

Applies To: **2003–04 Odyssey** – Check the iN VIN status for eligibility  
**2003–04 Pilot** – Check the iN VIN status for eligibility

**February 2, 2013**

## Safety Recall: 2003–04 Odyssey and 2003–04 Pilot Key Is Removable With Shift Lever Out of Park

### BACKGROUND

If the customer regularly tries to remove the key before shifting the vehicle into Park, the lever may wear excessively allowing the key to be removed when the vehicle is not in Park. If the ignition key is removed and the vehicle is not in Park and the parking brake is not set, the vehicle could roll away, increasing the chance of a crash.

### CUSTOMER NOTIFICATION

Owners of affected vehicles will receive a notification of this campaign in February 2013. An example of this customer notification is included at the end of this service bulletin.

Do an **iN VIN status inquiry** to make sure the vehicle is shown as eligible.

Some vehicles affected by this campaign may be in your used vehicle inventory. These vehicles **must** be repaired before they are sold.

Should your dealership sell an unrepaired vehicle that subsequently causes injury or damage because of the recalled item, the dealership will be solely responsible to the damaged party, and will be required to defend and indemnify American Honda for any resulting claims. To see if a vehicle in inventory is affected by this recall, do a VIN status inquiry before selling it.

### CORRECTIVE ACTION

Inspect the key interlock, and based on the results, either install interlock lever kit or install the lock cylinder kit.

### PARTS INFORMATION

Interlock Lever Kit: P/N 06351-S84-000

Included parts:



INTERLOCK LEVER



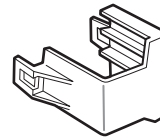
INTERLOCK LEVER PIN



INTERLOCK SOLENOID SCREW



INTERLOCK LEVER SPRING



SOLENOID COVER

## Lock Cylinder Kit: P/N 06352-S9V-A01

Included parts:



COLLAR



ELECTRICAL  
SWITCH SCREWS



IMMOBILIZER RECEIVER UNIT  
AND ILLUMINATION RING SCREWS



INTERLOCK LEVER



INTERLOCK LEVER PIN



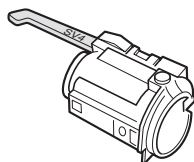
INTERLOCK  
LEVER SPRING



INTERLOCK  
SOLENOID SCREW



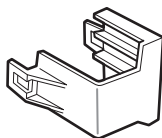
INTERLOCK SWITCH PIN



LOCK CYLINDER BODY



LOCK CYLINDER ROLL PINS



SOLENOID  
COVER



SLIDER KEY



STEERING  
COLUMN  
BRACKET

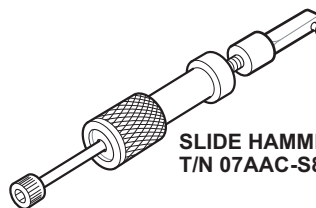


STEERING COLUMN BOLTS

## REQUIRED MATERIALS

Permalube Grease: P/N 08734-0030  
(One tube repairs about 20 vehicles.)

## TOOL INFORMATION

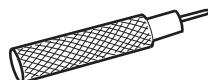


SLIDE HAMMER  
T/N 07AAC-S84A100

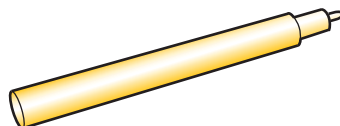
CLAMPING BOLT  
T/N 07AAC-S84A400



ROLL PIN PUNCH  
T/N 07AAC-S84A200



PIN EXTRACTOR  
T/N 07AAC-TA0A100



PIN FLARE TOOL  
T/N 07AAC-TA0A200

## WARRANTY CLAIM INFORMATION

OP#	Description	FRT
7250A2	Inspect, then do REPAIR PROCEDURE A.	0.5
7250A3	Inspect, then do REPAIR PROCEDURE B.	0.9

Failed Part: P/N 35100-S9V-A01

Defect Code: 5KX00

Symptom Code: S7300

## 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.

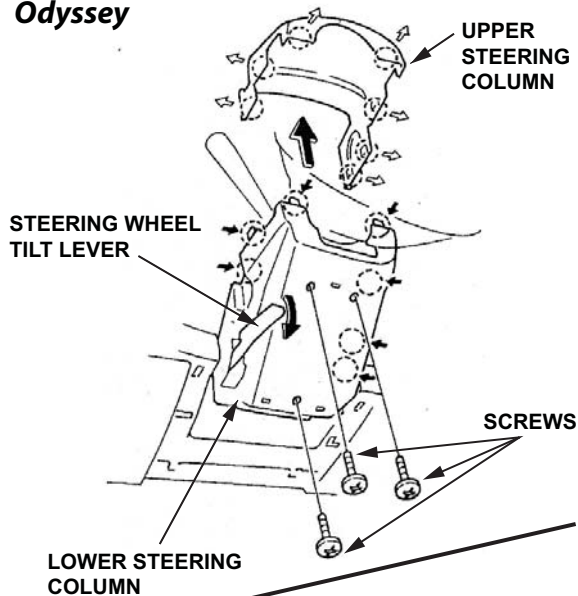
1. Set the parking brake and turn the ignition switch to the ON (II) position.
2. Press the brake pedal and move the shift lever into any position other than Park.
3. Try to turn the ignition switch to LOCK (0), then try to remove the key five times.
  - If the ignition key can't be removed, go to REPAIR PROCEDURE A.
  - If the ignition key comes out of the ignition, go to REPAIR PROCEDURE B.

## REPAIR PROCEDURE A

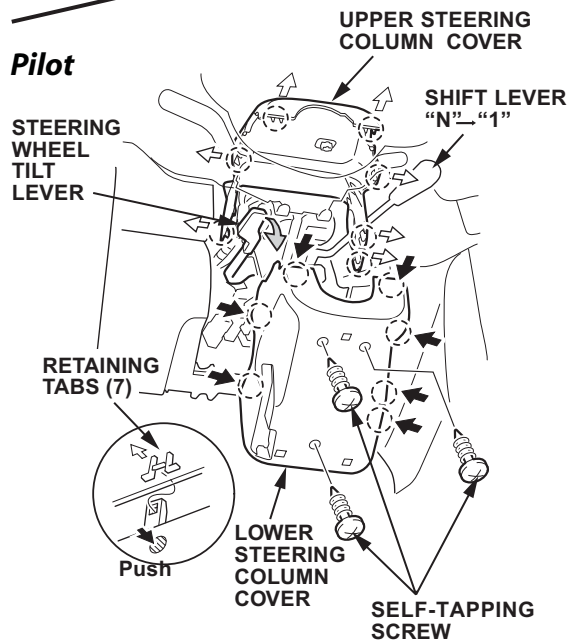
NOTE: Make sure you use the lever kit P/N 06351-S84-000 to do this repair.

