



Applies To: **2012 Civic with A/T** – Check the iN VIN status for eligibility

**June 1, 2012**

**Safety Recall: Left (Driver’s Side) Driveshaft**

**BACKGROUND**

During manufacturing, a circlip that locks the shaft to the outboard CV joint may not be properly set. If the shaft backs out of the CV joint, the vehicle can’t move in any gear, and it may also roll away when the shift lever is in Park without the parking brake set.

**CUSTOMER NOTIFICATION**

Owners of affected vehicles will receive a notification for this campaign in June 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 outboard CV joint and, if necessary, replace the driveshaft.

**PARTS INFORMATION**

NOTE: The replacement rate for driveshafts is about 10%. Order driveshafts **only** after confirming that a replacement part is needed.

Driveshaft Assembly: P/N 44306-TR0-A02

Large Clamp: P/N 44317-S6D-E01

Flange Bolt: P/N 90018-SNA-010

Flange Nut (two required): P/N 90215-SB0-003

Spindle Nut: P/N 90305-692-010

**REQUIRED MATERIALS**

CV Joint Grease: P/N 44016-SNE-A01

Moly 60 Paste (or equivalent): P/N 08734-0001

**TOOL INFORMATION**

Boot Holder and Gauge: T/N 07AAJ-TR0A100

**WARRANTY CLAIM INFORMATION**

OP#	Description	FRT
2195A4	Inspection 1 - inspect the CV boot only.	0.2
2195A5	Inspection 2 - inspect the CV joint – add.	0.2
A	Replace the driveshaft; includes alignment check/adjustment.	0.9

Failed Part: 44306-TR0-A02

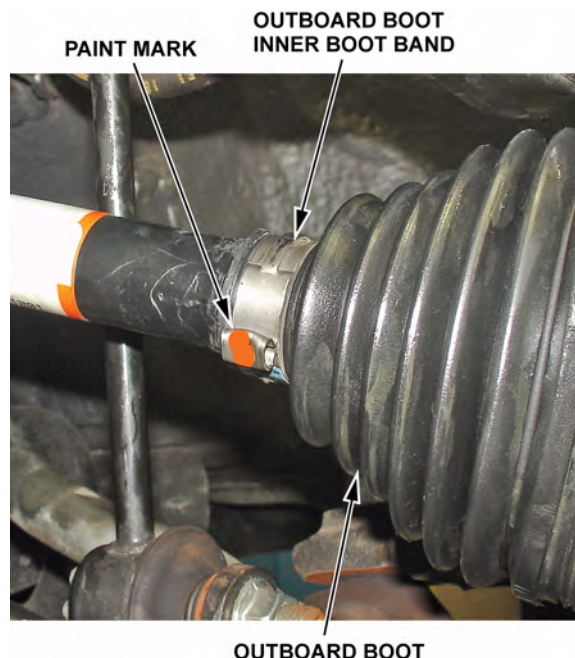
Defect Code: 5GL00

Symptom Code: S4000

Skill Level: Repair Technician

**INSPECTION PROCEDURE**

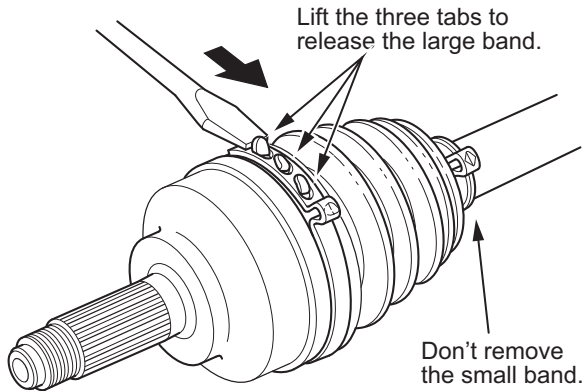
1. Raise the vehicle on a lift.
2. Using a shop light, check the small inner CV boot band for an orange paint mark.
  - If an orange paint mark is visible, the vehicle is OK.
  - If the paint mark is not orange, or if you can’t determine the color, go to step 3.



**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.

3. Remove the left front wheel.
4. Using a clean shop towel, clean the outboard CV boot and the driveshaft.
5. Lift the three tabs on the large outboard CV boot band with a flat-tip screwdriver. Release the band being careful not to damage the CV boot.

NOTE: Don't remove the small band on the CV boot.



6. Turn the steering wheel all the way to the left full lock position.

7. Carefully slide the CV boot back, and hold it in place with the boot holder.

NOTE: The grease may be in a semi-liquefied state, so make sure you have a container to catch the grease when you pull back the CV boot.

Pull the outboard boot back and hold it with the boot holder.

