

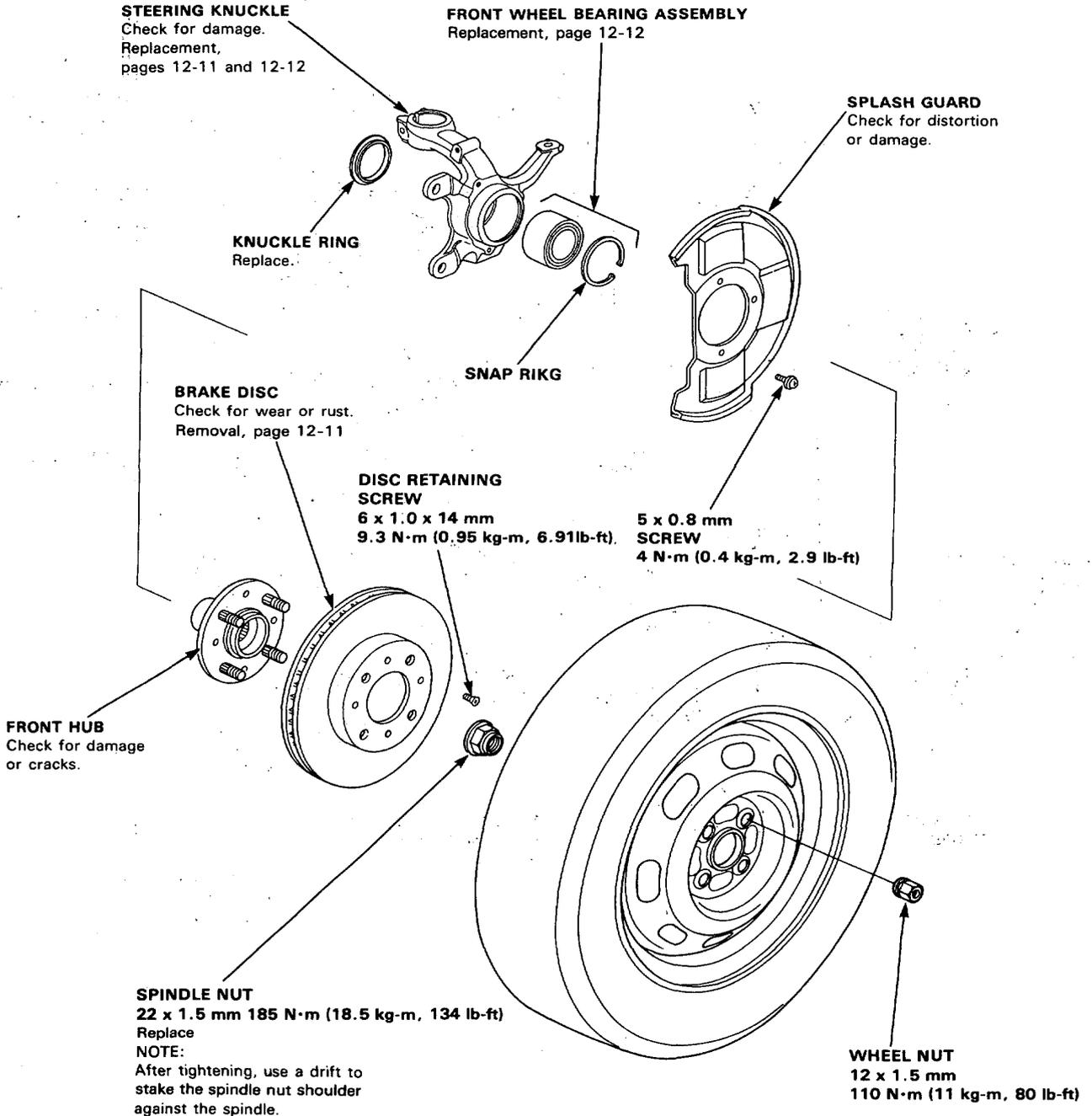
Front Suspension

Knuckle/Hub

NOTE:

- Use only genuine Honda aluminum wheel weights. Non-genuine aluminum wheel weights may corrode and damage aluminum wheels.
- Remove the center cap by prying it out with a flat screwdriver. Avoid damage to the cap by not allowing it to fall during removal.

