figure 14.

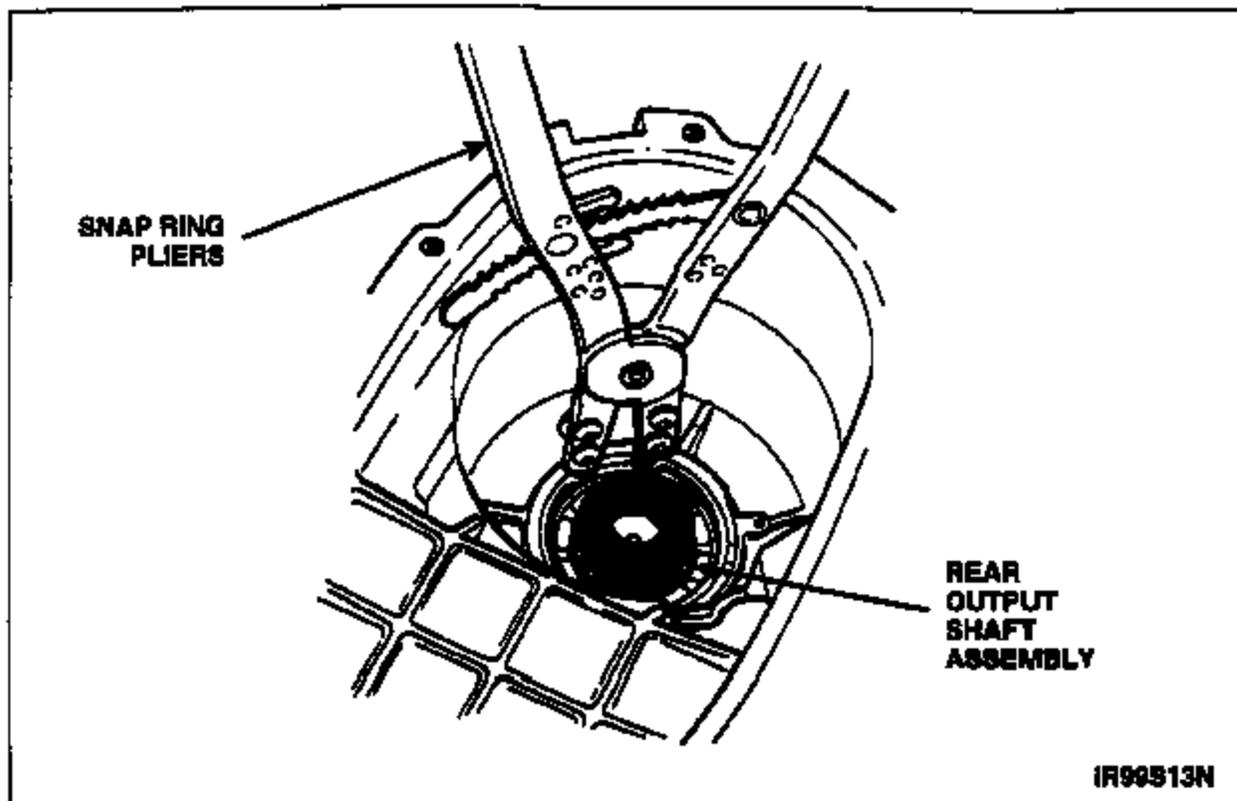


FIGURE 14

58. Using a plastic hammer, lightly tap the end of the output shaft to remove the output shaft assembly from the rear transfer case half. See Figure 15.

