November 13, 2024 Version 1

Safety Recall: 2023–24 Accord High Pressure Fuel Pump Leak

AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
2023–24	Accord	ALL	Check iN VIN status for eligibility.

BACKGROUND

American Honda is announcing a **STOP SALE** and **safety recall** for certain model year 2023–24 Accord 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.

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.

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.

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.

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, or C, the odometer must read **700 miles or more**.
- For template C, 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	MK700	A24123A	16790-6NA-A01
1215A8	Inspect HPF pump for hydrocarbons. HPF PUMP IS LEAKING	0.4 hr	6YP00	MK700	A24123B	16790-6NA-A01
1211PC	Replace high pressure fuel pump	1.2 hr	6YP00	MK700	A24123C	16790-6NA-A01

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	06161-6NA-305	1

REQUIRED MATERIALS

NONE

TOOL INFORMATION

Tool Name	Tool Number	Quantity
Hydrocarbon Tester and 3 Caps	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.

Important Notice

⚠ WARNING

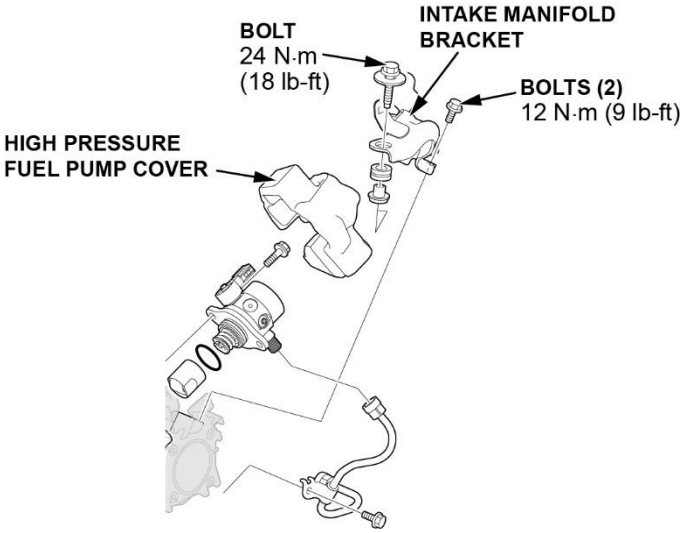
Carbon monoxide gas is toxic and can rapidly accumulate in closed or even partly enclosed areas. Breathing in carbon monoxide gas can cause unconsciousness and even death. **Never** leave the vehicle on while parked in a garage or other areas with limited ventilation!

- Verify the vehicle is in PARK prior to conducting the INPSPECTION 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 miles or more

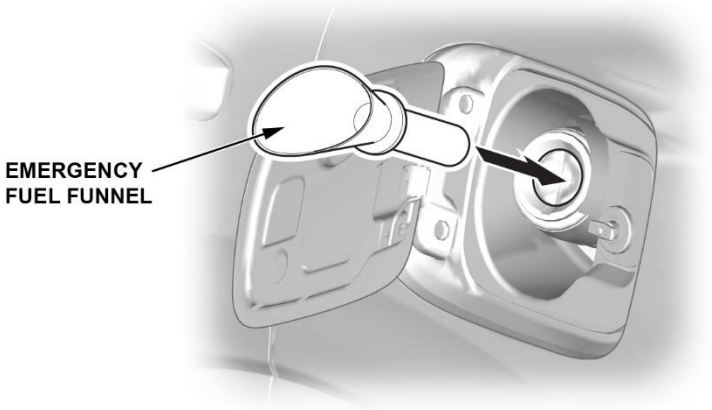
Click here to watch the video ► PLAY VIDEO

1. Remove the intake manifold bracket.



2. Remove the high-pressure fuel pump cover.

3. 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.

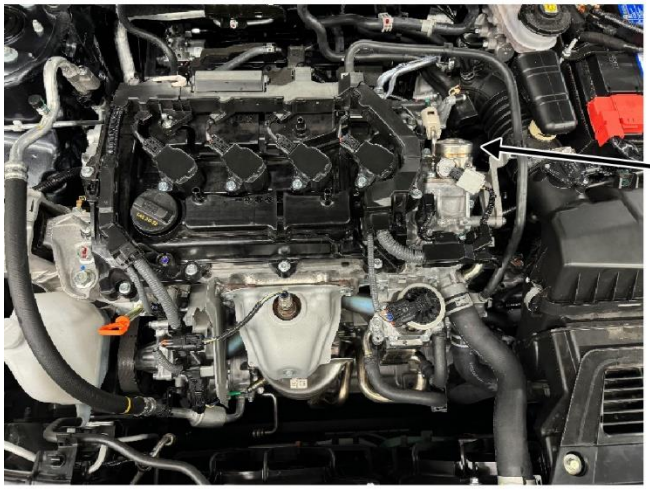
4. Connect the i-HDS to the data link connector (a) located under the driver's side dash.