1. Remove the steering column covers.

### *Odyssey*

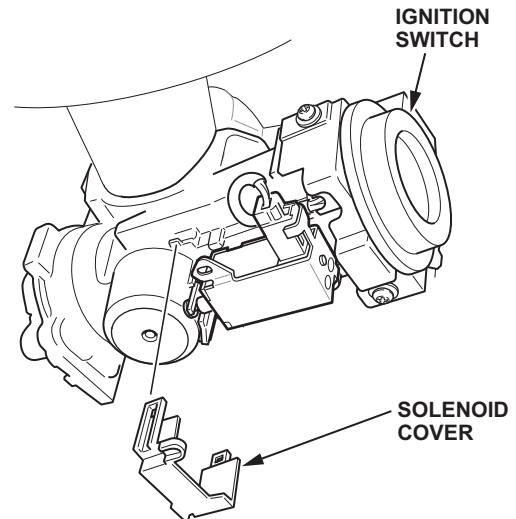


### *Pilot*

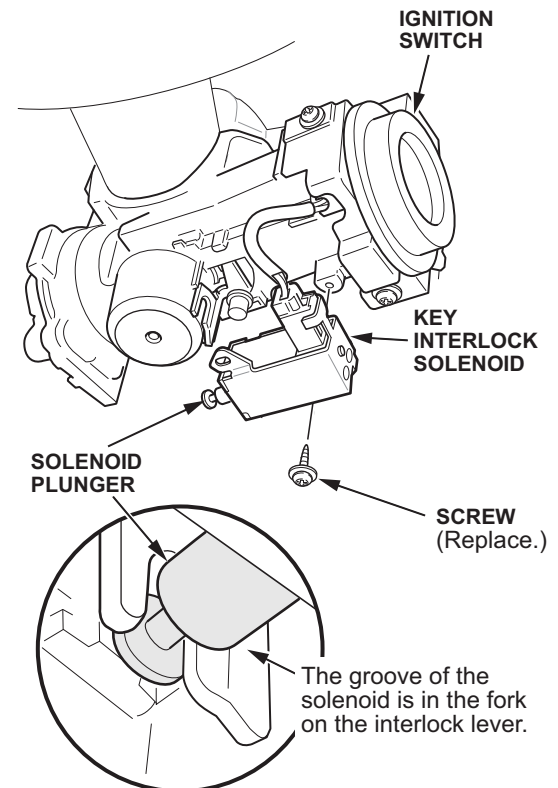


2. Unplug the connectors as needed to allow access to the ignition switch assembly.

3. Remove the plastic solenoid cover from the ignition switch key interlock solenoid.



4. Note the position of the interlock solenoid plunger; you will need to reinstall it the same way.

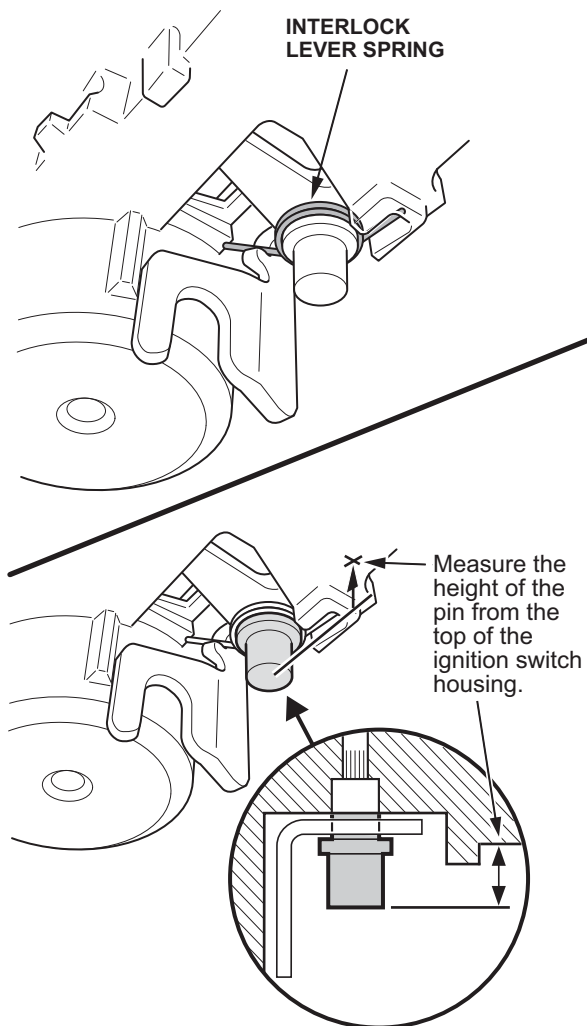


5. Remove the screw from the interlock solenoid. Keep the solenoid attached to its connector.

#### NOTE:

- Be careful not to lose the solenoid plunger because it slides out easily.
- Make sure you don't get any dirt or grease on the plunger.

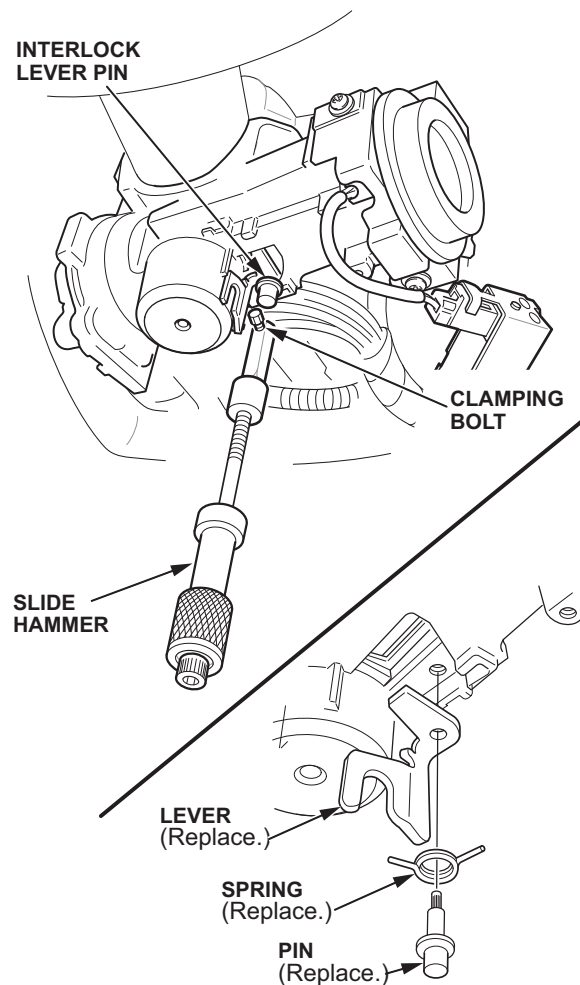
6. Note the position of the interlock lever spring. You'll need to install the new spring the same way.



7. Measure the installed height of the interlock lever pin with vernier calipers. You will need this measurement when installing the new lever pin.

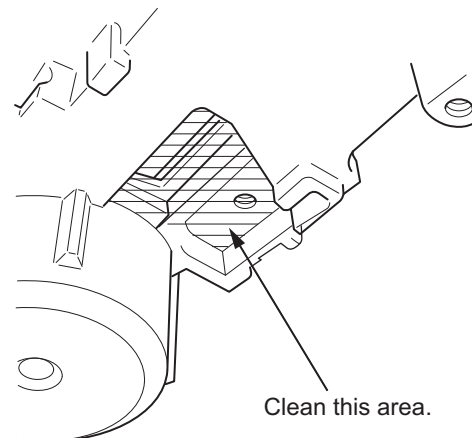
8. Remove the interlock lever pin with the slide hammer.

NOTE: Make sure you do not reuse the lever, the pin, or the spring.



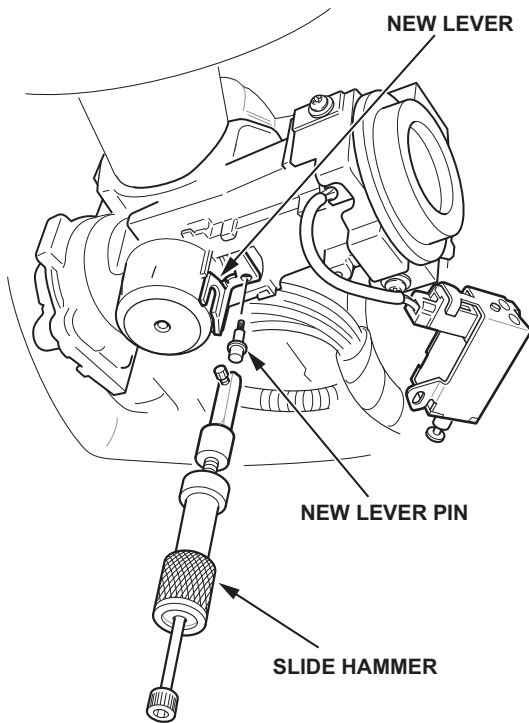
9. Clean any dirt or debris from the lever's sliding surface on the ignition switch using a clean cloth or cotton swab.

NOTE: Do not clean the surface with compressed air.



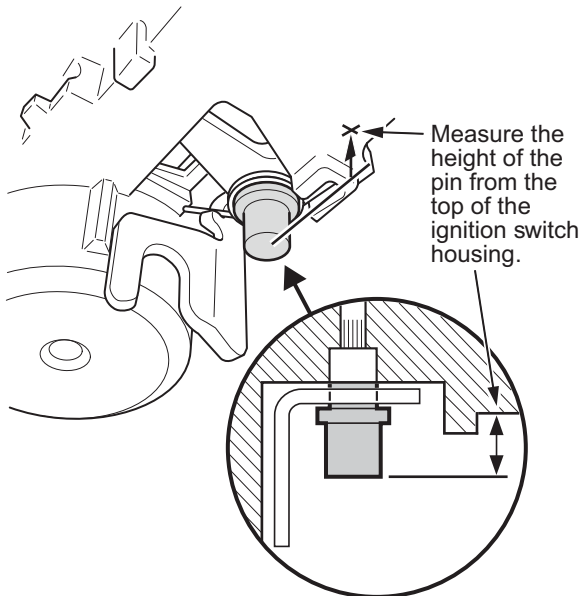
10. Place the new lever into the ignition switch and install the new lever pin with the slide hammer.

> Interlock Lever Pin  
> Interlock Lever



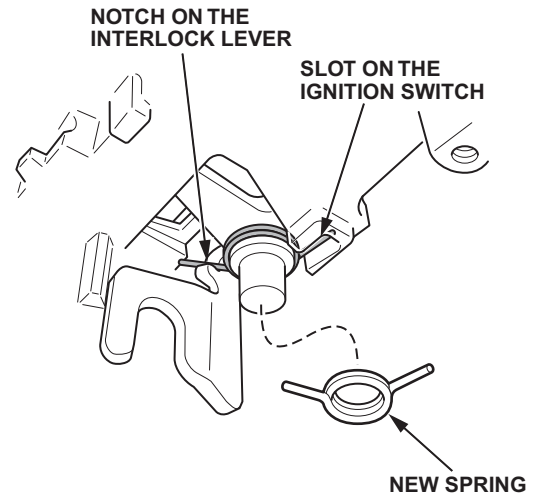
11. Measure the height of the installed lever pin. The height should be close to the measurement you made in step 7. If the height is more than 5.3 mm, the pin is not seated. Use the slide hammer to seat the pin.

