

Are You Using 5W-30 Engine Oil?

In a recent survey, many Honda dealers said they don't carry the most commonly recommended oil grade, 5W-30, in their bulk tanks. While in the past you may have used 10W-30 as your "general purpose" oil, 5W-30 is actually the recommended grade for most Hondas (see the chart below).

Engine oil is as much a part of engine development as the mechanical components. Honda engineers use lighter viscosity oils, along with new engine technology, to produce engines with ever-increasing performance and fuel economy. This trend toward lighter oil use promises to continue.

If it hasn't already been done, the main bulk oil tank in your shop should be converted to 5W-30. And very soon, your shop should also consider adding a 5W-20 tank to service vehicles that will require this lighter oil (for starters, '01 Civics and Accords). Once your tank has been converted, use packaged oil to supply vehicles that require 10W-30.

Recommended Engine Oil Grades

Model	Year(s)	Oil Grade
Accord	'90-00	5W-30
Civic (includes CRX and del Sol)	'90-00	5W-30
del Sol (DOHC VTEC)	'94-96	10W-30
CR-V	'97-00	5W-30
Insight	'00	0W-20
Odyssey	'95-00	5W-30
Passport	'94-00	10W-30
Prelude	'90-00	5W-30
Prelude (DOHC VTEC)	'93-96	10W-30
S2000	'00	10W-30

Poor A/C Performance: '99 Odyssey

If the A/C on a '99 Odyssey doesn't cool properly or the compressor only runs intermittently, do an A/C performance test (see S/B 96-012, *Air Conditioning System Performance Test*, filed under Accessories in your pre-'97 S/B binder). If the test shows that system pressures are too high, evacuate, recharge with 850 to 900 grams (30 to 31.7 ounces) of R-134a, and retest.

Closing the Insight Hood

Because the Insight hood is aluminum, it's easy to dent. To close the hood without damaging it, raise it about 12 inches above the latch, then drop it. Don't drop the hood from its full height, and don't push it when it's partially closed.

Is That Test-Drive Covered by Warranty?

Lately, there's been some confusion about which warranty repairs can or cannot include a 0.3 hour test-drive (labor operation number XXX092). To help out, our Warranty Department has come up with some guidelines for you and your warranty administrator.

- Test-drive labor time should be used only when an extended drive is needed to verify a customer complaint or diagnose a problem.
- On the repair order, write down the starting and ending mileage of the test-drive and its results.
- Test-drive labor time must be entered separately from other labor times.

Test-drives are appropriate for

- Squeaks and rattles not easily diagnosed
- Wind noises
- Driveability complaints
- Cruise control complaints
- Intermittent conditions while driving
- Customer requested test-drives with the tech
- Any repair in an American Honda publication that includes an *initial* test-drive (You can't add time for a test-drive *within* the repair procedure.)

Test-drives are *not* appropriate for

- Hard-starting complaints
- Audio system problems
- Adjustments to doors or door glass
- HVAC complaints

If you're not sure a test-drive is appropriate for a particular warranty repair, ask your DSM.

A/C Mist or Fog

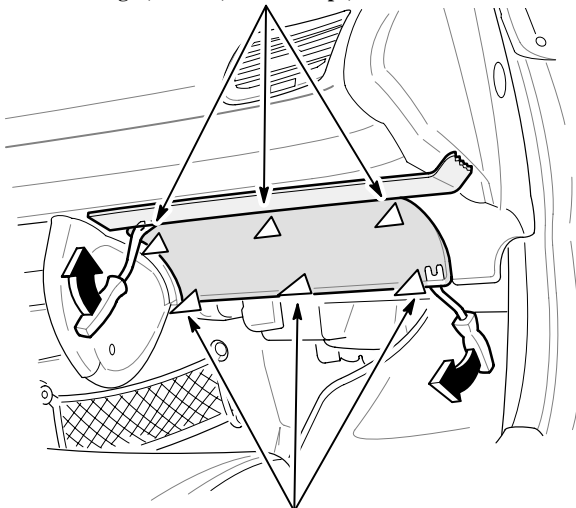
When a properly working A/C is on and the relative humidity is high, a little mist or fog may come out of the dash vents. This phenomenon is similar to the cloud you see when opening your freezer. It's the result of dry, cold air meeting warm, humid air. If your customers are concerned, suggest that they run the A/C in the recirc mode to dehumidify the inside air.

Dashboard Lower Cover Removal: S2000

On the '00 S2000, it's hard to remove the passenger's dashboard lower cover without damaging it or the dashboard. But if you follow this procedure, you shouldn't have too much trouble. You'll need a trim pad remover and duct tape.

1. Sand or file off any burrs that may be on the end of the trim pad remover.
2. Stick some duct tape across the dash above the upper edge of the cover opening.
3. Remove the cover:

- ② Insert the remover forward, and pry out the right, middle, and left clips, in that order.



- ① Insert the remover backward, and pry out the right, middle, and left clips, in that order.

Sliding Door Won't Open: '99-00 Odyssey EX

If a power sliding door won't open with the transmitter or the dash Open switch, and closes electronically only when you press and hold the dash Close switch, do this to initialize the system:

1. Turn off the ignition switch and the sliding door main switch.
2. Manually open the door all the way.
3. Turn on the ignition switch and the sliding door main switch.
4. Press and hold the dash Close switch until the door closes.
5. The affected door should now open and close normally. If it doesn't, refer to Power Sliding Door Troubleshooting in section 22 of the '99-00 Odyssey S/M.

DTC P1644 on Insight

To reduce current draw while storing or transporting an Insight, fuses 16 and 18 are removed from the under-hood fuse/relay box. If the engine is started without these fuses, the IMA (integrated motor assist) MCM (motor control module) will store DTC P1644 (IMA Motor Control Module Signal Malfunction). A stored DTC P1644 causes the engine to start with the 12 V starter and battery, not the IMA motor and battery.

To clear P1644, turn the ignition switch OFF, install fuses 16 and 18, then start the engine.

S/M Fix: SRS DTC 1-1 and DTC 1-2

On page 23-24 of the '00 S2000 S/M, the YES response in step 14 of SRS DTC 1-1 and DTC 1-2 troubleshooting should direct you to step 15. Correct step 14 like this:

14. Read the DTC.

Is DTC 1-1 or DTC 1-2 indicated?

YES—Go to step ~~13~~ **15**

NO—Open or increased resistance in the cable reel; replace the cable reel (see page 23-69). ■

Headlight Condensation: '96-00 Civic

Because the headlights on '96-00 Civics vent to the atmosphere, condensation can form inside them. To remove the condensation, run the engine at idle with the headlights ON and the hood closed for 90 minutes. If the moisture doesn't dry up, it was probably caused by a leak, not condensation; replace the headlight housing. To avoid any damage that could let water in, tighten the bolts of the new housing in this sequence:

1. Install all four bolts loosely.
2. Torque the two upper bolts to 9 N·m (7 lb-ft).
3. Torque the fender-side bolt to 9 N·m (7 lb-ft).
4. Torque the grille-side bolt to 9 N·m (7 lb-ft).

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