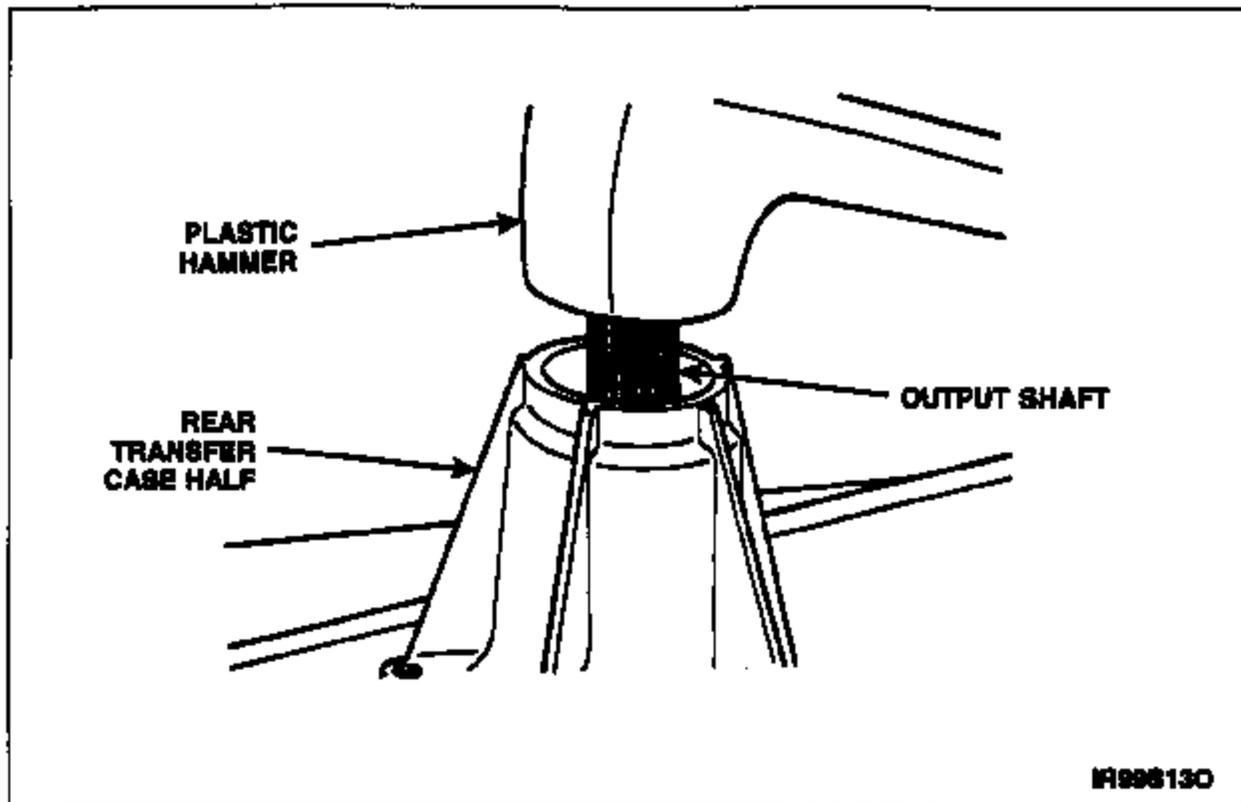


FIGURE 15

59. Mutilate and scrap both original transfer case halves to prevent reuse. The transfer case halves may have non-evident structural damage.

60. NOTE: The spill seal **WILL NOT** be reinstalled.

Remove and discard the spill seal from the rear output shaft. See Figure 16. The spill seal *may* remain in the rear case half. See Figure 17.

