

HONDA

Accord
Civic
Prelude

REMOVAL & INSTALLATION

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. On Accord, radius rods are attached to crossmember and lower control arms. A stabilizer bar is attached to lower control arms on Civic and Prelude models and is attached to radius rods on Accord.

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.

STEERING KNUCKLE

Removal — 1) Raise and support vehicle and remove wheel. Remove spindle nut. Remove brake caliper without disconnecting hydraulic line and support out of way. On Civic and Prelude, screw 2 M8 x 1.25 x 12 mm bolts into threaded holes in brake rotor until rotor is pulled off hub.

2) On all models, install hub puller and slide hammer and remove hub (with brake rotor attached on Accord) from steering knuckle. Disconnect tie rod end from steering knuckle using suitable tool.

3) Taking care not to damage ball joint seals, detach lower control arm from ball joint at steering knuckle. 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.

STRUT ASSEMBLY

Removal — Raise and support vehicle, then remove wheel. Disconnect brake line at strut assembly and remove retaining clip. On Prelude and Civic, remove brake caliper without disconnecting hydraulic line and support out of way. On all models, loosen lock bolt securing strut to steering knuckle and separate knuckle from strut. Remove nuts retaining upper end of strut to body and remove strut.

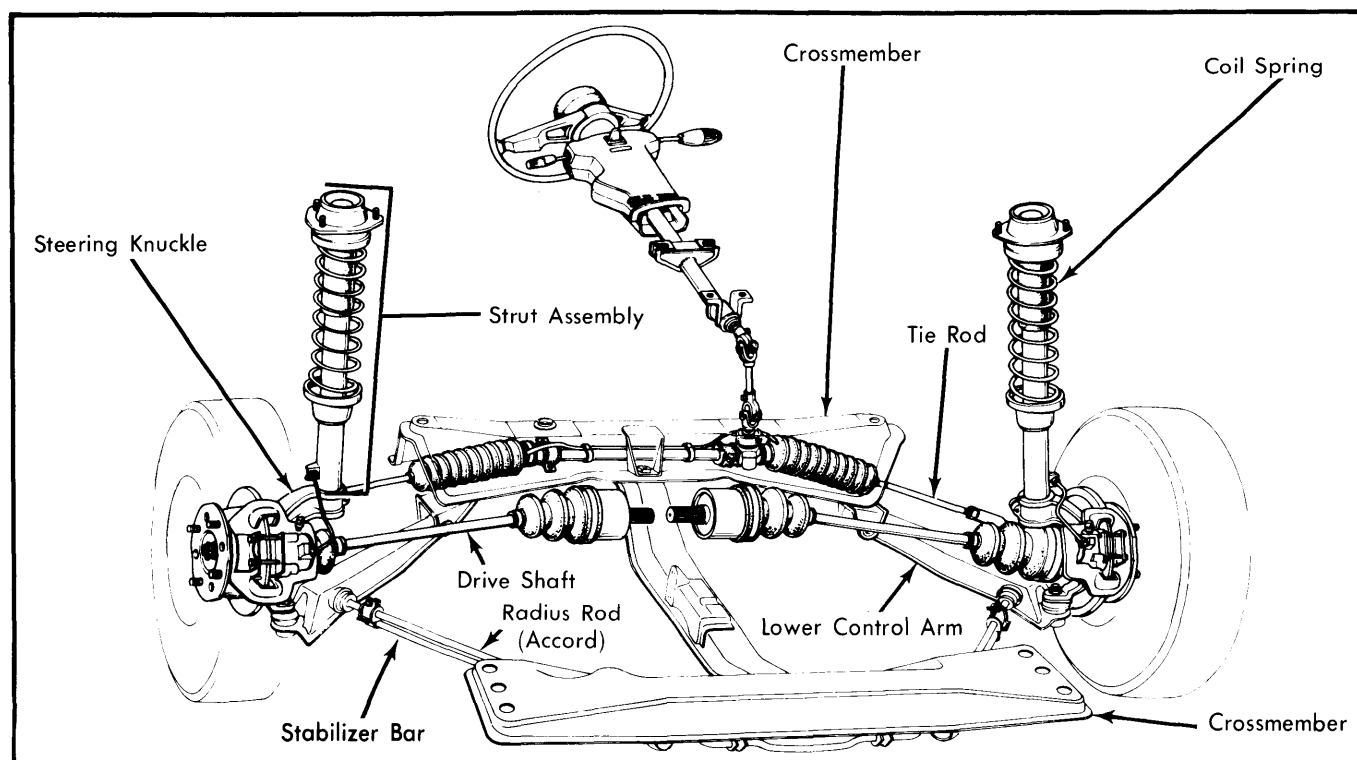


Fig. 1 Assembled View of Honda Front Suspension Showing Component Relationships

Front Suspension

HONDA (Cont.)

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.

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.