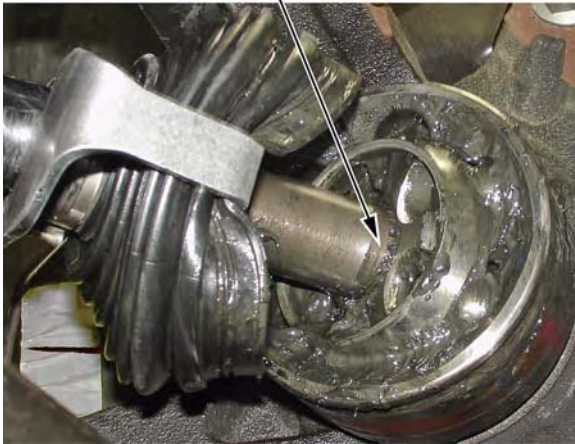


8. Using a popsicle stick, a tongue depressor, or a plastic putty knife, remove as much of the grease as possible from the outboard joint and the inside of the CV boot. Then, use a shop towel to clean the remaining grease from around the driveshaft and the bearing cage until you can see the splines on the driveshaft.

NOTE: Don't use brake cleaner or degreaser to remove the grease as you could damage the rubber boot.

9. There may be some play in the driveshaft. Push and hold the driveshaft all the way toward the front steering knuckle, then insert the gauge.

**DRIVESHAFT SPLINES**



10. Make sure you are pushing the driveshaft all the way toward the steering knuckle, and using a shop light, check if you can see any shaft splines through the gauge window.
  - If there are no splines visible, the driveshaft is OK. Go to step 11 to reinstall the CV boot.
  - If there are splines visible, go to REPAIR PROCEDURE.

**GOOD**



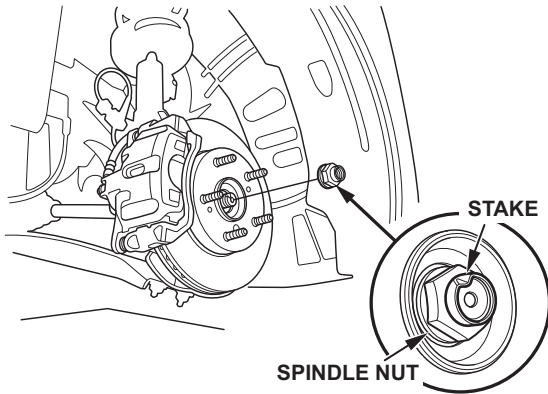
**NO GOOD**



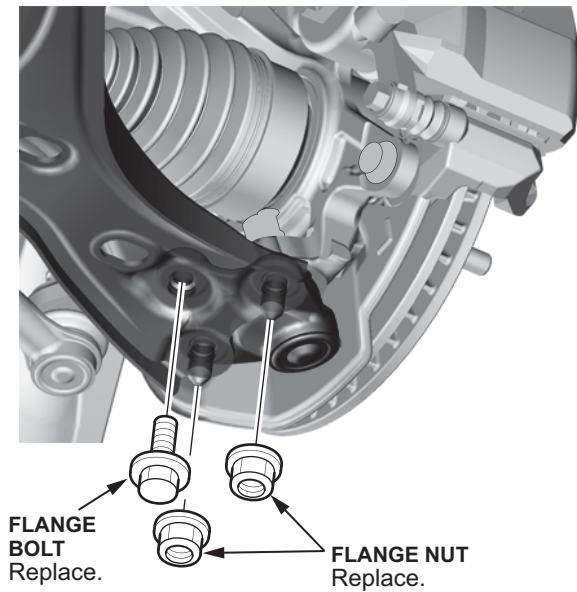
11. Using a package of CV joint grease, pack the CV boot with the grease.
12. Reinstall the CV boot using a new large outboard CV boot band. Wipe away any excess grease from the CV boot and the driveshaft.

## REPAIR PROCEDURE

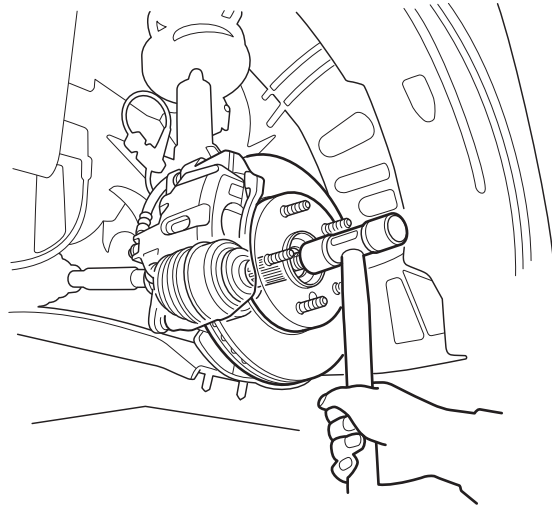
1. Pry up the stake on the spindle nut, and remove the nut.



