File in Section: 02 - Steering
Bulletin No.: 07-02-32-008B
Date: December, 2017

Service Bulletin

TECHNICAL

Subject: **Steering Wheel Off Center While Driving Straight, Clunk Noise While Turning, Early Front Tire Wear (Perform Torque to Tighten Analysis and Repair as Necessary)**

Models: **2007 Cadillac Escalade, Escalade ESV, Escalade EXT**
2007 Chevrolet Avalanche, Silverado, Suburban, Tahoe
2007 GMC Sierra, Yukon, Yukon XL, Yukon Denali, Yukon Denali XL
1500 Series (½ Ton) Models Only

Attention: **This bulletin also applies to any of the above models that are Exported to these Regions : Europe, Russia, CIS, South America, North Africa, Israel, South Korea, Thailand (ASEAN), and China**

This bulletin is being revised to update Warranty Information and the bullet under Correction. Please discard Corporate Bulletin Number 07-02-32-008A (Section 02 — Steering).

Condition

Some customers may comment that the steering wheel is out of position (turned to the left or right) while driving straight ahead and/or a clunk noise while turning with early front tire wear.

Cause

The cause of condition may be due to the threaded joint between the inner tie rod and the rack loosening. Testing has shown it to be unlikely that the joint will unscrew (separate) during normal driving maneuvers, however the steering wheel alignment can be affected.

Correction

If the steering wheel is turned to the left while driving straight ahead, remove the right hand steering gear convoluted boot clamps. After exposing the tie rod connection to the rack bar, use a paint pen or marker and place an indexing mark from the tie rod to the rack bar. Check the "torque to tighten" on the tie rod to rack bar attachment by applying 50 N•m (37 lb ft) torque in a clockwise direction. Do not exceed this specification. Use of a 1 9/16” crowfoot is necessary. Hold the rack bar with a pipe wrench.

If the steering wheel is turned rightward during the straight ahead driving, conduct the same analysis described above on the left hand tie rod.

Inspect the inner tie rod and the rack bar for a change in position of the index mark with respect to each other.

- *If any position change is observed, replace the steering gear. Align the steering wheel and set toe.*
- If no relative motion is observed between the tie rod and the rack bar during the 50 N•m (37 lb ft) “torque to tighten" analysis, do not replace any steering components. Reinstall the tie rod boot to the rack housing with a new crimp clamp, P/N 11562064. Align the steering wheel and set toe.

Important: In both cases, reuse the outer tie rod ends.

Parts Information

Part Number	Description
11562064	Clamp, Steering Gear Boot

Warranty Information

For vehicles repaired under the Bumper-to-Bumper coverage (Canada Base Warranty coverage), use the following labor operation. Reference the Applicable Warranties section of Investigate Vehicle History (IVH) for coverage information.

Labor Operation	Description	Labor Time
7480348*	Inner Tie Rod to Steering Gear Bar Torque Analysis	0.9 hr**
Add **	To Replace Steering Gear	1.0 hr
* This labor operation number is for bulletin use only. This number will not be published in the Labor Time Guide. ** Includes time for front toe adjustment.		