

A/C Warning Light On: '88–91 Prelude

On '88–91 Preludes, the red A/C warning light comes on when the speeds of the A/C compressor pulley and the crankshaft are different for more than 3 seconds. Here's what can cause the speeds to differ, and how to repair the possible problems:

Crankshaft pulley separation. On some models, a rubber insulator joins the hub and rim of the crankshaft pulley. If the bond fails between the insulator and the hub or rim, the hub turns with the crankshaft, but the rim slips on the insulator, making the A/C warning light come on. To check for this slippage, draw a line across the pulley. Start the engine, rev it up, then shut it off. Look at the line you drew on the pulley. If the marks across the hub and rim aren't still lined up, replace the pulley.

Compressor clutch oil seal leakage. On '88–89 models, a leaking oil seal can contaminate the compressor clutch and cause it to slip, making the A/C warning light come on. Inspect the compressor clutch oil seal, and replace it if necessary (see S/B 88-038, *A/C Compressor Front Seal Leakage*, filed under Accessories).

Compressor pick-up sensor. On '90 models, a defective pick-up sensor can send a false signal to the compressor control unit, making the A/C warning light come on. Check for a defective pick-up sensor, and replace it if necessary (see S/B 90-019, *A/C Compressor Pick-up Sensor Set Replacement*, filed under Accessories).

Compressor control unit. If the A/C warning light is on without any of the above problems, use an 8X magnifier to inspect the solder joints inside the compressor control unit. If any of the solder joints are cracked, clean and resolder the printed circuit board, or replace the compressor control unit.

Cellular Phones Are Real Noise Makers

Cellular phones can cause whining, popping, or thumping from the speakers when used inside the vehicle. And with a 12-volt adapter, these noises are often amplified.

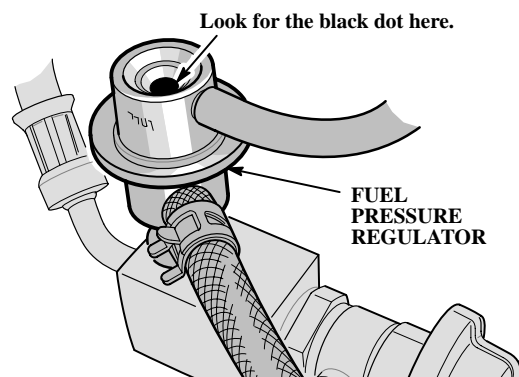
The 12-volt adapter hardwires the transmitter to the power supply, creating radio frequency interference. Before replacing audio components, make sure you unplug any aftermarket cellular phone and 12-volt adapters.

Match Fuel Pressure Regulator With PCM

Model year '00 Accord V6s repaired according to S/B 00-024, *Hard Start After "Hot Soak,"* have an updated fuel pressure regulator and PCM installed. Four-door models from VIN 1HGCG1654YA076104 on, and 2-door models from VIN 1HGCG2244YA035748 on, already have the updated regulator and PCM. In either case, if you need to replace the updated regulator or PCM, you *must* use an updated replacement part. If you don't, the MIL will come on and fuel system DTCs will be set.

Before you replace a fuel pressure regulator or PCM on a '00 Accord V6, first look at the regulator to determine which replacement parts to order.

- If there's a black dot on the regulator, it's the updated type. Replace it or the PCM with these parts: fuel pressure regulator, P/N 16740-PGK-A01, H/C 6435093 or PCM, P/N 37820-P8C-A54, H/C 6432710.
- If there's *no* black dot on the regulator, it's the original type. Replace it or the PCM with the parts listed in the parts catalog.



Coolant Leak Next to EGR Valve

On '00 Accord V6s and Odysseys, a faulty front water passage gasket can cause a coolant leak next to the EGR valve. To repair this leak, replace the gasket (P/N 19411-P8A-A01, H/C 5179619). Do *not* apply sealant to the new gasket. Torque the flange nuts and flange bolts to 22 N·m (16 lb-ft). Refer to the Cooling System section of the appropriate S/M for replacement details.

Another Look at Recommended Engine Oil

In the June '00 edition of Honda ServiceNews (see the article [Are You Using 5W-30 Engine Oil?](#)), we told you that 5W-30 is the recommended grade for most Hondas and gave you a handy chart showing you the recommended engine oil grades for various Honda models and model years. We also mentioned the new 5W-20 grade that will be the factory-fill for all '01 Accords and Civics. Here's an updated version of that chart to include '01 models, plus some other helpful info:

Recommended Engine Oil Grades			
Model	Year(s)	Factory Fill	New R&D Recommended Service Fill
Accord L4	'90-00	5W-30	'98-00 5W-20
Accord V6	'90-00	5W-30	'98-00 5W-20
Accord L4	'01	5W-20	
Accord V6	'01	5W-20	
Civic (includes CRX and del Sol)	'90-00	5W-30	'96-00 5W-20
Civic Si (DOHC VTEC)	'99-00	5W-30	
Civic	'01	5W-20	
del Sol VTEC	'94-96	10W-30	
CR-V	'97-01	5W-30	
Insight	'00-01	0W-20	
Odyssey	'95-01	5W-30	
Passport	'94-01	10W-30	
Prelude	'90-00	5W-30	
Prelude (DOHC VTEC)	'93-96	10W-30	
Prelude (DOHC VTEC)	'97-01	5W-30	
S2000	'00-01	10W-30	

Don't Weld Damaged Components

If you're trying to repair bent, worn, or damaged vehicle components, do *not* do it by welding. Welding of any vehicle component, unless specified in an official Honda procedure, is *not* a warrantable repair.

