

Front Suspension Noise

SYMPTOM

When driving over bumps, a popping, crunching, or knocking noise is heard.

PROBABLE CAUSE

The lower coils of the front spring are coming into contact with one another.

CORRECTIVE ACTION

Replace the front spring(s).

VEHICLES AFFECTED

2001 Civic 4-door:

KU: From VIN JHMES....1S200000
thru JHMES....1S203799

2001 Civic 2-door:

KY: All

KE and KG: From VIN 1HGEM....1L600000
thru 1HGEM....1L602538

KR: From VIN 1HGEM...1L600000
thru 1HGEM...1L602299

TOOL INFORMATION

Ball Joint Remover: T/N 07MAC-SL00200

Strut Compressor: Model No. BRN-7200

(available through the Honda Tool and Equipment Program, 262-656-7933)

PARTS INFORMATION

Front Spring: P/N 51401-S5A-A41

Locknut: P/N 90213-SJ6-004

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

| Description | FRT | OP # |
|----------------------------|-----|--------|
| Replace both front springs | 0.5 | 414121 |
| Replace left front spring | 0.5 | 414126 |
| Replace right front spring | 0.6 | 414131 |
| Front wheel alignment | 1.0 | 416340 |

Failed Part: P/N 51401-S5A-G33

Defect Code: 012

Contention Code: B99

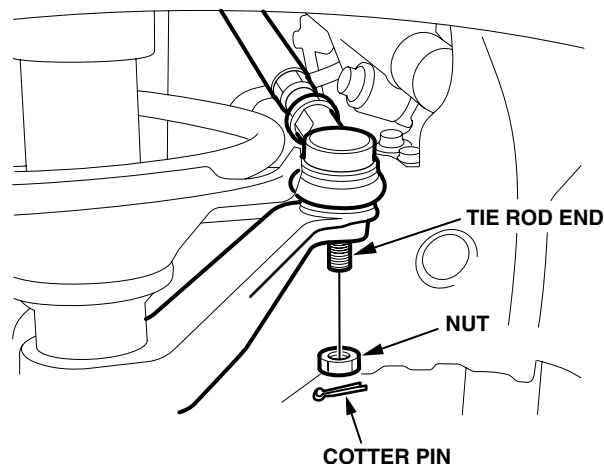
DIAGNOSIS

Inspect the lower two coils of each front spring for an indication of contact with one another.

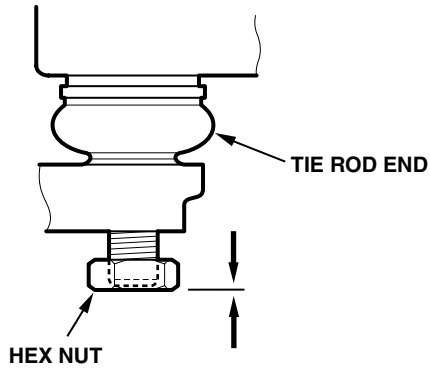
- If you see scrape marks where paint is missing, go to REPAIR PROCEDURE.
- If you see no scrape marks, proceed with normal troubleshooting.

REPAIR PROCEDURE

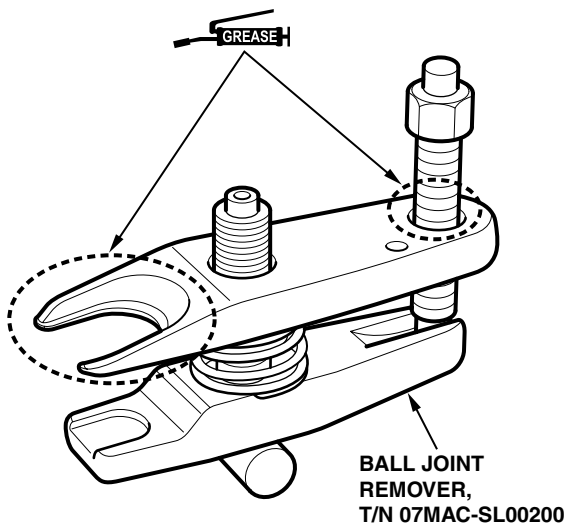
1. Raise the front of the vehicle, and make sure it is securely supported.
2. Remove the front wheel.
3. Remove the cotter pin from the tie-rod end.



