

Latest PGM Tester Software Is SN010P

The latest PGM Tester software, version SN010P (2/8/00), was sent to your service manager on the March HONDANET CD. To load the software into the Tester, use your 8MB program card and the normal updating procedure (see the October '98 S/N).

Here's some important info on SN010P:

- The '00 CR-V is included. (Make sure you select the correct factory code when entering the VIN.)
- For the '00 Passport, continue to use the Tester's generic OBD II software. New Passport software is still being developed.
- It's a preliminary version of the SN010 software. Once we fix a few minor bugs, we'll send you SN010 (probably on the April '00 HONDANET CD).

Insight Uses 0W-20 Oil

Honda 0W-20 motor oil is specifically designed for the Insight's three-cylinder engine. This new oil helps maximize fuel economy and engine performance. Whenever you top-off or change the oil on an Insight, use 0W-20, P/N 08798-9022, H/C 6361513.

Idle Learning Procedure

On Hondas with OBD II, you can reduce current draw during transportation or storage by removing the memory backup fuse. Then when you reinstall the fuse, run the engine for about 10 minutes after it reaches normal operating temperature. This allows time for the ECM/PCM to learn the proper IAC (idle air control) values.

You also need to do this idle learning procedure whenever you disconnect the battery or remove the ECM/PCM.

Cold Start Knock

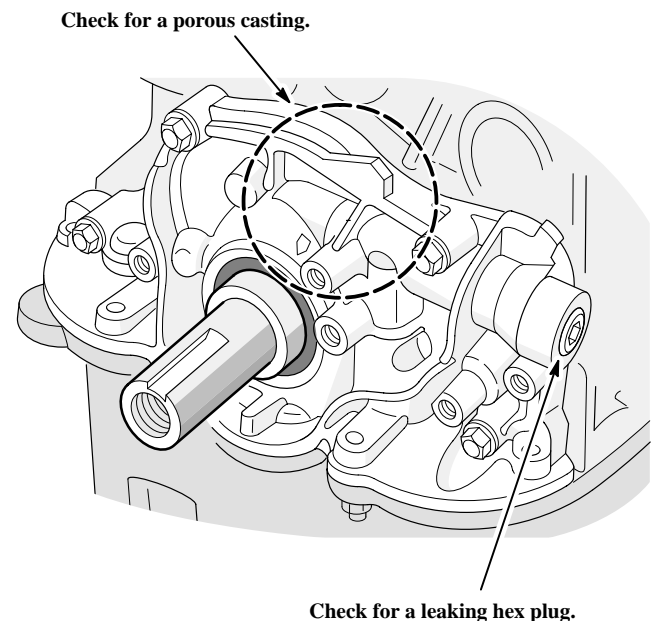
To some degree, cold start knock (piston slap) is a normal characteristic on 4-stroke gasoline engines. It happens when the engine is cold (piston-to-cylinder clearance at its greatest, and most of the oil has drained back into the pan). As the engine warms up, the knock should quickly diminish, usually within 2 to 3 minutes.

Here's Your S/N 10-Year Index!

With this issue of S/N (March '00), we're sending you the S/N 10-year index. It contains all articles published from January '90 through December '99, minus ones that don't apply any more (like Tech Line holiday hours). Several article descriptions also include updated vehicle info to let you know when an article also applies to later models. To make room for the index in your S/N binder, discard your '90 thru '99 indexes (usually mailed with the January and July issues).

Engine Oil Leak: '96-99 Civic

A '96-99 Civic with oil coming from behind the lower timing belt cover may be leaking from the oil pump housing (porous casting) or from the hex plug on the pump.

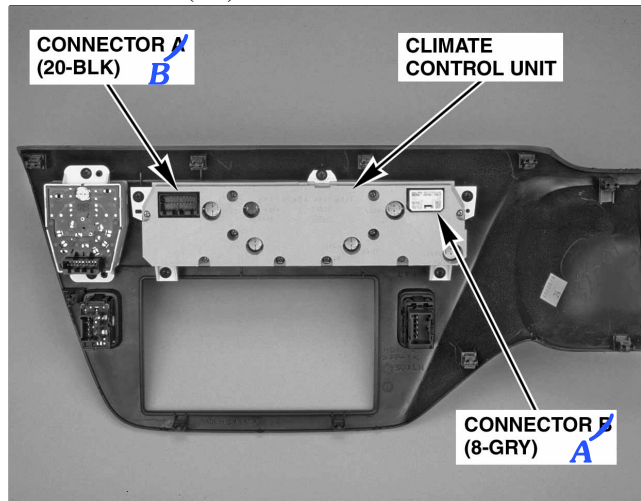


- If the leak is from the hex plug, remove the plug, clean its threads with brake cleaner, apply Hondabond HT Silicone Liquid Gasket to the threads (P/N 08718-0001, H/C 2963817), and torque the plug to 39 N·m (28 lb-ft).
- If the leak is from the oil pump housing, replace the pump.

