



Applies To: **2006 CR-V** – Check the iN VIN status for eligibility

March 23, 2012

Safety Recall: Right Front Lower Control Arm

BACKGROUND

During manufacturing, some of the right front lower control arms were not properly welded. Over time, the lower control arm may weaken and break at the weld. If the lower control arm breaks, vehicle handling could be affected, increasing the risk of a crash.

CUSTOMER NOTIFICATION

Owners of affected vehicles will receive a notification of this campaign in April 2012.

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.

Should a dealership sell an unrepaired vehicle that subsequently causes an injury or damage because of the recalled item, the dealership will be solely responsible to the damaged party, and will be required to defend and indemnify American Honda for any resulting claims. To see if a vehicle in inventory is affected by this campaign, do a VIN status inquiry before selling it.

CORRECTIVE ACTION

Inspect the right front lower control arm and, if necessary, replace it.

PARTS INFORMATION

Right Front Lower Control Arm: P/N 51350-S9A-A11

Flange Nut: P/N 90002-S10-000

Bolt (two required): P/N 90118-S5A-000

Castle Nut: P/N 90363-S47-000

Lock Pin: P/N 90701-SX0-003

REQUIRED SPECIAL TOOLS

Ball Joint Thread Protector 12 mm (or equivalent):
T/N 07AAF-SDAA100

Ball Joint Remover 28 mm (or equivalent):
T/N 07MAC-SL00200
T/N 07MAC-SL00201
T/N 07MAC-SL00202

WARRANTY CLAIM INFORMATION

| OP# | Description | FRT |
|--------|---|-----|
| 4165A1 | Inspect the right lower control arm | 0.1 |
| A | Replace the right front lower control arm | 0.6 |
| B | Align the right front wheel | 0.4 |

Failed Part: P/N 51350-S9A-A11

Defect Code: 5LE00

Symptom Code: S3300

Skill Level: Repair Technician

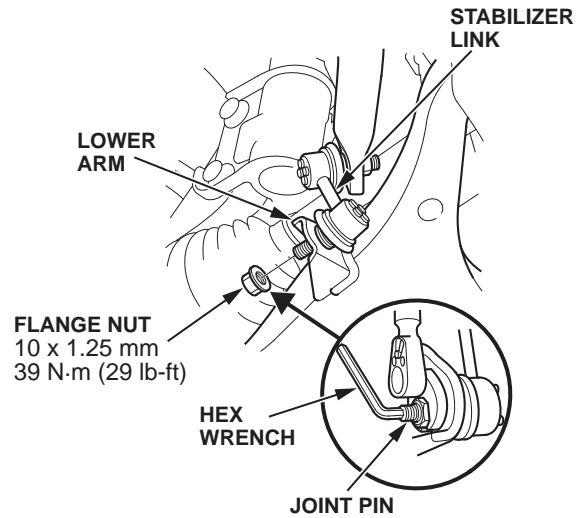
INSPECTION PROCEDURE

1. Raise the vehicle.
2. Check the stamped number on the right (passenger's side) lower control arm.
 - If the stamped number is **E24** or **E25**, the lower arm is **No Good**. Go to REPAIR PROCEDURE.
 - If the stamped number is **not** E24 or E25, the vehicle is OK.

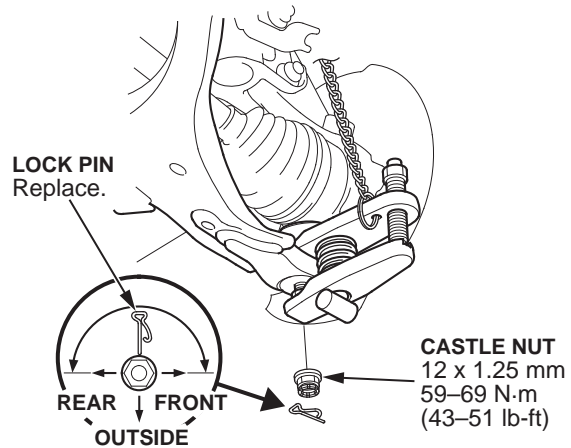


REPAIR PROCEDURE

1. Remove the right front wheel.
2. Disconnect the stabilizer link from the lower control arm by holding the joint pin with a hex wrench, then removing the flange nut.

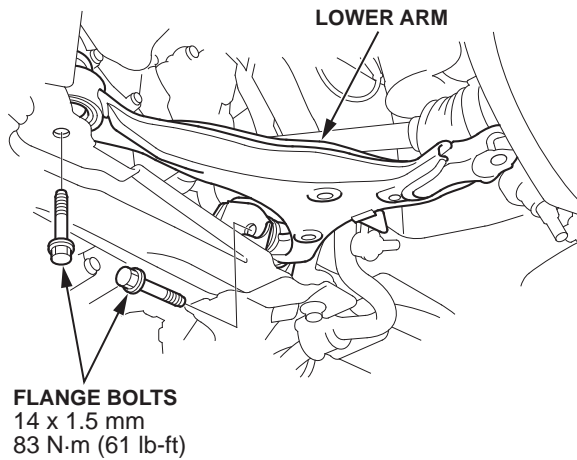


3. Remove the lock pin, then remove the castle nut.



4. Disconnect the lower arm from the knuckle. For more information about removing the ball joint, refer to the service manual, or online using the keywords **Ball Removal**.

- Remove the flange bolts, then remove the lower control arm.



- Install the new lower control arm.
- Reattach the lower control arm to the knuckle.
- Loosely install the flange bolts and the castle nut.
- Reconnect the stabilizer, and loosely attach the flange nut.
- Raise the suspension with a floor jack to load it with the vehicle's weight. Don't place the jack on the lower control arm ball joint. Torque the flange nut and bolts.
 - Flange bolts - **83 N·m (61 lb-ft)**
 - Flange nut - **39 N·m (29 lb-ft)**
- Torque the castle nut to **59 N·m (43 lb-ft)**. Check to see if you can insert a new lock pin. If the castle nut and pin hole are not aligned, tighten the castle nut until you can insert the pin.

NOTE: Don't loosen the castle nut, and do not torque the castle bolt more than **69 N·m (51 lb-ft)**.
- Lower the floor jack, and re-install the front wheel.
- Check the wheel alignment, and adjust it if necessary. For more information about checking the wheel alignment, refer to the service manual, or online using the keyword **Alignment**.