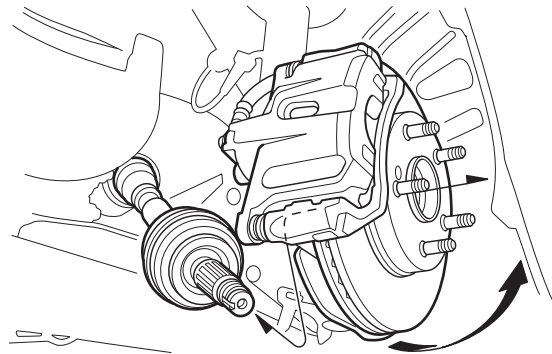
2. Remove the flange bolt and the flange nuts, then disconnect the lower ball joint from the lower suspension arm.



3. Using a soft-faced hammer, separate the outboard joint from the front hub.



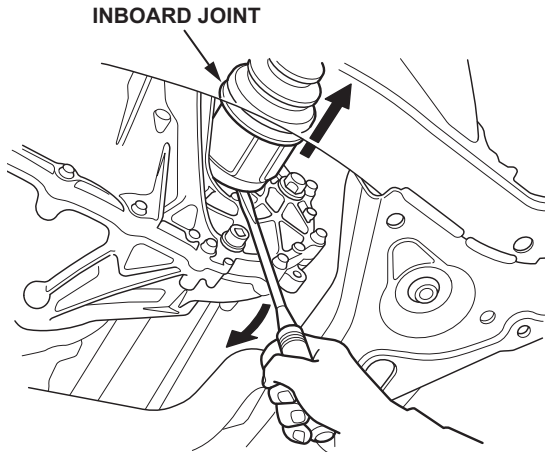
4. Pull the knuckle outward, and separate the outboard joint from the front hub.



5. Pry the inboard joint from the differential using a pry bar.

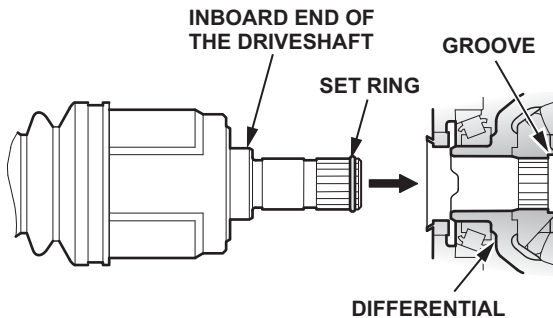
**NOTE:**

- Do not pull on the driveshaft or the inboard joint may come apart. Pull the inboard joint straight out to avoid damaging the oil seal.
- Be careful not to damage the oil seal when using the prybar.

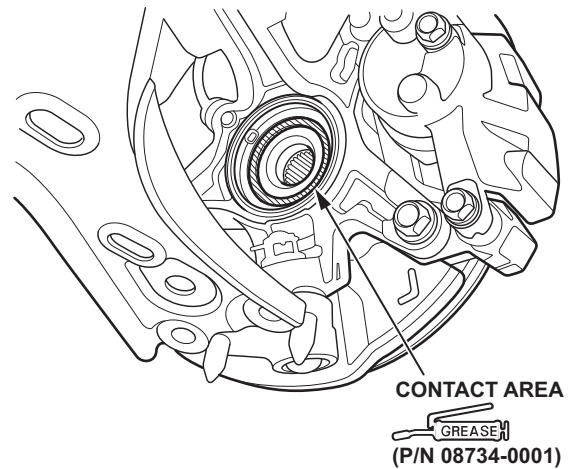


6. Remove the original driveshaft.
7. Remove the protective cap from the new driveshaft.
8. Insert the inboard end of the new driveshaft into the differential until the set ring locks in the groove.

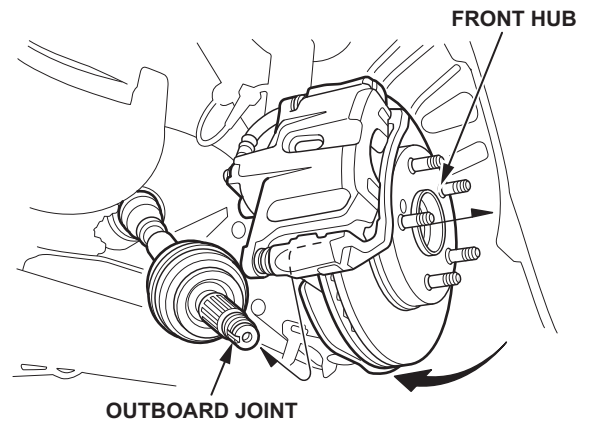
**NOTE:** Insert the driveshaft horizontally to avoid damaging the oil seal.



