

October 23, 2020

Version 1

Safety Recall: Isuzu Oasis Front Lower Ball Joints

AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
1998	Isuzu Oasis	ALL	Check the iN VIN status for eligibility.

BACKGROUND

Certain Honda Odyssey vehicles sold in the United States as the 1998 Isuzu Oasis were manufactured with front suspension lower ball joints that may prematurely wear out. In the worst-case scenario, the ball joints could separate without prior warning, causing the front suspension to collapse.

Due to the limited number of Isuzu repair facilities/dealers, Honda is working with Isuzu to replace the front lower ball joints.

NOTE

If the VIN status inquiry indicates that the vehicle is subject to any open safety recalls, make sure to also complete those recall repairs before returning the vehicle to the customer. If you are unable to complete any open recalls, advise the customer of the recall status and when the recall could be completed.

CUSTOMER NOTIFICATION

Owners of affected vehicles will be sent a notification of this campaign.

Do an iN VIN status inquiry to make sure the vehicle is shown as eligible.

Some vehicles affected by this campaign may be in your used vehicle inventory.

Failure to repair a vehicle subject to a recall or campaign may subject your dealership to claims or lawsuits from the customer or anyone else harmed as a result of such failure. Before selling a vehicle in inventory, always check if it is affected by a safety recall by conducting a VIN status inquiry.

CORRECTIVE ACTION

Replace the front lower ball joints.

PARTS INFORMATION

Part Name	Part Number	Quantity
Ball Joint Kit	04510-S84-000	1

NOTE

One ball joint kit will repair both sides.

CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Honda automobile dealer.

TOOL INFORMATION

NOTE

The tools listed below were required for previous bulletins that included the first-generation Honda Odyssey and other models. Check your inventory before ordering additional tools.

If you have to order the heavy-duty hub puller or C-frame tool, call the Tool and Equipment Program at **1-888-424-6857**. For any concerns regards the tools, call the Special Tools Hotline at **1-800-346-6327**.

Tool Name	Part Number	Quantity
Heavy-Duty Hub Puller	CJ-129A (Snap-on) or equivalent	1
C-Frame Tool	OTC-7248	1
Ball Joint Separator	07MAC-SL00200 or 07MAC-SL00201 or 07MAC-SL00202	1
Remover/Installer Adapter A	07XAF-001010A	1
Base Installer Adapter E	07XAF-001040A	1
Base Remover Adapter F	07HAF-SF1013A or 07HAF-SF10130	1
Pilot Adapter G	07XAF-001050B	1
Remover/Installer Pilot Adapter H	07XAF-001020A	1

WARRANTY CLAIM INFORMATION

NOTE

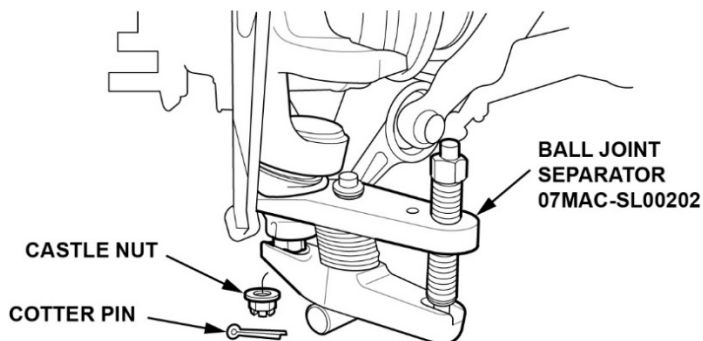
Submit warranty claims using the template ID only.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
415132	Replace both front lower ball joints.	1.4 hr	29700	G8S00	A20091A	04510-S84-000

Skill Level: Repair Technician

REPAIR PROCEDURE

1. Raise the vehicle on a lift, and remove the front wheels.
2. Remove the spindle nut, and throw it away.
3. Remove the cotter pin and castle nut from the lower ball joint. Throw away the cotter pin.