CAUTION: Use a rag at the point you are going to pry, because aluminum alloy wheels can be easily damaged.





Knuckle/Hub Replacement

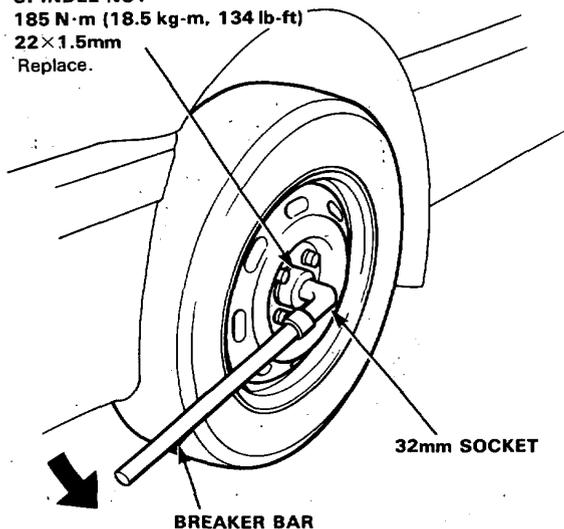
1. Pry nut lock tab away from spindle, then loosen nut using 32 mm socket and breaker bar.

SPINDLE NUT

185 N·m (18.5 kg-m, 134 lb-ft)

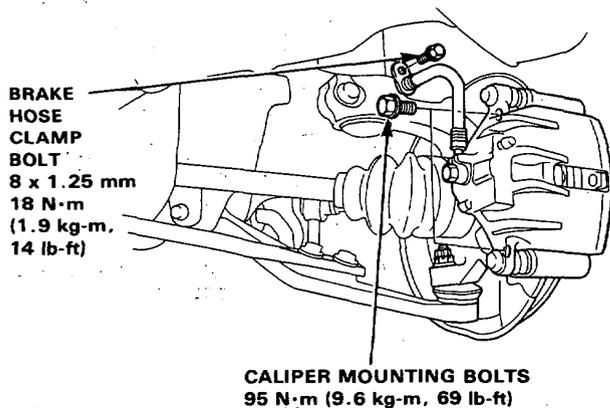
22×1.5mm

Replace.



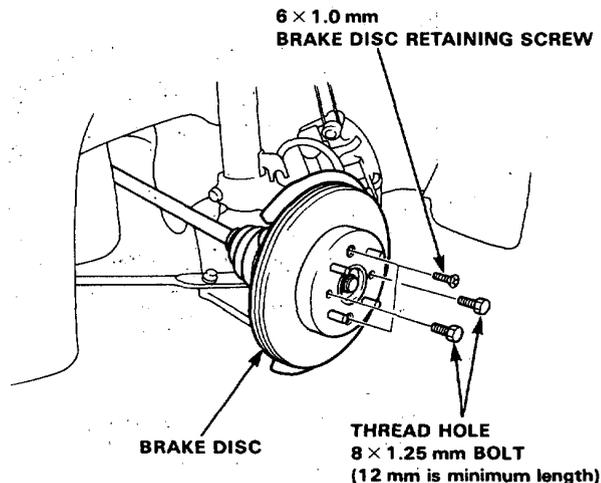
2. Loosen the wheel nuts slightly.
3. Jack up the front of car and support on safety stands in proper locations.
4. Remove the wheel nuts, wheel, and spindle nut.
5. Remove the brake hose clamp bolt.
6. Remove the caliper mounting bolts and hang the caliper assembly to one side.

CAUTION: To prevent accidental damage to the caliper assembly or brake hose, use a short piece of wire to hang the caliper assembly from the undercarriage.



