

MIL Is On at PDI: '03 Civic Hybrid

On '03 Civic Hybrids, to prevent battery drain during shipping the No. 2 (10A) fuse (IMA), No. 3 (10A) fuse (Interior Light), and No. 9 (10A) fuse (Backup) are removed from the under-hood fuse/relay box and stored in the coin pocket.

Starting the engine with these fuses removed causes these things to happen:

- The ECM sets DTC P1600 (IMA system malfunction) (69) and DTC P1679 (RSCD signal circuit malfunction) (124) and turns on the MIL.
- The MCM sets IMA DTC P1634 (motor power inverter module signal circuit problem) (47) and turns on the IMA system indicator.

During PDI, make sure you do the fuse installation procedure in S/B 02-023, *2003 Civic Hybrid PDI and New Model Information*, found under PDI. When you do, you clear any stored DTCs, install the removed fuses, and charge up the IMA battery.

Hood Closing Tips: '00-02 Insight

On '00-02 Insights, if your customer complains that the hood is hard to close, here are some handy tips:

- Make sure the hood release cable is working smoothly. If the cable is damaged, it could stick in the released position and keep the hood from latching.
- Make sure you're *not* dropping the hood from too high up. To get that phenomenal fuel mileage, the Insight is made mostly from aluminum, and that includes the hood. This makes the hood very light and it tends to bounce before the latch has a chance to close. The hood should close properly if dropped from about 12 inches.
- If the hood is partially closed, be careful how hard you push down on it to finish closing the latch. The lightweight aluminum can be easily damaged.

SRS DTC 7-3: '01-02 Civic

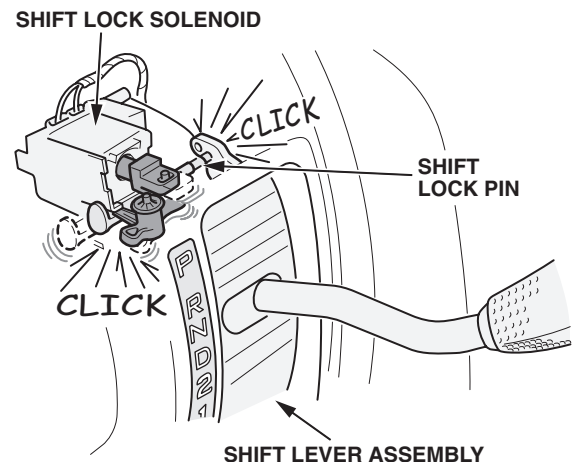
On '01-02 Civics, if the SRS indicator comes on and SRS DTC 7-3 (internal failure of the SRS unit) is set, replace the SRS unit.

This Click From the Dashboard Is OK: '02 CR-V

On '02 CR-Vs with A/T, if your customer complains about clicking from the dashboard near the shift lever when the vehicle is slowing down, speeding up, or both, it's just the sound of the reverse lockout feature at work. It's a normal characteristic of the vehicle unique to these models.

The shift lock solenoid on the shift lever assembly retracts and extends a pin in the assembly to prevent accidental shifting to Reverse when the vehicle is moving forward above 5 mph. When the vehicle slows to around 2 mph, the solenoid energizes to retract the pin. When the vehicle accelerates forward, at around 4 mph the solenoid deenergizes and the pin extends.

The clicking is the solenoid kicking on and off as the vehicle slows down and speeds up. Just how annoying this clicking gets really depends on the noise level in the vehicle (radio, heater fan, road noise, etc.), your customer's hearing, and maybe what kind of a day he or she is having.



PGM Tester Software SN211: Something We Forgot

In our last issue of *ServiceNews*, we told you to check the fuel level in the tank if you're running the EVAP System Function Test and you get the message "Fuel vapor flow too high or too much fuel in tank." We covered what to do if the fuel level in the tank is *below* full, but we forgot to tell you what to do if the tank is full. Simply drain some of the fuel and rerun the test.