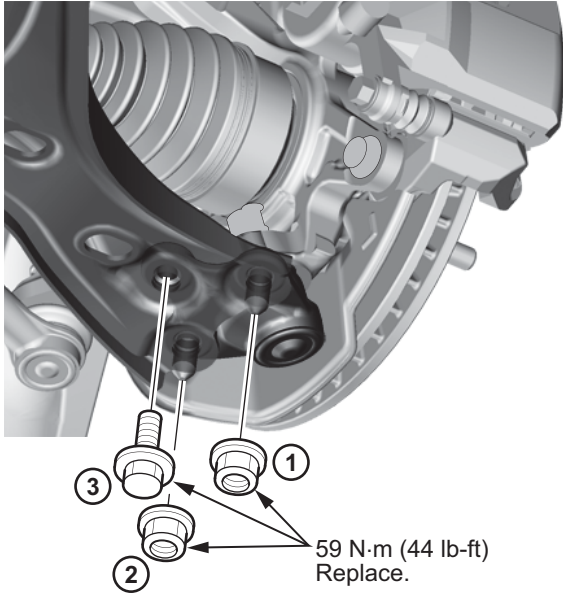
9. Apply about 5 g (0.18 oz) of Moly 60 paste (or equivalent) to the contact area of the outboard joint and the front wheel bearing to help reduce noise and vibration.



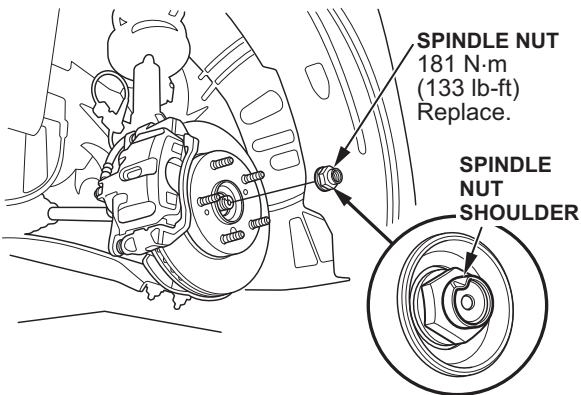
10. Install the outboard joint into the front hub on the knuckle.



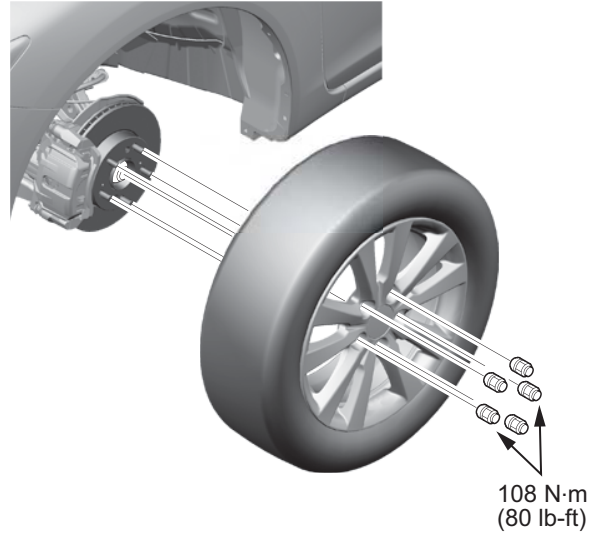
11. Connect the lower ball joint to the lower arm, and install the new nuts and the new flange bolt in the order shown, and torque them to **59 N·m (44 lb-ft)**.



12. Apply a small amount of engine oil to the seating surface of the new spindle nut, torque the nut to **181 N·m (133 lb-ft)**, and stake it.

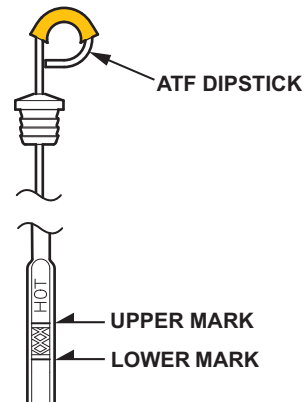


13. Clean the mating surfaces between the brake disc and the inside of the wheel, then install the wheel. Torque the lug nuts to **108 N·m (80 lb-ft)**.



14. Turn the wheel by hand, and make sure there is no interference between the driveshaft and the surrounding parts.

15. Lower the vehicle, and check the ATF dipstick to make sure the fluid level is between the upper and lower mark on the dipstick. If it isn't, add ATF.



16. Check the vehicle alignment, and adjust it if necessary.