



Applies To: **2009 Pilot** – ALL
2010 Pilot 2WD – From VIN 5FN3YF3...AB000001 thru 5FN3YF3...AB015647
2010 Pilot 4WD – From VIN 5FN3YF4...AB000001 thru 5FN3YF4...AB023050

June 25, 2010

Vehicle Pulls/Drifts Right or Pulls Right While Accelerating

IMPORTANT REMINDER

This service bulletin applies **only** if an affected vehicle could not be corrected using the repair procedures in Service Bulletin 06-068, *Vehicle Pulls or Drifts, and/or Steering Wheel Is Off-Center*.

SYMPTOMS

- While driving on a straight road, the vehicle pulls or drifts to the right.
- While accelerating on a straight road, the vehicle pulls to the right.

PROBABLE CAUSE

Various forces in front end geometry combine to create a drift/pull or torque steer to the right.

CORRECTIVE ACTION

For 2009 Pilot 2WD, VINs thru 5FN3YF3...9B023485:
 Replace the left rear damper spring and the front damper springs, then check the front wheel alignment.

For the following vehicles:

- 2009 Pilot 2WD, all VINs after 5FN3YF3...9B023485
- 2009 Pilot 4WD, all VINs
- 2010 Pilot, all VINs in the "Applies To" section

Replace the front damper springs, then check the front wheel alignment.

PARTS INFORMATION

- Left Front Damper Spring: P/N 51406-SZA-A04
- Right Front Damper Spring: P/N 51401-SZA-A04
- Damper Pinch Bolt, 18 x 1.5 mm (four required):
P/N 90119-SJC-A00
- Damper Flange Nut, 10 mm (six required):
P/N 90307-STX-A01
- Damper Flange Nut, 18 mm (four required):
P/N 90381-SJC-A00
- Self-Locking Nut, 12 mm (two required):
P/N 90213-SJ6-004
- Stabilizer Link Flange Nut, 12 mm (two required):
P/N 90362-SZA-A00

The parts listed below are used only on 2009 Pilot 2WD vehicles thru VIN 5FN3YF3...9B023485:

- Left Rear Damper Spring: P/N 52441-STX-A03
- Damper Flange Bolt, 12 x 1.25 mm:
P/N 90172-STX-A00
- Knuckle Flange Bolt 14 x 1.5 mm:
P/N 90170-STX-A01
- Flange Nut, 10 mm: P/N 90002-STX-A00

TOOL INFORMATION

KTC Trim Tool Set: T/N SOJATP2014

WARRANTY CLAIM INFORMATION

The normal warranty applies.

OP#	Description	FRT
414101	Replace both front damper springs.	1.5
417126	Replace the left rear damper spring.	0.6
419345	Do a four-wheel alignment.	1.0

Failed Part: P/N 51406-SZA-A03
 Defect Code: 00401
 Symptom Code: 09770
 Skill Level: Repair Technician

DIAGNOSIS

Do the recommended repair procedure(s) in Service Bulletin 06-068, *Vehicle Pulls or Drifts, and/or Steering Wheel Is Off-Center*.

Does the vehicle still pull or drift to the right after doing the recommended repair procedure(s) in S/B 06-068?

Yes – Go to REPAIR PROCEDURE A (2009 Pilot 2WD thru VIN 5FN3YF3...9B023485), or to REPAIR PROCEDURE B (all other affected vehicles).

No – This service bulletin does not apply.

