



2021 CBR1000RR-R
Fireblade

January-February-March 2020

**the
wrench**
Honda Technician Newsletter

ON-ROAD

REVERSE ISSUES (GL1800 - M/T)

If you verify a customer complaint of a GL1800 with manual transmission not going into reverse or grinding when engaging reverse, the issue is usually caused by improper reverse actuator cable adjustment or lack of lubrication of the reverse shift arm. Inspection/maintenance of this cable should occur every 8000 miles per the maintenance schedule, so this repair is not covered by warranty.

First, adjust the cables following the procedure in the Service Manual for Reverse Shift Actuator Cable Adjustment. If this does not remedy the issue, clean and lube the components of the reverse shift arm per the Service Manual, including the lost motion plate.

NAVI SOFTWARE UPDATE (GL1800)

The February 2020 update for GL1800 navigation software is available through the Honda Powersports web site. Click on the link below to access the update.

<https://powersports.honda.com/goldwing/update/index.html>

This software update includes:

- most current map information
- updated Honda dealership information
- more intuitive traffic flow and reroute setting (for SiriusXM subscribers)
- fix for issue programming waypoint entry

SXS

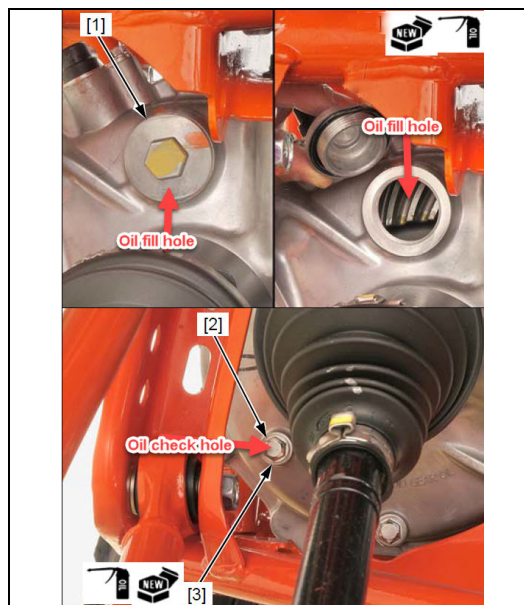
REAR FINAL DRIVE OIL LEVEL CHECK (TALON)

Inspecting the oil level of the REAR final drive on Talon models is different than the front final drive, and different than Pioneer models. The REAR final drive on Talon models has a fill hole AND a check hole.

To inspect the oil level properly, follow these instructions:

1. Remove the fill cap [1] AND check bolt [2].
2. Check that the gear oil level is to the lower edge [3] of the CHECK hole.
3. If the oil level is low, add Honda shaft drive oil SAE 80W-90 GL-5, or equivalent hypoid gear oil, into the FILL hole until the oil level reaches the lower edge of the CHECK hole.

NOTE: If you inspect the oil level using the FILL hole, the oil level will seem low, and by adding oil the differential will be overfilled by double the specification.



REPLACEMENT SPEED AND ANGLE SENSOR CONNECTORS (SXS/ATV)

If a vehicle has broken speed or angle sensor connectors, it is possible to make a repair without replacing the entire main harness by using the engine sub-harness for a 2009-2014 TRX420FA/FPA (P/N 32101-HP7-A01). This sub-harness has sufficient length to allow splicing of the connectors into the main harness, saving time, and lessening the repair cost for your customer. Refer to STN #11 for proper splicing instruction.

POST COUNTERMEASURE CLUTCH WEAR (PIONEER 1000 AND TALON)

This article applies to 2016-2017 Pioneer 1000M vehicles with the updated clutch cover installed,. This also applies to all 2018 or newer Pioneer 1000M vehicles, and all Talon vehicles, which came with the updated clutch cover installed at the factory.

The updated clutch cover provides a vastly increased volume of cooling engine oil to the number-one clutch pack. This design change has proven to be very effective to eliminate clutch slippage under normal driving conditions.

