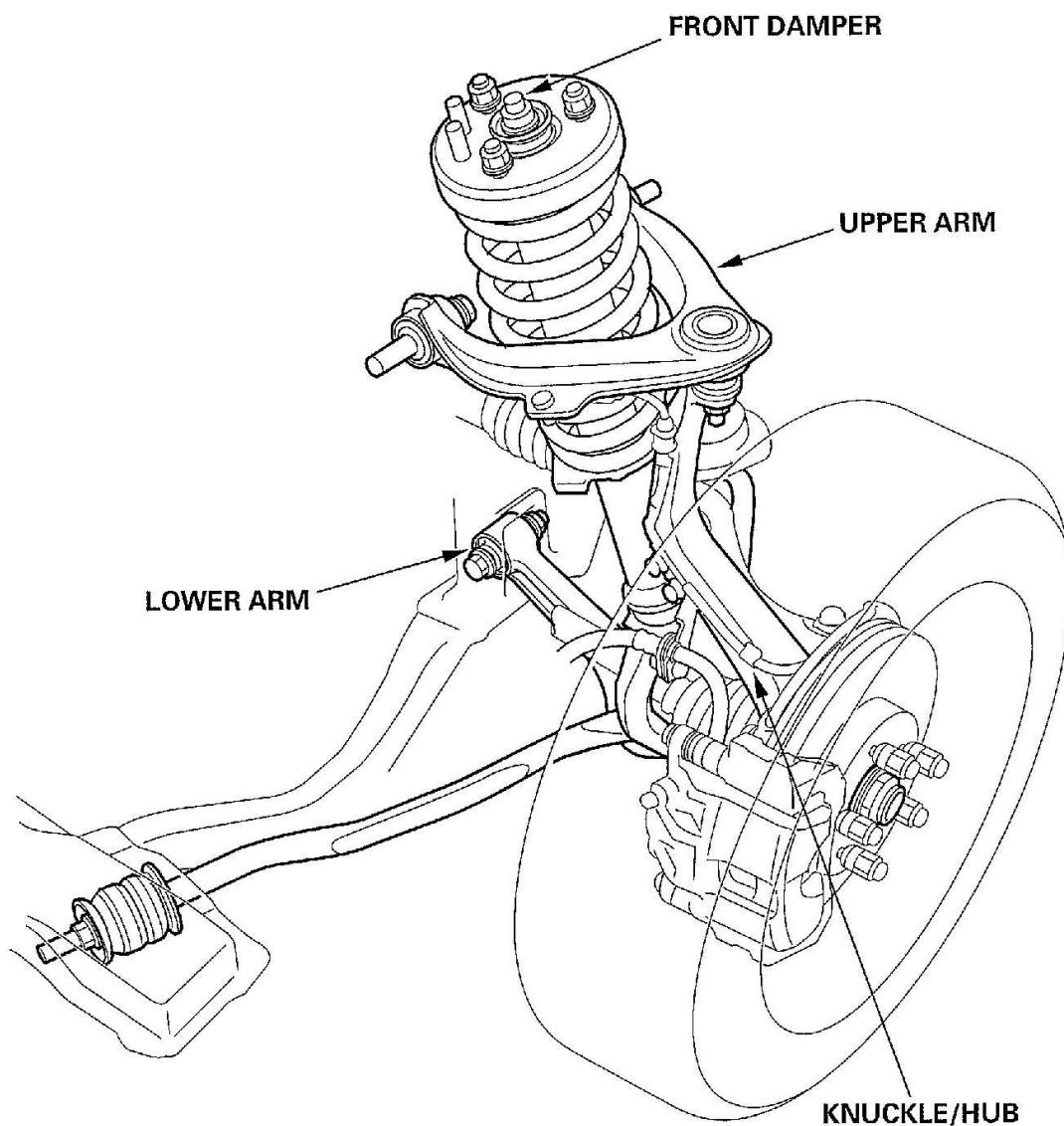


2001-03 SUSPENSION**Front - 3.2CL****DESCRIPTION**

NOTE: For system description and component location see, Fig. 1 .



G00174566

Fig. 1: Locating Components
Courtesy of AMERICAN HONDA MOTOR CO., INC.

ADJUSTMENTS

WHEEL ALIGNMENT

NOTE: See appropriate **SPECIFICATIONS & PROCEDURES** article.

WHEEL BEARING END PLAY

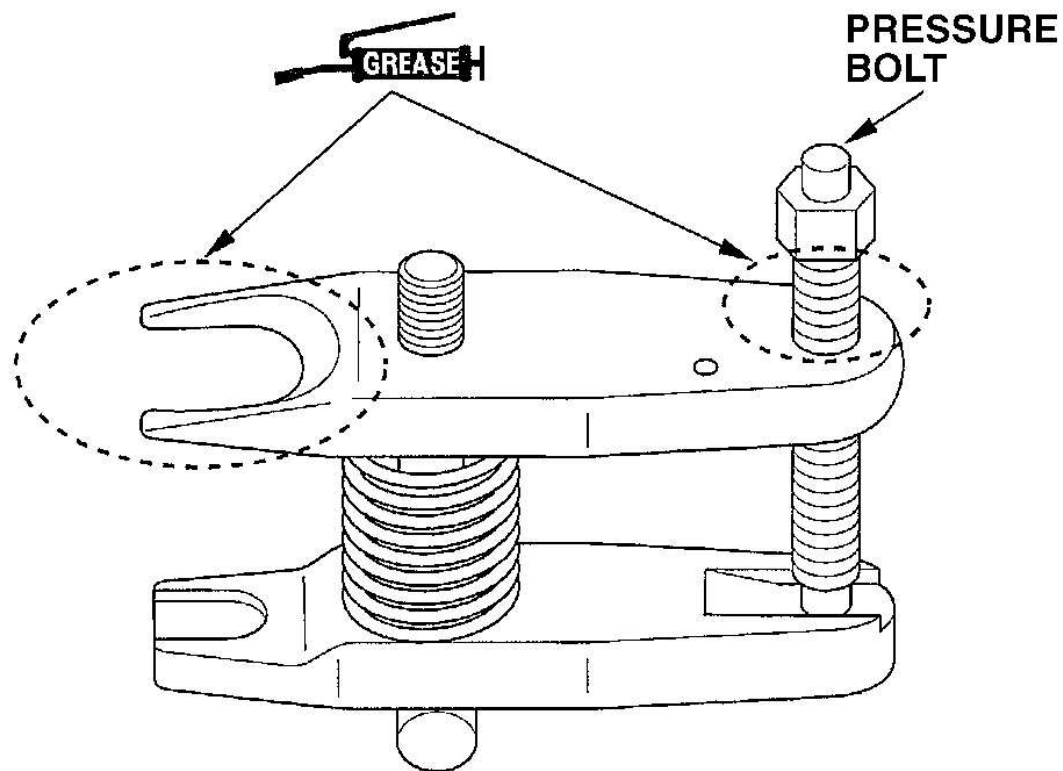
1. Raise vehicle, and make sure it is securely supported. Remove wheels, then reinstall wheel nuts.
2. Place dial gauge against hub flange. Measure bearing end play by moving disc inward or outward.
3. If bearing end play measurement is more than 0-.002" (.05 mm), replace wheel bearing.

REMOVAL & INSTALLATION

BALL JOINT

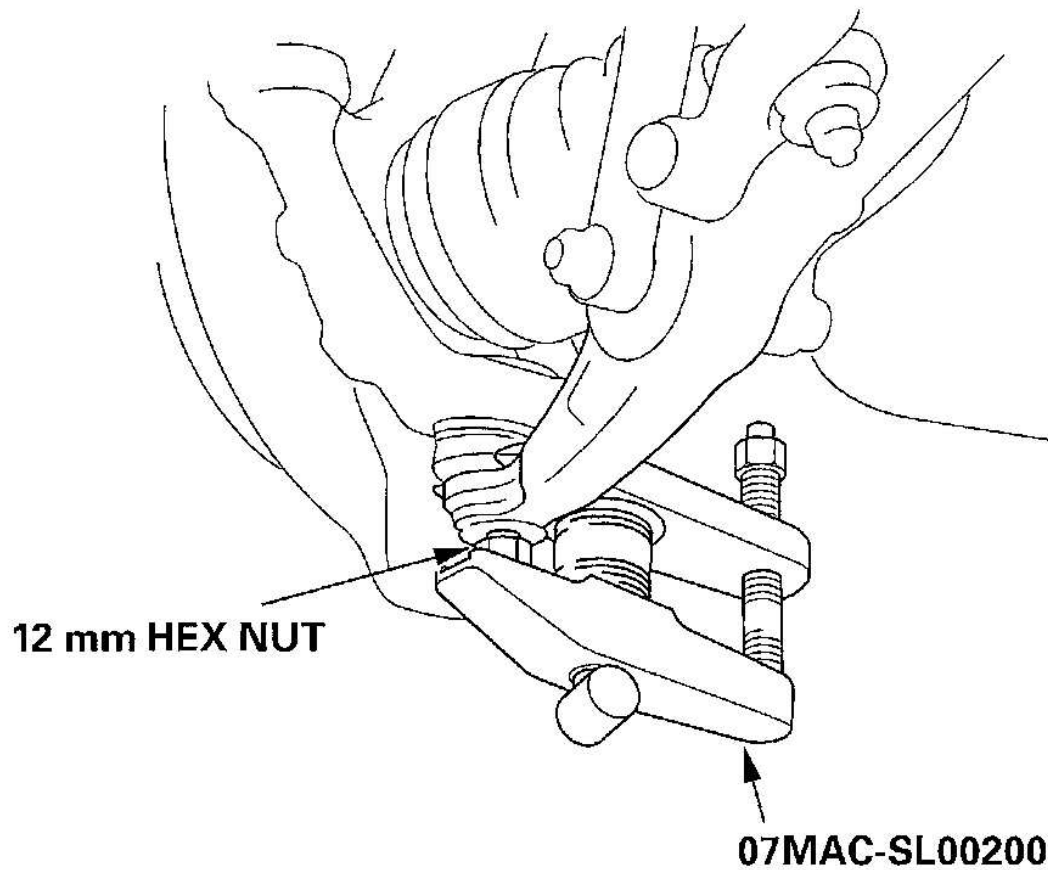
Removal

1. Install a hex nut onto threads of ball joint. Make sure nut is flush with ball joint pin end to prevent damage to threads. Apply grease (A) to 28 mm Ball Joint Remover (07MAC-SL00200) on areas shown. See **Fig. 2** . This will ease installation of the tool and prevent damage to the pressure bolt (B) threads.
2. Install ball joint remover as shown. Insert the jaws carefully, making sure you do not damage the ball joint boot. Adjust the jaw spacing by turning the pressure bolt. See **Fig. 3** .
3. Once the ball joint remover is in place, turn the adjusting bolt (A) as necessary to make the jaws parallel. Then hand-tighten the pressure bolt (B), and recheck the jaws to make sure they are still parallel. See **Fig. 4** .
4. After making adjustment to adjusting bolt, make sure head of adjusting bolt is in position (A) to allow jaw (C) to pivot. See **Fig. 4** .
5. With a wrench, tighten pressure bolt (B) until ball joint shaft pops loose from steering suspension arm. If necessary, apply penetrating type lubricant to loosen ball joint. Remove tool, then remove nut from end of the ball joint and pull ball joint out of steering/suspension arm. Inspect ball joint boot, and replace it if damaged.



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Fig. 2: Applying Grease To Special Tool
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 3: Removing Ball Joint
Courtesy of AMERICAN HONDA MOTOR CO., INC.

BALL JOINT BOOT

CAUTION: DO NOT contaminate lower collar of the boot with grease.

CAUTION: Keep dirt, or other foreign materials from getting into boot.

1. Remove boot clip and boot. Pack interior of boot and lip (A) with grease. Do not contaminate lower

collar of the boot (B) with grease. See **Fig. 5** .

2. Wipe grease off tapered portion of shaft and pack fresh grease into base. Do not let dirt, or other foreign materials get into the boot.

