

Applies To: **See VEHICLES AFFECTED****July 19, 2012****Popping or Clicking When Turning the Steering Wheel**

(Supersedes 09-078, dated October 23, 2009, to revise the information marked by the black bars)

**REVISION SUMMARY**

Under WARRANTY CLAIM INFORMATION, the Flat Rate Time (FRT) and failed part number were revised.

**SYMPTOM**

A popping or clicking comes from the lower area of the steering column when you turn the steering wheel.

**PROBABLE CAUSE**

The steering column lower bearing is mis-set.

**VEHICLES AFFECTED****2008 Accord L4 2-Door:**

All VINs beginning with 1HG

**2008 Accord L4 4-Door:**

All VINs beginning with 1HG and JHM

**2008 Accord V6 2-Door:**

All VINs beginning with 1HG

**2008 Accord V6 4-Door:**

All VINs beginning with 1HG and JHM

**2009 Accord L4 2-Door:**From VIN 1HGCS1...9A000001 thru  
1HGCS1...9A022705**2009 Accord V6 2-Door:**From VIN 1HGCS2...9A000001 thru  
1HGCS2...9A011274**2009 Accord L4 4-Door:**From VIN 1HGCP2...9A000001 thru  
1HGCP2...9A175626From VIN JHMCP2...9C000001 thru  
JHMCP2...9C018121**2009 Accord V6 4-Door:**From VIN 1HGCP3...9A000001 thru  
1HGCP3...9A046124**CORRECTIVE ACTION**

Replace the steering column.

**PARTS INFORMATION**

Steering Column:

P/N 53200-TA0-A12

TORX Bolt (two required):

P/N 90134-S6A-A80

Shear Bolt (two required):

P/N 35102-SV4-003

**WARRANTY CLAIM INFORMATION**

The normal warranty applies.

OP#	Description	FRT
510100	Replace the steering column.	1.1
D	Add for checking the front wheel alignment.	0.4

Failed Part: P/N 53200-TA0-A12

Defect Code: 07404

Symptom Code: 04201

Skill Level: Repair Technician

## DIAGNOSIS

1. With the transmission in P and the parking brake set, start the engine, and let it idle.
2. Tilt the steering column all the way down, and pull it all the way out.
3. Using a stethoscope or a ChassisEar, listen to the lower area of the steering column while turning the steering wheel.

*Do you hear a pop or click from the steering column in the area shown below?*

**Yes** - Go to REPAIR PROCEDURE.

**No** - This service bulletin does not apply. Continue with normal troubleshooting to find the source of the noise.



## REPAIR PROCEDURE

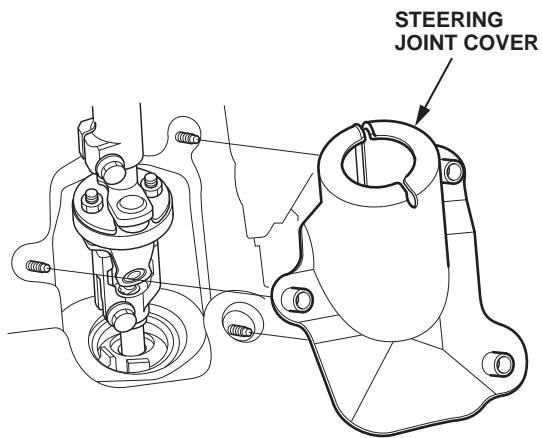
**NOTE:** This procedure is in an outline form that you can also use as a checklist for the repair. If you need more details, bookmark the following procedures in the *2008–2010 Accord Service Manual*, or view them online:

- Battery Terminal Disconnection and Reconnection
  - Driver's Airbag Removal/Installation
  - Steering Wheel Removal/Installation
  - Driver's Dashboard Lower Cover Removal/Installation
  - Steering Column Cover Removal/Installation
  - Front Toe Inspection/Adjustment
1. With the engine idling, set the steering wheel/front wheels in the straight ahead position, then turn off the ignition switch, and remove the key.
  2. Stick a piece of masking tape on top of the steering wheel hub and another on the steering column cover, then draw a line in the middle of both pieces of tape. This helps to align the steering wheel when you reinstall it later.



3. Do the battery terminal disconnection procedure.
  4. Remove the driver's dashboard lower cover.
  5. Remove the driver's airbag.
  6. Remove the steering wheel.
- NOTE:** Make sure not to turn the cable reel while the steering wheel is off.
7. Remove the steering column covers.

