December 1, 2018 Version 1

Clicking or Grinding is Heard When Accelerating While Turning

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2014-15	Civic	EX and LX CVT models only.	ALL

SYMPTOM

There is a clicking or grinding noise when making turns. Confirm the noise by accelerating while the front wheels are turned sharply to the left and then again to the right.

PROBABLE CAUSE

There is excessive internal clearance or wear in the outer CV joint.

CORRECTIVE ACTION

Replace both left and right axle assemblies.

NOTES

- Axles must be replaced as a set.
- The improved CV joint design is larger than the original CV joint.

ORIGINAL CV JOINT (79 mm)

IMPROVED CV JOINT (84 mm)

PARTS INFORMATION

Part Name	Part Number	Quantity
Drive Shaft Assembly Kit (includes two axle assemblies)	06440-TR3-305	1
Flange bolt (12 x 18 mm)	90018-SNA-010	2
Self-locking nut (12 mm)	90215-SB0-003	4

REQUIRED MATERIALS

Part Name	Part Number	Quantity
HCF-2 Fluid	08200-HCF2	1
Moly 77 Paste	08798-9010	1

NOTE

One tube of Moly 77 Paste repairs 12 vehicles.

WARRANTY CLAIM INFORMATION

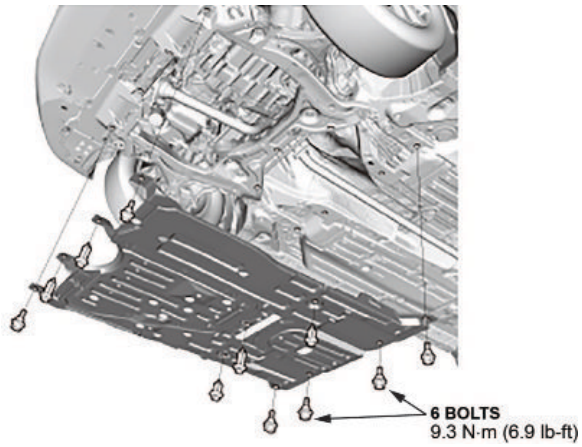
The normal warranty applies.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
219130	Replace both axle assemblies. Includes wheel alignment and test drive.	1.8 hr	00503	04201	A18043A	44306-TR3-A51

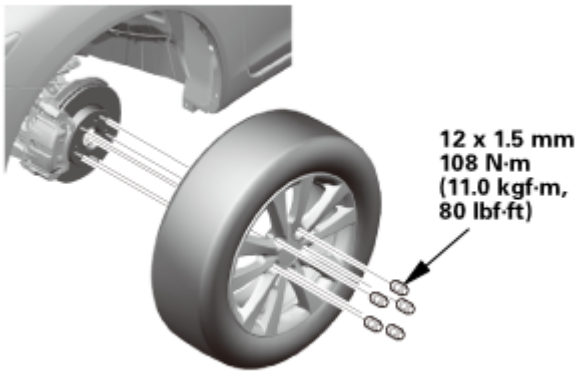
Skill Level: Repair Technician

REPAIR PROCEDURE

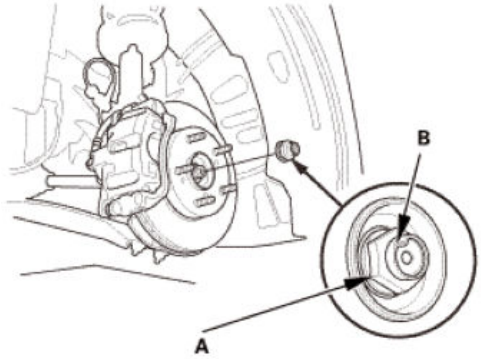
1. Raise the vehicle on a lift, and make sure it is securely supported.
2. Remove the engine undercover (A).



