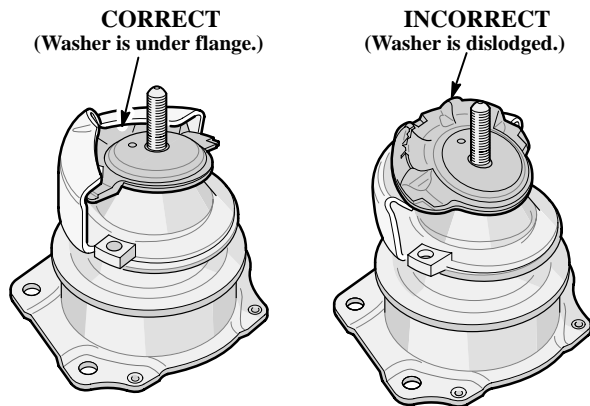


Idle Vibration or Grinding Noise: Accord L4 w/A/T

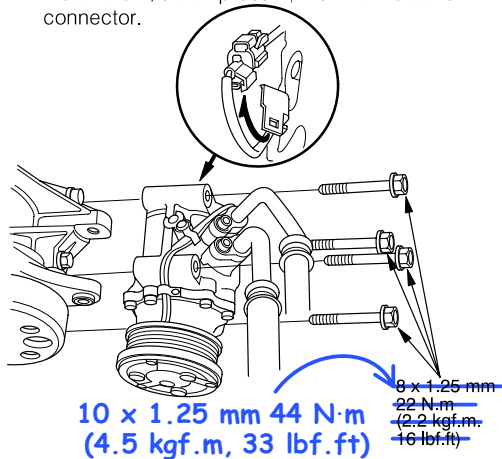
On '98–00 Accord L4s with A/T, symptoms like idle vibration, grinding during acceleration, or wheel-bearing-type noises may be caused by the rear engine mount. To spot a failed mount, check the rubber-coated washer on top of it. The washer should be *under* the flange around the mount's upper edge. If the washer is dislodged, replace the mount.



S/M Fix: A/C Compressor Mounting Bolt Torque

On page 13-71 of the '00 S2000 S/M, the size and torque spec for the A/C compressor mounting bolts is wrong. Correct the page like this:

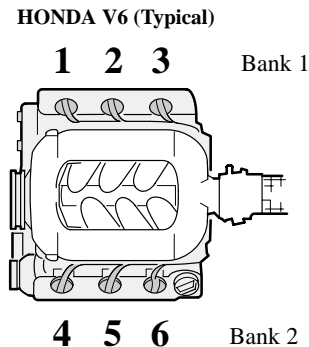
27. Install the A/C compressor, then connect the 1P connector.



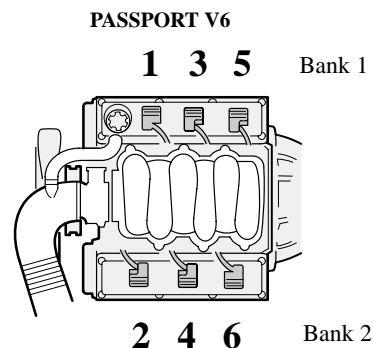
V6 Firing Order

In many diagnostic procedures for V6 engines, it's helpful to know the firing order and cylinder numbering. Since most S/Ms don't include this info, here it is:

On all V6 models except Passport, the firing order is 1-4-2-5-3-6. Looking at the crankshaft pulley side of these engines, the left bank of cylinders (bank 1) is numbered 1, 2, 3, and the right bank (bank 2) is 4, 5, 6.



On Passports, the firing order is 1-2-3-4-5-6. From the crankshaft pulley side of the engine, the left bank of cylinders (bank 1) is numbered 1, 3, 5, and the right bank (bank 2) is 2, 4, 6.



Hesitation or Delay on '90–93 Accord

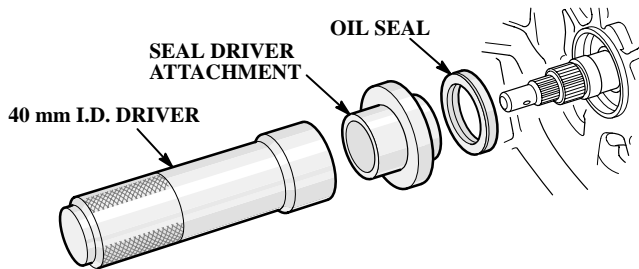
A '90–93 Accord with a hesitation or delay during moderate acceleration may have a "lazy" O2 sensor. If the problem isn't apparent when you open the throttle 3/4 or more, replace the O2 sensor.

Leaking Torque Converter

This article applies to '96–00 Civics, '97–00 Odysseys, '97–00 Preludes, and '98–00 Accords.

An ATF leak that usually shows up between 8,000 and 15,000 miles may be caused by the wrong torque converter oil seal (see the 11/99 S/N for more seal info).