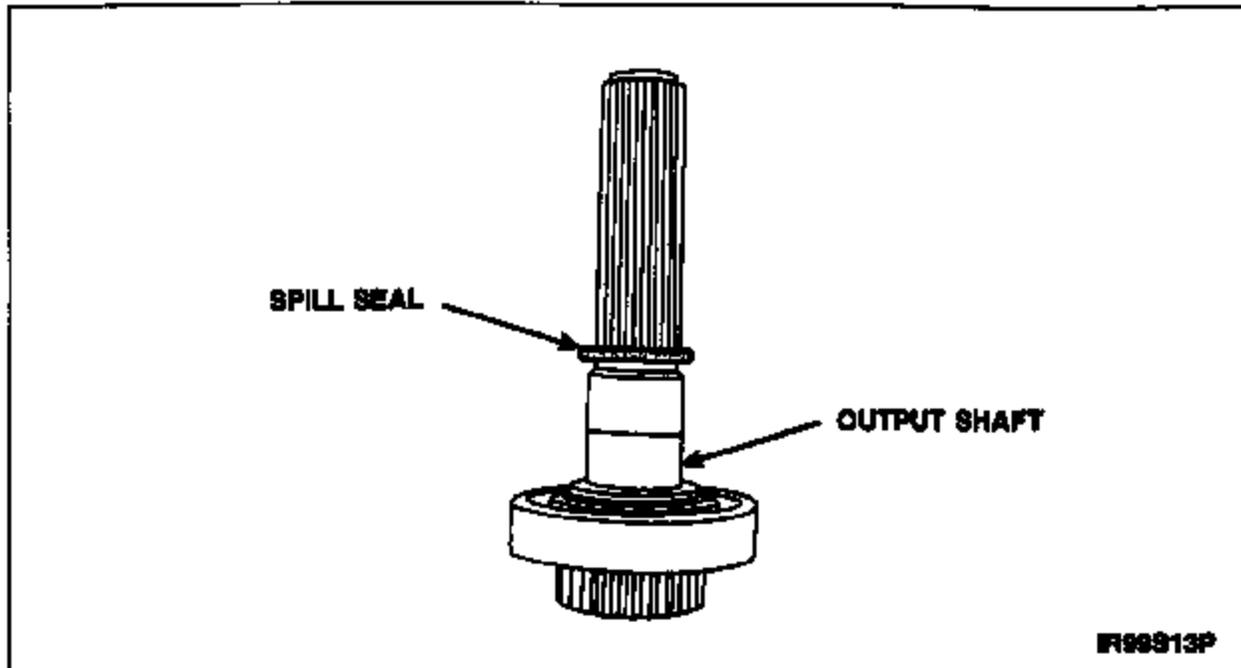


FIGURE 16

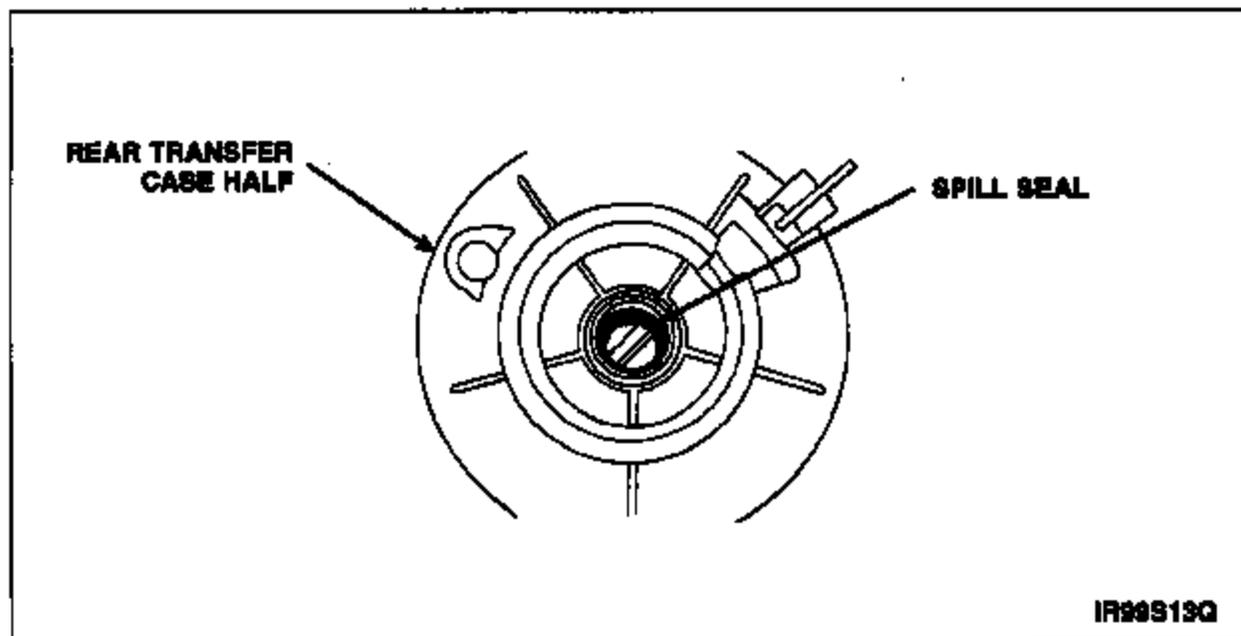


FIGURE 17

61. On the *new* transfer case rear half, work automatic transmission fluid into the needle bearing to thin the grease.
62. Using a Driver Handle T80T-4000-W (Kit # TKIT-1980-6), Bearing Cup Replacer T56T-4616-B1 and Seal Replacer T87T-7127-B2 (Kit # TKIT-1987-FLM-LT), install the output shaft assembly in the *new* transfer case rear half.
63. Install the output shaft snap ring. Make sure the snap ring is fully seated.
64. Install the front speed sensor in the transfer case rear half.
65. Clean the front transfer case mounting flange.
66. Apply Gore-Tex® seal on the front transfer case half as follows:
 - Using supplied 42 inch Gore-Tex® seal, start applying the seal at the wiring harness grommet location, peel the release paper from the adhesive strip and form the seal on the transfer case half. Overlap the seal at the grommet area. See Figure 18. Place the seal in the center of the sealing surface.

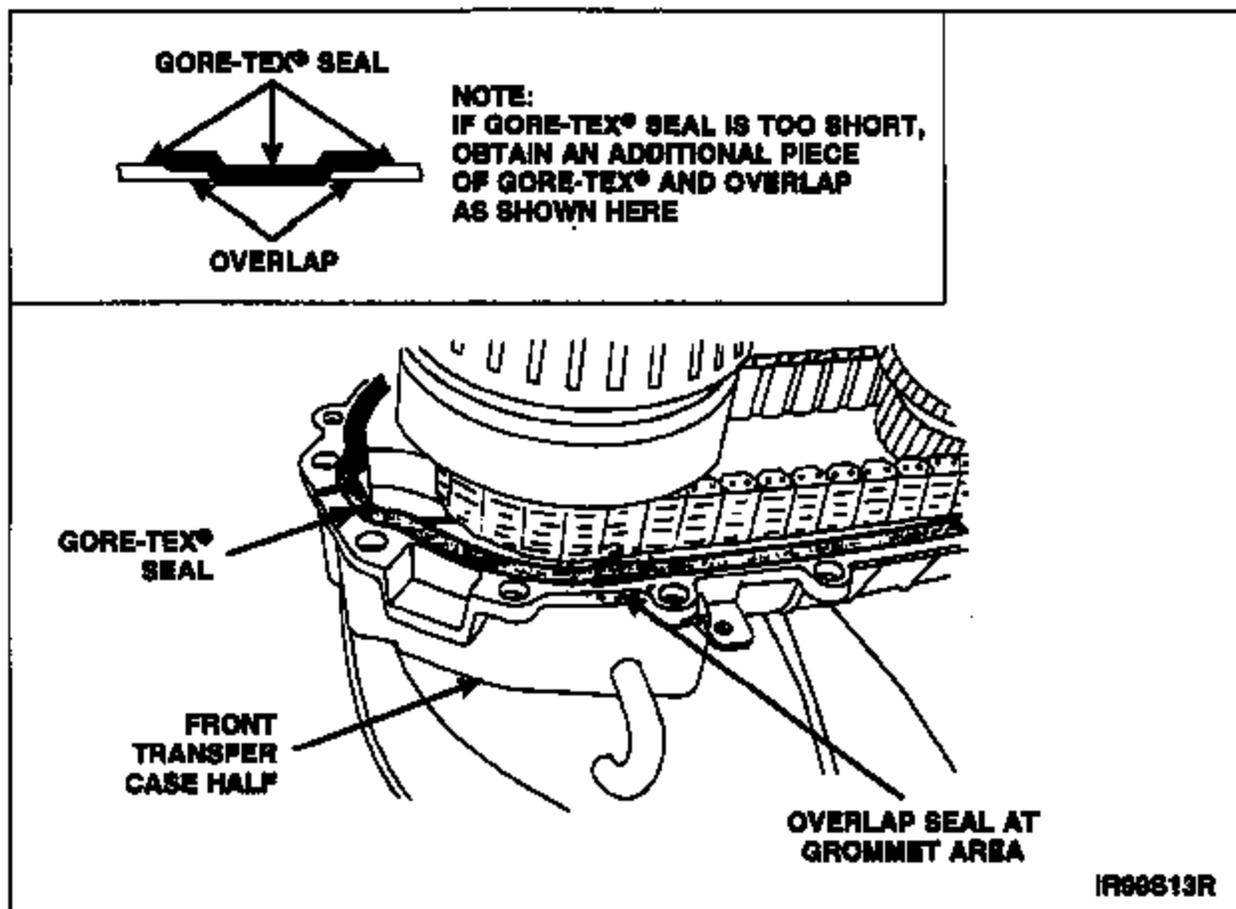


FIGURE 18

87. NOTE: The Gore-Tex® seal is not reusable.

Install the rear transfer case half as follows:

- Check to ensure the planetary ring gear (clutch drum) and internal components are not pulled up out of location.
- Position the transfer case in the Holding Fixture as level as possible.
- Make sure the clutch retaining tab is aligned with the tab slot in the rear transfer case cover. See Figure 19.