Rattling or Clicking in 2nd Gear: '01–02 Civic

If your customer has an M/T-equipped '01–02 Civic and complains of hearing a rattling or clicking when making right turns and accelerating in 2nd gear (it sounds like marbles rolling around in a tin can), the likely culprit is the reverse shift fork. If the detent ball sticks in the shift fork, reverse gear can move and grind against the 1st/2nd synchro hub. To fix the problem, replace the reverse shift fork (P/N 24230-PLW-000, H/C 6568653).

S/M Fix: Recommended MTF, '00–02 S2000

Step 4 on page 13-3 of the '00–02 S2000 S/M states “Always use Honda Manual Transmission Fluid (MTF-II).” There’s just one problem with that statement: You *can't* get the stuff here in the U.S. Change your copies of the S/M to read “Always use Honda Manual Transmission Fluid (MTF).”

Cruise Control Actuator Software Updated

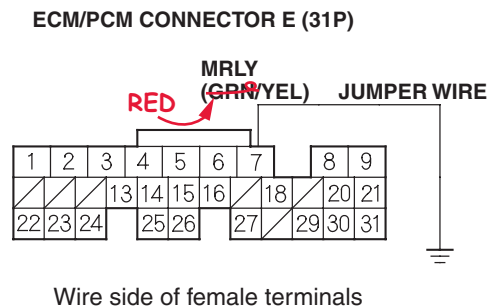
All '01 Civic 2-door vehicles produced after VIN 1HGEM2...1L016502, have updated cruise control actuator software. The good news is, if you're servicing one of these vehicles, you *don't* need to hassle with the cruise control learn procedure (see the January '01 *ServiceNews* article “Cruise Control Speed Too Low: '01 Civic 2-Door”). It's easy to spot one of these updated cruise control actuators when you're poking around under the hood: it's marked with the letters **EB** and a white dot or by the letters **EC** on the barcode label.

No “T” on Top Piston Ring Replacement for Passports

On '94–02 Passports, you'll notice there's no: “T” on the replacement top piston ring to show you which side of the ring faces upward. That's because the new replacement ring can be installed with either side facing up. The second piston ring is still marked “T2,” however, and it must be installed with that mark facing up.

S/M Fix: Fuel Pump Circuit Troubleshooting, '02 CR-V

On page 11-149 of the '02 CR-V S/M, the connector diagram in step 11 has the wrong wire color at terminal No. 7 for the PGM-FI Main Relay No. 1. Change the connector diagram to look like this:



Also, in step 17, change the text to read “Remove the jumper wire, and reconnect ECM/PCM connector E (31P).”

Engine Idle Varies or Surges: '01 Odyssey

On '01 Odysseys, a broken wire for the power steering pressure switch can cause the engine idle to vary or surge. To check for this, connect the PGM Tester, and start the engine. Go to DATA LIST, and watch the signal state of the Power Steering Pressure (PSP) Switch. If the idle varies when the signal changes from ON to OFF, look for a broken wire in the power steering pressure switch on the steering rack, and repair as needed.

Battery Repeatedly Dies: '00 Accord

If your customer complains that his or her '00 Accord's battery keeps dying, and you're at your wit's end trying to figure out what might be causing it, take a look at S/B 01-025, *Radiator and/or Condenser Fan Operates Continuously*, found under Engine Cooling. Follow the procedure, and check the radiator fan and condenser fan relays in the under-hood fuse/relay box. And while you're at it, also check the A/C compressor clutch relay next door. Any of these three relays can sometimes stick closed, and that can cause the battery to discharge.

Cellular Phones Can Cause Speaker Noise

Cellular phones can cause whining, popping, or thumping from the audio system speakers when they're used inside the vehicle. Throw in a 12-volt adapter, and these noises can reach a serious level.

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.

Replace Broken Seat Belt Tongue Stopper Buttons

If the seat belt tongue stopper button is broken on any Honda model, *don't* replace the seat belt assembly, just replace the stopper button. Use this handy chart when ordering replacement stopper buttons. If the color you need *isn't* listed, think of replacing all four stopper buttons with a color that matches the seat belt and interior.