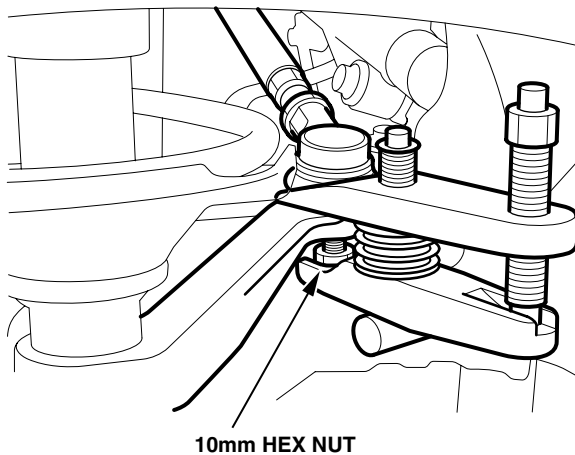
4. Loosen the hex nut on the tie-rod end, and make the nut flush with the end to prevent damage to the threads.



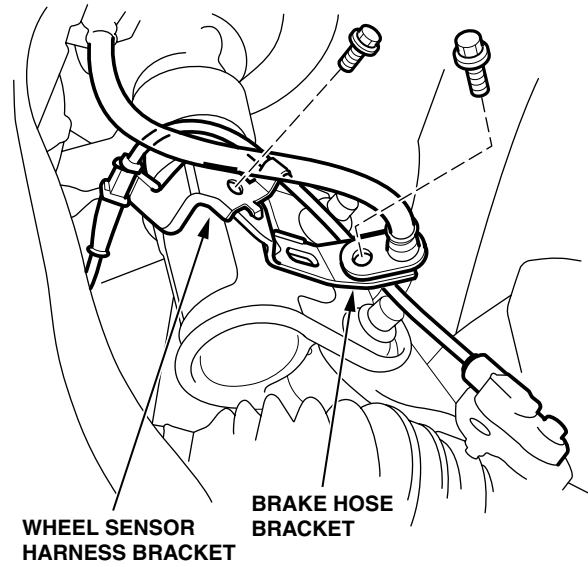
5. Apply grease on the ball joint remover at the areas shown to ease installation of the tool and to prevent damage to the pressure bolt threads.



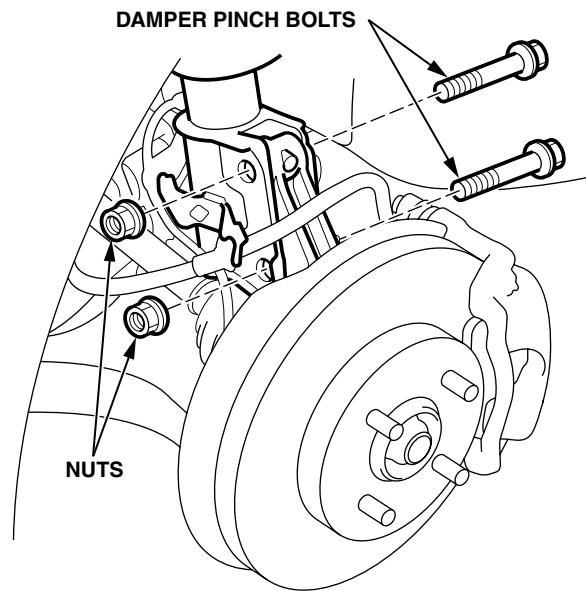
6. Use the ball joint remover to disconnect the tie-rod end from the steering arm on the damper. Do not strike the housing or any other part of the ball joint connection to disconnect it.



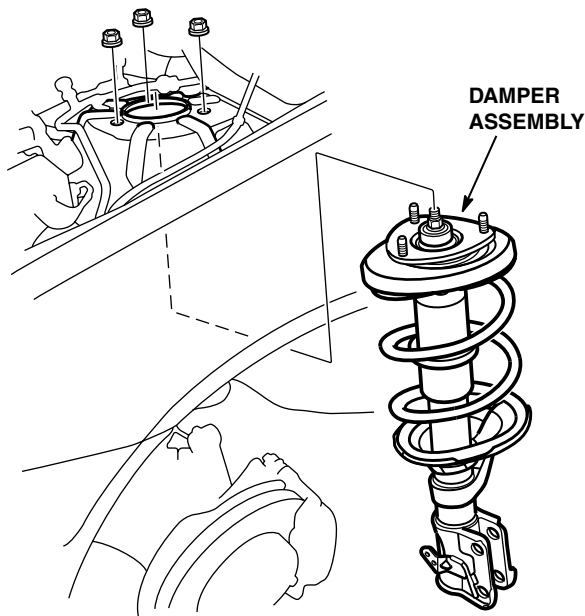
7. Remove the bracket for the wheel sensor harness and the brake hose bracket from the damper. Do not disconnect the wheel sensor connector or the brake hose.



