HONDA

DESCRIPTION

Strut type front suspension consisting of a vertically mounted strut assembly. Strut assembly is mounted to body at the top by means of a thrust bearing. Lower end of strut is connected to steering knuckle which is mounted to lower control arm by means of a ball joint. Strut assembly consists of a shock absorber built into strut outer tube and a coil spring mounted to outside upper portion of strut tube. A two-piece stabilizer bar (with control spring) is attached to crossmember and to lower control arms. Control spring mounts with brackets to stabilizer bar and crossmember.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See Wheel Alignment Specifications & Procedures in WHEEL ALIGNMENT Section.

WHEEL BEARING ADJUSTMENT

See Wheel Bearing Adjustment in WHEEL ALIGNMENT Section.

BALL JOINT CHECKING

See Ball Joint Checking in WHEEL ALIGNMENT Section.

REMOVAL & INSTALLATION

STEERING KNUCKLE

Removal – 1) Raise and support vehicle and remove wheel. Remove spindle nut and brake caliper. Install hub puller with slide hammer and remove hub with brake disc attached, from steering knuckle.

2) Disconnect tie rod from steering knuckle, using suitable removal tool. Taking care not to damage ball joint seals, detach lower control arm from steering knuckle at ball joint.

3) Loosen lock bolt holding steering knuckle to strut assembly and slide steering knuckle off axle.

NOTE – *Since removing hub assembly involves use of slide hammer and subjects wheel bearings to severe loads, both inner and outer wheel bearings must be replaced each time hub assembly is removed.*

Installation – To install, reverse removal procedure and note. Wheel bearing and seal must be replaced. Press out old bearing, then insert new one using a press to fully seat bearing and seal.

