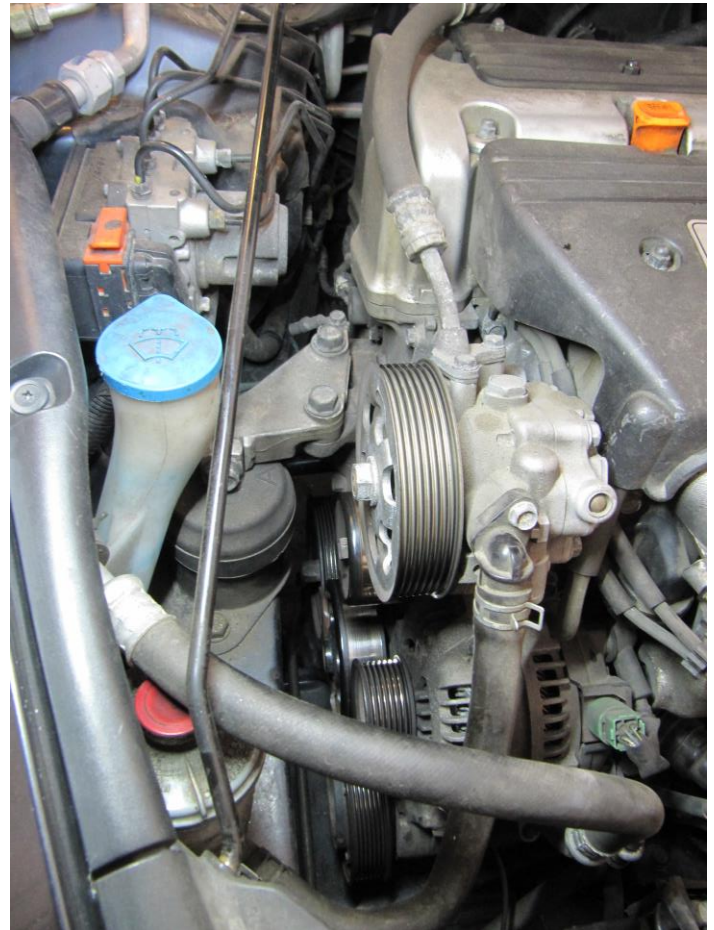


DIY Write-Up
Water Pump and Thermostat Replacement
2007 Honda Accord SE 4CYL

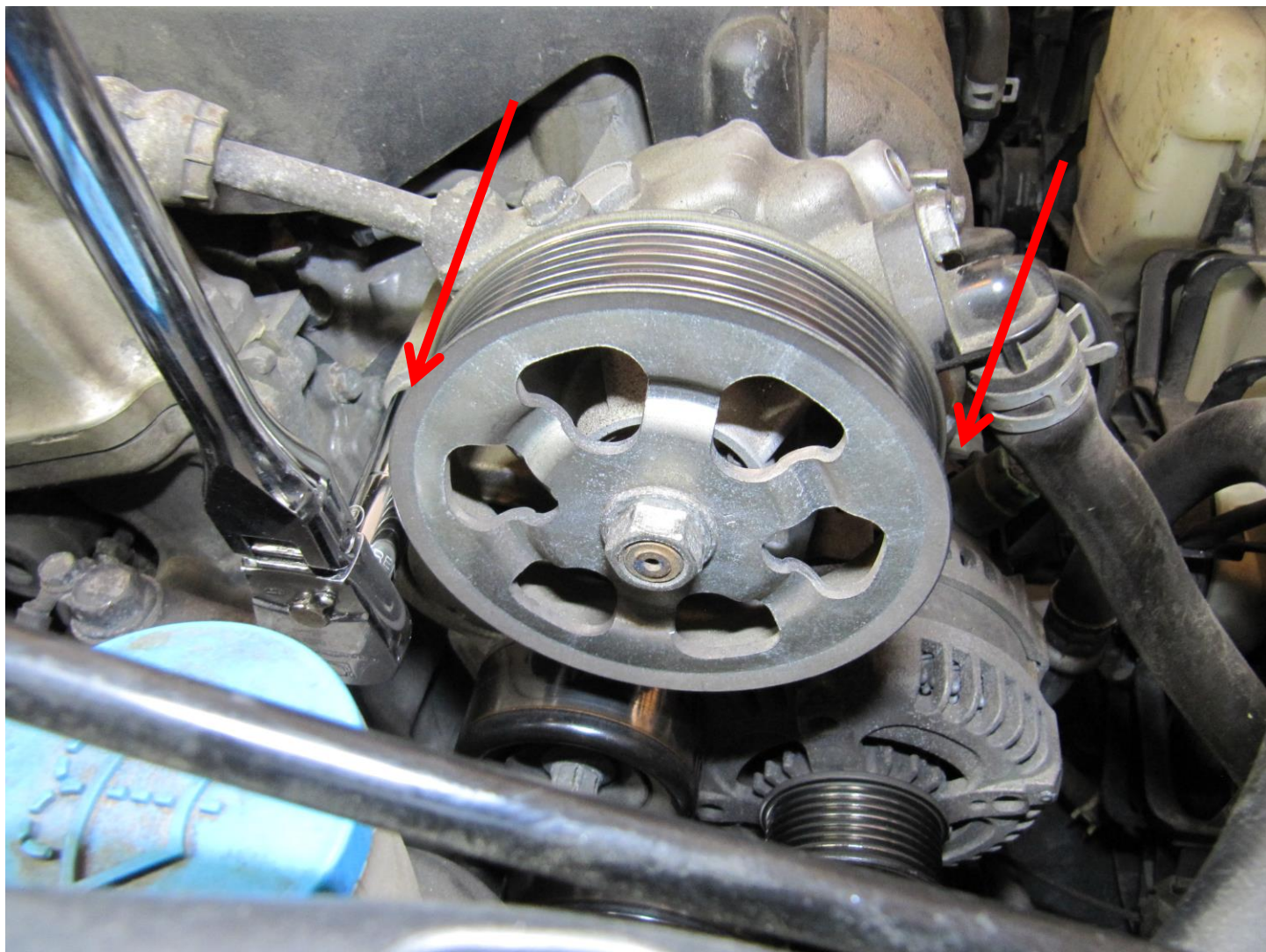
Begin by draining the coolant. Put a catch bucket under the drain plug (bottom of radiator) and unscrew the drain plug (shown by arrow in the following image, looking up under the front of the car):



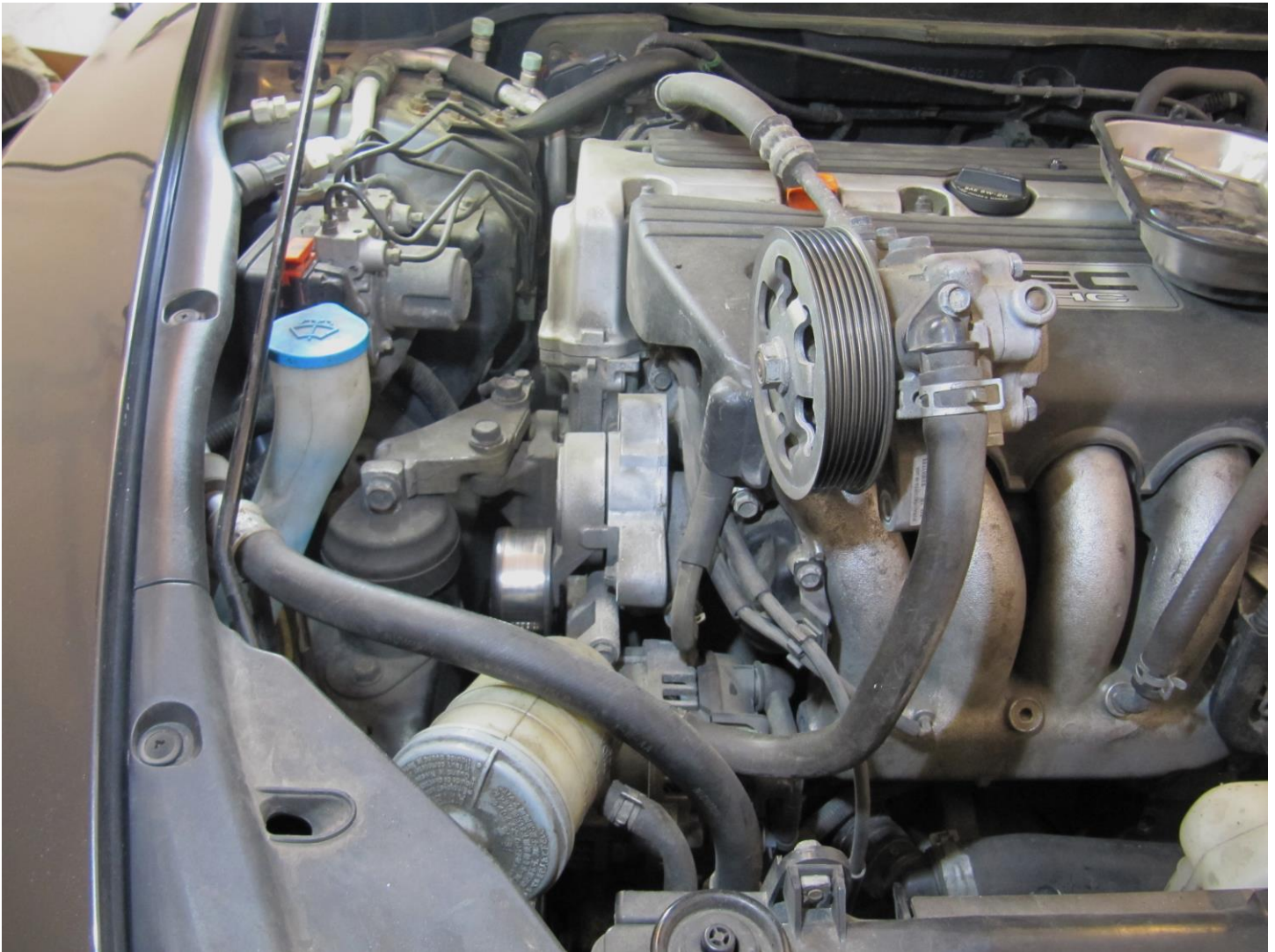
Rotate the tensioner to relieve the belt tension and remove the serpentine belt:



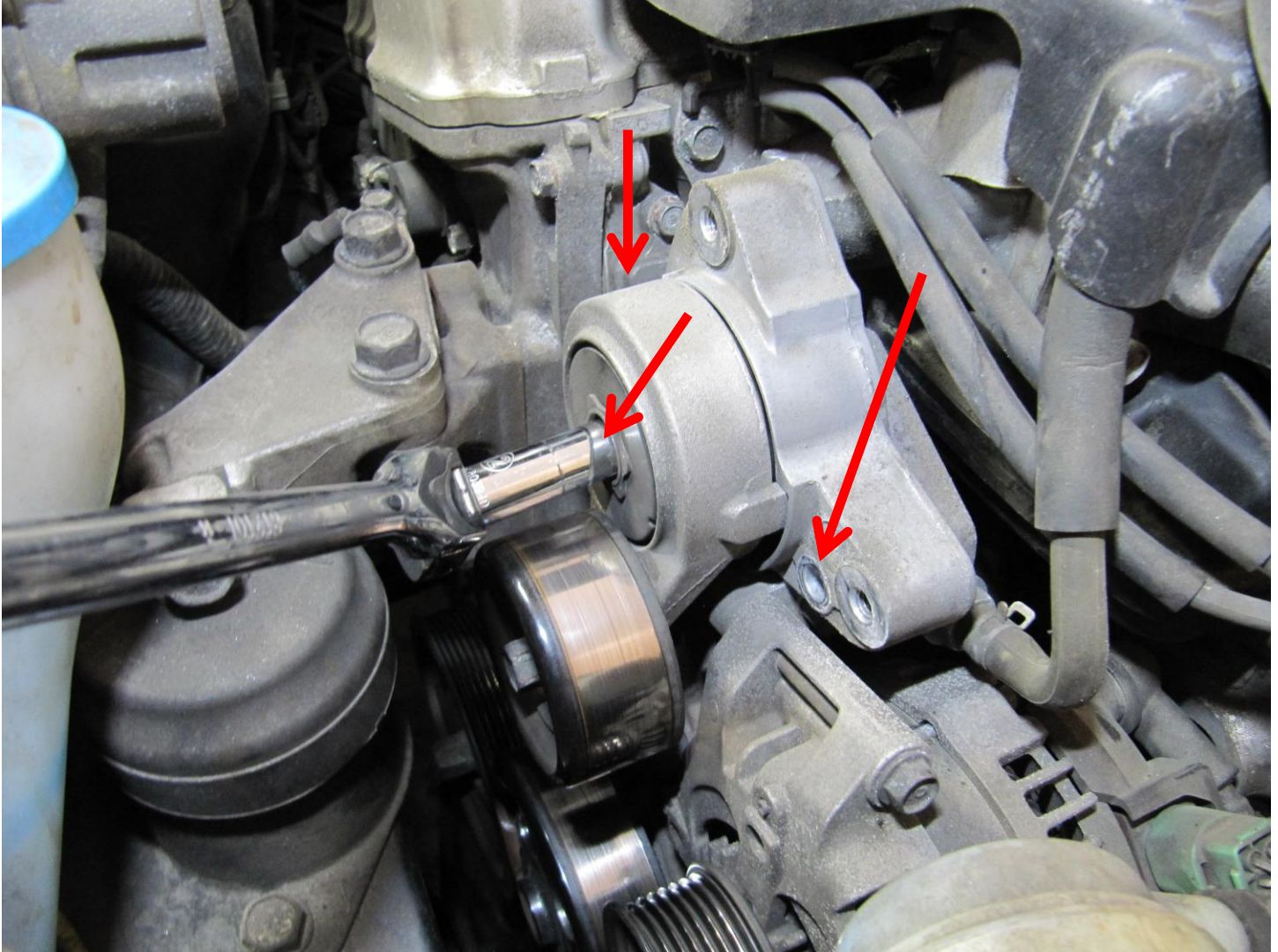
Remove the two bolts holding the power steering pump (but leave the hoses connected):



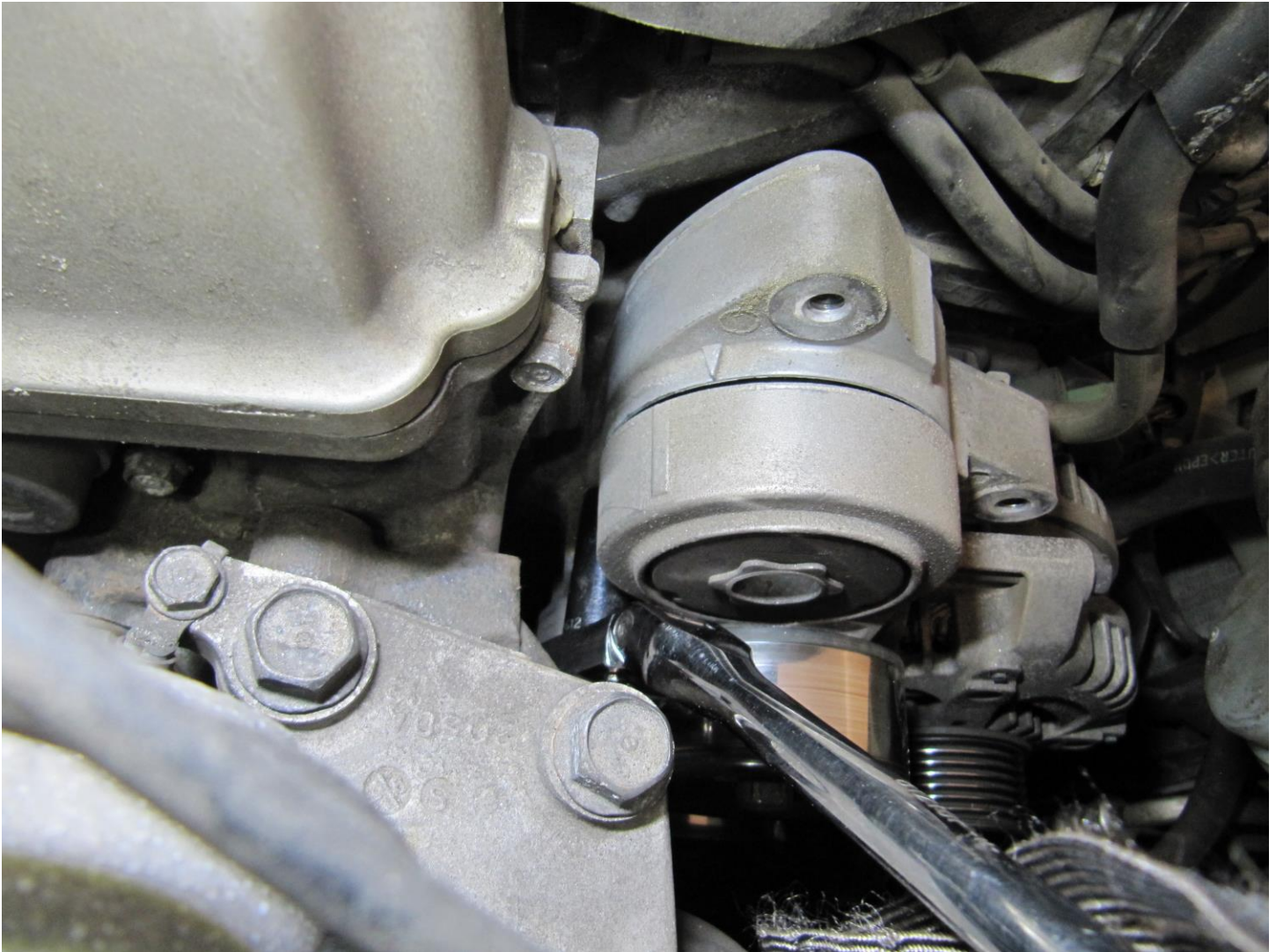
Leave the hoses connected and pull the power steering pump off to the side
(it helps to unhook the power steering reservoir)



