November 13, 2024 Version 1

Safety Recall: 2025 Civic High Pressure Fuel Pump Leak

AFFECTED VEHICLES

Year	Model	Trim Level	VIN Range
2025	Civic (non-Hybrid / 2.0L)	LX and Sport	Check iN VIN status for eligibility.

BACKGROUND

American Honda is announcing a **STOP SALE** and **safety recall** for certain model year 2025 Civic 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	MK600	A24124A	16790-6MA-J01
1215A8	Inspect HPF pump for hydrocarbons. HPF PUMP IS LEAKING	0.4 hr	6YP00	MK600	A24124B	16790-6MA-J01
1211PC	Replace high pressure fuel pump	1.8 hr	6YP00	MK600	A24124C	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	06161-6MD-305	1

REQUIRED MATERIALS

NONE

TOOL INFORMATION

Tool Name	Part 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

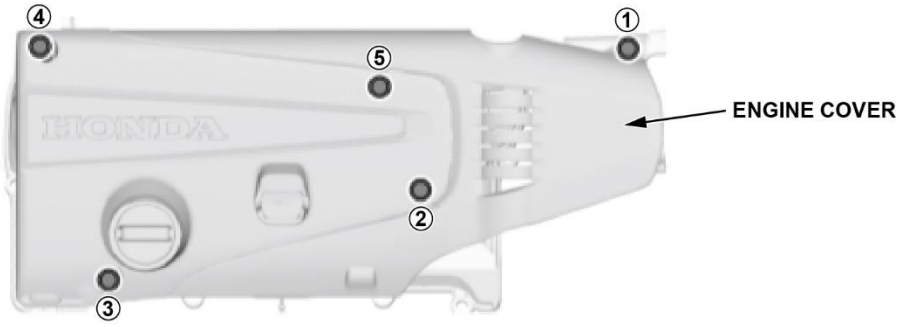
Carbon monoxide gas is toxic and can rapidly accumulate in closed or even partly enclosed areas. Breathing in carbon monoxide gas can cause unconsciousness and even death. **Never** leave the vehicle on while parked in a garage or other areas with limited ventilation!

- 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.

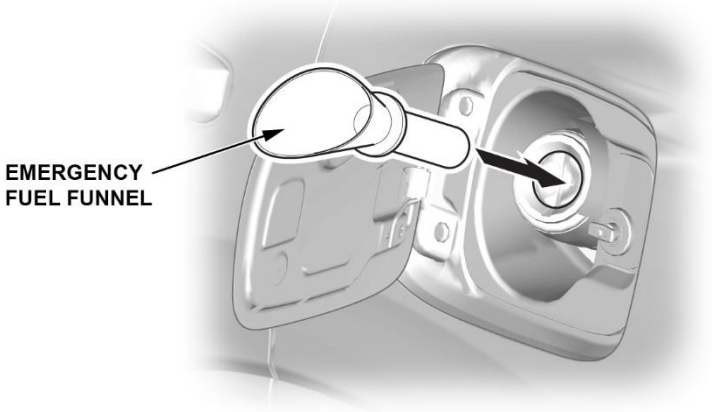
Vehicles with 700 miles or more.

Click here to watch the video ▶ PLAY VIDEO

1. Remove the engine cover.



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



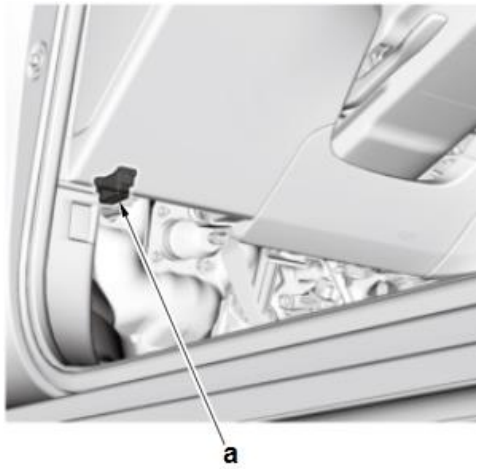
    2. Turn on the Hydrocarbon (HC) tester by pressing and holding the power button for **3 seconds**. Once powered, the tester will perform a self-check and calibration. Confirm the measurement on the screen is showing 0. Allow the tester to warm up for **30 seconds** before use.

        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.

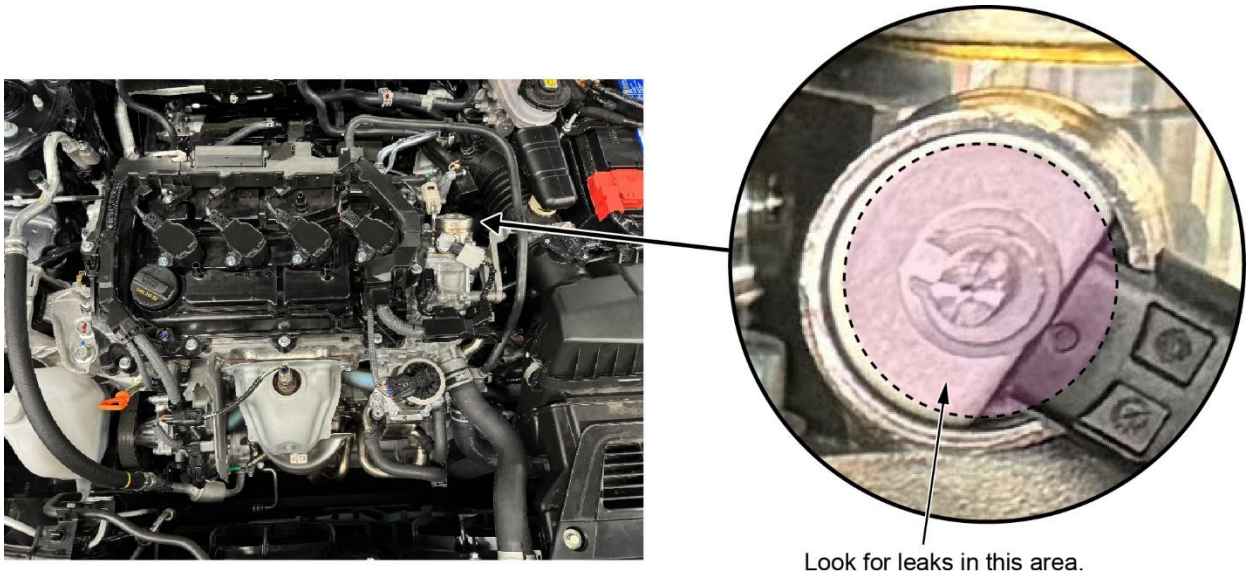
3. Connect the i-HDS to the data link connector (a) located under the driver's side dash.