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

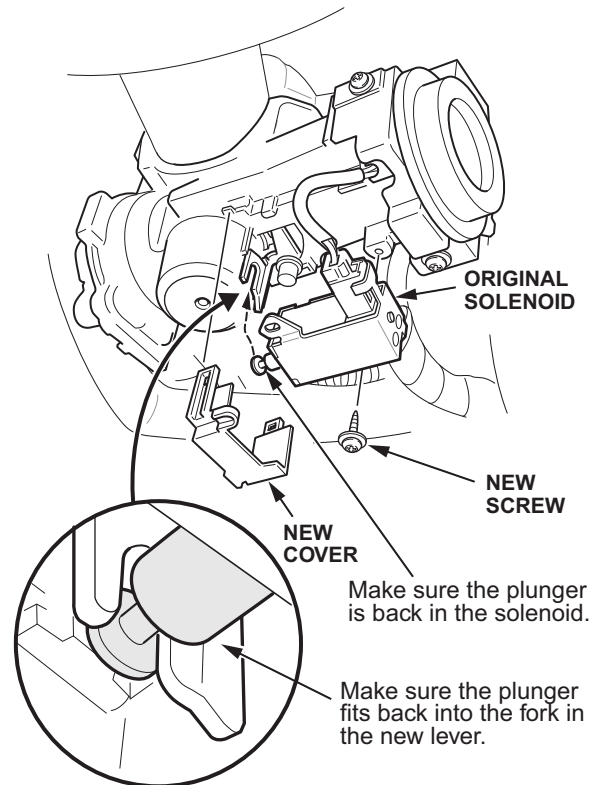


12. Install the new spring on the lever as shown. Check that the lever moves freely and returns to its original position.

> Interlock Lever Spring



13. Reinstall the plunger in the interlock solenoid.



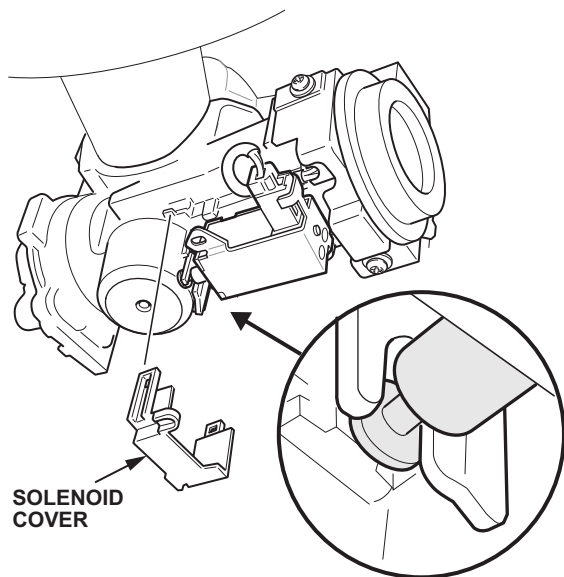
14. Reinstall the solenoid using a new screw. Make sure the solenoid plunger is positioned in the fork on the lever as shown.

> Interlock Solenoid Screw

15. Install the new plastic solenoid cover on the interlock solenoid.

> Solenoid Cover

16. Reconnect the connectors that were disconnected in step 2.
17. With the parking brake set, turn the ignition switch to the ON (II) position.
18. Press the brake pedal, then move the shift lever to N. Try to turn the ignition switch to LOCK (0) at least five times.
  - If you can't turn the ignition switch to LOCK (0), the repair is complete, and reinstall the steering column covers.
  - If you can turn the ignition switch to LOCK (0), go to step 19.
19. Remove the solenoid cover and make sure that the solenoid plunger is properly installed in the fork on the lever.
  - If the plunger is not correctly positioned, reinstall it in the correct position, reinstall the cover, then repeat steps 17 and 18.
  - If the plunger is correctly installed, there is a problem with the interlock system. Refer to the Automatic Transmission section of the applicable service manual for troubleshooting information.

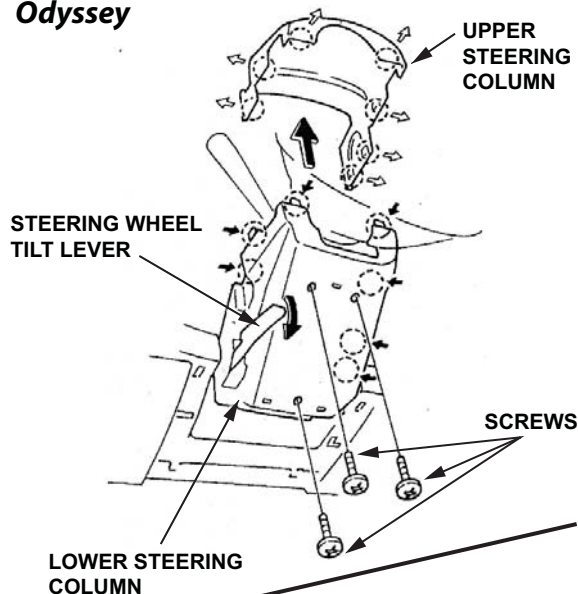


## REPAIR PROCEDURE B

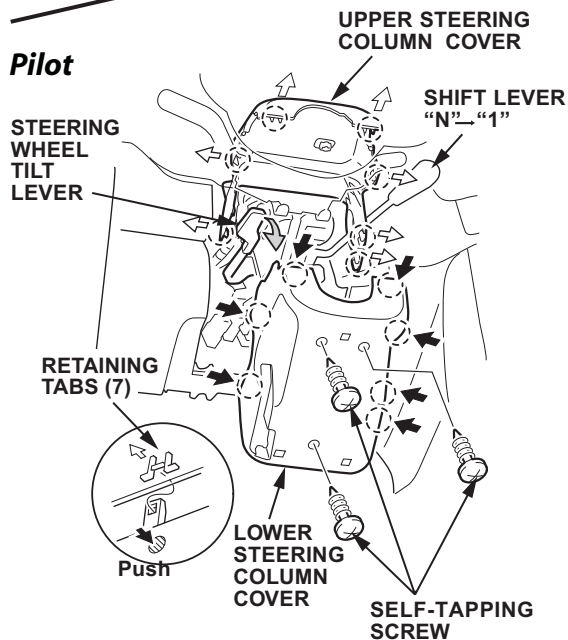
NOTE: Make sure you use the lock cylinder kit P/N 06352-S9V-A01.

1. Remove the steering column covers.

### *Odyssey*

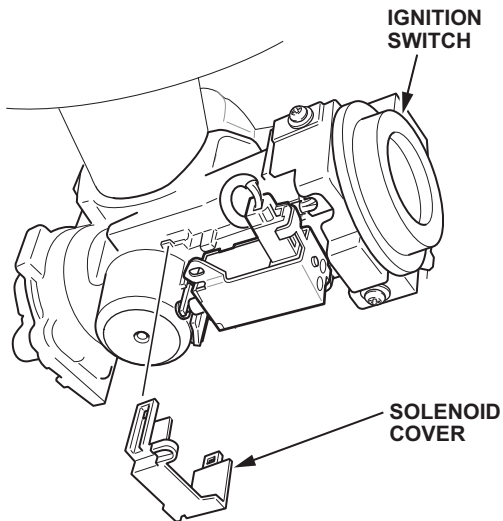


### *Pilot*



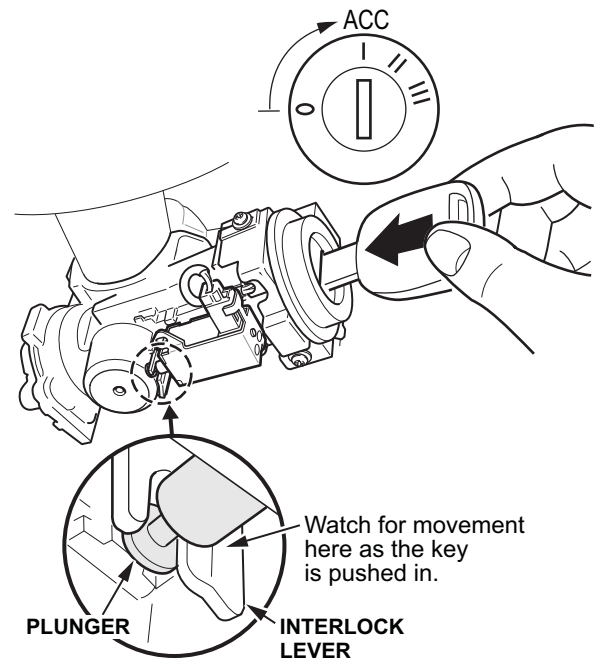


2. Remove the plastic solenoid cover from the ignition switch key interlock solenoid.

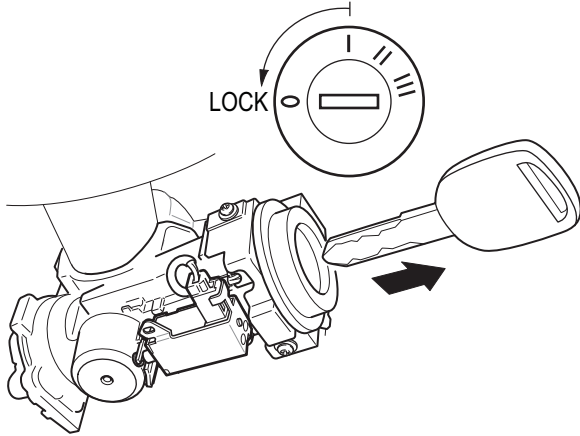


3. Turn the ignition switch to ACC (I), and push the key in while watching the solenoid plunger and the fork on the interlock lever.
- If the plunger and interlock lever move when you push the key in, go to step 4.
  - If the plunger and interlock lever do not move when you push in the key, there is a problem with the interlock system. Refer to the applicable service manual and repair the interlock system before going to step 4.