3. Remove both front wheels.

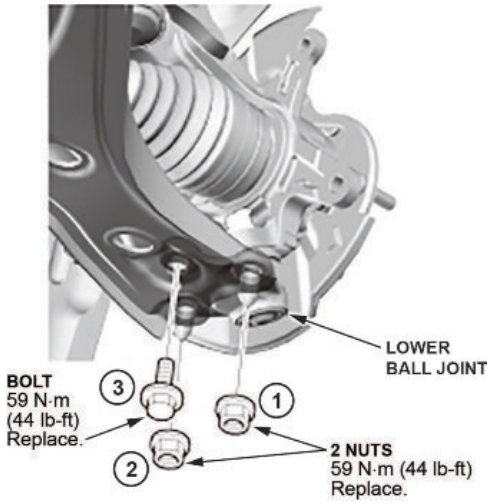


4. Pry up the stake (B) on the spindle nut (A).

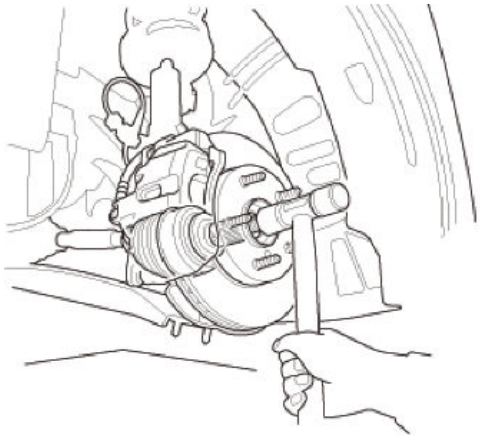


22 x 1.5 mm
181 N·m
(18.5 kgf·m, 133 lbf·ft)
Replace.

5. Remove the spindle nut.
6. Remove the flange bolt and the self-locking nuts on both lower ball joints.

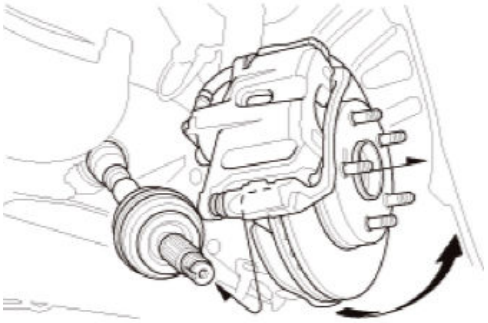


7. Separate the outboard joint from the front hub using a soft face hammer.

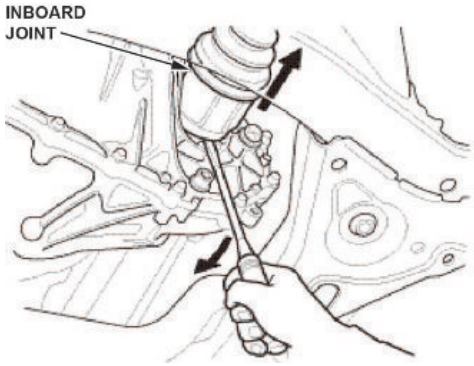


8. Separate the lower arm using a pry bar on both sides.

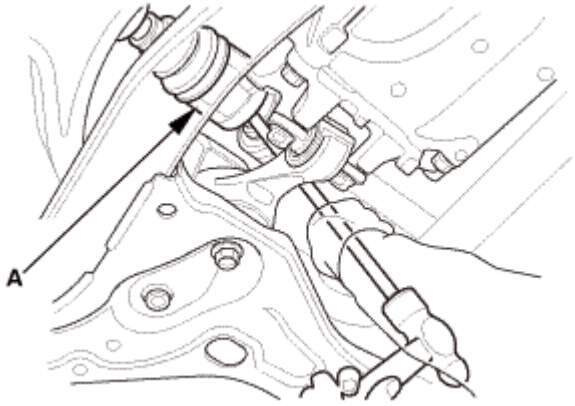
9. Pull the knuckle outward, and separate the outboard joint from the front hub.



10. • Left front driveshaft: Pry the inboard joint (A) from the differential using a pry bar.



• Right front driveshaft: Drive the inboard joint (A) off of the intermediate shaft using a drift punch and a hammer.



