

2007-08 SUSPENSION

Front Suspension - TL

KNUCKLE/HUB/WHEEL BEARING REPLACEMENT

EXPLODED VIEW

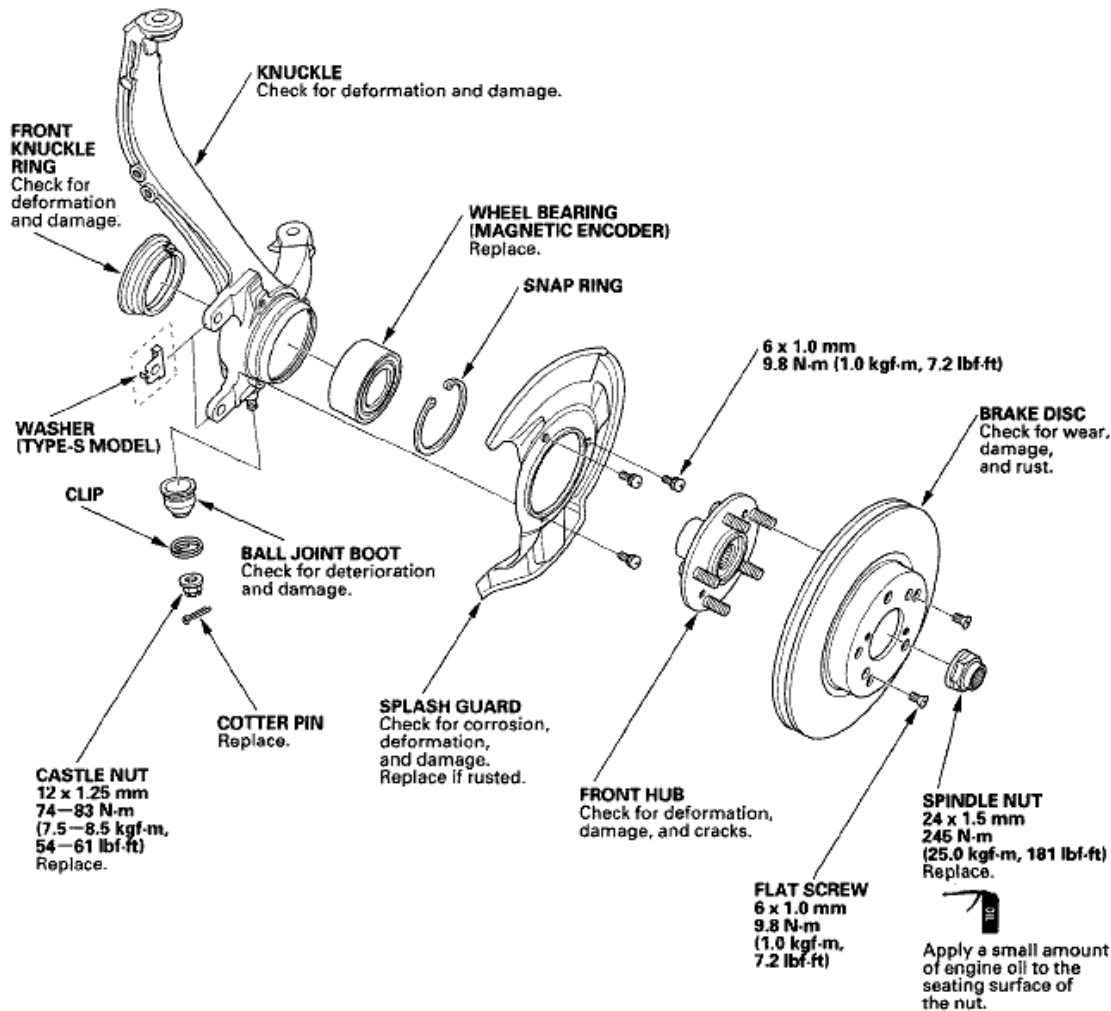


Fig. 1: Exploded View Of Knuckle/Hub/Wheel Bearing Components With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Special Tools Required

- Ball joint remover 07AAF-SEPA100
- Ball joint thread protector 07AAF-SEPA200
- Hub dis/assembly tool, 42 mm 07GAF-SD40100
- Ball joint remover, 28 mm 07MAC-SL0A202
- Attachment, 72 x 75 mm 07746-0010600
- Driver, 15 x 135 L 07749-0010000
- Attachment, 96 mm 07948-SB00101 or 07ZAD-PNA0100

- Support base, 73 x 78/82.6 mm 07965-SD90100

KNUCKLE/HUB REPLACEMENT

1. Raise the front of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
2. Remove the wheel nuts and front wheel, taking care not to scratch the caliper on Type-S model.

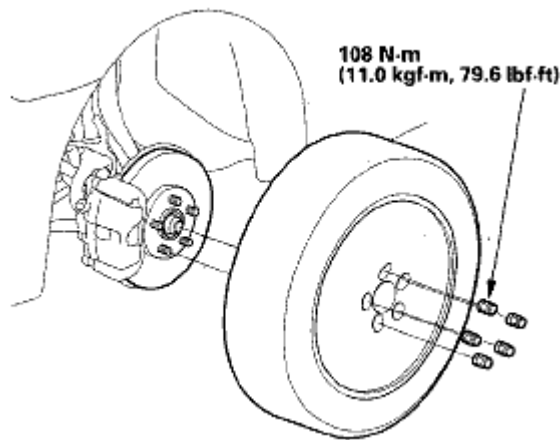


Fig. 2: Identifying Wheel Nuts And Front Wheel With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the brake hose mounting bracket (A).

Except Type-S model:

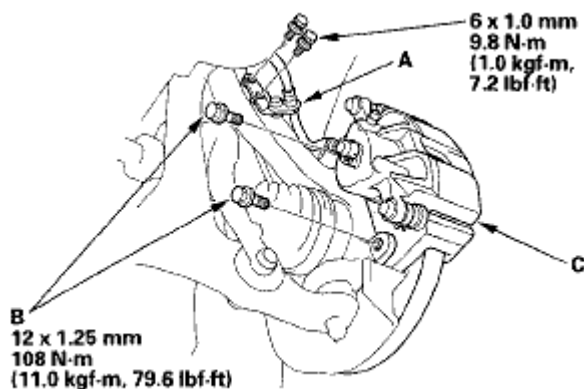


Fig. 3: Identifying Brake Hose Mounting Bracket (Except Type-S Model) With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Type-S model:

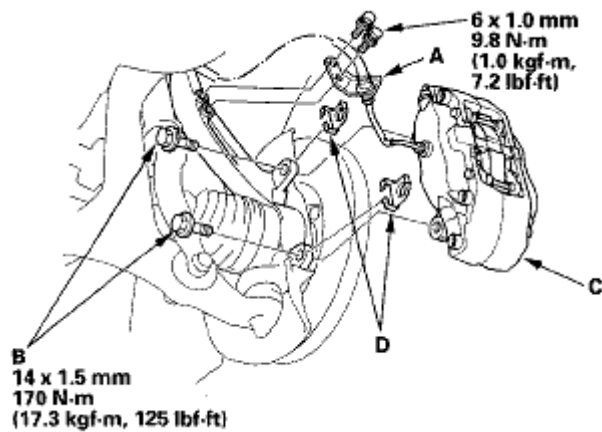


Fig. 4: Identifying Brake Hose Mounting Bracket (Type-S Model) With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the brake caliper bracket mounting bolts (B), then remove the caliper assembly (C) from the knuckle. To prevent damage to the caliper assembly or brake hose, use a short piece of wire to hang the caliper assembly from the undercarriage. Do not twist the brake hose excessively.
5. Type-S model: Remove the washers (D).
6. Remove the wheel sensor (A) from the knuckle. Do not disconnect the wheel sensor connector.