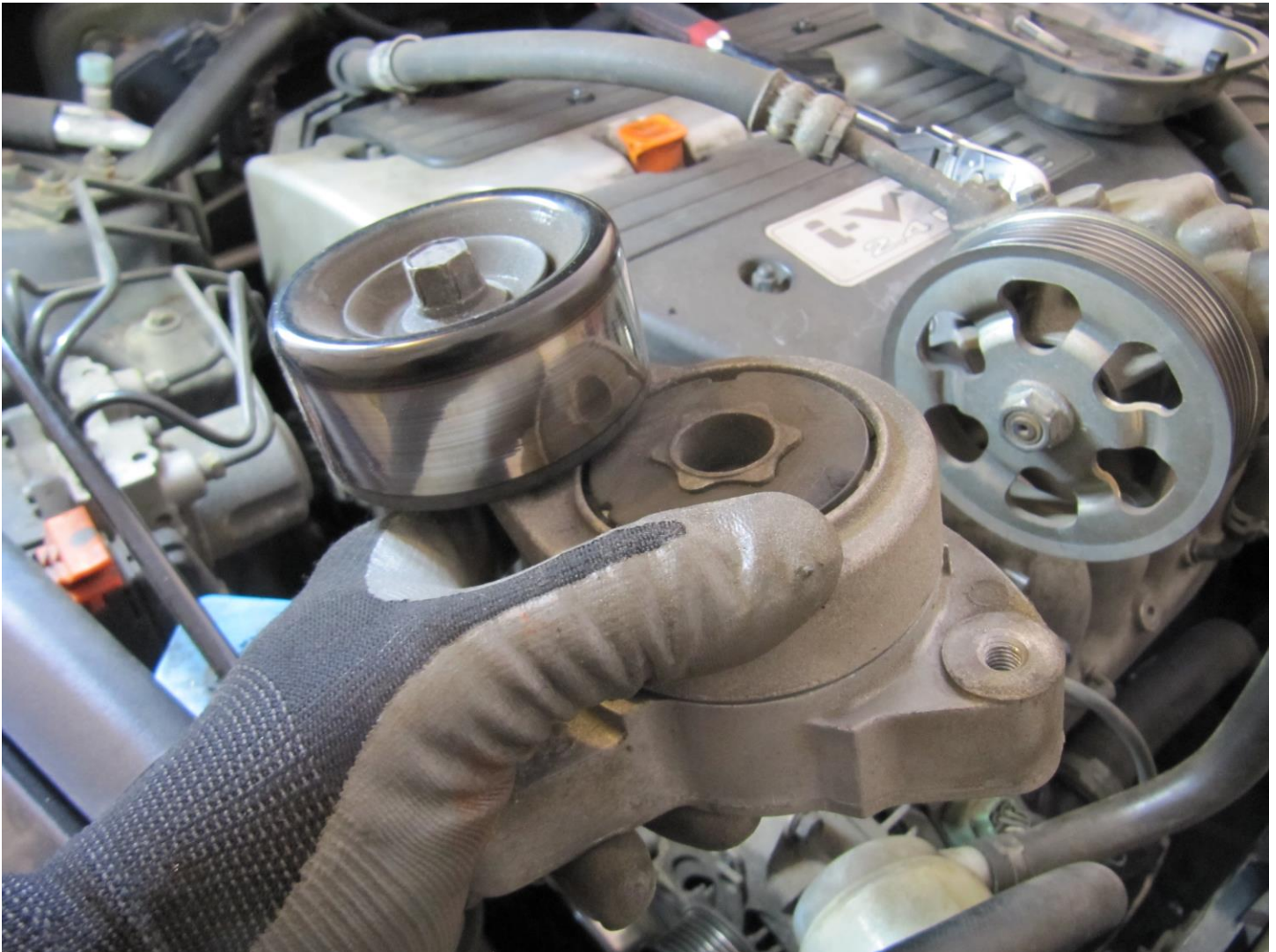
Remove the three bolts holding the belt tensioner. Notice that there is one bolt in the center where the tensioner rotates:



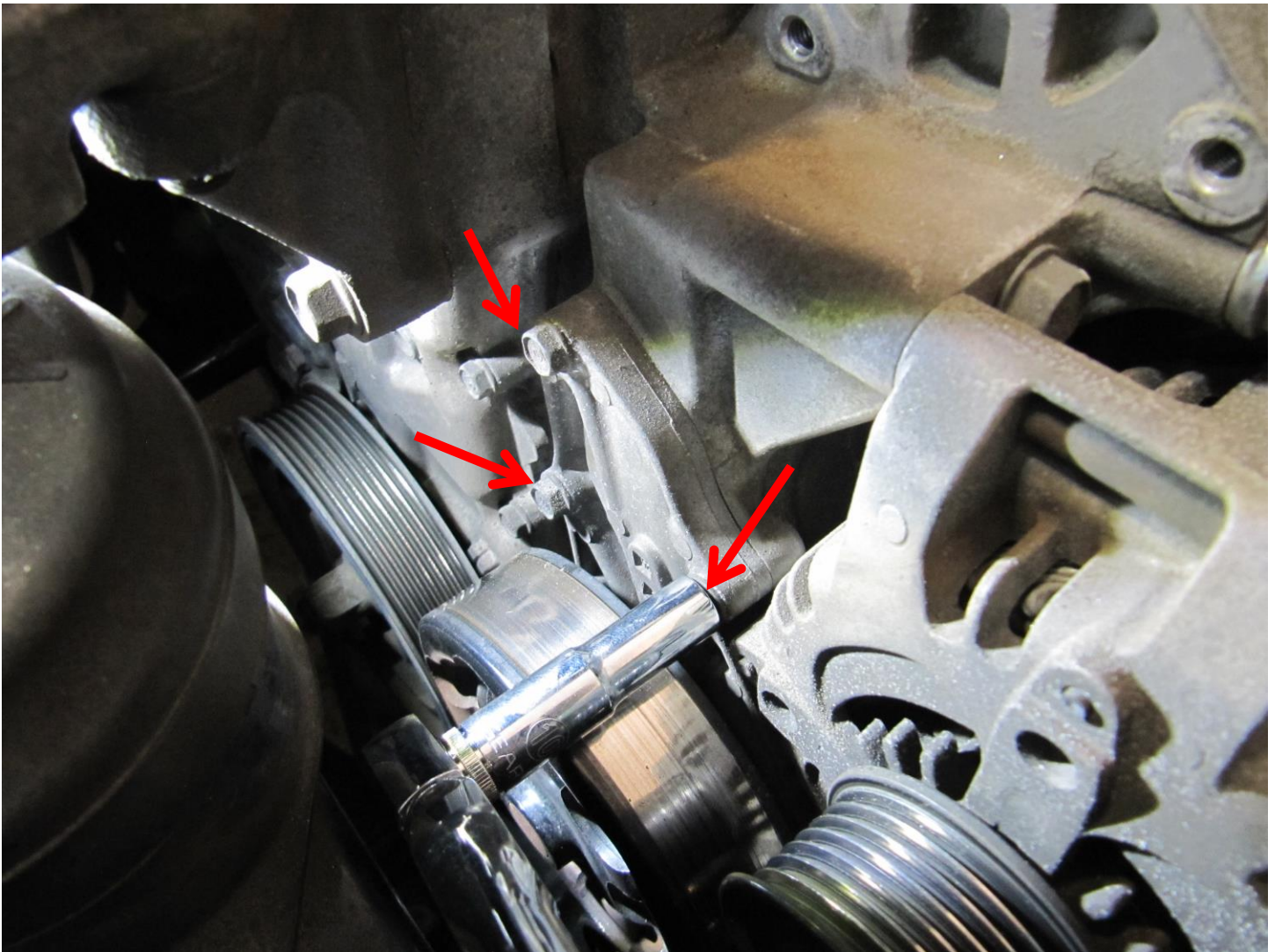
The bolt on the far side of the tensioner is a bit of a pain to get too (it is a tight fit around the engine mount) but you can get it with the right length socket:



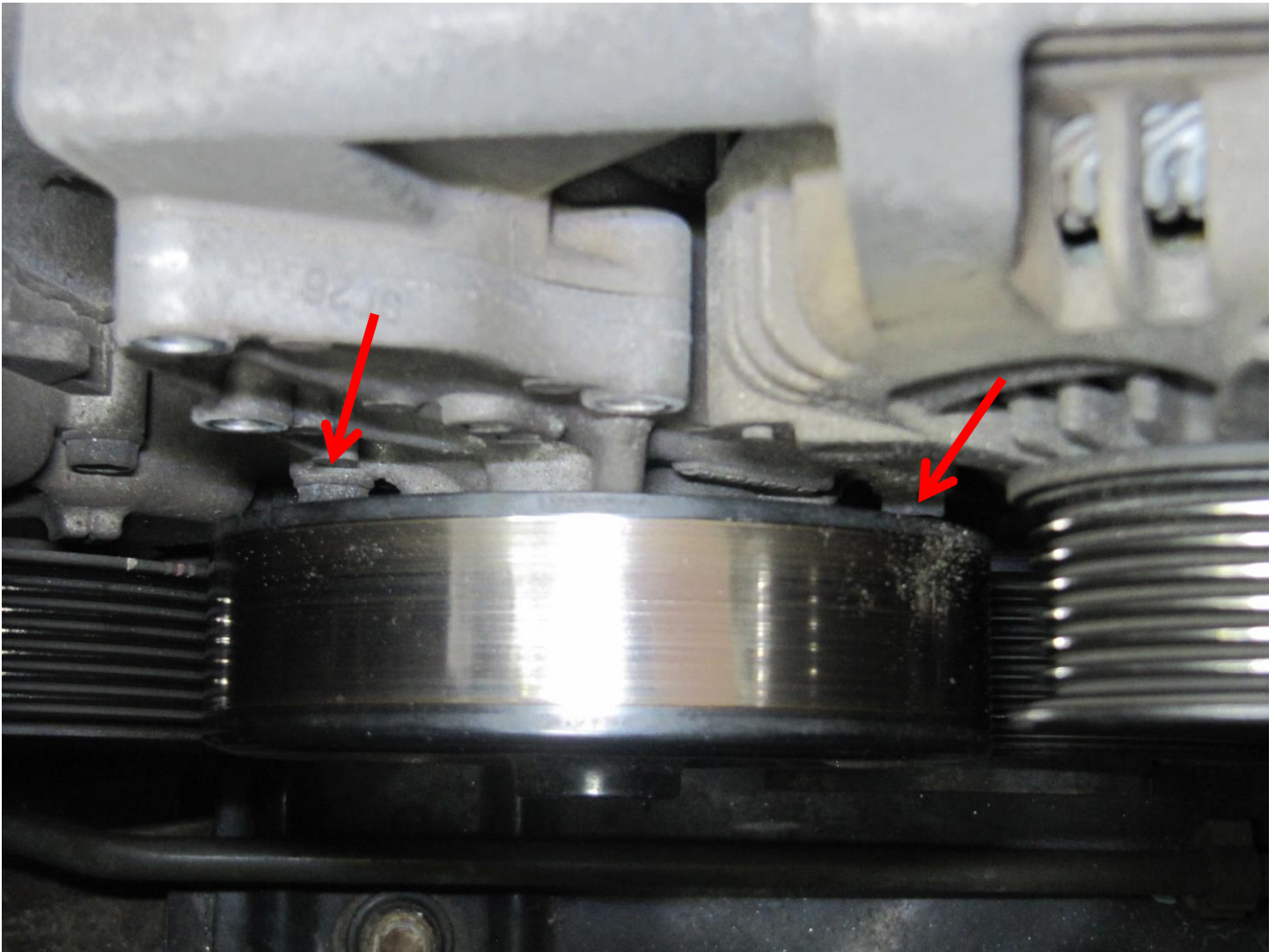
And remove the tensioner:



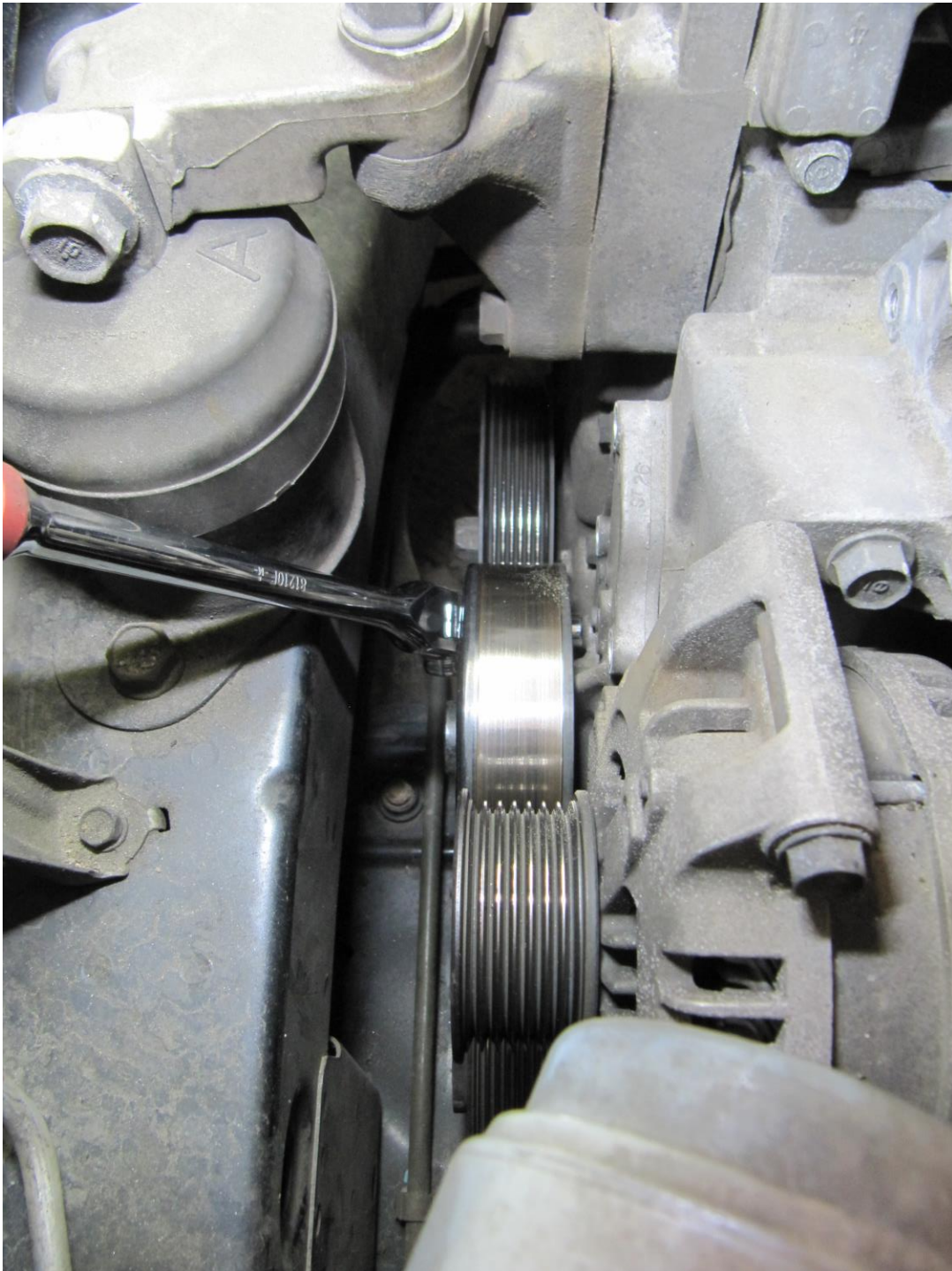
Now, remove the three bolts on the top of the water pump:



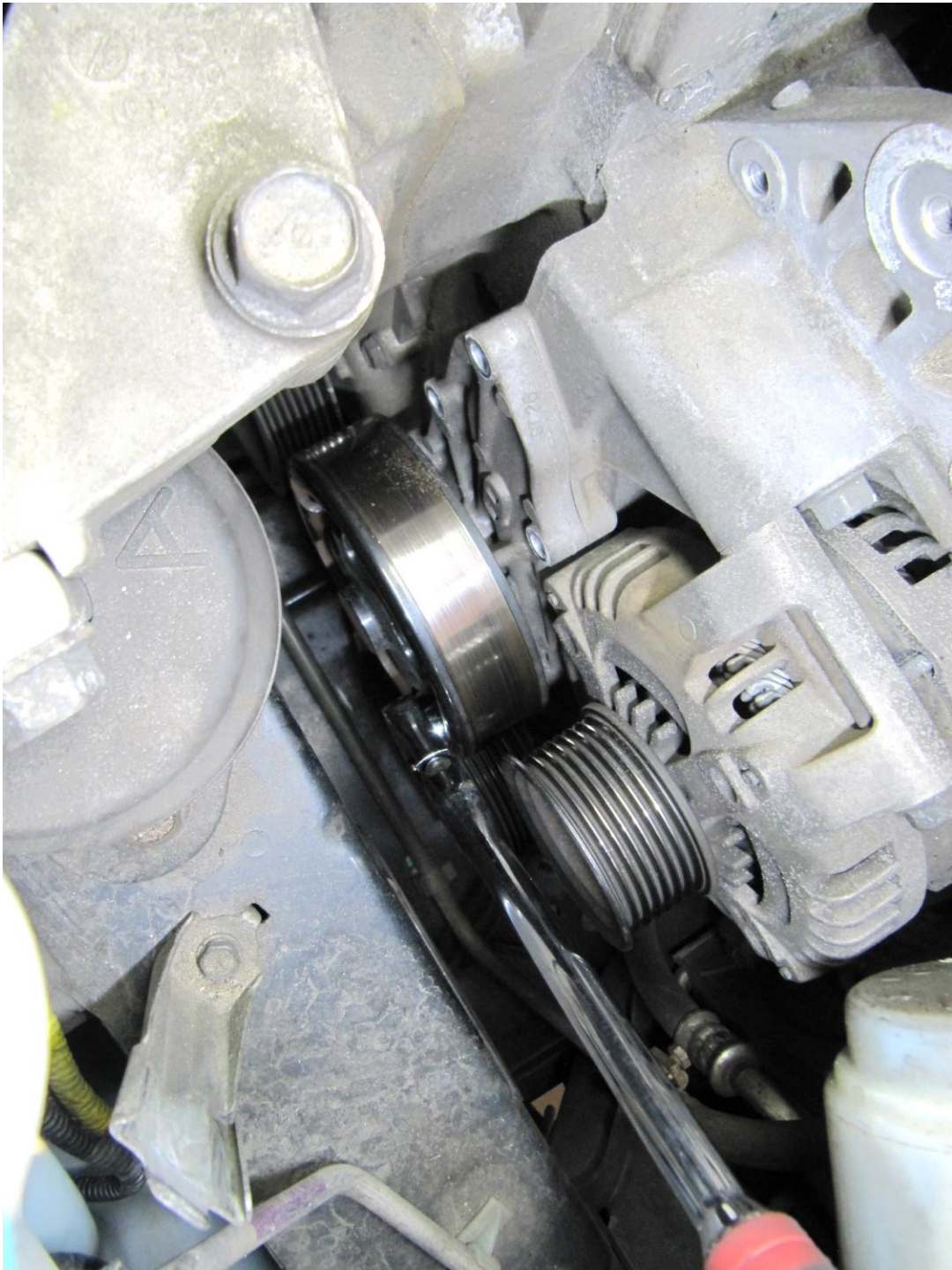
There are two bolts behind the water pump pulley:



These bolts can be accessed through the holes in the water pump pulley as shown:



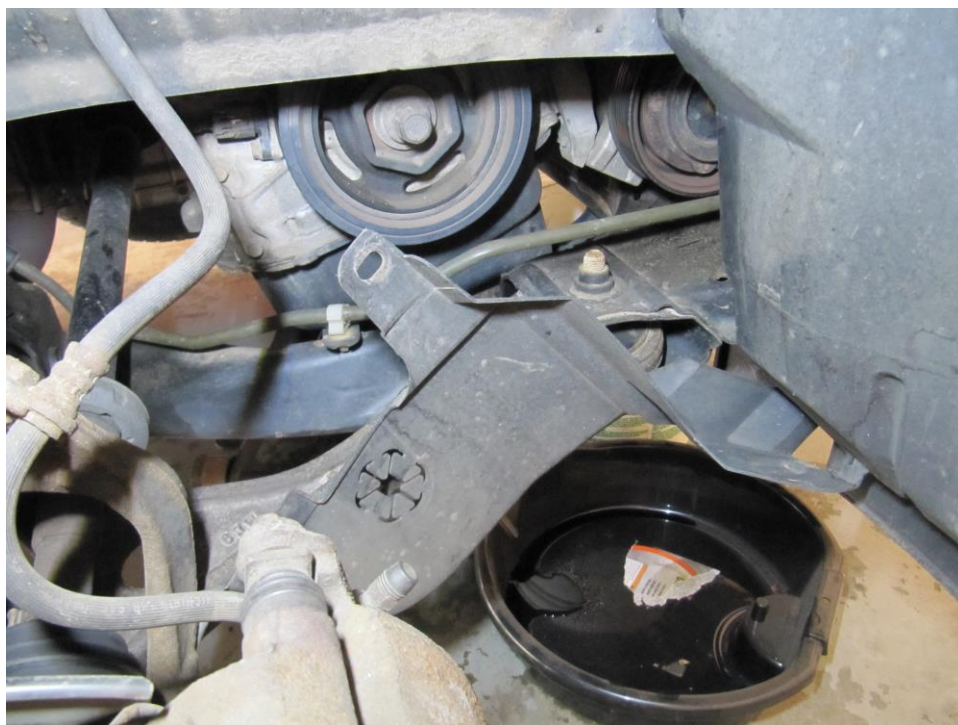
And here is the second bolt being removed:



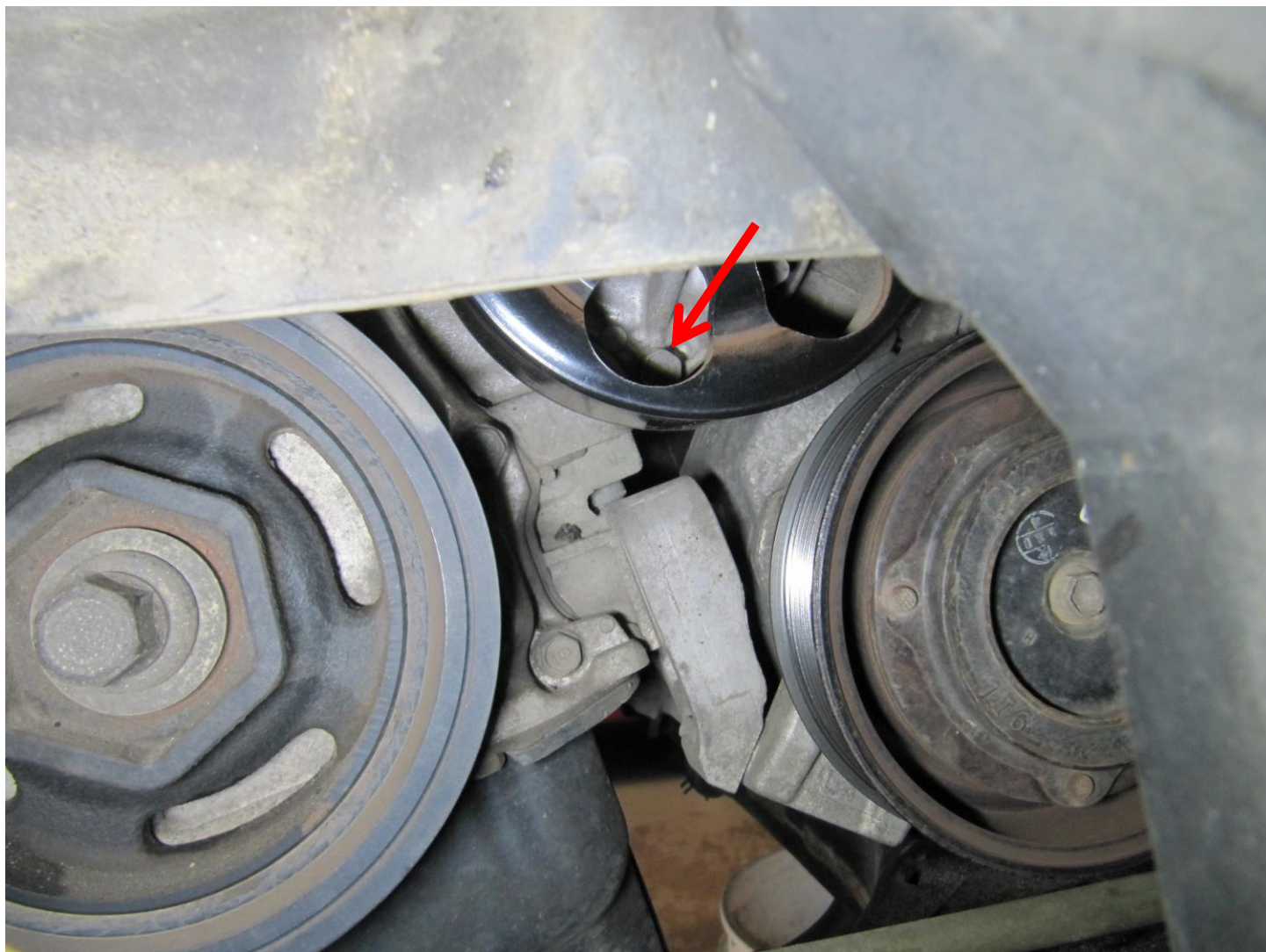
It might be easiest to get to the bottom bolt on the water pump from the underside.
Remove the two clips holding the panel behind the passenger side wheel:



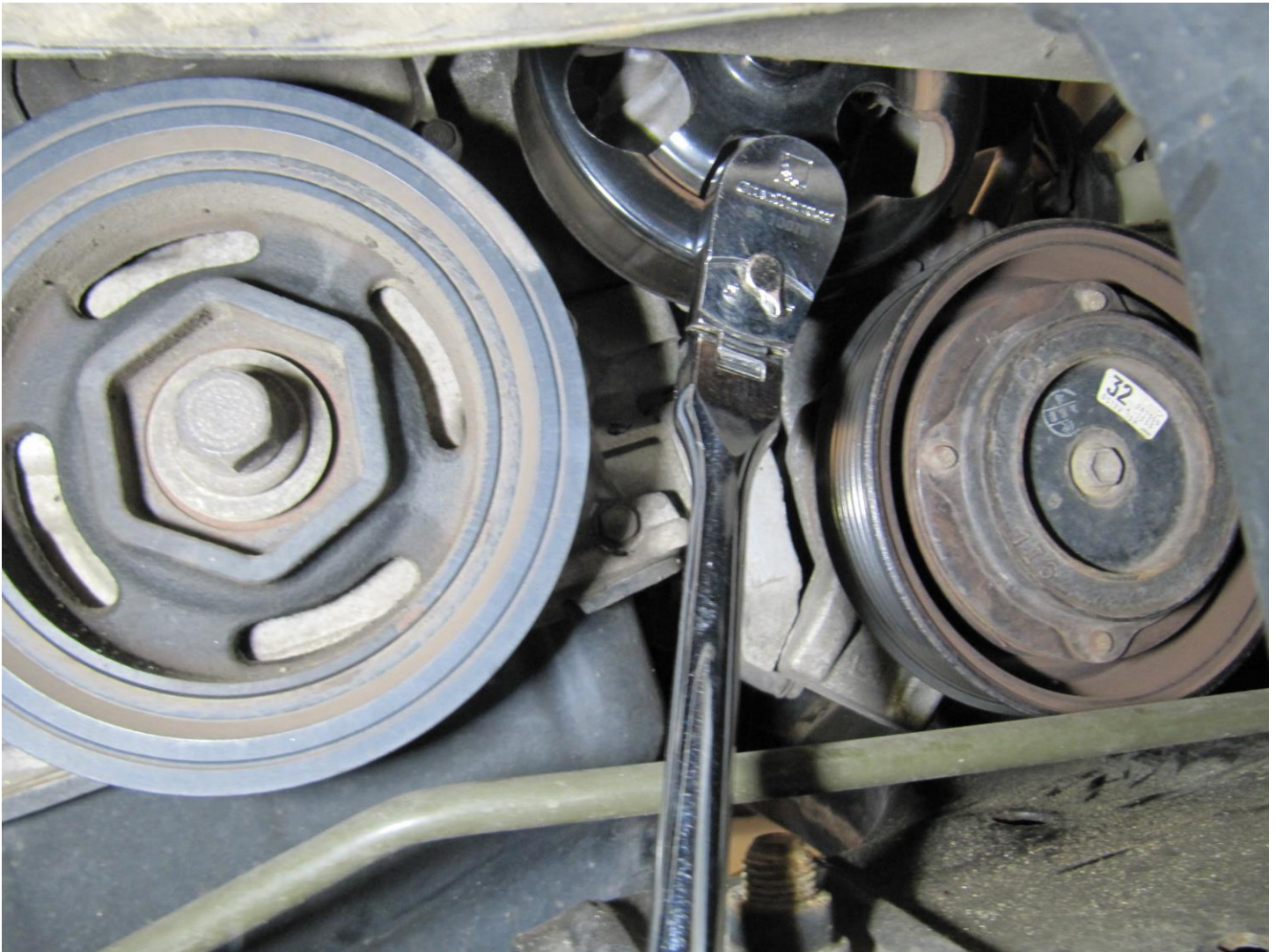
Which then provides access to the side of the engine and the bottom of the water pump:



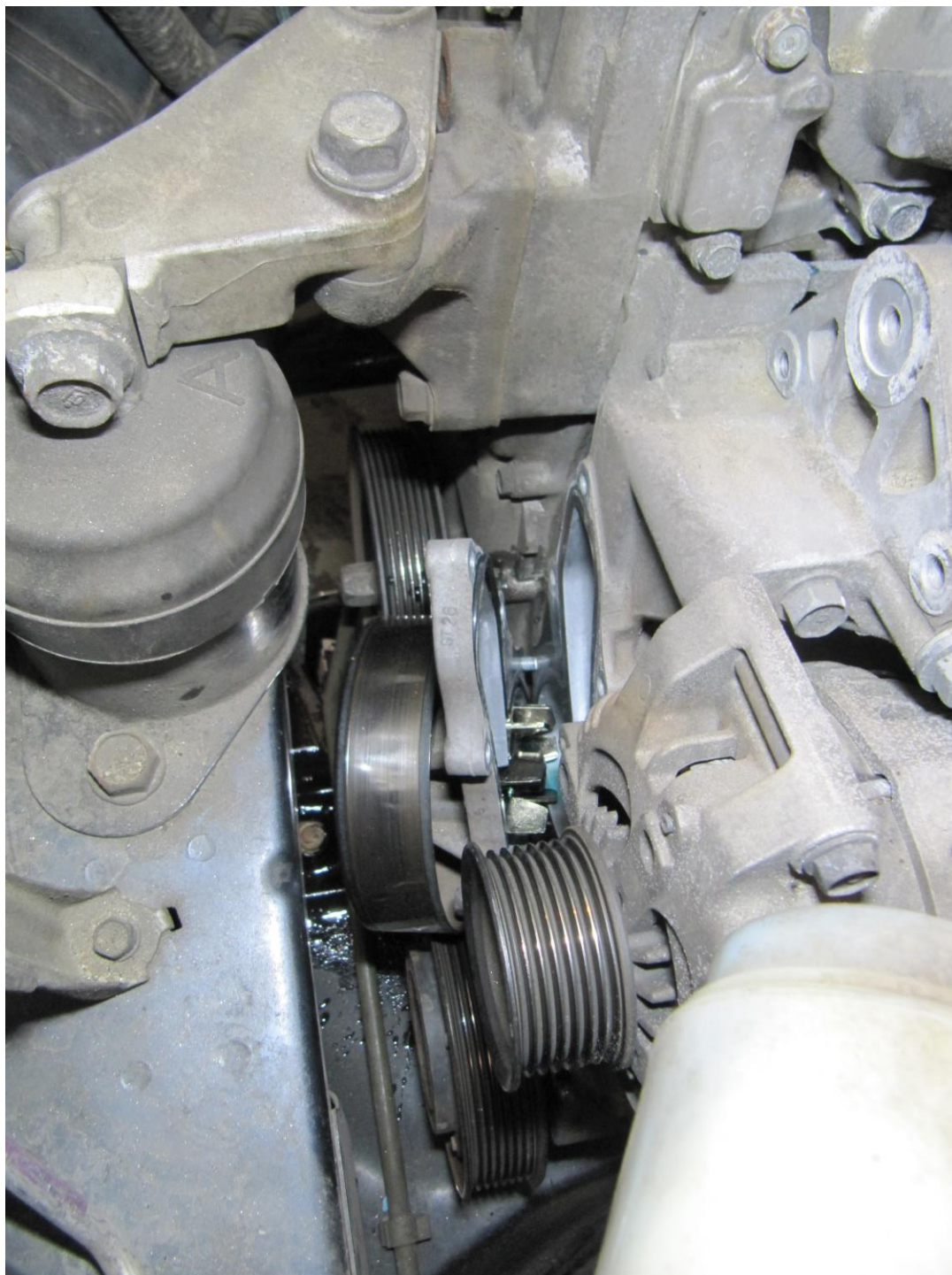
The final water pump bolt is shown here, hiding behind the water pump pulley:



Remove the final bolt from the bottom:



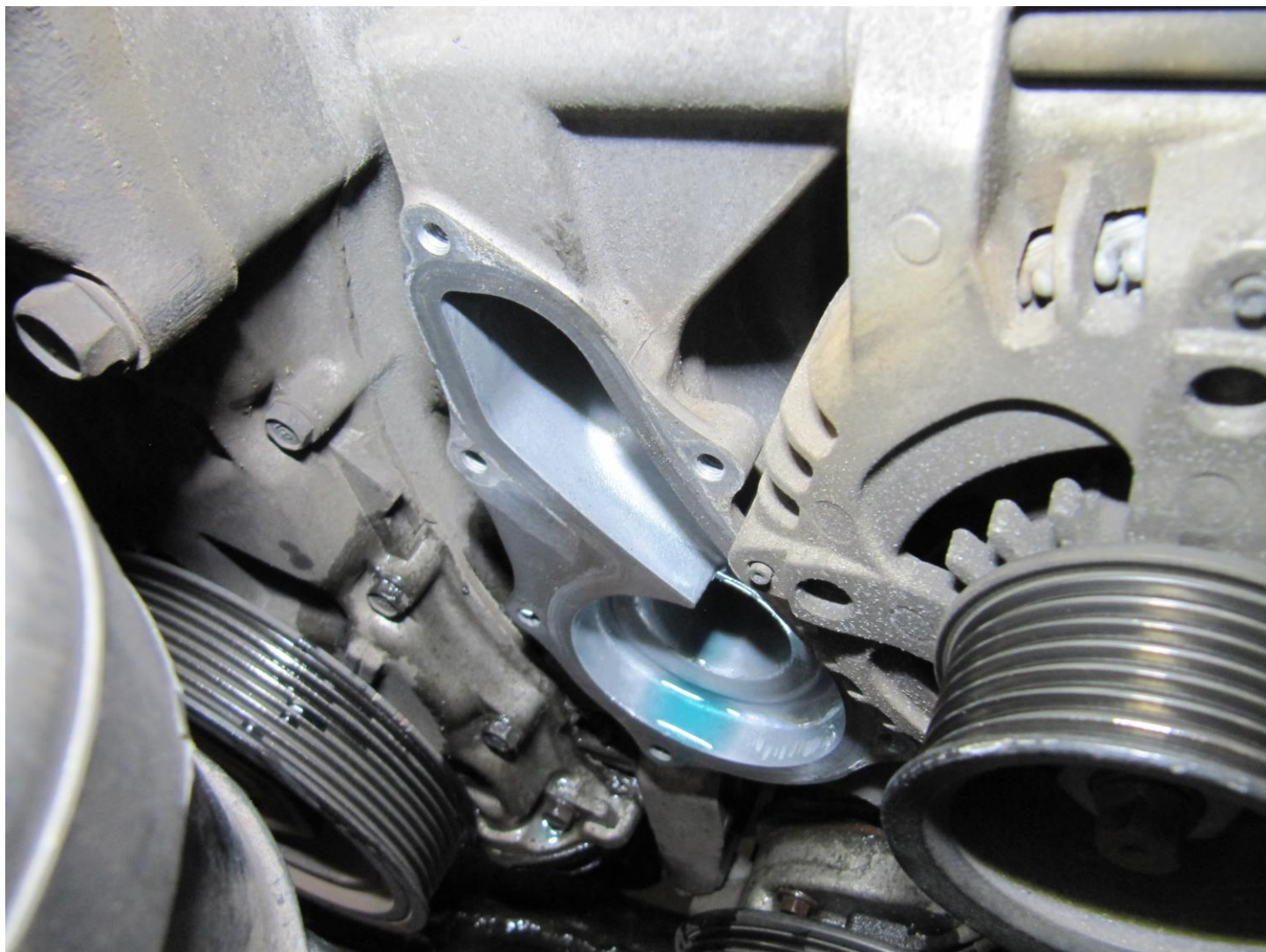
And the water pump can be removed (make sure you have a bucket under it as more coolant will come out):