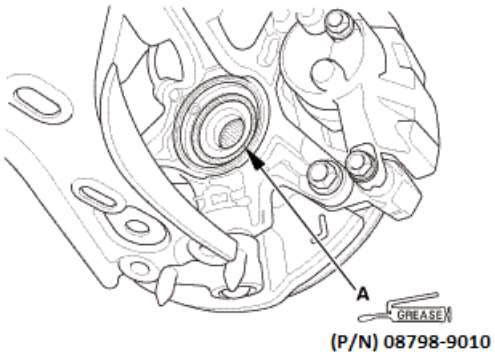
NOTES

– 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.

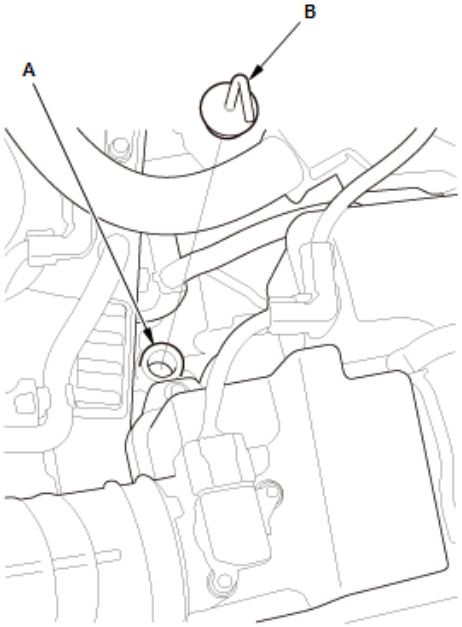
– Be careful not to damage the oil seal or the end of the inboard joint using the pry bar.

– Do not reuse the set ring. The updated driveshafts come with new set rings already installed.

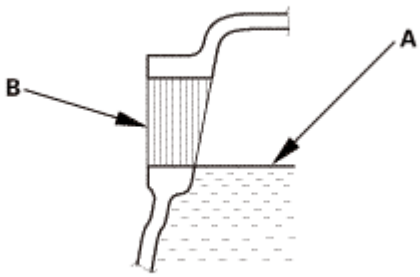
11. Apply about 5 g (0.18 oz) of Moly 77 paste (P/N 08798-9010) to the contact area (A) of the outboard joint and the front wheel bearing.



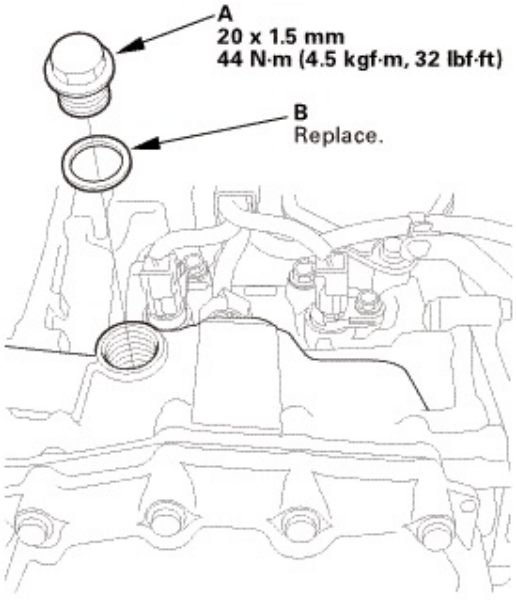
12. Installation of the driveshafts is the reverse of removal.
13. Top up the transmission with the recommended fluid through the filler plug hole (A). To prevent dirt and debris from entering the transmission, make sure you reinstall the filler plug (B) when you are finished. Always use Honda HCF-2 Continuously Variable Transmission Fluid.



14. Excess fluid will flow out of the bolt hole (B) and will stop flowing when it reaches the correct level (A) in the CVT.



15. Re-install the overflow/check bolt (A) and torque to specification.



16. Re-install the engine undercover.
17. Re-install the wheels and road test the vehicle to make sure the noise is no longer heard.

END