



February 2015

the wrench
Honda Technician Newsletter

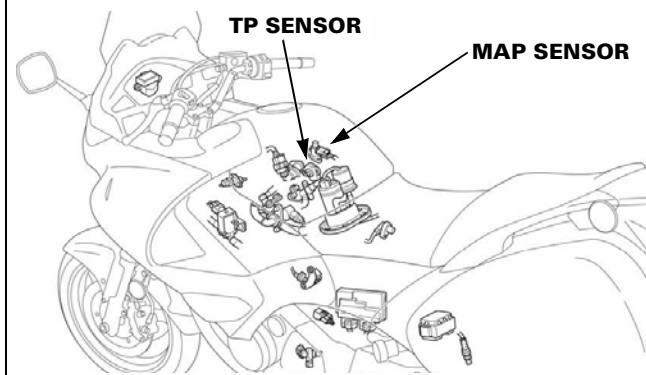
All Models

PGM-FI Equipped Models

Won't Start or Poor Performance After Recent Service

On some PGM-FI equipped models, the throttle position (TP) sensor and manifold pressure (MAP) sensors use identical black, 3-pin connectors. In some cases these components are very close to each other near the throttle body and the wire harness side connectors can be mistakenly connected to the wrong component.

NT700V PGM-FI COMPONENT LOCATION:

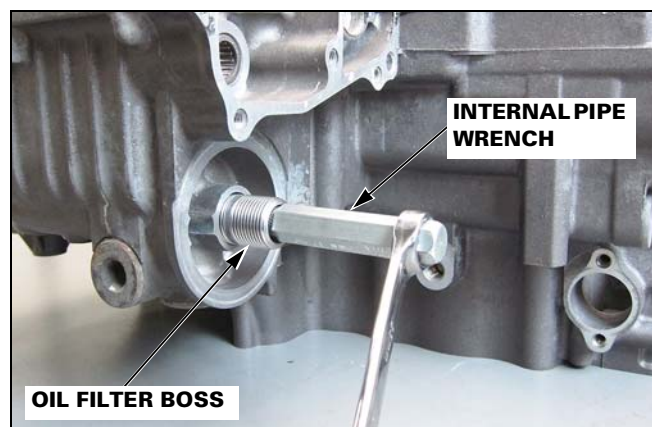


If both of these connectors were disconnected during service and now the engine won't start or runs poorly, it is possible that they may have been inadvertently swapped during re-assembly. If you suspect this is a possibility, use the Data List function of MCS to check for the required 0.5 V on the TP sensor with the throttle closed. If the voltage is incorrect, you probably have the connectors swapped. If so, you will have to dig back into the vehicle to expose the connectors, and then correct the problem.

In the future, make sure to check the wire colors against the Service Manual wiring diagram when connecting the wire harness back into these components.

Spin-on Oil Filter Boss Removal/Installation

TechLine has received a few calls lately about how to remove or install the oil filter boss (threaded nipple) for units with a spin-on style oil filter cartridge. Service Manuals do not indicate how to remove or install the boss from/to the engine case. Fortunately Honda has an internal pipe wrench that allows the removal/installation of the boss from the engine cases without damaging the threads. The wrench grabs the internal part of the boss for removal or install.



When installing, refer to the *Maintenance - Engine Oil & Filter Change* section of the Service Manual for filter boss protrusion length or specified torque value. The internal pipe wrench is available from the Honda Tool and Equipment Program.

iN > Service > Tools > Tool & Equipment Program
Model: GNH139B

On-Road

NSS300/A Forza

Fuel Pump Installation

The installation of the fuel pump assembly on the Forza can be tricky and requires a delicate touch to ensure a proper seal at the fuel tank. TechLine

recently published a tip sheet that outlines a goof-proof method for installing the fuel pump. Check it out on **iN**:

Service > TechLine > Technical Library > Technical Reference > Service Bulletin Tips - NSS300/A Fuel Pump Replacement

AquaTrax

ARX1200T2/T3/T3D

Sub-Airbox Removal

When removing the sub-airbox from the throttle body, the air funnels must first be removed. Often the screws holding the air funnels in place are corroded and very tight, making it nearly impossible to remove them with a screwdriver. The best bet is to skip the screwdriver (especially powered drivers as you can quickly damage the Phillips head fitting) and go straight for the hand impact driver with a long shank #2 Phillips bit on the end as shown.



Line up the impact tool squarely over the screw and strike it forcefully with a ball peen hammer. The screw should break loose on the first blow. Usually you only get one shot at loosening these screws before the Phillips-head fitting wipes out, so take your time and use only the hand impact driver.

If the Phillips head fitting is already damaged, check out the *Removing Damaged Socket/Phillips Screws* article in the April 2012 edition of *The Wrench*.

Warranty Corner

Are You Leaving Money On the Table?

While recalls and product update campaigns are not something Honda is proud of, for dealers they are an opportunity for your service department to strengthen its relationship with your customer and sell maintenance or other needed services in addition to the warranty work. Make sure you're getting your share of the pie by checking each unit VIN on **iN** at service write-up for outstanding service campaigns. Customers with a second hand vehicle may not be aware that it is affected by a recall or product update, so be sure to assure their safety and satisfaction by checking for outstanding campaigns. Be sure to print out a copy of the *Unit Information* report and staple it to the RO for easy reference by all service staff handling the job.

Also, make sure you're using the appropriate *Honda Customer Reception - Vehicle Check-in Form* when writing up an RO. They're a great tool for giving the vehicle a thorough walk-around and noting any needed service that the customer may not have initially requested. They can also be used to document any pre-existing vehicle damage, thereby minimizing a potential dispute later on. Download the check-in form from **iN** by following this path:

iN > Service > Service Dept. Profitability > Service Analysis Tools & Checklists

The Tool Chest

New Special Tool Bulletin: STN #26 - Powersports Key Servicing

In support of the latest Honda key cutting technology, *STN #26* was published on **iN** in mid January. If you are looking to diversify your Service Department revenue stream and enhance customer satisfaction, make sure you are able to quickly satisfy your customer's key duplication needs. Check it out by following this path on **iN**:

Service > Tools > Special Tools > STN #26



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Editor: Robert Heilbron E-mail *The Wrench* at EditorTheWrench@ahm.honda.com

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