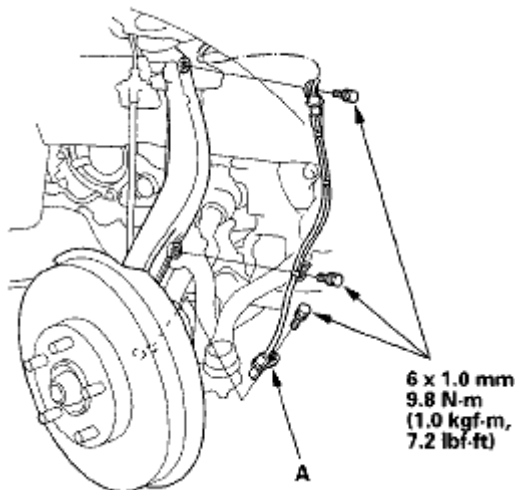


Fig. 5: Identifying Wheel Sensor With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Raise the stake (A), then remove the spindle nut (B).

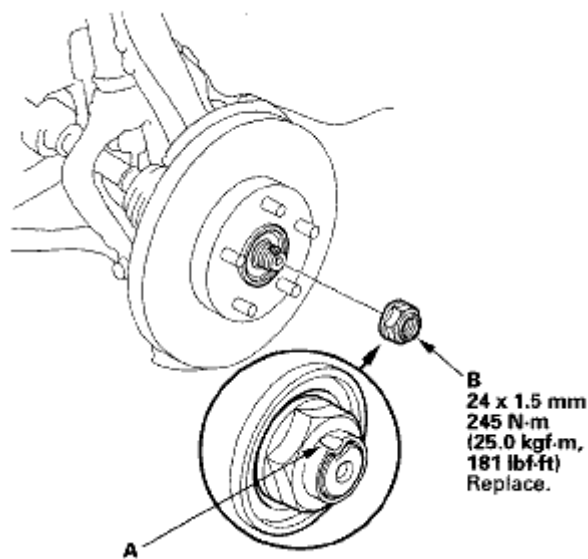


Fig. 6: Identifying Stake And Spindle Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Remove the brake disc (see **FRONT BRAKE DISC REPLACEMENT**).
9. Check the front hub for damage and cracks.
10. Remove the cotter pin (A) from the tie-rod end ball joint, then loosen the nut (B).

NOTE: During installation, install the new cotter pin after tightening the nut, and bend its end as shown.

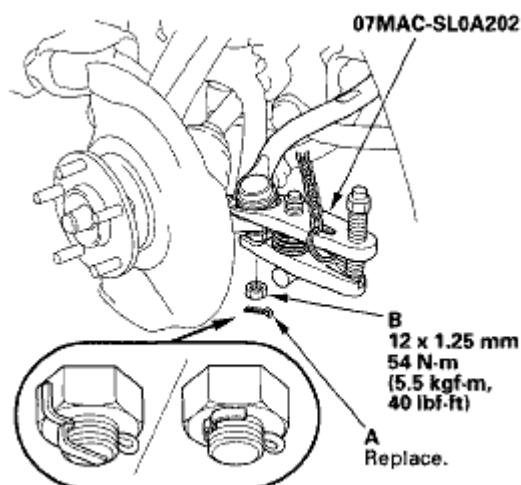


Fig. 7: Identifying Cotter Pin And Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Disconnect the tie-rod end ball joint from the knuckle using the ball joint remover (see **BALL JOINT REMOVAL**).
12. Remove the cotter pin (A) from the lower arm ball joint, then remove the castle nut (B).

NOTE: • To avoid damaging the ball joint, install the ball joint thread

protector on the threads of the ball joint.

- Be care full not to damage the ball joint boot when installing the remover.
- Do not force or hammer on the lower arm, or pry between the lower arm and the knuckle. You could damage the ball joint.
- During installation, install a new castle nut.
- During installation, insert the new cotter pin into the ball joint pin hole from the front to the rear of the vehicle, and bend its end as shown.

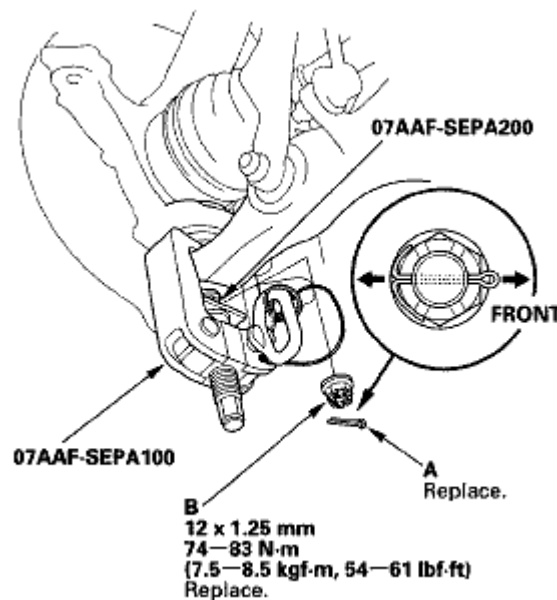


Fig. 8: Identifying Cotter Pin From Lower Arm Ball Joint With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

13. Disconnect the lower arm ball joint from the lower arm using the ball joint thread protector, and the ball joint remover (see 07AAF-SEPA100).

NOTE: If the collar/sleeve on the lower arm is removed with the ball joint, the lower arm must be replaced (see LOWER ARM REMOVAL/INSTALLATION).

14. Remove the cotter pin (A) from the upper arm ball joint, then remove the castle nut (B).

NOTE: During installation, insert a new cotter pin into the ball joint pin hole from the front to the rear of the vehicle, and bend its end as shown.

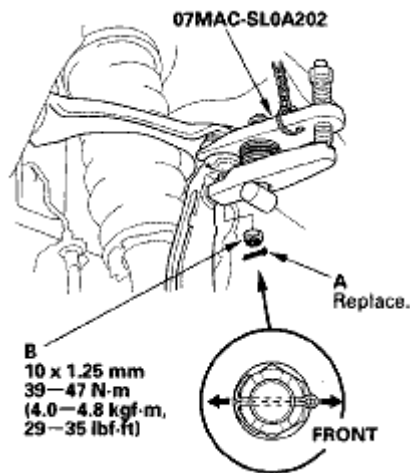


Fig. 9: Identifying Cotter Pin From Upper Arm Ball Joint With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Disconnect the upper arm ball joint from the knuckle using the ball joint remover (see **BALL JOINT REMOVAL**).
16. Remove the driveshaft outboard joint (A) from the knuckle (B) by tapping the driveshaft end (C) with a soft face hammer while drawing the hub outward, then remove the knuckle.

NOTE:

- Do not pull the driveshaft end outward. The driveshaft inboard joint may come apart.
- During installation, apply grease to the mating surfaces of the wheel bearing and the driveshaft outboard joint (see step 1 on **DRIVESHAFT INSTALLATION**).

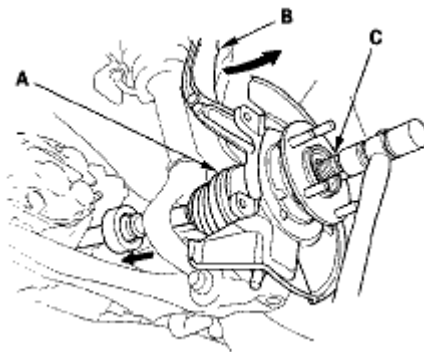


Fig. 10: Tapping Driveshaft With Soft Face Hammer
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Install the knuckle/hub in the reverse order of removal, and note these items:
 - First install all the components, and lightly tighten the bolts and nuts, then raise the suspension to load it with the vehicle's weight before fully tightening to the specified torque values. Do not place the jack against the ball joint pin of the knuckle.
 - Be careful not to damage the ball joint boot when connecting the knuckle.
 - Before connecting the lower arm ball joint to the lower arm, degrease the threaded section and tapered portion of the ball joint pin, the ball joint connecting hole, the threaded section and

mating surfaces of the castle nut.

- Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the ball joint pin hole. Do not align the castle nut by loosening it.
- Use a new spindle nut during reassembly.
- Before installing the spindle nut, apply a small amount of engine oil to the seating surface of the nut. After tightening, use a drift to stake the spindle nut shoulder against the driveshaft.
- Before installing the brake disc, clean the mating surfaces of the front hub and the inside of the brake disc.
- Before installing the wheel, clean the mating surfaces of the brake disc and the inside of the wheel.
- Take care not to scratch the front calipers on Type-S model when installing the front wheels.
- Check the wheel alignment, and adjust if necessary (see **WHEEL ALIGNMENT**).

WHEEL BEARING REPLACEMENT

1. Separate the hub (A) from the knuckle (B) using the hub dis/assembly tool and a hydraulic press. Hold the knuckle with the attachment (C) of the hydraulic press or equivalent tool. Be careful not to deform the splash guard (D). Hold onto the hub to keep it from falling when pressed clear.

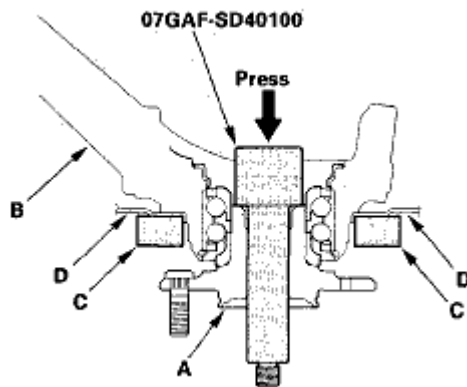


Fig. 11: Separating Hub From Knuckle

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Press the wheel bearing inner race (A) off of the hub (B) using the hub dis/assembly tool, a commercially available bearing separator (C), and a press.

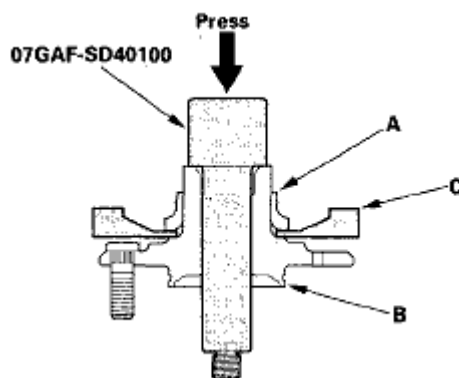


Fig. 12: Pressing Wheel Bearing Inner Race Off Of Hub

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the snap ring (A) and the splash guard (B) from the knuckle (C).

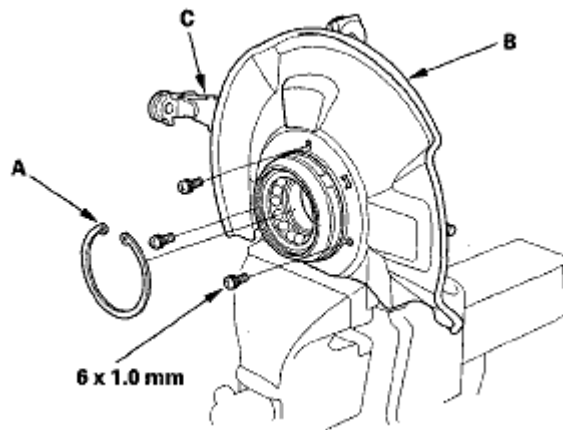


Fig. 13: Identifying Snap Ring And Splash Guard
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Check the front knuckle ring (A) for damage or deformation, and replace it if necessary.

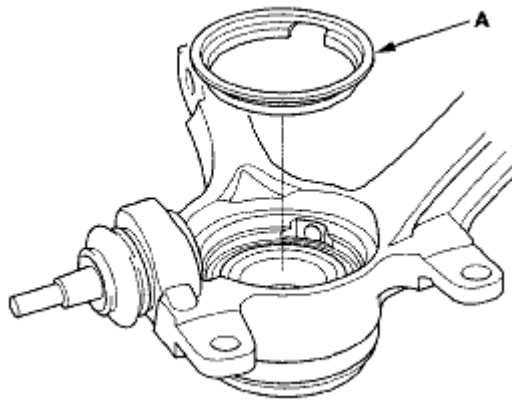


Fig. 14: Identifying Front Knuckle Ring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Press the wheel bearing (A) out of the knuckle (B) using the attachment, the driver, and a press.

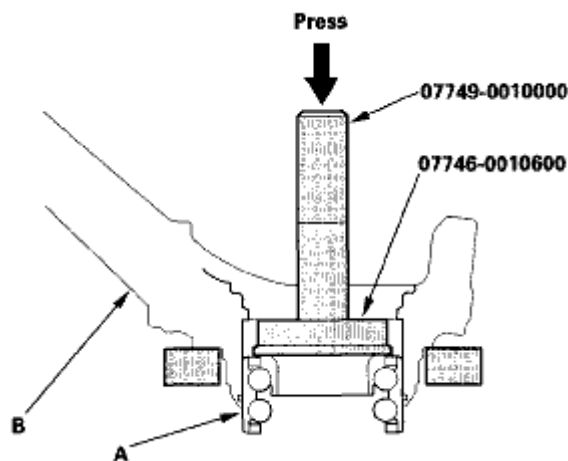


Fig. 15: Pressing Wheel Bearing Out Of Knuckle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Wash the knuckle and hub thoroughly in high flash point solvent before reassembly.
7. Press a new wheel bearing (A) into the knuckle (B) using the old bearing (C), a steel plate (D), the attachment, the support base, and a press.

NOTE:

- Install the wheel bearing with the wheel sensor magnetic encoder (E) (brown color) toward the inside of the knuckle.
- Remove any oil, grease, dust, metal debris, and other foreign material from the encoder surface.
- Keep all magnetic tools away from the encoder surface.
- Be careful not to damage the encoder surface when you insert the wheel bearing.

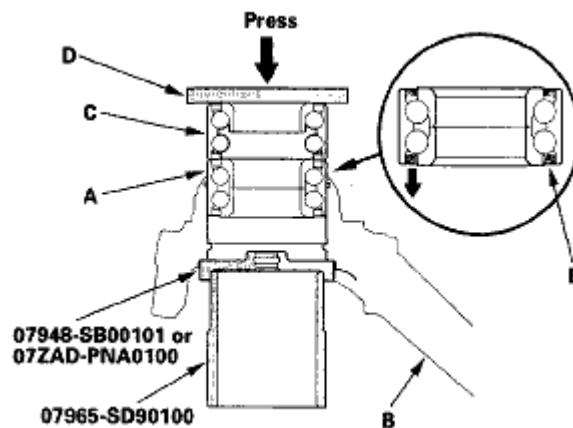


Fig. 16: Pressing Wheel Bearing Into Knuckle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install the new front knuckle ring (A) on the inside of the knuckle by aligning the cutout portion (B) on the ring with the wheel sensor hole (C) in the knuckle. Be careful not to damage or deform the ring when installing it.

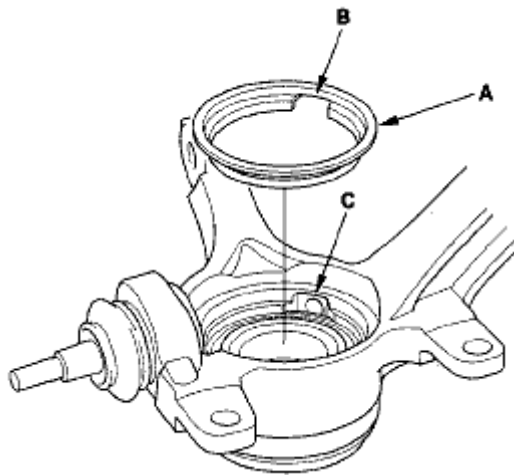


Fig. 17: Aligning Cutout Portion On Ring With Wheel Sensor Hole In Knuckle
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Install the snap ring (A) securely in the knuckle (B).

