

Applies To: **2007–11 CR-V** – Check the iN VIN status for eligibility**May 30, 2014****Warranty Extension: A/C Compressor Clutch**

(Supersedes 12-072, dated July 30, 2013, to revise the information marked by the black bars)

**REVISION SUMMARY**

Under REPAIR PROCEDURE, the tool number in step 7 was corrected.

**BACKGROUND**

The A/C compressor clutch wears out, causing one or more of the following symptoms:

- The A/C performance is poor and it blows air that isn't very cold.
- The A/C does not work or blows warm air.
- The A/C makes noise that seems to come from the compressor area.

American Honda is extending the warranty on the A/C compressor clutch to 7 years from the original date of purchase or 100,000 miles, whichever comes first.

The warranty extension does not apply to any vehicle that has ever been declared a total loss or sold for salvage by a financial institution or insurer, or has a branded or similar title under any state's law.

**CUSTOMER NOTIFICATION**

Owners of affected vehicles were sent a notification of this warranty extension starting in November 2012. An example of the customer notification is included at the end of this service bulletin.

Before doing work on a vehicle, verify its eligibility by doing an iN VIN status inquiry.

**CORRECTIVE ACTION**

Replace the A/C compressor clutch (armature plate and rotor pulley) and, if needed, also replace the field coil.

**PARTS INFORMATION**

A/C Compressor Clutch Kit: P/N 38900-RZA-014

A/C Compressor Field Coil Set:

P/N 38924-RWC-A01 (2007–09 model years)

P/N 38924-RWC-A02 (2010–11 model years)

**REQUIRED SPECIAL TOOLS**

A/C Compressor Kit: T/N 07AAF-000A150

**WARRANTY CLAIM INFORMATION**

OP#	Description	FRT
6141B9	Inspect and replace the A/C compressor clutch.	0.9
A	Replace the field coil.	0.1

Failed Part: P/N 38900-RZA-014

Defect Code: 5F100

Symptom Code: S5700

Skill Level: Repair Technician

## INSPECTION PROCEDURE

1. Check for signs that the armature plate was burned, such as discoloration and blistering, or for any other signs of damage. If there is damage, make note of it.

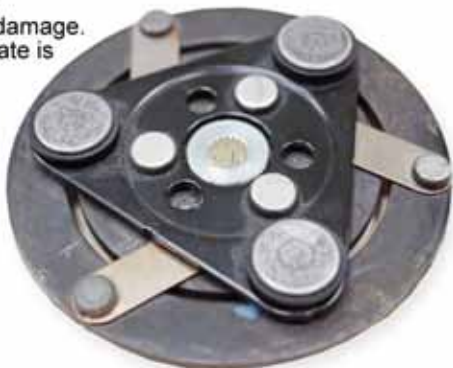
**OK**  
Armature plate is semi-gloss black.



**NO GOOD**  
Moderate heat damage. Paint blistered and flaked off.



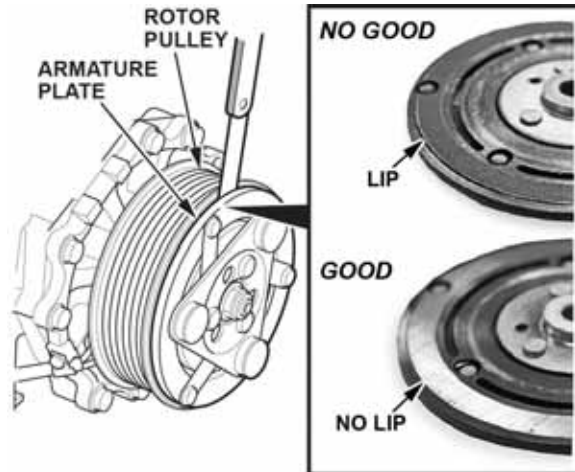
**NO GOOD**  
Major heat damage. Armature plate is flat black.



2. Check the clutch clearance between the rotor pulley and the armature plate by trying to insert a 0.027 in. (0.66 mm) feeler gauge in different places all the way around the armature plate. The proper clearance should be between **0.014–0.026 in. (0.35–0.65 mm)**.

### NOTE:

- Make sure you measure all the way around the armature plate because the back of the armature may wear unevenly; some areas may be within spec, while others are not.
- If the clearance is close to the maximum, the clutch makes an engagement noise that may be the source of the customer's complaint.