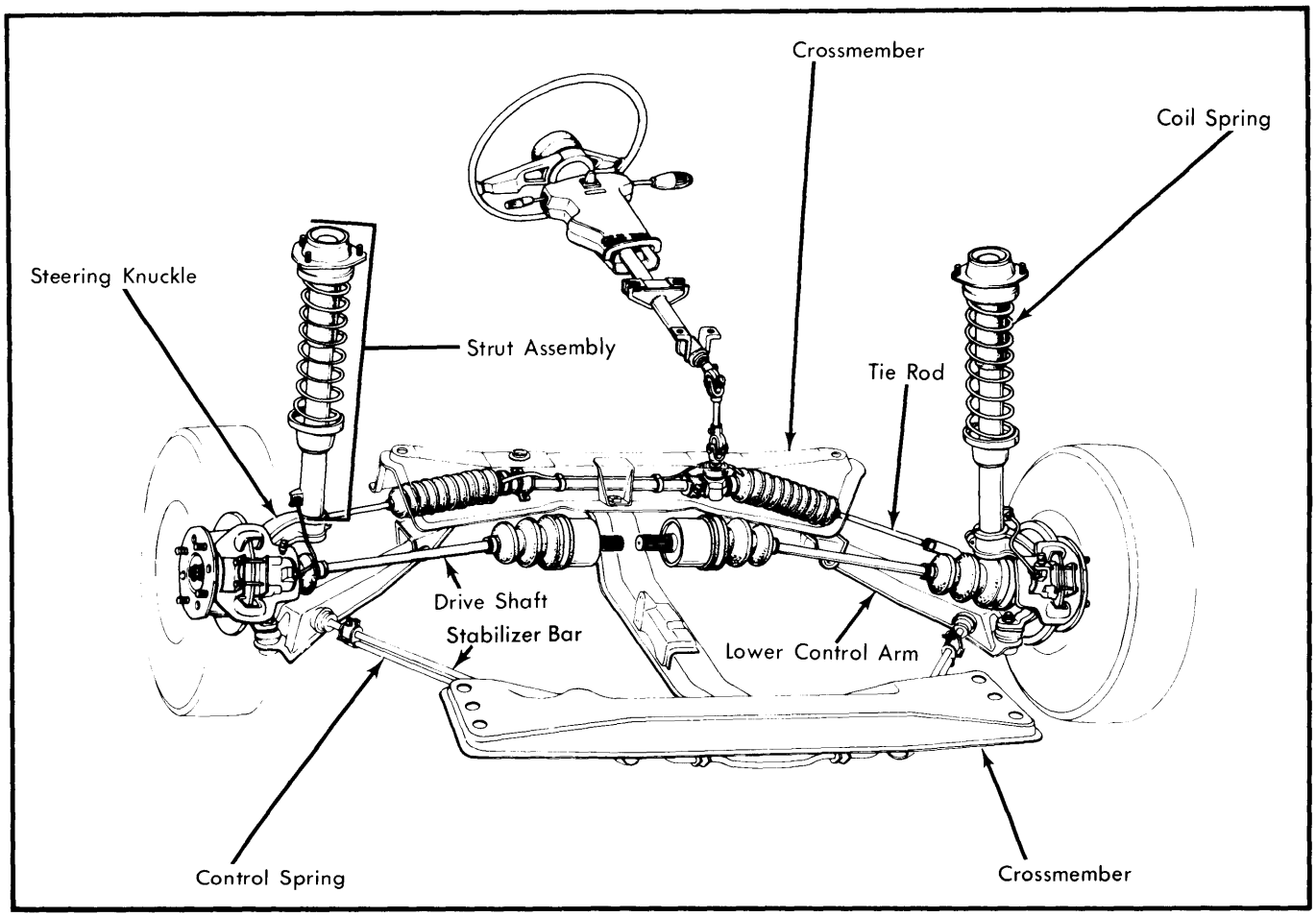

Fig. 1 Assembled View of Honda Front Suspension Showing Component Relationships Honda Civic Shown

HONDA (Cont.)

STRUT ASSEMBLY

Removal – Raise and support vehicle then remove wheel. Disconnect brake line at strut assembly and remove retaining clip. Loosen lock bolt securing strut assembly to steering knuckle and separate knuckle from strut. Remove nuts retaining upper end of strut to body and remove strut.

Disassembly – Using suitable tool, compress coil spring to relieve tension from upper shock absorber retaining nut. Remove nut, seals, spacers, etc. (noting arrangement), beneath upper mounting plate. Slowly remove pressure from spring and lift spring off. Shock absorber may now be replaced, if necessary.

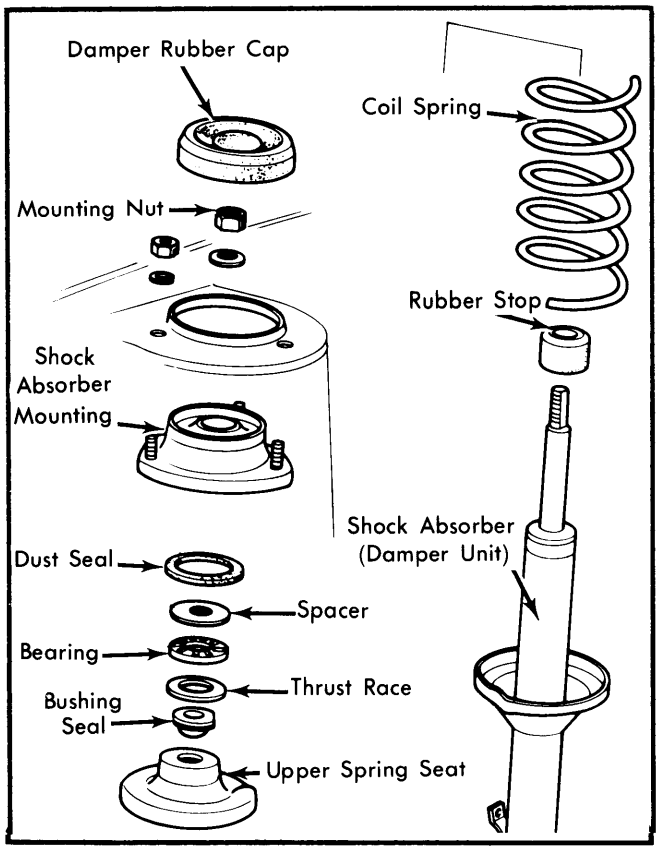

Fig. 2 Exploded View of Honda Strut Assembly (Accord Shown; Civic Models Similar)

Reassembly – Reverse disassembly procedure using *Fig. 2* as a guide. Also, make sure shock absorber components do not show any signs of leaking.

