1

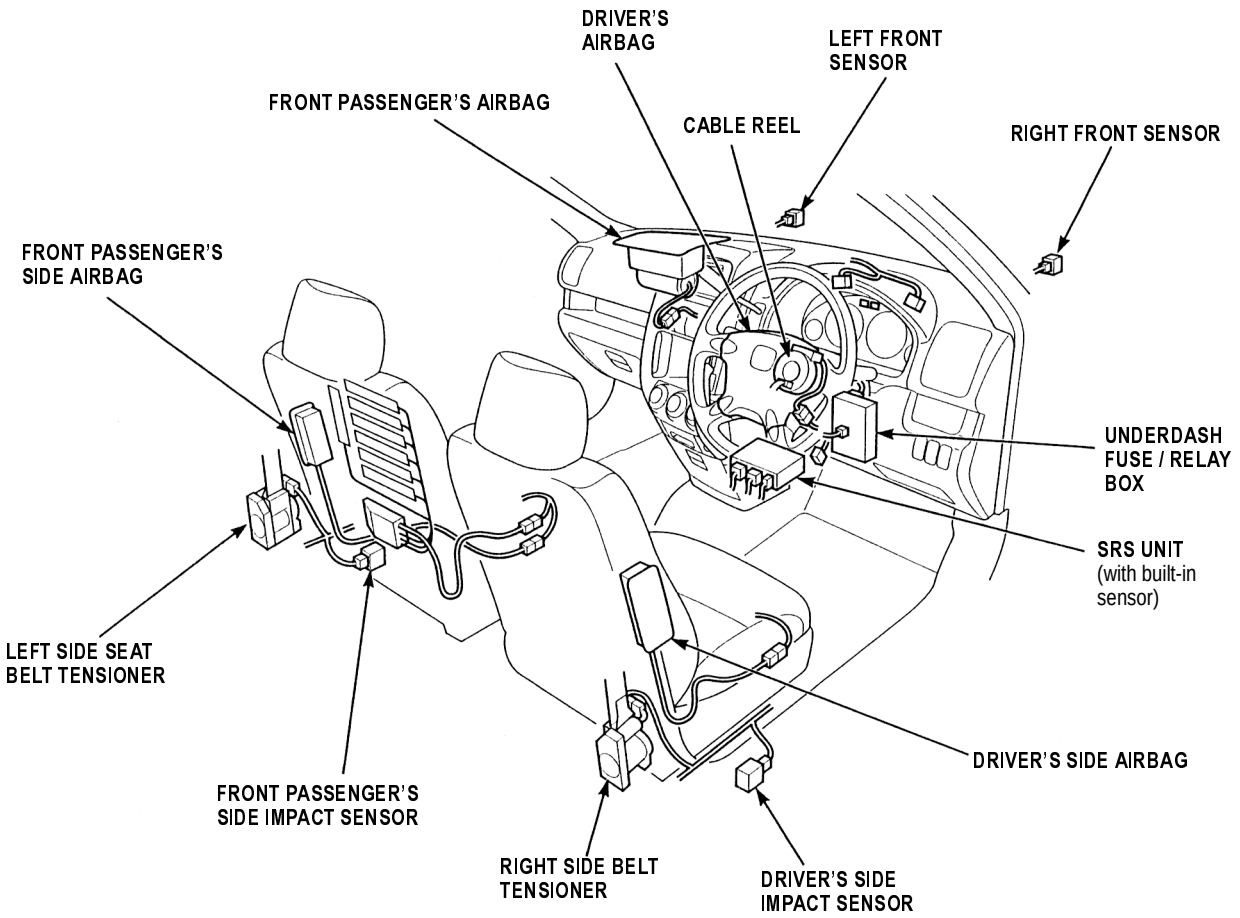
General Information

Supplemental Restraint System (SRS)

This model has an SRS which includes a driver's airbag in the steering wheel hub, a passenger's airbag in the dashboard above the glove box, seat belt tensioners in the front seat belt retractors, and side airbags in the front seat-backs. The SRS unit is separate from the airbag assembly and has built-in sensors. The following precautions should be observed when performing sheet metal work, paint work, and repair work around the locations of the SRS components.

1. The SRS unit (including the safing sensor and the impact sensor) is located under the dashboard and the side impact sensors are located in each side sill. The front impact sensors are located behind the right and left ends of the front bumper. Avoid any strong impact with a hammer or other tools when repairing the front side frame, the lower part of the dashboard, and the side sill. Do not apply heat to these areas with a torch, etc.
2. Take extra care when painting or doing body work in the area below the centre pillar. Do not expose the seat belt retractor and tensioner to heat guns, welding, or spraying equipment.
3. SRS electrical wiring harness and connectors are identified with yellow color coding. Care should be taken not to damage the harness when repairing this area.
4. Do not apply heat of more than 100°C (212°F) when drying painted surfaces anywhere around the locations of SRS components.
5. If strong impact or high temperature needs to be applied to the areas around the locations of SRS components, remove the components before performing the repair work.
6. If any of the SRS related components are damaged or deformed, be sure to replace them.

NOTE: Refer to the Restraints section of the Shop Manual for after-deployment procedures and removal and replacement of SRS related components.



SRS Component Replacement / Inspection After Deployment

NOTE: Before doing any SRS repairs, use the PGM Tester SRS menu method to check for DTCs; refer to the DTC Troubleshooting Index for the less obvious deployed parts (seat belt tensioners, OPDS Sensor, side airbag sensors, etc.)

