

**November 13, 2024**

Version 1

## Safety Recall: 2023–25 Multi-Model High Pressure Fuel Pump Leak

### APPLIES TO

| Year    | Model         | Trim Level | VIN Range                               |
|---------|---------------|------------|---|
| 2023–25 | CR-V Hybrid   | ALL        | Check VIN status in iN for eligibility. |
| 2023–24 | Accord Hybrid | ALL        | Check VIN status in iN for eligibility. |
| 2025    | Civic Hybrid  | ALL        | Check VIN status in iN for eligibility. |

### BACKGROUND

American Honda is announcing a **STOP SALE** and **safety recall** for certain model year 2023–24 Accord Hybrid, 2025 Civic Hybrid, 2023–25 CR-V Hybrid vehicles which may have improperly manufactured high-pressure fuel pumps.

It is possible that the high-pressure fuel pump was manufactured improperly, which can cause the fuel pump to fracture, leading to a fuel leak. A fuel leak in the presence of an ignition source may increase the risk of a fire or injury.

If this bulletin appears during an iN VIN status inquiry, the vehicle is subject to a **safety recall**. Any affected vehicles in your dealer inventory are on **STOP SALE** until further notice. Refrain from calling Tech Line for updates.

### CUSTOMER NOTIFICATION

Owners of affected vehicles will be sent a notification of this safety recall. Do an iN VIN status inquiry to verify eligibility. Some vehicles affected by this campaign may be in your new or used vehicle inventory.

Failure to repair a vehicle subject to a recall or campaign may subject your dealership to claims or lawsuits from the customer or anyone else harmed as a result of such failure. To see if a vehicle in inventory is affected by this safety recall, do a VIN status inquiry before selling it.

**If this bulletin appears during an iN VIN status inquiry, the vehicle is subject to a safety recall. Any affected vehicles in your dealer inventory are on STOP SALE until further notice. Refrain from calling Tech Line for updates.**

An inspection procedure for units that have over 700 miles is available in the CORRECTIVE ACTION section. Should the vehicle fail the inspection, the unit will not be complete until it receives a replacement high-pressure fuel pump. The following suggested text should be included on any customer repair order for an already sold affected vehicle that comes in for service and fails the inspection. This information should be printed out completely and provided to the customer any time service is conducted on an affected vehicle, and the recall repair has not yet been completed. Once parts and repair information are available, the normal procedures under the Service Operation Manual (SOM) 7.2.1 will apply for this recall.

### Suggested Verbiage to be Included on the Repair Order

Customer was advised that:

*The vehicle is subject to a recall affecting the high-pressure fuel pump. The inspection process has determined the pump has a leak. The parts necessary to complete the recall repair are currently unavailable. Vehicles are eligible for immediate repair once parts are available, and the dealer will notify the customer of the vehicle status.*

**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 Honda automobile dealer.

## CORRECTIVE ACTION

- If the vehicle has **700 miles or more**, do the inspection procedure and if it fails the test criteria, replace the high-pressure fuel pump.
- If the vehicle is **less than 700 miles**, the vehicle must remain on stop sale until further notice. **DO NOT** do the inspection procedure.

## WARRANTY CLAIM INFORMATION

- If the vehicle has **700 miles or more**, do the inspection procedure and if it fails the test criteria, replace the high-pressure fuel pump.
- If the vehicle is **less than 700 miles**, the vehicle must remain on stop sale until further notice. **DO NOT** do the inspection procedure.

| Operation Number | Description | Flat Rate Time | Defect Code | Symptom Code | Template ID | Failed Part Number |
|------------------|-------------|----------------|-------------|--------------|-------------|--------------------|
|------------------|-------------|----------------|-------------|--------------|-------------|--------------------|

### NOTE:

- For templates A, B, C, or D, the odometer must read **700 miles or more**.
- For templates C or D, open a **second repair line** for the fuel pump replacement.

|        |   |        |       |       |         |               |
|--------|---|--------|-------|-------|---------|---------------|
| 1215A7 | Inspect HPF pump for hydrocarbons. NO LEAK FOUND. No further action required. | 0.4 hr | 6YP00 | QK800 | A24049A | 16790-6MA-J01 |
|--------|---|--------|-------|-------|---------|---------------|

|        |  |        |       |       |         |               |
|--------|--|--------|-------|-------|---------|---------------|
| 1215A8 | Inspect HPF pump for hydrocarbons. HPF PUMP IS LEAKING | 0.4 hr | 6YP00 | QK800 | A24049B | 16790-6MA-J01 |
| 1211PC | Civic FHEV: Replace high pressure fuel pump            | 1.7 hr | 6YP00 | QK800 | A24049C | 16790-6MA-J01 |
| 1211PC | Accord FHEV, CRV FHEV: Replace high pressure fuel pump | 1.5 hr | 6YP00 | QK800 | A24049D | 16790-6MA-J01 |

## PARTS INFORMATION

Parts required for this repair will be made available as the part's supply improves. Please contact the dealership's DPSM for further questions.

NOTE: The affected volume of vehicles is expected to be low.

| Part Name                       | Part Number   | Quantity |
|---------------------------------|---------------|----------|
| Fuel H/P Pump Assy. Service Kit | 06161-6MA-305 | 1        |

## TOOL INFORMATION

| Tool Name                    | Tool Number   | Quantity |
|------------------------------|---------------|----------|
| HYDROCARBON TESTER and 3CAPS | 07AAJ-001A100 | 1        |

## INSPECTION PROCEDURE

- If the vehicle has **700 miles or more**, do the inspection procedure and if it fails the test criteria, replace the high-pressure fuel pump.
- If the vehicle is **less than 700 miles**, the vehicle must remain on stop sale until further notice. **DO NOT** do the inspection procedure.

### ⚠ WARNING

Carbon monoxide gas is toxic and can rapidly accumulate in closed or even partly enclosed areas. Breathing in carbon monoxide gas can cause unconsciousness and even death. **Never** leave the vehicle on while parked in a garage or other areas with limited ventilation!