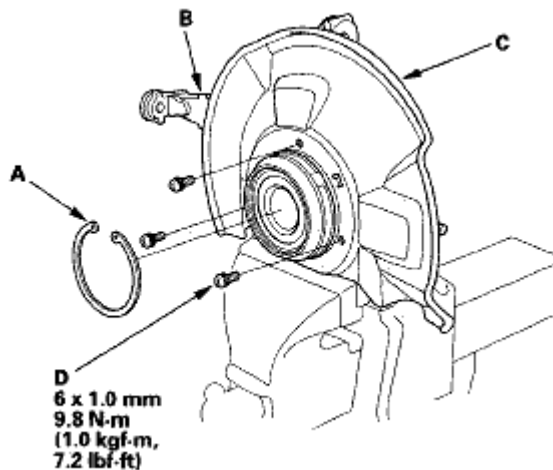


Fig. 18: Identifying Snap Ring In Knuckle With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Install the splash guard (C), and tighten the screws (D) to the specified torque value.
11. Press the wheel bearing (A) onto the hub (B) using the attachment, the driver, the support base, and a press.

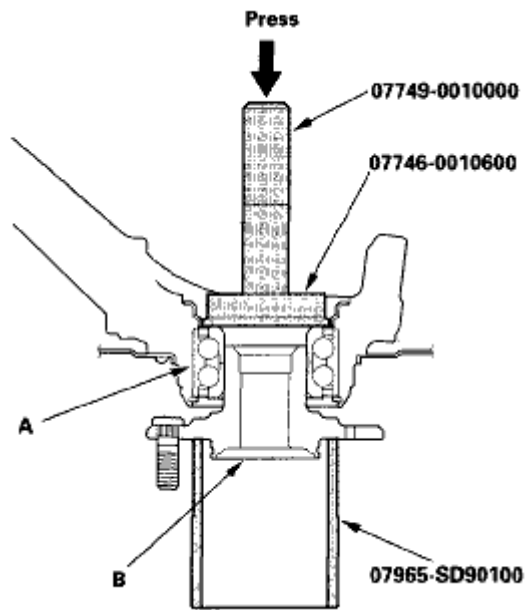


Fig. 19: Pressing Wheel Bearing Onto Hub
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

BALL JOINT BOOT REPLACEMENT

Special Tools Required

Ball joint boot clip guide, 42 x 44 mm 07GAG-SD40700

1. Remove the boot clip and the boot.
2. Pack the interior and lip (A) of a new boot with grease. Keep the grease off of the boot-to-knuckle mating surfaces (B).

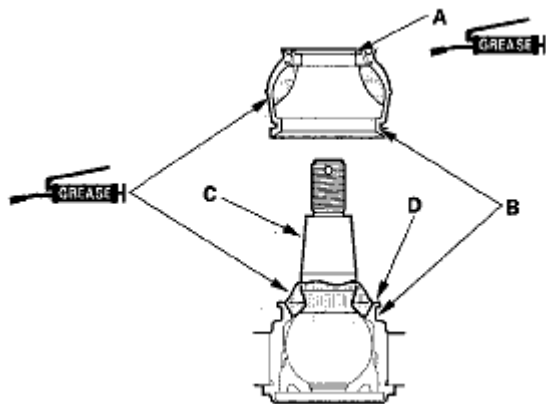


Fig. 20: Identifying Grease Applying Area
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Wipe the grease off the tapered portion of the ball joint pin (C), and pack fresh grease into the base (D). Do not let dirt or other foreign materials get into the boot.
4. Install the boot on the ball joint, then squeeze it gently to force out any air.

5. Adjust the ball joint boot clip guide with the adjusting bolt (A) until its base is just above the groove around the bottom of the boot. Then slide the clip (B) over the tool and into position on the boot.

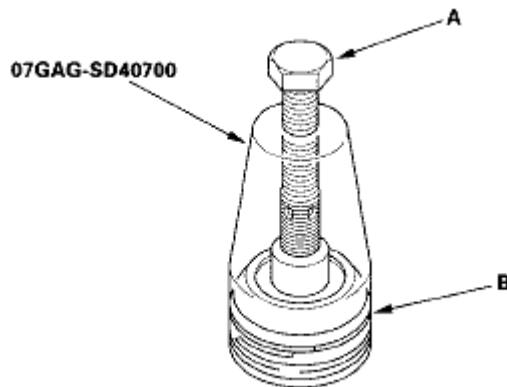


Fig. 21: Identifying Tool On Boot
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. After installing a boot, wipe any grease off the exposed portion of the ball joint pin.

UPPER ARM REPLACEMENT

Special Tools Required

Ball joint remover, 28 mm 07MAC-SL0A202

1. Remove the front damper (see **DAMPER/SPRING REMOVAL AND INSTALLATION**).
2. Remove the wheel sensor bracket (A) from the upper arm (B).

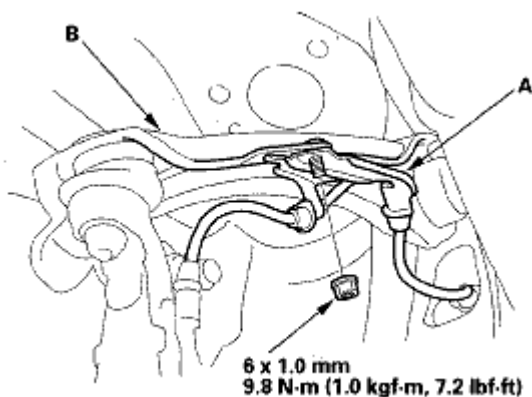


Fig. 22: Identifying Wheel Sensor Bracket And Upper Arm With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the cotter pin (A) from the upper arm ball joint, then remove the castle nut (B).

NOTE: During installation, insert a new cotter pin into the ball joint pin hole from the front to the rear of vehicle, and bend its end as shown.

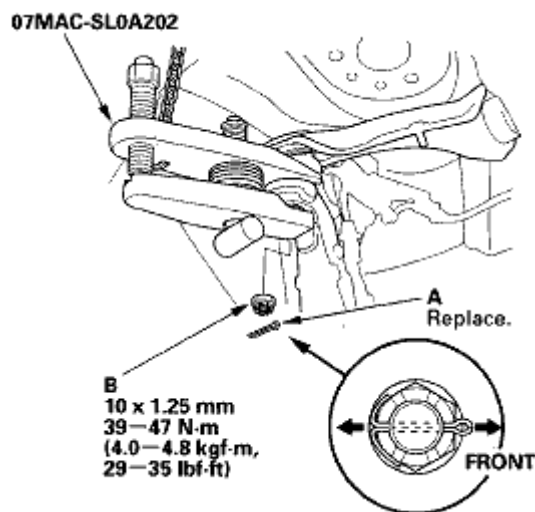


Fig. 23: Identifying Cotter Pin From Upper Arm Ball Joint With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Disconnect the upper arm ball joint from the knuckle using the ball joint remover (see **BALL JOINT REMOVAL**).
5. Remove the upper arm mounting bolts (A), then remove the upper arm (B).

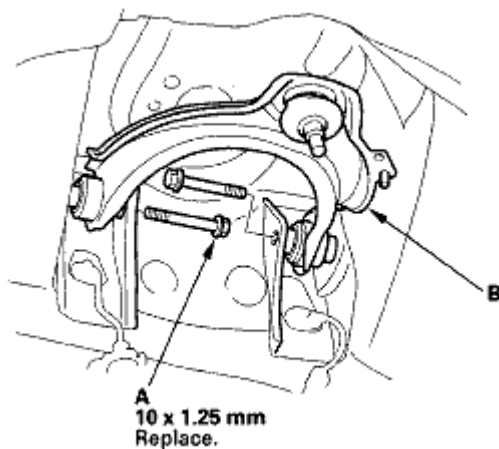


Fig. 24: Identifying Upper Arm Mounting Bolts
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Install the upper arm by inserting a rod (A) of appropriate size (O.D. 6 mm/L: 300 mm) into the positioning holes (B), and place the upper arm (C) on the rod to position it before tightening new upper arm mounting bolts.