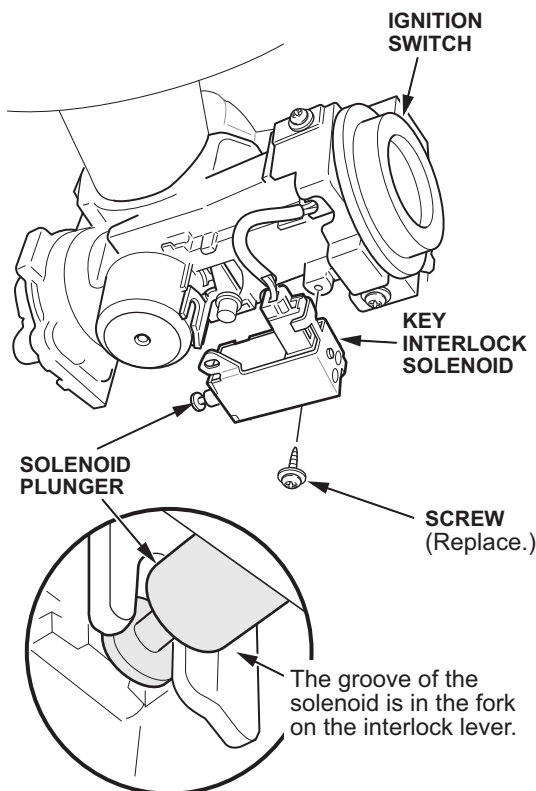
NOTE: The warranty information in this bulletin does not cover interlock system troubleshooting. You will need to file a separate claim.



4. Turn the ignition switch to the ON (II) position, press the brake pedal, and move the shift lever into any position other than P. Try to turn the ignition switch to LOCK (0), and remove the key five times.
  - If you can remove the key from the ignition, go to step 5.
  - If you can't remove the ignition key, go to REPAIR PROCEDURE A.



5. Unplug the connectors as needed to allow access to the ignition switch assembly.
6. Note the position of the interlock solenoid plunger; you will need to reinstall it the same way.

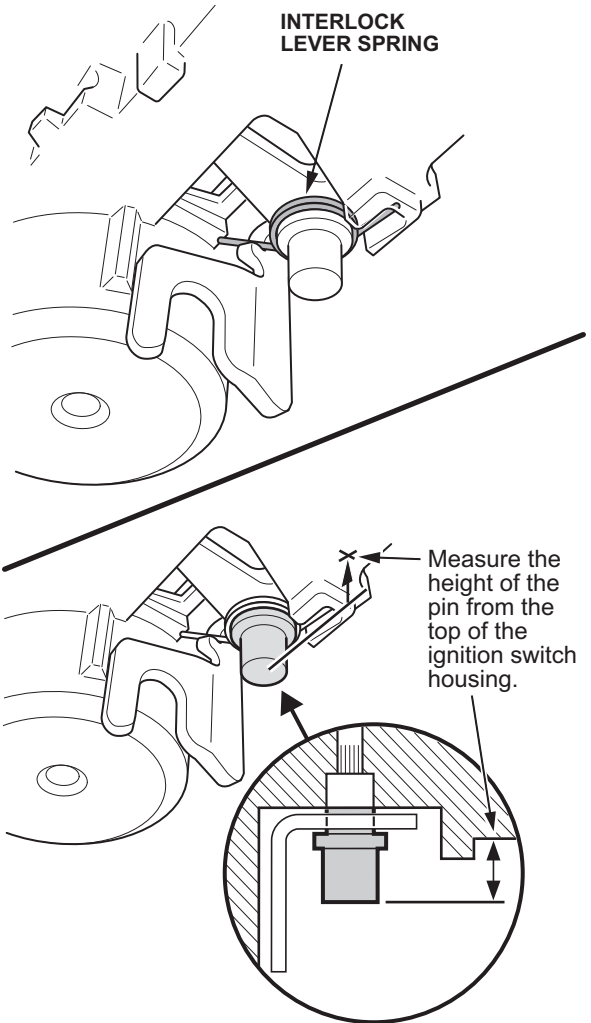


7. Remove the screw from the interlock solenoid. Keep the solenoid attached to its connector.

**NOTE:**

- Be careful not to lose the solenoid plunger because it slides out easily.
- Make sure you don't get any dirt or grease on the plunger.

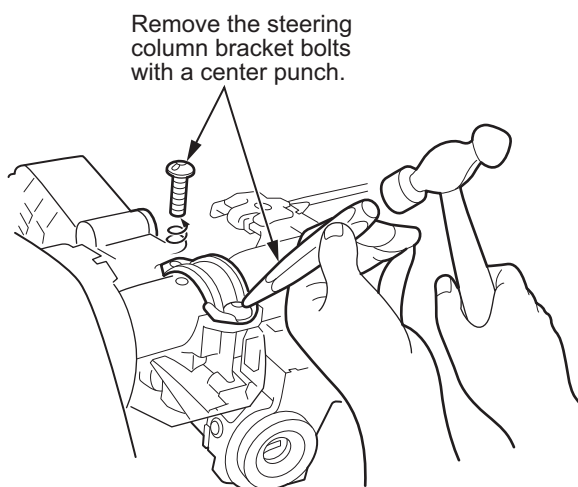
8. Note the position of the interlock lever spring. You'll need to install the new spring the same way.



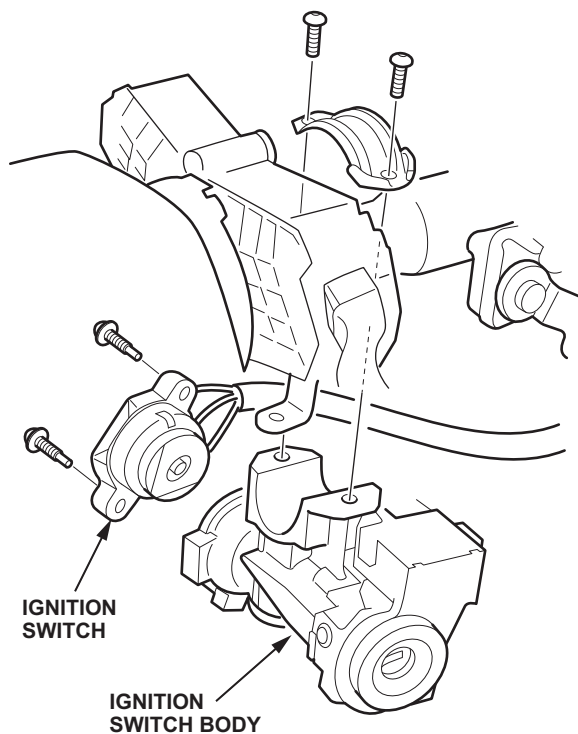
9. Measure the installed height of the interlock lever pin with vernier calipers. You will need this measurement when installing the new lever pin.
10. Make sure you have the anti-theft code for the audio unit, and write down the customer's presets. Move the shift lever to P, and remove the key from the ignition.
11. Disconnect the negative cable from the battery.



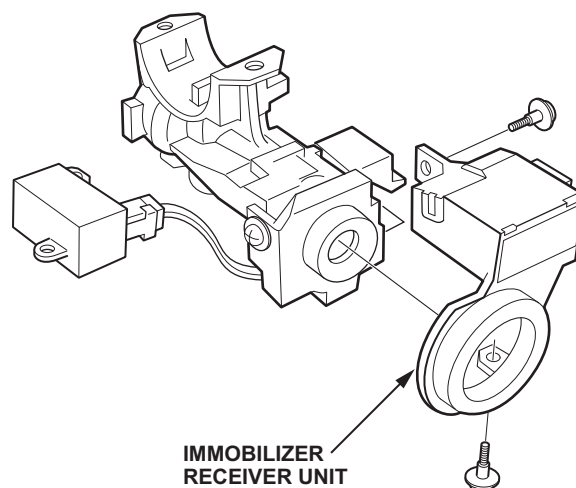
12. Remove the two break-away bolts from the steering column bracket.



13. Remove the ignition switch body from the ignition switch. Leave the electrical part of the ignition switch in the vehicle.