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

   Is fuel leakage visible?

   Yes - Replace the high-pressure fuel pump.
   No - Proceed to step 6.



6. 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).

7. 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 the RPM as close to **4,000** as possible.

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

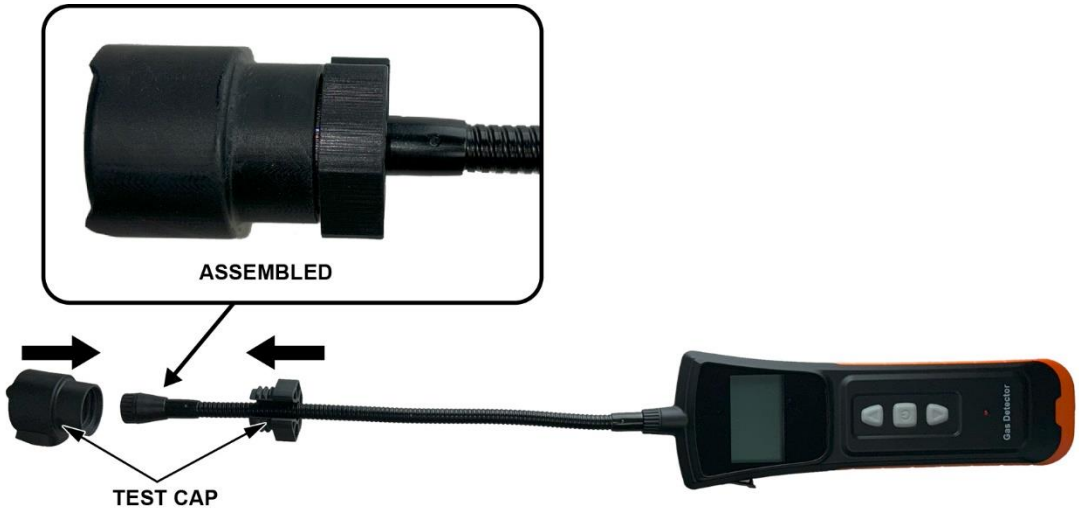
PGM-FI

Signal	Value	Unit
Engine Speed	4213	RPM
Vehicle Speed	0	MPH
ECT Sensor 1 Voltage	0.69	V
ECT Sensor 1	185	°F

8. 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.

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



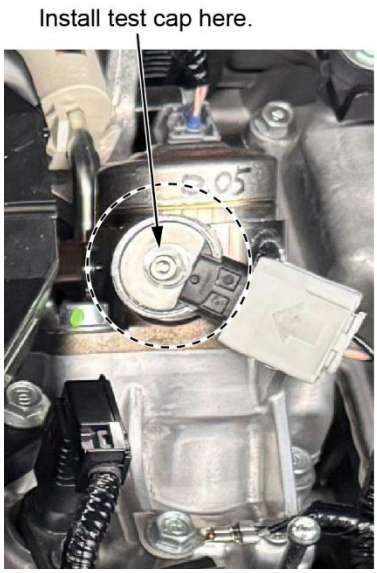
10. With the engine idling, attach the test cap on the HC tester to the high-pressure fuel pump solenoid. Make sure that the cutout in the test cap is aligned with the connector, then push to fully seat the cap. Leave the tester and test cap in place for **60 seconds** then check the reading on the display.

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 **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.