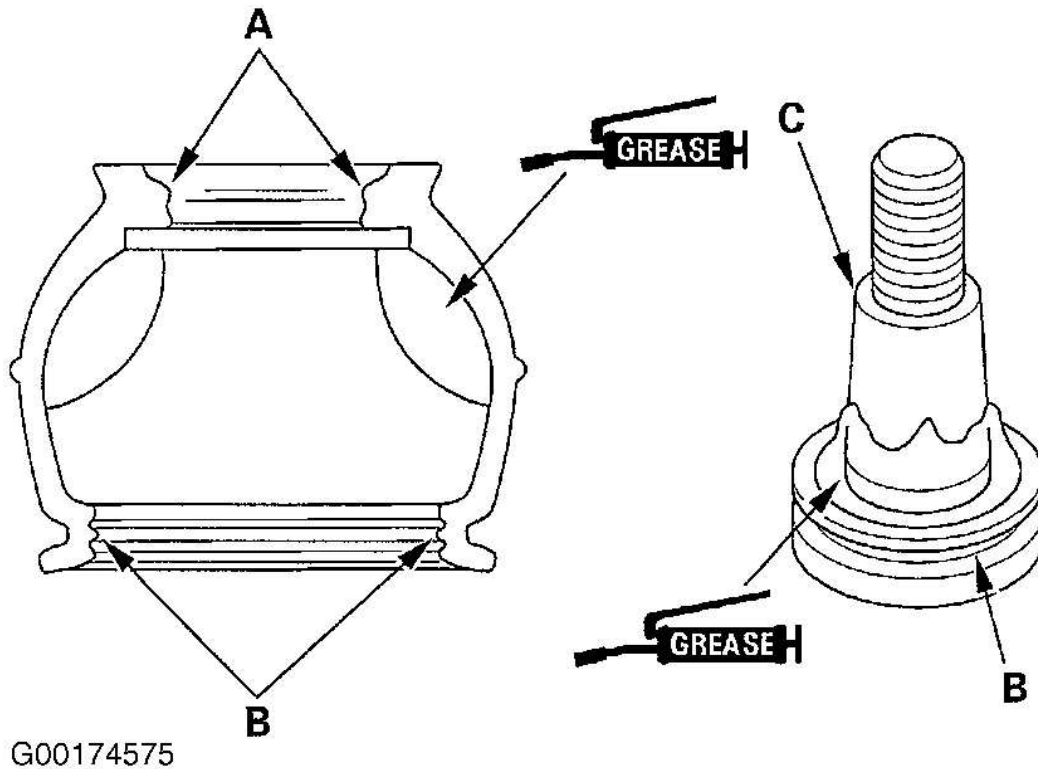
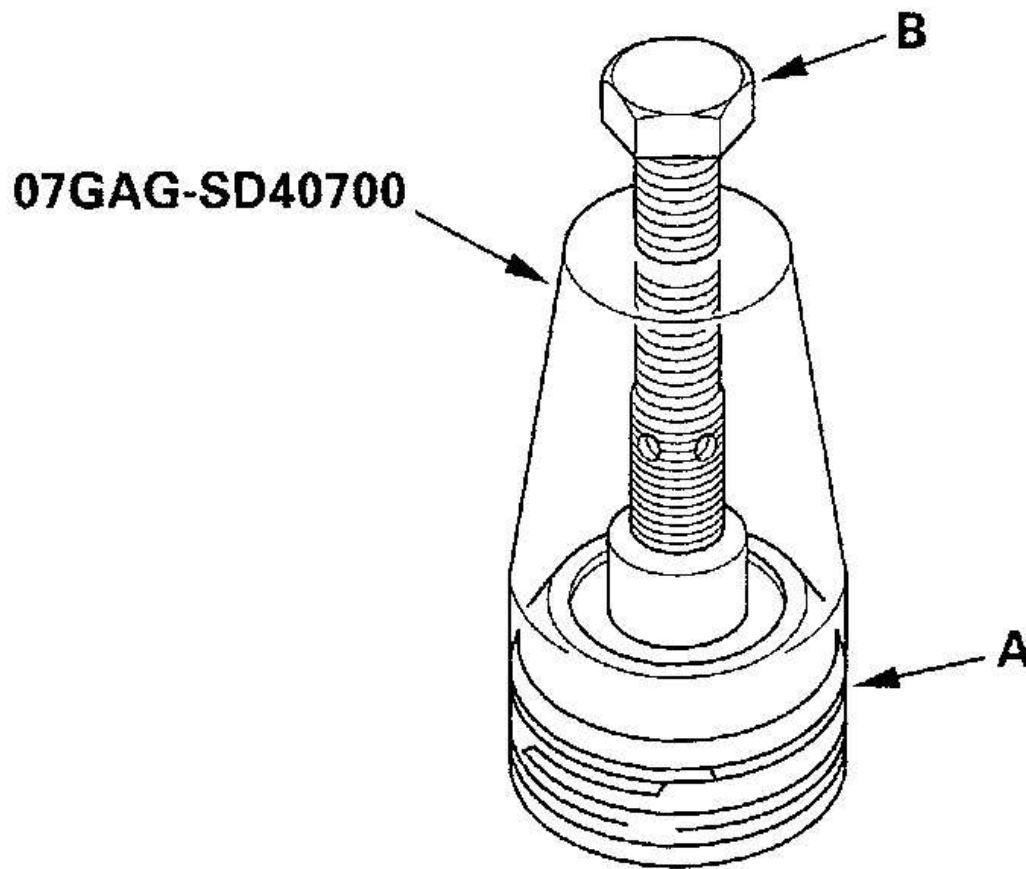


Fig. 5: Greasing Ball Joint Boot

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Installation

1. Install boot on ball joint, then squeeze it gently to force out any air. For lower ball joint, adjust Ball Joint Boot Clip (07GAG-SD40700) with adjusting bolt (B) until its base is just above groove around the bottom of boot. Then slide clip over ball joint boot clip and into position on boot. See **Fig. 6** .
2. For upper ball joint, just hold tool over joint, then slide clip over ball joint boot clip and into position on boot. After installing boot, wipe any grease off exposed portion of ball joint shaft.



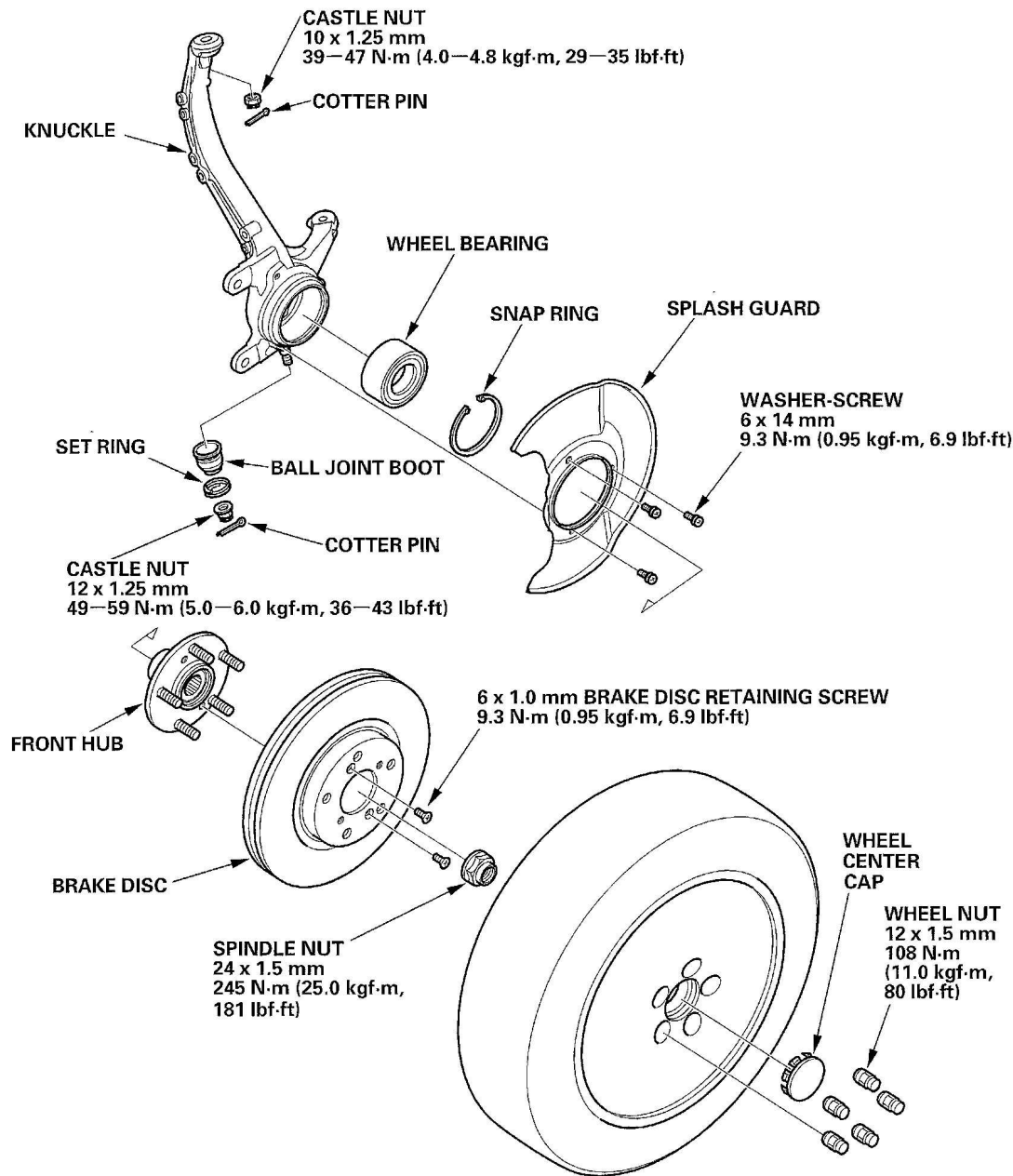
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Fig. 6: Installing Ball Joint Boot

Courtesy of AMERICAN HONDA MOTOR CO., INC.

KNUCKLE & HUB

NOTE: See Fig. 1 and Fig. 7 for component locations and exploded view of knuckle & hub.



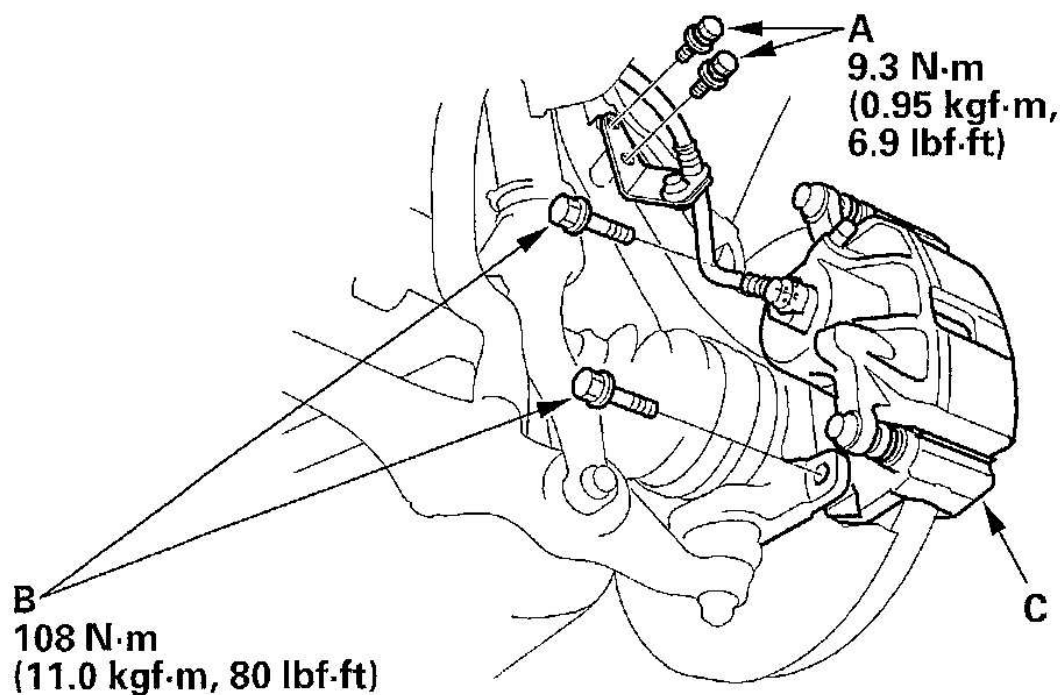
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Fig. 7: Exploded View Of Knuckle & Hub
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Removal

1. Remove front wheel. Raise locking tab on the spindle nut, then remove nut. Remove brake hose mounting bolts. Remove caliper mounting bolts (B), and hang caliper assembly (C) to one side. See **Fig. 8** . To prevent damage to caliper assembly or brake hose, use a short piece of wire to hang caliper from undercarriage.