Installation – Reverse removal procedure and note: Make sure slot in steering knuckle is engaged in tab on shock (strut) housing before seating it into steering knuckle.

LOWER CONTROL ARM

Removal – Raise and support vehicle. Remove front wheel. Disconnect lower ball joint from steering knuckle, using ball joint remover tool. Disconnect stabilizer retaining bolts and nuts from control arm (it may be necessary to loosen front stabilizer retaining brackets). Remove lower control arm pivot bolt and remove control arm.

Installation – To install, reverse removal procedure and note: On Accord models only, make sure bolt mounting lower control arm to crossmember is tightened with weight of vehicle on jack. This simulates normal riding height.

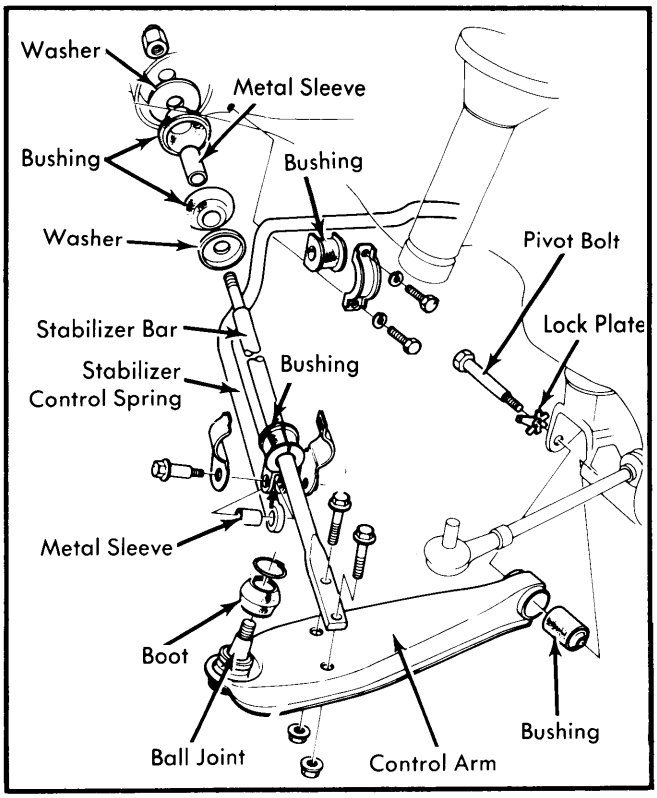

Fig. 3 Exploded View Showing Stabilizer Bar and Control Spring (Sway Bar). Note Mounting Locations. Accord Model Shown

STABILIZER BAR & CONTROL SPRING

Removal – Disconnect stabilizer bar mounting at lower control arm on both sides. Separate bracket and bushing mounting stabilizer bar control spring to stabilizer bar. Remove bracket securing control spring to crossmember. Loosen and remove stabilizer bar mounting at crossmember and slide both pieces from vehicle.

Inspection – Inspect all rubber bushings and metal sleeves for excessive wear or damage.

Installation – To install stabilizer and control spring, reverse removal procedure.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Spindle Nut	
Civic & Accord	87-130 (12-18)
CVCC	109 (15)
Ball Joint	
Civic	22-29 (3-4)
CVCC	25 (3.5)
Accord	29-36 (4-5)
Strut-to-Knuckle	
Civic	36-43 (5-6)
CVCC	40 (5.5)
Accord	43-51 (6-7)