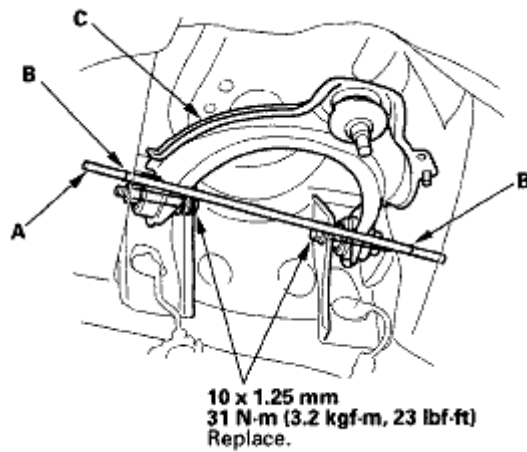


Fig. 25: Inserting Rod Into Positioning Holes With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Tighten the upper arm mounting bolts to the specified torque value.
8. Remove the rod.
9. Install the remaining parts in the reverse order of removal, and note these items:
 - First install all the components, and lightly tighten the bolts and nuts, then raise the suspension to load it with the vehicle's weight before fully tightening to the specified torque values. Do not place the jack against the ball joint pin of the knuckle.
 - Be careful not to damage the ball joint boot when connecting the knuckle.
 - Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the ball joint pin hole. Do not align the castle nut by loosening it.
 - Before installing the wheel, clean the mating surfaces on the brake disc and the inside of the wheel.
 - Check the wheel alignment, and adjust if necessary (see **WHEEL ALIGNMENT**).

LOWER ARM REMOVAL/INSTALLATION

Special Tools Required

- Ball joint remover 07AAF-SEPA100
 - Ball joint thread protector 07AAF-SEPA200
1. Raise the front of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
 2. Remove the front wheel, taking care not to scratch the calipers on Type-S model.
 3. Remove the damper fork (A) from the damper (B) and lower arm (C).

NOTE: During installation, insert the damper fork into the damper lower end so the aligning tab (D) is aligned with the slot (E) in the damper fork. Use a new the damper fork mounting bolt (F) and new mounting nut (G) oh reassembly.

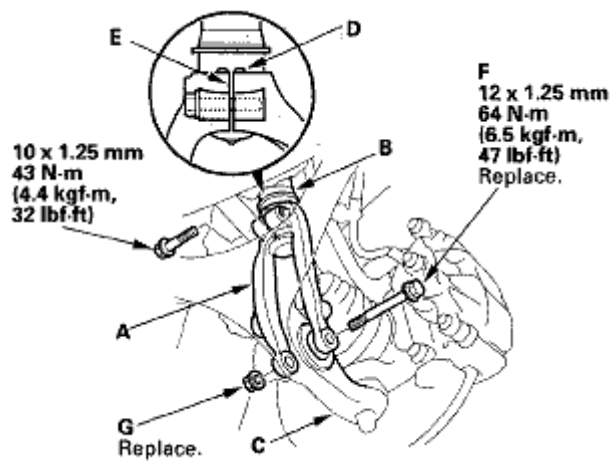


Fig. 26: Identifying Lower Arm Remove / Install Components With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the flange nut (A) while holding the joint pin (B) with a hex wrench (C), then disconnect the stabilizer link (D) from the lower arm (E).

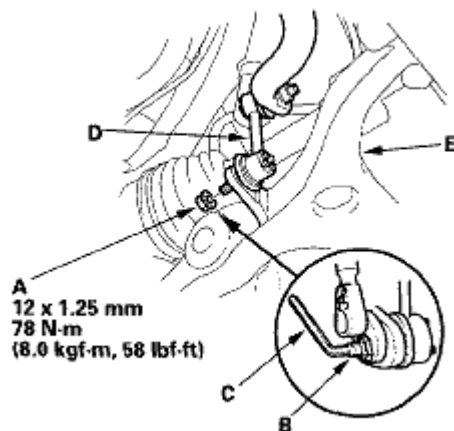


Fig. 27: Holding Joint Pin With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the cotter pin (A) from the lower arm ball joint, then remove the castle nut (B).

NOTE:

- To avoid damaging the ball joint, install the ball joint thread protector on the threads of the ball joint.
- Be careful not to damage the ball joint boot when installing the remover.
- Do not force or hammer on the lower arm, or pry between the lower arm and knuckle. You could damage the ball joint.
- During installation, install a new castle nut.
- During installation, insert the new cotter pin into the ball joint pin hole from the front to the rear of vehicle, and bend its end as shown.

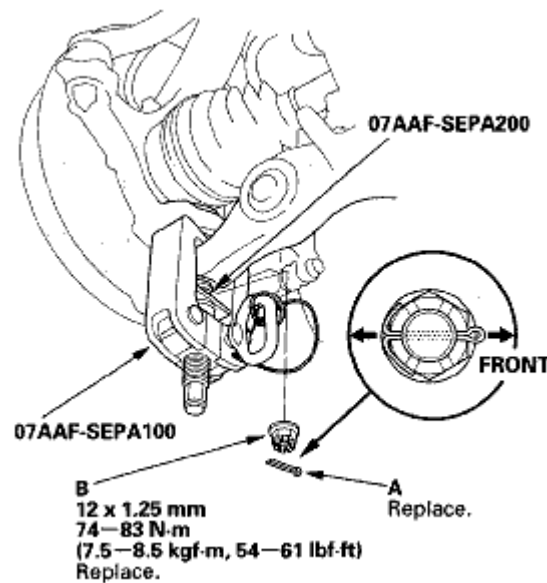


Fig. 28: Identifying Cotter Pin From Lower Arm Ball Joint With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect the lower arm ball joint from the lower arm using the ball joint thread protector, and the ball joint remover (see **07AAF-SEPA100**).
7. Remove the flange bolts, nuts and washers, then remove the lower arm (A).

NOTE: During installation, install new flange bolts and new flange nuts.

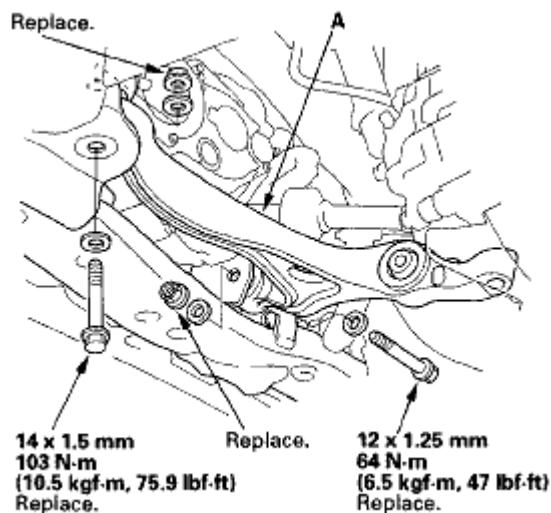


Fig. 29: Identifying Lower Arm Remove / Install Components With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Check the collar/sleeve (A) on the lower arm (B). Replace the lower arm if the collar/sleeve is loose or damaged.

