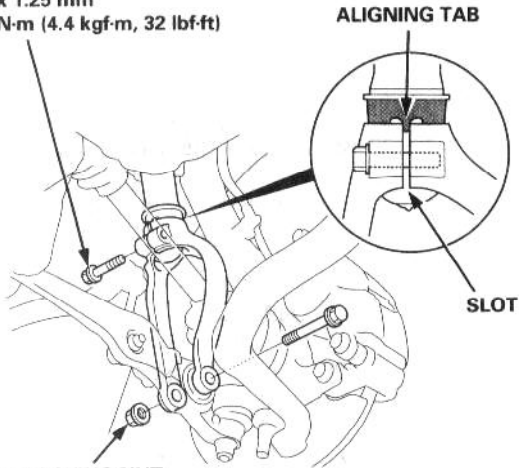




With ATTS:

**FLANGE BOLT**  
10 x 1.25 mm  
43 N·m (4.4 kgf·m, 32 lbf·ft)

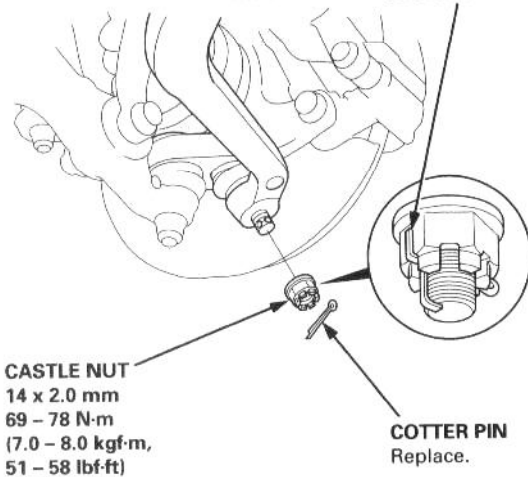


**SELF-LOCKING NUT**  
12 x 1.25 mm  
64 N·m (6.5 kgf·m, 47 lbf·ft)  
Replace.

5. Install the knuckle on the radius rod, then tighten the castle nut and install the new cotter pin (ATTS only).

**CAUTION:** Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.

**COTTER PIN**  
Replace.  
On reassembly,  
bend the cotter pin  
as shown.



**CASTLE NUT**  
14 x 2.0 mm  
69 - 78 N·m  
(7.0 - 8.0 kgf·m,  
51 - 58 lbf·ft)

**COTTER PIN**  
Replace.

6. Tighten the flange bolt.
7. Tighten the flange bolt with a new self-locking nut.
8. Tighten the three damper flange nuts.
9. Check the front wheel alignment, and adjust if necessary (see page 18-4).

**NOTE:** For vehicles equipped with ATTS, make sure the front wheels are in the straight ahead position (mechanical neutral) after the wheel alignment, then let the ATTS control unit memorize the neutral position (see section 15).