- If the armature surface has no damage or discoloration and the feeler gauge does not fit into the clutch clearance area, this bulletin does not apply. Continue with normal troubleshooting.
  - If the armature surface has any damage and the feeler gauge fits (about 1/8 in. or 3 mm) into the clutch clearance area, the A/C compressor clutch is damaged. Go to step 3.
3. Measure the field coil resistance. For more information about checking the resistance, refer to the *Tech2Tech* segment titled "Noise under the Hood, A/C Not Working Right? Check the Compressor Clutch First."

Field coil resistance specification:

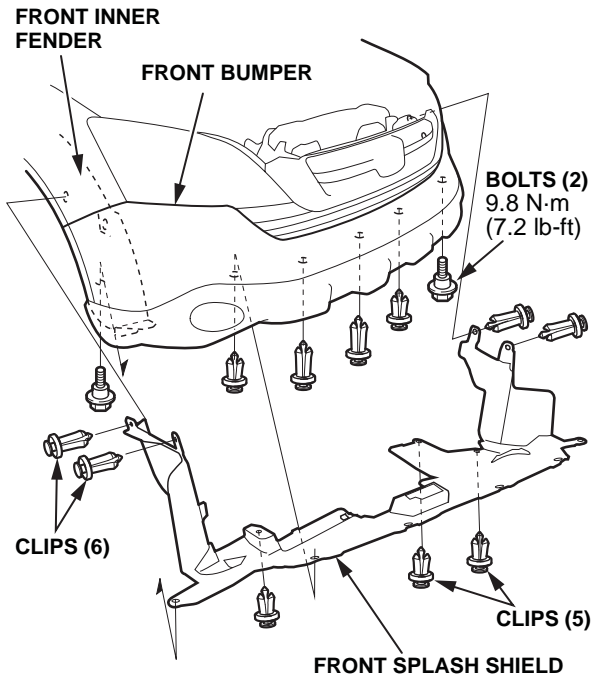
'07–09 models: **3.15–3.45 ohms at 68 °F (20 °C)**

'10–11 models: **3.35–3.65 ohms at 68 °F (20 °C)**

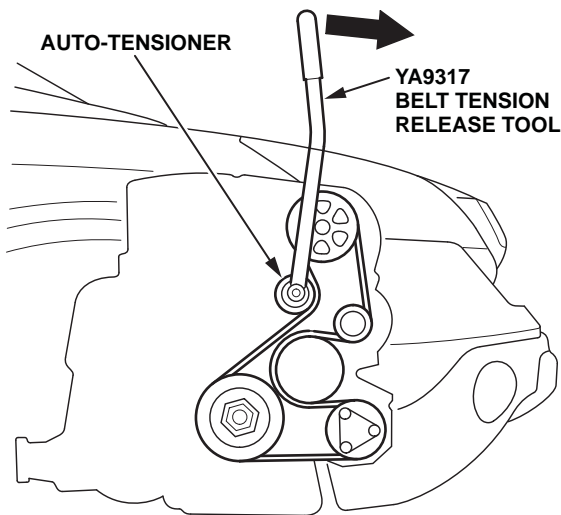
- If the field coil resistance is within spec, **only the A/C compressor clutch needs to be replaced.** Go to REPAIR PROCEDURE.
- If the field coil resistance is not within spec, **replace the A/C compressor clutch and the field coil.** Go to REPAIR PROCEDURE.

## REPAIR PROCEDURE

1. Raise the vehicle on a lift, and remove the right front wheel.
2. Remove the front splash shield.

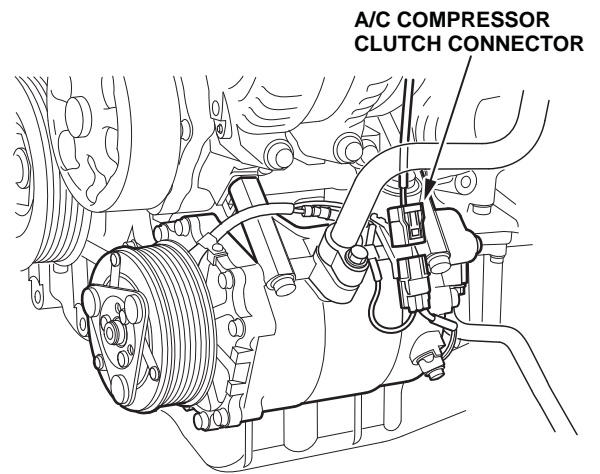


3. Remove the drive belt.



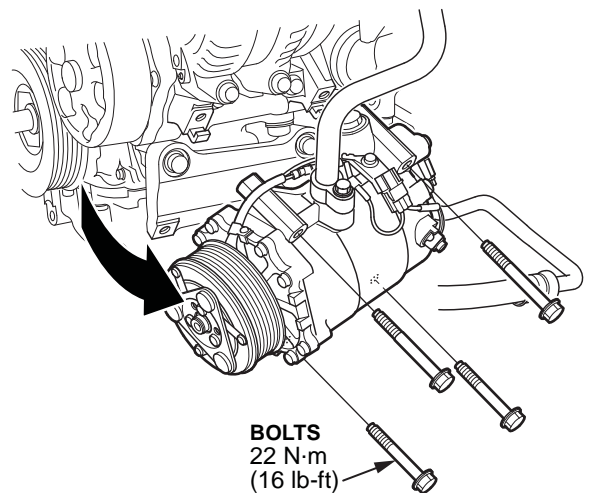
**NOTE:** To get more working room, unbolt the ATF filter holder from the subframe.

4. Disconnect the A/C compressor connector.



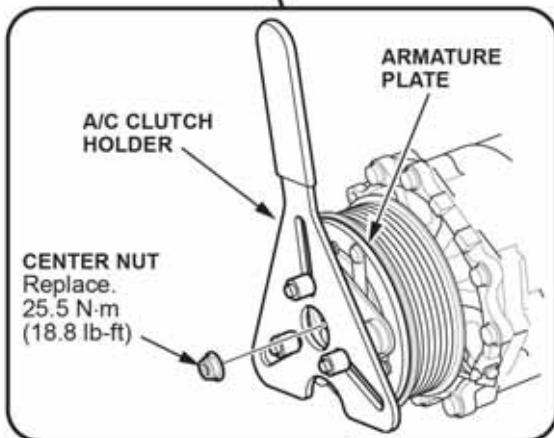
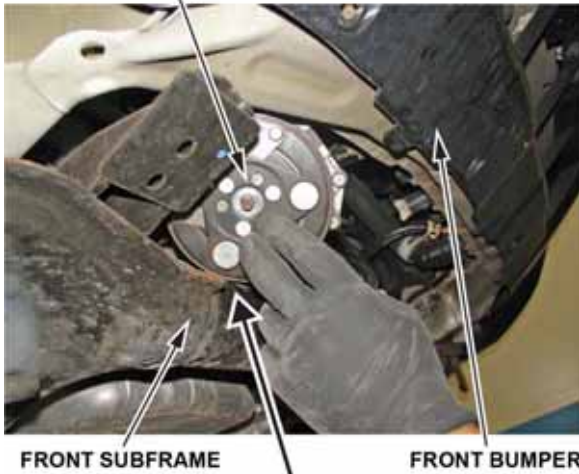
5. Remove the four mounting bolts holding the compressor on the engine.

**NOTE:** Do not remove the compressor. This procedure can be done with the A/C compressor in the vehicle. Refer to the *Tech2Tech* segment titled "On-Vehicle Compressor Clutch Replacement."



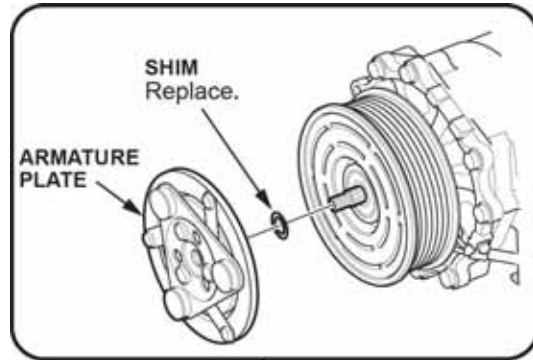
- Carefully angle the compressor as shown below to support the compressor and take the stress off of the A/C lines.

Access the compressor through the gap between the bumper and subframe.



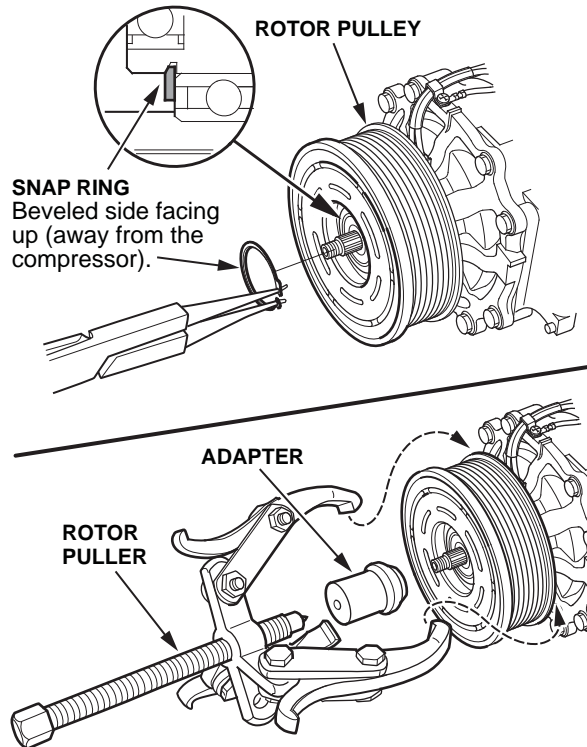
- Using the A/C clutch holder from the A/C Compressor Kit, T/N 07AAF-000A150, remove the center armature plate nut. For more information about removing the A/C compressor clutch, refer to the *Tech2Tech* segment titled "Safely Remove That Rotor Pulley with the A/C Compressor Kit."

- Remove the armature plate and the shim(s). Save the shim(s) to use as a baseline when assembling the new clutch parts.

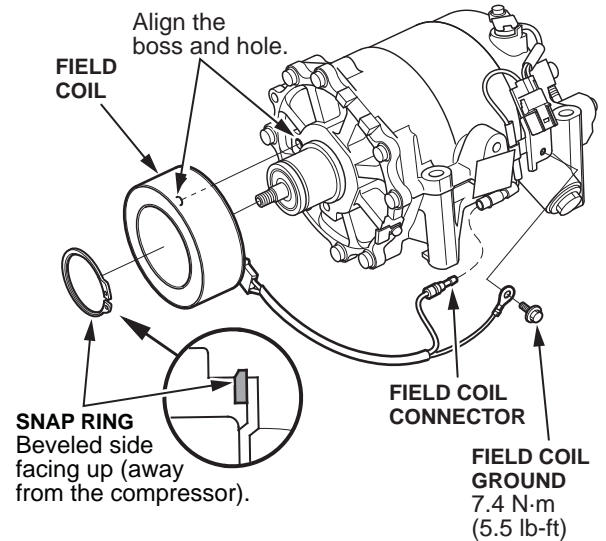




9. Remove the rotor pulley (A/C clutch).
  - Remove the snap ring.
  - Remove the rotor pulley. Always use the rotor puller and large adapter from the A/C compressor kit. Make sure the puller jaws have their narrow ends grabbing the back face of the pulley, not the grooves. Flip the jaws around if necessary. Do not hammer or pry on the rotor pulley because you can damage the A/C compressor. If the pulley does not come off easily, make sure the snap ring was removed.
  - If you are replacing the field coil, go to step 10.
  - If you are not replacing the field coil, go to step 12.



10. Remove the field coil:
  - Remove the field coil ground bolt, then loosen the field coil harness retainer screw. Use a right angle ratcheting screwdriver (Snap-On YA480B or equivalent) to make this easier. Rotate the clip, and unplug the field coil connector.
  - Remove the snap ring, then remove the field coil. Be careful not to damage the field coil and A/C compressor.



11. Install the new field coil on the compressor with a new snap ring, and note the following:
  - Install the field coil with the wire side facing down, and align the boss on the field coil with the hole in the A/C compressor.
  - Clean the rotor pulley and A/C compressor sliding surfaces with contact cleaner or other non-petroleum solvent.
  - Measure the new field coil, and confirm that is within the resistance specified.  
Field coil resistance specification:  
'07–09 models: **3.15–3.45 ohms at 68°F (20°C)**  
'10–11 models: **3.35–3.65 ohms at 68°F (20°C)**
  - Install the new snap ring that came with the kit, beveled side facing **up** (away from the compressor), and make sure it is fully seated in the groove.
  - Route and clamp the ground wire properly to prevent the field coil from being damaged by the rotor pulley.

12. Install a new rotor pulley on the A/C compressor. Use the new snap ring that came with the kit, and install them with the beveled side facing up (away from the compressor).

NOTE: There may be a varying amount of back-and-forth end play in the compressor shaft with the armature plate removed. This end play does not indicate a problem and compressors should not be replaced for this condition. Once the armature plate and retaining nut are reinstalled, any end play should be gone.

