

October 8, 2014

ATB 51032-52276 REV1 (1410)

## Pop or Clunk From Front End When Driving Over Bumps in Cold Weather

Supersedes 14-016, dated March 21, 2014; see REVISION SUMMARY

### REVISION SUMMARY

Under WARRANTY CLAIM INFORMATION, the FRT was changed because the new bump stop listed under PARTS INFORMATION is no longer glued into the bump stop damper mounting area in REPAIR PROCEDURE.

### AFFECTED VEHICLES

Year	Model	Trim	VIN Range
2012	Odyssey	ALL	5FNRL5H..CB088500 thru 5FNRL5H..CB999999
2013	Odyssey	ALL	ALL
2014	Odyssey	ALL	5FNRL5H..EB000001 thru 5FNRL5H..EB060508

### SYMPTOM

In below-freezing weather, there is a pop or clunk from the front of the vehicle while going over a bump.

### POSSIBLE CAUSES

The front bump stops have loosened and are moving inside the top mounting cap.

### CORRECTIVE ACTION

Replace both front bump stops.

### PARTS INFORMATION

Part Name	Part Number	Quantity
Front Bump Stop	51722-TK8-A11	2
Flange Bolt (16 X 68 mm)	90120-SHJ-A00	4
Nut (12 mm)	90213-SHJ-L01	2
Flange Nut (10 mm)	90304-S10-024	6
Flange Nut (16 mm)	90382-SP0-003	4

**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.

## WARRANTY CLAIM INFORMATION

The normal warranty applies.

**NOTE:** The flat rate time is less than previously listed because you no longer have to glue the bump stop into the bump stop damper mounting area.

Operation Number	Description	Flat Rate Time	Template ID	Failed Part Number
4141E1	Install new bump stops on both sides (includes test drive and alignment).	2.1 hours	14-016A	51722-SHJ-A02

Defect Code: 06201

Symptom Code: 04201

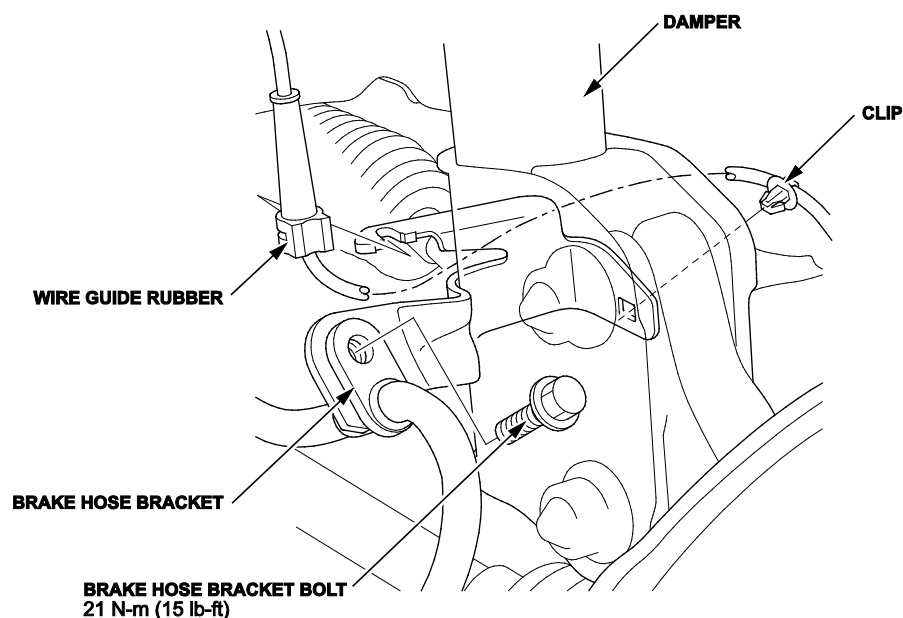
Skill Level: Repair Technician

## DIAGNOSIS

1. With the vehicle cold-soaked and the ambient temperature at 23° F or below, drive the vehicle over a road with small bumps.
  - If a pop or clunk (similar to a mallet hitting a solid metal piece) is heard from the front struts, park the vehicle inside the shop and wait about 30 minutes to warm it up, then continue with step 2.
  - If no noise is heard, this bulletin does not apply. Continue with normal troubleshooting.
2. After the suspension components have warmed up for 30 minutes, drive the vehicle on the same portion of the road where you heard the pop or clunk.
  - If there is no noise from the front suspension, continue to REPAIR PROCEDURE.
  - If the same noise is heard, this bulletin does not apply. Continue with normal troubleshooting.