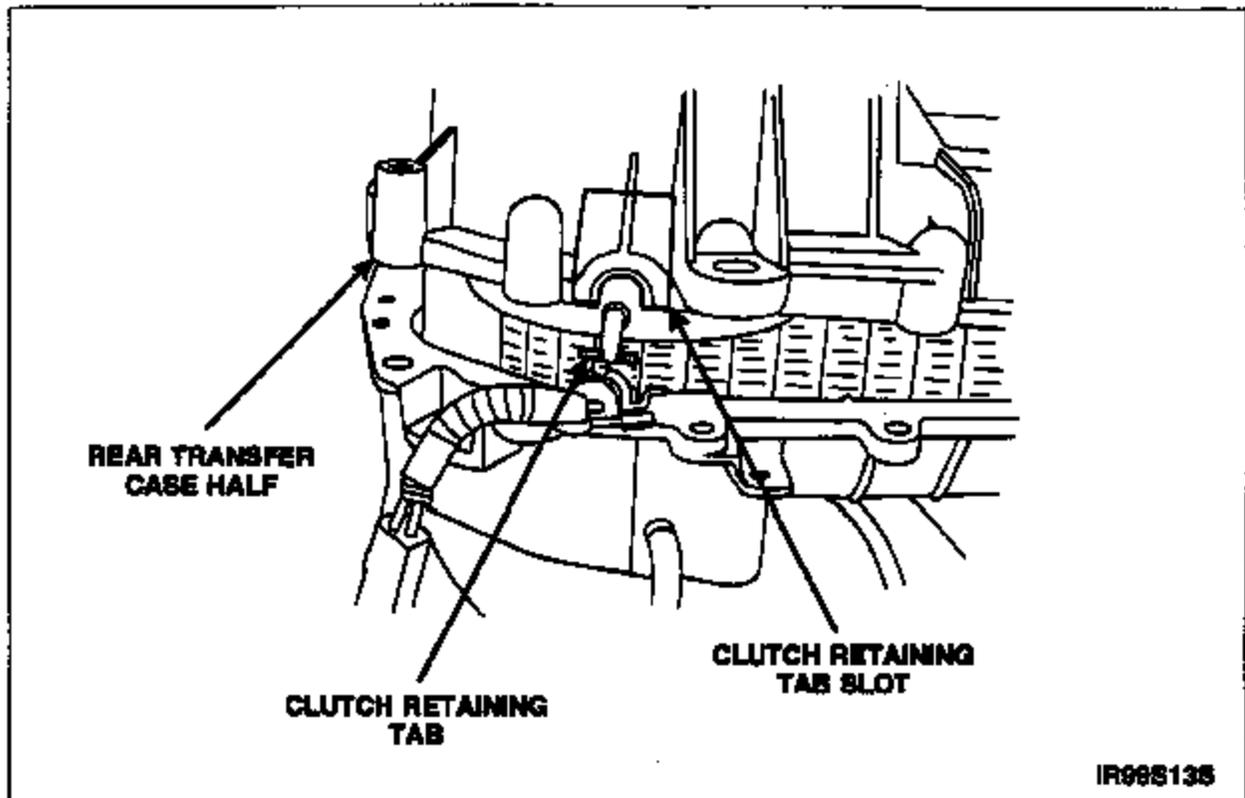


FIGURE 19

- Place the rear transfer case half on the front transfer case half. Align the output shaft splines with the ring gear splines and shaft pilot. Make sure the rear transfer case half is level when placing it on the front case half.
- Install the wire harness guide for the electric clutch in the transfer case slot.
- Completely push the rear case half onto the front case half. Slightly tap the rear transfer case half with a rubber hammer to seat it on the front transfer case half.
- Apply thread locker to the threads of the transfer case half retaining screws.
- Using hand tools, install two screws into the transfer case halves in locations shown in Figure 20. Tighten the screws to 13.5 Nm (10 lb-ft).

