

DP04-006

Attachment #Q6

Honda

11/29/04

Attachment #Q6

List of labor operations codes/descriptions and problem codes/descriptions

Problem (Defect) Codes and Descriptions

005-03	Abnormal wear (other than tire, brake pad, or shoe)
010-01	Poorly plated/plating peeling off.
018-01	Broken.
023-00	Seized.
023-01	Seized.
030	Binding or sticking.
030-00	Binding or sticking.
030-01	Binding/sticking.
031	Difficult engagement; parts don't mesh properly.
031-00	Difficult engagement; parts don't mesh properly.
032	Inoperative.
032-00	Inoperative.
032-14	Improper operation.
032-17	Not working properly or at all.
03217	Malfunction, not operating.
33214	Not used. We believe the dealer meant to input 032-14.
068	Open or burned-out circuit.
077	Improperly machined; too large, too small, out-of-round, not true, hole not drilled or not tapped.
999	Other.
L32	Inoperative, lifetime seat belt.
L32-14	Improper operation, lifetime seat belt.

Labor Operation Codes and Descriptions

214107	A/T shift lever assembly - replace
723097	Straight time - coolant temperature switch and oil pressure - parts only
725096	Straight time - ignition switch - warranty sublet only
725097	Straight time - ignition switch - repair - parts only
725099	Straight time - ignition switch - repair
725100	Ignition switch and lock assembly - replace
725120	Ignition switch electrical portion - replace
725199	Straight time - ignition switch - replace
728199	Straight time - turn signal switch - replace
740099	Straight time - front wiper motor - repair
743099	Straight time - shift interlock system - repair
743145	Interlock shift lock solenoid - replace
743199	Straight time - shift interlock system - replace
745509	Switch/circuit - diagnose or input test
746102	Immobilizer unit/receiver - replace
817100	Lock cylinder set (front doors, hatch or trunk lid) - replace
910096	Straight time - upper body - warranty sublet only

Attachment #Q7

Applies To: See VEHICLES AFFECTED

April 30, 2004

Safety Recall: Ignition Switch Key Interlock

(Supersedes 03-088, dated January 8, 2004)

BACKGROUND

Limited batches of an ignition switch component do not have sufficient surface hardness. An ignition switch with this defective component may wear excessively, making it possible to remove the key when the shift lever is not in Park. If the driver does not set the parking brake when parking, the vehicle could roll, and a crash could occur.

VEHICLES AFFECTED

1998 Accord 2-Door with A/T: ALL

1998 Accord 4-Door with A/T:

Ohio built only (VIN begins with 1HG) - ALL

1999 Accord 2-Door with A/T:

From VIN 1HGC33...XA000001 thru
1HGC33...XA012424

From VIN 1HGC32...XA000001 thru
1HGC32...XA015094

1999 Accord 4-Door with A/T:

From VIN 1HGC38...XA001568 thru
1HGC38...XA090253

From VIN 1HGC35...XA000001 thru
1HGC35...XA088953

From VIN 1HGC36...XA000001 thru
1HGC36...XA090193

From VIN 1HGC31...XA000001 thru
1HGC31...XA023143

1999 Odyssey:

From VIN 2HKRL1...XH500001 thru
2HKRL1...XH518725

Not all vehicles within the VIN ranges are affected by this campaign. Before beginning work on a vehicle, verify its eligibility by checking at least one of these items:

- The customer has a notification letter.
- The vehicle is shown on your campaign responsibility report.
- The vehicle is shown as eligible on an IN VIN status inquiry.

In addition to the bulleted verification items, check for a punch mark above the 13th character of the engine compartment VIN. A punch mark in that location means the key interlock has already been repaired.

Some vehicles affected by this campaign may be in your used car inventory. According to federal law, these vehicles cannot be sold or leased until they are repaired. To see if a vehicle is affected by this campaign, do a VIN status inquiry before selling it.

Some of the vehicles involved in this campaign are affected by other campaigns and may not have been repaired. As a convenience to your customer, do a VIN status inquiry, and complete all outstanding campaigns on the same visit.

CUSTOMER NOTIFICATION

All owners of affected vehicles will be sent a notification of this campaign. An example of the customer notification is at the end of this service bulletin.

CORRECTIVE ACTION

Inspect the interlock function of the ignition switch, and depending on whether or not the key can be removed, install Key Interlock Repair Kit A or Key Interlock Repair Kit B.

PARTS INFORMATION

Key Interlock Repair Kit A:

P/N 08351-S84-000, H/C 7647829



SOLENOID
COVER



INTERLOCK
LEVER SPRING



INTERLOCK
LEVER



INTERLOCK
SOLENOID SCREW



INTERLOCK
LEVER PIN

Key Interlock Repair Kit B:
P/N 08352-S84-000, H/C 7847837



LOCK CYLINDER BODY



COLLAR



INTERLOCK SWITCH PIN



**LOCK CYLINDER ROLL PINS
(ONE LONG, ONE SHORT)**



**ELECTRICAL
SWITCH SCREWS**



**INTERLOCK
SOLENOID SCREW**



**IMMOBILIZER RECEIVER UNIT
AND ILLUMINATION RING SCREWS**



STEERING COLUMN SHEAR BOLTS



**SOLENOID
COVER**



**INTERLOCK
LEVER SPRING**



**INTERLOCK
LEVER**



**INTERLOCK
LEVER PIN**



SLIDER KEY



**STEERING
COLUMN
BRACKETS**

REQUIRED SPECIAL TOOLS

Interlock Tool Kit: T/N 07AAC-S84A130
(Includes slide hammer, gauge block, two roll pin punches, and eight extractor wires)

NOTE: Tools from the kit can also be ordered separately.



**SLIDE HAMMER
T/N 07AAC-S84A100**

**CLAMPING BOLT
T/N 07AAC-S84A400**



**GAUGE BLOCK
T/N 07AAC-S84A500**



**ROLL PIN PUNCH
T/N 07AAC-S84A200**



**EXTRACTOR WIRE
T/N 07AAC-S84A300**

REQUIRED MATERIALS

Permalube Grease (3-ounce tube):
P/N 08734-0030, H/C 7849320

WARRANTY CLAIM INFORMATION

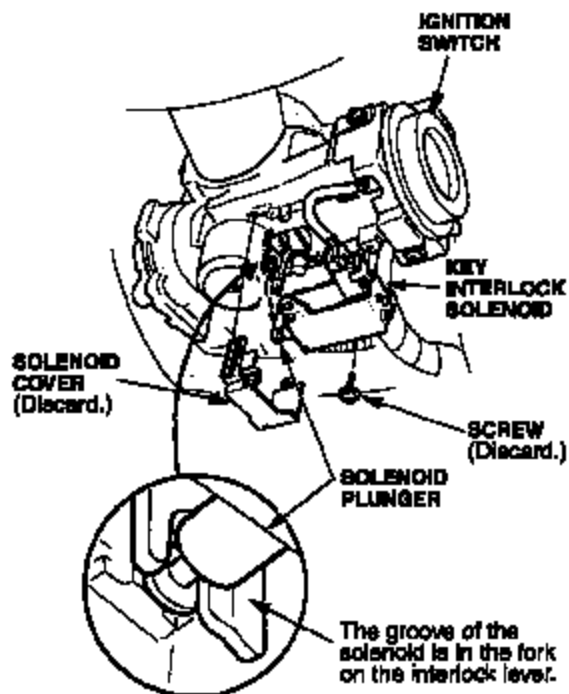
OP#	Description	FRT	Template ID
725502	Inspect ignition switch key interlock, and install Key Interlock Repair Kit A	0.5	03-088A
725503	Inspect ignition switch key interlock, and install Key Interlock Repair Kit B	0.9	03-088B

Failed Part: P/N 35100-S84-A31
H/C 5435425
Defect Code: 5EA
Symptom Code: P15
Skill Level: Diagnostic Technician

INSPECTION PROCEDURE

NOTE: Before attempting any repairs, you must thoroughly understand this service bulletin. To do this, **CLICK HERE** for an animated view of the inspection and repair procedures.

1. Remove the steering column covers. Refer to section 17 of the appropriate service manual.
2. Remove and discard the plastic solenoid cover from the ignition switch key interlock solenoid.

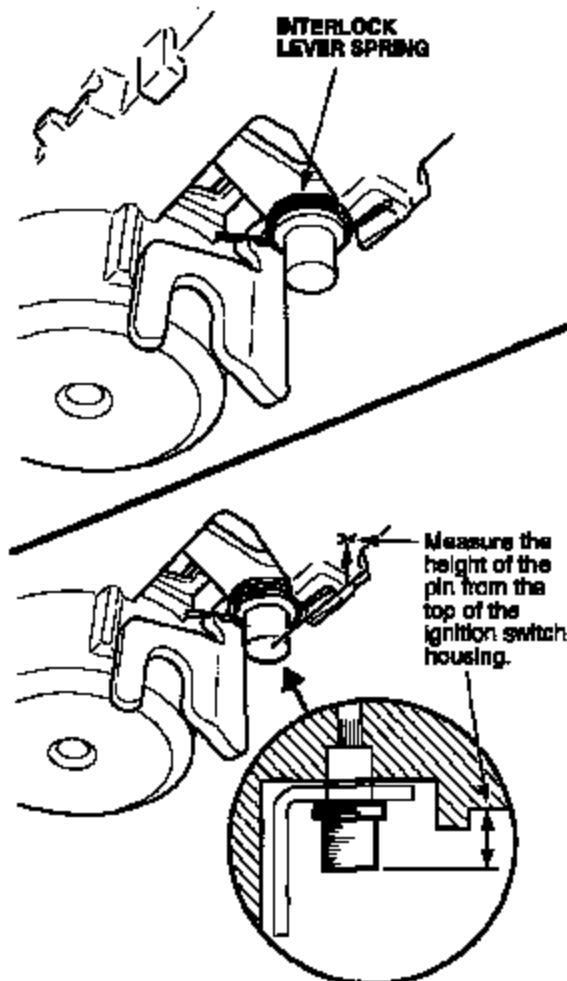


3. Note the position of the interlock solenoid plunger; you'll need to reinstall it the same way.
4. Remove and discard the screw from the interlock solenoid. Keep the solenoid attached to its electrical connector.

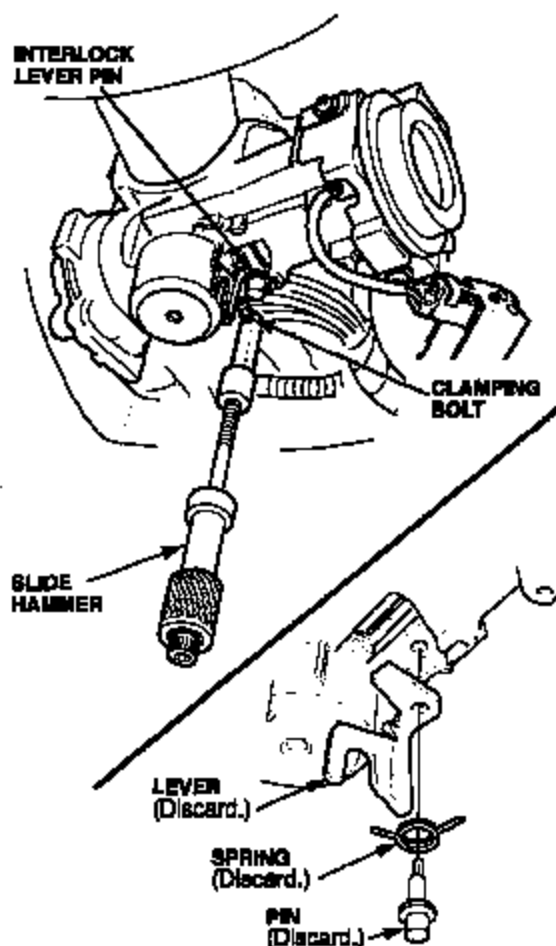
NOTE:

- Be careful not to lose the solenoid plunger; it slides out easily.
- Keep the plunger free of dirt or grease while it's removed from the solenoid.

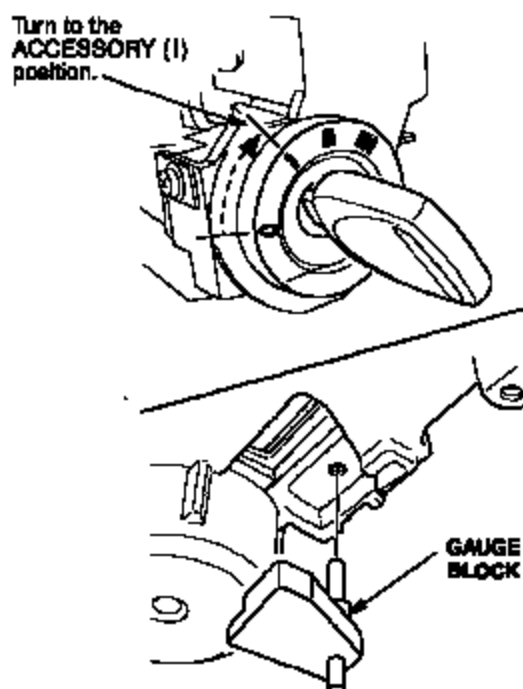
5. Note the position of the interlock lever spring; you'll need to install the new spring the same way. Also, measure the installed height of the interlock lever pin with vernier calipers. This measurement will be used in both repair procedures.



6. Attach the slide hammer to the interlock lever pin, and use it to remove the pin. Discard the pin, the lever, and the spring.



7. Insert the key into the ignition switch, turn the switch to the ACCESSORY (I) position, and install the gauge block.

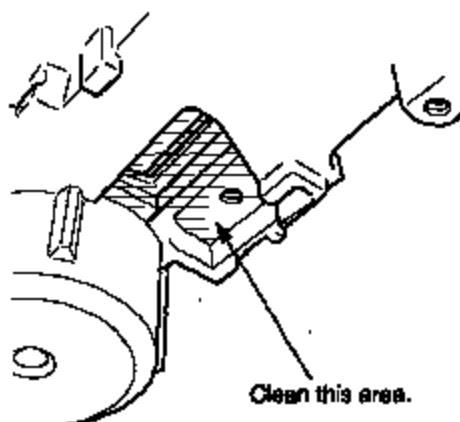


8. With the gauge block fully seated, try to turn the ignition switch to the LOCK (0) position.
- If you *cannot* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit A (see REPAIR PROCEDURE A).
 - If you *can* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit B (see REPAIR PROCEDURE B).

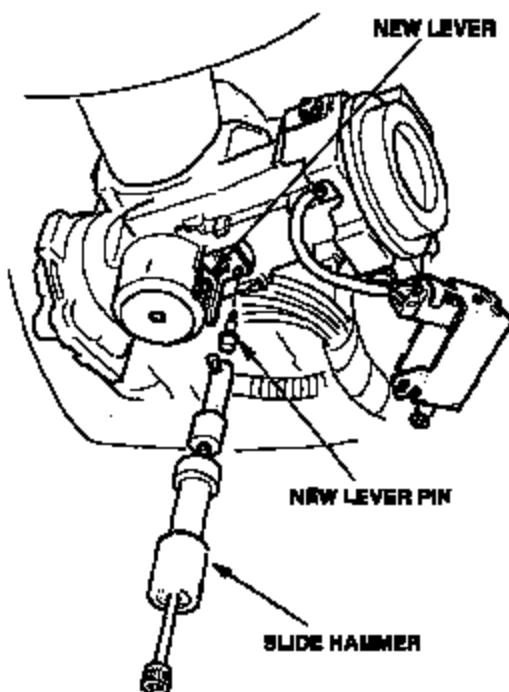
REPAIR PROCEDURE A

1. Remove the gauge block, then wipe off any debris from the lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

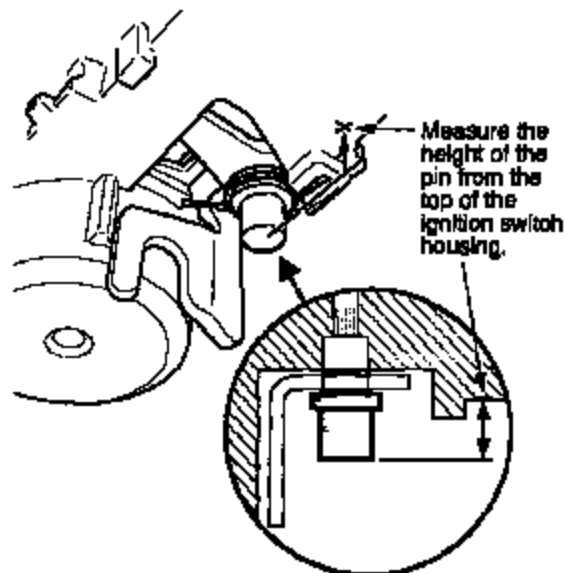


2. Attach the slide hammer to the new lever pin, insert the lever into the ignition switch, and seat the pin with the slide hammer.

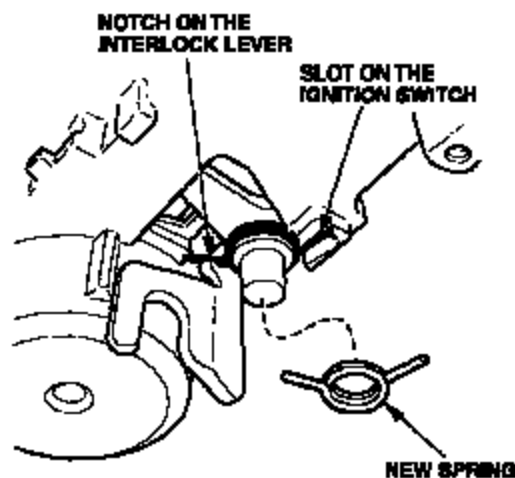


3. Use vernier callipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, then seat the pin.

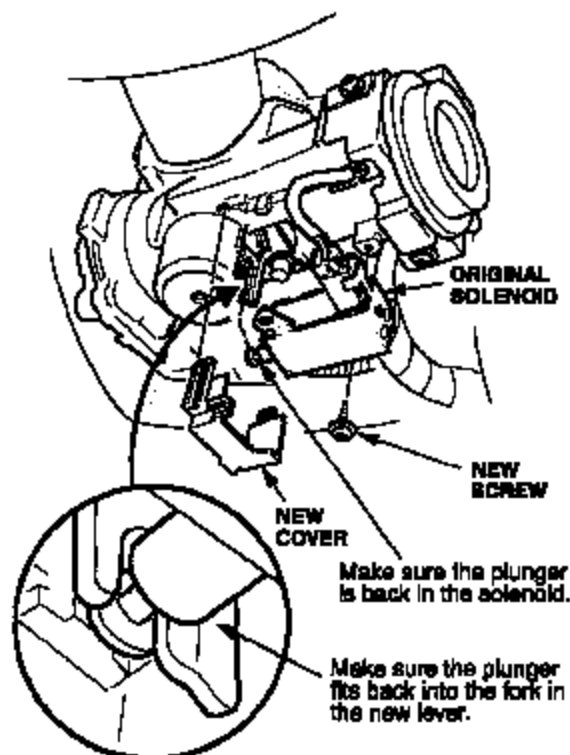
NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.