8. Remove the damper pinch bolts and nuts.

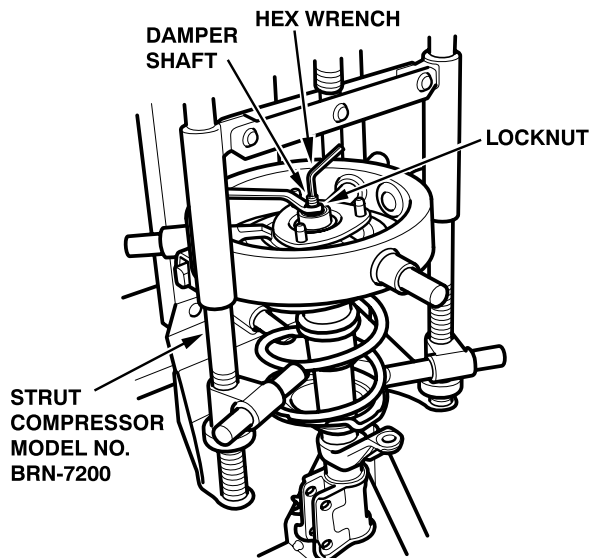


9. Remove the flange nuts from the top of the damper.



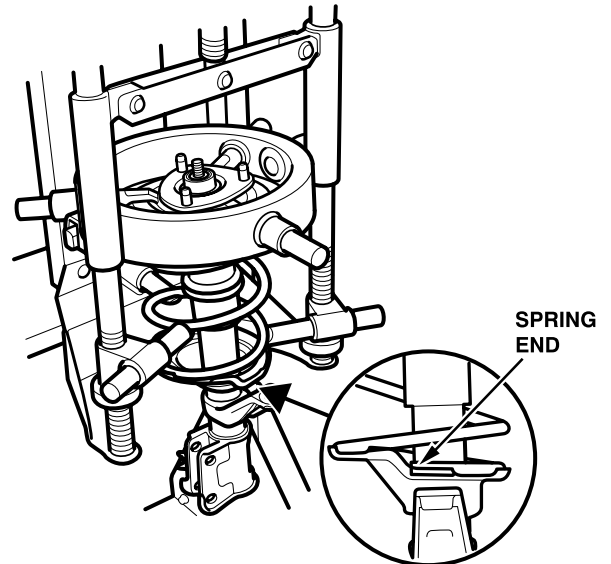
10. Lower the lower arm, and remove the damper assembly.

11. Compress the spring with the strut compressor according to the manufacturer's instructions. Remove the locknut while holding the damper shaft with a hex wrench. Do not compress the spring more than necessary to remove the locknut.

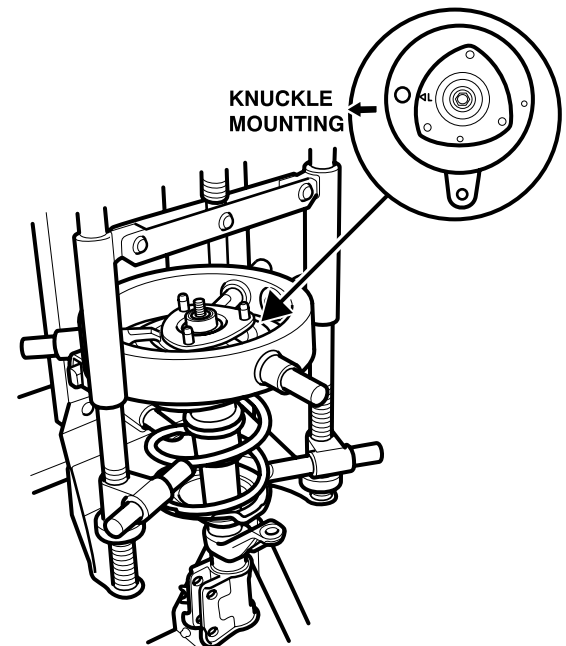


12. Release the pressure from the strut compressor, then remove and discard the old spring.
13. Install the new spring.

14. Install all the parts except the locknut onto the damper unit. Seat the end of the spring in the stepped part of the lower spring seat as shown.