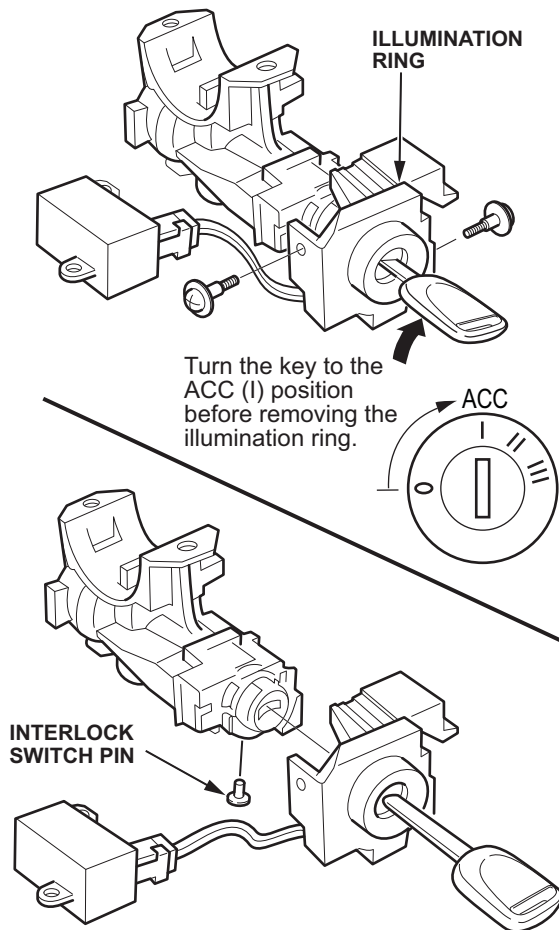


14. Remove the immobilizer receiver unit from the ignition switch body, and disconnect the receiver unit connector.

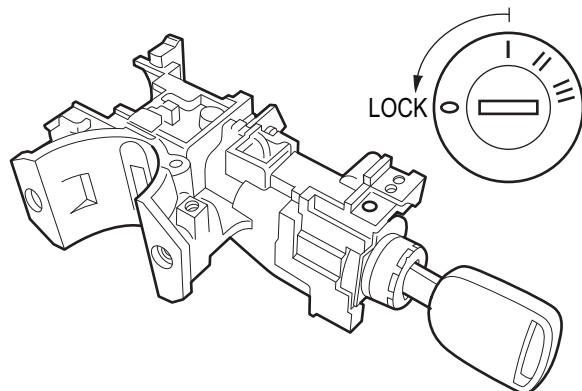


15. Remove the illumination ring from the ignition switch body:

- Disconnect the illumination ring connector.
- Insert the key and turn the ignition switch to the ACC (I) position.
- Remove the two screws from the illumination ring.
- Pull the illumination ring away from the switch body.
- Remove the key, the illumination ring, and the interlock switch pin.



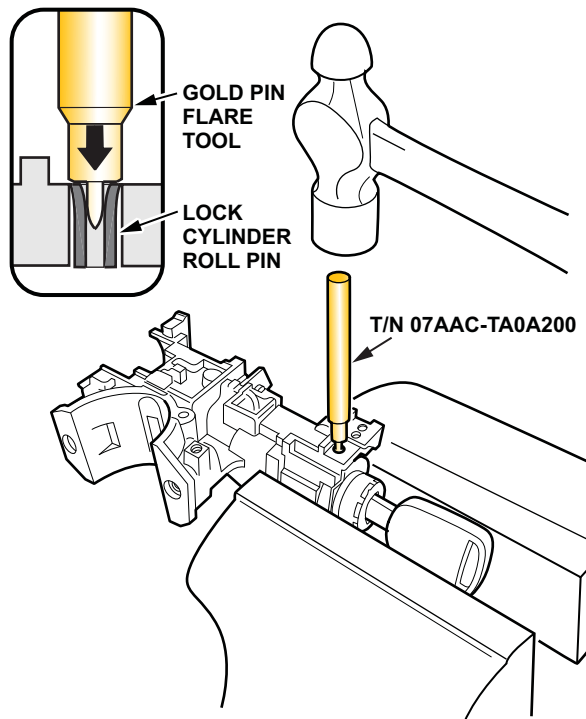
16. Insert the key into the key cylinder, and keep the ignition switch in the lock position.



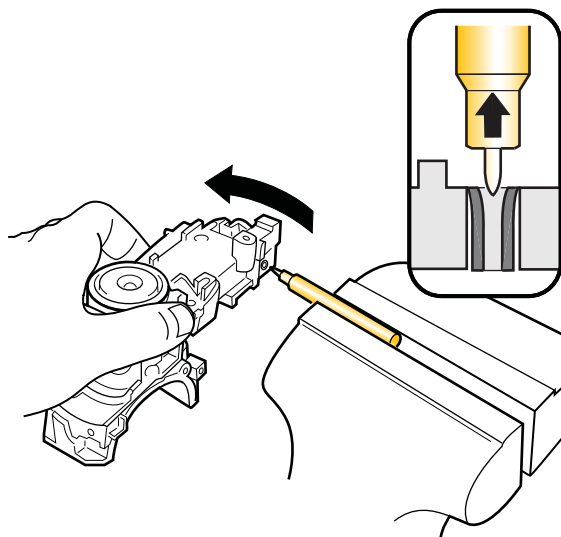
17. Remove the lock cylinder roll pin.

NOTE: There is a gold colored pin tool and a black colored pin tool. **Make sure that you use the gold colored pin tool.** If you use the wrong tool, you may not be able to remove the roll pin.

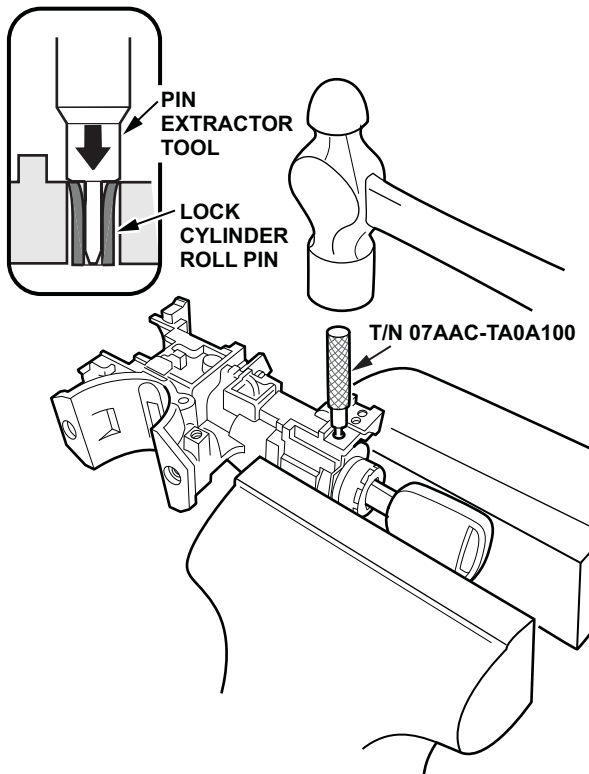
- Place the ignition switch body in a vise.



- Insert the gold pin flare tool into the lock cylinder roll pin hole, and tap it in with a small hammer until the flare tool is completely inserted.
- Remove the gold pin flare tool by removing the ignition switch body from the vise, and placing the end of the gold pin flare tool in the vise. Carefully pull and twist the switch body until the tool comes out. The lock cylinder roll pin is now flared, but still remains in the switch body.



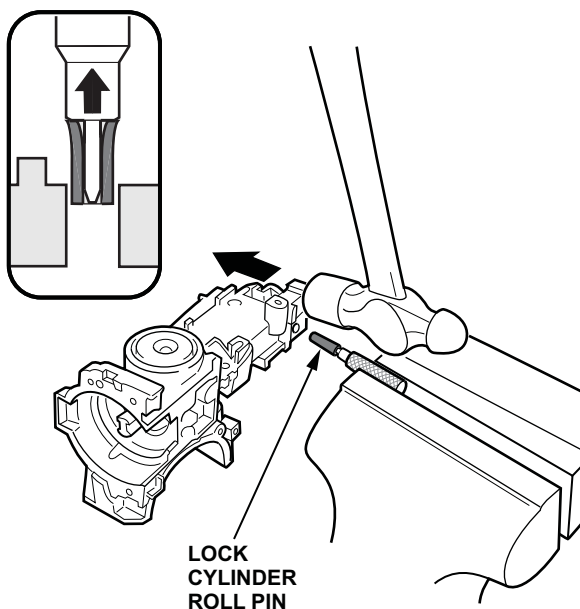
- Put the switch body back in the vise.



- Completely insert the pin extractor tool into the lock cylinder roll pin by tapping it in with a small hammer until it is completely inserted.

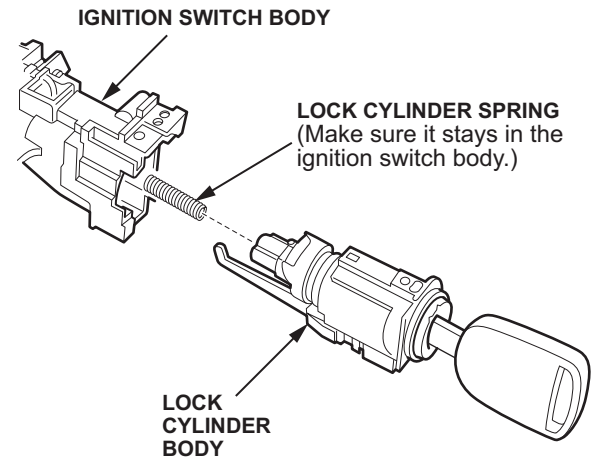
**NOTE: Make sure that you use the black colored pin.** If you use the wrong tool, you may not be able to remove the roll pin.

- Remove the lock cylinder roll pin by placing the end of the extractor tool in the vise, then, with a **single swift blow of a hammer** to the cylinder body, the extractor pin should come out with the lock cylinder roll pin attached to it.



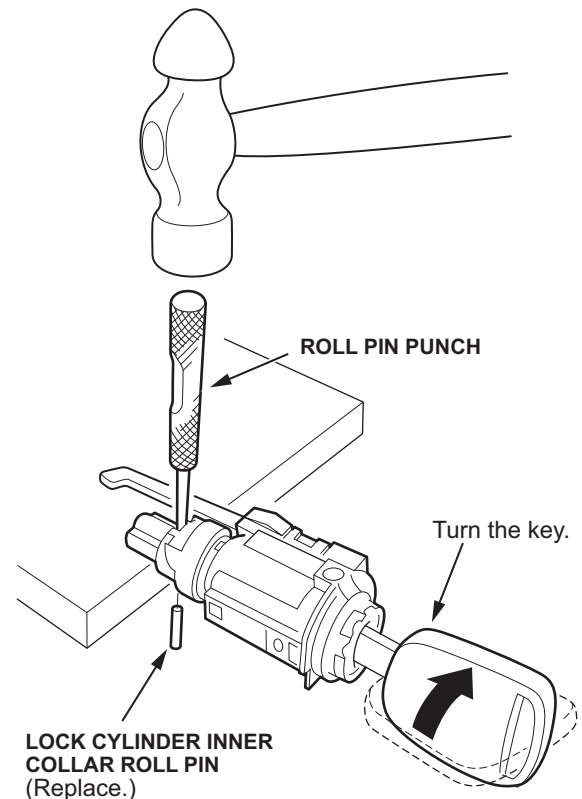
18. Pull the lock cylinder body out of the switch body.

**NOTE:** If the lock cylinder spring also comes out, reinstall it in the switch body.



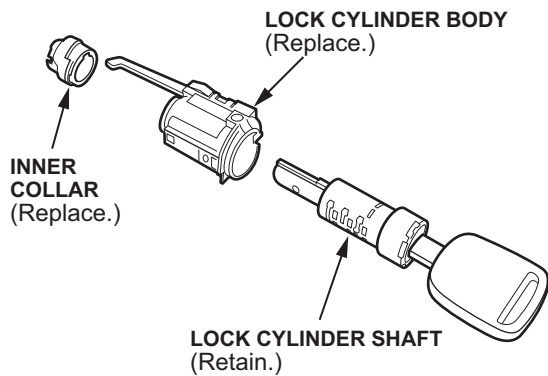
19. Remove the lock cylinder inner collar roll pin from the lock cylinder body:

- Turn the key 90 degrees.
- Lay the lock cylinder shaft on a flat surface, then carefully tap out the roll pin with the roll pin punch and a small hammer.

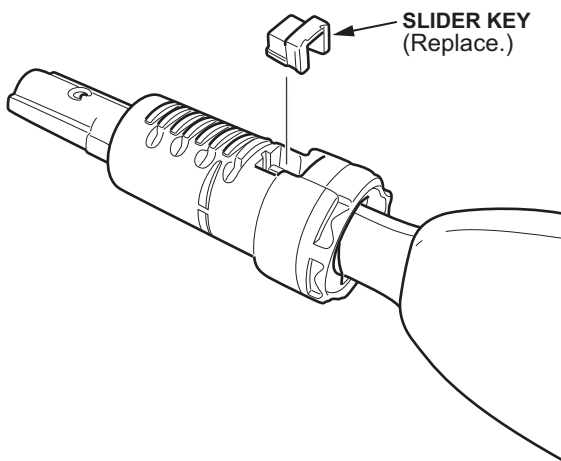


20. Slide the inner collar off the lock cylinder shaft, and remove the shaft from the lock cylinder body.

NOTE: Do not remove the key from the lock cylinder shaft. This will prevent the tumblers from falling out.



21. Remove the slider key from the lock cylinder shaft.

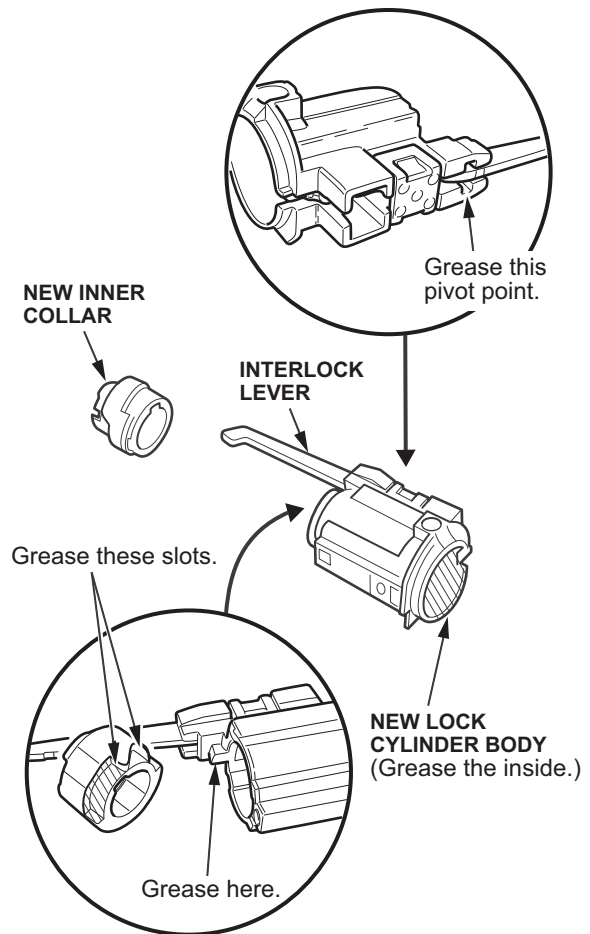


22. Install a new slider key into the lock cylinder shaft.

> Slider Key

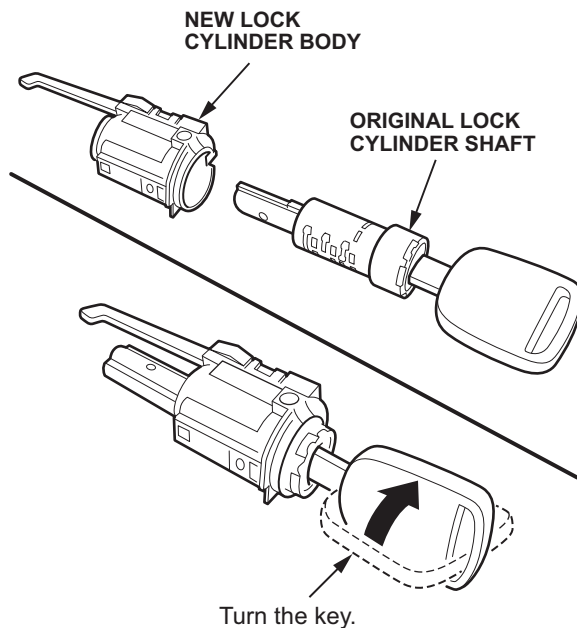
23. Apply a small amount of Permalube grease in the areas shown.

> Collar

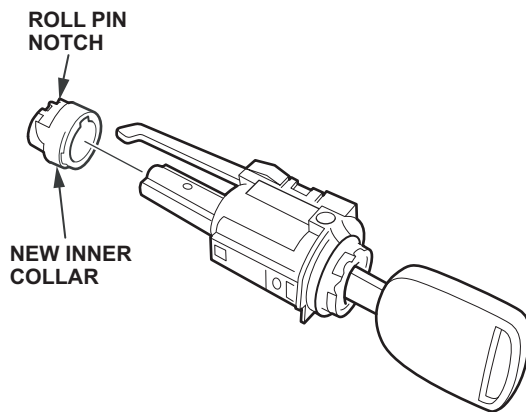


24. Insert the lock cylinder shaft into the new lock cylinder body, and turn the key 90 degrees clockwise.

> Lock Cylinder Body

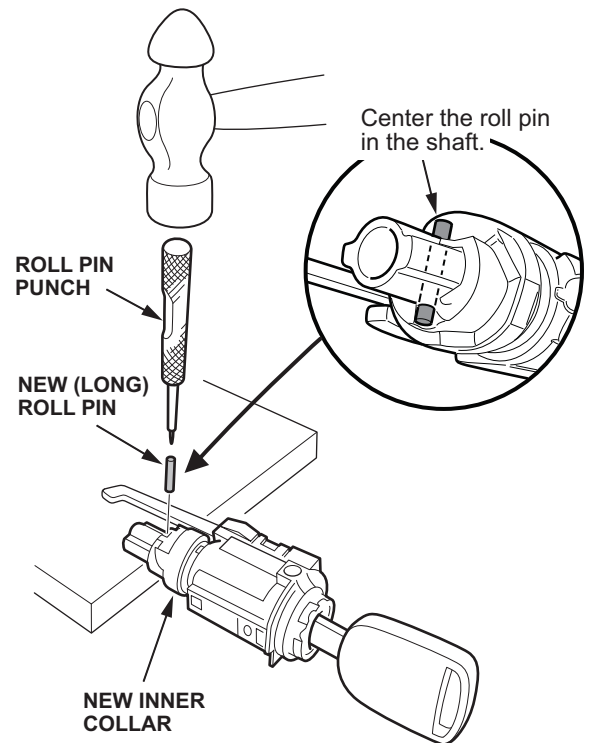


25. Slide the inner collar onto the lock cylinder shaft, making sure that the roll pin notch on the inner collar is facing up.

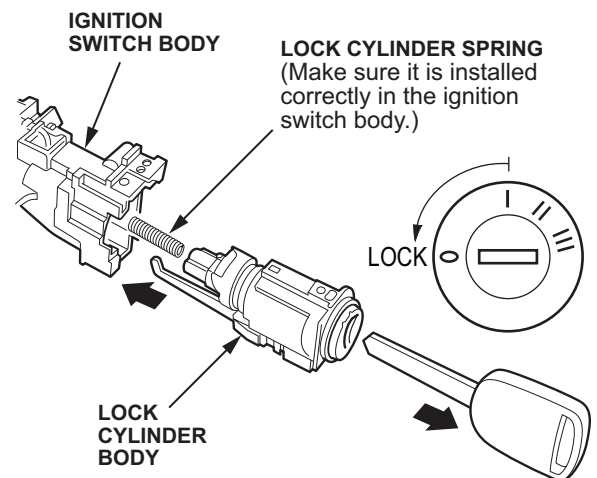


26. Install the new (long) roll pin by tapping it into place with a small hammer and the roll pin punch. Make sure the roll pin is centered.

> Lock Cylinder Roll Pin (long)



27. Turn the key to LOCK (0), and remove it.



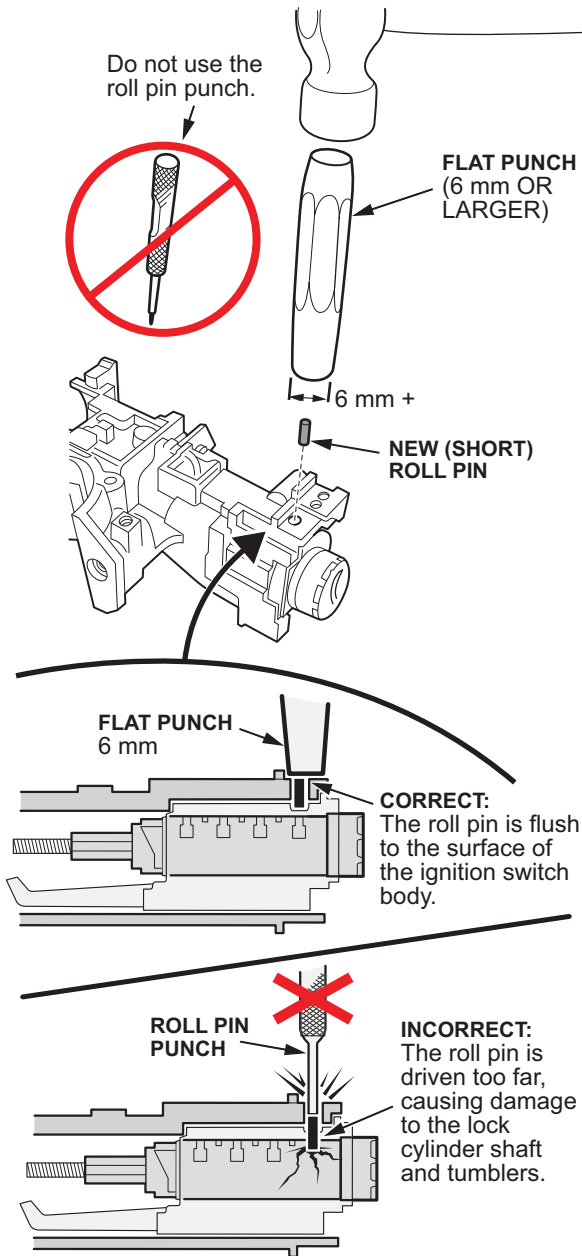
28. Slide the lock cylinder body into the ignition switch body.

29. Install the new (short) roll pin in the hole on the lock cylinder body with a hammer and a 6 mm (or larger) flat punch. The roll pin is properly installed when the top of the roll pin is flush with the lock cylinder body.

> Roll Pin (short)

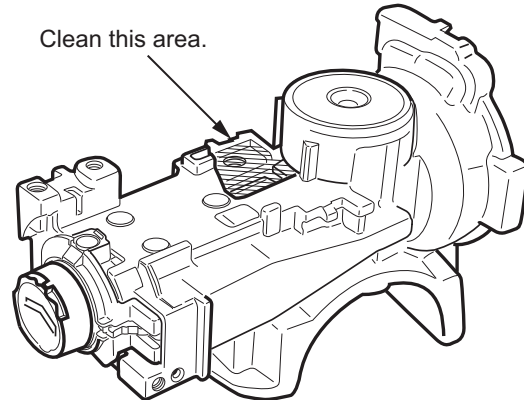
NOTE:

- To avoid damaging the pin, do not use the roll pin punch.
- To avoid damaging the lock cylinder shaft and its tumblers, do not drive the pin deeper than its flush position.
- Make sure you use the new roll pin. The old one will not fit properly in the cylinder body.



30. Clean any dirt or debris from the lever's sliding surface on the ignition switch using a clean cloth or cotton swab.

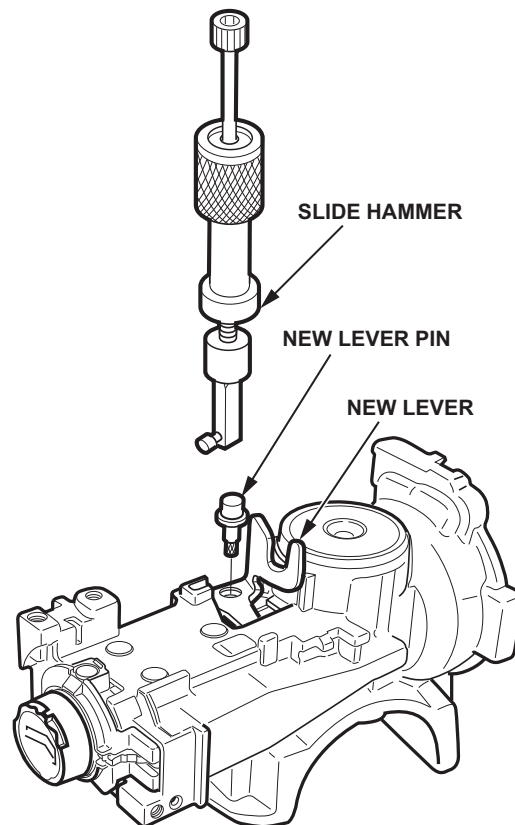
NOTE: Do not clean the surface with compressed air.



31. Place the new lever into the ignition switch and install the new lever pin with the slide hammer.

> Interlock Lever Pin

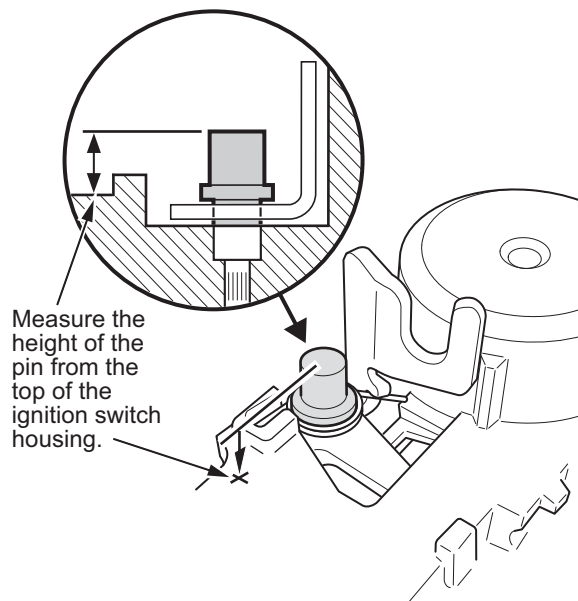
> Interlock Lever





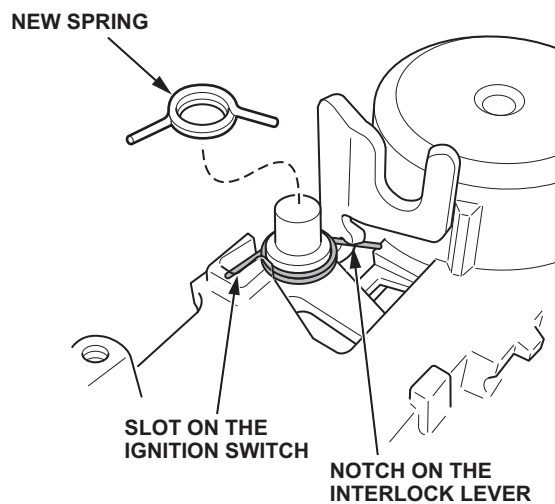
32. Measure the height of the installed lever pin. The height should be close to the measurement you made in step 9. If the height is more than 5.3 mm, the pin is not seated. Use the slide hammer to seat the pin.

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



33. Install the new spring on the lever as shown. Check that the lever moves freely and returns to its original position.

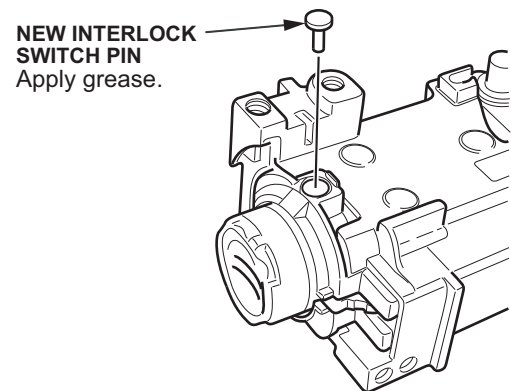
> Interlock Lever Spring



34. Apply a small amount of Permalube grease to the new interlock switch pin, and carefully install the pin on the lock cylinder body.

