

General Service Bulletin (GSB):	3v Cam Phaser GSB
This GSB targets the camshaft phaser installation procedure for the 4.6L 3V and 5.4L 3V engines.	Some 4.6L and 5.4L 3v camshaft phasers show physical damage due to improperly installed phasers and/or retaining bolts resulting in damage to the phaser.
NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures or technical training or wiring diagram information.	

READ THIS TO HELP PREVENT NON-WARRANTABLE REPAIRS



BEFORE CAMSHAFT PHASERS ARE INSTALLED AND ENGINE IS STARTED.

3v Cam Phaser GSB

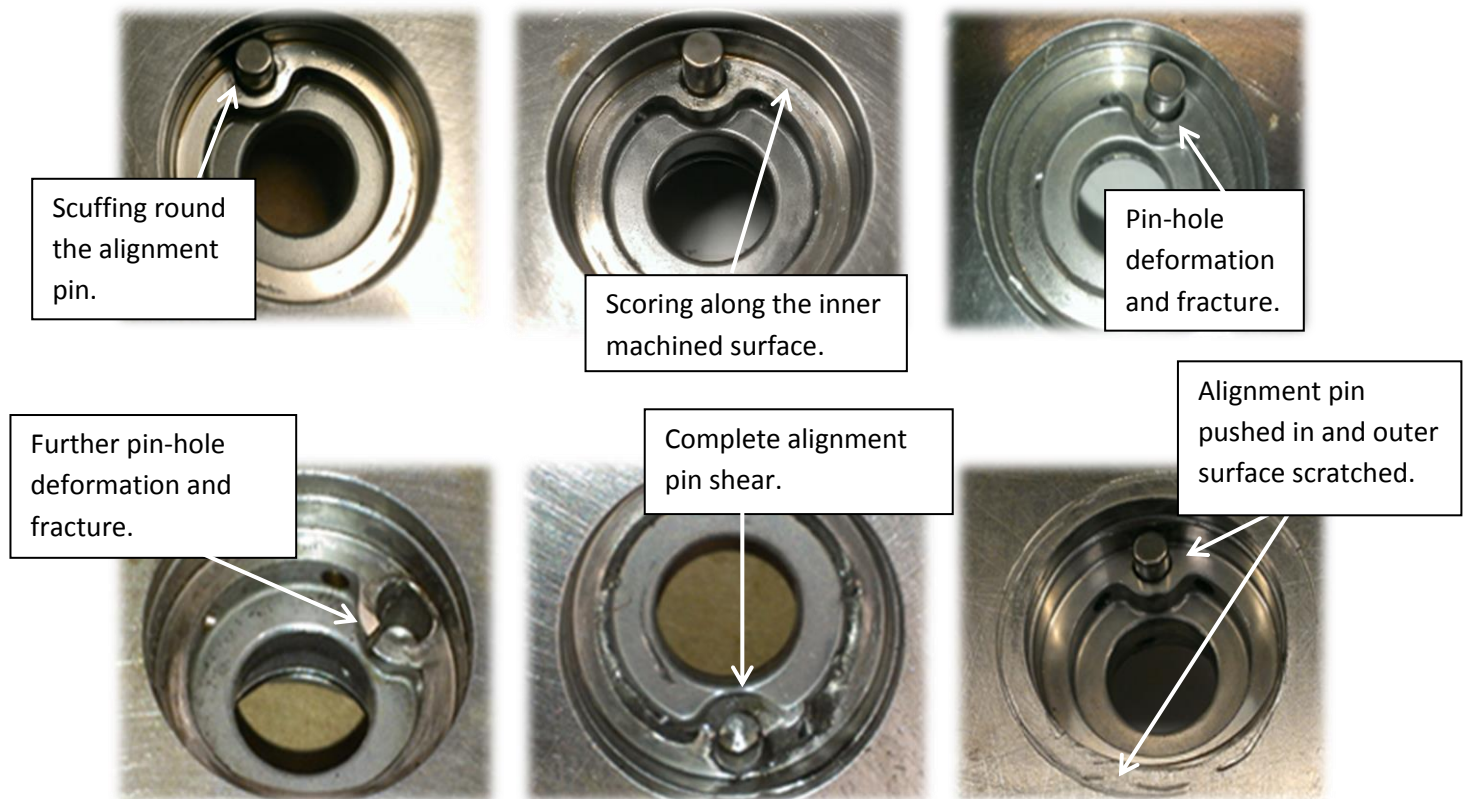
This Job Aid targets the camshaft phaser installation procedure for the 4.6L 3V and 5.4L 3V engines.

Issue: Returned service-installed parts show evidence of physical damage.

Symptoms: Rattling, ticking, or knocking noises from the engine, check engine light, and/or running rough.

Root Cause: Improper phaser alignment and/or incorrect retaining bolt torque, allowing the phaser to slip on the camshaft, resulting in damage to the phaser.

The example photos shown below are the result of improper installation.



Corrective Action: Workshop Manual (WSM) procedures must be performed as written when installing camshaft phasers. Phasers must be aligned correctly and the retaining bolt must be torqued in two stages – first to 40 Nm (30 lb-ft), then an additional 90 degrees.

Notice: Failure to follow WSM procedures could result in warranty charge backs.