If you find that the wrong seal was installed (the small arrow on its face should point clockwise on V6 models and counterclockwise on L4s), you can replace it without disassembling the trans. Just refer to S/B 00-022, *Torque Converter Oil Seal Installation Tool*, filed under Tools, and install the correct seal with the new seal driver attachment and your 40 mm I.D. driver.



Exhaust Rattle: '99–00 Civic EX, Si

On some '99–00 Civic EX and Si models, exhaust pipe B may rattle between 1,500 and 3,000 rpm. To see if the noise is coming from the pipe, press against it with a towel while the engine is that rpm range. If the rattle goes away or changes its tone, the pipe probably has a faulty internal weld and should be replaced.

Improve Brake Drum Appearance

Since most '99–00 Odyssey LXs have steel wheels and wheel covers that conceal the brake drums, the drums aren't painted. But if the customer gets alloy wheels installed, the unpainted drums may show through. If this is the case, you can improve the appearance of the drums by sanding them with medium-grit sandpaper, and painting them with high-temp paint for barbecue grills. However, cleaning and painting rusty drums isn't covered by warranty.

Prevent DTC 1-3 After ABS Modulator Work

To avoid setting ABS DTC 1-3 (High Pressure Leakage) when replacing the ABS modulator ('94–97 Accord and '95–98 Odyssey) or tightening its hex plugs ('94–97 Accord), bench-bleed the modulator before you reinstall it.

NOTE: Hex plug tightening on Accords is described in S/B 96-050, *Brake Fluid Leak From the ABS Modulator*, filed under STEERING/BRAKES/SUSPENSION in your pre-'97 S/B binder.

How to Bench-bleed an ABS Modulator

1. With the modulator in a soft-jawed vise, fill its reservoir with Honda DOT 3 Brake Fluid, P/N 08798-9008, H/C 4423802.
2. Attach an ohmmeter to the BLK and YEL wires of the modulator pressure switch.
3. Apply 12 volts to the RED modulator pump motor wire and ground its BLK wire. When the pressure switch has continuity (is closed), remove the voltage.
4. Attach a hose to the modulator bleeder screw, and bleed the fluid from the reservoir. Don't reuse the fluid.
5. Repeat steps 1 thru 4 until the pressure switch closes quickly, and fluid from the accumulator is reasonably free of air.
6. Reinstall the modulator (see section 19 of the appropriate S/M).

S/M Fix: ABS DTC 52 Troubleshooting

On page 19-61 of the '98–00 Accord S/M, step 16 of ABS DTC 52 troubleshooting (ABS Motor Stuck Off), needs a sentence added to the "NO" response. Here's how it should look:

Is there battery voltage?

YES—Repair a short to power between the under-hood ABS relay box and the ABS control unit.

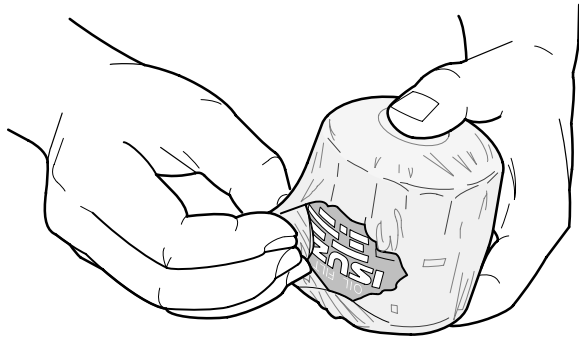
NO—If the problem recurs, replace the ABS control unit.

Substitute a known good ABS control unit, and remeasure the voltage.

Be Careful With Oil Filters

When you grab an oil filter and remove it from its box, be careful how you unwrap the plastic from it. If you do what comes naturally, that is, poke a hole in the plastic through the center of the filter, a small piece of the plastic may fall into the filter. Then when you install the filter, the plastic could be pumped through the engine and clog an oil passage, causing oil starvation and possible internal damage.

To prevent this problem, hold the filter with its gasket end down, and tear off the plastic from the side.



Tear off plastic from the side.

Running Board and Side Step Info: '00 Passport

If a '00 Passport customer wants you to install running boards, use the '00 running board installation instructions, AII 21111-21674, the running board kit, P/N 08L33-ED1100, and the adapter spacers, P/N 2-90313-821-0. If the customer wants side steps, use the '00 side step installation instructions, AII 21112-21675, and the side step kit, P/N 08P05-ED1102. (The side step kit includes adapter spacers.)

The '00 Passport has frame rail brackets that won't allow you to install side steps or running boards unless you use the adapter spacers mentioned above. The brackets are a safety feature that deflect the wheels away from the passenger's compartment during a front-end collision; do not remove or modify them.

O/M Error: Insight Windshield Wipers

Page 62 of the '00 Insight Owner's Manual (O/M) incorrectly states that the windshield wipers run at low speed when you pull up on the wiper lever to spray washer fluid. Actually, the wipers don't move until you push the lever up to MIST, or down to INT, LO, or HI.