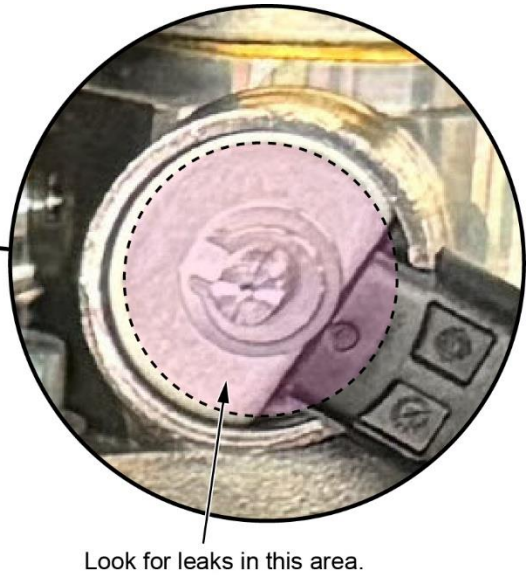
5. Start the engine and make sure the A/C is turned off to prevent the radiator fan from running.
6. Visually check the solenoid area of the high-pressure fuel pump for fuel leakage.

   Was fuel leakage found?

   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 the 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 **176ºF**, 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.

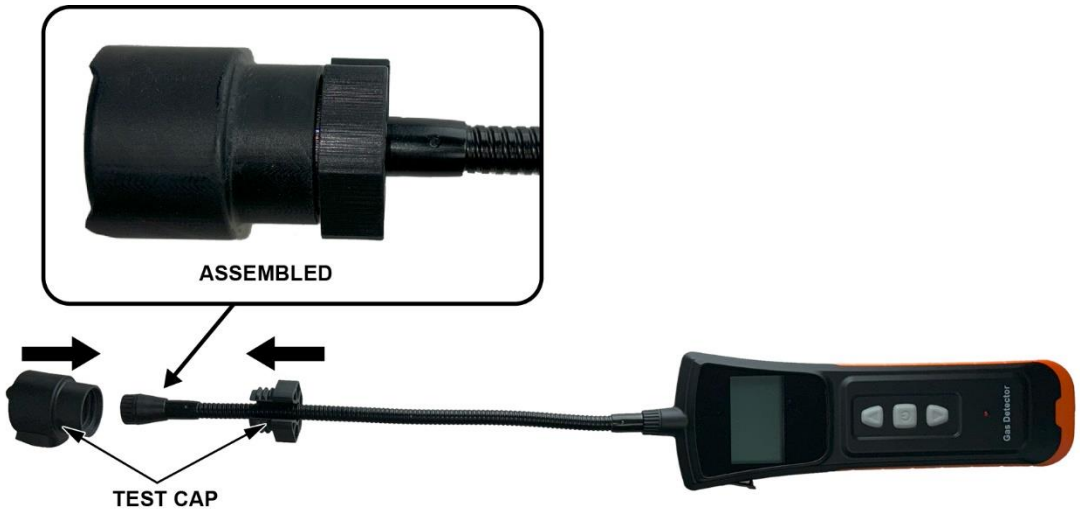
▸Vehicle Selection ▸System Selection Menu ▸PGM-FI ▸Data List ▸

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.



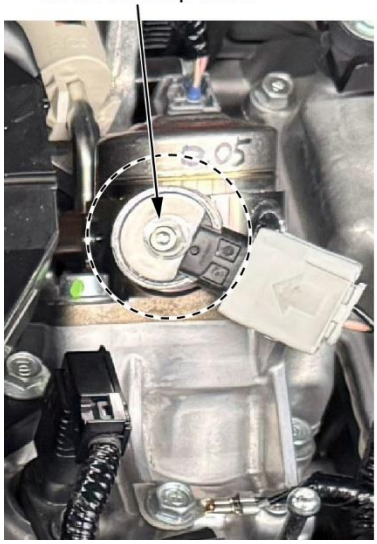
11. With the engine idling, attach the test cap to the high-pressure fuel pump solenoid. Make sure that the cutout in the test cap is aligned with the solenoid connector, then push to fully seat the cap. Leave the tester in place for **60 seconds** then check the reading on the display.

HC Tester 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 **Retest Procedure** 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.