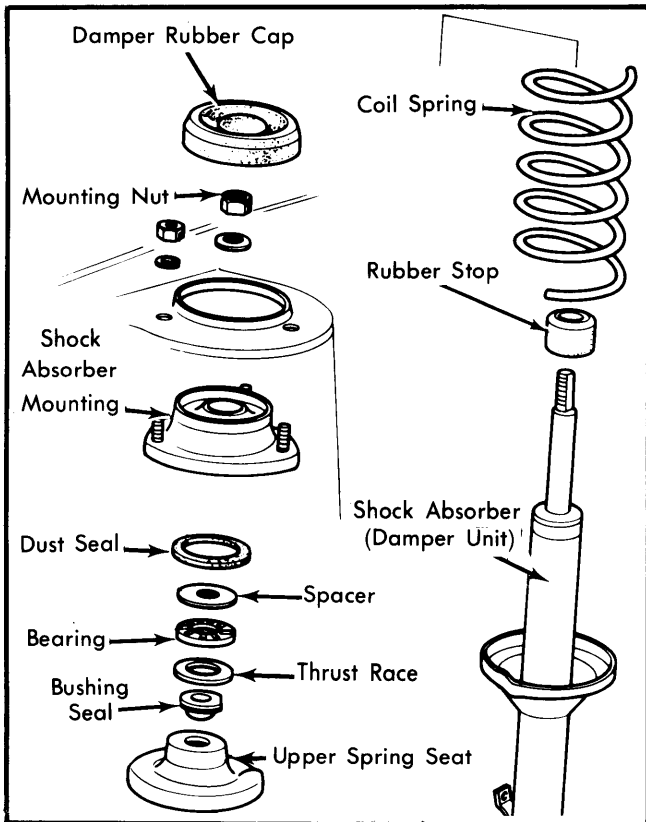


Fig. 2 Exploded View of Honda Strut Assembly (Accord Shown; Civic Models Similar)

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.

STABILIZER BAR

Removal — Remove stabilizer bar brackets from crossmember. On Civic and Prelude, remove stabilizer-to-control arm nuts and remove stabilizer bar. On Accord, remove stabilizer-to-radius rod bolts and remove stabilizer bar.

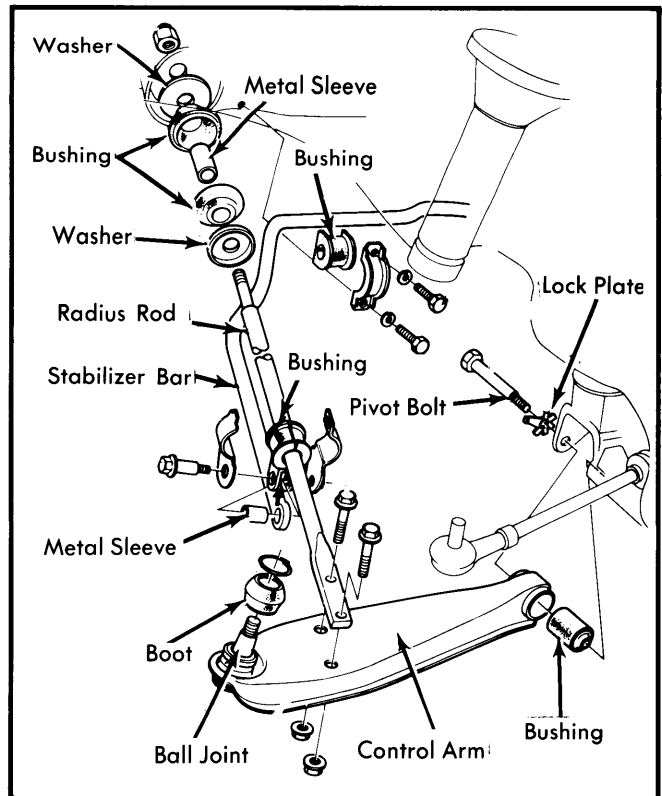


Fig. 3 Exploded View Showing Stabilizer Bar and Radius Rod (Accord Shown; Other Models Similar)

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

Installation — Reverse removal procedure and note the following: On Prelude, install stabilizer bar with white stripe on right side of vehicle. Also note that right side stabilizer bracket bolts are longer than left side bolts.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Spindle Nut	109 (15)
Ball Joint	32-33 (4.4-4.5)
Control Arm-to-Crossmember	
Accord	36 (5.0)
Prelude	40 (5.5)
Civic	28 (3.9)
Strut-to-Knuckle	
Accord & Prelude	47 (6.5)
Civic	36 (5.0)
Strut-to-Body	33 (4.5)
Stabilizer-to-Control Arm	
Prelude & Civic	32 (4.4)
Stabilizer-to-Radius Rod	
Accord	16 (2.2)
Stabilizer-to-Body	
Civic & Prelude	28 (3.9)
Accord	16 (2.2)
Tie Rod End-to-Knuckle	32 (4.4)
Radius Rod-to-Control Arm	
Accord	40 (5.5)