ETM Fix: Climate Control Connectors Reversed

On page 201-10 of the '99-00 Odyssey ETM, photo 62 has the connector names for the climate control unit reversed. (The gray, 8P should be connector A, and the black, 20P should be connector B.) Here's how to mark up your manual.

62. Center Panel (EX)



Exhaust Rattle or Engine Ping: '98-00 Passport

On a '98-00 Passport, any of the heated oxygen sensors (HO2S) can make a noise like an exhaust rattle or engine ping. The noise, which doesn't affect sensor performance, happens when the sensor's ceramic core vibrates against its outer shell.

If you think the noise may be coming from one of the sensors, isolate it with a stethoscope, then remove the sensor from that area. If the sensor rattles when you shake it up and down, replace it. All sensors in stock should be rattle free.

DTC P1706 Flowchart: "Yes" and "No" Reversed

In the '97 Accord S/M and the '95-97 Accord V6 S/M Supplement, the troubleshooting flowchart for DTC P1706 (A/T Gear Position Switch [Open]) has all six of its YES and NO decision responses reversed. On pages 14-62 and 14-63 of both manuals, change the YES responses to NO, and the NO responses to YES.

Passport Tool Questions? Use the '94-95 S/M

The '94-95 Passport S/M Supplement is a great source for answers to questions about Passport special tools. That's because it lists equivalent tools for most of the invalid "J" tool numbers you see in other Passport S/Ms. If your copy of the Supplement is missing, call Helm at 800-782-4356, and order P/N 61W3Y12. Then, the next time you have a Passport tool question, you can save yourself a call and look it up in the book.

Speedo Reads 20 MPH: '94-95 Accord

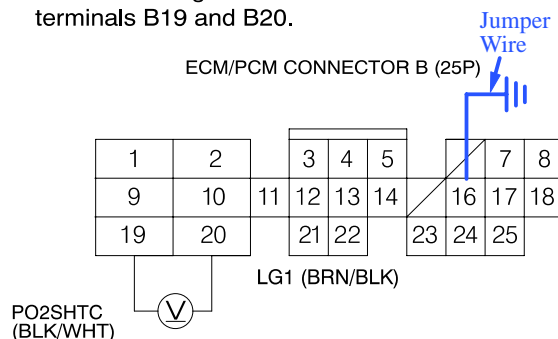
If a '94-95 Accord customer complains that the speedometer intermittently reads 20 mph when the ignition switch is turned on, replace the speedometer.

S/M Fix: DTC P1166: '98-00 Accord

On page 11-73 of the '98-00 Accord S/M, troubleshooting for DTC P1166 (Electrical Problem in Primary HO2S [Sensor 1] Heater Circuit) needs info added to the text and illustration in step 8. Here's what to add:

Connect ECM/PCM connector terminal B16 to body ground with a jumper wire, then

8. Measure voltage between ECM/PCM connector terminals B19 and B20.



Non-Honda Accessories Can Cause Problems

Using non-Honda accessories can cause a variety of vehicle problems because most aftermarket parts aren't specifically designed for Honda vehicles. The best advice you can give your customers is to stick with Genuine Honda accessories. And if there's something they want for their vehicle that we don't offer, it's probably not a good idea to install it.

Here are some typical aftermarket products with the conditions of their installation and the problems they may cause:

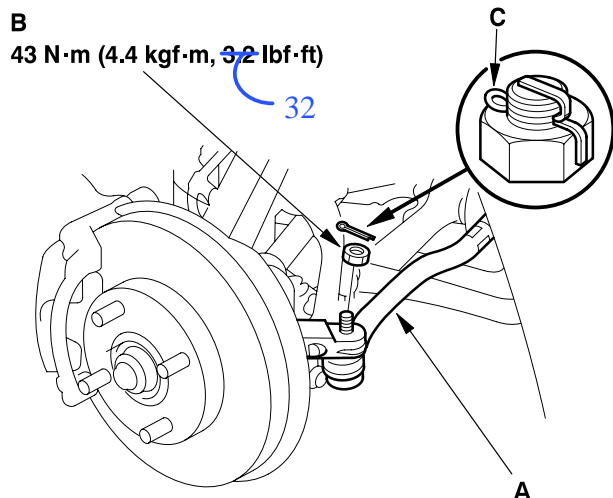
Product	Condition	Problem
Alarm	Connected to the ceiling light circuit to monitor the doors.	May overload the safety indicator and burn out its printed circuit board.
	Connected to the starter cut relay circuit.	The trans may "think" it's in two gears at the same time, setting DTC P1705 (A/T Gear Position Switch Short to Ground).
CD changer	Non-standard wires and connectors.	May cause internal damage to the radio.
Cold or fresh air intake system	System doesn't separate water from air. Driving through deep standing water can get water into the engine.	Water in the engine (hydrolock) can bend the connecting rods. Bent rods eventually break and destroy the engine.
Remote starter system	Some can't be installed unless you disable the immobilizer.	Without an immobilizer, the vehicle is easier to steal.
Seat heaters	Installed in vehicle with side airbags.	Can interfere with the OPDS (occupant position detection system) and also trigger SRS DTC 15-3 (Faulty OPDS Sensor).
Starter cut device	May not be able to carry the current needed for the starter, causing a voltage drop.	The voltage drop can cause starter motor grinding or premature failure of starting system parts.
Sub-woofers	Mounted on the floor of the trunk with sheet metal screws.	The screws can damage ORVR (onboard refueling vapor recovery) components, the fuel tank, and other important fuel system parts, and trigger DTC P1456 (EVAP Leak Detected).
Wheels	Wheel offset (distance from face of hub to middle of rim) is incorrect.	Puts extra stress on wheel bearings, ball joints, control arms, and control arm bushings. Incorrect offset also exaggerates vibration problems and the vehicle's reaction to uneven roads. (See the article <i>What's Rough, Rutted Road Wander?</i> in the April '96 S/N.)
	Hole in the center of the wheel is larger than the hub flange.	The lug nuts are the only thing centering the wheel on the hub. This can cause steering wheel oscillation even if the wheels and tires are correctly balanced.

Finding a Hunter GSP 9700 Balancer

The Hunter GSP 9700 wheel balancer uses a “road roller” to simulate a road force variation test and measure tire-wheel uniformity. This helps you to phase the tire on the rim or select the best tires for a specific axle. Since the GSP 9700 is relatively expensive, Hunter has a website you can use to find a tire store or dealer in your area who has one. With this info, you can send customers there (or take their vehicles there) to solve tire balance problems. The Hunter website is www.GSP9700.com. You can also call them at 800-448-6848.

S/M Fix: Accord Tie Rod Nut Torque

On page 17-49 of the '98–00 Accord S/M, step 14 of steering gearbox installation lists an incorrect torque for the tie rod nut. The torque should be 43 N·m (4.4 kgf·m, 32 lbf·ft). Mark up your S/M like this:



Key Sticks in Ignition

If the key sticks in the ignition on a '97–00 Prelude or a '98–00 Accord or Odyssey, you may need to adjust the shift cable. (See section 14 of the appropriate S/M for the procedure.) And to avoid a sticking key problem after you replace the trans or the shift cable, always finish up with a cable adjustment.

MTF Minimizes M/T Noise

For all M/T-equipped Hondas, Genuine Honda Manual Transmission Fluid (MTF) is the factory-fill. Honda MTF gives you smoother shifting, it keeps bearing noise to a minimum, and it can also quiet moaning noises during turns. Whenever you refill or top-off an M/T, use Genuine Honda MTF, P/N 08798-9016, H/C 4928271.

HomeLink Help

The HomeLink transmitter is that set of three buttons built into the map light of high-end Accords and Odysseys. HomeLink can operate up to three remote-controlled devices (garage door openers, gate openers, home security systems, etc.). If you're having trouble programming the HomeLink transmitter, or would like to know which devices the transmitter can or cannot operate, call HomeLink at 800-355-3515. You can also logon to their website at www.homelink.jci.com.

Missing O-Ring Can Cause A/T DTC P0740

This info applies to all models with A/T except Passport.

Before you replace the trans for DTC P0740 (Lock-up Control System) or for delayed engagement after sitting overnight, inspect the O-ring on the snout of the torque converter. If it's damaged or missing, replace it and clear the DTC. Usually a new O-ring is all you need to fix the trans.

Shudder or Vibration at 20–40 MPH: Accord V6

On '99–00 Accord V6s, the torque converter can cause a shudder or vibration when you accelerate between 20 and 40 mph. If the problem goes away when you drive the car in D3, replace the torque converter (P/N 26000-P8C-315, H/C 6382162).

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