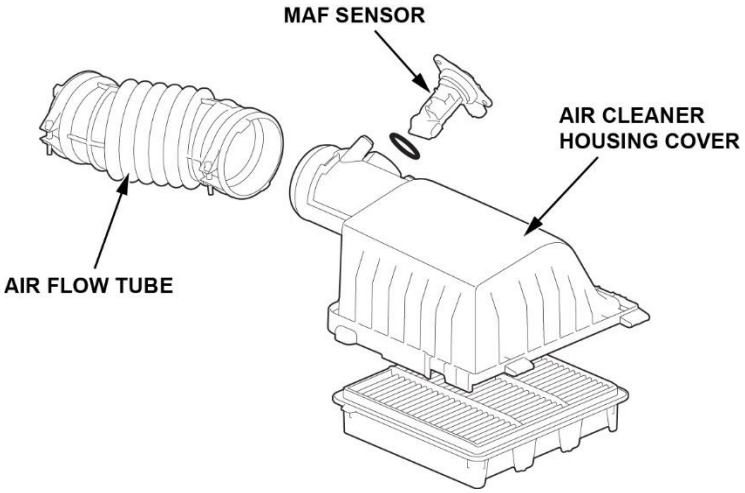
REPAIR PROCEDURE

⚠ WARNING

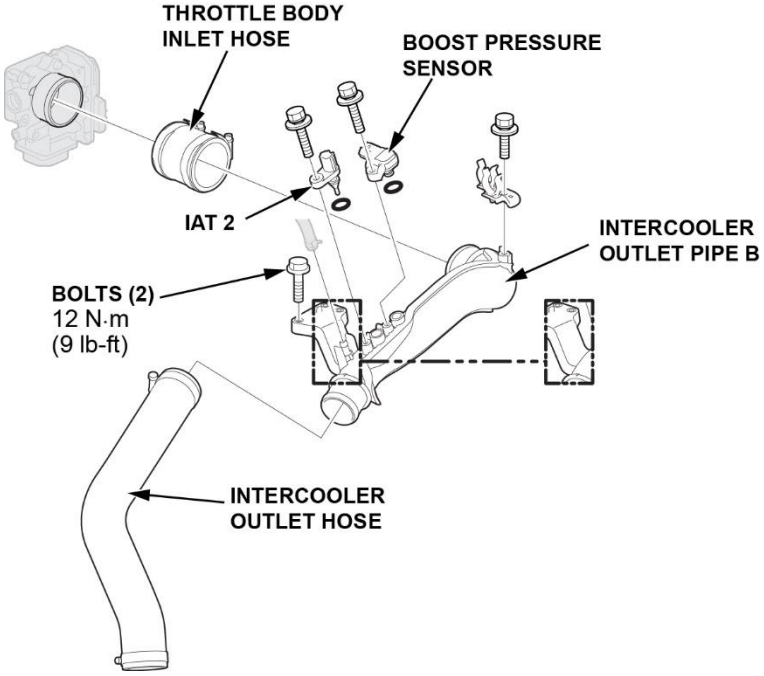
Fuel pump removal exposes fuel, which can ignite, causing a fire or explosion.
This can cause serious injury or death.
Always work in a well-ventilated area and keep sparks or open flames away.

- 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.

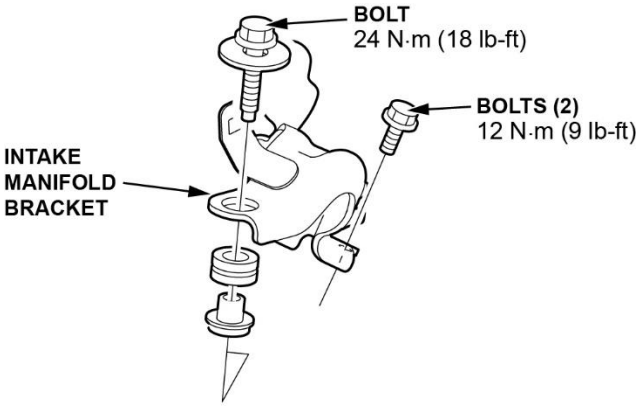
1. Do the *Fuel Pressure Relieving* procedure.
2. Disconnect the 12-volt battery.
   - *12 Volt Battery Terminal Disconnection and Reconnection*
3. Remove the air cleaner housing cover:
   1. Disconnect the MAF sensor connector.
   2. Loosen the air flow tube.
   3. Remove the air cleaner housing cover.