New Honda Fluids Available Soon

Look for these new Honda fluids this fall:

5W-20 Engine Oil. This new grade is the factory-fill for *all* '01 Accords and Civics, as well as some back-fit applications for these models. It's a lower viscosity oil intended to provide high fuel economy and performance. Your dealership should consider using two bulk tanks: one tank for your everyday 5W-30 grade, and another for the new 5W-20 grade. For those vehicles that need 10W-30 grade, use packaged oil.

ATF-Z1. This new formulation of ATF replaces Honda Premium Formula ATF, and is the factory-fill for *all* '01 Honda models with A/T, *including models with CVT*. It back-fits to all Honda A/T and CVT applications, and can be added to A/Ts filled with Honda Premium Formula ATF.

Dual Pump Fluid. This is Genuine Honda CVT Fluid renamed and repackaged. With the availability of ATF-Z1, this fluid is now used *only* for filling CR-V rear differentials and will continue to be available solely for that purpose.

All Season Antifreeze/Coolant Type 2. This new, ultra-longlife coolant is the factory-fill in *all* '01 Honda models. It comes premixed and *must* be used full strength. *Never* add water to it. In sales applications, you'll see it promoted as a 10-year/120,000 mile coolant, but in service applications, you'll see it promoted as a 5-year/60,000 mile coolant. The reason for this difference is that old coolant still in the cooling system, or water left after flushing, keeps the rust inhibitors in the new type coolant from lasting the full design life specified for a Type 2 coolant.

Replacing Navi System DVDs: '00 Odyssey

On '00 Odysseys, if you need a replacement for a lost or damaged navigation system DVD, you can purchase one by ordering P/N DVD001109J from either of these sources:

- The Honda DVD Navigation Software Order Line at **888-291-4675**, Monday through Friday, between 8:00 am and 4:00 pm PST
- The Honda automobile website at www.honda2000.com (Click on: **MODELS, ODYSSEY, ODYSSEY MENU, ORDER NAV SYSTEM DVDs.**)

Before You Call Tech Line...

Each month, Tech Line answers more than 15,000 calls from Honda and Acura dealers. This high volume causes the busy signal and long wait times you may have gotten when you've called. To help reduce the call volume, and to shorten your wait time, make sure you follow these guidelines *before* you call Tech Line:

- **Test-drive the vehicle.** Tech Line can't give accurate recommendations without accurate info from you. Don't just rely on the description on the repair order; test-drive the vehicle yourself to duplicate the complaint. If you can't duplicate the complaint, you might not be able to describe the problem well enough for Tech Line to help you. If you can't duplicate the complaint before making repairs, you might not know if the vehicle is fixed after you're done.
- **Use your resources.** Look at the S/M, ETM, S/Bs, Honda ServiceNews articles, and the Tech Line Summary. If your dealership is connected to the Honda Interactive Network, use ISIS to help you quickly find the latest info.
- **Check the repair history.** Inspect the vehicle for aftermarket accessories, body repairs, or previous repairs that could affect the present customer complaint.
- **Fill out the Tech Line Worksheet.** Worksheet info is vital for accurate diagnosis. The reverse side of the worksheet has a grid for recording DTC Freeze Data. For more ideas on using the worksheet, refer to the article *Are You Using Your Tech Line Worksheet Binder?* in the May '00 edition of Honda ServiceNews.
- **Have your resources handy.** When you call, have the appropriate resource documents (S/Ms, ETMs, S/Bs, etc.) or a computer terminal with ISIS access within easy reach just in case Tech Line wants to refer you to a specific page or illustration.

Side Airbag Component Replacement: '00 Accord

After a side airbag deployment, you must replace the SRS unit, and depending on which side is deployed, the appropriate side impact sensor, side airbag, and seat-back cover. The Accord Technician's Guide incorrectly states *both* side impact sensors must be replaced. Refer to the Restraints section of the 1998–01 Accord Service Manual for replacement info.

Clean EGR Ports to Restore Proper Flow

On '95 Accord V6s, and *all* '96–97 Hondas (except Passports), if the EGR port is restricted, do *not* replace EGR components if you can restore proper exhaust gas flow by cleaning out the ports.

Use the following operation numbers and flat rate times for this repair on vehicles covered by the Emissions Warranty Extension Campaign (see S/B 98-081, *Emissions Warranty Extension*, filed under Fuel and Emissions).