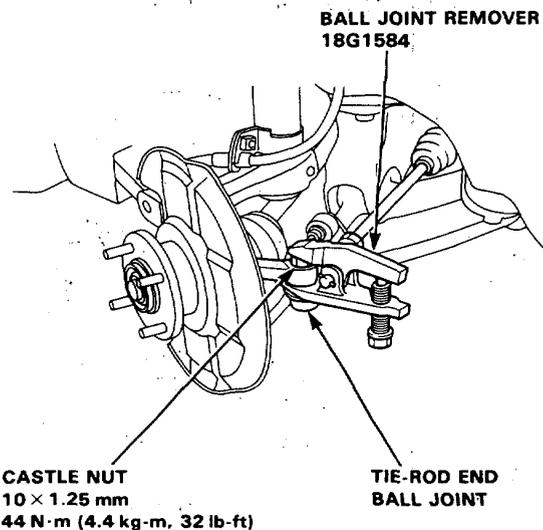
7. Remove the 6 mm brake disc retaining screws.
8. Screw two 8 × 1.25 mm bolts into the disc to push it away from the hub.

NOTE: Turn each bolt two turns at a time to prevent cocking disc excessively.



9. Remove the cotter pin from the tie-rod end and remove the castle nut.
10. Break loose the tie-rod ball joint using the Ball Joint Remover, then lift tie-rod out of the knuckle.

CAUTION: Avoid damage the ball joint boot.

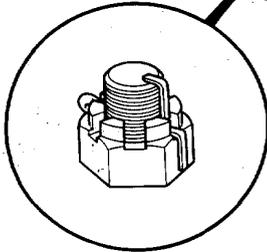
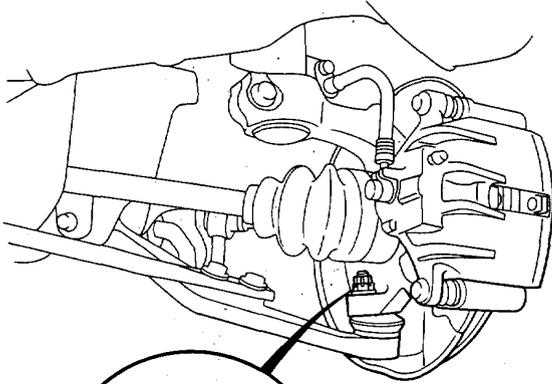


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Front Suspension

Knuckle/Hub Replacement (cont'd)

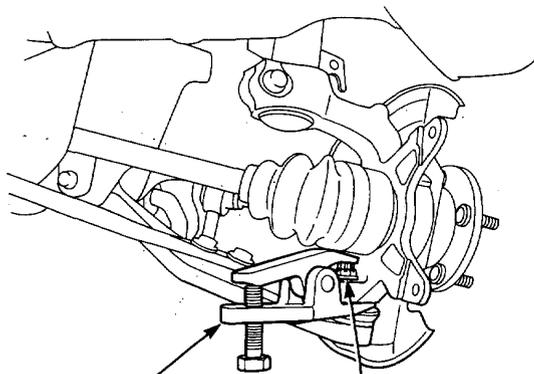
11. Remove the stabilizer link from the front lower arm.
12. Remove the cotter pin from the front lower arm and remove the castle nut.



On reassembly, bend the pin as shown.

13. Break loose the front lower arm ball joint using the Ball Joint Remover, then down the lower arm out of the knuckle.

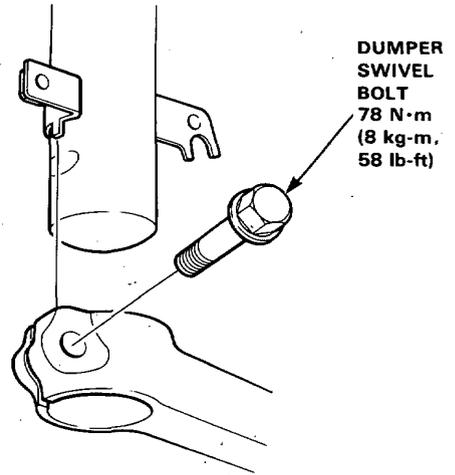
CAUTION: Avoid damaging the ball joint boot.