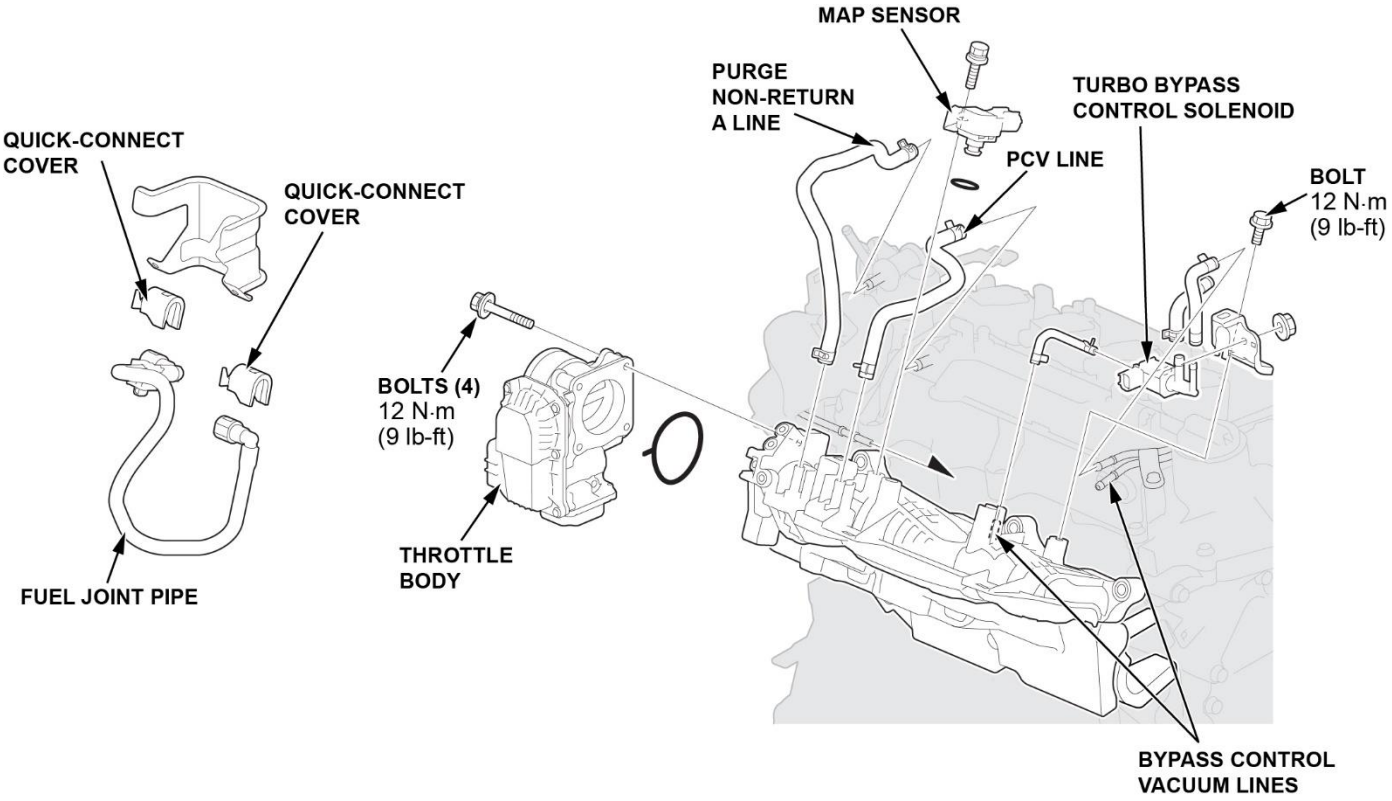
4. Remove the intercooler outlet pipe:
    1. Disconnect the turbocharger boost pressure sensor connector.
    2. Disconnect the intake air sensor 2 connector.
    3. Remove the throttle body inlet hose.
    4. Remove the bolts securing the intercooler outlet pipe B, then remove the intercooler outlet pipe B.



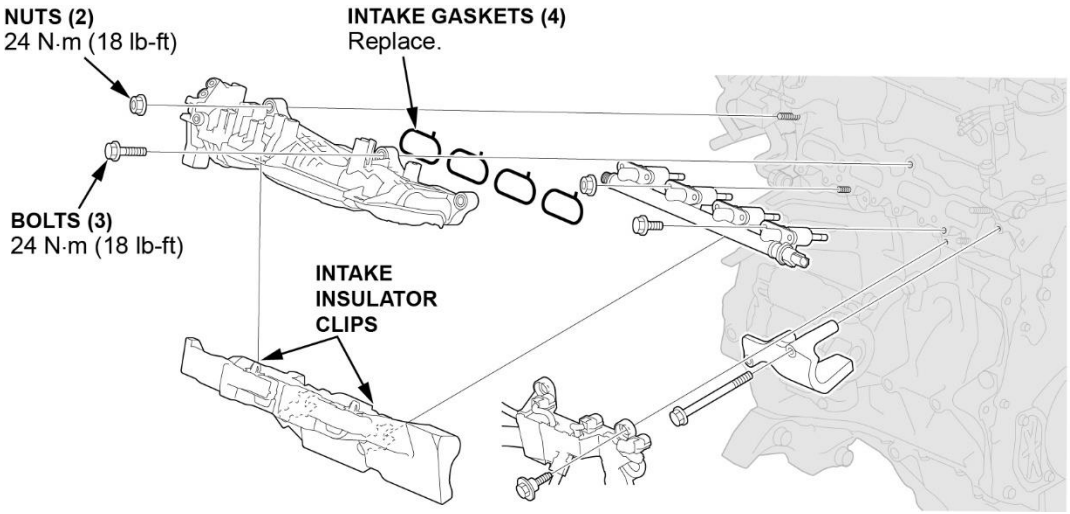
5. Remove the intake manifold:
    1. Disconnect the purge non return A line from the purge control solenoid.
    2. Disconnect the PCV line from the valve cover.
    3. Disconnect the PAP sensor connector.
    4. Remove the turbo bypass control solenoid to intake manifold bracket. (Leave the connector and two air bypass lines connected.)
    5. Disconnect the bypass control solenoid vacuum line to the intake manifold.
    6. Disconnect the two harness stay clips from the intake manifold bracket.
    7. Disconnect the harness on the side of the cylinder head. Release the harness stay clip lift harness and push back to disengage from the intake manifold bracket.
    8. Remove the intake manifold bracket. (This may still be removed from the inspection process.)



9. Disconnect the vehicle speed sensor (this is to prevent the throttle body from damaging the coupler.)
10. Without removing the coolant hoses, remove the throttle body bolts and move the throttle body to the side.
11. Remove the quick connect fitting covers.
12. Disconnect the fuel feed line quick connect.

