

## A/C Stops Blowing Cold Air: '98-01 Accord V6 EX

On '98-01 Accord V6 EXs, the A/C may stop blowing cold air when the vehicle has been driven for long periods (3 hours or more) in very humid weather. (This is mostly reported by customers who take long road trips through the southeastern U.S.) What happens is moisture in the air contacts the cold surface of the evaporator and freezes. If this keeps up for a long period, the evaporator eventually freezes over, blocking airflow through its core.

To keep this from happening, tell your customer to run the climate control system in the Recirculation mode. In this mode, the A/C system draws air from inside the vehicle, effectively reducing the flow of moist outside air over the evaporator core and eliminating the problem.

NOTE: Running the climate control system in Recirculation mode is needed *only* if you plan to run the A/C for 3 hours or more in very humid weather. If you run the A/C in other weather conditions or for less than 3 hours, the system needs no special attention.

## Lap/Shoulder Belt Retracts, but Does Not Extend

Our Service Engineering department reports a large number of returned lap/shoulder seat belts that, when inspected, show nothing actually wrong with them. The most frequent complaint and reason for return is that the belt retracts but it does *not* extend.

This action is *not* a failure of the belt; it's really a description of a locking mechanism that's built into the belt for securing a child seat in the back seating and front passenger seating positions. This mechanism, which eliminates the need for a metal locking clip, is used in all Honda vehicles since 1996. It's also used in all '94-95 Passports, and in all Civic 2-door and 4-door models and Odysseys built from September 1, 1995.

When you pull the shoulder part of the belt all the way out, the locking mechanism activates. The belt can retract (you'll hear a clicking sound as it does), but it *cannot* extend. If you're securing a child seat, this allows you to adjust the belt for a snug fit. To deactivate the locking mechanism, just unlatch the buckle, and let the belt fully retract. For more on this locking mechanism, see the article "New Models Have Locking Seat Belts" in the November '95 edition of Honda ServiceNews, or refer to the "Driver and Passenger Safety" section in the appropriate owner's manual.

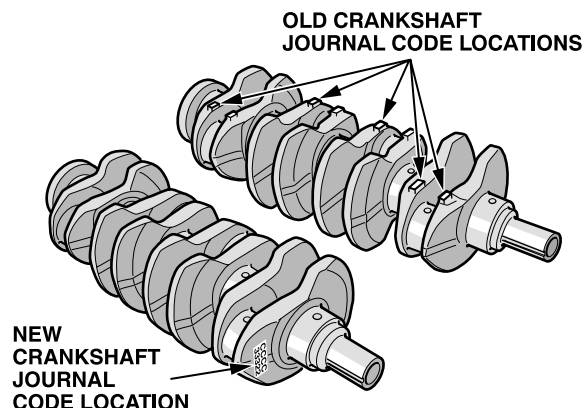
## Tech Line Morning Meetings

In response to your feedback, and to a recommendation from the National Dealer Advisory Board, Tech Line no longer has a morning meeting on Mondays or the day following a holiday weekend. This gives Tech Line staff the full day to take your calls.

All activities that were done at the morning meeting on Monday have been moved to the morning meeting on Friday. The morning meetings on Tuesday through Thursday stay the same. The morning meeting on Friday is now longer than usual so Tech Line staff can participate in group training, preview training videos before they are distributed, and do tasks that need "hands-on" experience.

## Main and Connecting Rod Journal Code Locations

On '97-01 Preludes, if you order a replacement crankshaft from parts stock, you'll notice that the main journal codes and the connecting rod journal codes are *not* stamped on the webs next to the journals, as shown on pages 7-9 and 7-11 of the 1997-99 Prelude Service Manual. They're now stamped on the No. 1 web at the pulley end of the crankshaft. Make yourself a note on these two pages of the S/M to reflect this change.