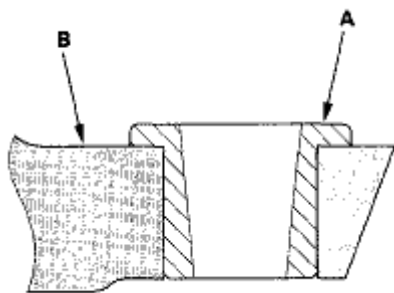


Fig. 30: Identifying Collar And Sleeve On Lower Arm
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Install the lower arm in the reverse order of removal, and note these items:
 - First install all the components, and lightly tighten the bolts and nuts, then raise the suspension to load it with the vehicle's weight before fully tightening to the specified torque values. Do not place the jack against the ball joint pin of the knuckle.
 - Be careful not to damage the ball joint boot when connecting the knuckle.
 - Before connecting the lower arm ball joint to the lower arm, degrease the threaded section and tapered portion of the ball joint pin, the ball joint connecting hole, the threaded section and mating surfaces of the castle nut.
 - Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the ball joint pin hole. Do not align the castle nut by loosening it.
 - Before installing the wheel, clean the mating surfaces of the brake disc and the inside of the wheel.
 - Check the wheel alignment, and adjust if necessary (see WHEEL ALIGNMENT).

STABILIZER LINK REMOVAL/INSTALLATION

1. Raise the front of the vehicle, and support it with safety stands in the proper locations (see LIFT AND SUPPORT POINTS).
2. Remove the front wheel, taking care not to scratch the calipers on the Type-S model.
3. Remove the flange nuts (A) while holding the respective joint pin (B) with a hex wrench (C), then remove the stabilizer link (D).

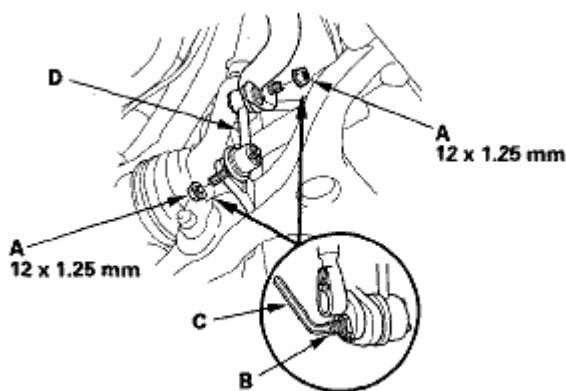


Fig. 31: Holding Respective Joint Pin
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the stabilizer link (A) on the stabilizer bar (B) and lower arm (C) with the joint pins set at the center of their range of movement.

NOTE: The left stabilizer link has a yellow paint mark (D), while the right stabilizer link has a white paint mark.

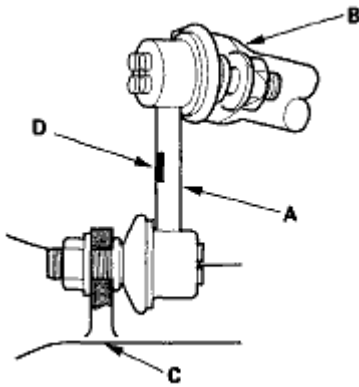


Fig. 32: Identifying Stabilizer Link On Stabilizer Bar And Lower Arm With Joint Pins
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Install the flange nuts, and lightly tighten them.
6. Place a jack under the lower arm, and raise the suspension to load it with the vehicle's weight.

NOTE: Do not place the jack against the lower arm ball joint pin of the knuckle.

7. Tighten the flange nuts (A) to the specified torque value while holding the respective joint pin (B) with a hex wrench (C).

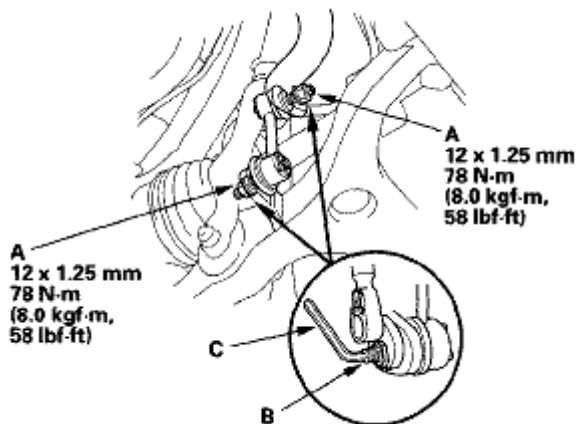


Fig. 33: Holding Respective Joint Pin With Hex Wrench With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Clean the mating surfaces of the brake disc and the inside of the wheel, then install the front wheel, and test-drive the vehicle.

STABILIZER BAR REPLACEMENT

1. Raise the front of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
2. Remove the front wheels, taking care not to scratch the calipers on the Type-S model.
3. Disconnect the stabilizer links from the stabilizer bar on the right and left sides (see **STABILIZER LINK REMOVAL/INSTALLATION**).
4. Remove the front suspension subframe (A) from the body (see **SUBFRAME REPLACEMENT**).

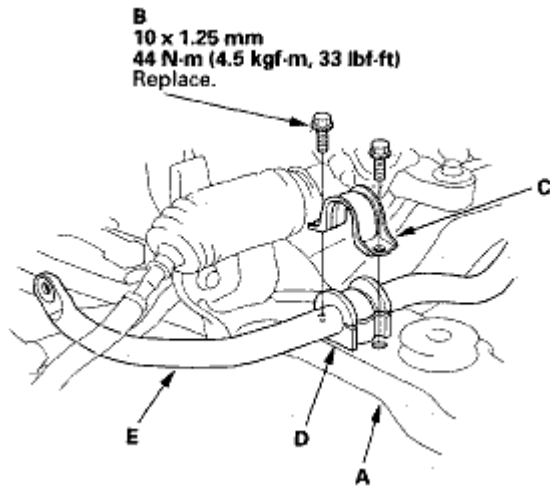


Fig. 34: Identifying Front Suspension Subframe, Bushing Holders And Stabilizer Bar With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the flange bolts (B) and the bushing holders (C), then remove the bushings (D) and the stabilizer bar (E).

NOTE: During installation, install new flange bolts.

6. Install the stabilizer bar in the reverse order of removal, and note these items:
 - Note the right and left direction of the stabilizer bar.
 - Do not set the bushings (A) on the bent or curved part of the stabilizer bar (B).
 - Note the direction of installation for the bushings.
 - Refer to **STABILIZER LINK REMOVAL/INSTALLATION** to connect the stabilizer bar to the links (see **STABILIZER LINK REMOVAL/INSTALLATION**).
 - Before installing the wheel, clean the mating surfaces of the brake disc and inside of the wheel.
 - Check the wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).

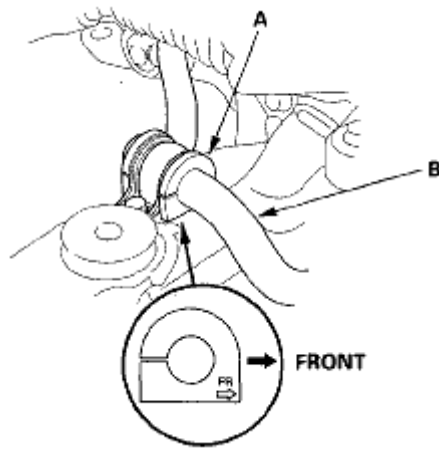


Fig. 35: Identifying Bushings And Stabilizer Bar
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DAMPER/SPRING REMOVAL AND INSTALLATION

REMOVAL

1. Remove the right side engine compartment cover (A), right rear engine compartment cover (B) and left rear engine compartment cover (C) (see **COWL COVER REPLACEMENT**).

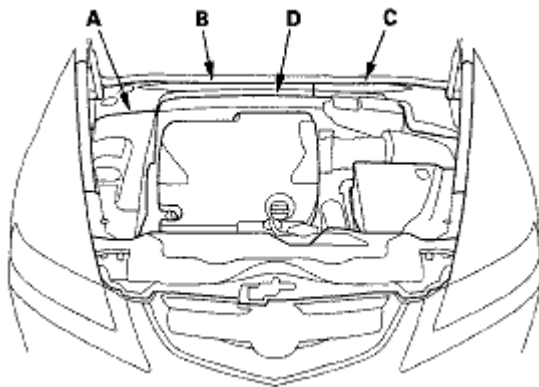


Fig. 36: Identifying Right Side Engine Compartment Cover
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Remove the strut brace (D) with the vehicle on the ground (see **FRAME BRACE REPLACEMENT**).
3. Raise the front of the vehicle, and support it with safety stands in the proper locations (see **LIFT AND SUPPORT POINTS**).
4. Remove the front wheel.
5. Remove the damper fork (A) from the damper (B) and lower arm (C).

