

Enginetech Inc
For Technical Assistance Call:
1-800-410-3664 ext 340 or ext 237

TECHNICAL BULLETIN	
	August 2001 TB 1912
Mfg:	FORD
Model:	F-SERIES
Liter:	7.3L
V I N:	F
Year:	95-05

Engine Noise On
1999-2000 Ford 7.3L VIN F Engines

AERA members have reported excessive engine noise from 1999-2000 Ford 7.3L VIN F diesel engines. This noise has been described as a "cackle" or "knocking" sound. Some vehicles equipped with the powerstroke diesel engine, built after serial number 0896812, may exhibit a noise above the normal sound of the diesel combustion process.

It has been reported that this noise may be mistaken for a connecting rod knocking noise inside the engine, but it is intermittent and it increases in intensity as the engine warms up to operating temperature. This noise may be caused by a pressure variation within the fuel rail and in virtually all instances is attributed to cylinder #8 (driver side rear). It has been determined by Ford that the cause of the "cackle" noise will not damage the engine or decrease the engine's performance or economy.

This "cackle" noise will be noticeable at early engine life due to low fuel pressure and/or the relationship of the injectors and the engine firing order. If an older engine develops the noise, low fuel pressure is more than likely the problem. Ford offers the following test to verify the noise before any work is to be completed:

- Verify that the noise from the engine is with the engine hot and not cold
- Make sure the vehicle has been driven at least 20 miles after an injector replacement was made. Air trapped in the system could cause a noise like a "cackle".
- If fuel pressure is below 55 PSI in either head, repair it first and re-evaluate the "cackle" noise.
- Repair any other engine performance concerns. Low-pressure concerns may be causing low power output and a "cackle". Repairing the low fuel pressure may fix both concerns.

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- If you have an Injector Performance Analyzer, determine if the "cackle" noise is coming from the #8 cylinder. Cancel the cylinder to determine whether the noise is still present.

If the noise is hot only, and 1) no performance concerns are present, 2) fuel pressure is above 55 PSI, 3) engine or injector in #8 cylinder is new, and 4) vehicle has been driven at least 20 miles since injector replacement, the engine is a good candidate for a special injector from Ford under Part #XC3Z-9E527-AARM.

The new long-lead injector is used in the #8 cylinder only. Do not use it in any other cylinder due to future cylinder contribution test diagnostics being at risk. The injector is recognized by a blue-colored solenoid and an "LL" stamped on the solenoid where the UVC (injector harness) connects.

To successfully replace the #8 fuel injector, follow procedures in the service manual. In addition to replacing the injector, the Powertrain Control Module must be reprogrammed to prevent the #8 injector from giving a false cylinder contribution test code. After the installation of the injector is complete, drive the vehicle at least 20 miles so that the air is purged out of the high-pressure oil system. A reduced audible "cackle" noise may still be present after performing the above procedures.

The AERA Technical Committee

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