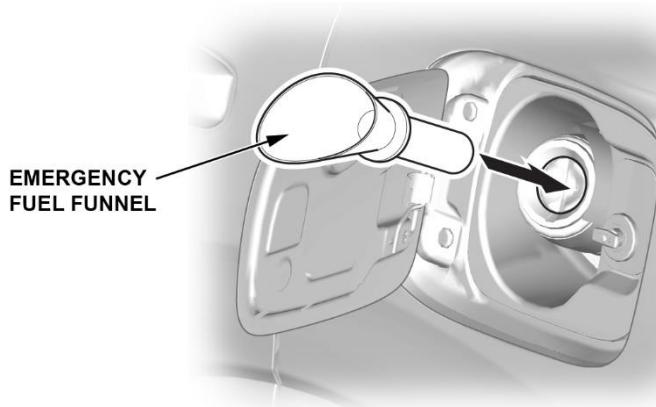
- Verify the vehicle is in PARK prior to conducting the INSPECTION PROCEDURE.
- Leaving the key in the vehicle may result in the theft or other accidental movement of the vehicle. Make sure the key is in a safe location for **any** period during which the observation period of the INSPECTION PROCEDURE is conducted.
- Vehicles should be idled during the INSPECTION PROCEDURE in an open area, away from occupied locations and structures while still under the supervision of appropriate dealership personnel. The vehicle should be assessed at regular intervals to confirm correct operation. **Failure to do so** may result in the theft, and/or other damages to the vehicle as well as harm to individuals.
- Dealerships must comply with all other applicable laws and regulations whether federal, state, or local before and during completion of both the INSPECTION PROCEDURE and REPAIR PROCEDURE.

### Vehicles with 700 or more miles.

Click here to watch the video:

▶ PLAY VIDEO

1. Remove the engine cover.
2. Verify the HC tester is operating properly:
  1. **With the engine OFF**, install the emergency funnel in the filler neck.



2. Turn on the Hydrocarbon (HC) tester by pressing and holding the power button for **3 seconds**. Once powered, the tester will perform a self-check and calibration. Confirm the measurement on the screen is showing 0. Allow the tester to warm up for **30 seconds** before use.

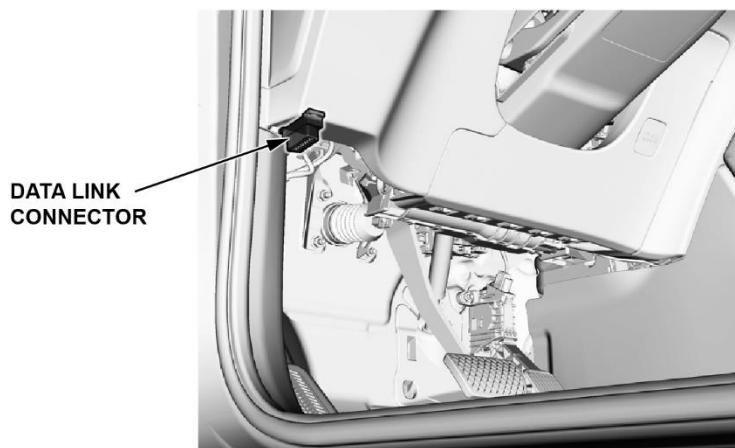
NOTE: If the screen does not show 0 after the self-check, the self-check **was not successful**. Repeat the power-up process. If the tester still does not show 0, switch to a known good tester.



3. Insert the tip of the HC tester probe into the funnel and leave it there for up to **60 seconds**. If the tester produces a reading greater than 0, the tester is working; continue with the inspection process.



4. If there is no reading on the tester, switch to a different tester and repeat the verification process.
3. Connect the i-HDS to the data link connector located under the driver's side of the dashboard.



4. Enter PGM-FI System Maintenance Mode-Procedure

1. Turn the vehicle to the OFF (LOCK) mode.

NOTE: Do the following procedure within **60 seconds** to start the engine in the maintenance mode.

2. Turn the vehicle to the ON mode without stepping on the brake pedal.
3. With the transmission in the **PARK position/mode**, press the accelerator pedal the floor, **twice**.
4. Press the brake pedal, shift the transmission to the **NEUTRAL position/mode**, then press the accelerator pedal to the floor, **twice**.
5. Press the brake pedal, shift the transmission to **PARK position/mode**, then press the accelerator pedal to the floor, **twice**.
6. While pressing the brake pedal, press the power switch. The vehicle is now in the maintenance mode and the engine will start.
7. Confirm "Maintenance Mode" is displayed on the multi-information display.

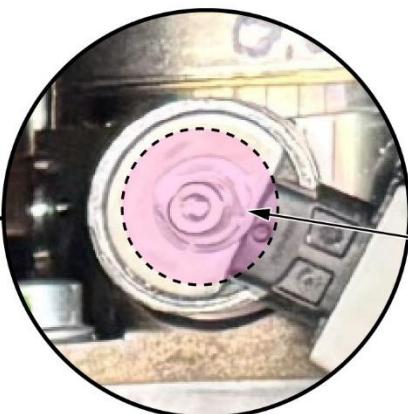
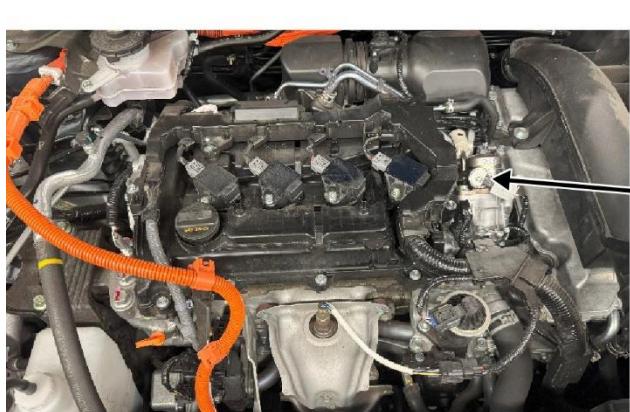


5. Make sure the A/C is turned OFF to prevent the radiator fan from running.
6. Visually check the solenoid area of the high-pressure pump for fuel leakage.

Was fuel leakage visible?

**Yes** – Replace the high-pressure fuel pump.

**No** – Proceed to step 7.



7. Select **PGM-FI** from the i-HDS **System Selection Menu**. Use the i-HDS to monitor the engine rpm and engine coolant temperature (ECT Sensor 1).
8. Run the engine at **4,000 rpm** for **at least 80 seconds**, and until the engine coolant temperature (ECT Sensor 1) reaches **176°F**, then let the engine return to idle.