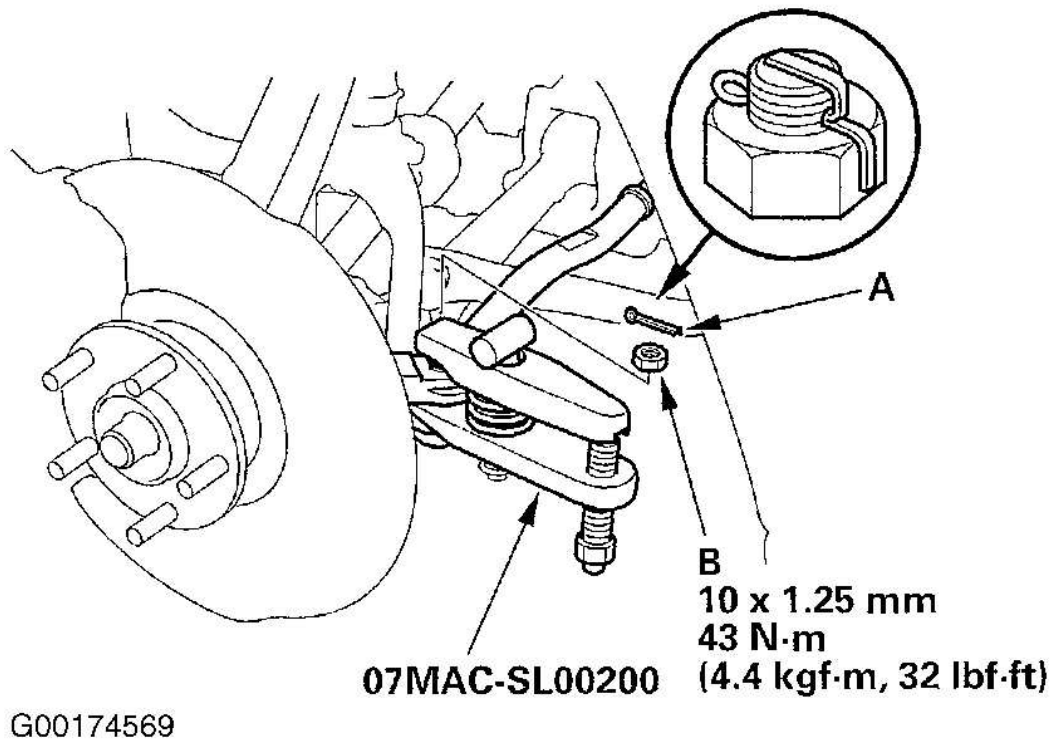
2. Remove wheel sensor from knuckle. Do not disconnect wheel sensor connector. Raise stake of spindle nut, then remove nut. Remove the 6 mm brake disc retaining screws.
3. Screw two 8 x 1.25 mm bolts (B) into disc to push it away from the hub. Turn each bolt 2 turns at a time to prevent cocking disc excessively. Remove brake disc from knuckle. Check front hub for damage and cracks. Remove cotter pin (A) from the tie-rod end ball joint, then loosen nut (B). See **Fig. 9**.
4. Remove tie-rod ball joint from knuckle using Ball Joint Remover (07MAC-SL00200). See **Fig. 7**. Remove cotter pin (A) from lower arm ball joint castle nut (B), and remove nut. See **Fig. 10**.
5. Remove lower ball joint from knuckle using ball joint remover. Remove cotter pin (A) from upper ball joint castle nut (B) and remove nut. See **Fig. 7**. Remove upper ball joint from knuckle using ball joint remover.
6. Pull knuckle outward, and remove driveshaft outboard joint (B) from knuckle (A) by tapping driveshaft end (C) with a plastic hammer, then remove knuckle. See **Fig. 11**.
7. Separate hub (A) from knuckle (B) using Hub Dis/assembly Tool (07GAF-SE00100) and a hydraulic press. Take care not to distort splash guard. Hold onto hub to keep it from falling when pressed clear. See **Fig. 12**.
8. Remove snap ring and splash guard from knuckle. Press wheel bearing out of knuckle using a Driver (07749-0010000), 58 x 72 mm Attachment (07947-6340201) and a press. Press wheel bearing inner race from hub using Hub Dis/assembly Tool, a commercially available bearing separator, and a press.
9. Wash knuckle and hub thoroughly in high flash point solvent before reassembly.



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Fig. 8: Removing Caliper

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**Fig. 9: Removing Cotter Pin From Tie-Rod End Ball Joint**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

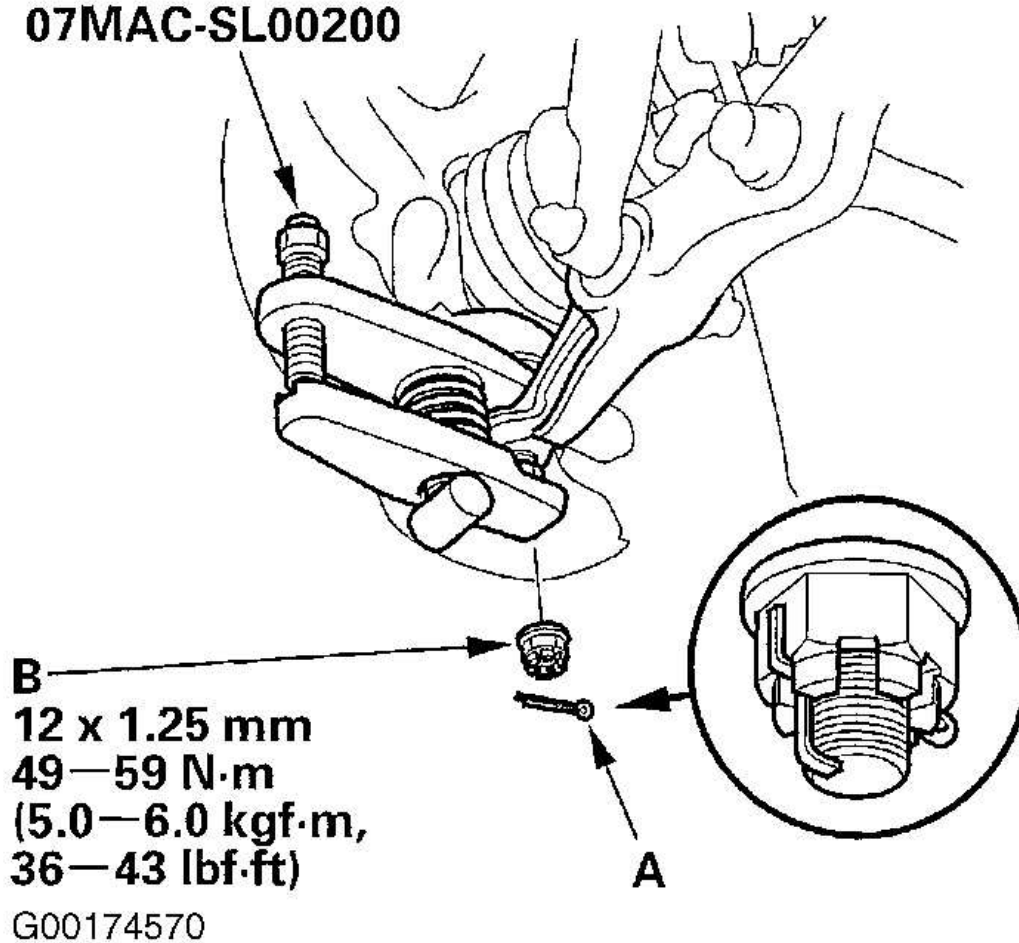
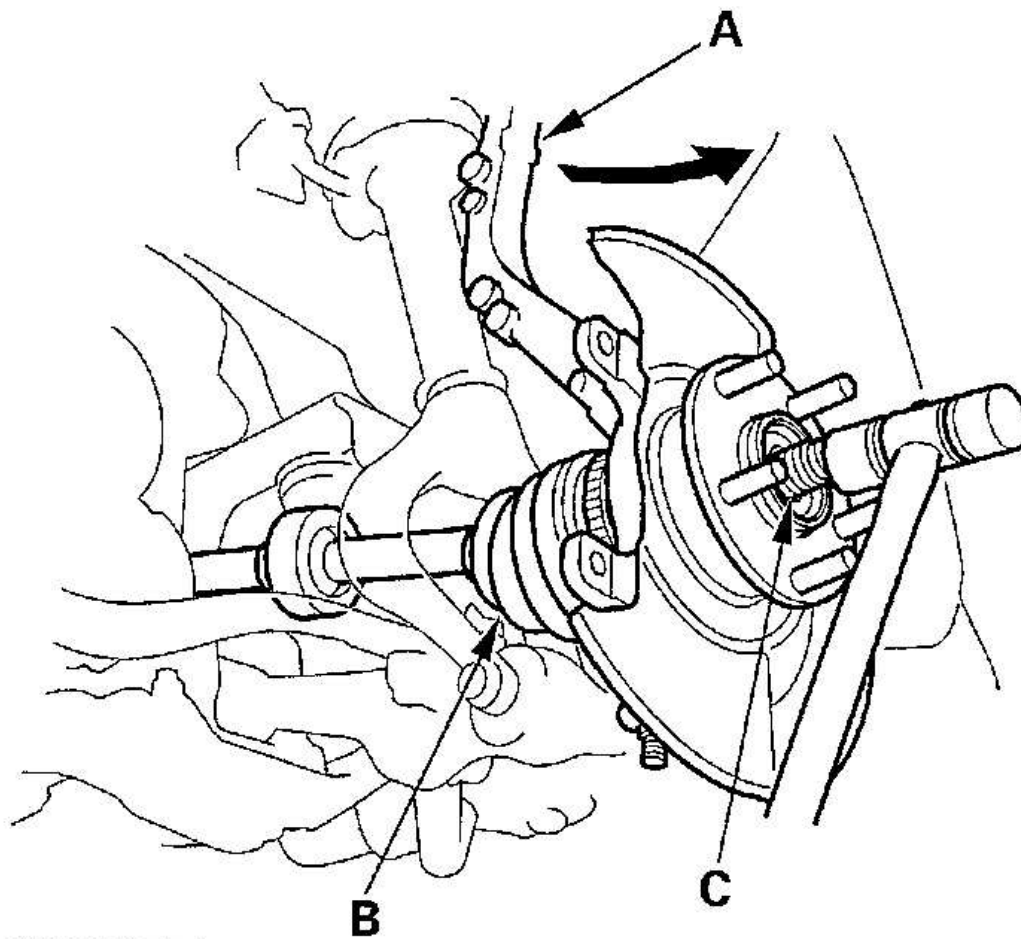
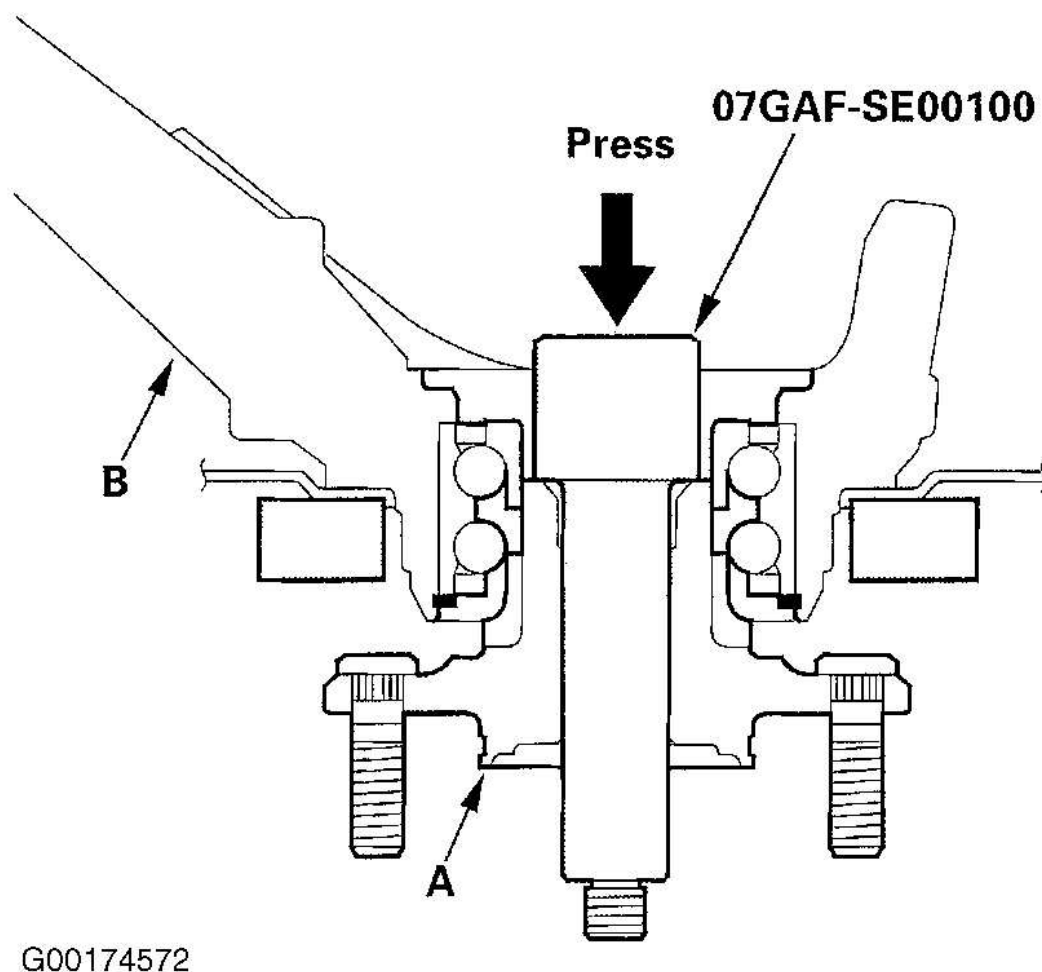
07MAC-SL00200