# Rear Suspension

## Suspension Arms

### Removal/Inspection

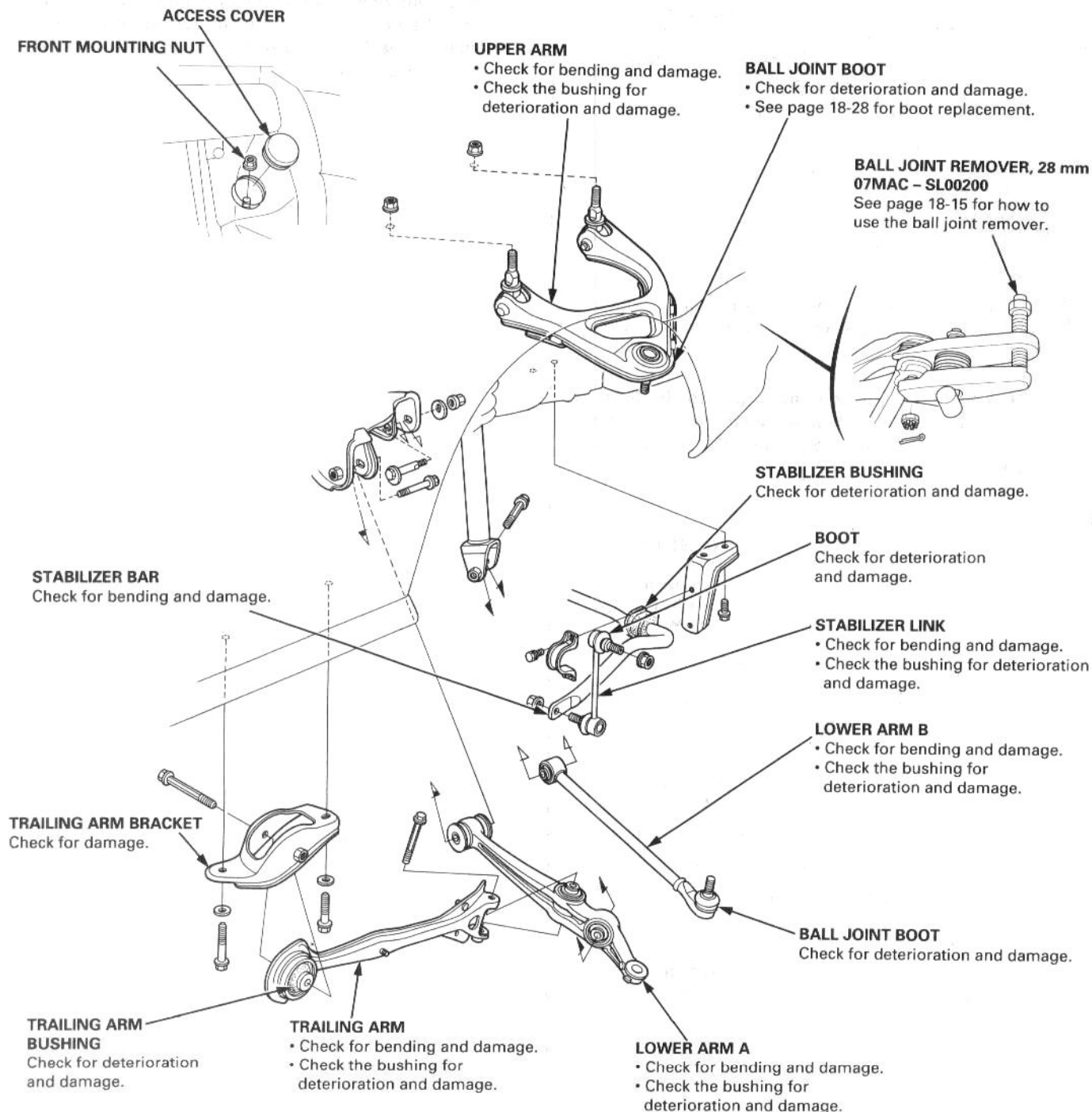
#### CAUTION:

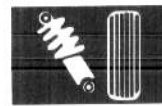
- Replace the self-locking nuts after removal.
- Be careful not to damage the ball joint boot.

NOTE: Rear upper arm mounting nut removal.

Front mounting nut: From inside of the vehicle; lower the rear seat-back, and remove the access cover and the front mounting nut.

Rear mounting nut: Front inside the trunk; pull the trunk side trim to one side, and remove the rear mounting nut.