If you encounter a Pioneer1000/Talon that exhibits a slipping clutch, and has the improved parts installed, the failure is likely due to improper or severe customer usage. Warranty should not be applied unless a defect is identified.

Remind customers about proper usage related to clutch slippage, to use Low range of the sub-transmission when appropriate, and to follow Owner's Manual instructions (see Basic Operation and Driving Guidelines sections). Also, remind to not use the throttle to hold the vehicle stationary on an incline or try to tow an immovable object. Oversize wheels or tires can also contribute to accelerated clutch wear and slippage.

See Product Improvement Campaign for 2016 - 2017 Pioneer Clutch to check if a unit is eligible and for more information about proper usage and the repair. This PIC expires 9/30/2020.

iN - TECHLINE TIPS

AVOID CREATING DUPLICATE TECHLINE CONNECT CASES

If you have already contacted TechLine about an issue, and a case has been created, be sure not to create a new case when sending additional information through TechLine Connect. Creating a new case will delay a response from a TechLine analyst for up to 24 hours, and doesn't ensure your added information gets directly to the analyst assigned to your case.

When using TechLine Connect to follow-up on an existing case, be sure to change the field to "NO" when asked if this is a new case, and include the case number you were given by the analyst during your first contact (see below). This will attach the new information to your case and your TechLine analyst will be notified of the new information.

TechLine Connect

* = Required

DPTSID * SSN (Last 4 digits) *

E-Mail *

Power House Dealer? ☐

New Case * **NO** TechLine Case # *

Vehicle Information

Mileage/Hours * MILES

Reasons for Contact *

If the case number has been lost, use the Recent Case Status feature on **iN** to locate it. Follow the path below, then, search for the case.

Service > TechLine > Recent Case Status

SALES SERVICE PARTS F&I / HFS BUSINESS MANAGEMENT HONDA PRO TRAINING

Hide This Menu

Acknowledgements
Transactions
Unit/Customer Information
eResponsibility Report
Service Publications
Parts Catalog
Warranty and HondaCare
TechLine
TechLine
TechLine Connect
Recent Case Status
Resources/Contact Us

☐ All ☒ Techline ☐ Warranty *

A case may have been transferred to a different department. We recommend *Warranty Claims Review Form and Recall Compliance cases only.

Case #	VIN	Updated Time (Pacific)	Status
1033	1HFVE0	04/02/2020 18:23:17	SXS
1031	JH2SC5	03/19/2020 15:08:49	CBR
1028	1HFVE0	03/03/2020 22:14:03	Dupl
1028	1HFVE0	03/13/2020 18:13:53	SXS
1019	MLHNC5	01/29/2020 15:43:27	CBR
1015	JH2SC7	02/05/2020 17:05:57	GL15

TRAINING



Congratulations to Carmine Romano of Philadelphia Cycle Center in Philadelphia, PA who earned his HondaPro Red Level status this year, along with a few other techs. Honda District Service Manager Todd Crews presented the award and interviewed Carmine about his experience with HondaPro Training.

Q> How has completing the HondaPro Training helped your technical repair skills?

A> The training really built my confidence working with the different Honda technologies. I like the hands-on aspect of Honda's training because that also builds your confidence in your skills.

Q> What was the best part of attending HondaPro Training?

A> The knowledge I received through the personal interaction with the instructor. Also, learning and sharing with the other techs in the classes was always great. I like the individualized learning method Honda uses, so we are all able to work at our own pace.

Q> Has the training resulted in increased efficiency?

A> Oh, yes. For sure. I have also been able to share things that I learned at training with my fellow techs when they are working on Honda products to help them be more efficient.

Q> Are there any other comments you would like to share with other techs?

A> The Honda training center and training system there is great. I would tell any tech to take advantage of the training and understand that you work at your own pace with a knowledgeable instructor to help you along. And, I would suggest to get all of the prerequisites online modules done before you go to training so you can maximize the hands-on time.



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MSN 17457 (2002)