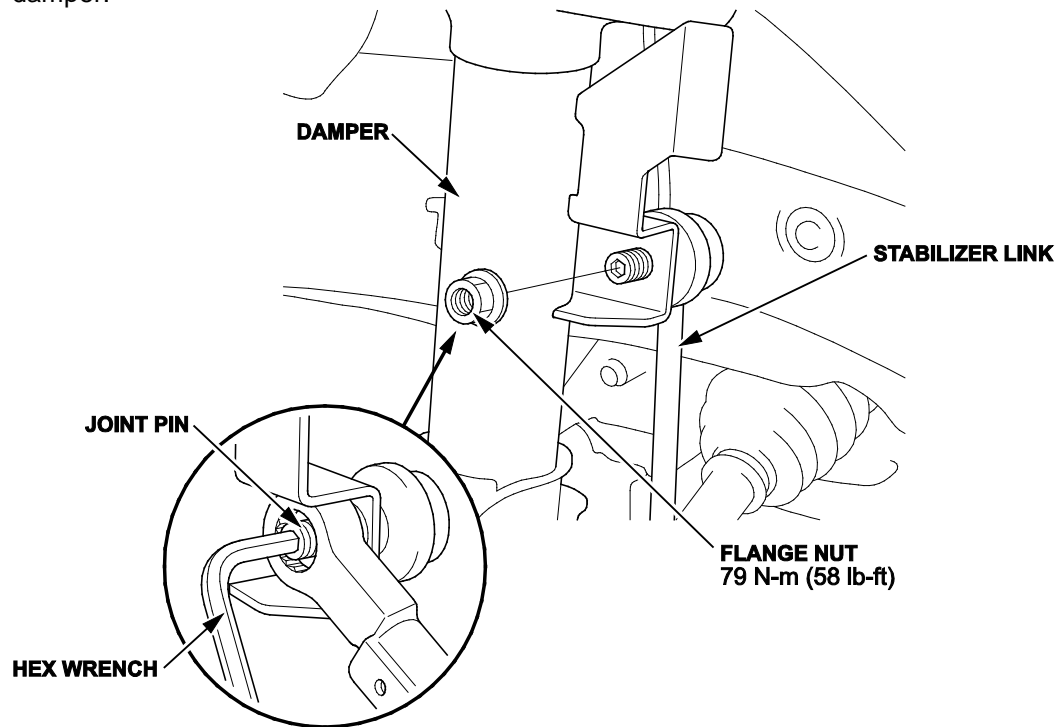
## REPAIR PROCEDURE

1. Raise and support the vehicle.
2. Remove the front wheel.
3. Remove the wire guide rubber and the clip from the damper. Do not disconnect the wheel speed sensor connector.