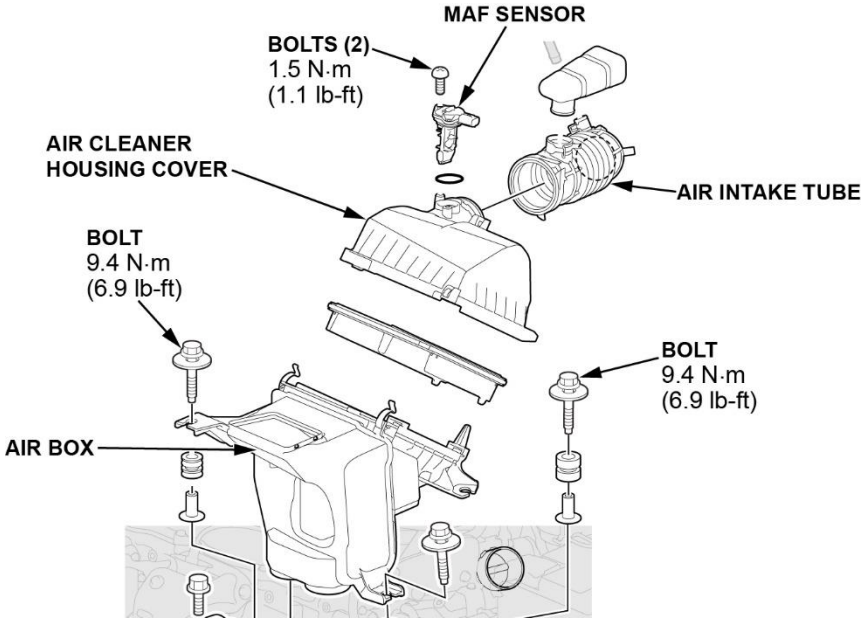
REPAIR PROCEDURE

⚠ WARNING

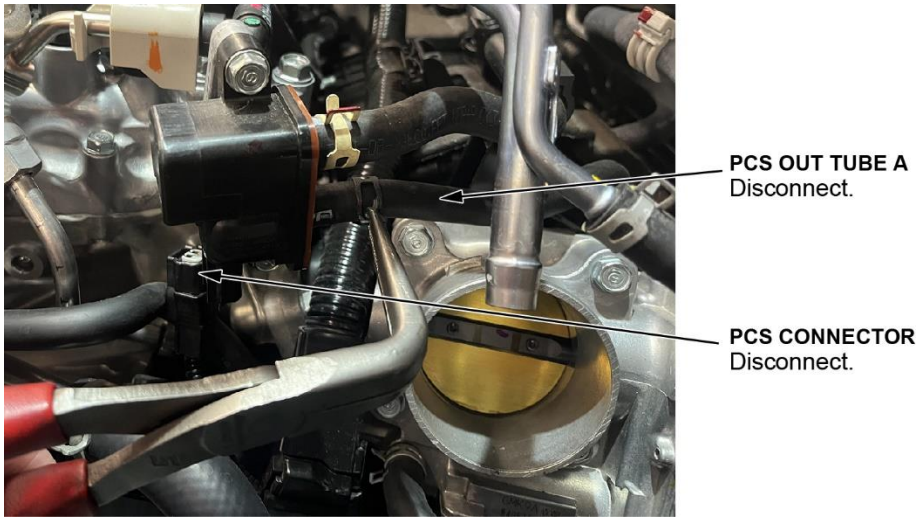
Fuel pump removal exposes fuel, which can ignite, causing a fire or explosion.
This can cause serious injury or death.
Always work in a well-ventilated area and keep sparks or open flames away.

- 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.

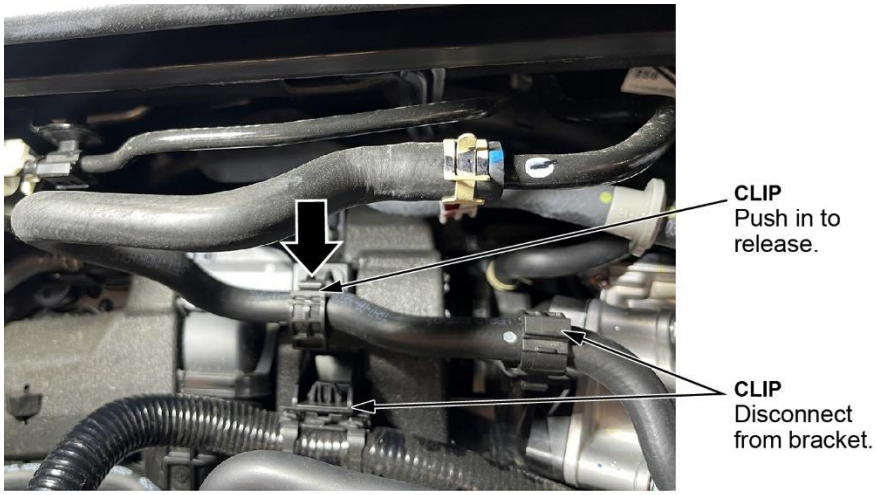
1. Do the *Fuel Pressure Relieving* procedure.
2. Disconnect the 12-volt battery.
   - *12 Volt Battery Terminal Disconnection and Reconnection*
3. Remove the air cleaner assembly:
   1. Remove the air cleaner housing cover.
   2. Disconnect the MAF sensor.
   3. Remove the three bolts securing the air box.
   4. Loosen the bolt securing the air duct to the throttle body.
   5. Remove the air box with the air intake tube.



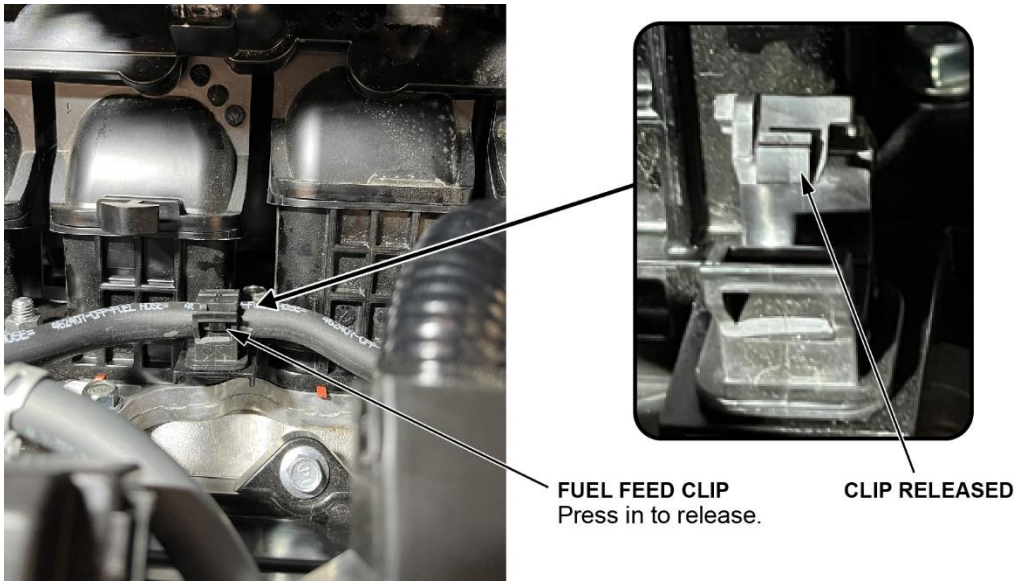
4. Disconnect the PCS connector.
5. Disconnect the PCS Out Tube A.



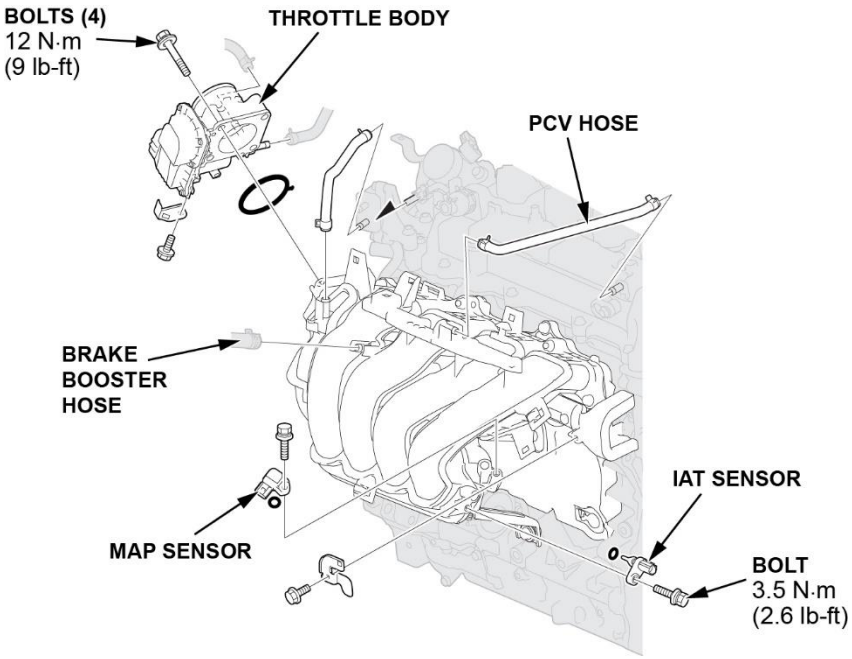
6. Release the purge line from the intake manifold clips.