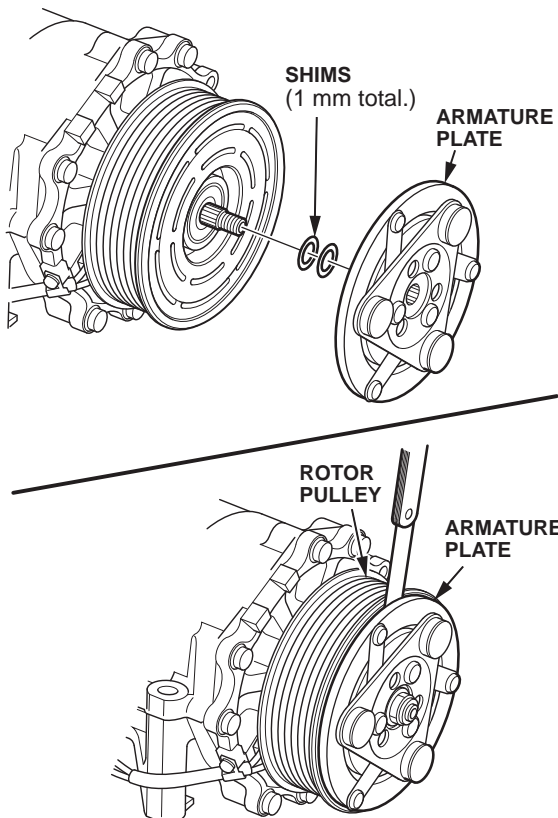
13. Check for proper clearance between the armature plate and the rotor pulley:

- Place 1 mm of shims on the A/C compressor shaft.

NOTE: Starting with the shim(s) that were removed from behind the old armature plate may help you arrive at the correct clutch clearance more quickly.

- Install the armature plate and the center armature plate nut. Torque the nut to **25.5 N·m (18.8 lb-ft)**.
- Measure the clearance between the rotor pulley and the armature plate all the way around. If the clearance is not within **0.35–0.65 mm (0.0138–0.0256 in.)**, remove or add shims as needed.

NOTE: Try to set the clearance in the middle of the spec. If the clearance is close to the maximum, the clutch could make an engagement noise, leading to a comeback.



14. Reinstall the armature plate and the center nut. Torque the nut to **25.5 N·m (18.8 lb-ft)**.
15. Reconnect the A/C compressor connector.
16. Reinstall the compressor with the four mounting bolts.
17. Reinstall the drive belt, the front splash shield, and the wheel.
18. Seat the clutch by starting the engine and running it at 1,500–2,000 rpm. Set the climate control temperature to Lo with the A/C button ON until the clutch cycles about 20 times.

#### Example of Customer Letter

November 2012

#### Warranty Extension: A/C Clutch

Dear CR-V Owner:

This letter is to notify you of a warranty extension on your CR-V.

#### What is the reason for this notice?

The A/C clutch wears out causing one or more of the following symptoms:

- The A/C performance is poor and it's blowing air that isn't very cold.
- The A/C doesn't work and blows warm air.
- The A/C is making noise, often heard as a hard-to-pinpoint noise from the drivebelt area.

To increase confidence in your vehicle, American Honda is extending the warranty on the A/C clutch to 7 years from the original date of purchase or 100,000 miles, whichever comes first.

This warranty extension provides coverage for the original owner and any subsequent owners. No action is required on your part unless you experience a problem. The warranty extension is valid except for any vehicle that has ever been declared a total loss or sold for salvage by a financial institution or insurer, or has a branded, or similar title under any state's law.

#### What should you do?

If your vehicle is experiencing any of the listed symptoms, call any authorized Honda dealer and make an appointment to have your vehicle inspected. If the symptom is caused by a worn A/C clutch, the A/C clutch and, if needed, the field coil will be replaced at no cost. Please plan to leave your vehicle for a day to allow the dealer flexibility in scheduling.

#### What to do if you feel this notice is in error

Our records show that you are the current owner or lessee of a 2007–11 CR-V involved in this warranty extension. If this is not the case, or the name/address information is not correct, please complete and sign the Information Change Card and return it in the enclosed postage-paid envelope. We will then update our records.

If you previously paid to have your A/C compressor clutch replaced because your A/C system experienced one of the listed symptoms, you may be eligible for reimbursement, even if you no longer own the vehicle. Refer to the attached Instructions for Reimbursement form for eligibility requirements and the reimbursement procedure.

**Lessor Information**

If you are the vehicle lessor receiving this warranty extension notice, please forward a copy of this notice to the lessee within 10 days.

**If you have questions**

If you have any questions about this notice, or need assistance with contacting a Honda dealer, please call Honda Automobile Customer Service at **800-999-1009**, and select option 4. You can also locate a dealer online at *Hondacars.com*. Customers in US territories, please contact your local dealer/distributor.

We apologize for any inconvenience this warranty extension may cause you.

Sincerely,

**American Honda Motor Co., Inc.  
Honda Automobile Division**