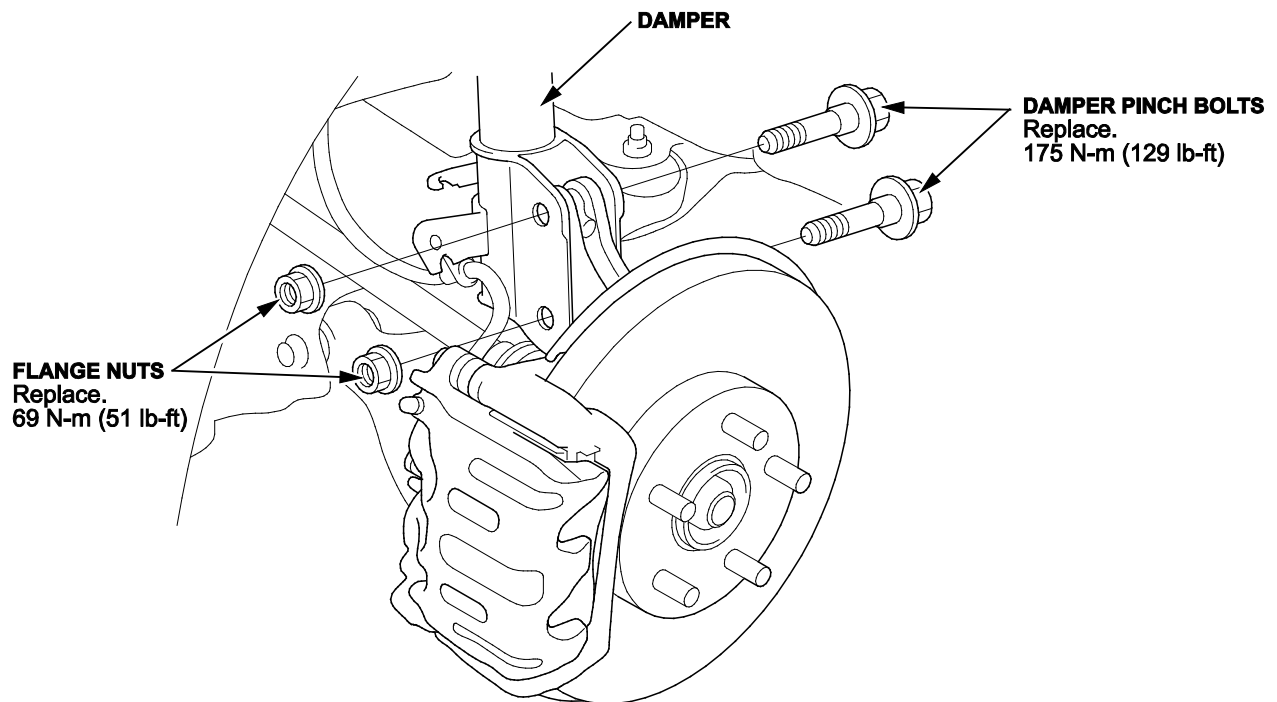


4. Remove the brake hose bracket from the damper.

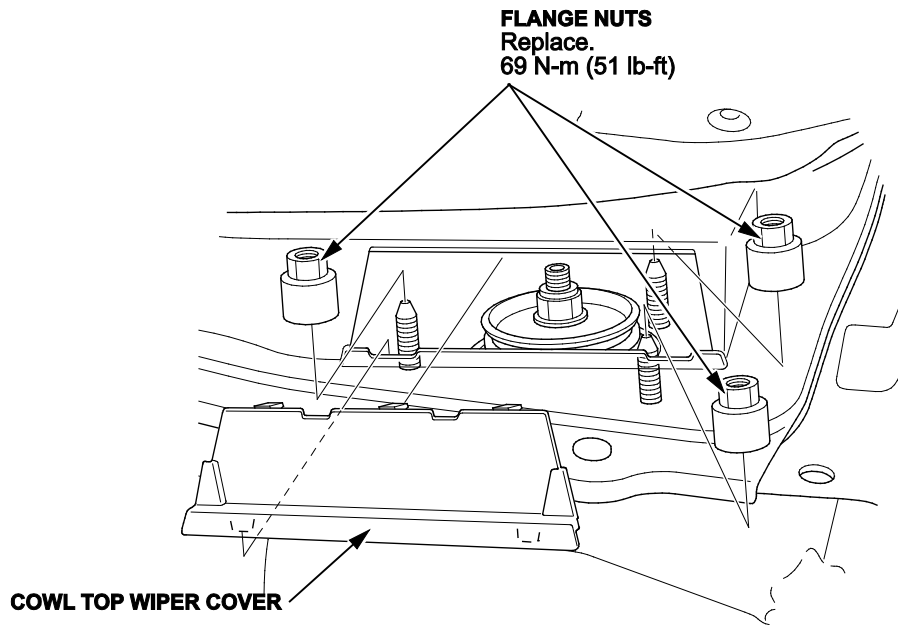
5. Remove the flange nut while holding the joint pin with a hex wrench, and disconnect the stabilizer link from the damper.



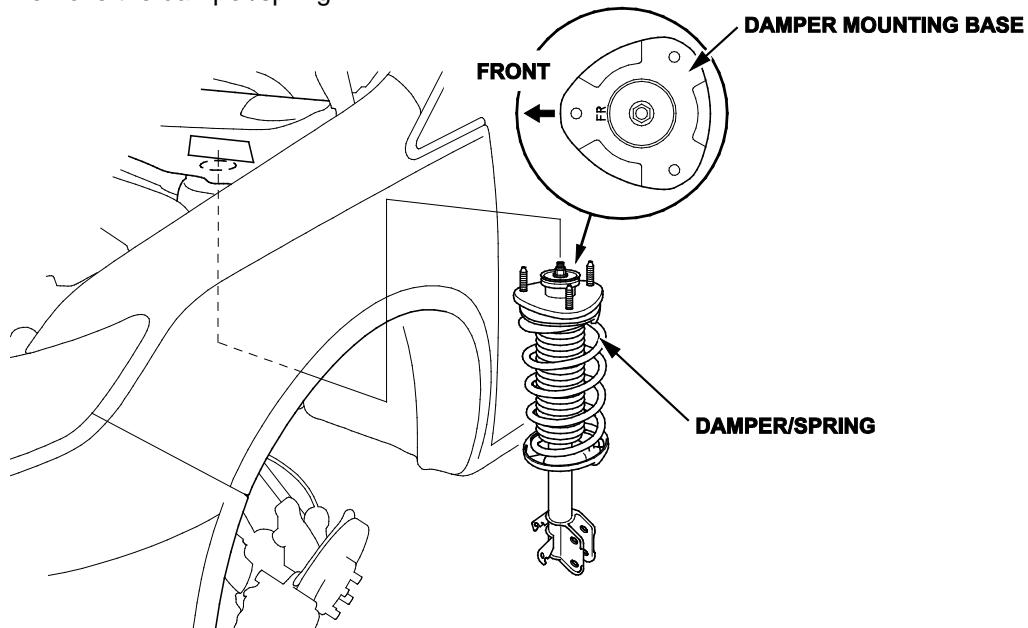
6. Remove the damper pinch bolts and flange nuts from the damper.  
NOTE: Do not allow the knuckle to rotate too far outward, or the driveshaft inboard joint may come apart.