Color	Part Number	Honda Code
Black	04814-SP0-305ZA	4434718
Red	04814-SP0-305ZB	4434726
Taupe	04814-SP0-305ZC	4434734
Ivory	04814-SP0-305ZD	4434742
Green	04814-SP0-305ZE	4693651

Need some more info on seat belt tongue stopper buttons? Refer to these publications:

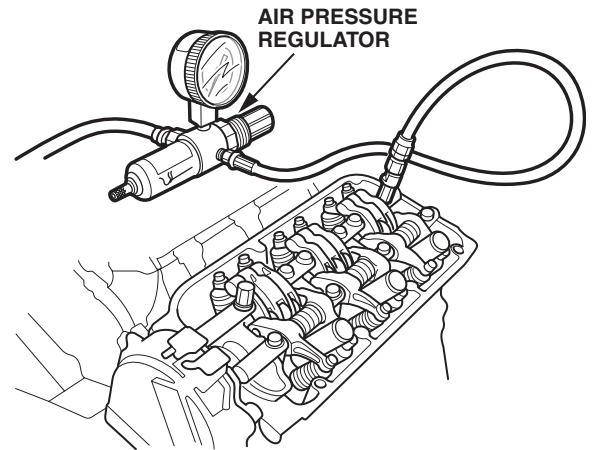
- PIB A01-0007, *Seat Belt Tongue Stopper*
- S/B 93-033, *Broken Seat Belt Tongue Stopper Button*, found under Body

Aligning Power Sliding Doors & Junction Switches

On '99–02 Odyssey EXs, when doing any repair or adjustment to the power sliding doors, refer to S/B 99-072, *Sliding Door Alarm Beeps*, found under Body Electrical. Sliding doors or junction switches that *aren't* adjusted right can cause the doors or locks to work intermittently. And when you align the junction switch, use the dry-erase marker procedure in the S/B. *Don't* use the junction switch tool recommended in earlier issues of the S/B; it's *not* effective for this repair.

New Air Pressure Regulator for VTEC Rocker Arm Test

The Honda Tool and Equipment Program now has an air pressure regulator that's just the ticket when you're doing the VTEC rocker arm test in the S/M. It's rated at 150 psi, so it's capable of supplying more than enough air to move the rocker arm synchronizing pistons. Order T/N 07AAJ-PNAA100.



Avoiding Wind Noise From the Roof Rack: '02 CR-V

If you're installing an accessory roof rack on a '02 CR-V, here's a handy tip: Make sure the rubber inserts on the top of the crossbars lie flat. If the leading edge of the rubber insert (that's the edge toward the front of the vehicle) *doesn't* lie flat with the crossbar's surface, it can cause some nasty turbulence and wind noise during driving. There's a real simple fix for it though. If the leading edge sticks up, just remove the insert, and install it with the other edge facing forward.

Install New Oil Filters Properly to Prevent Leaks

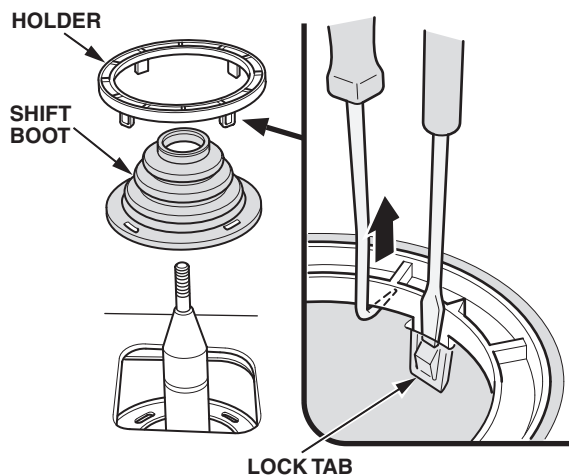
When installing a new Honda oil filter, make sure you torque the filter to the proper spec. This way you fully compress the filter's O-ring so there are no leaks. Torque specs are listed on the filter as well as in section 8 of the appropriate S/M.