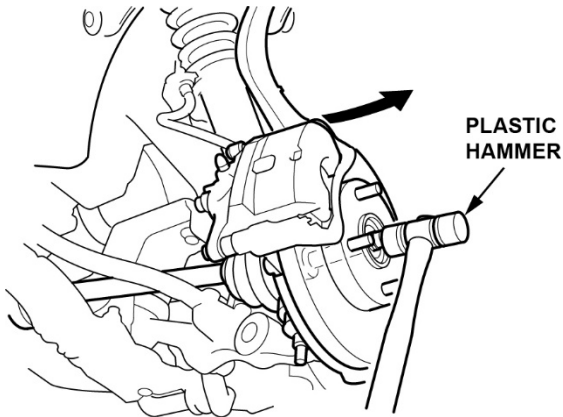


4. Separate the lower control arm from the ball joint with the ball joint separator.

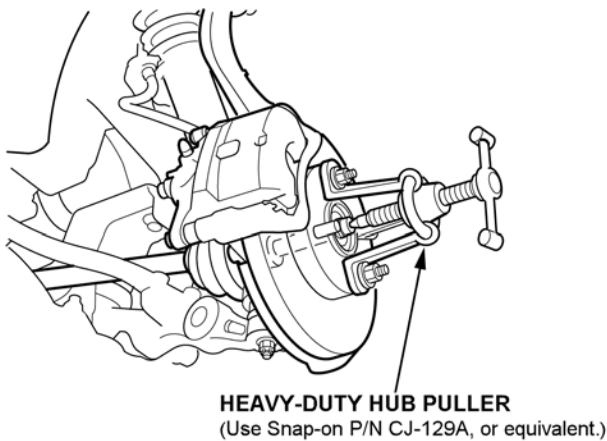
NOTICE

To avoid damaging the ABS sensor harness, do not let the knuckle hang from it.

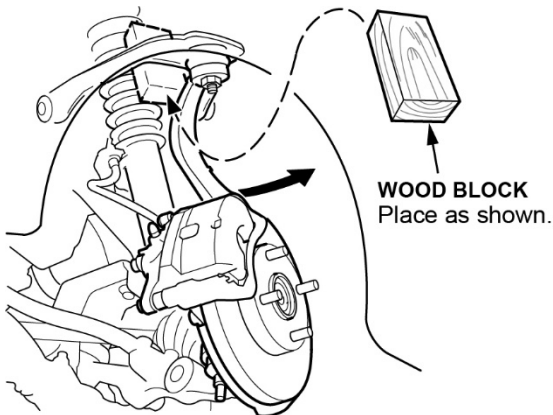
5. Tap on the end of the axle with a plastic hammer to remove it from the front wheel hub. If the axle is stuck to the hub, go to step 6. If the axle comes out easily, go to step 9.



6. Install the knuckle on the lower control arm and loosely install the castle nut.
7. Using a heavy-duty hub puller, free the axle from the hub. Do not press it all the way out.

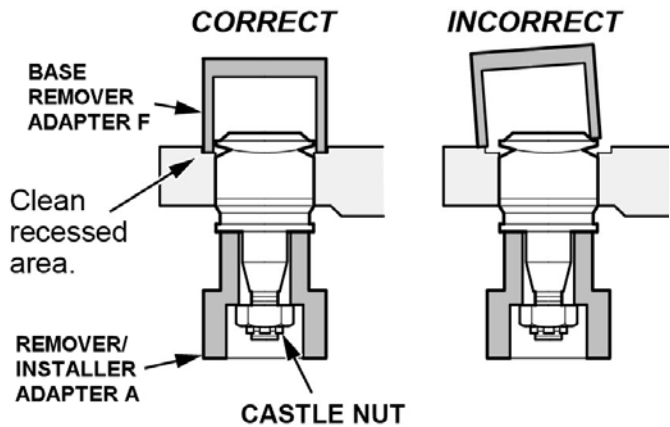


8. Remove the castle nut, lift and support the knuckle (to prevent damaging the ABS sensor wire harness), and press the axle out of the hub.
9. Lift the knuckle, then place a block of wood (about 2-3/4" x 1-1/2" by 5") between the upper control arm and the damper assembly.