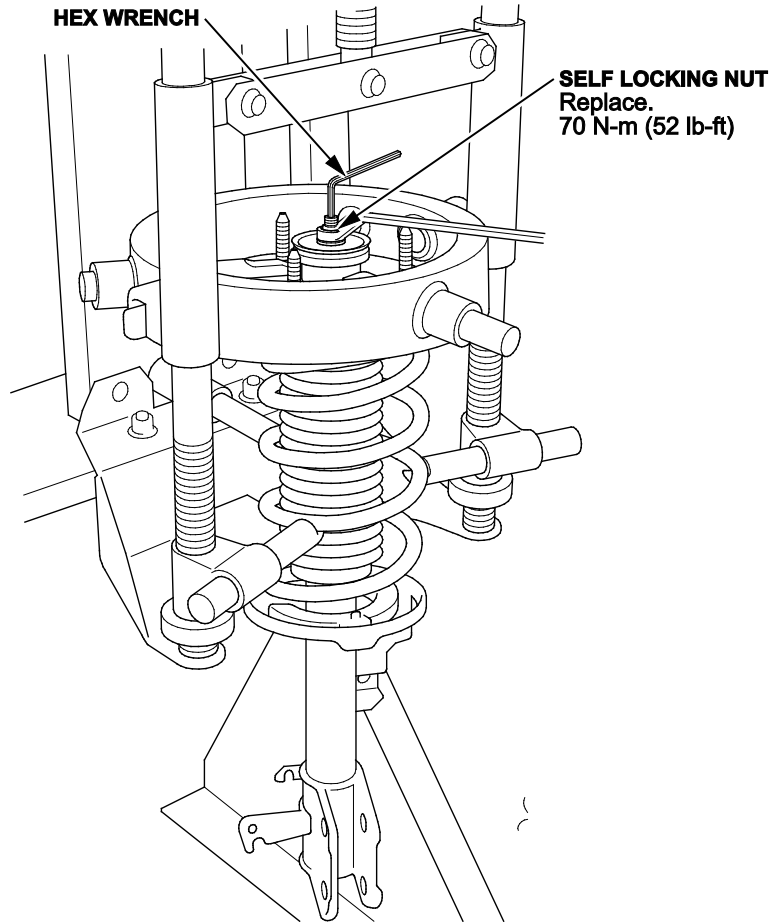
7. Remove the cowl top wiper cover, then remove the flange nuts from the top of the damper. Do not let the damper/spring drop down under its own weight.



8. Remove the damper/spring.



9. Compress the damper spring, then remove the self-locking nut while holding the damper shaft with a hex wrench. Do not compress the damper spring more than necessary to remove the self-locking nut.



10. Release the pressure from the strut spring compressor, then disassemble the damper.
11. Install the new bump stop.
12. Reassemble the damper using a new self-locking nut. Torque the nut to **70 N·m (52 lb-ft)**.
13. Reinstall the damper assembly onto the vehicle using the new flange nuts and pinch bolts. Torque the flange nuts to **69 N·m (51 lb-ft)** and the pinch bolts to **175 N·m (129 lb-ft)**.
14. Reconnect the stabilizer link to the damper. Torque the bolt to **79 N·m (58 lb-ft)**.
15. Install the brake hose bracket to the damper. Torque the bolt to **21 N·m (15 lb-ft)**.
16. Repeat steps 2 through 15 on the other damper assembly.
17. Do the front wheel alignment.

END