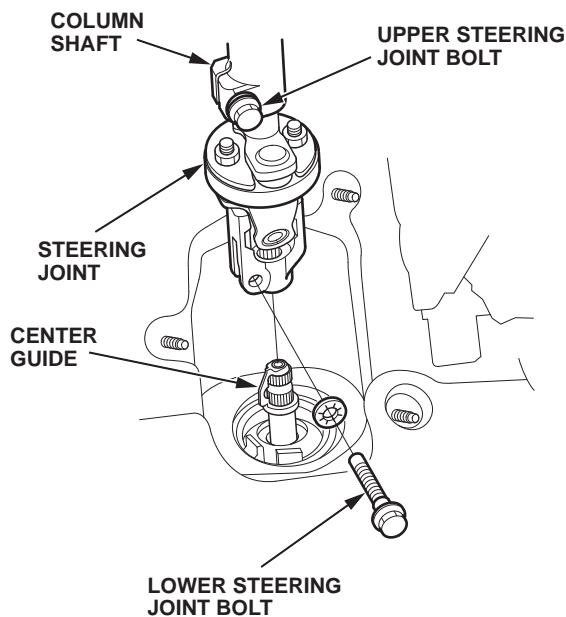
8. Remove the steering joint cover.



9. Loosen the upper steering joint bolt, and remove the lower steering joint bolt. Disconnect the steering joint by sliding it toward the column shaft.

NOTE:

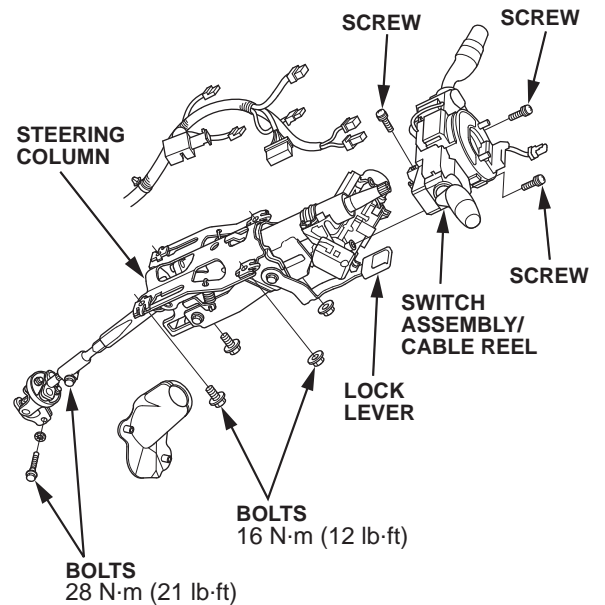
- Do not disconnect the steering joint from the column shaft.
- If the center guide is in place on the pinion shaft and hasn't moved, leave it in place. If the center guide is out of place, discard it.



10. Remove the steering column:

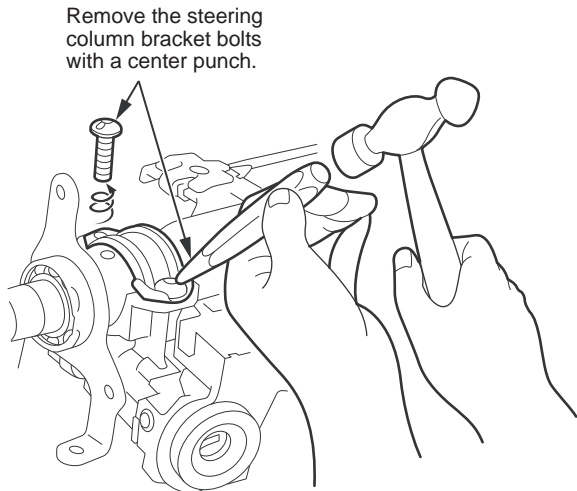
- Disconnect the wire harness connectors from the combination switch assembly/cable reel.
- Remove the combination switch assembly/cable reel from the steering column shaft by removing the three screws. Make sure not to turn the cable reel.
- Disconnect the ignition switch connectors, then release the wire harness clips from the steering column.
- With the lock lever in its locked position, remove the steering column by removing the attaching nuts and bolts, and then carefully guiding it out of the dashboard.

NOTE: Do not release the lock lever until the new steering column is installed.



11. Remove the steering lock from the original steering column:

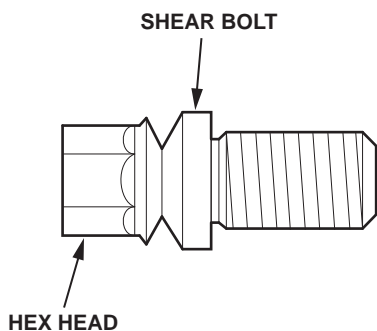
- Using a center-punch and a hammer, carefully “walk out” the two bolts from the steering column bracket. Discard the bolts.
- Remove the steering lock and its bracket from the steering column. The steering lock and the bracket will be reused on the new steering column.



12. Install the steering lock and its bracket on the new steering column, and loosely tighten the new steering lock shear bolts.