After a collision where the seat belt tensions deployed, replace these items:

- Seat belt tensioners
- Seat belt buckle tensioners
- SRS unit
- Front sensors

After a collision where the frontal airbag(s) deployed, replace these items:

- SRS unit
- Deployed airbag(s)
- Seat belt tensioners
- Seat belt buckle tensioners
- Front sensors

After a collision where the side airbag(s) deployed, replace these items:

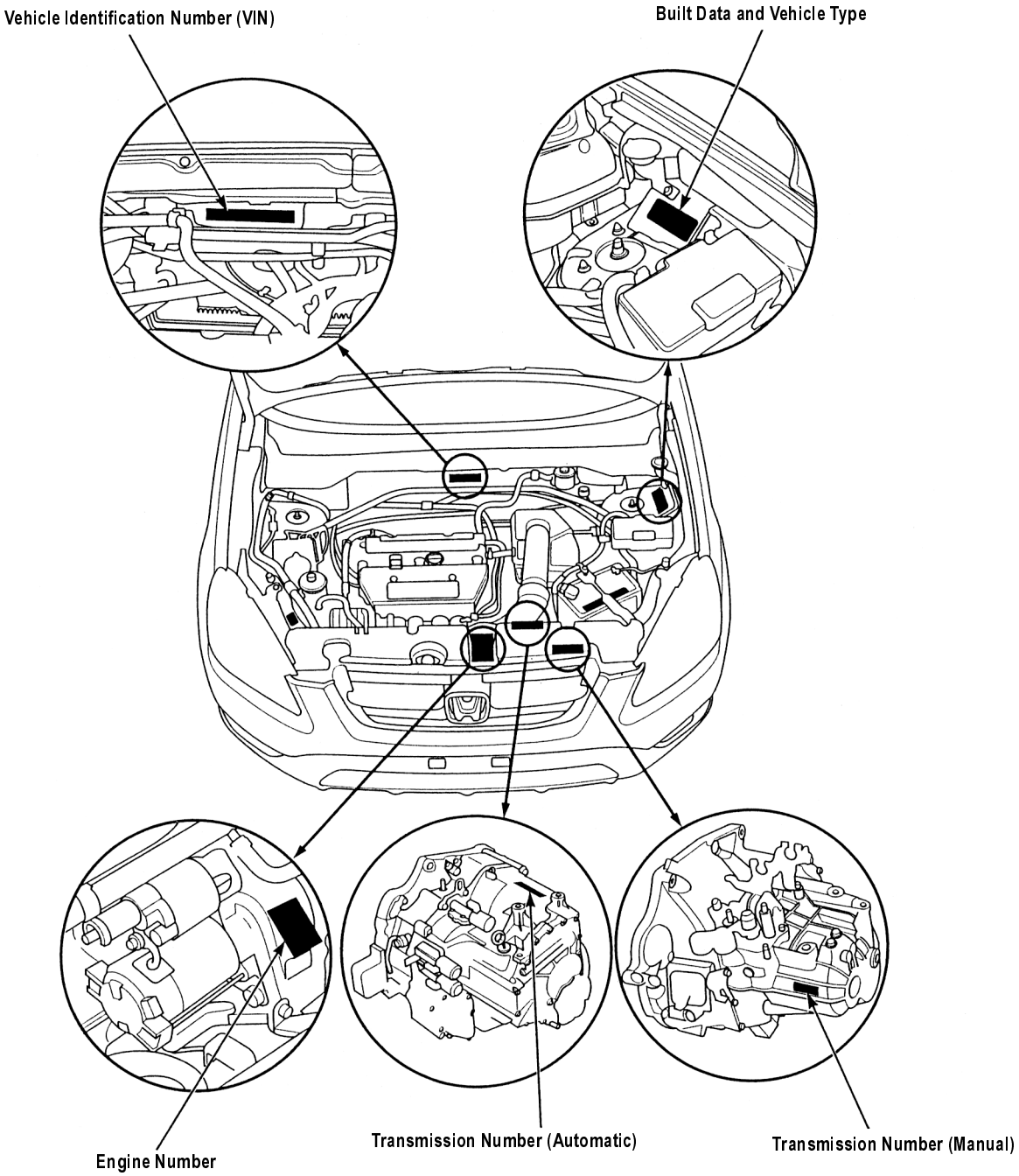
- SRS unit
- Deployed side airbag(s)
- Side impact sensor(s) for side(s) deployed

During the repair process, inspect these areas:

- Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
- Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.

After the vehicle is completely repaired, turm the ignition switch on. If the SRS indicator comes on for about 6 seconds and then goes off, the SRS airbag system is OK. If the indicator does not function properly, use the PGM Tester SRS Menu Method to read the DTC(s). If this doesn't retrieve any codes, use the Tester's SCS menu method. If the SCS method doesn't work, you may need to install a known-good SRS unit to read the DTC(s). If you still cannot retrieve a code, go to SRS Indicator Circuit Troubleshooting.

Identification Number Locations

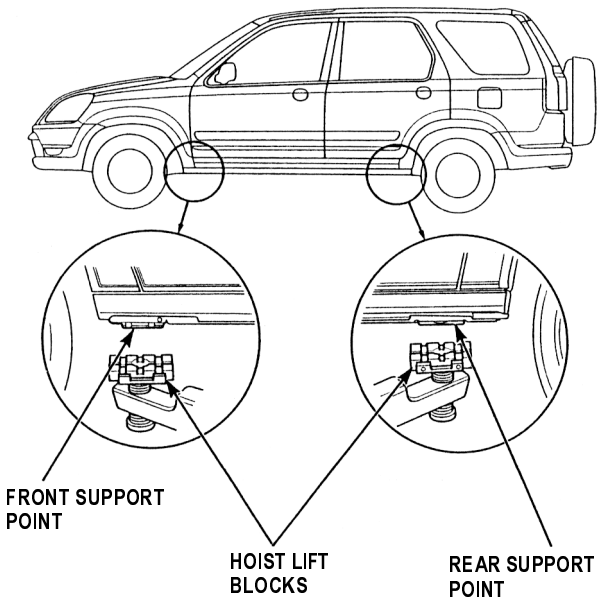


Lift and Support Points

NOTE: If you are going to remove heavy components such as suspension or the fuel tank from the rear of the vehicle, first support the front of the vehicle with tall safety stands. When substantial weight is removed from the rear of the vehicle, the centre of gravity can change and cause the vehicle to tip forward on the hoist.

Frame Hoist

1. Position the hoist lift blocks, or safety stands, under the vehicle's front support points and rear support points.



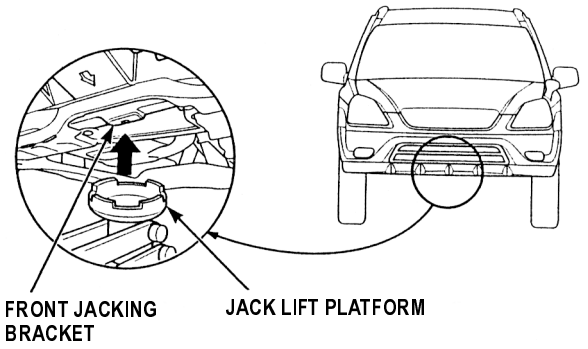
2. Raise the hoist a few inches, and rock the vehicle gently to be sure it is firmly supported.
3. Raise the hoist to full height, and inspect the lift points for solid contact with the lift blocks.