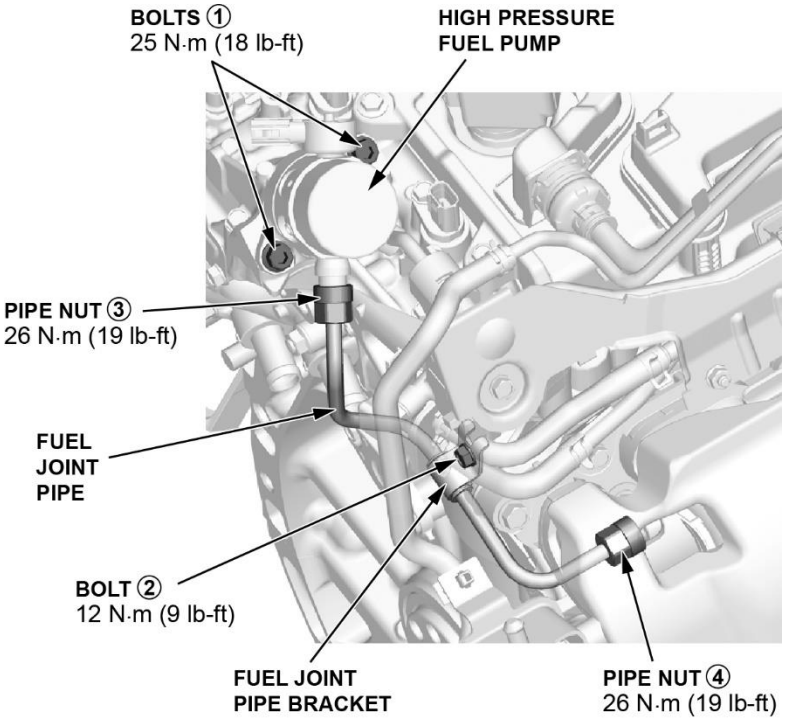


13. Remove the intake manifold cover.
14. Remove the 3 bolts and 2 nuts securing the intake manifold.



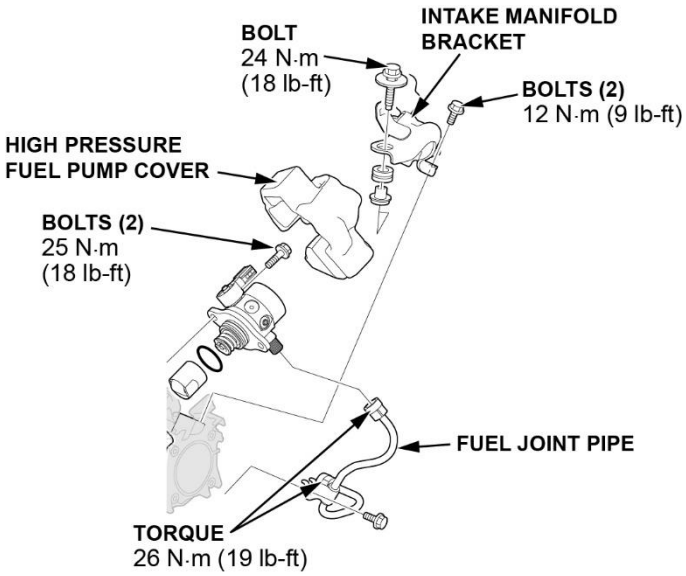
6. Remove the fuel joint pipe.

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

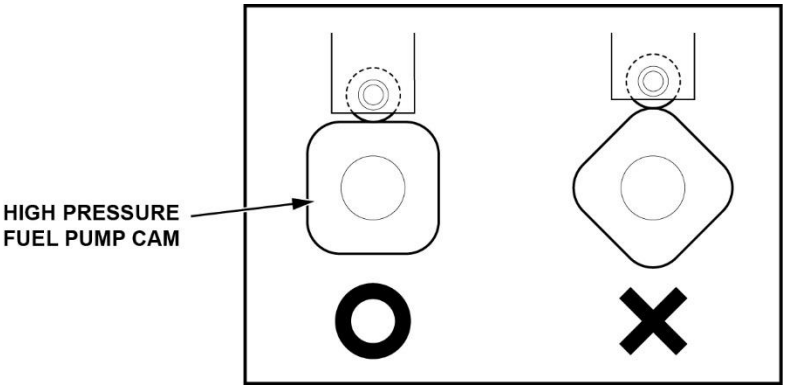


7. Remove the high-pressure pump.

   NOTE: Loosen the bolts alternately.



8. Install the new high pressure fuel pump.
    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.

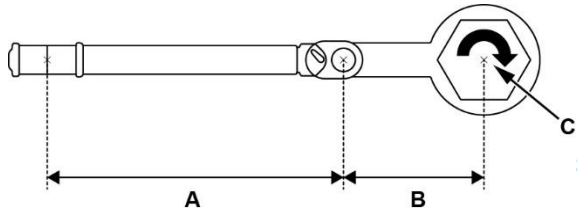
        NOTE:

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

9. Install the fuel joint pipe and hand tighten the nuts and stay bolt.
10. Torque the high-pressure fuel pump and joint pipe nuts and bolts in sequence to specification.