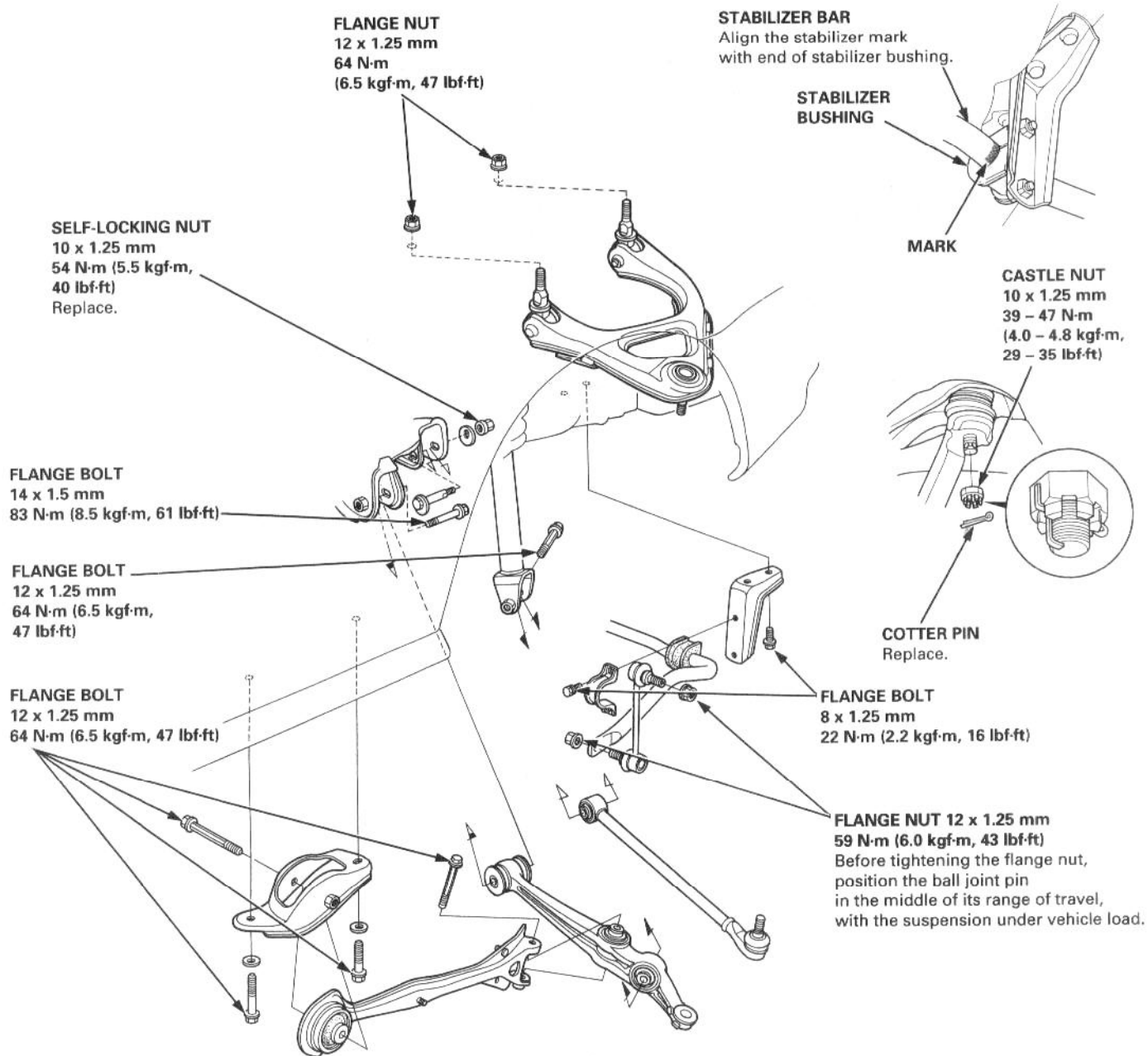
## Installation

### CAUTION:

- Any bolts or nuts connected to rubber mounts or bushings should be tightened with the vehicle on the ground.
- Torque the castle nut to the lower torque specification, then tighten it only far enough to align the slot with the pin hole. Do not align the nut by loosening.

