



January 2015

On-Road

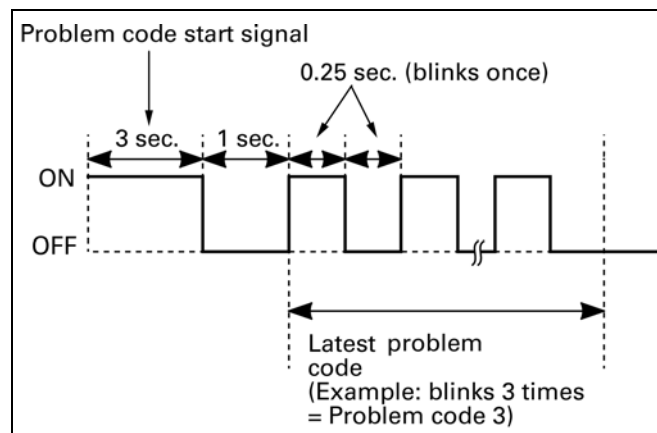
ABS Equipped Models

Interpreting Trouble Codes

With most of the current fleet of Honda on-road models having a standard or optional Anti-lock Brake System (ABS), it is important that technicians understand that there are three different generations of Honda ABS in the North American market. Each has varying levels of sophistication and on-board diagnostic capability. It should be noted that each system has different trouble code light blinking patterns, so to properly diagnose ABS problems you must refer to the appropriate Service Manual to retrieve stored trouble codes and interpret the ABS indicator blink pattern.

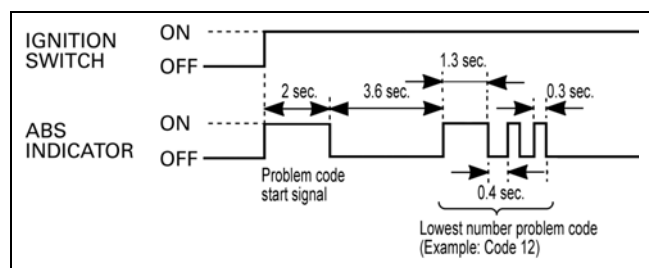
First Generation ABS (ST1100, GL1800, ST1300)

It should be noted that the ABS indicator blink pattern for this system flashes only short blinks to indicate the problem code. *The long blink (3 seconds) in this system only indicates the problem code start signal (not "10" as is typical of PGM-FI and Second Generation ABS trouble codes).*



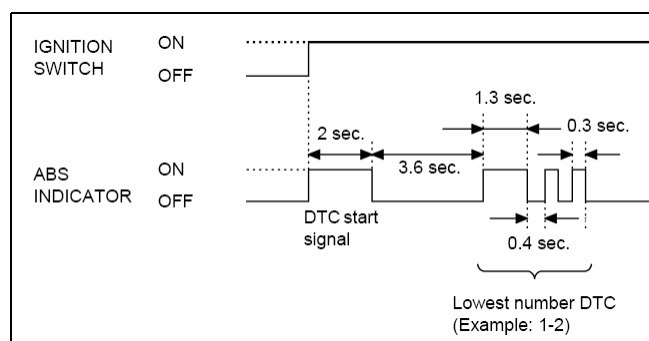
Second Generation ABS (FSC600A, VT1300CXA)

This system flashes a blink pattern similar to a PGM-FI Malfunction Indicator Lamp (MIL) code, where one long blink (1.3 seconds) is equivalent to 10 short blinks; so that one long blink, followed by two short blinks equals problem code 12.



Third Generation ABS & CABS (VFR800F, CBR1000RA)

These ABS systems use a two-part Diagnostic Trouble Code (DTC), like PGM-FI trouble codes, where the blink pattern includes a long blink(s) (1.3 seconds) to indicate the first digit of the code and short blinks to indicate the second digit of the code.



Some models with Third Generation ABS support DTC retrieval with the MCS Diagnostic Tool, refer to the *MCS Model Application Chart* on the TechLine section of **iN Service** for models that support this feature:

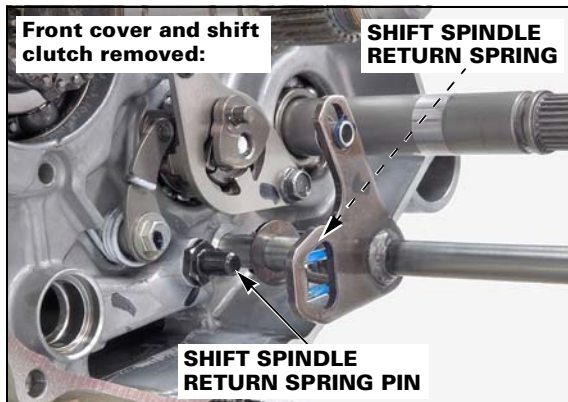
iN > Service > TechLine > Diagnostic Tools > MCS > Model Application

TRX

TRX420FA/FPA, TRX420FA1/2/5/6, **TRX500FA5/6/7**

Erratic Shifting, But No DTCs

First, make sure the problem is not something simple, like the transmission is hung up between gears due to customer mis-use (See The Wrench, July 2014). If the shifting problem is repeatable and there are no Diagnostic Trouble Codes (DTC), the gear shift spindle return spring pin may be broken. The pin, along with the shift return spring, returns the shift spindle to its "at rest" position.



The easy way to check whether the pin is broken is to remove the shift control motor (a must, trust us) and then check for spring tension on the shift spindle by attaching an 8 mm box-end wrench to the end of the spindle and turning the wrench in both directions.



You should be able to feel the spring tension from the shift spindle return spring. If there is no ten-

sion, the shift spindle return spring pin is broken and needs to be replaced. Be sure to replace the shift angle sensor as well.

Service Library

Recent Service Information Mailings and Postings

A well maintained Service Library is an indispensable resource for ensuring maximum Service Department productivity.

In November and December, the following materials were mailed to your dealership or posted on **iN**:

Service Manual Conversion Stickers and Revision Pages

- 2012-2015 GL1800/A
- 2010-2015 VT1300CR/A, CS/A, CT/A, CX/A
- 2011-2015 VT750C/CS
- 2010-2015 VT750C2B
- 2004-2015 CRF250X
- 2005-2015 CRF450X
- 2013-2015 CBR600RR/RA
- 2008-2015 XR650L
- 2014 Grom125 Revision Pages (2)
- 2014 NSS300/A Revision Pages (3)

Be sure to apply the conversion stickers/revision pages to the appropriate Service Manual right away.

Set-Up Instructions

- 2015 VT750C2B
- 2015 VT750C/CS
- 2015 CRF450X
- 2015 CRF250X
- 2015 CBR600RR/RA
- 2015 VT1300CT/CTA
- 2015 VT1300CR/CRA/CX/CXA
- 2015 GL1800B/BD

The above Set-Up Instructions were posted to **iN**, be sure to print a copy of each and organize it with your other set-up material; either for your set-up staff or set-up company.



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MSN 15286 (1412)