Op. No.	Description	Year	Model	Flat Rate Time
121006	Clean the EGR ports	'96–97	Civic	0.5
			Odyssey	0.8
			Prelude	1.0
			Accord	0.8
121006Z	Clean the EGR ports	'95–97	Accord V6	Add 0.5

So you won't forget, make a copy of this page, and attach it to your copy of S/B 98-081. And write in a note on page 5 of the S/B (after the "Fuel and Exhaust" subtitle) to "refer to the September '00 edition of Honda ServiceNews."

Exhaust Manifold Warranty: '96–99 Civic

On '96–99 Civic CXs, DXs, and LXs, the exhaust manifold is welded to the catalytic converter and can be replaced *only* as a unit. We've gotten several calls from dealerships asking what the warranty coverage is, since the two components are *not* available separately, and there can be only one coverage for this combined part. Here's the coverage:

1998–99 **8 years/80,000 miles**

1996–97 ***14 years/150,000 miles**

* See S/B 98-081, *Emissions Warranty Extension*, filed under Fuel and Emissions, for details.

Correct Worksheet Article

In the May '00 edition of Honda ServiceNews, the article *Are You Using Your Tech Line Worksheet Binder?* has incorrect reorder numbers. The *correct* reorder number for the Tech Line Worksheet Binder is **Y0536**; for additional worksheets (pads of 50), it's **Y0396**.

S/M Fix: '00 Passport Refrigerant Capacities

The R-134a refrigerant capacities listed on pages 0B-12, 1A-56, 1A-69, and 1A-79 of the 2000 Passport Service Manual are incorrect. The *correct* refrigerant capacity is **700 g ± 50 g (1.54 lb ± 0.11 lb)**. Make this correction in all copies of the S/M.

Brake System Indicator Comes On

On '90–97 Accord L4s and V6s with A/T, and '95–97 Odysseys, if the brake system indicator comes on when shifting to Reverse, D4, D3, 2, or 1, and goes off in Neutral or Park, troubleshoot the problem with these steps:

1. Check for an aftermarket security system.
 - If the vehicle does *not* have an aftermarket security system, go to step 3.
 - If the vehicle has an aftermarket security system, disconnect the security system's control unit and all related relays, and go to step 2.
2. Check if the brake system indicator works normally with the security system disconnected.
 - If the indicator works normally with the system disconnected, the security system is backfeeding to the indicator check circuit and keeping the indicator on. Repair the aftermarket security system.
 - If the indicator does *not* work normally with the system disconnected, go to step 3.
3. Remove the 7.5 A starter signal fuse from the interior fuse box, and check if the brake system indicator works normally without the fuse.
 - If the indicator works normally without the fuse, check for a short to power in the ignition switch START (III) circuit or for a faulty ignition switch. Repair as necessary.
 - If the indicator does *not* work normally without the fuse, check for a short to power downstream from the starter signal fuse. Repair as necessary.

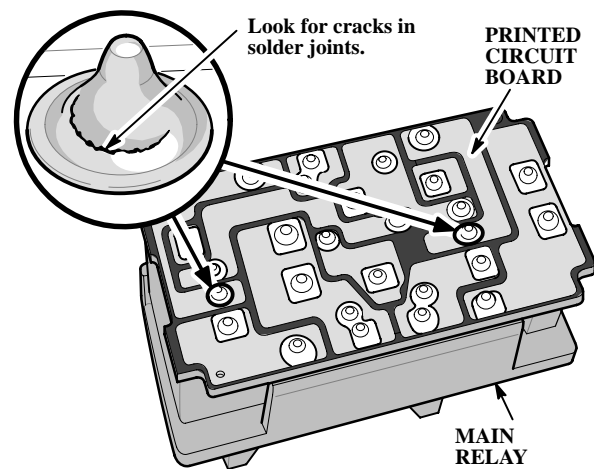
Hard Start in Hot Weather: Accord and Civic

On '90–93 Accords and '88–91 Civics, if your customer complains that in hot weather the engine is intermittently hard to start or it won't start at all, measure the fuel pump voltage when the engine doesn't start. If the fuel pump voltage reads 0 volts when the engine is cranking or 0 volts for 2 seconds when the ignition switch is turned ON (II), replace the main relay. On '88–91 Civics, the MIL may also come on with a DTC 16.

If you can't measure the fuel pump voltage because you can't duplicate a hard-to-start or no-start condition, consider this scenario in your diagnosis:

Your customer tries to start the engine after the vehicle's been sitting in the sun for several hours; it cranks, but it won't start. Your customer cools the interior of the vehicle a few degrees by lowering a window or opening the door, now the engine cranks and starts normally.

If the complaint matches this scenario, remove the main relay, and use an 8X magnifier to look at the two solder joints on the relay's printed circuit board. If the solder is cracked, replace the main relay.



 **HONDA ServiceNews**

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