4. Install the new spring on the lever. Make sure you attach the ends of the spring correctly:
 - The right end goes into the slot on the ignition switch.
 - The left end goes behind the notch on the interlock lever.
 - Once the spring is correctly installed, make sure the lever moves freely and returns properly.



5. Insert the plunger into the interlock solenoid, then install the solenoid using a new screw. Make sure the groove of the solenoid plunger is in the fork on the lever.



6. Install the new plastic solenoid cover on the interlock solenoid.
7. Set the parking brake, then turn the ignition switch to the ON (II) position.
8. With the brake pedal pressed, shift the transmission to Neutral.
9. Try to turn the ignition switch from the ON (II) position to the LOCK (0) position five times.
 - If you *cannot* turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 12.
 - If you *can* turn the ignition switch to the LOCK (0) position, go to step 10.
10. Remove the solenoid cover, and make sure the groove of the solenoid plunger is installed in the fork on the lever.
 - If needed, correct the position of the solenoid plunger, then go to step 11.
 - If the solenoid plunger is correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 11.

11. Install the solenoid cover.
12. Install the steering column covers.
13. Center-punch a completion mark above the 13th character of the engine compartment VIN.

Center-punch here.

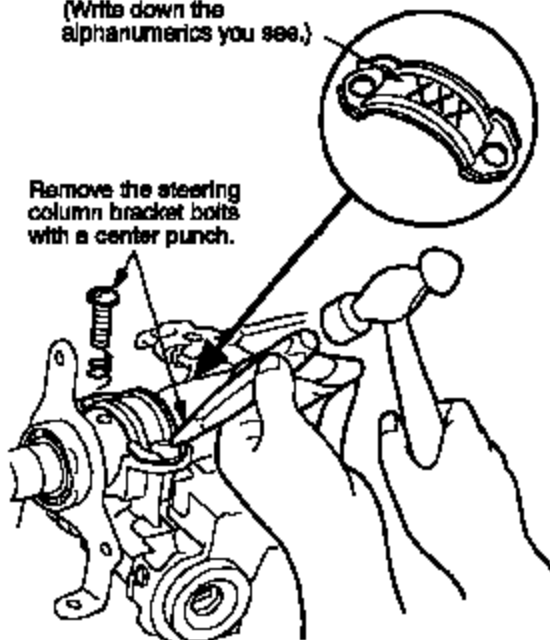
1HGCGXXXXXXXXXXXX

REPAIR PROCEDURE B

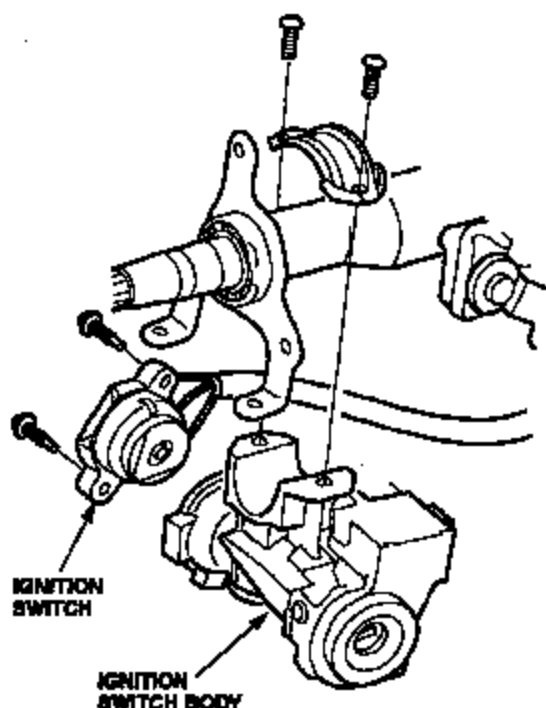
1. Remove the gauge block.
2. Make sure you have the anti-theft code for the radio, then write down the radio station presets, and remove the key from the ignition switch.
3. Disconnect the negative cable from the battery.
4. Using a center-punch and a hammer, carefully "walk out" the two bolts from the steering column bracket. Discard the bolts. Before you discard the bracket, write down the alphanumeric stamped on the center of it. You'll need them for step 29.

STEERING COLUMN BRACKET
(Write down the alphanumeric you see.)

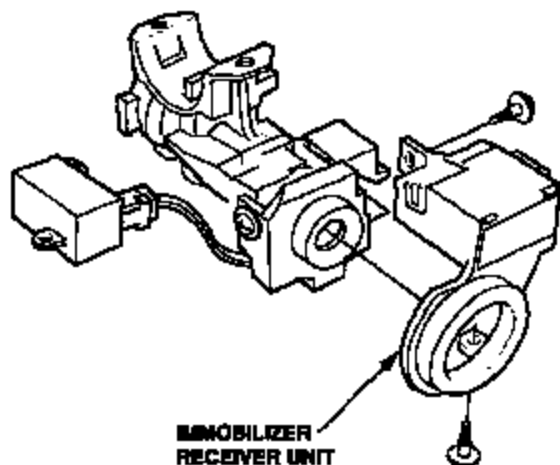
Remove the steering column bracket bolts with a center punch.



5. Remove the ignition switch body from the Ignition switch, and discard the screws. Leave the electrical portion of the Ignition switch in the vehicle.

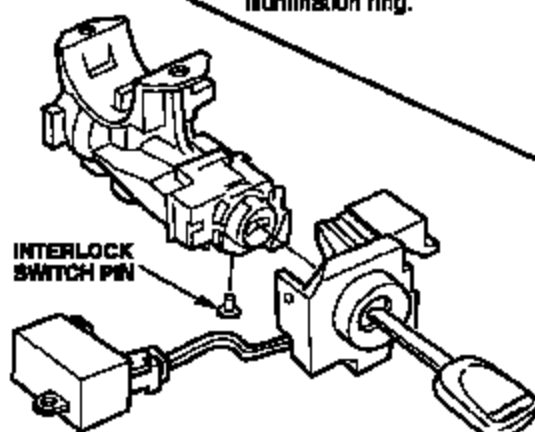
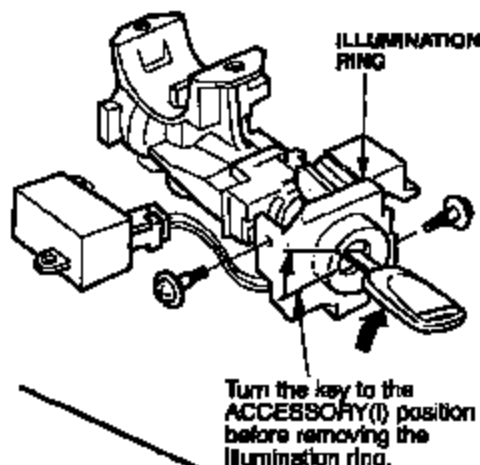


6. Remove the Immobilizer receiver unit from the Ignition switch body, and disconnect the receiver unit connector. Discard the two screws.



7. Remove the Illumination ring from the Ignition switch body, and disconnect the illumination ring connector:

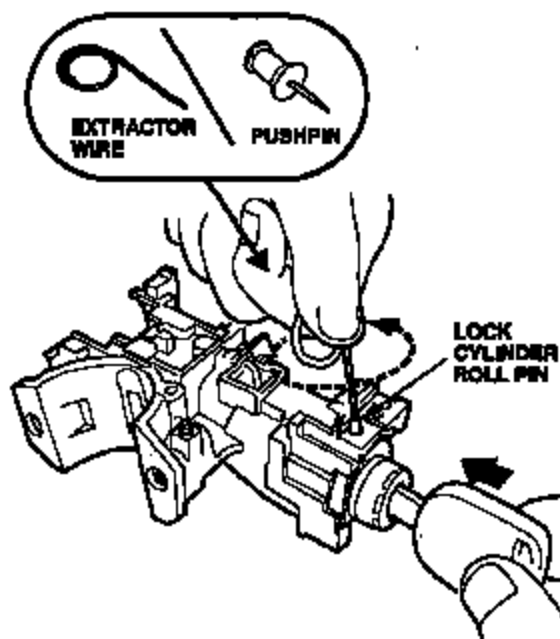
- Insert the key, and turn the ignition switch to the ACCESSORY (I) position.
- Remove and discard the two screws from the Illumination ring.
- Pull the Illumination ring partially away from the Ignition switch body to clear its microswitch from the Interlock switch pin.
- Remove the key, the Illumination ring, and the Interlock switch pin. Discard the Interlock switch pin.



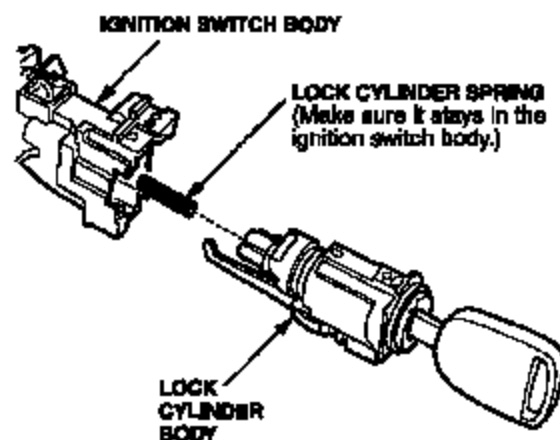
8. Insert the key, and keep the ignition switch in the LOCK (0) position.

9. Insert an extractor wire into the lock cylinder roll pin hole. While pushing the key into the ignition switch, tilt and rotate the extractor wire to "walk" the roll pin out of its hole. Discard the roll pin.

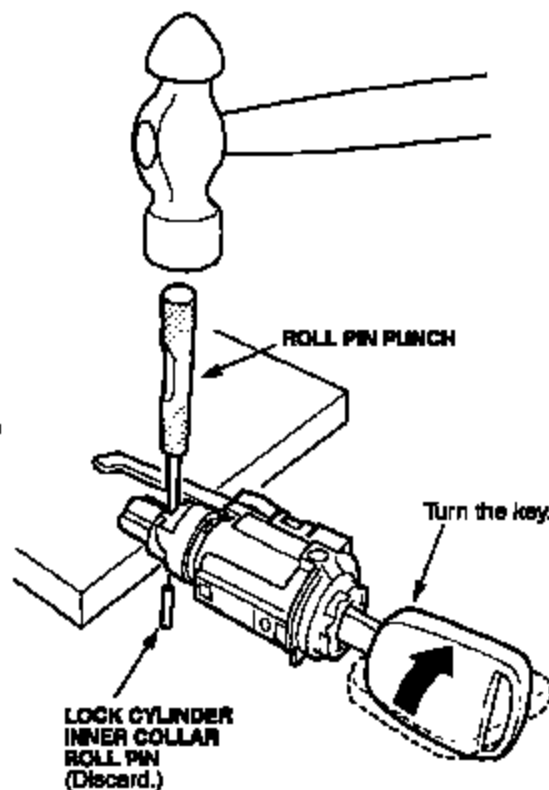
NOTE: If you don't have an extractor wire, use a pushpin.



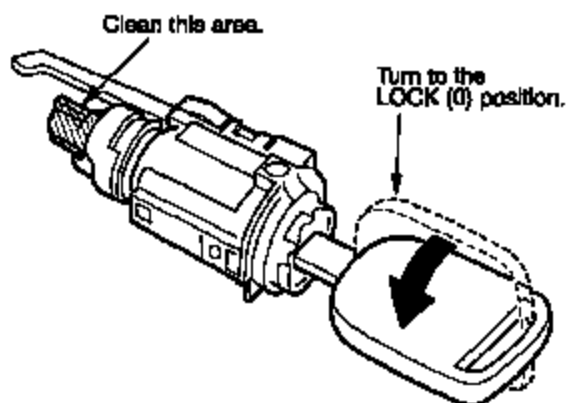
10. Pull the lock cylinder body out of the ignition switch body. If the lock cylinder spring also comes out, put it back into the ignition switch body.



11. Turn the key 90 degrees clockwise to expose the lock cylinder inner collar roll pin. While supporting the lock cylinder shaft on a flat surface, carefully remove the inner collar roll pin with the roll pin punch and a small hammer. Discard the roll pin.

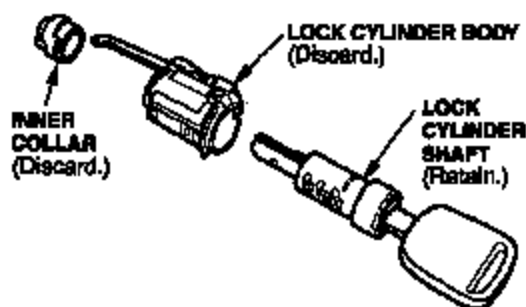


12. Wipe off the end of the lock cylinder shaft with a clean cloth, then turn the key to the LOCK (0) position.

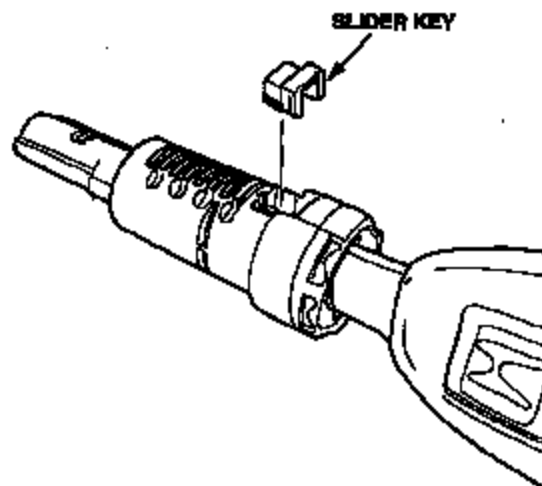


13. Slide the inner collar off the lock cylinder shaft, and remove the shaft from the lock cylinder body. Retain the lock cylinder shaft. Discard the inner collar and the lock cylinder body.

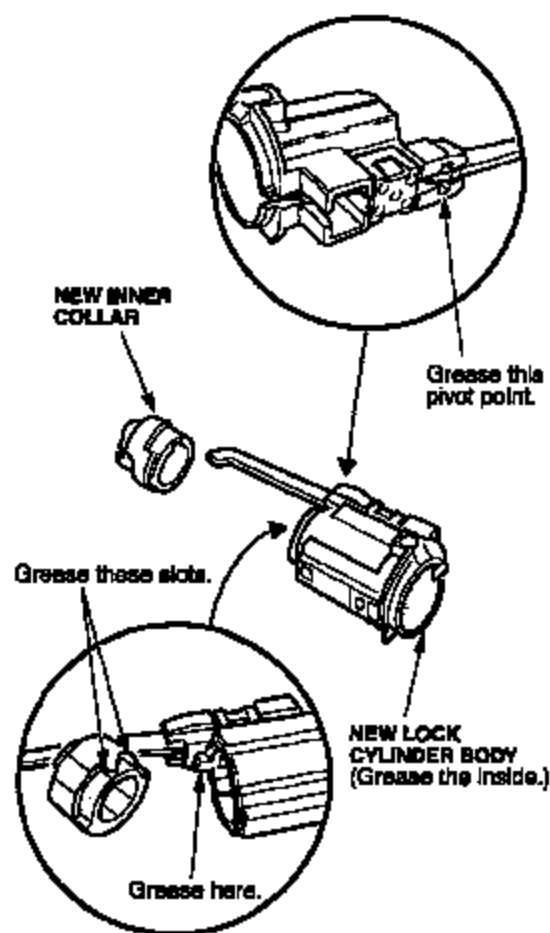
NOTE: Do not remove the key from the lock cylinder shaft. If you do, the tumblers will fall out.



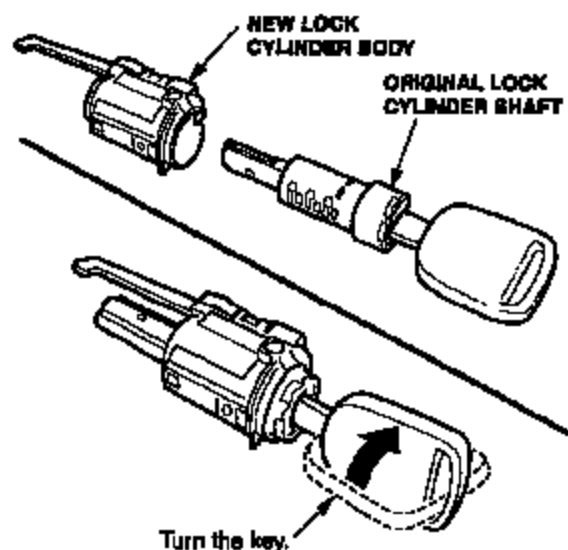
14. Remove the slider key from the lock cylinder shaft, and install the new slider key.



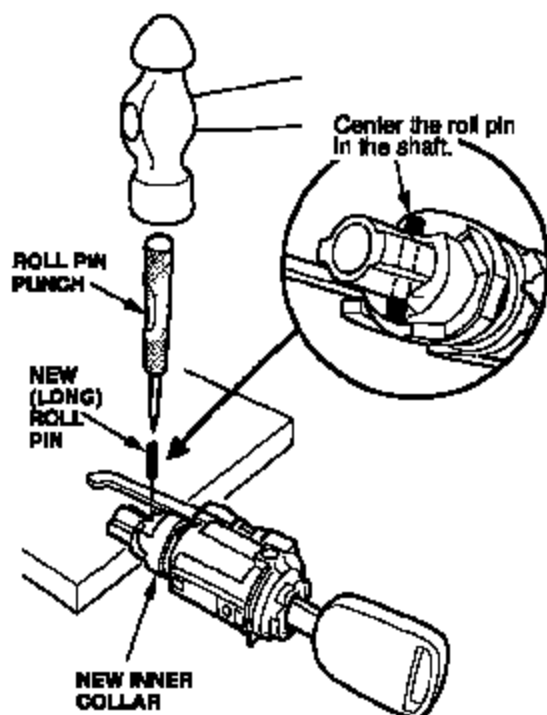
15. Apply Permalube grease to the new lock cylinder body and the new inner collar in the areas shown below.



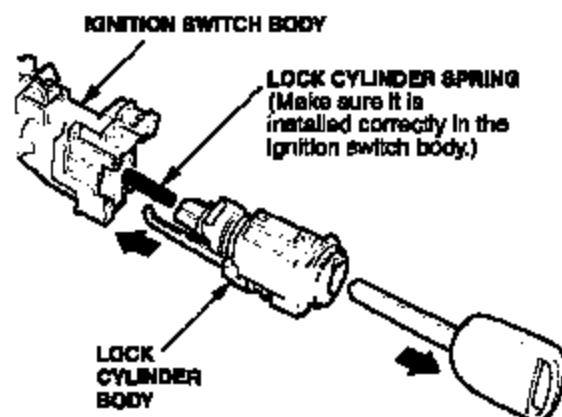
16. Insert the original lock cylinder shaft into the new lock cylinder body, then turn the key 90 degrees clockwise.



17. With the roll pin notch on the inner collar facing up, slide the inner collar onto the lock cylinder shaft. Carefully install the new (long) roll pin using the roll pin punch and a small hammer. Make sure the roll pin is centered.