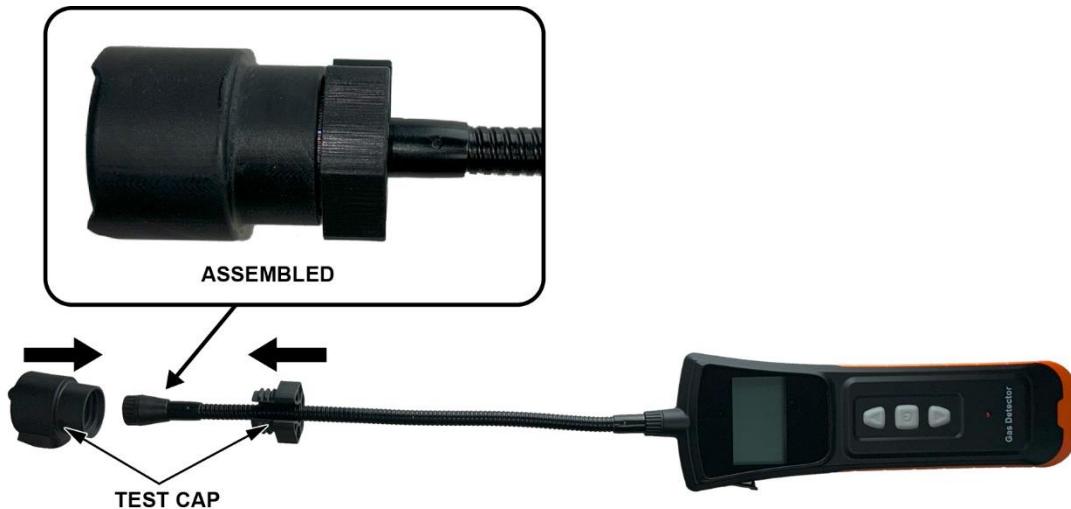
NOTE: The engine will go into fuel cut above **4,000 rpm**, try to keep RPM as close to **4,000** as possible.

| ▶ Vehicle Selection ▶ System Selection Menu ▶ PGM-FI ▶ Data List ▶ |       |      |  |
|--|-------|------|--|
| PGM-FI   |       |      |  |
| Signal   | Value | Unit |  |
| Engine Speed   | 4213  | RPM  |  |
| Vehicle Speed  | 0     | MPH  |  |
| ECT Sensor 1 Voltage   | 0.69  | V    |  |
| ECT Sensor 1   | 185   | °F   |  |

9. Hold the HC Tester probe to the test cap to verify that the test cap has no residual hydrocarbons. If there is a reading above 0 during the test, clean the test cap with soap and water and dry with a clean cloth.

NOTE: **Do not** use anything other than soap and water to clean the test cap.

10. Slide the test cap over the end of the HC tester probe and secure it with the locking nut.



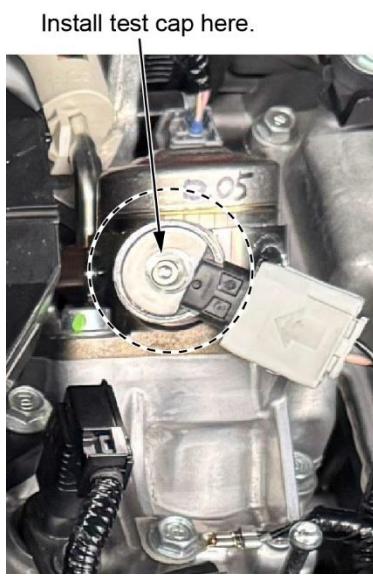
11. With the engine idling, attach the test cap on the HC tester to the high-pressure fuel pump solenoid. Make sure that the cutout in the test cap is aligned with the connector, then push to fully seat the cap. Leave the tester and test cap in place for **60 seconds** then check the reading on the display.

| HC Tester Reading | Action   |
|-------------------|--|
| 0                 | Vehicle passed inspection; no repair necessary. Close the recall.              |
| 10,000            | Stop the engine and replace the high-pressure fuel pump. See REPAIR PROCEDURE. |
| 1–9,999           | Do the <b>Retest Procedure</b> below.  |

#### Retest Procedure

1. Turn the HC tester off and remove the test cap.
2. Turn on the Hydrocarbon (HC) tester by pressing and holding the power button for **3 seconds**. Once powered, the tester will perform a self-check and calibration. Confirm the measurement on the screen is showing 0. Allow the tester to warm up for **30 seconds** before use.
3. Clean the test cap with mild soap and water and dry with a clean cloth.
4. Reattach the test cap to the HC tester.
5. Attach the test cap to the high-pressure fuel pump solenoid. Make sure that the cutout in the test cap is aligned with the connector, then push to fully seat the cap. Leave the tester in place for **60 seconds** then check the reading on the display.

| HC Tester Retest Reading | Action   |
|--------------------------|--|
| 0                        | Vehicle passed inspection; no repair necessary. Close the recall.              |
| 1–10,000                 | Stop the engine and replace the high-pressure fuel pump. See REPAIR PROCEDURE. |



## REPAIR PROCEDURE

### ⚠ WARNING

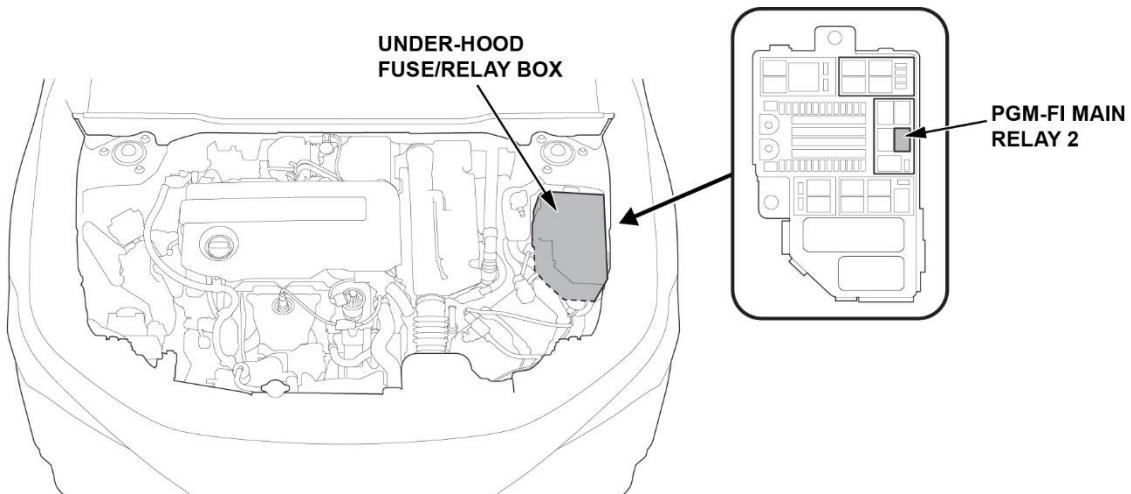
Fuel pump removal exposes fuel, which can ignite, causing a fire or explosion.

This can cause serious injury or death.

Always work in a well-ventilated area and keep sparks or open flames away.

- Refer to the [Fuel and Emissions Systems Service Precautions](#) before doing the procedure.
- Refer to the [Fuel Line/Quick-Connect Fitting Precautions](#) before doing the procedure.

1. Insert the emergency fuel funnel into the fuel filler neck to relieve the pressure in the fuel tank.
2. Remove the PGM-FI Main Relay 2 from the under-hood fuse box.