Before you install a new oil filter, remember to inspect and clean the filter's threads and O-ring surfaces. And to keep the new O-ring from shearing when you torque the filter, smear a little engine oil on it. If the O-ring from the old filter is stuck to the engine block, scrape it off thoroughly, and wipe the surface clean. *Never* install a new oil filter with the old O-ring stuck to the block. The filter could come loose over time.

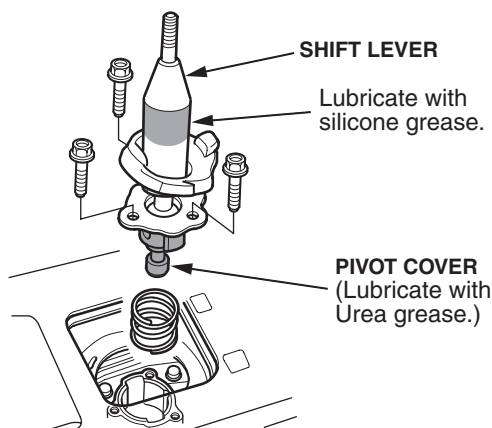
Gearshift Replacement Tips: '00-02 S2000

The '00-02 S2000 S/M is a little skimpy on info when it comes to replacing the gearshift mechanism (see pages 13-4 and 13-5). Here are some important tips to follow:

- To remove the boot holder, look for the arrowheads on the inside diameter of the holder; they indicate the location of the retaining clips underneath. To release each clip, insert a hook tool under the arrowhead, and lift slightly while releasing the lock tab on the clip with a flat-tip screwdriver. To reinstall the boot holder, line up the arrowheads on the holder with the slots in the shift boot, and press the holder into place.



- To install a new pivot cover (P/N 54111-S2A-003, H/C 6238794) onto the shift lever, you need to first heat the cover in boiling water; this softens the material and allows it to slip over the shift lever ball end without cracking. Once it's installed, dry it off, and lubricate it with Molykote M77 grease.

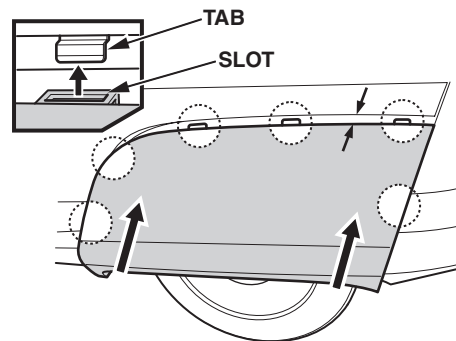


- Lubricate the shift lever with silicone grease as shown. This keeps it from squeaking as it rubs against the shift boot.

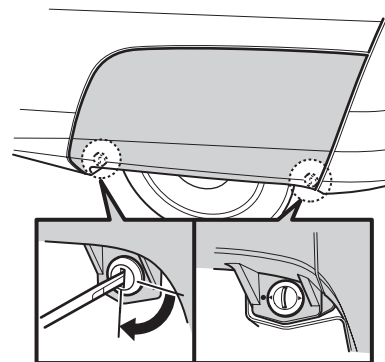
Installing Rear Fender Skirts: '00-02 Insight

Having a little trouble installing the rear fender skirts on an '00-02 Insight? Page 20-79 of the '00 Insight S/M doesn't really give you a lot of detail, so here's a good procedure that will help you make short work of it:

- Line up all the tabs and slots, and push the skirt upwards.



- Install the two stud fasteners. Turn each fastener **180 degrees**, no more. (You know you've done it right when the small, round dot on the skirt lines up with the arrow on the fastener.)



- Tug lightly on the skirt to make sure the fastener is secure. If the fastener *isn't* secure, try turning it again, and check the retaining clip for damage. (The retaining clip can get damaged if you tighten the fastener too much.)
- Repeat steps 1 thru 3 for the other rear fender skirt.

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