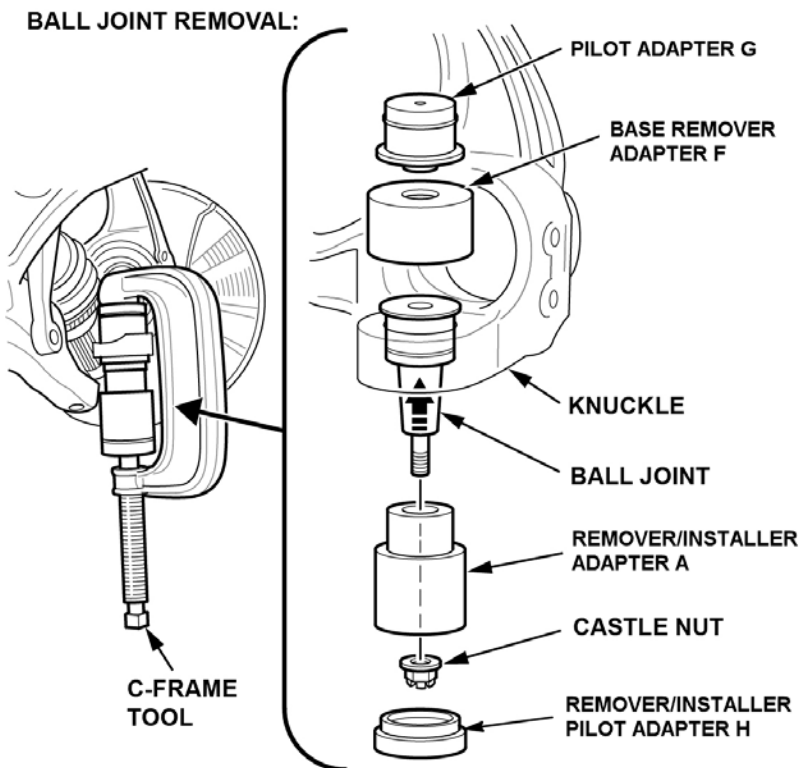


10. Remove the boot from the lower ball joint.

11. Remove the brake caliper mounting bolts and the caliper. Remove the four flange bolts, then remove the brake rotor/hub assembly.
12. Clean the recessed area around the ball joint with solvent and compressed air, then install the base remover adapter F.

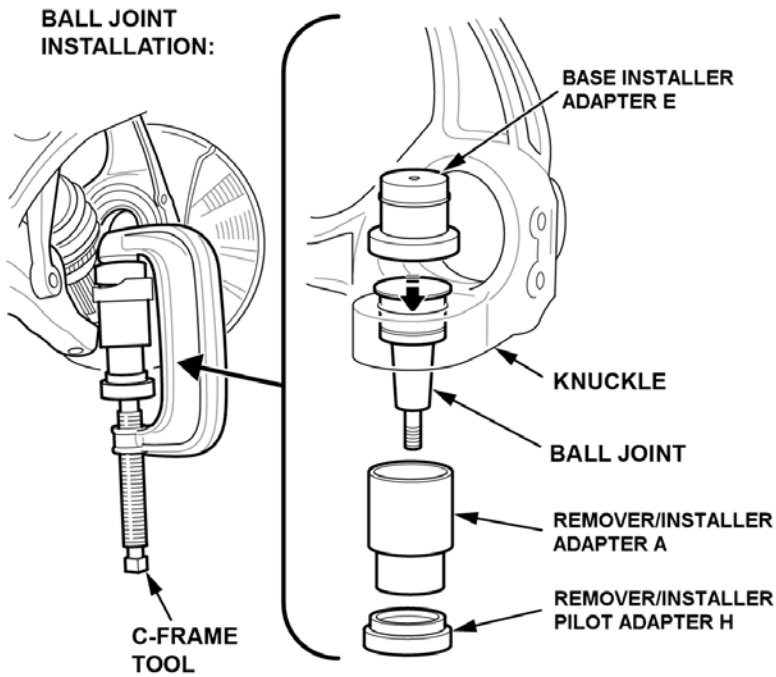


13. Hold the remover/installer adapter A up to the ball joint, then install the castle nut to hold it in place. Install the remaining special tools on the lower ball joint and knuckle. **To avoid damaging the special tools, verify that they are correct for the vehicle you are working on and are aligned properly.**



14. Tighten the C-frame tool and press the lower ball joint out of the knuckle.
15. Position the new ball joint in the knuckle. Do not remove the boot from the ball joint.

16. Install the special tools on the ball joint and the knuckle.



17. Tighten the C-frame tool, and press the ball joint into the knuckle until it is fully seated.
18. Install the brake rotor/hub assembly and torque the flange bolts to **44 N·m (33 lb-ft)**. Install the brake caliper and torque the mounting bolts to **108 N·m (80 lb-ft)**.
19. Apply wheel bearing grease to the axle splines.
20. Remove the wooden block, then install the axle into the hub.

NOTICE

To avoid damaging the ABS sensor harness, do not let the knuckle hang from it.

21. Distribute the grease inside the ball joint by moving the ball joint stud left-and-right and back-and-forth about 10 times. Then, rotate the stud in a circle several times.
22. Install the lower control arm onto the ball joint.
23. Install the ball joint castle nut and torque it to **49-59 N·m (36-43 lb-ft)**. Then, install the new cotter pin.
24. Apply oil to the threads and flange of the new spindle nut. Then, install the new spindle nut and torque it to **245 N·m (181 lb-ft)**.
25. Stake the spindle nut.
26. Repeat steps 2 thru 25 on the other side.
27. Install the front wheels and torque the wheel nuts to **108 N·m (80 lb-ft)**.

END