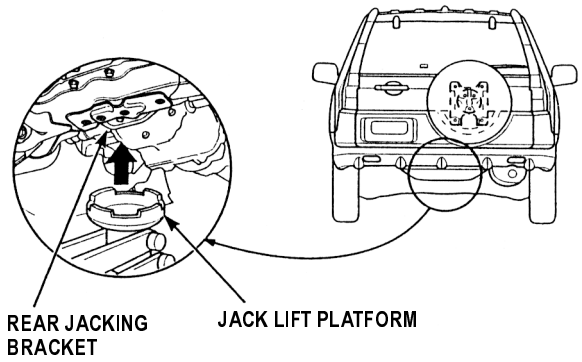
Safety Stands

To support the vehicle on safety stands, use the same support points as for a frame hoist. Always use safety stands when working on or under any vehicle that is supported only by a jack.

Floor Jack

1. Set the parking brake.
2. Block the wheels that are not being lifted.
3. When lifting the rear of the vehicle, put the gearshift lever in reverse, or the automatic transmission in [P] position.
4. Position the floor jack under the front jacking bracket or rear jacking bracket, center the jacking bracket in the jack lift platform, and jack up the vehicle high enough to fit the safety stands under it.

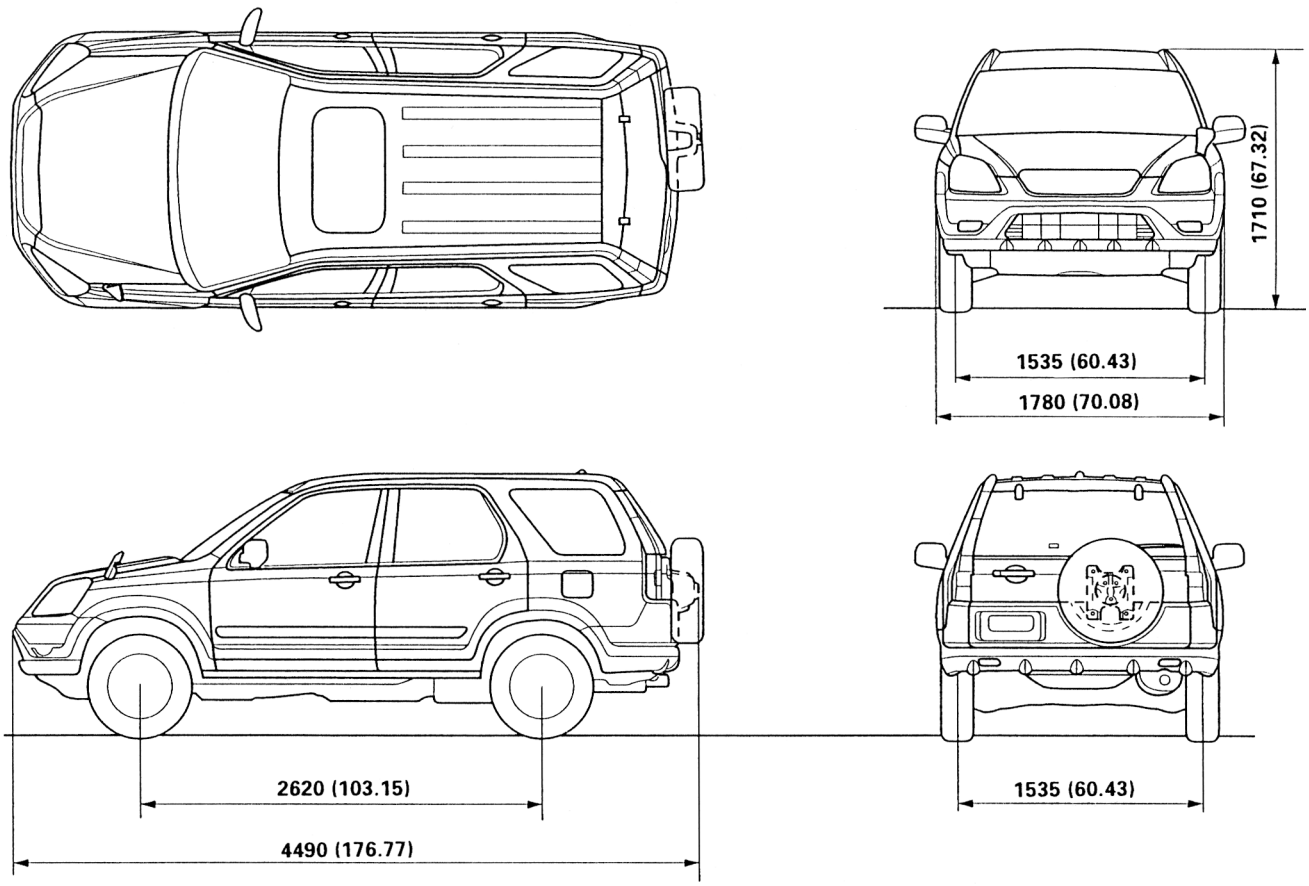




5. Position the safety stands under the support points and adjust them so the vehicle will level.
6. Lower the vehicle onto the stands.

Body Specifications / Wheel Alignment

Unit: mm (in.)