### NOTE:

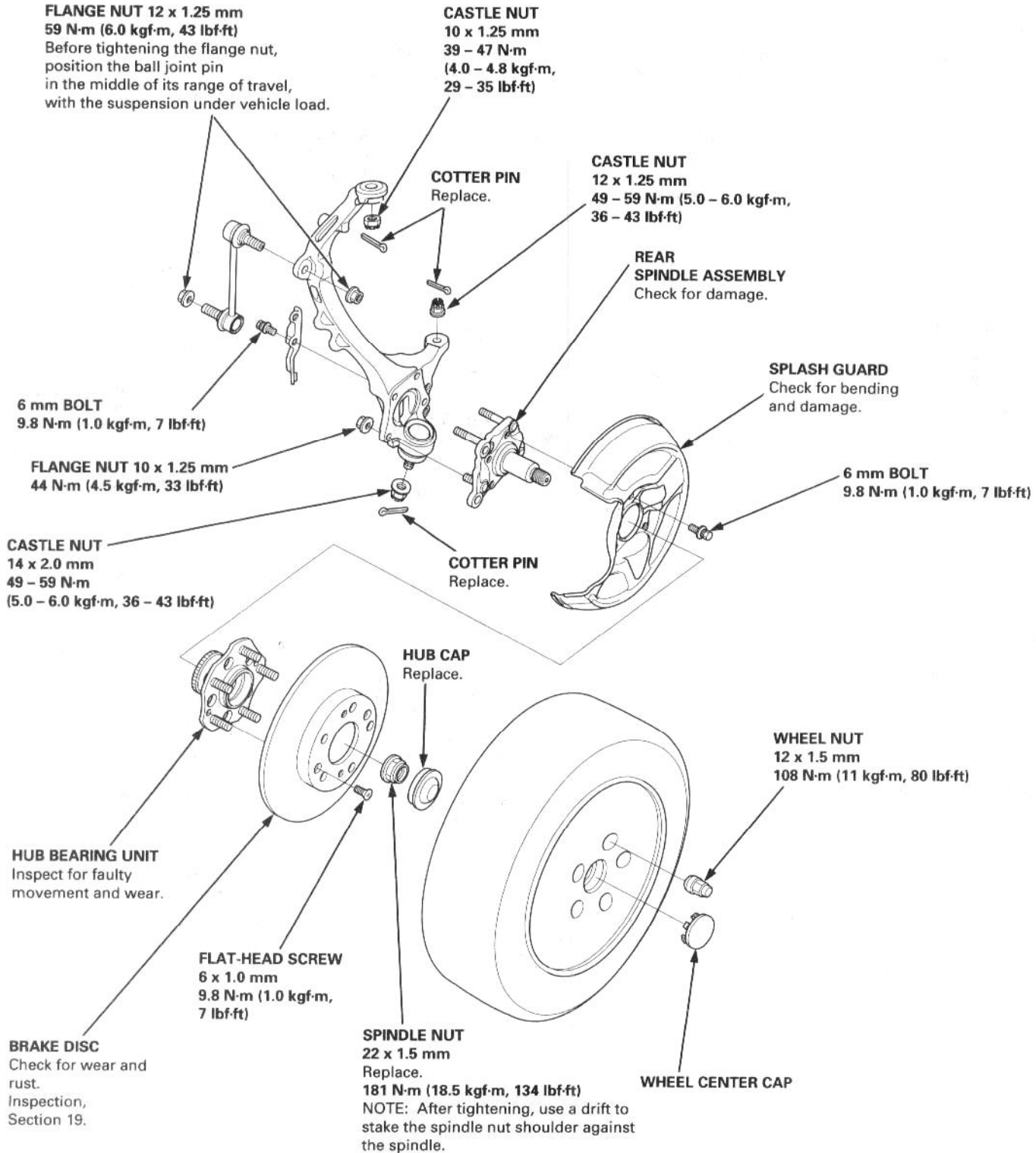
- Wipe off the oil, dirt or grease from the threads before tightening the fasteners.
- Make sure the toe adjuster cams on lower arm B are installed in the same direction.
- After installing the suspension arm, check the rear wheel alignment, and adjust if necessary (see page 18-4).

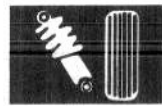


# Rear Suspension

## Hub Bearing Unit Replacement

- NOTE:
- Use only genuine Honda wheel weights for aluminum wheels. Non-genuine wheel weights may corrode and damage aluminum wheels.
  - Before installing the wheel, clean the mating surfaces of the brake disc and inside of the wheel.



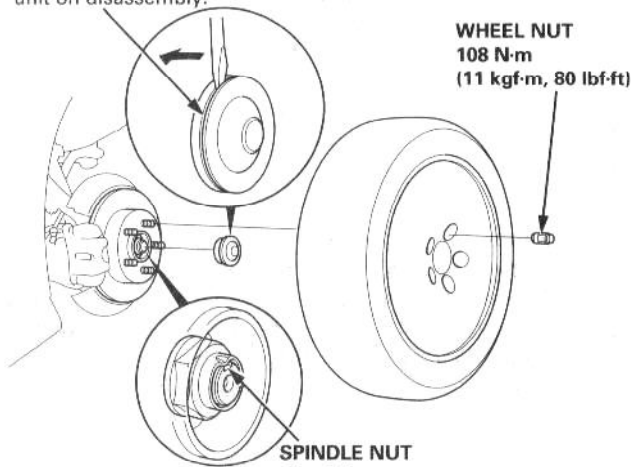


1. Raise the rear of the vehicle, and support it with safety stands in proper locations (see section 1).
2. Remove the rear wheel.
3. Remove the hub cap, then pry the spindle nut lock tab away from the spindle and loosen nut.