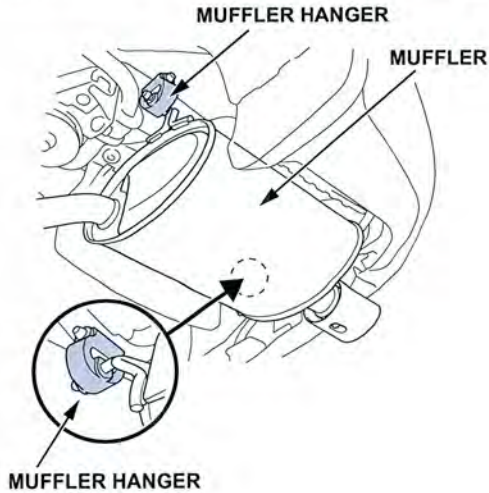


CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin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

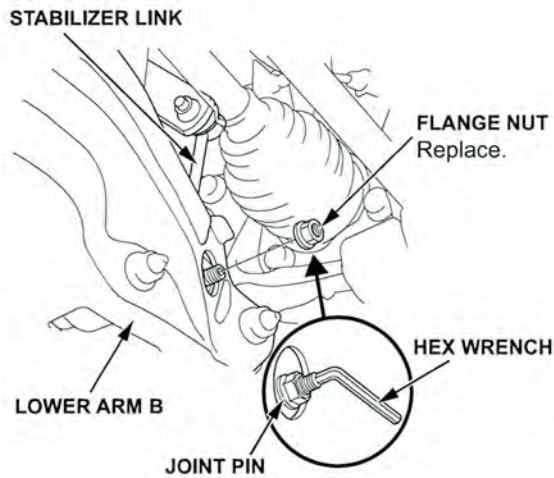
REPAIR PROCEDURE A

NOTE: For 2009 Pilot 2WD vehicles thru VIN 5FNYF3...9B023485, do REPAIR PROCEDURE A and REPAIR PROCEDURE B. For all other affected vehicles, do REPAIR PROCEDURE B only.

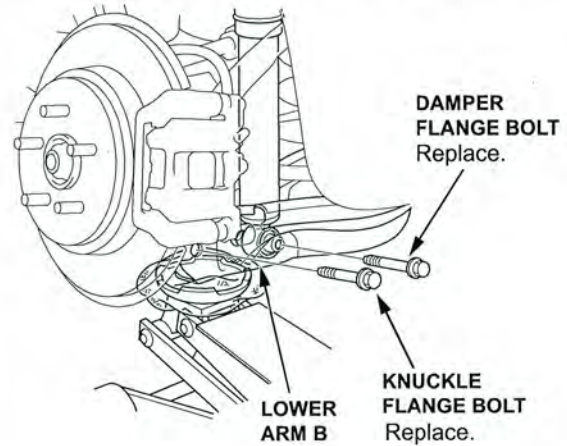
1. Raise the rear of the vehicle, and support it with safety stands in the proper locations.
2. Remove the left rear wheel.
3. Disconnect the muffler from the muffler hangers.



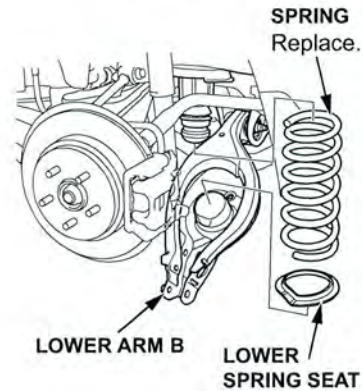
4. Hold the joint pin with a hex wrench, and remove the flange nut, then disconnect the stabilizer link from lower arm B. The flange nut will not be reused.



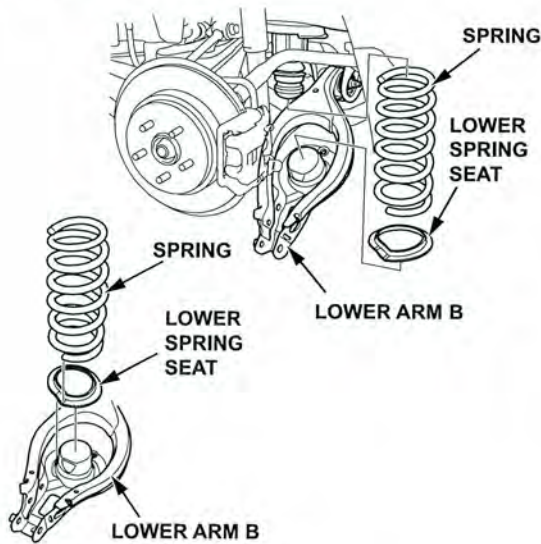
5. Position a floor jack under lower arm B. Raise the floor jack until the suspension begins to compress.