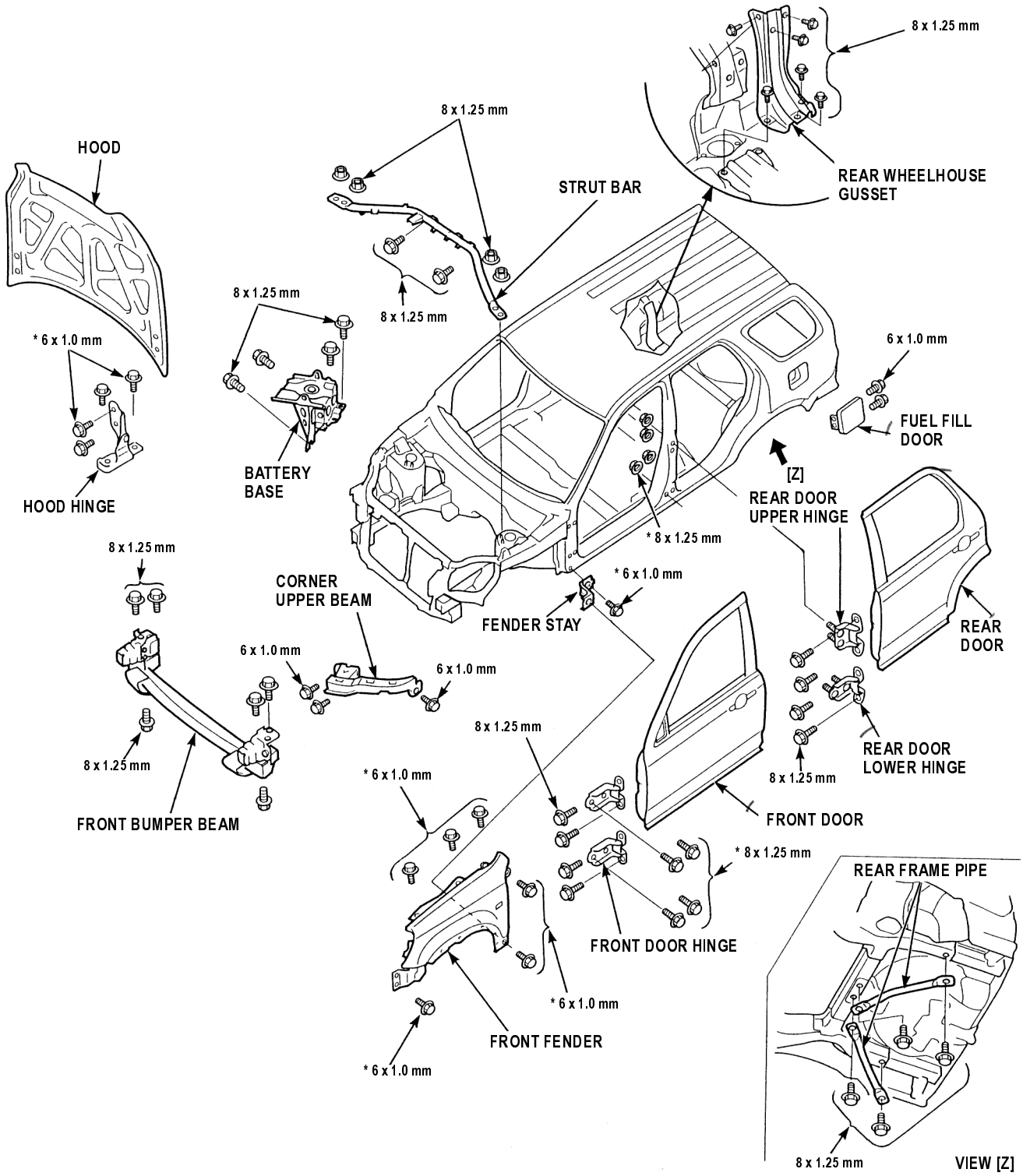
Front Wheel Alignment		
Camber	0°00' ± 1°	
Caster	2°10' ± 1°	
Total toe	0 ± 3 (0 ± 0.12)	
Wheel turning angle	in	37°00' ± 2°
	out	31°30' (Reference)

Rear Wheel Alignment	
Camber	-1°00' ± 1° ± 45'
Total toe	IN (2 (+2/-1)) (0.08 (+0.08/-0.04))

Exterior Parts Removal / Installation

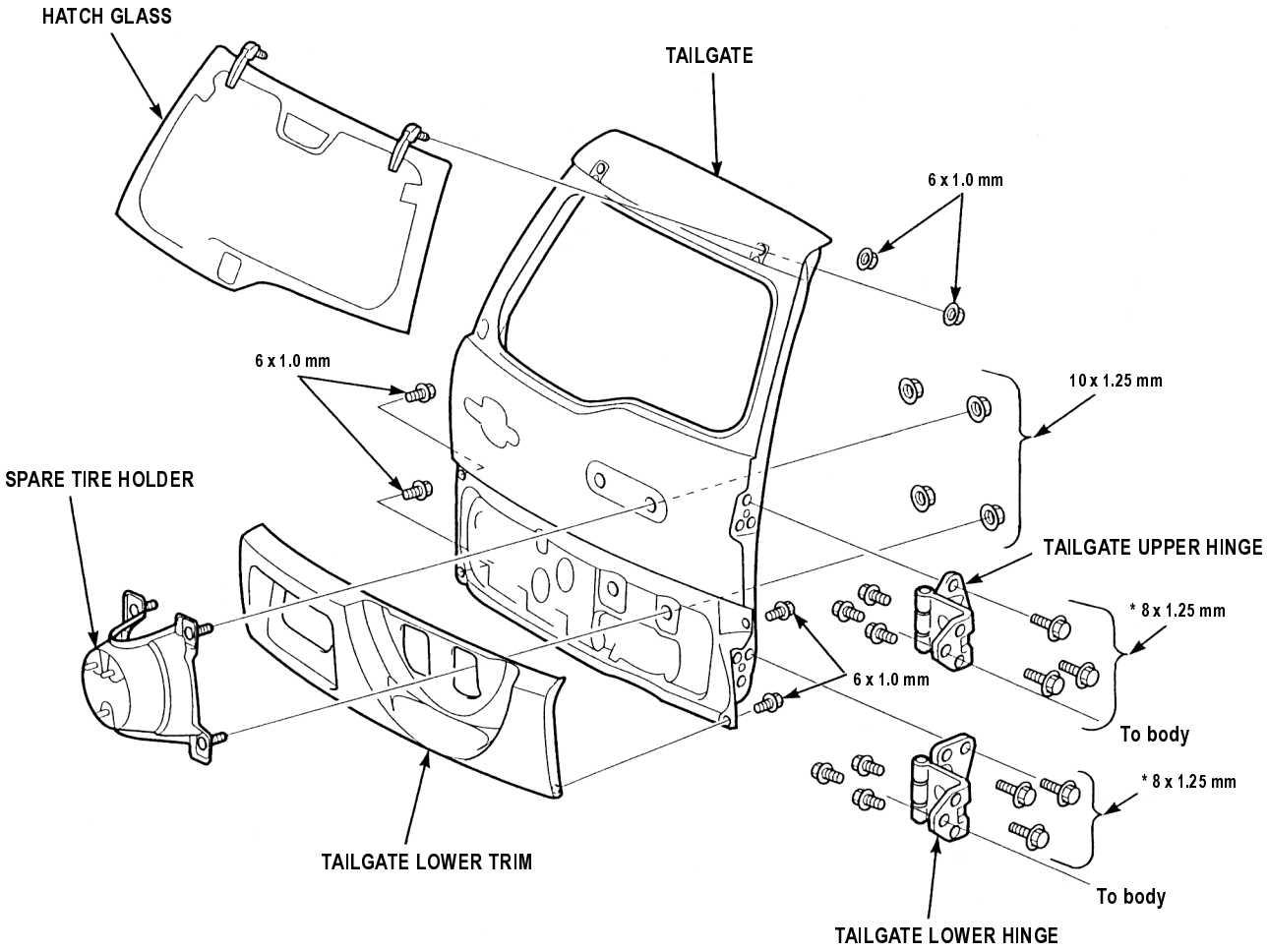
NOTE: To adjust the alignment of the hood, the doors, and the tailgate, refer to the CR-V Shop Manual.