Resetting the Maintenance Required Indicator

The procedure for resetting the maintenance required indicator is wrong in the owner's manuals for the '00 S2000 (page 49) and the '00 Insight (page 57). Here's how to reset it:

Turn off the ignition switch, then press and hold the trip meter reset button while you turn the ignition switch ON (II). Continue to hold the button until the indicator resets (the light goes off).

S/M Fix: M/T Gear Ratios for Civic Si

On page 3-21 of the '96-00 Civic S/M, the fifth gear and final reduction ratios are incorrect for the Si model (B16A2 engine). Fifth gear should be 0.848, and the final reduction ratio should be 4.40. Here's how to correct the page:

Manual transmission			
		B16A2	
Gear Ratio	1st	3.230	*1:2-door
	2nd	2.105	Hatch back
	3rd	1.458	*2:2-door Coupe,
	4th	1.107	and 4-door
	5th	0.875	Sedan
	Reverse	3.000	0.848
Final Reduction	Gear Ratio	4.266	4.40

Bumper Damage Blows Fuse: '98-00 Passport

If a '98-00 Passport repeatedly blows dash fuse No. 14 (15A, Backup/Turn), check for front bumper damage. If the bumper's been hit, the wires running underneath it can get damaged, causing a short to ground and a blown fuse.

Erratic Keyless Entry/ Door Lock Operation: Passport

Does the '98–00 Passport you're working on have any of these symptoms?

- The doors won't lock, or they'll lock but sometimes won't unlock
- The keyless transmitter won't lock or unlock the doors
- The door locks cycle from lock to unlock or vice versa, by themselves

If it does, you probably have a poor connection between one or both of the door wire harnesses and the body harness. Here's what to do:

1. Remove the left fender to access connector C254, and the right fender to access connector C255. (This is the best way to get at the connectors.)
2. Disconnect the connectors, spray them with contact cleaner, and blow them dry with compressed air.
3. Inspect the connector terminals. If you find any corrosion, remove the terminal from the connector, clean it, then reinsert it. (For terminal removal info, see S/B 95-023, *Terminal Replacement Instructions*, filed under SPECIAL TOOLS in your pre-'97 S/B binder.)
4. Coat both halves of each connector with lithium dielectric grease, P/N 08798-9001, H/C 3720976.
5. Reconnect the connectors, and reinstall the fenders.

S/M Index is a Time Saver

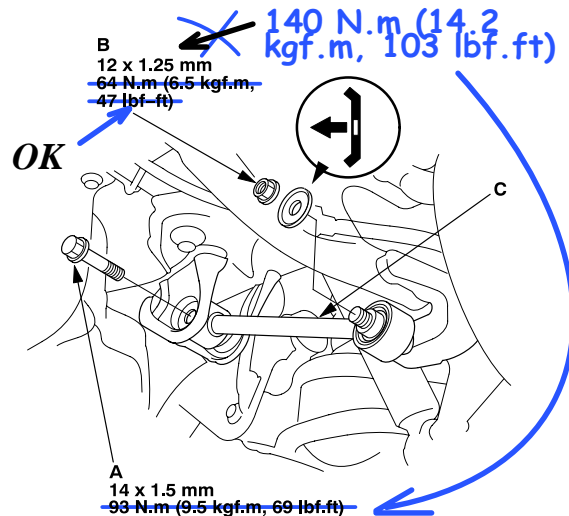
The '98–00 Accord, '99–00 Odyssey, '00 S2000, and '00 Insight S/Ms have an index in the back to help you find things quicker. The index begins after the last section, Restraints.

At the beginning of the index, there's a list that shows you where to find DTC troubleshooting, symptom troubleshooting, fuses/relays, connectors/wire harnesses, specifications, maintenance, and general info. The index then continues with an alphabetical listing of vehicle components and systems.

Correct Our Correction

In the February '00 S/N, the torque correction we gave you for the Odyssey lower arm A was wrong. It should have been for the mounting bolt, not the nut. Here's how the corrected correction should look:

'99–00 Odyssey S/M, page 18-25:



Cruise Control Clicks

When the cruise control on a '96–00 Civic engages below 40 mph, some customers may hear a click. If they comment about the noise, let them know that it's a normal characteristic of the cruise control actuator.

Use '97–99 ETMs for '00 CR-Vs and Preludes

Since the electrical systems on '00 CR-Vs and Preludes are identical to the '99 models, we didn't make new ETMs; just use the '97–99 manuals. In a few weeks, we'll send you '00 labels for your '97–99 CR-V and Prelude ETMs.

HONDA ServiceNews

©2000 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Service Publications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives American Honda permission to publish it without further consideration.

ASE
CERTIFIED

WE SUPPORT
VOLUNTARY TECHNICIAN
CERTIFICATION THROUGH

National Institute for
**AUTOMOTIVE
SERVICE
EXCELLENCE**

ASN 21673 (0004)