

2021 CMX1100
(Rebel 1100)

February 2021



the
wrench
Honda Technician Newsletter

ON-ROAD

ANDROID AUTO UPDATE (‘20 - ‘21 CRF1100 - AFRICA TWIN)

On February 11, 2021, American Honda provided a software update that installs Android Auto on the CRF1100 motorcycle. Details about this update, including a link to the software download, can be found on the Honda Powersports web site by clicking the link below.

[Android Auto Update](#)

If you have questions, please contact AHM Tech-Line or your District Service Manager.

PAIRING - NEW HONDA SMART KEY AND SMART CONTROL UNIT (‘18 AND NEWER GL1800)

Pairing a new Smart Control Unit (SCU) and a new Honda SMART Key (HSK) to a ‘18 and newer GL1800 is necessary when the original Honda SMART Key is lost/damaged or if the SCU needs to be replaced.

NOTE:

- Be sure any nearby keys are turned off before pairing the new key.
- The customer needs to provide the original nine-digit smart code ID that came with the key fob in order to successfully pair the new parts.
- The new ID will replace the original ID, which is used to power the bike in Emergency Mode. The original ID will no longer be active.
- If the original smart code ID is lost, then the key fob, the SCU and the Electronic Steering Lock (ESL) must be replaced as a set.

To successfully pair a Smart Control Unit and a Honda SMART Key, follow the procedure below:

1. Turn the new key ON (light blinks three times).

NOTE: Be sure the key is within approximately three feet of the center console.

2. Connect the SCS short connector to the registration 4P connector (left side of motorcycle between the battery box and left saddlebag).
3. Press the starter switch for one second.
4. Turn the ignition switch (knob) clockwise then release. One beep will sound.

The following steps must be completed within one minute. If not, the procedure must be started over from Step 1.

5. Press the pocket open switch the same number of times as the first digit of the nine-digit smart code, then press the starter switch. One beep will sound.

NOTE: For “0”, press the starter switch.

6. Input the second through ninth digit in the same manner as described in step 6.
7. Wait one second then disconnect the SCS short connector from the registration 4P connector.

If the LED indicator blinks after the procedure, try again from Step 1.

STEERING BRIDGE BUSHING - AVOID DAMAGE (‘18 AND NEWER GL1800)

When performing the Service Bulletin GL1800 #1- Loose Handlebar Repair on 2018 GL 1800, or removing the Steering Bridge to adjust the upper steering stem nut on any 2018 and newer GL1800, the left rear tie rod bolt needs to be held by a 14 mm open wrench to prevent the bolt from turning when loosening the 17 mm upper nut. If the bolt is not supported, the rubber bushing will

be damaged, which will then need to be replaced. Bushing damage will not be covered by warranty.

COOLANT LEAK - RIGHT ENGINE COVER (‘19 CMX300, CB300R, CBR300R, CRF250L/RALLY)

If the right engine cover is leaking coolant on any of the models listed, this could be due to the water pipe causing a gap at the clutch cover side. Replacing the O-ring will not fix the leak. Instead, replace the water pipe.

Use 19120-KYJ-900 to repair CMX300, CB300R and CBR300R.

Use 19120-KZZ-900 to repair CRF250L and CRF250L Rally.



WARRANTY

WARRANTY CLAIM POLICY TIMELINES

Honda Powersports Warranty has seen an increased number of requests for reprocessing of denied claims over 90 days from RO open date. As a reminder, claims that are submitted over 20 days from RO open date do not qualify for the 40% parts allowance, and claims over 90 days are automatically denied in the iN warranty system.

As a reminder, this does exclude B/O parts, Tech-Line/DSM involvement, and a few other special

circumstances outside of your control, but you will need special DSM/TechLine/Warranty consideration to have these reopened and reprocessed. Remember to add these specific details to your claim complaint, cause, and correction description section to ensure proper filing and processing consideration.

To view all warranty claim time lines, please view the Warranty Policy and Procedures Manual, page 34.

***iN>Service>Warranty and Hondacare>Warranty
Home>Warranty Policies and Procedures Manual***

SXS

NEEDLE BEARING NOT MISSING (‘16 AND NEWER PIONEER 1000, ‘19 AND NEWER TALON)

When rebuilding a Pioneer 1000 or Talon sub transmission, there are two caged needle bearings which appear to be missing one needle on each cage (P/Ns 91027-HL4-003, 91022-HL4-003). This is normal. The space is where the cage is welded together. The needle is left out for sizing reasons. See image below for reference.