18. Turn the key to the LOCK (0) position, then remove it. Slide the lock cylinder body into the ignition switch body.

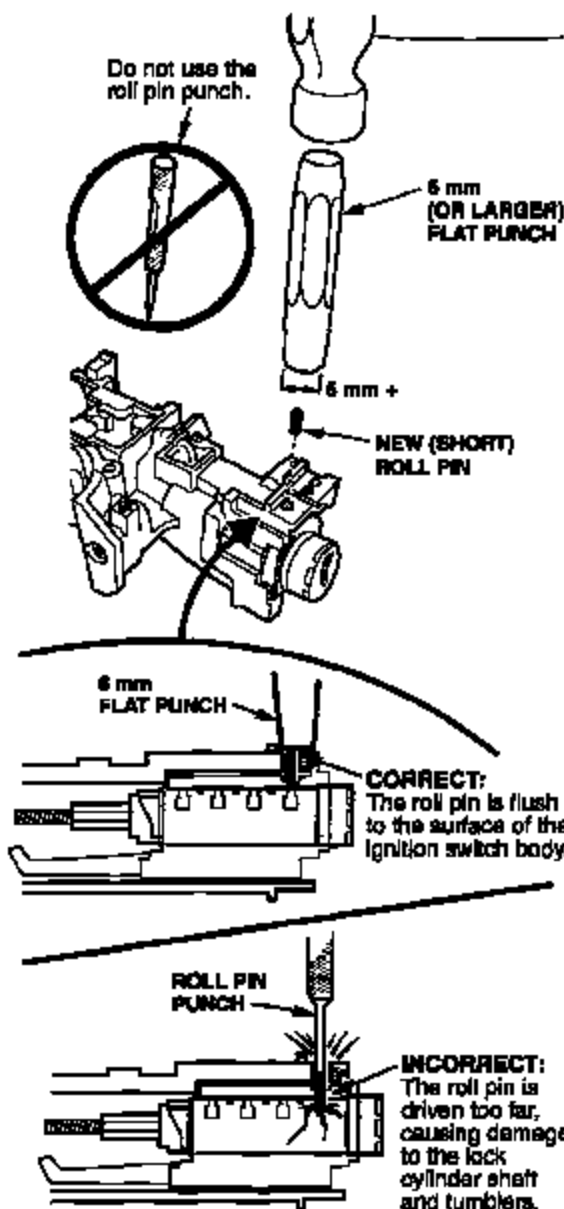


19. Install the new (short) roll pin in the hole on the lock cylinder body with a 6 mm (or larger diameter) flat punch and a small hammer. **Do not use the roll pin punch to drive the new roll pin.** When correctly installed, the top of the roll pin is flush with the lock cylinder body.

NOTICE

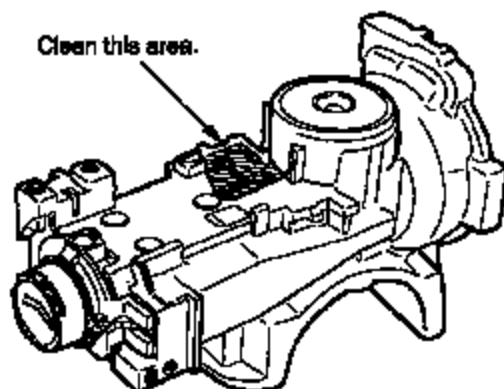
To avoid damaging the lock cylinder shaft and its tumblers, do not drive the roll pin past its flush position on the lock cylinder body.

NOTE: The new roll pin is about 1/2 mm longer than the original one. Do not install the original roll pin; it cannot be fully seated in the new lock cylinder body.

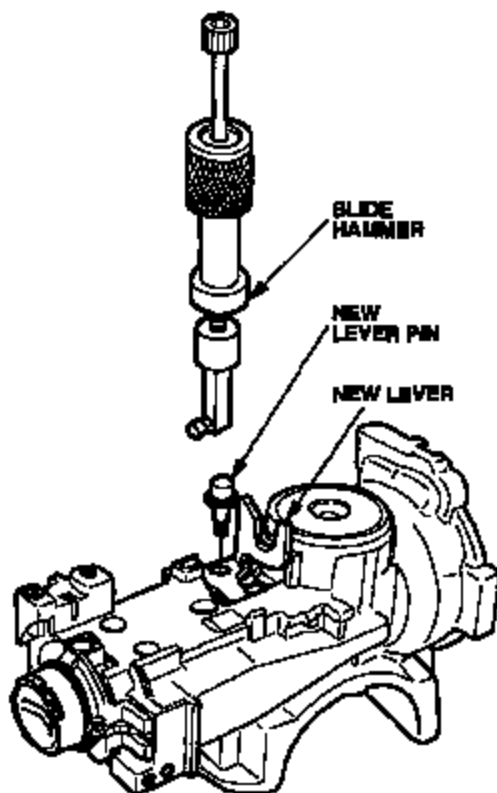


20. Wipe off any debris from the interlock lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

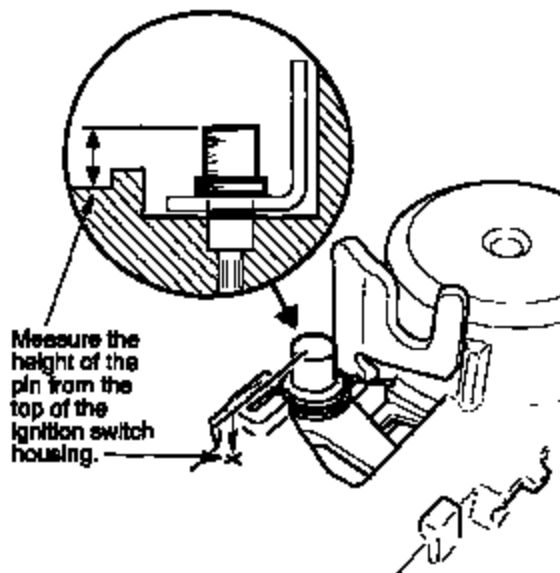


21. Attach the slide hammer to a new lever pin, then insert the lever into the ignition switch body, and seat the pin with the slide hammer.



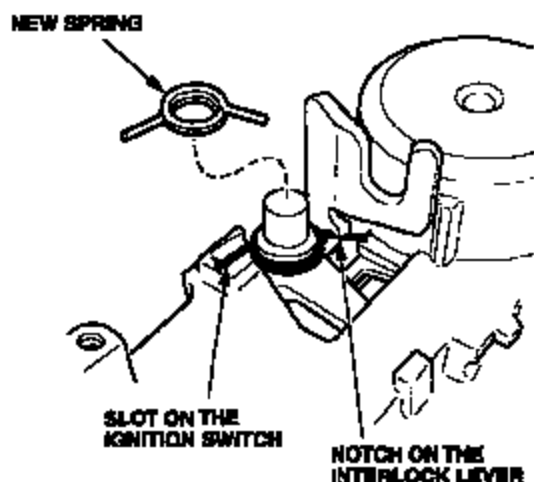
22. Use vernier callipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, then seat the pin.

NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.



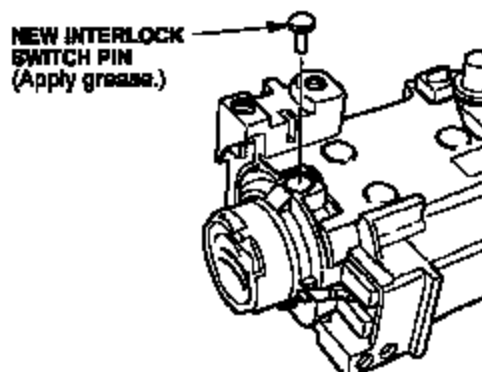
23. Install the new lever spring on the lever. Make sure you attach the ends of the spring correctly:

- The left end goes into the slot on the ignition switch.
- The right end goes behind the notch on the interlock lever.
- Once the spring is correctly installed, make sure the lever moves freely and returns properly.

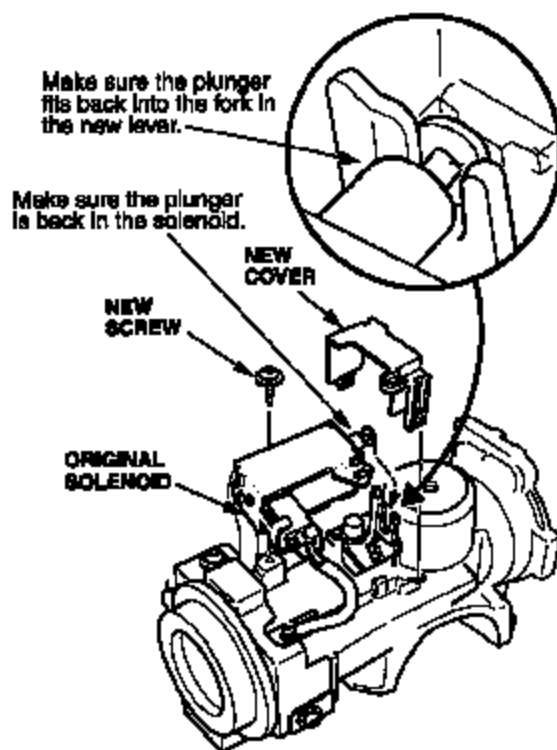


24. Apply a small amount of Permatube grease to the new interlock switch pin, then carefully install the pin on the lock cylinder body.

NOTE: Make sure the pin is installed, or the interlock function will not work.



25. Install the Illumination ring and the immobilizer receiver unit on the ignition switch body with four new screws.
26. Install the interlock solenoid on the ignition switch body with the new screw. Make sure the groove of the solenoid plunger is in the fork on the interlock lever.



27. Install the new plastic cover on the interlock solenoid.
28. Attach the ignition switch body to the electrical portion of the ignition switch with new screws.

29. Install the ignition switch on the steering column with two new shear bolts and a new steering column bracket. Tighten the bolts only finger-tight.
- NOTE: Make sure the alphanumeric stamped on the new bracket match those on the original bracket.

30. Reconnect the Illumination ring and the immobilizer receiver unit connectors.
31. Reconnect the negative cable to the battery.
32. Set the parking brake, then turn the ignition switch to the ON (II) position.
33. With the brake pedal pressed, shift the transmission to Neutral.
34. Try to turn the ignition switch from the ON (II) position to the LOCK (0) position five times.
- If you cannot turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 36.
 - If you can turn the ignition switch to the LOCK (0) position, go to step 35.
35. Remove the solenoid cover. Make sure the groove of the solenoid plunger is installed in the fork on the interlock lever. Also make sure the interlock switch pin is installed on the ignition switch body (see step 24).
- If needed, correct the position of the solenoid plunger and install the switch pin, then go to step 36.
 - If the solenoid plunger and the switch pin are correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 36.
 - Install the solenoid cover.
36. Make sure the ignition switch turns freely. Remove the key, and make sure the steering column lock works correctly. If needed, reposition the ignition switch to make the lock work.
37. Tighten the two steering column shear bolts until their heads twist off.
38. Install the steering column covers.
39. Enter the radio anti-theft code, then enter the radio station presets, and set the clock.
40. Center-punch a completion mark above the 13th character of the engine compartment VIN.

Center-punch here.

1HGCGXXXXXXXXXXXX

January 2004

Safety Recall: Ignition Switch Interlock

Dear Honda Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

What is the reason for this notice?

Honda Motor Co., Ltd., has determined that a defect relating to motor vehicle safety exists in certain 1998-99 Accords and 1999 Odysseys with automatic transmissions.

Limited batches of an ignition switch component do not have sufficient surface hardness. If the ignition switch in your vehicle contains this defective component, the switch may wear excessively and prevent proper interlock operation. The interlock ensures the transmission is in Park before the ignition key can be removed. Interlock failure may allow the ignition key to be removed when the gear selector lever is not in Park. If you do not set the parking brake when you park, the vehicle could roll and a crash could occur.

What should you do?

Call any authorized Honda dealer, and make an appointment to have your vehicle repaired. The dealer will inspect the ignition switch interlock and replace all needed parts. This work will be done *free of charge*. Please plan to leave your vehicle for half a day to allow the dealer flexibility in scheduling.

Until your vehicle is repaired, be sure to shift the transmission to Park and set the parking brake whenever you park.

Who to contact if you experience problems.

If you are not satisfied with the service you receive from your Honda dealer, you may write to:

American Honda Motor Co., Inc.
Honda Automobile Customer Service
Mail Stop 600-2N-7A
1919 Torrance Blvd.
Torrance, CA 90501-2748

If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your vehicle, without charge, within a reasonable period of time (60 days from the date you first contact the dealer for a repair appointment), you may submit a complaint to:

Administrator
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Or call the toll-free Safety Hotline at (888) 327-4238.

What to do if you feel this notice is in error.

Our records show that you are the current owner or lessee of a 1998-99 Accord or 1999 Odyssey involved in this recall. If this is not the case, or the name/address information is not correct, please fill out and return the enclosed, postage-paid *Information Change Card*. We will then update our records.

Lessor Information.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you have questions.

If you have any questions about this notice, or need assistance with contacting a Honda dealer, please call Honda Automobile Customer Service at (800) 899-1009, and select menu option #2.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

American Honda Motor Co., Inc.
Honda Automobile Division



Applies To: See VEHICLES AFFECTED

January 28, 2004

Safety Recall: Ignition Switch Key Interlock

(Supersedes 03-034, dated January 15, 2004)

BACKGROUND

Limited batches of an ignition switch component do not have sufficient surface hardness. An ignition switch with this defective component may wear excessively, making it possible to remove the key when the shift lever is not in Park. If the driver does not set the parking brake when parking, the vehicle could roll, and a crash could occur.

VEHICLES AFFECTED

1998 2.3CL: ALL

1998 3.0CL: ALL

1999 2.3CL:

From VIN 19UYA3...XL000001
thru 19UYA3...XL005705

1999 3.0CL:

From VIN 19UYA2...XL000001
thru 19UYA2...XL006544

1999 3.2TL:

From VIN 19UA56...XA000001
thru 19UA56...XA023963

Not all vehicles within the VIN ranges are affected by this recall. Before beginning work on a vehicle, verify its eligibility by checking at least one of these items:

- The customer has a notification letter.
- The vehicle is shown on your campaign responsibility report.
- The vehicle is shown as eligible on an IN VIN status inquiry.

In addition to the bulletted verification items, check for a punch mark above the sixth character of the engine compartment VIN. A punch mark in that location means the key interlock has already been repaired.

Some vehicles affected by this recall may be in your used car inventory. According to federal law, these vehicles cannot be sold or leased until they are repaired. To see if a vehicle is affected by this campaign, do a VIN status inquiry before selling it.

Some of the vehicles involved in this campaign are affected by other campaigns and may not have been repaired. As a convenience to your client, do a VIN status inquiry, and complete all outstanding campaigns on the same visit.

CUSTOMER NOTIFICATION

All owners of affected vehicles will be sent a notification of this campaign. An example of the customer notification is at the end of this service bulletin.

CORRECTIVE ACTION

Inspect the interlock function of the ignition switch, and depending on whether or not the key can be removed, install Key Interlock Repair Kit A or Key Interlock Repair Kit B.

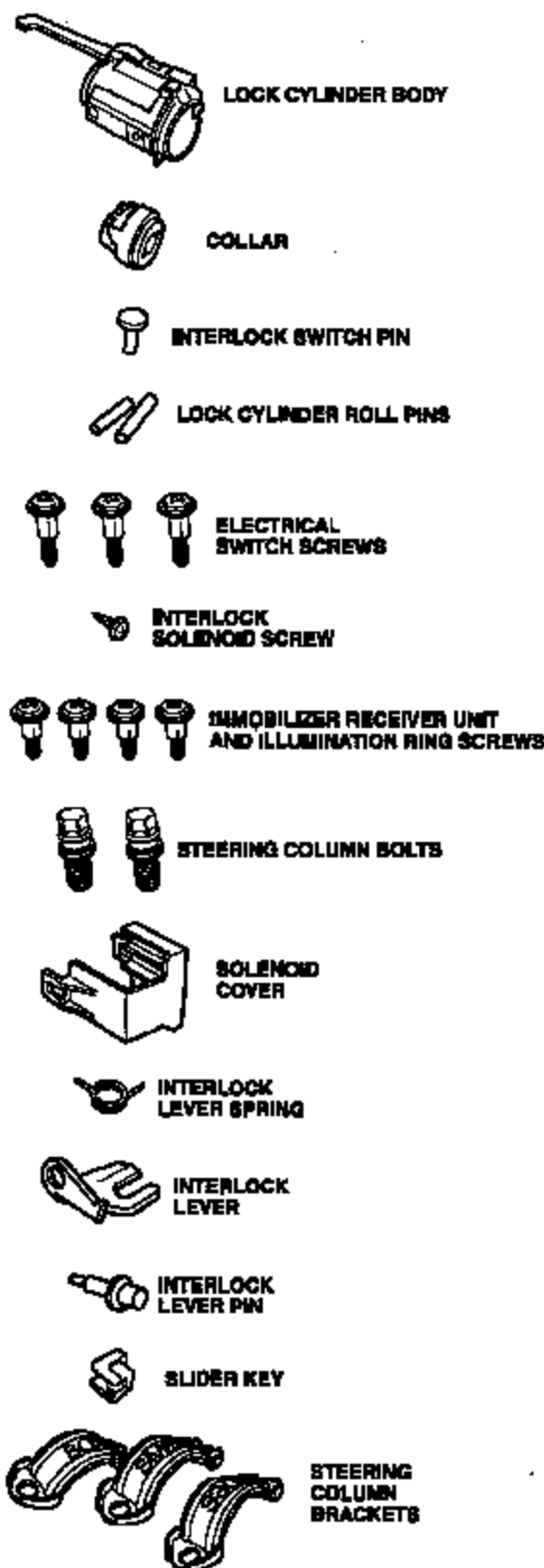
PARTS INFORMATION

Key Interlock Repair Kit A: P/N 06351-S84-000

**SOLENOID
COVER****INTERLOCK
LEVER SPRING****INTERLOCK
LEVER****INTERLOCK
SOLENOID SCREW****INTERLOCK
LEVER PIN**

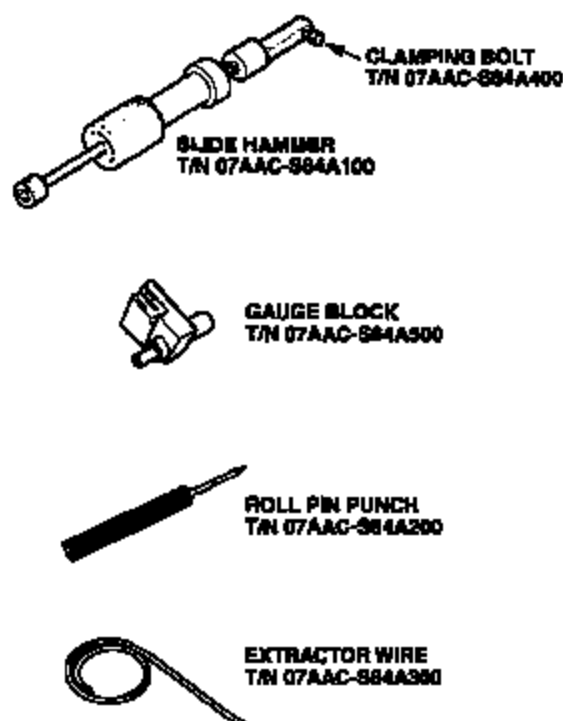
CUSTOMER INFORMATION: The information in this bulletin is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely maintain your vehicle. These procedures should not be attempted by "do-it-yourselfers," and you should not assume this bulletin applies to your vehicle, or that your vehicle has the condition described. To determine whether this information applies, contact an authorized Acura automobile dealer.

Key Interlock Repair Kit B: P/N 08352-S84-000



REQUIRED SPECIAL TOOLS

Interlock Tool Kit: T/N 07AAC-S84A130
(Includes slide hammer, gauge block, two roll pin punches, and eight extractor wires)



REQUIRED MATERIALS

Permalube Grease (3-ounce tube): P/N 08734-0030

WARRANTY CLAIM INFORMATION

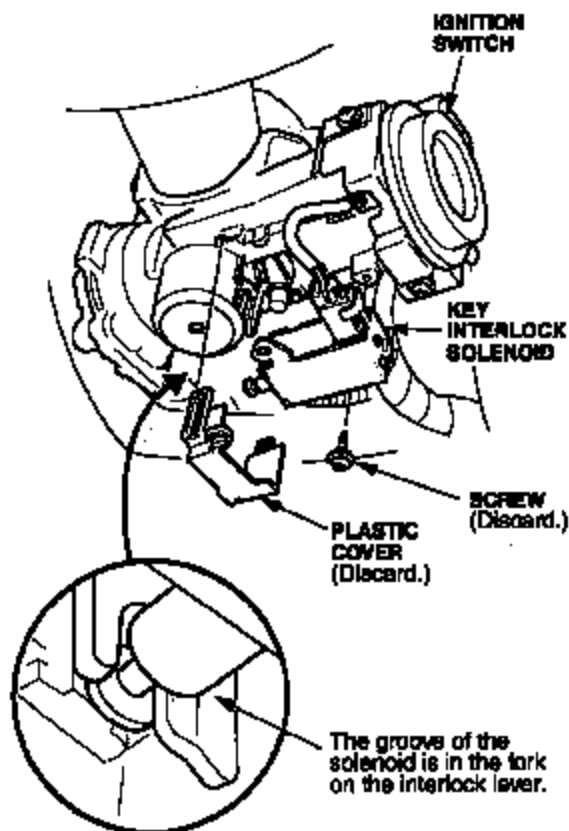
OP#	Description	PRT	Template ID
725502	Inspect ignition switch key interlock, and install Key Interlock Repair Kit A	0.5	03-034A
725503	Inspect ignition switch key interlock, and install Key Interlock Repair Kit B	0.9	03-034B

Failed Part: P/N 35100-SY8-A11
Defect Code: 5EA
Symptom Code: P16
Skill Level: Diagnostic Technician

INSPECTION PROCEDURE

NOTE: Before attempting any repairs, you must thoroughly understand this service bulletin. To do this, [CLICK HERE](#) for an animated view of the inspection and repair procedures.

1. Remove the steering column covers. Refer to section 17 of the appropriate service manual.
2. Remove and discard the plastic cover from the ignition switch key interlock solenoid.

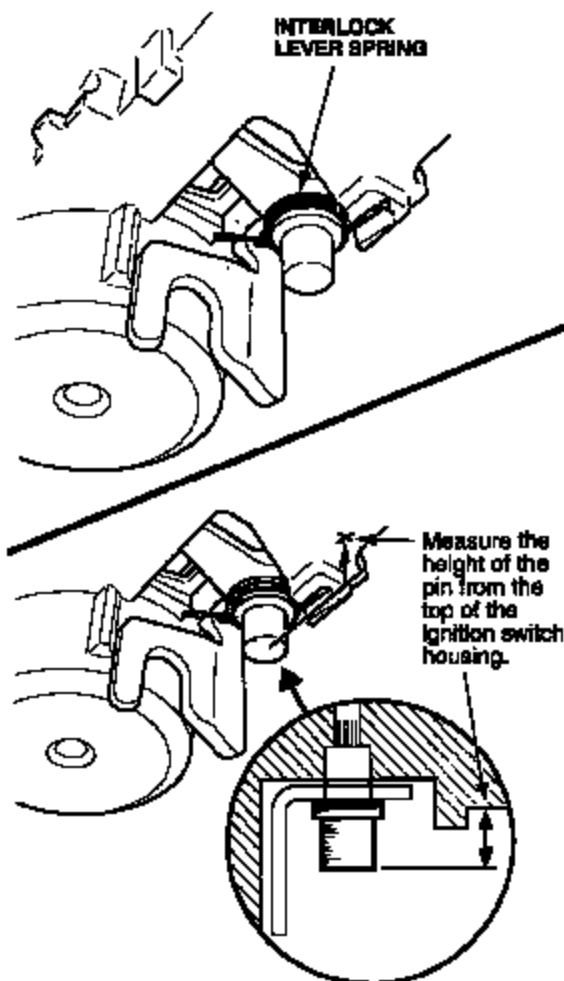


3. Note the position of the interlock solenoid plunger; you'll need to install it the same way.
4. Remove and discard the screw from the interlock solenoid. Keep the solenoid attached to its electrical connector.

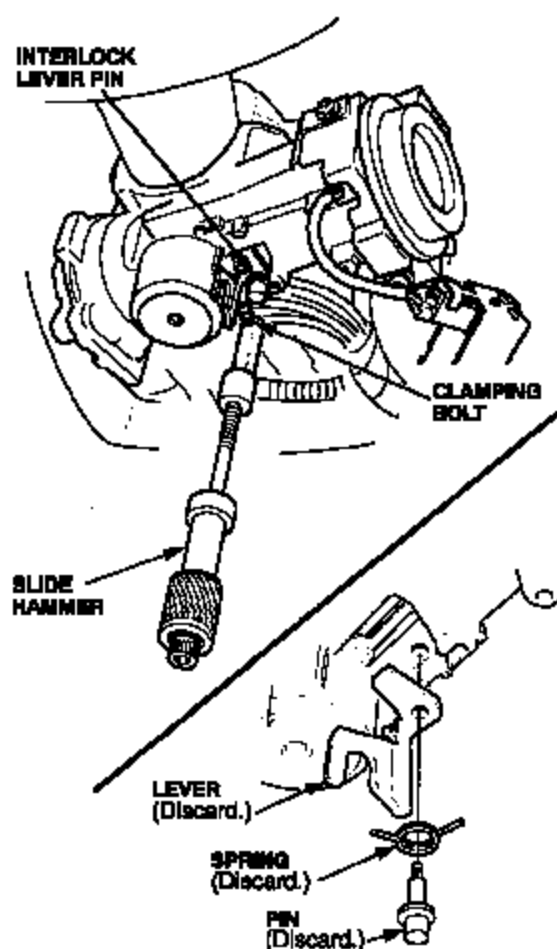
NOTE:

- Be careful not to lose the solenoid plunger; it slides out easily.
- Keep the plunger free of dirt or grease while it's removed from the solenoid.

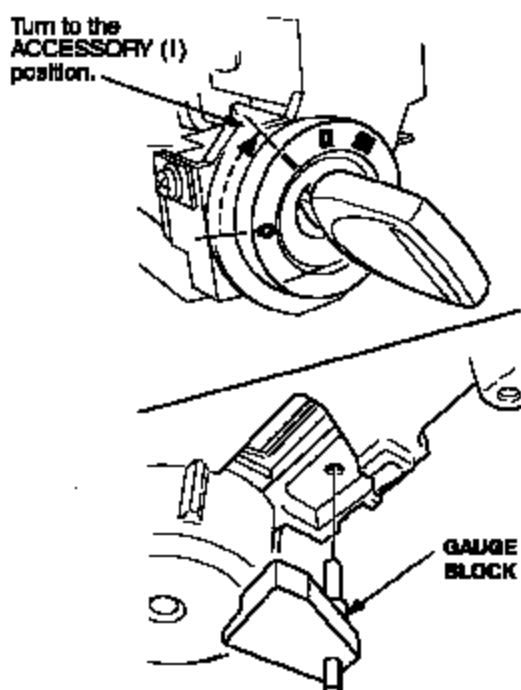
5. Note the position of the interlock lever spring; you'll need to install the new spring the same way. Also, measure the installed height of the interlock lever pin with vernier calipers. This measurement will be used in both repair procedures.



6. Attach the slide hammer to the interlock lever pin, and use it to remove the pin. Discard the pin, the lever, and the spring.



7. Insert the key into the ignition switch, turn the switch to the ACCESSORY (I) position, and install the gauge block.

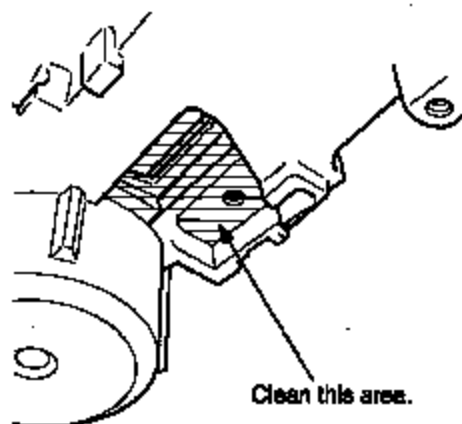


8. With the gauge block fully seated, try to turn the ignition switch to the LOCK (0) position.
- If you *cannot* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit A (see **REPAIR PROCEDURE A**).
 - If you *can* turn the switch to the LOCK (0) position, install Key Interlock Repair Kit B (see **REPAIR PROCEDURE B**).

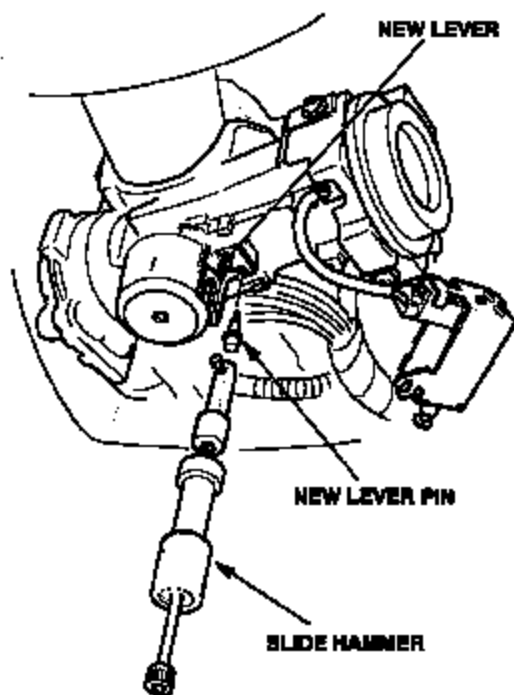
REPAIR PROCEDURE A

1. Remove the gauge block, then wipe off any debris from the lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

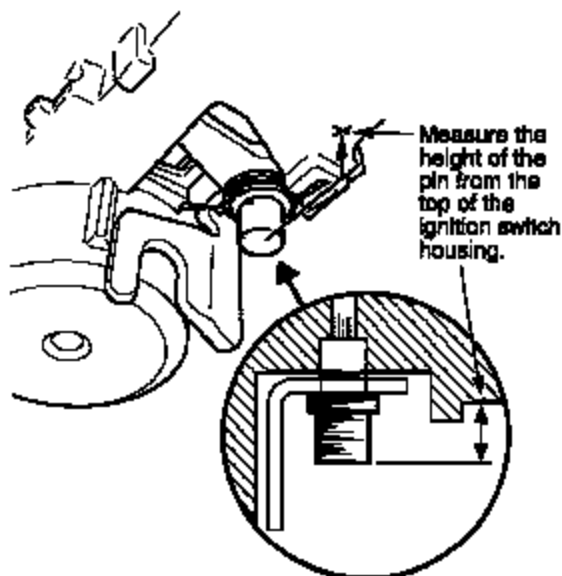


2. Attach the slide hammer to the new lever pin, insert the new lever into the ignition switch, and seat the pin with the slide hammer.

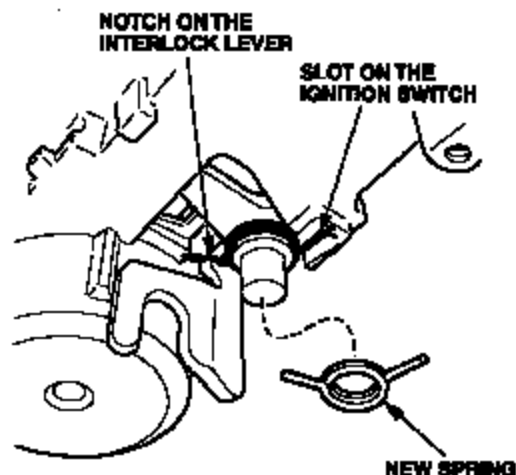


3. Use vernier calipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, and seat the pin.

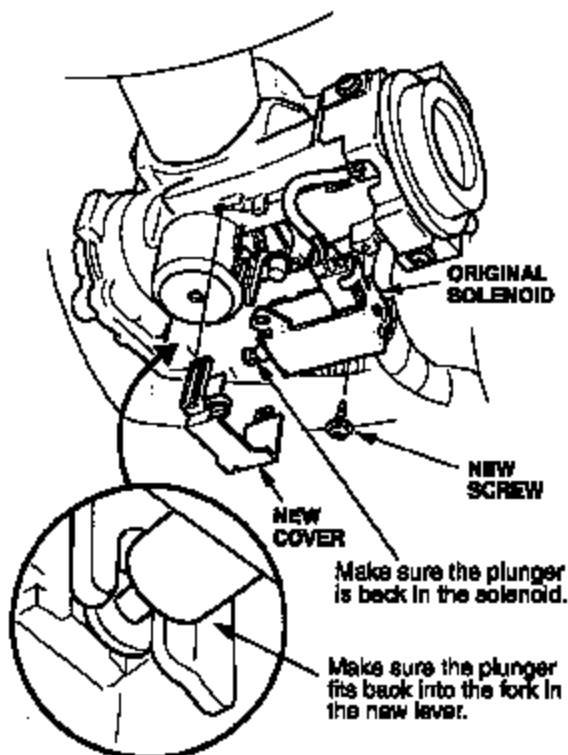
NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.



4. Install a new spring on the lever. Make sure you attach the ends of the spring correctly:
 - The right end goes into the slot on the ignition switch.
 - The left end goes behind the notch on the interlock lever.
 - Once the spring is correctly installed, make sure the lever moves freely and returns properly.



5. Insert the plunger into the interlock solenoid, then install the solenoid using a new screw. Make sure the groove of the solenoid plunger is in the fork on the lever.



6. Install a new plastic cover on the interlock solenoid.
7. Set the parking brake, and turn the ignition switch to the ON (II) position.
8. With the brake pedal pressed, shift the transmission to Neutral.
9. Try to turn the ignition switch from the ON (II) position to the LOCK (0) position five times.
 - If you cannot turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 12.
 - If you can turn the ignition switch to the LOCK (0) position, go to step 10.
10. Remove the solenoid cover, and make sure the groove of the solenoid plunger is installed in the fork on the lever.
 - If needed, correct the position of the solenoid plunger, then go to step 11.
 - If the solenoid plunger is correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 11.
11. Install the solenoid cover.
12. Install the steering column covers.

13. Center-punch a completion mark above the sixth character of the engine compartment VIN.

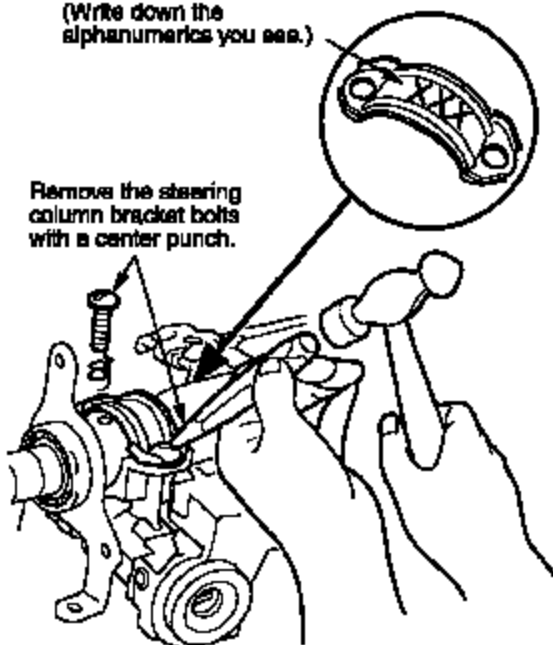
Center-punch here.

19UYA3XXXXXXXXXX

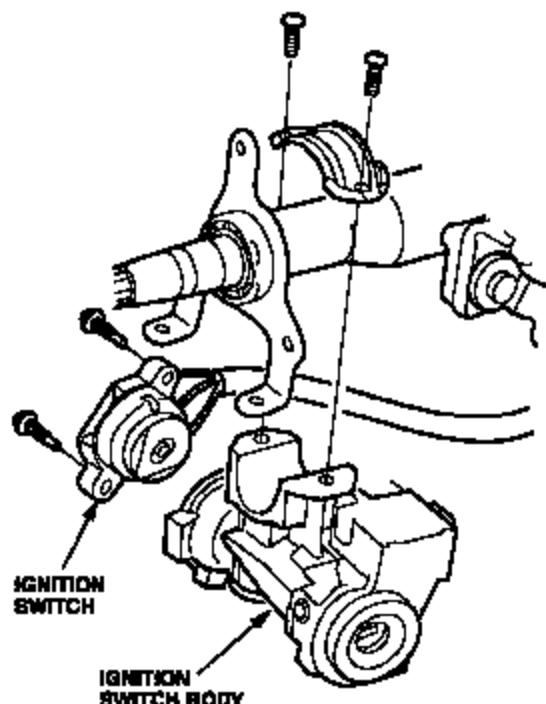
REPAIR PROCEDURE B

1. Remove the gauge block.
2. Make sure you have the anti-theft code for the radio and the navigation system (if equipped), then write down the radio station presets, and remove the key from the ignition switch.
3. Disconnect the negative cable from the battery.
4. Using a center-punch and a hammer, carefully "walk out" the two bolts from the steering column bracket. Discard the bolts. Before you discard the bracket, write down the alphanumeric stamped on the center of it. You'll need them for step 29.

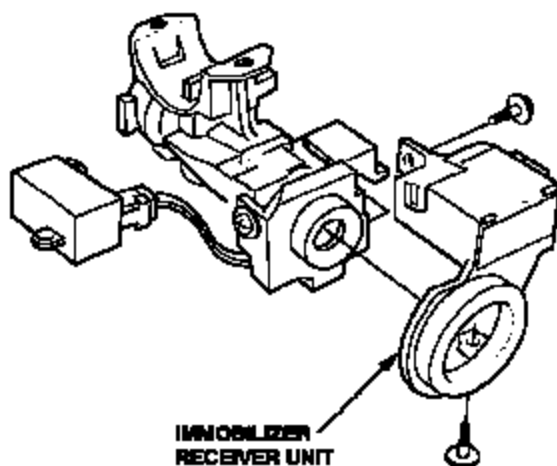
STEERING COLUMN BRACKET
(Write down the alphanumeric you see.)



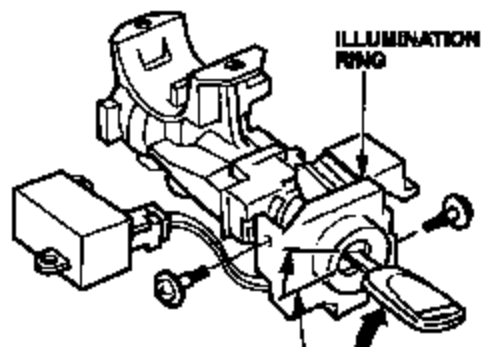
5. Remove the ignition switch body from the ignition switch by disconnecting the ignition switch connector (CLs) or by removing the screws (TLs). Discard the screws (TLs). Leave the electrical portion of the ignition switch in the vehicle.



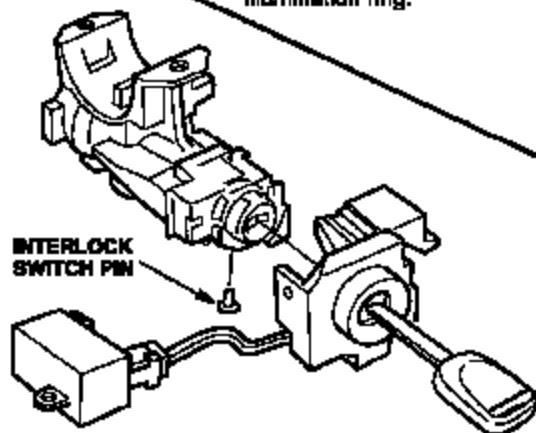
6. Remove the immobilizer receiver unit from the ignition switch body, and disconnect the receiver unit connector. Discard the two screws.



7. Remove the illumination ring from the ignition switch body, and disconnect the illumination ring connector.
 - Insert the key, and turn the ignition switch to the ACCESSORY (I) position.
 - Remove and discard the two screws from the illumination ring.
 - Pull the illumination ring partially away from the ignition switch to clear its micro-switch from the interlock switch pin.
 - Remove the key, the illumination ring, and the interlock switch pin. Discard the interlock switch pin.



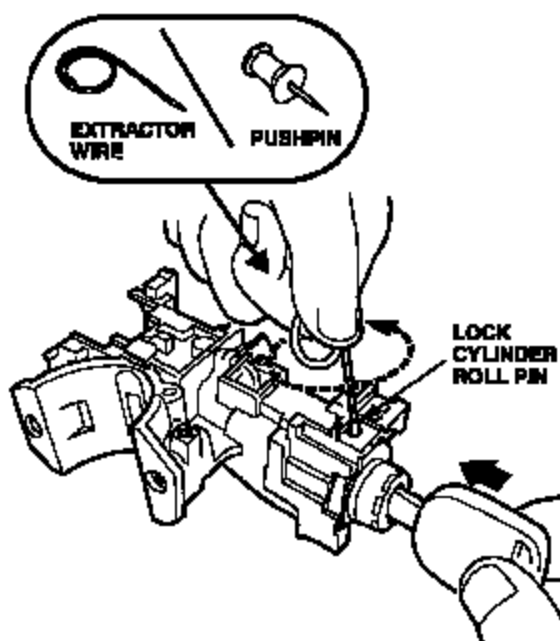
Turn the key to the ACCESSORY(I) position before removing the illumination ring.



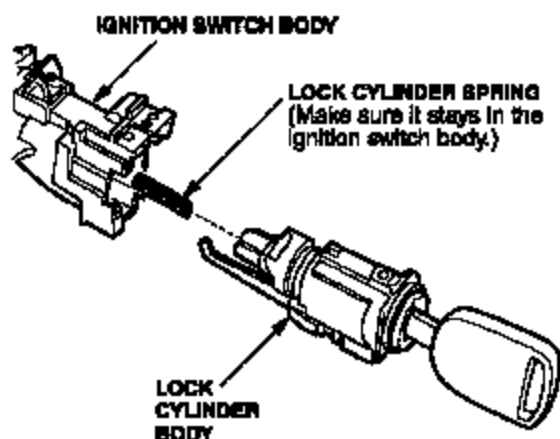
8. Insert the key, and keep the ignition switch in the LOCK (0) position.

9. Insert an extractor wire into the lock cylinder roll pin hole. Then, while pushing the key into the ignition switch, tilt and rotate the extractor wire to "walk" the roll pin out of its hole. Discard the roll pin.

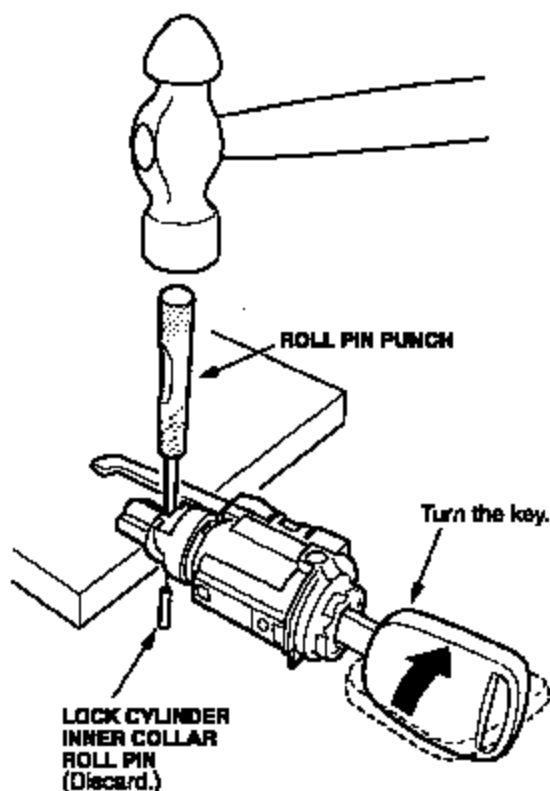
NOTE: If you don't have an extractor wire, use a pushpin.



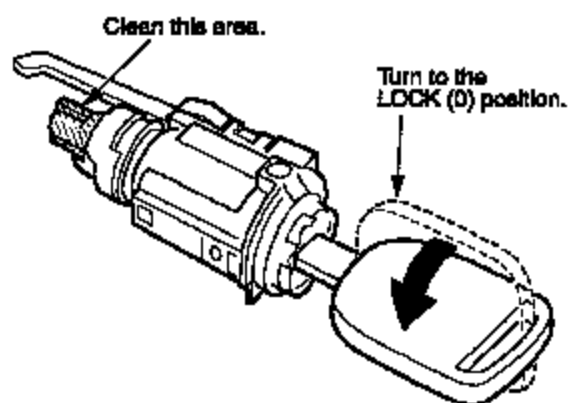
10. Pull the lock cylinder body out of the ignition switch body. If the lock cylinder spring also comes out, put it back into the ignition switch body.



11. Turn the key 90 degrees clockwise to expose the lock cylinder inner collar roll pin. Then, while supporting the lock cylinder shaft on a flat surface, carefully remove the inner collar roll pin with the roll pin punch and a small hammer. Discard the roll pin.

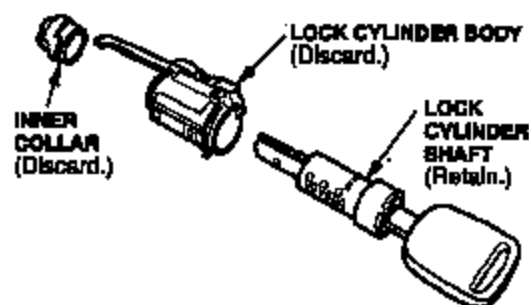


12. Wipe off the end of the lock cylinder shaft with a clean cloth, then turn the key to the LOCK (0) position.

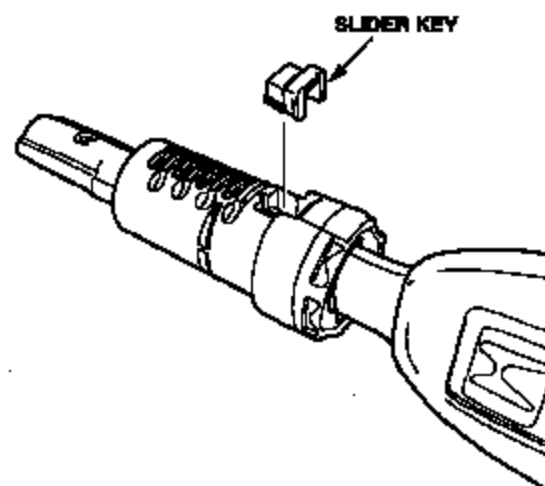


13. Slide the inner collar off the lock cylinder shaft, and remove the shaft from the lock cylinder body. Retain the lock cylinder shaft. Discard the inner collar and the lock cylinder body.

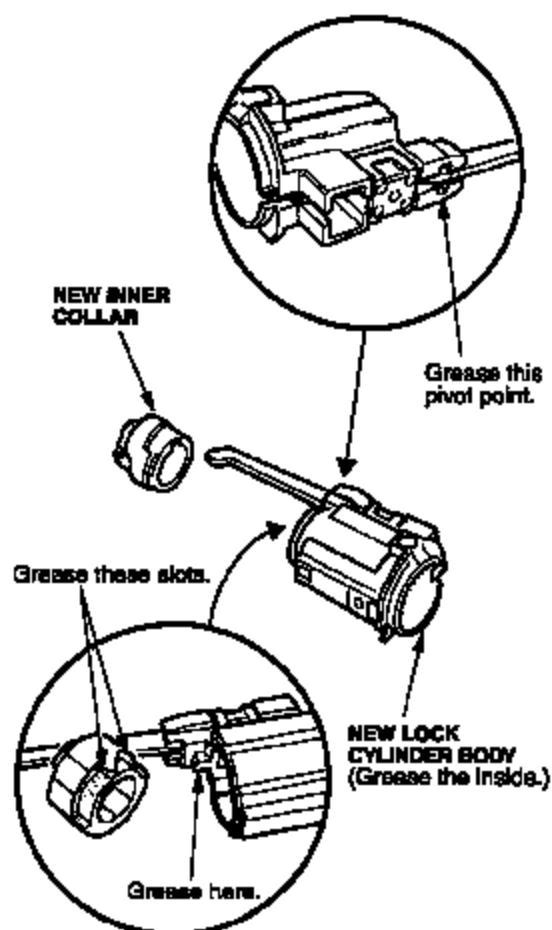
NOTE: Do not remove the key from the lock cylinder shaft. If you do, the tumblers will fall out.



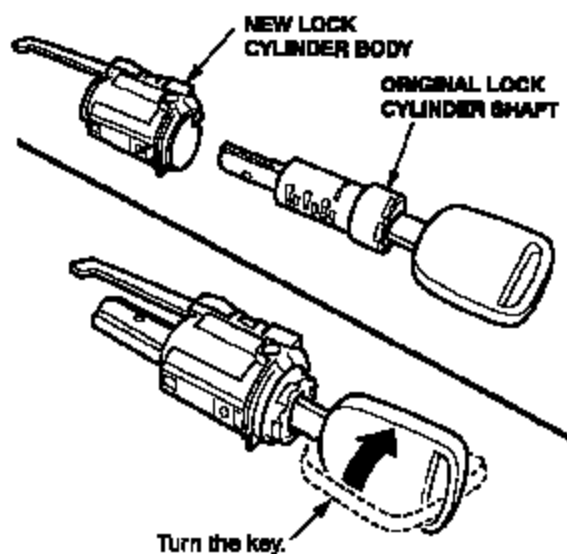
14. Remove the slider key from the lock cylinder shaft, and install the new slider key from the kit.



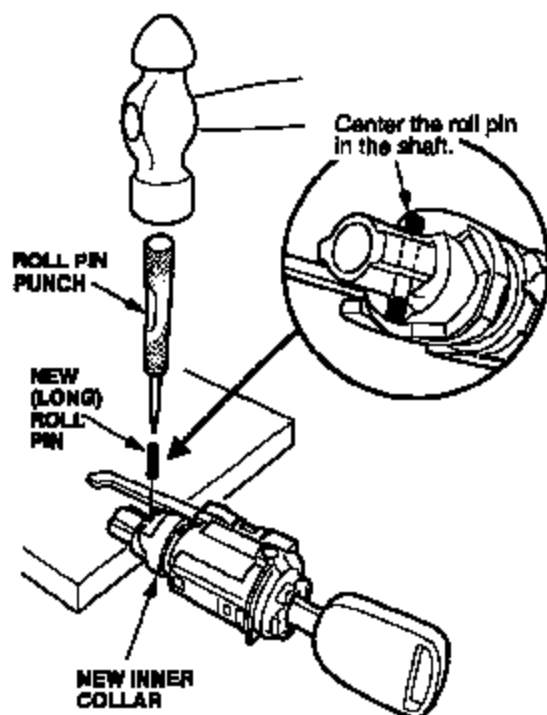
15. Apply Permalube grease to a new lock cylinder body and a new inner collar in the areas shown below.



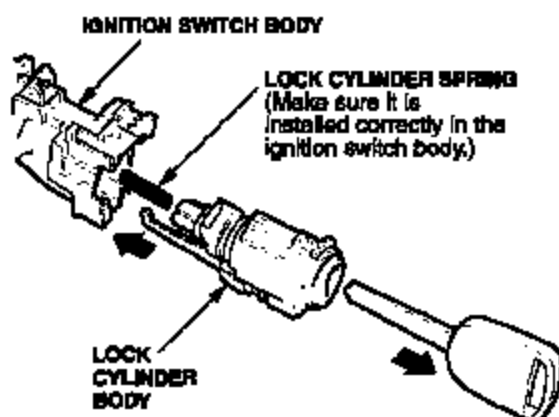
16. Insert the lock cylinder shaft into the new lock cylinder body, then turn the key 90 degrees clockwise.



17. With the roll pin notch on the inner collar facing up, slide the collar onto the lock cylinder shaft. Carefully install a new (long) roll pin using the roll pin punch and a small hammer. Make sure the roll pin is centered.



18. Turn the key to the LOCK (0) position, then remove it. Slide the lock cylinder body into the ignition switch body.

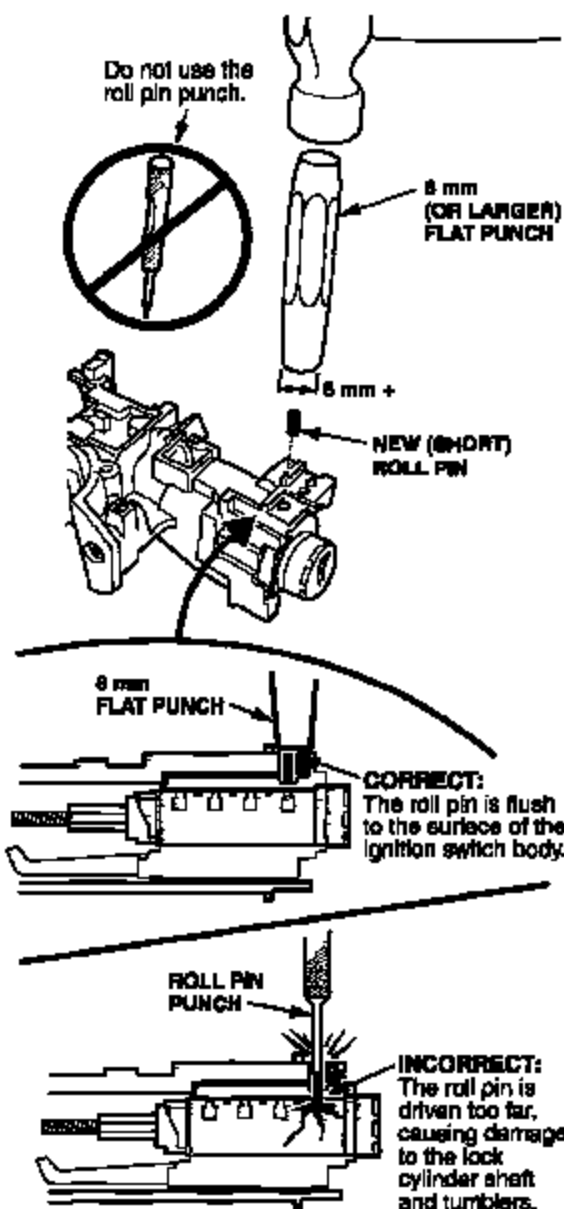


19. Install a new (short) roll pin in the hole on the lock cylinder body with a 6 mm (or larger diameter) flat punch and a small hammer. **Do not use the roll pin punch to drive the new roll pin.** When correctly installed, the top of the roll pin is flush with the lock cylinder body.

NOTICE

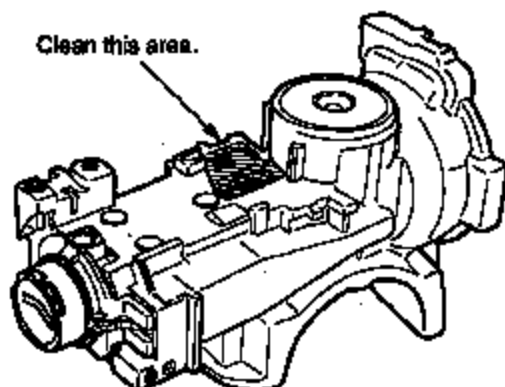
To avoid damaging the lock cylinder shaft and its tumblers, do not drive the roll pin past its flush position on the lock cylinder body.

NOTE: The new roll pin is about 1/2 mm longer than the original one. Do not install the original roll pin; it cannot be fully seated in the new lock cylinder body.

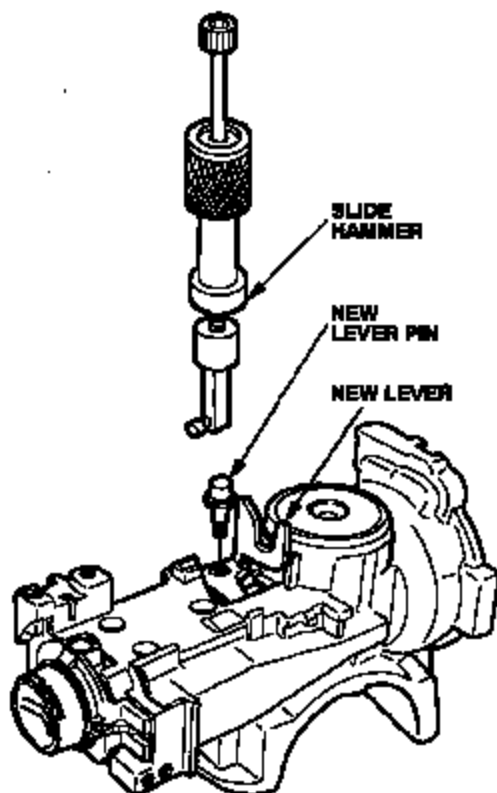


20. Wipe off any debris from the interlock lever's sliding surface on the ignition switch with a clean cloth or a cotton swab.

NOTE: To keep debris out of the ignition switch, do not clean it with compressed air.

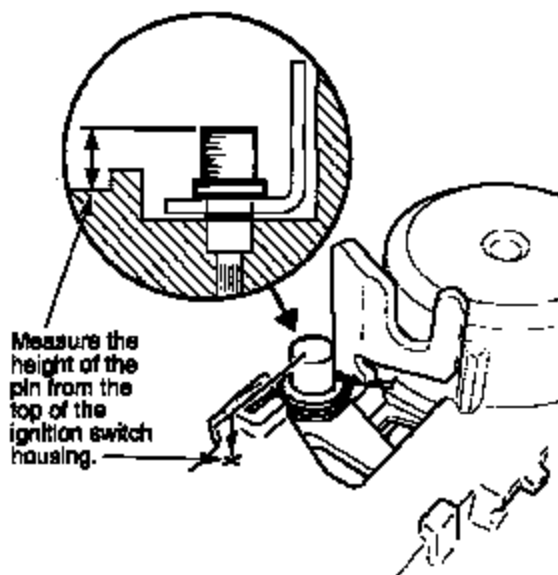


21. Attach the slide hammer to a new lever pin, then insert the lever into the ignition switch body, and seat the pin with the slide hammer.



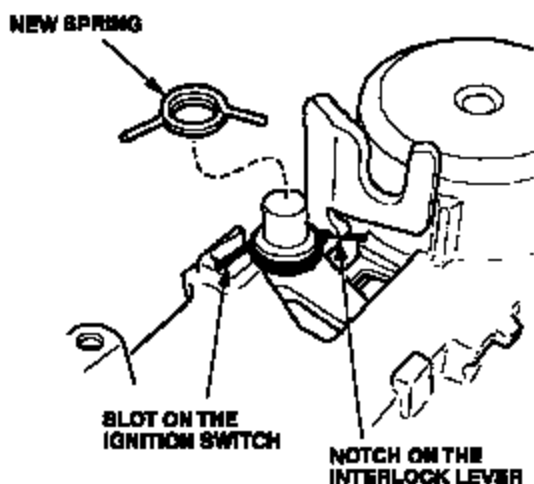
22. Use vernier calipers to measure the installed height of the lever pin. The height should be close to the measurement you made in step 5 of the inspection procedure. If the height is more than 5.3 mm, the pin is not seated. If needed, reattach the slide hammer, and seat the pin.

NOTE: It's normal for the interlock lever to be loose, even when the pin is fully seated.



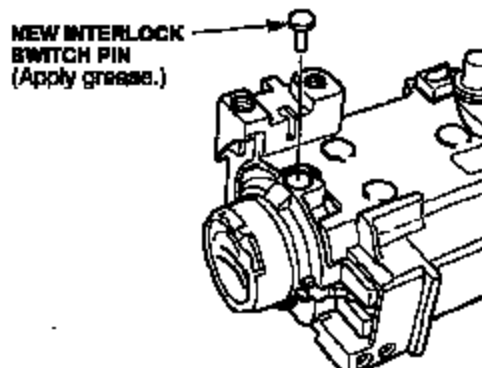
23. Install a new lever spring on the lever. Make sure you attach the ends of the spring correctly:

- The left end goes into the slot on the ignition switch.
- The right end goes behind the notch on the interlock lever.
- Once the spring is correctly installed, make sure the lever moves freely and returns properly.

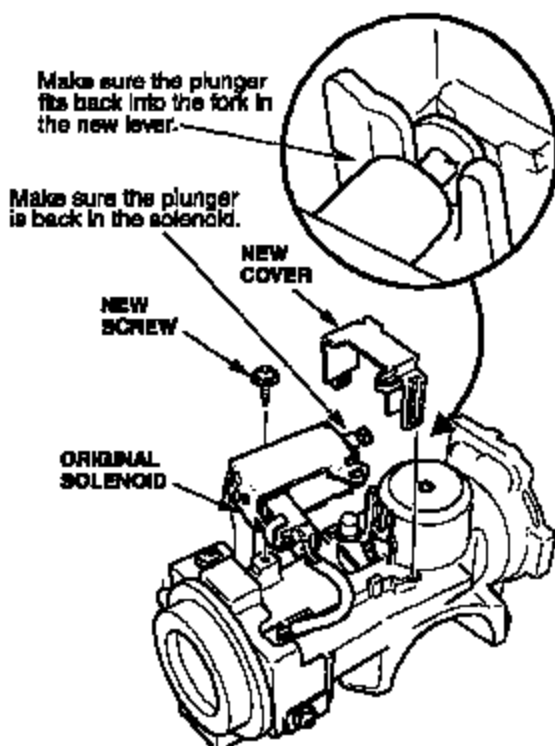


24. Apply a small amount of Penalube grease to a new interlock switch pin, then carefully install the pin on the lock cylinder body.

NOTE: Make sure the pin is installed, or the interlock function will not work.



25. Install the illumination ring and the immobilizer receiver unit on the ignition switch body with four new screws.
26. Install the interlock solenoid on the ignition switch body with a new screw. Make sure the groove of the solenoid plunger is in the fork on the interlock lever.



27. Install a new plastic cover on the interlock solenoid.
28. Attach the ignition switch body to the electrical portion of the ignition switch by connecting the ignition switch connector (CLs) or by installing new screws (TLs).

29. Install the ignition switch on the steering column with two new shear bolts and a new steering column bracket. Tighten the bolts only finger-tight.
- NOTE: Make sure the alphanumeric stamped on the new bracket match those on the original bracket.

30. Reconnect the illumination ring and the immobilizer receiver unit connectors.
31. Reconnect the negative cable to the battery.
32. Set the parking brake, and turn the ignition switch to the ON (II) position.
33. With the brake pedal pressed, shift the transmission to Neutral.
34. Try to turn the ignition switch from the ON (II) position to the LOCK position five times.
- If you cannot turn the ignition switch to the LOCK (0) position, your repair was successful; go to step 37.
 - If you can turn the ignition switch to the LOCK (0) position, go to step 35.
35. Remove the solenoid cover. Make sure the groove of the solenoid plunger is installed in the fork on the interlock lever. Also make sure the interlock switch pin is installed on the ignition switch body (see step 24).
- If needed, correct the position of the solenoid plunger and install the switch pin, then go to step 36.
 - If the solenoid plunger and the switch pin are correctly installed, there is an electrical problem with the interlock system; refer to the Automatic Transmission section of the appropriate service manual for troubleshooting information. Once the interlock is working normally, go to step 36.
36. Install the solenoid cover.
37. Make sure the ignition switch turns freely. Then remove the key, and make sure the steering column lock works correctly. If needed, reposition the ignition switch to make the lock work.
38. Tighten the two steering column shear bolts until their heads twist off.
39. Install the steering column covers.
40. Enter the radio anti-theft code and the navigation system anti-theft code (if equipped), then enter the radio station presets, and set the clock.
41. Center-punch a completion mark above the sixth character of the engine compartment VIN.

Center-punch here.

19UYA3XXXXXXXXXX

January 2004

Safety Recall: Ignition Switch Key Interlock

Dear Acura Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

What is the reason for this notice?

Honda Motor Co., Ltd., has determined that a defect relating to motor vehicle safety exists in certain 1998 2.3CLs, 1998-99 3.0CLs, and 1999 3.2TLs with automatic transmissions.

Limited batches of an ignition switch component do not have sufficient surface hardness. If the ignition switch in your vehicle contains this defective component, the switch may wear excessively and prevent proper interlock operation. The interlock ensures the transmission is in Park before the ignition key can be removed. Interlock failure may allow the ignition key to be removed when the gear selector lever is not in Park. If you do not set the parking brake when you park, the vehicle could roll and a crash could occur.

What should you do?

Call any authorized Acura dealer, and make an appointment to have your vehicle repaired. The dealer will inspect the ignition switch interlock and replace all needed parts. This work will be done *free of charge*. Please plan to leave your vehicle for half a day to allow the dealer flexibility in scheduling.

Until your vehicle is repaired, be sure to shift the transmission to Park and set the parking brake whenever you park.

Who to contact if you experience problems.

If you are not satisfied with the service you receive from your Acura dealer, you may write to:

American Honda Motor Co., Inc.
Acura Client Services
Mail Stop 500-2N-7E
1919 Torrance Blvd.
Torrance, CA 90501-2748

If you believe that American Honda or the dealer has failed or is unable to remedy the defect in your vehicle, without charge, within a reasonable period of time (60 days from the date you first contact the dealer for a repair appointment), you may submit a complaint to:

Administrator
National Highway Traffic Safety Administration
400 Seventh Street, SW
Washington, DC 20590

Or call the toll-free Safety Hotline at (888) 327-4236.

What to do if you feel this notice is in error.

Our records show that you are the current owner or lessee of a 1998 2.3CL, 1998-99 3.0CL, or 1999 3.2TL involved in this recall. If this is not the case, or the name/address information is not correct, please fill out and return the enclosed, postage-paid *Information Change Card*. We will then update our records.

Lessor Information.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you have questions.

If you have any questions about this notice, or need assistance with contacting an Acura dealer, please call Acura Client Services at (800) 382-2238, and select menu option #2.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

American Honda Motor Co., Inc.
Acura Automobile Division

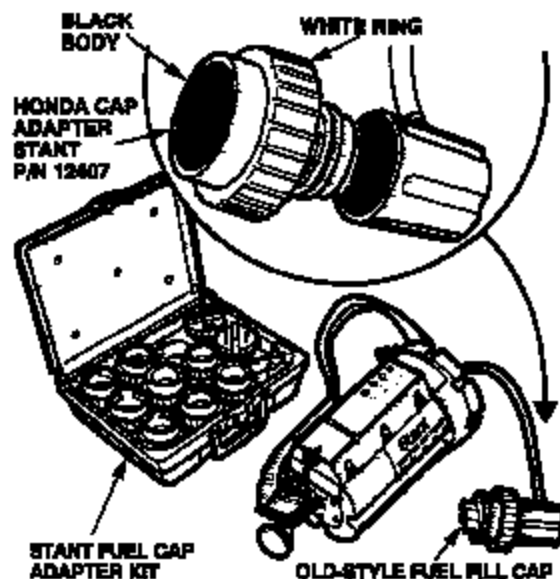
"Cam-On" Fuel Fill Cap Failures During Smog Check

NOTE: This article applies to all '78-89 Honda models and '90-91 Civics, CRXs, and Preludes. These models have the old-style "cam-on" (1/4 turn) fuel fill caps.

Tech Line has been getting calls from our dealers about customer's vehicles failing a state I/M (Inspection/Maintenance) program test (smog check) because of defective fuel fill caps, only for those vehicles to fail the test *again* after the dealer replaced the cap with a new one.

The problem might not be the fuel fill cap, but instead the equipment used for testing. If the smog check station is using a Stant fuel cap adapter kit, and the wrong adapter is used, the fuel fill cap *won't* fit properly, and it *will* fail the leak test.

The right adapter for testing these fuel fill caps is Stant P/N 12407 (it's black with a white ring). If your dealership is a state-certified smog check station, and you're *not* using this adapter, contact Stant Corporation at 765-825-3121 and order the adapter. If customers coming into your dealership failed the test at other smog check stations, as a customer courtesy, contact those stations, and tell them about this adapter.



Low Fuel Warning Indicator On: '96-00 Civic

On '96-00 Civics, if the low fuel indicator *doesn't* come on when the fuel level is low or it *doesn't* come on at the fuel level where it used to come on, replace the fuel gauge sending unit. Order P/N 37800-802-C12, H/C 6615173.

Prevent Vacuum Leakage During EVAP System Testing

On '99-01 Odysseys, when you're doing EVAP system testing for DTC P1456 or P1457 (see the article "S/N Revision: Troubleshooting DTC P1456 and P1457" in the December '99 issue of *ServiceNews*), make sure there's no vacuum leakage back into the fuel tank. If there is leakage, it can falsely cause the fuel tank pressure (FTP) sensor voltage to rise during testing. Use this procedure to prevent vacuum leakage back into the fuel tank:

1. Follow the vacuum hose that connects the two-way valve to the top of the fuel tank.
2. Locate the vacuum hose T-fitting on the driver's side forward corner of the fuel tank.
3. Pinch the vacuum hose on the leg of the T-fitting that goes toward the passenger's side. This keeps any vacuum from leaking back into the fuel tank.

PGM-FI Main Relay Sticks In ON Position: '98-02 Accord

On '98-02 Accords with A/T, if the PGM-FI main relay sticks in the ON position after you turn the ignition switch to LOCK (0), the PCM can repeatedly set these A/T DTCs:

- P0753 (shift solenoid valve A)
- P0758 (shift solenoid valve B)
- P1705 (transmission range switch short to ground)
- P1768 (A/T clutch pressure control solenoid valve A)

To check for a sticking PGM-FI main relay, here's what you do:

1. Connect the PGM Tester to the 16P data link connector.
2. Turn the ignition switch to LOCK (0), and watch the PGM Tester display screen. You should see the message NO COMMUNICATION as soon as you turn the key to LOCK (0).
 - If you see the NO COMMUNICATION message, the main relay is OK. Continue with normal troubleshooting.
 - If you *don't* see the NO COMMUNICATION message, and there's continued communication with the PCM, the main relay is defective and must be replaced.

A/T DTC P0740 Repair Tips

On all Honda models with A/T, except Passports, if you're doing a repair for A/T DTC P0740 (lock-up control system), refer to this table first:

Model	S/M	Repair
'98 Odyssey	98-053	Replace PCM or torque converter
'96-'97 Accord L4	98-040	Replace PCM or A/T
'88-'89 Prelude	00-030	Replace TCM, and flush A/T
'01 Civic	01-048	Replace torque converter

If there's no service bulletin for the vehicle you're working on, go to the DTC P0740 troubleshooting procedure in the appropriate S/M. If the troubleshooting procedure recommends replacing the A/T, make sure you have a reman A/T on hand. Remove the original A/T, and look at the condition of the torque converter O-ring. Then, follow these tips to ensure a lasting repair:

Missing or cut O-ring. If the O-ring is missing or cut, internal leakage of ATF can cause DTC P0740 to set. Replace the O-ring, and reuse the original A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds). If the DTC comes back, install the reman A/T. If the DTC *doesn't* come back, return the original A/T for warranty claim.

Flattened or deformed O-ring. If the O-ring is flattened or deformed, replace the A/T. The O-ring can get damaged if the ATF pump seizes up and overheats. Install the reman A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds).

O-Ring is OK. If the O-ring is round and in good condition, DTC P0740 was most likely caused by the A/T, the torque converter, or both. Install the reman A/T. Make sure the problem has been resolved by connecting your PGM Tester and test-driving the vehicle using the previous P0740 freeze data parameters (match the TPS and VSS values for at least 25 seconds).

Before you install the reman A/T, make sure the O-ring on the torque converter is properly installed.

Clutch Pedal Squeaks When Pressed: '01 Civic

On '01 Civics with M/T, the hydraulic fitting for the clutch master cylinder can squeak or twang when you press the clutch pedal. To isolate this noise, place your hand on the hydraulic fitting, and have someone pump the clutch pedal. If you feel the fitting move as you hear the noise, remove the fitting, and apply a thin film of silicone grease (P/N 08C30-B234M, H/C 6110928) to the fitting. But *don't* spray or apply any other type of lubricant to this joint; doing so could damage the O-ring and cause the brake fluid to leak.

Rolling Backward After Releasing Brakes Is OK

On '98 and later Hondas with A/T, does this customer complaint have a familiar ring? "How come when I'm stopped on a hill, my vehicle rolls backward as soon as I release the brake pedal? It *never* did this on my previous Honda." If you're hearing words like this, let your customers know their vehicles are OK. The rollback is a normal characteristic of the vehicle resulting from

Fuel Economy Improvements

- The slip characteristics of the torque converter at idle have been changed.
- Tire rolling resistance has been reduced.
- Drivetrain friction has been reduced.
- Brake drag has been reduced.

Durability and Longevity Improvements

- Drivetrain friction has been reduced.
- Brake drag has been reduced.

Water Leakage During a Car Wash

On '94-'97 Accords, '92-'00 Civics, '97-'01 CR-Vs, or '93-'97 del Sol's, some customers may complain about water collecting on the passenger's floor after running the vehicle through a car wash. If the blower is on and the vent control is set to Fresh Air mode when the vehicle is run through, water can get into the blower and drip onto the floor. To prevent this, advise your customers to turn off the blower and to set the vent control to Recirculation mode before running their vehicles through a car wash.

A/C Cycles Rapidly at Idle: '95-98 Odyssey

On '95-98 Odysseys, if the A/C compressor cycles on and off very rapidly when the engine is idling, but it works normally above idle, check the engine speed. If the idle speed is *below* 700 rpm, do these steps:

1. Remove the IAC valve, and clean the inlet screen. Wrap the IAC valve in a clean shop towel, and set it aside.
2. Remove the base idle adjustment screw, and clean out the idle air passage.
3. Thread the base idle adjustment screw until it lightly seats, then unscrew it two full turns.
4. Reinstall the IAC valve.
5. Start the engine, and let it run until the radiator fan cycles twice.
6. Turn off all electrical loads, and unplug the IAC valve 2P connector.
7. Adjust the base idle speed to 600 rpm.
8. Turn the ignition switch to LOCK (0).
9. Plug in the IAC valve 2P connector.
10. Remove the No. 39 (7.5 A) fuse (Backup/Radio) from the under-hood fuse/relay box for 10 seconds to reset the PCM.
11. Start the engine, and let it idle for 1 minute. The idle speed should be 700 rpm \pm 50 rpm and the A/C compressor should work normally.

Can '01 Civic Radios Be Interchanged?

On '01 Civics, the radios used for 4-door and 2-door models *aren't* interchangeable. Here's why:

- The radio for the 2-door model supplies power to the antenna module.
- The radio for the 4-door model *doesn't* have an antenna module; there's *no* power wire.
- If you mistakenly install the radio for a 4-door model in a 2-door model, there *won't* be any AM radio reception.
- The radio for the 2-door model has an *amber*-colored display; the radio for the 4-door model has a *green*-colored display.

Replace Circuit Board for Gauge Assembly Problems

On '99-01 Odysseys before VIN 2HKRL1850YH, if the speedometer, tachometer, odometer, fuel gauge, or coolant gauge *doesn't* work or works intermittently, replace the gauge assembly printed circuit board. When the speedometer and the tachometer don't work, the needle rests at zero. When the fuel gauge doesn't work, the needle rests on E. When the odometer doesn't work, the display is blank. When the coolant temperature gauge doesn't work, the gauge can read H or C.

Order the appropriate replacement printed circuit board:

1999-00 Odyssey: P/N 78146-S0X-A02
H/C 6078703

2001 Odyssey: P/N 78146-S0X-A03
H/C 6555130

Remote Transmitters Aren't Interchangeable

On '99-01 Odyssey EXs, if the keyless remote transmitter *can't* be programmed or *won't* work after it's programmed, you may be using the wrong transmitter for that model. The transmitters for the '99-00 EX and the '01 EX *aren't* interchangeable. To tell which transmitter is which, look at the FCC ID code on the back of the transmitter. The ID code for a '99-00 transmitter is E4EG8DN; for a '01 transmitter, it's 0UCG8D-440B-A.

Rear Sunshades Are Taboo: '00 and Later Accords

The Honda accessory rear sunshade *isn't* suited for '00 and later Accords and *shouldn't* be installed. Here are the reasons why:

- On 2-door models, the sunshade (P/N 08R10-S82-100, H/C 5503008) contacts the rear speaker grilles and *can't* be properly attached to the rear shelf.
- On 4-door models, the sunshade (P/N 08R10-S84-100, H/C 5503016) blocks the child seat tether anchors. The tether anchors are a Federal Motor Vehicle Safety Standard (FMVSS) requirement, and blocking their access is an FMVSS violation.

A Lean to the Left Is OK

NOTE: This article applies to all '98 and later Honda models, except Passport.

Most left-hand drive models sold in the U.S. are heavier on the left side than the right, so they tend to lean to the left when viewed from the rear. Since 1996, many models have been built with longer damper springs on the left side to counteract this tendency.

Sometimes, a vehicle with a longer left damper spring will lean to the right, unless there's someone sitting in the driver's seat. If it does this, but it's fairly level when someone's sitting in the seat, it's probably OK.

You can measure a vehicle's ride height by following these steps:

1. Remove all loose items from the trunk and the passenger's compartment. Make sure the tires are inflated to the recommended pressures listed on the door-jamb sticker.
2. Bounce both sides of the vehicle up and down to stabilize the suspension, being careful not to dent the fenders or the body panels.
3. Roll the vehicle forward and backward at least one full rotation of the wheels to remove any flat spots on the tires.
4. At each wheel, measure through its centerline, the height from the floor to the bottom edge of the fender.

If your customer isn't exactly thrilled with the way his or her vehicle leans, compare it to an identical one with similar mileage. Keep in mind though, different transmissions, trim levels, and accessories can affect the way a vehicle leans.

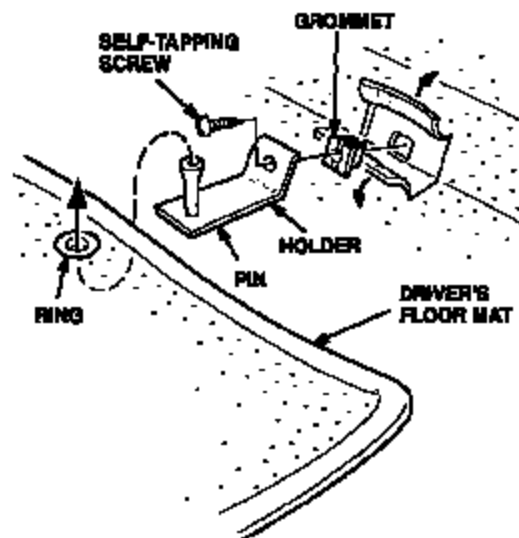
To Prevent Misfire DTCs, Use Only Honda Drive Belts

Here's something from our "strange but true" file: On '96-00 Civics, '97-00 CR-Vs, and '96-97 del Sol's, if the MIL comes on intermittently and misfire DTCs are set, *without* an engine performance problem, inspect the alternator drive belt. If the drive belt isn't a Honda drive belt, remove or replace the drive belt, and retest.

Tech Line has had several cases where the alternator drive belt caused intermittent misfire DTCs that could be resolved *only* by replacing the drive belt. The root cause of this problem is related to the quality control of the belt.

Driver's Floor Mat Installation: '99-01 Civic

On '99-01 Civics, when installing the driver's floor mat, make sure you install the floor mat holder and attach the floor mat to it. Earlier Civic models used rubber nubs to hold the floor mats in place. To install the floor mat on '99-01 Civics, just install the holder to the floor with the grommet and self-tapping screw, and slip the ring on the end of the mat over the pin.



Don't Rekey Ignition Switches

If you're thinking about rekeying a replacement ignition switch on a Honda vehicle, take our advice: *don't do it*. Others who have tried it will tell you, you *won't* be able to put it back together, or if you manage to do it, it's a major pain.

If you need a new lock in the switch, the best advice is to install a new ignition switch, and then rekey the rest of the locks (doors, trunk, tailgate) using the appropriate kit.

For additional info, see the article "All-Model Lock Rekeying Made Easy" in the May '89 issue of *ServiceNews*.

HONDA ServiceNews

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ASN 23103 (0109)

ServiceNews Has a New Look

In response to ISIS feedback from **Tim McVay** of Vern Eide Honda in Sioux Falls, SD, you'll notice we're now including the month and year of issue on the bottom of each interior page of *ServiceNews*. This way you know which issue a particular article comes from when you pull it up in ISIS and print it out, without having to scroll to the first page to find out. Thanks, Tim, for this great suggestion.

New Software for HDS: Version 1.010.012

A new CD was sent to all Honda dealerships on December 8, 2003. It contains HDS software version 1.010.012. This CD has a red label that says **HDS VER. 1.010.012**, and it's dated December 2003. Your system administrator should have this software already installed on the master server.

Here's some important info on 1.010.012:

- Good news! You can now access ISIS through the HDS. To do this, though, you must first do an operating system software update. Refer to page 9 of the newly revised *Honda Diagnostic System (HDS) Setup Instructions* available on ISIS under **Tool Information**. Keep in mind, when accessing ISIS through the HDS, you can't print out ISIS screens, there's no sound support, and you can't access applications like the Parts Catalog that are on your dealership's PC.
- The new operating system has a faster response time over the previous system.
- Help screens for A/T DTCs have been added.

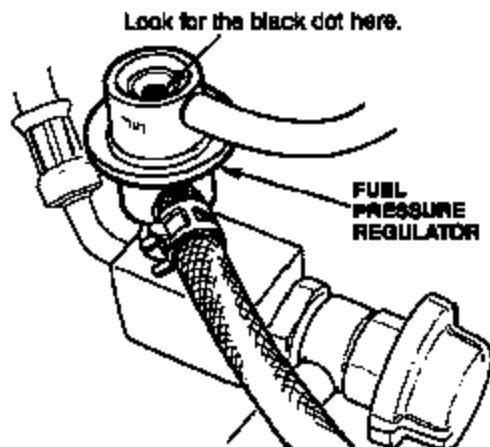
News flash! Doing the update to the new operating system clears the settings that the HDS needs to communicate with the network. Before you begin the software update, make sure you write down this info:

- **Master server name** (it's case sensitive)
- **Master server hard drive share name** (it's case sensitive)
- **IP address and name servers information**

If you're not sure how to find this info on the HDS, the revised setup instructions on ISIS will guide you.

Ordering Replacement PCMs: '00 Accord V6

During the '00 model year, the factory changed the fuel pressure regulator and the PCM in '00 Accord V6 4-door models (from VIN YA[redacted] and 2-door models (from VIN YA[redacted] to improve engine starting after hot soak. The new fuel pressure regulator is set to a range of **48 to 54 psi** instead of **41 to 48 psi**, and is marked with a black dot so it's easy to identify. The new PCM mounts with three bolts instead of two.



The PCM and fuel pressure regulator must be matched to each other; otherwise, performance drops over time and the MIL eventually comes on. When ordering a replacement PCM, make sure you're ordering the unit that's matched to the fuel pressure regulator installed in the vehicle.

To keep things straight, check the fuel pressure regulator for a black dot. If you see a black dot, order PCM P/N 37820-P8C-A55, H/C 6828479. If you don't see a black dot, then order P/N 37820-P8C-A53, H/C 6358469.

Reduce Your Tech Line Wait Time

To save yourself a long wait time when you call Tech Line, avoid calling between 11:00 a.m. and 1:00 p.m. Pacific Time (PT). Tech Line staff takes lunch breaks in two staggered shifts, from 10:45 a.m. to 12:45 p.m. During these hours, only half of the staff is available to take calls.

Update Replacement Control Unit/Module Software

NOTE: This article applies to '03-04 Accords, '01-04 Civics, '03-04 Civic Hybrids, '02-04 CR-Vs, '03-04 Elements, and '01-04 Insights.

Replacing the ECM/PCM, or for a hybrid model, the BCM or MCM? Don't forget to update the software with the Honda Interface Module (HIM). Replacement units are usually loaded with early production software that's out of date. If you forget to update the software, you risk a comeback from your customer with a complaint of the MIL coming on, or occurrences of some or all of the uncorrected problems that are fixed in the most recent version of the software. For details on using the HIM, refer to S/B 01-023, *Using the Honda Interface Module to Update Control Units/Modules*.

Nose Mask Installation Tips

Installing a Honda accessory nose mask for your customer? A nose mask does a great job protecting a vehicle's front end from road nasties—and looks cool, too—but if it's installed over a wet surface or if it gets wet and isn't allowed to dry out, it can cloud the paint. Here are some important tips to keep in mind when installing a nose mask:

- Make sure both the vehicle and the nose mask are clean and completely dry before you install the mask. If moisture under the nose mask is allowed to dry, it can cloud the paint.
- If the nose mask gets wet, take it off as soon as possible, and let it completely air-dry.
- Make sure any repainted surfaces the nose mask touches are cured.
- Make sure the hood and the nose of the vehicle are waxed with a high-quality paste wax.

You'll find this info included in the installation instructions. Make sure you leave the installation instructions with your customer so he or she will know how to install and remove the nose mask correctly and avoid damaging the paint.

Fuel Pressure Gauge Attachment Set Available

Honda parts stock now has a Fuel Pressure Gauge Attachment Set available (T/N 07AAJ-S6MA150, H/C 7546088). It includes a manifold hose assembly and four color-coded attachments. You'll need this set for testing Civic Hybrids, so it's a good idea to order one for the shop if you haven't done so already.

This set supersedes the Fuel Pressure Gauge Set (T/N 07ZAJ-S5A0100, H/C 6612980). Honda parts stock no longer carries the old set (in fact, there's zero inventory), but they'll continue to supply parts for it just the same.



ABS DTC C0265: '98-02 Passport

If you're troubleshooting a '98-02 Passport with a DTC C0265 (open relay circuit), check for a blown or missing No.17 (60A) fuse (ABS) in the under-hood fuse/relay box, an open in the WHT/GRN wire between the under-hood fuse/relay box and the coil integrated module (CIM), or a poor CIM ground, before you consider replacing the CIM. Any of these problems can set this DTC.

ETM Fix: Fuel Supply System, '03 Element

You need to fix page 23-7 of the 2003 Element BTM. The Fuel Supply System diagram gives the wrong references for the photo and connector view of C455. The photo should be 61; the connector view should be 174. Make these changes in your copies of the ETM.

Intermittent SRS DTC 11-1x to 11-9x, 11-Ax, and 11-Bx

If you're troubleshooting an intermittent SRS DTC from the chart below on a '03-'04 Accord or '03-'04 Odyssey, check the vehicle's service and warranty history to see if any repair was done that required removing the subframe, the steering wheel, or the steering rack. If any of these items were removed, the cable reel could have been incorrectly reinstalled and damaged as a result. The cable reel is the only moving part in the SRS, and it can easily break if it's overextended.

SRS DTC	Problem Description
DTC 11-1x (11-10 to 11-19, 11-1A to 11-1F)	Open in driver's airbag first inflator
DTC 11-2x (11-20 to 11-29, 11-2A to 11-2F)	Increased resistance in driver's airbag first inflator
DTC 11-4x (11-40 to 11-49, 11-4A to 11-4F)	Open in driver's airbag second inflator
DTC 11-5x (11-50 to 11-59, 11-5A to 11-5F)	Increased resistance in driver's airbag second inflator
DTC 11-8x (11-80 to 11-89, 11-8A to 11-8F)	Short to power in driver's airbag first inflator
DTC 11-9x (11-90 to 11-99, 11-9A to 11-9F)	Short to ground in driver's airbag first inflator
DTC 11-Ax (11-A0 to 11-A9, 11-AA to 11-AF)	Short to power in driver's airbag second inflator
DTC 11-Bx (11-B0 to 11-B9, 11-BA to 11-BF)	Short to ground in driver's airbag second inflator

Recommended Replacement Engine Oil for Honda Vehicles

Use this handy chart to help you determine what weight of engine oil to use when servicing Honda vehicles.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Accord (All Others)			5W-30							5W-30			
Civic Hybrid												5W-30	
Civic-EX								5W-30				5W-30	
Civic (All Others)		5W-30						5W-30					
CIVIC							5W-30					5W-30	
Del Sol DOHC VTEC			10W-30										
Del Sol (All Others)			5W-30										
Element												5W-30	
Insight											5W-30		
Odyssey							5W-30					5W-30	
Paseo							10W-30						
Pilot												5W-30	
Prelude (All Others)			10W-30					5W-30					
Prelude					5W-30								
S2000											10W-30		

Radio Display or Upper Display Is Blank

If a '03-'04 Accord owner complains that the radio display (without the navigation system) or the upper display (with the navigation system) is intermittently blank, find out how long your customer presses the **CD/AUX** button to select CD play. Your customer could be inadvertently turning off the display. It's not written down anywhere but, as a manufacturer's test feature, pressing and holding the **CD/AUX** button for about **5 seconds** turns off the display. The display comes back on when you cycle the ignition switch. If this is what your customer has been doing to select CD play, tell him or her to just press and release the button and not hold it down.

Shift Lever Stuck in Park; P in Shift Indicator Not Lit

Got a '03-'04 Odyssey with the shift lever stuck in Park and the **P** in the shift indicator not lit? Refer to page 138 of the '99-'03 Odyssey BTM, and check the pin fit of all wires from E17 at the driver's under-dash fuse/relay box to ground G101. If all the connections are OK, then replace the transmission range switch.

Call Warranty Department After Replacing Lock Set

If you're replacing a lock set on a Honda vehicle, regardless of whether it's covered by warranty or customer pay, make sure you call the Warranty Department at **310-783-3240** and have them update the warranty lock code database with the new key code. This way, the VIN Status Inquiry info is correct.

Engine Cranks But Doesn't Start; Immobil Light Blinks

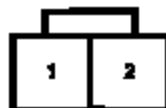
Getting complaints from owners of '02-'04 Odysseys or '03-'04 Pilots of the engine cranking but not starting and the immobilizer system indicator blinking? (The '04 Pilot has new immobilizer logic; the engine may also start and then stall.) The problem could simply be rooted in how your customer turns the ignition key.

For quick starting, advise your customers that when inserting the key into the ignition switch, don't push in against the spring, and when turning the switch, don't do it rapidly. This lets the immobilizer receiver read the ignition key's transponder ID code without interruption.

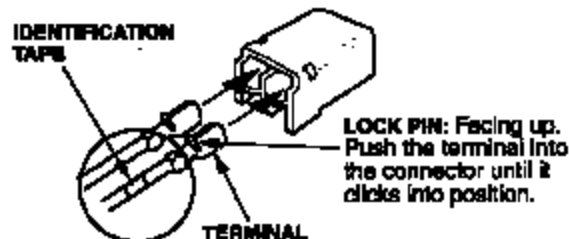
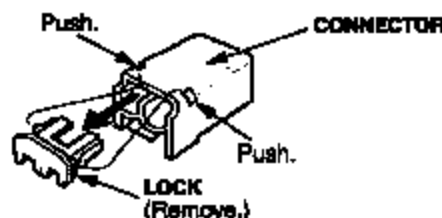
Installing Accessory XM Satellite Radio: '04 S2000

If you're installing the accessory XM satellite radio in a '04 S2000, pay particular attention to how you install the antenna leads into the connector. If you don't install the leads correctly, you'll get no sound when you turn on the radio and you'll see the error message **ANTENNA** in the radio display.

When doing step 27 of the installation instructions, make sure you insert the lead with the identification tape into terminal No. 1. Insert the other lead into terminal No. 2.



- 1 BLK (Satellite signal antenna)
2 BLK (Terrestrial signal antenna)



Power Sliding Door Comes Off Its Track: '99-03 Odyssey EX

NOTE: This article applies to these vehicles:

- 1999-02 Odyssey EX; All
- 2003 Odyssey EX (HMA built): From VIN 5FNRL18.3E through 5FNRL18.3F
- 2003 Odyssey EX (HCM built): From VIN 2 through 2.3H through 2.3F

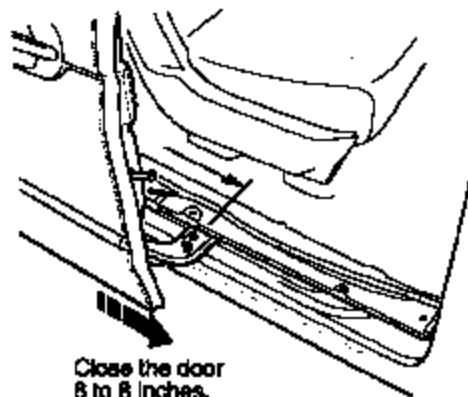
If an object gets accidentally wedged between the power sliding door and the vehicle body while the door is opening, it puts an abnormal amount of outward pressure on the door. This can force the lower roller past the lower roller plate, causing the door to come off its track.

To fix this problem, replace both sliding door open stops and stop springs with these new parts.

- Right Stopper Assembly (right open stop): P/N 72543-S0X-A52, H/C 7382120
- Left Stopper Assembly (left open stop): P/N 72583-S0X-A52, H/C 7382138
- Right Spring (right stop spring): P/N 72517-S0X-A51, H/C 5933171
- Left Spring (left stop spring): P/N 72537-S0X-A51, H/C 5933262

Follow these steps to do this repair:

1. Park the vehicle on a flat surface. Open the power sliding door all the way.
2. Turn off the **SLIDING DOOR** main switch.
3. Remove the doorsill trim (see page 20-58 of the 1999-04 Odyssey S/M).
4. Close the door by hand about **6 to 8 inches**.



5. Remove the stop spring mounting bolt. Remove and discard the stop spring.

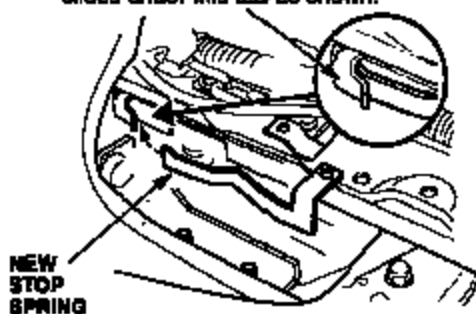
Right side is shown.



6. Install the new stop spring with the original bolt as shown. Torque the bolt to **8 N·m (6 lb-ft)**.

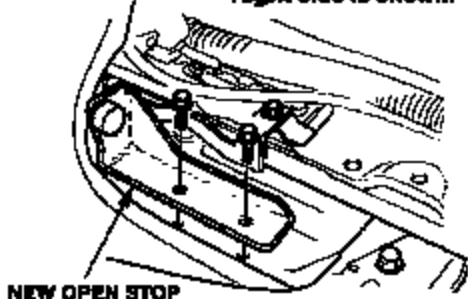
Right side is shown.