**HUB CAP**

Replace.

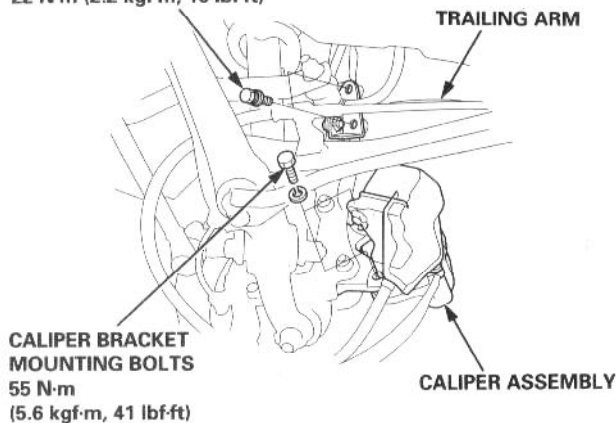
NOTE: Take care not to damage the hub unit on disassembly.



4. Remove the brake hose mounting bolt.

**BRAKE HOUSE MOUNTING BOLT**

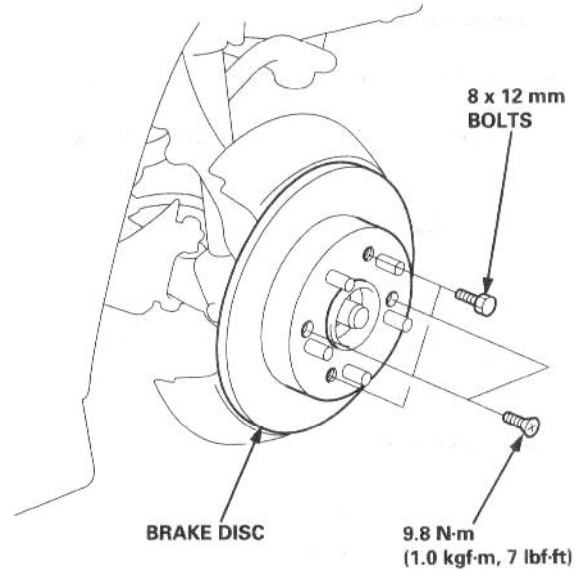
22 N-m (2.2 kgf-m, 16 lbf-ft)



5. Remove the caliper bracket 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 under-carriage.

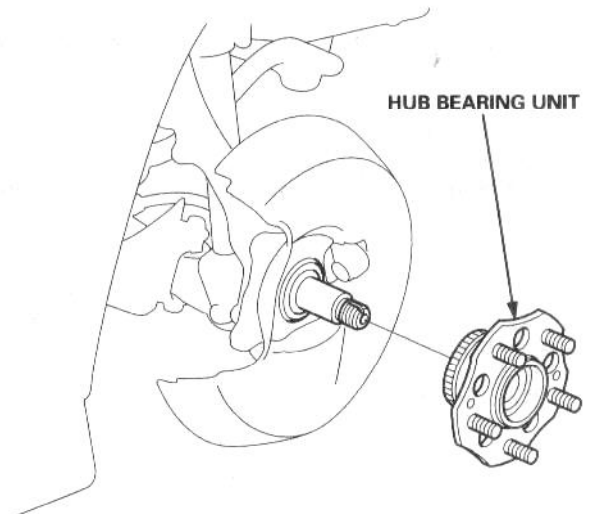
6. Remove the 6 mm brake disc retaining screws.



7. Screw two 8 x 12 mm bolts into the disc to push it away from the hub. Remove the brake disc.

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

8. Remove the hub bearing unit from the knuckle.



NOTE: Wash the bearing and spindle thoroughly in high flash point solvent before reassembly.

9. Install in reverse order of removal. Tighten the new spindle nut to specified torque, then stake the spindle nut shoulder against the spindle.