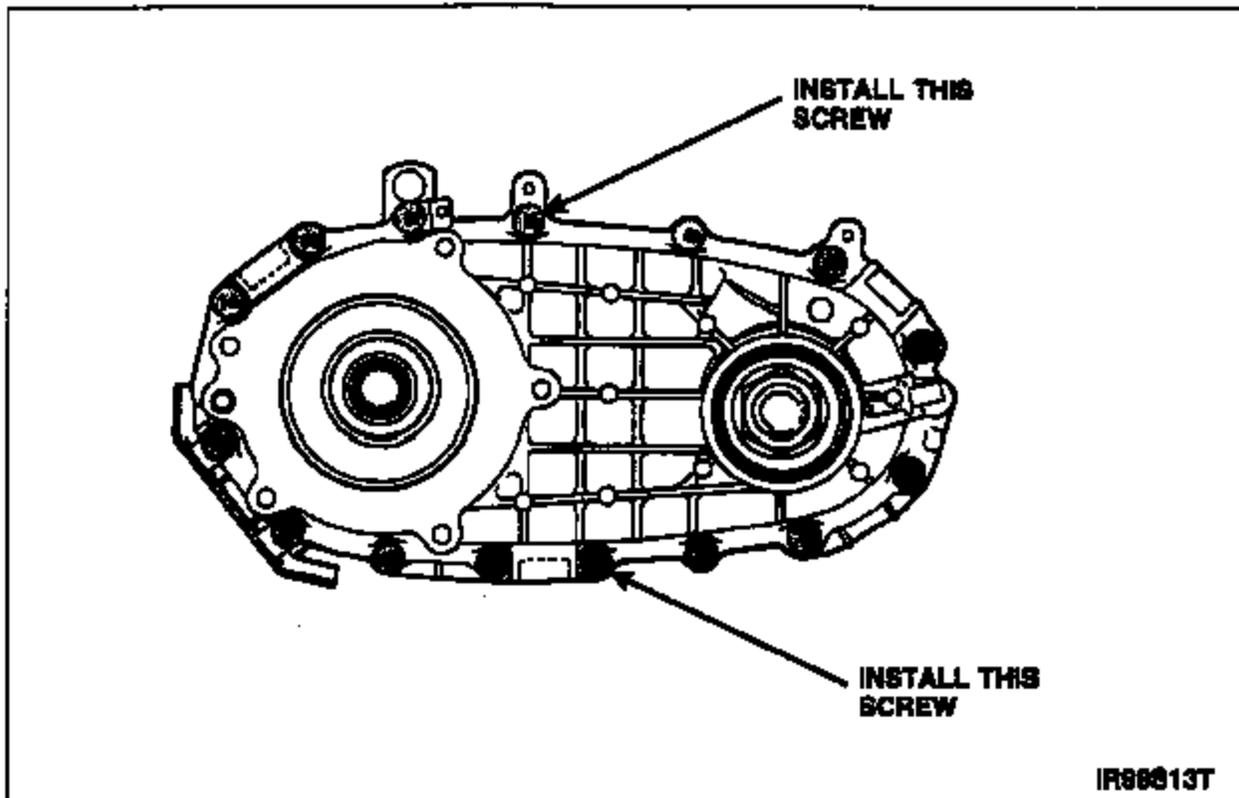
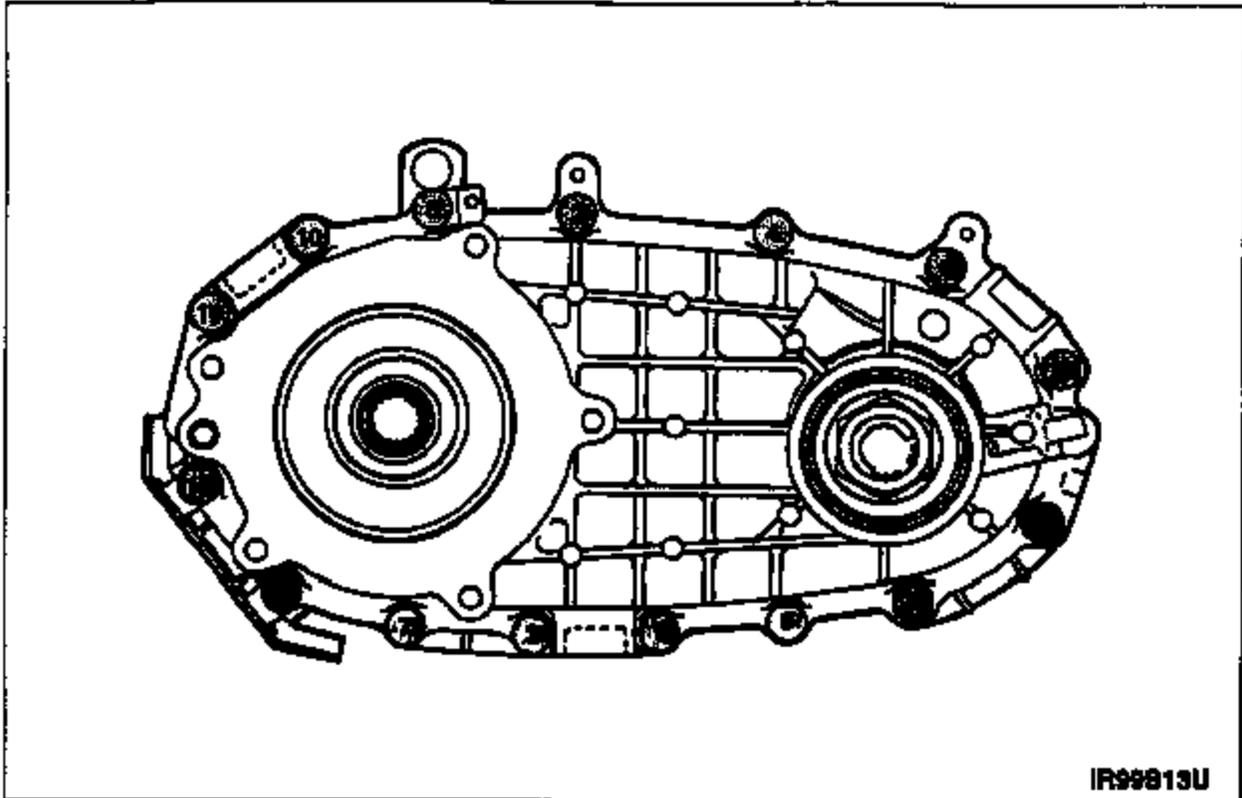


FIGURE 20

- Using the two (2) small screws, loosely install the heat shield on the transfer case.
- Rotate the transfer case so the front of the case is facing upward.
- Using hand tools, install the remaining transfer case half retaining screws. Tighten all screws in the sequence shown in Figure 21. First tighten the screws to 13.5 Nm (10 lb-ft), then tighten to 33 Nm (25 lb-ft).