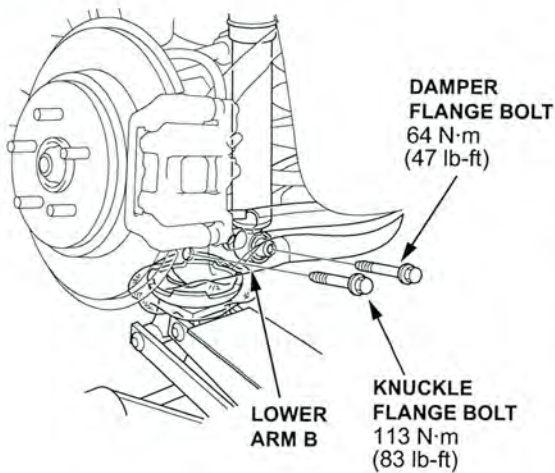
6. Remove the damper flange bolt and the knuckle flange bolt. These bolts will not be reused.
7. Gradually lower the floor jack, then remove the spring and the lower spring seat. The spring will not be reused. The lower spring seat will be reused.



- Install a new spring with the original lower spring seat. Align the bottom of the spring with the stepped part of the lower spring seat and lower arm B as shown.

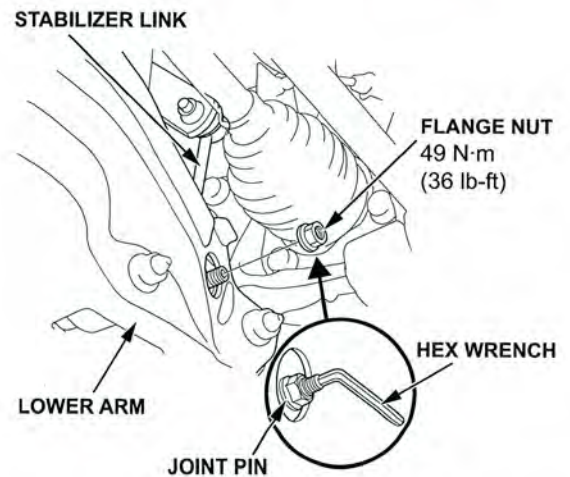


- Position the floor jack under lower arm B, then raise the jack until the hole in lower arm B aligns with the hole in the damper.



- Loosely install a new damper flange bolt and a new knuckle flange bolt.

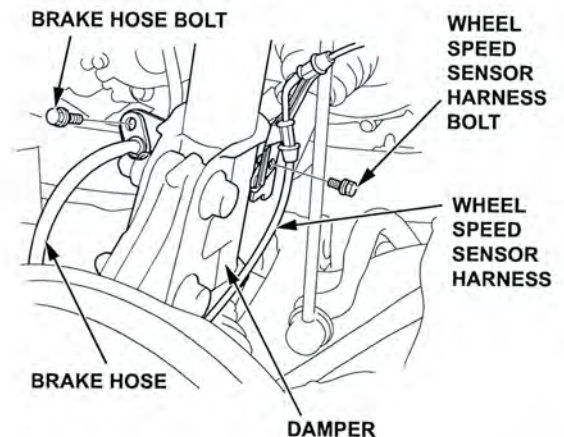
- Reconnect the stabilizer link to lower arm B, then install a new flange nut. While holding the joint pin with a hex wrench, torque the flange nut to **49 N·m (36 lb-ft)**.



