

## Starter Replacement DIY Write-Up 2007 Honda Accord SE 4CYL

This write-up documents the replacement of a starter on a 4CYL 2007 Honda Accord. Hopefully it will help you out if you are undertaking the same task for the first time!

Remove the two nuts and the engine cover:

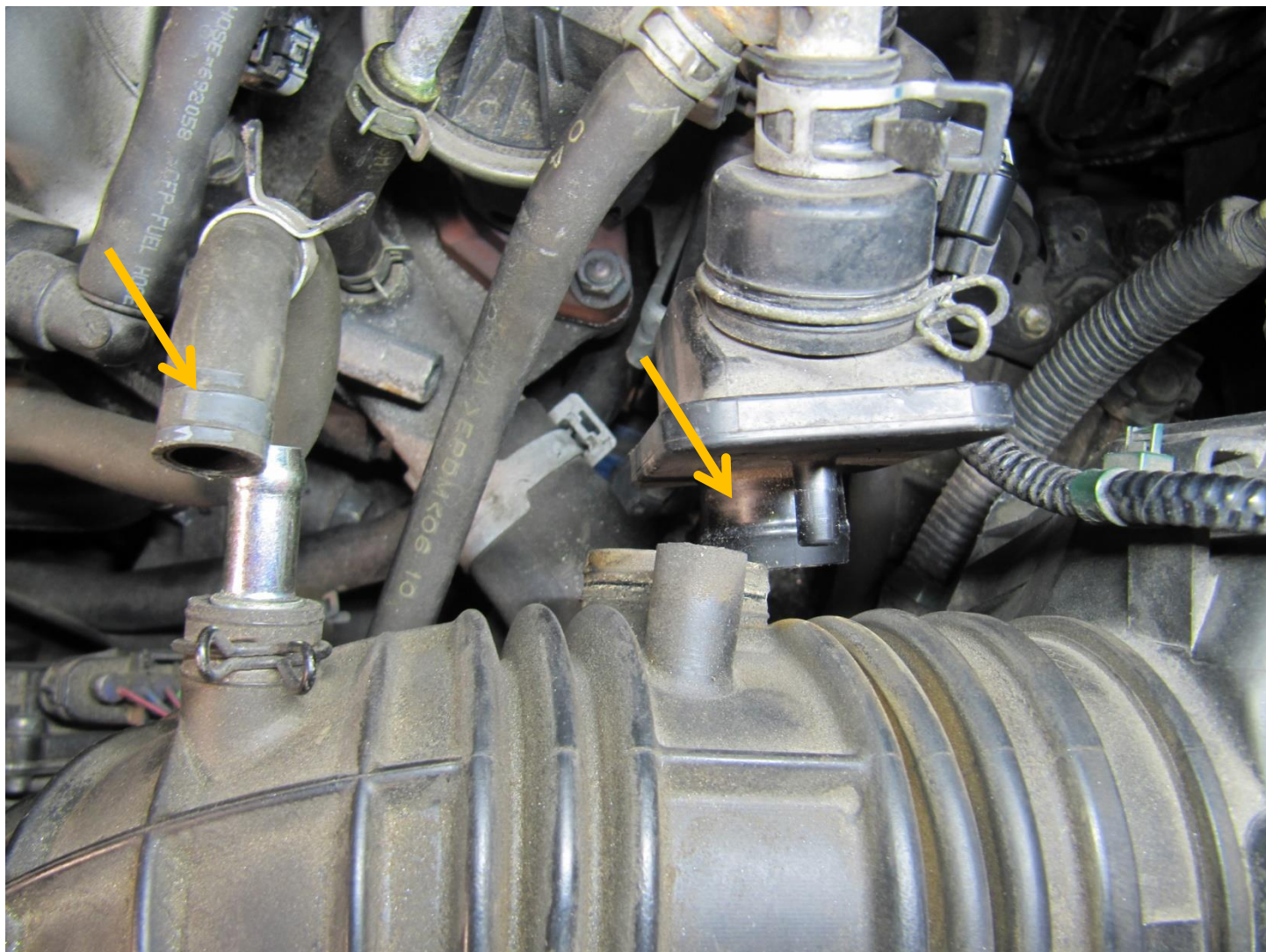


Remove the negative battery cable:





Remove the vacuum hose and breather pipe from the intake air duct:





Loosen the clamps on both ends of the intake air duct:



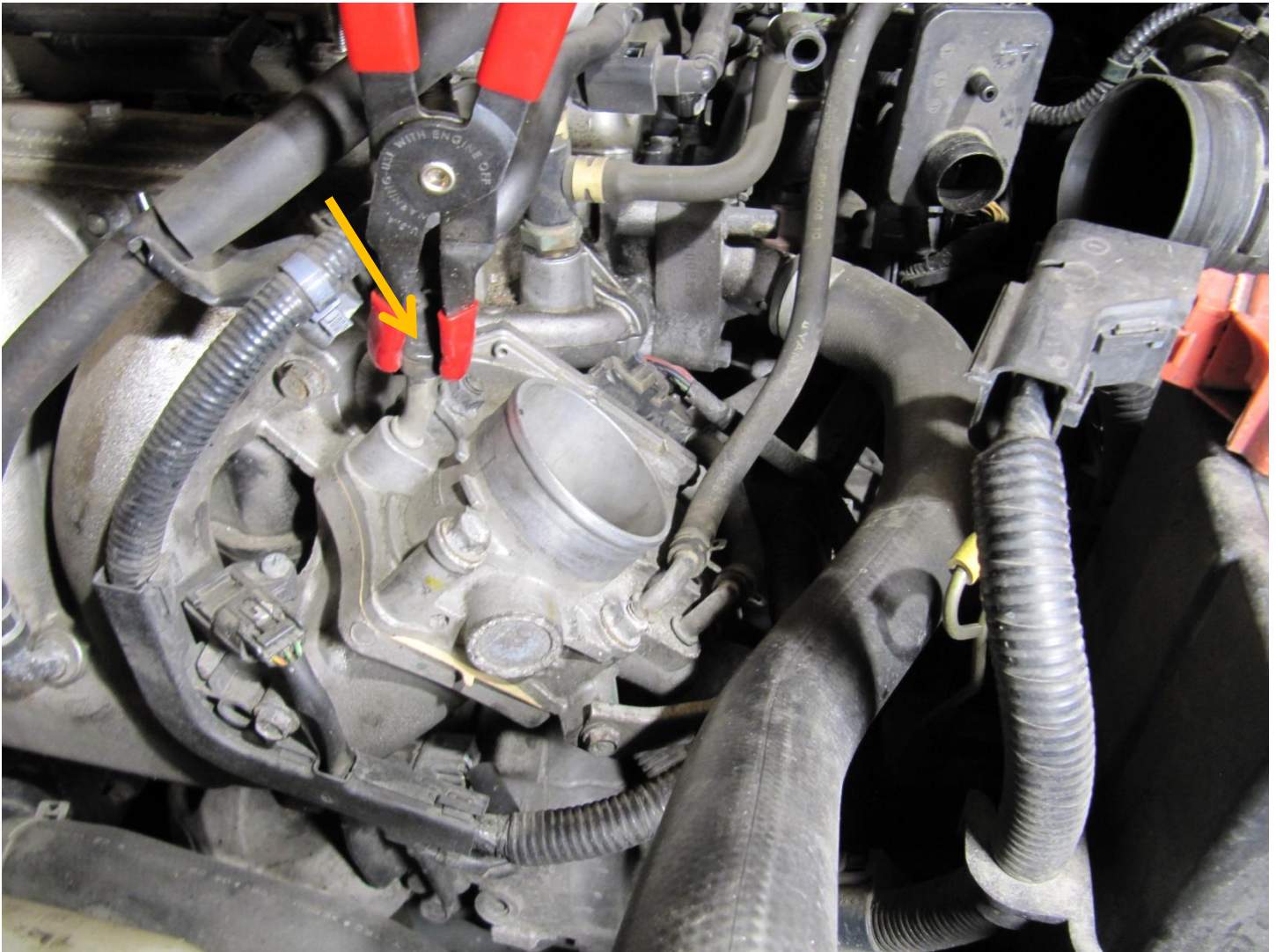


Remove the intake air duct:



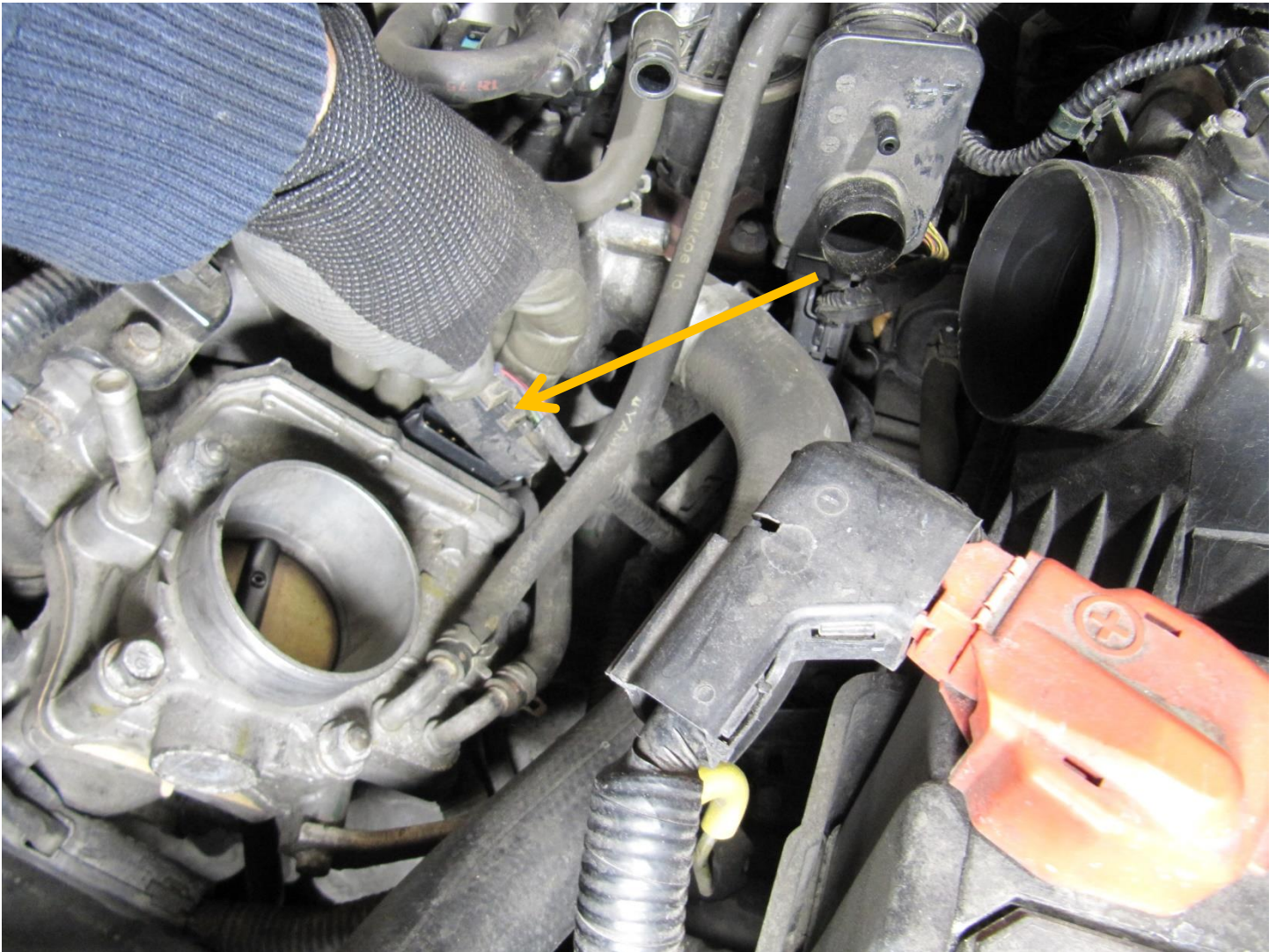


Remove the EVAP canister hose:



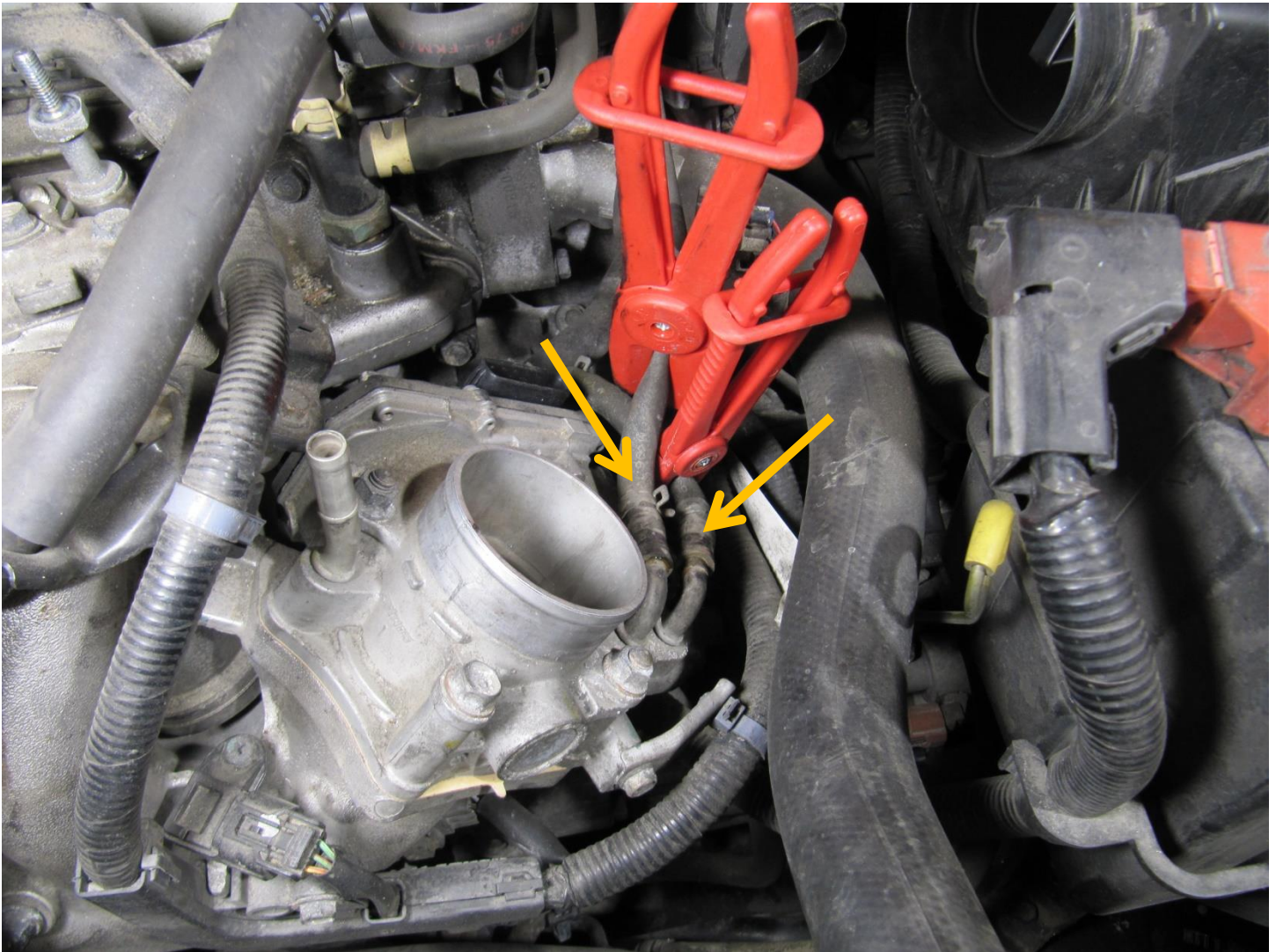


Remove the throttle body electrical connector:

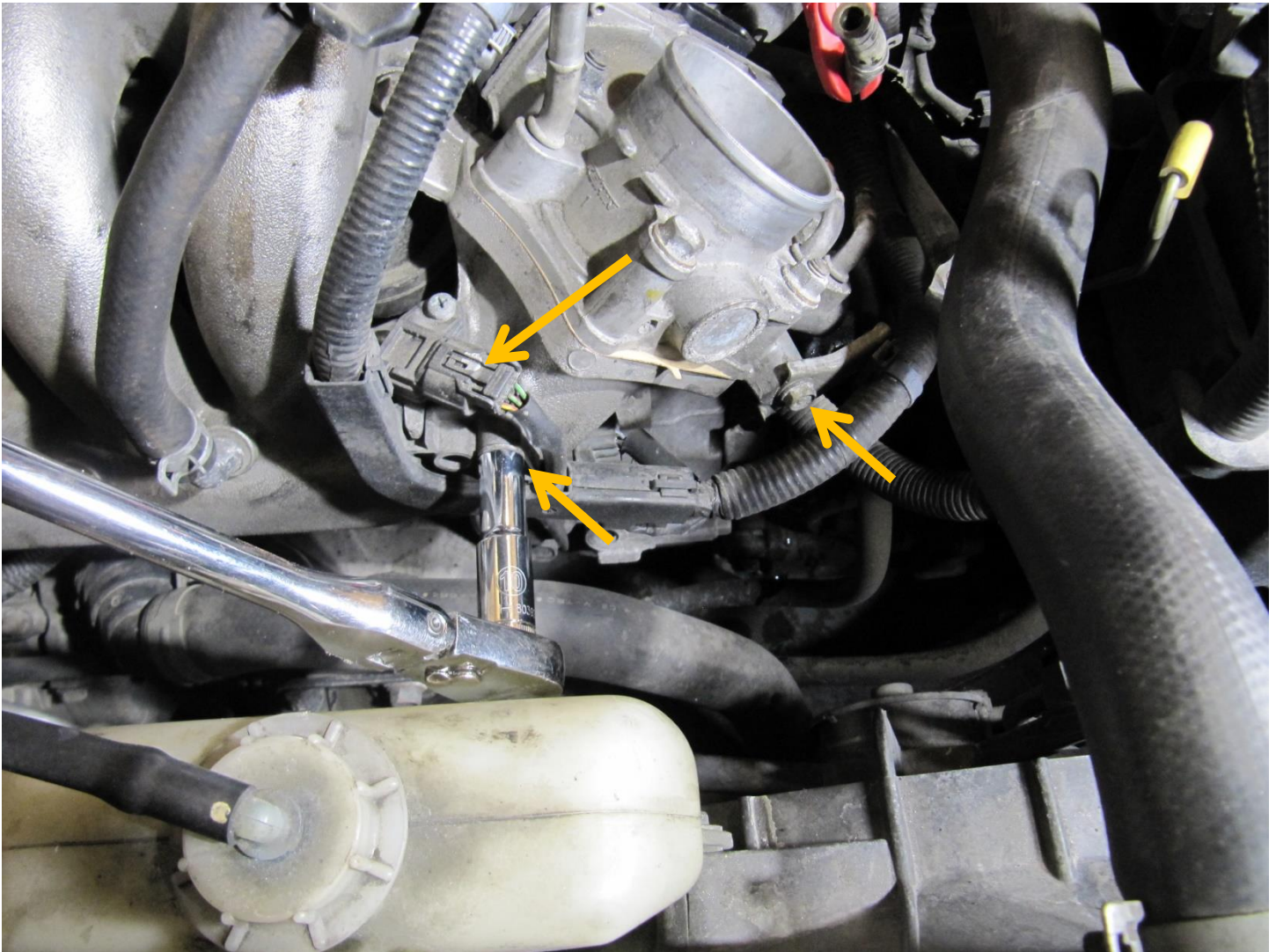




Clamp (to prevent coolant leaking) the water bypass hoses and disconnect from the throttle body:

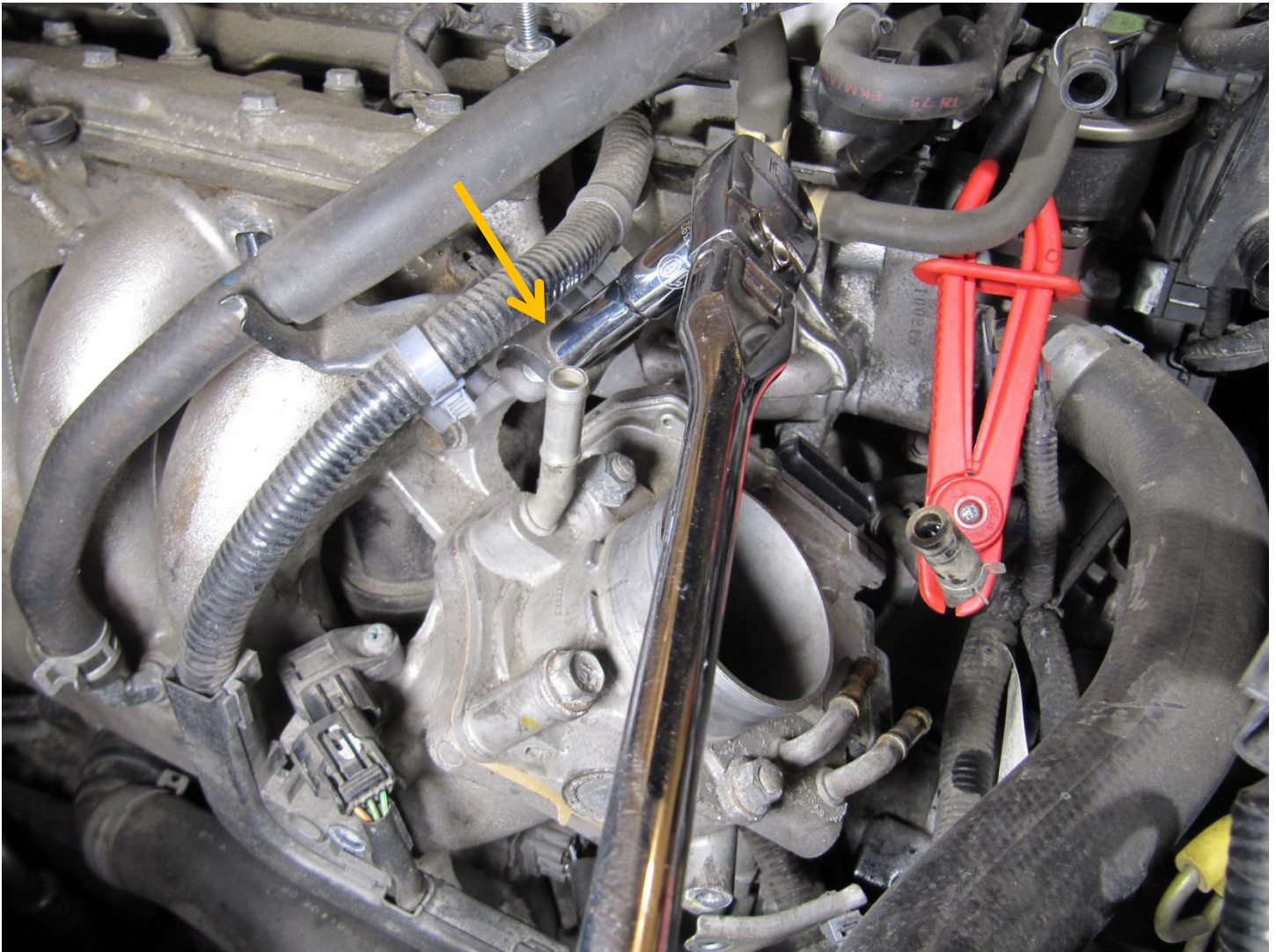


Disconnect the MAP sensor electrical connector and the two bolts holding the electrical cable:

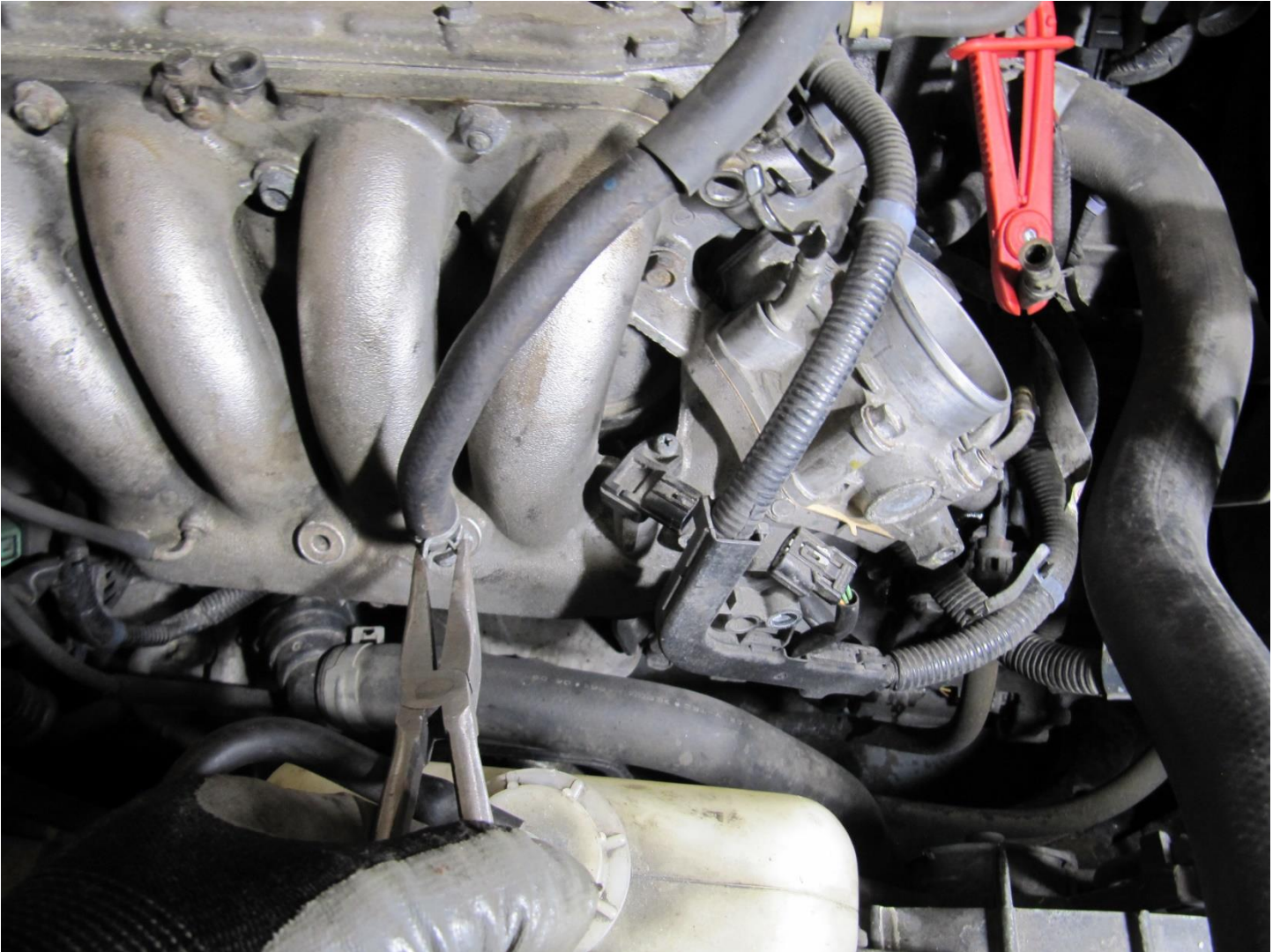




Remove the upper harness/brake booster clamp:

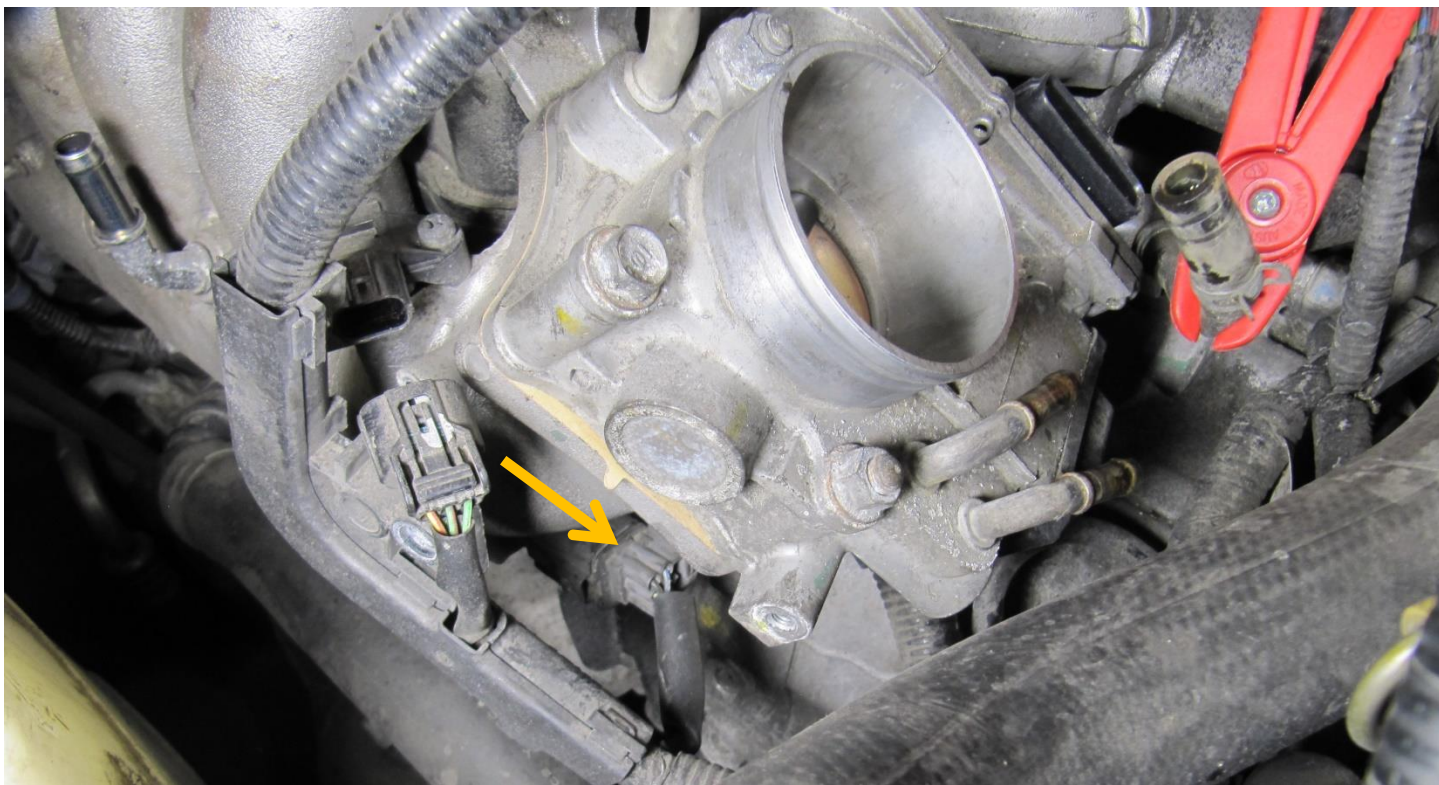


Remove the brake booster vacuum line:

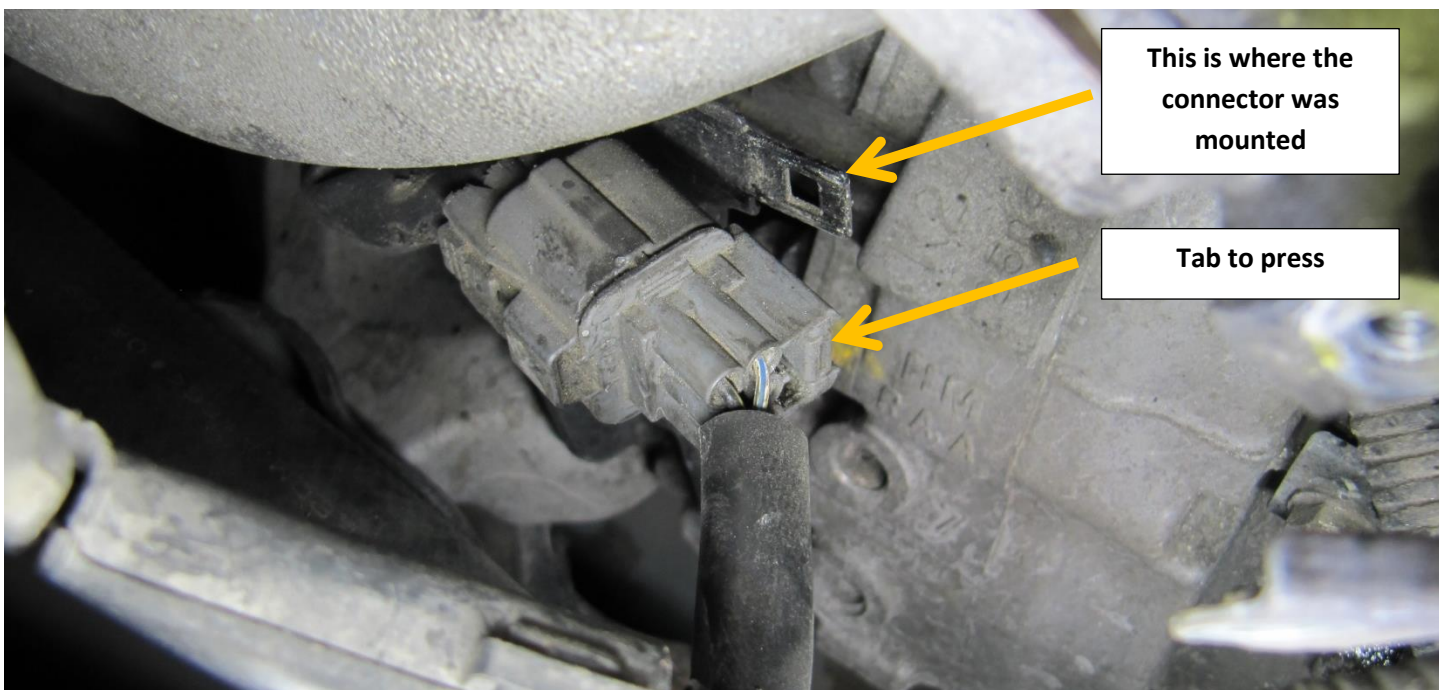




Remove the electrical connector below the throttle body:



If you push on the tab shown below, you can pull the connector (to the right) off of the bracket:

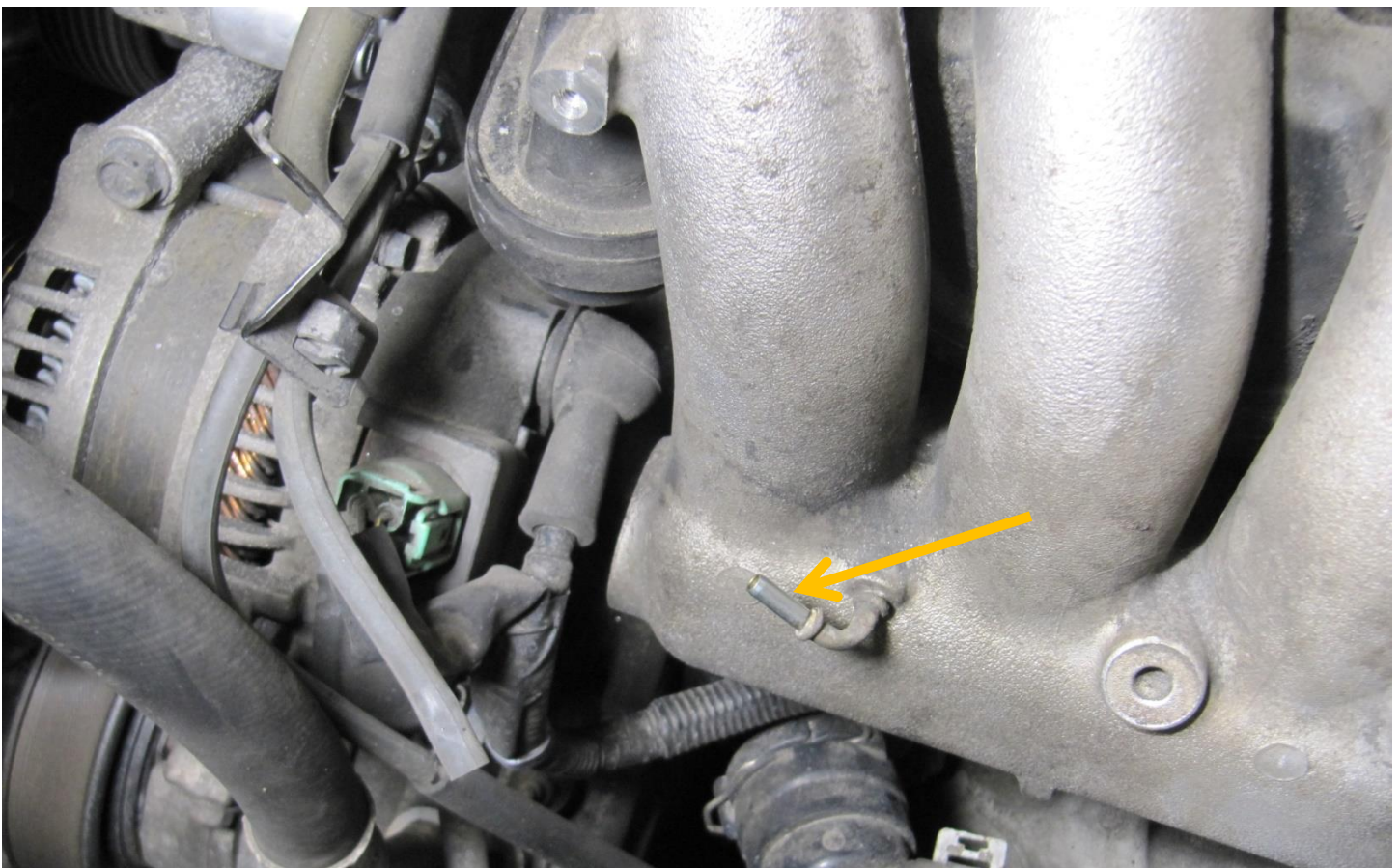
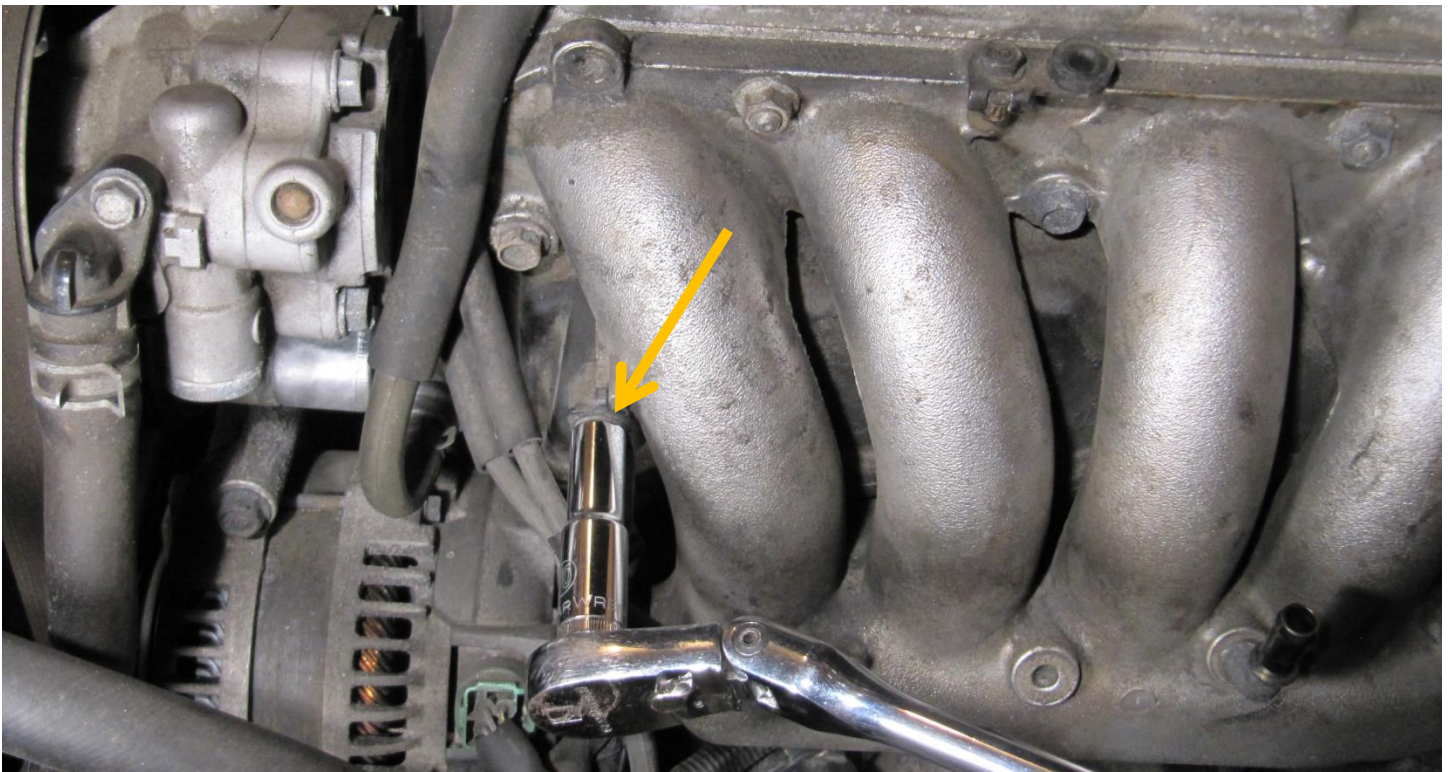


Looking up under the intake manifold, there is another connector on that same cable but it is really difficult to get access to. I left it connected for now and disconnected it later when the intake manifold was loose allowing better access:



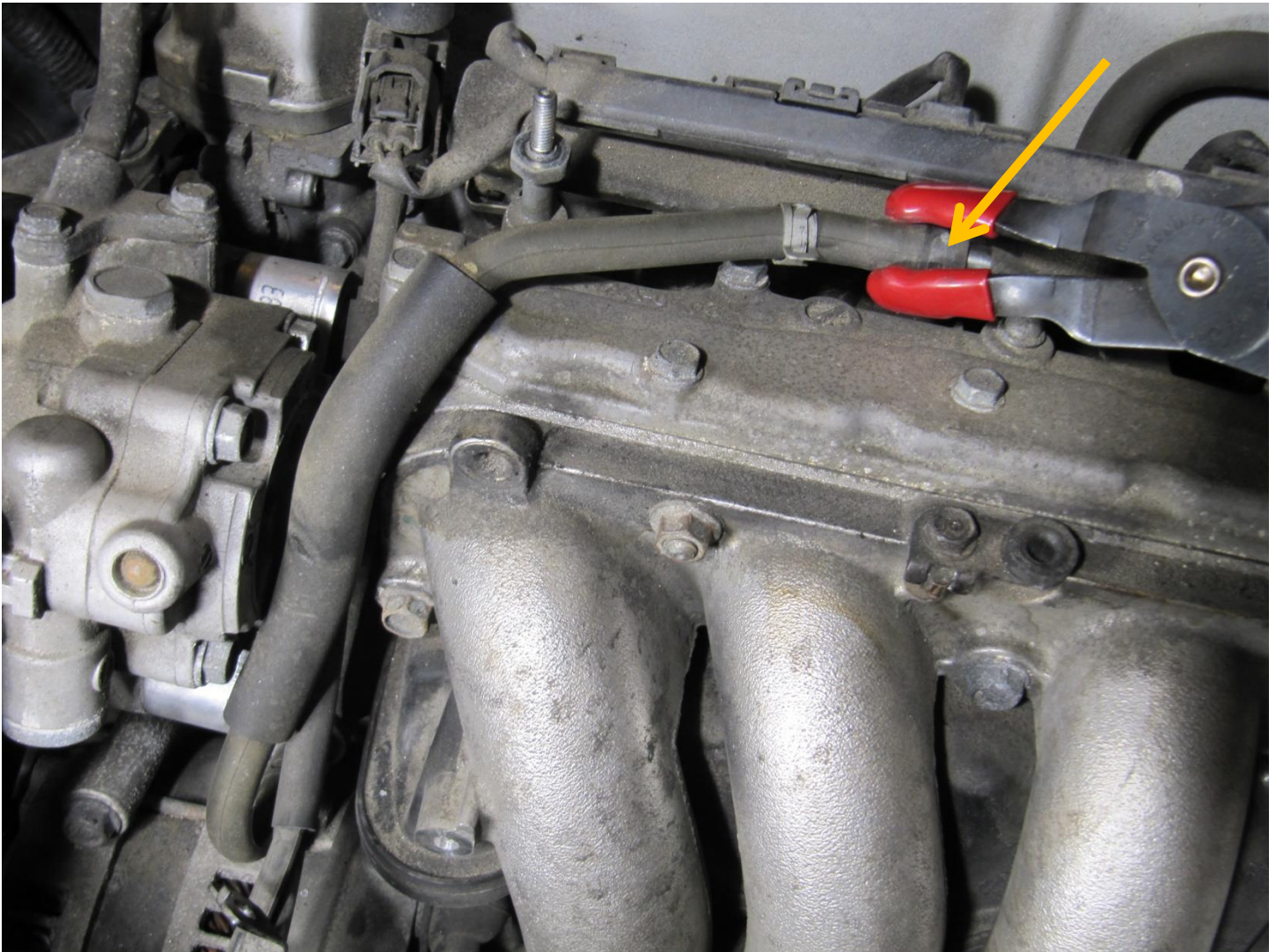


Remove the vacuum line bracket and the vacuum hose:





You could probably leave the PCV valve hose connected, but I removed it just to provide a little more working room:



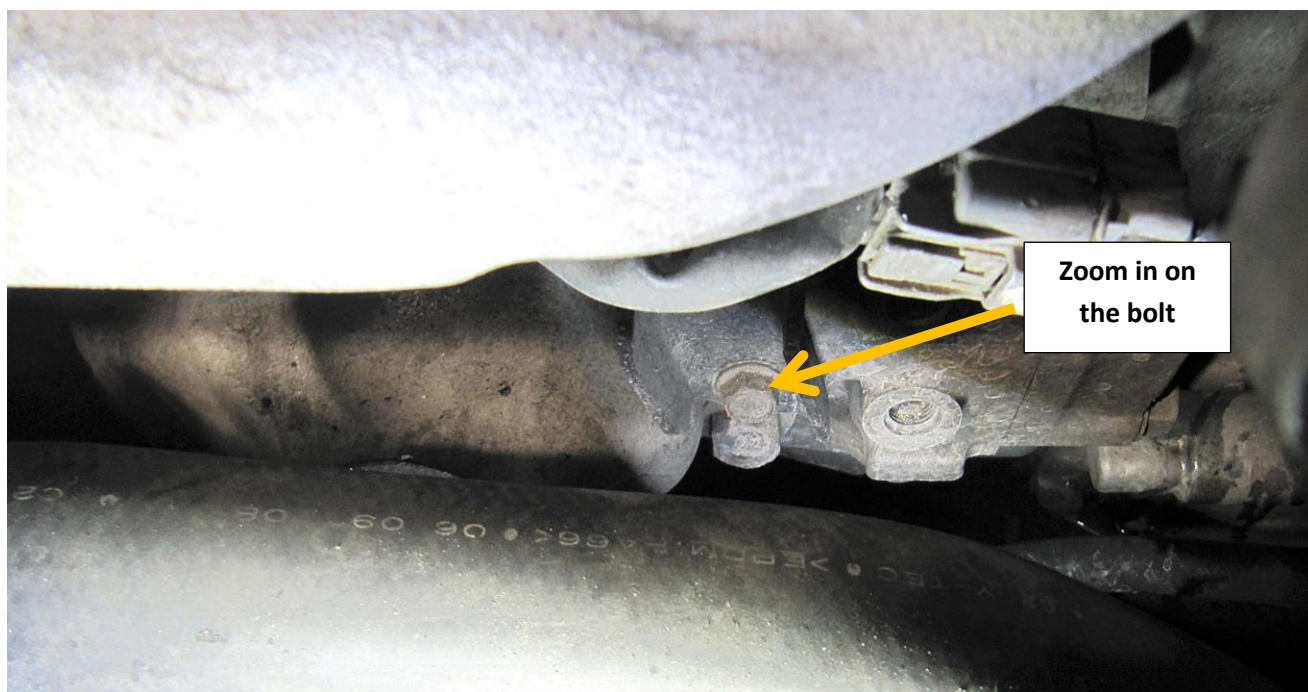
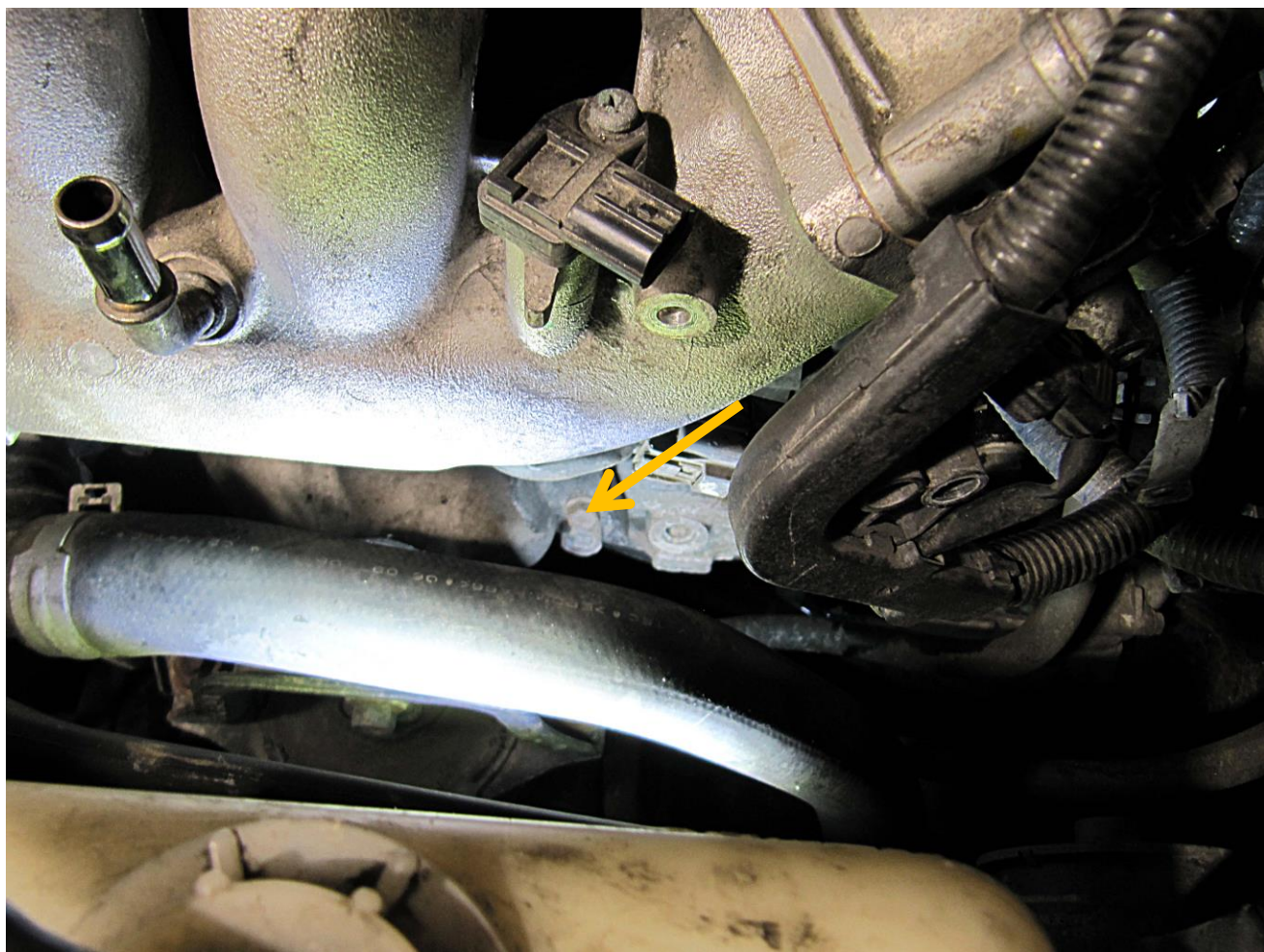


Remove the 5 intake manifold bolts/nuts:



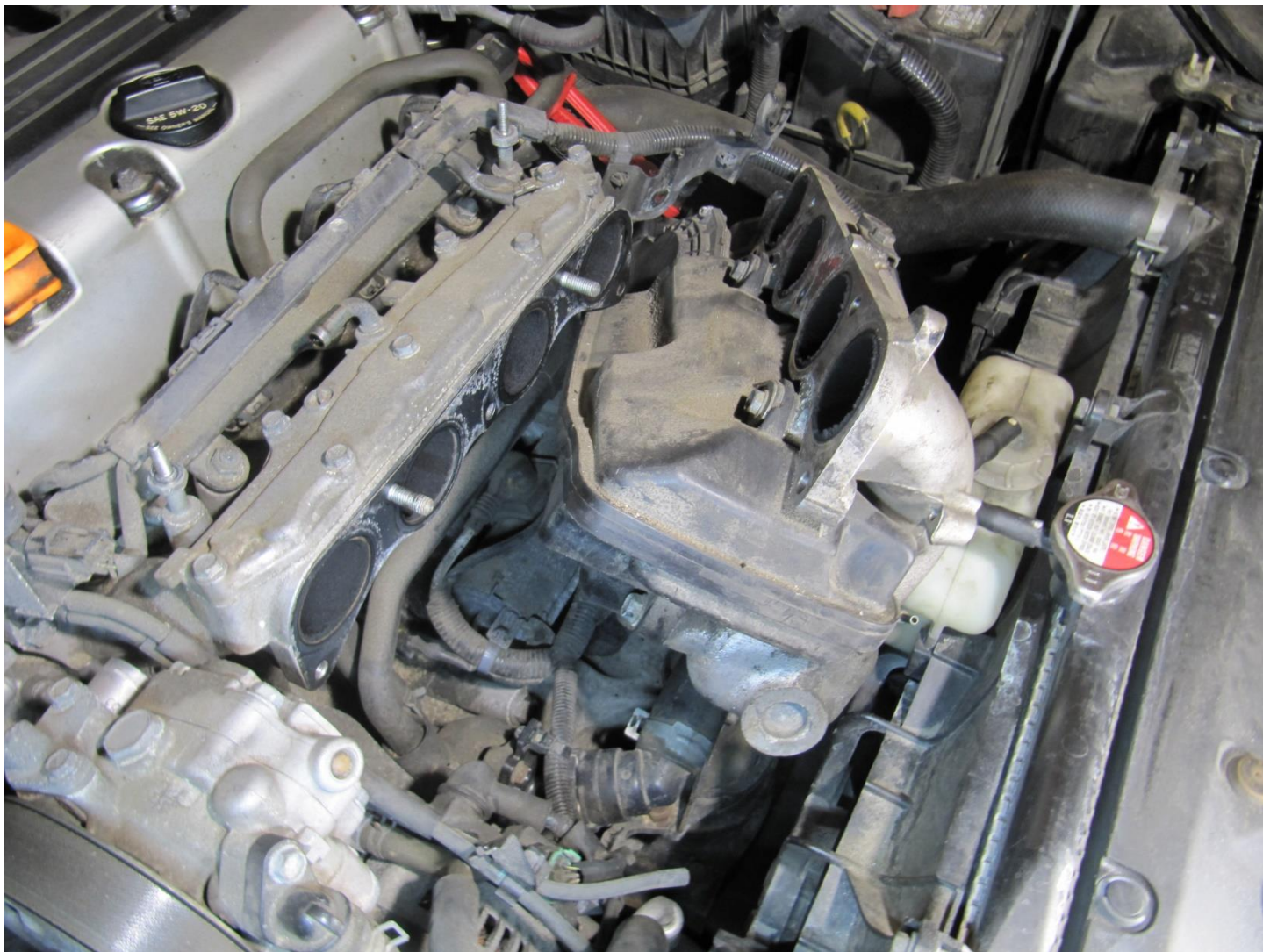


This step is probably not obvious, but there is a bracket attached to the bottom of the intake manifold that needs to be disconnected from the engine. You will need to reach down and remove the bolt shown below:





Now the intake manifold is largely free, but REMEMBER the wire harness is still connected on the bottom so GENTLY shift it off to the side as shown below:

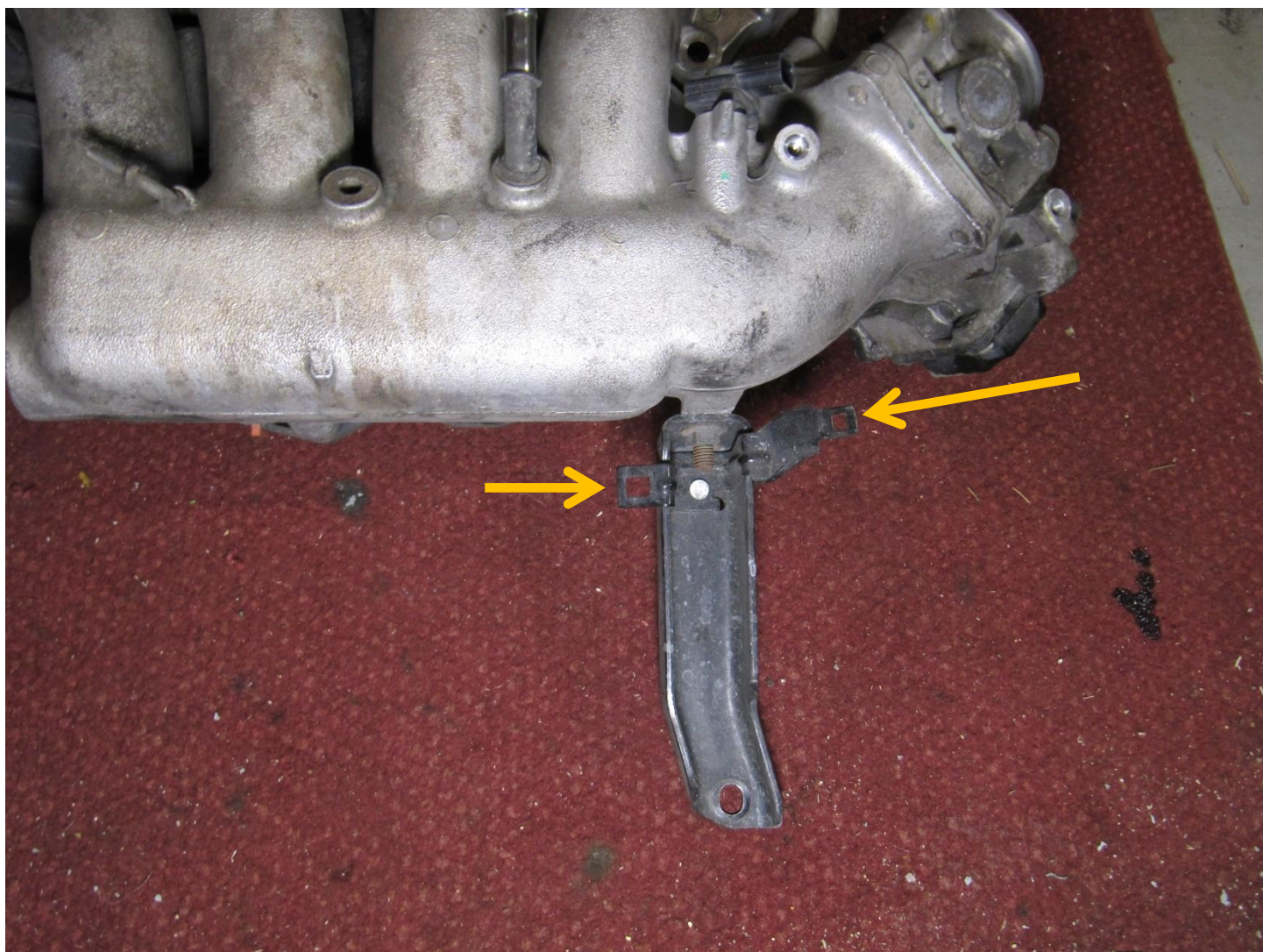


This will give you plenty of room to reach in behind it and remove the remaining electrical cable tie shown below:





Now that the intake manifold is removed, you can see the lower bracket as well as the locations where the electrical connector was fastened (arrows):



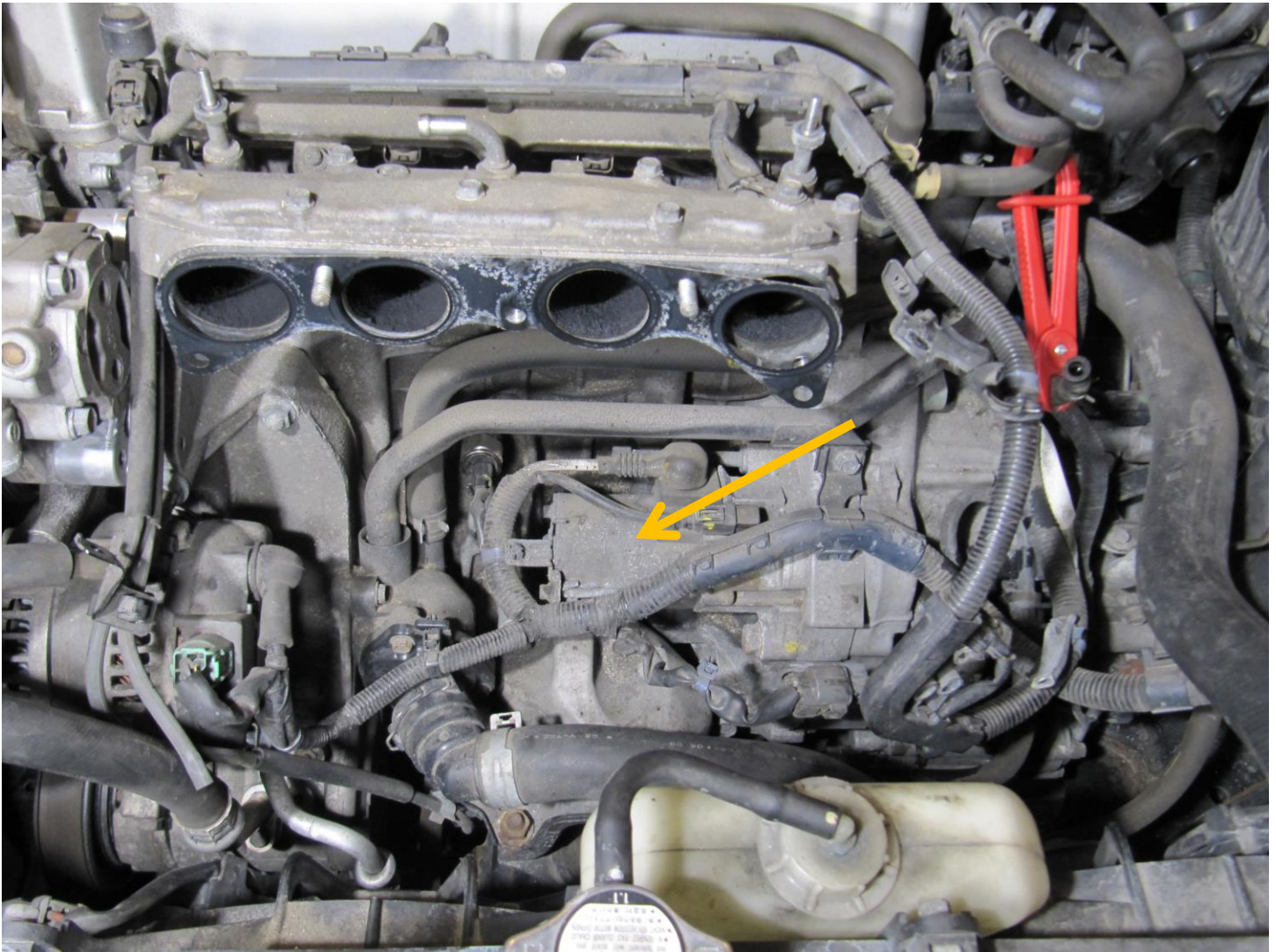


Also, this shows that there is another possibility that may be easier. If you can get to the nut shown by the arrow, then you could presumably leave the lower bracket in place as well as possibly the electrical connector. However, it is pretty hard to see under there (since it is on the bottom of the manifold) and it may be that you will have to remove the electrical connector anyway to get at this nut, in which case, it might be easier to just remove the lower bracket bolt as shown previously:

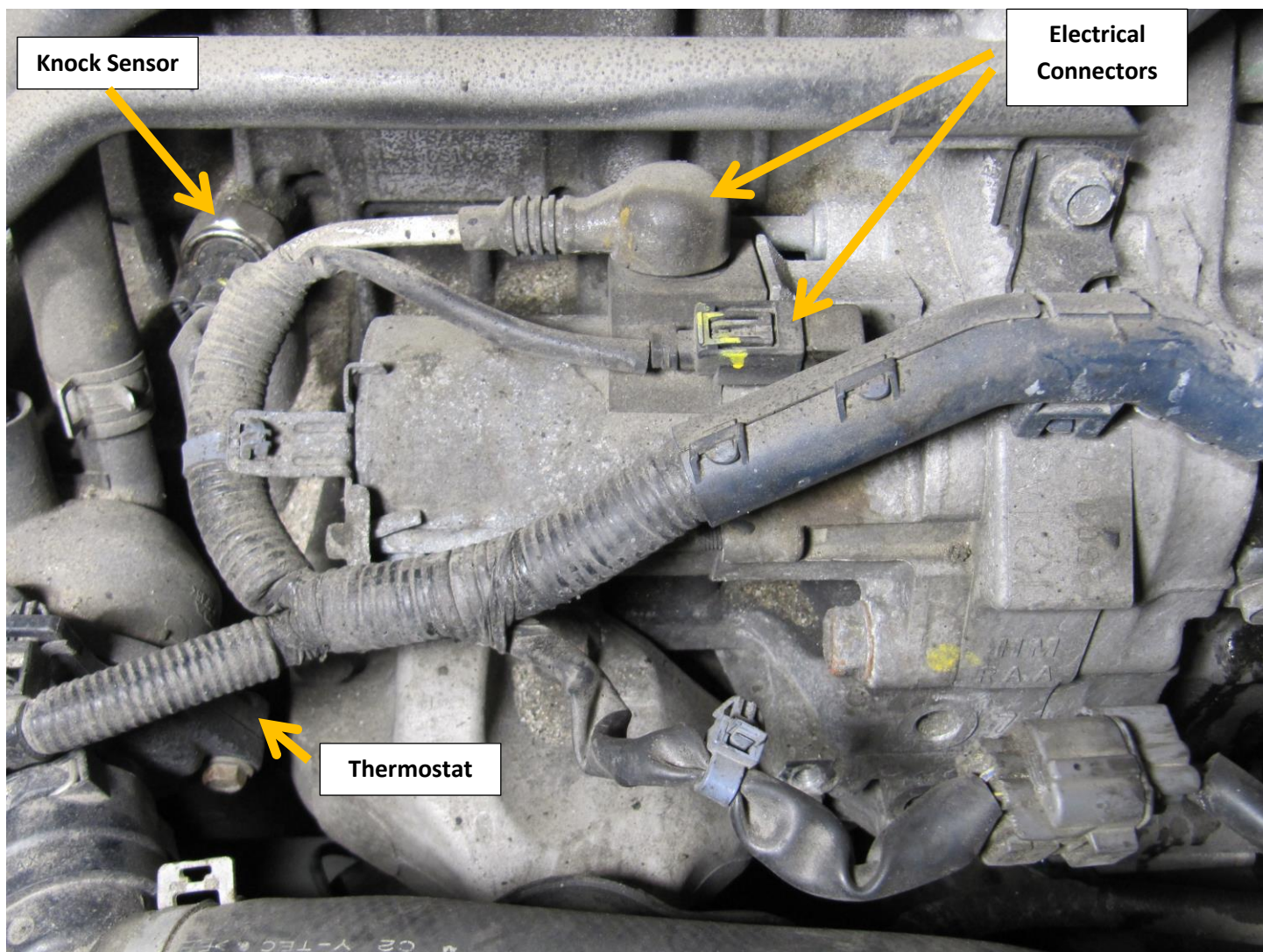




And there's your starter:

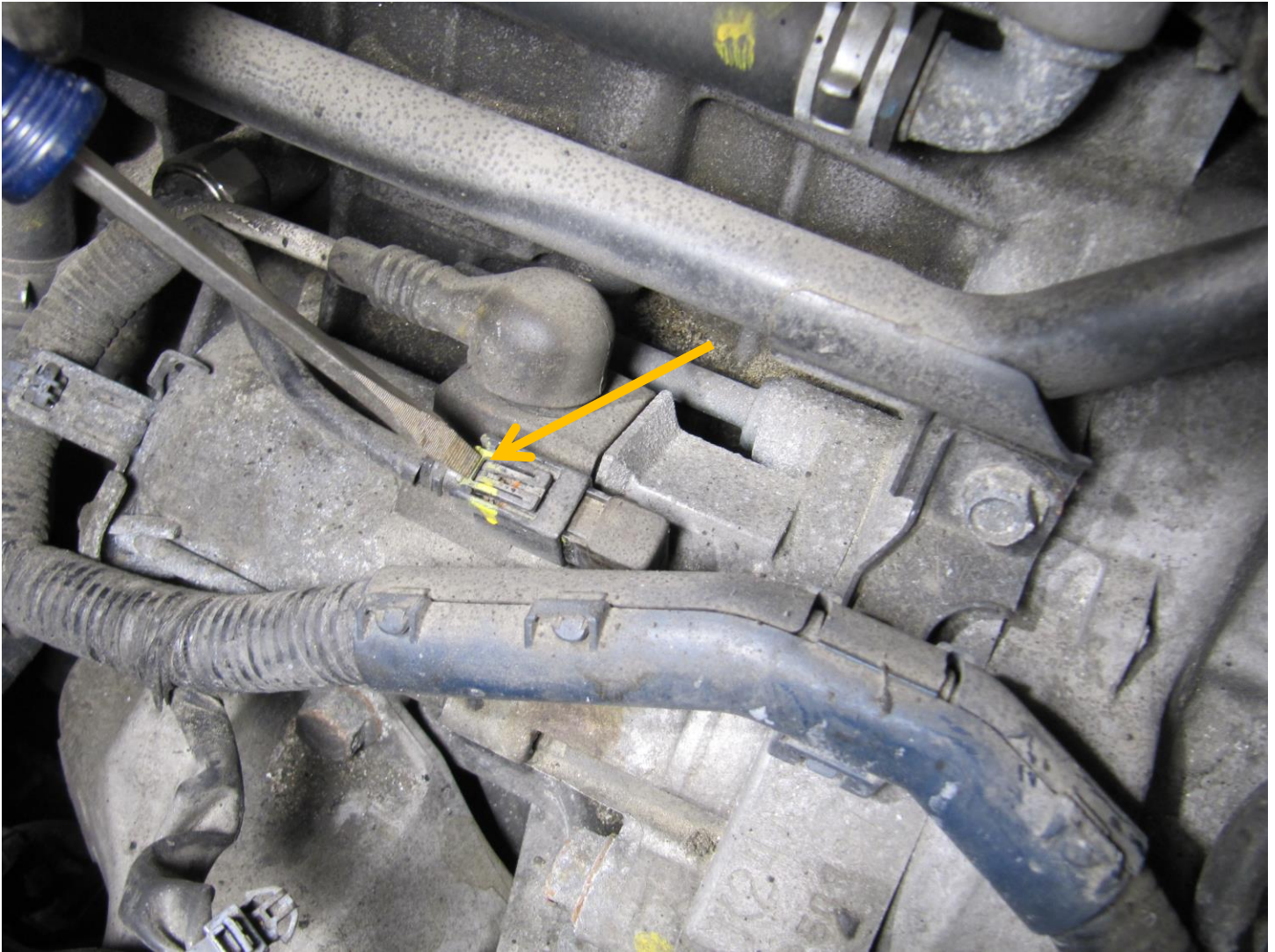


And zoomed in:

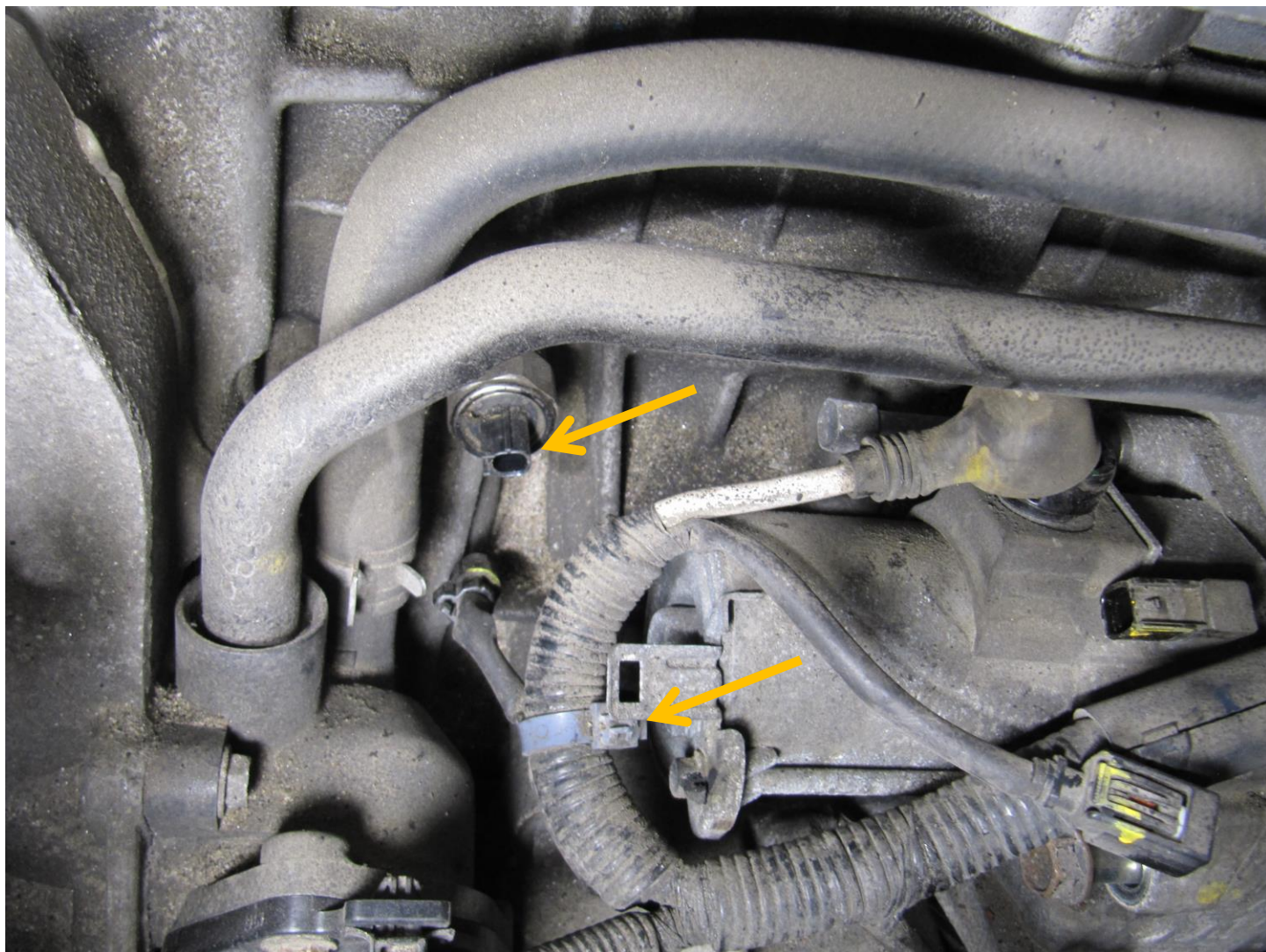




Depress the tab to remove the small electrical connector (I believe this provides power to the solenoid, which in this starter is integrated into the starter itself):

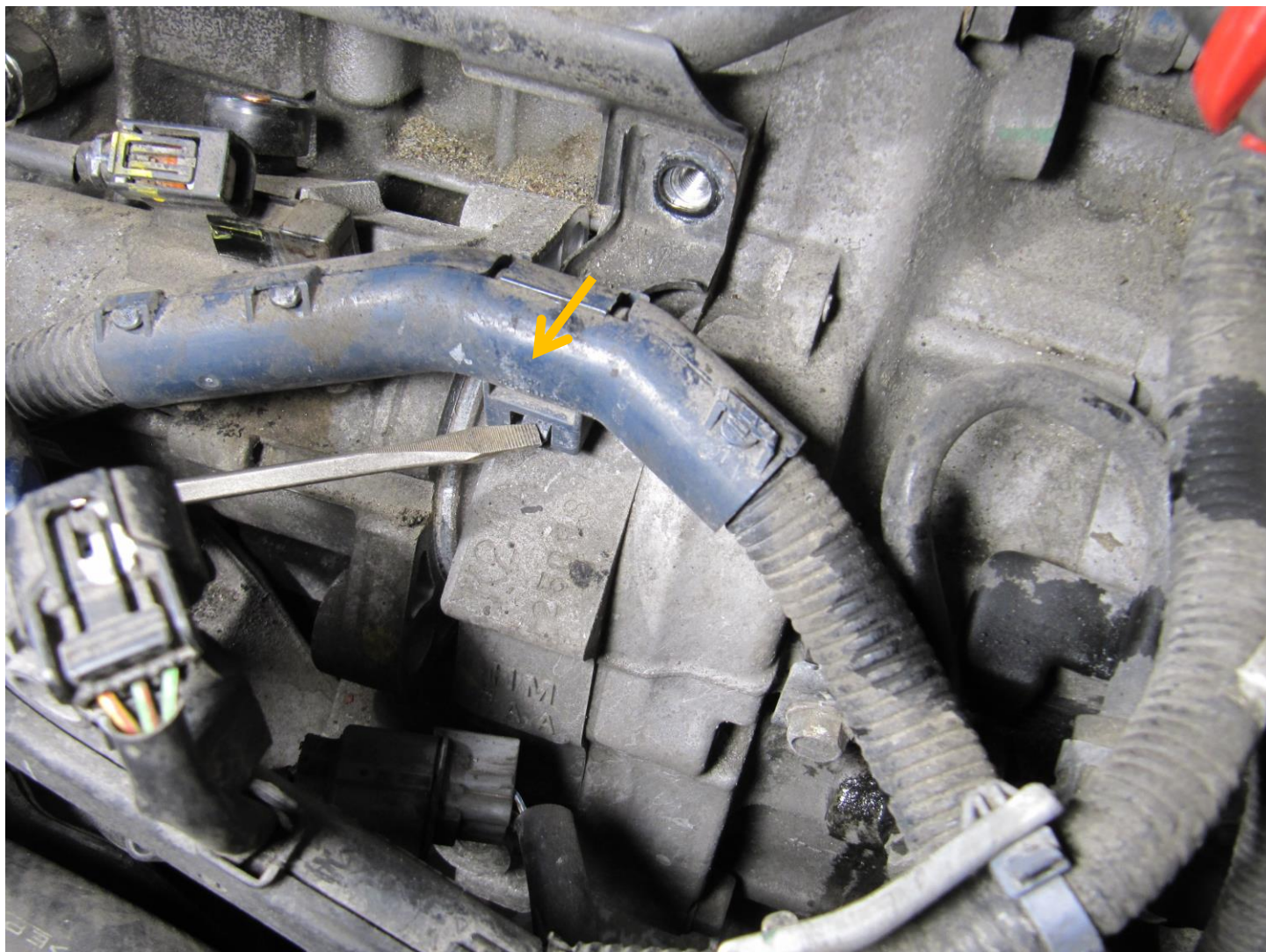


Remove the knock sensor connector (to give yourself more room to access the rear bolt) and the wire harness clip:



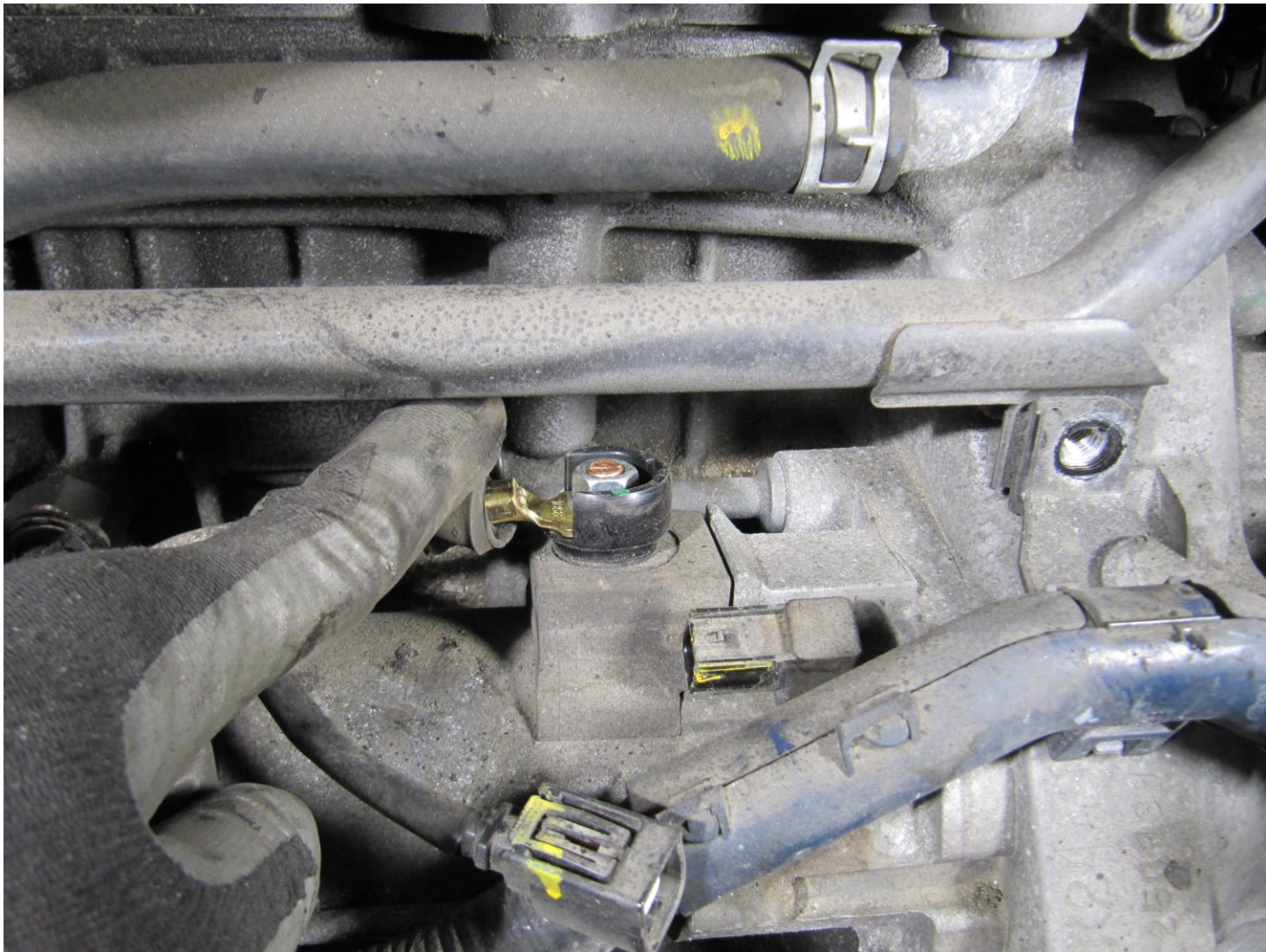


Depress the clip and slide this harness stay off (toward you) to give yourself more room to work:



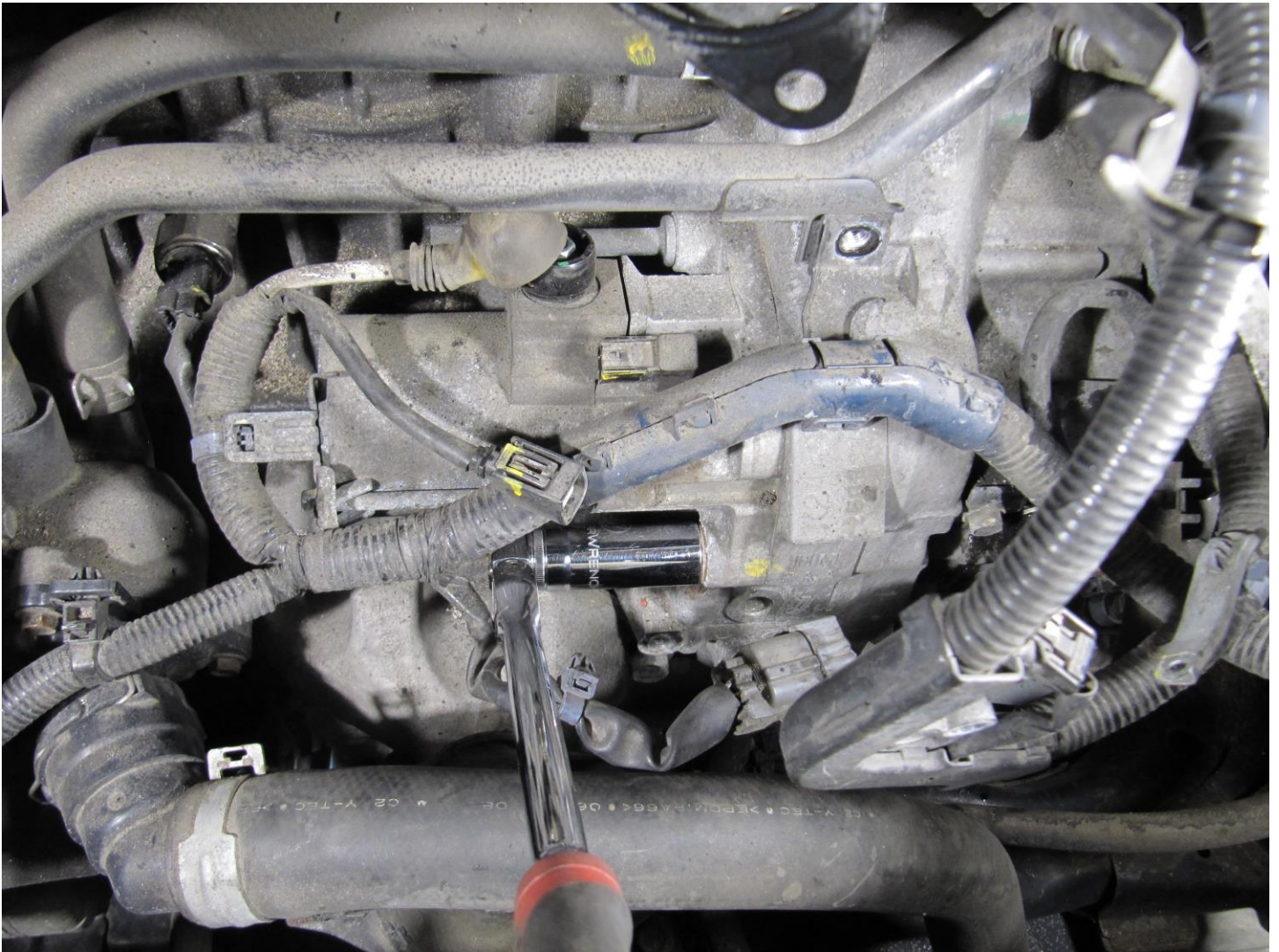


Next, I was going to remove the positive power connector, but realized there wasn't enough room to get a socket in there with the water pipe above it and the protector doesn't allow for a wrench, so I left it in place and removed it after the starter was loose and could be repositioned slightly:



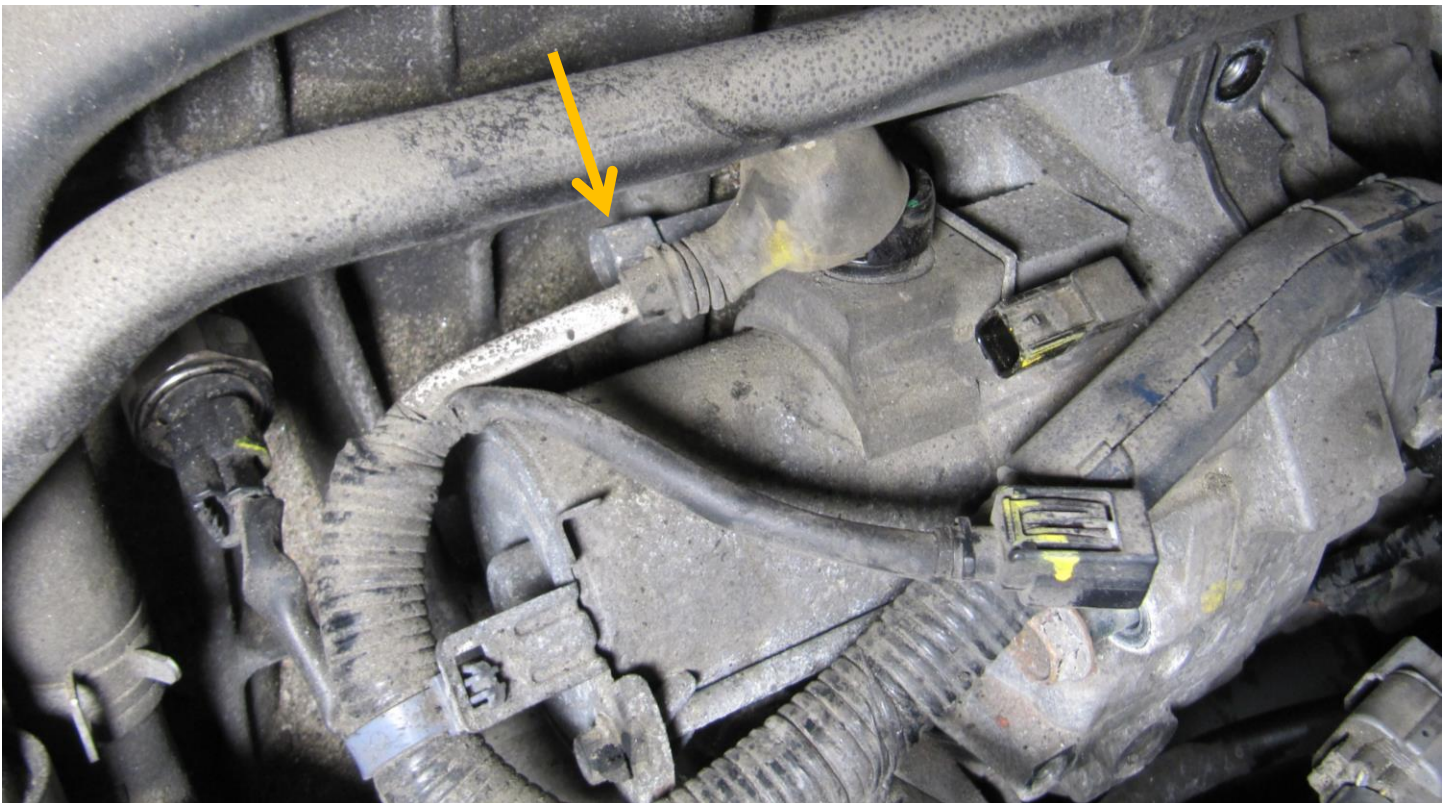


Remove the front starter bolt:





And remove the rear starter bolt, which is an extension bolt to make it easier to reach:



Now, the starter can be shifted outward to gain access to the electrical terminal:





With everything free, the starter can be pulled out:



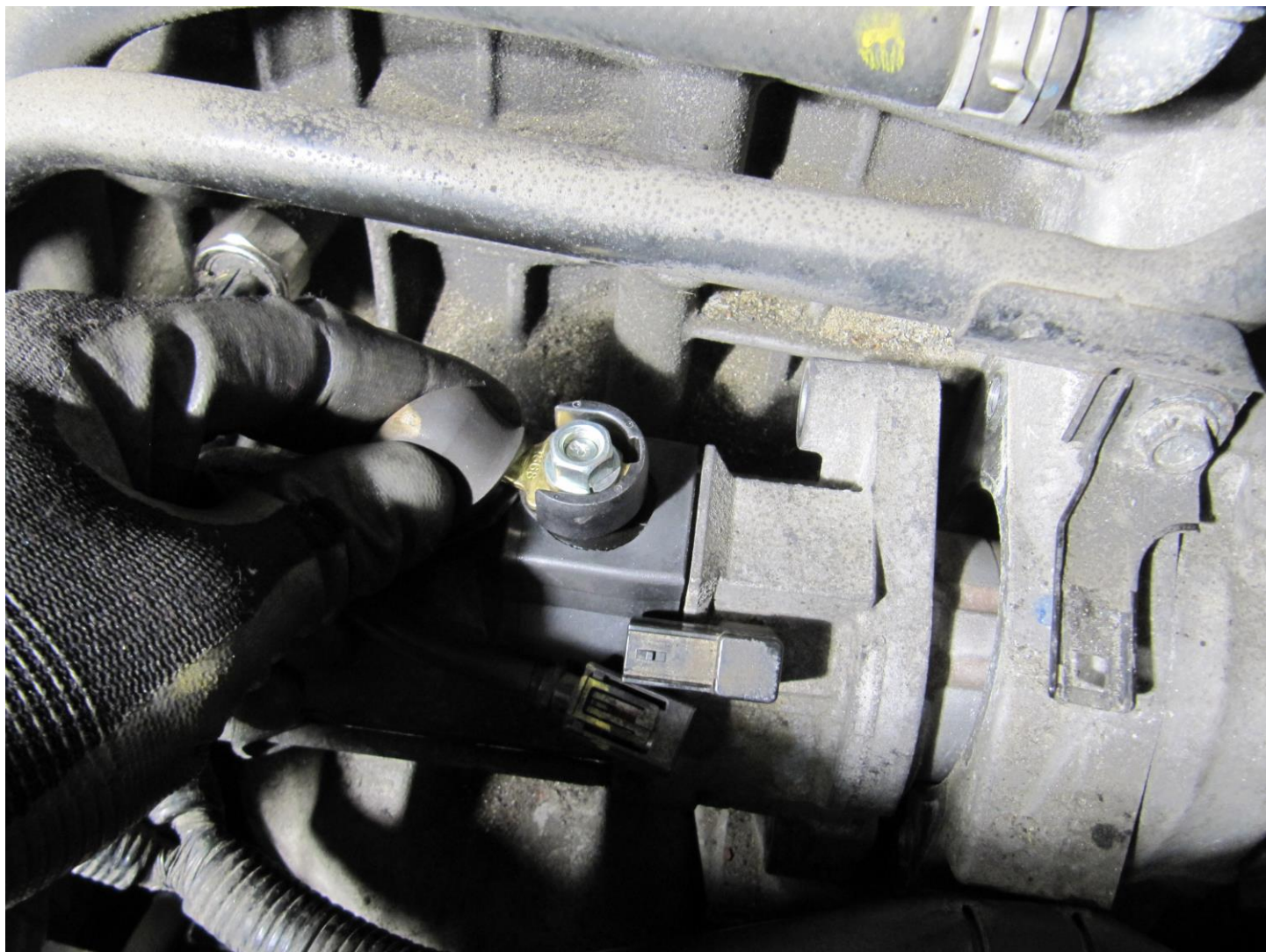


Just for fun, a view of the flywheel. No missing teeth on this segment anyway!

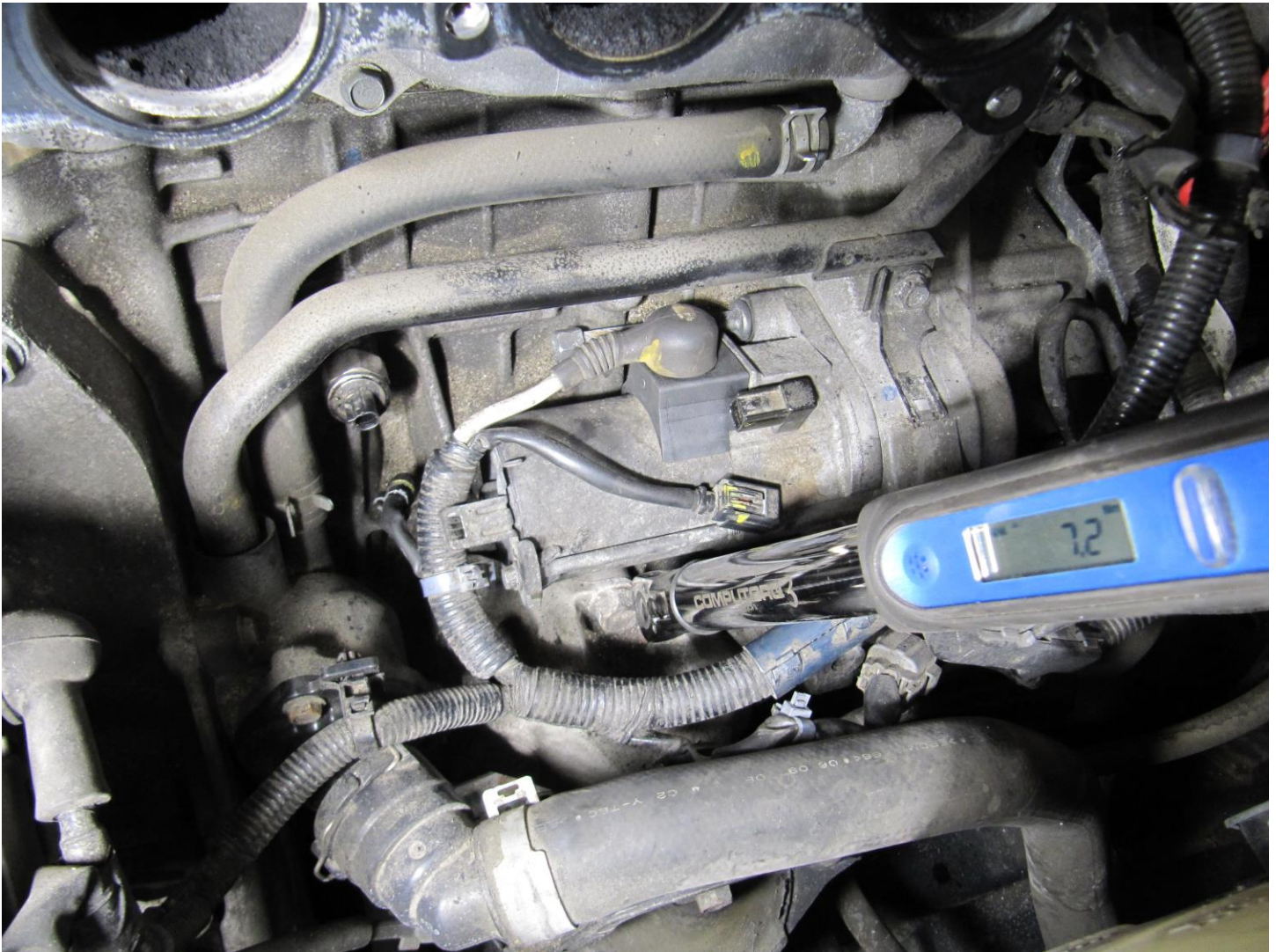




Reassembly! Make sure you put on the electrical connector before putting the starter fully into place:



The front bolt gets torqued to 64 N-m. The rear gets torqued to 44 N-m.

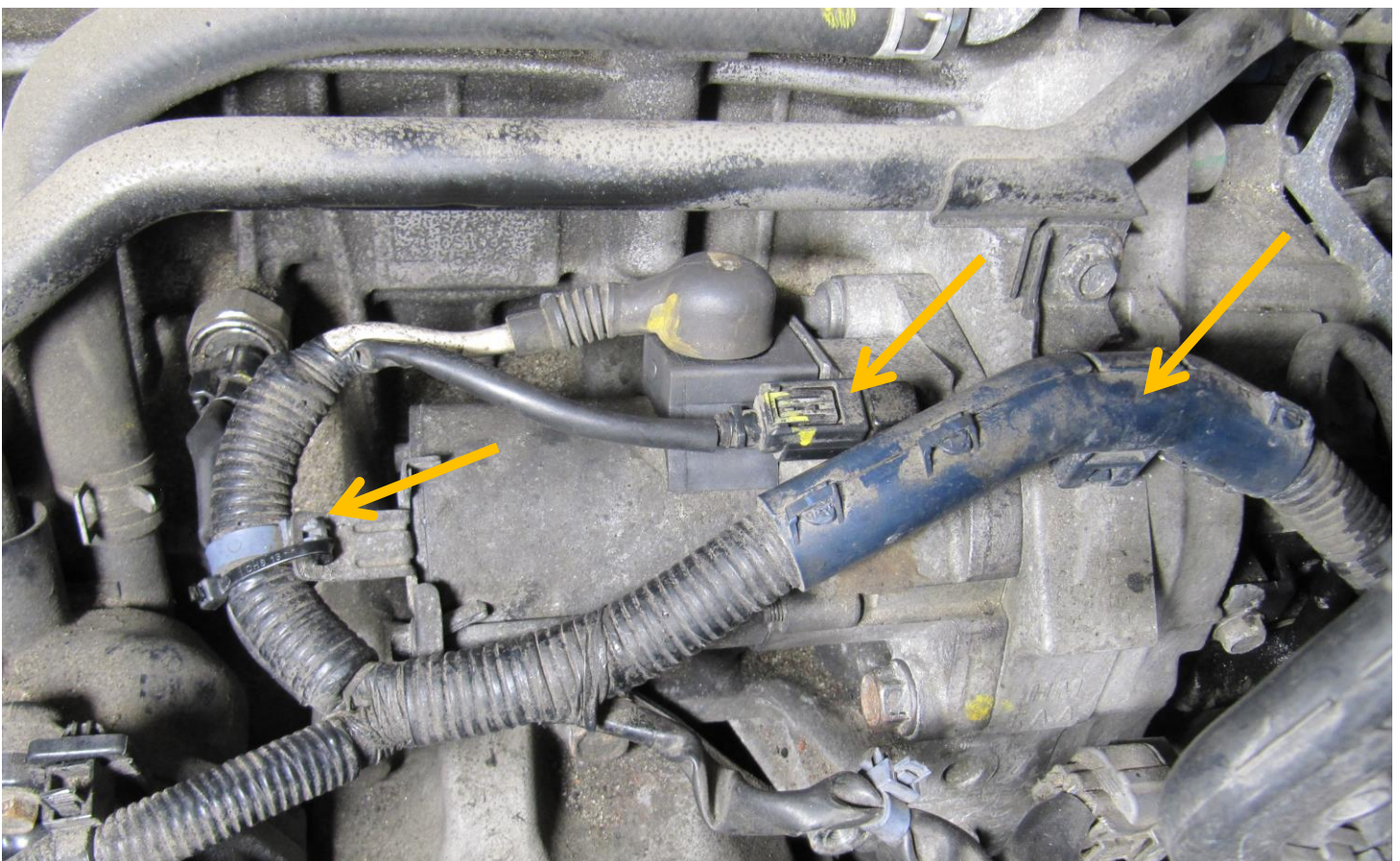




Don't forget to reconnect the knock sensor – you don't want to have to take the intake manifold back off to plug it back in!



Reconnect the cable clamps and electrical connector:





I cleaned out the intake some with a rag and throttle body cleaner. The service manual recommends replacing the gasket, but I decided to clean and re-use it instead:



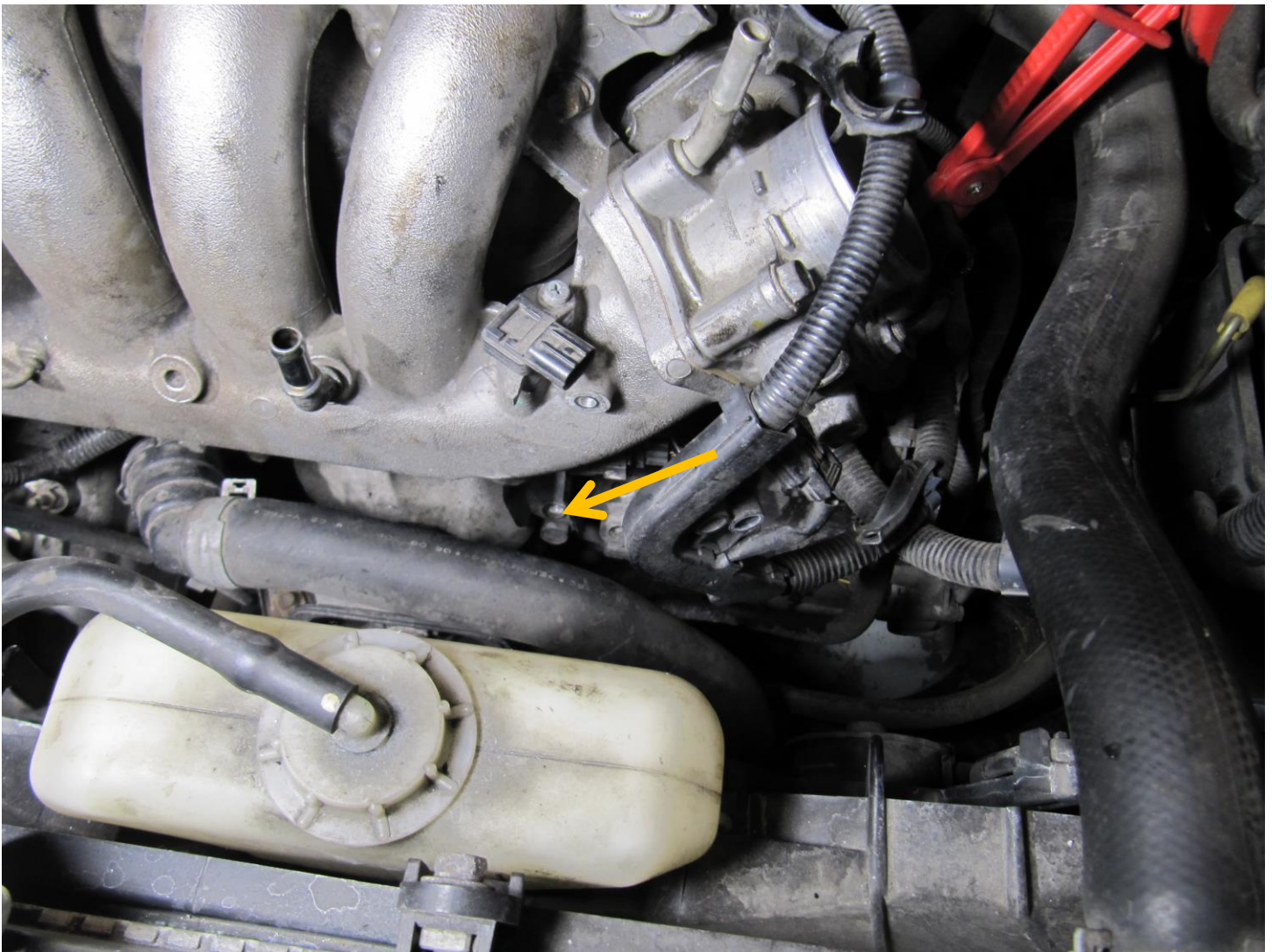


Reinstall the intake manifold and torque to 22N-m in a crisscross pattern starting at the center:



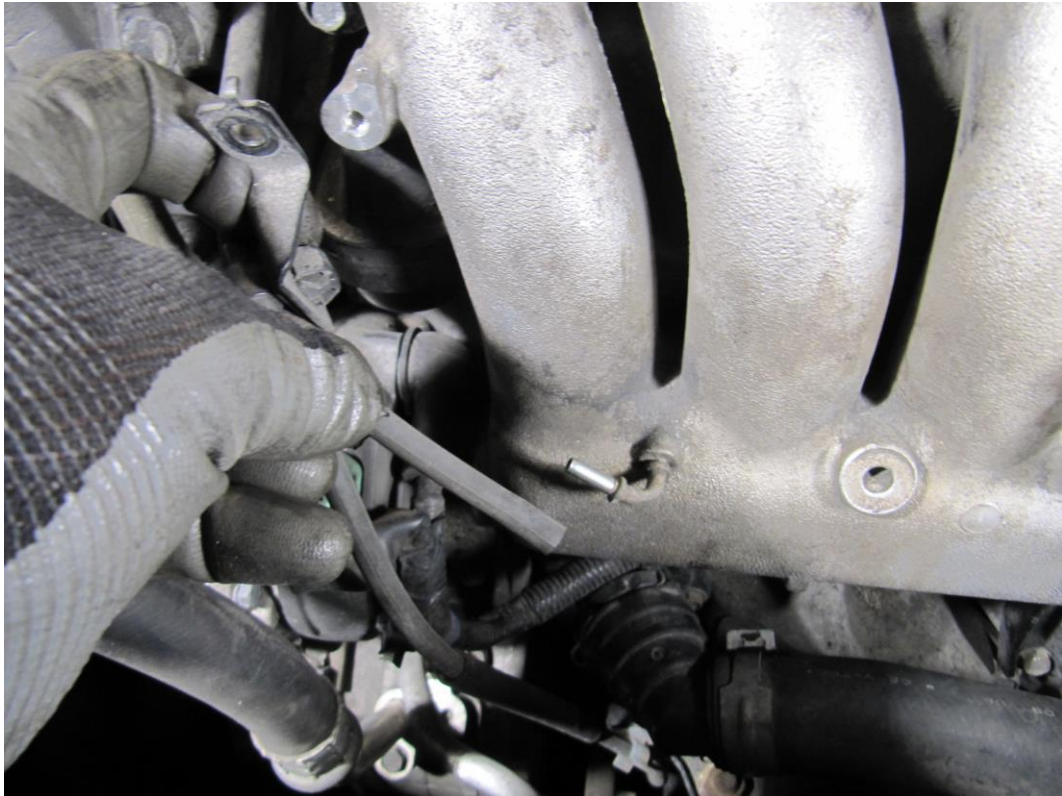


Don't forget to reinstall the lower bracket bolt:





Reconnect the vacuum line:

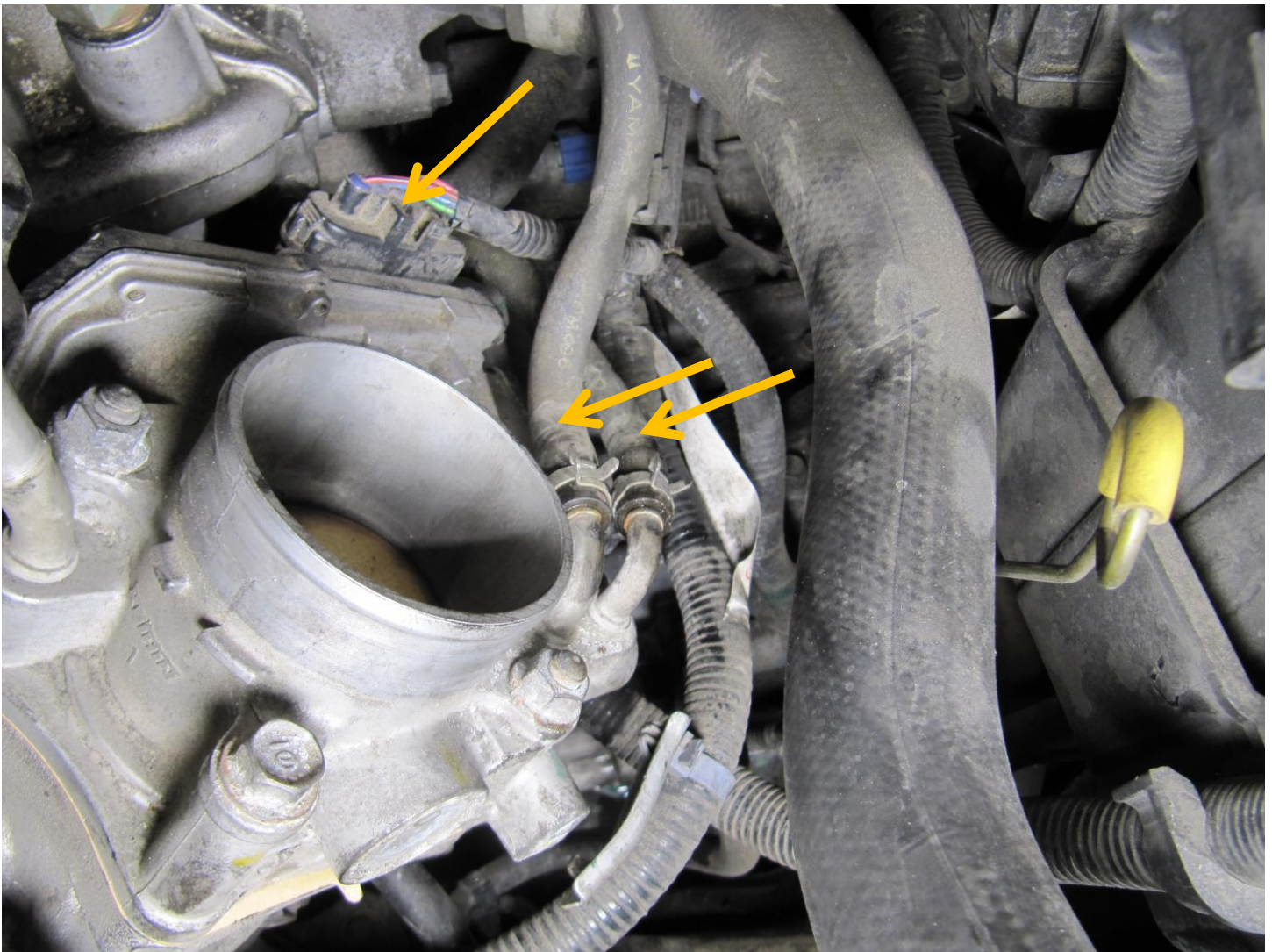


And the PCV hose if you disconnected it:



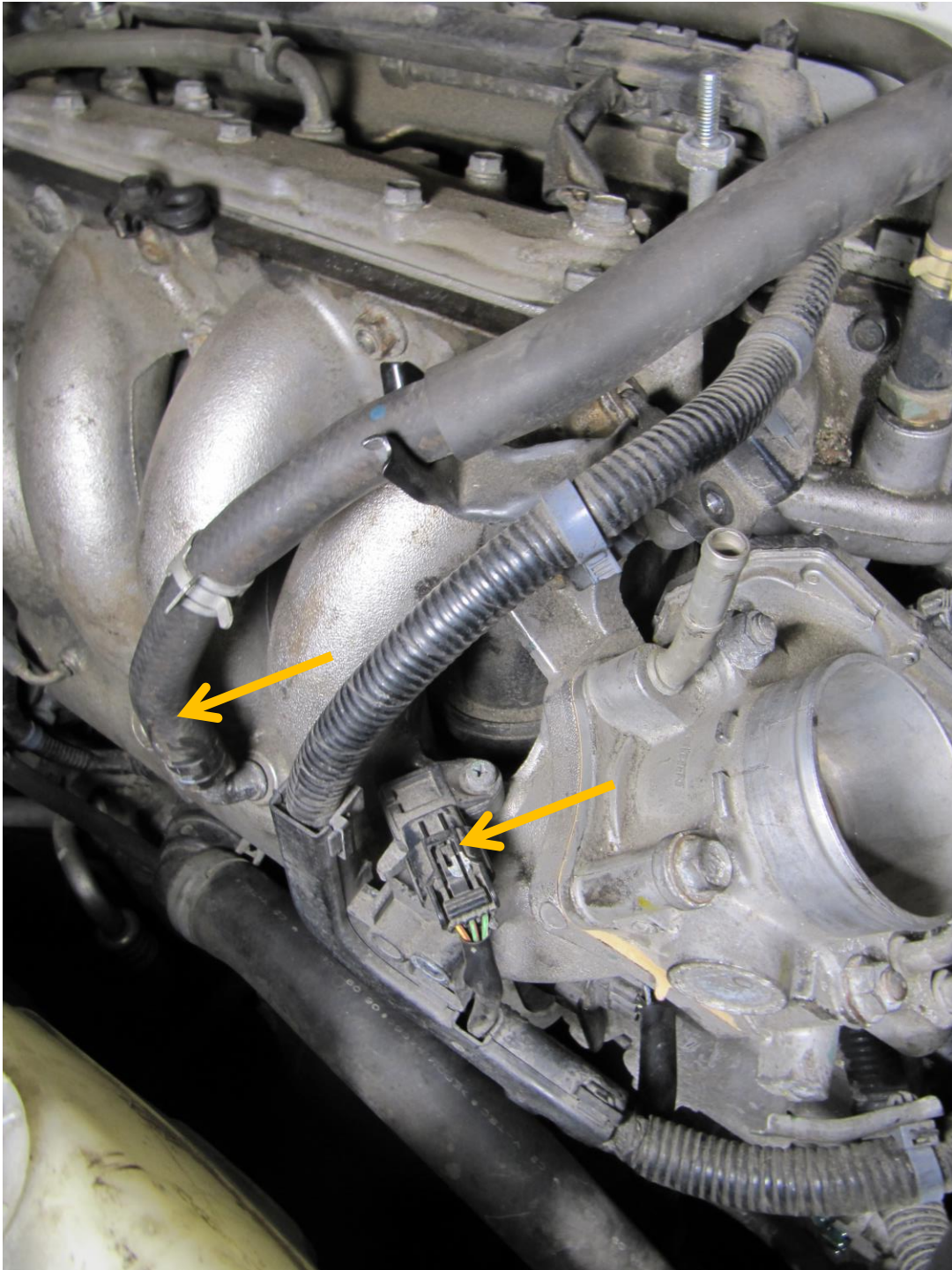


Reinstall the throttle body electrical connector and coolant lines:





Reinstall the brake booster vacuum line and MAP electrical connector:



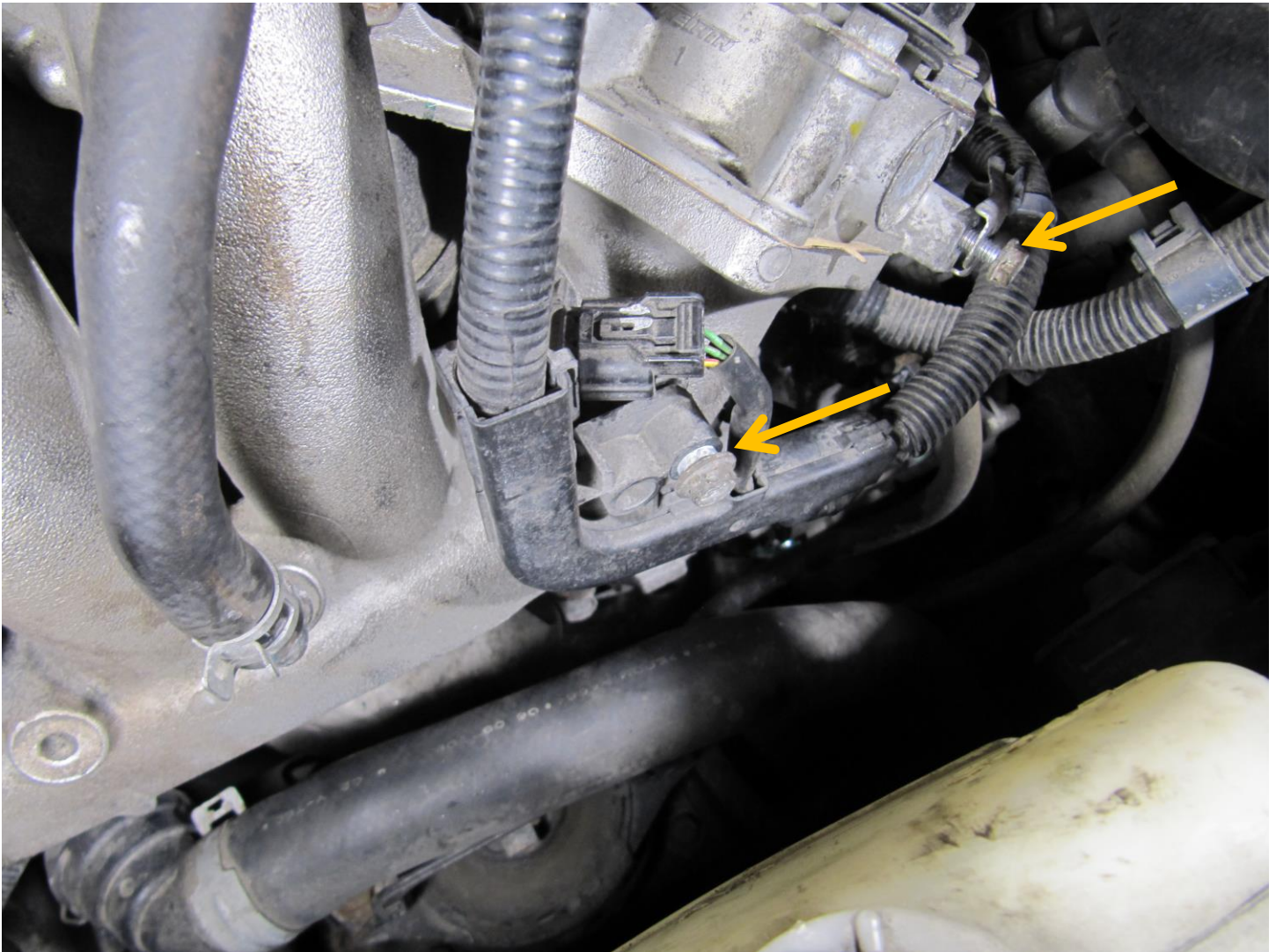


Reinstall the intake air duct and tighten the band connectors on both ends (5.5mm socket I believe):

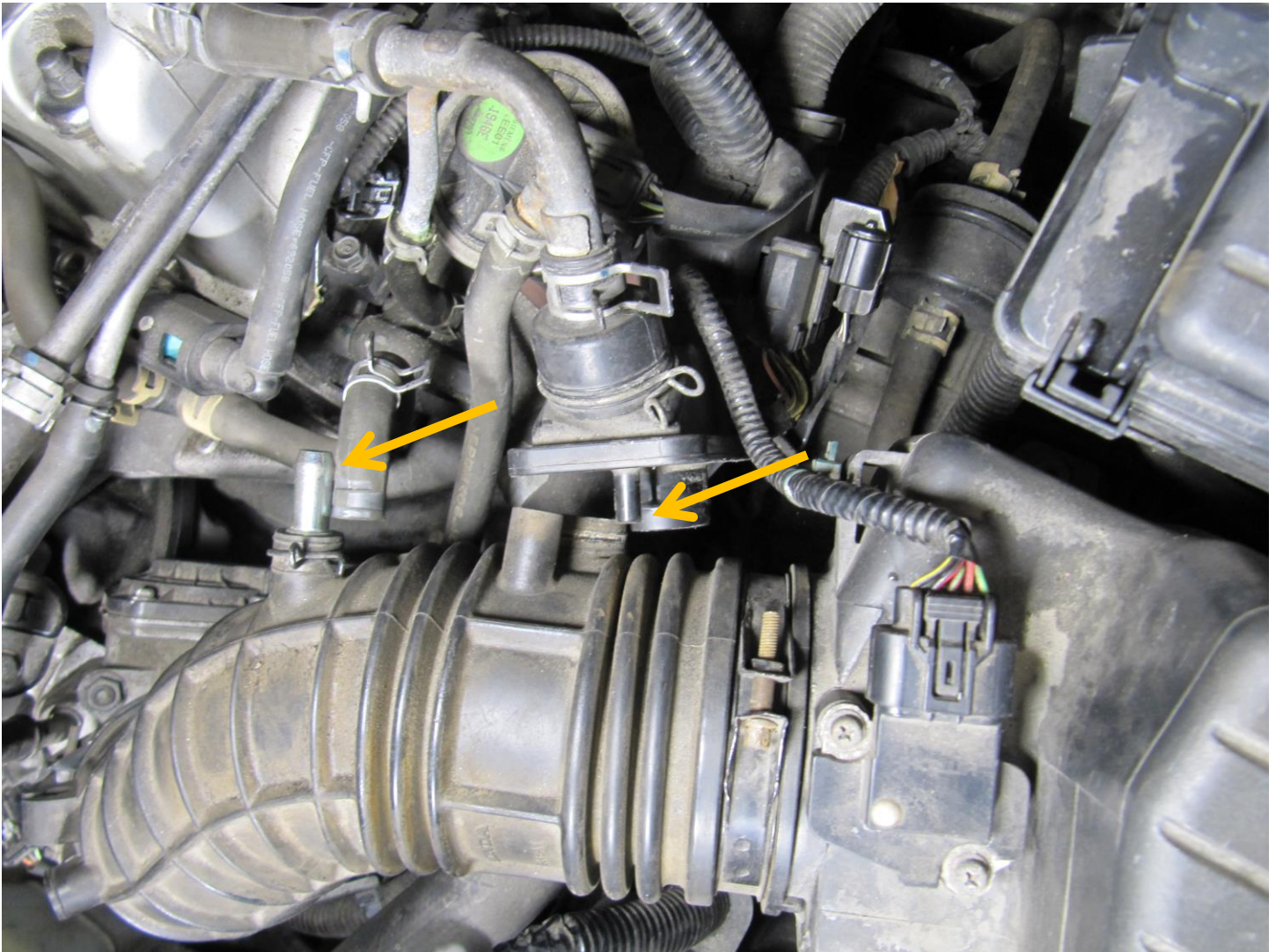




Reinstall the harness fastener bolts:

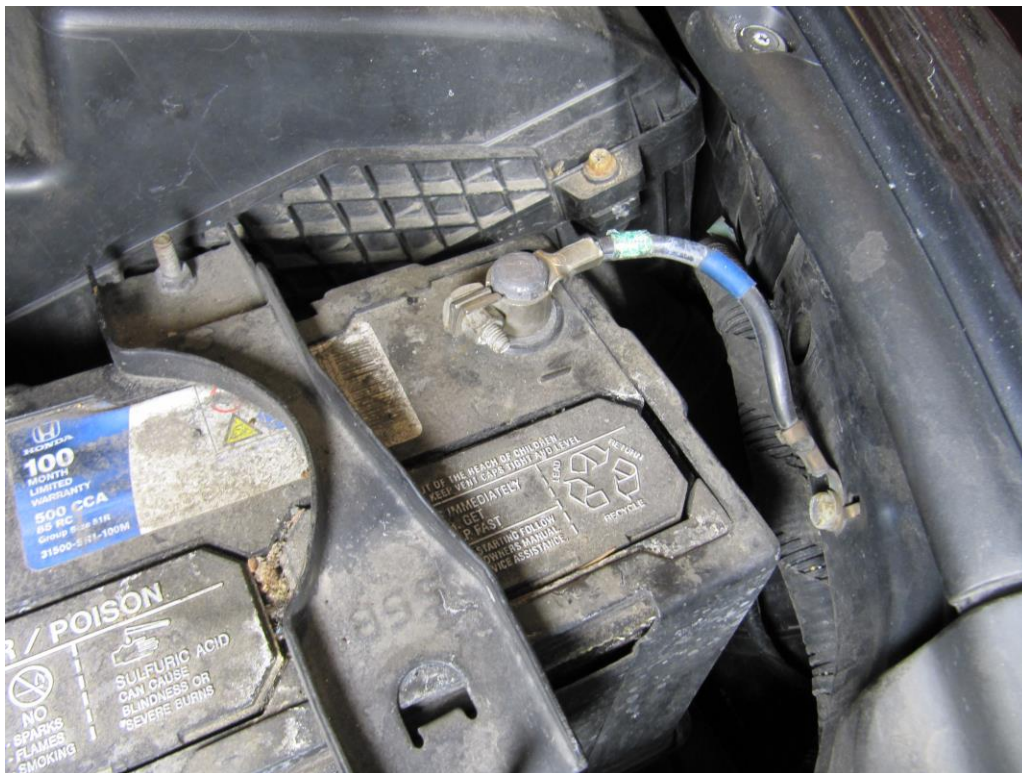


Reinstall the connections to the air intake duct:





And obviously, reinstall the engine cover and negative battery terminal:



Hope this was helpful!