BALL JOINT REMOVER
18G1584

CASTLE NUT
12 x 1.25 mm
54 N·m (5.5 kg·m, 40 lb-ft)

14. Remove the damper swivel bolt, then use a brass or lead hammer to tap knuckle down until it comes off damper.

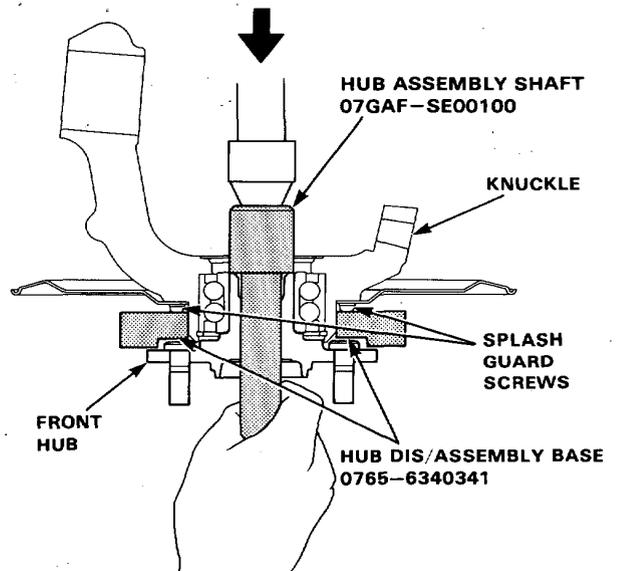


DUMPER SWIVEL BOLT
78 N·m
(8 kg·m, 58 lb-ft)

15. Remove the knuckle and hub by sliding them off the drive shaft.
16. Remove the hub from the knuckle using special tools and a hydraulic press.

CAUTION:

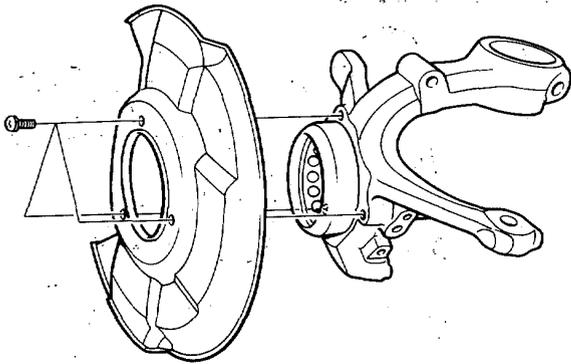
- Take care not to distort splash guard.
- Hold on to the hub to keep it from falling when pressed clear.
- To prevent damage to the tool make sure the threads are fully engaged before pressing.



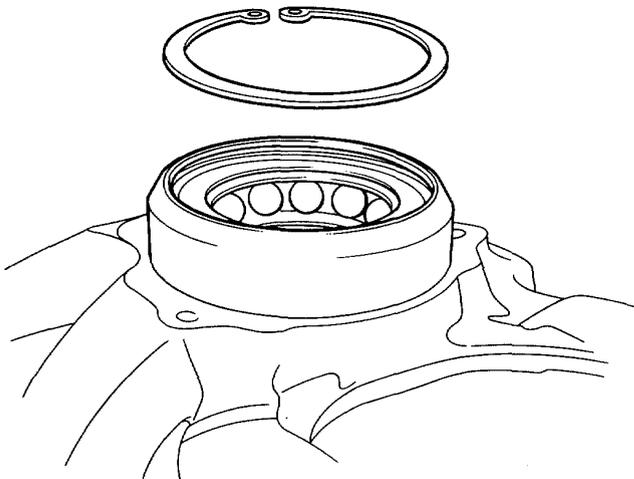
NOTE: Install hub and knuckle in reverse order of disassembly. Use new spindle nut, and stake after torquing.