Mounting bolts/nuts torque:
  6 x 1.0 mm: 9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
* 6 x 1.0 mm: 18 N·m (1.8 kgf·m, 13 lbf·ft)
  8 x 1.25 mm: 22 N·m (2.2 kgf·m, 16 lbf·ft)
* 8 x 1.25 mm: 29 N·m (3.0 kgf·m, 22 lbf·ft)

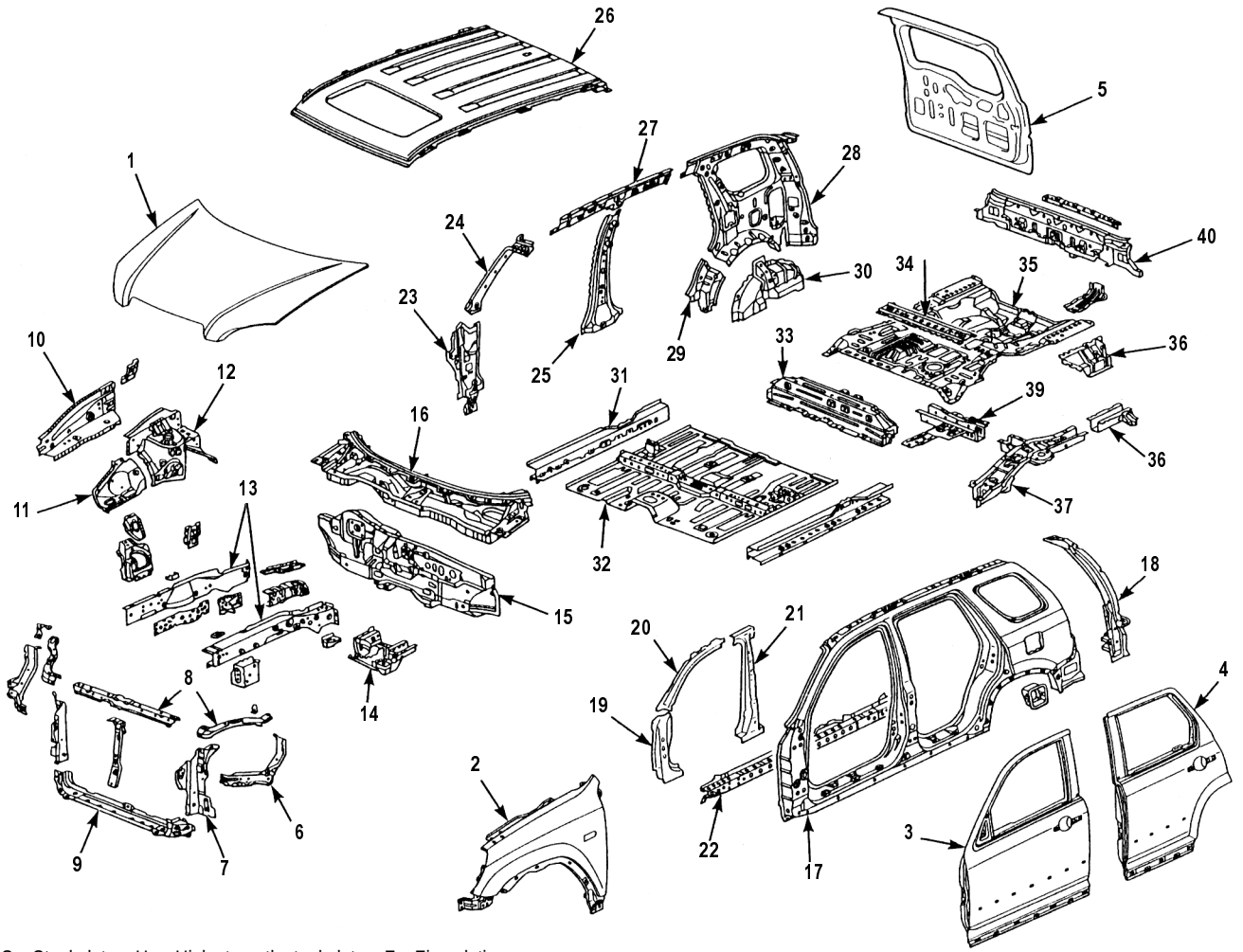


Tailgate Compartment Parts Removal / Installation

Mounting bolts/nuts torque:
6 x 1.0mm: 9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)
* 8 x 1.25 mm: 29 N·m (3.0 kgf·m, 22 lbf·ft)
10 x 1.25 mm: 28 N·m, 28 lbf·ft)