Fig. 10: Removing Lower Arm Ball Joint Castle Nut
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 11: Removing Knuckle
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 12: Separating Hub From Knuckle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Installation

1. Press a new wheel bearing (A) into knuckle (B) using old bearing (C), a steel plate (D), Bearing Driver Attachment (07965-SD90100), and a press. Place wheel bearing on knuckle with pack seal side facing (metal color) toward inside. Be careful not to damage sleeve of pack seal. See **Fig. 13**.
2. Install snap ring securely in knuckle. Install splash guard, and tighten screws to specifications. See **TORQUE SPECIFICATIONS**.
3. Install hub (A) on knuckle (B) using Bearing Driver Attachment, Driver and a hydraulic press. Be careful not to distort splash guard (C). See **Fig. 14**.
4. Install knuckle in the reverse order of removal, and pay particular attention to the following items:
 - Be careful not to damage ball joint boots when installing knuckle. Torque all mounting hardware to

specified torque values. See **TORQUE SPECIFICATIONS** . Torque castle nuts to lower torque specifications, then tighten only far enough to align slot with pin hole. Do not align castle nut by loosening. Before installing brake disc, clean mating surface of front hub and inside of brake disc.

- Install new cotter pins on castle nuts after torquing. Raise locking tab on spindle nut (C), then remove nut. Before installing spindle nut, apply a small amount of engine oil to seating surface of nut. After tightening, use a drift to stake spindle nut shoulder against driveshaft.
- Before installing wheel, clean mating surface of brake disc and inside of wheel. Check front wheel alignment, and adjust it if necessary. See **WHEEL ALIGNMENT** under ADJUSTMENTS.

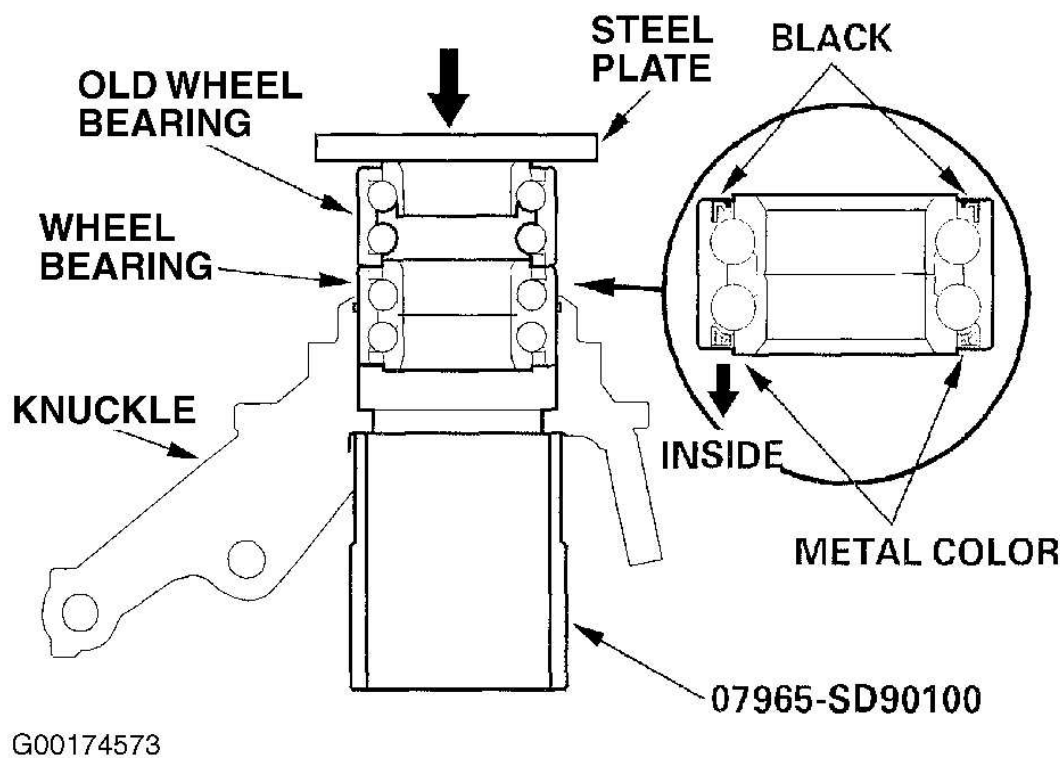


Fig. 13: Pressing New Wheel Bearing Into Knuckle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

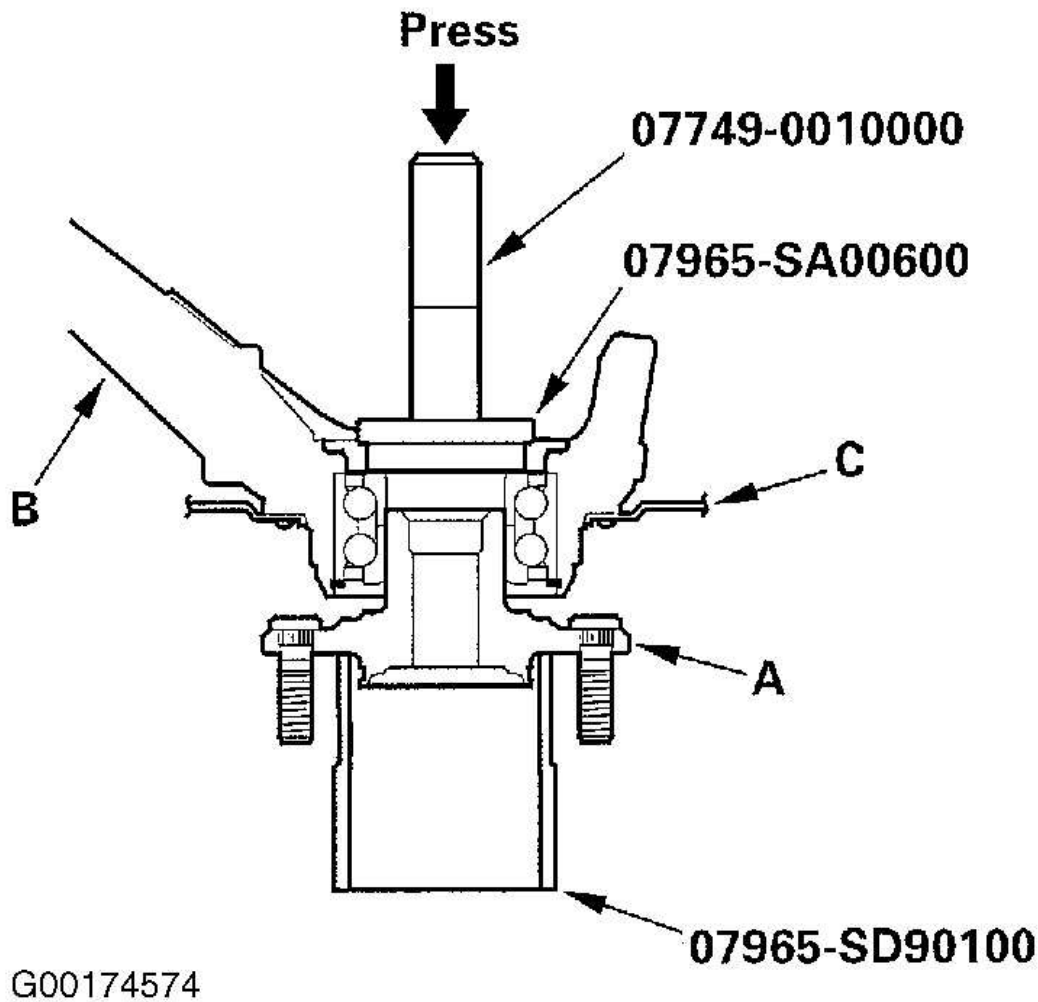


Fig. 14: Installing Hub & Knuckle
Courtesy of AMERICAN HONDA MOTOR CO., INC.

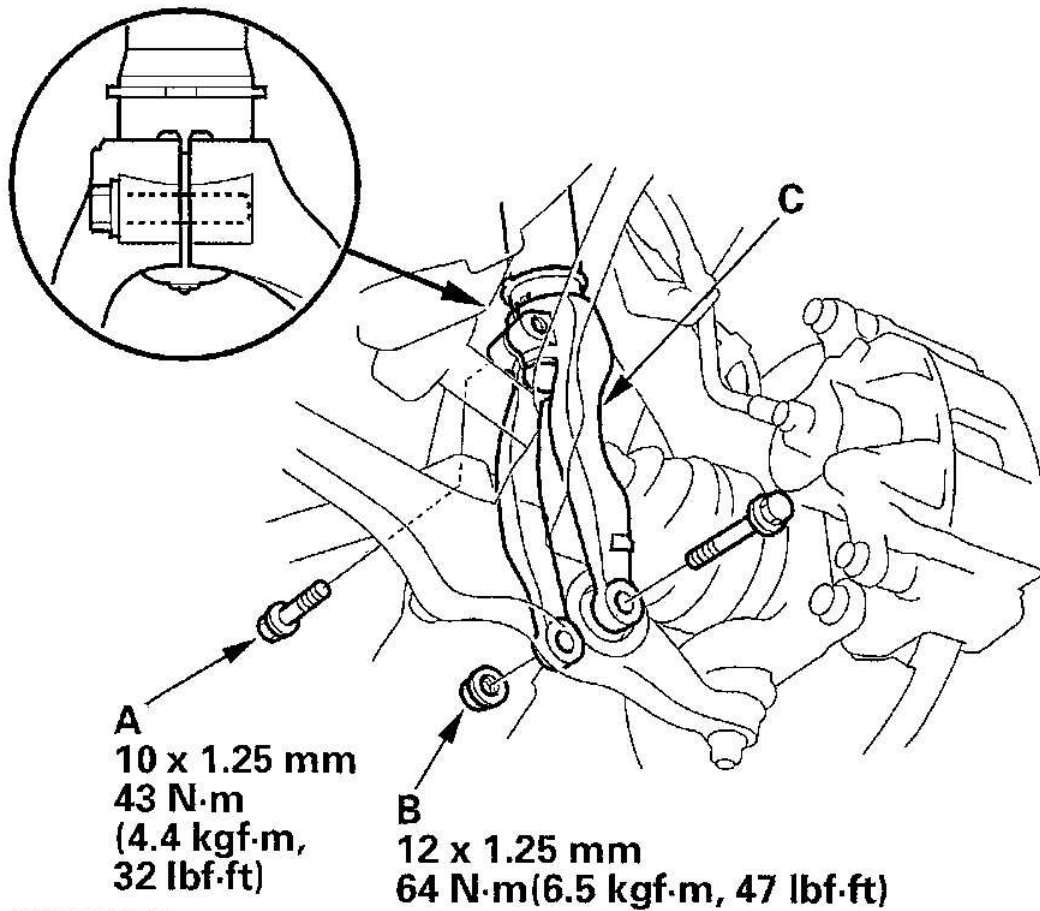
LOWER ARM

Removal & Installation

1. Remove front wheels. Remove strut fork by doing the following. See **Fig. 15** .
 - Remove strut pinch bolt (A).
 - Remove lower bolt and self-locking nut from strut fork.
 - Remove strut fork (C) from strut.
2. Remove cotter pin from lower ball joint castle nut, and remove nut. Remove lower ball joint from

knuckle using 28 mm Ball Joint Remover (07MAC-SL00200). See **Fig. 3** .

3. Remove lower arm by doing the following. See **Fig. 16** .
 - Remove self-locking nut from stabilizer link (A). Remove radius rod bolts (B).
 - Remove lower arm mounting bolt (C). Remove lower arm (D) from rear beam.
4. To install, reverse removal procedures.



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Fig. 15: Removing Strut Fork
Courtesy of AMERICAN HONDA MOTOR CO., INC.

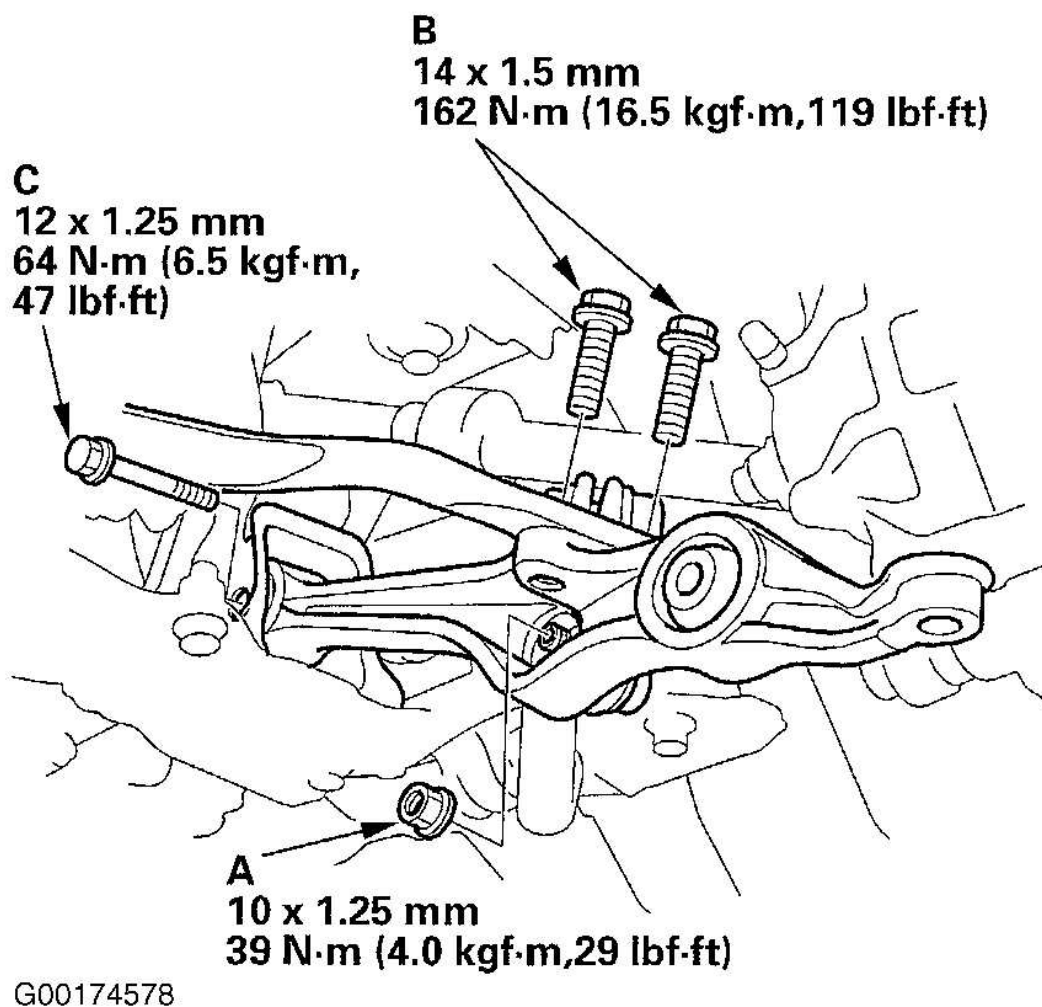


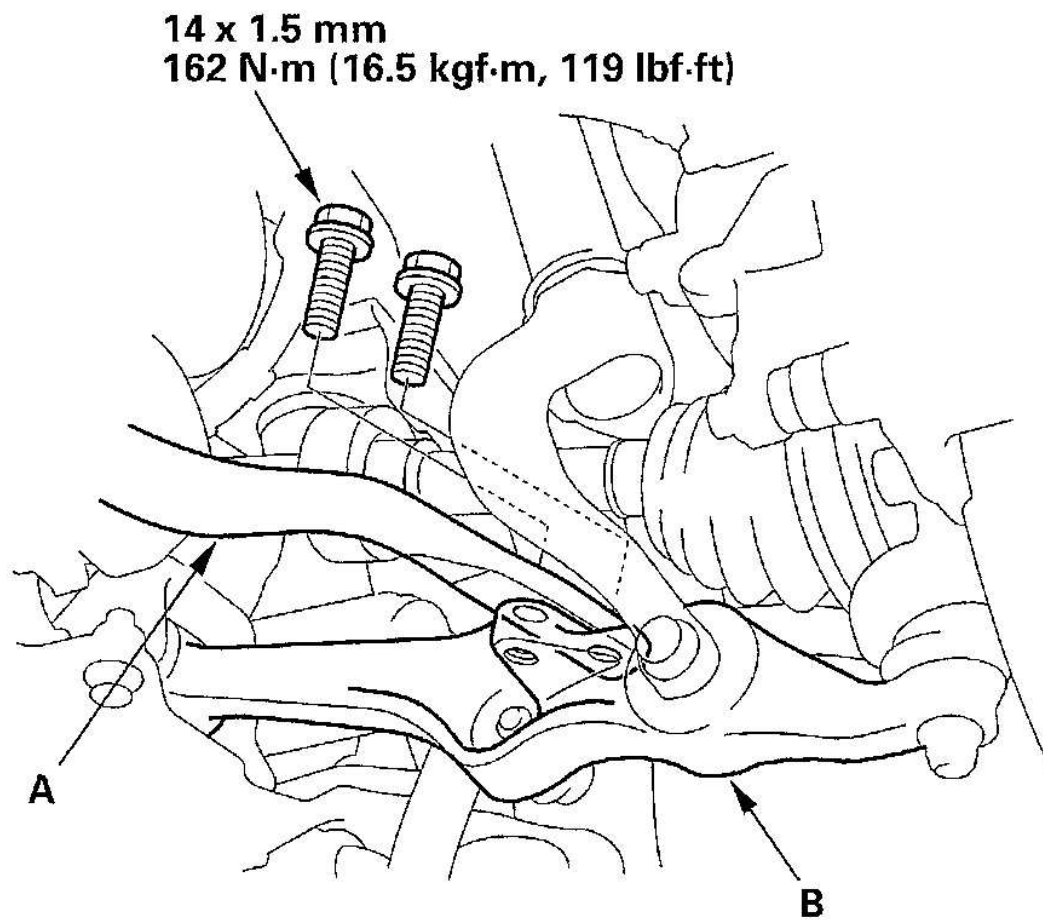
Fig. 16: Removing Lower Arm

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RADIUS ROD BUSHING

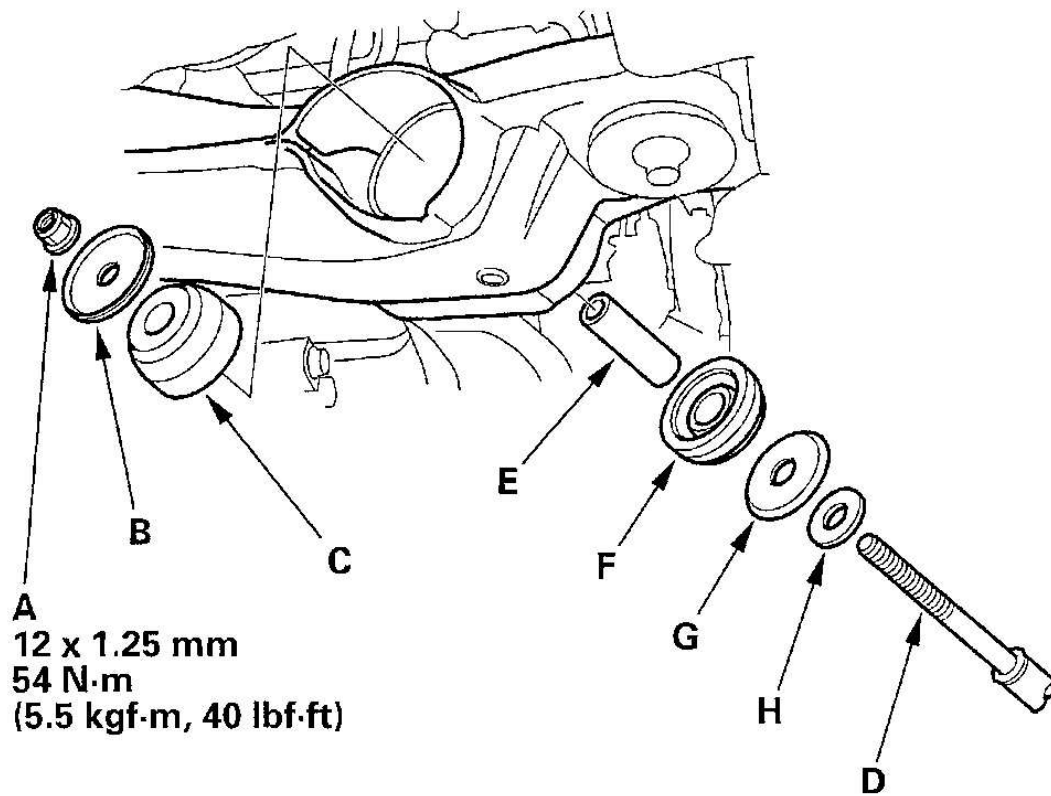
Removal & Installation

1. Remove front wheels. Remove clips and splash guard. Remove flange bolts to disconnect radius rod (A) from lower arm (B). See **Fig. 17**.
2. Remove self-locking nut (A), washer (B), and front side bushing (C). Remove radius rod (D), collar (E), rear side bushing (F), washer (G), and shim (H). See **Fig. 18**.
3. Install new bushings in reverse order of removal, and note the following items: Use a NEW self-locking nut on reassembly. Note direction of installation for front side bushing (A) and rear side bushing (B). See **Fig. 19**.



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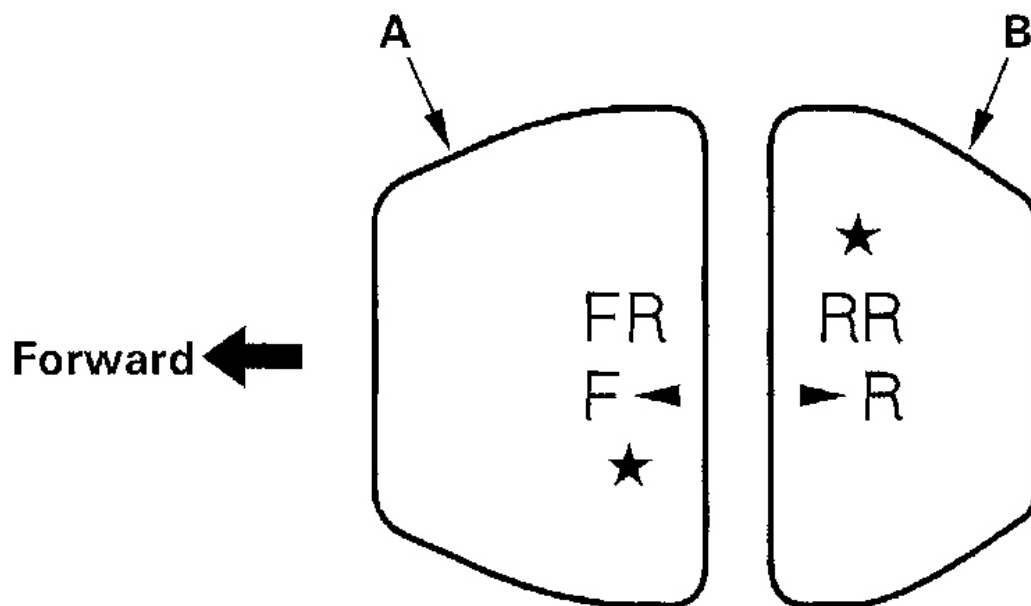
Fig. 17: Removing Flange Bolts To Radius Rod
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 18: Removing Radius Rod

Courtesy of AMERICAN HONDA MOTOR CO., INC.



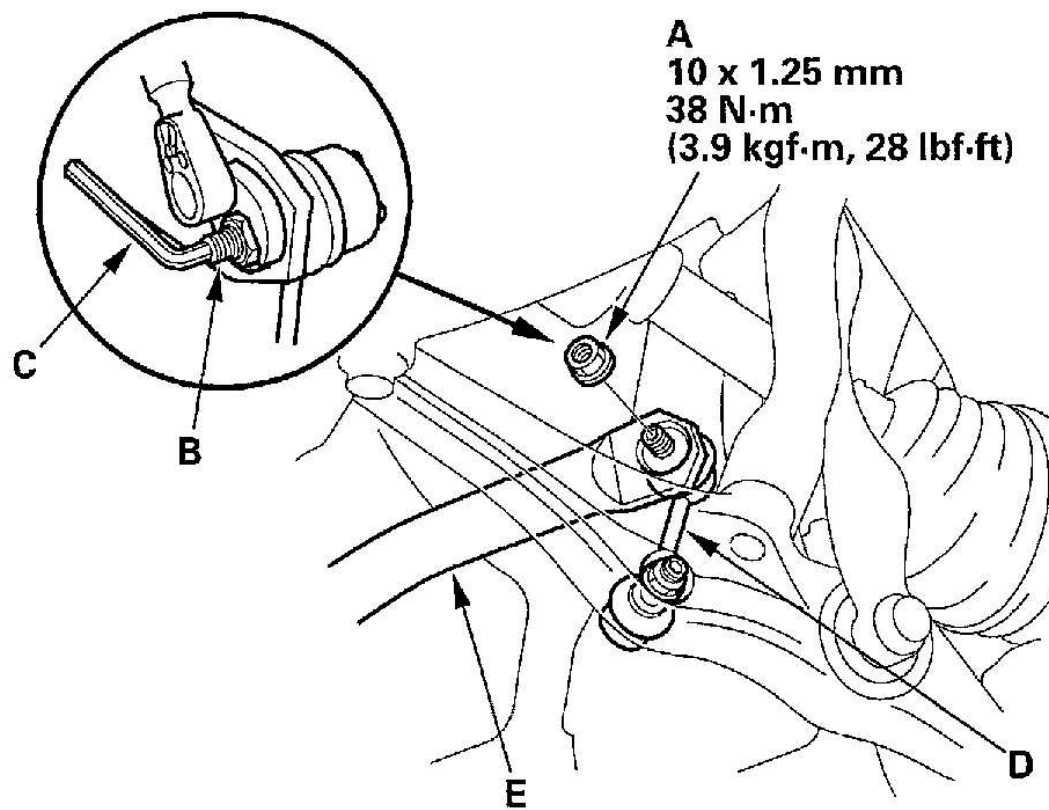
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Fig. 19: Installing Front Side Bushings
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

STABILIZER BAR

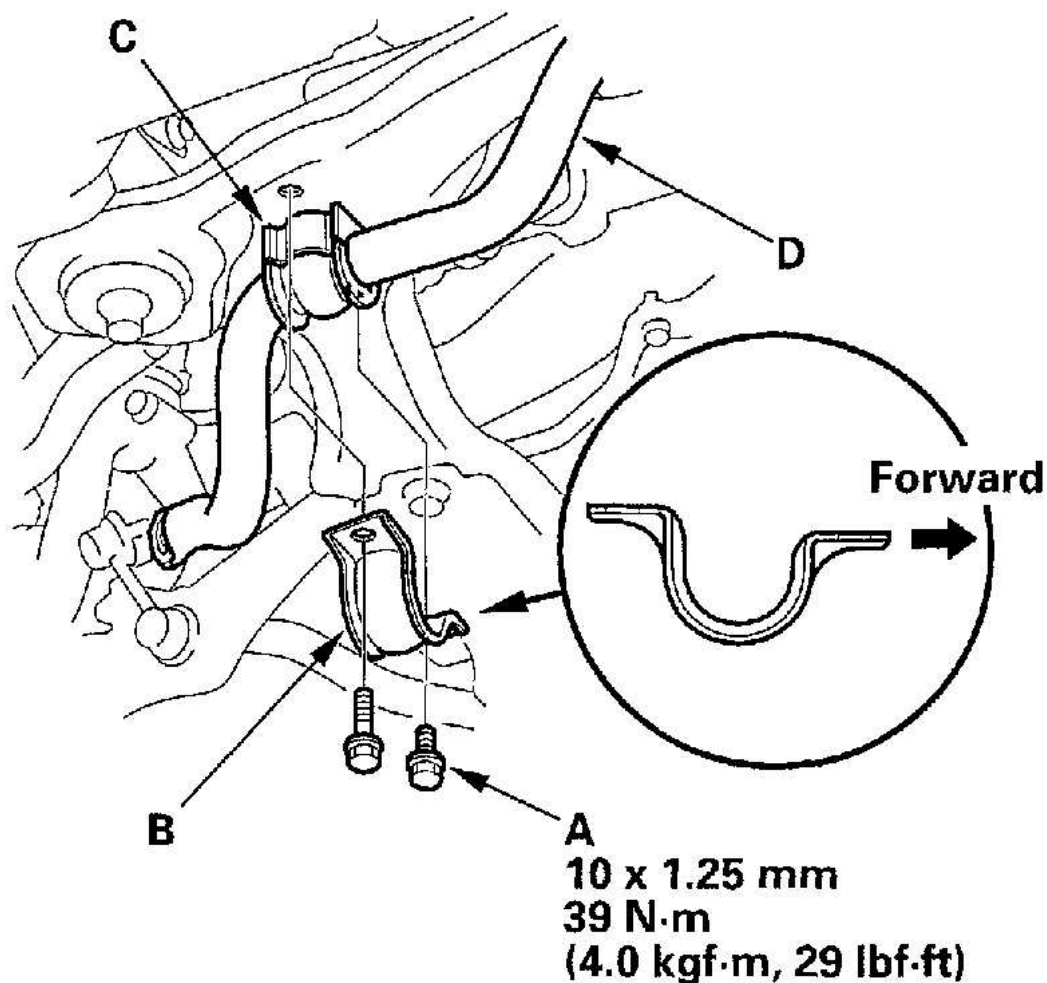
Removal & Installation

1. Remove front wheels. Remove self-locking nuts (A) while holding joint pin (B) with a hex wrench (C), and disconnect stabilizer links (D) from stabilizer bar (E) on right and left. See **Fig. 20** .
2. Remove flange bolts (A) and bushing holders (B), then remove bushings (C) and stabilizer bar (D). See **Fig. 21** .
3. Install stabilizer bar in reverse order of removal, and note these items: Use NEW self-locking nuts on reassembly. Note right and left direction of stabilizer bar. Make sure point mark (A) faces forward. Refer to Stabilizer Link Replacement to connect the stabilizer bar to links. See **STABILIZER BAR LINK** .



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Fig. 20: Disconnecting Stabilizer Links
Courtesy of AMERICAN HONDA MOTOR CO., INC.



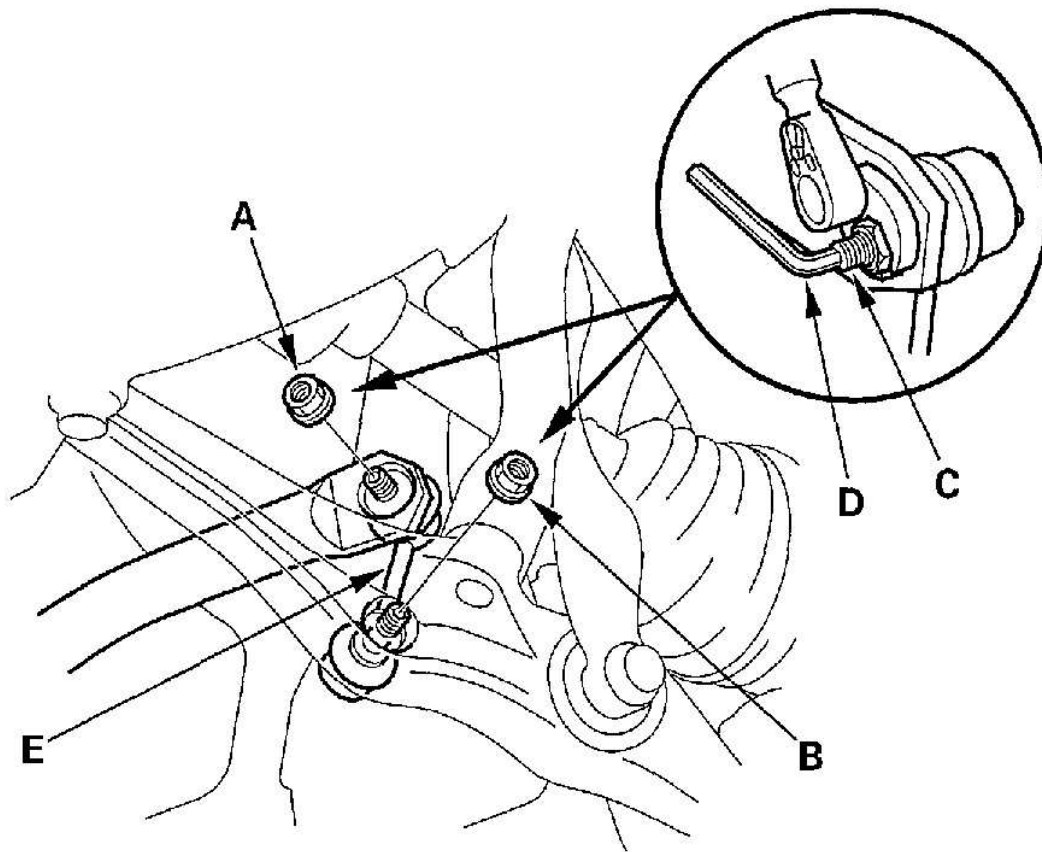
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Fig. 21: Removing Stabilizer Bar
Courtesy of AMERICAN HONDA MOTOR CO., INC.