3. Enter the PGM-FI Maintenance Mode and start the engine.
  1. Turn the vehicle to the OFF (LOCK) mode.

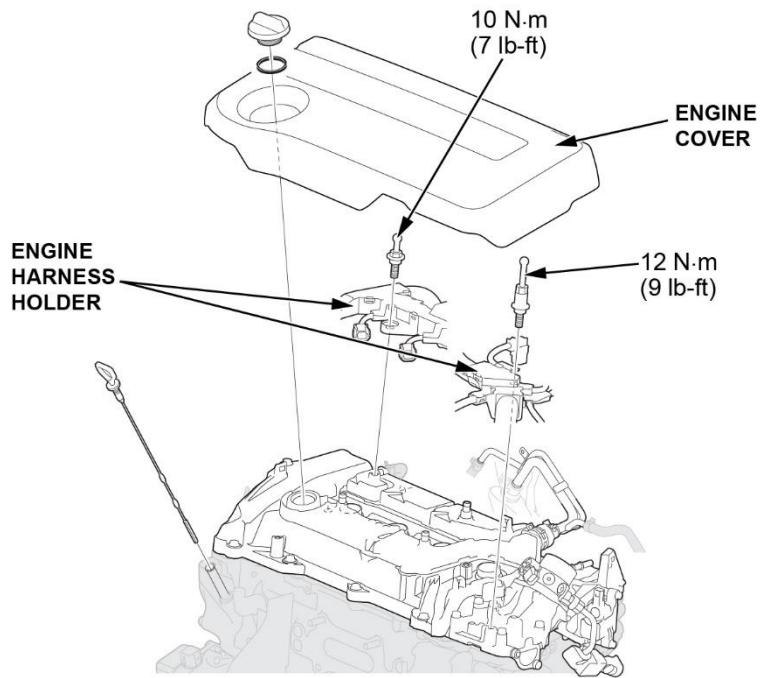
NOTE: Do the following procedure within **60 seconds** to start the engine in the maintenance mode.
  2. Turn the vehicle to the ON mode without stepping on the brake pedal.
  4. With the transmission in the **PARK position/mode**, press the accelerator pedal to the floor, **twice**.
  5. Press the brake pedal, shift the transmission to the **NEUTRAL position/mode**, then press the accelerator pedal to the floor **twice**.
  6. Press the brake pedal, shift the transmission to the **PARK position/mode**, then press the accelerator pedal to the floor **twice**.
  7. Press the power switch while pressing down on the brake pedal. The vehicle is now in the maintenance mode and the engine will start.

NOTE:

- In maintenance mode the engine will start and stall approximately **4 times** until it completely runs out of fuel.
- If the engine coolant temperature gets too hot, the engine may not start until the engine coolant temperature drops.
- If the transmission fluid temperature is low, the engine speed may be limited.
- To turn the engine OFF and cancel the maintenance mode, turn the vehicle to the OFF (LOCK) mode.
- During the maintenance mode, some systems stop controls and the indicator for those systems come on.
- During cold starts in maintenance mode for about **60 seconds** there may be some additional transmission noise, this is considered normal.
- When starting the engine in maintenance mode, you may hear a groan/rattle for about the first minute, or when the engine decelerates. This noise is caused by gear tolerances, when the generator is not under load. This noise is considered normal

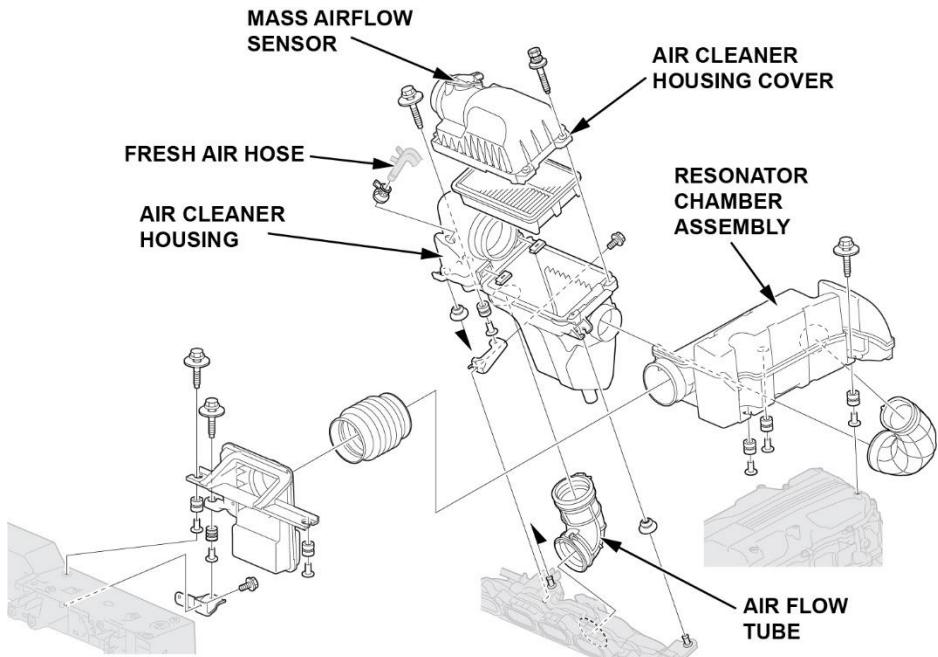
3. Turn the vehicle to the OFF (LOCK) mode.
4. Install the PGM-FI relay 2.
5. Disconnect the 12-volt battery.
  - 2023–25 CR-V Hybrid – [12 Volt Battery Terminal Disconnection and Reconnection](#)
  - 2023–24 Accord Hybrid - [12 Volt Battery Terminal Disconnection and Reconnection](#)
  - 2025 Civic Hybrid - [12 Volt Battery Terminal Disconnection and Reconnection](#)
6. Remove the engine cover.

7. Loosen the engine harness holder.



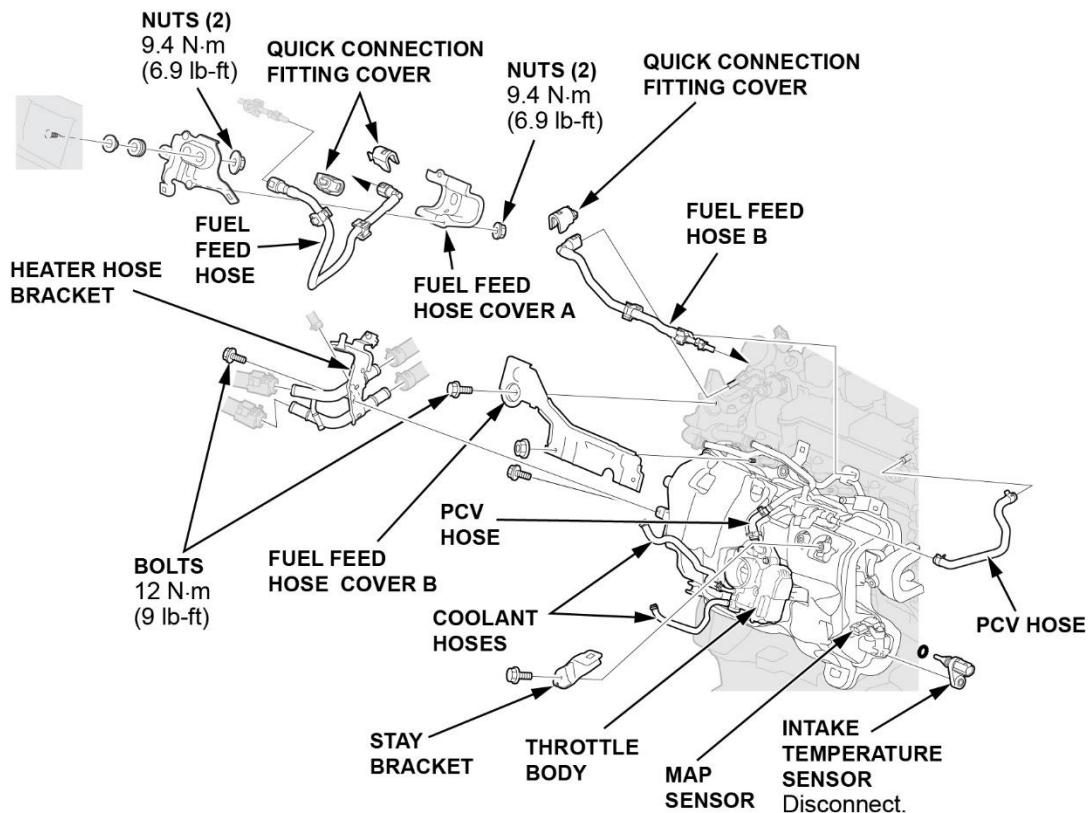
8. Remove the air cleaner.

1. Remove the resonator assembly.
2. Disconnect the fresh air hose.
3. Disconnect the mass airflow sensor.
4. Remove the air cleaner cover, housing and the air flow tube.



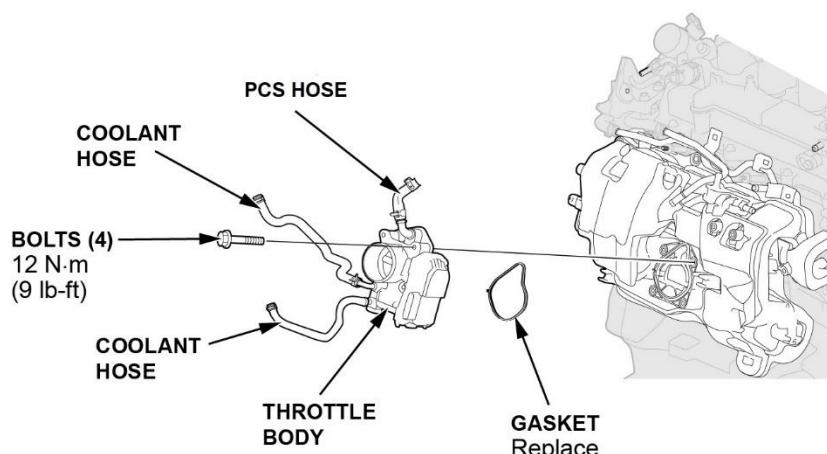
9. Remove or disconnect the following in order:

1. Remove the quick connect fitting cover
2. Remove the fuel feed hose cover A
3. Disconnect fuel feed hose B from the high-pressure fuel pump
4. Disconnect the PCV hose at the intake manifold
5. Disconnect the intake temperature sensor connector
6. Disconnect the MAP sensor connector
7. Disconnect the 2 bolts holding the heater hose bracket (**Do not** remove the hoses)
8. Disconnect the stay bracket



10. Remove the PCS hose at the throttle body.
11. Remove the 4-throttle body mounting bolts.
12. Without disconnecting the coolant hoses, move the throttle body to the side to gain clearance to remove the intake manifold.

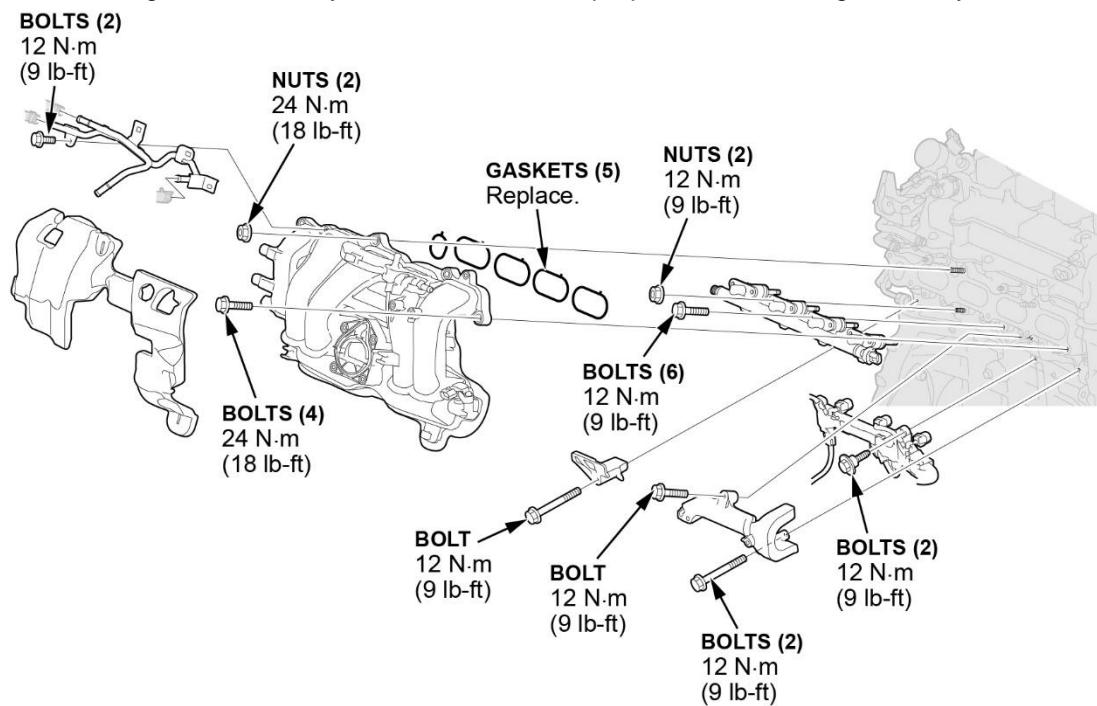
NOTE: **Do not** excessively bend or stress the coolant hoses.



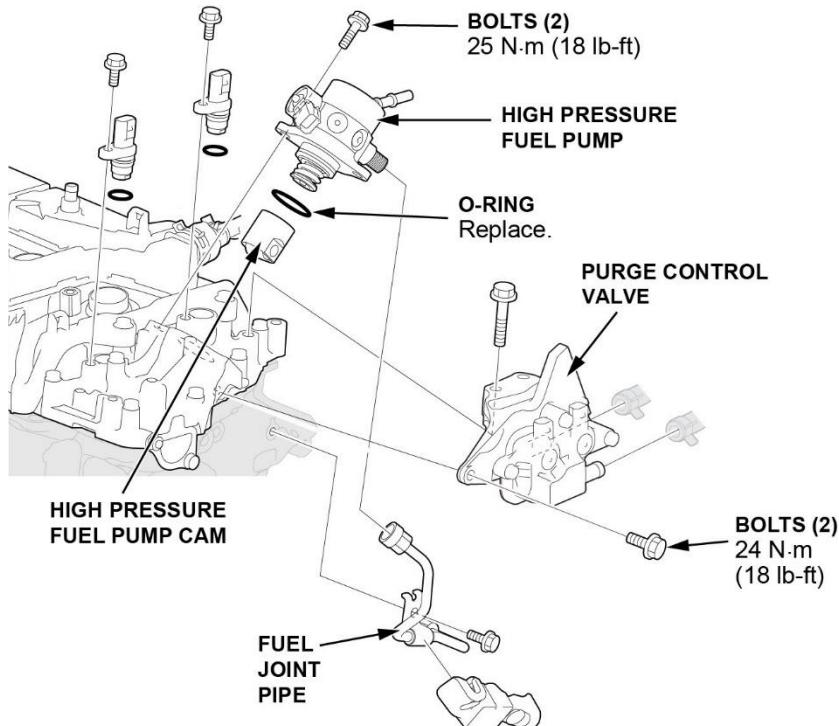
13. Remove the 4 bolts and 2 nuts securing the intake manifold.

NOTE:

- Make sure all 4 bolts and 2 nuts are removed before attempting to move the intake manifold.
- There are two different length bolts securing the intake manifold. Note the locations of the bolts while removing, to ensure they are returned to their proper location during assembly.

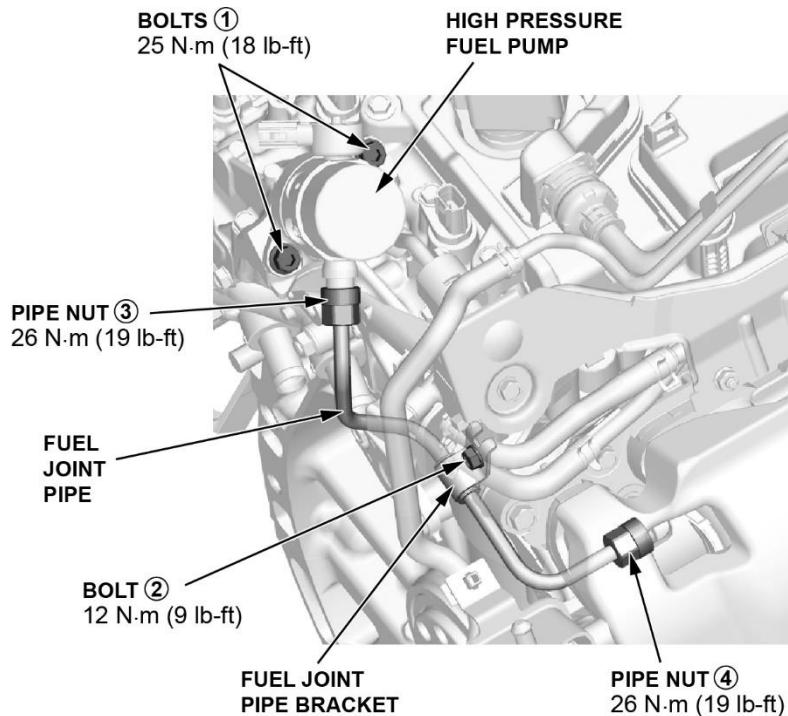


14. Remove the purge control valve and bracket.

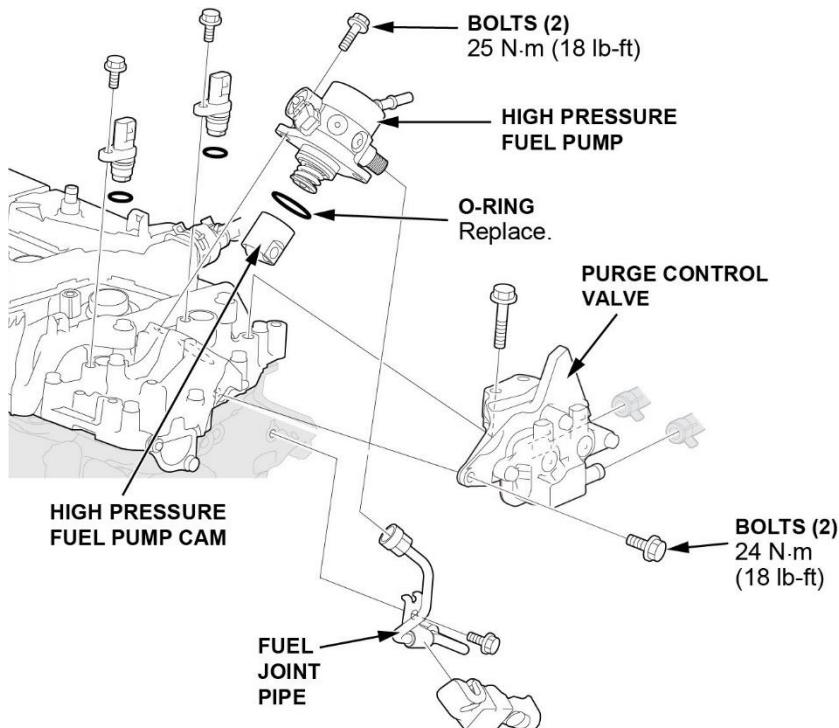


15. Remove the fuel joint pipe.

NOTE: Do not reuse the high-pressure fuel joint pipe.

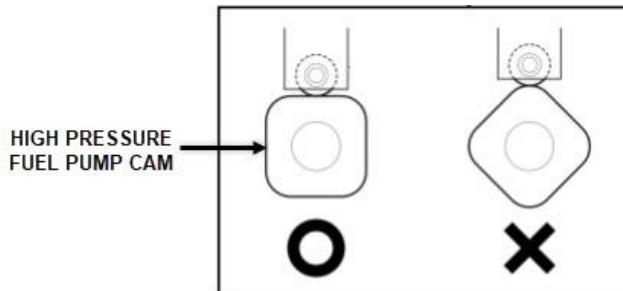


16. Remove the high-pressure fuel pump.



17. Install the new high pressure fuel pump and fuel joint pipe.

1. Check the position of the high-pressure fuel pump cam. If needed, rotate the crankshaft to set it to the flat position.



2. Lubricate the O-ring on the new high-pressure fuel pump with engine oil.
3. Tighten the high-pressure fuel pump bolts in an alternating pattern until the fuel pump is in contact with the fuel pump base.

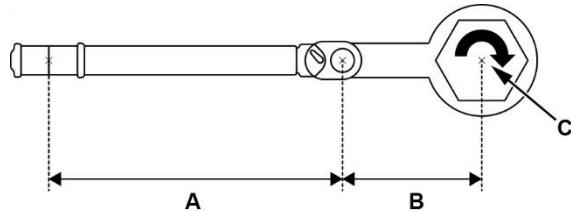
NOTE:

- **Do not** final torque at this time.
- To prevent damage to the O-ring, **do not** use any power tools (pneumatic or electric).

4. Install the new fuel joint pipe and hand tighten the nuts and stay bolt.
5. Tighten the nuts and bolts in sequence. Torque to specification.

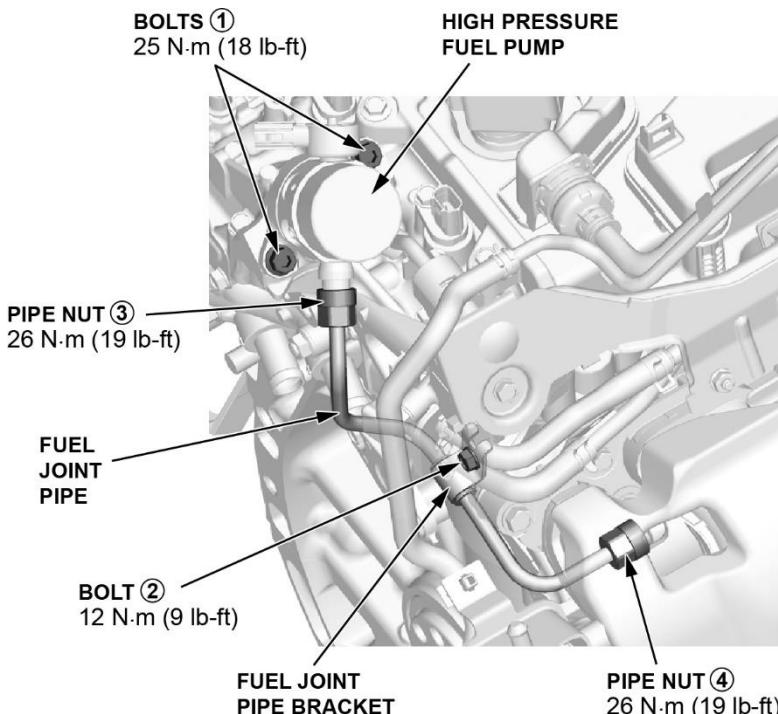
NOTE: When using some special tools or crowfoot-type wrenches, the torque value changes due to the added leverage. The actual torque applied will be greater than the torque reading shown.

- The torque specification given is the actual torque, not the reading on the torque wrench.
- To compensate for this additional leverage, use the formula below to calculate the torque value reading on the torque wrench.
- Always use the special tool or crowfoot-type wrench in a straight line with the torque wrench, or you will apply improper torque.

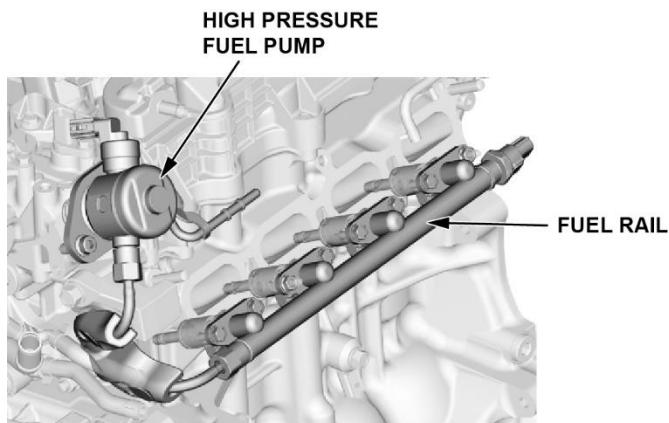


$$\text{Reading of the torque wrench} = \frac{\text{Torque wrench effective length (a)} \times \text{Specified torque (c)}}{\text{Torque wrench effective length (a)} + \text{Special tool/crowfoot type wrench effective length (b)}}$$

| Step | Operation       | Object             | Detail  |
|------|-----------------|--------------------|---|
| 1    | Hand Tighten    | ③, ④               | The end of the joint pipe is seated on the fuel rail or high-pressure fuel pump.  |
| 2    | Loosely Install | ②                  | Install the fuel joint pipe bracket to the cylinder head, and loosely install it. |
| 3    | Tighten         | All Bolts and Nuts | ① → ② → ③ → ④   |



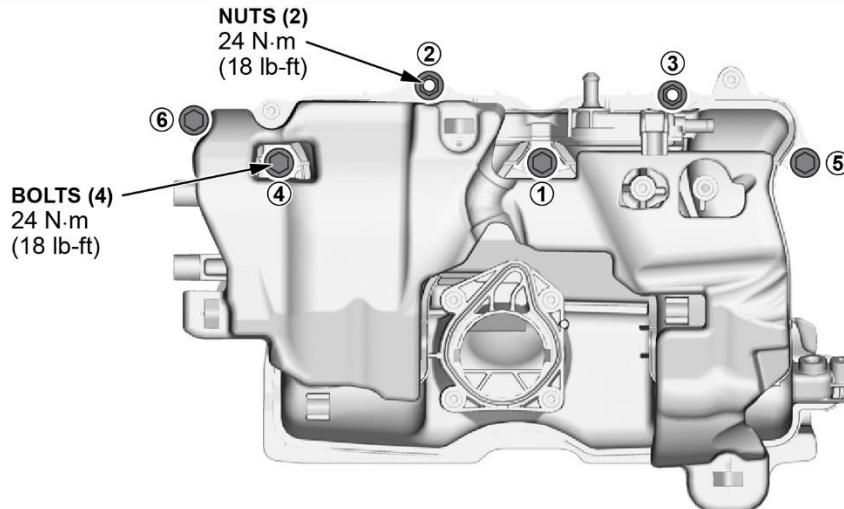
18. Apply commercially available Met-L-Check D-70 Developer to the the fuel rail and the high pressure fuel pump connections.