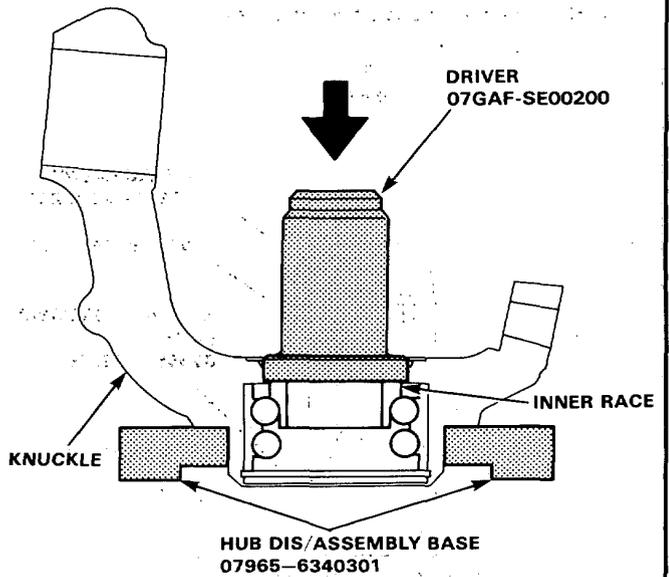
17. Remove the three screws from the splash guard.



18. Remove the knuckle ring and snapping.

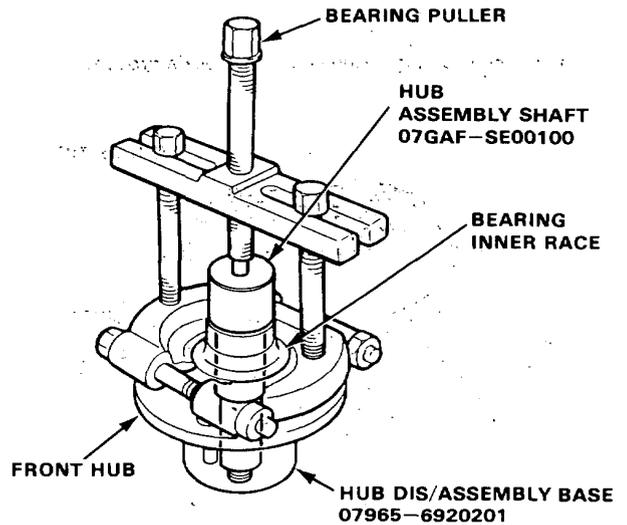


19. Press the wheel bearing out of the knuckle using the special tools, inner race and a hydraulic press as shown below.



20. Remove the out board bearing inner race from the hub, using special tools and a bearing puller.

CAUTION: To prevent damage to the tool make sure the threads are fully engaged before pressing.



NOTE: Wash the knuckle and hub thoroughly in high flashpoint solvent before reassembly.

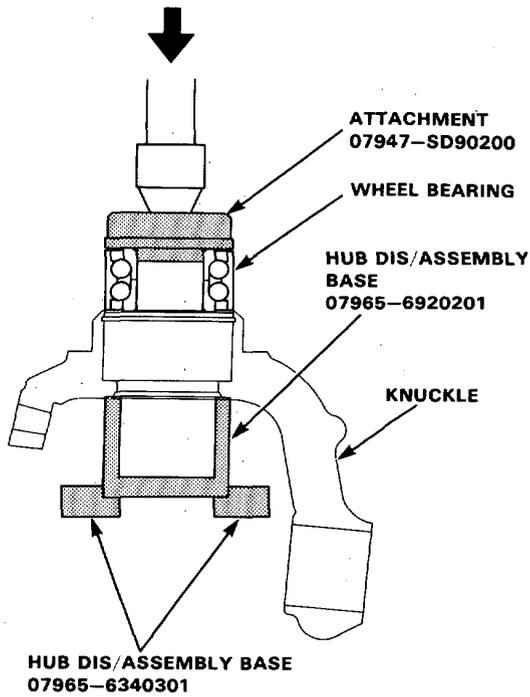
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Front Suspension