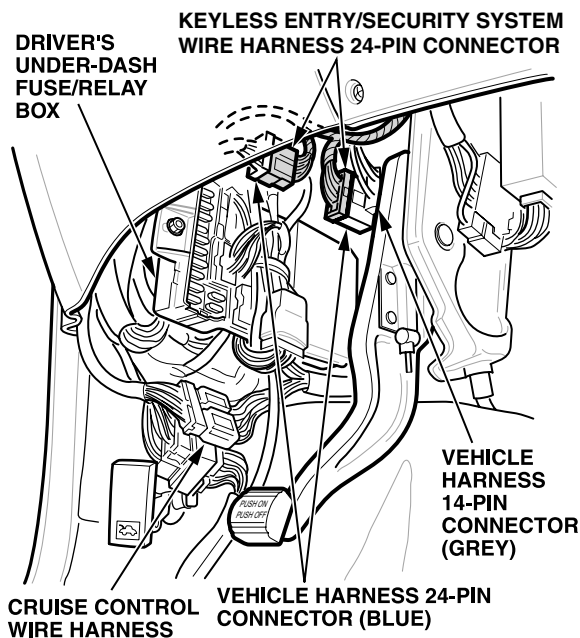


## Engine Coolant Temperature Sensor

On '00-01 Accords, '01 Civics, '00 Insights, '00 S2000s, and '01 Odysseys, when you're troubleshooting ECT sensors and temperature gauges, keep in mind that for these models, the ECT sensor controls the temperature gauge through the ECM/PCM. The ECM/PCM gets a signal from the sensor, processes the signal, and then sends a signal to the temperature gauge. Earlier models had *two* sensors: one for the temperature gauge and another for the ECM/PCM.

## Cruise Control or Keyless Entry Problems on Odyssey

On '99–01 Odyssey LXs with the keyless entry and security system, and on '99–00 Odyssey EXs with the security system, if the cruise control system doesn't work, or a keyless remote transmitter doesn't unlock the driver's door unless you press the Unlock button twice, check the installation of the keyless entry or security system wire harness. In particular, make sure the 24P connector on the wire harness plugs into the vehicle harness connector *above* the driver's under-dash fuse/relay box, *not* the vehicle harness connector below the box. The vehicle harness connector below the fuse/relay box is for the cruise control system. If the 24P keyless entry or security system connector is plugged into that lower connector, the cruise control will *not* work, and the keyless remote transmitters may not unlock the driver's door properly.



## Optional Remote Trunk Opener: '01 Accord LX

On '01 Accord LXs, do *not* install the optional trunk opener accessory (P/N 08E49-S84-100H, H/C 5413604); it interferes with the emergency trunk opener. The emergency trunk opener is built into the trunk latch mechanism, and it features a phosphorescent switch. A new optional trunk opener accessory kit for '01 models is being developed and should be available soon.

## Mileage Displays on Insight

On '00–01 Insights, the Fuel Consumption Display (FCD) shows the Current Fuel Mileage display and the Fuel Mileage display. But if that's too much visual noise, you can also turn the entire display off. Here's how:

1. Turn the ignition switch ON (II). If the engine is running, make sure the transmission is in Neutral and the parking brake is set.
2. Use the TRIP button to select Trip A, Trip B, or the odometer.
3. Press and hold the FCD Select button on the left side of the dashboard for about 3 seconds. The Current Fuel Mileage display turns off.
4. Press and hold the FCD Select button again. The Fuel Mileage display for the trip meter you're displaying (Trip A, Trip B, or odometer) turns off.
5. Use the TRIP button to select another mileage display.
6. Press and hold the FCD Select button again to turn off that display.
7. Use the TRIP button to select the third display.
8. Press and hold the FCD Select button again to turn off that display.

Although the displays are turned off, the average fuel mileages continue to be calculated. The displays turn back on when you press and hold the FCD Select button again. For additional info, refer to the owner's manual.

## Radio Noise With Rear Defogger On

On models with an integrated rear window antenna, if the radio produces static *only* when the rear defogger is on, the rear defogger grid is usually damaged. Check if the vehicle's rear window has had an aftermarket tint applied, or if the vehicle has been recently detailed. Tint installers and detailers are well known for damaging grid lines. Damaged grid lines can cause radio static and degrade the performance of the rear defogger. For repair info, see the article "Defogger Repair Kit" in the May '95 edition of Honda ServiceNews.