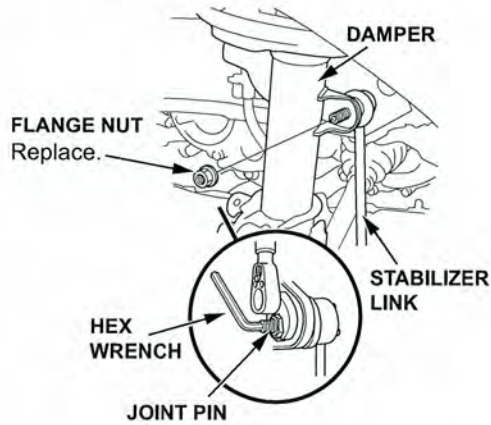
- Raise the rear suspension with the floor jack to load the suspension with the vehicle's weight.
- With the suspension loaded, torque the damper flange bolt to **64 N·m (47 lb-ft)**; torque the knuckle flange bolt to **113 N·m (83 lb-ft)**.
- Reconnect the muffler to the muffler hangers.
- Clean the mating surfaces of the brake disc/drum and the inside of the wheel.
- Reinstall the left rear wheel, and torque the wheel nuts to **127 N·m (94 lb-ft)**.
- Go to REPAIR PROCEDURE B.

REPAIR PROCEDURE B

- Raise the vehicle on a lift, and make sure it is securely supported.
- Remove the front wheels.
- Remove the wheel speed sensor harness bolt and the brake hose bolt from the damper. Do not disconnect the wheel speed sensor connector.

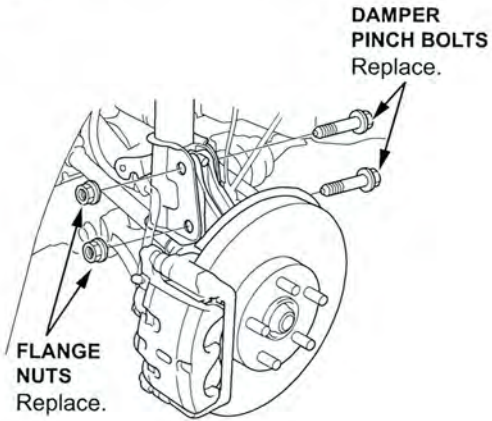


4. Hold the joint pin with a hex wrench, and remove the flange nut, then disconnect the stabilizer link from the damper. The flange nut will not be reused.



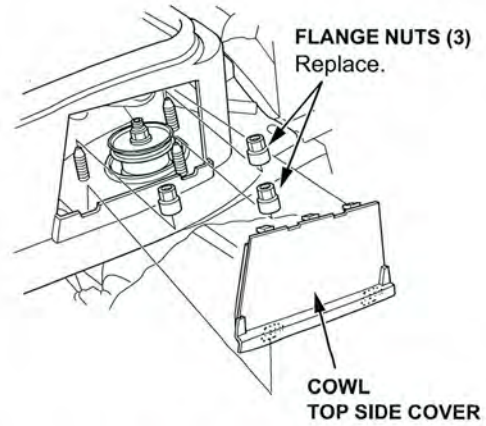
5. Remove the damper pinch bolts and the flange nuts from the damper. The pinch bolts and the flange nuts will not be reused.

NOTE: Don't let the knuckle rotate too far outward. If you do, the driveshaft inboard joint may come apart.



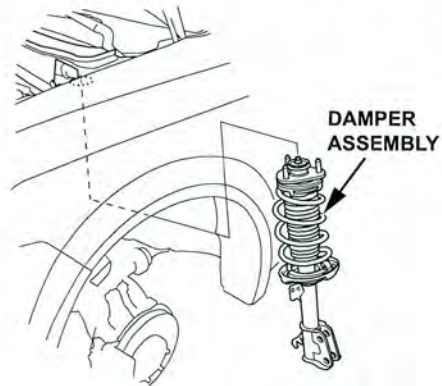
6. Using the appropriate tool from the KTC Trim Tool Set, remove the cowl top side cover, then remove the flange nuts from the top of the damper. The flange nuts will not be reused.

NOTE: Do not let the damper assembly drop down under its own weight.