Body Construction



Sp: Steel plate Hss: High strength steel plate Zn: Zinc-plating

No.	Part Name	No.	Part Name
1	Hood (Hss, Zn)	22	Side Sill Reinforcement (Hss, Zn)
2	Front Fender (Sp, Zn)	23	Front Pillar Inner Lower (Hss, Zn)
3	Front Door (Hss, Zn)	24	Front Pillar Inner Upper (Hss)
4	Rear Door (Hss, Zn)	25	Center Inner Pillar (Hss)
5	Tailgate (Sp, Zn)	26	Roof Panel (Sp)
6	Bulkhead Side (Sp, Zn)	27	Roof Side Rail (Hss)
7	Bulkhead Side Stay (Sp, Zn)	28	Rear Inner Panel (Sp, Zn)
8	Bulkhead Upper Center Frame/Side Frame (Sp, Zn)	29	Wheel Arch Extension (Sp, Zn)
9	Front Lower Cross-member (Hss, Zn)	30	Rear Wheelhouse (Sp, Zn)
10	Wheelhouse Upper Member (Sp)	31	Inside Sill (Hss, Zn)
11	Front Wheelhouse (Sp, Zn)	32	Front Floor (Sp, Zn)
12	Damper Housing (Sp, Zn)	33	Middle Floor Cross-member (Hss, Zn)
13	Front Side Frame (Hss, Zn)	34	Rear Floor Upper Cross-member (Sp)
14	Side Frame Extension Rear/Front Side Outrigger (Hss, Zn)	35	Rear Floor (Sp, Zn)
15	Dashboard Lower (Sp, Zn)	36	Rear Floor Extension (Sp, Zn)
16	Dashboard Upper (Sp, Zn)	37	Rear Frame A (Sp, Zn)
17	Outer Panel (Sp, Zn)	38	Rear Frame B (Hss, Zn)
18	Rear Pillar Gutter (Sp, Zn)	39	Rear Floor Cross-member (Sp, Zn)
19	Front Pillar Lower Stiffener (Sp)	40	Rear Panel (Sp, Zn)
20	Front Pillar Upper Stiffener (Hss)		
21	Center Pillar Stiffener (Sp)		

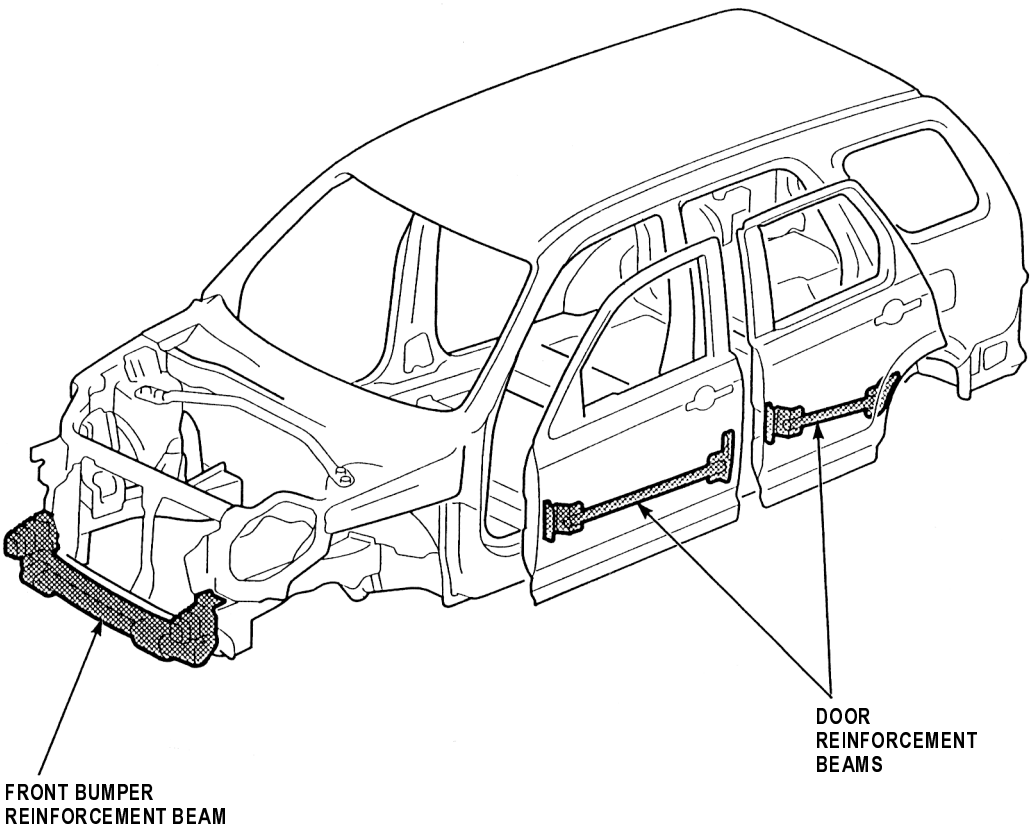
Door and Bumper Reinforcement Beams

Door and bumper reinforcement beams used on Honda vehicles are made from a metal equivalent to High Strength Steel (Hss).

If HSS is heated, the strength of the steel will be reduced. If HSS is damaged, as in a vehicle accident, where the door and bumper reinforcement beams are bent, the beams may crack if an attempt is made to straighten them.

For this reason, door and bumper reinforcement beams should NEVER be repaired; they should be replaced if they are damaged.

NOTE: If a door beam is damaged, the whole door panel assembly should be replaced.



Zinc-plated Steel Plate Repair

The zinc-plated steel plate used in some panels of the CR-V requires different repair techniques than ordinary steel plate. Refer to "Body Construction" (see page 1-9) for the location of the zinc-plated panels.

1. Before spot welding the zinc-plated steel plate, remove the paint from both sides of the flange to be welded. Apply sealer to the flange after welding.

WARNING

To prevent eye injury, wear goggles or safety glasses whenever sanding, cutting, or grinding.

NOTE: Seal the sanded surfaces thoroughly to prevent rust.

2. The electric continuity properties of zinc-plated steel plate is different from ordinary steel plate. When spot welding, increase the current by 10-20%, or increase the resistance welding time. Also increase the number of weld spots by 10-20%.

NOTE: The MIG welding procedures for zinc-plated steel plate are the same as for ordinary steel plate.