STABILIZER BAR LINK

Removal

Remove front wheels. Remove self-locking nut (A) and flange nut (B) while holding respective joint pins (C) with a hex wrench (D), and remove stabilizer link (E). See **Fig. 22** .



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Fig. 22: Removing Stabilizer Link

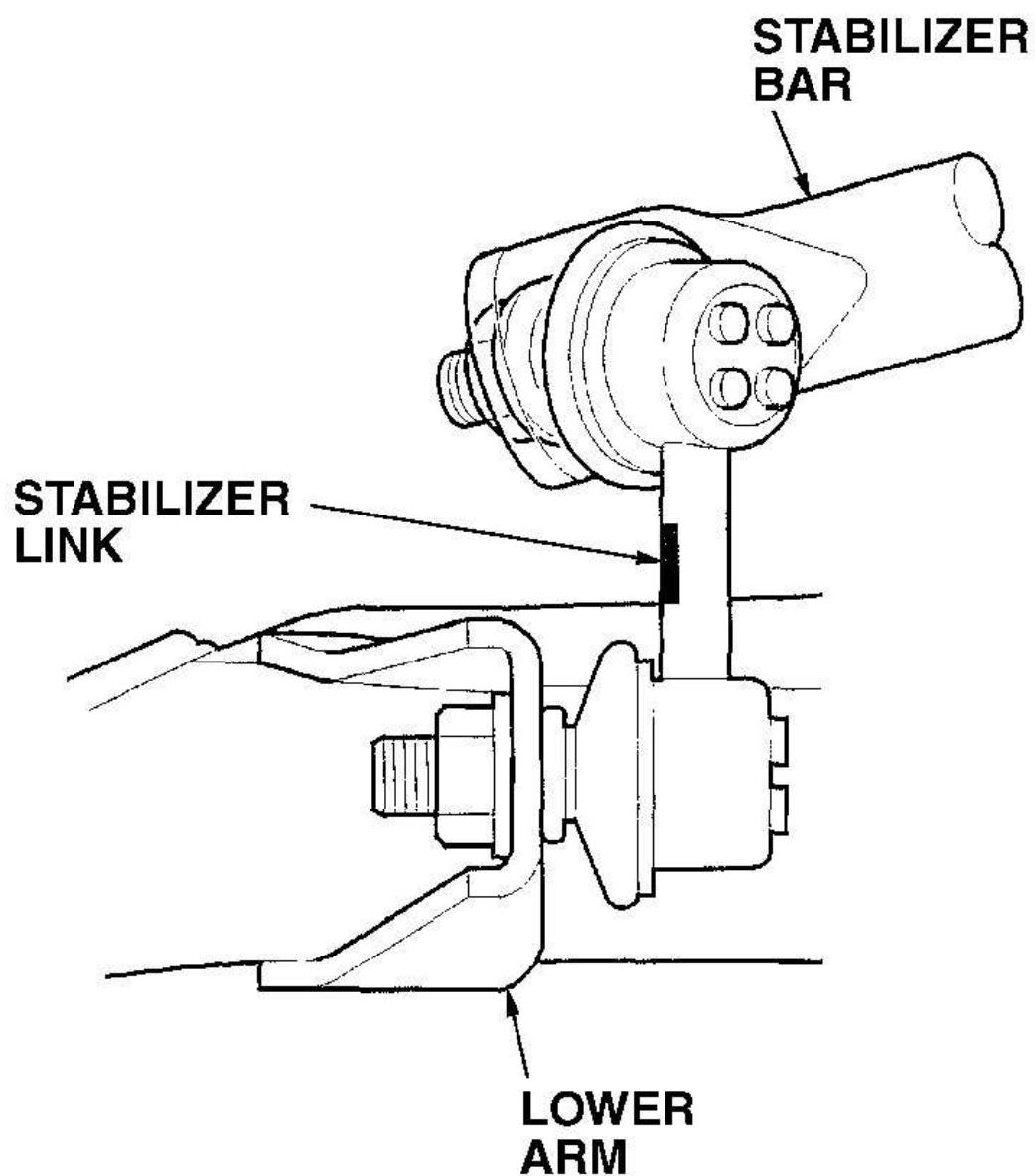
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Installation

1. Install stabilizer link (A) on stabilizer bar (B) and lower arm (C) with joint pins set at center of each moving range. See **Fig. 23** .
2. Install the self-locking nut and flange nut, and lightly tighten.

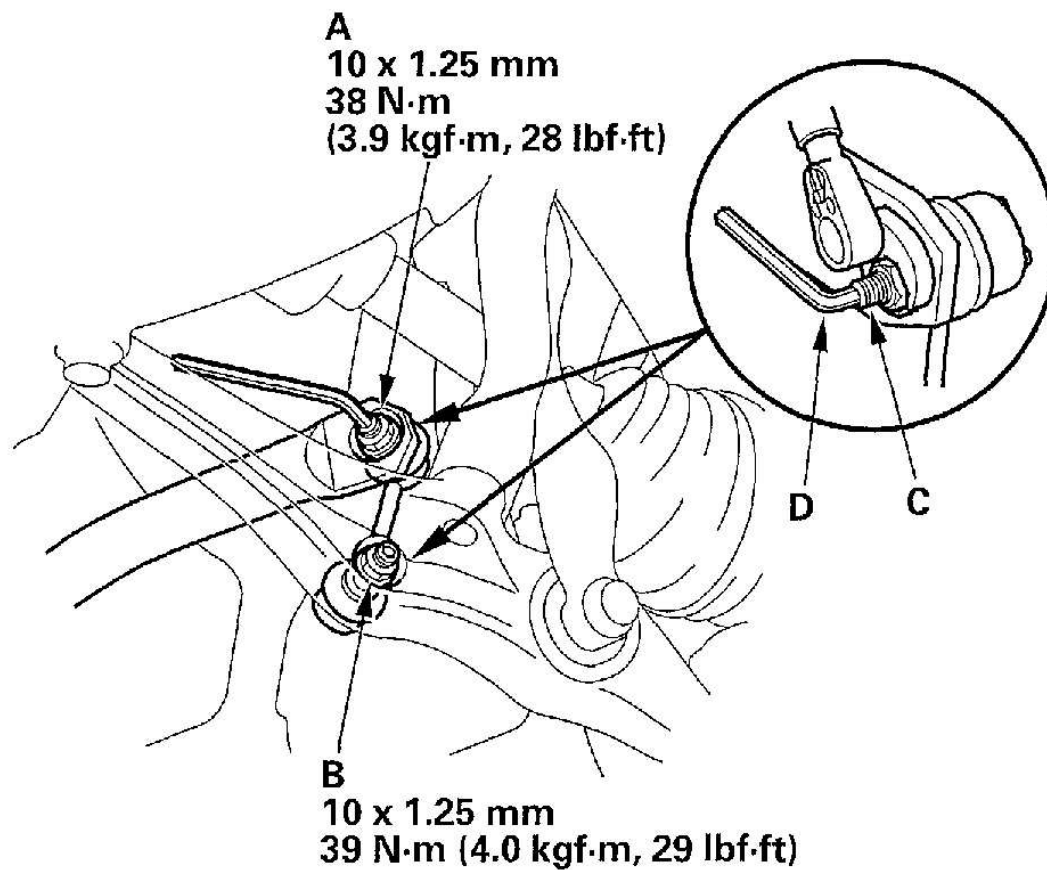
NOTE: Use a NEW self-locking nut on reassembly.

3. Place a jack under lower arm, and raise suspension to load vehicle weight. Tighten self-locking nut (A) and flange nut (B) to specified torque values while holding respective joint pins (C) with a hex wrench (D). See **Fig. 24** . See **TORQUE SPECIFICATIONS** .
4. After 5 minutes, retighten self-locking nut to specified torque. See **TORQUE SPECIFICATIONS** .



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Fig. 23: Installing Stabilizer Link To Stabilizer Bar
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 24: Tightening Self-Locking Nut
Courtesy of AMERICAN HONDA MOTOR CO., INC.

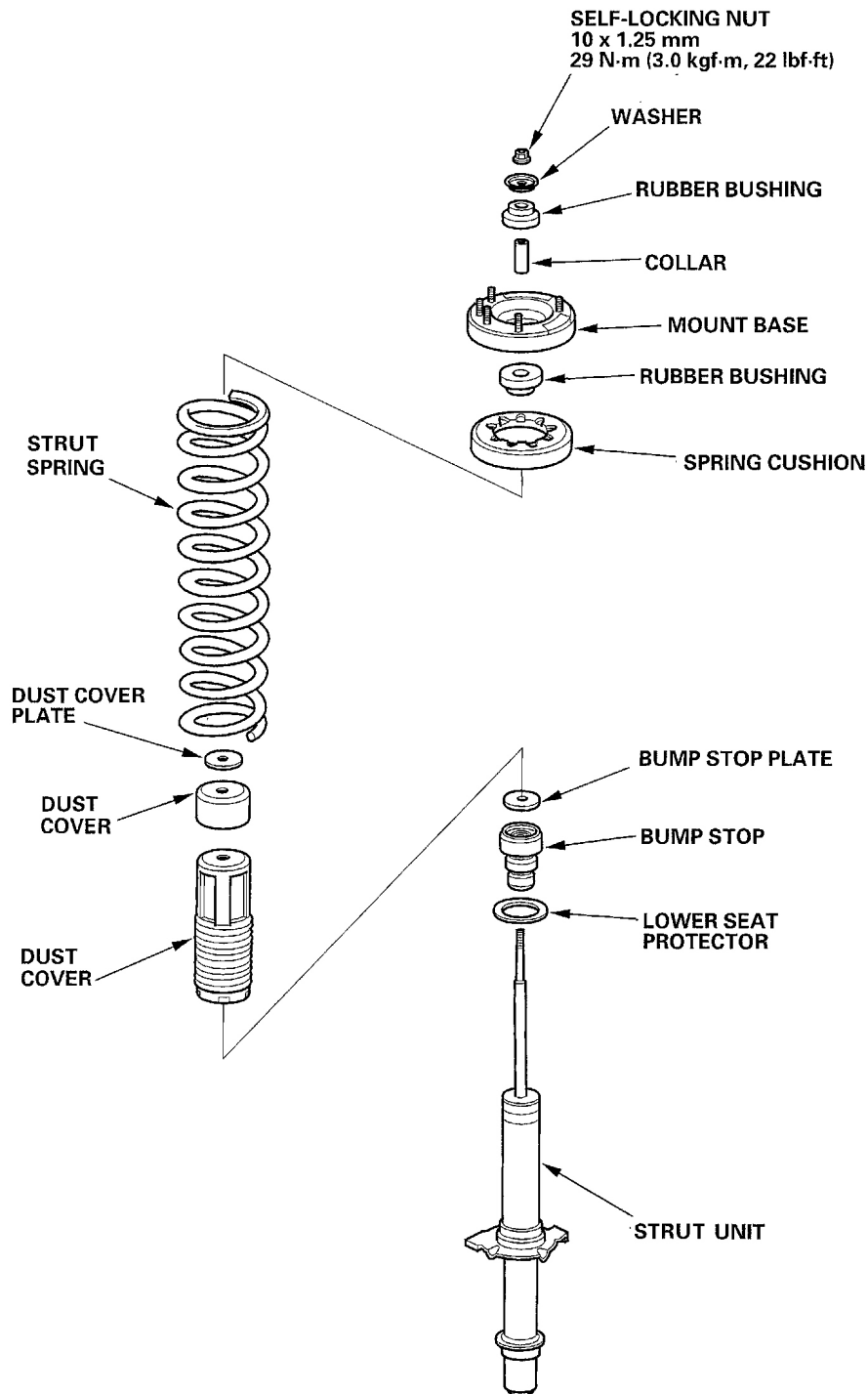
STRUTS

Removal

NOTE: See Fig. 25 Fig. 26 for exploded view of strut components.