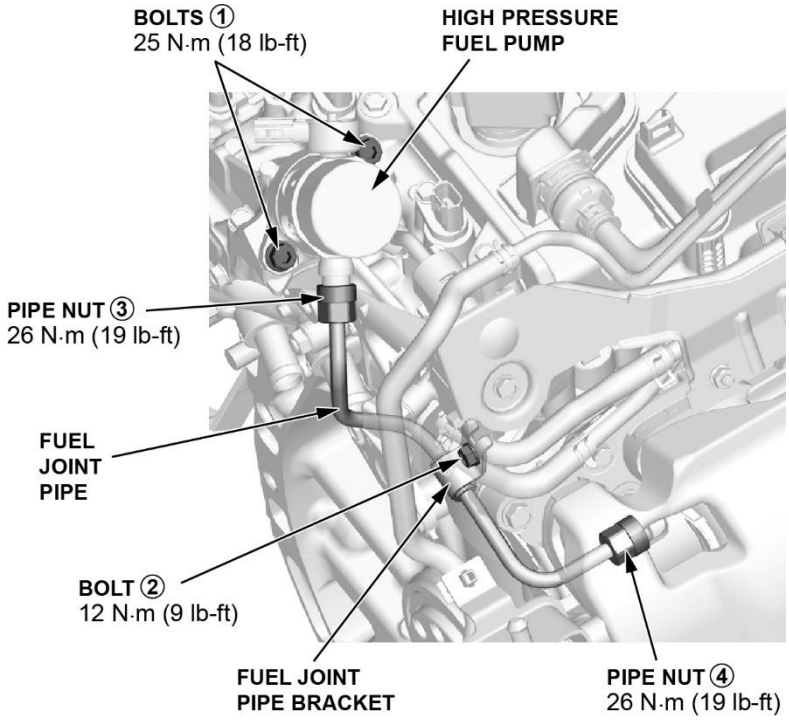
    NOTE: When using some special tools or crowfoot-type wrenches, the torque value changes due to the added leverage. The actual torque applied will be greater than the torque reading shown.

    - 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.

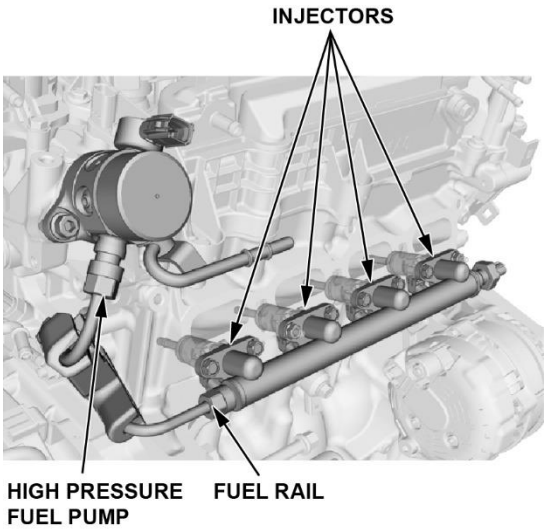


$$\text{Reading of the torque wrench} = \frac{\text{Torque wrench effective length (a)} \times \text{Specified torque (c)}}{\text{Torque wrench effective length (a)} + \text{Special tool/crowfoot type wrench effective length (b)}}$$

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



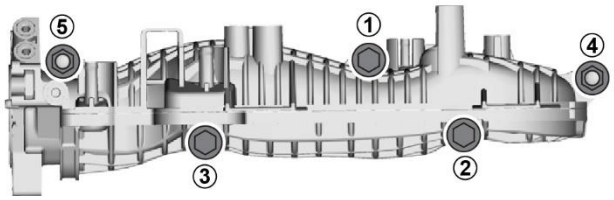
11. Apply commercially available Met-L-Check D-70 Developer to the joint of the injectors, the fuel rail, and the high pressure fuel pump.



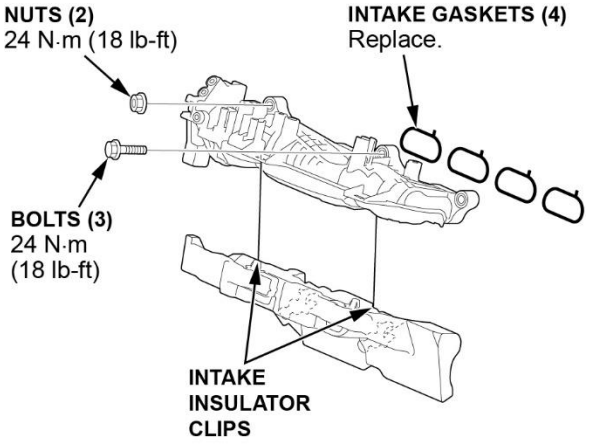
12. Install fuel joint pipe quick-connect covers.
13. Install the intake manifold with new gaskets. Torque to **24 N·m(18 lb-ft)** in sequence.

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



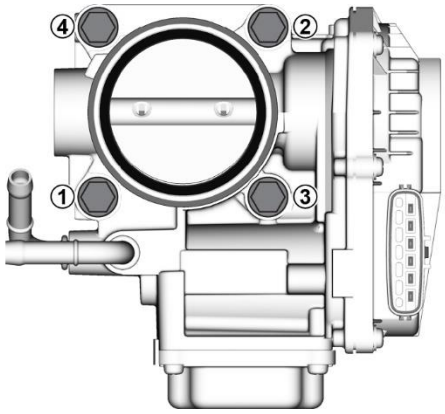
14. Clip the intake insulator to the intake manifold and onto the fuel rail.



15. Install the throttle body and torque the bolts to **12 N·m(9 lb-ft)** in sequence.

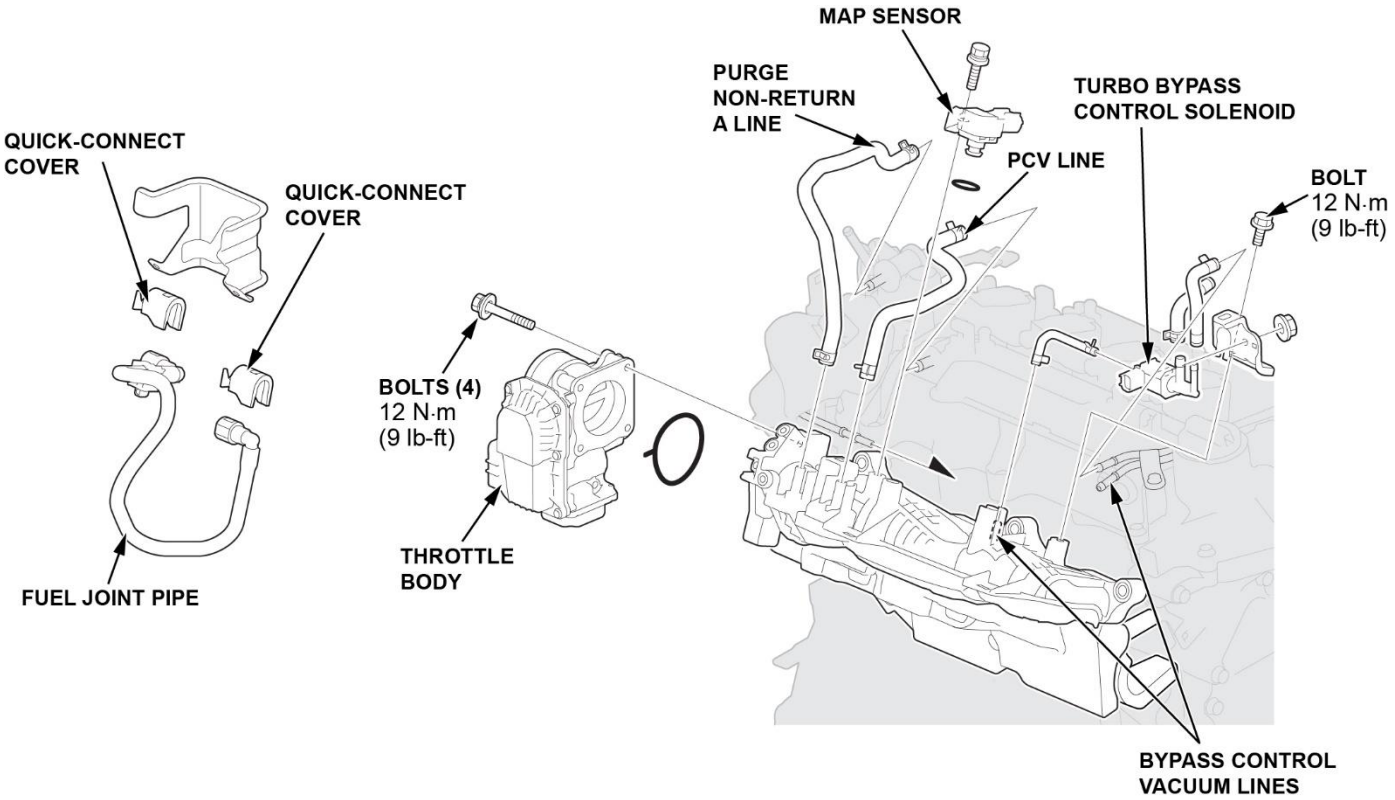
Tightening Procedure

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



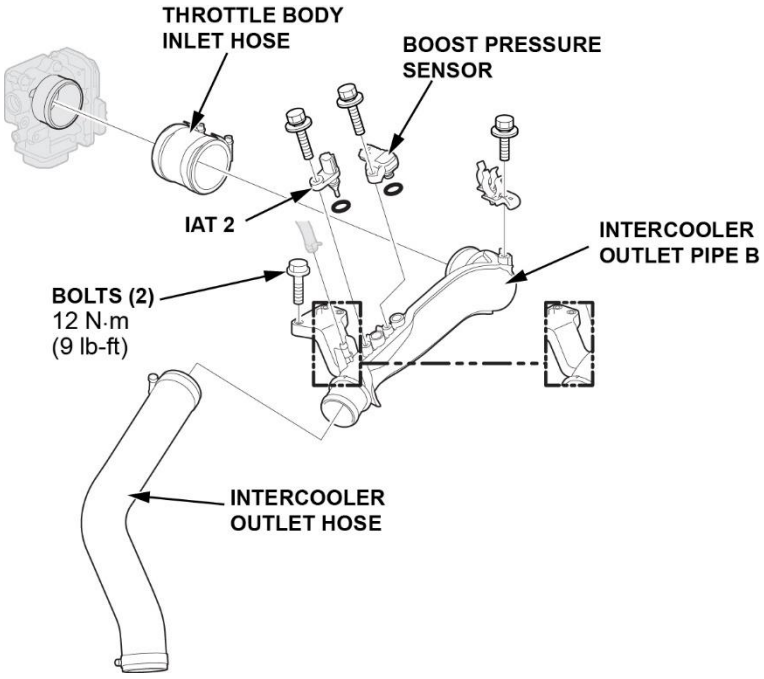
16. Connect the vehicle speed sensor connector.
17. Connect the throttle body connector.
18. Install the turbo bypass control solenoid back onto intake 12N.m(9lbf-ft).
19. Connect turbo bypass vacuum line to intake manifold.
20. Connect PCV line to valve cover.
21. Connect purge non return line A.
22. Connect MAP sensor connector.
23. Connect fuel feed line quick-connect fitting.

    NOTE: If the quick-connect fitting is stuck on the original high-pressure pump, install a new quick-connect fitting to the line.



NOTE: Review the *Intake Air System and Exhaust System Service Precautions* before doing repairs or service.

24. Install the throttle body inlet hose.
25. Install the intercooler outlet pipe B.
26. Install the intercooler outlet hose and torque bolts to specification.
27. Connect the intake air temperature sensor 2 connector.