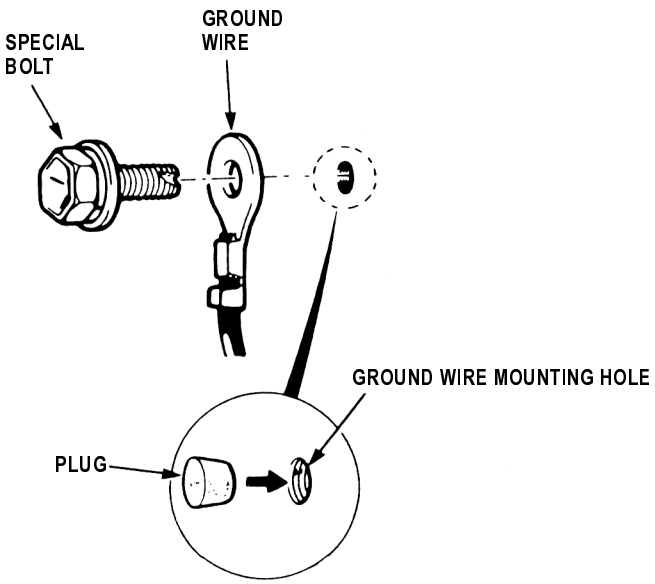
WARNING

To prevent eye injury and burns when welding, wear an approved welding helmet, gloves and safety shoes.

3. Before applying putty or body filler to the zinc-plated steel plate, sand the zinc plating thoroughly to promote adhesion and to prevent blistering.

NOTE: Use only epoxy-based putties and fillers on zinc-plated steel plate, following the manufacturer's specifications.