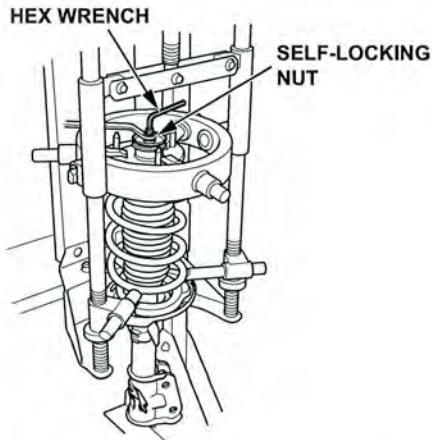


7. Remove the damper assembly.

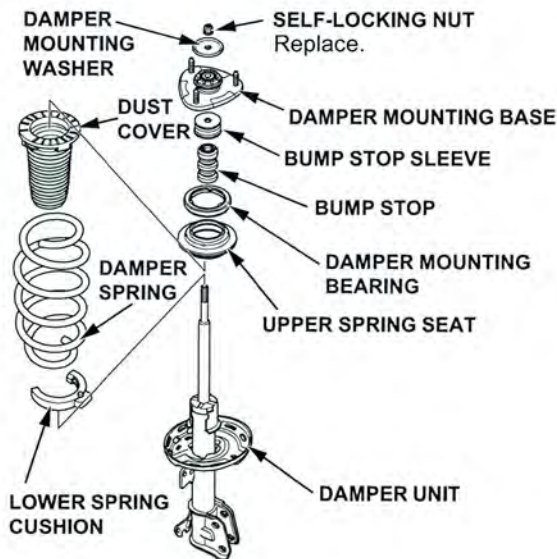
NOTE: Be careful not to damage the body when you remove the damper assembly.



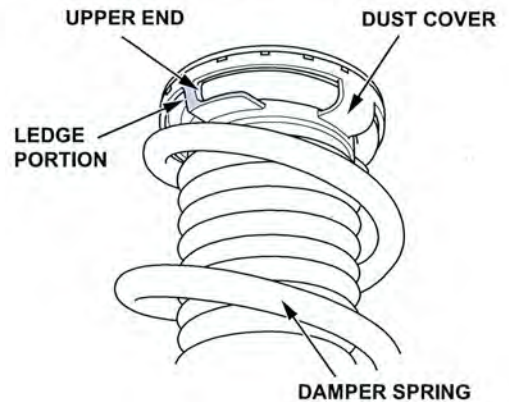
- Compress the damper spring with a commercially available strut spring compressor, according to the manufacturer's instructions (Branick model MST-580A, model 7200, or equivalent). Then remove the self-locking nut while holding the damper shaft with a hex wrench. Don't compress the damper spring more than needed to remove the self-locking nut.



- Release the damper spring from the spring compressor, then disassemble the damper assembly. All parts shown below (except the damper spring and the self-locking nut) will be reused.

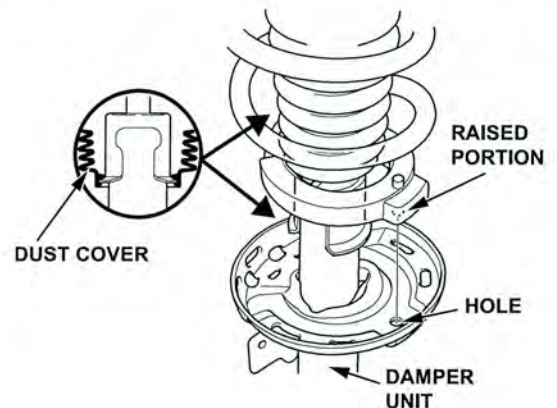


- Install the new damper spring on the dust cover by aligning the upper end of the damper spring with the ledge portion of the dust cover.

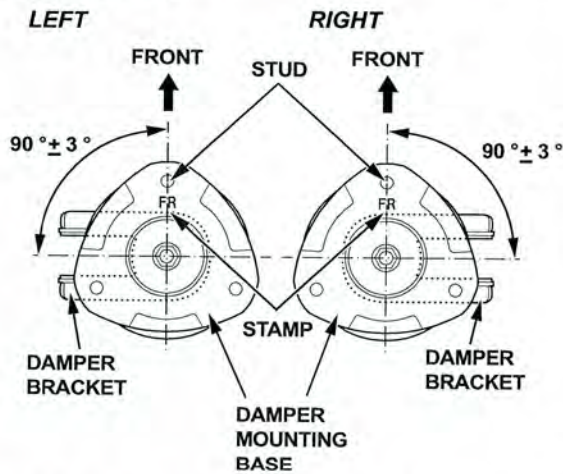


- Install the lower spring cushion on the damper spring.
- Install all the parts except the damper mounting washer and the new self-locking nut onto the damper unit. Refer to the illustration in step 9.
- Compress the damper spring with the strut spring compressor. Do not compress the spring excessively.
- Align the raised portion of the lower spring cushion with the hole in the lower spring seat on the damper unit.

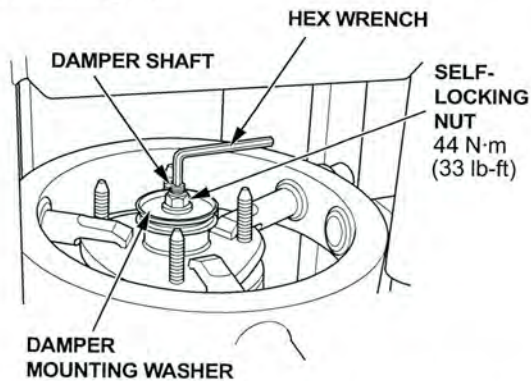
NOTE: After reassembling the damper assembly, reinstall the dust cover into the damper unit as shown.



15. Align the angle of the stud on the damper mounting base and the damper bracket so the stamp points toward the front.

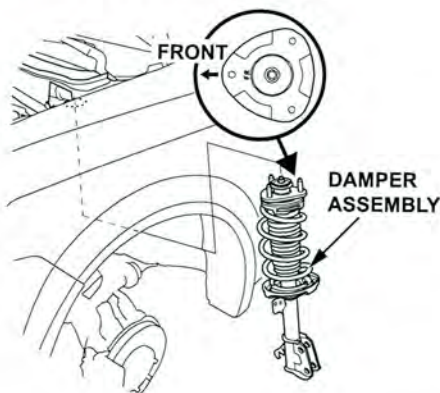


16. Install the damper mounting washer and a new self-locking nut.

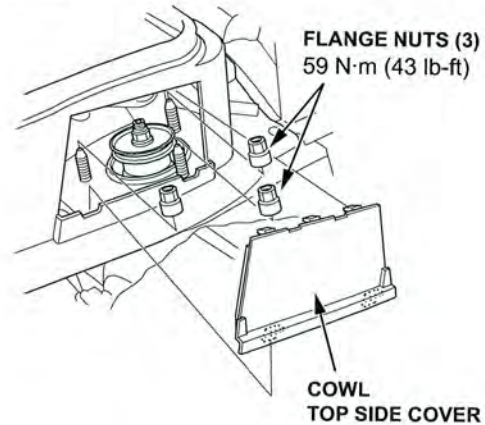


17. While holding the damper shaft with a hex wrench, torque the self-locking nut to **44 N·m (33 lb-ft)**.
 18. Remove the damper assembly from the strut spring compressor.
 19. Position the FR mark on the damper mounting base as shown, then reinstall the damper assembly onto the frame.