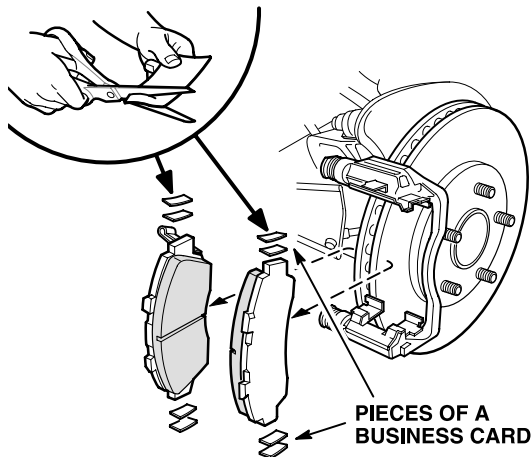
## Correct Fog Light Article

In the November '00 edition of Honda ServiceNews, the article "Fog Light Sub-Harness Needed: '01 Civic Coupe" lists the wrong P/N. The *correct* P/N is *08V31-S5D-100*.

## Brake Click Is Normal

On any Honda vehicle, clearance between the brake caliper brackets and the ends of the brake pad backing plates can cause the pads to hit the caliper brackets when you first apply the brakes in a new direction of travel (for example: backing up, applying the brakes, then driving forward and applying the brakes). The clicking you hear is a *normal* characteristic of the brake system; the clearance is there to allow for heat expansion and/or corrosion of the pads. But if your customer doesn't want to take your word on that, here's how you can convince them:

Remove the pads from the caliper brackets, and shim the ends of the backing plates with a cut-up business card until you can reinstall the pads snugly in the brackets. Have your customer drive the vehicle, and if they can't hear any clicking, you've proven your point.



Don't worry about removing the pieces of business card; they'll get pulverized and fall out by themselves after a short time.

## Engine Oil Consumption: '00-01 S2000

The '00-01 S2000 has an engine that, due to its high performance nature, can consume a quart of oil in 1,000 miles when driven at high rpm. And during the first 600 miles (its break-in period), the engine may consume even more oil. Make sure you remind your customers to check the engine oil level *every* time they fill the fuel tank, and if they need to add oil, use *only* 10W-30 grade for optimum fuel economy and year-round protection. Have them refer to pages 119 and 155 in their owner's manual for details.

Because the dipstick goes through the cylinder head, oil draining back into the oil pan can wet the dipstick and give deceptive readings. So when checking the engine oil level, make sure you look at *both* sides of the dipstick, and use the *lowest* reading.

## Honing Fiber-Reinforced Metal Cylinders

All S2000s and '90 and later VTEC and Si Preludes have cylinder liners made with fiber-reinforced metal (FRM). You don't need to hone FRM cylinder liners unless the cylinder has deep vertical scratches that run the full length of the bore. But if the cylinder liners have light-colored spots or flaking, you *must* replace the engine block.

If you need to hone FRM cylinder liners, follow these guidelines:

- Use *only* a rigid hone (not a ball hone) with GC-600-J or finer honing stones for nonferrous metals. Make sure you use an oil type honing lubricant.
- Keep the pressure between 200 and 300 kPa (2 and 3 kg-cm<sup>2</sup>, 29 and 43 psi). Hone between 45 and 60 rpm using a 60-degree cross-hatch pattern.
- Do *not* hone more than 20 cycles. Clean the honing stones every five cycles.
- After you're done honing, thoroughly clean the engine block of all metal/abrasives. Wash the cylinder bores with hot, soapy water, then dry and oil them immediately. *Never* use solvent; it will only redistribute the grit on the cylinder walls.
- It's OK to have some light vertical scoring and scratching of the cylinder bores if it isn't deep enough to catch your fingernail, and if it doesn't run the full length of the bore. But if the scratches are too deep, bore and hone the cylinders to the next oversize specification.

## Wind Noise From Roof Rack: '99-01 Odyssey

On '99-01 Odysseys, the roof rack cross bars can cause wind noise or a buffeting noise from the rear of the vehicle when driving at highway speeds. If you suspect the cross bars are causing the noise, remove the cross bars, and test-drive the vehicle. If the noise goes away, replace both cross bars with the appropriate cross bar set. Here's the ordering info:

**Cross Bar Set ('99-01 Odyssey EX Models):**  
P/N 08L04-SOX-101F, H/C 6663637

**Cross Bar Set ('99-01 Odyssey LX Models):**  
P/N 08L04-SOX-100H, H/C 6694657

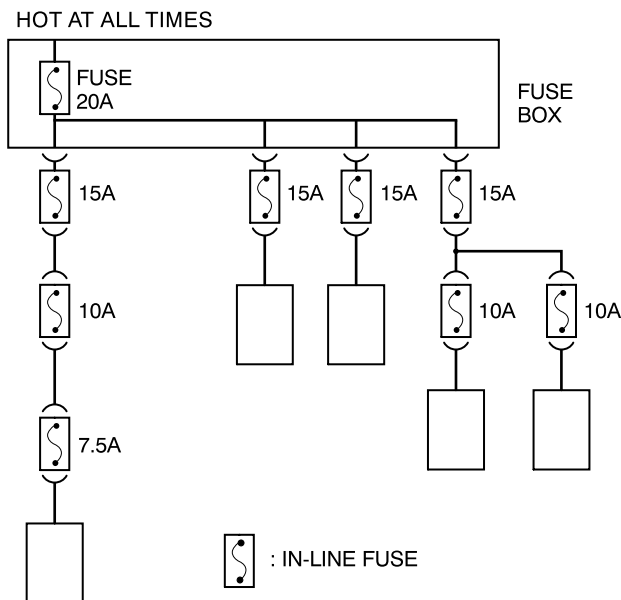
When you install the cross bar set, make sure you face each cross bar with its *rounded* edge toward the *front* of the vehicle and its *tapered* edge toward the *rear* (just like an airplane wing).

## Isolate Shorts With In-Line Fuses

Locating short circuits is often time-consuming and nerve-wracking. So here's a handy tip to make the job a little easier: Use in-line fuses to isolate the portion of the circuit that's overloading the vehicle's fuse.

Use the appropriate ETM or S/M to identify and locate the connectors in the problem circuit. Remove the terminal from the connector where you want to add the in-line fuse, and find matching terminals in the terminal pin kits (T/N 07JAZ-003000B or 07QAZ-003020B). Add a matching male and female terminal to an in-line fuse holder such as Radio Shack's P/N 270-1213 (or an equivalent).

When you install the in-line fuses, use a lower capacity fuse at each in-line fuse adapter that follows (the *highest* capacity fuse nearest the fuse box, the *lowest* capacity fuse nearest the component). *Never* increase the capacity of the fuse box fuse; the short may damage the wire harness. After you install all the in-line fuses, return the vehicle to your customer, and have them drive it. If they return the vehicle, you can now isolate the portion of the circuit (or the component) that's shorted.



## Replace Seat Belt Stopper Button, Not Seat Belt

Just a reminder: On all Honda models (except Passport), if you have a seat belt with a broken tongue stopper button, replace the stopper button, *not* the entire seat belt. See S/B 93-033, *Broken Seat Belt Tongue Stopper Button*, filed under Body, for details.

## Test Speedometer/Odometer Accuracy

If your customer complains that when driving the speed limit according to their speedometer, motorists behind them are trying to pass or are signaling them to move over, the problem may be a speedometer that's reading too fast. But before you go and replace the speedometer, consider this: Traffic these days often flows faster than the posted speed limit. So if you're going the legal speed limit by what your speedometer reads, but you're *not* keeping up with the flow of traffic, the speedometer may be working properly—it just seems you're going slower because all those other drivers are speeding. And something else to consider: the vehicle's tires. Tires that are underinflated, worn, or undersized, will make even an accurate speedometer read fast.

If you need to check speedometer accuracy, find a stretch of road, with mileage markers, where you can safely (and legally) drive steadily at 60 mph. While driving at a steady 60 mph (set the cruise control if the vehicle has it), use a stopwatch to measure the time it takes you to travel 1 mile. If the measured time is between 60 and 66 seconds, the speedometer is OK; it's within Honda's 10 percent tolerance. If you want to test the speedometer at other speeds, divide 3,600 by the number of seconds it takes to travel 1 mile. The result is the average speed, which you can then compare to whatever the speedometer showed.

Customers who suspect their speedometer reads fast are often concerned that the odometer is logging more miles than the vehicle travels. Assure your customers there's *no* connection between speedometer and odometer error, but if you need to check the odometer's accuracy, here's a way to do it. Although you can do this check while you're doing the speedometer check, it's more practical to have your customer do it, since you need to drive the vehicle for a distance of 10 miles (vehicle speed doesn't matter here). Reset the trip odometer at the first mileage marker, then drive for a full 10 miles. If the odometer reads 10.3 miles after going 10 miles, the odometer is OK; it has an error of 3 percent, and it's within Honda's 3.5 percent tolerance.

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