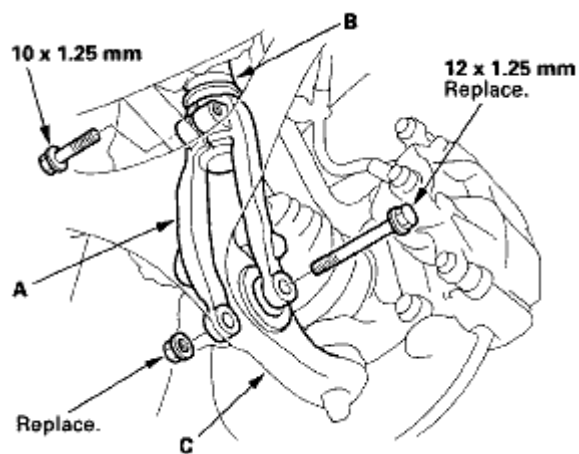


Fig. 37: Identifying Damper Fork From Damper And Lower Arm
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the flange nuts (A) from the top of the damper, then remove the damper assembly (B).

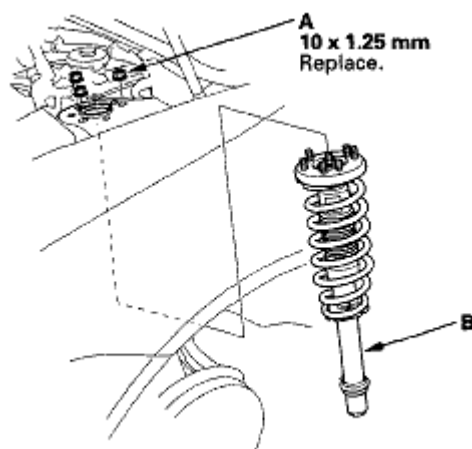


Fig. 38: Identifying Damper Assembly Flange Nuts
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Position the damper assembly (A) in the body with the aligning tab (B) facing inside, then loosely install the new flange nuts.

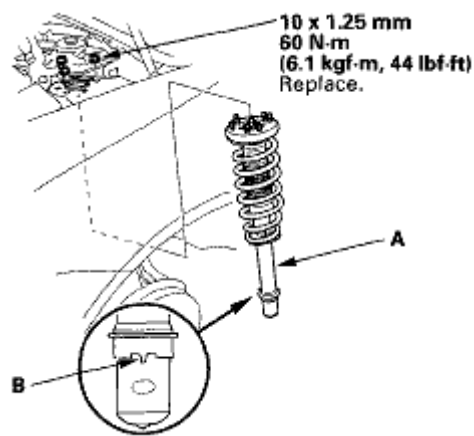


Fig. 39: Identifying Damper Assembly Tab With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the damper fork (A) over the driveshaft and onto the lower arm. Install the front damper in the damper fork so the aligning tab (B) is aligned with the slot (C) in the damper fork.

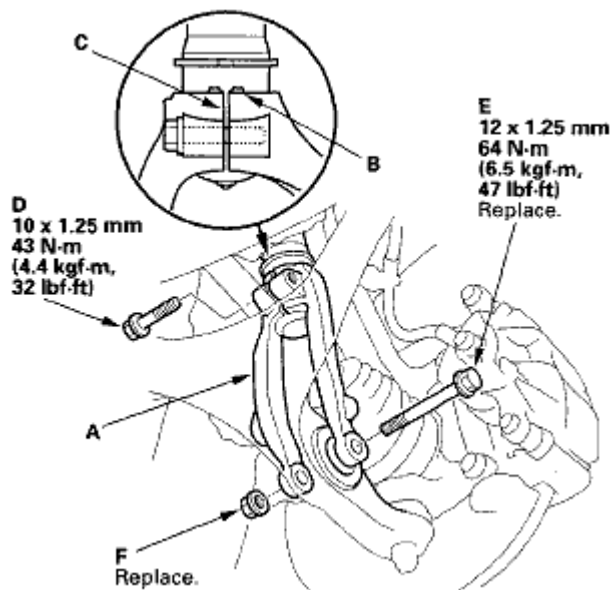


Fig. 40: Aligning Slot In Damper Fork With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Loosely install the damper pinch bolt (D) into the damper fork.
4. Install a new damper fork mounting bolt (E) to the damper fork and lower arm, then lightly tighten the new damper fork mounting nut (F).
5. Place a jack under the lower arm, and raise the suspension to load it with the vehicle's weight.
6. Tighten the flange nuts on the top of the damper to the specified torque values.
7. Tighten the damper pinch bolt to the specified torque value.
8. Tighten the damper fork mounting bolt to the specified torque value.
9. Clean the mating surfaces of the brake disc and the inside of the wheel, then install the front wheel.
10. Install the strut brace (A) with the vehicle on the ground (see **FRAME BRACE REPLACEMENT**).

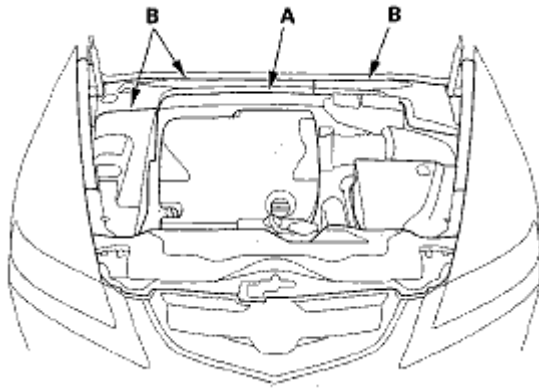


Fig. 41: Identifying Strut Brace With Vehicle On Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Install the engine compartment covers (B) (see **COWL COVER REPLACEMENT**).
12. Check the wheel alignment, and adjust it if necessary (see **WHEEL ALIGNMENT**).