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FIGURE 21

- Rotate the transfer case so the rear case is facing upward.
- Install the front output shaft speed sensor.
- Install the transfer case wiring harness. Connect both speed sensor electrical connectors.
- Tighten the two (2) small heat shield screws to 7 Nm (9 lb-ft).



68. Install the O-ring and steel bushing on the front output shaft. Make sure the bushing is installed in the same orientation as it was removed.
69. Install the oil slinger on the front output shaft.
70. Apply thread locker to the threads of the front output shaft locknut.
71. Using Front Output Shaft Nut Wrench T90T-7127-E and Front Output Shaft Holding Tool T90T-7127-F, install the front output shaft locknut. Tighten the locknut to 158-224 Nm (115-165 lb-ft).
72. Remove the transfer case Holding Fixture from the holding fixture base. Place the transfer case on a bench.
73. Remove the Holding Fixture from the transfer case.
74. Install the front driveshaft on the transfer case as follows:
 - Apply a light coat of Premium Long-Life Grease XG-1-C or -K or equivalent to the transfer case output shaft splines.
 - Align the indexing paint mark on the driveshaft with the mark placed on the front output shaft, then slide the driveshaft completely on the front output shaft splines.
 - Position the driveshaft slip yoke boot in the installed position, then install and tighten the new clamp.
75. Make sure the vent and the vent hose are properly installed. *No plug should be present in the hose.* Remove the plug from the end of the vent hose, if present. Install the vent and hose, if missing.

76. Make sure the park pawl and return spring are installed in the extension housing as shown in Figure 22.

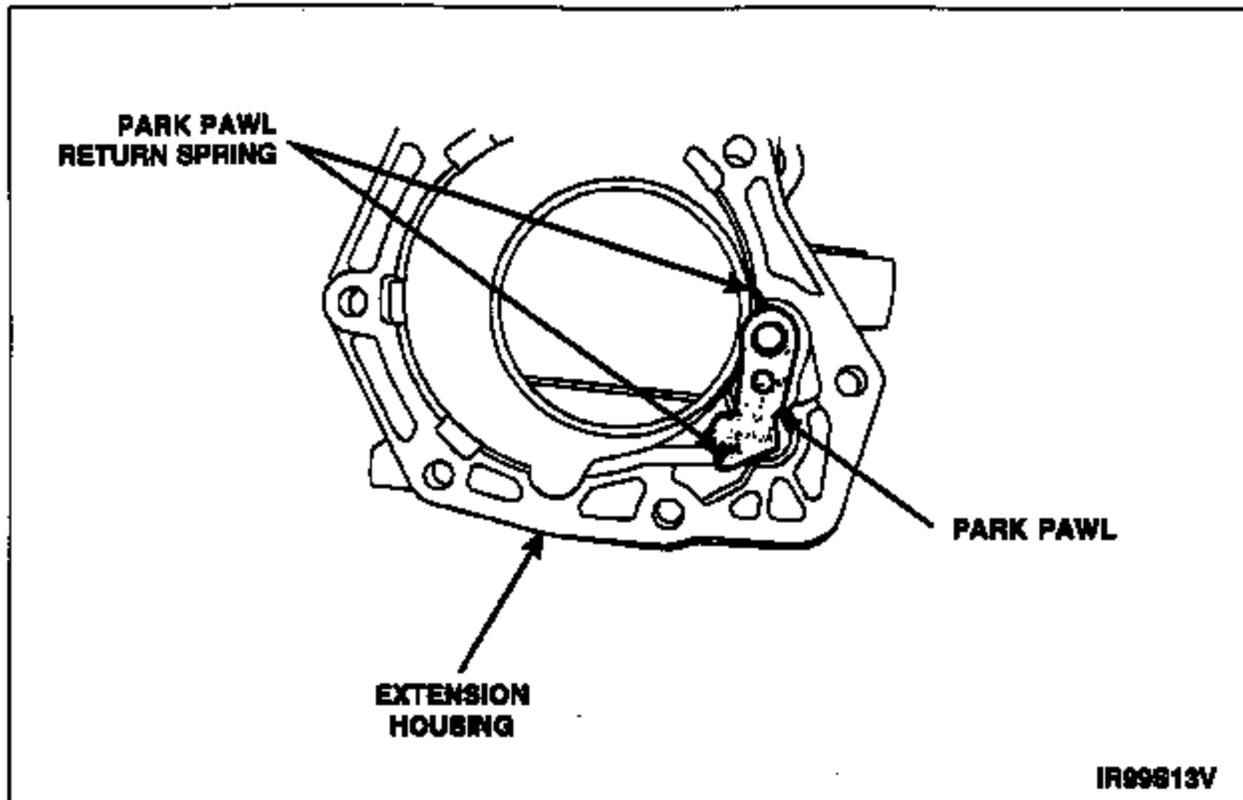


FIGURE 22

77. Install the extension housing on the transmission using a *new* gasket. Apply thread locker to the bolts before installation. Tighten the bolts to 45 Nm (33 lb-ft).
78. Position the transfer case assembly on a hydraulic jack.
79. Install the *new* gasket on the transfer case side of the extension housing.
80. Raise the transfer case into the installed position. Align the splines on the transmission output shaft with the splines of the transfer case input shaft. Make sure the front driveshaft is properly positioned.



81. **NOTE:** The dowel pin is for alignment purposes only. It is not needed for reassembly. Slide the transfer case on the transmission output shaft. Make sure the dowels in the transfer case and extension housing are aligned, if present. Install the new transfer case retaining bolts. Tighten the bolts in the sequence shown to 40 Nm (30 lb-ft). See Figure 23.