28. Connect the boost pressure sensor connector.

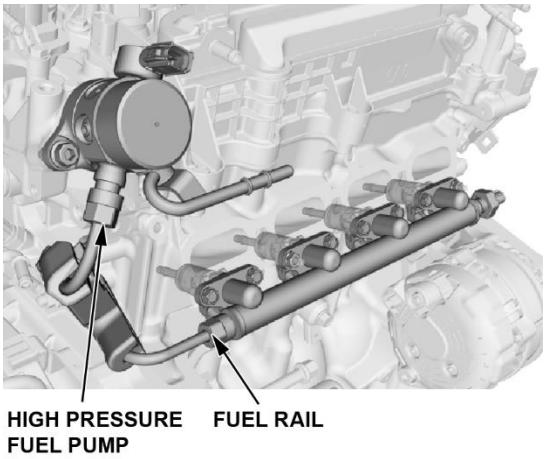


29. Reconnect the 12-volt battery.
    - *12 Volt Battery Terminal Disconnections and Reconnection*
30. Check for fuel leaks:

    NOTICE

    If fuel is leaking, stop the engine immediately and turn the vehicle to the OFF (LOCK) mode.

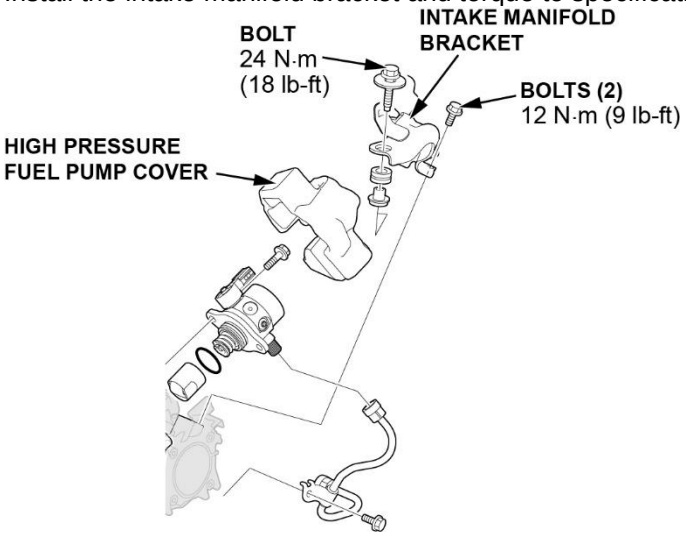
    1. Start the engine and hold the engine speed at **4,000 rpm** for **1 minute,** then stop the engine.
    2. Inspect for previously applied Met-L-Check D-70 at the high-pressure fuel pump and fuel rail connections.



    3. Use the HC tester at the high-pressure fuel pump and fuel rail joint pipe connections**.**
    4. Was a leak detected?

       Yes - Follow the *Fuel Leak Check (High Pressure Side)* procedure.
       No – Proceed to the next repair step.

31. Install the high-pressure pump cover.
32. Install the intake manifold bracket and torque to specification.



33. Clip the engine harness into the harness stay.
34. Do the *Steering Angle Neutral Position Learning*.
35. Do a *Fuel Leak Check* (High Pressure Side)
36. Do an All DTC Clear.
37. *California residents only:* Fill out a Vehicle Emissions Recall – Proof of Correction certificate, and use **MK7** 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**.