19. Install the intake manifold with new gaskets and torque to **24 N·m (18 lb·ft)**.

#### Tightening Procedure

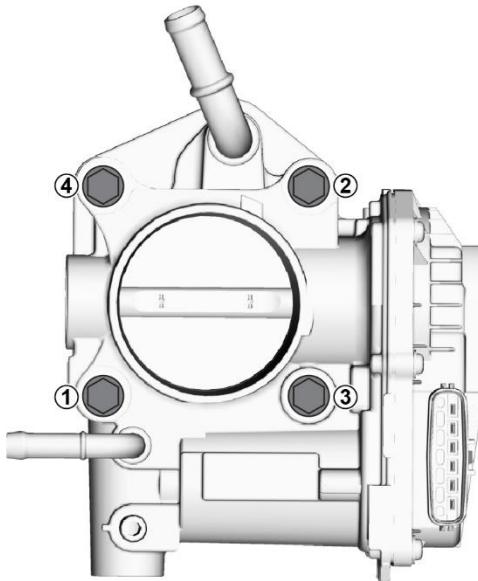
| Step | Operation         | Object             | Detail   |
|------|-------------------|--------------------|--|
| 1    | Temporary Tighten | All Bolts and Nuts | Until the bolts and nuts are seated on the intake manifold |
| 2    | Temporary Tighten | All Bolts and Nuts | Until the gasket is compressed                             |
| 3    | Tighten           | All Bolts and Nuts | ①→②→③→④→⑤→⑥  |



20. Install the throttle body.

#### Tightening Procedure

| Step | Operation         | Object             | Detail   |
|------|-------------------|--------------------|--|
| 1    | Temporary Tighten | All Bolts and Nuts | Until the bolts and nuts are seated on the intake manifold |
| 2    | Temporary Tighten | All Bolts and Nuts | Until the gasket is compressed                             |
| 3    | Tighten           | All Bolts and Nuts | ①→②→③→④  |



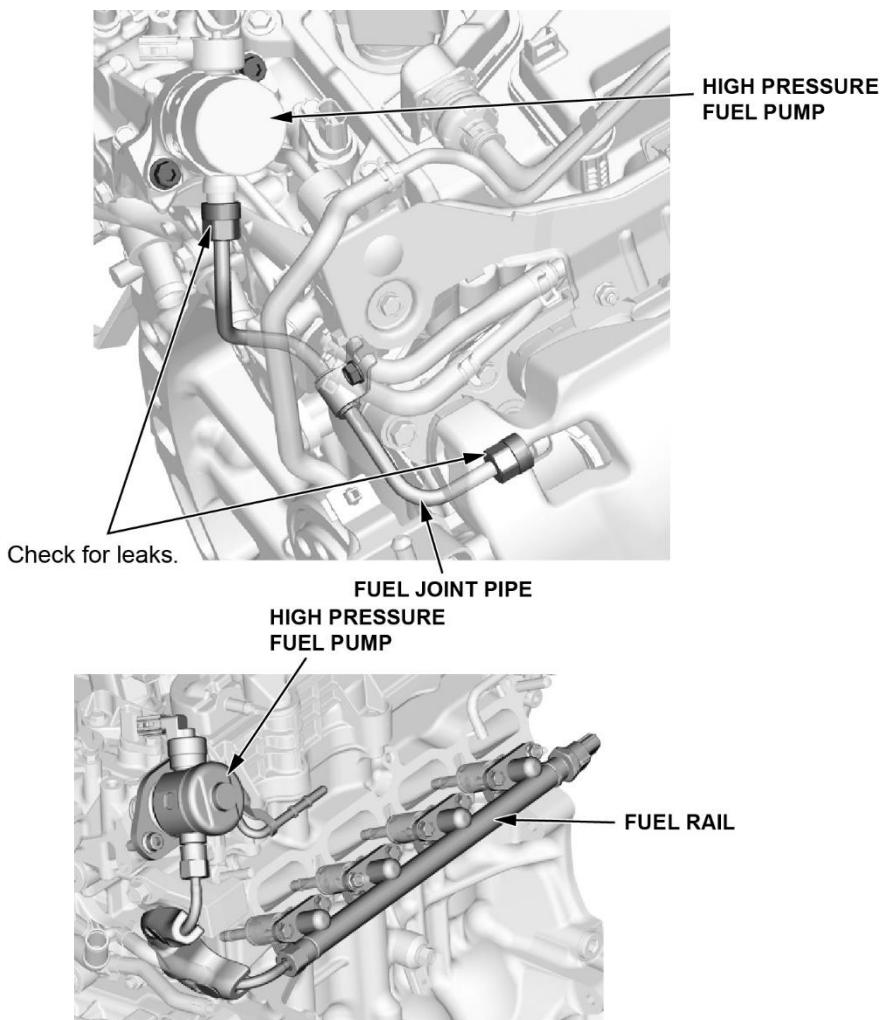
21. Install the remaining parts in the reverse order of removal.

22. Reconnect the 12-volt battery.

- 2023–25 CR-V Hybrid – [12 Volt Battery Terminal Disconnection and Reconnection](#)
- 2023–24 Accord Hybrid - [12 Volt Battery Terminal Disconnection and Reconnection](#)
- 2025 Civic Hybrid - [12 Volt Battery Terminal Disconnection and Reconnection](#)

23. Start the engine and check for fuel leaks.

- Set the probe of the HC tester on the joint pipe connections and the fuel rail. If hydrocarbons are detected, repair the leak and retest.



24. Do the [Steering Angle Neutral Position Learning](#).

25. Do an All DTC clear.

26. *California residents only:* Fill out a Vehicle Emissions Recall – Proof of Correction certificate, and use **QK8** as the recall number. Have the service advisor give the certificate to your customer, and advise him or her to keep it as proof that the recall was completed. Your customer will need to submit this certificate to the DMV only if the DMV requests it. If you need more certificates, use reorder number **Y0657**.

| Vehicle Emission Recall - Proof of Correction  |   |            |                          |  |
|--|---|------------|--------------------------|--|
| License Number   | Make  | Year Model | Body Type                | Vehicle Identification Number<br><input type="text"/> <input type="text"/> |
| Manufacturer _____   |   |            | Recall Number <b>QK8</b> |  |
| The above described vehicle has been repaired, modified and/or equipped with emission control devices to meet applicable California Emission Control Laws. |   |            |                          |  |
| Dealer's Name<br><input type="text"/>  | Address, City, State and Zip<br><input type="text"/>  |            |                          |  |
| Date<br><input type="text"/>   | Dealership's Authorized Signature<br><input type="text"/> <input checked="" type="checkbox"/> |            |                          |  |
| Return this certificate to DMV only when required - otherwise retain for your records.   |   |            |                          |  |