4. When performing paint work, protect the ground wire and ground wire mounting hole threads with a bolt or a plug.

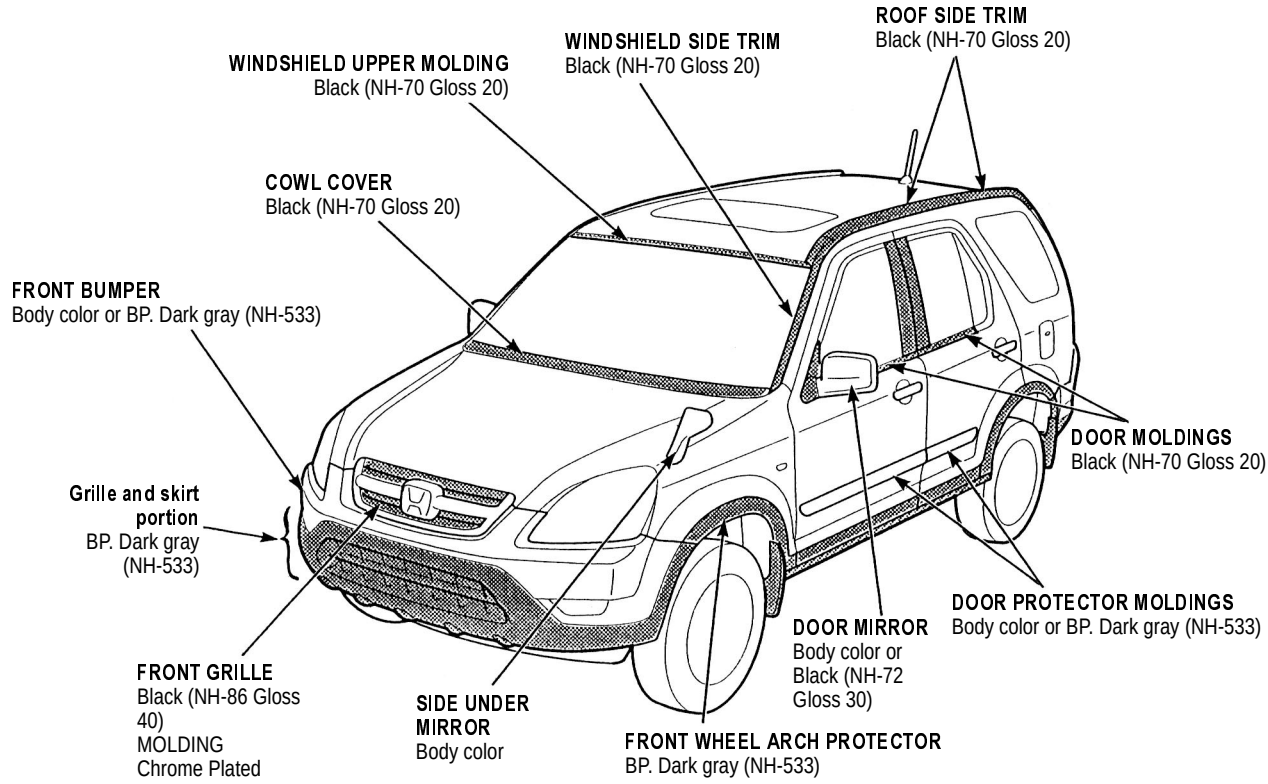


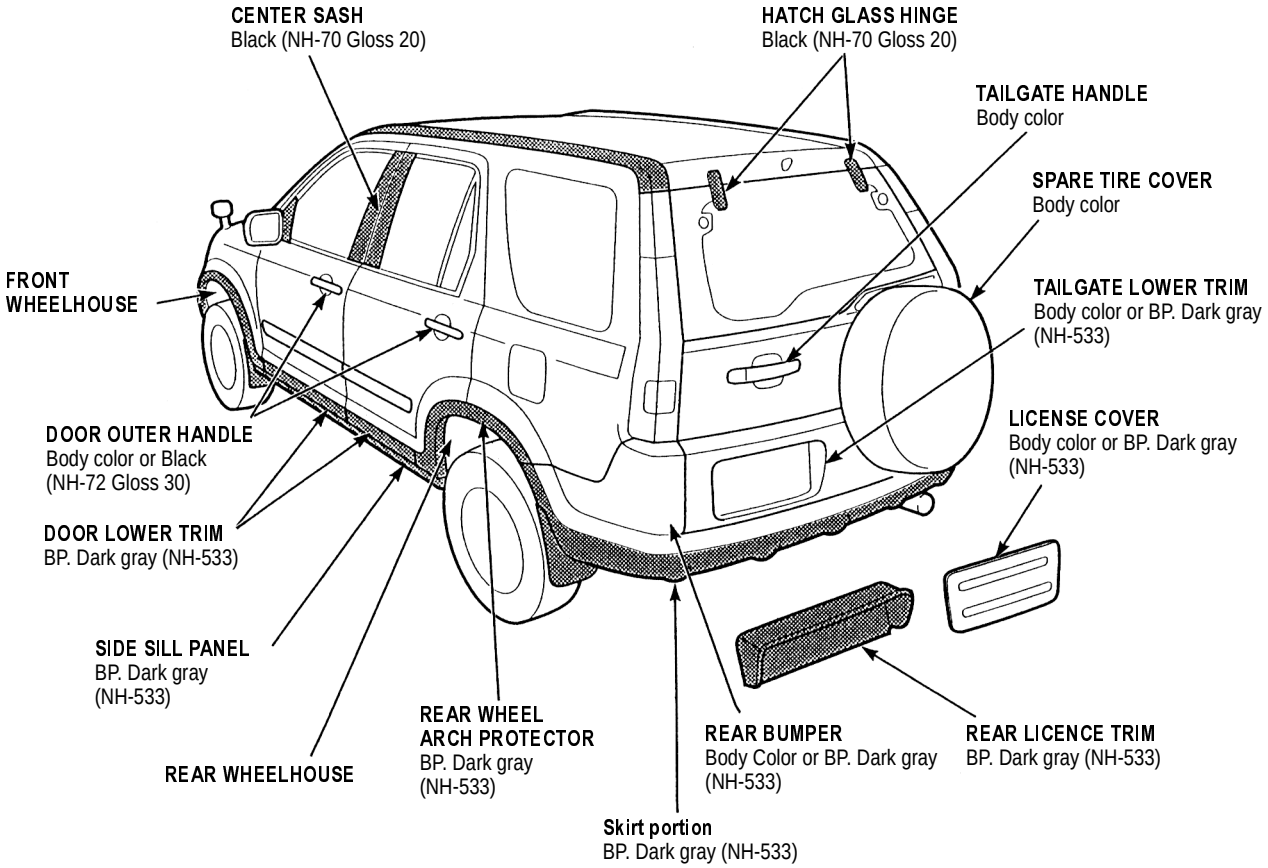
Color Chart Paint Specifications

P.: Pearl Paint / M.: Metallic Paint

		NH-578 Taffeta white	NH-623M Satin Silver M.	NH-624P Premium White P.	B-92P Nighthawk Black P.	B-96P Eternal Blue P.	G-95P Clover Green P.	YR-535M Mojave Mist M.	R-517P Chianti Red P.	B-508M Ziricon Blue M.	B-94 Midnight Blue	R-81 Mirano Red	B-512M Magnetic Blue M.	R-507P Fire Pepper P.	YR-525M Titanium M.	RP-31M Signet Silver M.
KE	SE/SE-E	O	O		O	O	O	O	O		O	O	O			
KE	LS	O	O		O	O	O	O	O		O	O	O			
	ES	O	O		O	O	O	O	O		O	O	O			
KS	ES	O	O		O	O	O	O	O		O	O	O			
KH	BASE	O	O	O		O	O	O	O							
KK	LX/EX		O	O			O	O	O	O						
	OP (LEATHER)		O	O			O	O	O	O						
KM	RVSI		O	O	O		O	O		O						
KN	RVI/RVSI		O	O	O		O	O	O	O						
KQ	RVI/RVSI	O	O		O	O	O	O	O	O						
KT	BASE		O	O	O		O	O	O	O						
KU	RVI/ RVI-H	O	O			O	O	O	O							
	RVSI/ RVSI-H	O	O	O	O		O	O		O						
KW	BASE	O	O		O	O	O	O	O	O						
KY	RVI/RVSI		O	O	O		O	O	O	O						
KR	LS/ES	O	O		O	O	O	O	O		O	O	O			
KP	RVI/RVSI		O	O	O		O	O	O	O						
KZ	RVI/RVSI	O	O		O	O				O				O	O	O

Note: Apply NH-86 black (Gloss 40) to the visible surfaces of the rear tie down hook, front bumper beam, front and rear wheelhouse after repairing and painting (except vehicles painted with B-92P, G95P and B-94)


ROOF SIDE TRIM
Black (NH-70 Gloss 20)
WINDSHIELD SIDE TRIM
Black (NH-70 Gloss 20)
WINDSHIELD UPPER MOLDING
Black (NH-70 Gloss 20)
COWL COVER
Black (NH-70 Gloss 20)
FRONT BUMPER
Body color or BP. Dark gray (NH-533)
DOOR MOLDINGS
Black (NH-70 Gloss 20)
Grille and skirt portion
BP. Dark gray (NH-533)
DOOR PROTECTOR MOLDINGS
Body color or BP. Dark gray (NH-533)
DOOR MIRROR
Body color or Black (NH-72 Gloss 30)
FRONT GRILLE
Black (NH-86 Gloss 40)
MOLDING
Chrome Plated
SIDE UNDER MIRROR
Body color
FRONT WHEEL ARCH PROTECTOR
BP. Dark gray (NH-533)


CENTER SASH
Black (NH-70 Gloss 20)
HATCH GLASS HINGE
Black (NH-70 Gloss 20)
TAILGATE HANDLE
Body color
SPARE TIRE COVER
Body color
FRONT WHEELHOUSE
TAILGATE LOWER TRIM
Body color or BP. Dark gray (NH-533)
LICENSE COVER
Body color or BP. Dark gray (NH-533)
DOOR OUTER HANDLE
Body color or Black (NH-72 Gloss 30)
DOOR LOWER TRIM
BP. Dark gray (NH-533)
SIDE SILL PANEL
BP. Dark gray (NH-533)
REAR WHEEL ARCH PROTECTOR
BP. Dark gray (NH-533)
REAR BUMPER
Body Color or BP. Dark gray (NH-533)
REAR LICENCE TRIM
BP. Dark gray (NH-533)
REAR WHEELHOUSE
Skirt portion
BP. Dark gray (NH-533)

Types and Materials of Exterior Plastic Parts

NOTE: A standard symbol is stamped on the underside of each resin part to show the type of material used.
Example: