

Knocking or Clicking From Engine During Cold Startup

AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2016-18	ILX	ALL	ALL
2015-18	TLX	L4	ALL

SYMPTOM

There is a knocking or clicking from the engine during cold startup.

POSSIBLE CAUSE

The check valve in the cam chain tensioner is worn, allowing oil pressure to leak internally and the cam chain to lose tension after engine is turned off.

CORRECTIVE ACTION

Replace the cam chain auto-tensioner.

PARTS INFORMATION

Part Name	Part Number	Quantity
Tensioner, Cam Chain	14510-5A2-A02	1

REQUIRED MATERIALS

Part Name	Part Number	Quantity
HondaBond 4 (One tube will repair about 20 vehicles.)	08717-1194	1

CLIENT 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 Acura automobile dealer.

WARRANTY CLAIM INFORMATION

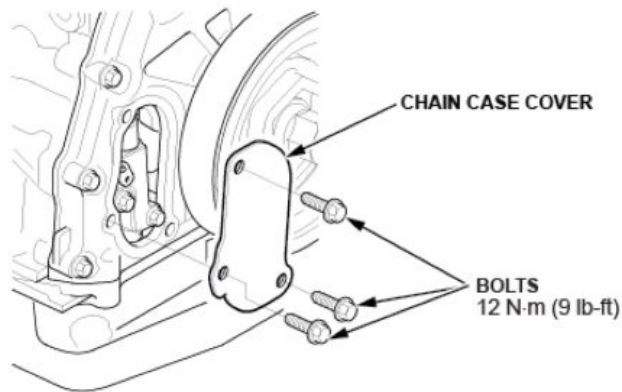
The normal warranty applies.

Operation Number	Description	Flat Rate Time	Defect Code	Symptom Code	Template ID	Failed Part Number
110114	Replace the cam chain tensioner.	0.6 hr	00503	04201	B19012A	14510-5A2-A02
E	Clean the tensioner filter.	0.1 hr				

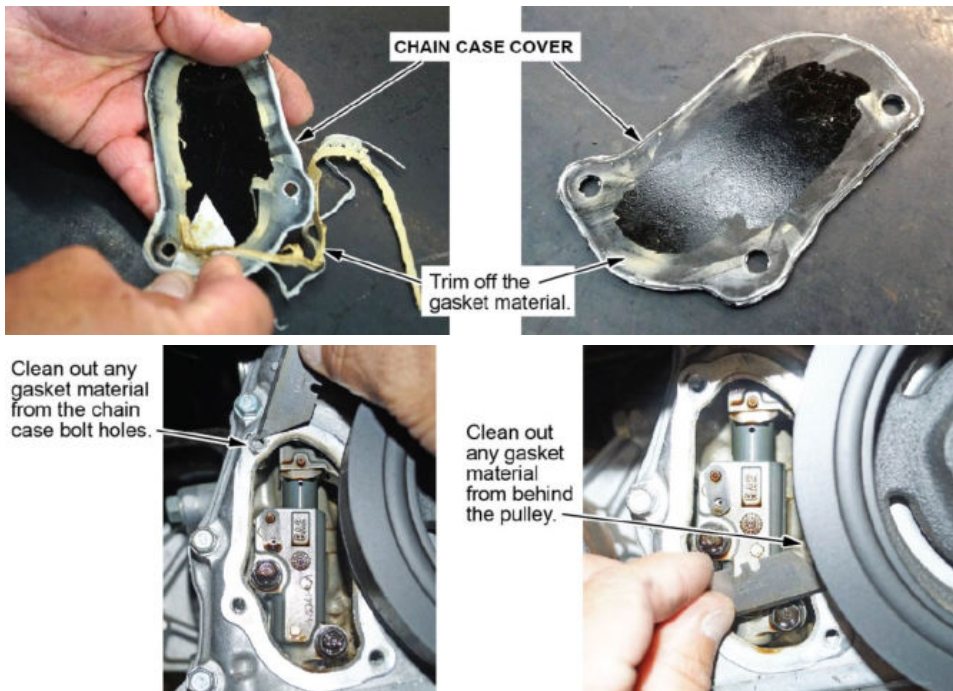
Skill Level: Repair Technician

REPAIR PROCEDURE

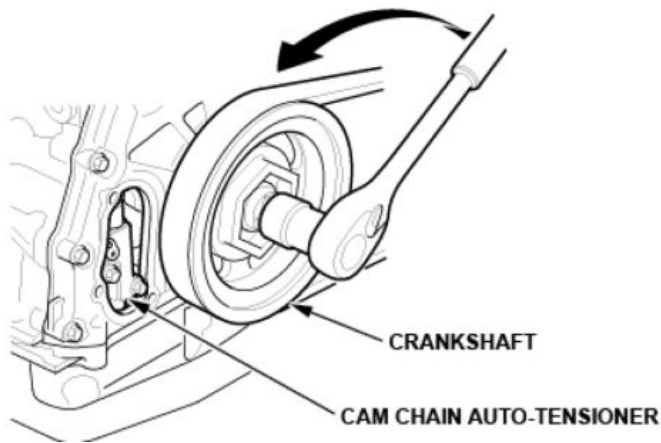
1. Remove the right front wheel.
2. Partially remove the engine splash shield (ILX) or undercover (TLX) as necessary to gain access to the chain case cover. Secure the splash shield or undercover out of the way.
3. Remove the cam chain case cover.



4. Clean the chain case cover and the chain case.



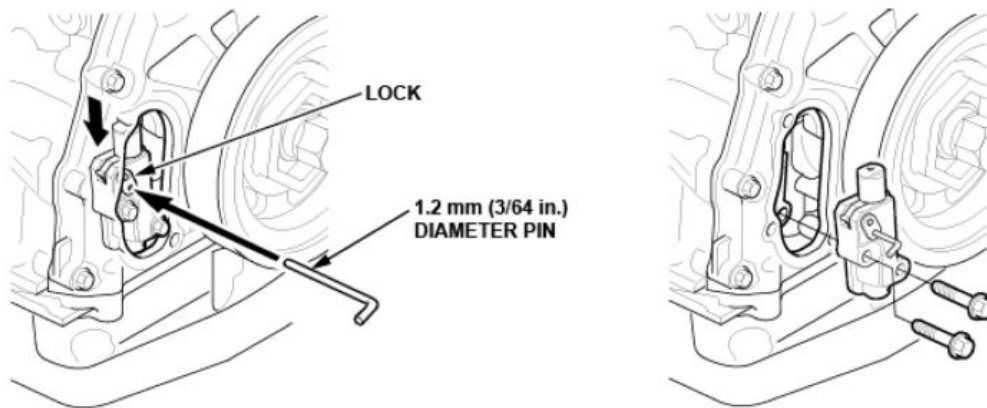
5. Turn the crankshaft counterclockwise until the cam chain auto-tensioner is compressed.



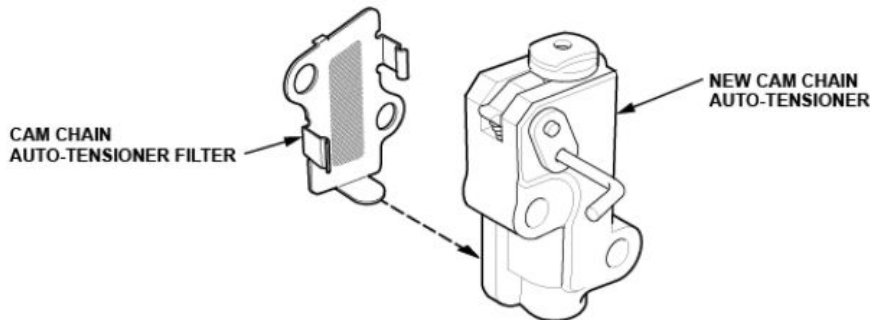
6. Turn the crankshaft counterclockwise to line up the holes on the lock and the cam chain auto-tensioner, then insert a 1.2 mm (3/64 in.)-diameter pin into the holes. Turn the crankshaft clockwise about 90 degrees to secure the pin. Remove the cam chain auto-tensioner, and be careful not to drop the bolts into the timing case.

NOTE

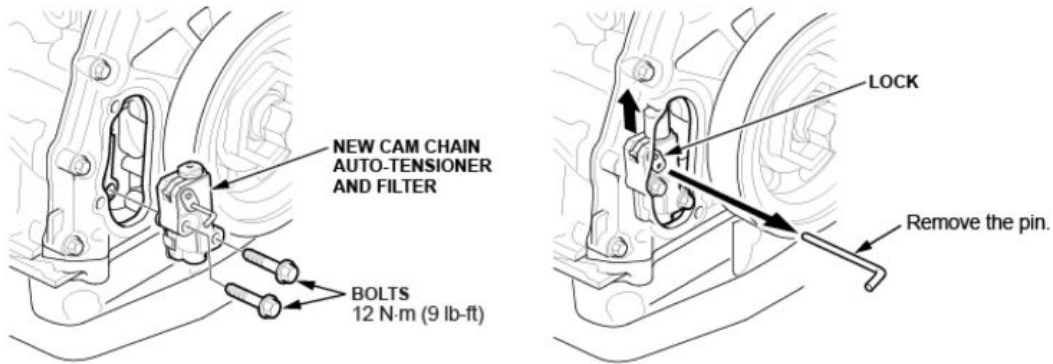
If the holes in the lock and the cam chain auto-tensioner do not line up, keep turning the crankshaft counterclockwise until they do, then install the pin.



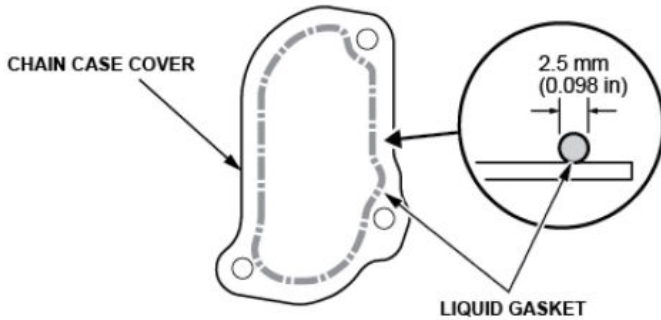
7. Remove the cam chain auto-tensioner filter and inspect for damage.
- If the filter is not damaged, clean it with brake cleaner. Do not use a fabric or shop towel to clean the filter. This will leave lint and foreign particles in the filter screen.
 - If the filter is damaged, install a new filter onto the new cam chain auto-tensioner.



8. Install the new cam chain auto-tensioner with filter, and torque the bolts to **12 N·m (9 lb-ft)**. Then, remove the pin.



9. Make sure the case cover mating surfaces are dry. Apply liquid gasket (HondaBond 4) to the chain case cover mating surfaces and to the inside edge of the threaded bolt holes as shown.



10. Install the component within **5 minutes** of applying the liquid gasket, and torque the bolts to **12 N·m (9 lb-ft)**.
11. Install the engine splash shield or undercover.
12. Install the right front wheel and torque the nuts to **108 N·m (80 lb-ft)**.
13. Top off the engine oil level.
14. Start the engine, warm up to operating temperature, and check for leaks.

END