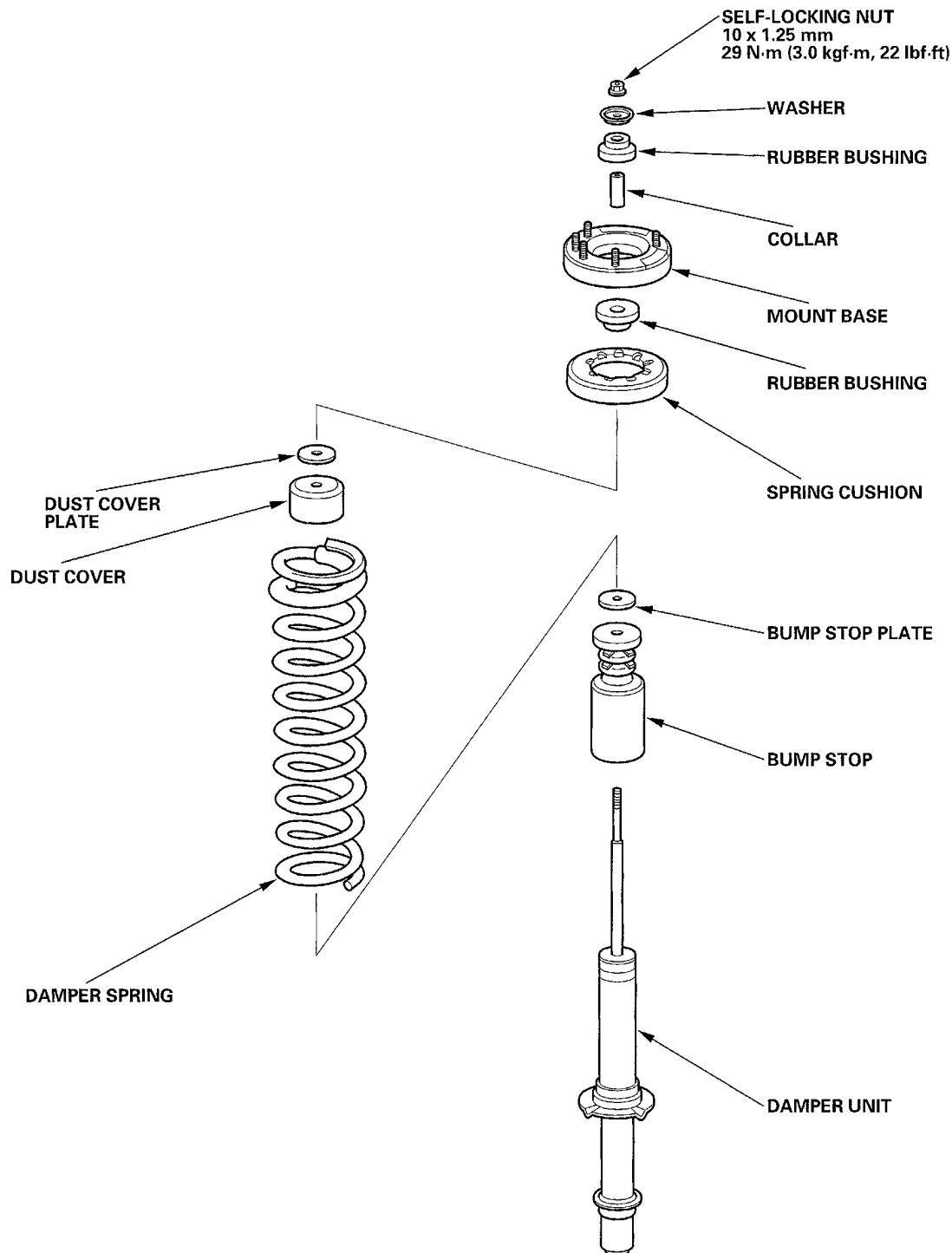
1. Remove wheels. Remove strut fork. Remove strut pinch bolt (A). Remove lower bolt (B) and self-locking nut (C) from strut fork. Remove strut fork (D) from strut. See Fig. 27.
2. Remove strut by removing 5 flange nuts.

NOTE: Strut springs are different, left and right. Mark springs L and R before you continue.



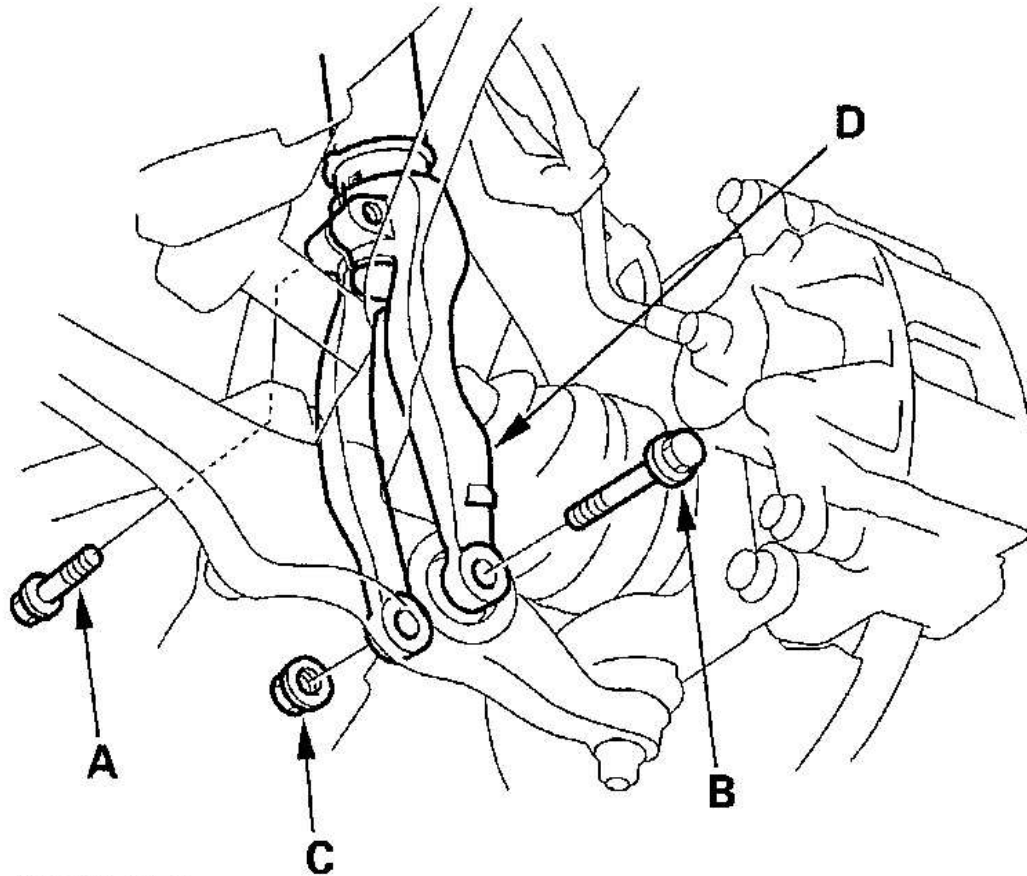
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Fig. 25: Exploded View Of Strut Assembly (Except Type S Models)
Courtesy of AMERICAN HONDA MOTOR CO., INC.



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Fig. 26: Exploded View Of Strut Assembly (Type S Model)
Courtesy of AMERICAN HONDA MOTOR CO., INC.



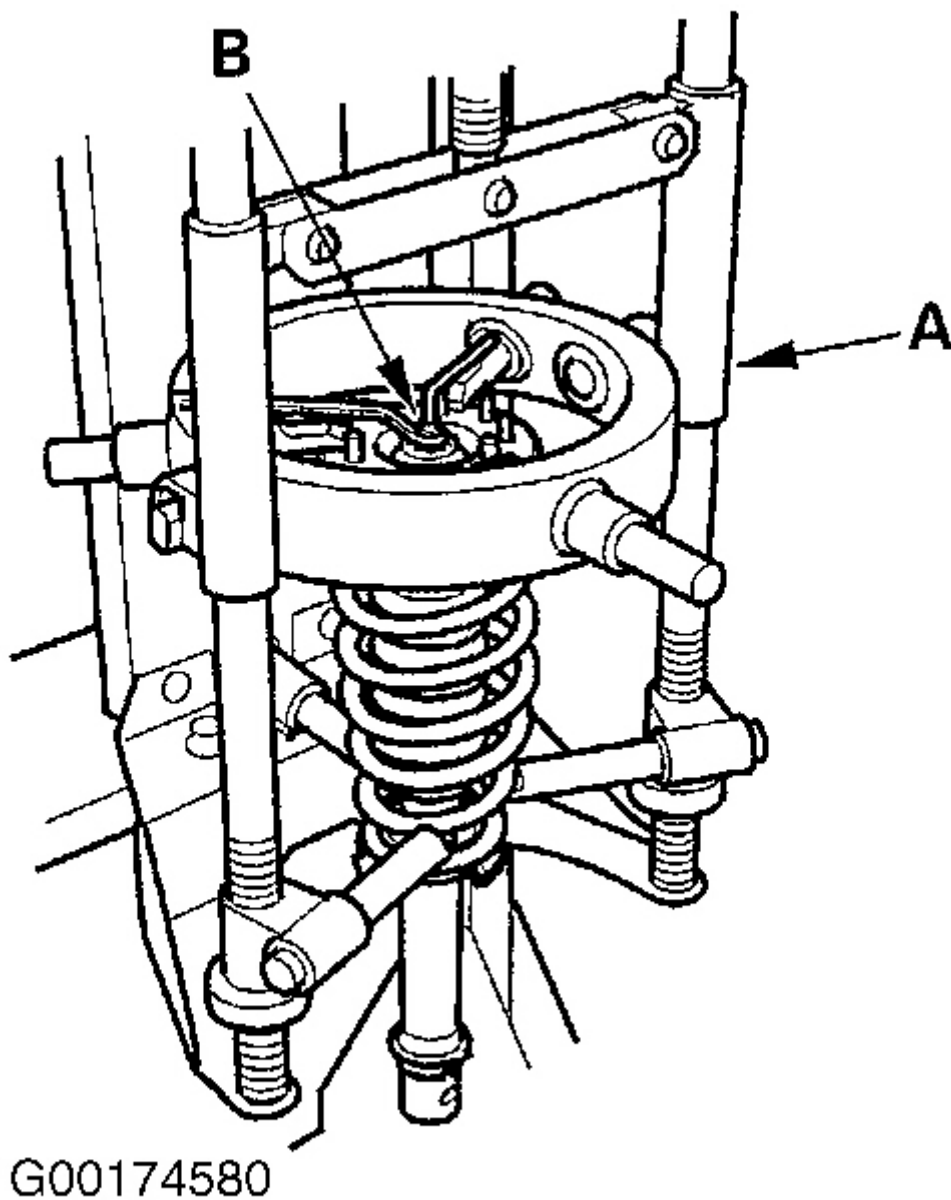
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Fig. 27: Removing Strut Fork

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Disassembly

1. Compress strut spring with a commercially available strut spring compressor like, Branick MST-580A Model 7200, or equivalent (A) according to manufacturer's instructions, then remove self-locking nut (B). Do not compress spring more than necessary to remove nut. See **Fig. 28** .
2. Release pressure from strut spring compressor, then disassemble strut. See **Fig. 25** .
3. Reassemble all parts, except spring. Compress strut assembly by hand, and check for smooth operation through a full stroke. The strut should move smoothly. If it does not, gas is leaking, and strut should be replaced. Check for oil leaks, abnormal noises, or binding during these tests.



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Fig. 28: Removing Self Locking Nut From Strut
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Reassembly

1. Install strut unit on a commercially available strut spring compressor (A). Assemble strut in reverse order

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