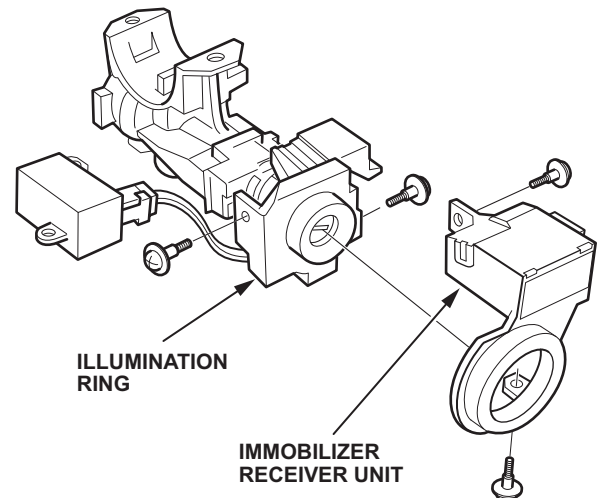
> Interlock Switch Pin

NOTE: The interlock function won't work if the pin is not installed.



35. Install the illumination ring and the immobilizer receiver unit on the ignition switch body with four new screws.

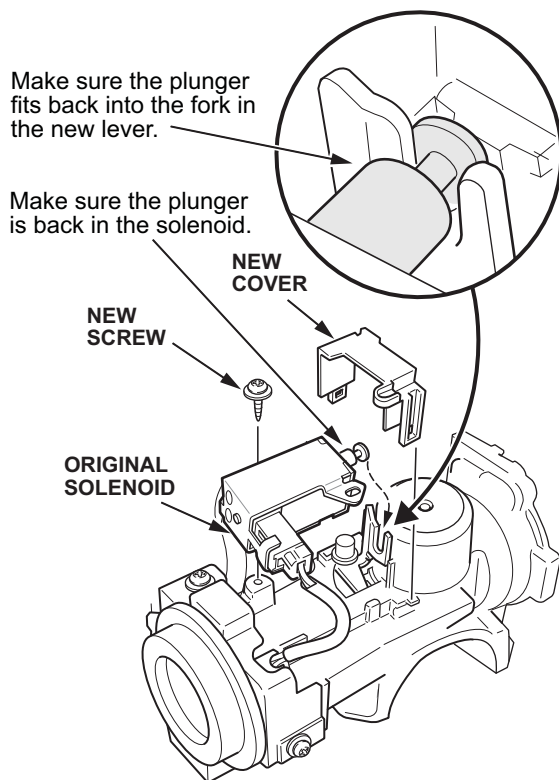
> Immobilizer Receiver Unit and Illumination Ring Screws (x4)



36. Reinstall the plunger in the interlock solenoid.

37. Reinstall the solenoid using a new screw. Make sure the solenoid plunger is positioned in the fork on the lever as shown.

> Interlock Solenoid Screw (x1)



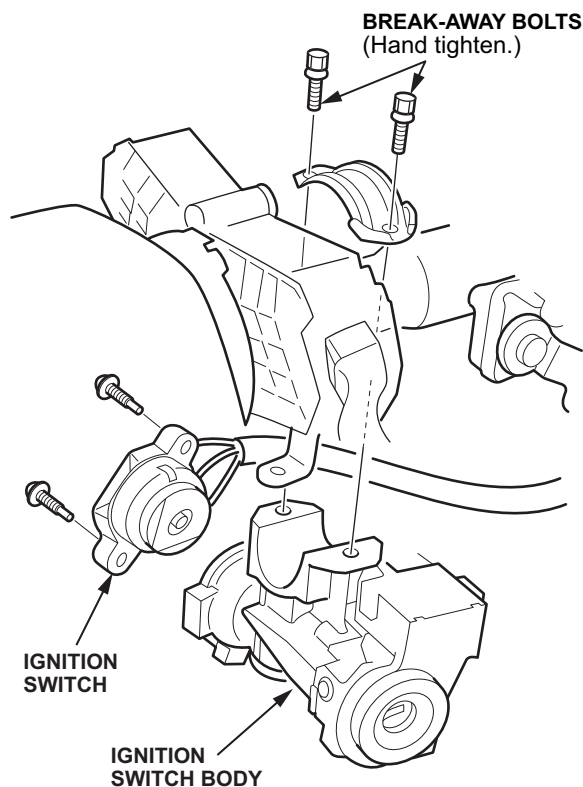
38. Install the new plastic solenoid cover on the interlock solenoid.

> Solenoid Cover

39. Attach the ignition switch body to the electrical part of the ignition switch in the vehicle with two new screws.

NOTE: There are three electrical switch screws included in the kit, but you will only use two.

> Electrical Switch Screw (x2)



40. Install the ignition switch on the steering column with a new steering column bracket and two new steering column bolts (break-away bolts). Tighten the bolts to finger tight.

> Steering Column Bracket

> Steering Column Bolt (x2)

41. Reconnect the illumination ring and the immobilizer receiver unit connectors.

42. Reconnect the connectors that were disconnected in step 5.

43. Reconnect the negative cable to the battery.

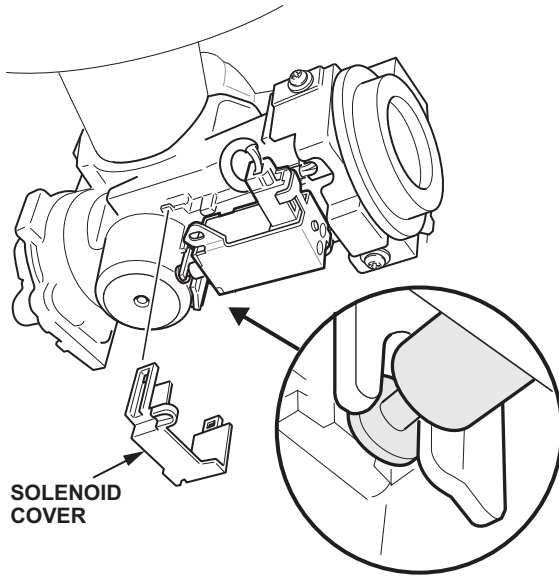
44. Make sure the parking brake is set, and turn the ignition switch to ON (II).

45. Press the brake pedal, then move the shift lever to N. Try to turn the ignition switch to LOCK (0) at least five times.

- If you can't turn the ignition switch to LOCK (0), go to step 47.
- If you can turn the ignition switch to LOCK (0), go to step 46.

46. Remove the solenoid cover and make sure that the solenoid plunger is properly installed in the fork on the lever.

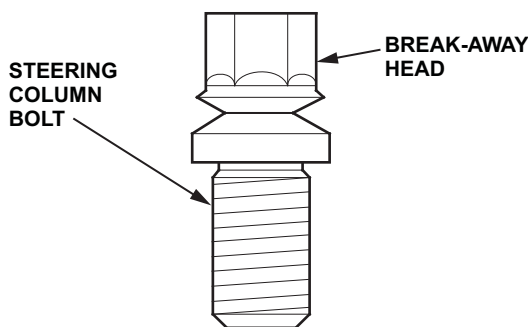
- If the plunger is not correctly positioned, reinstall it in the correct position, reinstall the cover, then repeat step 45.
- If the plunger is correctly installed, there is a problem with the interlock system. Refer to the Automatic Transmission section of the applicable service manual for troubleshooting information.



47. Move the shift lever to P, and check that the ignition switch turns freely.

48. Remove the key and make sure that the steering column lock works properly. If it doesn't, reposition the ignition switch **before** going to the next step.

49. Tighten the two steering column break-away bolts until the heads break off.



50. Install the steering column covers.

51. Enter the audio unit anti-theft code, reenter the audio presets, and set the clock.

### Example of Customer Letter

February 2013

#### **Safety Recall: 2003–04 Odyssey and 2003–04 Pilot Key Is Removable With Shift Lever Out of Park**

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 has decided that a defect which relates to motor vehicle safety exists in certain 2003–2004 model year Pilot and Odyssey vehicles. Under certain conditions, the interlock lever in the ignition switch may become deformed. The interlock ensures the automatic 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 the driver fails to engage the parking brake, the vehicle could roll away, increasing the risk of a crash.

#### **What should you do?**

Call any authorized Honda dealer and make an appointment to have your vehicle repaired at no cost to you. The dealer will inspect your vehicle and install an updated shift interlock lever and, if necessary, replace the ignition switch. The complete process may take approximately 30 or 54 minutes depending on the repair; however, your vehicle will need to be at the dealer for a longer period of time. We recommend that you plan to leave your vehicle for half a day to allow the dealer flexibility in scheduling.

#### **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 500-2N-7A  
1919 Torrance Blvd.  
Torrance, CA 90501-2746

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  
1200 New Jersey Ave., SE  
Washington, DC 20590

You can also call the toll free Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to <http://www.safercar.gov>.

#### **What to do if you feel this notice is in error**

Registration records indicate that you are the current owner or lessee of a 2003–2004 Honda Pilot or Odyssey involved in this campaign. If this is not the case, or the name/address information is not correct, please complete and sign the Information Change Card and return it in the enclosed postage-paid envelope. We will then update our records.

**What if you already had your vehicle repaired for this issue?**

If you previously paid to have the ignition interlock replaced, you may be eligible for reimbursement. Refer to the attached Instructions for Reimbursement for the eligibility requirements and the reimbursement procedure.

**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 locating a Honda dealer, please call Honda Automobile Customer Service at 800-999-1009, and select option 4. U.S. customers can also locate a dealer online at *Hondacars.com*. Customers in U.S. territories, please contact your local dealer/distributor.

We apologize for any inconvenience this campaign may cause you.

Sincerely,

**American Honda Motor Co., Inc.**  
**Honda Automobile Division**