Applies To: **2001–02 Civic** – ALL

October 2003

Squeak From the Rear Suspension

(Supersedes 02-903, dated December 2002)

SYMPTOM

A squeak from the rear of the vehicle when driving slowly or going over a speed bump. You can hear the noise by bouncing the rear of the vehicle up and down while parked on a level surface.

PROBABLE CAUSE

Worn lower front bushing on the rear knuckle.

CORRECTIVE ACTION

Inspect the lower front bushings on both rear knuckles. If the bushings have a rubber collar, and are worn, replace the bushings. If the bushings have a steel collar, and you suspect them to be the source of the noise, disregard this service bulletin and replace the rear knuckles.

PARTS INFORMATION

Rear Knuckle Lower Front Bushing (left or right):
P/N: 52365-S5A-802

TOOL INFORMATION

Rear Knuckle Bushing Remover/Installer Kit:
T/N 07AAF-S5AA150
(This kit contains separate remover and installer tools. The installer tool is not used for this repair.)

C-Frame Tool: OTC P/N 7248
Bushing Installer: T/N 07AAF-S5AA120
(*Contains adapters A and B for the C-frame tool.)*

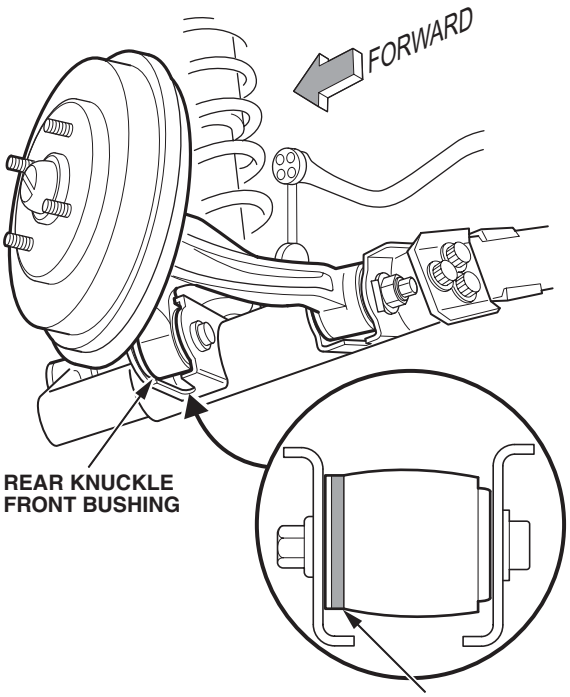
WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Operation Number:	418109
Flat Rate Time:	1.0 hour
Failed Part:	P/N 52365-S5A-024
Defect Code:	042
Contention Code:	B07

INSPECTION PROCEDURE

1. Raise the vehicle on a lift.
2. Inspect the lower front bushings on both rear knuckles.
   - If the bushings have a rubber collar, and the rubber collar overhangs on either knuckle, the rubber has worn away or deteriorated. Go to **REPAIR PROCEDURE**.
   - If the bushings have a rubber collar, and the rubber collar is flush with each knuckle, the bushing is OK. Look for other possible causes for the noise.



The rubber should be flush with the knuckle as shown.

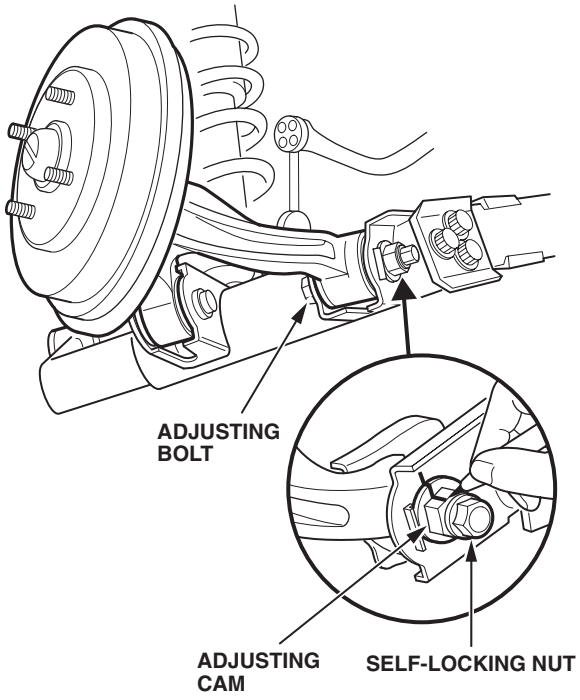
   - If the bushings have a steel collar, and you suspect them to be the source of the noise, disregard this service bulletin. Refer to the Suspension section of the 2001–03 Civic Shop Manual, and replace the rear knuckles.

NOTICE

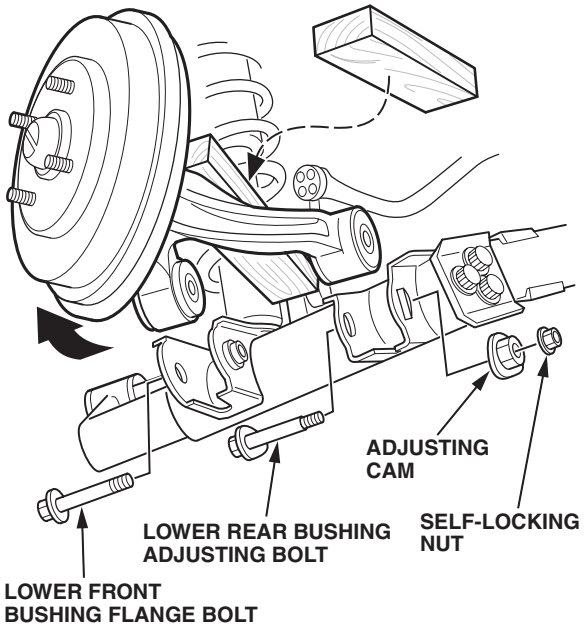
Do not attempt the repair procedure in this service bulletin if the bushings have a steel collar. Attempting to remove a steel-collared bushing from the rear knuckle with the special tool would damage the tool.

REPAIR PROCEDURE

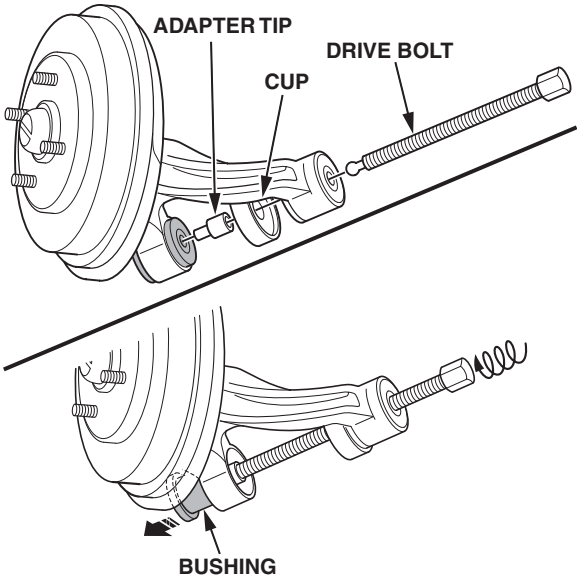
1. Remove the rear wheel.
2. Carefully mark the cam position at the end of the adjusting bolt by making a line across the trailing arm onto the adjusting cam. (The marks are used to reset the rear toe to its original position.)



3. Remove the self-locking nut, the adjusting cam, and the adjusting bolt from the lower rear bushing.

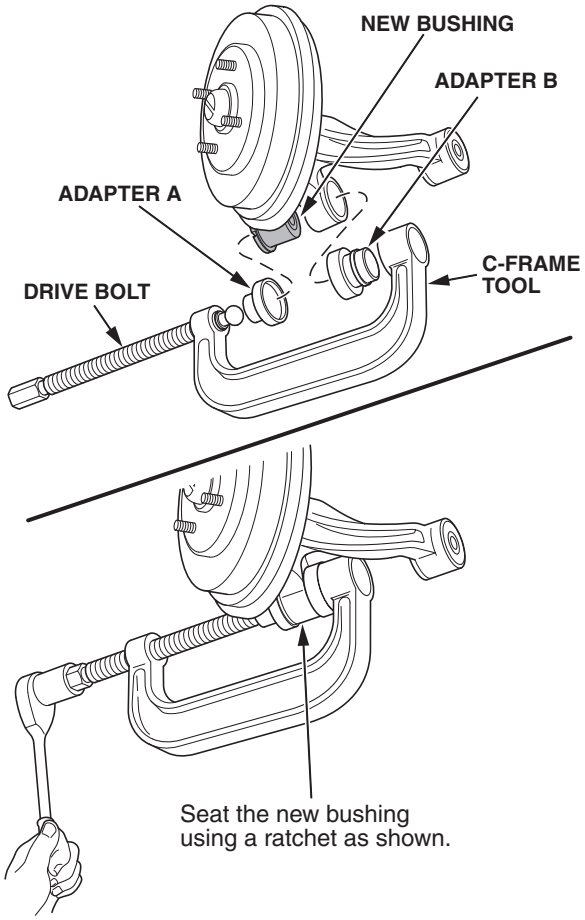


4. Remove the flange bolt from the lower front bushing.
5. Loosen the flange bolt on the upper bushing at the brake drum.
6. Lift the rear knuckle, and support it with a 51 mm by 102 mm block of wood, 203 mm long.
7. Install the bushing removal tool on the rear knuckle.
   - Remove the cup and adapter tip from the drive bolt. Lubricate the threads and the tip of the bolt with a moly-based grease.
   - Insert the ball-tip end of the drive bolt through the back of the lower rear bushing. Thread the cup onto the drive bolt, then snap on the adapter tip.
   - Turn the hex-end of the drive bolt until the adapter tip seats in the opening of the lower front bushing. Turn the cup until it is snug against the lower rear bushing.



8. Put on proper eye protection (safety glasses, goggles, etc.). Use a 1/2-inch drive impact wrench to push the lower front bushing out of the knuckle. Discard the old bushing.
9. Remove the tool. Use a clean shop towel to remove any rust or dirt from the inner surface of the knuckle.
10. Lubricate the new lower front bushing with a moly-based grease, then set it into the knuckle.

11. Lubricate the threads of the C-frame tool with a moly-based grease. Snap adapter A onto the end of the drive bolt, and snap adapter B onto the other side of the C-frame tool. Install the tool over the new bushing and knuckle as shown.



12. Use a ratchet to seat the new bushing fully into the knuckle. *Do not use pneumatic tools.* Remove the C-frame tool.
13. Reinstall the lower front bushing with the original flange bolt. *Hand-tighten only; do not torque.*
14. Reinstall the lower rear bushing with the original adjusting bolt and adjusting cam. Align the cam position with the marks you made in step 2. Reinstall the self-locking nut. *Hand-tighten only; do not torque.*
15. Place a jack under the trailing arm, and raise the suspension to load it with the weight of the vehicle. Torque the flange bolts on the upper bushing and the lower front bushing and the self-locking nut on the lower rear bushing to **59 N·m (43 lb-ft)**.
16. Reinstall the rear wheel.
17. Repeat steps 1 thru 16 for the other lower front bushing.
18. Check the wheel alignment, and adjust it if needed.