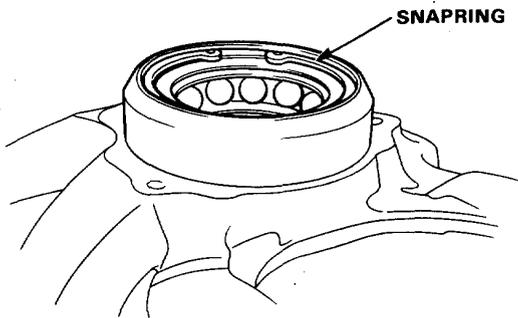
Knuckle/Hub Replacement (cont'd)

NOTE: Replace the bearing with a new one after removal.

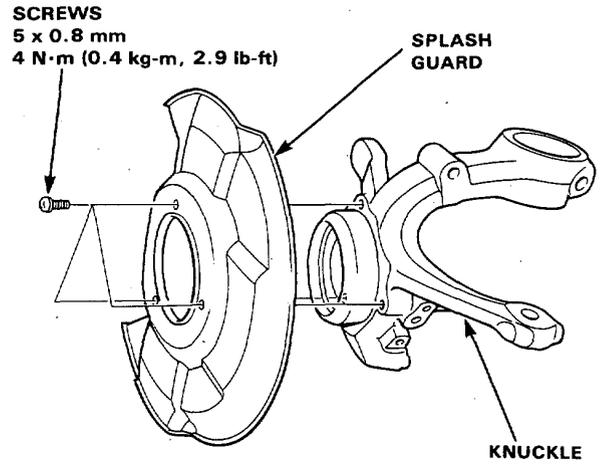
21. Press a new wheel bearing into the hub using the special tools shown and a hydraulic press.



22. Install the snapping securely in the knuckle groove.



23. Install the splash guard and tighten the screws.

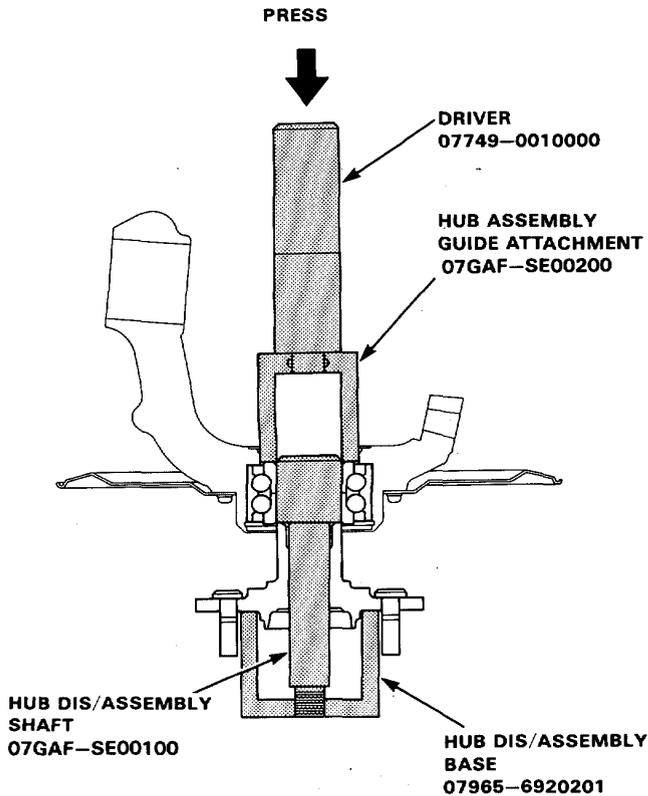




24. Place front hub in special tool fixture, then set knuckle in position and apply downward pressure with hydraulic press.

CAUTION:

- Maximum press load: 2.0 tons
- To prevent damage to the tool make sure the threads are fully engaged before pressing.



25. Install the front knuckle ring on the knuckle.