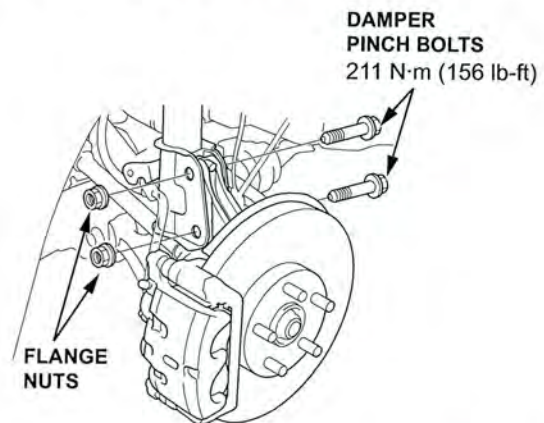
NOTE: Be careful not to damage the body when you reinstall the damper assembly.



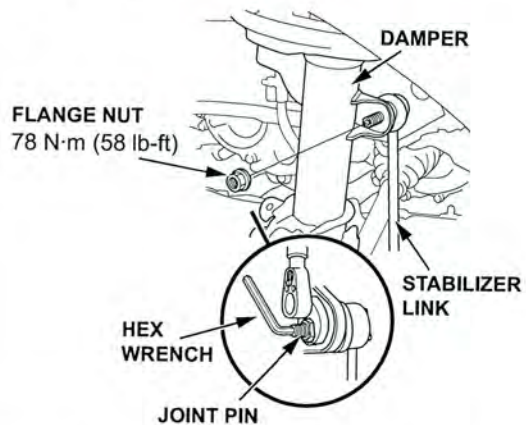
20. Loosely install new flange nuts to the top of the damper.



21. Loosely install new damper pinch bolts and new flange nuts to the damper.

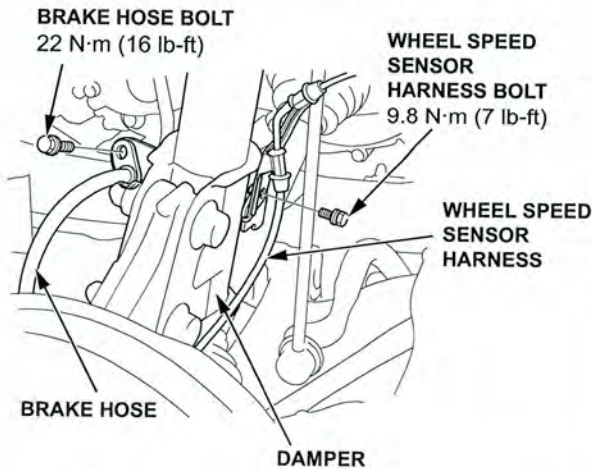


22. Connect the stabilizer link to the damper, and loosely install a new flange nut.



23. While holding the joint pin with a hex wrench, torque the flange nut to **78 N·m (58 lb-ft)**.

24. Place a floor jack under the lower arm, and raise the suspension to load it with the vehicle's weight.
NOTE: Do not place the jack on the lower arm ball joint.
25. Torque the flange nuts on the top of the damper to **59 N·m (43 lb-ft)**, then reinstall the cowl top side cover.
26. Torque the damper pinch bolts and flange nuts to **211 N·m (156 lb-ft)**.
27. Reinstall the wheel speed sensor harness and the brake hose to the damper. Torque the wheel speed sensor harness bolt to **9.8 N·m (7 lb-ft)**. Torque the brake hose bolt to **22 N·m (16 lb-ft)**.



28. Repeat steps 3 thru 27 to replace the opposite side front damper spring.
29. Clean the mating surfaces of the brake discs and the inside of the wheels.
30. Reinstall the front wheels, and torque the wheel nuts to **127 N·m (94 lb-ft)**.
31. Check the wheel alignment, and adjust it if needed.
NOTE:
 - For "pulls right on acceleration" complaints, set the camber as close to 0 degrees as possible, with a split of +0.1 degrees biased left.
 - For "pulls/drifts right" complaints, set the camber on 2WDs with a split of +0.3 degrees biased left, and 4WDs with a split of +0.5 degrees biased left.
32. Test-drive the vehicle to make sure the pull/drift is gone.