13. Insert the ignition key. Make sure the steering wheel lock works correctly and the ignition key turns freely.

14. Tighten the steering lock shear bolts until their hex heads twist off.

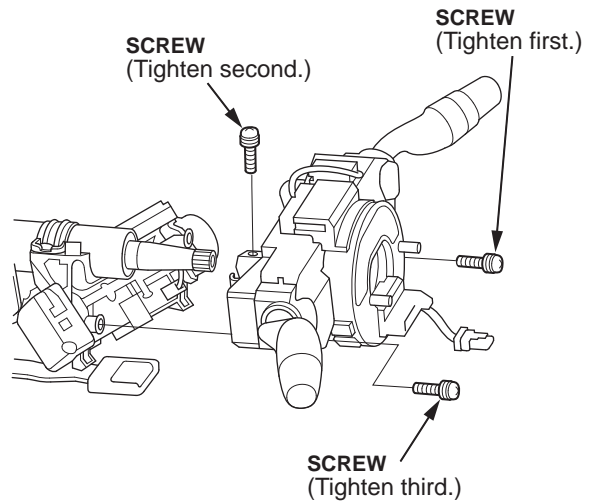


15. Carefully guide the new steering column into place, then install the attaching nuts and bolts, and tighten them to the torque in the illustration.

16. Reconnect the ignition switch connectors, then attach the wire harness clips to the steering column.

17. Reinstall the combination switch assembly/cable reel on the steering column shaft, reconnect the wire connectors, then tighten the three screws in the order shown below.

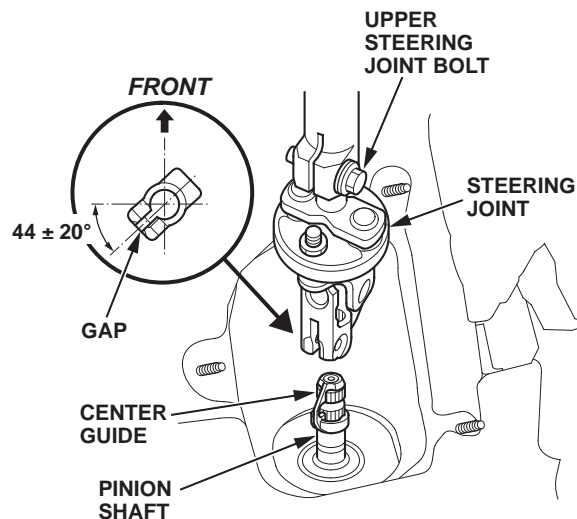
NOTE: If the cable reel was turned while the combination switch assembly/cable reel was off, center the cable reel: Turn it clockwise until it stops, then turn it counterclockwise about three turns (until the arrow on the cable reel label points straight up).



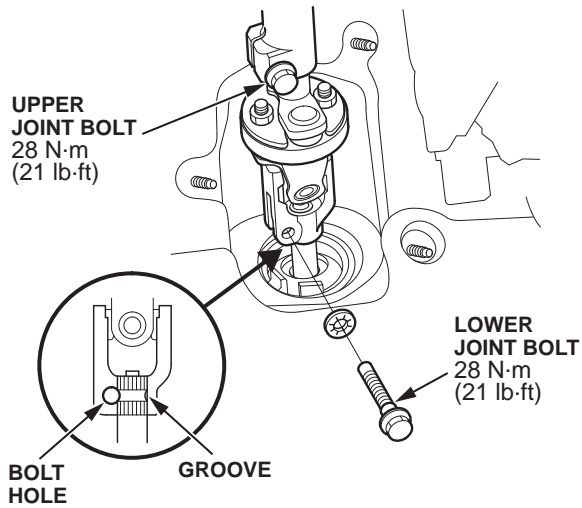
18. Check that the steering rack is still centered within its stroke, with the front wheels straight ahead. Then slip the lower end of the steering joint onto the pinion shaft.

NOTE:

- If the center guide is in place on the pinion shaft, install the steering joint by aligning it with the center guide.
- If there is no center guide on the pinion shaft, position the steering joint by aligning its gap within the angle shown below.



- Align the bolt hole on the steering joint with the groove around the pinion shaft, then loosely install the lower joint bolt. Make sure the bolt is securely in the pinion shaft groove.



- Pull on the steering joint to make sure it's fully seated, then tighten the lower joint bolt and the upper joint bolt to the torque in the illustration.

- Reinstall the steering joint cover.
- Reinstall the steering column covers.
- Reinstall the driver's dashboard lower cover.
- Reinstall the steering wheel, aligning the marks you made on the steering wheel and the steering column cover. Torque the steering wheel nut to **39 N·m (29 lb·ft)**. Remove the tape from the steering wheel and the steering column cover.
- Reinstall the driver's airbag with new TORX bolts. Torque the TORX bolts to **9.8 N·m (7.2 lb·ft)**.
- Do the battery terminal reconnection procedure.
- Turn the ignition switch to ON (II), and watch the SRS indicator; it should come on for about 6 seconds, and then go off. If the SRS indicator stays on, check for SRS DTCs, and do the appropriate troubleshooting procedure.
- Check the operation of the horn, the turn signals, and the steering wheel switches. If any problems are found, recheck your installation.
- Check the front wheel alignment, and adjust the front toe if needed.