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Availability: ISIS, FleetISIS, IsSIR

Major System: STEERING SYSTEM

Current Language: English

Other Languages: [Français](#), [Español](#).

Viewed: 6141

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Created: 8/15/2011

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Author: James Santos

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Coding Information

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Title: Steering Shake, Shimmy, Shudder, or Steering Vibration

Applies To: 14k front weight rated axles and below

CHANGE LOG

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Dealers: Please refer to the change log text box below for recent changes to this article:

7/11/2014 - Author updated for feedback purposes.
1/30/2017 - Updated application 14K and below

DESCRIPTION

Steering intermittently goes into a shimmy after hitting a bump.

SYMPTOMS

- The steering system may go into a shimmy after hitting a bump or during a curve. Normally the vehicle speed will need to be reduced in order to stop the shimmy. The symptoms may include a lateral (side to side) shake and possible oscillation of the steering wheel.
- Do not confuse this symptom to a consistent shimmy when braking. Refer to [IK1300088](#)

PARTS INFORMATION

Part #	Description	Qty.
H60961167	Steering Stabilizer (with 4 inch wide steer axle springs)	1

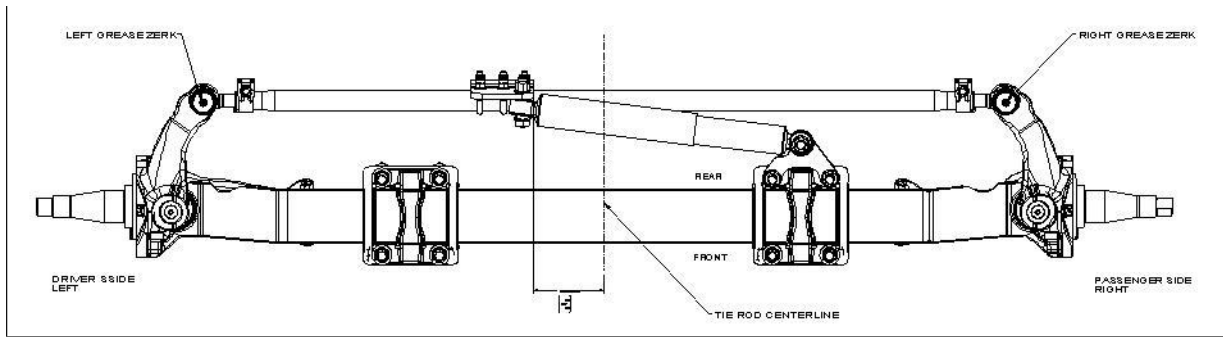
TROUBLESHOOTING

1. Confirm that lateral and radial runout measurements on all tires are below .065 - This must be repaired prior to continuing with any other repairs.
2. Check all steering components as well as king pins and wheel bearings on the steer axle for excess play or out of specification conditions and repair as needed.
3. Confirm there is no air in power steering fluid and confirm the steering system is operating properly.
4. Confirm fastener torque on all steering system, frame rail and crossmember, and fuel tank mounting brackets/supports.
5. Confirm alignment is in specification using [IK0200013](#)

RESOLUTION

The stabilizer kit can be installed to dampen the steering system.

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Meritor and Dana axles will require the mounting bracket (axle side) to be modified to bend slightly upward to clear the tie rod at full turn, and a longer axle U bolt installed (12 inch 53391R21)





WARNING:

The steering system must be inspected and tested for full range of travel to confirm there is no binding or contact after the stabilizer has been installed. Any binding or contact at any point in the full range of travel must be repaired.

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