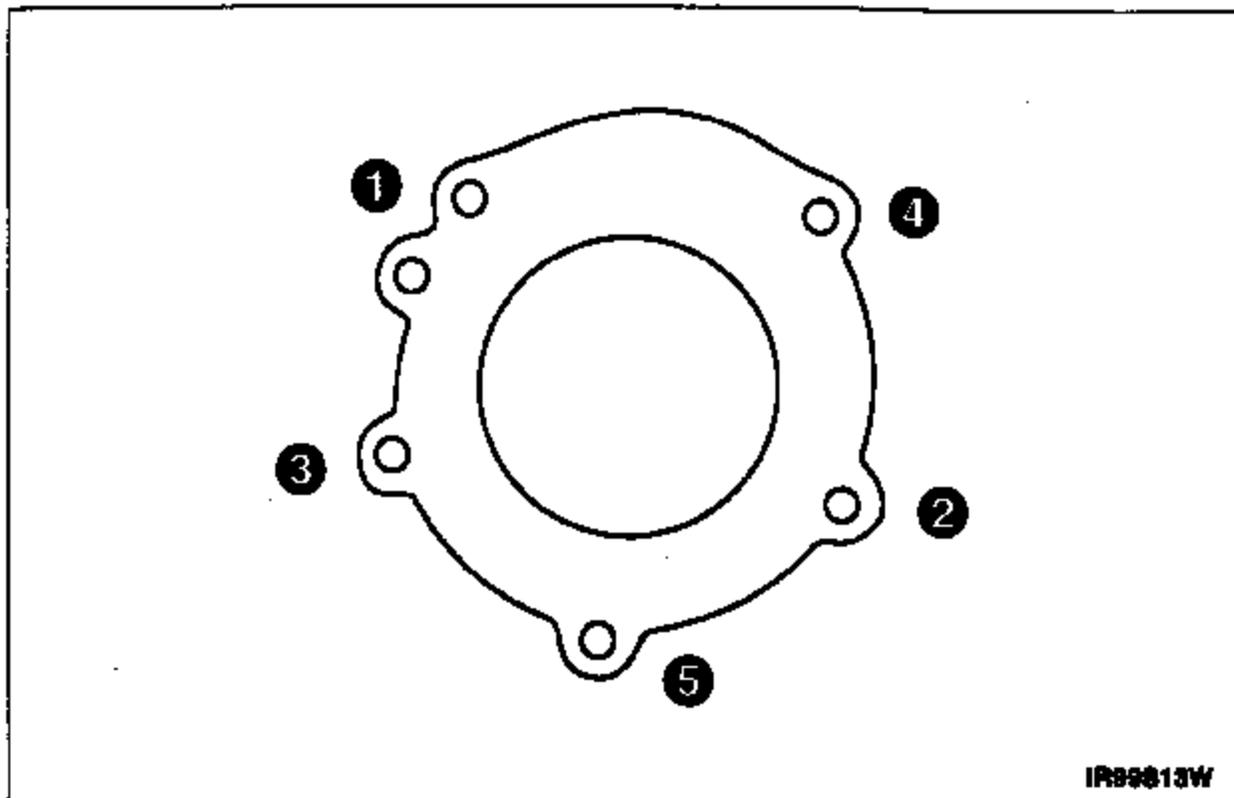
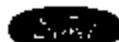


FIGURE 23

82. With the transmission still supported, remove the hydraulic jack from the transfer case.
83. Raise the transmission and transfer case into the normal position.
84. Install the transmission mount onto the extension housing. Make sure the exhaust hanger is in place. Tighten the bolts to 95 Nm (70 lb-ft).
85. Install the crossmember, aligning the transmission mount to the crossmember. Tighten the crossmember bolts to 45 Nm (33 lb-ft). Tighten the transmission mount-to-crossmember nuts to 112 Nm (82 lb-ft).

86. Install the aluminum rear driveshaft as follows:
- If there was no paint mark during rear driveshaft removal, measure runout of the companion flange and place a paint mark at the point of maximum runout.
 - To prevent running dry, squirt automatic transmission fluid into the bushing/bore area and wipe the slip yoke with clean automatic transmission fluid.
 - Slide the *new* driveshaft slip yoke into the transfer case.
 - Align the paint mark on the driveshaft with the paint mark on the companion flange, then position the driveshaft on the companion flange. It may be necessary to raise the rear axle to gain enough clearance to install the driveshaft on companion flange.
 - Apply thread locker to the threads of the driveshaft-to-companion flange retaining bolts.
 - Install the driveshaft-to-companion flange retaining bolts. Tighten the bolts to 105 Nm (77 lb-ft).
87. Connect the front driveshaft to the front axle as follows:
- Align the paint mark on the driveshaft with the paint mark on the companion flange, then position the driveshaft on the companion flange.
 - Apply thread locker to the threads of the driveshaft-to-companion flange retaining bolts.
 - Install the driveshaft-to-companion flange retaining bolts. Tighten the bolts to 35 Nm (25 lb-ft).
88. Connect the transfer case wiring harness connector.
89. *Using the new supplied washer*, install the drain plug from the original rear case half into the new rear case half. Tighten the drain plug to 20 Nm (14 lb-ft).
90. Add supplied anti-foam fluid into the transfer case.
91. Using MERCON® Multi-Purpose Automatic Transmission Fluid XT-2-QDX or -DDX or equivalent MERCON® fluid, bring the fluid level in the transfer case to the bottom of the fill hole with the vehicle on a level surface.
92. *Using the new supplied washer*, install the fill plug from the original rear case half into the new rear case half. Tighten the fill plug to 20 Nm (14 lb-ft).
93. Install the transfer case-to-engine side brace. Make sure the transfer case stud is completely seated before tightening the nut. Tighten the bolt at the engine end of the strut to 70 Nm (51 lb-ft) and the nut at the transfer case end of the strut to 60 Nm (44 lb-ft).
94. Lower the vehicle.
95. Connect the battery cable, then remove the memory saver.
96. Test-drive the vehicle to ensure proper operation of the transfer case and no NVH deterioration. If there are any transfer case concerns, call 1-800-325-5821 for further directions.