7. Disconnect the fuel feed clip from the intake manifold.

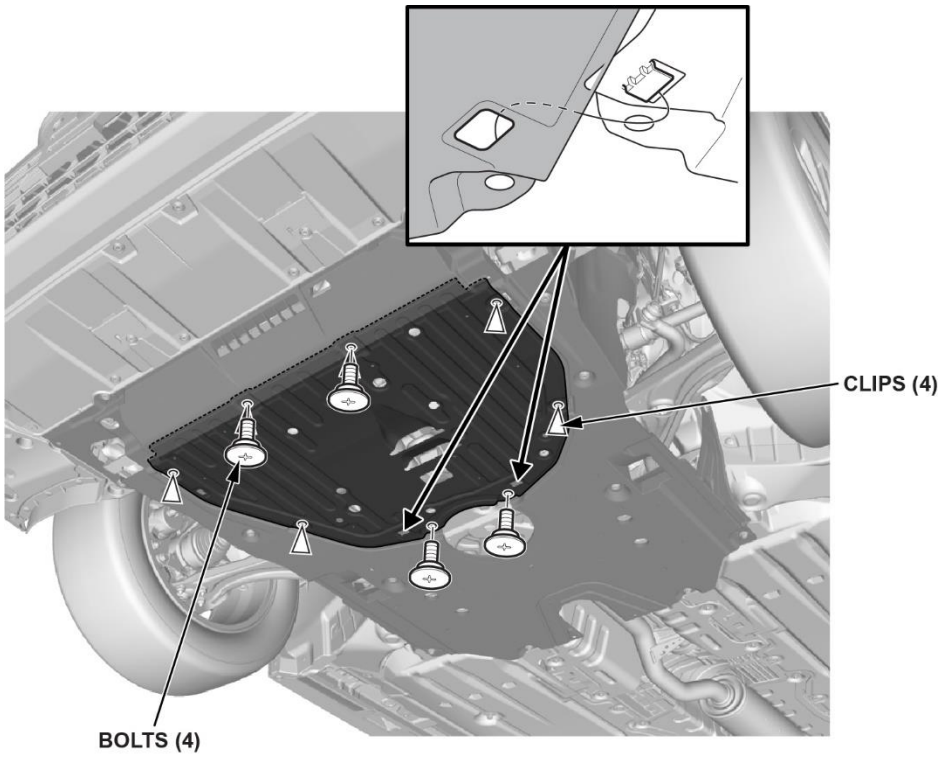


8. Remove the throttle body bolts.
9. Without disconnecting the coolant hoses, move the throttle body to the side to gain clearance to remove the intake manifold.
   NOTE: **Do not** excessively bend or stress the coolant hoses.
10. Disconnect the following:
    1. Brake booster hose from the intake manifold
    2. PCV hose from the intake manifold
    3. Intake Air Temperature (IAT)sensor 2
    4. Map sensor

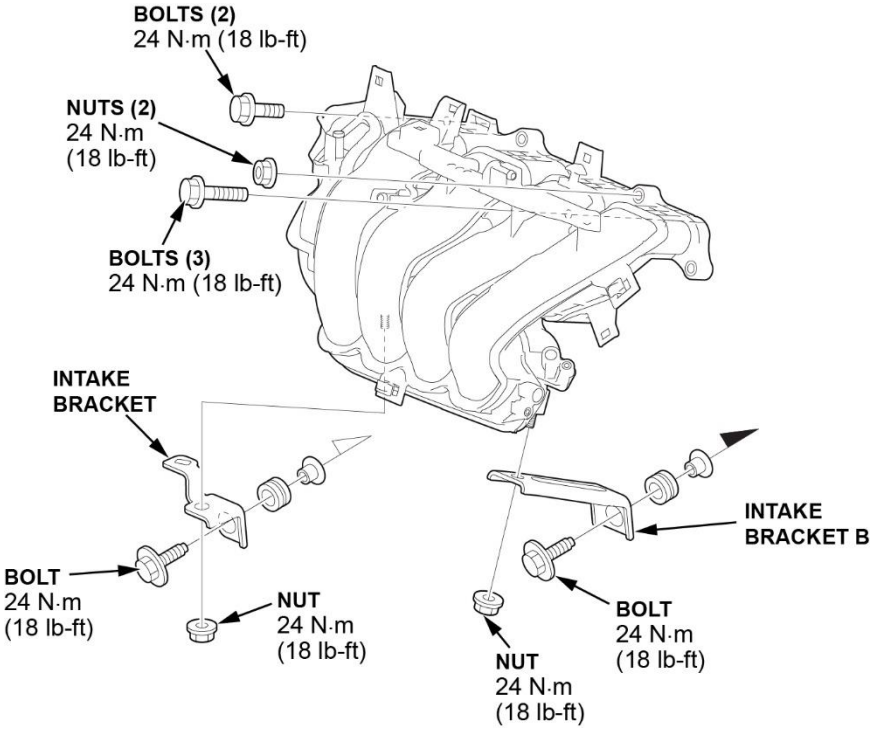


11. Lift the vehicle
    - *Lift and Support Points*

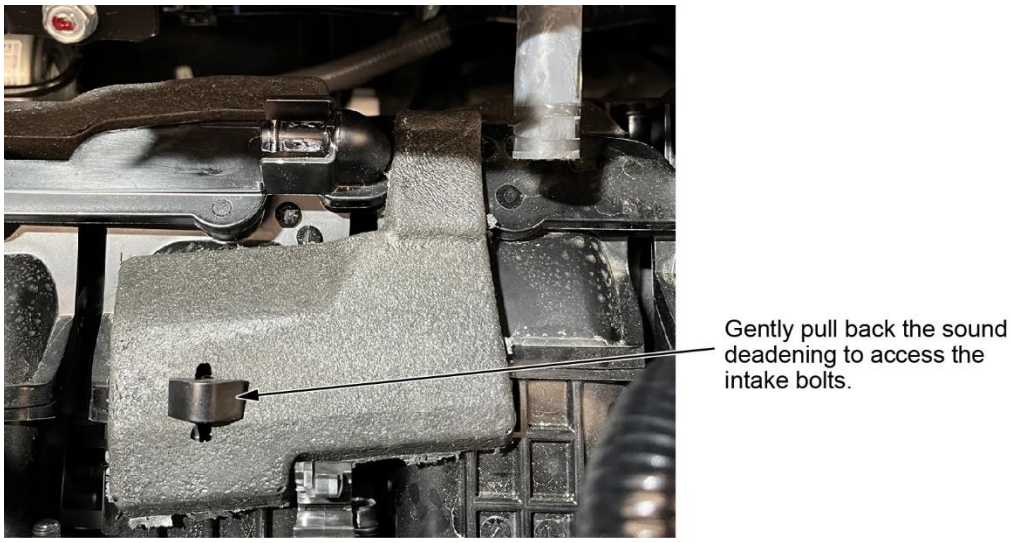
12. Remove the engine undercover plate.



13. With the vehicle in the air, remove the intake bracket and intake bracket B.



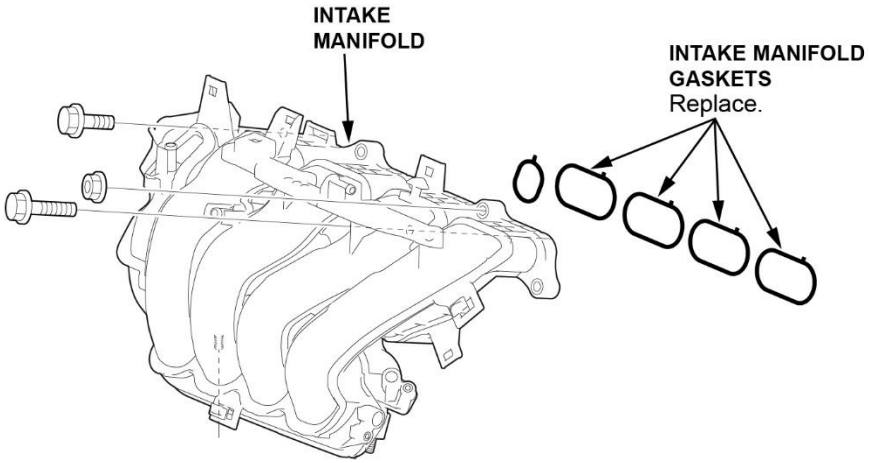
14. Gently pull back the sound deadening to allow access to the intake manifold bolts.



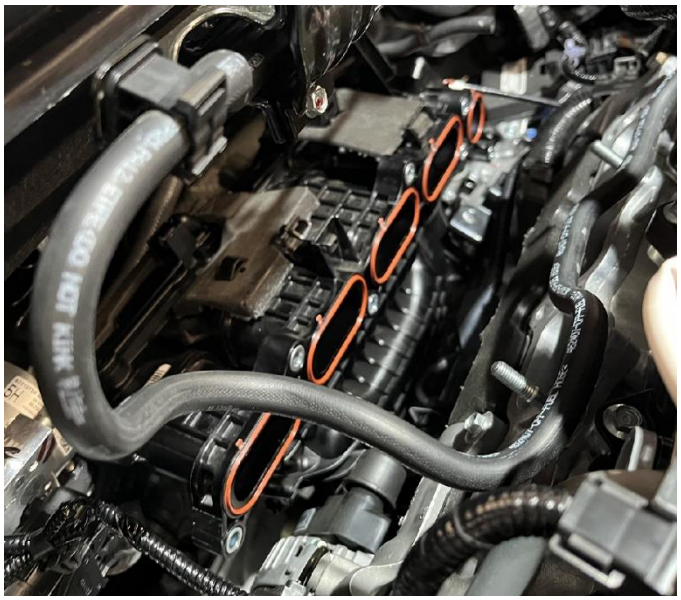
15. Remove the 5 bolts and 2 nuts securing the intake manifold.

    NOTE:

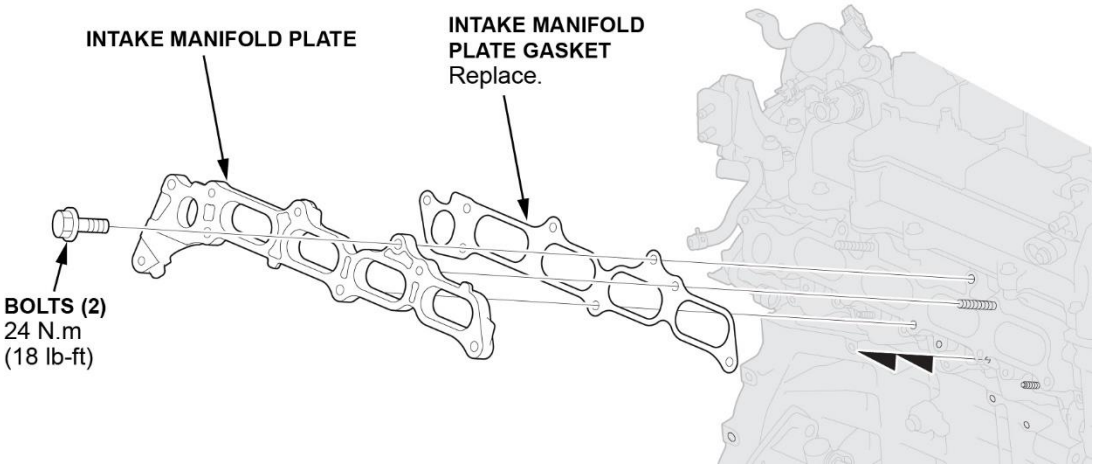
    - Make sure all 5 bolts and 2 nuts are removed before attempting to move the intake manifold.
    - There are two different length bolts securing the intake manifold. Note the locations of the bolts while removing, to ensure they are returned to their proper location during assembly.



16. Gently move the intake manifold away from the cylinder head.



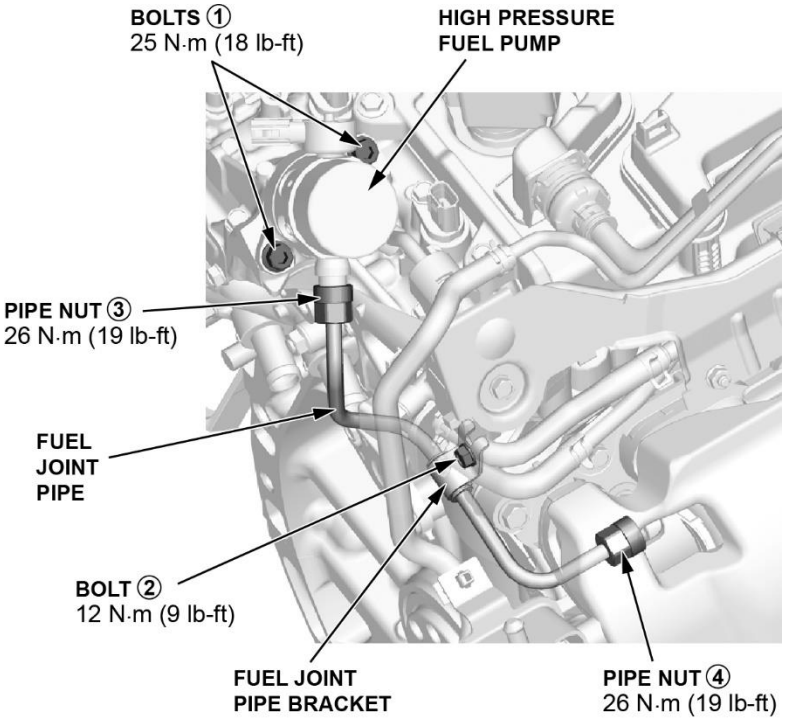
17. Remove the two bolts securing the intake manifold plate.



18. Disconnect the fuel feed pipe from the high-pressure fuel pump.
19. Remove the fuel joint pipe.

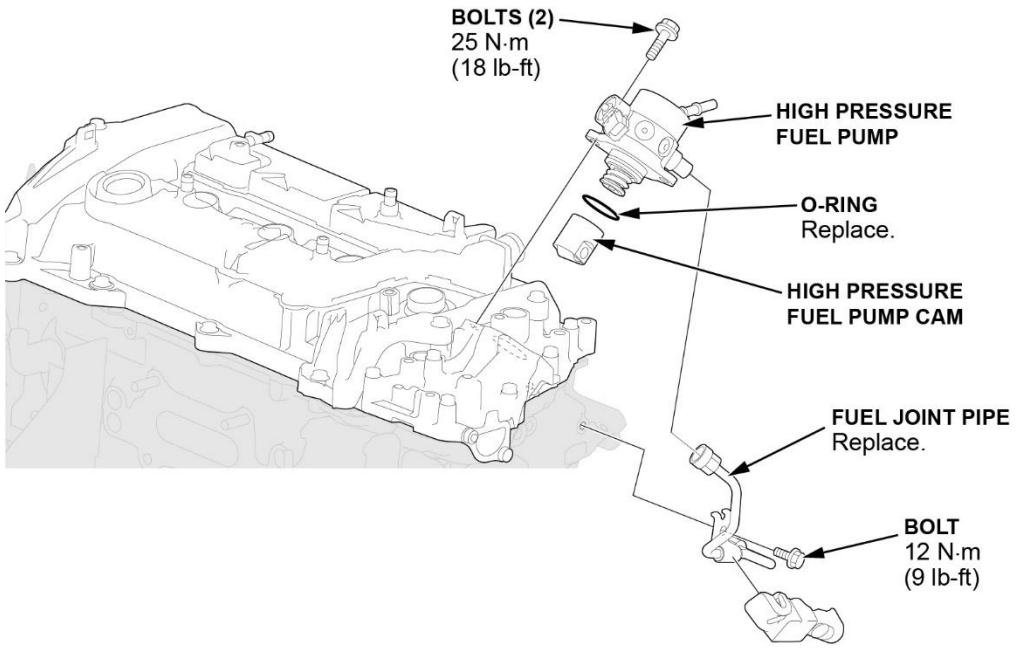
NOTICE

- The fuel joint pipe cannot be reused once it has been removed or loosened. Failure to install a new fuel joint pipe **will cause** fuel leaks.

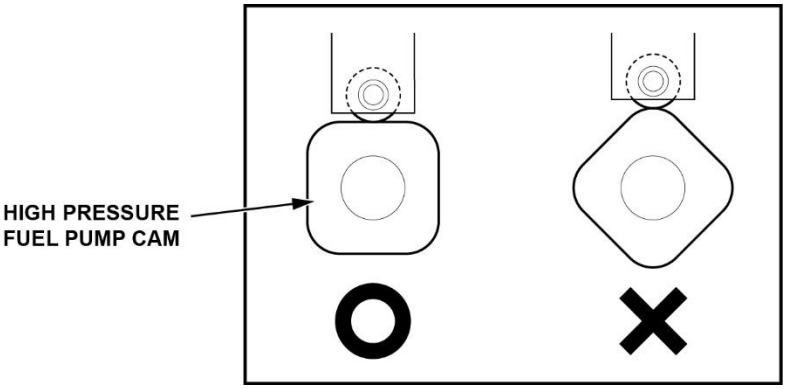


20. Remove the high-pressure fuel pump.

    NOTE: Loosen the high-pressure fuel pump bolts alternately.



21. 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.



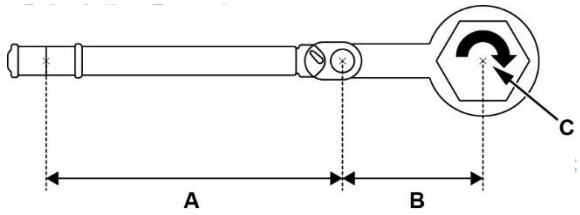
    2. Lubricate the O-ring on the new high-pressure fuel pump with engine oil.
    3. Tighten the high-pressure fuel pump bolts in an alternating pattern until the pump is in contact with the fuel pump base.

       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. Torque the high-pressure fuel pump and joint pipe nuts and bolts in sequence to specification.

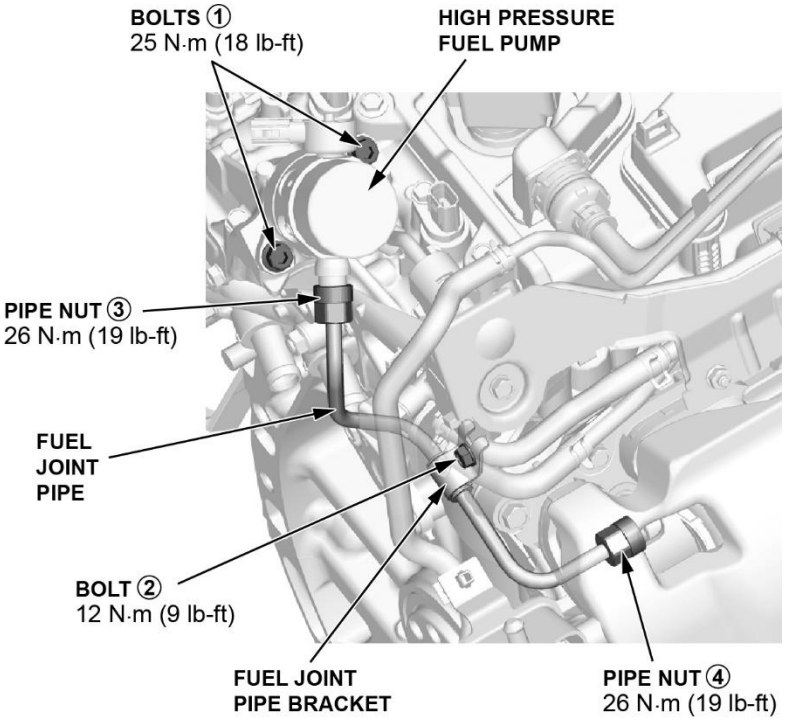
   NOTE: When using some special tools or crowfoot-type wrenches, the torque value changes due to the added leverage. The actual torque applied will be greater than the torque reading shown.

   - 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.

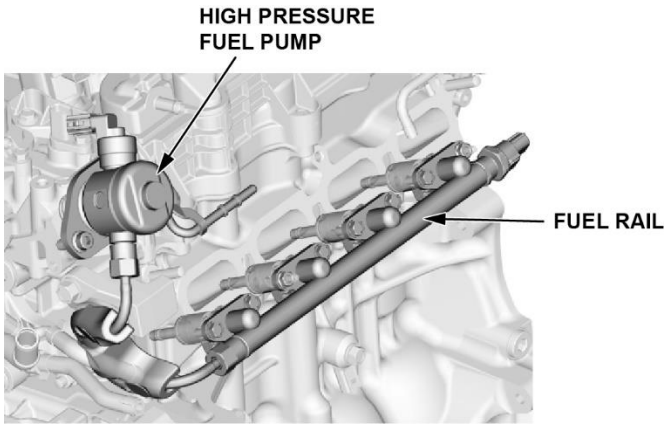


$$\text{Reading of the torque wrench} = \frac{\text{Torque wrench effective length (a)} \times \text{Specified torque (c)}}{\text{Torque wrench effective length (a)} + \text{Special tool/crowfoot type wrench effective length (b)}}$$

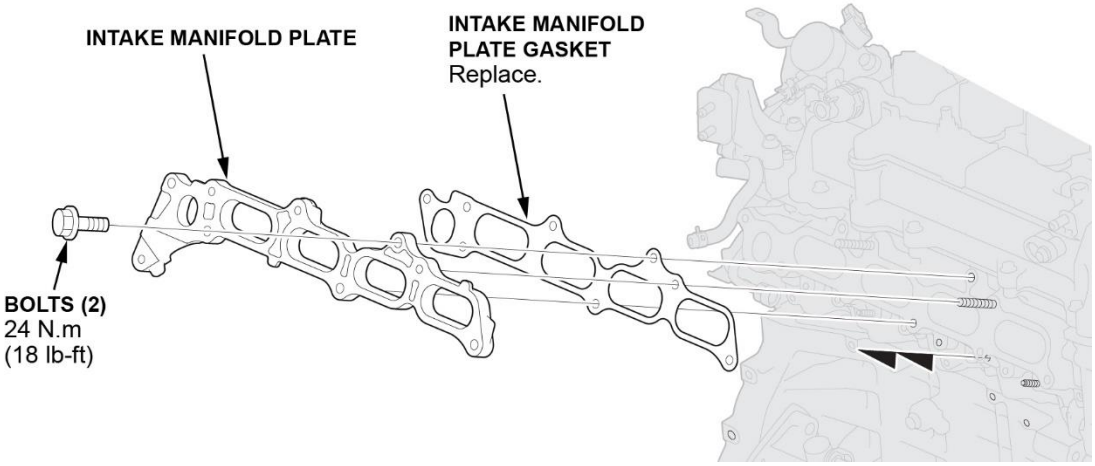
Step	Operation	Object	Detail
1	Hand Tighten	③, ④	The end of the joint pipe is seated on the fuel rail or high-pressure fuel pump.
2	Loosely Install	②	Install the fuel joint pipe bracket to the cylinder head, and loosely install it.
3	Tighten	All Bolts and Nuts	①→②→③→④



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



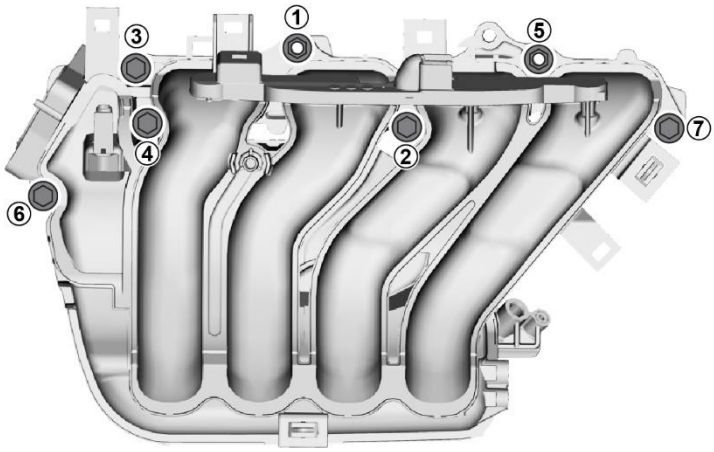
23. Install the intake manifold plate with a new gasket and torque to specification.