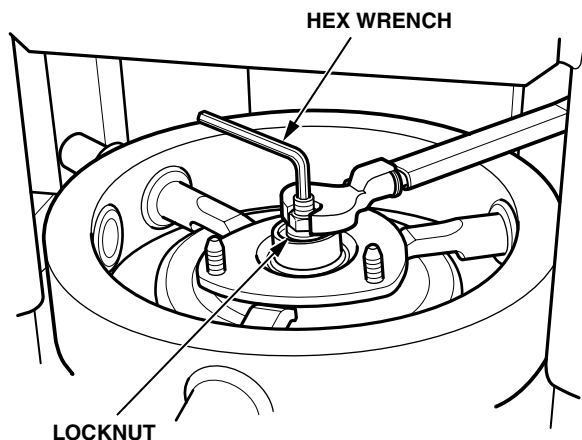


15. Align the hole in the upper spring seat with the arrow on the damper mounting base. Position the hole and the arrow so they point toward the knuckle mounting area.

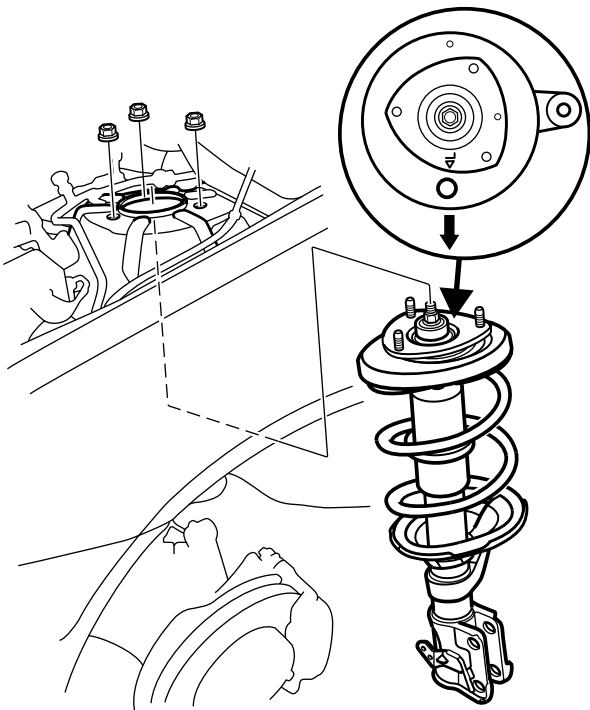


16. Compress the spring with the strut compressor.

17. Install a new locknut onto the damper shaft. Hold the damper shaft with a hex wrench while tightening the nut to 44 N·m (33 lb-ft). Remove the damper assembly from the strut compressor.

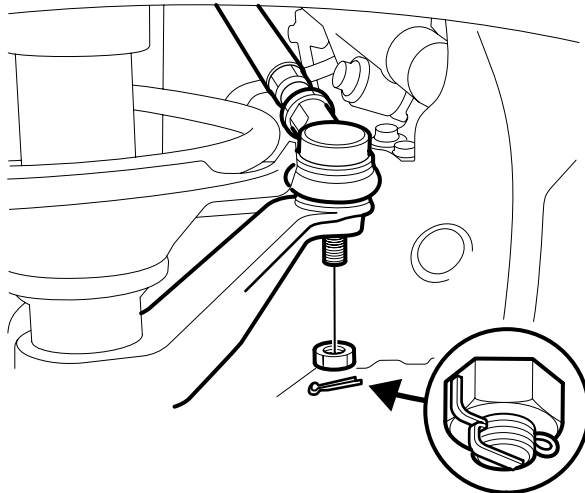


18. Lower the lower arm, and position the damper assembly in the body.



19. Loosely install the flange nuts onto the top of the strut.
20. Position the bottom of the damper on the knuckle. Install the damper pinch bolts and nuts, and lightly tighten the nuts.
21. Place a floor jack under the lower arm ball joint, and raise the suspension to load it with the vehicle's weight. Do not place the jack against the flat section of the lower arm because it might bend the arm.
22. Tighten the flange nuts on the top of the damper to 44 N·m (33 lb-ft).

23. Tighten the damper pinch nuts to 103 N·m (76 lb-ft).
24. Connect the tie-rod end to the steering arm. Tighten the nut to 43 N·m (32 lb-ft). Install the cotter pin.



25. Install the brake hose bracket. Tighten the bolt to 22 N·m (16 lb-ft).
26. Install the wheel sensor harness bracket. Tighten the bolt to 9.8 N·m (7.2 lb-ft).
27. Install the front wheel.
28. If necessary, repeat steps 2 thru 27 for the other front spring.
29. Check the wheel alignment, and adjust it if necessary.