DAMPER/SPRING DISASSEMBLY, INSPECTION, AND REASSEMBLY

EXPLODED VIEW

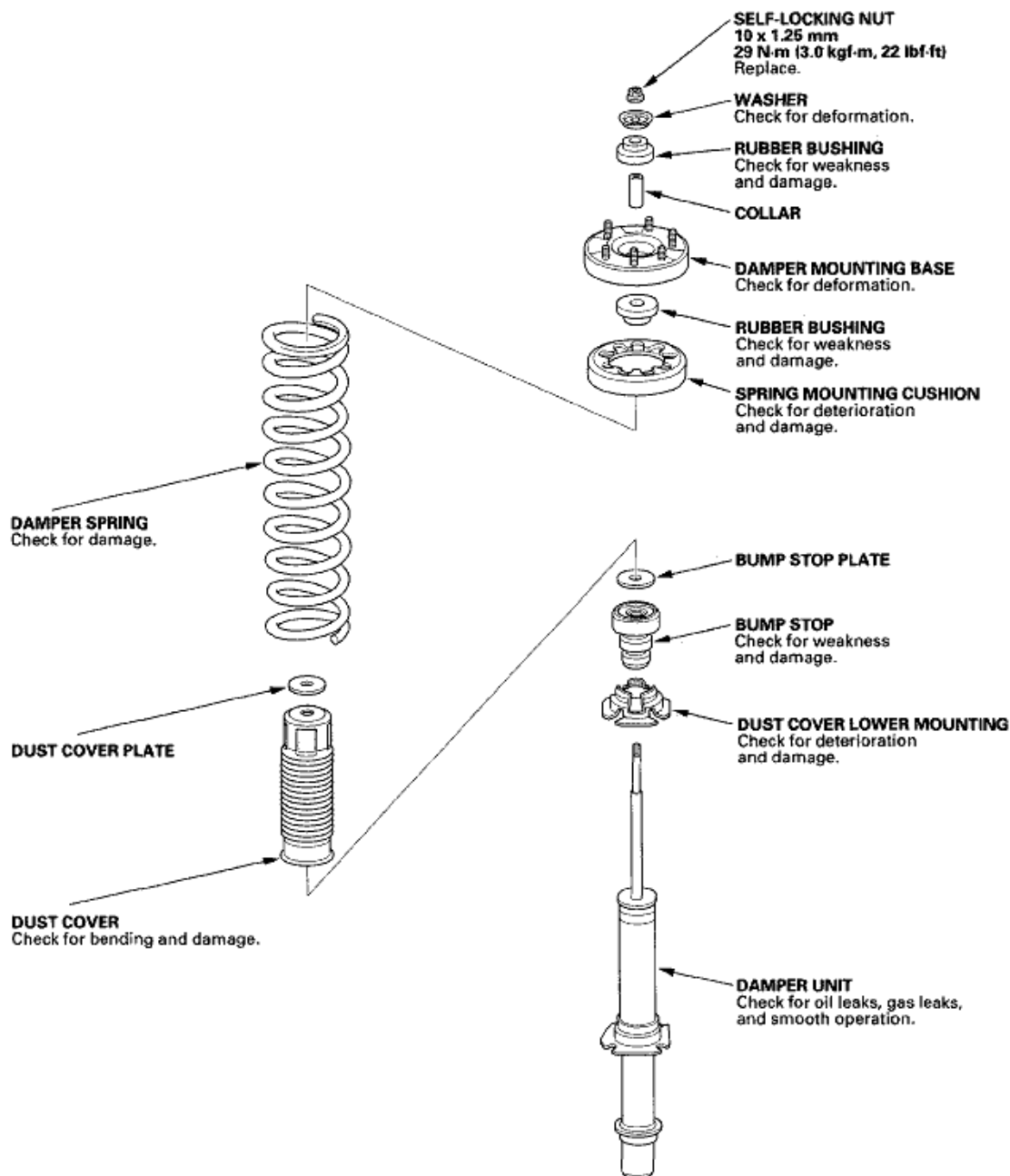


Fig. 42: Exploded View Of Damper And Spring Components With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

NOTE: When compressing the damper spring, use a commercially available strut spring compressor (Branick MST-580A or Model 7200, or equivalent) according to the manufacturer's instructions.

DISASSEMBLY

1. Compress the damper spring, then remove the self-locking nut (A) while holding the damper shaft with a hex wrench (B). Do not compress the spring more than necessary to remove the nut.

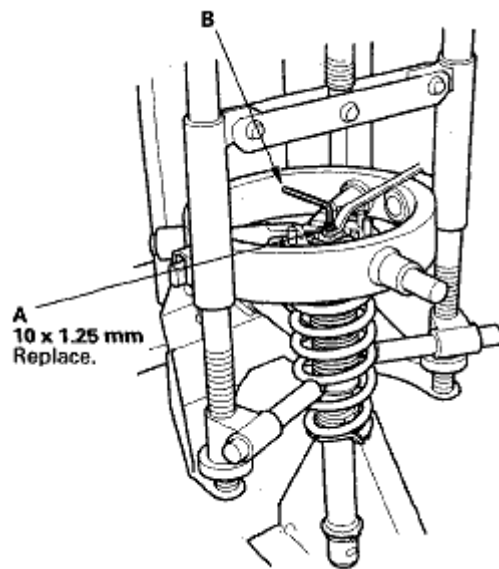


Fig. 43: Compressing Damper Spring

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Release the pressure from the strut spring compressor, then disassemble the damper as shown in the Exploded View.

INSPECTION

1. Reassemble all the parts, except for the damper spring mounting cushion and the damper spring.
2. Compress the damper assembly by hand, and check for smooth operation through a full stroke, both compression and extension. The damper should extend smoothly and constantly when compression is released. If it does not, the gas is leaking and the damper should be replaced.

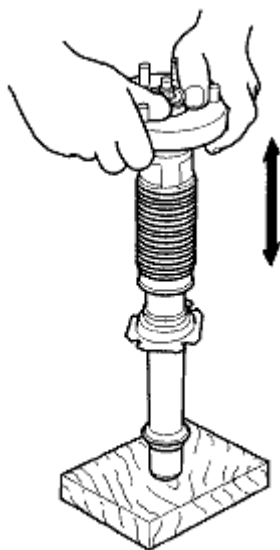


Fig. 44: Compressing Damper Assembly By Hand

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for oil leaks, abnormal noises, and binding during these tests.

REASSEMBLY

NOTE: Refer to the **EXPLODED VIEW** as needed.

1. Reassemble the damper except for the washer and self-locking nut.
2. Install the damper assembly on a commercially available strut spring compressor (A), and compress the spring lightly.

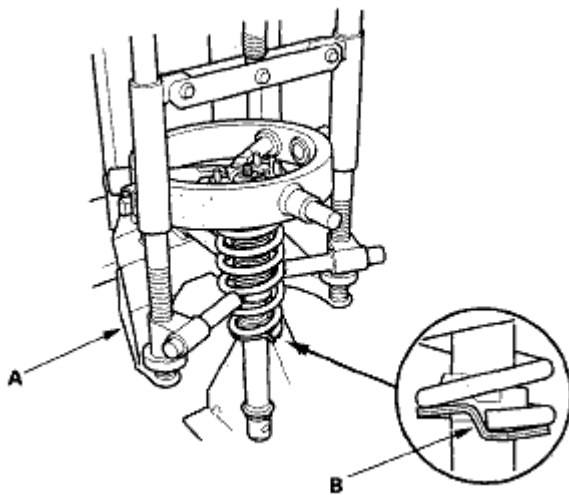


Fig. 45: Aligning Bottom Of Damper Spring
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Align the bottom of the damper spring and the stepped part (B) of the lower spring seat.
4. Position the damper mounting base (A) so the stud bolt (B) is aligned with the aligning tab (C) in the damper unit.

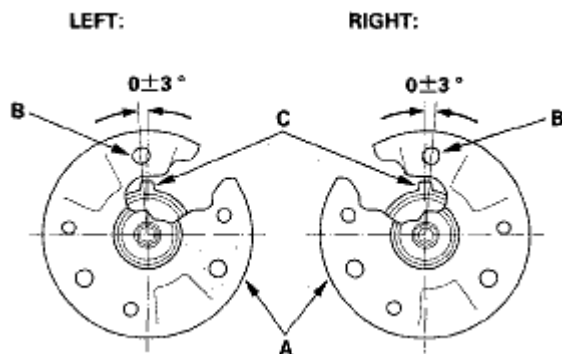


Fig. 46: Aligning Tab In Damper Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Compress the damper spring. Do not compress the spring excessively.
6. Install the washer (A) and a new 10 mm self-locking nut (B).

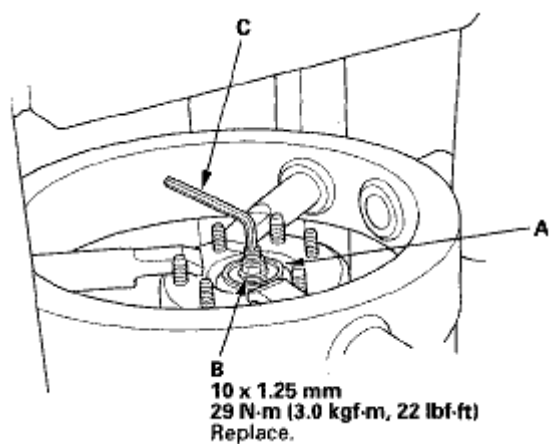


Fig. 47: Holding Damper Shaft With Hex Wrench With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Hold the damper shaft with a hex wrench (C), and tighten the 10 mm self-locking nut to the specified torque value.
8. Remove the damper assembly from the strut spring compressor.