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

Tightening Procedure

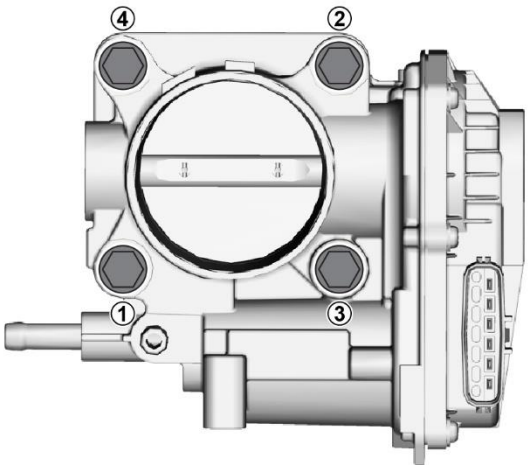
Step	Operation	Object	Detail
1	Temporary Tighten	All Bolts and Nuts	Until the bolts and nuts are seated on the intake manifold
2	Temporary Tighten	All Bolts and Nuts	Until the gasket is compressed
3	Tighten	All Bolts and Nuts	①→②→③→④→⑤→⑥→⑦



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

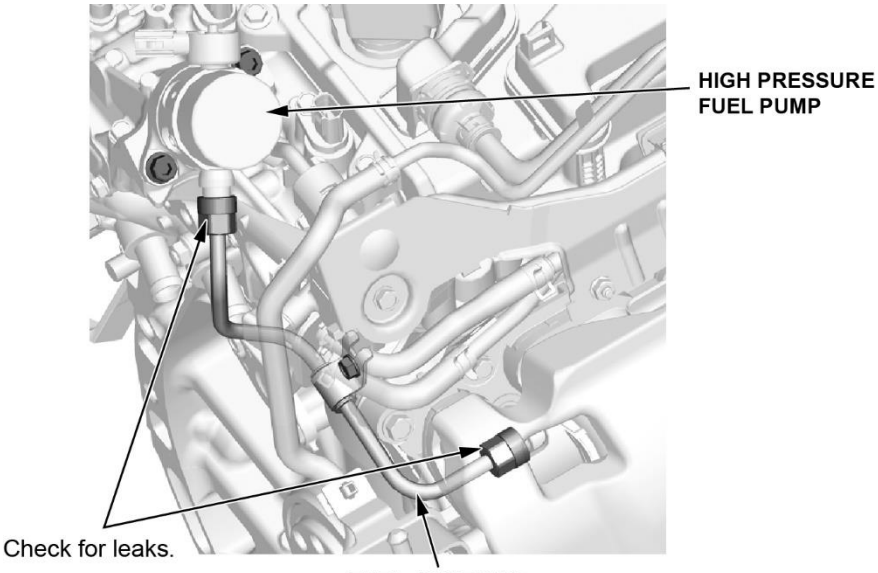
Tightening Procedure

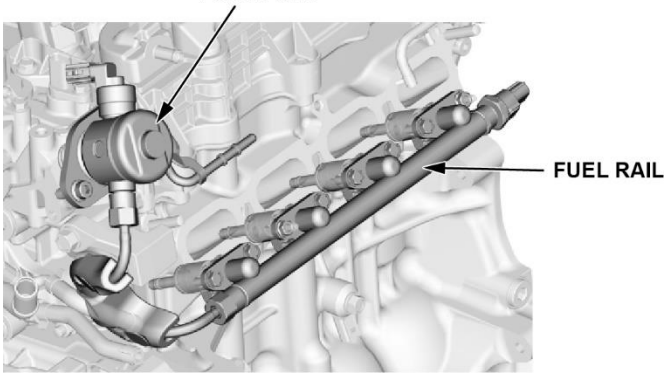
Step	Operation	Object	Detail
1	Temporary Tighten	All Bolts and Nuts	Until the bolts and nuts are seated on the intake manifold
2	Temporary Tighten	All Bolts and Nuts	Until the gasket is compressed
3	Tighten	All Bolts and Nuts	①→②→③→④



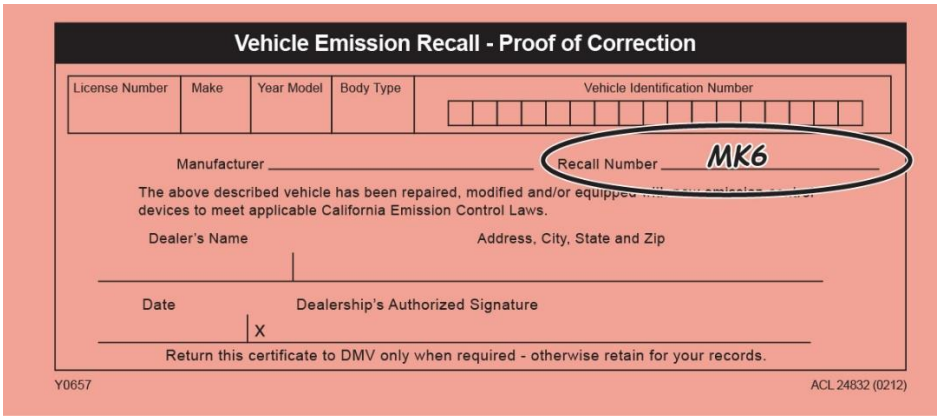
26. Install the remaining parts in the reverse order of removal.
27. Reconnect the 12-volt battery.
    - *12 Volt Battery Terminal Disconnection and Reconnection*

28. 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.





29. Do the *Steering Angle Neutral Position Learning*.
30. Do the *PCM Reset*.
31. *California residents only:* Fill out a Vehicle Emissions Recall – Proof of Correction certificate, and use **MK6** 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

Manufacturer _____ Recall Number MK6

The above described vehicle has been repaired, modified and/or equipped [illegible] devices to meet applicable California Emission Control Laws.

Dealer's Name | Address, City, State and Zip

Date | Dealership's Authorized Signature

X

Return this certificate to DMV only when required - otherwise retain for your records.

Y0657 ACL 24832 (0212)