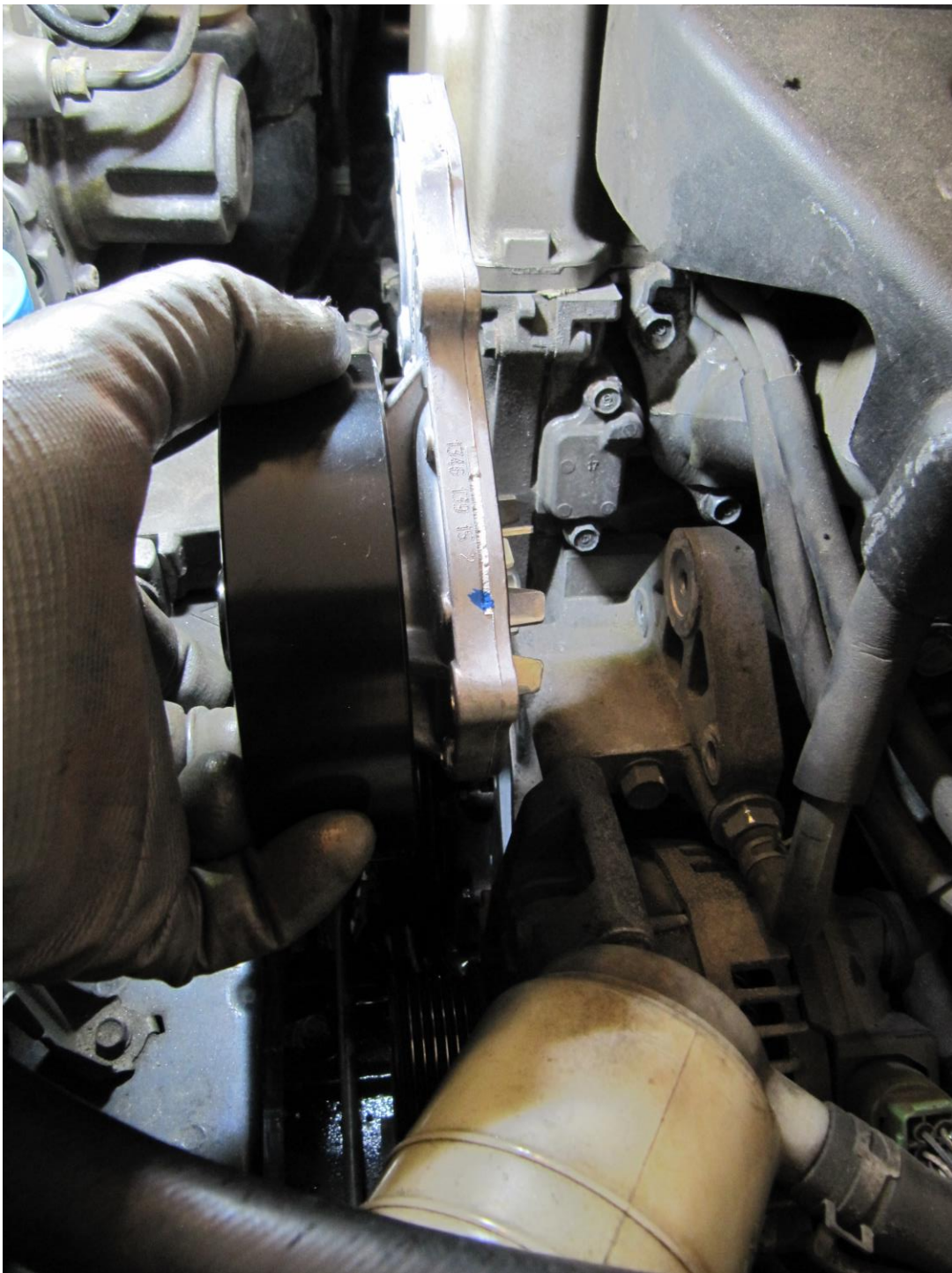
Here is the old water pump:



Make sure the mating surface is clean:



And insert the new water pump:



Re-insert the bolts and tighten to 12 N-m:



Reinserting the bolts behind the pulley can be a little tricky. Using a piece of paper towel to hold the bolt in a socket might help when inserting the bolts:



Reinstall the tensioner and torque to 22 N-m:



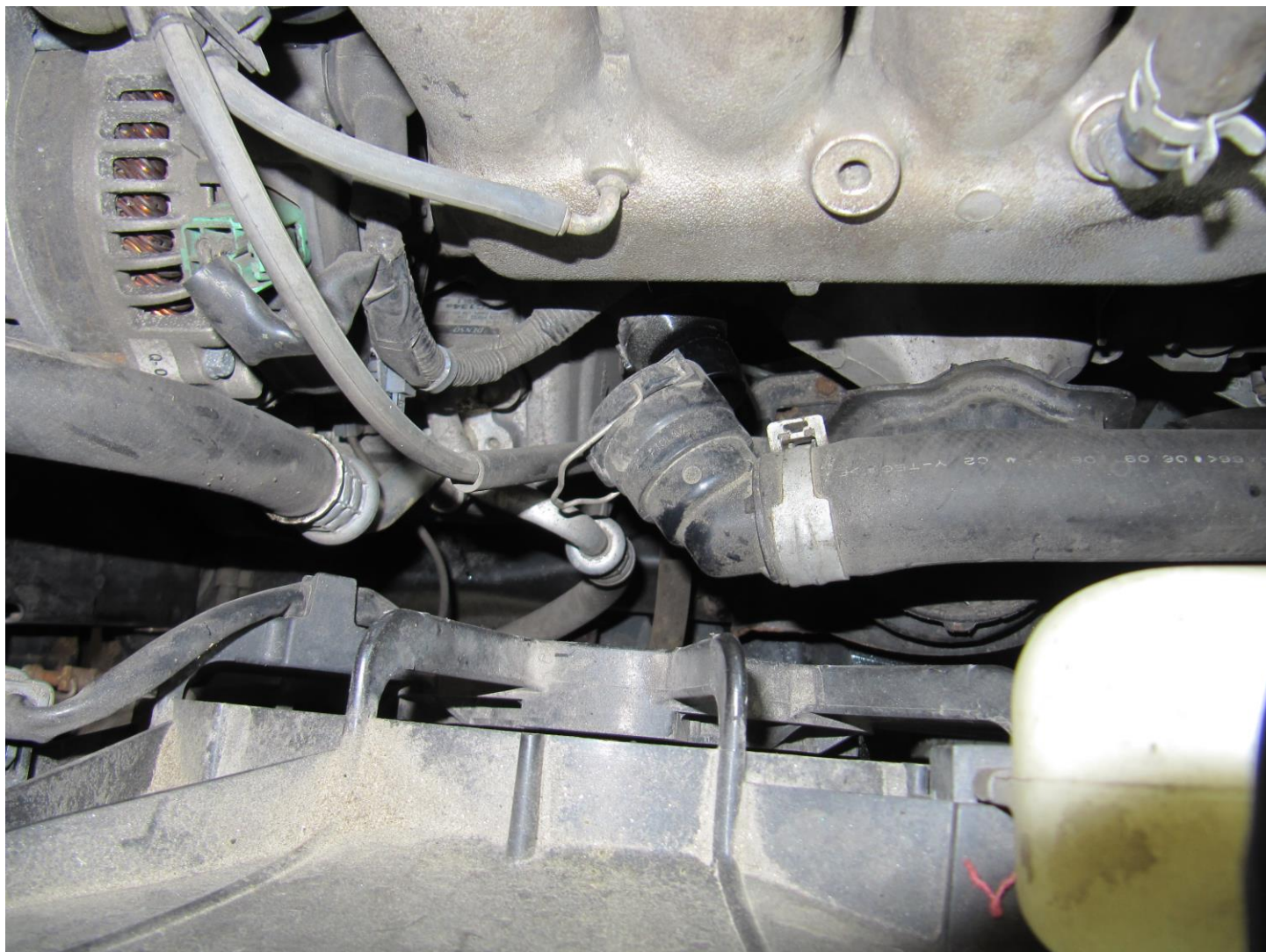
Reinstall the power steering pump and torque to 22 N-m:



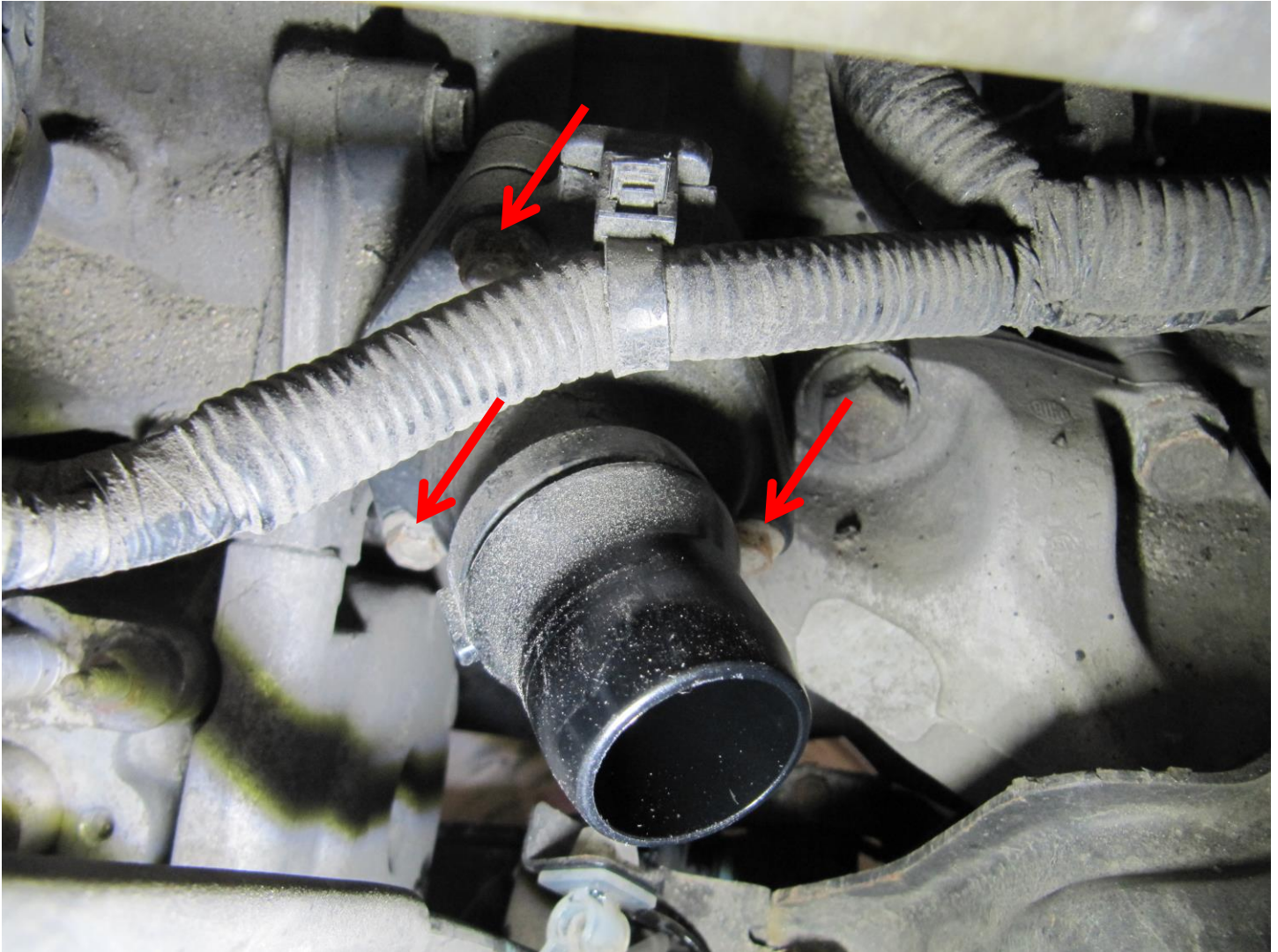
To replace the thermostat, pull the quick-connect tab to the left:



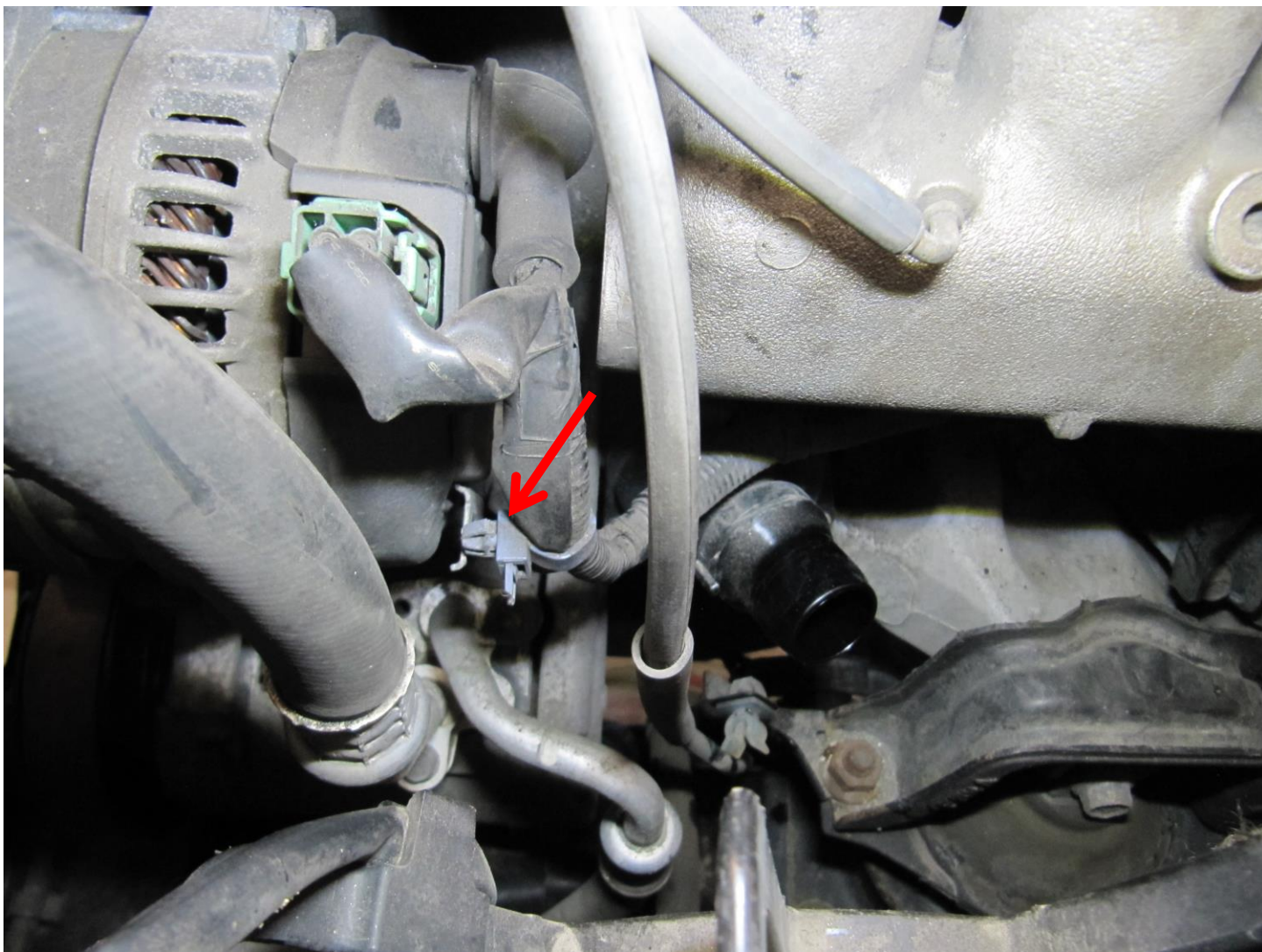
Then pull the hose and quick-connect off the thermostat:



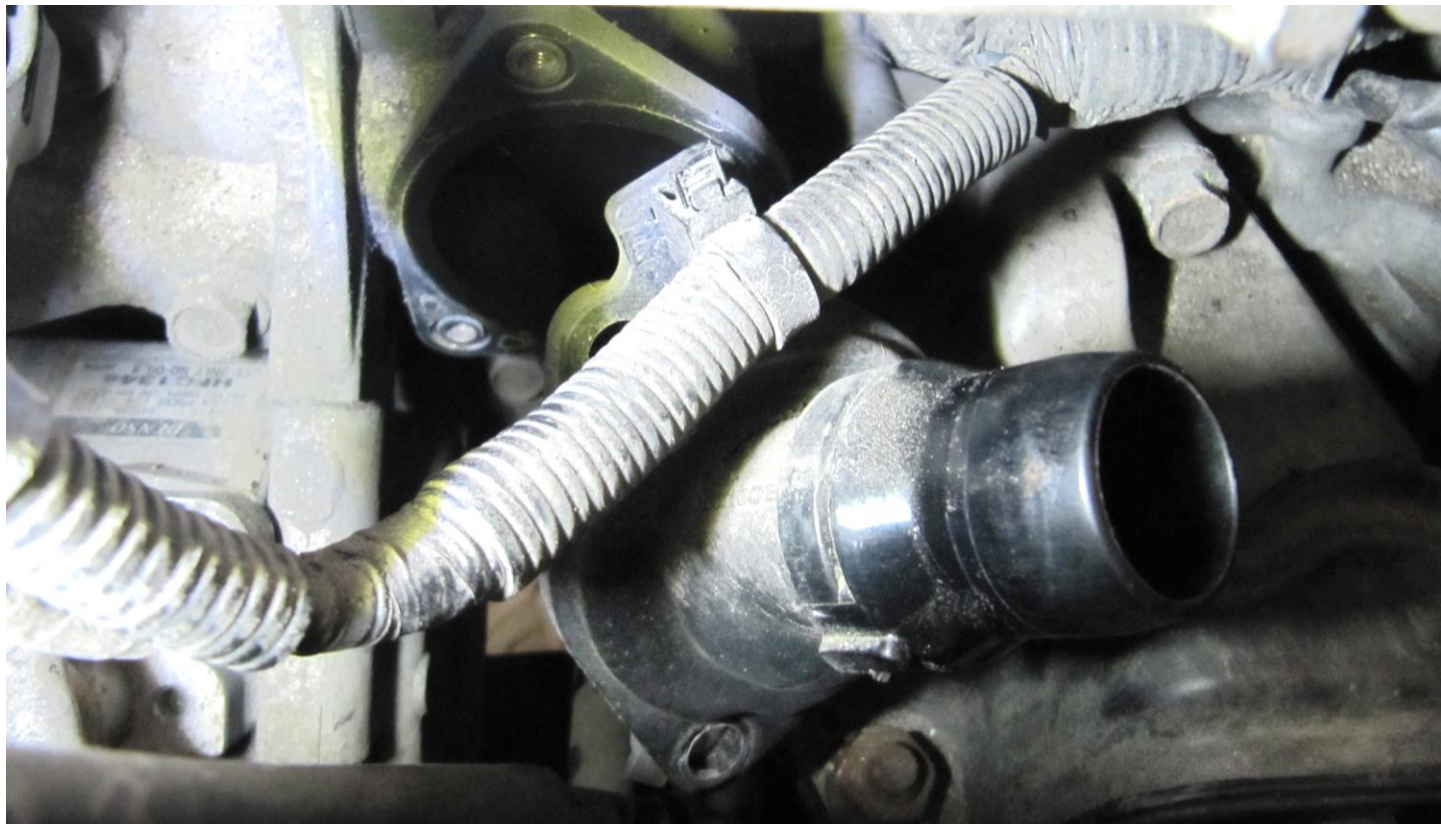
There are three bolts holding the thermostat in and they can be a bit of a pain to get to. A wobble extension helps.



To provide a little more working room, it helps to remove the alternator wire tie from the back of the alternator (pinch ears and the tab can be removed). This allows the wire to move freely providing more room to access the thermostat bolts behind it:



Once the bolts are removed, pull out the old thermostat:



Make sure your new thermostat came with a new O-Ring:



Install the new thermostat and torque to 9.8 N-m:



Probably not critical, but the service manual does recommend installing a new O-Ring (arrow) in the quick connect before reconnecting:



Per the Service Manual, the Coolant refill procedure is:

1. Fill the reserve tank to the MAX mark.
2. Fill the radiator up to the base of the filler neck.
3. Install the radiator cap loosely.
4. Start the engine and let it warm up.
5. Turn off the engine. Top off the level in the radiator if needed.