A. R. O'Neill
Director
Vehicle Service and Programs
Ford Customer Service Division

Ford Motor Company
P. O. Box 1804
Dearborn, Michigan 48121

99S13

June, 1999

Mr. John Sample
123 Main Street
Anywhere, USA 12345

Serial Number: 12345678901234567

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Ford Motor Company has decided that a defect which relates to motor vehicle safety exists in certain 1992 model year Aerostar All Wheel Drive (AWD) vehicles.

SAFETY DEFECT

During sustained operations at speeds in excess of 80 mph in high ambient temperatures, the rear transfer case output shaft bushing may become displaced, resulting in driveline unbalance loads. The imbalance may loosen fasteners and may cause cracks and/or fractures in the transfer case and/or transmission extension housings. If a fracture occurs, fluid expulsion, driveshaft separation or loss of transmission operation may occur.

SERVICE ACTION

To correct this condition, at no charge to you, your dealer will install an aluminum driveshaft and new front and rear transfer case housings.

HOW LONG WILL IT TAKE?

The time needed for this service is less than one half day. However, due to service scheduling times, your dealer may need your vehicle for a longer period. Please call your dealer for a service date.

CALL YOUR DEALER

Call your dealer without delay. Ask for a service date whether parts are in stock for Safety Recall 99S13.

If your dealer does not have the parts in stock, they can be ordered before scheduling your service date. Parts would be expected to arrive within a week.

When you bring your vehicle in, show the dealer this letter. If you misplace this letter, your dealer will still do the work, free of charge.

REFUNDS

If you paid to have this service done before the date of this letter, Ford is offering a full refund. For the refund, please show your paid original receipt to your Ford dealer. To avoid delays, do not send receipts to Ford Motor Company.

CHANGED ADDRESS OR SOLD THE AEROSTAR?

Please fill out the enclosed prepaid postcard and mail it to us if you have changed your address or sold the vehicle.

If the dealer doesn't make the repair promptly and without charge, you may contact the Ford Customer Assistance Center, P. O. Box 8248, Dearborn, MI 48121. You also may send a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S. W., Washington, D. C. 20590 or call the toll free Auto Safety Hotline 1-800-424-8393 (Washington, D. C. area residents may call 368-0123).

We regret the inconvenience this service may cause you, but we want you to have the work done for your safety and satisfaction with your Ford built Aerostar.

Sincerely,



A. R. O'Neill

Director

Vehicle Service and Programs

99V.094



Ford Motor Company
Ford Customer Service Division
Recall/Service Programs Department
P.O. Box 1904
Dearborn, MI 48121-1904

**RECALL/SERVICE PROGRAM
INFORMATION**

IMPORTANT RECALL/SERVICE PROGRAM INFORMATION

**FROM: FORD CUSTOMER SERVICE DIVISION
VEHICLE SERVICE AND PROGRAMS**

**Safety Recall 99S13 - Clarification of Front Transfer
Case Half Part Number / Attachment II**

This communication provides clarification of the part number for the front transfer case half as listed on the Attachment II of Safety Recall 99S13 fax copy.

The Attachment II of Safety Recall 99S13, which was faxed to dealers on June 10, 1999, contained an incorrect part number for the front transfer case half.

The error was discovered and corrected prior to final printing of the bulletin on Friday, June 11, 1999. All printed copies of the bulletin that were mailed to dealers the week of June 21, 1999 contain the correct front transfer case half part number, F59Z-7005-B, in Attachment II.

Dealer Parts Department personnel and Service Technicians should refer to the mailed copy of Safety Recall 99S13 for correct part number information. If dealer personnel have not yet done so, discard the fax copy of Safety Recall 99S13.

An additional copy of the corrected Attachment II is included with this fax communication, for your convenience.

Certain 1992 Model Year Aerostar AWD - Powertrain Modification

LABOR ALLOWANCES

Install Transfer Case Front/Rear Halves, Transfer Internal Components and Install Aluminum Driveshaft.

3.8 Hrs. Labor Operation 99S13B

Install Transfer Case Assembly and Install Aluminum Driveshaft.

2.8 Hrs. Labor Operation 99S13C

Administrative Allowance

0.1 Hrs. Misc. Expense Code "ADMIN"

PARTS REQUIREMENTS

Parts will not be direct shipped for this recall. Order parts requirements through normal order processing channels. Refer to Attachment II Technical Instructions for transfer case assembly order eligibility.

ORDER TYPE

EFFECTIVE

ORDER PROCESS

Stock

Immediately

Normal

Interim

Immediately

Normal

Emergency

After July 1, 1999

Normal

Emergency

Before July 1, 1999

Call 1-800-325-5821

PART NUMBER

DESCRIPTION

F79Z-4802-AA

Aluminum Driveshaft

F79Z-7005-AB

Rear Transfer Case Half

F59Z-7005-B

Front Transfer Case Half

F79Z-7B331-AA

Front Transfer Case Hardware Kit

DEALER PRICE

For latest prices, check your:

- DOES II
- Updated Price Book

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.