Make sure the stop spring
slides under this tab as shown.



7. Remove the two open stop mounting bolts. Remove and discard the open stop.

Right side is shown.

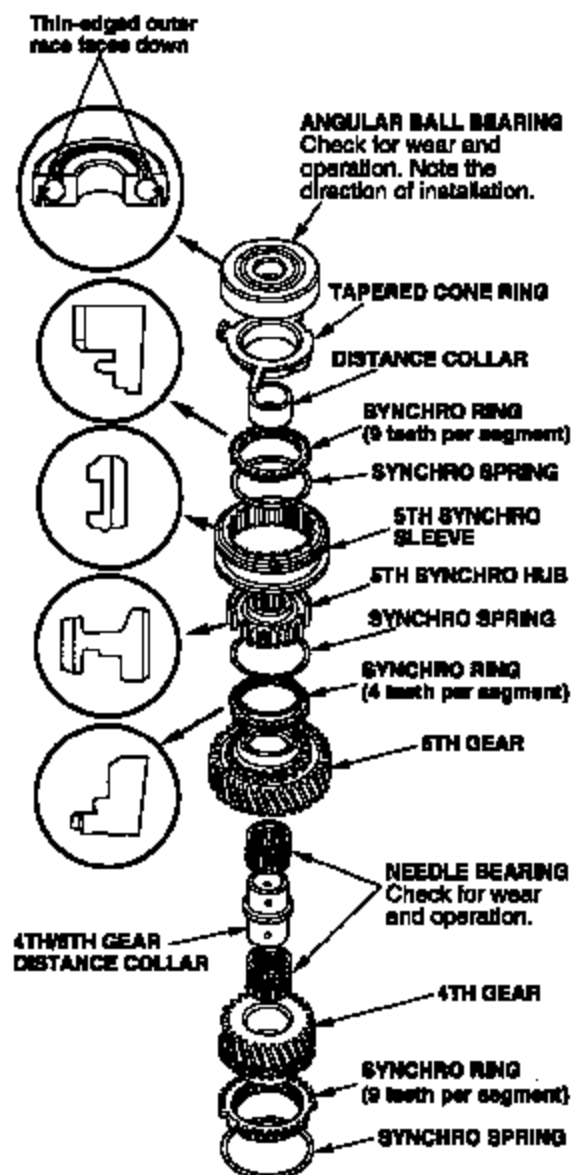


8. Install the new open stop with the original mounting bolts. Torque the bolts to **8 N·m (6 lb-ft)**.
9. Reinstall the doorsill trim.
10. Repeat steps 1 thru 9 for the other power sliding door.
11. Press the **SLIDING DOOR** main switch to **ON**. Make sure both power sliding doors work properly.

S/M Fix: M/T Mainshaft Reassembly, '01-04 Civic

Our thanks go to **William Shaughnessy** of Metro Honda in Johnson, RI, for pointing out an error in the 2001-04 Civic S/M. The synchro ring order for 5th gear is wrong in the Exploded View on page 13-28. It shows the synchro ring with nine teeth per segment mating to 5th gear and the synchro ring with four teeth per segment mating to the tapered cone ring. If you install the synchro rings in this order, the M/T locks up in 5th gear.

To ensure proper reassembly of 5th gear, refer to this exploded view.



Thanks again, William, for your valuable feedback.

Set XM Radio to Channel Mode for Full Programming

If the XM satellite radio in a '04 Accord EX-L or EX-V6 gets only 16 stations (the first in each category) or it can only get 1 to 13 stations in each category (the number of stations varies by category), check to see if the radio is set to Category mode instead of Channel mode.

In Category mode, the radio gets only the number of stations that are available in each category. Currently, these categories have 1 to 13 stations. In Channel mode, the radio can get the full range of XM programming (currently, that's 101 stations). For a full list of XM programming, visit their website at www.xmradio.com.

To change XM modes, do this:

Vehicles without navigation system: Press and hold the **DISP-MODE** button until you hear a beep.

Vehicles with navigation system: Press the **MODE** icon on the display screen. Then change the upper display from Category to Channel.

Tips From Training: Maximize Your Memorization

Rick Donis, Training Center Coordinator in French Camp, CA, passed along this tip to help you keep knowledge you gained from the training center fresh in your head. He says the best way to do this is to apply it right away.

When you get back to your dealership from the training center, take a few minutes and talk to your service manager about your training. Recap the subject(s) you studied, and ask to have the dispatcher give you work in that area. For example, if you just trained on emissions, ask to diagnose the next vehicle that comes into the shop with the MIL on. Using your newly acquired skills will help reinforce your training.

CD Player Locks Up: '04 Civic, '04 Element

If the CD player in a '04 Civic or '04 Element locks up when you try to load a CD, press the eject button. This causes the CD mechanism to go through its eject cycle even though there's no disc present. When the cycle is done (this takes about 2 to 3 seconds), the **DISC** indicator goes out. The CD player should now work OK. If it still locks up, replace the CD player.

Radio Test Harness Breakout Box Soon Needed for Audio System Troubleshooting: '03-04 Accords

In the near future, Honda parts stock will stop carrying the audio-HVAC display module for '03-04 Accords. Instead, they'll be supplying separate remanufactured audio units and separate audio-HVAC display panels.

For this reason, your dealership was recently sent the Radio Test Harness Breakout Box (T/N 07AAZ-SDAA100, H/C 7626070). If you're troubleshooting a '03-04 Accord audio system, you'll need this required special tool to determine which component is faulty before you order replacement parts. This tool, which comes in a sturdy carrying case, includes a 15-pin breakout box and a Stanley Test Harness (T/N 070AZ-SDAA200, H/C 7626096).

The breakout box has five pinouts on its face for troubleshooting audio units with the navigation system or a single CD player, and seven pinouts for troubleshooting audio units with a CD changer.



The Stanley Test Harness connects the breakout box to the printed circuit board in the audio unit with the CD changer. This harness, together with the breakout box, supersedes the Test Harness B (T/N 070AZ-SDAA0200, H/C 7669385) that's called out in the Body Electrical section of the 2003-04 Accord S/M.

In the near future, you'll be sent an Alpine Test Harness Set. This set will connect the breakout box to the printed circuit board in audio units with the navigation system or with a single CD player. Together with the breakout box, this set supersedes the Test Harness A (T/N 070AZ-SDAA0100, H/C 7669377) that's called out in the Body Electrical section of the S/M.

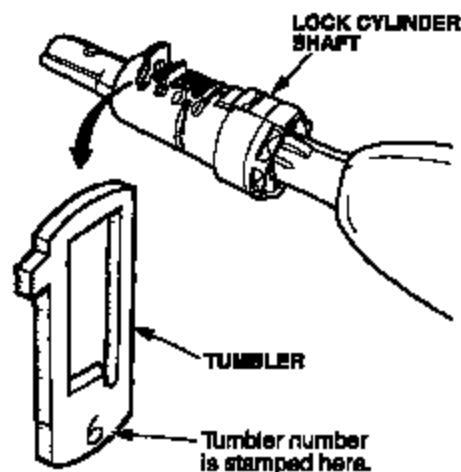
All affected pages in the S/M and in ISIS will be updated to reflect this new special tool.

You can order additional breakout boxes and test harnesses through normal parts ordering channels. The breakout box comes with a carrying case but no harnesses.

Tips for Doing S/B 03-088, Safety Recall: Ignition Switch Key Interlock

If you're having problems doing the repair procedure in S/B 03-088, *Safety Recall: Ignition Switch Key Interlock*, here are some helpful tips that could make the job go smoother.

- When you're instructed to turn the ignition switch to LOCK (0), whether you're doing the **INSPECTION PROCEDURE** or **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, make sure you push the ignition key in while you turn the switch to LOCK (0).
- In step 16 of **REPAIR PROCEDURE B**, if you can't turn the ignition key 90 degrees clockwise as instructed, check the ignition key for excessive wear. If the key is worn, cut a new one using the vehicle's key code. If you still can't turn the switch with the new key or the switch feels stiff, one or more of the tumblers may be worn. Remove the lock cylinder shaft, and replace the worn tumbler(s).



- If your parts department doesn't have the replacement tumbler(s) you need, Honda parts stock carries a complete tumbler kit as well as individual tumblers in packs of 25. Refer to this table when ordering:

Description	Part Number	Honda Code
Tumbler Kit	08721-SH3-405	4417598
Disk Tumbler No. 1	74834-SH3-305	3177383
Disk Tumbler No. 2	74835-SH3-305	3177391
Disk Tumbler No. 3	74836-SH3-305	3177408
Disk Tumbler No. 4	74837-SH3-305	3177417
Disk Tumbler No. 5	74838-SH3-305	3177425
Disk Tumbler No. 6	74839-SH3-305	3177433

- If you've done all the steps in **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, and the ignition key still comes out of the switch with the shift lever in gear, then do this: Remove the key interlock solenoid cover, insert the key, and turn the ignition switch to ACCESSORY (1). Watch the interlock solenoid plunger as you push in on the ignition switch with the key.
 - If the plunger moves in toward the solenoid, then install Key Interlock Repair Kit B (if you've installed Key Interlock Repair Kit A). If you've already installed Key Interlock Repair Kit B, then order another kit, and install it, carefully following the steps in **REPAIR PROCEDURE B**.
 - If the plunger doesn't move in toward the solenoid, refer to the circuit schematics in the Switch Interlock section of the appropriate ETM for assistance in troubleshooting.

YES.

HONDA ServiceNews

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ServiceNews Has a New Look

In response to ISIS feedback from **Tim McVay** of Vern Eide Honda in Sioux Falls, SD, you'll notice we're now including the month and year of issue on the bottom of each interior page of *ServiceNews*. This way you know which issue a particular article comes from when you pull it up in ISIS and print it out, without having to scroll to the first page to find out. Thanks, Tim, for this great suggestion.

New Software for HDS: Version 1.010.012

A new CD was sent to all Acura dealerships on December 8, 2003. It contains HDS software version 1.010.012. This CD has a red label that says **HDS VER. 1.010.012**, and it's dated December 2003. Your system administrator should have this software already installed on the master server.

Here's some important info on 1.010.012:

- Good news! You can now access ISIS through the HDS. To do this, though, you must first do an operating system software update. Refer to page 9 of the newly revised *Honda Diagnostic System (HDS) Setup Instructions* available on ISIS under **Tool Information**. Keep in mind, when accessing ISIS through the HDS, you can't print out ISIS screens, there's no sound support, and you can't access applications like the Parts Catalog that are on your dealership's PC.
- The new operating system has a faster response time over the previous system.
- Help screens for A/T DTCs have been added.

News flash! Doing the update to the new operating system clears the settings that the HDS needs to communicate with the network. Before you begin the software update, make sure you write down this info:

- **Master server name** (it's case sensitive)
- **Master server hard drive share name** (it's case sensitive)
- **IP address and name servers information**

If you're not sure how to find this info on the HDS, the revised setup instructions on ISIS will guide you.

Engine Cranks But Doesn't Start; Immo Light Blinks

Getting complaints from owners of '03-'04 MDXs of the engine cranking but not starting and the immobilizer system indicator blinking? The problem could simply be rooted in how your client turns the ignition key.

For quick starting, advise your clients that when inserting the key into the ignition switch, don't push in against the spring, and when turning the switch, don't do it rapidly. This lets the immobilizer receiver read the ignition key's transponder ID code without interruption.

Always Update Software in Replacement ECM/PCMs

When replacing an ECM/PCM in a '03-'04 MDX, '02-'04 RSX, '04 TL, or '04 TSX, don't forget to update the software with the Honda Interface Module (HIM). If you forget, you risk a comeback from your client with a complaint of the MIL coming on, or occurrences of some or all of the uncorrected problems that are fixed in the most recent version of the software. For details on using the HIM, refer to S/B 01-026, *Using the Honda Interface Module to Update the ECM/PCM*.

Radio Display or Upper Display Is Blank

If a '04 TSX owner complains that the radio display (without the navigation system) or the upper display (with the navigation system) is intermittently blank, find out how long your client presses the **CD/AUX** button to select CD play. Your client may be inadvertently turning off the display. It's not written down anywhere but, as a manufacturer's test feature, pressing and holding the **CD/AUX** button for about **5 seconds** turns off the display. The display comes back on when you cycle the ignition switch. If this is what your client has been doing to select CD play, tell him or her to just press and release the button and not hold it down.

Intermittent SRS DTC 11-1x to 11-9x, 11-Ax, and 11-Bx

If you're troubleshooting an intermittent SRS DTC from the chart below on a '03-'04 MDX, '04 TL, or '04 TSX, check the vehicle's service and warranty history to see if any repair was done that required removing the subframe, the steering wheel, or the steering rack. If any of these items were removed, the cable reel could have been incorrectly reinstalled and damaged as a result. The cable reel is the only moving part in the SRS, and it can easily break if it's overextended.

SRS DTC	Problem Description
DTC 11-1x (11-10 to 11-19, 11-1A to 11-1F)	Open in driver's airbag first inflator
DTC 11-2x (11-20 to 11-29, 11-2A to 11-2F)	Increased resistance in driver's airbag first inflator
DTC 11-4x (11-40 to 11-49, 11-4A to 11-4F)	Open in driver's airbag second inflator
DTC 11-5x (11-50 to 11-59, 11-5A to 11-5F)	Increased resistance in driver's airbag second inflator
DTC 11-8x (11-80 to 11-89, 11-8A to 11-8F)	Short to power in driver's airbag first inflator
DTC 11-9x (11-90 to 11-99, 11-9A to 11-9F)	Short to ground in driver's airbag first inflator
DTC 11-Ax (11-A0 to 11-A9, 11-AA to 11-AF)	Short to power in driver's airbag second inflator
DTC 11-Bx (11-B0 to 11-B9, 11-BA to 11-BF)	Short to ground in driver's airbag second inflator

Recommended Replacement Engine Oil for Acura Vehicles

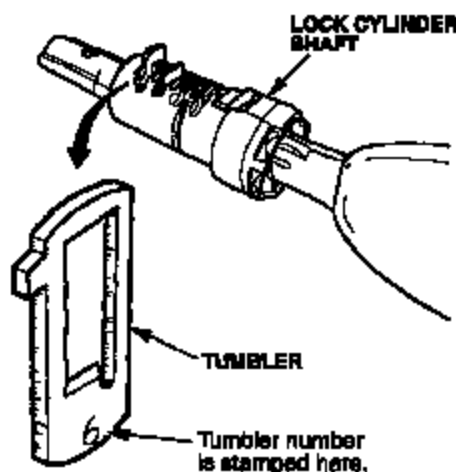
Use this handy chart to help you determine what weight of engine oil to use when servicing Acura vehicles.

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
3.2CL						5W-30				5W-30	5W-30		
Legend					5W-30								
Legend		5W-30											
NSX						5W-30				5W-30	5W-30		
NSX						5W-30							
RSX (All others)											5W-30		
SLX						5W-30							
3.2TL						5W-30					5W-30		
TSX												5W-30	5W-30
TSX													5W-30

Tips for Doing S/B 03-034, Safety Recall: Ignition Switch Key Interlock

If you're having problems doing the repair procedure in S/B 03-034, *Safety Recall: Ignition Switch Key Interlock*, here are some helpful tips that could make the job go smoother.

- When you're instructed to turn the ignition switch to LOCK (0), whether you're doing the **INSPECTION PROCEDURE** or **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, make sure you push the ignition key in while you turn the switch to LOCK (0).
- In step 16 of **REPAIR PROCEDURE B**, if you can't turn the ignition key 90 degrees clockwise as instructed, check the ignition key for excessive wear. If the key is worn, cut a new one using the vehicle's key code. If you still can't turn the switch with the new key or the switch feels stiff, one or more of the tumblers may be worn. Remove the lock cylinder shaft, and replace the worn tumbler(s).



- If your parts department doesn't have the replacement tumbler(s) you need, Honda parts stock carries a complete tumbler kit as well as individual tumblers in packs of 25. Refer to this table when ordering:

Description	Part Number
Tumbler Kit	08721-SH3-405
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Disk Tumbler No. 3	74836-SH3-305
Disk Tumbler No. 4	74837-SH3-305
Disk Tumbler No. 5	74838-SH3-305
Disk Tumbler No. 6	74839-SH3-305

- If you've done all the steps in **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, and the ignition key still comes out of the switch with the shift lever in gear, then do this: Remove the key interlock solenoid cover, insert the key, and turn the ignition switch to ACCESSORY (1). Watch the interlock solenoid plunger as you push in on the ignition switch with the key.
 - If the plunger moves in toward the solenoid, then install Key Interlock Repair Kit B (if you've installed Key Interlock Repair Kit A). If you've already installed Key Interlock Repair Kit B, then order another kit, and install it, carefully following the steps in **REPAIR PROCEDURE B**.
 - If the plunger doesn't move in toward the solenoid, refer to the circuit schematics in the Switch Interlock section of the appropriate ETM for assistance in troubleshooting.

Call Warranty Department After Replacing Lock Set

If you're replacing a lock set on an Acura vehicle, regardless of whether it's covered by warranty or it's customer pay, make sure you call the Warranty Department at 310-783-3240 and have them update the warranty lock code database with the new key code. This way, the VIN Status Inquiry info is correct.

Set XM Radio to Channel Mode for Full Programming

If the XM satellite radio in a '04 3.5RL or '04 TL gets only 16 stations (the first in each category) or it can only get 1 to 13 stations in each category (the number of stations varies by category), check to see if the radio is set to Category mode instead of Channel mode.

In Category mode, the radio gets only the number of stations that are available in each category. Currently, these categories have 1 to 13 stations. In Channel mode, the radio can get the full range of XM programming (currently, that's 101 stations). For a full list of XM programming, visit their website at www.xmradio.com.

To change XM modes, do this:

Vehicles without navigation system: Press and hold the **DISP-MODE** button until you hear a beep.

Vehicles with navigation system: Press the **MODE** icon on the display screen. Then change the upper display from Category to Channel.

Tips From Training: Maximize Your Memorization

Rick Donia, Training Center Coordinator in French Camp, CA, passed along this tip to help you keep knowledge you gained from the training center fresh in your head. He says the best way to do this is to apply it right away.

When you get back to your dealership from the training center, take a few minutes and talk to your service manager about your training. Recap the subject(s) you studied, and ask to have the dispatcher give you work in that area. For example, if you just trained on emissions, ask to diagnose the next vehicle that comes into the shop with the MIL on. Using your newly acquired skills will help reinforce your training.

Reduce Your Tech Line Wait Time

To save yourself a long wait when you call Tech Line, avoid calling between 11:00 a.m. and 1:00 p.m. Pacific Time (PT). Tech Line staff takes lunch breaks in two staggered shifts, from 10:45 a.m. to 12:45 p.m. During these hours, only half of the staff is available to take calls.



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